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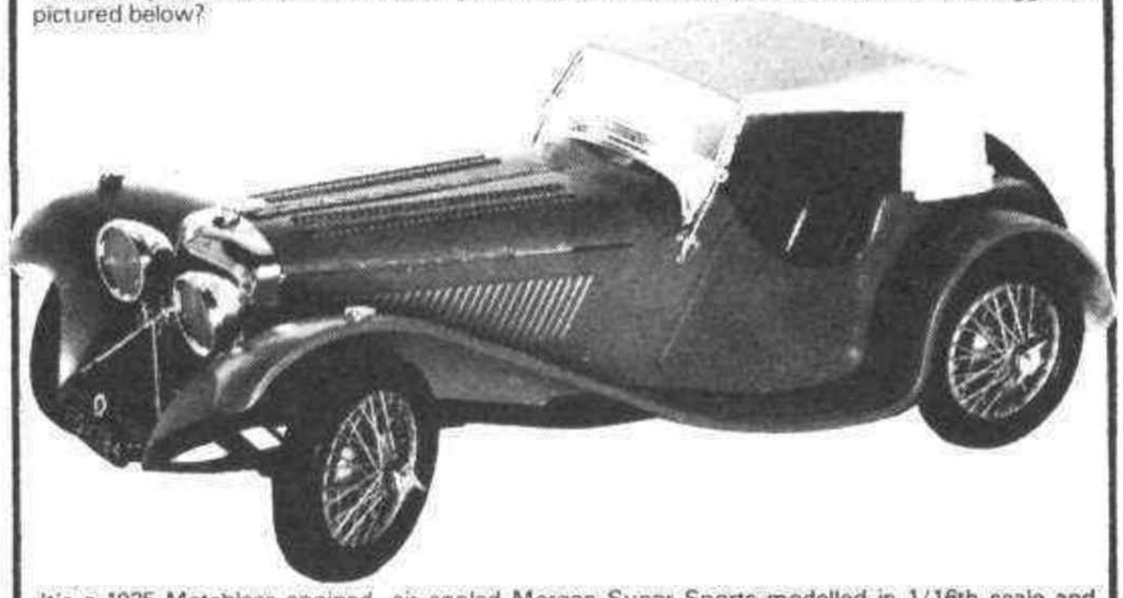
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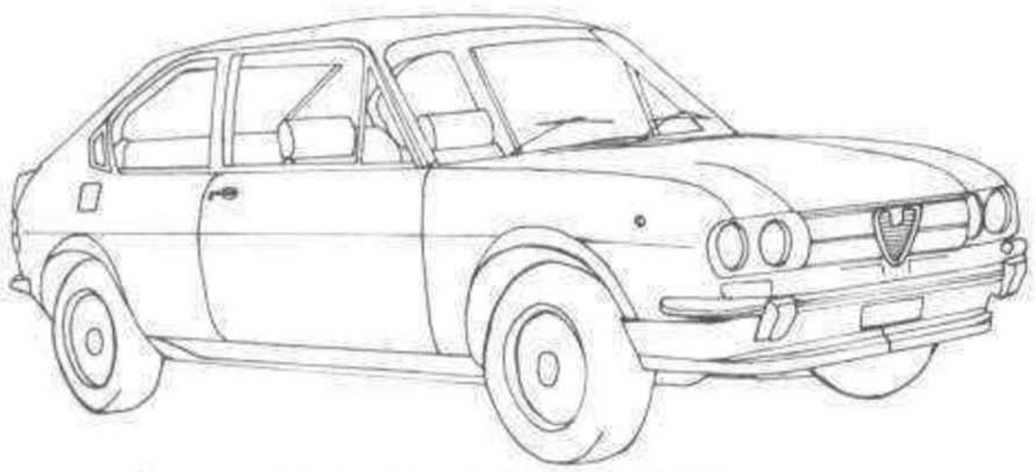
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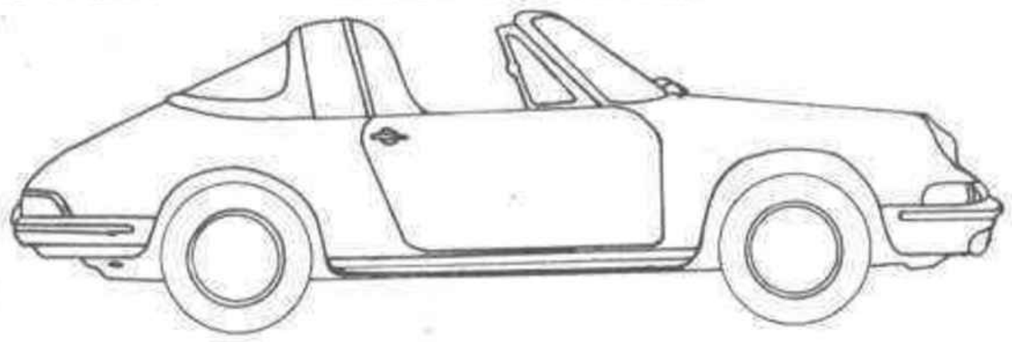
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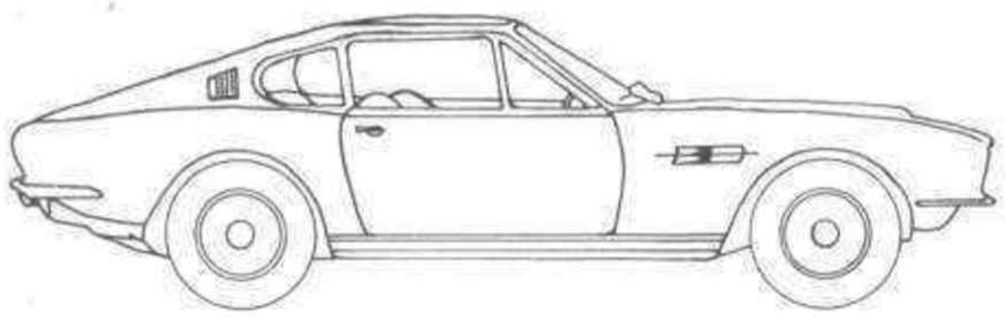
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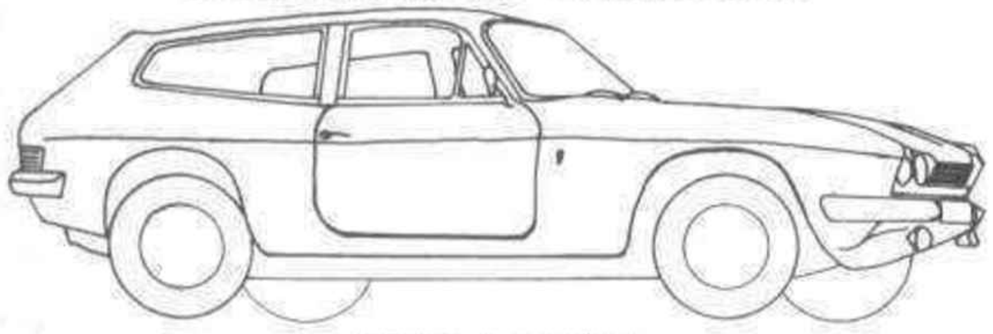
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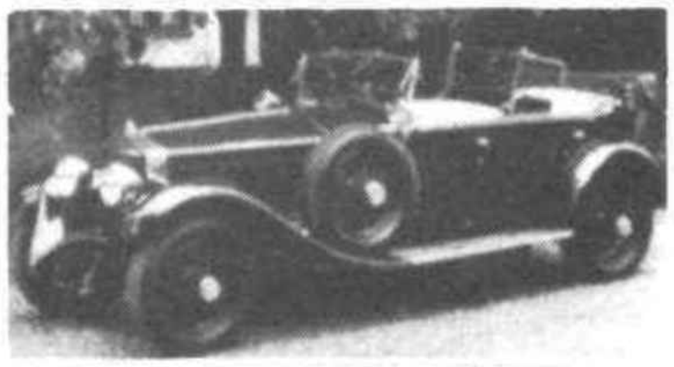
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73 BMW 3.0 SA. Silver, blue cloth, tinted glass, radio/stereo, 19,000 miles. **£3,595.**
74N BMW 2002 cabriolet. White, black and white check trim, 2,000 miles. **£2,995.**
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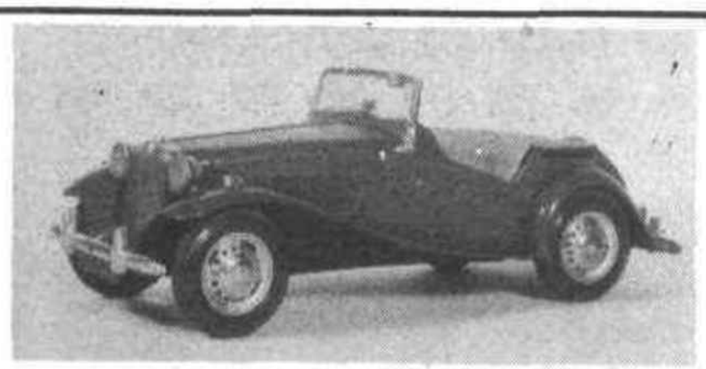
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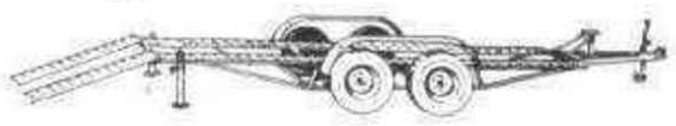


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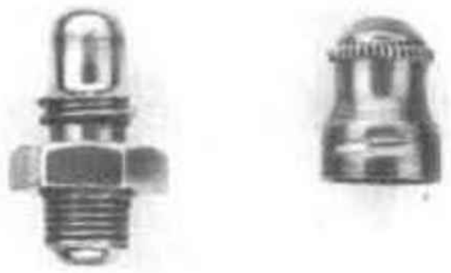
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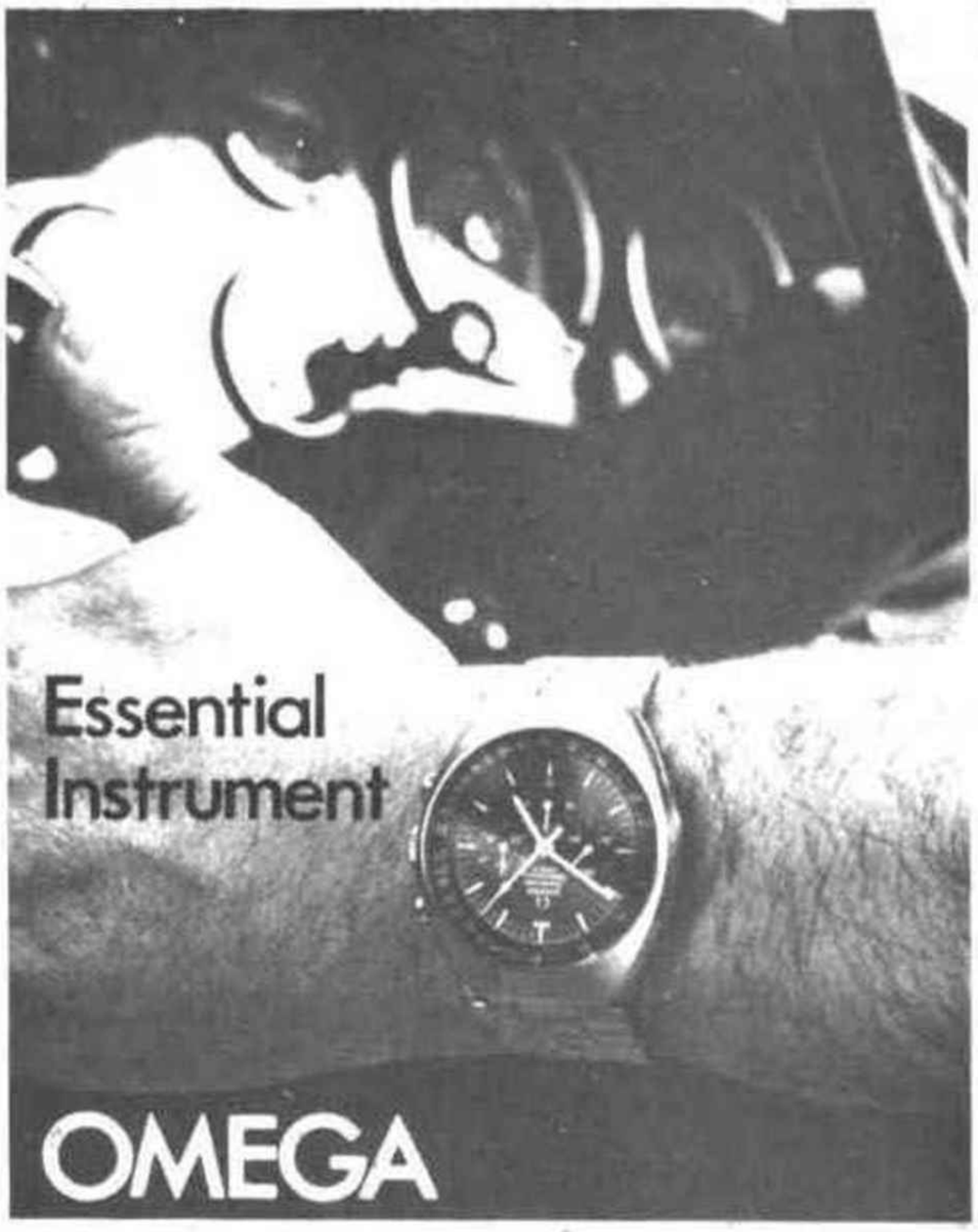
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1973 +2S 130/5, low mileage, alloy wheels, stereo. **£2,395**
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1970 E-Type 2+2, sable/tan trim, c.w.w., sunroof. **£1,795**
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1971 'K' reg. Scimitar GTE, low mileage, overdrive, radio. **£1,695**
1970 Scimitar GTE auto., white, sunroof, radio, stereo. **£1,395**
1973 'M' reg. Alfa Romeo 2000 GTV, one owner, radio. **£1,995**

M.G.

1973 MG-B GT, low mileage, overdrive, radio, elec. aerial. **£1,595**
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TRIUMPH

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1972	**JAGUAR XJ6 4.2.** P.A.S. auto	Fawn	**£2,595**
1971	**JAGUAR 'E'-Type 2+2 V12**	Maroon	**£2,195**
1971	**JAGUAR 'E'-Type 2+2.** Auto., P.A.S., sun-roof	White	**£1,795**
1970	**JAGUAR 'E'-Type 4.2**	Red	**£1,595**
1960	**JAGUAR XK150 coupe**	Silver	**£1,295**
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1970	**LOTUS Europa**	Yellow	**£995**
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1971	**MARCOS 3-litre V6**	Red	**£1,395**
NEW	**TVR 3000M,** ex stock	White	**£2,999**
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1968	**PORSCHE 911S**	Red	**£1,995**
1972	**DATSUN 240Z.** 10,000 miles	White	**£1,695**
1974	**TRIUMPH TR6 coupe.** 5,000 miles. Overdrive	Maroon	**£1,895**
1973	**TRIUMPH GT6.** Overdrive, sun-roof	White	**£1,395**
1972	**MEXICO Group 1.** Full race. Details on request	Maroon	**£995**
1971	**CAPRI 1300 GT XLR**	Bronze	**£795**
1970	**ROVER 2000 TC** (1971 model)	White	**£1,095**
1972	**COSTIN Amigo**	White	
1968	**RELIANT Scimitar.** Overdrive, radio; one owner	Blue	**£665**
1969	**LOTUS Elan +2 S.** Due in this weekend.		
1972	**CAPRI 1600 GT Special.** Radio/tape	Black	**£1,095**

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LAGONDA 1935 (Dec). L.G. 45 tourer. White with green hide upholstery. Recent complete overhaul in all respects. Now in quite exceptional condition. For use and investment. **£5,500.**

BENTLEY 1956 (May). Continental by H.J. Mulliner. This rare all-aluminium example is unmarked in midnight blue over silver. A well cared for example which the most critical inspection will confirm. History, full details and photographs on request.

ALFA ROMEO 1972 (Feb). 1600 Giulia Super saloon, white with black interior, currently returning 31 m.p.g. **£1,050.**

ASTON MARTIN 1968 (Jan) DB6. Dubonnet red with tan hide upholstery. Tinted glass, chrome wires, 5 speed gearbox. In exceptional condition throughout **£1,885.**

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AUTO-COOKER TEST

Belling Classic 90x

61 litre model

"At 2,200 rpm the performance of the new turbo-powered 2-door Belling was outstanding."

SOMETIMES a manufacturer brings out a new model which is deliberately aimed at the women's market; yet it's often the man who has to foot the bill and look after the running expenses. We thought, therefore, you might appreciate a male assessment of the exciting new Belling Classic 90X, given here by Mike Legg-Poole, the Motoring Correspondent of the Cookham Times and Bakewell Examiner:

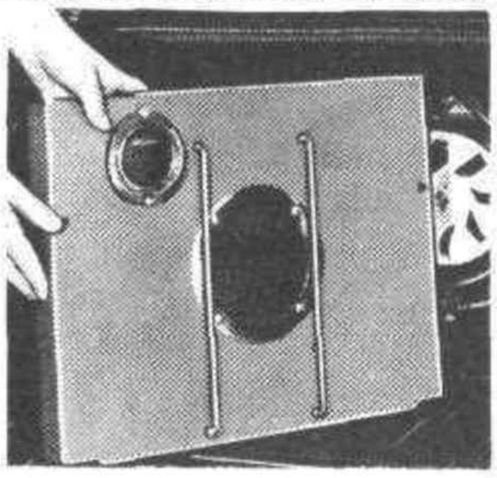
"Eschewing the brashness and the ephemeral fashions of Detroit, the designers of the new Belling Classic 90X have rightly given first priority to that most fundamental of all requirements, good taste. Despite the classical elegance of the exterior, however, the engineering is very far from conventional – as I discovered during a week-end trial run recently.

Plenty of leg room

Open the smart black door, and as the courtesy light comes on automatically, you're immediately aware of an enormous, handsomely-appointed interior. It's a genuine 4-shelfer, with ample room for legs, shoulders, kidneys, liver, reclining birds – anything you like. All-round visibility is excellent through the inner glass door.

Unique interior heating system

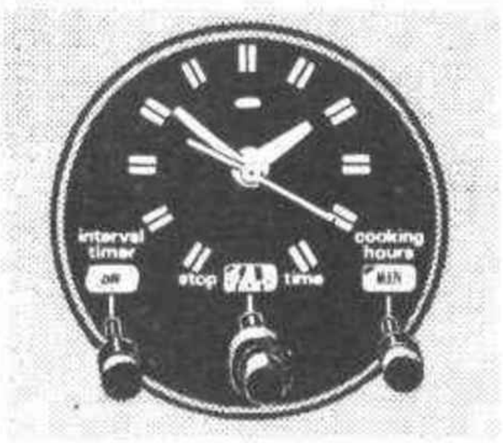
A smooth, quiet, 8-bladed turbo-fan impels heated air to every corner of the 61-litre oven, giving amazingly even heat distribution. No need to worry about changing shelf positions. It's ideal for Learners.



And for week-days...

. . . a second smaller oven with its own heating system, and with time-controlled automatic transmission. This also houses a very large grill, but if you're by yourself and fancy a crumpet, as I often do, you need only switch on the offside section.

Practical instrument panel



I particularly liked the easily-read controls. There's an Auto-Timer and built-in electric clock, and every switch has an indicator light. After dark, the whole facia is discreetly floodlit.

Tendency to boil rapidly

Four high-speed radiant rings (two of them with dual controls) glow as vividly as any cigar-lighter. Make no mistake, the Classic 90X is fast – I timed her at 0-100°C in 4 minutes flat for a pint of water – yet she'll gently 'idle' all day if you wish.

Easy to clean

After spending Sunday morning washing the car, who wants to spend the afternoon cleaning the cooker? You don't need to – the fan-assisted oven doesn't get very dirty, and the back of the oven is virtually self-cleaning.

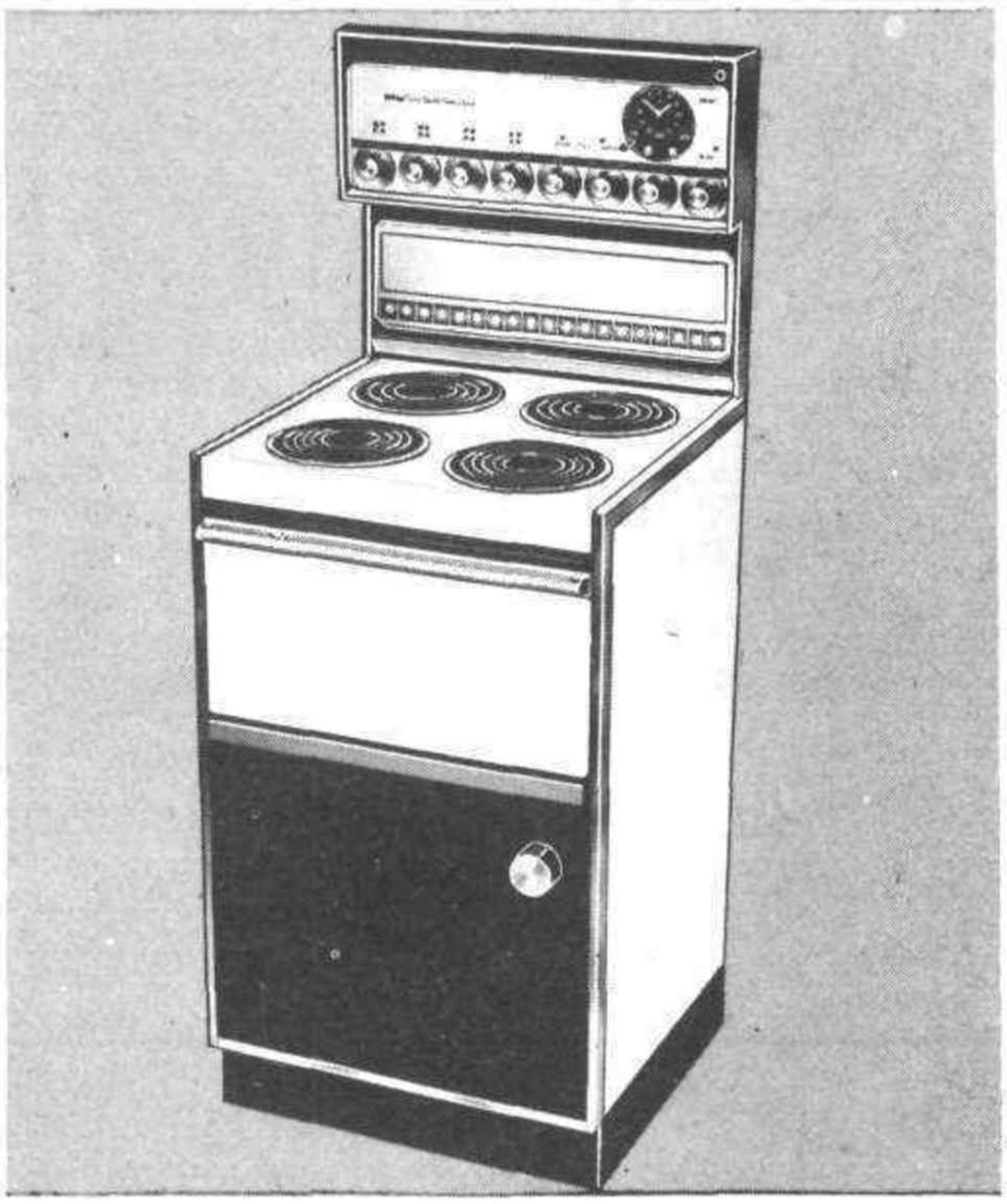
Will it fit your kitchen!

Like a glove! Only 21″ deep, it fits flush with most units. Rollers underneath give the Classic 90X exceptional handling qualities when you're trying to park it after cleaning.

Less fuel consumption

For such a high performer, the Classic 90X is surprisingly economical: the double grill, dual circuit rings, economy week-day oven, even the fan oven, show big savings on gas!

In an era when we're used to tough competition from abroad, it's encouraging to see a British manufacturer producing such outstanding value. The price? A modest £127.44 (inc. VAT)."



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MOTOR SPORT

INCORPORATING SPEED AND THE BROOKLANDS GAZETTE

VOL LI No. 1 JANUARY 1975

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CONTENTS

	page
Matters of Moment	15
International Calendar for 1975	17
Two Sides of the Coin (McLaren)	18
Rally Review	20
The Formula One Scene	22
The Leather-Bound World of Connolly	24
Marshall's Firenza	26
Around and About	27
Veteran-Edwardian-Vintage	29
Fragments on Forgotten Makes : No. 51 : The Airedale	33
Books for the New Year	34
A Motoring Art Exhibition	35
Road Test : The Vauxhall Firenza	37
Looking Back with Bruce Halford	40
International Race Results of 1974	43
The Subtle Art of Fast Cornering	46
Experience with an Alfa-Romeo 2000 GTV	48
Letters from Readers	54

FRONT COVER PICTURE: WITH Cibié lights piercing the murky twilight of the Setmurthy stage in the Lake District, the Colibri-sponsored works Ford Escort RS 2-litre of Timo Makinen and Henry Liddon slides its way to the pair's second successive outright victory in the Lombard-backed RAC Rally last November. Second, 1 min. 40 sec. behind, were Stig Blomqvist/Hans-Erik Sylwan in a works Saab 96.

ANNUAL SUBSCRIPTION RATES

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MATTERS OF MOMENT

■ THE TREND OF DESIGN

At the commencement of another year it is encouraging to discover that some of the past pessimism is dispersing. The flow of oil which we were told would soon cease to come from beneath the surface of this exhausted planet has refused to dry-up, no doubt to the disgust of the Media and other Jeremiahs, so, if you can afford it, there is plenty of petrol to burn. The emission rulings that were going to burden every i.c. engine with so much power-consuming extra machinery that they would scarcely be able to pull along the vehicles into which they were installed have not yet proved to be that crippling.

So, although the cost of personal road transport has risen astronomically and you cannot buy so much as a basic 850 Mini for less than £1,000, it is still possible to motor and to do so in some luxury, because most of the one-time items of de luxe equipment, like a good heater, adequate ventilation, two-speed screen wipers, anti-dazzle mirrors, the heated rear-window, reclining front-seat squabs, courtesy interior lighting, sill door-locks and so on, are now commonplace, and even the more specialised advances such as automatic transmission, power steering, dual q.i. headlamps, five-speed manual gearboxes, disc servo brakes, etc., have become available on the more ordinary, comparatively less-expensive, cars. Moreover, further advances, such as inexpensive air-conditioning, wiped headlamp glasses, safety-wheels, fuel-injection, the Wankel engine, electric window-lifts and other developments are coming along steadily or will soon be found on the less-costly cars.

That cars show continual improvement in spite of political discouragement and the financial crisis must be evident to those who read road-test reports and now find that many items which not all that long ago called for special mention are now accepted as near-essentials on most cars. Performance, too, has vastly improved over the years, so that the big-engined, fuel-thirsty, top-bracket makes are hard put to it to leave behind the more humble family saloons and need more than ever before to offer extra attractions in terms of quietness, spaciousness, refinement and a level ride, as some compensation for their elevated price.

The technical outlook is far from bleak, ranging as it does from fresh investigation into conserving fuel and reducing toxic exhaust emissions to improving the chances of the occupants' survival in an accident for those who are in such awe of the motor car that, having strapped one to themselves, they go in constant fear of a crash. There are even engineers of logic, epitomised by the inimitable Alec Issigonis, who believe that it is equally or more important to design into a car such excellent road-grip and response that the driver has at least a sporting chance of steering clear of incipient calamities. This ideal has been made easier to achieve by the widespread acceptance of front-wheel-drive for the smaller cars, which the transverse-mounted power unit has made practical with a short wheelbase. Now we must look to lock-free brakes, four-wheel-drive, and new computations of weight distribution to expand this safety-bid. Meanwhile, we commend those manufacturers who fit laminated windscreens, rear fog-warning lamps, slim window pillars, "quick" steering and safety bodywork, while deploring the totally defeatist attitude of those who advocate the compulsory use of safety-belts, equipment which, akin to the proverbial clerical egg, is good for some people and some shunts but has by no means been proved the universal safeguard for all situations.

The past year has seen the vee-six-cylinder engine configuration which Ford-of-Britain introduced so long ago and uses so effectively both for its commercial vehicles and its bigger private cars adopted for the Peugeot-Volvo-Renault joint exercise, after its recent use by Fiat for their top luxury-model. Citroën and Alfa Romeo have opted for the flat-four-cylinder layout in their small cars and that the "cyclecar" conception of air-cooled twin, whether in vertical or horizontally-opposed form, is far from finished is evident from the popularity of the evergreen and sturdily dependable Fiat 126 and the re-introduction to Britain of the Citroën 2cv. Another trend that, as MOTOR SPORT predicted a year ago, should combat the dual bogies of rising fuel prices and poisonous exhaust gases is the return to the diesel engine, which Mercedes-Benz, Peugeot, Opel, Fiat and some Japanese companies clearly endorse. While British Leyland continue to cold-shoulder the c.i. engine for private-car installation, Opel have demonstrated its potentialities with a record-breaking sortie.

Continued on next page

Motor Sport Fixture List For January

★ **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
Jan. 3rd ..	ATCF/SDC Rovaniemi ..	Lapland	Finland	Marlboro Arctic Rally (European Championship)	—
Jan. 3rd/5th	Bergslagsklubb	Nora	Sweden	Polar Bergslagsrally (European Championship)	—
Jan. 4/5th	Green Belt MC	Alan Pond Garage	Enfield, Middx.	Paperchase Rally (*C*)	23.00
Jan. 4/5th	AMAMC/ANCC	Parkway Wholesale Market	Sheffield	Rally of the Dams (*R*)	20.00
Jan. 10/11th	MCC	Lewdown/Kenilworth and London	—	Exeter Trial (*C*)	22.00
Jan. 11/12th	West Essex CC	B. E. Cocks Ltd.	Cambridge	Cloverleaf Rally (*R*)	22.00
Jan. 12th ..	Newport CC	Howells Garage, Corporation Road	Newport	Tour of Dean (*C*)	09.01
Jan. 12th ..	**AC Argentine**	**Buenos Aires**	**Argentine**	**Argentine Grand Prix (INT)**	—
Jan. 16/25th	**AC de Monaco**	—	—	**Monte Carlo Rally (INT)**	—
Jan. 25/26th	East Berks MC	Ford & Slater Ltd.	Aylesbury	Oakleaf Rally (*C*)	23.00
Jan. 26th ..	**AC do Estado de Sao Paulo** ..	**Interlagos**	**Brazil**	**Brazilian Grand Prix (INT)**	—

MATTERS OF MOMENT

Continued from previous page

Whatever the future holds for us, we can expect some interesting new small cars from Ford, Volkswagen and perhaps Vauxhall, to woo the car-owner who has now to dip so deeply into bank balance and pocket to purchase and run a car, with no help from a Government which is so determined to get us all into public-transport vehicles, no matter whether these are inadequate or absent altogether in rural districts, that it offers no concessions in respect of petrol tax or that affecting car prices, while promptly putting up rail and 'bus fares at frequent intervals. Another way in which the World monetary recession is likely to affect automotive technology is that it may drive mass-production manufacturers away from technical progress and advancement, back to that basic sort of car which historians remind us is the original Panhard-Levassor way of making a carriage-without-horses. We have seen the brilliant British Leyland small cars with front-wheel-drive, overhead camshafts and ingenious springless suspension systems succeeded by the front-engined/rear-drive Morris Marina. Now Fiat has trumped this trend with the new, simplified Tipo 131. Both these great companies continue to make more exciting cars, with specifications perhaps more acceptable to hard-driving enthusiasts. But the writing is on the wall, with such cars appearing on important drawing-boards and the best-seller-stakes of this country passing from the Issigonis-conceived British Leyland 1100s to the Ford Cortina, which has now lost this sales-battle to the Vauxhall Viva; it is a trend which the ordinary car-owner and fleet users apparently find highly acceptable.

Miniatures News

THE race for ever-more-ingenuity in the miniatures field has been advanced another step by Meccano Ltd., who have introduced a firing multi-shot gun to their replica of a Jaguar-powered Scorpion tank. Firing several shots from its turret without reloading, this 1/40th-scale model costs £1.50 and the reference no. is 690. The turret rotates through a full 360 degrees and there are flexible tracks and, another "first", camouflage netting for concealing the Scorpion. On the car front Dinky have a third model in their new big 1/25th-scale miniatures. This is a Ford Capri rally car, which may well appeal to rally crews as well as youngsters with Christmas present money to spend. It has a rear spoiler, louvred rear-window panel, identification numbers and advertising decals, as well as the other detail we have come to expect from modern miniatures. Finished in red, with black vinyl-effect roof and black anti-dazzle bonnet and panels, this is No. 2214 in this new range and it sells at a recommended £3.95.—W.B.

"Model Engineer" Exhibition

THIS year's *Model Engineer* Exhibition, which includes model cars and miniature i.c. engines, opened at Seymour Hall, London, W1, on December 31st. It remains open (Sunday excluded) to January 11th, from 10 a.m. to 9 p.m., or to 7 p.m. on the last Saturday. Admission costs 35p per adult, 20p per child, inclusive of VAT.—W.B.

Armaglaze

UNFORTUNATELY for the MOTOR SPORT telephonist, who has been inundated with calls, we omitted from the article about the Armaglaze car protection process in the December issue an address to which readers could send their inquiries. This is: Endrust Auto-Truck Rustproofing Co. Ltd., Endrust Motoring Centre, Tyburn Road, Erdington, Birmingham B24 9PD (021 373 8161). London readers could ring one of the Alan Pond group of companies direct: they have 25 Armaglazing centres in and around the City.—C.R.

Glemser (no, not Quester) Retires

THE caption writer (me) mixed up his Dieters on page 1307 of the December issue. The "typical tail-end tussle" involved Ashley, *Quester,* not *Glemser,* and Hill. Dieter Glemser has never raced in a Grand Prix, nor driven the Surtees, as the writer knew and our apologies to him and Dieter Quester. This office coffee does terrible things to the mind! However, this writer denies responsibility for "Henry" Pescarolo on page 1330 of the same issue. Sorry Henri.

On a more serious note, Dieter Glemser has announced his retirement following a tragic accident during practice for the Macau Grand Prix in which his Group 2 Zakspeed Escort RS ploughed into the almost totally unprotected crowd when a tyre burst. A small girl subsequently died of her injuries. The Ford Cologne works driver was the current German national touring car Champion (in an Escort) and won the 1971 European Touring Car Championship for Ford, to whom he has been contracted since 1970. Thirty-five-year-old Glemser had driven for Mercedes, Porsche and BMW before joining Ford. For Mercedes he rallied as well as raced, impressive results including wins in the Polish, Acropolis, Portuguese and German rallies. One of his best racing successes for Mercedes was winning the Nurburgring 6-hour race in a 300SL with Eugen Bohringer.—C.R.

Total Economy Drive '75

THIS year's Total Economy Drive (née Mobil Economy Run) will move back to the roads of Britain again after the temporary move to Brands Hatch during last year's fuel crisis. The event will cover 950 miles through England and Wales from March 22nd to 25th. As at Brands Hatch, the Economy Drive is open to both standard and modified cars to "demonstrate the relative fuel economy of production models and encourage modifications to increase economy". Regulations are obtainable from the Secretary of the Meeting, Mr. Pat Stevens, The Coach House, Sandhurst Lodge, Crowthorne, Berks and entries close on January 11th.—C.R.

Avon "Motor" Tour of Britain

AVON RUBBER and *Motor* magazine have joined forces again to sponsor the third Tour of Britain, which this year will be run from Friday, August 1st, to Sunday, August 3rd to avoid proximity to the British GP and other big events. Once again the event will be based on the Birmingham Post House, the BRSCC is the organising club and the organising committee informs us that: "Most competitors (last year) felt that the balance between racing and rallying was just about right, so we are hoping to increase the length of the races and find rather more testing special stages." Regulations can be obtained from Miss Anne Bradshaw, at the BRSCC, Empire House, Chiswick High Road, London W4.—C.R.

Mend that Hose

THE latest of the multifarious products from Holts is the Hoseweld Bandage, an emergency repair kit for burst radiator hoses. We have not had the occasion to use this product yet, but are reassured by its presence in the glove-locker. It consists of a self-adhesive bandage, from which a protective strip has to be peeled, and plastic straps for added security. No doubt it will find its way into the toolkits of many rally drivers as well as ordinary motorists. It costs 45p exclusive of VAT.

—C.R.

International Calendar for 1975

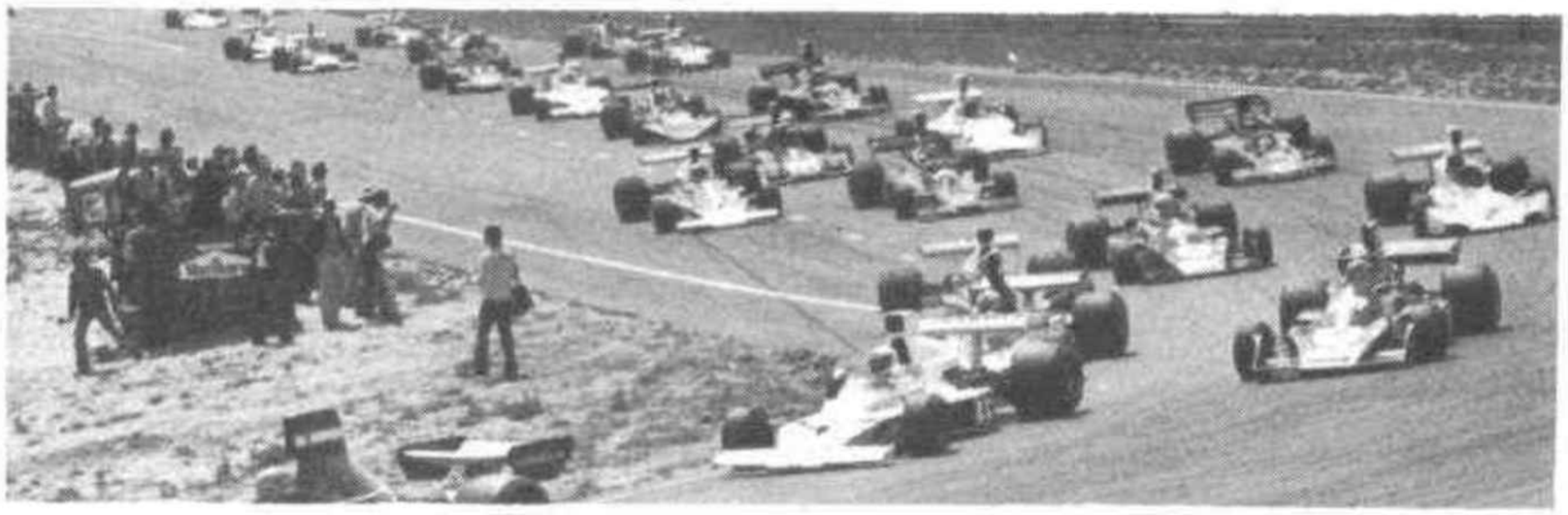
AS THESE WORDS are appearing in print the first Grand Prix of 1975 is only 12 days away, in Buenos Aires, for the Grand Prix of Argentina. Shortly after the 1974 season finished a new Formula One car was announced from Brazil, this being a "standard kit car" design built by Wilson Fittipaldi, elder brother of the World Champion. Using a Cosworth DFV engine and Hewland gearbox the car follows standard practice in its chassis layout, but has an ambitious all-enclosed bodywork which runs to the rear of the gearbox. It certainly looks very nice but whether it can be raceworthy looking so pretty, only time will tell. Presumably it will make its *debut* in the Argentine, or may be saved for the Brazilian GP at the end of January. Emerson Fittipaldi will not be driving it, World Championship points being more important than family prestige, but he may join the team later. The South African GP has the name Lucky Strike in brackets after it in the FIA Calendar, this being the South African cigarette firm who have been supporting a racing team for some years, and now sponsor the race with financial backing. One would have expected the British GP to have the name John Player in brackets after it in the FIA list, but not so! The list merely says GP Great Britain, Silverstone, July 19th, and in readiness the pit area is being rebuilt in a big way. The existing pits and raised pit-road have been bulldozed away and a new area is being built, extending almost to Copse Corner, with increased paddock area as well. The pit exit will be *after* Copse Corner, the pit-road running across the open space on the inside of the corner. This major rebuild by the BRDC is most welcome, and long overdue, and it is to be hoped that an extra toilet block or two will be built at the same time! While another water tap wouldn't go amiss.

At the time of publication the Belgians had not made up their mind where their Grand Prix is to be held, though the date is May 25th, nor had the French decided, for their date of July 6th. The Spanish GP is to return to the exciting Montjuich Park circuit in Barcelona, which everyone seems to enjoy, and a race where you can use the Metro or a bus to get from your hotel to the circuit! I did this in 1973, not to save petrol or anything like that, but to avoid the aggro of parking and traffic jams, which to me are never part of motoring. If anyone wants to visit a "foreign" Grand Prix with lots of atmosphere they should take in the Spanish GP on April 27th, and it's all over in time to to go to the bull-fight, and see some more "dicing with death".

At the end of the 1974 season the South African long-distance sports car race at Kyalami, which used to be for nine hours, but is now six hours, was given Championship status at long last. It is nice to see it in the Calendar for 1975 as the final round in the Championship, sponsored by the *Rand Daily Mail*. Although the Brands Hatch 1,000 kms. race is inscribed for September 14th and attributed to British Airways, its future is a bit uncertain. Last year a mere 7,000 spectators attended, less than went to Silverstone for the saloon-car Tourist Trophy race, and while the weather did not help, a big reason must have been the lack of "star" drivers. A lot of people will go to see the likes of Peterson, Lauda, Ickx, Regazzoni, *et al*, no matter what they are driving, just to see and admire their expertise, but they do not want to see Grand Prix "also rans" in action. The support for the TT was another matter altogether; there were no "star" drivers and everyone knew it, but there was a lot of "make" interest.

Gone from the Calendar, in its known form, in the Can-Am series, the SCCA scrubbing the Championship for various reasons. One could say that Can-Am has "died on its feet", but in my book Can-Am never "lived". Those that made a lot of money out of it will be weeping, but no-one else, and certainly no-one in Europe, except perhaps Porsche, Lola and McLaren who did some good business out of it.

Formula Two looks as strong as ever, on paper, though in reality I find it a bit shallow, but enthusiasts for this category will be pleased to see that there are two rounds in Great Britain, one at Thruxton by courtesy of the BARC, unless they panic and cancel it at the last moment, and one at Silverstone by the BRDC. Other interesting new features on the Calendar are a 2-litre sports-car race at Brands Hatch, BARC on June 22nd, and a round of the European Touring Car Championship at Oulton Park on April 27th.



GRAND PRIX RACES
(for Drivers' and Manufacturers' Championships)

Jan. 12th	Argentine GP	Buenos Aires
Jan. 26th	Brazilian GP	Interlagos
Mar. 1st	South African GP	Kyalami, Johannesburg
April 27th	Spanish GP	Montjuich Park, Barcelona
May 11th	Monaco GP	Monte Carlo
May 25th	Belgian GP	Belgium
June 8th	Swedish GP	Scandinavian Raceway, Anderstorp
June 22nd	Dutch GP	Zandvoort
July 6th	French GP	France
July 19th	British GP	Silverstone
Aug. 3rd	German GP	Nürburgring
Aug. 17th	Austrian GP	Osterreichring
Sept. 7th	Italian GP	Monza
Sept. 21st	Canadian GP	Mosport
Oct. 5th	United States GP	Watkins Glen

LONG-DISTANCE RACES FOR MANUFACTURERS' CHAMPIONSHIP

Feb. 1st/2nd	Daytona 24 hrs.	Florida, USA
Mar. 23rd	Mugello 1,000 kms.	Florence, Italy
April 6th	Dijon 1,000 kms.	Dijon-Prenois, France
April 20th	Monza 1,000 kms.	Italy
May 4th	Francorchamps 1,000 kms.	Spa, Belgium
May 18th	Pergusa, 1,000 kms.	Enna, Sicily
June 1st	ADAC 1,000 kms.	Nürburgring
June 14/15th	Le Mans 24 hrs.	France
June 29th	Osterreichring 1,000 kms.	Knittelfeld, Austria
July 31st	Watkins Glen 6 hrs.	USA
Aug. 14th	Paul Ricard 1,000 kms.	France
Sept. 14th	British Airways 1,000 kms.	Brands Hatch
Oct. 19th	Buenos Aires 1,000 kms.	Argentina
Nov. 8th	Kyalami 6 hrs.	South Africa

EUROPEAN TROPHY FORMULA TWO

Mar. 9th	Estoril, Lisbon	Portugal — Cancelled
Mar. 31st	BARC Thruxton	Britain
April 13th	Hockenheim Stadium	Germany
April 27th	Nürburgring	Germany
May 11th	Jarama, Madrid	Spain
May 18th	Pau	France
June 8th	Hockenheim Stadium	Germany
June 15th	Salzburgring	Austria
June 29th	Rouen-les-Essarts	France
July 13th	Mugello, Florence	Italy
July 27th	Pergusa, Enna	Sicily
Aug. 10th	Karlskoga	Sweden
Aug. 31st	BRDC Silverstone	Britain
Sept. 14th	Zolder	Belgium
Sept. 28th	Nogaro	France
Oct. 12th	Vallelunga, Rome	Italy

EUROPEAN TROPHY FOR 2-LITRE SPORTS CARS

Mar. 30th	Nürburgring	Germany
April 27th	Paul Ricard	France
May 11th	Imola	Italy
June 8th	Mugello, Florence	Italy
June 22nd	BARC Brands Hatch	Britain
July 13th	Karland Stadium	France
Aug. 10th	Pergusa, Enna	Sicily
Aug. 31st	Hockenheim Stadium	Germany
Sept. 21st	Salzburgring	Austria
Oct. 5th	Estoril, Lisbon	Portugal
Oct. 19th	Jarama, Madrid	Spain
Oct. 26th	Montjuich Park, Barcelona	Spain

EUROPEAN TOURING CAR CHAMPIONSHIP

Mar. 23rd	4 hrs. Monza	Italy
April 13th	Salzburgring	Austria
April 27th	Oulton Park	Britain
May 18th	Brno	Czechoslovakia
June 8th	Nivelles-Baulers	Belgium
June 22nd	Vallelunga, Rome	Italy
July 13th	Nürburgring	Germany
Aug. 10th	Zandvoort	Holland
Aug. 24th	Mantorp Park	Sweden
Sept. 28th	4 hrs. Jarama, Madrid	Spain
Oct. 12th	Dijon-Prenois	France — Cancelled

EUROPEAN GT CHAMPIONSHIP

April 13th	Imola	Italy
May 11th	Karland Stadium	France
May 25th	Osterreichring	Austria
June 8th	Nivelles-Baulers	Belgium
June 29th	Norisring	Germany
July 20th	Hockenheim Stadium	Germany
Aug. 3rd	Misano Autodromo	Italy
Sept. 28th	Monza	Italy
Oct. 12th	Dijon-Prenois	France
Nov. 2nd	Jarama, Madrid	Spain
Nov. 9th	Estoril, Lisbon	Portugal

EUROPEAN MOUNTAIN HILL-CLIMB CHAMPIONSHIP

Mar. 16th	Ampus-Draguignan	France
April 27th	Dobratsch	Austria
May 18th	Estrela, Lisbon	Portugal
May 25th	Montseny	Spain
June 8th	Berchtesgarden	Germany
July 6th	Trento-Bondone	Italy
July 13th	Bolzano-Mendola	Italy
July 27th	Mont Dore	France
Aug. 3rd	Rieti-Terminillo	Italy
Aug. 17th	St. Ursanne-les Rangiers	Switzerland

TASMAN CHAMPIONSHIP
(Formula 5000)

Jan. 5th	Levin Races	New Zealand
Jan. 11th	Pukekohe	New Zealand
Jan. 18th	Lady Wigram Trophy	New Zealand
Jan. 26th	Teretonga Park	New Zealand
Feb. 2nd	Oran Park	Australia
Feb. 9th	Surfers' Paradise	Australia
Feb. 16th	Adelaide Raceway	Australia
Feb. 23rd	Sandown Park	Australia

Two Sides of the Coin

McLaren's effort on both sides of the Atlantic

IT IS little more than ten years since the first European constructor seriously designed a car to run at Indianapolis and took on the Americans at their own very specialist style of oval track racing. Almost predictably, the enterprising man who took this major step was Lotus chief Colin Chapman and not only did he spark off a virtual revolution in USAC car design, but his driver Jim Clark nearly won the Indianapolis 500 on his first attempt in 1963 and then led it almost from start to finish in 1965. Wilbur Shaw had won the race in a Maserati during the 1940s, but since that time the only other point of interchange between the worlds of road racing and oval racing had been when the Indianapolis cars came to Monza in 1957 and '58. They were big, garish and powerful, driven by some of the hardest and most determined around and they had no trouble beating their European counterparts on both occasions.

In the mid and late 1960s, Lotus ran at Indianapolis with a variety of interesting machines, turbines in 1968 and turbo-charged Ford-engined cars the following year. Both had four-wheel-drive but USAC's ban on such systems in 1970 sent Chapman away for good to concentrate on Formula One. Dan Gurney's Eagle team, drawing on the expertise gained with their 3-litre Eagle-Weslake chassis, became a regular Indianapolis competitor and Jack Brabham made some serious attempts before retiring from racing at the end of 1970. During the latter half of the 1960s, Bruce McLaren's youthful team was busy establishing itself as a regular Grand Prix organisation as well as virtually dominating the Can-Am sports car series in North America, although taunts from rivals slightly "niggled" McLaren and his men when they were told "We know you've won all the Can-Am races, but it would be a different story if you tried taking on the *real* American racers in USAC".

By the end of 1969, McLaren's had built up a strong American base near Detroit from which they operated their Can-Am cars under the direction of Tyler Alexander, originally mechanic to the late Tim Mayer, and one of the founder directors of McLaren Racing. They had facilities for preparation and engine maintenance, so the decision was taken to "have a crack at Indy" in 1970. Gordon Coppuck designed the first USAC McLaren, the M15, utilising a good deal of Can-Am components in the process, and the bright orange cars first appeared at the Brickyard for official testing in May. Originally Chris Amon was designated to drive, but he never felt at home at Indianapolis and his place was taken over by Peter Revson. Amon's failure to come to grips with the particular and specialised problems of the 2.5-mile oval emphasised that Indianapolis was a totally new environment for a road-racing driver. Although Jim Clark's sheer natural ability and versatility stood him in good stead when he first visited the American classic, McLaren Racing have largely maintained a policy of using American drivers well-versed in USAC technique.

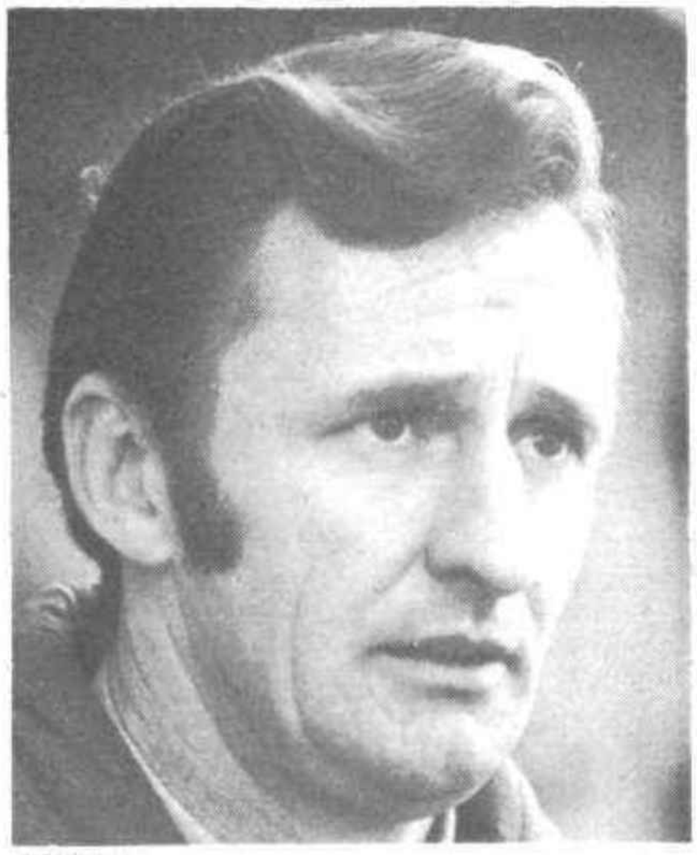
With the same regularity and professionalism that has been the hallmark of their Formula One operation McLaren Racing have competed in USAC ever since 1970. They also established links with Roger Penske and the factory agreed to sell him a McLaren M16 in 1972, proving just how fair they were in terms of offering the same equipment as the works team used when this car, driven by Donohue, won at Indianapolis. If there was any chagrin over this result, the McLaren works team hid it well. But they reaped their rewards for high standards of persistence and preparation in 1974; not only did Emerson Fittipaldi win the World Driver's Championship in a McLaren M23, but McLaren Racing won the Constructors Championship and Johnny Rutherford won the Indianapolis 500 in the works M16C/D.

At a time when there has been a lot of criticism about the value for money some allegedly professional teams appear to be offering to their major sponsors, McLaren Racing stand out as a worthy example of just how to justify a sponsor's outlay. We recently took the opportunity to discuss with McLaren directors Tyler Alexander and Phil Kerr the relative merits of participating on both sides of the Atlantic, and just which category gives the team most satisfaction.

Alexander shares the view of his co-director Teddy Mayer in that America remains a great market for potential sponsorship, the enormous publicity which is derived from participation at Indianapolis justifying the backing they receive from Goodyear. In addition, if the team was "courting" another American sponsor, then the attraction of competing at Indianapolis would be a major factor in any decision. As Alexander remarked "Indianapolis is the big thing—the rest is just practice." In fact that's a remark which has rather more truth to it than one might think as people tend to remember the Indianapolis 500 winners but rack their brains unsuccessfully to recall the winners of the USAC Championship. Just to emphasise what he is talking about, Alexander added "Indy pays somewhere in the region of 240,000 dollars whereas Pocono (one of the other two 500-mile races in the USAC "Triple Crown") only pays 90,000 dollars."

Nevertheless, there is one underlying fear shared by both ends of the McLaren operation, the effect that the current monetary inflation is having on racing budgets. "We're only running nine or ten races on the USAC calendar now," Alexander continues, "and this means that the cars are really under-utilised. We could usefully compete in some more races during the course of a season, although we don't want to get back to the situation of twelve or so years ago where we had almost 30 events in the calendar." The four-cylinder Offenhauser motors employed by most USAC competitors have hardly earned themselves a reputation for reliability, although Alexander emphasises that the performance of a team's USAC engines is directly related to the efficiency of the team's engine department. The Offenhauser motors are purchased as a kit of parts from Drake Engineering so it's very much down to the individual team how effectively they complete the assembly and race prepare the engines. Drawing comparison with the cost of maintaining Cosworth DFVs for Formula One racing is not really fair but McLaren do not consider USAC appreciably more expensive from this point of view—"Perhaps as costly as running a badly prepared DFV would be the best way of describing it," explains the team's USAC chief.

A worry shared by Alexander and his team's number one USAC driver, 37-year-old Johnny Rutherford, is just how to inject some new interest into this spectacular form of American racing. With cost inflation spiralling, each year it becomes increasingly difficult for fresh teams to break into USAC and McLarens fear a situation where the formula prices itself out of business. A strong body of opinion leans towards USAC changing its regulations, or at least relaxing them slightly, while Alexander is adamant that Indianapolis should be run for Formula 5000 cars on the basis that "you'll never notice they're going about 20 m.p.h. slower than the current Indy cars because there'll be no Offy-powered runners to show them up. I think this big thing people have got about running close to the 200 m.p.h. barrier at Indy is rubbish. I believe the spectators come along for the racing and I don't think they'd notice such a small drop in speeds." By contrast, Rutherford felt that such a move might not be wise, speculating that the cost of preparing stock-block motors for such a high-speed race, in which sustained running at full throttle was required, would eventually prove prohibitive. Phil Kerr took very much the same point of



Phil Kerr.



Tyler Alexander.

view when we tackled him on the subject of a "world wide" formula in an effort to bring Europe, America and Australia into line with each other. "I agree with Keith Duckworth's feeling about this; racing engines are cheapest in the end," he said. "Formula 5000 would suddenly become so competitive that the level of engine failure would rise alarmingly."

This question of revising USAC engine regulations, perhaps based on a 6-litre stock, is something which all the McLaren Racing directors have considered carefully. Their expertise in engine preparation would enable them to develop such a unit in their Detroit facility, but on the other hand they would be left with a large number of redundant Offenhauser engines on their hands. On the face of it, and in the short term, such a step would have very expensive consequences for McLarens. But Phil Kerr takes up the question of USAC expense from this point: "What you must remember is that our entire USAC programme this year was run at a deficit, this deficit being balanced out by the profits of the Formula One operation. If we had a sponsor in USAC, then we might well have come out with a small profit. But only Indianapolis pays big money and all the other USAC races are loss leaders. In a sense you could say that we won Indy to finance the rest of the USAC programme." Kerr agreed with Alexander that cost could cause the USAC calendar to shrink down "to three or four races" and admitted that while he didn't really want to see this happen, it would be acceptable from McLaren's point of view if it did. "We wouldn't have to maintain a number of staff in America for so long, although it would be necessary for those three or four races to be compressed into a short time to make a worthwhile saving."

Turning to McLaren's very successful Grand Prix team, Kerr emphasised that, notwithstanding the team's Indianapolis success, Formula One was the more lucrative category of the two. "I think from the point of view of any team, the World Championship must be the achievement which is valued the highest. The income from Formula One is consistently better because some of those other USAC events pay peanuts in comparison with even a European Formula Two race." Kerr admitted that the amount of commercial sponsorship received by the McLaren team from Marlboro, Texaco, Yardley and Goodyear is not enough to cover the Formula One expenses on its own although that is in no way meant to convey the impression that it doesn't make a very significant contribution. But even with sponsorship, the premium is still on success. "We couldn't manage with income or sponsorship on their own. We need both to make a profit," asserts Kerr, "and profit is not a dirty word. It would obviously be nice to make a bigger profit so we could put more into reserve and thus put ourselves in a stronger position to do a better job next year."

Unfortunately financial ideals are near impossible to realise in the economically strangled times which England currently faces. Most commercial organisations have been forced to scrap or postpone plans for expansion and diversification and racing-car constructors are no exception to this rule. McLaren Racing set out primarily to be a very efficient racing team and decided from an early stage in their history to leave commercial racing-car production to others. Even when the success of Bruce and Denny's Can-Am cars brought demands for replicas from private owners, it was Trojan who carried out their construction. Not until they were established and successful constructors, reasoned the young directors, could the decision to diversify into other areas be safely carried out.

Now McLaren Racing has earned itself the right to that exclusive tag of "successful constructor" but they find themselves in an economic climate, where to expand would be the wrong thing. But with their name and expertise, surely they would be in an enviable position to start customer production? Phil Kerr is very cautious about this: "Whilst I agree that Lola and March have done very well this year, they've done well because they are established and they are good at their job. They've sold a lot of racing cars, but they've sold them at the expense of some other, smaller constructors. Their buyers have become more selective."

Nicholson-McLaren Engines is an example of the diversification which the Colnbrook team would eventually like to continue. John Nicholson's nearby premises not only maintain the works engines, but also do a lot of servicing for other teams including the Embassy Lolas and Dave Charlton's Lucky Strike McLaren M23. "Eventually it is our intention to diversify our activities further," continues Kerr, "and I think it will certainly be connected with cars and engineering. But we are a young company essentially and I think we're young enough to spend a couple of years marking time until the economic situation steadies."

This cautious and well-reasoned attitude may come as a surprise to those observers who think all Grand Prix teams finance themselves from bottomless crocks of gold provided by philanthropic sponsors. Quite clearly the expenditure required to operate a serious Grand Prix team is substantial and Kerr is adamant that criticism of the money spent by top line teams is unwarranted. Whilst admitting that it costs "somewhere in the region of half a million pounds" to operate a Grand Prix team for a year, he does make interesting and valid points when accounting for that expenditure.

"Admittedly you cut your suit according to your cloth, but there are some expenses you just can't get away from. You've got to prepare engines properly, you can't get away from that. It's largely irrelevant from certain viewpoints whether you're running a Formula Ford or a Grand Prix car. Take the airlines, for example. That's something you have to pay for, they're only interested in the size and weight of the car. Whatever you spend on anything else, you've still got to pay for hotels, mechanics' wages, the transporters. People should not criticise Formula One for being expensive because it is covering an enormous amount of ground, racing in a total of 15 countries. It would also be wrong to run away with the idea that the cars are becoming prohibitively expensive. The increase in cost of production stems from two basic factors, the increase in the cost of material and the increase in labour costs. They are affected by the same constraints that put up the price of a bag of sugar, for example."

None of these points should be taken as an indication of any sense of depression amongst the McLaren Racing ranks. On the contrary, they look forward to 1975 with a feeling of justified optimism, knowing on the one hand that they are the ones to beat but sure in the knowledge they will be competitive on both sides of the Atlantic. Team spirit runs high at McLarens, the company fostering a great feeling of loyalty towards its employees who in turn feel closer to those charged with their responsibility. McLaren designer Gordon Coppuck remarked "I feel we're a bunch of not very talented people who make a successful team when put together," sentiments which probably reflect rather too modest an assessment of himself and his colleagues.—A.H.

Before We Lose Track

THE McLaren firm have built racing cars for almost every type of racing, and even built a prototype road car, their model numbering running neatly in sequence from number one. The 1974 Formula One cars were M23 models and altogether nine were built.

M23/1—Yardley team car for Mike Hailwood. Crashed in practice at Nurburgring. Rebuilt as Show-car for Denis Hulme.
M23/2—Show car for Texaco-Marlboro.
M23/3—Sold to Dave Charlton in S. Africa for Lucky Strike team.
M23/4—Team Texaco-Marlboro spare car. Transferred to Yardley team in August. Retained by factory.
M23/5—Team Texaco-Marlboro—Emerson Fittipaldi spare car. Retained by factory.
M23/6—Team Texaco-Marlboro — Denis Hulme car. Retained by factory.
M23/7—Yardley team car for Mike Hailwood. Crashed in race at Nurburgring. Scrapped.
M23/8—Team Texaco-Marlboro—Emerson Fittipaldi car. Retained by factory.
M23/9—New car for 1975 to appear in Argentine GP.



Mike Hailwood at Dijon in M23/1, later rebuilt as a Show car after its Nurburgring crash.

World Championship to Lancia

FOR PEOPLE involved with World-Class International Rallying, the months of October and November can hardly have been equalled in terms of tight schedules and concentrations of events since the period in the late 'fifties and early and mid 'sixties when every European factory seemed to run a rally team. In those days complicated permutations of preparation, reconnaissance and planning overlapped with highly complex travel arrangements to send drivers, cars and mechanics all over the world. Nowadays the situation can be viewed a little more clearly for there is better combined planning and consultation between rally organisers to produce a workable calendar which does not put too much of a strain on the resources of those teams who wish to tackle entire championship series. Even so, a World Championship qualifier in the middle 'seventies demands so much more planning and preparation that it takes fewer such events to create the intricate schedules of a decade ago.

Crammed into the month of October there were no less than three qualifiers in the World Rally Championship for Makes, the Sanremo Rally in Italy, the Rally of the Rideau Lakes in Canada and the Press on Regardless Rally in the USA. All three have already been summarised in MOTOR SPORT's Rally Review but we mention them again since they were followed so closely by two other championship qualifiers in the month of November, the RAC Rally of Great Britain and the Tour of Corsica.

Before going on to talk about the two November events we should remind you briefly that prior to October Fiat seemed to have the championship already in its pocket. It was the only team to have tackled the series in its entirety and was in the lead by a substantial points margin. Then came the disappointment of Sanremo, when Lancia won with a Stratos and Fiat only managed second place. There was disaster across the Atlantic when Lancia won again with the Stratos in Canada and Fiat didn't score a single point. In America, where the POR followed immediately, both Lancia and Fiat were beaten by the French Alpine-Renault team and there is still doubt as to how the CSI will decide the disputed decision which put Markku Alén in second place in his Fiat.

Thus as October ended Fiat was faced with a menacing situation; it was the only team to have made a full-scale attempt on the championship, and here was Lancia cheekily coming up towards the end of the season with victories which presented a serious threat to the laurels already "claimed" by Fiat.

In the remaining rounds both teams sent strong contingents, but in the RAC they had those experienced forest exponents Ford and Saab to consider whilst in Corsica they had the presence of the French Alpine-Renault team to think about. In the RAC Rally the chances were that Fiat would score more points than Lancia, for the 124 Abarth was a somewhat more suitable car than the Stratos and the Beta coupé was still virtually in its competition development stage. In Corsica, the tarmac roads leaned on the side of the Stratos and the Alpine, so between the two events the odds were about even. Of course, one should also consider that Lancia was no longer tackling each event on its own merit; the possibility of winning the series for the second time (previous occasion was in 1972) had been realised and championship points had become more important than individual results.

The RAC Rally

Having presented the overall picture, let us get down to the events themselves. Notwithstanding the classics such as the Monte-Carlo Rally, the Safari and other such exotic events, the RAC Rally remains firmly at the top of the popularity tree. Entries are always in great demand and there are always far more applications than there are places available. This year the field was numbered to 200 and there were 50 others competing for the Clubman's Trophy in the second and third legs of the event after the first had whittled down the runners so that the extra 50 could be accommodated without increasing the overall total number of cars running. Non-starters reduced this field a little but there were still far more competitors than other top-class events get nowadays.

For the third year in succession the rally was based at the City of York, and for the second time the route fanned out from there in a distorted cloverleaf pattern, returning to York for rest between each of the three legs. The first leg of the RAC Rally used to span three days and two nights, but this has been changed so that each of the first two legs (the first in the South of England and Wales and the second in the North of England and Scotland) covers two days and a night, and the third just a morning.

From beginnings in which the sport in Britain was popular only among strange-looking, bobble-hatted people who slept by day and drove around little-used country and mountain roads at night, rallying has rocketed to immense popularity, and not only among diehard enthusiasts. Everyone seems to enjoy this exciting spectacle so very much that they will endure cold, wet, foggy November nights to gather in droves along all parts of the route to watch the RAC Rally pass by. Last year an estimated 2½ million people watched at some stage or another; this year the figure was easily doubled and that is by no means an exaggeration. The rally had 84 planned special stages and 27 time controls; on each of them there were crowds of spectators. At one time a special stage would have a small knot of enthusiastic watchers at its "likely looking" corners and crests, but this year stages were lined on both sides along their entire lengths by armies of people all eager to see the exciting spectacle of modified road cars being driven very fast and competently along winding, undulating gravel and dirt roads.

The thing to remember is that the audience of the RAC Rally does not merely sit at home to watch on television. The competition arena is the whole country, and the followers of the event actually go out into the woods to see it happen at first hand. By comparison, football and horse racing are minority sports, and that is an inescapable fact, not a mere opinion, which controllers of television and radio programmes and the editors of national newspapers should force themselves into realising. Of course, rallying is not a simple, one-location sport and perhaps these people take the easy way out by devoting most time and space not to the sports which attract the greatest following but to those which present the fewest coverage problems.

Ford, Saab, Lancia and Fiat were the four favourites in the 1974 RAC Rally, the first three on past performances and the latter because of what it had at stake. What is more, there were first-class drivers appearing in Toyotas, Datsuns, Opels, Triumphs, Volvos, Vauxhalls, Hillmans, Porsches, Skodas, Wartburgs and Mazdas. The essential details of what happened to these various people have already been reported at length in our companion weekly newspaper, *Motoring News*, so we do not propose to go over ground already covered, but there are some aspects which bear reflection. In the first place the retirement rate was high, only 83 cars finishing from 190 starters. This does not indicate incompetent driving, nor does it reflect bad car preparation, for a good rally car (and most of them *are* good nowadays) is faster, stronger, safer and generally more reliable in extreme conditions than its production line counterpart. It's just that it is driven much, much harder and over much rougher ground than other cars and is always kept right on the absolute limits of adhesion. Thus if a top-class professional driver retires from an event in a works car it most certainly does not follow that he is not as good a driver as his rivals, nor that his car is less suitable.

After the retirement of Finnish driver Hannu Mikkola on the first day of the rally, team-mate Timo Mäkinen went into the lead in his works Ford Escort RS. He kept that lead to the end and won the rally with English co-driver Henry Liddon for the second year in succession. British driver Roger Clark made an uncharacteristic slip in the early stages, went off the road and lost a great deal of time which dropped him right down the leader board. However, he made back much of the loss and eventually finished well inside the first ten.

Swedish driver Stig Blomqvist, winner of the rally in 1971, also lost considerable time when his Saab jumped off the road at high speed and rolled over. When it looked as though his rally was over, he and his co-driver managed to get the car back on its wheels, back on the road and moving again. There was little mechanical damage and the Saab mechanics spent the rest of the rally titivating the car's bent bodywork so that when it arrived at the finish in York it hardly looked unpresentable at all. It says much for Blomqvist's determination and skill that he was able to get right back up to second place and was even closing on Mäkinen when the rally ended. It never fails to surprise how anyone can drive a car such as a Saab, with its rather old-fashioned design and the V4 engine which Ford decided should be phased out, so incredibly fast, often quicker than more sophisticated cars of considerably higher power.

Even more surprising was the manner in which the little Swedish driver Per-Inge Walfridsson, so small in stature that he has to have an elevated seat to enable him to see over the steering wheel, drove his big, heavy Volvo 142. With less power and far more weight than any of the other top contenders he drove consistently well to finish a commen-

dable sixth overall. In lighter, more powerful cars it is possible to keep just a little distance away 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. But his style in no way reflects a devil-may-care attitude; it's simply the best way of driving a big car fast and coping with its weight disadvantage.

Two other team drivers deserve singling out and they are Björn Waldegård who drove a Toyota Corolla with 1.6-litre 16-valve engine, and Walter Röhrl who was in an injected Opel Ascona from the Russelsheim-based Euro-Händler Team. Both put up stirring performances. Among the British drivers there were two who were outstandingly good, Londoner Tony Fowkes who prepares and maintains his own Escort RS, and West Countryman Nigel Rockey who was in a similar car. Equally good was the Midlander Colin Malkin, but the power and reliability of his 16-valve Avenger, so far not developed fully, was not a match for the other cars. He got inside the first ten but in his efforts to get ahead he went off the road. Irish driver Billy Coleman also acquitted himself very well indeed in his Escort and there is no doubt that with the right grooming he and a few others from the British Isles would make fine professional drivers. However, seats in works cars are few and far between nowadays and one's degree of professionalism often depends not on the shrewdness of factory talent scouts but on the amount of sponsorship one can personally muster.

The Fiat/Lancia struggle for points was the biggest single long-term feature of the event, but it was completely overshadowed by the excitement of the event itself. The main reason for this was that it never really materialised, for not one of the four factory Fiats finished in the first ten and the complete absence of any points at all was a big disappointment to the team.

For Lancia it was a different story and there was considerable interest in the first appearance in Britain of the talked-about Stratos with its 2.4-litre V6 engine mounted at the rear. This light, wedge-shaped car had always been said to be a car for smooth roads. Its victory in Sanremo could be put down partly to the fact that the Italian event had been run on stages which were 80% tarmac, and its win in Canada to the fact that the opposition fell by the wayside. In Britain neither of these circumstances would prevail, for the Forestry Commission's roads are on anything but tarmac and there was sufficient first-class opposition to guarantee that there would always be plenty of competitors fighting for the lead.

The predictions were that the Stratos would not last the pace, not because it was not fast but because at high speeds on gravel roads and bumpy, rocky dirt tracks through the forests it would not hold together. How wrong people were. Sandro Munari, despite the nausea of a stomach upset, drove both fast and reliably, keeping his car in first-class condition to take an outstanding third place. No longer can the Stratos be regarded as a car for smooth events only. The same was once thought of Alpine-Renaults whose fragile plastic bodies and small frames were considered to be custom-built for the Alpine Rally and nothing else. They proved everyone wrong and were eventually World Champions in 1971 and 1973.

Munari, it should be explained, was driving to orders. He had not been given his head but told that the championship was far more important to Lancia and the series-conscious Italian public than outright victory. His terms of reference were to stay sufficiently ahead of the nearest Fiat, but when he went right through to the second leg in second place the Lancia people started to bite their nails. Should they tell him to go faster or should they keep him at his present pace, safeguarding his position and preserving his car? They decided on the latter. Towards the end the furious pace of Stig Blomqvist took the Swedish driver ahead of Munari who then went fast enough to stay ahead of Björn Waldegård, for by then Lampinen (in a Lancia Beta coupé) was just inside the first ten, ahead of the remaining Fiats.

It was an ideal result for Lancia, another resounding success for Ford, a fine team victory for the team of three Datsun Violets (Sclater, Källström and Faulkner), yet another demonstration of Scandinavian mastery, a fine show by various British drivers, a most disappointing result for Fiat and a perfect example of how an enormous band of unpaid, voluntary helpers drawn from motor clubs all over Britain can provide the RAC with a co-ordinated organisational set-up which produces the most popular international rally in the world.

RAC RALLY
GENERAL CLASSIFICATION

1st	T. Mäkinen/H. Liddon (Ford Escort RS1600)	482 min. 39 sec.
2nd	S. Blomqvist / H-E. Sylwan (Saab 96 V4)	484 min. 19 sec.
3rd	S. Munari/P. Sodano (Lancia Stratos)	491 min. 55 sec.
4th	B. Waldegård/H. Thorszelius (Toyota Levin)	493 min. 54 sec.
5th	W. Röhrl/J. Berger (Opel Ascona)	495 min. 52 sec.
6th	P-I. Walfridsson/J. Jensen (Volvo 142)	496 min. 09 sec.
7th	R. Clark/T. Mason (Ford Escort RS1600)	499 min. 06 sec.
8th	W. Coleman/D. O'Sullivan (Ford Escort RS1600)	500 min. 29 sec.
9th	C. Sclater/M. Holmes (Datsun Violet)	501 min. 56 sec.
10th	S. Lampinen/S. Andreasson (Lancia Beta Coupe)	501 min. 57 sec.
11th	N. Rockey/R. Channon (Ford Escort RS1600)	502 min. 20 sec.
12th	R. Aaltonen/P. Easter (Fiat Abarth 124 Rally)	506 min. 32 sec.
13th	T. Rainio/K. Lehto (Saab 96 V4)	507 min. 58 sec.
14th	L. Kinnunen/A. Aho (Fiat Abarth 124 Rally)	510 min. 11 sec.
15th	H. Källström/C. Billstam (Datsun Violet)	511 min. 31 sec.

190 *starters* — 83 *finishers*

The Tour of Corsica

Closely on the heels of the RAC Rally came the Tour of Corsica, the French qualifier of the World Championship. Much shorter than the British event (it spanned only 24 hours) it was nevertheless much more fatiguing owing to the incredibly fast pace all the way through. Located in the narrow, twisty, uneven tarmac roads of the Corsican mountains, the 14 special stages accounted for only part of the competition, for all but a few short stretches on the few main roads, all the inter-stage transport sections were so tight that competitors were using pace notes on more than 95% of the whole distance. Indeed, if a crew needed to stop for service their mechanics had to be very quick indeed to avoid having the car run into road penalties, and only 30 minutes were allowed on each of the two legs before exclusion. In many places the drivers had discovered from their reconnaissance trips that if they stopped at all they would run serious risks of picking up odd minutes, and this resulted in the most sophisticated roadside servicing we have seen in years. Rally servicing is always a swift procedure, but in Corsica there was all the urgency of racing pit stops to be seen on grass verges, parking places and garage forecourts all over the island.

The similarity between the Tour of Corsica and an endurance race on a road circuit didn't end there, for the event was undoubtedly the French equivalent of the Targa Florio. Prevented by French law from running a proper road race, the organisers regulate the event like a rally, drop in special stages and time controls, get the permission of the authorities to close public roads (transport sections as well as special stages) and the co-operation of the police in order that the matter of speed limits would not be considered. Twenty-four hours of continuous, high-speed driving through mountain passes, with both crew men in the car all the time and all the natural hazards such as ice, fog, snow, drizzle and high winds, render the event far more demanding and fatiguing than any race, especially as the road averages were as near impossible as made little difference and the special stages based on scratch so that the fastest man got least penalty.

The presence of ice and snow on certain of the higher mountains rendered tyre choice a most vital matter, for the use of studded tyres on dry tarmac would produce bad times just as much as unstudded ones on ice or snow. Most teams had a variety of tyres available for their cars and service planners had one headache after another as they struggled to find means of transporting stocks of tyres around a route which would be virtually sealed off by the police from all except competing cars. Such varying road surface conditions also put a premium on the sort of advance knowledge fed back to competitors by the ice-note crews employed by the professional teams in the Monte Carlo Rally. Again the road closures made proper, detailed ice-noting a difficult, sometimes impossible task, but men were nevertheless despatched to the higher cols to send information back by radio or by phone. In such cases there would be no detailed ice and snow information marked on the competitor's pace notes, but at least they would know where on each climb the ice would begin and where on each descent it would end. That would give them sufficient information to make the right choice of tyres.

It was precisely in this department that the Fiat organisation made their big mistake. Although they had a man up on the third special stage over the Col de Vergio, for some reason or other he either failed to get the right information back or got it back to have it ignored down below. The entire Fiat team went over that test on racing tyres, with drastic results when they found themselves skating uncontrollably on seven kilometres of ice. Many went off and all lost time and from that moment never recovered. Fiat had already lost the World Championship title

Continued on page 23

The Formula One Scene

WHEN THE non-motoring sponsors appeared on the Grand Prix scene I looked a bit sideways at it all, conscious of some of the troubles that had happened behind the scenes in the past, with sponsors whose livelihood depended on motoring, if not on actual racing. The petrol and oil companies were the ones putting large sums of money into the pockets of racing teams and racing drivers, and there were frequent clashes of interest, which though not announced were the reasons for some apparent anomalies taking place in Grand Prix racing. Among the classics was the question "Why did Stirling Moss never have a Lotus the equal of the Team Lotus cars?" the simple answer being that he was contracted to BP fuel and Team Lotus were contracted to Esso, and the Esso man told Colin Chapman to make sure Moss did not have the latest design. There were frequent cases of drivers not going to the team one expected them to go to, the answer being that they had a personal contract with a rival oil company. When John Surtees left Ferrari in a huff in the mid-sixties he had little option but to go to Cooper, on account of petrol and oil contracts, and when you wondered why a certain driver was paired with another in a long-distance sports car race, the answer was invariably petrol or oil contracts. Way back in 1955 when we all expected Peter Collins to join Mike Hawthorn in the Vanwall team, and it didn't happen, the answer was that he had sold himself to Esso and Vanwalls were running on BP fuel.

Nothing has changed, only the names and the colours, and drivers now sell their bodies to cigarette companies instead of fuel and oil companies, and if a car or team is sponsored by a rival tobacco firm drivers are prevented doing what seems logical to the unbiased racing enthusiast. And it works in the other direction as well, which was the only possible explanation for Jacky Ickx driving one of the Frank Williams cars for a fleeting moment in North America in 1973. The past season has seen some delightful wrangles going on behind the scenes, as one firm's PRO has become "very annoyed" with another PRO for transgressing the advertising frontier. In caravans with darkened windows there has been quite a bit of petulant foot stamping, not to mention table thumping, and even the odd "swipe with a handbag". Fortunately the outside world has not been too troubled by it all, but many of the poignant questions asked by motor racing enthusiasts could have been answered had they been in those darkened caravans.

One Grand Prix was sponsored by a certain cigarette firm who did not own any cars or runners, but were making big publicity out of the national hero, using his photo on posters and so on, even on the programme. Now "hero" was contracted to a rival cigarette firm and not wishing to give away any free advertising, the race sponsors blanked out the name of their rival on the driver's helmet in all the advertising. Needless to say this caused quite a bit of clucking in the hen-coop, and the poor driver was completely innocent and knew nothing of what was going on. It will have been very obvious to anyone looking at our colour centre-spread photographs over the past year or two that drivers have lost one of their personal characteristics. I refer to hats. At one time most drivers had a personal fad for a certain type of headgear when they were not wearing a crash-hat, such things as Mike Hawthorn's very English peaked cap, Luigi Musso's funny little sailor hat, Trintignant's woolly hat, Fangio's white peaked cap, and so on. Nowadays, as soon as a race is finished, and the winners are being photographed they are wearing a blue peaked cap with the word GOODYEAR across the front. Now, you may think that the drivers keep these caps in their pockets or somewhere, but that is not the case, they are "throw away" caps provided by the Goodyear publicity department and it is one man's job to make sure there is one of these blue caps on the winner's head the moment he removes his crash-helmet, always assuming the winner was running on Goodyear tyres. If second and third were also on Goodyear then they will have a blue cap thrust on them as well. This is to make sure that any photographs taken of the successful drivers will gain some free advertising for Goodyear.



A Texaco-Marlboro publicity photograph.

Apart from spoiling all the photographs, for one zombie looks like any other zombie under a Goodyear cap, this does not seem to do any harm; that is until rival interests clash. World Champion Fittipaldi runs on Goodyear tyres with his McLaren M23, but the team are sponsored by Texaco fuel and oil and Marlboro cigarettes, the two firms combining to call the set-up Texaco-Marlboro, and they want their finger in the finishers pie. After complaining to Goodyear about their methods, and being told where to go, they counteracted by having one of their men slap a Texaco-Marlboro sticker over the word Goodyear, once the cap was on the winner's head, which was not at all popular. This little feud reached a climax at one race when the Goodyear chap, standing by the finishing line with an armful of blue caps, was challenged, if not actually threatened, about putting a Goodyear cap on the winner's head. His response was that he was looking after the 2nd, 3rd, 4th, 5th and 6th place men, who were all Goodyear runners. While this discussion was going on another Goodyear man, with a single cap, was placing himself strategically to greet the winner with a handshake and a blue cap to replace the crash-helmet!

The rat-race of the advertising world is life and death to those involved, but a childish pursuit to those outside its clutches, and faintly amusing at times. The Marlboro cigarette company have run into all manner of complications with their "over-kill' tactics on advertising, and when the Ferrari team were winning races there were complaints about Lauda and Regazzoni always wearing a Goodyear hat at the finish. Both drivers are contracted to Marlboro for their advertising team, but when Enzo Ferrari heard about this complaint, he told his drivers to continue to wear the Goodyear hat for his cars won races on Goodyear tyres, they didn't win races on Marlboro cigarettes! When John Player "bought" the British Grand Prix there was not too much activity from Marlboro or any other cigarette firm, and when they all went to Germany for the Grand Prix at Nurburgring there was no cigarette activity at all, for the Germans ban any tobacco connection with sporting events, and everyone was going round with black tape covering up the foul words like Player, Marlboro, Embassy, and so on.

Sticky tape has been much in evidence in the past season, for whereas it used to be the prerogative of Formula One mechanics, who used it to patch up split fibreglass on nose-cones, wings and things, it was in great

demand to cover up sponsors' names on transporters when there were "contractual difficulties", to use a well-worn phrase. What these people really meant was that a team and its sponsor had fallen out and were suing each other, one because there were no results forthcoming, and the other because the flow of money had been stopped. It was also in great demand when Formula One drivers took part in sports car racing, for most drivers adorn their racing overalls with badges of their Formula One sponsors, and these often clashed with the sports car sponsors. Rather than go to the expense of another pair of overalls the wicked words of the rival concern would be covered, rather obviously, in sticky tape. Of course, there are sponsors who just do not care about any rival concerns gaining free publicity, but these are the rare broad-minded ones, or unsuccessful ones. At Dijon on the occasion of the Grand Prix of France Marlboro organised a splendid "retrospective" of old cars and old drivers, and put out some publicity photographs of their 1974 drivers with the Texaco-Marlboro McLarens together with some of the drivers from the past. In one of these an ESSO fuel churn was placed by the nose of the McLaren, which was trying hard to advertise Texaco fuel.

Recently we heard all sorts of rumours that the big-money sponsors are about to withdraw from Grand Prix racing, and the cry went up that "it will be the end of Formula One". I doubt very much whether it will be the end of Formula One, though it might well be the end of a load of clap-trap and phoney-fairies prancing round the paddock, which will be no bad thing. Those teams who find it hard to grub along on £250,000 a year can be heard wailing that the end is in sight, but mostly the wailing is coming from those who benefit most from the sponsors' *largesse*, and few of these are directly connected with any racing team. The world of Public Relations will no doubt collapse into its own bubble, as will the world of advertising, and some of the teams may not be able to afford the luxury of two potential World Champion drivers, and have to make do with one "good 'un", and there may not be so many brand new and unused spare cars lying about the paddock, nor rows of Cosworth V8 engines ready to be screwed in the moment a misfire appears in the one in use. Mechanics may even have to learn how to repair broken engines in the paddock or travelling workshop, rather than send engines back by express air-post to Cosworth or John Nicholson. There may not be any plush "motor-homes" as havens of peace and quiet for the drivers and team managers, and there certainly won't be any troupes of dolly-birds cluttering up the pits and paddock, and there might even be some hotel rooms available for ordinary race-goers.

A lot of people will have to buy their own wind-cheater jackets, shirts, trousers, hats, umbrellas, time-keeping boards, stop-watches, shoulder-bags, pens, pencils, race information sheets, note-books and even their own lunches and drinks. Yes indeed, if the big-money sponsors pull out, some people are going to be badly hit. No more plush dinners at pricey restaurants paid for by the "sponsor's man", no more free-for-all barbecue parties, where friends and families get fed at the sponsor's expense, no more parties on luxury yachts in Monte Carlo harbour, no more luxury yachts, though Monte Carlo harbour will still be there, no more free-on-loan bicycles or mini-motorbikes, we'll all have to walk about the place. In fact, people in the fringe world of motor racing, who benefit most from the sponsors' generosity, will have to rough it like the rest of the world, but my guess is that there will be a great thinning out, which will make it all so much nicer for those of us who are left. The teams will have to make do with well-worn and well-travelled transporters, no more £10,000 "artics" and no more fancy paint-jobs, just a quick blow-over in green for cars and transporters alike, and the team personnel may even have to resort to simple one-colour overalls, as befits an honest worker, even bib-and-brace overalls for some, in place of the colourful clown-like costumes they wear at the moment, and some teams will have to wear the same overalls for a week, instead of changing into clean ones "every hour, on the hour".

If the big-money sponsors pull out of Grand Prix racing they will go unheralded and there will be no "golden hand-shakes" or parting gifts, but all this will not make Peterson, Lauda, Reutemann, Pace, or Scheckter drive any slower and I feel sure there will be Ferraris, Tyrrells, Lotuses and so on for them to drive, though they may have to be a bit more careful about having accidents and bending "monocoques" and they may have to nurse their one-and-only Cosworth engine a bit, but they will be racing, which is the important thing. If Cosworth were to stop making racing engines, or Hewland was to stop making racing gearboxes, now that *would* be serious.

Once again Firestone have withdrawn from racing, though this time it seems it is true, which has made life difficult for those who do not normally win Grand Prix races, for not many people can remember the last time a car on Firestone tyres won an important Grand Prix race. In the same way one might weep tears over the news that the BRM firm has gone into liquidation, though some of us can actually remember a BRM winning a Grand Prix. While Firestone tyres will be re-appearing exclusively for the Parnelli-team for Andretti to run on, simply because Vels Miletich, the money-man behind the team, has virtually bought the Firestone racing division, to continue with it privately, the BRM team will re-appear, and one hopes, blossom anew, with some subtle changes in management. For longer than one cares to remember Sir Alfred Owen, and his sister Jean Stanley, have been pouring money into BRM through the Rubery Owen empire, but this has now ended and Mrs. Stanley and her husband have taken full responsibility for BRM, renaming it Stanley-BRM. Many of the staff have gone, willingly or unwillingly, and "new brooms are sweeping clean" we are told. Just how effective it will all prove time alone will tell, but whatever happens to BRM it can't get any worse than it was in 1974.

One team that has been forced to change its (colours) face is half of the McLaren team, or one-third to be more precise, for Yardley have withdrawn completely from motor racing. I can hear the wailing and moaning as free supplies of "After-shave, Yardley for men" dry up. No more free Yardley Black Label Anti-Perspirant Deodorant, what shall we do? I shall smell as revolting as I have always done, exuding good honest sweat, and my friends still won't come too close. Apart from no more yacht parties, free lunches, an endless supply of useful pre-race information, tasteful brown jackets and some pleasant people around, the Yardley withdrawal will mean that the lone McLaren that Mike Hailwood was driving until his accident at Nurburgring, is no more, unless another firm steps into the breech and pays for the car to be painted anew.

It could be that the colour and bickering is going out of Formula One racing, and who knows, it might be replaced by Green Lotuses racing against red Ferraris and blue Matras, or it could be that the colours are merely changing from one kaleidoscopic hue to another and racing will continue to be between one multi-national "mish-mash" and another.—D.S.J.

RALLY REVIEW—continued from page 21

which it had chased from the beginning of the year.

The rally then became a fight between Lancia and Alpine, Jean-Pierre Nicolas (Alpine-Renault A110) holding the lead in the first half and part of the second before being passed by the powerful Stratos of Jean-Claude Andruet and "Biche", the young French girl whose real name is Michele Petit. Munari's Stratos went out with a broken valve and Ballestrieri's when a fanbelt slackened and the car ran out of charge. The 24 finishers (from 102 starters) were led home by the Stratos, Nicolas' Alpine 110 and Thérier's Alpine 310.

If Lancia formulates a comprehensive programme for 1975 and both Alpine and Fiat (with its soon-to-be-homologated X.1/9) follow suit, rallying could well take on a different face with so many lightweight, specialist cars in the running. But there will always be a place for more conventional machinery, for after all the sport will always remain (despite the ill-informed attempts of acid-penned killjoys to say otherwise) the finest mobile test bed available to the motor industry. What is more, a mere glance at the results of the RAC Rally will show you that conventional family saloons frequently come out best.—G.P.

TOUR OF CORSICA
GENERAL CLASSIFICATION

1st	J-C. Andruet/"Biche" (Lancia Stratos 2400)	4 hr. 49 min. 10 sec.
2nd	J-P. Nicolas/V. Laverne (Alpine-Renault A110 1860)	4 hr. 52 min. 38 sec.
3rd	J-L. Thérier/M. Vial (Alpine-Renault A310 1860)	5 hr. 12 min. 09 sec.
4th	J-P. Manzagol/J-F. Filippi (Alpine-Renault A110 1860)	5 hr. 14 min. 43 sec.
5th	G. Larrousse/C. Delferrier (Alpine-Renault A110B 1860)	5 hr. 16 min. 47 sec.
6th	F. Bacchelli/B. Scabini (Fiat 124 Abarth 1756)	5 hr. 26 min. 27 sec.
7th	J-L. Clarr/J. Fauchille (Opel Ascona 1900)	5 hr. 33 min. 57 sec.
8th	J-F. Piot/J. Jaubert (Renault 17 Gordini 1774)	5 hr. 37 min. 45 sec.
9th	Soriano/Simonetti (Alpine-Renault A110 1600)	6 hr. 08 min. 38 sec.
10th	G. Frequelin/P. Thimonier (Alfetta 1880)	6 hr. 09 min. 57 sec.

102 *starters* — 24 *finishers.*

The Leather-Bound World of Connolly

IN THE late '50s and early '60s, almost 85% of the hides processed by Connolly Bros. (Curriers) Ltd., the household name in the leather industry, were sold to the motor industry, but today this has dropped to 60 to 65% of their 10,000 hide weekly throughput, a reflection on the increasing use of synthetics in car upholstery. Man's oldest material, and the most natural material he can place near his skin, has fallen from favour in the lower echelons of the car market, where the products of ICI, Courtaulds *et al.* are cheaper and easier to churn out in the demands called upon by extensive mass-production.

The situation does not worry Connolly's, who felt that they were in a precarious position in those happy motor industry days of yesteryear; a sudden change in demand could have smashed all the eggs in that one basket. Today, the fortunately gradual reduction in demand has been well-cushioned by increasing business from furniture manufacturers and many other outlets to give them a far safer spread should any market shrink overnight in these precarious times. This 100% family-owned company, now in its 97th year, remains proud of its continued connections with the motor industry, with which it has grown up in parallel and must be pleased to see that the status of leather in the motor car has, if anything, improved, for its use today is concentrated upon the luxury car market. The continued use of Connolly leather by Rolls-Royce, still the epitome of luxurious comfort, confirms that there is no substitute for the real thing: the hide from seven to nine cows ensures the interior opulence of each of their cars. Jaguar, Jensen, Aston Martin, are all users of Connolly leather in whole or in part, as are some smaller specialists, though it is disappointing to hear that the Club-like interiors of the Solihull Rovers are gradually losing their traditional smell of leather-upholstered quality in favour of synthetics.

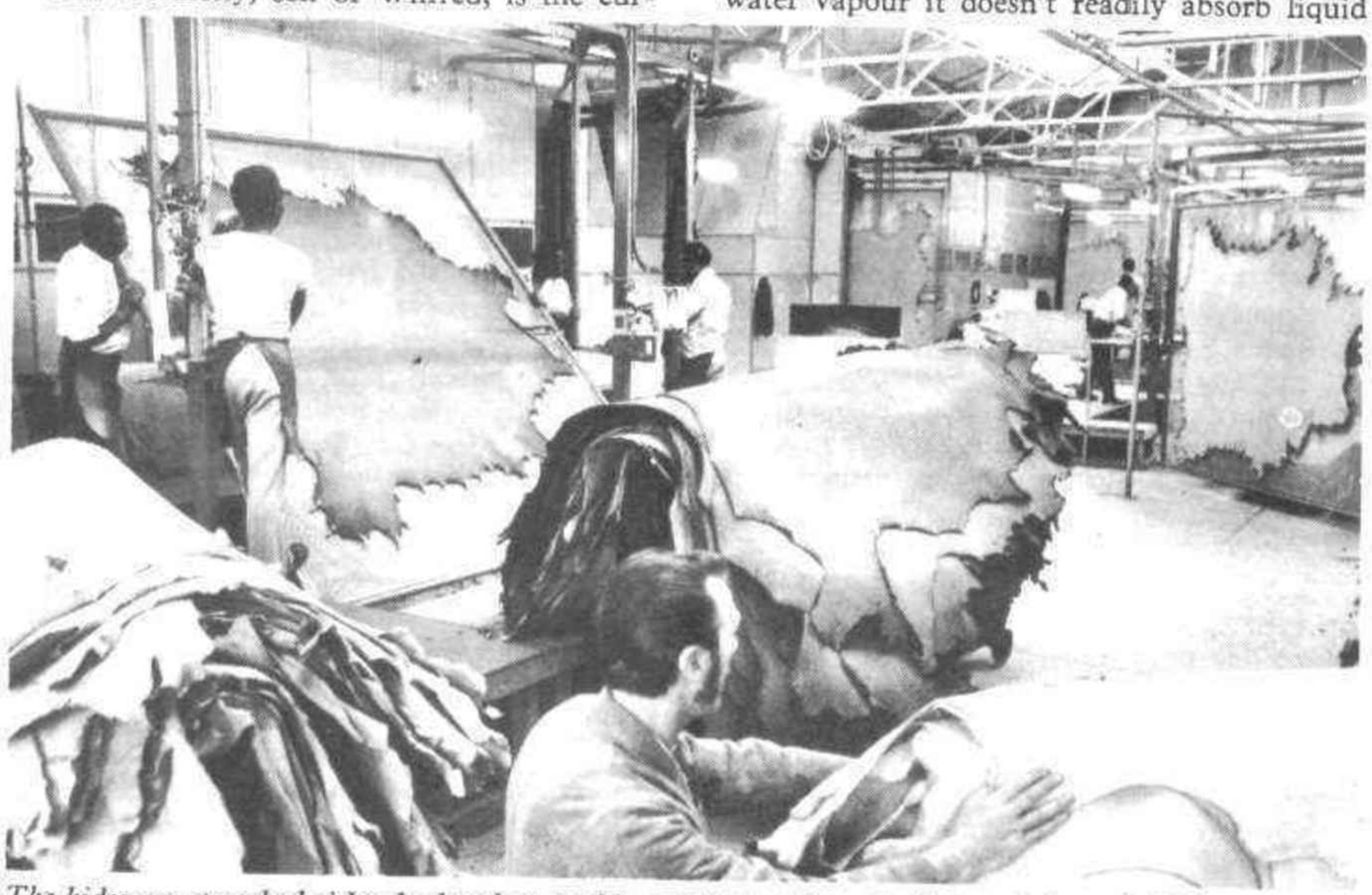
A chance meeting at the Motor Show with Tony Hussey, one of the third generation family men now running Connolly's (he through his mother's side of the family) led to an opportunity to follow the path of the hides from their entry in the tanned state to Connolly's factory alongside the River Wandle (no, not Womble!) in Wimbledon to their despatch in fully-finished form from the company's head office and warehouse in Chalton Street, London NW1, between Euston and St. Pancras stations. At Chalton Street too is based the restoration unit under Ken Cole, of particular interest to many of our readers, whether they own a 1905 Darracq, a 1974 Rolls Corniche or a leather-upholstered chair, for leather requires regular and careful husbandry to make the best of its fine qualities.

Tony Hussey was able to provide me with a potted history of this interesting family firm, which was founded by the brothers Samuel Frederick, formerly a medical student, and John Connolly in Euston Road in 1878. Each had been left £1,000, which they had put into what is believed to have been the first "while-you-wait" shoe repair company, a fact which annoyed their conventional competitors, who retaliated by breaking their windows! They branched into the selling and eventually into the making of harnesses; S.F. used to load a pony and trap full of samples, tour round the South Coast taking orders and then dash back to the workshop to complete them. This brought the Connollys into contact with the leading coachbuilders, who began to buy hides from them for carriage hoods, wings and dashes. Soon they were employing teams of experts who visited the coachbuilders, Hansom cabs in particular receiving their attention, wetted hides being shrunk on to the bodywork by means of a crude form of "dope". From exterior leatherwork, Connolly expanded into upholstery for horse-drawn vehicles and railway carriages. When coachbuilders turned their attention to "horseless carriages", so too did the Connollys, but it was Frederick Ignatius, the eldest of S.F.'s four sons, who joined the firm in 1912, who pushed them properly into the world of the motor car. Now nearly 80, Fred Connolly was not only a friend and contemporary of such pioneers as Herbert Austin, William Morris, Starley, Wilks and Sir William Lyons, but in many ways an architect of the motor industry as a neutral confidante of them all. Elected to the Council of the SMM and T in 1930, he was the Society's Treasurer in 1936 and President from 1948 to 1950. As Chairman and Managing Director until his retirement a few years ago his speciality was sales. The other three brothers are still in harness, backed up by the younger generation: Joseph Eugene (Gene), now 77, looks after production and buying; Edward Philip (74), a Past-Master of the Worshipful Company of Coachmakers and Coach Harness Makers, a Past-President of the Institute of British Carriage and Automobile Manufacturers and a Past-President, Union Europeenne de la Carrosserie, concentrates on costing; and Wilfred (71), described as "an extraordinarily gifted engineer" looks after the technical side of production.

Tim Connolly, son of Wilfred, is the current Chairman and Managing Director and takes care of production and sales to the motor industry. My guide, Tony Hussey, son of the four brothers' sister, is responsible for sales to the furniture trade (as was his father before him), public relations, advertising, architects and interior decorators. David Connolly, son of Eddie, is on the export and financial side of the business, while young Joseph Connolly, son of Gene, is currently following the family tradition of being trained in every aspect of the business, working from machine to machine. It is a firm which has thrived and continues to thrive on nepotism and there is every sign that the "clogs to riches and riches to clogs in three generations" saying will not come true in this case!

Tony Hussey, a motor racing fanatic, transported me from Chalfont Street to the Wimbledon factories in his Triumph Dolomite Sprint, to which he is devoted and which is beautifully upholstered in Connolly leather rather than the standard Bri-nylon cord, of course, thus providing him with an opportunity to demonstrate and explain the advantages of leather. (Tim Connolly too is a satisfied Triumph owner, in his case a 2.5PI, though the company's acquisition of a Rolls-Royce Silver Shadow as payment for a bad debt is allowing him to sample the ultimate in Connolly luxury, at least for the time being.) How do you distinguish leather quickly from some of the exceedingly natural looking modern plastic imitations? Leather warms up instantly to your skin temperature if you hold your hand against it, whereas plastic feels cold initially, takes longer to warm up and doesn't retain warmth so well. Tony admits to having quite liked the Sprint's original Bri-nylon upholstery around town, but disliked it on longer journeys.

Leather's major attribute is its ability to breathe, which it does even better than wool. This means not just its permeability to air but its permeability to water vapour, so allowing the absorption of perspiration and warmth. Thus it feels warm in winter and cool in summer, yet doesn't become hot and sticky. On the other hand, whilst it absorbs water vapour it doesn't readily absorb liquid



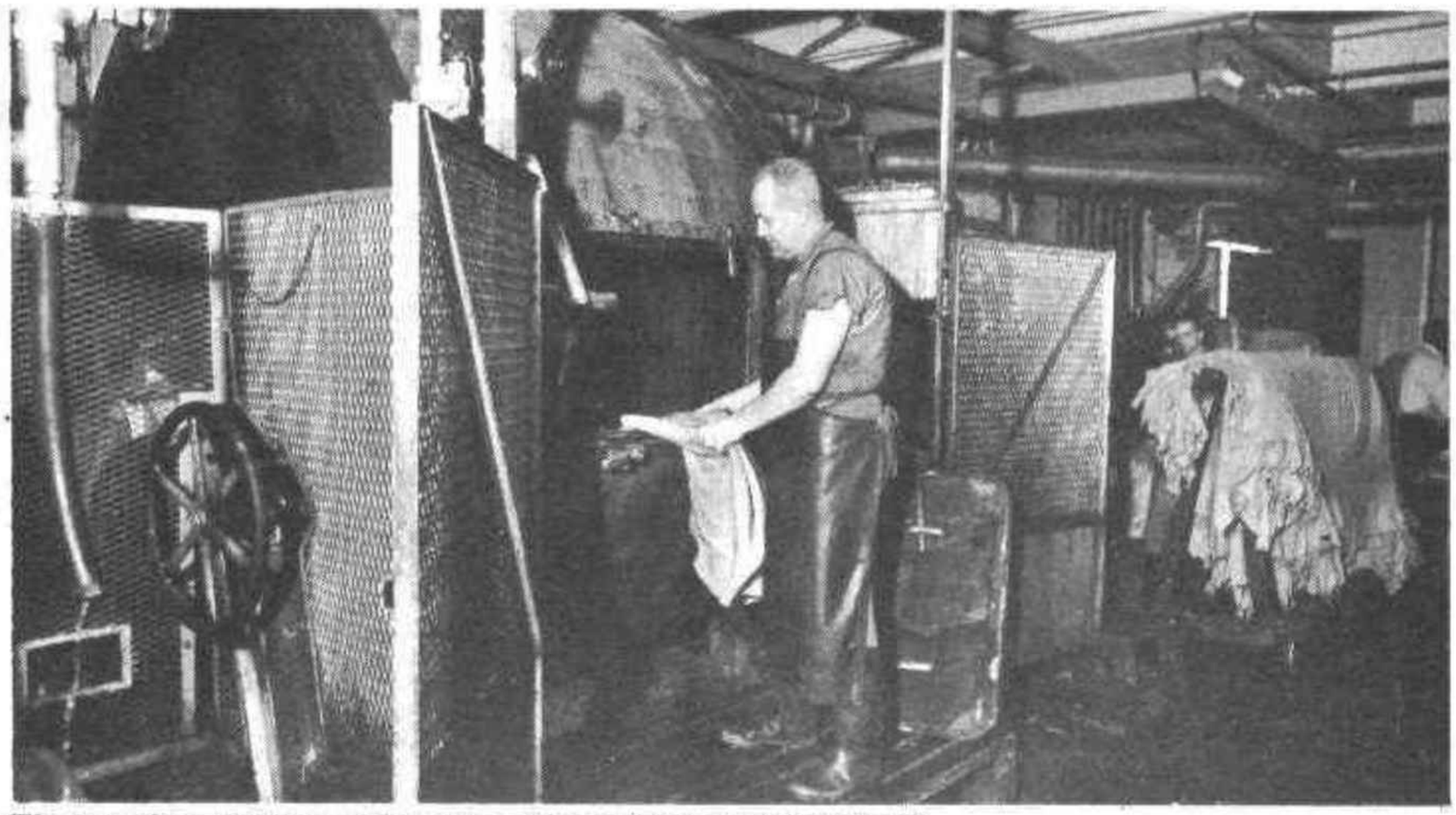
The hides are stretched either by hand or on this new hydraulic rack, the two halves of which are moved apart after the hide has been pegged to the mesh. Drying ovens are in the background.

water, so rain will not harm it and a damp cloth can be used to keep it clean. Other advantages are that leather doesn't tear easily; it ages very slowly; if looked after it will last the lifetime of the car, but if it does deteriorate, within reason it can be renovated; it has an attractive appearance; it fits and shapes well for upholstery work; it has a pleasant odour which has become synonymous with comfort, quality and taste.

Many of Connolly's hides come from Scandinavia where the quality is better because the cattle spend most of their lives inside to escape bad weather. Nor are the Scandinavian hides threatened to the same extent with damage from barbed wire or warble fly, those horrible little grubs which burrow their way through the hides. Size largely depends on the age of the cow—the older they get the bigger they grow but the more damaged they get—though the average is 45-50 square feet. The largest hides come from Southern Germany and the largest ever seen by Connolly was a vast 120 sq. ft.

From the abattoir, where the cattle are skinned, the hides pass to the hide market or a fellmonger, from where they are bought by the tanner. From the tanner they pass to the currier, which is where Connolly Bros. come in. Their purpose in life is to prepare and finally finish them before selling them to the leather-using trades. Curiously, the hides are sold by the piece from the abattoir, sold by weight in the hide market, sold by the tanner to the currier by length and finally passed on from the currier by the square foot. At the tannery any remaining flesh is scraped from the hide, soaking in chemicals loosens the hairs at the roots and these are then scraped away, leaving the characteristic leather grain. The tanning process itself, in which the hide is soaked in numerous other chemicals and oils, the mixture depending upon the softness required from the leather in its eventual application (saddlery as distinct from clothing, for instance), is to make the leather last without rotting and to give it some degree of colour fastness as well as to control the softness and feel. At the tannery too the hides are split, the top part being the leather hide as we know it and the bottom the suede, or "split", as it is known in the trade. Connolly's have their own tannery in Canterbury, but buy from other sources too.

The stiff and dry tanned hides arrive at Wimbledon in seven-foot-long bales of about 25, each of which is given a total of 12 inspections and code-stamped to denote quality, source, date and so on. Very badly damaged ones are rejected—the Connolly "black museum" includes hides peppered with buckshot and others torn to ribbons by other cows' horns. The first process is to soak them in water to make them workable, using a machine designed by Wilf Connolly, which, like the rest of the processes, draws water from the artesian wells beneath the factory, a geological accident which doesn't, however, absolve Connolly from paying water rates! Machines with fast-revolving, blade-covered drums trim the hides to a consistent thickness. This varies, upholsterers demanding usually 1¼ mm. thickness while some leather goods manufacturers require 3 to 4 mm. and clothing manufacturers as little as 0.8 mm. Waste shavings are sold to a fertiliser manufacturer.



The secondary tanning process takes place in huge, revolving drums.

The hides receive a secondary tanning in a battery of huge vats revolving like fairground wheels. Hides for the garment trade are dyed right through in the same process, because the edges of the leather will be exposed in the clothing. Afterwards most of the water is squeezed out in huge mangles before the critical stretching and drying process. Stretching is necessary to control the amount of natural stretch to be left in the leather: too much and the upholstery leather will bag and "puddle" after little use; too little and trimming will be made almost impossible. Since the leather industry began, stretching has been done manually on a rack and still is to some extent, but at last an Italian has invented a hydraulically operated rack. Drying used to be carried out in the open air. Today the hides are dried gently by big fans blowing through widely spaced stacks of racks or, in the case of the new hydraulic rack system, by being passed through a huge "oven" in which the temperature is that of a hot summer's day, too much heat causing the leather to harden.

Then follows the second major inspection in which hides are selected to meet individual customer's needs. Constituency of the leather doesn't vary: the difference in quality lies in the graining and in the amount of damage on the surface of the hide. Rolls-Royce insist on nothing but the best, while some of the furniture trade too is very particular because of the large, continuous areas to be covered by one hide. Surface marks, so long as the scars are healed before slaughter, are of no detriment to strength and increasingly in the furniture trade, growth marks, rib marks, wire marks and grain and colour variations are welcomed because they ensure that the leather looks natural, not like plastic rolled off a machine. Hides which are too badly marked have their outer surface skimmed off and artificial grain embossed by hydraulic presses.

The Connolly despatch department is full of multi-coloured hues, a far cry from the days before 1927 when colours were limited to brown, tan, red, green and blue. In that year the pioneering Connollys devised a revolutionary new finish which made hides available in the whole spectrum of colours. The contents of the finish remain a well-kept secret: a long row of rollers mangles up the solid pigments which are subsequently mixed with some sort of cellulose liquid. Colours can be mixed to order, even for one-off restoration jobs, though the colours which are standardised by the car manufacturers are stored in rows of dustbin-like drums. This Connolly finish needs to be something quite special: it has to be able to breathe; it must allow the natural grain to show through; it must be flexible enough to withstand the rigours of use; and it must be fairly waterproof. Tony Hussey feels that it is a great pity that any finish at all has to be put on leather as in its fully tanned but unfinished state it feels and looks superb. Unfortunately in that condition it is absorbent, can be affected by strong light and will soon get scruffy and dirty. Notably absent from the colours is pure white, which Connolly can, but refuse to, do, for this finish is susceptible to premature discoloration. If a Rolls-Royce customer demanded white upholstery, Rolls would have to obtain it from a different source, but he shouldn't be surprised at early deterioration. The most popular Rolls colour seems to be Magnolia.

Firstly a base coat of the chosen colour is sprayed on the hide in an automatic spray booth, from which it is fed through a dryer. A special roller machine then massages the leather to put back the suppleness before the final finish is applied in a huge, new, fully-automated spray plant and oven, which looks more like the spraying oven in a car factory. Finally car and upholstery hides are piled into another battery of "fairground wheel" rotating drums, this time in the dry state, to be pummelled and rolled amongst brass and wooden knobs to return the natural suppleness to the hide and "crush up" the grain. Car hides thus treated are known as Vaumol and upholstery hides as Wandle. For most hides this is the final process, except for final inspection and the measuring of area for pricing either by a new light-beam machine or the fascinating old machines which give a reading from mechanical "fingers" reacting to the leather as it is passed through them. Some hides, including some of the Jaguar ones, are given a Luxon

Continued on page 28

Marshall's Firenza

A study of one of the most successful Special Saloons in British club racing

IF ONE were to sit down and analyse the reason for the changing image of Vauxhall Motors over the last few years, three predominant motor racing factors would emerge: Bill Blydenstein, Gerry Marshall and the racing Firenza which Blydenstein prepares and Marshall drives with such spectacular verve in club Special Saloon car racing. Blydenstein/Marshall successes in their earlier Viva spawned sufficient enthusiasm amongst Vauxhall Dealers for the creation of Dealer Team Vauxhall, which in turn led to important succeses in rallying and increasing use of Vauxhalls amongst privateers in racing and rallying. The whole has led to a much greater respect for the Luton *marque* amongst motoring sport enthusiasts and persuaded the management to produce its first really sporting car since the 30/98, the "drop-snoot" Firenza tested by the Editor, with some reservations, on page 37.

Since its first race at Llandow in September 1971, when it replaced the faithful Viva Blydenstein and Marshall had competed with for the previous few seasons, the racing Firenza has had no less than 58 outright race victories, all with Marshall at the wheel. It began life based on the then newly-announced 2-litre Firenza coupé, running under Thames Television colours and now runs under Dealer Team Vauxhall auspices, the original, never-damaged shell re-disguised as the latest "droop-snoot" Firenza by the grafting on of that pertinent nosepiece. There has been gradual development down the years, the most important being the adoption of 2.2 and subsequently 2.3-litre versions of the 16-valve, twin-cam Lotus LV 240 engine in 1973 in place of 2.5 and 2.6-litre adaptations of the production 8-valve, single-overhead-camshaft, in-line four-cylinder engines. Remarkably, the combination of Marshall's driving skill and Blydenstein's engineering genius has kept the ageing special saloon Firenza competitive, even in the face of the ferocious new super saloons like John Turner's 5-litre Chevrolet V8-engined Skoda, the 5-litre and 4.7-litre Capri V8s of Mick Hill and Tony Strawson, the DFV-engined Capri of Colin Hawker, Ian Richardson's



The facia is from a Bedford van.



For the MGCC race at Brands Hatch on December 8th, the Firenza reverted to this standard front spoiler after there had been objections to the much deeper experimental one. There is a tail spoiler on the boot lid.

[Photograph by Fred Scatley]

CanAm McLaren-based Corvair and the Hazlewood/Folwell DAF V8. Blydenstein's own attempt at building a true super saloon ended abruptly in mid-1974 when the resultant Frank Costin-designed Repco V8-engined Ventora, "Big Bertha", which had previously won three races outright and set the outright saloon club circuit saloon record at Silverstone, was written-off at Silverstone by Marshall, when the brakes failed entering a wet Woodcote in pursuit of Frank Gardner's Camaro. So the hard-worked Firenza had to be brought back into play for both super saloon car races and special saloon car events. In spite of suffering several unaccustomed mechanical failures, the Firenza's 1974 race record showed 12 outright wins, nine seconds and a class win and second overall in the Simoniz Special Saloon Car Championship.

The writer has a special interest in this Firenza in that he is privileged to have been one of the few people to have driven it apart from Marshall, the others being Paul Frère, in his journalistic capacity, Bill Blydenstein, who competed in a hill-climb with it early in its life, and Gerry Johnstone, Blydenstein's chief mechanic, who used it to take a class win in a sprint. My chance came at Snetterton in the Spring of 1972, an exciting experience which saw me lap within a couple of seconds of Marshall's best time on the old long circuit. That was *after* I'd subdued myself by managing to spin the Firenza at 110 m.p.h. on the exit from Corams, the first time the car had ever been spun—and in spite of spending most of its life sideways with Marshall, it has been spun only two or three times since. In those days the 2.5-litre, 8-valve engine fitted produced 210 b.h.p. at 6,500 r.p.m. and over 200 lb. ft. torque at a modest 4,500 r.p.m. Today the same 16 cwt. is propelled by 240 to 250 b.h.p. produced by the 16-valve engine at 8,000 r.p.m., the difference in characteristics being shown particularly by the torque figure of 180 to 185 lb. ft. at 6,000 r.p.m. The other thing to have changed over the years, and the two might not be unconnected, was that when I joined the Blydenstein crew for another test session at Snetterton a few weeks ago I was strapped in a specially-fitted passenger seat alongside Marshall instead of behind the wheel! If that driving experience had been exciting, this ride as a passenger was mind-blowing, as anybody who has seen Marshall racing in the wet—and it was wet this day—will realise. Like a 140 m.p.h. ballet-dance on ice, with the 18-stone driver performing pirouettes on the wheel, the dry compound, but hand-cut, Goodyear tyres seemingly well beyond the limit of imaginable adhesion, the tail almost permanently round at 45 to 60 degrees, but the delicate balance between keeping to the soaking tarmac or ploughing through the cornfield preserved by astonishing co-ordination between steering and throttle control. In short, car control well beyond that which most of us would consider possible.

Blydenstein has always been proud of the fact that this racing Firenza contains more of the original manufacturer's own parts than any of the cars which are competitive against it. The parts are all very much modified, of course, but it does say a lot for the strength of standard Vauxhall components that this should be so. The 2.3-litre engine, for instance, uses a production Firenza cast-iron crankshaft, cross-drilled by the Blydenstein mechanics at their Shepreth, near Royston, Hertfordshire, works to improve lubrication to the crucial bearings. Incidentally, three of those mechanics, Gerry Johnstone, Geoff Hall and Dick Walduck built the car originally and continue to prepare it and accompany it to every race with a pride in it which at times seems almost maternal! Their pride is shared by newer team members Alan Wright and Peter Henaghan. Blydenstein bought a batch of LV 240 engines in 1972 (they proved to give round about 218 b.h.p. instead of the supposed 240 b.h.p.), these being the 2-litre engines which powered the Lotus 62s, using iron Vauxhall blocks and Lotus twin-cam heads. For the 1973 season he developed them upon a 2.2-litre capacity, using Vauxhall iron crankshafts and Lotus pistons. They grew to 2.3 when special Vauxhall-sized pistons could be made. Those original Lotus engines are now exhausted and Blydenstein builds his engines from scratch around new, standard, iron Vauxhall blocks, preferring these to the aluminium Jensen-Healey blocks which one assumes could be used. Cosworth forged pistons are used on cast-iron con-rods which are simply heavy-duty versions of the standard Vauxhall rods. The camshafts have been changed from Lotus type to ones of

Continued on page 28

Around and About



Both ends of the attractive Fiat 131 Mirafiori in "S" guise. Deliveries in England are expected in March.

The Fiat 131 Mirafiori

FIAT'S penetration of the European car market dropped from a peak of 13.7% in 1971-1972 to 11% in 1973, figures which were worrying to the Turin company, for once the rot starts it tends to accelerate. They put the deterioration down to depleted sales of the long-in-the-tooth 124 series, introduced in 1966 and of which two million have been built in Italy alone. Fortunately they have managed to announce the 124's replacement, the 131 Mirafiori, in the nick of time.

The 131 slots in the Fiat range between the 128 and 132, is of very conventional construction, yet if it retains fairly boxy lines they are markedly more attractive than those of the slab-sided 124. Panicked by the fuel crisis, Fiat have left the familiar twin-cam engines out of the options offered, though they admitted to we British journalists when we were introduced to the 131 in Turin that the early prototypes had run in twin-cam form and that if the European economy sorted itself out this option may be made available later. For the moment the range consists of three basic versions: two-door and four-door saloons and a five-door estate, each of which will be offered with the option of a 1297 c.c. 65 b.h.p. DIN engine or a 1585 c.c. 75 b.h.p. DIN engine, both with pushrod operated valves. The engines are new, though based on the 132 block; the single camshafts in the crankcases are driven by toothed belts, and operate the parallel-inclined valves in the alloy cylinder heads via a new design of tappet and very short pushrods. The strokes are the same in both versions, the bore being 76 mm. in the case of the 1297 c.c. unit and 84 mm. in the case of the 1585 c.c. engine. Both have twin choke carburettors. A maximum speed of 93 m.p.h. is claimed for the 1300 and 99.4 for the 1600. Exceptional thermal efficiency from a patented design of combustion chamber is said to result in excellent economy on premium fuel.

The four-speed gearbox is the existing one but the five-speed box is of a new, improved design. A General Motors automatic gearbox is available on the 1600.

On the suspension and steering side the most noteworthy improvement is the incorporation of rack-and-pinion steering. An adjustable steering column is fitted to the Specials. Front suspension is by McPherson struts, coil springs, with very long suspension movement, and an anti-roll bar, a similar design to that of the 128. At the rear the live axle has inclined coil spring/damper units and is located by four longitudinal arms and a Panhard rod. Nine-inch front disc brakes and 9 in. drums are fitted, with servo assistance and a dual system.

Innovations on the car include a centralised electrical control box in the front passenger compartment, to which three separate looms simply plug in. Underbody protection includes wax treatment inside the box sections and a covering of PVC.

Both versions we tried—a 1300 Standard and a 1600 Special—were roomy and comfortable. There is an extra 7.4 in. of length, the width is the same and the wheelbase has grown by 2.8 in., while there is an extra 3 in. of interior width. The through-flow ventilation proved excellent, as did the seats, particularly the reclining cloth-covered ones of the four-headlamp Special, which is better trimmed and better instrumented generally. The conventional shape has allowed for a very roomy boot, too.

Handling was very predictable and generally very good, though not exceptional, the ride was smooth and the brakes more than adequate for the performance of these pushrod models, though the twin-cam versions, when they come, might benefit from even more efficiency. The reduction in wind-noise compared with the 124s and 125s was particularly noticeable on the autostradas when even the 1300 four-speed version was stable, comfortable and relatively quiet when cruising flat-out.

If the performance of this new Fiat is unexceptional enough to require much comment, the styling really is very neat and attractive and the 131 should meet Fiat's aims of a best-seller. We look forward to the extra liveliness of the twin-cam version, fuel crisis or not.

A 1500 c.c. Spitfire

Extra performance and economy is claimed from the new Spitfire 1500, which replaces the 1300 c.c. Spitfire Mk. IV. An extra 5 m.p.h. on top speed takes the Spitfire into the 100 m.p.h. bracket for the first time, yet an improvement of 7½% on fuel economy—to 47 m.p.g.—is claimed at a constant 50 m.p.h., though who is likely to be able, or want to, travel everywhere at a constant 50 m.p.h. we know not. Acceleration from 0-60 m.p.h. takes 11.3 sec. against the 1300-engined car's 14.5 sec. and 5 seconds has been knocked off the 50-70 m.p.h. top-gear acceleration time. The all-synchromesh gearbox is of British Leyland's new single-rail shift type and Laycock overdrive continues to be optional, adding a useful 2.6 m.p.h. per 1,000 r.p.m. to the 18 m.p.h. of the non-overdrive car, which itself has a higher rear axle ratio. Apart from badges, the addition of door sill tread plates, an automatic boot light and hazard and seat-belt warning lights, the car otherwise remains unchanged.

There is nothing new about the 1500 c.c. engine, which has been fitted to American specification Spitfires for the last couple of years. The same engine is now fitted to the MG Midget, though we note that only 65 b.h.p. at 5,500 r.p.m. is claimed for the MG installation compared with 71 b.h.p. at the same revs in the Spitfire.

Martini Back Brabham

Martini and Rossi, through the Martini Racing Organisation, are moving into Formula 1 for 1975 by sponsoring Bernie Ecclestone's two-car Brabham team. Porsche's withdrawal from sports-car racing for the year provided Martini Racing with the opportunity to branch into Formula 1, which they last tried unsuccessfully with the disappointing Tecno. Martini Racing team manager David Yorke will keep a watchful eye on the team, who will have Carlos Reutemann and Carlos Pace in the new Brabham BT 44Bs. These are Gordon Murray's developments of the BT42/44 incorporating no less than 142 detail changes, including much lightening of the chassis to bring it close to the 537 kg. minimum permitted weight, front and rear suspension revisions and improved aerodynamics including a revised nose section, fairings for the rear-view mirrors and integral engine cover/air box/cockpit moulding.

The BT44Bs will make their first appearance at the Argentine Grand Prix on January 12th with conventional Ford power, but at the Press conference announcing the Martini deal Bernie Ecclestone made no secret of the fact that Murray is working on a brand-new car to be powered by the Alfa-Romeo flat-12 engine. Although it is unlikely to replace the BT44B this season it should be ready for testing by the middle of the year.

Ferodo Trophy to McLaren

The Ferodo Trophy for 1974 has been awarded to Bruce McLaren Racing Ltd. At a presentation at the Dorchester the Trophy was accepted on behalf of McLaren by Phil Kerr, Joint Managing Director, in the presence of many celebrities from the sport, including McLaren representative Johnny Rutherford, Denny Hulme, Mrs. Pat McLaren, Teddy Mayer and Tyler Alexander. In the citation, the independent panel of judges stated that McLaren had been awarded the Trophy as the team who "built the cars which won the Formula 1 Constructors' Championship, the World Drivers' Championship and the Indianapolis 500".

Films for Winter Evenings

Of the many films which we have been able to see previews this Winter three of the best for Motor Club "natter and noggin" evenings come from Vauxhall. "Ventora for

Continued overleaf

MARSHALL'S FIRENZA

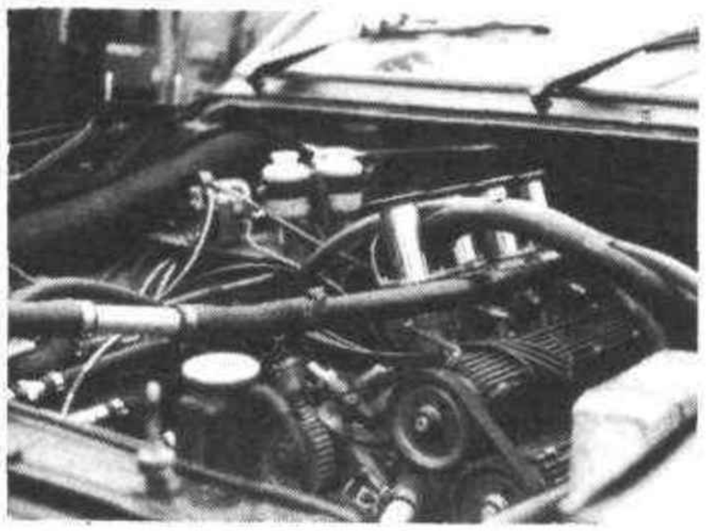
Continued from page 26

Blydenstein's own design. A dry sump lubrication system has been fitted since July 1973.

In view of W.B.'s comments about the standard "droop-snoot" Firenza's ZF gearbox in the road test in this issue, he should find it interesting to note that the racing Firenza's twin-plate clutch takes the drive to an absolutely standard "droop-snoot" gearbox and by standard I mean ratios as well. Those who find difficulty in selecting gears in the standard car would be staggered by the ease with which Marshall flicks the racer's lever through its five ratios. With this "overdrive" gearbox a 4.6:1 final drive is fitted in the live rear axle; occasionally a close ratio version of the gearbox has been tried, along with a 4.1:1 axle. It was interesting to hear that, contrary to what one might expect, Marshall makes his rapid starts by using *second* gear and lots of revs off the line in the dry and *first* gear in the wet, feeding the revs in gently to get the car rolling so that there will be some traction when all the power is applied.

The most recent significant change to this car has been to move the engine and gearbox rearwards 13½ in. for better weight distribution, now about 50/50 and resulting in much better traction. This has made an immediate reduction of one second a lap at Thruxton with the suspension not yet properly set up to suit.

Many special and super saloons have suspensions based on formula cars. The DTV Firenza pleasingly retains the Vauxhall lay-



The 250-b.h.p., twin o.h.c., 16-valve, Tecalemit-injected engine.

out, even if the components are somewhat modified. Ventora bottom arms and hubs are used at the front along with strengthened top arms modified to give negative camber, a high-ratio steering rack, Rose-jointed front castor control arms, a special anti-roll bar, special coil springs and Spax shock-absorbers, fitted at the rear too. Modifications to the live rear axle are very simple, basically, though a brief description hides considerable detail work: stiffer bushes are fitted in the trailing arms, the axle casing is welded and strapped and a limited-slip differential is fitted. Recently it was found that the car was running out of suspension movement so that it was tending to corner on two wheels. This has been cured by raising the front cross-member and raising the rear spring pick-up points into the chassis rails. In conjunction with longer springs (the rears are now standard length, standard rate road springs), this has put back suspension movement and lowered the car by an extra 2 in. Ventilated front discs and a special pedal box with twin-master cylinders and a balance bar have been fitted since I drove this Firenza, but the rear drum brakes are the same. Rear discs have been tried and dispensed with mainly because the particular design complicated rush work on the axle at race meetings.

Minilite 13 in. diameter magnesium wheels are of 12 in. section at the rear and 10 in. at the front, shrouded by curvaceous glassfibre wings. The doors, bonnet and boot lid are of glassfibre too, but the body shell itself is standard steel, fitted with Perspex windows and gutted completely, except for necessary extras such as wiring for the centrally-mounted switchgear, plumbing to the rear-mounted dry sump oil tank and a rectangular alloy instrument panel. A huge centre console covers the re-positioned engine and gearbox and the final touch is added by an electrically-heated front screen to prevent misting-up, the bugbear of saloon car drivers in wet weather races.

Ageing though it may be, Bill Blydenstein confidently believes that this remarkable Firenza is good for another couple of seasons of competitive racing for DTV. Development is by no means at an end, he feels, and when Gerry Marshall returns to the fray with the car this season he should have the benefit of even better handling with the car another 2 in. closer to the ground. Under the new agreement between DTV and Castrol, it will enter the new year in Team Castrol colours.

—C.R.

AROUND & ABOUT

Continued from previous page.

Victory" follows the design, building and early outings of the ill-fated DTV Ventora; "This One Was Fun" is an excellent pictorial record of the 1974 Avon Tour of Britain; and "The Enthusiasts" looks at the people behind motoring sport—marshals, organisers, sponsors, spectators and competitors. Made for Vauxhall Motors by Formula One Films and directed by John Mills, the films are available on free loan from the Vauxhall Film Library, 16 Paxton Place, London SE27 9SS.

Dawson Wins the Kleber Scholarship

This year's Kleber Rally Scholarship has been awarded to Andy Dawson, the 27-year-old St. John's Wood full-time rally driver who used to be assistant to Chrysler Competitions Manager Des O'Dell. Dawson has managed excellent results in Imps, Avengers, Mexicos and Clan Crusaders over a number of years and finished second overall in the Lindisfarne Rally with a works Escort. His win entitles him to the loan of a works-prepared Datsun Violet 1800 for a year, together with 200 Kleber rally tyres and necessary wheels, sufficient spares for the car for a season and entry fees paid in all agreed rallies.

"Speedshow '75"

London's 12th International Racing Car Show is being held at Olympia's National Hall from January 1st to 11th and is open every day from 10 a.m. to 8.30 p.m., except Sunday when the doors open from 12 noon to 7 p.m.

CONNOLLY—continued from page 25

antiquing treatment, which involves swabbing a contrasting dye over the proper finish, to highlight the grain.

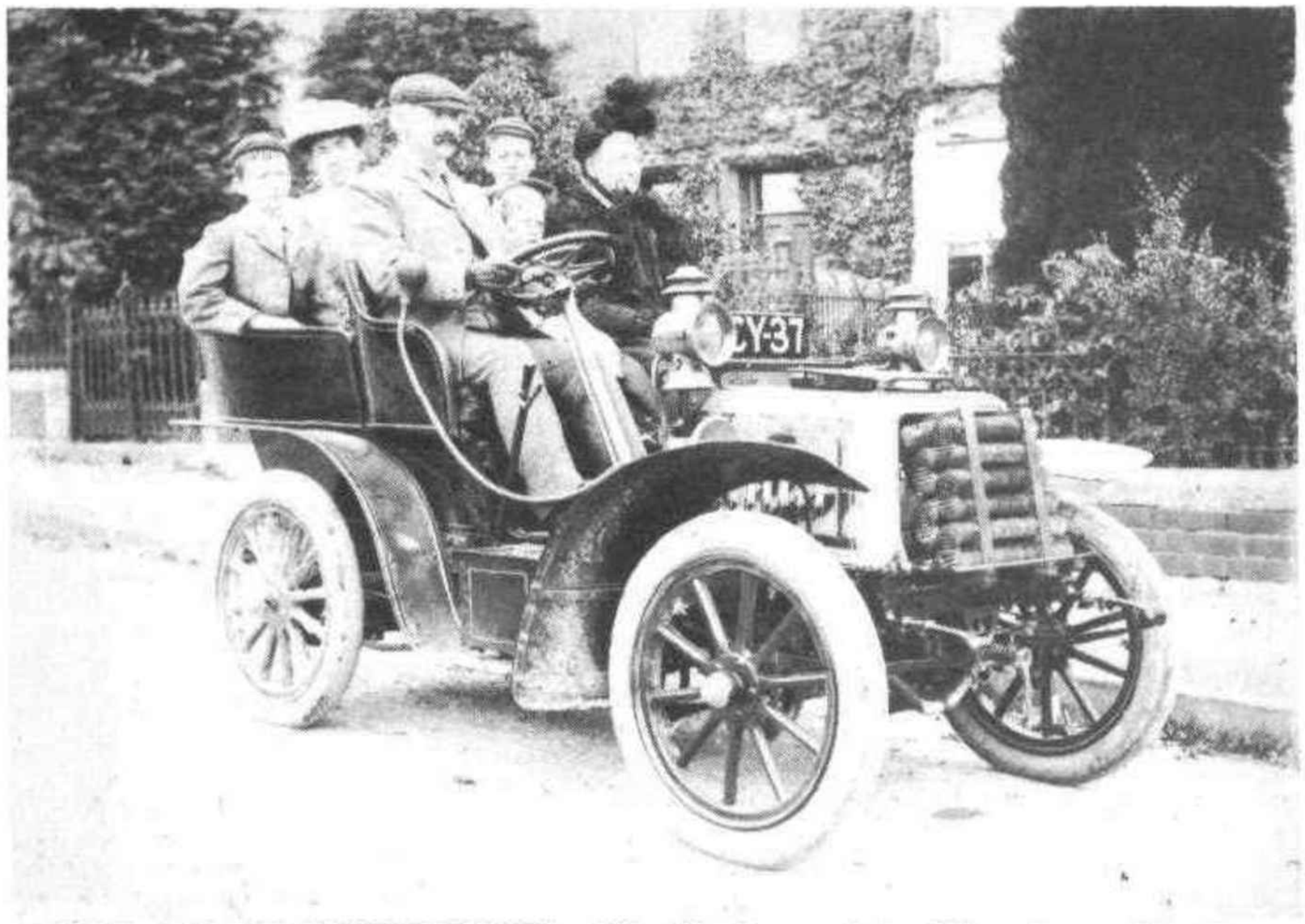
Once the hides have left Chalton Street and found their way into the appropriate leather-covered product, care of the leather becomes vital if looks and qualities are to be retained. Which is where Ken Cole's Renovation Unit comes in. He has a team of only nine men caring for upholstery in some of the world's most famous buildings and ships: both Houses of Parliament; the Guildhall; the Livery Hall; London Airport; Queen Elizabeth Hall; the QE2; the Canberra; the Oriana; the Royal Cars; and the National Motor Museum cars, to name but a few. With such pressure of work he is only too pleased to provide the advice and sell the materials for people to renovate their own cars and furniture, though he does offer a complete renovation service for customers who wish it at a very moderate price. A complete Rolls-Bentley renovation is £27, Astons, Jensens, Mercedes, etc. £25, Jaguars, Rover 3.5 and similar and all 2000 and 1300 cars just £23, whilst three-piece suite renovation starts at £25. Such prices would not, of course, include replacing torn sections of leather, which should be done before the renovation process starts. Connolly's will match new hide exactly to the original if the customer sends a small sample or can quote the reference number of the original seats. Cole's men can carry out car renovations on the owner's premises or the seats and trim can be sent to Chalton Street. Serious enquirers can obtain further details of this service from Ken Cole on 01-387 1661.

For those who wish to carry out their own renovation, the following hints should be followed. Firstly the interior should be cleaned with glycerine soap (or use mild toilet soap, *not* caustic nor detergent soaps for routine wiping over) or Connolly Concentrated Cleaner on a soft cloth. Use a small nail-brush to remove ingrained dirt. Avoid flooding and wipe off the residue. Whilst still damp, apply a coat of CeeBee hide food, which will restore the original suppleness and nourish the fibres. Allow this to be absorbed for 24 hours, after which any surplus should be wiped off and the result should be a nicely-polished surface. If the original colouring has worn away, new lacquer can be applied, obtained direct from Connolly's by sending a sample or reference number as above. This should be swabbed on evenly and sparingly using one or two coats. Unfortunately cracked or torn leather, caused by the cracking of the foam-rubber base, would have to be replaced, a fact which annoys Ken Cole, who says that this could be avoided if manufacturers would only cover the foam with linen before stitching on the leather upholstery, as they have been advised. Officially new hides are not sold to private individuals, but Connolly admit to being very sympathetic to vintage enthusiasts engaged in restoration, of whom they have a constant stream. Average hides cost £20 to £25 each. This is the sort of service one would expect from such a charming family firm which has supported our motor industry since it began.

—C.R.

Veteran Edwardian Vintage

A SECTION DEVOTED TO OLD-CAR MATTERS



MOTOR CAR IN MONTGOMERY.—This old photograph (see below) shows a Mrs. Brown, whose husband had an ironmongers in that town, on a car outside their house in Chirbury Road. Their business was associated with the now well-known Brown's of Chester. But what is the make of the car?

CARE OF TYRES

A New Book about Dunlop

OBSOLETE SIZES of tyres, without which veteran and vintage cars could not be run, unless they were equipped with rebuilt wheels to take modern covers which would make them look absurd, are fortunately still available from the Dunlop Company through their distributors, Vintage Tyre Supplies Limited—at a price. The high cost of new versions of old-size tyres and tubes can hardly be criticised, for the demand is comparatively small and we live at a time when even mass-consumer goods are becoming almost daily expensive.

But having equipped the veteran or vintage, or even post-vintage, car with appropriate-size tyres it behoves the user to fit them properly and treat them kindly. To ensure that the correct procedures are understood "The Tyre Book" has been published by Vintage Tyre Supplies Ltd., Jackman Mews, North Circular Road, Neasden, London, NW10, in conjunction with the Dunlop Rubber Company. It is a book of 24 pages measuring 10 in. × 8 in. with a colour cover and colour diagrams clarifying the valuable points it makes about the correct treatment of beaded-edge, straight-sided, wired-on and vintage racing tyres. Their construction, fitting procedure, sizes available, the dimensions of same, pressures to which they should be inflated, interchangeable information, details of suitable tyre valves and tyre levers, and the tread patterns—twin-stud, chevron, triple-stud, F4, D2/103, B5 and RS5—and the types of Dunlop tyres to which these apply, have all been collected together in this long-needed book, which expands previously available data.

There is an introductory note by Sir Reay Geddes, Chairman of Dunlop Holdings Ltd., and a Foreword by the Editor of MOTOR SPORT, in which he traces the history of tyre development, gives some interesting information about the Dunlops used on Parry Thomas' 170 m.p.h. "Babs" in 1926, and makes a plea for pre-war vehicles to be given tyres of the correct dimensions. This little discourse on old-size tyres will be welcomed by the pre-war car fraternity, dealing as it does with tyres from 26 × 3 and 710 × 90 to 7.00 × 16 and 6.00 × 15 tyres.

Unfortunately the current cost of colour printing, etc. has made it astronomically expensive, at £3.50, especially as four pages consist solely of conversion tables.

V-E-V Miscellany.—Sir Anthony Stamer, Bt. has relinquished Secretaryship of the Bugatti OC/Ferrari OC; his place has been taken by Geoff Ward, Clerk of the Course at Prescott, who is a professional administrator. Dr. Janet Missen now edits *Bugantics*. Martin Morris has started a racing workshop in Devon in conjunction with Bryan Wills, which can prepare, tune and rebuild the right sort of cars. Some old prints of early aeroplanes at Brooklands, comprising Gordon England's Bristol, Lt. Bier's Etriek monoplane, Cody's Cathedral, Beaumont's Bleriot, and those of Vendrinies and Graham White, etc., with cars on the banking in the background, have come to light and copies are offered at £2 the set, post-free, by Karnten Historical Photos, 2a, Granton Road, Edinburgh, EH5 3GH.

The Amilcar Register's Bob Porter Memorial Trophy has been won by Charles Shiffmann for his splendid rebuild of a CGS Amilcar. A meeting was held in Coventry last month to launch a Register of post-vintage Humbers made after the Rootes take-over in 1930. Details from: P. Dalton, Roseleigh, Epping Road, Epping, Essex CM18 5HW. The HVCJC's conference of Member Clubs took place in November, at the RAC. A 71-year-old reader sends a photograph (see page 30) of the first car in Oakengates, Salop, saying it arrived by rail, refused to start, and was towed by a horse to the family garage. He asks if anyone can identify it; he turned out for last year's VCC Round-the-Wrekin Rally but the nearest he saw was a De Dion Bouton. Could it be a Renault? The same correspondent remembers a *circa*-1910 Stevens tricar, on which he travelled to Aberystwyth, the accumulator having to be recharged on the return journey, as there was no dynamo; a photograph of it still exists. Another reader has an ash-tray inscribed "K.L.M. Sommart "A" Lingen 1923 3c Pris Automobil" and wonders if anyone can say for what it was awarded? The Hon. Sec. of the Montgomery Civic Society has kindly let us see some photographs made from old plates taken by a local photographer and depicting Welsh motoring scenes, one of which appears above. Rumour talks of yet another motor museum, this time near Market Harborough, specialising in bull-nose Morris exhibits. It is reported that in this area there is an early BSA car, that a dismantled Ariel Square Four motorcycle is in a house in Middlesex, that a Rolls-Royce, formerly owned by a deceased publican, may be for sale in Essex and that £120 was bid for an Austin 7 saloon that had been relegated to the roof of an hotel.

In Scotland most parts of a mid-1930s Morris Eight saloon, and those of a 1930s Austin 7 saloon and cabriolet exist; letters can be forwarded. In Berkshire a 23.8 h.p. Sunbeam requires a back axle and a lady is enthusiastically rebuilding a 1937 Type 230 Mercedes-Benz Pullman 7-seater saloon. At the AGM of the South Hants Vehicle Preservation Society proposals that the date limit of the club should be extended to include vehicles made up to the end of 1950 or which are over 25 years old was thrown out by approx. 50 votes to 15.

The Radnor Division of Powis CC has been putting its Aveling and Porter "Invicta"-type steam-roller No. 11208 on road-widening work on the A44 between Cross Gates and Rhayader. Now that the BBC has been showing "The Forsyte Saga" again will someone confirm that while Fleur's 30/98 Vauxhall is well-chosen, the Austin taxi used in the same period of the film is of too-late vintage. An even more glaring error is made by ITV in "Upstairs, Downstairs" when a wounded officer in the 1914/18 War is brought home from France to England in a W. & G. ambulance which is of *circa* 1927/28 vintage.

Vintage Postbag

Rolls-Royce Armoured Cars

Sir,

Reference is made in MOTOR SPORT for November 1974 to Rolls-Royce Armoured Cars. How nice to read about your young reader, and his whetted appetite for information about the RAF Armoured Cars, and also his interest in RAF heritage.

May we, through your magazine, have the pleasure in informing him (and your readers) that two books are almost complete, in preparation for publication :

"HMAC His Majesty's Armoured Cars," a written history of the RAF Armoured Car Companies 1921-46.
"The 'Pictorial History' of the RAF Armoured Car Companies, 1921-46."
Authors, R. M. Cook and K. C. Bastian.

All the information required by young "Simon" will soon be available, if he will tarry a while (at least he has youth in his favour), and his thirst for knowledge on this interesting subject then will be satisfied.

RAF, Cranwell — R. M. COOK & K. C. BASTIAN.
Engineers Science Wing

Early Armstrong Siddeley 14s

Sir,

I think that the five cars shown in the picture on page 1211 of the Nov. MOTOR SPORT could well be the fleet of 14-h.p. Armstrong Siddeley cars which toured the country in a sales drive in the mid 1920s.

Each car had a different body style and each was painted in a striking and different colour.

I had a 1923 14-h.p. 2-seater which had rear wheel brakes only, ¼-elliptic springs all round, no shock absorbers, and a wonderfully-smooth 4-cylinder push rod o.h.v. engine completely devoid of power.

I think the cars pictured are later models, perhaps 1925-27.

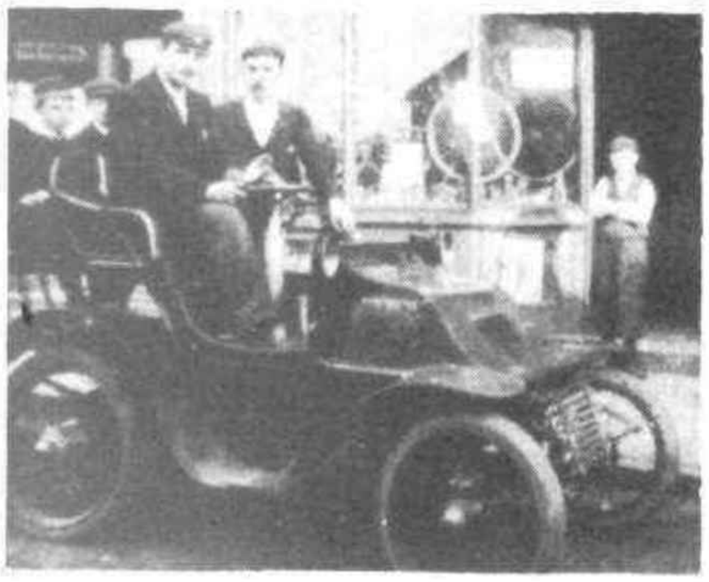
Congleton — JOHN WEBBERLEY

Mystery Solved

Sir,

Your photographic conundrum published in the November issue is a print from an 8. in × 6. in glass negative I have in my possession. It is part of a collection I have which records life during the period 1890 to 1925. The photograph you publish was taken by a photographer named George Weaks who had a business in South Wales, I think at Kiddelly. The cars were assembled outside the Harries Towy Works at the side of the river Towi, Carmarthen. Five Oakland cars are shown offered for sale at various prices according to their particular finish, the price range from left to right for each of the cars is £350 and rising by £25 increments to £450. The name and price is displayed behind the windscreen of each car and may be seen with a powerful eye glass on the original negative plate. I believe the particular event as photographed to be an early sales drive during the year 1923.

Drayton — RHYDDIAN EDWARDS



What is it? See V-E-V Miscellany, page 29.

That Mystery Picture

Sir,

I recognised instantly your "mystery picture" in the November MOTOR SPORT. It was taken outside the premises of "Towy Works" in Carmarthen who are still in business as Builders' Merchants and Ironmongers.

The photograph is very similar to one in my late father's collection, taken in August 1926 showing several 13.9-h.p. Overland cars taking part in a publicity drive entitled "Wales the Land of the Overland" seemingly undertaken by Crossleys of Manchester on behalf of the "Carmathen Automobile and Posting Company", their agents in West Wales.

The records of this company provide a fascinating insight into the motor trade in Wales just after the First World War. Keeping a foot in each camp they handled both British and American *marques* (eventually deciding the future lay with Morris). At varying times between 1919 and 1928 they held the following agencies, Willys-Overland, Crossley, Morris, Wolseley, Vandy, Vulcan, Hampton, Daimler, Ruston-Hornsby. Their final fling apparently was the purchase of the 1928 Motor Show Waverleys. As a sideline they sold Scott and Martinsyde Motor Cycles.

Carmarthen — E. M. LOWNDES

More About That Beardmore

Sir,

With reference to the recent correspondence in "Vintage Postbag" regarding Cyril Paul's racing Beardmore car. I am able to give some further information which may be of interest.

During the early nineteen-thirties the car was brought to me by Mr. Sewell of Sewell and King Motor Engineers of Chelmsford, with a view to sale. However, I had at that time purchased an Alfa Romeo which I had dismantled for complete overhaul so had to refuse the Beardmore. I remember it had dual ignition, lightening holes in the chassis and Cyril Paul's name on the steering wheel. It had, I believe, been used in a hill-climb in Essex.

Later I sold the Alfa and took steps to acquire the Beardmore which of course Messrs. Sewell and King had then sold. However, I traced it to Braintree, from there to Woodford and then to Clare in Suffolk where I lost trace. However, I wrote to Beardmores during 1933 asking whether anyone had applied to them for any spares for it; they wrote to say that a Mr. Norris of Maidenhead had in fact done so and they kindly gave me his address.

Mr. Norris wrote saying he still had the car, also spare chassis, axles, wheels and engine parts; in fact there was probably a complete car less body. Later he wrote to say that he had sold the car and all the spares to a man in Manchester so I left it at that.

I still have some of the original letters. I also owned an 11.9-h.p. Beardmore tourer and engine and gear unit from the 13.9-h.p. model, both were overhead camshaft, the former having gear drive, the latter chain (inverted tooth). I sold the two engines a year or so after the last War.

Billericay. — R. C. SHELLEY

A TT Alvis

Sir,

I have read with great interest in the December issue of MOTOR SPORT the article on the FWD 8-cyl. blown Alvis.

I have written below an account of a FWD 8-cyl. blown Alvis, which was, or rather I bought as, the car that ran in the 1928 TT and came 2nd, Kaye Don being 1st in a Lea-Francis. Anyway to begin, after returning from South America, I was looking for something out of the ordinary. This was in 1932, and I was told by a friend of mine that a friend of his had a very interesting car, which I might like; he owned a garage in London and if I liked go up and he would show me the car.

I went up to London and to the garage, unfortunately I cannot remember the name, but it was off Portland Street. The car was covered in a dust-sheet. On removing the sheet, there stood what I thought was something out of this world: I was just 21 then! It was a very sleek 2-seater—British Racing Green, and with the white discs painted on each side of the car, but no numbers. I was told it was the car that ran in the 1928 TT and came second driven by L. Cushman. After starting up the car and going for a short trip around the block, I was determined to have the car, although I thought it would cost more than I could give. After arriving back at the garage, I asked what he wanted for the car. His remark gave me great hopes, which was, "Well, it isn't everyone's cup of tea and I don't suppose I shall be able to sell it for quite a time. How about £250?" I couldn't believe my ears and asked him again and was told he was sorry but he couldn't lower the price but it was mine for £250. Of course I clinched the deal, and after organising insurance and tax, I drove it back to Saxmundham in Suffolk, where I was then living. At first I was a bit shall I say nervous as my driving experience in those days had been mostly on motor bikes and sedate Morris Cowleys. The journey back to Saxmundham went without any mishaps, but I remember when coming out of London, whenever I had to pull up for traffic those around asked "What is it?" "How fast does it go?" "Are you going to race it?" etc. etc., which, of course, made my head a size larger.

I used the car for everyday motoring, —that is going into Ipswich—town driving in London on several occasions and found that the passenger seat was never empty and was a terrific Dolly Puller. After having had the car for about two months, a slight knock started in the engine. At that time there was a garage in Saxmundham who dealt in the overhaul of sports cars and whose mechanic was an Italian—and did he

know about engines! Anyway, the engine was taken out of the car and pulled down. We found that the crank was needle bearing and the big-ends roller bearings, the trouble was found to be that two or three of the needle bearings had somehow been chewed if one can describe it like that and of course the journal was in a mess. I contacted Alvis cars in Coventry and they said it would be better if I could bring the crank up, so that they could examine it and see how the other journals were, as they were sorry, but they had only a few of the needle bearings left.

I took the crank up and as a matter of interest asked about the car—if it had really raced in the 1928 TT. They said yes and showed me another 8-cyl. FWD car, with a sports 2-seater body which, they said, Cushman used to use. Anyhow, they examined the crank and unfortunately the examination was bad news—the journals were well worn and needed a regrind, but unfortunately they had no bearings to go with the reground crank. Their only suggestion was to let them patch up the bad journal, give me some needles and to drive the car carefully. The cost was £10. They were very interested in the car and said it had been built specially for the 1928 TT, a very lightweight 2-seater with a sloping back which held the spare wheel with hinged cover. The car was duly rebuilt and I did quite a lot of miles in the car—even taking it down to Devon and Cornwall. I never had any trouble with the car engine-wise—starting in the mornings or even after a fairly fast run, the car would obtain 100 m.p.h. fairly quickly and was a joy for cornering in dry weather but rather dicey in wet if you didn't watch out. She was very light in the tracks.

After a time I exchanged her for a TT 1½ Aston Martin which had, I was told, been raced by Reggie Tongue. I don't know what happened to the car but somewhere I have a photo or two which if you are interested I would send up to you, if I could have them back again. The registration No. was VC 10. I only wish I had kept the plates.

Radley TERENCE MAUNSELL

Cars in the Sudan

Sir,

Unfortunately I missed Mr. R. H. Tracey's letter in the September number but would like to add something to those of the late Mr. Anthony Bird and James N. Savage in the November issue. I have some photographs of the rather special Arrol-Johnston touring car taken in Khartoum, with my father at the wheel (1910). This was on the occasion of the visit of the ex President Roosevelt with his wife and party. As a matter of interest, the photographs include some other well-known persons of the day, one of them being Stalin who, as you may know, was a prisoner of the Mahdi (General Gordon and all that). The car in question was a 60 h.p. with an Aster engine. As far as I know, the first car in the Sudan was taken in by my father (1904). Again, I have a photograph of this being brought ashore, coming off the ferry on the Blue Nile on Christmas Day of that year. It was a special 24-h.p. Wolseley, started and run on paraffin [?ED], a rear tonneau entrance, of course. There is a particularly fine photograph of this vehicle in the desert with various senior military officials on board.

Earlier, perhaps, were the large lorries which were run from the workshops at Khartoum. I have some photographs of these, one a Fiat and the other, more interestingly, a Milnes Daimler of 1904. A short report of this latter states that on one journey it did 21 miles in three hours, unloaded, but, towing its trailer and coming back with four tons of stores and thirteen passengers, it did 24 miles in 5¼ hours, the temperature 109 degrees in the shade. The rack transmission was interesting.

Experiments with vehicles for desert use had been made a year or two previously by the Wolseley Company for military purposes. A photograph of one of these, numbered XSP2, has the disc wheels very similar to the Arrol Johnston. It is shown being tested and towing a searchlight through the sand dunes somewhere in England.

A detailed report was prepared by the military in the Sudan on the possibility of using self-propelled vehicles for patrol work, rather than the Camel Corps. The conclusion reached was that this was not advisable on account of the difficulty of maintaining European fitters and staff in that country to keep these vehicles operational. The habits and internal works of the Camel being more readily understood by the locals.

If anyone is interested, I would be pleased to correspond.

Mirfield S. J. E. HUXLEY

Sir,

I visited the museum in Omdurman in which the Arrol-Johnston is kept, first in July and again in November 1970.

A placard with the car states that it was the first motor car in the Sudan, and that it was for the use of the Governor-General. If my memory is correct the date of its manufacture is claimed to be 1903. Exhibited with the car are contemporary photographs showing Sir Francis Wingate riding in the back seat on at least one formal occasion.

The car shows a very close relationship to a 4-wheeled wagonet, *sans* shafts, particularly at the front end which is complete with splash, or foot-board, for the driver and front seat passenger.

The wheels are wooden discs, built up from fairly thick planks, with iron tyres. I would estimate them to be about 3½ ft. in diameter.

The engine appears to be reasonably complete, although rusted. It is located around the rear axle and, for such a large and heavy-looking vehicle, appeared to be very small.

The leather upholstery is in poor condition, with horsehair stuffing and springs showing through large rents.

The museum in which the car is housed is devoted to the history of the Sudan in the late nineteenth and very early twentieth century. The majority of the exhibits are of items connected with the British military struggle with the Mahdi, and there are many relics of the Battle of Omdurman itself. Among the items to be seen are coats of chain mail, worn by the Mahdi's warriors at the Battle of Omdurman, but believed to have originally been captured from Crusaders and handed down, or perhaps captured several times through the intervening 600 years. Another item on show is the ship's wheel from "Daffodil", one of the river gunboats which arrived too late for the relief of Omdurman.

The museum building itself was the residence of Lord Kitchener, before the Governor's Palace was built. It is a warren of small rooms built of mud-bricks in the Sudanese fashion of a hundred and more years ago.

Cookham Dean P. L. PARROTT
Wing Commander, RAF (*Retired*)

The Sleeve-valve Daimler

Sir,

I was pleased to read your article on the 35/120 Daimler, and knowing the car it was all the more interesting. It is unusual in that it has a transitional engine that was produced from 1923 until early in 1925. In all respects it is the same as the earlier engines with cast iron sleeves, but these were merely replaced with the new light steel type. This increased the cubic capacity of the engine from 4,962 c.c. to 5,764 c.c.

The lubrication of this and earlier engines is from a multiple plunger oil pump. This had seven pistons, six supplying oil to the troughs under the big-ends, and the centre one supplying oil under pressure to the main bearings. The lubrication of the big-ends, little-ends and sleeves was therefore only by oil thrown from the six troughs. Cast iron is a very good bearing and oil retaining material so this system was quite adequate for the early engines.

In 1925 full oil pressure lubrication was introduced on all sleeve-valve engines. The big-ends and main bearings were supplied from a conventional gear pump driven from the eccentric shaft. The bottom ends of both sleeves were drilled with many holes to allow



PICTORIAL HISTORY.—This early gathering, the photograph of which was sent to us by a reader, shows the Swansea MC at a cricket ground near Neath, it is believed in 1904/5.

thrown oil and vapour to penetrate between the sliding surfaces. It was retained by horizontal grooves machined along the length of the sleeve.

Two other methods of lubricating the sleeves were fitted. One was operated when the starter pedal was depressed. A system of levers connected with an oil valve. When it was in operation, *i.e.* when the engine was started, oil from the oil pump was injected into each cylinder and thus to the sleeves. The other system was incorporated in the mixture control attached to the carburetter. The steering wheel quadrant was graduated from "weak" to "rich" through "primer" and on to "start". In the primer position a valve is opened in a pipe which connects the sump oil to the induction pipe, on the engine side of the butterfly. The valve remains open in the start position as well. This system provided lubrication, when the engine was cold, to the combustion chambers and therefore to the upper parts of the sleeves and junk rings. The primer section can also be used for a short while to provide more oil after a period of heavy going.

A rather Edwardian touch is added to these engines by the presence of two cup taps on the induction manifold. The handbook instructs the chauffeur: "In very cold weather, when the oil may be too stiff to flow, the induction pipe can be primed with warm oil through the cocks whilst starting the engine." Incidentally I have tried this and one needs the combined services of the cook, gardener and the chauffeur! The combination of these different lubrication systems worked well until the reintroduction of poppet-valve engines in 1933/34.

The only reasons that steel-valve engines could smoke, apart from gross wear, are either the maladjustment of the two oil priming systems or, as John Oldham says, if the mixture control is left in the "primer" position; but this would also mean that the carburetter was permanently rich which seems to me to be an unlikely explanation.

I hope this letter will clarify some of the misconceptions regarding the Knight engine which have evolved like an evil spectre over the years.

Penarth, Glamorgan C. B. HANCOCK

Pictorial History

THE IDEA of presenting motoring history pictorially is not new; the late Tom Rolt compiled such a book, for instance. But the outcome is invariably fascinating, especially as one comes all too infrequently upon pictures of the towns and villages, country lanes and main roads, as they were in the motor-car's infancy. Now another volume of browseworthy and informative photographic reproductions is available, in the form of "Roadside Camera—1895-1915" by Michael E. Ware, who needs no introduction, as he is the well-known Curator of the National Museum at Beaulieu. This book is published by David & Charles Ltd. of Newton Abbot, Devon, runs to 112 art-paper pages measuring 9½ in x 7¼ in", and its UK price is £3.25.

Instead of just selecting suitable pictures and writing captions to them, Ware prefers to write a proper if brief history of the motoring movement as it was from the steam-carriage days to the outbreak of war and illustrates it with uncaptioned pictures. The result comes off very well, for the great majority of the pictures has not been seen before, although some of the earliest ones have, and they have been well-chosen. That the book is all-embracing is seen from the chapter headings, which show that it covers motoring prior to the 1896 Highway Act, the 1,000-Mile Trial of 1900, the cars and bodywork of 1896-1914, family-cars and costumes down the years, roads and road services, social motoring, early motorcycles, and a brief coverage of sporting events. As this is essentially a pictorial work there is also passing reference to early cameras and the "white-sheet man" who blanked out backgrounds to publicity pictures.

In most cases Ware names the vehicles and localities depicted, which adds much to his book. From truly pioneer things like the Knight, 1896 Lanchester (seen at Evesham Regatta that year), Coventry-Daimler and Lutzmann, etc. we progress past some very rare shots of the 1896 Emancipation Run to all manner of delightful scenes, of ladies and their early cars, cars being repaired, cars photographed with penny-farthing bicycles, horses, a tricycle and even curious infants, cars which have collided, have run away, are at a Club meet, have broken the speed-limit, are in the stable-yard of a stately home or using quiet country roads or the congested town streets. Steam-waggons and traction engines, too, seem a perfectly natural adjunct to the cars of the pre-war years. As is usual in books of this kind, it is fun to study the backgrounds of many of the pictures. In a few cases Ware has not allowed for the fact that a picture is either too small for details he refers to in the text to be seen, or is not sufficiently well-reproduced for them to show. Perhaps full-page illustrations would have avoided this. The majority of them, however, are delightful, notably the *circa*-1898 Daimler in a Sussex village and a 1904/5 Panhard crossing the River Stour by ferry. Ballooning and flying are not neglected but for some reason the many activities at Brooklands are not dealt with. I like the idea of a lady driver of a converted Steellite van delivering Barbers bread in the Redhill area during WW1 and wonder how the driver and mate of a 1907 Hallford lorry could have sat quite so calmly beneath a heavy roped-on load of hops overhanging the driving compartment. The text is written for general assimilation but should also hold the interest of more knowledgeable readers—W.B.



Peaceful motoring in Edwardian days—General Booth, of the Salvation Army, arriving by Renault at Louth in 1905.

Cars in Books

From "Both Hands" by Gervas Huxley (Chatto & Windus, 1970) comes a splendid description of a long journey in an Edwardian car, which we reproduce by permission of the publishers and the author's literary estate. —"By the summer of 1907, my father had bought a Renault of the famous early model which was one of the first really reliable cars. That year we rented a house in Kinross with fishing on Loch Leven and rough shooting, including some grouse, on the hills. The rest of the family travelled north by train, but I had the great thrill of driving up from London with my father. We left at 6 a.m., and after a second breakfast at Stamford and a sandwich lunch, got to York in time for an early tea. In spite of its over-heavy and over-high landaulette body and its small engine, the Renault never faltered over the 200 miles, achieving a speed of thirty miles an hour on the flat. The speed limit on all roads was still twenty miles an hour, but we avoided the police traps at several well-known points. My father sat in front with his chauffeur, while I reclined on the comfortable back seat with the half-hood open, reading *The Story of Scotland* and watching the hens scattering, dogs barking and horses shying as we rolled on, leaving a cloud of white dust behind us. After a night in the Station Hotel at York we reached Kinross comfortably by tea, crossing the Firth of Forth by the Burntisland ferry".

In 1921 the author bought "a 10 h.p. Standard car" for transport into Abingdon from his home at Boars Hill, when he was working at the Leather Company. Later in the book there is reference to flying home to London from Cape Town by the newly-inaugurated Imperial Airways service, and of how they got lost between Broken Hill and Mpika and force-landed, unharmed due to the skill of "Tich" Attwood, the pilot. Several days passed before they were located by an aeroplane of the Rhodesian Air Force. In America Huxley was to meet the famous Amelia Earheart, "with her short fair hair and boyish look, a most interesting person to meet".

FRAGMENTS ON FORGOTTEN MAKES

No. 51 : The Airedale

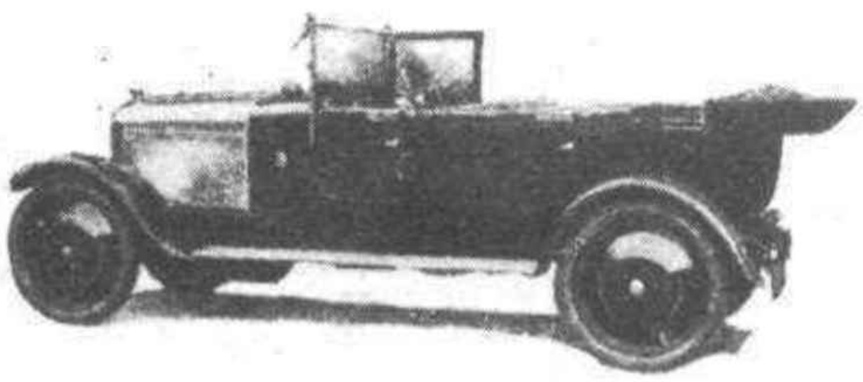
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The Airedale car depicted in a contemporary Motor Show catalogue.

I AM fortunate in being able to continue this series with some very interesting information about two very "forgotten" makes, the Tiny Car and the Airedale, thanks to Mr. Harold O. Griffiths of Morecambe, who worked on these, first as an apprentice prior to the First World War, and from memory recalled in great detail how they were made.

George Barker owned a fellmongers' yard —the Skinyard— in Esholt, Shipley, which provided his son, Norman Barker and his friend Guy Nanson with ready made premises, in 1912, for cyclecar manufacture. Their wives, incidentally, were their respective sisters. Nanson left the business in 1913 and Noel Barber became a partner at the end of that year, though he was absent for the duration of the War, in which he served finally with the rank of Captain. They started with an assembled car, called the Tiny Car, of which three were made. The first had a JAP vee-twin air-cooled engine in a tubular frame brazed up from piping, using a gas blow-lamp and treadle-operated bellows. This was given a little van body made by Page at Guiseley and went to Fortes, the stationers, of Kingston-on-Thames. The next Tiny Car had a water-cooled Chater-Lea engine and is thought to have gone to someone living in the Crouch area of Essex. A third Tiny Car was made which I believe also had a Chater-Lea engine.

It is interesting that these cyclecars had rack-and-pinion steering, made by boring a casting in the lathe to form the sleeve containing a spur gear. Just before production of these little cars was terminated by the war two Alpha engines were purchased, but were not used in the Tiny. One was put into an old De Dion Bouton for a woolman in Bradford during the war but the other disappeared.

The war saw Nanson and Barker making trench-pumps for Blakeborough's and sending shell noses to Sheffield. Perhaps as a result of profits from such munitions work they decided to build proper cars in 1919 and became Airedale Cars Ltd. in 1922. Sam Ambler, of Ambler and Son, Midland Mills, Bradford, who lived at Hoyle Court near the fellmongers, put up some of the finance. Barker designed an excellent car, which they called the Airedale, as it was made in the Aire valley and they used an Airedale dog on the badge. Rubery Owen designed a proper channel-section chassis frame, with a sub-frame for engine and gearbox. During the war four American Stirling engines with unit 3-speed gearboxes had been purchased. One of these was used in a prototype Airedale, the installation being done by Mr. Griffiths and a girl in an old scullery at one end of the Skinyard, a wall having to be knocked down to extract it. He remembers that on a Sunday, with everyone in their best clothes, he took it for a splendid test run all over the moors, raising dust as it had no mudguards. In the end all four tyres punctured, so they put stones under the axles, took the wheels off and back to the works, mended the tyres and returned with them on a hand-cart—scandalous behaviour on a 1920s Sabbath! The steering column was not attached to the dash and when it fell into his lap Mr. Griffiths crashed into a wall.

The Stirling engine was not used for the production chassis, the first of which had a Dorman power unit, of the kind with two camshafts in the crankcase and four push-rods each side of the block, Riley-fashion. A short ginger-haired man called Turner used to come from Dorman's and tie back the throttle of an engine every so often, testing it to destruction. Incidentally, lubrication of the valve gear on these engines was by wick-feed from the oil gallery! The company made their own gearboxes and back axles, drilling the casings for the former with a tall *vertical* drilling machine. The engine and gearbox were separate, coupled by a carden-shaft. The works made the universal joints for the propeller shaft and much of the back axle, Coan supplying the casting and Arnold Pochin of Manchester the spur-type crown-wheels and pinions. It was a semi-floating axle, with external tie-bar, Clegg and Howgate of Bingley supplying the cast end-pieces. The hubs were of malleable iron.

A cone clutch was used, which was machined in the works. The leather linings came from N. & E. Cloth of Shipley, Mr. Griffiths taking them a paper pattern to which the leather was cut. The rear-wheel brakes were at first cast-iron, in steel drums, the shoes being machined from rings of cast-iron; they also made their own cams. These brakes soon wore out. Copper linings were then tried but in the end they had to use Ferodo.

The Airedale had worm and sector steering made in the works, but the pinch-bolt on the column used to crack the alloy casing of the box. They even made their own differentials. There was a small forge, but not all was plain sailing. Layshafts were apt to buckle unless a bar was inserted; they would be strengthened in the lathe with the aid of a straining bar and heavy hammer! Gears were run-in on a lathe until they quietened down. The wire wheels were built on a spindle, after some difficulty in getting them concentric.

The Airedale works employed eight fitters, and the apprentice. The machine tools included a Herbert capstan, a l.h. vee-bed German 6½ in. centre lathe, Clarks and IA millers, a very nice Barker, Spink and Lease combination lathe, a little planing machine, and three milling machines. Later they had three Walwork gear hobbers and were able to use involute instead of spur-tooth gears. Heat-treatment was done in a little furnace, using whale oil.

A carefully finished chassis was prepared for the Olympia Show, polished by the York-Range and Mantle Co., fireplace makers, who also supplied Airedale with light castings. This wasn't finished until about 8 p.m. on the eve of the Show, being then *pushed* all the way up Hollins Hill to Guiseley Station, to be put on a truck for London. It wasn't driven as they wished to keep it clean—Barker, Wilson and Griffiths did the pushing! A spare gearbox was "frosted" and polished as a separate exhibit and given a lid held by wing-nuts, so that Show visitors could look within. This was finished even later than the special chassis and when the fitters were taking it to the station they hid it in the corner of a field while they went for fish-and-chips—to the consternation of Mr. Barker!

Later the Meadows engines were used instead of the Dorman power units. The electrics were Brolt, with that free-wheel dynamo. Most of the bodies were two-seaters with dickeys, although a few four-seaters were made. Jimmy Rock of Bingley made half-a-dozen, then F. Robinson, the local joiner, supplied these bodies, which were panelled by a Brad-

Continued on page 39

Books for the New Year

"The Indy 500—An American Institution Under Fire" by Ron Dorson. 229 pp. 9¼ in. × 6 in. (*Bond Parkhurst Books, Newport Beach, California. 9.95 dollars*).

An ususual book this, which takes a hard look at the Indianapolis 500 Mile Race, that remarkable Memorial Day institution that attracts enormous crowds and some 10,000,000 dollars to the American town of Indianapolis during the month of May each year. Since the bad accidents of 1964, 1966, 1971 and 1973 this unique track race where specialised cars do some 200 m.p.h. between the turns has come under increasing fire. But not for the first time. A bill introduced in 1923 might have ended this American institution which was launched in 1911.

Dorson's book looks into all of it. How the track originated, what the scene at Indy is like, how the place developed, and the personnel behind it. I found this fascinating reading, as organising persons and teams, from the legendary Tony Hulman downwards, were depicted for me. For an American book the story is free from journalese. It covers many areas, how the race is publicised and controlled, how the drivers, the spectators, the crowd-handlers and the supporters, etc. see it. There are comparisons with the newer speedway at Ontario (to its detriment), explanations as to how the Indy crashes happened, how the enormous prize money is made up, how the race may have to be changed to meet future demands or how it will resist them.

There are pictures of celebrities, extracts from the Race Regulations, a good bibliography, etc. I rate this as essential reading for sincere students of motor racing or those who have been to, or intend to visit, the famous "hoosier-bowl".—W.B.

"The Land Beyond The Ridge" by Roy K. Battson. 78 pp. 8 in. × 5 in. (*Goose & Son, Ltd., Salisbury House, Station Road, Cambridge, CB1 2LA. £2.50*).

This is the quite delightful account of a long motorcycling life enjoyed, right up to the present, by this enthusiastic author. It is based on articles published in our companion journal *Motorcycle Sport*. As many of our own readers are discerning enough to read this magazine as well as MOTOR SPORT they will already have enjoyed this superb re-capturing of the early days of motorcycling, which commenced for the author with his brother's 1904 Minerva and 1908 Triumph, in the year 1911, and reached personal ownership status for him after the war, in the guise of a two-stroke Sun. The makes of those days—Levis, Metro-Tyler, Radco, etc., point to the nostalgia that follows. The early days are better depicted than the later ones and the few pictures are very much of poor "Box Brownie" calibre (if that is not to libel an excellent camera for its time and price!). But I strongly recommend this flight backwards in time, and even those who have read Battson's articles may like to have them between (rather expensive) covers.—W.B.

"The Day I Died" by Mark Kahn. 92 pp. 8¾ in. × 5½ in. (*Gentry Books Ltd., 85 Gloucester Road, London, SW7. £2.95*).

Here is another author with an obsession about accidents in motor racing! He describes, and gorily illustrates, escapes from death by Ireland (who should know!), Moss, Bonnier, Stewart, Cowen, Hulme, Parkes, Regazzoni, Trevor Taylor, Arundell, Lanfranchi, David Piper and others. It claims to give for the first time the cause of Moss's final race accident but I don't think much that is new emerges here. Why people write books like this is difficult to understand, financial gain apart. Why then am I including it? Because, to be honest, I found I was compelled to read it.—W.B.

* * *

The tireless G. N. Georgano has done two Source Books for Ward Lock, one on Vintage and Post-Vintage Cars, the other on Veteran Cars. The former has a fine dust-jacket using MOTOR SPORT's colour picture of Russ-Turner's Birkin single-seater Bentley. These are incomplete introductions to their subjects, but with nice pictures and useful brief histories of some 150 early cars. These little landscape books cost £1.25 each.

* * *

Goose & Son Ltd. have revised and republished the major work by Ronald Clark "The Development Of The English Traction Engine", first published in 1960. This comprehensive study has been out-of-print for some time, so the new edition is to be welcomed. It runs to 390 comprehensively-illustrated 11¼ in. × 8½ in. pages and sells in the UK for £12.00.

* * *

This is the time of year for annual-type surveys of motoring, of different degrees of accuracy and acceptability. 1974 was no exception. Thus there is "The Story of the Car" by David Hodges and Burgess Wise, a 320-page 11½ in. × 8½ in. volume packed with murky seen-before pictures relieved by colour plates, which Hamlyn will sell you for £2.95, good value, I suppose, by today's standards, and the more interesting "Veteran Cars" by Wilson McComb, from the same group, running to 96 pages and priced at £1.50. Neither is likely to do much for those experienced enough to read MOTOR SPORT but both would please children eager to gain a grounding in motoring history.

* * *

Rather different is "The Formula One Record Book" by John Thompson with Duncan Rabagliati and Dr. K. P. Sheldon. It sets out to report in detail all the F1 races of 1961 to 1965, the years of the 1½-litre Formula, in a sort of replica-type-written volume of accounts made for their own amusement by these enthusiasts, with hand-picked pictures. Race numbers, practice times, grids, race commentary and results are given for all these races, and car types and chassis numbers are quoted. This makes a 240-page 12 in. × 8¼ in. book which Leslie Frewin, 5, Goodwin's Court, London, WC2N 4LL publish for £5.50. If you merely want pictures of the leading F1, F2, F5000, Indianapolis and sports-racing cars you will find them in "Racing Car Year" by Jonathan Thompson. But it is outdated, this soft-cover book promoted by Bond/Parkhurst, as it only covers 1973 cars. Up to date, however, is the welcome "*Motor Cycle News* Annual, '75", which puts you right in the picture concerning last year's action in the leading fields of motorcycle sport, for £2.20. This excitingly-illustrated annual is available from PSL, of Bar Hill, Cambridge.

* * *

Perhaps faintly superficial in parts, "The Roadside Wildlife Book" by Richard Mabey sets out to bring nature to the notice of road users and to explain how wild creatures have adapted to the roadside and even to Motorways, and how care and consideration will help to save them from extermination by motor vehicles. Published by David & Charles of Newton Abbot, Devon, this book sells for £3.25.

* * *

Our apologies to G. T. Foulis & Co. Ltd. for announcing "Gas Flow in the Internal Combustion Engine" as a reprint. This new book is in fact the culmination of the work of two professional theorists, Dr. Annand and Dr. Roe, both of whom have acted as consultants to BMW, Norton-Villiers-Triumph, etc. As such, it should be of great interest to all tuning establishments and engineers.

* * *

A notable attempt to describe famous race circuits as well-known drivers see them from the cockpit is the idea behind "From Brands Hatch To Indianapolis" by Tommaso Tommasi, the Italian writer, with photographs by David Phipps. There is an introduction by Fangio and the contents comprise descriptions of the courses, as well as the lappery of them. There is Fittipaldi at Brands Hatch, Reutemann at Buenos Aires, Revson at Indianapolis, Hulme at Kyalami, Cevert at Le Mans, Hill at Monaco, de Adamich at Monza, Ickx at the Nurburgring, Regazzoni at Spa and Peterson at Watkins Glen. The entire book is magnificently illustrated in colour, with black-and-white pictures of the corners on the various circuits numbered to coincide with the circuit diagrams. With additional colour drawings, circuit plans, and line drawings of winning cars down the years, this makes up for Hamlyn's other rather dreary offerings described above. This lap-with-the-aces volume contains 239 11 in. × 8½ in. pages and is really excellent value at £3.95.

* * *

Rolls-Royce have produced a high-class colour brochure "The Substance Of A Shadow", "to record the unique engineering skills and craftsmanship which are built into each Rolls-Royce motor car", to quote their publicity department.

* * *

The Metropolitan Police tell us that £1,004.70 was finally earned for the Police Orphanage by their "History of the Traffic Branch", which was reviewed in these columns.

News of New Books

There is a comprehensive book about Vandervell and his successful British Vanwall GP cars in the pipeline and if it has not already been published "The Tyre Book" from Vintage Tyre Supplies Ltd., in association with Dunlop, aimed at helping owners of veteran and vintage cars to obtain the best possible service from their tyres, soon will be.

A MOTORING ART EXHIBITION



ONE OF THE PICTURES AT THE JAMES BARRON EXHIBITION AT BETHNAL GREEN—A René Choquet scene of an early motoring disaster.

LAST NOVEMBER some of the James Barron collection of motoring *objets d'art* were tastefully displayed in part of Bethnal Green Museum. I remember, years ago, receiving from Barron some of the finest enlargements of motoring photographs I had then seen. I knew later that he was collecting posters and went in keen anticipation to see what this non-driving enthusiast has amassed. I was not disappointed, and was further impressed to find that admission and car parking were free. On the occasion of this visit some school-children were doing a work-study of the exhibits and I thought how things have altered since the time when my Art Master rebuked me for showing advertisements as a background to a Le Mans scene I had done, saying (which I knew to be wrong) that they wouldn't have been displayed there!

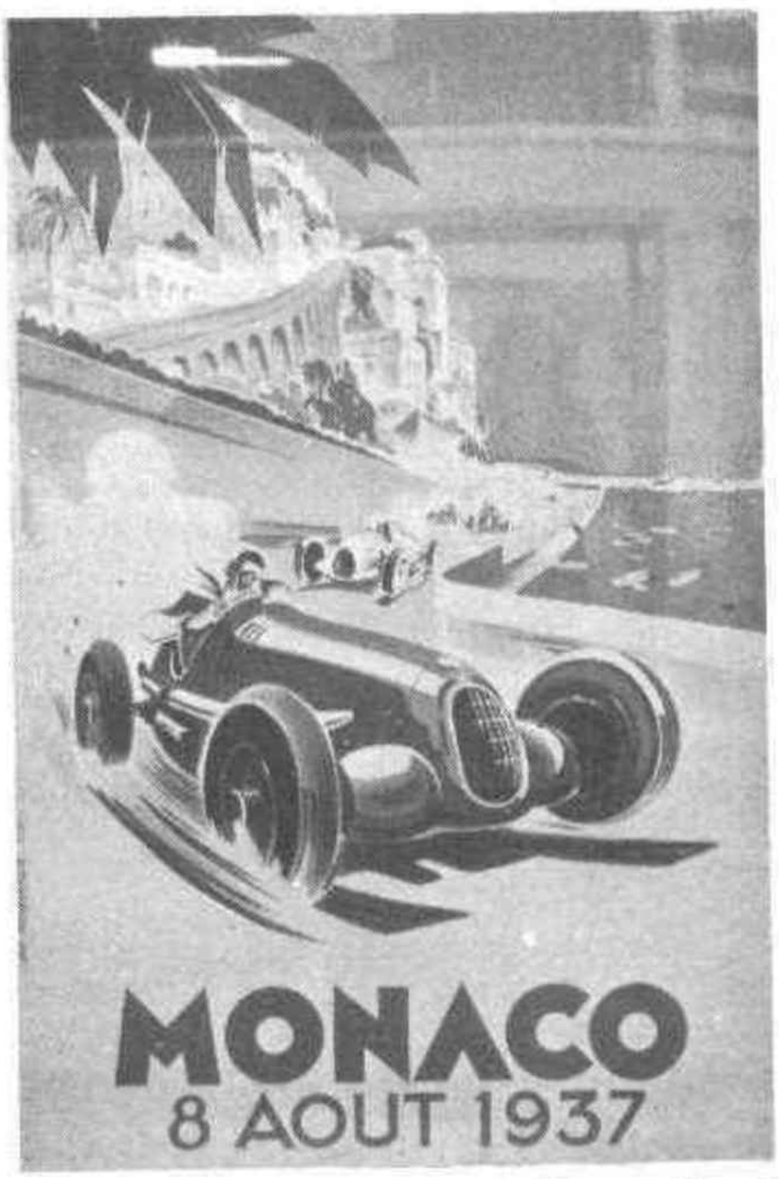
First, the posters. They included advertising ones for manufacturers such as De Dion Bouton, Peugeot, Amilcar, Ader, Georges Irat and Abarth, ranging from about 1905 onwards. In addition, there were those of petrol and oil companies, two very early Benz-Moteur prints by Jules Cheret dating from about 1900, and R. Geri's poster of a Bugatti-engined SNCF railcar with a Type 57 Bugatti. Notable was a Henri Bellery Desfontaines' depiction of a Richard-Brasier in the 1904 Gordon Bennett race and another line in art work was depicted with L. Cusden's post-war posters, done for the Royal Society for the Prevention of Accidents, about the importance of obeying traffic lights (in 1950!), taking extra care in fog, and one, by Keely, about obeying the 30-m.p.h. speed-limit. It was interesting to note that the great René Vincent (1879-1936) had done several of the French advertising posters. Then there were those advertising races, at Monza (F.5000), Spa, Monaco (1935 and 1937), and the Rallye du Soleil. Very rare, if originals, were the posters advertising the 1899 Automobile Club Show in the Old Deer Park at Richmond and E. Clouet's about the Exposition de l'Locomotion of 1895. And naturally I was interested to see the painting by Louis Vallet, the famous French horse-racing painter who was born in 1856, of that lurid finish of a race at Brooklands which formed the cover of BARC race-cards for so many years, because the original Vallet hangs in my house. Obviously painted at the request of Mr. Locke King to celebrate the opening of his new Motor Course, the horse-racing associations were typical of the formative days of the Track.



The Keeley poster for the RSP of A.

This poster exhibition was backed up by 20 steam-carriage prints of 1827 to 1834, many of them hand-coloured aquatints but including lithographs and etchings. Then there were the paintings, prints and drawings of a later period, 1900 to 1937, 93 in all, largely those of Gamy, Moutant, and Vincent but including those of Gordon Crosby, Georges Ham and Roy Nockolds. Here we found Gamy depicting Bablot's Delage in the 1911 *Coupes des Voiturettes Legeres* race, a 1910 Locomobile racing in America (using a Splitdorf magneto), and Renault, Peugeot, La Licorne, and Excelsior cars (the last-named at Brooklands breaking the World's 50-mile record) in various competitions, commissioned by commercial interests. The famous Moutant lithographs were prominent, Henri-Georges Meunier (1873-1922) contributed comic love scenes involving early cars, there were the other amusing paintings, of pioneer motorists crashing, scattering a wedding group, and held up by a flock of sheep, by André Nevil, done in 1905/6, and even some Heath Robinson comics. I noted that, apart from his well-known Berliet catalogue illustrations, Vincent did such work for Peugeot, Mors, Delahaye, Renault, Hispano-Suiza, Georges-Irat and Michelin.

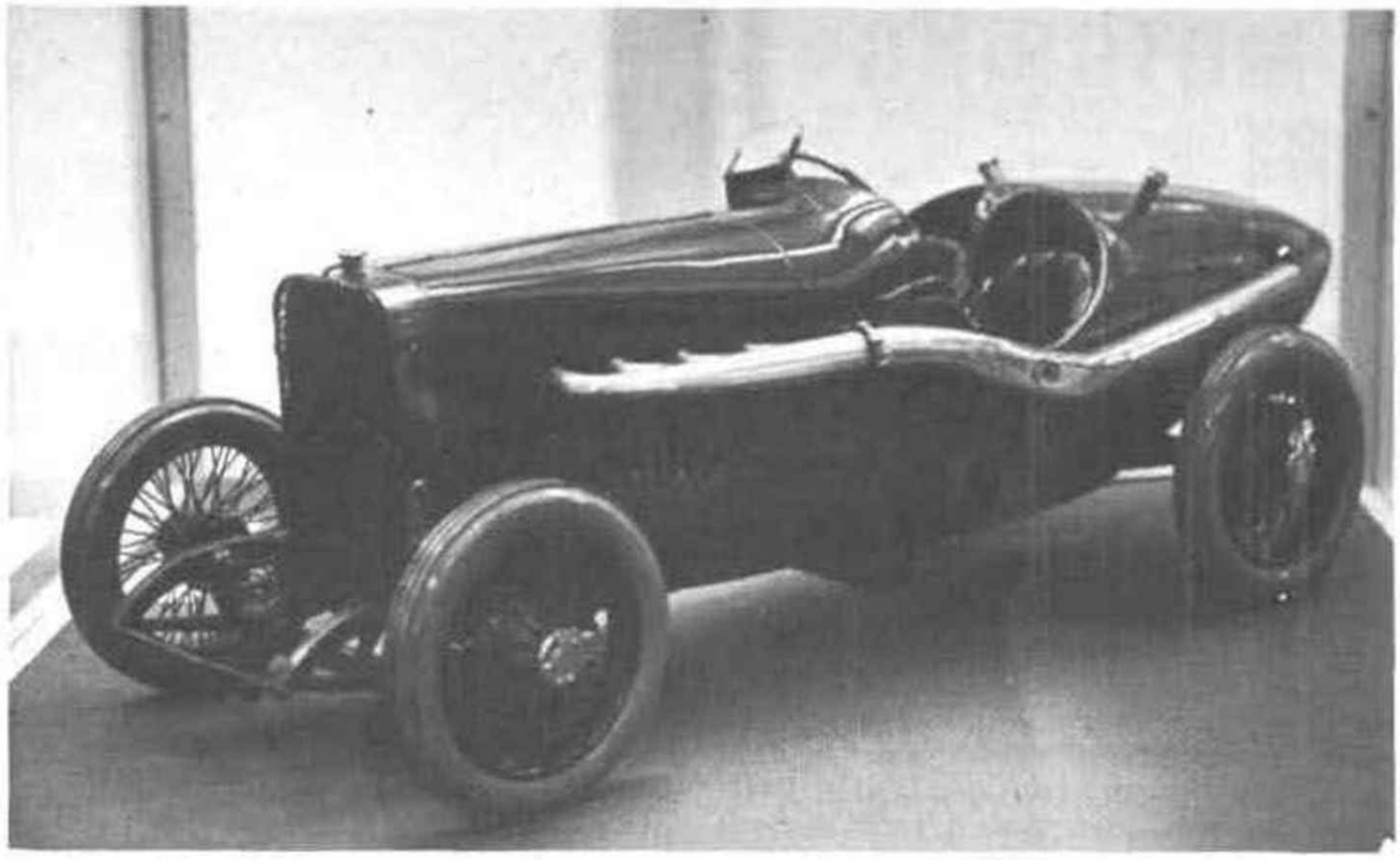
The exhibition was not confined to paintings and illustrations. There were radiator mascots, ceramics and models. In the last-named category was what I thought the best item in the entire display. It was a large-scale model of Campbell's 1912 GP Peugeot as raced at Brooklands. It was splendidly detailed, even to oil drip-sights, minor controls, springs-hangers, and real glass in the aero-screen. I had much admired such a model at the NMM at Beaulieu; whether this is the same one, acquired by Barron, I know not. It is said to have been made for Campbell by Rogers of Slough. Although they made lesser replicas of the Lambert Talbot, etc., in a silver finish and I believe some smaller-scale but very accurate models of the 350-h.p. Sunbeam in its long-tailed Pendine form, with non-steering



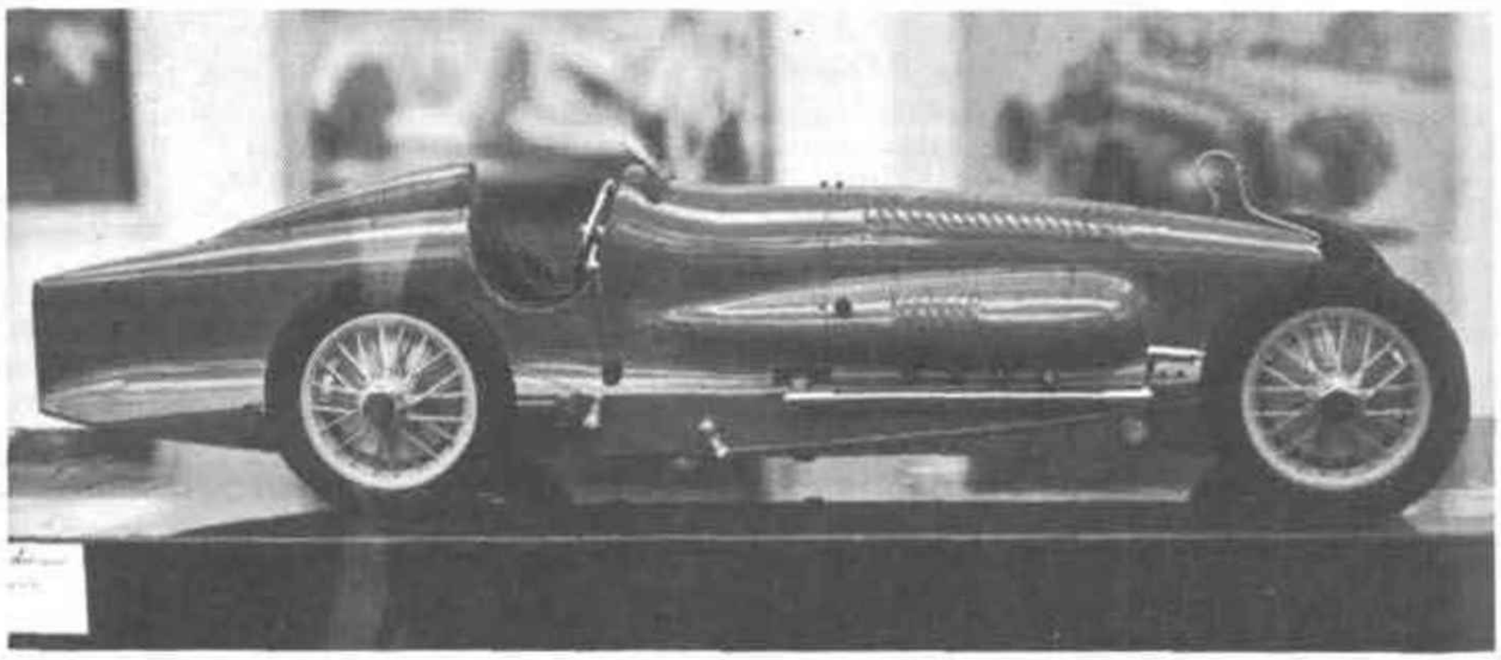
A poster advertising the 1937 Monaco Grand Prix.

front wheels, this Peugeot is a much more detailed model. Also covetable were the LSR models, of Campbell's "Bluebirds" in 1927, 1931 and 1932 forms, the first by Leo Villa and his mechanics and wearing that "bent-wire" sight on the radiator cowl, an advertising model of the 200-m.p.h. Sunbeam, and a rather tarnished "Golden Arrow", all to a sensibly large scale. A Bentley half-model by March Models had been presented to S. C. H. Davis, as had a racing car in bronze by Gordon-Crosby given to Davis after he had crashed the Invicta on the Mountain circuit, as a mark of respect from his colleagues on *The Autocar*. That bronze of De Caters on a GB Mercedes, a desk-set intended to be an Alfonso Hispano Suiza by Aristide Barré, an attempt at a Peugeot racing car in silver plate, and a nice little bronze of a Renault 45 with skiff body, this one originally given away by the makers probably, were among other notable models. Various race awards, including Targa Florio plaques, Gabriel and his stoneware Mors, and even teapots in the form of cars, lent variety. The mascots covered that intricate Ballot radiator emblem, a Minerva's head, the Rolls-Royce "Spirit of Ecstasy" (of course—but I was interested in a miniature of it, intended for an ashtray) even a Bruce Bairnsfather "Old Bill". The Ballot mascot was mounted on a plinth and seems to have been presented to Campbell, presumably when he was racing these cars.

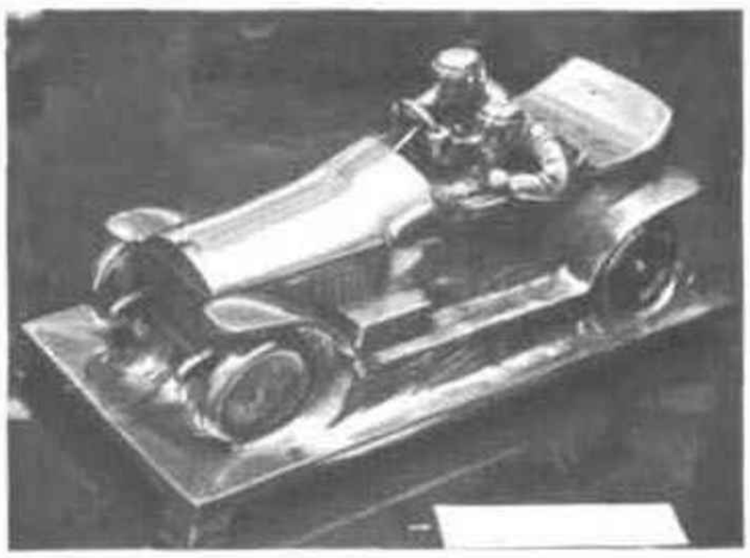
Overshadowing all these, however, were 18 of those elegant glass adornments by René Lalique (1860-1945) that used to be sold in Great Portland Street in the mid-1930s for about a guinea each. Goodness knows what they would fetch today! An excellent 45p catalogue of this worthy exhibition was available and may still be obtainable from the Victoria and Albert Museum, which prepared the showing.—W.B.



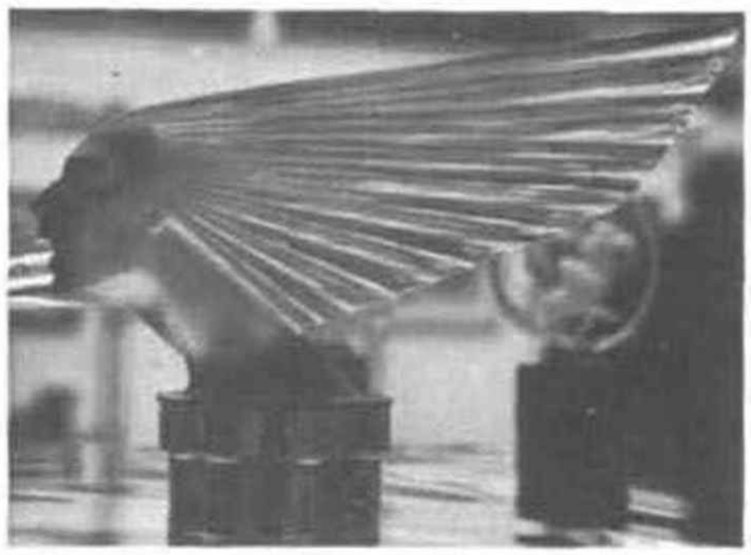
The best thing in the exhibition, we thought, was this splendidly-detailed and accurate large-scale model of Malcolm Campbell's 1912 GP Peugeot.



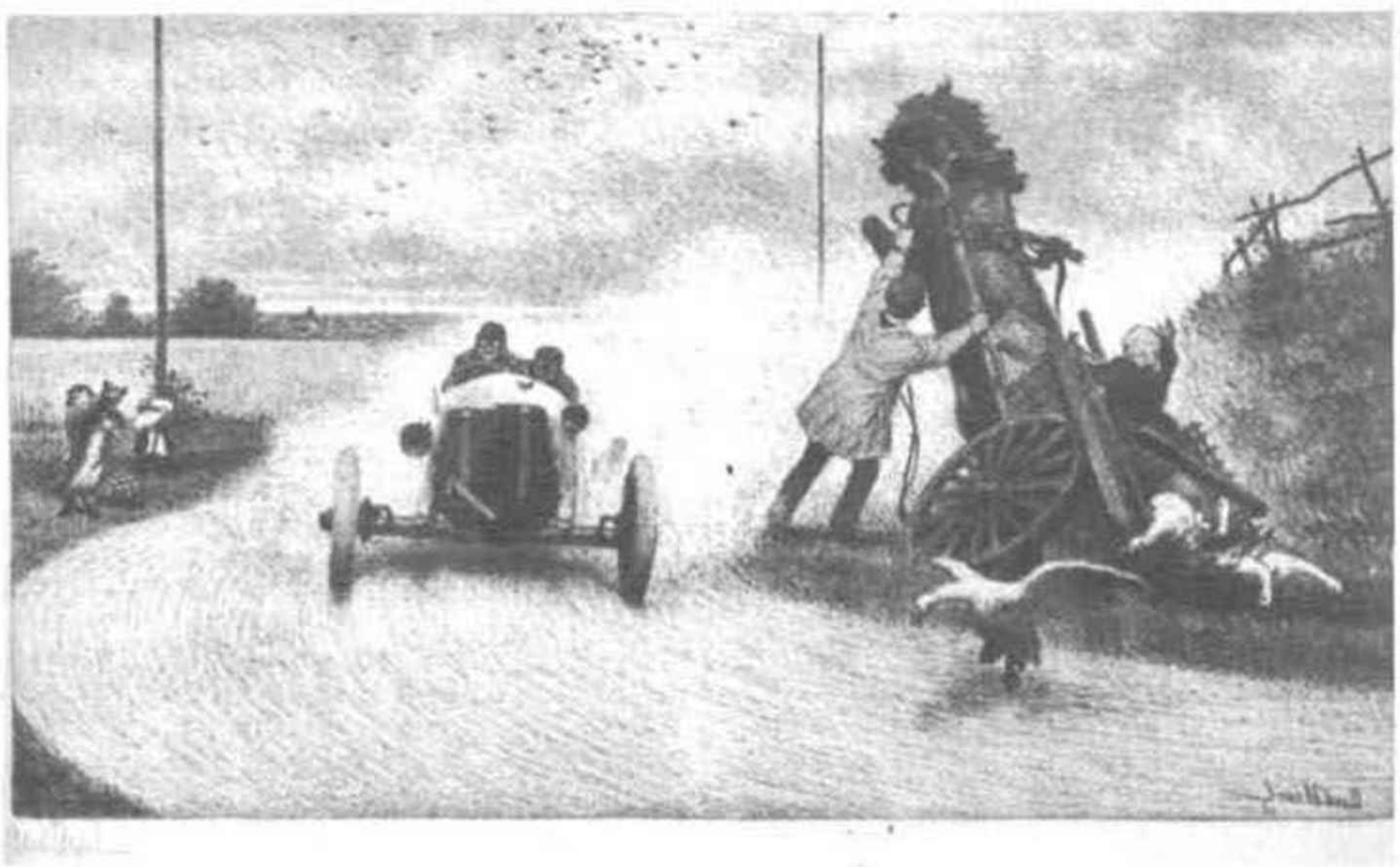
This fine model of Campbell's LSR "Bluebird" was made by Leo Villa and the mechanics who worked on the car—note the "sight" on the nose to aid the driver.



A desk-set by Aristide Barré in silver-plated bronze, intended to depict an Alfonso Hispano-Suiza.



One of the many Lalique glass radiator mascots collected by Barron.



Another disaster, painted by Nevil.

Road Test

The Vauxhall Firenza

AFTER a bad spell with models which did not quite come off and cars with which both keen drivers and ordinary users found fault, Vauxhall Motors pulled up their design socks and some much improved machinery rolled from the Luton production lines. Earlier this year a colleague who had considerable experience of the more recent Vauxhalls expressed the view that in the range of 2-litre and 2.3-litre Vivas and Firenzas Vauxhall had some "excellent-performing, beautifully-styled, value-for-money cars", with some reservations, and he concluded the MOTOR SPORT road-test report on the Magnum 2300 Estate with the remark that this car "is remarkably well-appointed and while the smoothness of its power unit is more agricultural than limousine it adds solidarity to a very rugged and attractive dual-purpose car of sporting performance and handling."

So it could be taken that Vauxhall were on the way up, after a period of regression, and when they showed the excitingly-shaped "droop-snoot" Firenza of great performance potential at the 1973 London Motor Show, expectations took a great bound. Alas, it was over a year before the new coupe with the older type-name was offered for test, apart from a few laps of the Vauxhall test-track in a prototype. By then my Vauxhall-orientated assistant had lost his driving licence, so I found myself embarking on an assessment of the much-discussed new sporting Firenza, a technical *hors-d'oeuvre* on which appeared in our issue of November 1973, pp. 1272/3.



Well-instrumented but sombre interior decor.



The new Firenza is based on the Magnum Coupe but has the controversial low-drag fibre-glass snout, a considerably souped up engine and a ZF five-speed gearbox.

The occasion of my road-test of this long-awaited new Vauxhall was much enhanced because Michael Marr, who has done so much excellent work for the Company for so long, as their Public Relations Manager, took me to lunch, to break the news of his retirement at the end of November last, at the age of 60, and, I suspect, to put me in a good frame of mind for driving away in the Firenza, which was in some ways a disappointing, and initially a daunting, experience.

The new car is based on the Magnum coupe but has the controversial low-drag fibre-glass snout and a considerably souped-up engine, attached to a ZF five-speed gearbox. To cope with the much enhanced performance the suspension has been changed by deletion of the rear anti-roll bar, the introduction of a thinner front anti-roll bar, and reduced rear roll stiffness, with increased front spring-rate. In addition, 185/70 tyres, the excellently "grippy" new Michelin XVS on the test car, are used, on 6" Avon 6J Safety rims.

The braking has similarly been revised, Vauxhall's tandem master-cylinders, dual-circuit system with all-round automatic adjustment employing Ventora front discs and calipers. The engine modifications include larger valves, the c.r. increased from the 8.5 to 1 of the Magnum engine to 9.2 to 1, hand-smoothing of combustion chambers, valve throats and ports, a high-lift camshaft, lightened flywheel, and fabricated exhaust manifold. These changes have undoubtedly been influenced by the splendid "Big Valve" engines evolved by Bill Blydenstein's Dealer Team Vauxhall tuning operations; it is a fact of modern manufacturing that the big engineering concerns so often learn from the smaller establishments! Anyway, the results speak eloquently on the test-bed. The Firenza has 131 DIN bhp from the basic 2,279 c.c., single-ohc, canted-over four-cylinder engine to propel it, against the Magnum's 110 b.h.p. The specification embraces a valve timing of io 39 deg. b.t.d.c., ic 77 deg. a.b.d.c., ex.o 77 deg. b.b.d.c. and ex.c 39 deg. a.t.d.c., and two Zenith-Stromberg CD175 carburetters fed from an AC mechanical pump. The engine gives maximum power at 5,500 r.p.m. and top torque (142 lb./ft. DIN) at 3,600 r.p.m. It will pull from absurdly low speeds if you can stand the vibrations the transmission passes on to the body. The close-coupled two-door four-seater coupe has a wheelbase of 8 ft. 1½ in. and weighs just under 20½ cwt. unladen. Forward visibility is good, although the thick screen pillars are noticed at junctions.

All this adds up to such an impressive degree of urge that the question arises, is this unusual-looking Vauxhall Firenza to be regarded purely as a car for the enthusiast, or is it complementary to the Lutonian range of family cars? If you accept that it belongs to the former category some of the disillusionment felt when driving it is diminished; if you place it in the latter class it could be written off by many as an impossibly horrid car. The chief shortcoming is that in desiring five closely-spaced forward gears the Vauxhall engineers have adopted the ZF box. This is notchy and heavy at the best of times and there is an added suspicion in this case: that something has happened to this ZF installation that makes matters worse. At all events, as I struggled to engage bottom gear on the queer gate that sets it left and backwards, opposite reverse but beside the normal H-pattern gate, while holding out the rather heavy clutch, then missed altogether the terribly notchy "round-the-corner change to second, Mr. Marr suggested that second and third would suffice in London traffic, that the ZF box was an acquired taste, and that he felt the Firenza to be akin to the older kind of sports-car. Well, yes! Although he also corrected any suggestion that it should be regarded as a "boy's racer".

The fact is that the gearbox needs knowing to use it effectively and without distress. The gears can be engaged quickly and smoothly, if the clutch is fully depressed and the gear lever movements correctly judged. Otherwise, the synchro-mesh is very baulky and what might be a quick change when properly mastered is also slowed by the time needed to move the lever, with its outsize knob, from first to second and from second to third. The higher gears are easier to engage; bottom is frequently almost impossible to get and reverse not much easier. This very difficult gear change and oddly-arranged gear shift ruin at first the pleasure of driving this

Firenza, although an experienced driver soon learns to master things, more or less, and thereafter to almost like the car. But the family-car driver will be, I think, greatly embarrassed, especially as the most alarming rattles and clonks emanate from the badly-fitting bonnet and nose if an attempt is made to accelerate in too high a gear. These untoward noises spoil the engine's excellent low-speed torque, which could otherwise be frequently exploited in the higher ratios, for saving fuel and enjoying the pleasure of effortless progression.

The foregoing would be serious criticism of a normal car. But the new Firenza, of which I was told that about 100 had been built so far and the output of which is seen as around 1,000 a year, is not an ordinary motor-car. By no means! With a top speed of 119 m.p.h. (which if it does not live up to the 127-130 m.p.h. claims for the prototypes is very fast for a production 2.3-litre four-seater) and accelerative capabilities of the order of standstill to 60 m.p.h. in 8.6 sec., maintained as speed goes up (good aerodynamics!), so that 100 m.p.h. can be attained from rest in a mere 26.5 sec., 90 having been reached in under 19½ sec., with a s.s. ¼-mile possible in 16.6 sec., this Firenza coupe must be acclaimed as rapid indeed. Having said that, one can reflect that Ford make more refined fast cars, even in twin-cam RS1600 Escort guise (but not with five-speed gearboxes). To which I suppose Vauxhall's Engineering Department would retort that the Firenza can out-perform even an RS1600 Escort, except in respect of top gear pick-up and maybe economy of fuel.

The major criticisms of the fast new Firenza, then, are its difficult gear change, and noise. However, as I drove it further I became proficient in mastering the gearbox, until the changes could be described as smooth and precise if care were taken. The secret seems to be to fully depress the clutch, never just dip it, when, apart from the exceedingly baulky bottom gear, there is little difficulty. Not a nice box, but acceptable to those prepared to take pains to drive the car properly. This is, perhaps, no excuse, because in 1974

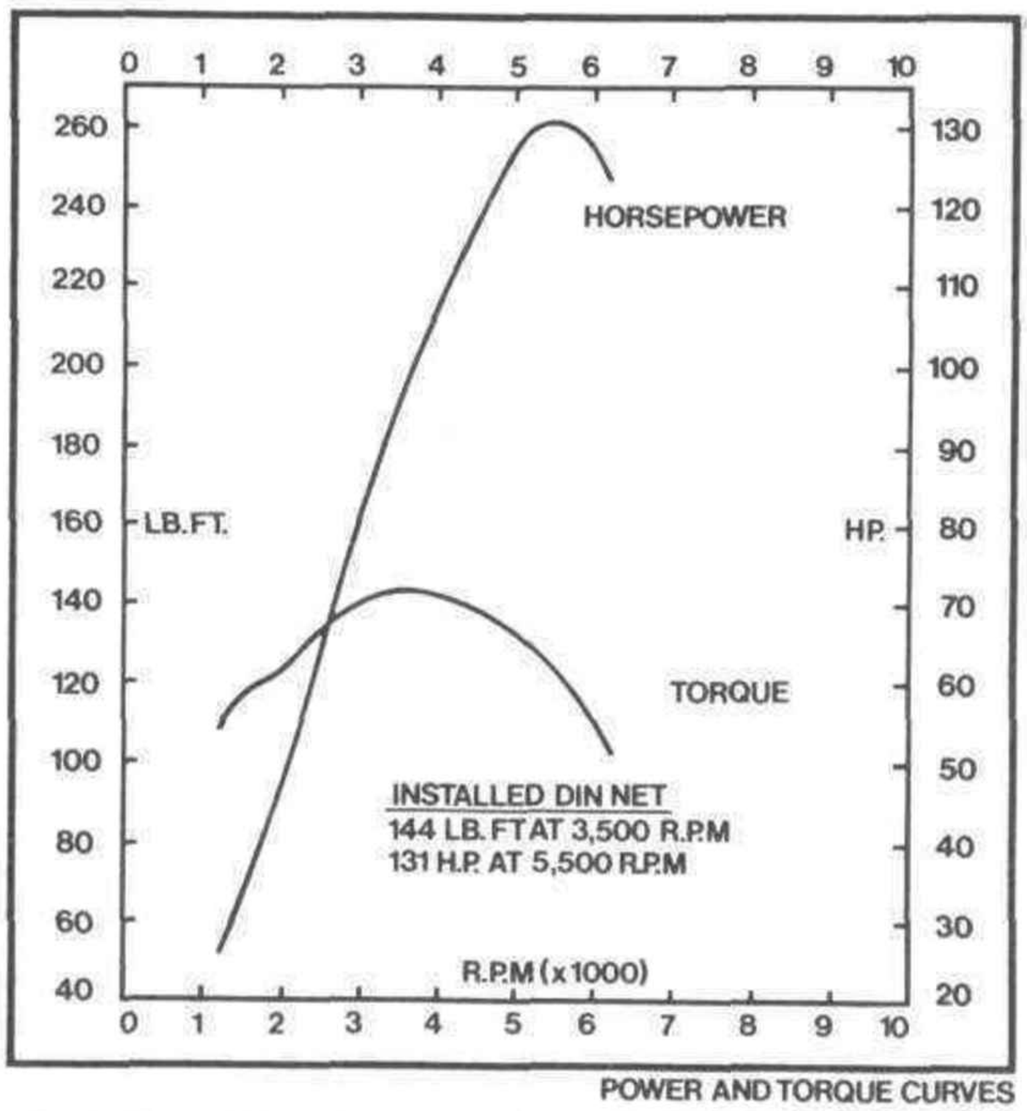


The close-coupled, two-door, four-seater coupe weights 20½ cwt. and is capable of nearly 120 m.p.h. on its Michelin-shod, Avon safety wheels.

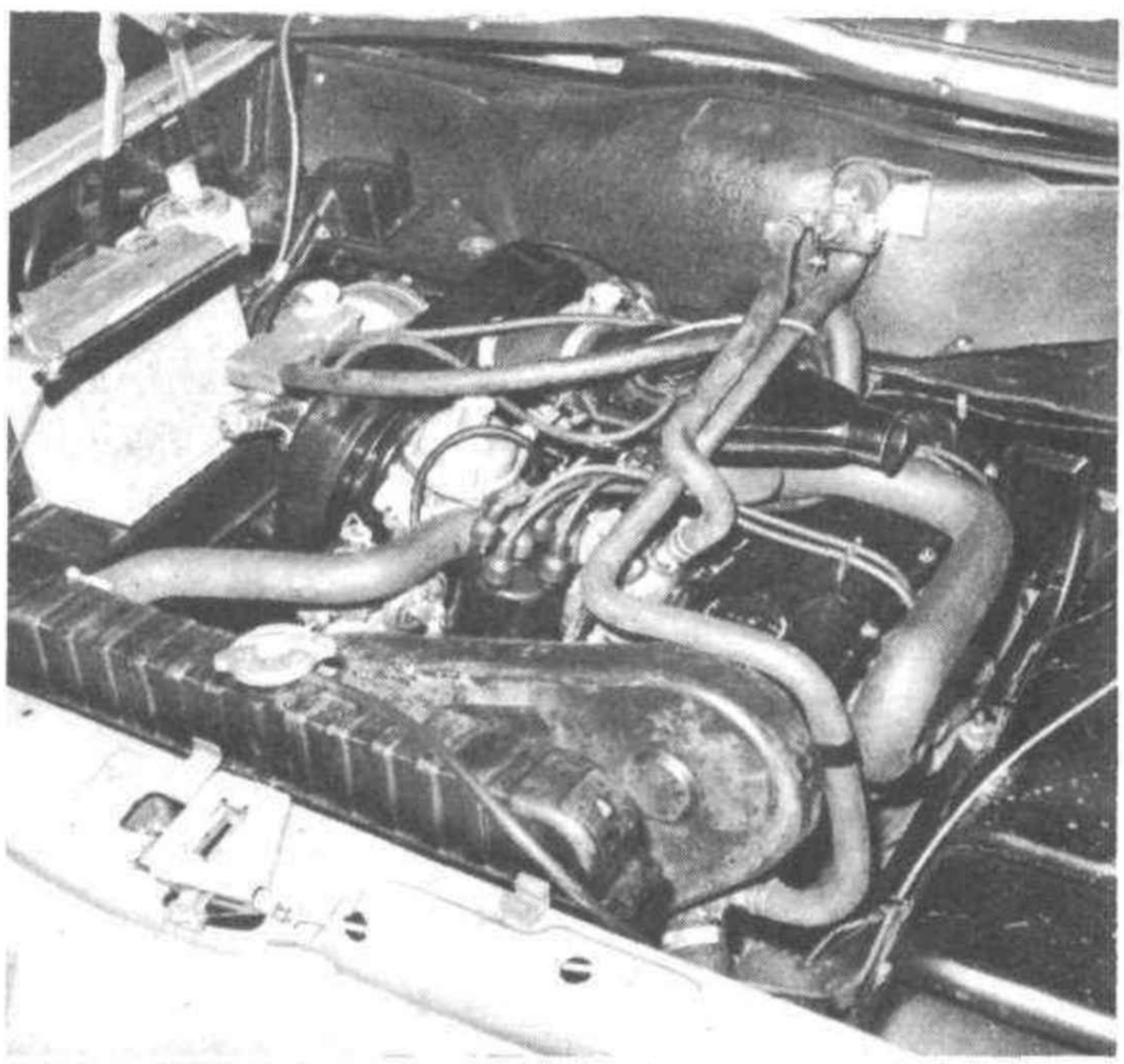
there is absolutely no reason why high-performance cars should be difficult to drive, fun as it may be to discover this characteristic in a vintage car. Like that of a Rolls-Royce Silver Ghost, the gear lever on the Firenza is spring-loaded to the centre of the gate, heavily away from 1st and reverse, less so from 4th and 5th to the 2nd and 3rd plane, which is a mistake. The lever is quite well placed, although a snap change, overcoming the stiffness from 2nd into bottom, may cause the hand to slip painfully onto the end of the hand–brake.

In almost every other handling respect the Firenza is good. The brakes are light but spongy, and there is a tendency to lock the front wheels, of which Sir Harry Royce would not have approved. These fade-free water-proof disc/drum brakes are otherwise satisfactory; the hand brake less so. Steering is direct (3¼-turns, lock-to-lock), very heavy at low speeds, and it transmits rough-road kick-back to the very small 13"-dia., three-spoke steering wheel from its rack-and-pinion. There is adequate castor-return. The wheel has a thick, gaitered rim. This racing size wheel blends well with the sporting character of the Firenza but somewhat obscures the instruments. Nevertheless, the speedometer is fully visible and the tachometer needle can be seen from 2,000 r.p.m. or so onwards, which is adequate, especially as the body emits many shudders and rattles if the speed of the engine rotation falls any lower. There is a mild understeering tendency when cornering which can be changed to oversteer under power, but rather more rear-wheel adhesion would be appreciated. The ride is choppy but shock-free over the rougher going, but the suspension stiffness makes this a very fast car, roll-free over twisty roads.

The instruments are grouped in a binnacle before the driver and comprise a big clock with seconds hand, oil (40lb./sq.in), heat, battery and fuel gauges, a central speedometer and a



POWER AND TORQUE CURVES



The Blydenstein-influenced engine has a big-valve cylinder head and large ports, though we hear that production models may feature smaller ports to improve low-speed torque. The graph shows the impressive figures produced by this 4-cylinder, 2.3-litre engine.

tachometer on the right. The last-named reads to 7,000 rpm, with the over-rev. warning at 6,200 r.p.m. and the 120 m.p.h. speedometer is calibrated in k.p.h. as well as in m.p.h. Tiered warning lights in the centre of the fascia panel cover high-beam, turn-indicators, ignition on, low oil pressure, hand-brake applied, with a warning if the brake fluid level is low in one master cylinder and heated rear window in use (the first named too bright). The lamps are selected by a pull-knob on the right of the driver, turning this controlling rheostatic instrument lighting, which wasn't sufficiently bright for easy inspection of the readings. Incidentally, to enable the more important rev. readings to be seen past the obstructive steering wheel the tachometer dial has been turned around, so that the needles of the speedometer and tachometer no longer move in the same plane. The driver's left hand fairly easily finds the under-fascia rather stiff manual choke knob, and the lighter knob. Two hands are needed to remove the ignition key, as a safety knob on the steering column has first to be depressed. The generous Magnum front seats are modestly comfortable. They have cloth upholstery and a lever each side, one for forward inclination of the squab to give back-seat access, the other to recline the squab rearwards to suit the occupant or to make a bed.

The heater, controlled by two vertical slide-levers below the warning-lights' cluster, surprisingly has no volume control. While it produced enough heat, this was difficult to control. Below the controls are neat switches for the two-speed blower and rear-window heater. Excellent adjustable eyeball fresh-air vents are placed at the fascia extremities but are not fan-boosted. A right hand stalk control looks after horn and turn- indicators and also dips the four-headlamp set to the outer pair of lamps only, and when required flashes the lights; the left hand stalk operates the electric screen-washers and the two-speed wipers, the latter also having an intermittent action, but only for a single wipe. The pedals are better placed than formerly on a Viva or Magnum Vauxhall, on which the brake pedal used to be absurdly, even dangerously, higher than the accelerator. The revised mounting allows much quicker transference of the right foot from the brake pedal to the treadle accelerator.

Not much oddment stowage is provided within the body. There is a small shelf before the driver and a longer, too shallow one on the passenger's side of the fascia. This rather oddly-styled fascia carried just a moulded grip and a huge ash-tray in front of the passenger. In a car of this price it is surprising that the rear-view mirror has no anti-dazzle setting and that there is no rear-seat arm-rest, in this essentially four-seater. Sill interior door-locks, neat inside door handles, press-button outside handles and child-proof locks are fitted. The rather shallow but very commodious boot needs a slam to shut the lid and a key to open it. The makers claim a 22 cu. ft. capacity, but 10½ cub. ft. of luggage accommodation is actually provided. The bonnet release is on the "wrong" side of this r.h.d. car and the heavy, rear-hinged bonnet has to be manually propped and unpropped. The prop is clumsy in action. The "droop snoot" nose means that the Cibie HQ headlamps are beneath sloping transparent panels and doubtless the rally-boys will tell us what happens when these become caked with mud or snow . . .



The shallow but commodious boot.

Although this £2,625.48 Firenza is said to be aimed at the fairly ordinary customer, the foregoing account may suggest that it is actually an enthusiast's model and less of a refined one than, for instance, Ford provide in their Mexico range. The tiny steering wheel and anti-drag nose seem pointers to this. If you can cope with a somewhat tricky gearbox, a rather heavy but smooth clutch, much noise, including a thumping on the bonnet when the engine is idling, and some indifferent items of finish and fit, and do not mind a rather sombre interior *decor*, you will enjoy the accurate steering, good road grip and the very commendable performance of the Firenza coupe, as you wind it up to its limit of 6,200 r.p.m. which will give you a genuine 38, 65, 87 and 113 m.p.h. in the four lower forward gears. Or you may well be captivated with the ability of the 97.6 x 76.2 m.m. big-bore cast-iron engine to laze over at under 3,400 r.p.m. at a genuine 70 m.p.h. along radar-prone British Motorways, although it is still very noisy.

In general motoring the fuel thirst came out at 23.7 m.p.g. of 4-star. The 12-gallon tank has a flush-fitting unsecured bayonet-type cap on the near side of the tail. Oil consumption was approx. 185 m.p.p. In investigating this I found that the dip-stick was clearly marked but badly obstructed by various cables, but that the distributor and small Lucas 'Pacemaker" battery were very accessible, the fuse-box with its four 35 m.m.-fuses reasonably so. There is a laminated windscreen, the doors possess hard arm-rests useful for pulling them shut, the name "Firenza" is inscribed across the back panel, the Vauxhall Wyvern survives on the front of the car and the steering wheel, and the front spoiler carries the number plate. The test car had a Vauxhall radio. The spare wheel is stowed at an angle in the off–side of the boot.

Starting from cold was satisfactory, given choke, but the starter turned the engine over alarmingly slowly. A good point is that even with the car lights out the luggage boot is illuminated automatically as the lid rises under sensible spring-loaded persuasion, when so often, all is darkness.

The new Firenza, then, is an interesting but perhaps not fully-developed car. It should appeal to those wanting a very high performance four-seater, although it costs more than the perhaps more refined twin-cam sixteen-valve Ford RS1600. Whether it will be acceptable to a larger market, or whether in this field it will set Vauxhall back in public esteem, is open to conjecture. – W.B.

Performance Figures-Vauxhall Firenza Coupe

Acceleration:-

0-30	m.p.h.	3.2 sec.
0-40	m.p.h.	4.7 sec.
0-50	m.p.h.	6.6 sec.
0-60	m.p.h.	8.6 sec.
0-70	m.p.h.	11.7 sec.
0-80	m.p.h.	14.6 sec.
0-90	m.p.h.	19.4 sec.
0-100	m.p.h.	26.5 sec.

Speed:-

Maximum: 119.0 m.p.h.

In gears,

1st.	38 m.p.h.
2nd.	65 m.p.h.
3rd.	87 m.p.h.
4th.	113 m.p.h.

30-50 m.p.h. in top gear	10.9 sec.
40-60 m.p.h. in top gear	9.8 sec.
50-70 m.p.h. in top gear	9.4 sec.
60-80 m.p.h. in top gear	10.0 sec.
70-90 m.p.h. in top gear	12.4 sec.
80-100 m.p.h. in top gear	14.0 sec.
s.s. ¼-mile	16.6 sec.

FRAGMENTS Continued from page 33

ford firm. Patterson did the hoods and trim; the usual colour was French grey.

The Airedales were assembled on the first-floor of the old corn mills, the chassis then being lowered to the ground floor on block and tackle. The workshop machinery was driven before the war by a 16 h.p. gas-engine with tube-ignition, found in a cellar at the yard. This had to supply the light for the fellmongers' yard, which started work at 6 a.m. and finished an hour after the Airedale works had shut, so Mr. Griffiths had to get there early to start it up and stay on to switch it off, rushing from the shed before all went dark! After the war a new 16 h.p. Robson's of Shipley gas-engine was installed, after a con-rod had become detached on the ancient one, although a stationary steam-engine was used for a time, bought from Bradford Corporation; it was coupled to the flywheel of the wrecked gas-engine, which then was able to turn the machines as usual! Later a new 36 h.p. Robson engine was installed. It was mounted in error on the old water wheel in the engine house and was very unstable until rubble was poured into the foundations.

The office typist was a Miss Learoyd, a triplet. Nearly 100 Airedale cars were made, Sir James Hill, the Amblers and Arthur Davy being among the customers; Davy's son John entered his blue 62 x 120 mm. (1,839 c.c.) four-seater Airedale at Brooklands in 1923 but was a non-starter. Alas, Amblers eventually withdrew their financial support and the end was in sight. No more Airedales were manufactured after 1924. But they are remembered as good cars, noted for excellent springing (half-elliptic) and quite a brisk performance. On the closing down of Airedale Cars, Mr. Barber bought all the spare parts to enable him to supply owners' requirements for several years. The premises where they were made in Hollins Hill, Esholt, are now occupied by Naylor Bros., the MG-T specialists (*see* MOTOR SPORT, June 1974).

After a difference of opinion Mr. Griffiths left, at the age of twenty starting his own garage, Sharp and Griffiths, who are now Chrysler dealers, in premises half-a-mile away, but he remained friendly with Messrs. Barker and Barber. Mr. Griffiths, aged 76, is an enthusiastic caravan user, towing his Carlight van all over Scotland and Wales. Until recently he used a Chrysler 180 but now finds a 2-litre Chrysler excellent for the purpose.—W.B.

Looking Back with Bruce Halford



WHEN CONSIDERING the astronomic sums of money which several current Grand Prix teams state is necessary to maintain and operate their cars throughout a full Formula One season it becomes quickly evident just why there are very few privateers around trying to race in this exalted category. If they do try to compete, it is frequently with out-dated and uncompetitive cars. The odds are that they will become discouraged easily and give the whole project up as they are unlikely to qualify, to gain places on the Grand Prix starting grids with the current qualifying restrictions and limits on the numbers of cars allowed onto various circuits. These days the privateer who wishes to go professional racing will probably end up in Formula Two, 2-litre sports cars or perhaps Formula Three, these categories at least still offering him a wide variety of races on some fascinating European circuits which Formula One competitors have long forsaken.

Bearing this in mind it is hard to believe that only twenty years ago there were more non-Championship Formula One events than there were Grandes Epreuves dotted all over the Continent. A private entrant, running a Maserati 250F, could just about make ends meet on a frugal budget roaming round from Albi, Caen and Bordeaux to Pescara, Naples and Siracusa, for there was decent starting money at many of these events and Officine Maserati maintained a "customer" department which would maintain private owners' cars throughout the year. One such enthusiastic operator was Bruce Halford who raced his own Maserati 250F in Europe from 1956 to 1958, staying on the Continent for much of the year, and we recently paid a visit to his Torquay home to talk with him about those "nomadic" years and the rest of his career which included driving a Formula Two Lotus 16 and a place in the works Lister-Jaguar team between 1958 and his retirement in 1962.

The Halfords have owned an hotel business in Torquay since the immediate post-war years and Bruce was already a director of this family concern by the time he made his debut on the circuits during 1954. His first car was a Riley TT Sprite, very similar to that in which Mike Hawthorn used to make his name in Goodwood Club races a few seasons earlier—"I'm assured it was the ex-Percy McClure works car which later passed on to Reg Parnell and Nancy Binns before I took it over, but I've never had any documented proof. Its greatest feat was lapping Castle Combe in 1 min. 28.6 sec., 3.4 sec. faster than Mike Hawthorn's best in his Riley." Much of Halford's early racing experience was gained on such defunct circuits as Goodwood and Davidstowe, the latter being a disused RAF airfield deep into Cornwall. It wasn't long before Halford made the acquaintance of local enthusiast Tommy Kyffin who bought a variety of Cooper-Bristol sports cars and single-seaters with which the Torquay driver "cut his teeth" during the 1954 and 1955 seasons.

But Bruce Halford's great ambition was to compete in Formula One and, at the start of 1956, he and his father took the ambitious step of purchasing the Maserati 250F (the car which "Bira" had driven) from Horace Gould, this being chassis 2504. "I came into Formula One quite quickly," Bruce Halford told us, "and I must admit that I was given a great deal of assistance from my father. But I paid back every penny of anything he lent me—and that took a long time!" Halford emphasises that he tended to be very independent in his views, something of a "loner" and, while he appreciated the help and encouragement which he received from his family he remained keen to get on with the business of motor racing very much alone and unaided. He recruited Tony Robinson, who'd formerly worked with Stirling Moss and Alf Francis on Moss' 250F the previous year, to maintain his car but before he could set off on his first "Continental Tour" it was necessary to find some means of transporting the Maserati. The vehicle finally acquired by Halford was an ex-Royal Blue AEC long-distance coach.



Waving at MOTOR SPORT's photographer, Bruce Halford sweeps through one of the many fast curves on the demanding 17-mile Pescara road circuit in his Maserati 250F during the 1957 Italian Grand Prix. Halford raced this car regularly for three years before selling it to New Zealand driver Ross Jensen.

Tales concerning Tony Robinson and his escapades with the "Royal Blue" were to provide a great deal of entertainment amongst those Formula One privateers who roamed round Europe for the next three years. "My father arranged its purchase from the local 'bus company" Bruce told us "and we had the whole thing neatly fitted out inside not only to carry the Maserati, but also for Tony and me to sleep in." However, original plans to make the "Royal Blue" Halford's regular home on wheels all through the summer were thwarted when Halford realised that this would hardly impress the Maserati factory, on whose goodwill and credit he would be relying for the race-to-race maintenance of his car.

With restrictions imposed on the amount of money which could be taken out of Britain at the time, it is clear that Formula One privateers had to maintain their outfits on the income they derived from their racing. Thus it was imperative to start at each race in order to pay the bills which had been incurred in the Maserati customer division for the car's maintenance the previous week. "If I'd been seen living in the back of a 'bus," grinned Halford, "I'm not certain that Maserati would have been very convinced of my creditworthiness. So you see I had to stay in a hotel, because although I couldn't really afford to I certainly couldn't afford *not* to!" As it was, Halford and Tony Robinson had rooms kept in the hospitable Albergo Reale, not far from the Maserati factory in Modena. Other regular habitués of this hostelry included fellow 250F privateer, the burly Bristolian Horace Gould of whom Halford speaks very generously—"He was a good bit older than I was, but we soon became firm friends. He helped me out when I hadn't got any money and vice versa." We're also told that the British contingent ran up terrific debts at the hotel during the course of the season, but the amiable proprietress always seemed to be prepared to lend them more. She ran an

impromptu bank from behind the bar where she dispensed money to her impecunious residents, confident in the knowledge that Gould, Halford and the others would always pay it back by the end of the season. Rumour had it at the time that contracted drivers like Schell and Behra, who also stayed at the hotel, entrusted their prize and starting money to her for safe keeping. "I swear some of that money she lent out belonged to people like Behra and Schell," Halford said with a grin.

But before he vanished to the Continent, Bruce took in some British races. "I started off about as badly as it's possible to start," he recalls. The race concerned was the Aintree 200 which also contained the similar 250F of Australian newcomer Jack Brabham. "I saw one of the tank straps coming loose on Brabham's car, so I pulled alongside and started waving at him to try and attract his attention. I was so occupied trying to do this that I didn't notice Country Corner coming up and ran slap into the wall!" Halford was so upset and depressed by this incident, particularly when he had to face his, admittedly sympathetic, father that he retired to the bar of a Liverpool hotel run by an old friend to take liquid solace for much of the following evening!

As a result of this unfortunate incident the Maserati was despatched to the factory for repair but Bruce took in a couple of non-championship F1 races at Oulton Park and Aintree, where he finished first and third respectively, before setting off for the Nurburgring where he had secured an entry in the German Grand Prix. "This proved to be a fiasco, for I spun the car out in the country when I hit a patch of oil, knocking off the exhaust pipe in the process." But Halford was running in seventh place at the time, and there was no way in which he was about to give up. After all, this was his first Continental Grand Prix with the Maserati. But the exhaust tailpipe had become detached a short way back from the exhaust manifold allowing the gases to blow up into the cockpit, making Halford feel a little on the groggy side. In fact Bruce wasn't feeling well at all, the Maserati starting to weave about the track as its driver became drowsy under the effect of the fumes. Meanwhile the race officials, who'd by now been informed that he had been push-started after his spin, were frantically trying to flag the apparently ailing car off the track. Equally determined, Halford was ignoring their pleas for three laps as he was now in fourth place. Bruce pulled into the pits finally to be met by a trade colleague who immediately inquired "How are you?" Halford replied that he would be all right although he was feeling a bit under the weather. "Well", said his friend, "for heaven's sake play it up a bit, you're in big trouble with the organisers so try and look as though you're really ill." Bruce obliged with an impressive virtuoso performance which clearly caught the sympathy of the ferocious officials. He survived to race again, a few Deutschmarks the poorer after he had paid a small fine imposed by the organising club, but disqualified from his hard-earned fourth place.

Immediately after his German ordeal, Halford set out for Caen where he crashed the car into a wall whilst holding third place behind the 250Fs of Salvadori and Schell, so the Royal Blue had to cart back its occupants to Modena pretty promptly in order to



The "Royal Blue" photographed by D.S.J. during a roadside pause on the way to Naples in 1957. Tony Robinson can be seen at the side of the road lighting a cigarette while Bruce Halford is in the foreground.

prepare for the Italian Grand Prix at Monza. "It was really quite amusing," Halford smiles, "to see team manager Ugolini issuing credit slips for work done in the Maserati factory . . . and then making sure he collected the amount due from your next lot of starting money at the very next race." In fact the works did a great deal for their privateers, even running to "entering" Halford's car as a works machine and transporting it to the circuit concerned in the works transporter just to ensure that he got an entry. Of course, they had got a vested interest; if he didn't race, he wouldn't get any starting money and if he didn't get any starting money then there would not be anything with which to pay the Maserati bills!

Halford's first European season ended with a retirement in the Italian Grand Prix but this was followed with a couple of "morale boosting" finishes at Brands Hatch (sixth) and Mallory Park (second) before the European season drew to a close. Bruce had competed in a total of nine races during the year, but had already collected enough amusing experiences to fill a book. For 1957 the same 250F was retained, the Royal Blue given a thorough check-over and Tony Robinson was away again as the European season shook itself awake.

The first stop was the Sicilian road circuit at Siracusa—"We reckoned that was a three-day haul from Torquay." Before anyone thinks that is not a bad average, Halford will be quick to point out "that was driving flat out in shifts, 24 hours a day!" The Royal Blue, complete with Maserati, could only muster a genuine 38 m.p.h. flat out which was rather less than it managed in its hey-day on the London to Exeter express route. There was a notice inside the coach, a legacy from its earlier days, saying "please do not speak to the driver". Taking it in the spirit intended Halford recalls "When I wanted to give Tony a beer or some cigarettes, I used to ring the bell!"

Engine failure prevented Halford finishing at Siracusa, but despite this problem and subsequent transmission failure at Pau, he managed to secure an entry for the Naples non-championship race where he finished sixth. From there they trailed all the way up to Reims to be rewarded by a distant 11th place, eight laps behind Collins' winning Lancia-Ferrari and then it was back to Italy for the Grand Prix over the picturesque and daunting 17-mile Pescara road circuit.

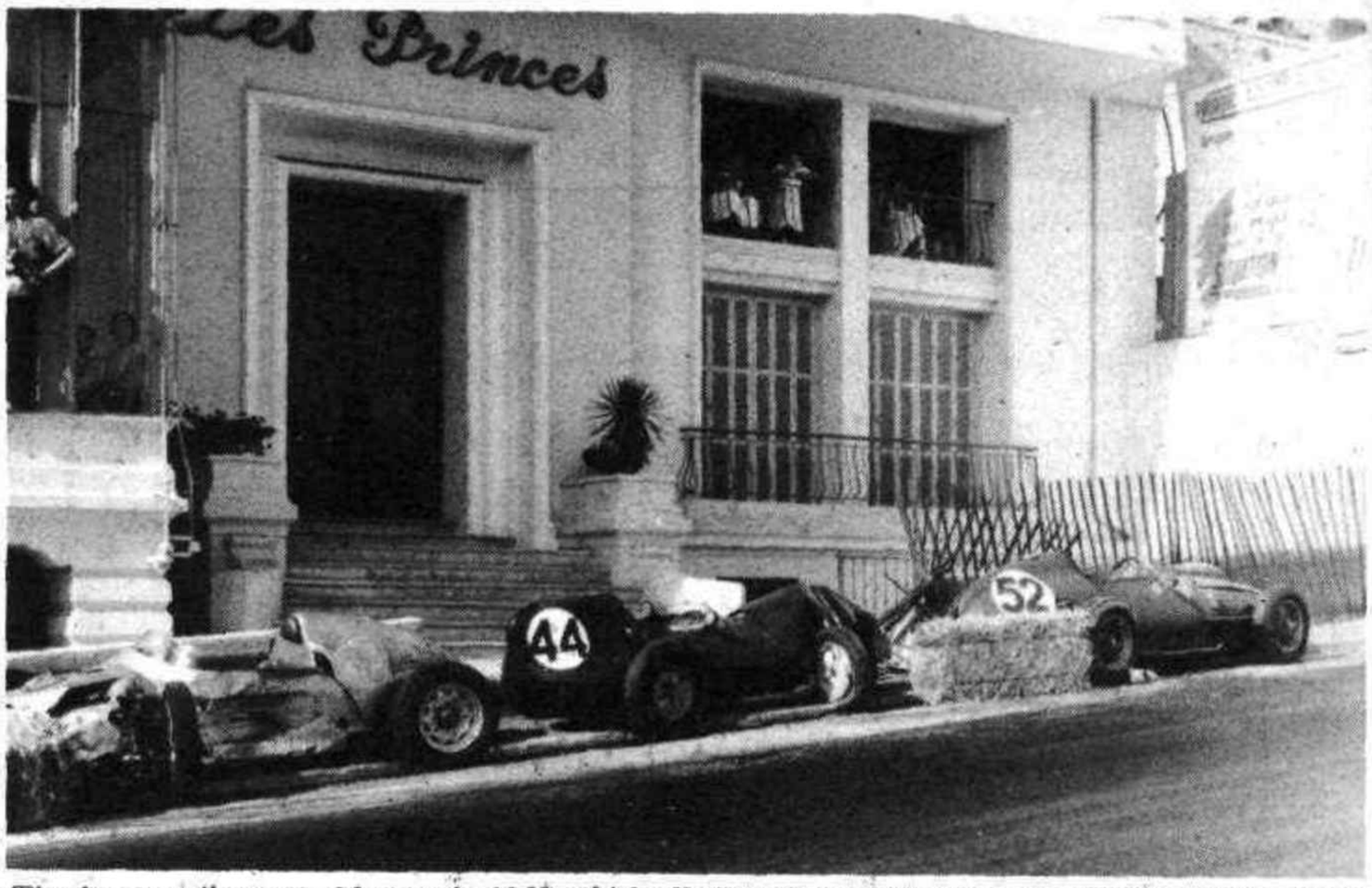
"That was one of the most marvellous circuits on which I ever raced," smiles Bruce, "but such was the cost of running the Maserati that I was a bit reluctant to do much practice round this track. The official minimum required was three laps, and with this giving a total of over fifty miles, I did most of my practising in the Royal Blue!" It could cost up to £1,200 to repair a badly damaged Maserati 250F engine at this time and for this reason Halford seldom risked his over 7,000 r.p.m. "which was pretty frustrating when you think that the works cars were using 8,400 r.p.m. by 1957. At places like Monza I was always being held up on corners by people like Godia and Perdisa, only to be out-run on the straights. It was a ridiculous situation, but there just wasn't the money available to risk it." An indication of just what an economically fragile operation Halford undertook is the admission that he lived on salad for most of the 1957 season because he couldn't afford anything else!

Halford smiles when he recalls that Pescara race—"I was up to a genuine sixth when the gearbox broke"—but it was back to Modena for a strip down before Tony Robinson headed off back to Caen for Halford's next race. The singlemindedness and ingenuity shown by Halford's able and trusted mechanic was never more amply demonstrated than during the week prior to the 1957 Caen race. Going over the Mont Genevre from Modena, the Royal Blue's AEC engine ran a big-end near Briancon. Bruce Halford arrived at Caen direct from Torquay in company with D.S.J. in the MOTOR SPORT Porsche only to find that there was no sign of his car, only a message from Tony Robinson saying that the bus had broken down in Briancon but that he'd managed to find another lorry which was prepared to transport the Maserati all the way to Caen. This bland message concealed some of the most harassed moments in Robinson's life, for he had to get the Maserati to Caen in order that his employer might race and thus earn some money, but he had to be sure that he negotiated a sufficiently reasonable deal with the lorry owner so as not to leave Halford in debt "up to his ears".

Tony shopped round and eventually found the owner of a big Berliet lorry who was prepared to do the trip, so the Maserati was loaded on the back and they all set off on Friday evening. By this time it was a question of driving virtually flat-out all the way there, but the driver so frightened Tony by the over-enthusiastic way he applied himself to this record-breaking task that he was eventually persuaded to hand over to his assistant. Unfortunately the co-driver was very young, very inexperienced and very slow, so poor Tony Robinson spent a sleepless night worrying half the night whether they'd ever arrive at Caen at the speed they were going and the other half of the night wondering when the lorry would fly off the road and wreck the whole plot. Practice at Caen was scheduled to take place on Saturday afternoon and it was just before lunch when the big Berliet lorry and its exhausted occupants swung into the paddock to be greeted by a much-relieved Halford who had almost resigned himself to missing this race altogether.

As a reward for his mechanic's tremendous devotion, Halford finished in an excellent third place at Caen behind Jean Behra's BRM and Roy Salvadori's Cooper-Climax, this result assuring him of a place in the German Grand Prix the following weekend. But there was still the problem of getting the 250F to Nurburgring, for there was no time to get back to Briancon and sort out the Royal Blue, so Halford persuaded the lorry driver to take his car as far as the German frontier where Tony Robinson unloaded it, pushed it across into Germany and proceeded to make friends with one of the border guards who put him in touch with a friend who, in turn, brought a Mercedes-Benz lorry out to carry the Maserati on the final leg of its journey to Nurburgring. Halford recalls arriving at the German frontier to find his Maserati standing by the side of the road and Tony sitting on the bank smoking a cigarette—but again everything turned out well with a good 11th place in the German Grand Prix, this being the epic race in which Fangio trounced the works Ferraris.

This drawn out saga was typical of the trials and tribulations facing private Formula One teams in the middle 1950s, experiences which their members shrugged off with a good-natured grin. Neither Halford nor Tony Robinson were ever put off by these apparent setbacks and Bruce continued into 1958 for a third season with the 250F. He was also invited to join Ivor Bueb in the works Lister-Jaguar team, so he had a full schedule of events for most of the summer. In fact it was in 1958 when he competed at Le Mans for only the second time, the 3-litre "ceiling" imposed by the CSI necessitating modifications to the Jaguar competitors' engines to bring them down to 3-litres. Halford drove with Brian Naylor and, even before they had started, problems loomed on the horizon. "The normal D-types would do about 10 m.p.g.", recalled Halford, "so we naturally assumed that the 3-litre-engined cars would be more economical. So you can imagine our feelings when we calculated that the thing would only return 7 m.p.g. We had to fit an extra fuel tank in the headrest on the tail which would ensure that we could go the minimum distance between fuel stops and we eventually managed to get up to 4th in class before gearbox trouble cropped up." In fact the Lister proved reluctant to stay in any gear and it was only after Naylor applied some pretty brutal persuasion out on the circuit that the car was jammed into 3rd gear where it stayed for the rest of the race.



The famous pile-up at Monaco in 1959 which eliminated the entire three-car Formula Two entry. From left to right, von Trips' works Porsche, Halford's Lotus 16 and Cliff Allison's works Ferrari lie crumpled by the side of the track at St. Devote.

Highlight of Halford's 1958 Formula One season was another third place in the Caen Grand Prix, this time behind Stirling Moss' 2.2 Cooper-Climax and Bonnier's Maserati 250F, but it was by now clear that the car was getting towards the end of its competitive life. At the end of the season Halford therefore sold the car to Ross Jensen, a young New Zealand driver who was also a member of the works Lister team.

Halford stayed in the Lister team at the start of 1959 but had a change of cars for international Formula Two racing. "John Fisher, a friend from Portsmouth, bought one of the 1½-litre Lotus 16s—the one which was exhibited at the Racing Car Show. It was quite a nice car to drive, but it was so unreliable!" By the end of the 1959 season, Halford's tally amounted to 18 starts and just one finish!

Two big accidents punctuated this disappointing year. The first was at Monaco "where I was one of just three Formula Two cars to get into the race. The other two were Wolfgang von Trips in the Porsche and Cliff Allison in his Ferrari. Just before the start Huschcke von Hanstein came up to me and asked me to be a little bit wary of Trips because they'd never run the car on full tanks before and were not too sure just how it would behave. Well, we all negotiated the first lap successfully and as I was accelerating up towards St. Devote I became aware of Louis Chiron on the outside of the corner reaching for his flag. I just backed off enough to slow up slightly for the corner and arrived to be faced with Trips sideways across the road, Allison having hit him at the front. I piled in and hit him at the back, wrecking the front of the Lotus, but it was repaired and racing again within two weeks!"

After sharing a works Lister-Jaguar with Ivor Bueb at Le Mans—"we blew up while running fourth"—Halford sustained some unpleasant injuries after a crash at Clermont-Ferrand in the Lotus although he'd managed sufficient laps in Graham Hill's works car during practice (his own had already lost a wheel!) to convince himself that he was at a significant disadvantage with his private car. "I was thrown out onto the road just after Ivor crashed and we both arrived at the hospital at the same time. I was quickly flown back to Hurn from where my father collected me with a mattress in the back of the family estate car." Bruce was home recovering in Torquay when the shock news of Bueb's death reached him.

"I'm pretty sure that this was one of the reasons behind Brian Lister withdrawing," Halford told us, but his cars continued to be competitive in British sports car events and Halford drove them for the remainder of 1959 and through 1960 as well. The car he used in 1960 was the spaceframe Frank Costin-bodied Lister which had been bought by Jim Diggory. "Unfortunately this failed scrutineering at its first race so Jim immediately bought an Aston Martin DBR2 which I used for the rest of the season." This Diggory-owned Lister is the car which Halford raced recently in JCB events. "What really killed the Lister was the weight of the engine and gearbox—all I know about mine was that after three laps we didn't have any brakes left."

In addition Bruce had a brief, unsuccessful spell with the Diggory-Gwyniad Formula Junior car "which was so low that my bottom was dragging on the ground—literally!". Then came some drives with Ecurie Ecosse, notably in the 1960 Le Mans 24 Hours where he shared a Jaguar D-type with the late Ron Flockhart, and later in the Cooper-Monaco-Climax with which he scored several wins. Fisher replaced the Lotus 16 with an F2 Cooper and Bruce was invited to drive the F1 Yeoman Credit Cooper as well. It was in this Cooper-Monaco that Bruce Halford's racing career effectively came to an end at Le Mans in 1961.

"I was sharing the car with Tommy Dixon on this occasion," Bruce told us thoughtfully. "During one of my stints I came past the pits,

Continued on page 58

INTERNATIONAL RACE RESULTS OF 1974



Champion Driver Emerson Fittipaldi in Champion Car McLaren M23 - Cosworth V8

GRANDES EPREUVES (and events for World Championships)

Date	Race and Distance	Location	First	Second	Third	Fourth	Fifth	Sixth	Winner's Speed, k.p.h.	Fastest Lap	Time
											min. sec.
Jan. 13	Argentine GP—316.3 kms.	Buenos Aires	D. Hulme (McLaren-Cosworth V8)	N. Lauda (Ferrari flat-12)	G. Regazzoni (Ferrari flat-12)	M. Hailwood (McLaren-Cosworth V8)	J-P. Beltoise (BRM V12)	P. Depailler (Tyrrell-Cosworth V8)	187.847	G. Regazzoni (Ferrari flat-12)	1 52.10
Jan. 27	Brazilian GP—254.7 kms.	Interlagos	E. Fittipaldi (McLaren-Cosworth V8)	G. Regazzoni (Ferrari flat-12)	J. Ickx (Lotus-Cosworth V8)	C. Pace (Surtees-Cosworth V8)	M. Hailwood (McLaren-Cosworth V8)	R. Peterson (Lotus-Cosworth V8)	180.623	G. Regazzoni (Ferrari flat-12)	2 36.05
Mar. 30	South African GP—320.1 kms.	Kyalami	C. Reutemann (Brabham-Cosworth V8)	J-P. Beltoise (BRM V12)	M. Hailwood (McLaren-Cosworth V8)	P. Depailler (Tyrrell-Cosworth V8)	H-J. Stuck (March-Cosworth V8)	A. Merzario (Williams-Cosworth V8)	187.079	C. Reutemann (Brabham-Cosworth V8)	1 18.16
April 28	Spanish GP—2 hrs.	Jarama	N. Lauda (Ferrari flat-12)	G. Regazzoni (Ferrari flat-12)	E. Fittipaldi (McLaren-Cosworth V8)	H-J. Stuck (March-Cosworth V8)	J. Scheckter (Tyrrell-Cosworth V8)	D. Hulme (McLaren-Cosworth V8)	142.396	N. Lauda (Ferrari flat-12)	1 20.83
May 12	Belgian GP—316.54 kms.	Nivelles	E. Fittipaldi (McLaren-Cosworth V8)	N. Lauda (Ferrari flat-12)	G. Regazzoni (Ferrari flat-12)	G. Regazzoni (Ferrari flat-12)	J-P. Beltoise (BRM V12)	D. Hulme (McLaren-Cosworth V8)	182.019	D. Hulme (McLaren-Cosworth V8)	1 11.31
May 26	Monaco GP—255.7 kms.	Monte Carlo	R. Peterson (Lotus-Cosworth V8)	J. Scheckter (Tyrrell-Cosworth V8)	J. Scheckter (Tyrrell-Cosworth V8)	E. Fittipaldi (McLaren-Cosworth V8)	E. Fittipaldi (McLaren-Cosworth V8)	J. Watson (Brabham-Cosworth V8)	129.540	R. Peterson (Lotus-Cosworth V8)	1 27.90
June 9	Swedish GP—321.4 kms.	Anderstorp	J. Scheckter (Tyrrell-Cosworth V8)	P. Depailler (Tyrrell-Cosworth V8)	J-P. Jarier (Shadow-Cosworth V8)	J-P. Jarier (Shadow-Cosworth V8)	J-P. Beltoise (BRM V12)	G. Hill (Lola-Cosworth V8)	162.723	P. Depailler (Tyrrell-Cosworth V8)	1 27.26
June 23	Dutch GP—316.9 kms.	Zandvoort	N. Lauda (Ferrari flat-12)	G. Regazzoni (Ferrari flat-12)	J. Hunt (Hesketh-Cosworth V8)	M. Hailwood (McLaren-Cosworth V8)	E. Fittipaldi (McLaren-Cosworth V8)	P. Depailler (Tyrrell-Cosworth V8)	184.628	R. Peterson (Lotus-Cosworth V8)	1 21.44
July 7	French GP—263.1 kms.	Dijon	R. Peterson (Lotus-Cosworth V8)	N. Lauda (Ferrari flat-12)	E. Fittipaldi (McLaren-Cosworth V8)	J. Scheckter (Tyrrell-Cosworth V8)	J. Scheckter (Tyrrell-Cosworth V8)	D. Hulme (McLaren-Cosworth V8)	192.721	J. Scheckter (Tyrrell-Cosworth V8)	1 00.00
July 20	British GP—319.5 kms.	Brands Hatch	J. Scheckter (Tyrrell-Cosworth V8)	E. Fittipaldi (McLaren-Cosworth V8)	G. Regazzoni (Ferrari flat-12)	G. Regazzoni (Ferrari flat-12)	J. Ickx (Lotus-Cosworth V8)	C. Reutemann (Brabham-Cosworth V8)	186.250	N. Lauda (Ferrari flat-12)	1 21.10
Aug. 4	German GP—319.7 kms.	Nurburgring	G. Regazzoni (Ferrari flat-12)	J. Scheckter (Tyrrell-Cosworth V8)	J. Scheckter (Tyrrell-Cosworth V8)	R. Peterson (Lotus-Cosworth V8)	N. Lauda (Ferrari flat-12)	T. Pryce (Shadow-Cosworth V8)	188.825	J. Scheckter (Tyrrell-Cosworth V8)	7 11.10
Aug. 18	Austrian GP—319.2 kms.	Osterreichring	C. Reutemann (Brabham-Cosworth V8)	D. Hulme (McLaren-Cosworth V8)	J. Hunt (Hesketh-Cosworth V8)	J. Watson (Brabham-Cosworth V8)	J. Ickx (Lotus-Cosworth V8)	V. Brambilla (March-Cosworth V8)	215.810	G. Regazzoni (Ferrari flat-12)	1 37.22
Sept. 8	Italian GP—300.6 kms.	Monza	R. Peterson (Lotus-Cosworth V8)	E. Fittipaldi (McLaren-Cosworth V8)	J. Scheckter (Tyrrell-Cosworth V8)	A. Merzario (Williams-Cosworth V8)	G. Regazzoni (Ferrari flat-12)	D. Hulme (McLaren-Cosworth V8)	217.920	C. Pace (Brabham-Cosworth V8)	1 34.20
Sept. 22	Canadian GP—316.5 kms.	Mosport	E. Fittipaldi (McLaren-Cosworth V8)	G. Regazzoni (Ferrari flat-12)	R. Peterson (Lotus-Cosworth V8)	J. Hunt (Hesketh-Cosworth V8)	C. Pace (Brabham-Cosworth V8)	D. Hulme (McLaren-Cosworth V8)	189.130	N. Lauda (Ferrari flat-12)	1 13.65
Oct. 6	United States GP—320.6 kms.	Watkins Glen	C. Reutemann (Brabham-Cosworth V8)	C. Pace (Brabham-Cosworth V8)	J. Hunt (Hesketh-Cosworth V8)	E. Fittipaldi (McLaren-Cosworth V8)	P. Depailler (Tyrrell-Cosworth V8)	J. Watson (Brabham-Cosworth V8)	191.705	C. Pace (Brabham-Cosworth V8)	1 40.60

Drivers' Championship Placings: 1st: **E. Fittipaldi.** 2nd: **G. Regazzoni.** 3rd: **J. Scheckter.**
Manufacturers' Championship Placings: 1st: **McLaren-Cosworth.** 2nd: **Ferrari.** 3rd: **Tyrrell-Cosworth.**

LONG-DISTANCE RACES FOR PROTOTYPE SPORTS CARS AND GT CARS FOR MANUFACTURERS' CHAMPIONSHIP

Date	Race and Distance	Location	First	Second	Third	Fourth	Fifth	Sixth	Winner's Speed, k.p.h.
Feb. 3/4	Daytona 24 hrs.	Florida			CANCELLED				
April 7	Road Atlanta	USA			CANCELLED				
April 25	Monza 1,000 kms.	Italy	A. Merzario/M. Andretti (Alfa Romeo 33TT 12)	J. Ickx/R. Stommelen (Alfa Romeo 33TT 12)	C. Facetti/A. de Adamich (Alfa Romeo 33TT 12)	M. Hailwood/D. Bell (Gulf-Cosworth V8)	H. Muller/G. van Lennep (Porsche Carrera t/c)	P. Pica/G. Pianta (Lola-Cosworth V8)	210.657
May 5	Spa 1,000 kms.	Francorchamps	J. Ickx/J-P. Jarier (Matra-Simca MS670)	M. Hailwood/D. Bell (Gulf-Cosworth V8)	C. Facetti/A. de Adamich (Alfa Romeo 33TT 12)	J. Fitzpatrick/J. Barth (Porsche Carrera RSR)	C. Schickentanz/W. Kauhsen (Porsche Carrera RSR)	P. Keller/H. Heyer (Porsche Carrera RSR)	238.449
May 19	ADAC 750 kms.	Nurburgring	J-P. Jarier/J-P. Beltoise (Matra-Simca MS670)	R. Stommelen/C. Reutemann (Alfa Romeo 33TT 12)	C. Facetti/A. de Adamich (Alfa Romeo 33TT 12)	D. Bell/V. Schuppan/J. Hunt (Gulf-Cosworth V8)	H. Pescarolo/G. Larrousse (Matra-Simca MS670)	H. Muller/G. van Lennep (Porsche Carrera t/c)	182.753
June 2	Imola 1,000 kms.	Italy	H. Pescarolo/G. Larrousse (Matra-Simca MS670)	R. Stommelen/C. Reutemann (Alfa Romeo 33TT 12)	C. Facetti/A. de Adamich (Alfa Romeo 33TT 12)	J-P. Jarier/J-P. Beltoise (Matra-Simca MS670)	P. Keller/H. Heyer (Porsche Carrera RSR)	G. Schon/G. Borri (Porsche Carrera RSR)	160.900
June 15/16	Le Mans 24 hrs.	Sarthe	H. Pescarolo/G. Larrousse (Matra-Simca MS670)	H. Muller/G. van Lennep (Porsche Carrera t/c)	J-P. Jabouille/F. Migault (Matra-Simca MS670)	M. Hailwood/D. Bell (Gulf-Cosworth V8)	C. Grandet/D. Bardini (Ferrari 365 GTB4)	D. Heinz/A. Cudini (Ferrari 365 GTB4)	191.940
June 30	Austrian 1,000 kms.	Osterreichring	H. Pescarolo/G. Larrousse (Matra-Simca MS670)	C. Facetti/A. de Adamich (Alfa Romeo 33TT 12)	J-P. Jarier/J-P. Beltoise (Matra-Simca MS670)	M. Hailwood/D. Bell (Gulf-Cosworth V8)	A. Merzario/J. Ickx (Alfa Romeo 33TT 12)	H. Muller/G. van Lennep (Porsche Carrera t/c)	206.950
July 14	Watkins Glen 6 hrs.	USA	J-P. Jarier/J-P. Beltoise (Matra-Simca MS670)	H. Muller/G. van Lennep (Porsche Carrera t/c)	P. Gregg/H. Heywood (Porsche Carrera RSR)	J. Cook/L. Heimrath (Porsche Carrera RSR)	M. Carter/T. de Lorenzo (Chevrolet-Camaro)	J. Bienvenue/M. Danos (Porsche Carrera RSR)	174.067
Aug. 15	Paul Ricard 750 kms.	France	J-P. Jarier/J-P. Beltoise (Matra-Simca MS670)	H. Pescarolo/G. Larrousse (Matra-Simca MS670)	D. Bell/J. Ickx (Gulf-Cosworth V8)	R. Jost/M. Casoni (Porsche 908/3)	P. Blancpain/K. Lehmann (Porsche 908/3)	F. Migault/G. Chasseuil (Ligier-Maserati JS2)	180.557
Sept. 28	British Airways 1,000	Brands Hatch	J-P. Jarier/J-P. Beltoise (Matra-Simca MS670)	H. Pescarolo/G. Larrousse (Matra-Simca MS670)	D. Bell/D. Hobbs (Gulf-Cosworth V8)	P. Gethin/B. Redman (Chevron B26-Ford)	H. Muller/G. van Lennep (Porsche Carrera t/c)	C. Haldi/J. Barth (Porsche 908/3)	173.021
Oct. 20	Buenos Aires 1,000 kms.	Argentine			CANCELLED				
Nov. 9	Kyalami 6 hrs.	S. Africa	H. Pescarolo/G. Larrousse (Matra-Simca MS670)	J-P. Jarier/J-P. Beltoise (Matra-Simca MS670)	D. Bell/D. Hobbs (Gulf-Cosworth V8)	J. Lepp/G. Tunmer (Chevron B26-Ford)	J. Mass/T. Hezemans (Ford Capri RS)	J. Fitzpatrick/R. Stommelen/T. Schenken (Porsche Carrera RSR)	160.748

Manufacturers' Championship Placings: 1st: **Matra-Simca.** 2nd: **Alfa Romeo.** 3rd: **Porsche.**

TASMAN RACES
(For Formula 5000)

Date	Race and Distance	Location	First	Second	Third	Winner's Speed, k.p.h.
Jan. 6	Levin Races—172 kms.	Wellington	J. Walker (Lola-Repco V8)	A. McCully (Begg-Chev. V8)	M. Stewart (Lola-Chev. V8)	—
Jan. 12	New Zealand Int.—163.3 kms.	Pukekohe	P. Gethin (Chevron-Chev. V8)	J. McCormack (Elfin-Repco V8)	D. Oxton (Begg-Chev. V8)	156.820
Jan. 20	New Zealand GP—160.9 kms.	Christchurch	J. McCormack (Elfin-Repco V8)	T. Pilette (Chevron-Chev. V8)	P. Gethin (Chevron-Chev. V8)	184.139
Jan. 27	Teretonga Park—160 kms.	Invercargill	M. Stewart (Lola-Chev. V8)	G. McRae (McRae-Chev. V8)	G. Lawrence (Lola-Chev. V8)	—
Feb. 3	Oran Park—160 kms.	Sydney	M. Stewart (Lola-Chev. V8)	J. Walker (Lola-Repco V8)	W. Brown (Lola-Chev. V8)	—
Feb. 10	Surfers' Paradise—160 kms.	Queensland	T. Pilette (Chevron-Chev. V8)	P. Gethin (Chevron-Chev. V8)	F. Matich (Matich-Repco V8)	168.927
Feb. 17	Sandown Park—161 kms.	Melbourne	P. Gethin (Chevron-Chev. V8)	G. McRae (McRae-Chev. V8)	J. Walker (Lola-Repco V8)	178.717
Feb. 24	International Raceway—171 kms.	Adelaide	W. Brown (Lola-Chev. V8)	P. Gethin (Chevron-Chev. V8)	G. Lawrence (Lola-Chev. V8)	—

Tasman Championship: 1st: **P. Gethin.** 2nd: **M. Stewart.** 3rd: **T. Pilette.**

FORMULA ONE RACES

Date	Race and Distance	Location	First	Second	Third	Winner's Speed, k.p.h.
Feb. 3	President Medici GP—219 kms.	Brasilia	E. Fittipaldi (McLaren-Cosworth V8)	J. Scheckter (Tyrrell-Cosworth V8)	A. Merzario (Williams-Cosworth V8)	174.337
Mar. 17	Race of Champions	Brands Hatch	J. Ickx (Lotus-Cosworth V8)	N. Lauda (Ferrari flat-12)	E. Fittipaldi (McLaren-Cosworth V8)	160.870
April 7	International Trophy—188.4 kms.	Silverstone	J. Hunt (Hesketh-Cosworth V8)	J. Mass (Surtees-Cosworth V8)	J-P. Jarier (Shadow-Cosworth V8)	214.980

FORMULA TWO RACES
(including European Championship)

Date	Race and Distance	Location	First	Second	Third	Winner's Speed, k.p.h.
Mar. 10	Autodromo Estoril	Portugal	CANCELLED			
Mar. 24	Montjuich Park—204 kms.	Spain	H. Stuck (March-BMW)	P. Depailler (March-BMW)	J-P. Jabouille (Elf-BMW)	156.750
April 7	Jim Clark Trophy—Two Heats	Hockenheim	H. Stuck (March-BMW)	J. Watson (Surtees-Ford BDA)	M. Leclere (Elf-BMW)	Addition of times
April 15	BARC Thruxton	England	CANCELLED			
May 5	Circuit of Pau—206 kms.	France	P. Depailler (March-BMW)	J. Laffite (March-BMW)	A. Sutcliffe (March-BMW)	—
June 2	Salzburgring—212 kms.	Austria	J. Laffite (March-BMW)	D. Purley (Chevron-BMW)	J. Dolhem (Surtees-Ford BDA)	210.130
June 9	Jochen Rindt Trophy—Two Heats	Hockenheim	J-P. Jabouille (Elf-BMW)	J. Laffite (March-BMW)	H. Stuck (March-BMW)	198.760
June 23	Circuit of Zolder	Belgium	CANCELLED			
June 30	Rouen-les-Essarts—205 kms.	France	H. Stuck (March-BMW)	D. Purley (Chevron-BMW)	M. Leclere (Elf-BMW)	155.633
July 14	Autodromo Mugello—Two Heats	Italy	P. Depailler (March-BMW)	J-P. Paoli (March-BMW)	T. Pryce (Chevron-BMW)	169.606
Aug. 11	Circuit of Karlskoga—204 kms.	Sweden	R. Peterson (March-BMW)	P. Depailler (March-BMW)	J. Laffite (March-BMW)	147.450
Aug. 25	Circuit of Enna—Two Heats	Sicily	H. Stuck (March-BMW)	D. Purley (Chevron-BMW)	G. Serblin (March-BMW)	208.810
Sept. 15	Circuit of Albi	France	CANCELLED			
Sept. 22	Circuit of Nogaro—171.6 kms.	France	P. Tambay (Elf-BMW)	T. Schenken (Surtees-BMW)	M. Leclere (Elf-BMW)	149.116
Sept. 29	Autodromo Hockenheim—Two Heats	Germany	P. Depailler (March-BMW)	H. Stuck (March-BMW)	J-P. Jabouille (Elf-BMW)	Addition of times
Oct. 13	Autodromo Vallelunga—Two Heats	Italy	P. Depailler (March-BMW)	H. Stuck (March-BMW)	J. Laffite (March-BMW)	162.290

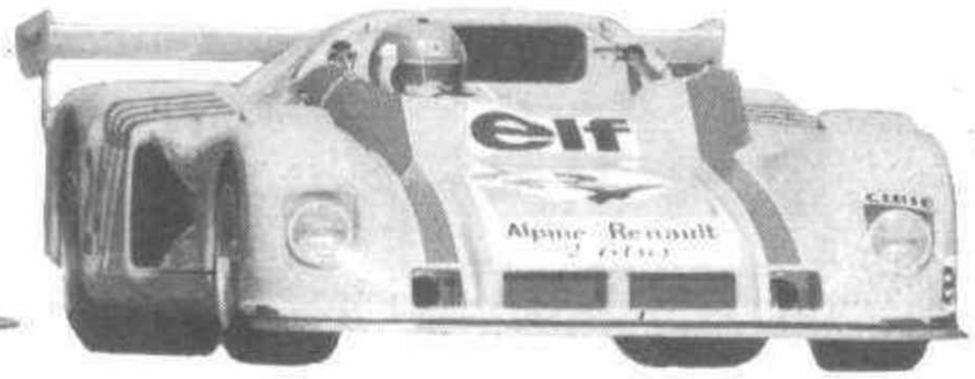
European Championship: 1st: **P. Depailler.** 2nd: **H. Stuck.** 3rd: **J. Laffite.**

2-LITRE SPORTS CARS
(European Trophy)

Date	Race and Distance	Location	First	Second	Third	Winner's Speed, k.p.h.
Mar. 17	Autodromo Misano	Italy	CANCELLED			
April 7	Paul Ricard Trophy—222 kms.	France	A. Cudini (Alpine-Renault)	J. Ragnotti (March-BMW)	J. Lepp (Chevron-Ford BDA)	—
May 27	BARC Thruxton	England	CANCELLED			
June 9	Autodromo Mugello	Italy	CANCELLED			
June 23	Auvergne Trophy—257 kms.	Clermont-Ferrand	G. Larrousse (Alpine-Renault)	A. Serpaggi (Alpine-Renault)	J. Lepp (Chevron-Ford BDA)	151.896
July 21	Autodromo Misano—Two Heats	Italy	J-P. Jabouille (Alpine-Renault)	A. Serpaggi (Alpine-Renault)	P. Pica (Osella-Abarth)	159.600
Aug. 11	Circuit of Enna—Two Heats	Sicily	G. Larrousse (Alpine-Renault)	A. Serpaggi (Alpine-Renault)	J-P. Jabouille (Alpine-Renault)	201.665
Aug. 25	Autodromo Hockenheim—Two Heats	Germany	A. Serpaggi (Alpine-Renault)	J. Lepp (Chevron-Ford BDA)	D. Walker (Toj-BMW)	193.100
Sept. 22	Autodromo Mugello—Two Heats	Italy	G. Larrousse (Alpine-Renault)	A. Serpaggi (Alpine-Renault)	J. Ragnotti (March-Ford BDG)	164.213
Oct. 20	Autodromo Jarama—245 kms.	Spain	J-P. Jabouille (Alpine-Renault)	G. Larrousse (Alpine-Renault)	J. Ragnotti (March-Ford BDG)	—
Oct. 27	Montjuich Park	Spain	CANCELLED			

European Trophy: 1st: **Alpine-Renault.** 2nd: **Chevron-Ford.** 3rd: **Lola-Ford.**





CANADIAN-AMERICAN CHALLENGE TROPHY
(Group 7—Two-seater Racing Cars)

Date	Race and Distance	Location	First	Second	Third	Winner's Speed, k.p.h.
May 5	Michigan	America	CANCELLED			
June 16	Mosport Park—198 kms.	Canada	J. Oliver (Shadow-Chev. V8)	G. Follmer (Shadow-Chev. V8)	S. Patrick (McLaren-Chev. V8)	180.247
July 7	Road Atlanta—178 kms.	America	J. Oliver (Shadow-Chev. V8)	G. Follmer (Shadow-Chev. V8)	L. Motschenbacher (McLaren-Chev. V8)	178.440
July 14	Watkins Glen—179 kms.	America	J. Oliver (Shadow-Chev. V8)	G. Follmer (Shadow-Chev. V8)	S. Patrick (McLaren-Chev. V8)	187.939
Aug. 11	Mid-Ohio—181 kms.	America	J. Oliver (Shadow-Chev. V8)	B. Redman (Porsche 917 t/c)	H. Haywood (Porsche 917 t/c)	164.290
Aug. 25	Elkhart Lake—180 kms.	America	S. Patrick (McLaren-Chev. V8)	J. Cordts (McLaren-Chev. V8)	J. Gunn (Lola-Chev. V8)	176.615
Sept. 15	Edmonton	Canada	CANCELLED			
Oct. 13	Laguna Seca	America	CANCELLED			
Oct. 27	Riverside	America	CANCELLED			

Can-Am Championship: 1st: J. Oliver. 2nd: G. Follmer. 3rd: S. Patrick.

EUROPEAN GT CHAMPIONSHIP

Date	Race and Distance	Location	First	Second	Third	Winner's Speed, k.p.h.
April 7	Imola	Italy	CANCELLED			
April 7	Monza—Two Heats	Italy	C. Schickentanz (Porsche Carrera RSR)	P. Keller (Porsche Carrera RSR)	J. Fitzpatrick (Porsche Carrera RSR)	Addition of times
April 21	Osterreichring—Two Heats	Austria	J. Fitzpatrick (Porsche Carrera RSR)	C. Ballot-Lena (Porsche Carrera RSR)	C. Schickentanz (Porsche Carrera RSR)	Addition of times
June 17	Nurburgring—Two Heats	Germany	H. Bertrams (Porsche Carrera RSR)	E. Sindel (Porsche Carrera RSR)	K. Roemer (Porsche Carrera RS)	136.035
June 30	Nivelles-Baulers	Belgium	CANCELLED			
July 14	Hockenheim—189.7 kms.	Germany	J. Fitzpatrick (Porsche Carrera RSR)	C. Schickentanz (Porsche Carrera RSR)	T. Schenken (Porsche Carrera RSR)	172.009
Aug. 3	Nurburgring	Germany	R. Stommelen (Ford Capri RS3100)	K. Ludwig (Ford Capri RS2600)	P. Keller (Porsche Carrera RSR)	—
Aug. 18	Florio Cup Enna—Two Heats	Sicily	J. Fitzpatrick (Porsche Carrera RSR)	P. Keller (Porsche Carrera RSR)	C. Schickentanz (Porsche Carrera RSR)	Addition of times
Aug. 18	BARC Thruxton	England	CANCELLED			
Sept. 1	Int. Europa Monza—6 hrs.	Italy	R. Stommelen/A. Hezemans (Porsche Carrera RSR)	J. Fitzpatrick/G. van Lennep (Porsche Carrera RSR)	C. Ballot-Lena/B. Wolleck (Porsche Carrera RSR)	189.661
Sept. 13-22	Tour de France	France	G. Larrousse/J-P. Nicolas (Ligier-Maserati)	B. Darniche (Ligier-Maserati)	J-C. Andruet/"Biche" (Lancia Stratos)	—
Oct. 13	Montjuich Park	Spain	CANCELLED			

European GT Champion: J. Fitzpatrick (Porsche Carrera RSR)

EUROPEAN TOURING CAR CHAMPIONSHIP

Date	Race and Distance	Location	First	Second	Third	Winner's Speed, k.p.h.
Mar. 10	Dijon-Prenois	France	CANCELLED			
Mar. 24	Monza—4 hrs.	Italy	A. Peltier/J. L. Lafosse (BMW-CSL 3.5)	W. Schommers/E. Kraus (BMW-CSL 3.5)	S. Ogrodowczyk/S. Mueller (BMW-CSL 3.5)	183.817
April 14	Salzburgring—4 hrs.	Austria	H. Stuck/J. Ickx (BMW-CSL 3.5)	M. Mohr/M. Finotto (BMW-CSL 3.5)	A. Peltier/H. de Fierlant (BMW-CSL 3.5)	188.350
May 5	Mantorp Park	Sweden	CANCELLED			
May 19	Vallelunga—500 kms.	Italy	A. Peltier/J. L. Lafosse (BMW-CSL 3.5)	M. Mohr/M. Finotto (BMW-CSL 3.5)	H. Heyer/A. Krebs (Ford Escort RS)	131.655
June 30	Nivelles-Baulers	Belgium	CANCELLED			
July 14	Nurburgring—6 hrs.	Germany	H. Heyer/K. Ludwig (Ford Escort RS)	A. Hezemans/N. Lauda (Ford Capri 3.4)	J. Mass/A. Krebs/H. Appel (Ford Escort RS)	—
Aug. 11	Zandvoort Trophy—4 hrs.	Holland	R. Stommelen/J. Mass (Ford Capri 3.4)	R. Slotemaker/H. Vermeulen (BMW-CSL 3.5)	P. Arm/C. Kocher (BMW-CSL 3.0)	—
Sept. 1	Paul Ricard	France	CANCELLED			
Sept. 22	BRDC Silverstone	England	CANCELLED			
Oct. 6	Jarama—4 hrs.	Spain	A. Hezemans/H. Heyer/K. Ludwig (Ford Capri 3.4)	A. Hezemans/M. Mohr (Ford Escort RS)	A. Peltier/J. L. Lafosse (BMW-CSL 3.5)	121.627
Oct. 20	Dijon-Prenois	France	CANCELLED			

ETC Championship (Manufacturers): Ford. ETC Champion (Driver): H. Heyer.

Opposite page, left, Patrick Depailler, European Formula 2 Champion (March-BMW); right, Alpine-Renault, winners of the European Trophy for 2-litre sports cars. Below, left, Hans Heyer in the 2-litre Zakspeed Escort, winners of the drivers and manufacturers sections respectively of the European Touring Car Championship. Right, John Fitzpatrick, European GT Champion (Porsche Carrera RSR).





The Editor Contemplates—

The Subtle Art of Fast Cornering



Regazzoni (Ferrari) and Peterson (Lotus) exploiting the science of fast cornering as it is understood today in the 1974 British Grand Prix. The Ferrari's neutral stance contrasts with the Lotus' full-blooded oversteer.

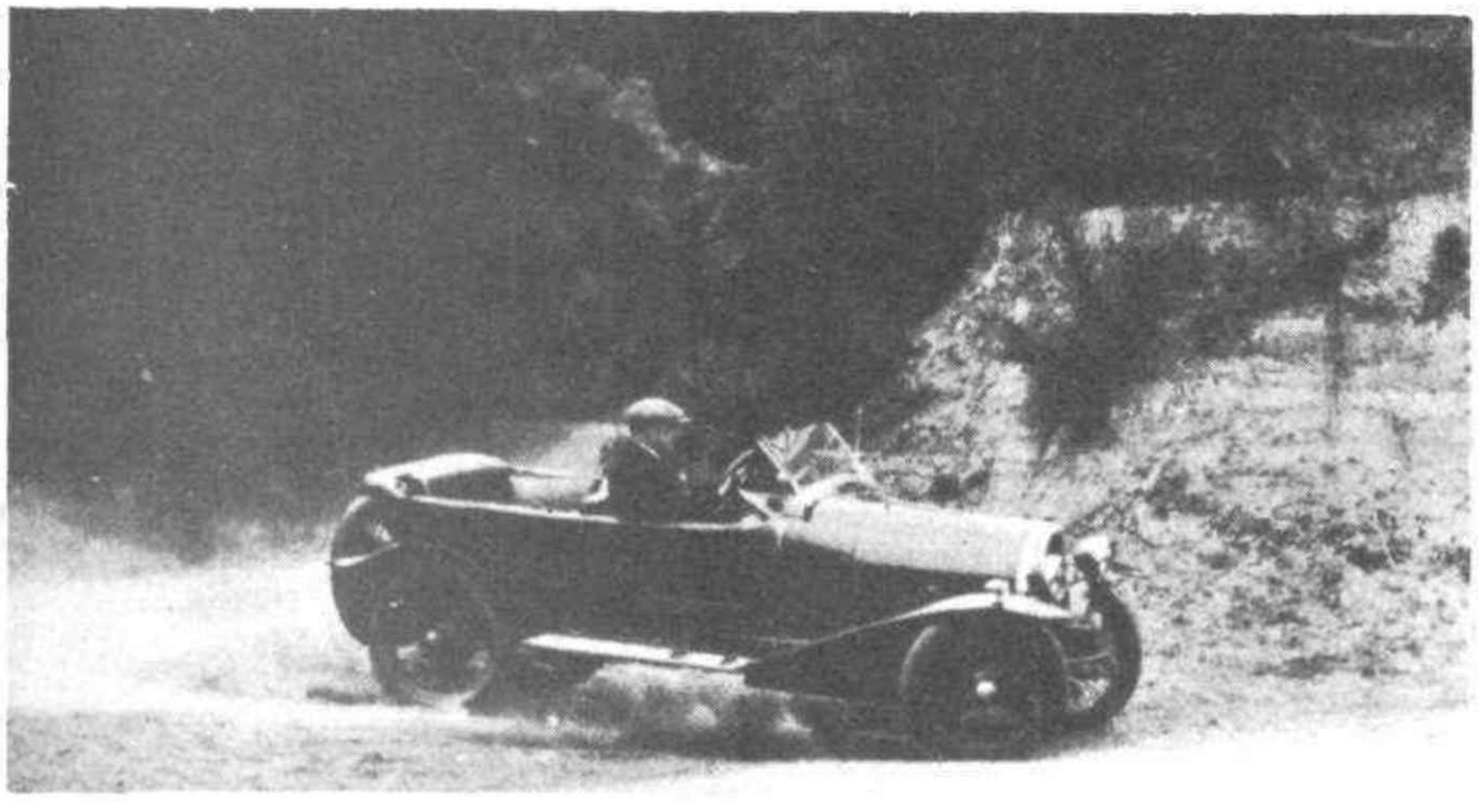
IT IS A curious facet of the human race that among quite a number of its younger generation there exists an almost fanatical desire to be able to drive a motor car round a difficult corner faster than their fellow beings. This competitive urge, when not fulfilled, can cause much distress and anguish. I experienced this motivation myself, but early came to realise that I was not cast in the mould of racing driver. A racing motorist, maybe, had opportunity arisen, but that is another matter.

I think fast cornering can be termed a subtle art, for at racing level it is measured in hundredths of a second of time and, overdone, can result in fatal injury. The rather astonishing thing is that although rapid cornering is mostly what motor racing is about, and mainly how races are won, especially over the short circuits we have in Britain and elsewhere, and in spite of the fact that most enthusiastic drivers with a fast car under their control and a twisting road stretching away ahead of them respond by seeing how quickly they can corner, it was a surprisingly long time before this aspect of motoring was properly understood and the equations and concepts associated with it freely discussed.

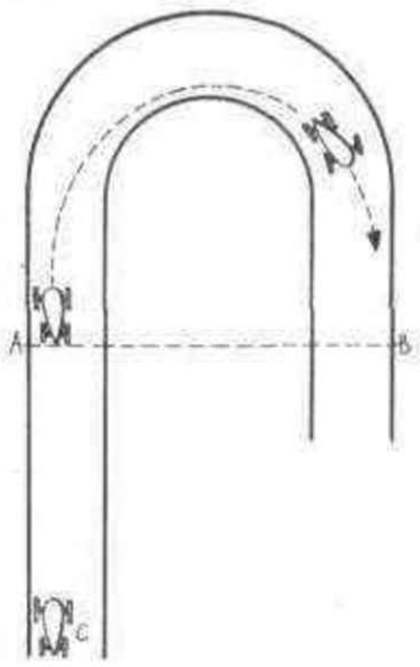
This becomes apparent if we study some of the reports of ancient motor races. Charles Jarrott, in the first book devoted to the sport, his great "Ten Years of Motors and Motor Racing", published in 1906, recognises the great challenge and thrill of handling a racing car—"In addition to the excitement of driving a new and practically untried machine . . . here is your opportunity to prove your worth, to prove your superiority over your competitors; there is no circular course on which you can practise and study every little curve and corner months before the race. The long winding road stretches before you, reaching from the capital of one great country to the centre of another. Hundreds of miles of straight road, narrow road, right-angled corners, treacherous turns, maybe mountain passes, rough surfaces, and dangerous obstacles, all enveloped in a dense pall of dust. . . . Are you better in dealing with these ever-recurring problems of driving than the man immediately in front of you, or the man just behind you? If not, he gains and you lose; you drop farther back and are passed from the rear, and as you wrestle mentally and physically with all the difficulties of the trial the excitement of it enters into your soul, and you realise that this is the sport of the gods."

So we see that although Jarrott recognised the enormous fascination, the skill and danger, of driving a racing car, he did not single out cornering ability from all the other factors involved. This was understandable when he was writing of the pre-1904 contests, which took place over long, ruler-straight European highways, with the "right-angled corners, treacherous turns", but a small part of what he describes as "the glorious uncertainty of everything, capped by the intoxicating exhilaration of speed. . . ." But Jarrott was also regretting that those great town-to-town races were doomed, after the accidents that characterised Paris–Madrid, to be replaced by contests "confined to a circuit which the cars have to travel round and round to complete the distance". He was very disparaging about these closed-circuit events: "As well compare the charm of long-distance road cycle-racing with a 24-hours' race on the track. The dreary monotony of grinding out a certain distance over the same road again and again destroys the charm, and instead of calling for the exercise of natural judgement in the negotiation of the road, merely resolves itself into a premium on the most reckless and daring driving rendered possible by the knowledge of the course." I doubt whether Jarrott would have seen any reason to change his views had he witnessed a British GP at Brands Hatch or the last Tourist Trophy at Silverstone!

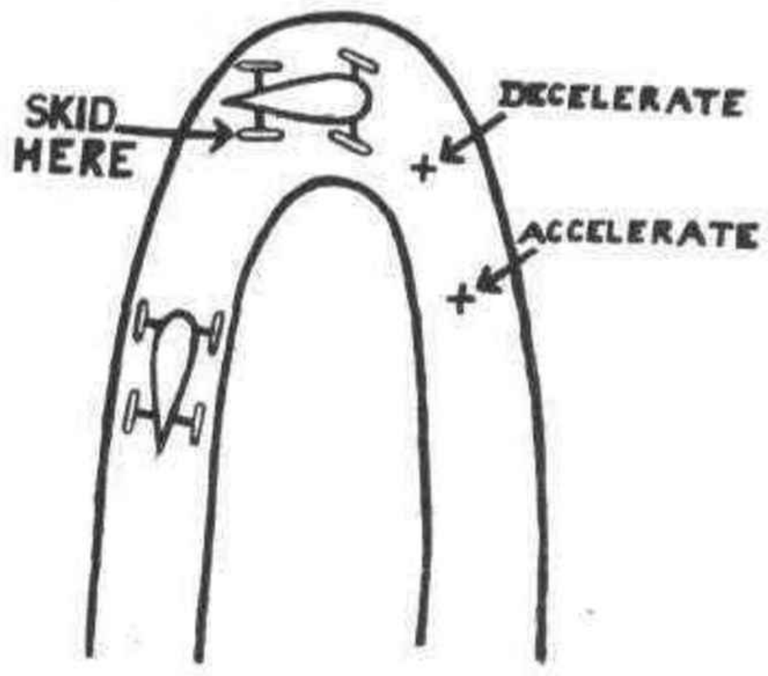
The interesting thing in the present argument, however, is that when taking part in these circuit races where continual cornering was called for, he does not appear to have had any conception of how he coped with the changed conditions or why the cars cornered as they did, in spite of winning the "first circuit race ever, the Circuit des Ardennes in 1902", at 54.3 m.p.h. for the 320 miles on a 70-h.p. Panhard-Levassor. Indeed, Jarrott said of this victorious occasion : "Never was I more bored than during at least three-parts of this race." He admits that he did not drive over the 53-mile circuit beforehand, although later he says that "A circuit race requires weeks of preparation and training . . . every corner, curve, stone, slope and peculiarity has to be studied and known". Nevertheless, Jarrott was not only unmoved by the niceties of cornering that for later generations had much in common with performing well in bed or pulling off a sound business deal, but he described nothing of what made the racing cars susceptible to driver-discipline under the stresses of sudden changes of direction. And when you read "My Motoring Reminiscences"



Amateurs at all ages and stages of the game have vied with one another in personal fast cornering prowess while hoping they were approaching the skills of the leading racing drivers—as with this Brescia Bugatti on the entrance road at Brooklands when it was being tested for MOTOR SPORT *and the officials were not about!*



How little the art of fast cornering was understood in the vintage era is emphasised by these diagrams which accompanied an article by Segrave on the subject in the January 1926 MOTOR SPORT. *That on the left shows how to cut a curve, that on the right how to use a skidding technique to get the car's tail round a more acute corner.*

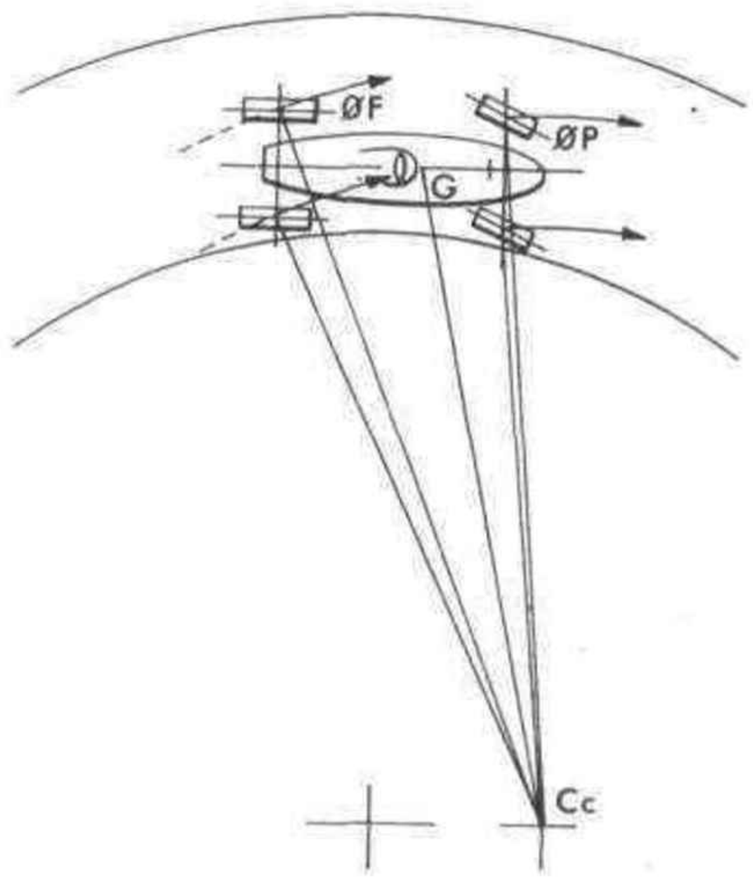


by S. F. Edge, written for him in much later times, the same is true, except for the comment, in connection with the 1901 GP 50-h.p. Napier, that "It was a little lower than the touring car of that day, but not much, while nothing was done to increase controllability. . . ." The inaccessible hand-brake, the short wheelbase, and the high driving position were accepted, the book says, because in those times "the designer had only one aim, to make it go faster irrespective of all other considerations".

It was much the same a decade later, at all events so far as onlookers and reporters were concerned. H. Massac Buist in a long gossip about that dramatic 1914 French Grand Prix at Lyon for *The Autocar* certainly wrote of cornering, but only of how racing drivers dropped into a lower gear before a turn and of how front-wheel-brakes were worth a minute a lap to the Peugeots; nothing more technical than that. You might think that those journalists who went to Amiens in 1913 to report the Cyclecar Grand Prix would be more technical, because they drove similar vehicles themselves, such as GNs and Morgans. But even in an article entitled "Cornering at Speed" which *The Cyclecar* published after this race, having observed the "antics" of the competitors on the S-bend under the railway bridge, the reporter was more concerned with the acrobatics of the sidecar and cyclecar passengers than with technicalities. McMinnies in the winning Morgan is described as taking the bend at 25 m.p.h. on the cut-up surface, and Douglas Hawkes as possibly being hampered in the Dew because his mechanic sat behind the back axle, "thus reducing adhesion between the front wheels and the ground". Although many of the cyclecars were cornering at less than 25 m.p.h. the reporter was only concerned about whether they skidded or not, or whether the crews leaned out or sat normally. The Violet-Bogey was the best, followed by the Ronteix, but Frazer-Nash in his GN was very good, too, in spite of no practice. But the only technical conclusions were that cyclecars cornered better than sidecars and that absence of a differential, even on the big GP Sunbeams, "had no detrimental effect so far as skidding was concerned."

A further decade after this, following the interesting French GP at Tours, won by Segrave in the Fiat-crib Sunbeam after the Fiats had retired, *The Autocar* had an article on "Cornering in the Grand Prix". It was not very informative, either, for after observations made at La Membrolle, the writer was again chiefly concerned to describe the skidding cars and of how De Vizcaya's tank-like Bugatti crashed through the palisades. Even when dealing with the "niceties of cornering" all he could impart was that Bordino (Fiat) and Guinness (Sunbeam) were quite the best and of almost mathematical precision, but that Divo (Sunbeam) was faster but erratic and liable to skid more. The Bugattis, we were told, were much slower, unsteady, and with rather a nasty trick of swerving, but the Voisins were only occasionally erratic, perhaps because their drivers were more circumspect. The line taken by different drivers was described, Segrave being reported as irregular but every bit as fast as the others when timed. It is interesting that the reporters had cottoned-on to timing at corners by 1923. This timing showed a variation of as much as 4.8 sec. between Bordino's Fiat and Morel's Voisin in a short distance and of 5.0 sec. between Divo's Sunbeam and Lefebrere's Voisin at another corner. No wonder that the race was won by a margin of more than 19 *minutes*! For the technique of cornering was still not understood and was for the most part exceedingly slow, and even racing drivers were not sure whether to use the lower gears before and after a corner.

In 1925 MOTOR SPORT sought to do something about this, with a three-page piece on "Cornering at Speed", by no less an authority than Major H. O. D. Segrave himself. It was pretty puerile stuff, however, simply dealing with whether to change down before a corner or take it in top, how to cut the apex of a curve instead of hugging it (with diagrams!), and how to use engine power to provoke a rear-wheel slide for negotiating a hairpin (but usually Segrave preferred what he termed "geometrical" cornering, *i.e.*, no skidding). There was also a brief discourse on tyres, Segrave at this period liking a triple-rib Pirelli for road racing, a curved tread with fairly shallow, closely placed ribs for track work, and finding "high-pressure balloon tyres inflated to 40-50 lb./sq. in. ideal for fast cornering".



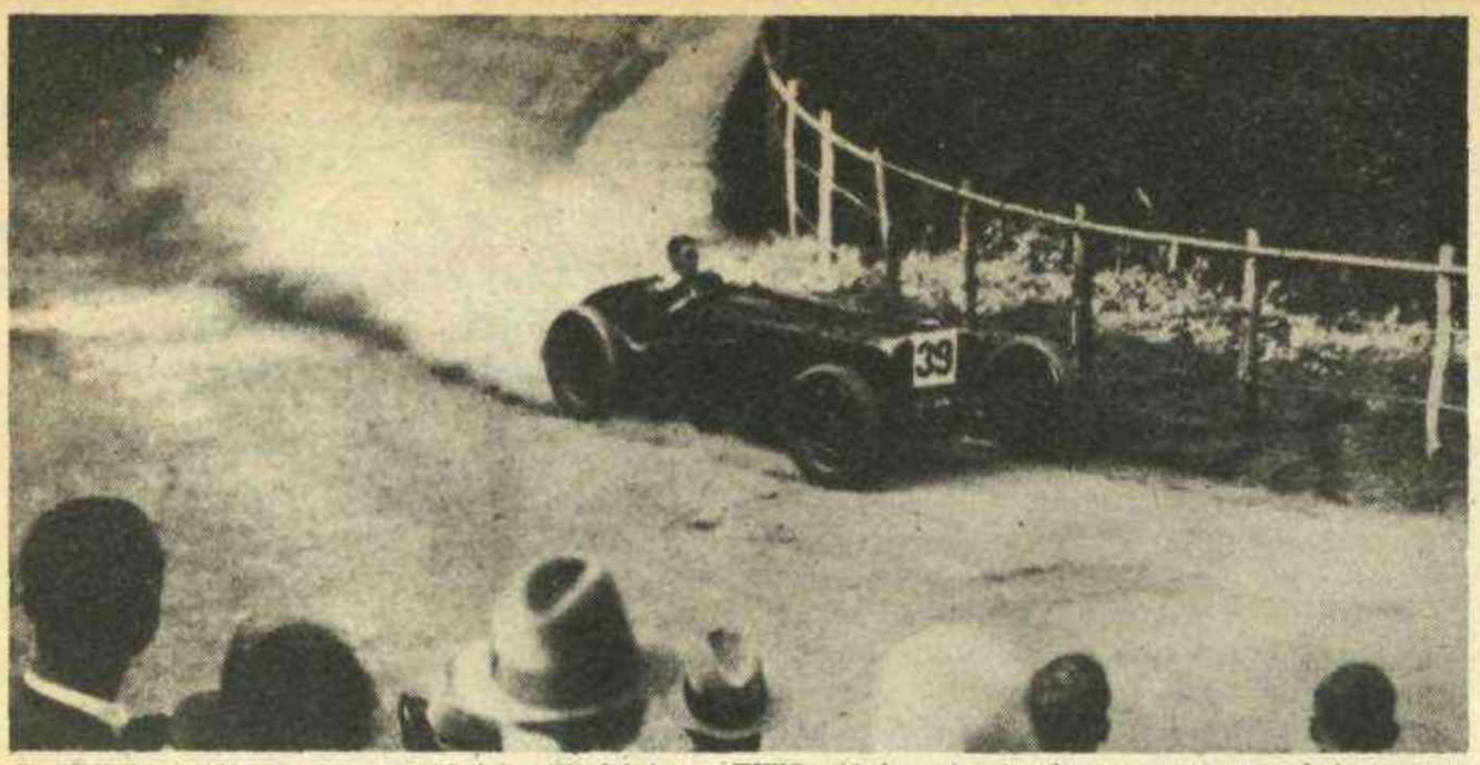
A diagram of the forces acting on a car's wheels when it is cornering, which designers of today's racing cars fully understand, having come a long way since Segrave's day.

When Segrave's book "The Lure of Speed" was published by Hutchinson's in 1928 it contained a chapter on accidents, with a section devoted to "How to Take Corners". This merely warned against braking while in the corner, and Segrave confirms my point that very little was known about cornering techniques in the vintage period by remarking that "Time after time one sees even experienced racing men taking corners in a manner that has long been proved dangerous".

Of course, it was not until softer suspension and lower-geared steering began to be used in racing, just before the Second World War, by Mercedes-Benz and Auto-Union, and in sports-car racing on the 328 BMW, that the significance of design as an aid to fast cornering began to be fully appreciated. Segrave had warned of how, in his day, springing was so hard that a bump would frequently throw both front wheels off the ground long enough for a careless driver to inadvertently turn the steering wheel slightly before they again made contact with *terra firma*, with interesting and sometimes unfortunate results. . . .

Apart from the racing-car designers of the calibre of Nibel, Wagner, Porsche, Sailer, Uhlenhaut and others, it was the General Motors' engineer Maurice Olley who studied this new understanding of suspension and tyre influences on cornering and road-holding, even if it is ironical that the Vauxhalls for which he was responsible were not exactly outstanding in these respects. Maurice Platt, MEng., MIAE, MSAE, put these principles into popular language, when he was Technical Engineer of *The Motor*, and his successor, Laurence Pomeroy, FRSA, MSAE, continued to do this during and after the war when he held the same position on that journal.

Thus things such as roll stiffness, suspension rates, slip angles of tyres and all the rest of it became public knowledge, and the terms oversteer and understeer properly understood for the first time by ordinary mortals. This was expanded by our learned Continental Correspondent, D.S.J., in "The Racing Driver" (Batsford, 1958), where these findings affecting fast cornering were explained in complex diagrams and with erudite mathematical equations and it was explained how the top drivers, like Moss and Fangio, were able to apply them to winning motor races, even if they did so subconsciously, without knowledge of the



C. M. Harvey in a hurry at Shelsley Walsh in an FWD Alvis, using instinct to get it round the corner, in an age when cornering techniques were not properly understood.

formulae involved. As when these drivers were able to make the understeering W196 Mercedes-Benz change its handling to final oversteer by the application of power in a fast corner, which Uhlenhaut had not thought it possible for driver-skill to achieve and make good use of.

Today, with lap-times taken to 1/100th of a second, mostly over courses where corner follows corner, car behaviour has become almost a science of its own, with tyre mixes, suspension settings and aerofoil assistance all combining to permit brave and skilled drivers to corner very fast indeed. In this the racing-car designer has come a very long road from the simple situation prevailing in the Edwardian and vintage periods of racing. I had a reminder of this not long ago, when I took my 50-year-old Calthorpe light-car for its legality-test. It failed because the foot-brake was insufficiently powerful, although the hand-brake met the requirements. So I had to part with much money to have the foot-brake shoes re-lined (and I hereby give grateful thanks to Ferodo for promptly supplying the M20 linings and alloy rivets required but which the garage couldn't obtain). Now this comes about because on modern cars the hand-brake is just a parking brake. But in olden days drivers used the hand-brake for emergencies or for bringing the tail round at a corner when racing. Indeed, the first Austin Sevens had the then-new-fangled front brakes applied by the hand-brake, ordinary slowing down being accomplished with the pedal-applied rear brakes. If Authority had appreciated that when my Calthorpe has to be quickly arrested from its leisurely pace I grab the hand-lever and pull it backwards, as well as stamping on the foot-brake, it would have passed the Test first time and I would have been saved much expense! Nowadays, though, they allow more leniency on the hand-brake than on the pedal-brake.

However, all that is in the distant past. But today there is just as much concern on the part of keen drivers to get closer than their companions to the cornering prowess of Stewart and Fittipaldi as in the past, when their counterparts vied with one another to emulate Nuvolari, Moss and Fangio. You have only to think of those Guild of Motoring Writers' Silverstone Test-Days with the inevitable spin-offs and inversions, to see what I mean! It is a remarkable facet of the human race in the mechanical age that this yardstick exists, with real remorse felt when you are out-cornered by so much as a fraction of a second.—W.B.

Experiences with an Alfa-Romeo 2000GTV



In the summer of 1972 the Production Manager's 2000 GTV carried five adults from the F2 race at Rouen to Jackie Pichon's museum at Cleres. Pichon had just acquired this XK120 from Dexter Brown. The Alfa remains on the strength, though M.J.T. has now acquired a BMW 3.0 CSi

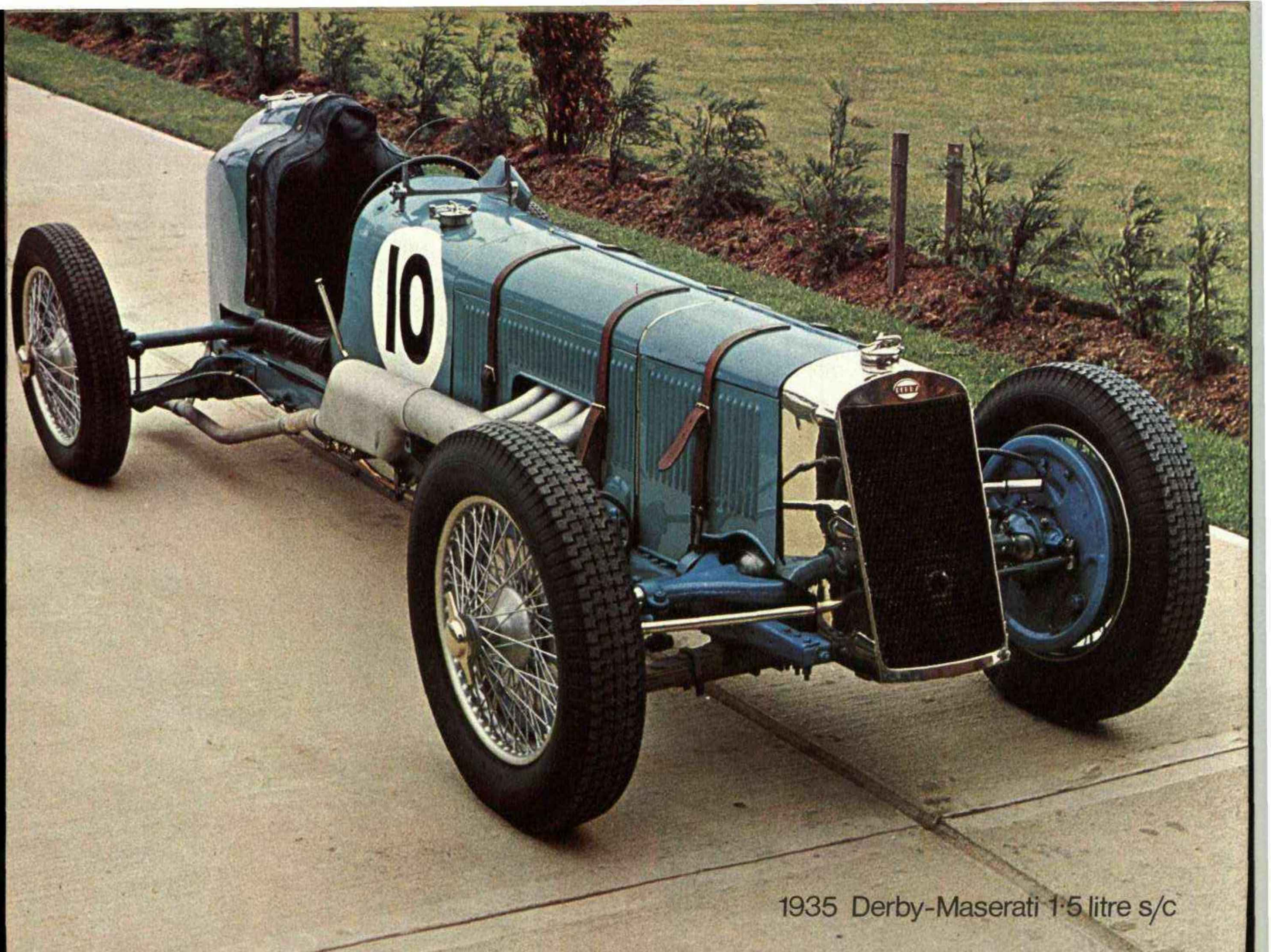
IT WAS in the summer of 1972 that our Alfa Romeo 1750 GTV was traded in for the then newly released 2000 GTV. Externally there was little difference in the two models except for the model flash on the back. Internally, the Milan designers had followed policy and the improvements were subtle but telling. The increased torque from the bored out engine (the engine has a stroke longer than the bore, rare in these days) made relaxed driving in traffic much better. The limited slip differential helped no end on wet and slippery roads; it also changed the handling qualities and fast cornering on wet roads was quite exciting after the 1750's habit of lifting and spinning its inside wheel. The heated rear window, standard on all 2000s sold in the UK, cured the rear-view blindness which, once condensation had built up in the 1750, took ages to clear even with the windows wide open.

With 38,000 miles on the clock a run back through the log shows that no fault stopped the car on any journey and it never failed to start. A run through the service adjustments show that at 800 miles a wiper blade had a faulty edge, a vibration at 2,500 made the dash rattle, the mirror was loose as the plastic stay that stops it vibrating was broken, the wires under the dash were loose and the radio suppressor was not functioning. At 2,300 miles the boot-lid catch stuck and took 30 minutes at Alfa's headquarters in the Edgware Road to free it. The 3,700-mile service put right the indicator return switch which was mal-functioning. At 4,690 the ignition lock came loose and had to be re-assembled, using Lockseal to make sure it did not happen again. At 18,000 miles the fan blades suddenly started to touch their cowling and it was found that an engine mounting had snapped, letting the engine settle to the near-side onto a rubber blade. A local engineer removed the parts, welded them, and to date the trouble never recurred.

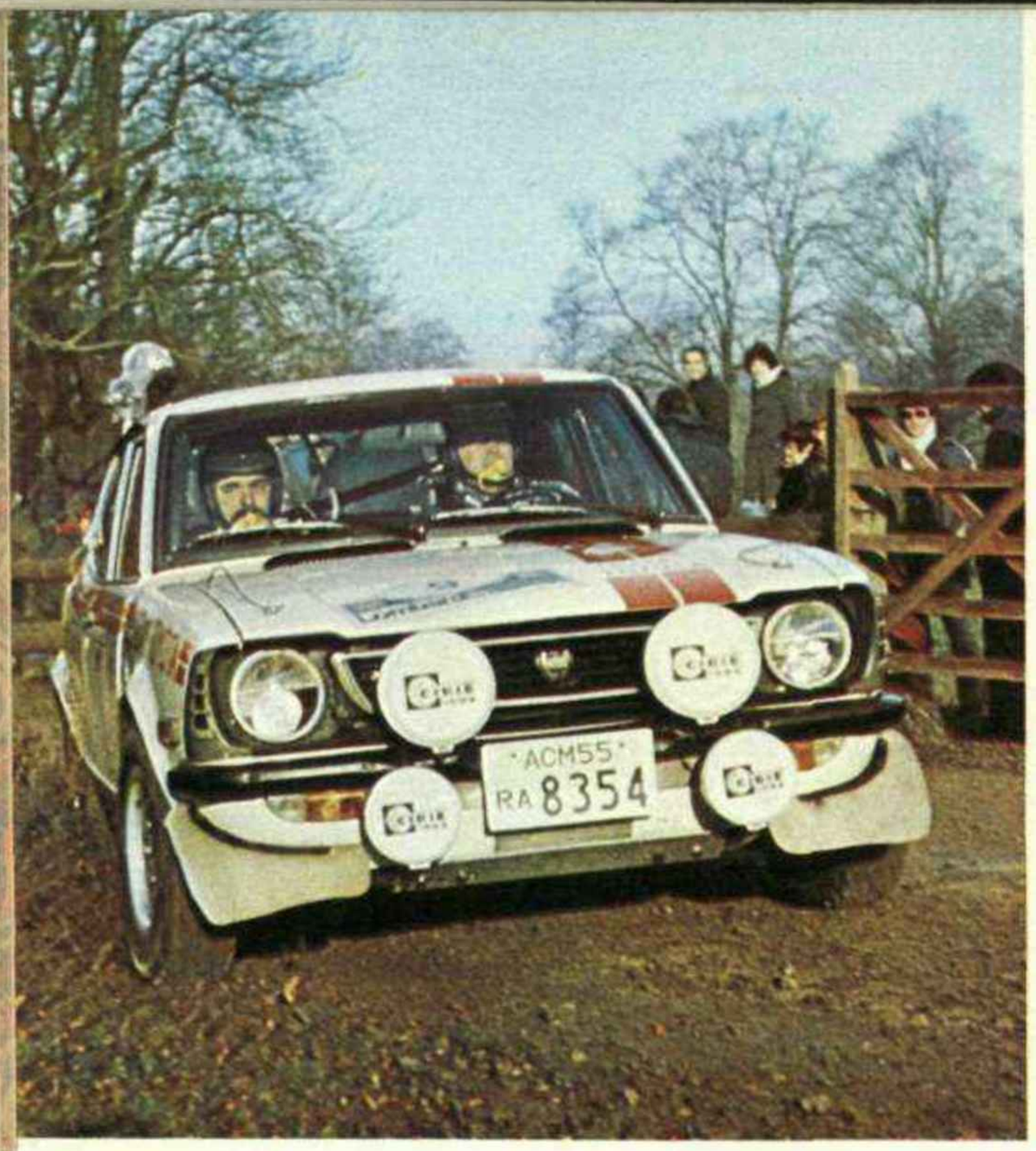
Oil consumption has remained constant. One pint is put in between each 6,000-mile service. Fuel consumption ranges between 30 m.p.g. when used hard in town, to 28-29 m.p.g. on long motoring journeys in England. On one 3,200-mile trip through France, Italy, Austria, Germany, Luxembourg and Holland this came to 21-28 m.p.g. but most of the motoring was at 100-110 m.p.h. cruising or high-revving, low-gear driving in the mountains.

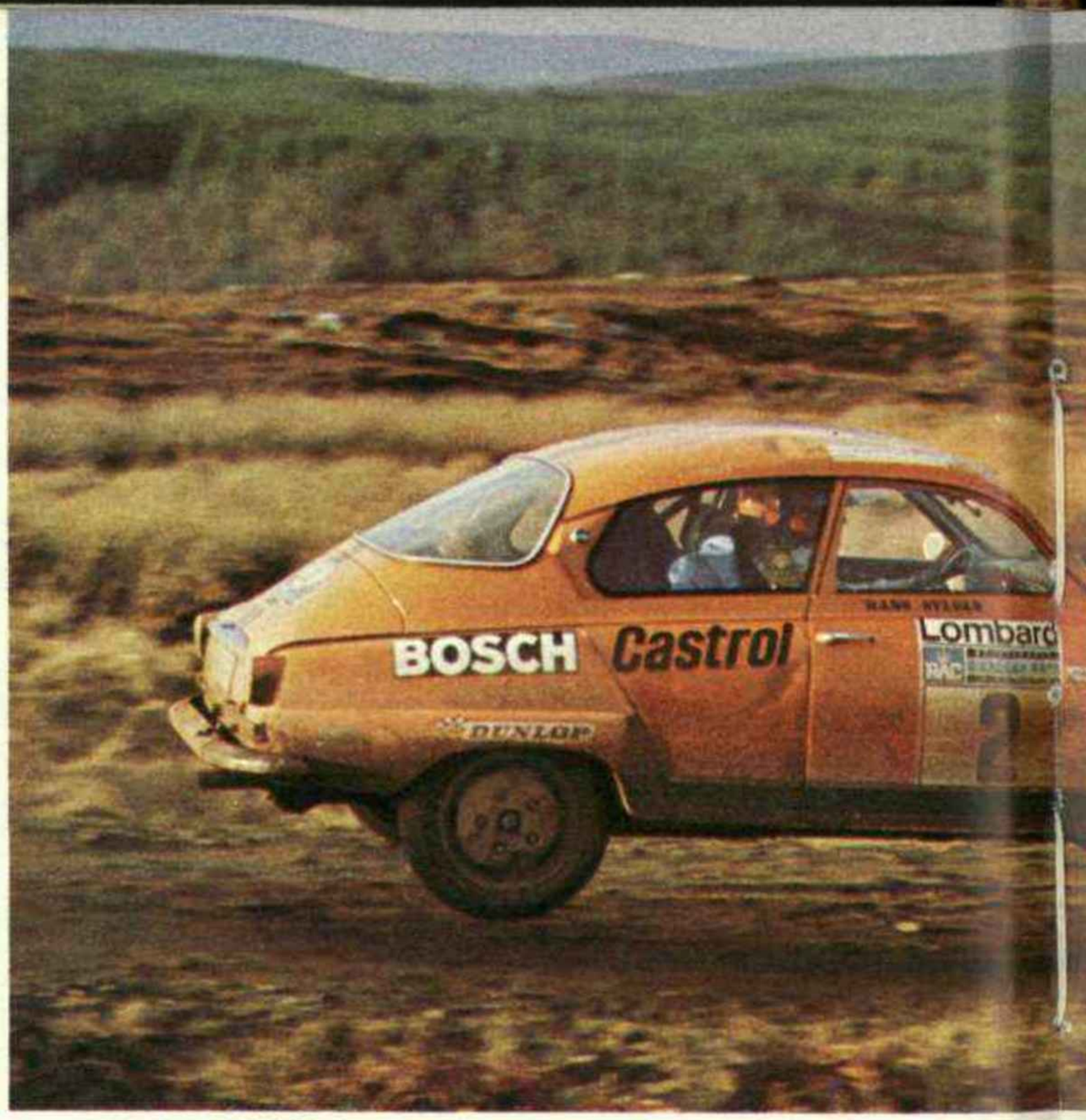
When the car was new, the tyres were Dunlop 185/70 HR14 SP radials Formula 70, which for most of their life gave a good performance. However, the road-holding became more exciting from 16,000 to 24,000 miles and when the front right tyre burst from a damaged side wall at 24,700 miles it was time for a change. The Dunlops had 9 mm. when new, and on removing them the front had 3.8 and 4 mm. and the rears 4 and 2.2 mm. The new tyres revolutionised the road-holding. They are Goodyear G800s 165 SR14 radials (HR should be fitted but there were none available and the SR are safe to consistent running at 113 m.p.h.). It took over 1,000 miles to get used to the idea that the back did not hang out on every wet roundabout. After 14,000 miles there is still 6 mm. of tread left out of the original 9 mm.

The 2000 is still going well, its interior and upholstery are still smart and the body-work polishes up well.—M.J.T.



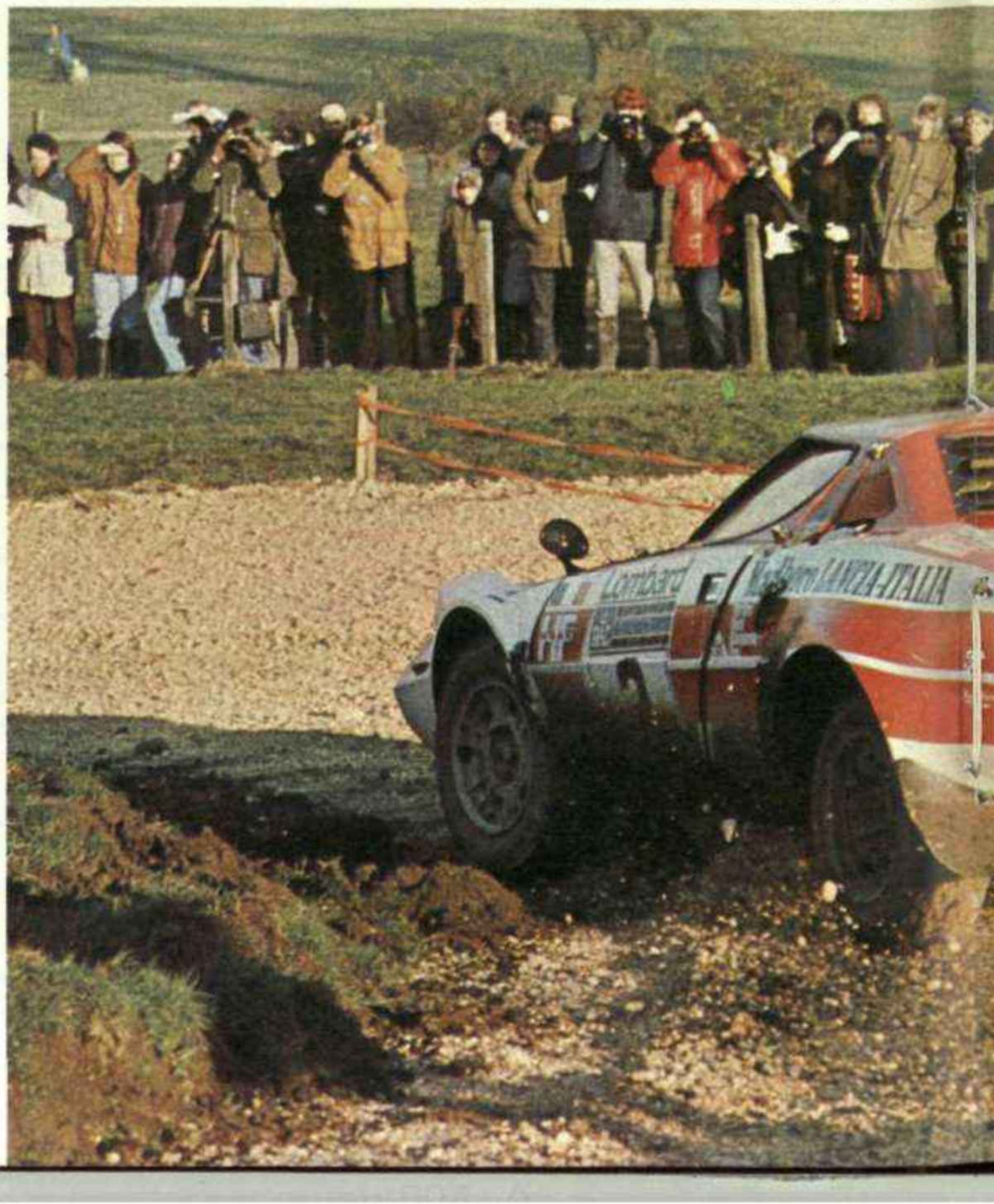
1935 Derby-Maserati 1·5 litre s/c





RAC RALLY *Top left :* Björn Waldegård and Hans Thorzelius had an high-performance version of the Celica. *Top centre :* S Blomqvist/Hans-Erik Sylwan Saab 96 V4. The battered wings were replaced be shed from an injection pipe on their fuel-injected, European Dealers' Team Opel while when a caliper fell off didn't deter Chris Sclater and Martin Holmes, who Datsun Violet, a 16-valve, twin-cam version. *Right :* Eighth overall and best p Motors of Blackpool Escort RS. *Bottom left :* The remarkable Per-Inge Walfrid Partnered by John Jensen, he finished sixth. *Below :* Sandro Munari/Piero Soda Predictions that the "racer-in-disguise" Stratos would break up in the forests







almost trouble-free run to fourth overall in this 1.6-litre, 16-valve Toyota Levin, a Second overall after an astonishing fight back after rolling in Wales was the Stig efore the finish! *Top right:* Walter Röhrl and Jochen Berger lost time when a bolt Ascona 1.9, but nevertheless they finished fifth. *Left:* Three-wheel braking for a finished ninth overall and helped Datsun win the team prize with this Dealer Team placed non-works drivers were Billy Coleman and Donal O'Sullivan in the Thomas sson. This little chap makes the big, unwieldy Volvo 142 handle like a Dinky Toy. no gave Lancia vital Championship points by finishing third after leading for a while. proved wrong.






DTV Sportparts
DEALER TEAM VAUXHALL
4
DTV
LUCAS



Gerry Marshall



Will Sparrow

It's been a great year for Vauxhall.

In 1974, Vauxhalls really made their mark in motor sport. Blowing off the big boys through a combination of great driving, tremendous enthusiasm, and the amazing strength inherent in the cars themselves. The results say the rest:

Championship	Results	Drivers
RAC GROUP I RALLY	**Overall win**	Will Sparrow (Magnum)
Lombard RAC Rally of Great Britain	**Overall win Group I**	Will Sparrow/Ron Crellin (Magnum 2300)
	Winner Group 2 Class 7	George Hill/Peter Bryant (Magnum 2300)
Finnish Group I Rally	**Overall win**	Pentti Airikkala (Magnum)
Repco Caravan Racing	**Overall win**	Andrew Higton (VX 4/90)
Ziebart Group I Saloon Car (Scotland)	**Class win**	Jenny Birrell (Magnum)
Scottish Saloon Car	**Class win**	Bill Dryden (Firenza)
Castrol/BARC Hill Climb	**Class win**	Jim Thomson (Firenza)
Simoniz Special Saloon Car	**Class win**	Gerry Marshall (Firenza)
***Triplex Production Saloon Car**	**Class win**	Derrick Brunt (Magnum)
***Britax Production Saloon Car**	**Class win**	Derrick Brunt (Magnum)

*Subject to confirmation

As you can see, it's not just DTV cars that are winning. Private entries are also coming on strong.

And no wonder.*

Vauxhalls are so well designed and built to start with, they need less preparation than most other cars. It's a fact.

Through Dealer Team Vauxhall Sport Dealers you can buy the parts (and get the advice!) to make your Vauxhall a really quick road machine. A serious rally contender. Or even a full-house racer.

So if you want to finish right, start right.

With a Vauxhall.

Vauxhall VAUXHALL GM

Letters from Readers

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

Damnation to Conformity

Sir,

It was both encouraging and saddening to read your spirited editorial in November's MOTOR SPORT. The outlook is indeed depressing on the motoring front but, as you intimated, so long as there are individuals in our society who are prepared to take that supposedly reckless step and try to actually enjoy life with all of its ramifications, then we are not sunk yet. Governments may come, Governments may go, but MOTOR SPORT and its readers will live on.

Although a comparative newcomer to the world of motoring (my seventeenth birthday was a little over three years ago), I would like to think that I can understand what has spurred on men from Chiron to Peterson in their endless quest for adventure, perfection, and advancement. And why so many real enthusiasts derive so much pleasure from spectating at races, driving on open roads, tinkering under the bonnet, or simply sensing the freedom whenever they turn the ignition key. From days of driving a battered Mini round a field long before I could hold a licence, to the satisfaction of my present Ford Escort Mexico, the enjoyment is almost unparalleled.

I thought you might be interested to read of a judgement made in a court case just after the last war. Lord Justice Asquith commented: "As has often been pointed out, if all the trains in this country were restricted to a speed of five miles an hour, there would be fewer accidents, but our national life would be intolerably slowed down." If, as I believe, the same could be said of motor cars, then Westminster had better be informed before we all slide headlong into the barren abyss of an austere, conformity-ridden state.

May your next fifty years be as successful as the last for MOTOR SPORT—the medium of the genuine motorist.

Jesmond NEILL MONAGHAN

Maxi *v.* GS

Sir,

Since I have recently exchanged a '73 1750 Maxi on which I did 15,000 miles for a '74 1220 G Special on which I have done 2,000 miles, I found letters in November's MOTOR SPORT particularly interesting. I feel I am in the position to make the following comparison, albeit on a sample of one Maxi and one GS. The GS has better brakes, better suspension and probably higher maximum speed though in all cases the superiority is only marginal. The Maxi on the other hand has infinitely better carburetion, much more precise gear-change, quieter transmission, better finish and, obviously, much more space.

From your article "On Citroën" it appears I am not alone in thinking there is a serious design shortcoming in the GS carburetion as is apparent from the sooty exhaust, flat spots and, of course, the miserable m.p.g. However unlike you I have had no trouble in starting but the temperamental, thirsty little beast is a swine to drive in traffic for the first few miles. How anyone can seriously suggest that British car makers should take notice of the GS, I cannot understand unless it is to avoid similar shortcomings.

Allington L. R. JENKINS

Service from a Ford Escort

Sir,

How I enjoyed your two contradictory letters in November's issue (Mr. Webb—Anne Cosgrove) that I am prompted to put pen to paper. Having just completed 50,000 valve crashing and thrashed miles in my 1972 Ford Escort 1300 with 100% reliability yet Anne Cosgrove condemns British cars; surely she's joking? Perhaps if she had to adjust the clutch on her car she would have second thoughts and she may even notice what a mechanic's nightmare the Citroën GS looks under the bonnet.

As I "tear" along on proper predictable suspension I regularly "blow off" much more expensive imports. Surely foreign cars are all right in foreign countries. Anne Cosgrove, do you know how much a headlight glass costs for a GS Citroën?

Thank you for an excellent all-round magazine.

Llandudno Junction G. K. TURNER

Good Service from an Alfa Romeo

Sir,

For the past few years I have made a habit of writing to you about my present mode of transport which is now a 13-month-old Alfa Romeo Alfetta.

This splendid car has so far given very little trouble, the only bad points being rust under the front scuttle, failure of the rubber pipe connecting the carburettors, and poor demisting.

The ride is a marked improvement on the Berlina, as is the economy, often 33 m.p.g. The gear-change can be awkward, especially when cold, but the steering, brakes and road-holding are a joy. At nearly 11,000 miles, the oil consumption is negligible and the tyres look good for at least 20,000 miles.

The engine is willing to run at 1,500 r.p.m. in overdrive and, when needed, produce a real surge of power. Incidentally, why do so few cars have an overdrive, if only for reasons of economy and smoothness?

In conclusion, I must mention the help and friendliness of the Alfa Romeo OC.

Bury St. Edmunds C. P. BRODIE

Good Service from a Garage

Sir,

Seven days prior to the Brighton Run I found myself in dire trouble with one of the solid tyres on my 1899 Benz. I enlisted the help of Messrs. Medcraft Brothers of Barking, Essex, to whom I explained my position, and both Mr. Geoffrey Medcraft and Mr. Peter Medcraft fell over themselves backwards to make me a tyre and fit it in 24 hours, and I am pleased to report it did the run to Brighton without causing any concern.

I would like to thank the Brothers Medcraft for the valuable assistance they gave me on this occasion, and would have no hesitation in recommending their services should they be required. May I add the usual disclaimer that I have no connection with this Company other than that of a satisfied customer.

Ilford A. J. BEAGLE

Against Mud-Flaps

Sir,

Oh, no! Please do not advocate a British repetition of the silly Danish mud-flap-flop of the middle 'sixties. The Danish government got exactly the same idea as your correspondent Mr. Peter Gibson (MOTOR SPORT, Nov., 1974) about the benevolent effects of mud-flaps and promptly made the fitting of them compulsory on all motor vehicles. After a while it was obvious to everyone that only the manufacturers of mud-flaps derived any benefit from this hasty decision. On a vehicle rolling on a wet road their main effect was to turn the spray into a muddy mist which left a filthy coat of mud on everything on or near the road. Consequently, the ruling was reversed—and do not mention mud-flaps to a Dane!

Humlebæk, Denmark NIELS JONASSEN

The Dictum of C. G. G.

Sir,

Re your October, 1974, issue, p. 1110 letter from H. R. B. Waters of S. Africa, in which he refers to a Dictum of the late C. G. Grey of *The Aeroplane*. He quotes this as "Simplificate and add more lightness". I suggest, firstly, that the correct version is "Simplicate and add more lightness", and that it originated from an American Aircraft Manufacturer, in or about 1924, after a few minutes glance at his Design Team's work of many months? Should not Mr. Waters Rectificate and add more Rightness?

Esher R. S. L. BOOTE

[Yes! ED.]

An MG-C Club . . . For—

Sir,

I would be grateful of the opportunity to reply to Messrs. Willmer & Slatter and their opposition to a separate MG-C Club.

A little while before the recent correspondence on the "C" began to appear in MOTOR SPORT I purchased a "C" more by luck than judgement, I admit, and rapidly became aware that it was very much the car suited to my needs and desires. The affection that developed for the car prompted me to seek membership of a club, for the obvious reasons, and so I naturally contacted the MG Car Club and thereupon my enthusiasm began to wane because although they eventually sent me an application form my enquiries as to the strength of "C" owners who were members and general enquiries have been continually ignored in spite of pursuit by me from time to time. I simply wanted to know that as a mere "C" owner I would derive some benefit at least from being a member. My impression, supported by the comments of Mr. Willmer in particular, is

that there is a great bias in favour of "T" owners, "A"s are tolerated but any others, well their subcription is welcome but that is all.

Mr. Willmer smugly comments that until a car is at least 10 years obsolete no register should really be entertained but surely the object of any club is to support any car, if open to all, or alternatively no objection should be raised to the formation of a club designed for the purpose and which would fill a sadly lacking need. It is for this reason that I cannot accept his emotional outburst in the last paragraph of his letter, nor suggestion that a separate club is unnecessary. Until the MGCC meets the need he has no argument whatsoever. Perhaps he will also appreciate that due to the unavailability of the model or the cash, or both, not as many people who would like can own one of his cherished "T" types. In 10 years perhaps several of the apparently few "C"s around will have disappeared. What then?

In short, therefore, I see no point at all in my joining the MGCC but would very much welcome, preferably a "C" owners' club within the MGCC, or alternatively a completely independent supporters' club. Frankly, however, I am not inclined to press the matter any further because in the light of my experience so far it would be a waste of time—I can still enjoy my "C". I will simply bide my time, until perhaps an owner with more time and stamina likes to take the matter up, when he will have my wholehearted support.

West Wickham D. J. PARKER

—And Against

Sir,

I was interested to read the letter from Mr. Willmer suggesting that it would be "irresponsible" to form another MG Car Club. A myriad already exist within the so-called MGCC in its "registers", which are also mentioned.

My concept of a "register" is such as to detail chassis and engine nos. and limited history etc. of worthwhile motor cars of limited production and I see it as essentially distinct from, though analogous to, the hunt for spares (for an MG-C—really?).

Certainly I consider the MGCC register mad, and whilst too few agree with my historical interpretation that MG proper ceased manufacture in 1936 I do entirely fail to comprehend the potential camaraderie of ownership between the possessor of an o.h.c. car and say that of a lump of bulbous 1950s badge engineered Magnette (what a prostitution of that name), and as for registering them for posterity . . . *well!*

In attempting to indiscriminately appeal to such a very wide range of interest, with just two letters on a badge in common (largest one make car club they drool) I consider that they appeal to no particular section satisfactorily, and equally lower the standards of potential service to members by this fragmentation of resources.

As a member of both the VSCC and the MGCC and both having similar membership figures, it is with awe that I regard the organisation and efficiency of the former. Certainly they have a clearer philosophy. But I know cases where MMM MG owners (are there any others?) have received more forthcoming and useful help from VSCC sources than the MGCC—perhaps through them being devoid of the nasty sectional self interest which can be smelt in some MGCC circles—and this for usually ineligible cars. Who says there's no room for another MGCC? Some people got so sick they formed one for pre-1955 cars, which was a step in the right direction anyway. What I can say though to the chap with the MG-C is go ahead, join the MGCC. It will be just your cup of tea!

Prestwich MAURICE GLEESON

[This correspondence is now closed—ED.]

Continental Average Speeds

Sir,

Reading your excellent journal I was pleased to see that modern motor cars can now be conducted from coast-to-coast in France as rapidly as an 8-litre Bentley in the hands of "W. O." in the late 1920s. Admittedly, he left from Dieppe but there is only about 30 odd kilometers difference in the overall journey and he did not have the benefit of "Autoroutes".

It would be interesting to compare his performance with a light aircraft of the period.

Biddenden B. R. BOWYER
Hon. Press Sec. Bentley D.C.

[Did "W. O." really average over 85 m.p.h. from Dieppe to Cannes?—ED.]

Straightening the Connaught Record

Sir,

The article in your November issue "Looking Back with Mike Oliver" made nostalgic reading. May I enlarge on some of the matters with which it dealt? If I never get around to it myself, someone else may write a book about it all sometime, and it would be nice to keep the record straight. . . .

The L3 Connaughts, which were the ones Kenneth McAlpine, myself and Mike raced, and which should not be confused with the later batch production of IFS L3/SR cars, were built by my firm Continental Cars Ltd., of which Mike was a director, before Connaught Engineering started. Modifications to the sports Lea Francis engine were to the design of ANL MacLachlan Monaco Engineering at Watford, and he and Mike carried out original test/tuning on Monaco's dynamometer. We were lucky in that the chassis needed only minor modifications, the only fault being excessive weight. It was exceptional at cornering, and perhaps due to the body shape was surprisingly fast: I had no difficulty in outpacing Veritas and Ferrari on the long straight at Chimay.

It was not Kenneth's idea to build racing cars, but to put his growing racing activities on a commercial footing: by 1949 we were managing for him no fewer than three 2.9 Maseratis (ex Straight, Villapaderno, and Howe) as well as the Connaught, and the operation was getting expensive. He suggested I should be in charge of a firm organised to run this operation commercially, but I was not attracted by the idea. I had however always wanted to build a car (*any* car. . .) and finally put the proposition to him that if he would finance building a racing car, I would see he got some racing.

Our notion was to build racing cars of the second rank for sale to private owners: which meant that at that time for Formula Two. It is with mixed feelings that I recall our budgeted expenditure for the first year of operation—£14,000. I can't remember whether we exceeded it or not, but I expect so: certainly in subsequent years I never succeeded in keeping expenditure down to budgets, and if this was in part due to Kenneth's enthusiasm to enter more races than seemed prudent, not to mention a special Le Mans car one year, it says a lot for his stout-hearted patience that he went along with such a financially hopeless project for as long as he did. Had either of us realised what was to be the true cost of what we were setting about, I believe it would never have got off the ground.

To put matters in proper context, it should be realised that our budgets were estimated to be one tenth to one twelfth of those of BRM or Vanwall; but that on the other hand we were financed from Kenneth's private resources, as opposed to having industrial sponsors.

Of the 10 (not 9) A and AL series cars made by Connaught Engineering, 4 were sold to private individuals, namely Downing, Claes, Walker (for Rolt) and Marr; the remainder were works run. It will be seen that we were not even very successful in achieving our first object: in spite of a selling price of only £1,750. (No really, I think it *was* cheap, even then!).

The disappearance without warning of Formula Two presented us with a dilemma: we were not geared financially or in engineering workshop capacity for the "big-time", nor indeed for sports cars or 500 c.c., of which in any case there were already many successful makes. It was Formula One or bust . . . or both, I suppose you could say. For a whole year, in which we ought to have been working on the F1 prototype, I could (understandably) get no lead from Kenneth, and the following year I swallowed hard and initiated work on six prototypes at once—the only way to catch up. This was unfair to Kenneth, putting him in the position of having to say "Stop" when I told him a short time after we had started. In retrospect I'm not sure I approve of the tactic, but it is surprising how genuine enthusiasm can cause a conscience to square itself.

The B series was not designed specially for the Godiva V8: it was designed, on a far simpler basis than the A series, to take any engine which might come along, always realising that probably, the only thing available would be the Alta, as turned out to be the case. It was the J series rear engine car designed in 1954 which assumed the arrival of the V8 Alta or Climax.

Either Mike's memory is worse than I'd supposed, or—more likely if I may say so—your contributor transposed his comments on the Alta engine's output. When we took it over from Geoffrey Taylor, the best output did not exceed 180 (not 250) and the rev limit was 6,500 (not 7,000). The bracketed figures are the average, not the best, which the engine produced after we developed it to a point where few original Alta parts survived.

In justice to Kenneth it was not his waning interest which was responsible for us packing up in 1957. The initiative was mine, and arose from the fact, growing steadily more obvious over the period following our success at Syracuse in 1955, that we were *not* going

to find a commercial backer, that we were still running a car virtually the same as at Syracuse in 1955, and that funds were simply not available in the quantity required to develop, let alone race, the two prototypes (including the rear-engined D series) which we had on the stocks. When we beat the BRM and Vanwall in a short race at that spring meeting at Goodwood, it seemed a good time to bow out.

It just about broke my heart. I have no reason to suppose that Kenneth would not have soldiered on, but there seemed no point in continuing with an increasingly outclassed product. It may not be generally known that we had in fact decided during 1955 to shut down, and were only encouraged to continue by the success at Syracuse at the end of that year; which we believed might encourage the financial backing which the project so badly needed.

Guildford, Surrey R. E. CLARKE

VW's Big Brother

Sir,

Someone should make a lot of money out of the 1975 MGs. The first bright spark to produce a bolt-on panel to replace that excrescence on the front will be made for life both moneywise and as a member of every car lovers' club in sight. We all know that as far as cars are concerned the Americans deserve everything they get, but really British Leyland could have done something for those of us who tend to think that a car is not an accident looking for a place to happen.

Having said that I must admit to being a little in the other camp by saying that I have just bought a Volvo 144, this year's model with the big what's-it on the front. The purists may also say that they have gone beyond the pale by having a flashing Fasten Seat Belts light. May I say in my defence that I had decided a long time ago to buy one and felt I could live with the bumpers . . . but it takes time. They are excellent stepping stones for little girls who want to climb up and say, "Look Daddy, I'm on the new car!" They only do that kind of thing once though and fortunately there wasn't any grit to make a lasting impression. That flashing light is not a bad idea actually. It has persuaded my wife to use her belt (She's belted up at last. What Joy!!!) though maybe the fact that they are inertia reel belts has something to do with it. If you don't like safety belts you can always unplug the wires but if you are one of the forgetful kind it will help. Big Brother? Maybe, but it could save my passenger's life or at least her face if the other fool finds me. As for that quick trip to the shop; if you plug the passenger's belt into your socket on the floor it switches the light off, so that solves that problem.

I don't expect to see a road test of the 144 or even the 244 in MOTOR SPORT. All the reviewers tend to be a little kind about the performance, though with these new speed limits it is quite adequate even with four adults and two small kids with the boot full. And that boot echoes when it's empty, lots of space inside, comfortable and you don't need to buy lots of accessories to make it presentable, though a couple more gauges would help but there isn't really any place for them without mucking up the inside. Maybe it could be said they have mucked it up by not putting them in the first place. Volvo, how about an odd-shaped combination meter to go where your odd-shaped rev.-counter should be if it's not there, if you know what I mean? Presumably, though, if you want an odd-shaped oil pressure gauge you will also want an odd-shaped rev.-counter which confuses the issue somewhat. The standard of finish is very good, right up to VW standard in fact. You could even say that in a way this is the VW's big brother. My God and I hate them. Now I am confused. . . .

Sesimbra, Portugal M. J. BARBER

More Good Service

Sir,

In these days of diminishing service and willingness to help, readers may be interested in hearing of one garage at any rate whose standards are unimpaired. Whilst towing an historic car back from Scotland after racing it at Ingliston I had the misfortune to lose a wheel off the trailer on the M6 a few miles south of Penrith. A wheel bearing had seized and the studs had been sheared off. The first garage I tried on the recommendation of an AA patrolman didn't want to know, but they at least did me a favour in naming a garage who might help. This was Messrs. R. R. & D. Sowerby of Lancaster and I cannot praise too highly the assistance they gave me. Although they don't specialise in motorway breakdowns their manager on hearing of my predicament, borrowed a transporter and, although it was lunch time, recovered the car and trailer at considerable personal inconvenience. Subsequently it proved extremely difficult to track down the parts required but they stuck to it doggedly although there can have been little profit in it for them. The manager even offered to bring the trailer and car to London (about 260 miles) if it was difficult for me to return to Lancaster to collect it when it was mobile again.

London SW7 S. F. PHILLIPS

PS.—I was not complaining at Lyons (see November's Type 35 Bugatti 50th anniversary article) about not being able to get a rear wheel off the ground as you reported. I was complaining I couldn't prevent it happening! However, along with everyone else involved we enjoyed the event enormously and I would like to take this opportunity of thanking the organisers very much for all their hard work.

I Love You Dyane

Sir,

One small remark caught my eye in the current MOTOR SPORT, and unless I write to you I know it will continue to come back to me, especially when you are using my present motor car, a Citroën Dyane 6. The remark, be it ever so inoffensive, was made in "Matters of Moment" and merely said "The success of that best of all economy town cars, the Fiat 126, has apparently prompted Citroën to re-introduce the 2CV".

Now possibly if taken as only a town car having to have minimum external dimensions for manoeuvrability, parking etc., it has the edge, but for an all round economy motor car I don't think it compares at all favourably with the Dyane (or 2CV).

The Citroën is a proper four-door (five with the tailgate) car, with plenty of leg room for the rear passengers, and reasonable luggage space, with the option of converting it to an estate car by removal of the rear bench seat, which is designed to be removed easily.

The wee Fiat on the other hand is really a two-seater with luggage space in the rear compartment. If it is essential to squeeze people in the rear, then cramped they will be.

Although the Citroën engine of 602 c.c. is only marginally larger than that of the Fiat, the cruising speed is 70 m.p.h. with fuel consumption varying from just below to well above 50 m.p.g. depending whether driving in town or on country runs.

Although it is said that beauty is in the eye of the beholder, there are few beholders who can see it in the Citroën. However this car was designed for utility, not looks, and everywhere in the design one finds ingenuity, in the things that matter, although the absence of such things as courtesy lights and door stays are missed more than I would have thought. Driving the Citroën takes a little getting used to, but after a few miles it all becomes obvious why it was designed that way, and ones enthusiasm grows.

There is a two position throttle with a light return spring for normal economical driving and a much heavier second stage spring, which is adjustable for tension and must be overcome if one needs to unleash the full b.h.p. (35). I have never known a car more enjoyable for fast cross country runs; once that little motor is wound up it really invites enthusiastic driving, especially with the aid of a little draught Guinness!

The road-holding too is quite exceptional, if unusual, and once the rolling gait can be ignored it is a ring-runner-around of other cars.

I would never have believed that a car with such a small engine would have taken Muswell Hill as it did in third gear, two up in the overtaking lane, at a rear-view-mirror-watching speed.

And what's more, on the other end of the wheelbrace there is what's called a starting handle, with a dog on the front of the crankshaft and a hole to get at it as standard.

Luton N. SLOAN

No Compulsion

Sir,

I write as one of your readers on the subject of compulsory wearing of seat belts in cars. I understand there is to be a Free Vote on this matter in Parliament in due course.

However, should such a proposal become law it will be unique—as far as I am aware—in being designed solely to restrict the freedom of the individual and not to protect society against the exercise of such freedom. It would be equally valid to forbid swimming without a lifebelt or to change a light bulb unclad in rubber boots. I am sure that many who feel as I do will point out the dangers of wearing a belt in an open car or in a thousand other accidents where constraint could mean death. Even the most dedicated seat-belt wearers will admit that it does not guarantee complete immunity from all injury. The actual proportion may be appreciable, but is not large.

Put against this proportion the number of people who will be killed or injured as a result

of wearing a belt—and you can be quite certain that there will be many. I imagine those who support such a measure will not be liable to prosecution by those who suffer as a result, but I for one would rather not have such suffering or death on my conscience. As matters stand today, a man can choose to wear a belt or not. If he has an accident and is killed you may say that he chose unwisely. But the decision was his. If this contentious law is passed it will also be unique in that its observance may lead to the grave.

Finally, I would invoke your sympathy for the police who will have to see that such a measure if passed is observed. This will put them in a most uphappy position. Most people support the law and the police who maintain it. But the man or woman who is terrified of being trapped in a burning car and is unable through injury or other factors to undo the belt will look upon the police officer as little short of a licensed murderer. People are not all the same and must not be treated as such—each makes his own heaven and his own hell—the Government must not attempt to take over this.

Colchester B. H. CLINKARD
Lt. Cdr.

Trident Better Than Porsche?

Sir,

One can only assume from your comments regarding the new Porsche "Turbo" that you have never heard of the British manufactured Trident Clipper. With a 0-60 m.p.h. time of 4.7 secs. and a top speed of around 160 m.p.h. this car at under £5,000, a third the price of the Porsche, must surely be a main contender for the fastest and cheapest standard production car in the world.

The Trident is also a nice looking car with no "added" spoilers like the Porsche, which surely must be the result of its predecessors' bad design. You must be joking if you call this ugly looking "projectile" "the most covetable road car in the world".

How about keeping the British flag flying and treating us all to a road test of the Clipper?

Becontree Heath, Essex. ALAN J. ROSE

[The Trident Clipper is no longer in production and our efforts to obtain one for test a few years ago were thwarted. "The fastest accelerating production car in the World" was Porsche's claim, not ours, and surely not made lightly.—ED.]

The Swiss Motorist's Lot

Sir,

Living in Switzerland, as I have been for the last five years, I would like to inform you about the motorist's lot over here. When I came here there were no speed limits on open roads and motorways. Then somebody had the bright idea of slapping a 100 k.ph. (62½ m.p.h.) limit on all main roads excluding motorways. Predictably, not long after we were subjected to a 130 k.p.h. (81 m.p.h.) limit on all motorways. Of course this was only an experiment (I seem to have heard that before). Now there is talk of a 100 k.p.h. limit on these roads as well.

We were also pursued by the police, who instead of chasing criminals prefer to chase motorists (perhaps it is easier).

As regards petrol prices, just a few words. After this year's so called petrol crisis, the prices started to drop again and promptly the Government added 10% import duty on all oil and petrol products. Road Fund Tax works on a h.p. rating system. While I was in possession of a 1200 c.c. NSU I was paying £30 a year. I now have a 4.7-litre Mustang and pay £120 a year. If, however, you own more than one car, you only pay Road Tax for the one with the greatest h.p. rating, and for the others only a nominal sum is asked (this varies from Kanton to Kanton). This system works, as you only have one set of number plates which you transfer onto the vehicle you want to drive.

Insurance works on the same h.p. rating system as the Road Tax, but it will take you 7 years to build up a 50% bonus. For the Mustang I pay £60 a year with the full bonus, for 3rd party, fire, theft and passenger insurance.

Liestal, Switzerland L. W. SUFRYN

In Praise of the Hunter GLS

Sir,

In the September issue, the dismissal of the Chrysler Hunter range by "C.R." as "uninspired", suggests that he has overlooked the fact that the GLS version of this model is powered by the self same Holbay engine that he subsequently enthuses about.

In my opinion there is no home grown or imported vehicle which can match the combination of performance, appointments and fine lines of this car. For example, and contrary to popular rumour, a 0-60 m.p.h. time of under 10 seconds is at least one thing you can't do in an MG-B.

Perhaps C.R. would care to further his interest in this unit, with a road test of what is clearly the most under-rated mass-produced sports saloon of the last two years.

Kidderminster D. HARRIMAN

Northampton Frogeye Sprite Club

Sir,

Since last April a few enthusiasts of the Mark 1 Sprite in the Northampton area have been meeting regularly for get-togethers and a general chit chat. We have slowly expanded until at present we have a membership of twenty. We try to organise a "happening", be it driving test, rally, treasure hunt etc., once every eight to ten weeks and would welcome any contact with anyone in the area be it individuals or clubs who might be interested.

The person to contact is Vince Webb, 26 Aintree Road, Parklands, Northampton. Tel. 47716 or just turn up at the "Worlds End", Ecton (on the A45 midway between Northampton and Wellingborough) either the first or the third Thursday of the month.

Northampton VINCE WEBB
Secretary

Performance With Economy

Sir,

Although an avid reader of MOTOR SPORT for 15 years I have never been moved to write to you. Two items in the November issue however have broken the habit.

First I would like to confirm the economy of the MG-A as mentioned in "Letters from Readers", for in 1966 a friend and I drove to Moscow and back in my 1956 MG-A 1500 Roadster for a holiday. We covered just under 4,000 miles without incident (apart from being "booked" on Moscow's Karl Marx Prospekt for a traffic offence—much to our surprise!). Nothing fell off or broke and for the most part we ran on fuel marked 88, sometimes 90, octane—don't laugh we often saw 77 and once even 66 octane! and the overall fuel consumption?—33 m.p.g.

Second, I too am a fan of the Dolomite Sprint which was the subject of an article by you, also in the November issue. I could not help a wry smile however at the performance figures of this excellent car with its advanced multi-valve 2-litre engine. I own a 2-litre car with, however, an engine of rugged, basic simplicity. My car will also reach 112 m.p.h. but at 70 m.p.h. in overdrive top, instead of the Sprint's 3,500 r.p.m. it runs at an even more "restful and reassuring" 2,750 r.p.m. Unlike the 31.8 m.p.g. of the Sprint my car regularly returns 34 m.p.g. on a long-distance run, 30 m.p.g. in general motoring and 25 m.p.g. in town driving. My engine is also "unusually docile" and doesn't really need all its seven forward speeds. The car is of course a 4-cylinder TR—a 1965 4A which has now done over 80,000 (at least) miles and is quite standard. Triumph certainly have a performance/economy reputation to maintain and in the Dolomite Sprint they appear to have done quite well!

Christchurch, Dorset. IAN W. EVANS

P.S. My TR is trouble-free too—perhaps your staff TR 6 ought to go. . . .

A Wonderful Little Car

Sir,

I have just seen the letter from Mrs. Braiden in the December issue. I can fully endorse all her claims for the Fiat 500. After owning 43 cars and motorcycles since 1935, I too purchased a 500 new in December 1970 and can honestly say that I have never had so much pleasure, fun and reliability combined with economy, from any other vehicle owned or driven.

I do not cover the mileage nowadays that Mrs. Braiden does but I regularly do over 20 miles per day in all conditions, cruising at 52 m.p.h. on the open road and my carefully recorded petrol consumption is a genuine 57 m.p.g. and especially in the present conditions of traffic chaos and inflation, I certainly wouldn't own anything else. A wonderful little car. I also get over 2,000 m.p.p. oil. I have had no repairs or involuntary stops of any kind in four years.

Many thanks for MOTOR SPORT which I have taken regularly since 1929 at the age of 11! (now 56 plus!)—still by far, the best motoring magazine and greatly relished. I have all copies since 1946 in my possession and many earlier ones. My pre-war ones were destroyed in the blitzes on London.

Exeter DENNIS H. THORP

Rover Servos

Sir,

I was interested and somewhat amused to read Mr. Robinson's letter (December issue) concerning the various possible lodging places for the brake fluid of his Rover 2000. I hadn't realised that the Solihull company had felt it worthwhile to perpetuate that particular fault on the 2000. I have experienced it twice on my 1958 model 105 and twice on my 1963 3-litre. At least on the 3-litre the fluid level warning light lets you know in reasonable time. Perhaps Mr. Robinson also has to free,

lubricate and adjust his handbrake mechanism every four weeks or so!

Please don't think I'm knocking the product. I've owned in the last ten years a P.3 75, P.4 80 and 105 and a 3-litre automatic for a total capital outlay of only £700! All of these have been "round the clock" once and are coming up to the second 100,000 miles. All I've had to do is keep them in tyres, brake shoes and pads—and of course, servo units! The 3-litre has also had a set of valves fitted at 110,000 miles. I still own three of these cars—can't bear to part with them. They are comfortable, well finished, fast-cruising and utterly reliable, though rust is beginning to be a problem in the 3-litre. My next car?—a Rover 3½-litre coupé. Perhaps they now have cured the servo problem.

May I take this opportunity of thanking you, Mr. Boddy Sir, for 25 years compulsive monthly reading.

Olton, Solihull WILLIAM POWRIE

The Wilks Special

Sir,

The letter and photograph from your correspondent, Malcolm Hearne, interests me greatly, and also reminds me that during one of my visits to my old friend, the late Olaf Poppe, (youngest son of old Peter August) to his house in Kenilworth I was shown what could have been the embryo of Mr. Hearne's mystery car, then under construction. I also knew Peter Wilks and Spencer King and it occurs to me that this could have been a co-operative effort.

The visit I recall was in May 1949. P. W. and S. K. worked very closely together on the turbine car, and Olaf was Rover's Chief Planning Engineer. He re-occupied his Kenilworth home on his return from Barnoldswick, where he was Works Manager of the Rover-Whittle Gas Turbine Aero Engine Factory, up to the period when Rolls-Royce took over from Rover in exchange for the "Meteor" tank engine.

I do not know what finally happened to Poppe's car, but it was certainly of the sports racing type.

Incidentally the late Bob Spikins also displayed to me his "Chromard Racer" at Laystall's shortly before his sad death while on a test run in Belgium.

Someone from Rover will no doubt supply the answer in respect of Peter Wilks "one-off."

Shepperton V. N. L. BUTLER
B.Eng., A.R.Ae.S., T.Eng.(C.F.I.)
(*Retired*)

The Wrong Beast

Sir,

I have been a regular reader of MOTOR SPORT for some years and have not felt tempted to write to you until now about views expressed by you and your staff.

I think it would be fair to say that MOTOR SPORT definitely "leans" toward anything "foreign"—witness the frequent adulations about BMW, Porsche etc.—although I am pleased to read that you found some kind words to say about the Rover 2200TC/3500S—even going so far as to imply that if it were not for the British badge on the front—"we would go crackers over it". Having got that off my chest, I shall now have a go at "C.R." for his comments about the "new" MGs. (The Optimistic Ones, Nov.). How on earth he can refer to the MG-B as "the beast" I know not, when on the same page is pictured a Porsche Turbo that one could hardly call good looking. Perhaps Porsche are joking too. I mean to say, just look at it, if I were spending £14,000 on a car I should want something looking a little less like a mobile gas-works! No, "C.R." I am not an MG *afficionado*—just another Briton who is a little tired of the "anti-British this and that" brigade and one who firmly believes that there is just as good (if not better) to be had on this side of the channel.

Tiverton ERIC CHILCOTT

"Getaway" Gets Caught

Sir,

I watched with interest the BBC-2 coverage of the RAC Lombard Rally and through your excellent publication I would be obliged to be afforded the space to make a few comments.

First, I was more than surprised to hear the great Stuart Turner make a few boobs—Nigel Rockey at no time climbed to fifth place if one was to believe BBC radio and other media. Rockey excelled himself to climb to seventh on the Monday night. Secondly, Brendan Curley in the Datsun was none other than the Londonderry driver C. B. Curley, and he was listed in the programme in error as Brendan. Stuart T. should have corrected, not added to, the mistake and called him by his proper name—Cahal.

I must ask Mr. Turner and BBC-2's "Getaway" producers why they should have approached the entire venture with an inferiority complex. Yes the crowds on Saturday in Wales were in their thousands. If not, surely motoring sport—or rallying—would be dead as unlike league soccer, etc., the RAC is a one-off—the climax of the British rallying year. Overdue lads, I should think! I feel Mr. Turner should have left that aspect out and dwelt more on the differences between the "works" cars and those driven by the Colemans and the Boyds of the event.

I was also left with the opinion that the "in vision" shots with Stuart reading his "idiot boards" with his head slung sideways, slowed the tempo of the film and in fact made an excellent action story into a moderate report. In fact our local TV set-up in Ireland have at times given us better coverage of rallying even though they claim to suffer from lack of finance, facilities and indeed manpower. Perhaps their reporters and directors have a closer contact with the sport?

Finally, I must say that the "Getaway" people and Stuart Turner did short-change our own Billy Coleman. One mention was hardly enough for the RAC Champion, and it was he—not Nigel Rockey and John Taylor—who carried the British flag for most of the rally. He did climb to fifth place at one stage.

Nevertheless, rather than slay the programme any more, I should say that it is great to see the great BBC give such coverage to the RAC event. Perhaps they might come to Ireland some time and take a look at one of our International events with stage mileage on proper stages, not the Mickey Mouse cart track miles from nowhere. Furthermore, a real welcome will be afforded the visitors—despite the present sad political climate. That aspect is best left to the hot-heads.

Dalkey, Co. Dublin. SIMON JONES

PS.—Oh yes, prize money in Ireland is better than in the UK as well for some strange reason, and it seems to pass unnoticed as far as the rally scribes are concerned.

BRUCE HALFORD—Cont. from page 42

swung into the Dunlop curve under the bridge and suddenly realised that I wasn't going to make it because it had rained at this corner and nowhere else on the track. I didn't notice it because I was sitting awkwardly behind the full-width screen which the regulations then demanded. Really, it was one hell of an accident. I just relaxed, loosened up and was shot out into the middle of the road on my backside. Mike Parkes was the next man round and I count myself extremely lucky that he didn't run over me. I'd always been lucky in surviving lurid accidents relatively unhurt—I think it's all to do with the fact that once I realise the car is out of control, I relax and let it throw me out rather than fight with it. But after this one, I began to think perhaps it's time to stop."

In fact that's where Bruce Halford did stop his motor racing career. What is more he stopped it completely, never attending any more races or reading the racing magazines for over twelve years. On first mention it seems strange that a man clearly so devoted to a sport such as motor racing should be able to tear himself away from it so totally. But Bruce Halford explained to us that he would not have been able to stop had he not been firm with himself and done just that. That's not to say he hasn't retained a keen interest in motoring and motor cars though, for his stable currently consists of a brace of Fiat 850s (one a saloon, the other a coupé), an immaculate Aston Martin DB5 and an absolutely *concours* Ferrari 275GTB four-cam coupé plus the Chevron B8 which Alec Poole once used for rallying. During that twelve years away from motor racing he found plenty of things to occupy his time, for not only is Bruce Halford a highly competent yatchtsman but he also works regularly on the Brixham pilot boat, just down the road from his home!

"I made my first visit to a motor race in 12 years when I went to last year's International Trophy at Silverstone," he continues with a grin, "and the moment I saw the JCB event I knew that I was involved again." From that point onwards the enthusiasm switched on and some outings in his friend Barry Simpson's familiar Lister-Jaguar prompted him to think about a full season of JCB racing in 1975 if the opportunity arises. Whilst Bruce Halford no longer harbours any aspirations about taking up professional driving, his easy-going and lively outlook makes him keen to get back in the cockpit again. He comes over as a charming individual who thrives on competitive sports and as a man who has enjoyed, and intends to continue enjoying, his time with motoring matters.

A.H.

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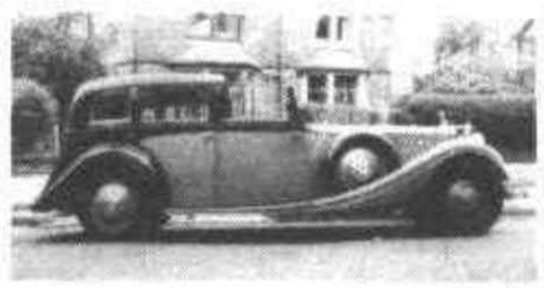
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This incredible POCHER 28" model based on original RR drawings is made up from 2199 parts. Fully working Crankshaft, Pistons, Brakes, Headlamps, Hood & Doors. Lined steel working suspension. Only tools required are a screwdriver, scissors, file, tweezers and pliers.

£85.00 + 80p P&P



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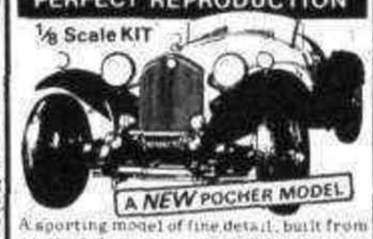
In one compact unit, this versatile device gives instant check on your car electrics. It shows ■ charging rate ■ condition of points ■ ignition check ■ voltage output at coil – static & cranking ■ continuity checks ■ dwell angle ■ engine speed ■ battery & dynamo voltage. You no longer need elaborate & pricey equipment. Complete with leather case.

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A sporting model of fine detail, built from original designs supplied by Alfa Romeo. Over 1,800 parts from high resistance plastic, brass, stainless steel, leather, iron, copper, rubber, etc. Working four-wheel brakes and steering, opening doors, bonnet and luggage rack. Crankshaft complete with rods & pistons. Headlamps are lit from dashboard. Seats and trimming in real leather. Model comes complete with tool box

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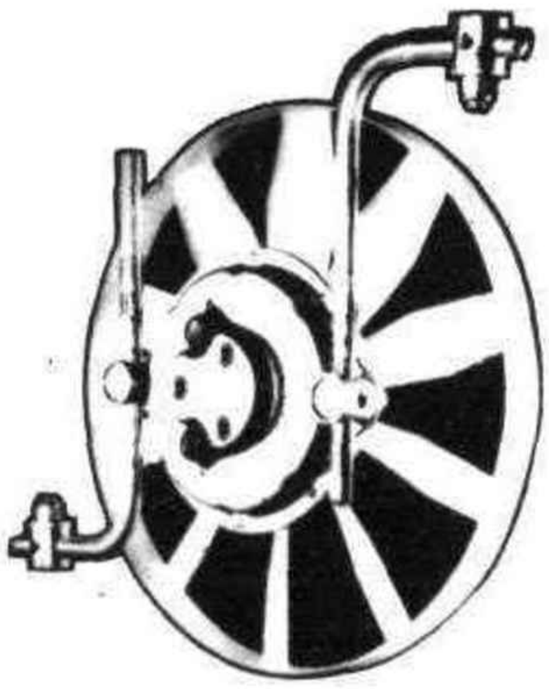
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The standard fan is engine powered and consumes up to 9% of the total bhp developed by the engine. But the Kenlowe is electric and needs no engine power. So, by replacing the standard fan with a Kenlowe you immediately save up to 9% bhp. And this saved power is translated into saved petrol because less throttle is used for normal cruising speeds. Generally, the saving is up to 9% per gallon or an increased mileage of up to 5 mpg.

The Kenlowe is automatic, smooth and quiet in operation. It increases heater output, doubles fan belt life, needs no maintenance, is guaranteed for 12 months, and is easy to fit. Priced from £18 plus VAT. Phone or write Kenlowe for information on the correct fan for your car. Immediate delivery of all models direct from the manufacturers: Kenlowe Accessories & Co. Ltd., Burchetts Green, Maidenhead, Berks. Tel: Littlewick Green 3303 (STD 062 882 3303).



new KENLOMAIN



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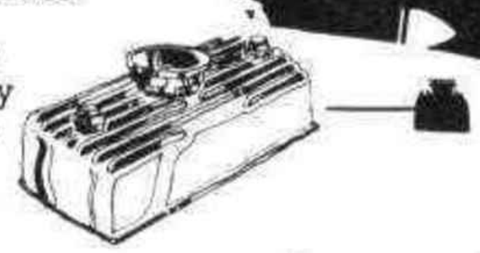
New Kenlomain is a real winner. Compact, light, portable, it provides a *fast battery charger* (12 amps), a *normal battery charger* (6 amps), an *engine starter* (essential in winter for owners of automatic cars), a *battery tester*, a constantly rated *mains transformer* 240 to 12v d.c. Features include volt and amp meters, charge switch, on/off battery state indicator light, low/high charge and engine start switch, all metal chassis and case. Price £20.50 plus carriage and VAT. Obtainable direct from the manufacturers: Kenlowe Accessories & Co. Ltd., Burchetts Green, Maidenhead, Berks. Tel: Littlewick Green 3303 (STD 062 882 3303).

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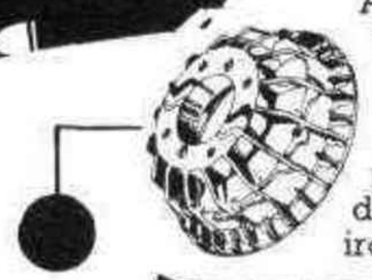
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ADDRESS .....

..... OCCUPATION.....

NATIONALITY.....FULL/PROV. LIC. HELD FOR.....YEARS

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

CC.....YEAR..... VALUE £.....

CAR GARAGED: YES/NO

I REQUIRE COMPREHENSIVE/THIRD PARTY ONLY/THIRD PARTY FIRE & THEFT

FOR MYSELF ONLY/ANY DRIVER/MYSELF & WIFE/NAMED DRIVERS OVER.....

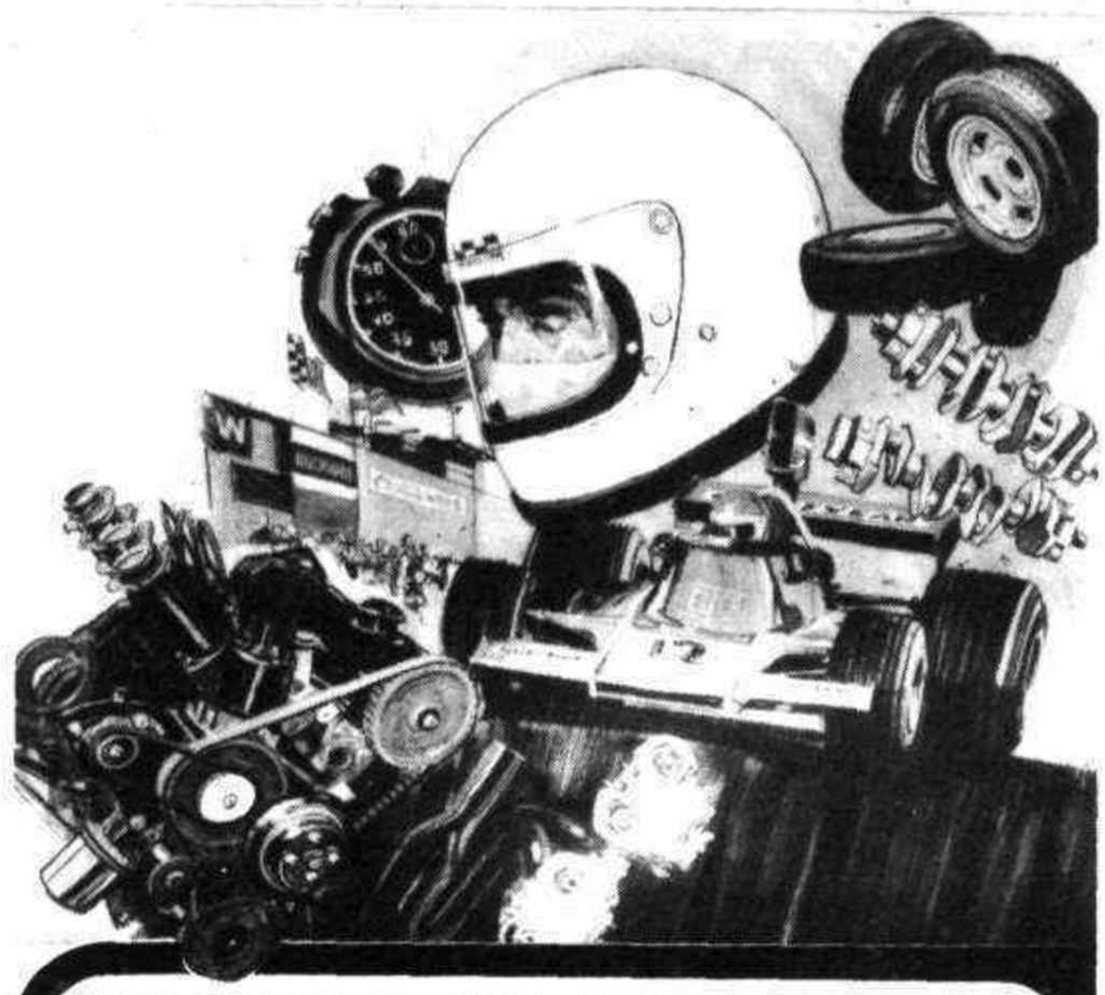
I AM ENTITLED TO..... YEARS NO CLAIM BONUS

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Please enclose details of any previous accident or conviction, and/or details of business use including travelling to and from work.

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12th INTERNATIONAL RACING CAR SHOW

SPEEDSHOW '75
Olympia
January 1st-11th

Weekdays 10 am – 8.30 pm Sunday 12 noon – 7 pm

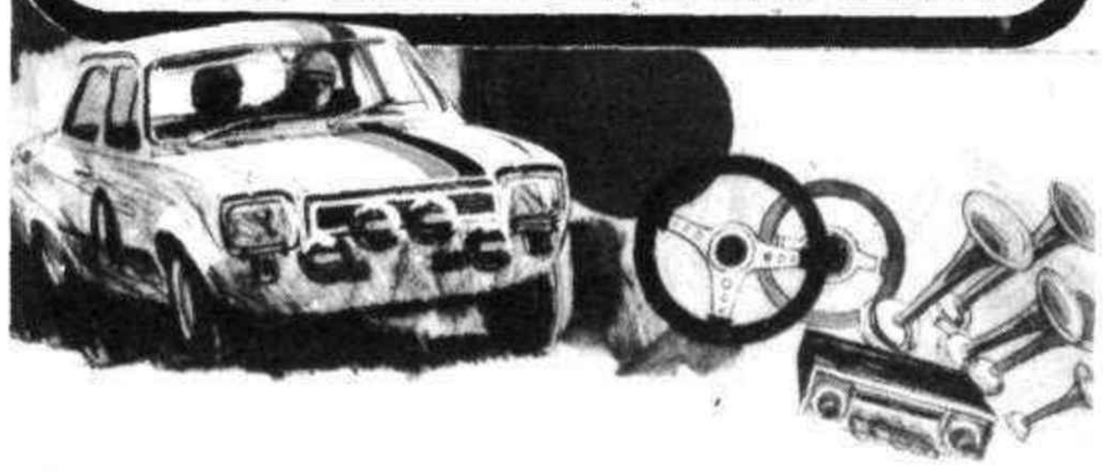
ADMISSION: Opening day £1·10
Other days (inc. Sunday) Adults 55p Children 35p

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Full/Prov. Licence ... years. Comp/Third Party/T.P.F. & T. cover
Owner only/ and wife / any driver. £50 / £25 / £10 / No excess.
Make of car ..... Model .....
C.C. ..... Value .... Year ..... Car Garaged / Left in open.
Present insurers ..... No claim bonus .... years.
Will car be used by anyone under 21? .....
Date from which insurance required .....
Details of all accident or convictions should be enclosed. MS1

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670 x 16 6 ply	16.25	2.05
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450 x 17	8.05	2.05
500 x 17	13.75	2.15
525/550 x 17	16.90	2.15
450 x 18 OLYMPIC	16.70	2.05
475/500 x 18	12.75	2.15
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525/550 x 18 6 ply	16.80	2.15
600/650 x 18	23.10	2.70
350/400 x 19	9.60	1.95
450 x 19	10.45	2.05
475/500 x 19	13.30	2.15
525/550/600 x 19	20.45	2.15
450/475/500 x 20	18.65	2.55
525/550/600 x 20	31.90	3.25
700 x 20	35.45	3.25
450/475 x 21	19.10	2.55
500/525 x 21	23.00	3.25
600 x 21	32.50	3.25
700 x 21	36.35	3.25
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32 x 4½	34.20	3.05
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600/650 x 17 c	21.00	2.55
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700 x 18	36.45	3.15
650/700 x 19	23.10	2.55
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30 x 3½	23.25	2.30
710 x 90	23.25	2.30
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815 x 105	29.30	2.30
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Carriage extra — prices subject to alteration without notice — these prices subject to V.A.T. We may not have all these sizes in stock, but let us have your enquiries and we will let you know when we can expect supplies. Dunlop racing tyres available.

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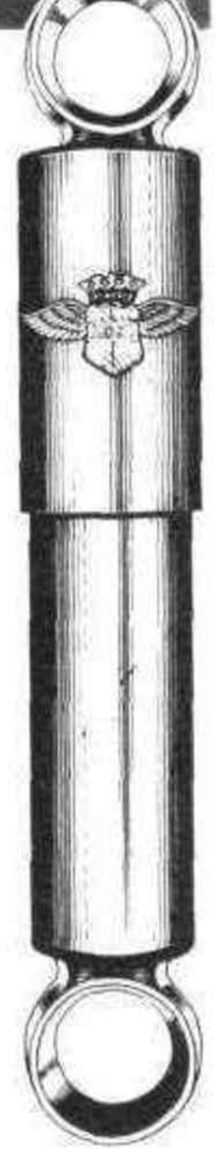
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Please send me prices and technical details of the appropriate Koni shock absorbers for my car.

Make of Car Model Year

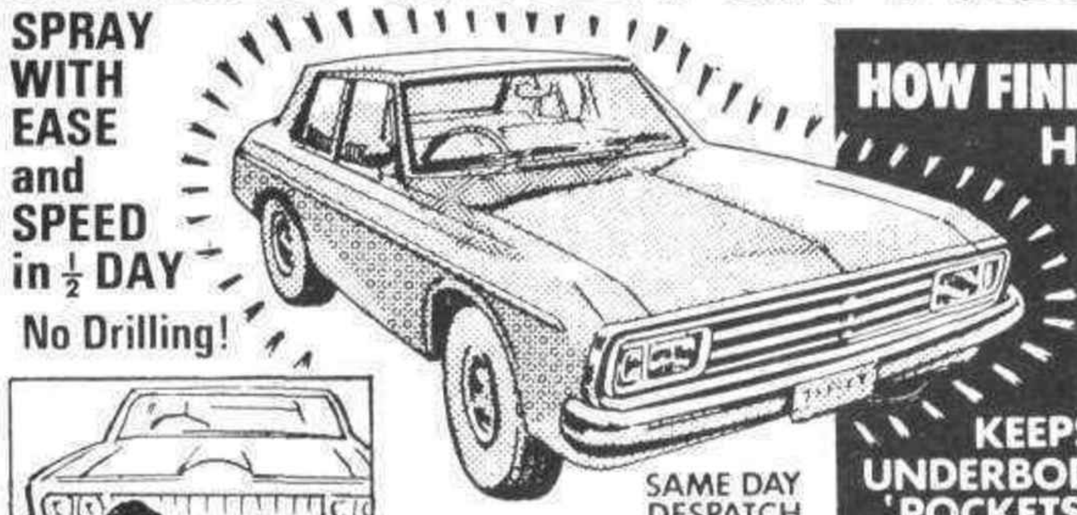
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Kills RUST on older cars!

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WAXOYL Rustproofing Compound

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

KILLS WINTER RUST FROM DAMP & ROAD SALT! Guard against gruelling winter conditions—vicious road salt, wet snow, grit and condensation rusting—EVEN IN GARAGED CAR. You would be well advised to rustproof NOW with Finnigan's WAXOYL. Your car could then safely sleep out! Deadly efficient WAXOYL **makes child's play of the expert's job.** Creeps, penetrates all hidden inaccessible spots, inside sills doors box sections etc. WAXOYL not only kills winter rust hazards but also PROTECTS AGAINST SUMMER DAMP CORROSION!

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











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RUST GNAWS UPWARDS to metal surfaces from hidden 'pockets' in UNDER structure where pinpoints start often before car leaves factory! Despite constant polishing rust destroys 'showroom' look. One application needs no further attention apart from a 30 sec. wheel arch Autumn check. Once set into waxy skin, not even high pressure car wash or steam cleaning can shift WAXOYL (so enthusiastic user tells us.)

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NO PREPARATION, NO SPECIAL SKILL Thin dust-layers act as 'binding' agent. Can spray over existing underbody seal. WAXOYL doesn't just 'slow down' corrosion. Cars in 7 yr. formula testing STILL RUST-FREE! Order now. Use coupon.

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ORDER NOW! ONLY FROM MFR'S. Including illus. step-by-step instructions. **MINI & 1100 SIZES: 1 Gall, £3.31. Add 33p p/pkg. LARGE SALOON: 2 Gall. £6.18. Add 33p p/pk. FINNIGAN APPLICATOR £1.00. Add 14p HEAVY COATING** 1 Gall. equivalent to THIRTY aerosols **TRIAL OFFER** 1 Pt. TIN—for your trigger oil can test behind chrome strips (or brush-on door edges; free brake linkages etc). See for yourself how WAXOYL displaces water on a simple piece of metal. It's quite amazing! Send 57p add 24p p/pkg. PRICES INCLUDE VAT.

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Make of car..... Model.....

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THE MOST COMPLETE SOUND INSULATION KITS OF ALL!

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WHY ACOUSTIKITS? A typical Super Acoustikit contains 5 different materials, selected as most suitable for insulating a particular car part. And Acoustikits go further by dealing with noise from engine and boot compartments *at source*.

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1. SUPER ACOUSTIKITS. Insulate the entire car.

2. UNDERBONNET ACOUSTIKITS. For engine compartment only. Basic materials also available.

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

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100LS	£4·40	£16·40	Escort Saloon	£4·50	£15·95
80	£4·40	£16·40	Estate	£4·50	£16·50
B.L.M.H.			Van	£4·50	£17·85
Mini Saloon & Clubman	£3·00	£11·70	Granada Consul	£5·45	£15·30
Mini Estate & Clubman	£3·00	£14·00	**Renault**		
Mini Van	£3·00	£14·30	4, 5, 6	£4·10	£14·45
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44 55 66	£3·85	£15·50	Viva H.A.	£4·50	£15·95
Datsun			Viva H.B. & Estate	£4·10	£15·15
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Fiat			Victor F.E. & Estate	£4·50	£15·10
124 Saloon	£4·10	£15·50	**V.W.**		
127	£4·10	£15·50	Beetle '67 on	—	£14·95
128	£3·85	£15·15	1302S/1303	—	£14·95
850 Sport Coupe	—	£14·00	**Volvo**		
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Capri (State model & year)	£4·40	£16·10	144/145 (State model & year)	£5·20	£16·80
Cortina Saloon & Estate			164	£5·20	£16·80
Mk. II	£4·75	£16·50			

ALL PRICES QUOTED INCLUDE VALUE ADDED TAX

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

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To: Eflow Developments Co. Ltd. (Dept MS 49) Eflow Works, Old Teme Bridge, Lower Wick, Worcester. Tel. Worcester (0905) 421260/423388.

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for my car Make _____ Model _____ Year _____

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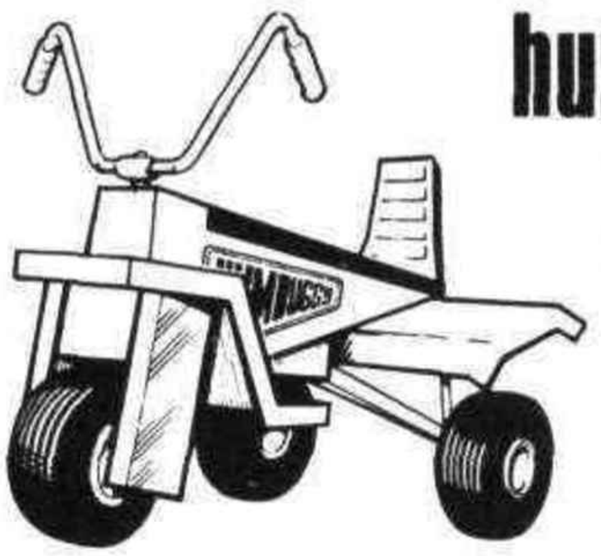
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OCCUPATION..... AGE.....

MAKE, MODEL..... C.C.....

YEAR..... VALUE..... GARAGED YES/NO*

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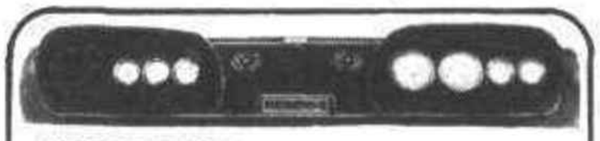
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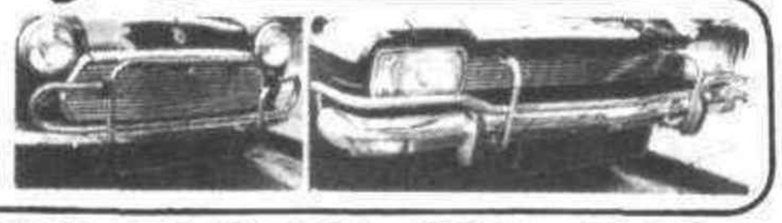
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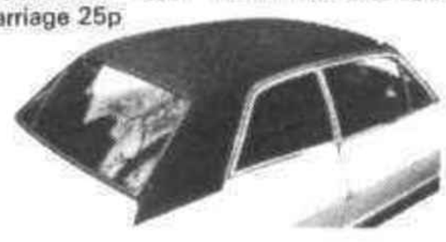
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Triumph Herald 948, 1200, 1250, 13/60 and Vitesse

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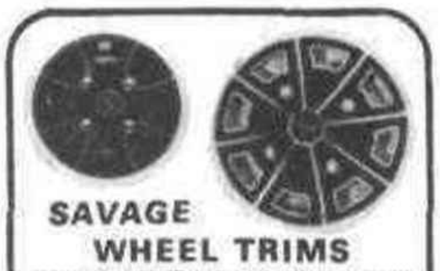
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The wheel which could save your life. Further details on request.

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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.

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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
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5 x 10	£7.81
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5½ x 13	£9.95
5½ x 14	£11.59
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6 x 10	£8.06
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5½ x 13	£13.81
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5½ x 14	£16.50
6 x 14	£17.60
5½ x 15	£16.80
6 x 15	£16.80

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



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5½ x 13	£13.50

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100+ OCTAVO

5½ x 13	£10.57
6 x 13	£11.15
6 x 14	£12.37
7 x 14	£14.00

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



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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

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100+ PHASE 4

13 & 14. Latest design. Super thick air tex 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

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Carriage 30p
Thumb spots 70p extra
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13. Hand stitched thick grip semi dished alloy frame. Complete with boss and centre cap. State make, model and year of car when ordering.

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EURO 4 (Astrali)

13. Special oval shape. Distinctive black anodised 4 spoke design. Two tone (tan & black) hand stitched rim. Complete with boss and all fittings. State make, model and year of car when ordering.

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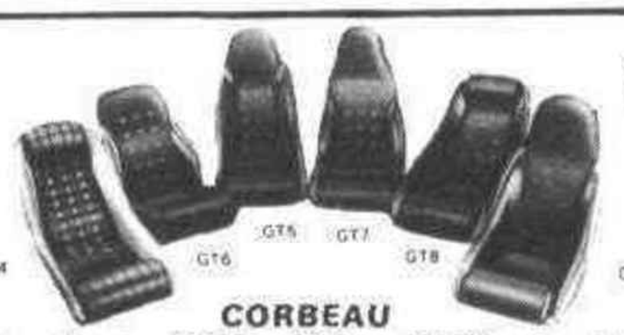
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all seats nylon trimmed

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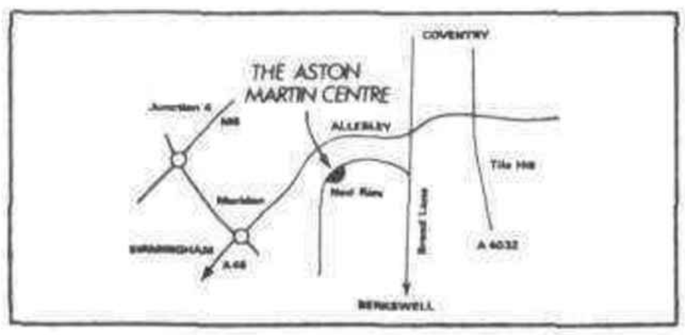
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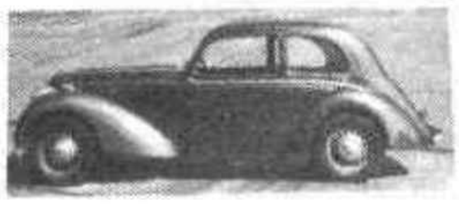
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ALVIS TA14 TOURER 1948. 1st class mechanics in process of rebuild but driveable. Serious enquiries invited. Price required around £100. Tel: Uppingham 2559 (STD 057-282). (54496

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FERRARI 365 2+2, Metallic Blue. Excellent condition. *4,000 miles only on brand* new engine. Invoice for all servicing, etc. during past 2 years. £4,850 o.n.o. 021-705 4229 evenings. (53616

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GORDON KEEBLE Chassis No. 1. Appreciating asset requiring restoration. Many parts purchased already. Reluctant sale. Offers around £1,350. Ring for details 7.30-8.30 p.m. Monday—Thursday, Bedford 740758 or Silsoe 60308 Friday evening and weekends. (54686

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£1,195. MINI 1000, 1974. Finished in citron with navy trim. Extras include 5" alloy wheels, rustproof, h.r.w., auto. seat belts, face-level vents, door mirror. Low mileage, one owner from new.

£1,195. CLAN CRUSADER, 1973. Lime green with black trim. Fitted sun-roof, alloy wheels, tinted glass, etc. 12,000 miles only.

£1,165. TRIUMPH TR6 roadster, 1972. Indigo blue with black trim. Extras include overdrive, wire wheels, p.b. radio, tonneau, etc.

£1,095. OPEL MANTA RALLYE, 1972. S.R. A one-owner car in bronze with black trim. Push-button radio.

£1,065. LOTUS ELAN d.h. coupe, 1970, S4. Bahama yellow with black trim. Extras include tonneau, radio, cassette player.

£1,045. TRIUMPH GT6. Finished in saffron with black interior, 1972. Fitted p.b. radio, h.r.w., etc.

£895. LOTUS SEVEN Series IV, 1971. 'K' Reg. A most attractive example in indigo blue and silver, fitted radio, full weather equipment, tonneau, etc.

£795. MG-B GT, 1969. Finished in sandy beige with black trim. Fitted overdrive, Webasto sun-roof, new tyres, etc.

£595. FIAT 128 saloon, 1971. One owner. Red with black trim, radio.

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1931 MORRIS MINOR 2-seater. Restored and in good running order. £500 o.n.o. Byatt, 24 Tellcroft Close, Corsham, Wilts. (54921

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MORGAN 4/4 4-str. L Reg. Good cond. Yellow, some extras. Circumstances force sale. Offers around £1,730. 01-622 8915. (54928

1934 MG PA. All original including engine, swept wings, recellulosed, MoT/tax, in use. Offers. Box No. 4588 (54898

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1970K PORSCHE 914/S in unblemished condition, one owner, 35,000 miles with history from Porsche; finished in blue with chrome wheels..... **£1,395**

1969H TVR Vixen 1600, orange, two owners, 40,000 miles, mag. wheels; a genuine specimen..... **£995**

1968F SUNBEAM Alpine GT, excellent condition throughout, nominal mileage; in blue with black hard-top, radio and overdrive..... **£495**

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1972 STAG, auto., white/black trim, radio, hard and soft tops..... **£2,150**

1972 STAG, overdrive, sable/cinnamon trim, hard and soft tops, radio; low mileage **£2,050**

1972L TR6, white, overdrive, 12,000 miles, radio..... **£1,195**

1968 TR5, gunmetal, hard/soft tops, overdrive, radio..... **£795**

1972L SCIMITAR GTE, auto., French blue, chrome wheels, radio/stereo, sun roof **£1,995**

1971K MUSTANG fastback V8, auto., French blue, radio, tinted glass **£1,195**

1968 JENSEN Interceptor, auto., white, radio, h.r.w..... **£1,895**

1972 MG-B GT, white, overdrive, radio, h.r.w..... **£1,295**

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XK150 JAGUAR 1959 Convertible. BRG. Automatic. Used daily for 2½ years. In this time engine rebuilt, exchange gearbox, torque converter and new steering rack fitted. In last six months complete respray, new hood and lining, new carpets and upholstery throughout, 2 new tyres, good MoT, £1,450 o.n.o. Charles Walford, day: 01-204 3393; evening: 01-346 2814. (54902

1949 MK. VI BENTLEY. Mint condition. Rolls history. MoT, taxed. Owner purchased SI. Offers: 01-686 0145, 9 a.m.—5 p.m. (54900

ROVER 100 1961. Two-tone green. Two owners, 85,000 miles. Coachwork smart but not perfect, with Rover 80 for spares, £200. Telephone: Hambledon (Hampshire) 436. (54910

XK150 "S". Modifications FHC 1958. Completely restored to high standard. Re-trimmed in red leather. Coachwork Metallic maroon. £1,250. Tel: Milton Abbas 411 or 675 (evenings). (54906

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ROLLS-ROYCE 1930 Phantom II James Young Sports Coupe. Concours condition. Substantial offers invited. Box 4589. (54896

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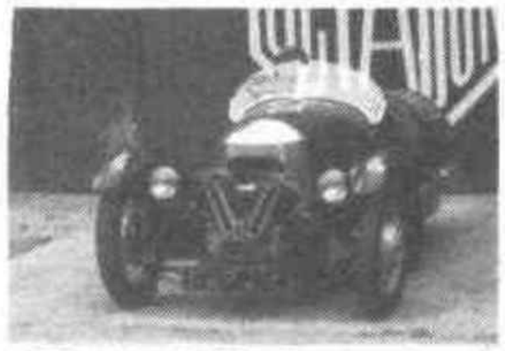
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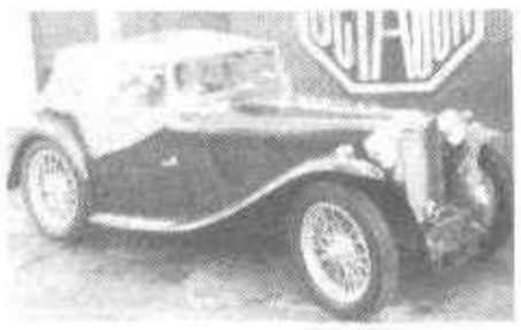
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1974 Triumph TR6 roadster. White with tan trim. Fitted with overdrive. Rec. mileage 4,000 **£1,695**

1972 Triumph TR6 roadster. Red with black trim. Fitted with overdrive and push-button radio. Recorded mileage of 25,000 **£1,145**

1974 VAUXHALL Ventura. White with black cloth trim and vinyl roof, auto transmission, power steering and radio. Offered with manufacturer's warranty at a substantial saving of list price at **£1,595**

1973 ('M' reg.) TRIUMPH Dolomite, Auto. White with black trim, fitted with radio; a one-owner car with recorded mileage 14,000 **£1,395**

1974 BMW 3.3L. Reg. Nov. Garnet with white leather trim. All standard features with addition of Motorola 8-track stereo. **600 miles only** **£6,950**

1973 BMW 2002 Tii. Red with black cloth trim, fitted with push-button radio, one-owner car, recorded mileage 28,000 **£1,795**

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1957 S.I, £1,785
1953 'R' Type H. J. Mulliner, £2,485
1952 Mark VI Big Bore, £850
1950 Mark VI H. J. Mulliner, £1,650
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ATTENTION! BENTLEY enthusiasts/investors, home/abroad. Large mortgage/small baby forces sale! 1951 Bentley Mk. VI. Very attractive semi Razor Edge all-aluminium Sports Saloon by Freestone and Webb. Original paintwork, black and ivory, white leather/light walnut interior, original log book, handbook, radio. Car just back from Bentley specialists after £1,300 overhaul including: engine, (20 miles only, requires running in), suspension, tyres, brakes, exhaust system (stainless), electrics, re-chroming, etc. New MoT. All bills 73/74 with car. £1,750 061-620 3323. Offers considered. (54814

1968 MG-C GT. Two owners. Genuine 44,000 miles. Gearbox and clutch recently rebuilt. Tinted laminated glass all round. Heated rear screen. Red coachwork. Black leather interior. Superb condition. Dunlop SP radials. Recent batteries. Radio and 8-track stereo. Long MoT. Taxed until July 1975. Any inspection of this GT which ranks amongst the very best available anywhere. £850 o.v.n.o. Telephone: Kingston Blount (Bucks) 51418. (54824

SUNBEAM TIGER 1967. The last year of manufacture. Near concours, excellent mechanics. New tyres, exhausts and radiator. Extras include hardtop, tonneau and alarm. Genuine reason for sale, taxed and MoT, at £725 o.n.o. Tel: Wotton-under-Edge 3363 (Glos.). (54815

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RS1600 ESCORT. White. August 1970. MoT. 28,400 miles, sunroof. £850. Tel: Chaddesley Corbett (Worcs.) 250. (54816

LOTUS ELAN +2 1969 "G". Bahama Yellow. 2,000 miles on new engine, new shockers, drive couplings, clutch and brakes. G800 tyres. £1,200. Tel: Wakefield 50077. (54822

1955 ASTON MARTIN DB 2/4. Reg. TKD 333. In metallic maroon. Good original condition. 3-litre engine, body, engine and trim in very good order. Price £1,100. Tel: during working hours Burnley 23596, Mr. Dunkerley. (21101

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FOR SALE—continued

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XK150 DH 3.8. W/wheels, overdrive, rear end removed from chassis. £250 spent. Best offer. Phone: Christchurch 5213 day; Sway (Hants) 2452 evenings. (54748

LOTUS ELITE 1962. Stage II. Immaculate in Firebrand Red with grey interior. Has just been done. New U/Js, diff. mounts, caliper seals, all bumpers, etc. Original. Around £1,285. Chichester 86265. (54745

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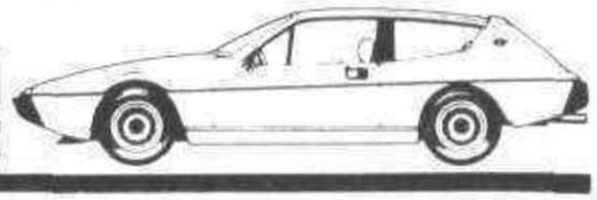
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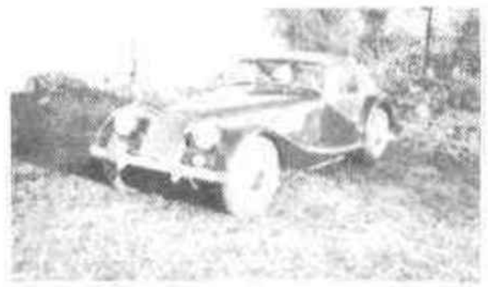
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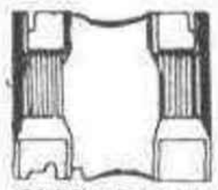
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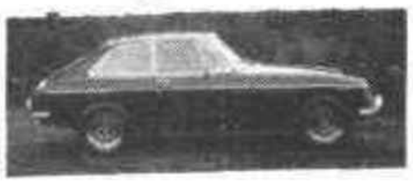
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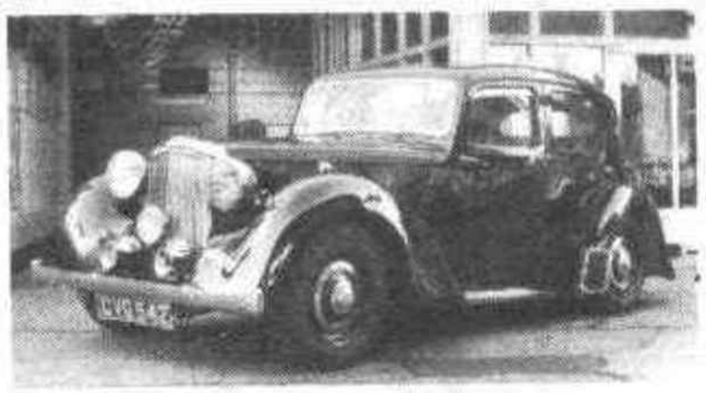
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1972 FERRARI Dino 246 GT Spyder, silver/blue trim, recorded mileage 24,183..... **£3,495**

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1947 ALVIS TA14 4-door saloon, black/beige, sun-roof, original log book, delightful car in quite remarkable condition, appreciating asset.... **£650**

1970 BOND Equipe 2-litre convertible, Bermuda blue/black, two owners (last one since Feb. '72), new hood cost £60, overdrive..... **£465**

1965 DAIMLER 'V8' 2½-litre saloon, dark blue, rare one-owner example, confirmed mileage 53,755, automatic, power steering..... **£445**

1961 DAIMLER SP250, beautiful car in ivory with lovely tan interior, original log book, tonneau cover, workshop manual, needless to say that these cars must appreciate, once sold almost impossible to replace **£995**

1973 GINETTA G15, factory made car, one lady owner, certified mileage since new 11,906, sun-roof, SP68s, rear window heater, Cosmic wheels, a really delightful car..... **£1,095**

1972 FERRARI Dino 246 GT Spyder, silver/blue, recorded mileage 24,183..... **£3,495**

1973 FORD 1600 Cortina automatic Estate, marina blue, one owner..... **£995**

1973 (Oct.) HILLMAN Avenger 1300 4-door saloon, Caribbean blue/black, radio, mirrors, one owner, 9,478 recorded mileage..... **£945**

1971 JAGUAR E, f.h.c., beautiful example in sable with tan trim, chrome wheels, Motorola, h.r.w., replacement clutch (Apr.) '74..... **£1,795**

1971 JAGUAR XJ6 4.2, sable/beige, overdrive, radio, h.r.w., one owner, certified mileage, superb condition, **£1,795**

1970 JAGUAR 'E' 4.2 roadster, red/black, chrome wire wheels, radio, quite exceptional for the year. **£1,495**

1969 model JAGUAR 'E' 2+2 coupe, red/black, new clutch Dec. '73, h.r.w., wire wheels, radio..... **£1,275**

1966 LANCIA Flaminia 3c 2.8-litre V6, imported 1972, very pretty 2-door Superleggera touring coachwork, 2/4 seats, silver grey/red, classic car, appreciating **£995**

1974 May 24th M.G.-B roadster, purple/autumn leaf, delivery mileage, overdrive, tonneau, headrests, save money at..... **£1,645**

VINTAGE CAR OWNERS : New Autovacs possibly last chance, £10 each.

1974 M.G.-B roadster, damask red/black trim, one owner, confirmed mileage 6,781, overdrive, headrests, tonneau cover, still under manufacturer's warranty. **£1,545**

1971 MG Midget, bronze yellow, one owner, some nice extras..... **£595**

1963 M.G.-B, blue/black, needs some work.. **£225**

1973 (Oct.) MORRIS Mini 1000, citron/navy, one owner, confirmed mileage 10,164, spare unused, SPs, h.r.w., 1974 features..... **£945**

1972 (imported) 1968 model MASERATI Sebring, 2-door coupe, metallic grey/blue trim, Borrani wire wheels, radio, electric aerial, elelctric windows, 5-speed box, fuel injection..... **£1,495**

1967 (reg.) 1964 model PORSCHE 356c coupe, one owner for nine years, blue/grey, l.h.d., Blaupunkt radio, electric sun-roof, rather nice..... **£595**

1972 ROVER 3500 automatic saloon, one owner, full service history since new, headrests, h.r.w., Mexico brown/tan **£1,395**

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

1974 TRIUMPH Spitfire Mk. IV, white/black, one owner, undersealed, leather wheel, tonneau cover, extra instruments..... **£1,095**

1973 (M) TRIUMPH TR6, carmine/black, one owner, overdrive, hard top, headrests, 16,277 miles.. **£1,395**

1973 (July) TRIUMPH GT6 Mk. III, French blue/blue nylon, confirmed mileage 10,500, overdrive, radio, wire wheels, h.r.w., Sundym glass, bonnet lock **£1,295**

1968 TRIUMPH TR5, red/black, overdrive, wire wheels, two owners only, confirmed mileage 41,509. **£665**

1964 TRIUMPH TR4 Dove coupe, 2/4 seats, white/red, last owner three years, overdrive, radio, wire wheels, fog/spot, very attractive..... **£465**

1971 TVR Tuscan V6 coupe, beautifully finished in all black, fitted for stereo, mag. wheels, rare 3-litre model **£1,095**

1972 VAUXHALL Victor 2300 SL, garnet/beige, one owner, lovely roomy family car..... **£795**

1971 VOLVO 1800E coupe, yellow/black, one solicitor owner, certified mileage 31,188, fuel injection, radio, overdrive, headrests, delightful motor car. **£1,545**

JENSEN 541 OWNERS : New AUSTIN 3,993c.c. blocks with mains and camshaft bushes, low compression pistons and rings, £50. Limited quantity. *No letters please — callers only.*

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FOR SALE—continued

MG-B ROADSTER, BRG. Late 1964. New hood and tonneau, overdrive, w/wheels, radio, racing s/wheel, twin spots, new s/l encer system. Taxed, MoT. Very good condition, £285. Phone Redditch (Worcs.) 65207. (55014

MG "Y" MODEL 1951. Bought new by owner's father. Well cared for and maintained ever since. £550 o.n.o. Please phone Falmouth 312907. (55011

AUSTIN NORFOLK SALOON 18/6 1937/8 in truly superb original condition throughout. MoT drive away. Hillman 10, 1932. Very original car, sound, solid, reliable runner, MoT, old shape, £685 for both. Offers separate, 051-924 6220. (55007

ALFA ROMEO GTV 1750. Blue Coupe. April 1969. Good condition. £600 o.n.o. Tel: 06902 255 after 7 p.m. (55010

ASTON MARTIN DB5 1965, 5-speed rebuilt engine, new clutch unit, Sundym, c/wires, Selectaride, stereo, urgent sale, £900. Deasy, Thanet 25555 (days). (55006

SUNBEAM TALBOT Supreme Mark III, 1956, immaculate, only 26,000 miles since new, due to owner being a sick man the latter part of his life. One owner until I purchased car last December. Year's MoT, taxed. This magnificent car will increase in value if maintained in its present condition. Spares list available. £550. 367, Chickerell Road, Weymouth, Dorset. (55005

FOR SALE—continued

GROUP 6 FORD Mk. IV type sports car, f/glass body panels, £250. Also hand-made aluminium moulds for the above—offers. Phone: Andrew Gambell, Maidstone 39931. (55000

ROLLS-ROYCE Silver Cloud II V8 Automatic, power-steering, electric windows. Old English White with red trim. A really super car. £2,850. Part exchange WHY. Bishops Cleeve 3134 Glos. (55004

1967 ALFA ROMEO Giulia Spyder. Beautiful black bodywork. 2,000 miles on new engine. Taxed and MoT. See at £395, Colin Newbold, Leek 5871 (office hours). (54999

COOPER 500 Mk. 3/4, BSA Goldstar engine, Norton gearbox, modern style body. Shod with radials, but spare Dunlop R4s. Spare sprockets and magneto. Offers to Hould, Hillside Cottage, Darite, Liskeard, Cornwall. (54998

LOTUS ELAN, Yellow, FHC, 53, Sept. '67. Excellent condition. Well maintained, 35 m.p.g. average. Biggleswade 313074 weekdays. (54987

MORGAN 4/4 4-seater. December 1973. BRG. Many extras including wire wheels, luggage rack, tonneau, underseal, strap, etc. £2,000 o.n.o. 01-898 2698. (55002

SUNBEAM ALPINE GT Series V. May 1968. Superb example. White. Overdrive, radials, 2 lady owners. 33,000 miles genuine. £495 o.n.o. 01-360 6770. (54995

FOR SALE—continued

1950 2½ RILEY ROADSTER. Superb condition. Midnight blue, all new chrome. Must be one of the best of these extremely rare cars. Host of spares. Offers around £1,500. Box No. 4596. (54989

TRIUMPH TR6 1971. Damson. Overdrive, spots, cassette, 12 months MoT. Quick offer required. House forces sale (sad!) Lincoln 33718. (54986

MORGAN 4/4 1971 4-seater. 39,000 miles, tonneaux, light orange, black leather, radio/stereo, excellent condition. Phone Shrewsbury 62594 evenings/weekends. (54985

R-TYPE BENTLEY 1954 Auto. Beautiful and mechanically excellent. Finished in Tudor Grey with Blue and Silver coach line. Resprayed October 1974. Upholstery grey hide. Recent engine overhaul. One owner ten years. £2,000 o.n.o. G. Pegg, 31 Woodmarket, Lutterworth, Leics. Telephone: Lutterworth 2428. (54984

BRISTOL 406, Two owner, blue, silver roof, 90,000 miles. Overdrive, radio, collector's item. £1,500 o.n.o. Burley, Hampshire 3360. (54988

LANCIA FLAMINIA Coupe 1965. 3B. 2.8 V6 aluminium engine, leather upholstery. £380 o.n.o. Tel: Wigan 45941. (54990

ARIEL SQUARE FOUR, 1952, 1000 c.c. 1 owner. Original, needs restoring. £260. Stourbridge 73174. (54993

FOR SALE—continued

AUSTIN 7 "Box" Saloon 1934. Sound and running, but tatty, £275 o.n.o. Stourbridge 73174. (54992

JENSEN 541. Mechanically excellent. Recent respray, new leather on seats. Also two new tyres fitted, 11 months MoT, taxed. Bargain £475 o.n.o. Nottingham 606987. (55112

MG-C EXCELLENT CONDITION. New hood, leaf springs, batteries, r/bar, radio. Must go, I want a Lotus 7 and may exchange. Tel: Theydon 13015 3391. (55110

DAIMLER SP250B 1962. Beautiful condition. Original throughout. No doubtful rebuilds. Maker's oil pressure. Gleaming original BRG paintwork, w/wall tyres. H/soft tops £875 o.n.o. Paignton (Devon) 56426 preferably 6-7 p.m. (55109

JENSEN CV8 MK. III 1966. Excellent condition. Recently rebuilt at considerable cost, many extras. Alloy wheels. £1,100. Telephone: 01-283 4908 (day), East Moon 298 (evenings). (55107

XK150 DROPHEAD Automatic 1958. Special equipment model. Radiomobile with electric aerial, taxed March, tested October, indicated mileage 83,000 believed genuine. Red with dark blue interior and hood, £1,750 o.n.o. Interesting part exchange considered. Skelmanthorpe 3971 (10 minutes M1 junction 38). (55123

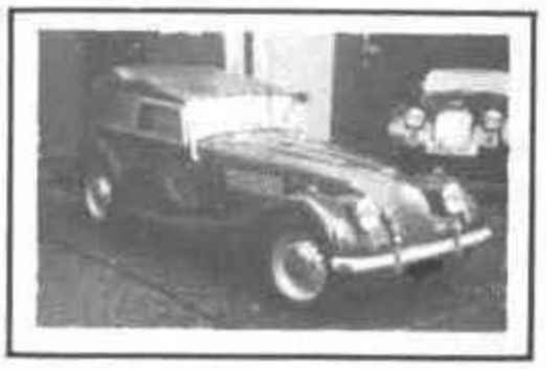


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As the 1974 sun sank slowly in the West we watched Papa Noel and his reindeer Plus 8 slipping over the horizon leaving thoughts of Le Turkey and Le Christmas Pud mingling in our minds with **MORGANS**. **MORGANS** bred, **MORGANS** sold. Welcome 1975 and **MORGANS** for him, **MORGANS** for sale. 1973 **MORGAN 4/4** four seater, tonneau cover, orange. 1966 **MORGAN Plus 4** four seater, blue, wire wheels. 1973 **MORGAN 4/4** two seater, orange, louvred bonnet, bucket seats, tonneau cover. Coming soon **MORGAN Plus 8**. Although the PTT (French for GPO) strike is over, my October issue of MS has yet to arrive so it would probably be better to phone us and you will then have the opportunity to practise your French with Frank or Fringlish with me.

LOCASPORT SARL

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



FOR SALE—continued

AC ACE BRISTOL 1959. Historic car in original condition. Requires retrimming and painting. £875. Tel: Northwood 25435. (55104

120 M.P.H. FOR UNDER £700! with 5-gear economy 1970 Alfa Berlina. Reconditioned engine. Tunbridge Wells 30242. (55133

1929 ROLLS-ROYCE Phantom II. Chassis No. 20XJ. Large replica open tourer with twin side mounts, P100s, tools, mascot, handbook, etc. Excellent running order, but requires body panelling, upholstery, rear wings, etc. to complete. £2,750. Full details: J. Weston, Brink Farm, Buxton Rd., Macclesfield (22920) Cheshire. (55132

MINI COOPER S 1275. 1965. Detailed specification: rebuilt 1971 with major overhaul in 1974. Fast, sensible, attractive. £300. Austin Healey 3000 Mk. II. Overdrive, exacting rebuild, respray. Would make a desirable asset. £750. Lack of funds forces sale. Stone 3307 (Staffs). (55117

PORSCHE 356 B ROADSTER 1961. White. 39,500 miles. Enthusiast's car. Concours winner. £1,500. Offers. Telephone: Exeter 71190. (55140

SCIMITAR GTE 1969. Finished in Golden Sand with black upholstery. Fitted overdrive, 8-track stereo and radio, new tyres and battery. £975. Caterham 43997. (55115

FOR SALE—continued

DAIMLER DART 1962. Taxed, tested, extremely fast with TR6 wheels for improved handling. £595 o.n.o. Interesting part exchange considered. Skelmanthorpe 3971 (10 minutes M1 junction 38). (55123

SP 250 1960, New hood, 5½Js, tyres, 3,000 miles ago. Perfect chassis, MoT Sept. £530. Perfect h/top £70. Staines 53699. (55122

MG TA REBUILT TC engine. New kingpins. Basically sound, needs attention to rear body frame and rewiring. £550. Staines 53699. (55122

MG PA 2-SEATER, dismantled. Chassis fully overhauled, double breather (PB) engine. Complete with body wings, lights and instruments. £450. Green Farnham Common 3468 (Bucks). (55124

FERRARI DINO GT 1973. 18,000 miles. One owner, supplied and serviced by Maranello. Silver/black. Radio/stereo. £3,750. 01-736 2141. (55128

MG TC 1946. Original and sound. Dismantled for rebuild. £550. Consider exchange pre Ruby Austin Seven or Riley Nine. Phone Nottingham 242971. (55130

MG-C GT 1970. Overdrive, wires, radio, undersealed. 37,000 recorded miles. Really exceptional condition throughout. £895. P/ex considered. Welwyn 4113. (55103

FOR SALE—continued

1936 ROLLS-ROYCE Phantom 3 Hooper limousine. Four litre petrol engine. Near immaculate. £2,400. Rolls-Royce Silver Cloud II (convented Bentley). Very good order. £2,400. Offers and part exchanges. Bloxwich (0922) 77476. (56134

AUSTIN HEALEY 3000 Mk. II B 1963. Immaculate example. Purchased as an investment. £1,000 has been spent during 1974 on completely rebuilding body, engine gearbox and front suspension, plus new folding hood. Wolfrace wheels and flared arches makes this a beautiful looking car. Decision to emigrate forces sale (at a loss) £1,375. Tel: Mr. Marvin: Home 01-467 8178; work 01-935 4422. (55127

LAGONDA LG 45 Four-Seater Tourer 1935. Recent complete mechanical overhaul regardless of expense, repaint, retrim, new weather equipment, concours condition. £5,500. Tanworth in Arden 2271. (55136

MORGAN FOUR-SEATER 1971. Completely standard 4/4, good, some extras. All letters answered. Box No. 4597. (55111

MORGAN SUPER SPORTS 3 wheeler 1932. Race narrow body, wide track 1100 c.c. OHV JAP water cooled. Rebuilt to high standard. £1,975. Glebe Cottage, Tuckt Lane, Longworth, Oxon 0865 820122. (55118

FOR SALE—continued

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. Phone: Hoddesdon 68465 evenings. (55135

VINCENT 1000 c.c. Completely rebuilt by experts. Not yet run in. Sensible offers please. 4 Holme Way, Barby, Nr. Rugby, Northamptonshire. (55137

MG-C GT 1968. Mineral Blue. Undersealed from new. Halogen lights, Cincuratos, tow bar, HRW, radio, etc. Must be worth a look at £560 o.n.o. 021 (Birmingham) 454 6442. (55121

AC COBRA (See page 1370 December Motor Sport) may still be available when you read this. Offers or exchanges considered. Tel: Northwood 25435. (55104

1934 105 TALBOT Sports Tourer. Aluminium bodied by Vanden Plas. £800. Tel: Caernarvon 3186, 9—5. (55102

TR2 1955. Superb condition bodily and mechanically. Finished in unmarked BRG. Radio, luggage rack, heater, overdrive. 35 m.p.g. Taxed, MoT November. Offers around £500. Seen London, Birmingham or Manchester areas. Telephone: Woodseaves 461 (Stafford). (55139



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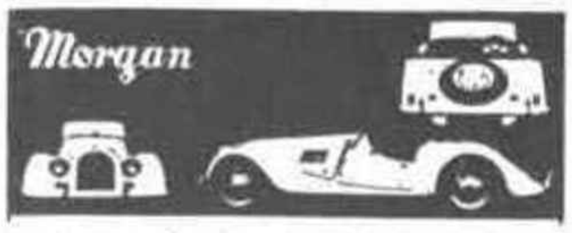
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Purchase a sports car, nice and nifty. But never exceed the magic "fifty". **Morgan Plus 8,** 1974, signal red, Rover box, wide track, alloy body, radio, gone to Australia. **Morgan 4/4,** 1970, orange chrome, tonneau, radio, special tool box lids, devices have been fitted to enable both sides of bonnet to be up simultaneously by one loving previous owner, rear bumper etc. **Morgan 4/4 4-seater,** 1973M, indigo blue, reclining and folding front seats, rear bumper, 4-figure mileage. **Morgan Plus 8,** 1974, indigo blue, black leather, 4,700 miles. **Morgan 4/4 4-seater,** 1970, canary yellow, wire wheels, leather rim, tonneau cover, door handles, door pockets, bonnet strap. **Morgan Plus 4 4-seater,** 1968G, 2.1-litre Triumph unit, blue, luggage carrier, Kenlowe fan. **Morgan 4/4,** 1970, tartan red, wire wheels, rear bumper, air horns, from a 2-car family (both Morgans). **Morgan 4/4,** 1973, Canary yellow, bucket seats, radio, spotlamps, tonneau cover, one fastidious owner bought a Plus 8. **Morgan 4/4 4-seater,** 1972, golden yellow, wire wheels, leather interior, underseal, specially numbered ****PJ at no extra cost. **Morgan Plus 4,** 1968G, Oxford blue, wire wheels, XAS tyres, tonneau cover, stainless steel exhaust system, driven all the way from Co. Durham by Mrs. Diana Britten and pronounced fit, one owner from new. **Morgan Plus 4,** indigo blue, bonnet strap (held together by it), enthusiast's car! **Morgan 4/4 4-seater,** yolk yellow, wire wheels, grid, tonneau cover, rear bumper. **Morgan 4/4,** 1972, Canary yellow, wire wheels, bucket seats, tonneau cover, one owner. **Morgan 4/4,** 1971, Canary yellow, radio, louvr'd bonnet, tonneau cover. **TVR Vixen S3,** 1971, metallic bronze alloy wheels, radio, one owner. **Lotus Super 7,** 1968, radio, heater, full weather equipment. **Austin Healey Sprite,** 1960, indigo blue. **National GT,** 1973, teal blue, ochre trim, radio, heated rear window, face level air vents. **Morgan Plus 4,** 1954, twin spare wheels. **Lea Francis** sports 2-seater, 1957 regd., twin cam engine, alloy body. Later model cars have full pre-sales service, fresh oil and filter, triple road test procedure, written guarantee. Please ask to see our job card for any car.

NEW MORGANS. The faithful retainers at Malvern link, green baize apron clad, are fashioning your favourite sports cars, slowly and meticulously, out of such homely materials as straight-limbed ash trunks, thin sheets of flat steel, and farm-cured cowhide. Please allow them plenty of time to practise their ancient craft, i.e. order your new car well in advance.

NEW JENSEN HEALEY. The trans-atlantic Mr. Kjell Qvale and his West Bromwich whizz-kids have the production line at full speed. Latest models have impact-absorbing bumpers and are fitted with the German-made Getrag 5-speed all-synchro gearbox. A raised final drive ratio and other refinements are also on the way.

In 1975 there is a fully sponsored BRSCC Production Sports Car championship with at least 12 rounds including some at the new "JPB rates it" Donington circuit. We will be running two cars; I'll wheel out my tired old red Plus 8 for yet another exhausting season for car and driver (I still have Tennis Elbow from Brands Hatch Aug. '74 and it's no joke), but an exciting new talent will join me on the circuits in the shape of Golden Boy Chris Alford for whom we're preparing a brand spanking new Morgan 4/4, stripped down to the last nut, bolt and Rawlplug; components despatched to specialists in every corner of the country until we only have the bare chassis left, every mod that's legal and any more we can think of, and soon we'll be assembling, fine-tuning, dyno-testing, track-sorting and so forth.

ARKLEY SS kits at £140 + VAT contain new bodywork and fittings to transform your decayed, démodé, disreputable Sprid-get into a chunky, cheerful, deep-chested sports car. We have demo car on hand at all times or send large amply stamped envelope for our 8-page illustrated brochure. The other things we have you can send for are "First and Last of the Morgan Books" at £4.50 post free, and our E-Z-Shift joke 6-speed gearknobs at 70p post free, state thread size of gear lever or mention make/model. Open to 7 pm week-days, 6 pm Saturdays, closed Sunday. Workshops and stores are closed 1-2 and after 6. We are on the A411 one mile East of the A1, one mile West of High Barnet.



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

FOR SALE—continued

BEAUTIFUL 1937 4¼ Bentley Park Ward Sports Saloon. This fine example has had recent extensive restoration and is ready to drive away. Dingwall-Main, Abbotshill, Galashiels. Telephone 2684. (54904

LANCIA FULVIA SEDAN 1972. Radio, HRW, etc. Spare unused. All tools complete. Rolls Royce comfort and 36 m.p.g. Second car, £975. Tel: 051-924 5565. (54923

JENSEN INTERCEPTOR 1969 model. All usual extras. Virtually unmarked coachwork. Only needs to be seen. £1,450. Part exchange anything. Bishops Cleeve 3134 Glos. (54972

1967 LOTUS ELAN S3/SE/FHC. Metallic Green. Taxed, tested, above average condition, below average price, £510. No offers. 33 m.p.g. overall. Gloucester 29945 evenings. (54968

BENTLEY MK. VI 1949. Very good order throughout. Long MoT. £875. Saffron Walden 27246. (54969

TR4A 1966. White. Surrey, overdrive. Body, mechanics excellent. Interesting history. 35 m.p.g. £590. Exchange WHY. Hemyock (Devon) 628. (54967

AUSTIN BIG SEVEN 1938. MoT. Completely mechanically overhauled. Very sound body and chassis. Many spares, very original. Investment at £210 o.n.o. 01-478 1513. (54959

MORRIS 8 SALOON 1936. Collector's piece. Little work needed, £150 o.n.o. For more details ring 01-478 1513. (54959

ALFA ROMEO 1300GT Junior 1967. Bluette, QI lights, taxed, MoT, £425 o.n.o. Phone: Yatton 833747 (Somerset). (54963

AUSTIN 7 1933 SALOON. Original condition. Good runner. Very little rust. Sunshine roof. Offers over £300. Phone Uckfield 2358. (54962

BMW 2002, 1970. Grey. 36,000 miles. New tyres, brakes. Bluespot radio. Laminated windscreen. Regularly serviced by BMW. Outstanding. £900 for quick sale. Northwood (Middx.) 22756. (54961

FERRARI DINO 1973. 10,000 miles, 1 owner. White, black leather. Electric windows. Radio-stereo, spare unused. Sheepskin seat covers and carpets. Original specimen. HP. £4,450. 01-684 2659. (54955

E-TYPE JAGUAR FHC. No. 1965. Black, matching interior. Mechanically rebuilt last 2 years. Chrome wire wheels, radio, taxed, tested. £575. P/ex. Sedlescombe 247 (Sussex). (54203

FROGEYE SPRITE 1961. S/T tonneau, recond. engine, 4 radial tyres, steel bonnet needs attention, hence only £225. Tel: Marnhull (Dorset) 671 after 6 p.m. (54951

MERCEDES 280SL Automatic, LHD. Metallic silver grey. Black leather interior. Hard/soft tops. Power steering, tinted screen, radio, new tyres, £1,100. Service bills since 1972 including new engine. Immaculate example throughout. £1,690. Tel: 01-841 9917 (Northolt). (54950

MASERATI MISTRALE J Reg. FHC. 3.7-litre. Red, black leather. Radio, Borranis, electric windows (tinted), Meteringunit, overhauled. MoT 1 year. Specimen. HP. £1,500. 01-684 2659. (54955

1927 PHANTOM 1 Rolls Tourer. Coachwork by Wilkinson. A beautiful car in immaculate condition. £8,500. Box No. 4593. (54971

AUSTIN 14/6 Goodwood Saloon 1937. Good all-round and original. Year's MoT. £350 o.n.o. Nigel Stennet-Cox. Nurses Home, Norfolk & Norwich Hospital, Norwich. Tel: 28377 ext. 364 or Sleaford (Lincs.) 3550. (54965

1934 3½-LITRE BENTLEY in concours order, with all aluminium coachwork by Rippon Bros., £3,900. For appointment to view. Tel: Lochans 343. (54952

LOTUS ELAN S2. Hardtop, MoT and tax. Excellent condition. £445 or nearest. Would exchange vintage car. Stourbridge 73174. (54953

FERRARI 365GT 2+2, May 1970. Silver grey, black interior. Immaculate. Meticulously maintained and accident-free. Private sale. Tel: North Rode (Cheshire) 419.

TR6 SPORTS ROADSTER, 28,000 miles. November 1971. Blue, taxed/MoT, wire wheels, tonneau, burglar-proof, service history. Immaculate. £1,050. 01-736 5417 day and eve. (54958

ROLLS 20, 1926. Mechanically complete chassis with wings, bonnet, scuttle. Spare rebuilt engine, set new straight sided tyres, instruments, radiator, various spares. Straightforward restoration project. Eggleton, 7 Ruston Mews, London W11. (54957

LOTUS ELAN SPRINT. "L" registered, in immaculate yellow over white. Drophead. Full service history. Radio, new SP sports and exhaust. Owner emigrating. Maidenhead 38136. (54956

1969 MORGAN +8

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1974 PORSCHE Carrera, bitter chocolate, electric sun-roof, radio, stereo **£6,995**

1936 BENTLEY 4¼-litre pillarless coupe by Gurney Nutting, totally original condition.

1973 LOTUS Elan +2S 130/5, oatmeal, Sundym, radio, stereo, alloy wheels **£2,295**

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1973 series LOTUS Europa Special, lagoon with gold piping, alloy wheels, cassette tape stereo **£1,895**

1972 LOTUS Europa TC, radio, alloy wheels **£1,495**

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1972 LOTUS Elan Sprint d.h.c., Colorado/white, Sundymn glass **£1,395**

1973 LOTUS 7 Big Valve, 10,000 miles, heater, roll bar.

1971 series LOTUS 7 Big Valve, Stage 4, specially prepared, adjustable suspension, alloy wheels, heater, roll bar, Kenlowe electric fan. Engine has only covered 2,000 miles.

1970 LOTUS 7 1600GT, heater, radio, roll bar.

1972 JAGUAR E-Type V12 roadster with hard-top, radio/cassette stereo, chrome covers **£2,495**

1970 ASTON MARTIN DBS Vantage, Seychelles, radio, stereo, Sundym, chrome wires **£2,495**

1973 TRIUMPH TR6 roadster, 14,000 miles, radio, stereo, overdrive, Sundym glass **£1,495**

1973 TRIUMPH GT6, magenta, Sundym, radio, overdrive **£1,295**

1968 TRIUMPH TR5 roadster, radio, overdrive **£595**

1973 JENSEN HEALEY, with hard and soft tops, 13,000 miles, one owner, radio **£1,595**

1973 MG-B roadster, radio, cassette stereo, overdrive, Rostyles **£1,295**

1972 MG-B roadster, radio, overdrive, Rostyles **£1,095**

1968 MG Midget roadster **£495**

1964 ALFA ROMEO 2600 Sprint, 38,000 recorded miles, white/black leather interior, radio/cassette stereo; this classic appreciating car offered at only **£695**

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ROLLS-ROYCE, 1962, Silver Cloud II. One of the last built, this magnificent example has covered only 50,000 miles from new and is in the condition one would expect from such a low mileage, elegantly finished in rich deep Burgundy with unmarked natural hide trim, electric windows and aerial, individual front seats. Surely one of the finest examples currently available.



BENTLEY, 1937, 4¼ Sedanca coupe by H. J. Mulliner, nicely refinished in Sherwood green and retrimmed in plum hide; mechanically outstanding, new tyres and exhaust just fitted.

ROLLS-ROYCE, 1962, Silver Cloud II Mulliner convertible, finished in dawn blue, coachlined in white, grey power hood, electric windows; excellent condition mechanically and bodily, a very rare example of this classic and desirable series.



ROLLS-ROYCE, 1964, 2-door fixed-head coupe by Mulliner-Park Ward. Elegant regal red coachwork with Everflex roof, tan hide trim and carpet. A superb example of its series.



CADILLAC, 1903, single-cylinder 6-h.p. rear-entrance tonneau, exceptionally original and in good running order.

ROLLS-ROYCE, 1929, 20-25 classic D-backed coachbuilt small limousine by Cockshoot of Manchester, very pretty lines, twin spares, "V" windshield, fold-away occasional seating, finished in ebony with brown hide trim. Winner of several awards; extremely original in all aspects.



BENTLEY, 1964, S.III standard 4-door sports saloon, first-class example with recent major service, finished in Dawn blue over silver with grey hide trim and carpet.



M.G., 1953, TD Mk. 2. Another restored example in Pillar-box red trimmed in tan hide, new weather equipment, radio, halogen lights, etc.

BENTLEY, 1936, 4½ W.O. Heavy crank engine, one of the six RC series assembled by Rolls-Royce, totally original with a recorded mileage of only 57,000. Salmon's 3-position sedanca drophead coachwork, finished in gunmetal grey with original pigskin trim.

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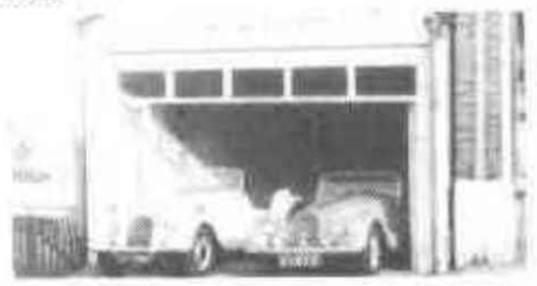
A good selection of pre and post-war Rolls-Royce and Bentley cars available. Also we usually have several interesting and exotic motorcycles available

URGENTLY WANTED, ALL TYPES OF ROLLS-ROYCE, BENTLEY AND CLASSIC SPORTS CARS. TOP PRICES, DISTANCE NO OBJECT.



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Midlands Morgan Agent

Not a lot of Morgans to offer you this month I'm afraid but it's not the quantity. Bright yellow has always been one of my favourite colours, especially when set off by wire wheels, so the 1968 Plus 4 I have I rather fancy. It was supplied by me when new and its 30,000 miles have obviously been driven with great respect. For the Motor Show in 1971 I believe Mrs. Morgan was asked to choose the colours for the cars on the stand, one of which I have now in dark blue and light blue. It is a 4/4 two seater with one owner for its 28,000 miles, but hurry, as I've a man coming from Ireland and he's very keen. My only other Morgan is a 1972 four seater but it looks very pretty in green with white interior. A poor man's Plus 8 is how I've often described the Healey 3000 and I have a nice steel 1965 wire wheeled example with radio that doesn't. For somebody without enough Morgan vouchers I have a 1965 MGB, like the Healey, bright red and should any of the readers not be Moggy Men I also have a 1971 Escort Sport, not the real thing but quite entertaining, finished in yellow, you'll never need brown trousers to drive this. Happy New Year!
MIKE



FOR SALE—continued

TUS ELAN SPRINT 1973. Red/white. gnificant condition, 15,000 miles, radio/ e. Full history and service records. 550. Tel: Leicester 23121 business hours. (55100

ORRIS COWLEY 1929. Fine condition dily, excellent mechanically. Very clean roughout. MoT. £875. May, 60 Mill ne, Mill Green, Aldridge, Staffs. (55096

1949 2-LITRE non-runner, just about storable. Reg. No. NPD 5, £50. Packer msquite, St. Tudy, Cornwall. St. Tudy 9. (55093

35 RILEY LYNX 12/4. 4-seater, 4 door orts tourer. Not used recently, but run- ng and fairly original. Valuable car if stored. Offers. Walton-on-Thames 28368. (55091

'-TYPE JAGUAR II, 1969. FHC. Grey, d interior, chrome wire wheels. MoT ly 1975. Radio. £1,050 o.n.o. Ilkley 4642. (55089

33 RILEY ALPINE Six Saloon, with ecial Series 14/6 engine (triple Solex) d silent third gearbox. Chassis No. 44T 8. Partial restoration includes profession- ly replaced woodwork. Engine superb, equires interior renovation and repaint. complete, genuine and very rare Riley, th handbook and spares. Substantial offer quired. Telephone Hull (0482) 502136. (55101

LEY 1½-LITRE, requires another good me. Good condition, black and maroon. eliable car, reconditioned engine, shell earings, 20,000 miles approx., new hood, akes, relined. Genuine reason for sale. 50. Phone: Manchester 061-434 1288. (55097

K150 S 1959, DHC. Registered WYX 2. 000 miles since complete engine and earing overhaul. Wheels rebuilt, etc. Very od original condition. Stored last three ars. Dark blue. £1,300. Cambridge 46968. (55094

STON MARTIN DB5 Automatic Six. ower steering, air conditioning, Sundym ass, radio. Silver with blue leather. Gen- ne 30,000 miles. Chrome wire wheels. istory from new. Current shape with ecial registration looks brand new. There not a better Aston on offer anywhere. ,500 o.n.o. Phone: Mr. Thurston, Stan- ope 247 weekends, or office Leicester 931. (55095

STON MARTIN DB5 1965. Burgundy, anual, radio. Terrific value at £1,050. elephone: Corbridge 2670 (day). (55084

ILBERN INVADER, 1971. Immaculate, ectric blue, eight-track plus all the usual tras. Bargain £1,150 o.n.o. Tel: 01-723 317. (21363

FOR SALE—continued

ALFA ROMEO SPYDER 1600 c.c. Convertible, 5-speed v.g.c. for year, £225. Oenham Bucks. 3502. (55099

GILBERN INVADER. K Reg, low mileage, one titled owner. Burgundy/tan trim, o/d, tinted screen, stereo, sunroof, electric windows, 28 m.p.g. £1,200 o.n.o. HP poss. 01-954 1007. (21401

1915 FORD MODEL T Speedster. The well-known Yellow Peril is for sale. Richards Castle 239. (55152

XK140. EXCELLENT condition—engine, gearbox, steering. Professional rebuild. No body rust. £1,600. Ring: Aldershot 850286. (21400

PORSCHE 356 SC Cabriolet 1964. Complete with excellent engine but needs work on deteriorated body. Offers around £250. Tel: Leicester 760742. (55148

CIRCA 1905 DE DION Bouton, Voiturette. 8 h.p. Needs a small amount of work to become immaculate. Richards Castle 239. (55152

1965 AUSTIN HEALEY 3000 Mk. III. O/d., wires, radio, new hood, tonneau. Hard top, recon. engine, 3,000 miles. New rear springs 5,000 miles. Recent half respray. No rust. Finished in red, £795. Tel: Sheringham, Norfolk 2815. (55151

TR4A IRS 1965. Soft top, tonneau, overdrive. One family and 89,000 miles from new. 8 months MoT, taxed March. Well cared for. £400 o.n.o. Gosport 88448. (55150

PORSCHE 1600 SC 1964. White with black trim, enthusiast owned, recent complete body restoration (800 hours). Mechanically very good, radio, host of spares, taxed, MoT. £1,100. Frater, Baybree Cottage, Crabbswood Lane, Sway, Hampshire. (55149

LAGONDA LG45 rare Rapide. Model 1937, one owner, from important collection. Concours condition, mileage 42,000. Offers around £9,000. Box 4601. (55192

'67 PORSCHE 912. Polo Red with black interior. Excellent condition throughout. Perfectly reliable. New tyres, clutch and pads. MoT, taxed. Have acquired another Porsche, so must sell. £1,150. Phone: 01-935 2281 (work). (55185

LOTUS +2 S, 1970, 39,000 miles, 35 m.p.g. French Blue, sun roof, chrome wheels, radio, tinted screen, HRW, usual Lotus refinements. Immaculate. £1,250 o.n.o. Tel: Southerndown 277. (55206

1959 AUSTIN HEALEY Sprite De Luxe. Leaf Green. 1 owner (just retired), fully documented history since new. Quite original including hood, sidescreens—even the rubber mats. Very low mileage, not cheap. 01-560 0271. (55099

FOR SALE—continued

MORGAN 4/4, November 1970. Yellow, black trim, bucket seats, wire wheels, luggage rack, radio, immobiliser, mileage 25,000 as used mainly as second car. Tax, MoT till end October. £1,300. Phone Janet Hudson, Reading 581258 Ext. 267 (daytime). (55201

LOTUS SEVEN Series 4, May 1974. Big valve twin-cam. 4,000 miles. Fastidiously run-in and maintained. Alloy wheels, oil cooler, heater, air horns, etc. Growing family forces sale. New price over £2,000. £1,475 o.n.o. 828 8717 or 651 1024. (55188

BRITANNIA SPORTS 2-seater coupe 1961. Mays Ford 2.6 engine, Tojeiro chassis, Moss g/box, o/drive on all gears, all original, just over 30,000 miles. Offers invited for this very unusual car. 01-638 0382. (55189

MG-A MK. II DHC 1962. 3 owners since new. Mechanics and body in very good condition. Reliable. £425. Tel: 01-540 3199. (55187

TR4A 1967. Supremely attractive in Midnight Blue with tan interior. Surrey top, wires, Halogens, radio, 50,000 miles. Immaculate and totally rust free. Repeat rust free. This rugged carburetter engine returns remarkable economy plus smooth performance. I need greater carrying capacity. AA. RAC inspection invited. £575 o.n.o. John Walker, Wharfdale House, Kettlewell, Yorkshire. Tel: Kettlewell 277. (55203

GILBERN INVADER Mk. III May 1973. Overdrive, metallic electric blue/off white upholstery, stereo radio, electric windows/aerial, HRW, 28 m.p.g. Must sell, hence £1,950. Tel: Aberford 308 (Yorks.) after 6 p.m. and weekends. (55202

HEALEY CORVETTE. A black and beautiful 1963 Austin Healey 3000 Mk. II, powered by 5-ltr. Corvette engine and T-10 4-speed transmission. 2 years spent on total reconstruction and restoration. Black lacquer paint, red leather int.; new top, carpets, roll bar, Cobra wires, Michelin XWX tyres, flared arches, specially made Healey-Corvette badges. Truly one of the best conversions ever, a rival to any Cobra. Loving owner must sell due to other commitments. £1,795. Telephone: 289-3051 mornings, evenings. (55194

BMW 1600 COUPE 1968. Red, superb condition. £595. Exchange considered, especially pre-war car. Matlock 3505. (55200

LOTUS ELAN +2 S 130, "K" Reg. Stereo, chrome wheels, perfect runner. Bargain £1,295. Phone Marlow 5673 (Bucks.). (55193

SPITFIRE 1965 for sale. Extras include rally seats, s/wheel, hardtop, very good condition. MoT. Red. £235. Staines 51107 evenings. (55211

CITROEN SM EFI, 1973. White, air conditioning, Sundym, electric windows, p/b radio, electric aerial, etc. Superb condition. 16,000 miles. Reg. No. RFE 3L. £3,950 o.n.o. Tel: 01-693 7379. (55199

FIAT 2300 S COUPE 1966. Right hand drive. Rare Ghia styled 4-seater coupe with impressive appearance and performance, yet easy availability of spares. Major overhaul by connoisseur 1971 since then little used. Fitted sun roof, radio, and cassette. MoT. £445. Tel: 01-720 7204 (Clapham) or Selsey 2250. (55198

1909 HUMBER Touring Car. VCC dated. 20 HP 4 cyl. engine, artillery wheels, 5-seater tulip back body, re-trimmed in red/Burgundy hide (deep buttoned), new hood, new BE tyres all around. In first class mechanical condition throughout, and at present undergoing chassis and body paintwork. A rare and useable veteran touring car. Price £7,000 o.n.o. 1950 Riley 2½-litre Roadster. Rare 3-seater roadster version of the 2½-litre RM Riley. Repainted to a high standard in red, new hood fitted, wire knock-on wheels, excellent tyres and mechanics, fold flat windscreen, full weather equipment, taxed and MoT tested. Price £1,250 o.n.o. Telephone: office Boldon (Co. Durham) 5801; or Newcastle-on-Tyne 863193. (55195

SCIMITAR GT 1968. V6 engine, o/d, radio. Down white with black interior. Fast reliable car. Tel: 060-126 286 (Northants). (21420

FOR SALE—continued

ROVER 95 1963. MoT Sept. '75. Needs clutch overhaul. Haggle from £175. 01-303 0495 (Bexleyheath, Kent). (55087

JENSEN CV8 Mk. III 1966. Towbar, sunroof, stereo, new stainless steel exhaust, excellent condition, £995. Telephone: 01-658 6632. (21346

E-TYPE FHC 1966. White with black interior. Mechanically excellent, superb interior, recent respray. Radio, HRW, CWW. An extremely attractive example of this classic car. History available. £750. Serious enquiries only please to Graham Walker. Tel: Spalding 3038 or 2073. (55083

1972 GILBERN INVADER Estate. Overdrive, small mileage, excellent condition. £1,400 o.n.o. buys this unrustable model of reliability. Tel: 0742 360046 (Sheffield). (55086

LOTUS EUROPA twin-cam August 1972. Pistachio, 20,000 miles, Sundym glass, alloy wheels, stereo, immaculate condition, £1,495. Extra for registration UUX 1. Part exchange Frogeye Sprite, Mini Cooper. Luton 413469 evenings. (55092

'M' TYPE MG 1929. Very early example of this rare car (377th built) 2/3 restored, but requires a good home for completion. Lack of time and other commitments forces sale. Numerous spares, including 3 engines, 5 wheels, axles, diff., brakes, etc. First offer around £900 secures. Tel: 0632 481364. (55090

SUPERB 1965 4.2 E-Type Jaguar. FHC. Primrose/black, sunshine roof, 6 in. CWW, HRW, radio, lamps, locks, nudge bar, resprayed, renovated, immaculate condition, 1 owner last 6 years, £795. 01-959 6404. (55089

LOTUS ELITE Series I, BRG. Craftsman rebuilt leather seats. Engine just overhauled. Many new expensive parts. 44 m.p.g. at 70 m.p.h. New MoT. A very rare car in good condition. £795 o.n.o. 01-546 3954 (evenings). (55085

BENTLEY CONTINENTAL Convertible, 1958. All usual refinements. An exceptional 82,000 miles. Maintained in above average condition regardless. Offers around £7,000. Box No. 4600. (55210

MG-B VMF 534G, BRG with wire wheels. Exceptional example. One previous owner. Fastidiously maintained. £525. Rogers, Walland Cottage, Main Street, Collyweston, Stamford, Lincs. Tel: 078-083 652. (55208

DINO FERRARI, HEU 5. Red, radio, 8-track, Sundym, seat inserts, electric windows. 21,000 miles. Perfectionist's car. £3,500 o.n.o. Freeman, 01-657 8811 or Ferndown, Dorset 3046. (55186

1934 FRAZER NASH TT replica. Original car in outstanding condition. View South of England. Box No. 4602. (55191

1974 ALFA MONTREAL. 3,500 miles as new. Stereo, radio, orange, black interior. A bargain for overseas visitor or someone leaving England. Jersey registered. £3,650. Channel Islands 0534 24764. (55119

MG-C GT "H" Reg. Sept. '69. BRG. Black interior, wire wheels, manual with overdrive. Oil cooler, sunroof, spot lamps, 8-track stereo, radio, electric screen washer, rear de-mister. MoT Sept. '75. Beautiful MGs centre console. Excellent mechanics. Exceptional car, in fact, the finest MG-C on the road. Reluctant sale. £875 o.n.o. 01-229 6034 anytime, leave message. (55120

JAGUAR XK150 DHC. This car is now restored to immaculate condition throughout. Re-finished in Jaguar British Racing Green with new trim, mohair hood. Many parts re-chromed. Engine fully re-conditioned, new brakes and many other parts. £2,900. Bradford 498255. (55108

1972 PORSCHE 911T LVX 2.4. Tangerine, comprehensive specification includes electric sunroof and windows, Sundym glass, faultlessly maintained by two enthusiast owners. 21,500 miles. £3,000. Tel: 070984 3627 Sheffield area. (55105

BERTONE SIMCA 1200S Coupe. RHD, sunroof, 8-track stereo radio. Exceptional condition throughout. Performance coupled with economy. Bargain at £595. Eckington, Worcs. 689. (55114

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FOR SALE—continued

1947 ROVER 14 SALOON. Resprayed black—immaculate, 56,000 from new MoT. Commutes 60 miles daily at 26 m.p.g. Fawn cloth upholstery. Oil 30 p.s.i. idling, 40 cruising. £325 o.n.o. Tel: Warwick (0926) 44234 evenings. (55113

ROVER 90, 1959, Taxed, MoT, Overdrive, good runner, well shod. Offers around £110 please. Tel: Brackley 2427, Northants. (55131

MG-B GT 1971 (J), 55,000 miles, fair condition, overdrive, HRW, white. Cheap at £880. Wheathill (Somerset) 319. (55111

FERRARI DINO 246 GT. Red, Regd. 1973. 14,000 miles. Radio, stereo. Superb condition. £4,250 o.n.o. Phone: Holytown 732978. (55125

INVADER MK. II November 1971. Manual, 20,000 miles. Excellent condition throughout. 30+ m.p.g. £1,350 o.n.o. Odiham (025671) 2757. (55126

RILEY 9 GAMECOCK 1932 Open 2-str. Engine recently overhauled, 4 new tyres, good condition £1,200. 1950 Jowett Javelin. Excellent condition. Long MoT and tax, no rust, £450. Rosten, Weybridge 48535 (Surrey) (55129

MG PA 1935. Dismantled/partly restored. Original engine. Best offer £400 accepted. Tel: Eckington (Worcestershire) 700. (53940

1955 ALVIS TC 21/100, in everyday use up to June £350 o.n.o. Phone: 051-355 1455. (54912

HISTORIC SPORTSRACER—The JBW-Ferrari. Constructed 1959 by Brian Naylor as logical successor to JBW-Maserati. Extremely sucessful in its day, still very original but minus engine and bonnet. Sensible offers in four figures for this JCB/HSCC contender in the "big banger" class. 021-745-3576. (47736

1953 FRAZER NASH Targa GS, one owner, immaculate, ZF wire wheels, new tyres, Alfin, tinted screen, engine just reconditioned. Phone: 01-229-2324 or 254-9947. (18623

WANTED

QUALITY LATE ENTRIES accepted for Alexandra Palace Auction. See VTEC advertisement page 93. (21402

WANTED: VINTAGE Lagonda, Alvis, Delage, or similar sports car. Good condition. 01-828 7449. (21402

WANTED DESPERATELY 1933 MG 'K' Magnette pre-selector gearbox, and magneto-drive or parts, any condition. Top prices or exchange Marshall twin belt blower off N/K type. Selling various K/KN/L/N spares. SAE. 12 Faenol Avenue, Abergele, Clwyd. (21185

MORGAN +8. Must be an immaculate low mileage example. Tel: Mr. Marvin—home: 01-467 8178; work: 01-935 4422. (55127

DECANTER—ROLLS or Bentley radiator style. Must be in excellent condition. State price required to Box No. 4598. (55116

WANTED! WANTED! Late vintage or post vintage 4-seater open sports car. Rolls, Bentley, Lagonda, Sunbeam, Lancia, etc. Must be in superb condition. Private cash purchase. Please send photograph, description and price to Wilcox, 43 Clarendon Sq., Leamington Spa, Warks. (55082

WANTED: AUTOMOBILE Quarterly after volume 6. Pre-war issues of Riley Record and Riley catalogues. Phone 0225-833156 evenings. (55012

MG MAGNETTE ZA or ZB. Must be sound bodily and mechanically. Full details to Marsh, Wildgoose Cottage, Frampton-on-Severn, Gloucester. (55009

BUGANTICS WANTED. Especially volume eleven and earlier. Some copies for sale or exchange. Box No. 4595. (55003

WANTED: Either Morgan TR3 or similar, in excellent order throughout with long MoT. No time to sort out so please no nasties. Phone: Paul Gammon, Bramley, Surrey 3727. (55098

WANTED: Any information and/or literature, Anent Duff and Aldington or Adlington or Ablington, early purveyors of fine cars and/or coach builders. If literature, can use copies just as well as originals. All information, rumour, supposition or opinions are welcome if facts are unavailable. Alan L. Blum, 213 Garnet, Balboa Island, California, 92662, USA. (574297

ALTA OR SIMILAR pre-war competition car urgently required. Consider AC, Leaf, Talbot, etc. Originality and condition unimportant. Please state price. Box 4591. (54911

LOTUS ELEVEN CLUB. Sports or Le Mans in any condition. Also any spares. Birmingham 021-745 3576. (54915

WANTED: VINTAGE Austin 7, 12/4 or 16. Details and price to Box No. 4594. (54960

MG J2 AND TC spares wanted. J2 steering wheel and seats, TC radiator & shell, petrol tank, instruments, steering wheel, seats, WHY? Owen McLoughlin, The Ward, Co. Dublin, Ireland. Phone: Dublin 343974. (55001

WANTED: MG TC. Runner or non-runner. WHY. Good price offered. Owen McLoughlin, The Ward, Co. Dublin, Ireland. Phone: Dublin 343974. (55001

AUSTIN 7. Speedy or Nippy, etc. Also any sports spares, bodywork, logbook, etc. Anything relevant to sports models. Condition irrelevant. Stourbridge (03843) 73174. (54247

WANTED: MG model TC and TD in top condition. Please write to Box 4550. (56975

WANTED—continued

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

WANTED: ASTON MARTIN DB6 Mk. II Volante, by AMOC member. Tel: Lamberhurst (Kent) 643. (56329

LADY WISHES to invest in vintage Rolls-Royce motor car. Genuine investor, all replies answered. Please offer to 'Miss Murfet', New Wood Farm, Bunny, Notts. (51965

MAGNIFICENT monsters, rotten wrecks, surplus spares wanted by members worldwide. Details/price please: Vintage Transport Club, 14 Broadway, SW1. Tel: 01-834 9225. (19891

WANTED: PRE-WAR car or rolling chassis as basis for racing special. Prefer Austin Seven, Riley 9 or 12/4, MG-M or similar. Anything considered. (Not for resale). P. D. Smith, 86 Weston Road, Lichfield, Staffs. Lichfield 53508. (51847

HAND/INSTRUCTION book for 1923 Bullnose Morris Oxford Tourer. Please oblige, top price paid. Tel: Standeford 790079. (53528

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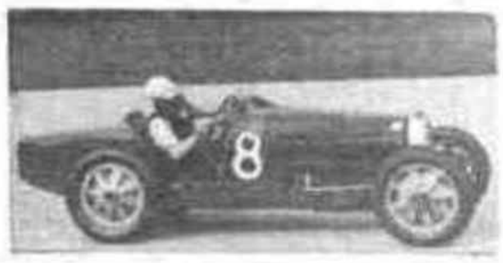
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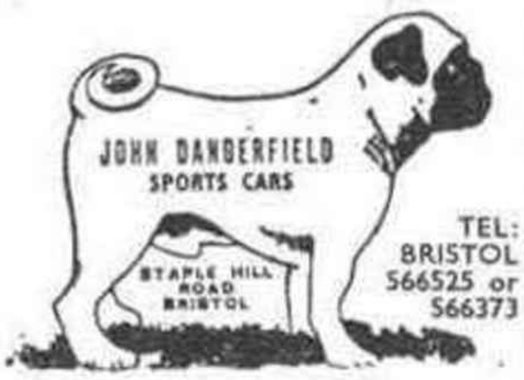
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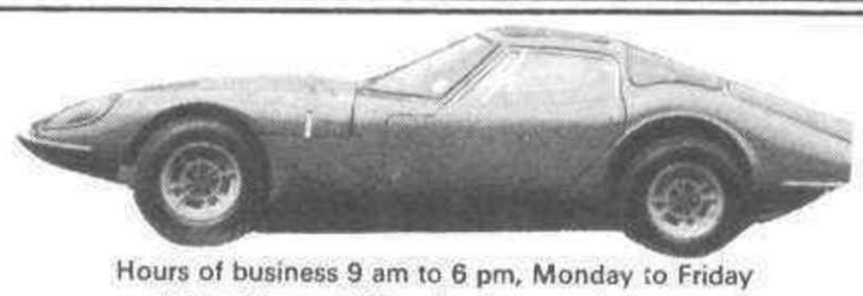
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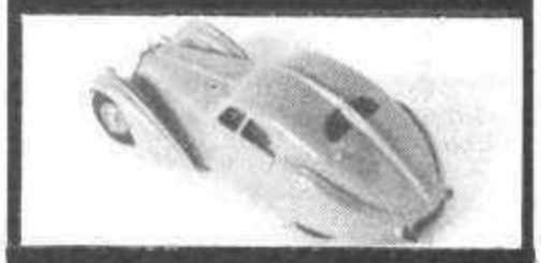
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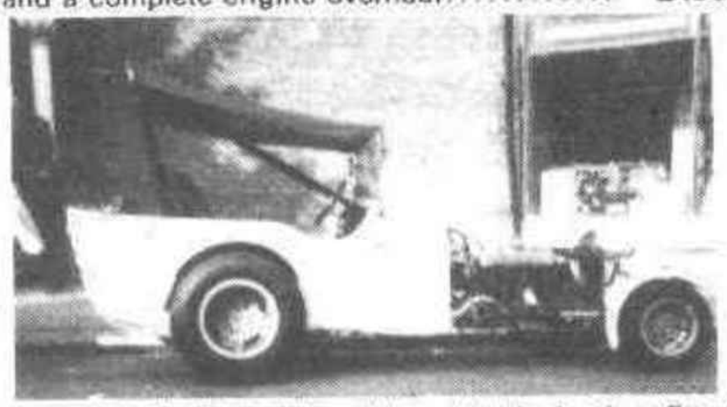
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NOSTALGIA

TELEPATHY!

It was extraordinary that Mr. Boddy should have chosen the exact same theme for his editorial in last month's issue as I did in my ad. No collusion, I promise you! To emphasise the points he made: in my case I was 'caught' by an undetectable 'Q' car on a completely open and traffic-free part of the A1, doing 93 m.p.h. in the 150 m.p.h. 'Works' Healey. At the Magistrate's hearing, the Police stated that there had been no element of dangerous or careless driving, and that my speed had been perfectly safe; it was merely over the legal limit. Yet, unbelievably, ten minutes later the Magistrate referred to . . . "this serious matter of dangerous speeds attained on the A1 . . . obvious habitual offender, driving in an anti-social manner (two other minor 30 m.p.h. 'radar trap' convictions in 80,000 miles!) . . . no hesitation in giving a six months' suspension." Thank goodness for an extremely fair Appeal Court Judge whose attitude was the exact reverse, but who "reluctantly still had to leave you with one month's suspension, to teach you to be more careful in future"—(of getting caught, no doubt!). The most frightening aspect, though, was that my solicitor stated that if the offence had been committed just five miles further on, I probably would have lost my licence for a year, and there would have been absolutely no point in appealing—such was the attitude of the Magistrates and other Legal Personages in that locality! And a Happy New Year's Motoring to you all!

HERE TO ENTHUSE OVER :

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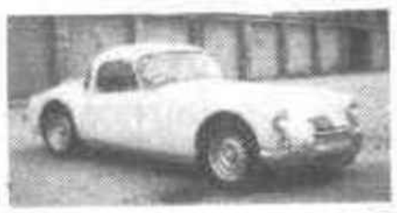
1959 ASTON MARTIN DB4GT LE MANS — ANO 351A: actual 'Project 199' Prototype DB4GT which ran at 1959 Le Mans, and subsequently raced by Stirling Moss, etc.; totally restored (£3,500 plus in bills) since 1972, and now being driven to and entered in Classic Car Championship (eligible JCB also); Club Silverstone 1.10 sec. — and a superb road car too. 94 pts.

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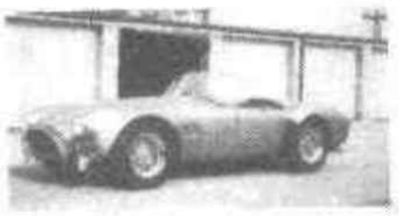
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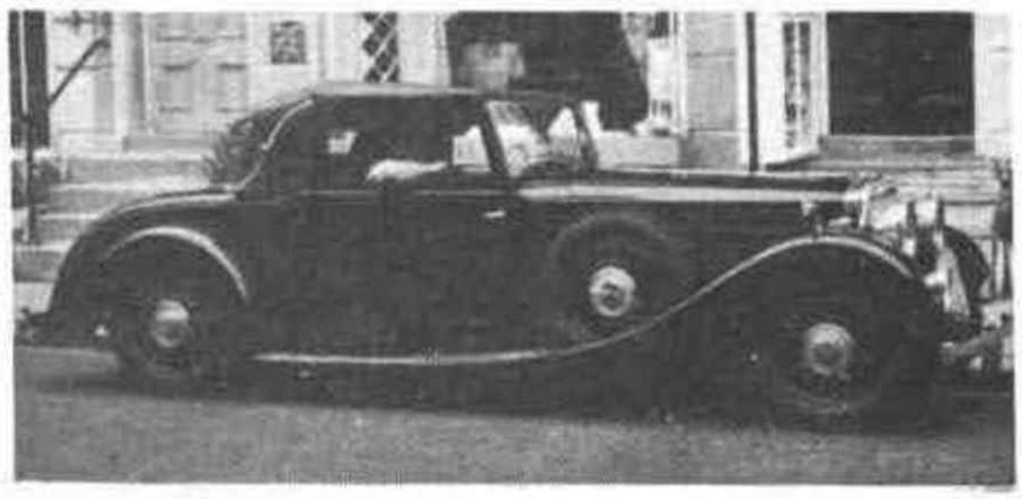
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If you have something of this nature to sell, please contact us.

Our members currently have on offer, among others: 1936 Austin Ascot 12/4, £450. 1932 Rolls-Royce Phantom II Barker limousine, £3,000. 1953 Daimler Empress Mk. II, £1,075. 1953 Armstrong Siddeley Sapphire, £375. 1949 Riley roadster. 1934 Riley Monaco. 1958 XK150 Jaguar sports, £1,000. 1935 Packard Super 8 limousine, £520. 1934 Austin Light 12/4 tourer, £1,200. 1935 Caravan, 6 cwt., £250. 1938 Packard Super 8, £200. 1936 Alvis Speed 20, £700. 1933 Riley 9 Kestrel, £700. 1935 Austin Seven Ruby, £110. 1923 Calthorpe, £200. 1938 Lanchester 10, £200. 1929 Phantom II Rolls-Royce, £7,000. 1928 Ford Model A 2-door sedan, £1,125. 1951 Jaguar XK120 roadster, £2,950. 1935 Rolls-Royce 20/25 hearse, £1,495. 1924 Ford Model T depot wagon. 1939 Alvis 4.3-litre Charlesworth saloon, £1,400. 1928 Buick, £150. 1935 Bentley sedanca, £1,650. 20/25 hearse, £1,500. I and II limousines, £3,000 and £7,000. Alvis B20, £700. Riley 2½ roadster, £200. 1921 Berliet tourer, £1,550. 1926 Citroen, £220. 1931 4½ Invicta. 1929 Amilcar, £600. 1939 SS Jaguar. 1½ Riley, £150. These are just a few current examples. Send 20p for latest list.

VTEC, 14 Broadway, S.W.1. 01-834 9225

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A most unusual, unique collector's car. On a 3½-litre chassis this drop head two door coupe has an external "Dickie" seat and was built by Windovers in 1935. A complete history is available and an engine rebuild was carried out in 1971 at 69,500 miles and the recorded mileage is now 76,000. Repainted by us in black, it is being retrimmed and is in first class condition.

1935 3½-litre Thrupp & Maberly "Airline" saloon, completely restored paintwork, new deep pile carpets and original red leather. £3,450.00
1958 Rolls Royce Silver Cloud I. 105,000 miles. £2,750.
1966 'T' Type Bentley, Tudor Grey, radio and stereo. £4,200.
1938 Alvis Drop head by Charlesworth.

Sports Cars

1972 Jensen Interceptor Mk III. All extras. £3,300.
1972 TR6 23,000 miles, overdrive, radio, roll bar, exceptionally clean red/black. £1,095.00.
1972 Scimitar GTE. Automatic, 21,000 miles, radio/stereo, chrome wheels, Highland purple. £1,895.
1969 TR6. Export car with carbs and l.h.d., one owner, 33,000 miles and really excellent. £675.
1969 Lotus +2. Red/black interior, excellent all round condition with economy. £995.

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ELITE 503. White with champagne interior. Standard features include pwr steering, air conditioning, stereo radio/tape, tinted glass, etc. **LIST**

Europa Special 5 speed. Roman purple with oatmeal interior and tinted glass ..... **LIST**

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Elite 502. White with oatmeal interior. Standard features include air conditioning, stereo radio/tape player, tinted glass and HRW. Low mileage, ex demonstrator **£4,995**
1974 +2S 130 JPS Special. Lagoon Blue with oatmeal interior. Tinted glass, HRW, radio. One owner, 9,000 miles recorded .. **£2,875**
1969 +2S. Yellow with black interior, 130 big valve engine, radio, tinted glass, HRW, maintained by our workshop **£1,195**
1973 Europa JPS 5 speed. Black with gold coach lining and oatmeal interior, tinted windscreen, air horns, one owner **£1,995**
1972 +2S 130. Lagoon blue with silver flake roof and oatmeal interior, radio, stereo, tinted glass, HRW, air horns, alloy wheels, 13,000 miles only, sunroof **£2,195**
1972 Elan Sprint drophead. Gold leaf colours in red over white with black interior, radio, one owner, service history **£1,575**
1973 +2S 130 5-speed metallic green with silver flake roof and champagne interior, radio, HRW, tinted glass **£2,395**
1972 +2S 130. Lagoon blue with silver flake roof and oatmeal interior, radio, stereo, tinted glass, HRW, air horns, alloy wheels, 13,000 miles only, sunroof **£2,195**

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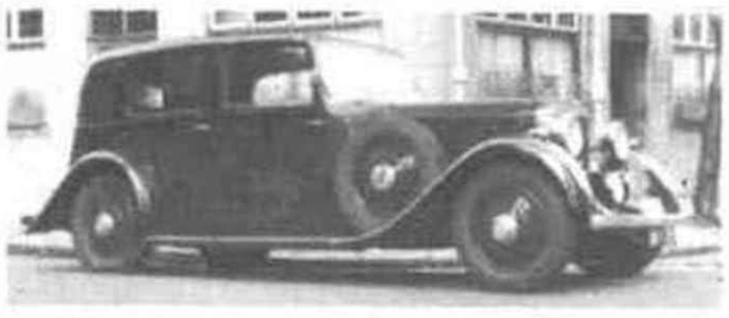
1960 Bentley S2 Continental by H. J. Mulliner, known as the Flying Spur. This beautiful coach-built all-aluminium-bodied motor car is in pristine condition and offers excellent performance. Finished in velvet green with champagne leather interior. **£3,950.**



1963 Rolls-Royce Phantom V touring limousine by James Young. A superb specimen finished in midnight blue and black. West of England cloth upholstery to the rear and black leather trim to the front. Good history; side-facing occasional seating, cocktail bar, etc. **£8,500.**



1955 Bentley R-Type four-door sports saloon; automatic transmission. This car has been maintained in first-class condition and is faultless throughout. Finished in velvet green with unmarked natural coloured leather interior. **£2,250.**



1936 Rolls-Royce 25/30 h.p. sports saloon with swept tail and large sun-roof, coachwork by Barker. Entire vehicle original, finished in black with green sides and matching green interior; only 70,000 miles from new. **£3,850.**



1963 Rolls-Royce Silver Cloud III four-door standard sports saloon, low recorded mileage from two owners. Elegantly finished in shell and Tudor grey with grey hide interior trim and carpets.A really outstanding specimen in all respects. **£3,850.**



1964 Rolls-Royce Silver Cloud III two-door fixed-head coupe by Mulliner Park Ward. A rare Continental Rolls-Royce in regal red with beige hide interior and fitted with power-operated windows and full stereo system. One of the most elegant of recent Rolls-Royce designs, the car is in excellent condition commensurate with its low mileage. **£7,500.**

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Six Silver Cloud IIIs from £3,450.
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Two Silver Wraiths from £2,450.
Seven pre-war various Rolls-Royce.
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ROLLS-ROYCE Silver Wraith, 1959 by Hooper. Automatic with power steering. interesting extras. This rare example of a coach-built Empress Line model has a blue



Finished in black with a Warwick grey insert. Full cocktail complement and with many grey hide interior that is unmarked. A two-owner motor car from new.



ROLLS-ROYCE Silver Wraith by Park Ward, 1958. Auto. and PAS. Black and sable with a light tan interior. Recently refurbished, cocktail cabinet, hand tools, owner's manual complete. In outstanding order.



BENTLEY SI 1958 Standard saloon. Finished in black pearl with a blue hide interior, two owners from new. A full service history showing the mileage of 63,000 to be correct. A first-rate motor car in every way.

ALSO AVAILABLE

ROLLS-ROYCE Silver Cloud III. Long wheel base
ROLLS-ROYCE Silver Cloud II. Long wheel base.
ROLLS-ROYCE Silver Cloud I. Low mileage.
ROLLS-ROYCE Silver Cloud II. Choice of three.
BENTLEY S3. Long wheel base with division.
BENTLEY S3. Long wheel base without division.
BENTLEY S3 Standard. Choice of two.
BENTLEY SIs and S2s. Choice of four.

PLUS MANY PRE-WAR MODELS ON DISPLAY

We carry a comprehensive stock of spares for all pre- and post-war Rolls-Royce and Bentley motor cars.

Service and repair work on any model undertaken by our trained staff—also trimming and paintwork at realistic prices.

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Roland Duce

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1934 Morgan Super Sports MX4. Mint. *(Above)* **£1,625**
1922 Grand Prix Morgan. M.A.G. V-twin **£2,850**
1925 Hawkes Racing Morgan. 8-valve Anzani engine. Ready to race **£2,350**
1925 Austin 7 'Pram Hood' Chummy. *Concours* **£1,950**
1929 Austin 7 fabric saloon. Very original, running **£775**
1933 Morgan Super Sports. JAP LTOWZ engine. Mint **£1,975**
1934 Lagonda 16/80 Vanden Plas tourer. Excellent original condition.
1937 Alvis Speed 25 Charlesworth drophead. Supremely elegant.
1946 Bentley Mk. 6, Standard Steel. Unmarked **£1,675**
1946 MG TC. Excellent **£1,375**
1947 MG TC. Magnificent **£1,875**
1949 Triumph roadster. Excellent **£875**
1951 H.R.G. 1500. Probably the finest available.
1959 Jaguar XK150 drophead. Mint **£2,250**
1961 Bentley S2. Unmarked. Power windows **£1,700**

The majority of these cars have been restored in our workshops. Unrestored cars are occasionally available and we have at the time of going to press the following cars:

1934/7 Morgan V-Twins, from **£475**
1936 Talbot 4-seat tourer **£375**
1947 MG TC **£475**

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Name

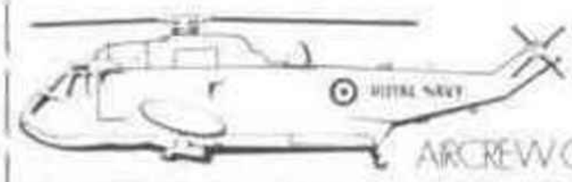
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RN ROYAL NAVY



1929 Mercedes Benz 38-250 SS tourer, supercharged 6 cyl. White with black leather interior, factory production history available, but no record of its history during the war years. Car is all original but was restored many years ago. There are many spares with this car, purchased by us from a dismantled saloon, an almost complete engine plus bits and pieces.

1920 Silver Ghost tourer, white, red interior.

1929 Studebaker President, 8 long chassis tourer, two-tone beige, 2 "jump" seats.

1917 Ford T. Roadster, fully restored "very" black!!



1955 Gull Wing. White, red interior, right-hand drive, superb condition, we think about 40,000 miles but its previous history is rather vague, we have had this car for about 6 years.

1912 Silver Ghost, London to Edinburgh tourer, 3-speed gearbox, brass radiator, white with black leather, polished aluminium bonnet.

1923 Silver Ghost Barker tourer, with riveted mudguards, silver grey with red leather, black hood and tonneau, rear screen, polished bonnet.

These cars are from a small collection of Vintage and Victorian cars. I want to sell all or any of these cars. I am coming to London late January or early February, and will be available to see any prospective buyers. I am prepared to negotiate method of payment, i.e. other assets in part exchange or foreign currency. If all the cars are sold I shall want to purchase a good Rolls-Royce of Vintage era.

CONTACT: Mr. P. McGrath, Delena Pty. Ltd., 751 New South Head Road, Rose Bay, N.S.W. 2029, Australia. Tel.: 371 5022.

SPORTS MOTORS

LOTUS SCIMITAR GTE ALFA ROMEO JENSEN-HEALEY MORGAN

NEW LOTUS Elite 502. White.
NEW LOTUS +2S 130/5. Choice of colour.
NEW LOTUS Europa Special, 5-speed. Choice of colours. Special price of **£2,995** whilst stocks last.
NEW LOTUS Elite 503 in white. Power-assisted steering.
NEW SCIMITAR Auto. Capricorn blue, alloy wheels, tan trim.
NEW SCIMITAR GTE. White, o/drive, alloy wheels.
NEW SCIMITAR GTE, overdrive, alloy wheels. Beaujolais.
NEW SCIMITAR GTE, overdrive, alloy wheels. Capricorn blue.
NEW ALFA ROMEO Spider. Red, 5-speed gearbox.
NEW ALFA ROMEO 2000 GTV. Red, 5-speed gearbox.
NEW ALFA ROMEO 2000 GTV in beech with beige trim, 5-speed gearbox.
NEW ALFA ROMEO 2000 GTV, Special Equipment. Choice of two, white or red. Spec. includes vinyl roof, tinted glass, alloy wheels, radio/cassette, hazard warning lights, fog lamps, etc., etc.
NEW ALFA ROMEO 2000 saloon. White, 5-speed gearbox.
NEW ALFETTA. Plum, 5-speed gearbox.
NEW JENSEN HEALEY. Choice of colour.
NEW ALFASUD TI. White, 5-speed gearbox, etc.
NEW ALFASUD TI. Green, 5-speed gearbox, etc.
NEW ALFASUD TI. Red, 5-speed gearbox, etc.
NEW ALFASUD TI. Blue, 5-speed gearbox, etc.
NEW ALFASUD SE. Red, h.r.w., servo brakes, headrests.
NEW ALFASUD SE. White, h.r.w., servo brakes, headrests.
NEW ALFASUD SE. Blue, h.r.w., servo brakes headrests.
NEW ALFASUD SE. Green, h.r.w., servo brakes, headrests.
1974 DOLOMITE Sprint. Yellow, radio.... **£1,845**
1974 RENAULT 12TS. Yellow..... **£1,245**
1972 TRIUMPH Stag Auto. Hard- and soft-tops. Saffron. One owner..... **£2,095**
1972 RANGE ROVER. Red/black vinyl roof, radio, carpets, rear wiper/washer..... **£2,495**
1974 RENAULT 15TS. Yellow; low mileage **£1,545**
1973 LOTUS +2S 130. White/black interior **£2,295**
1974 'N' JENSEN HEALEY. Blue; low mileage **£2,095**
1974 OPEL Manta Berlinetta, metallic blue, vinyl roof; one owner; headlamp wipers; very low mileage **£1,695**
1972 MUSTANG convertible. White. P.A.S., auto., power hood, etc..... **£1,995**
1974 'N' ALFASUD TI. Blue; low mileage **£1,645**
1973 MG-B roadster, overdrive, wire wheels, radio. Black tulip **£1,345**
1972 RENAULT 16TS. Red; one owner.... **£1,095**
1974 MINI 1000. White; low mileage..... **£995**
1973 RENAULT 16TL. Pale blue. One owner, low mileage **£1,195**
1973 BMW 3-litre, automatic. White.... **£3,595**
1974 'M' LOTUS +2S 130/5. Purple/champagne trim, tinted glass..... **£2,995**
1973 BMW 3.0 SI. Shwarz/velour trim, tinted glass; low mileage **£3,695**
1973 ALFA ROMEO 2000 Berlina. White/grey cloth interior. One owner, low mileage..... **£1,795**
1973 ALFA ROMEO 2000 GTV. Red. Many extras. Choice of two. Bargain price..... **£1,795**
1973 MG-B GT. Yellow/blue cloth interior; one owner; overdrive **£1,545**
1973 'M' MG-B GT V8. Teal blue, sun-roof, radio, overdrive; low mileage..... **£1,945**
1974 TRIUMPH GT6. Magenta, overdrive, tinted glass; low mileage **£1,595**
1973 SCIMITAR GTE. Overdrive, purple, alloy wheels, stereo; low mileage..... **£2,395**
1973 SCIMITAR GTE, Auto. Yellow, tinted glass, electric windows **£2,395**
1973 SCIMITAR GTE. Overdrive. Yellow, alloy wheels; above average mileage, hence price of **£1,995**
1972 SCIMITAR GTE. Overdrive. Turquoise, h.r.w., rear wiper..... **£1,945**
1975 LOTUS Europa Special. Delivery mileage. Purple. One only..... **£2,795**
1973 LOTUS +2S 130/5. Tawny/silver, oatmeal trim, alloy wheels..... **£2,395**
1973 MERCEDES 230.4. Red/beige. Automatic, power-assisted steering, tinted glass; very low mileage **£3,995**

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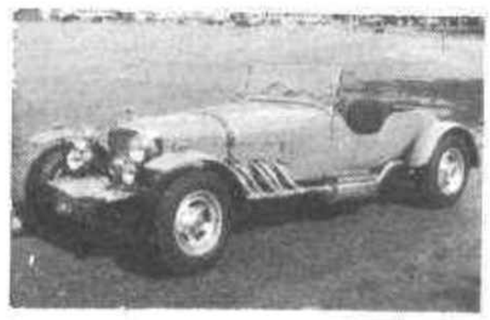


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TWO OF THE FINEST SPECIAL PRODUCTION BENTLEYS BEING BUILT TODAY (Based on Mk VI)

The NEW hand-built Mk. II Bentley 4½-litre GT SUPER SPEEDSTERS
This must be the best looking Bentley being built today.

The NEW hand-built Lawrence Bentley 4½-litre SUPER SPRINTS
This must be the fastest road-going Bentley built (0.50 in 4.8 sec.) See October's issue page 1087, road test.



(The above photos are of the original prototypes. Production models have many more special fittings, etc.)

These new eye-catching, and very fast, sporting 2-seater Bentleys are not Replicas, but professionally designed and custom built by engineers with over 50 years' Bentley experience. They combine the best of both worlds, with classical looks of the early 30s, and ease of handling and reliability of a modern quality car, plus easy to get spares and maintenance, etc. Each model has a charm of its own, the Super Speedsters being completely different from the Super Sprints. As only a limited number of these unique Bentleys will be produced, they must increase in value. Always one of each model in stock; thereafter, delivery approx. six/eight weeks.

Also expected in stock by the time you read this advert is the No. 2 Prototype LAWRENCE SUPER SPRINT (the Bentley that was road tested by "Motor Sport" in the October issue, p. 1087, and pictured above). Since then it has been extensively modified by Mr. Sid Lawrence and has now done 700 miles since new (since these new special Bentleys were introduced 2/3 months ago, I have taken orders for three Super Sprints and four Super Speedsters).

AT THE TIME OF GOING TO PRESS (DECEMBER 3rd) THE FOLLOWING CARS WERE EXPECTED IN STOCK OR ARE BEING RESTORED:

1938 ROLLS 25/30 sports saloon by James Young, 57,000 miles only.
1937 ROLLS P3 touring limousine by H. J. Mulliner, 34,250 miles only.
1937 ROLLS P3 sports sedanca de ville by Gurney Nutting.
1924 ROLLS Silver Ghost landaulette by Clark of Wolverhampton.
1933 ROLLS 20/25 2-door f.h.c. by Barker.
1936 BENTLEY 3½ open sports 4-seater by Gurney Nutting.
1925 British SALMSON 1,100 c.c. GP sports racing 2-seater.
1933 ASTON MARTIN 1½-litre sports 2-seater.
1938 LAGO TALBOT 4-litre Figoni and Flaschi d.h. coupé.
1954 M.G. TS 1500 open sports 2-seater.

ALWAYS A SELECTION OF OTHER RESTORED CLASSICS THAT ARE NOT ADVERTISED.

As Vintage Autos Ltd. is a "One-man Band" (*i.e.*, Jack Bond), and has very low overheads (rent of only £8 per week, no expensive staff or overdraft, etc.), I do not have to ask "telephone figure prices" for my restored cars (of which 95% I buy already restored by previous owners). Also clients can have the satisfaction of dealing with a man who has been trading **exclusively** in the finest examples of Classic Cars for over 30 years.

IN 1975 I START MY 27th YEAR OF ADVERTISING IN GOOD OLD "MOTOR SPORT".

I WILL PAY TOP CASH PRICES FOR CARS OF THE TYPES I SELL, BUT NO "OLD BANGERS" PURCHASED, SOLD OR TAKEN IN PART EXCHANGE.

Hours of Opening: Monday - Friday 9 a.m. - 5.30 p.m. Saturday mornings till 12 noon, or any other time by appointment.

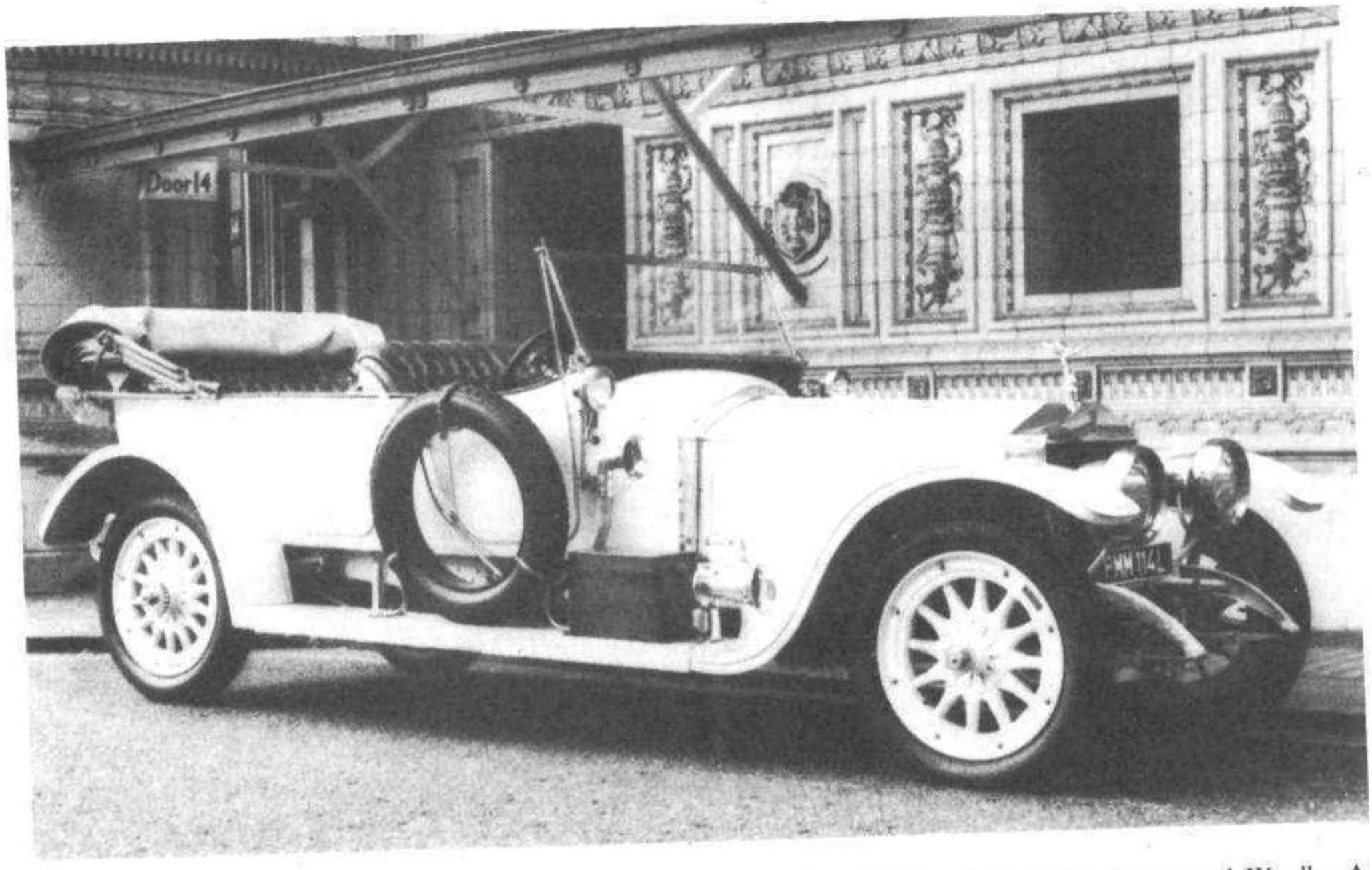
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1912 Rolls-Royce Silver Ghost 5-seater Open Tourer with coachwork believed to be by Starey and Woolly. A beautifully restored example of an early Silver Ghost with many desirable features. ¾ elliptic rear springs, wooden artillery wheels, Auster rear screen. Painted cream with brown buttoned upholstery. **£28,000**

1929 Rolls-Royce P11 Brougham de Ville by Hooper. A most original and attractive car, finished in black and royal blue with leather covered roof. The car still retains its original deep blue leather to front and original cloth to rear. The car has many attractive features, such as ivory internal fittings, opera lights and silver plated finish to some of the bright metal work. Mechanically one of the best P11s we have ever owned. This car is virtually identical to that illustrated on the centre frame of page 110 of 'Those Elegant Rolls-Royce'. **£12,500.**

1938 Rolls-Royce 25/30 Mulliner Fabric Bodied 4-door Sports Saloon under Weymann patents. This exceptionally fine and unusual example of fabric bodywork was built for a member of the Player family of Nottingham and is incredibly original in every respect. Superbly maintained and quite remarkably lively in performance. 88,000 miles from new. We bought this car from one of the most discerning collectors and undoubtedly we will sell it to another discerning man. **£4,950.**

1949 Rolls-Royce Silver Wraith 3-position convertible by Gurney Nutting. An exceptionally rare example of an open Silver Wraith, by this much sought after coachbuilder. Attractively painted in chocolate and cream with red leather upholstery. This car is most impressive to look at and superb to drive. **£12,500.**

1938 4.3-litre Alvis Charlesworth 4-door Sports Saloon. A very original and sound car. Painted black/red with brown leather upholstery. Terrific value at **£1,950.**

1949 Jaguar XK120 Roadster. 22,000 miles only from new. This is the actual Geneva Show Car and is painted black, and has absolutely no rust. Not only is the paint original but the mohair hood and chrome frame is original, also the stove enamel exhaust manifold is original. The engine is fitted with stove enamelled SUs. Soft cam-shaft engine. Original tool kit. We think this car is the finest and most original XK120 Roadster in the World. **£4,950.**

1952 Vincent Rapide 1,000 Motor bicycle. In mint condition following a total restoration. **£995.**

1935 Mercedes Benz 500K 3-position Convertible by Windover. This car has superb lines and is at present undergoing final stages of a complete retrim to the highest standards. Anticipated price. **£16,000.**

1929 Hispano Suiza H6B. 2-seater Fixed Head Coupe with Dicky by Hibbard and Darrin. This wonderful car is at present undergoing final detailed work to an extensive restoration which has cost a small fortune, although the total mileage the car has covered is believed to be very low. The car is painted Prussian Blue and Black with Red coachline and is being retrimmed in finest Red Connolly hide. The car has many desirable features, such as leather top, false landau irons, pillar mounted Grebel spotlight and Grebel mounted headlights, stone guard to the radiator etc. We think this will be one of the finest Hispanos in Europe and it is our sincere belief that cars of this quality will come to be the Rembrandts of the vintage car world. **£28,000.**

1923 Renault 45 H.P. Torpedo Tourer. A very rare example of this great French luxury motor car. With its 9½ litre engine and huge bulk it dwarfs even a Rolls-Royce Phantom. Surprisingly pleasant to drive considering its size. The example at present is undergoing repainting, replating and the fitment of a new hood and tonneau cover. Anticipated price. **£12,500.**

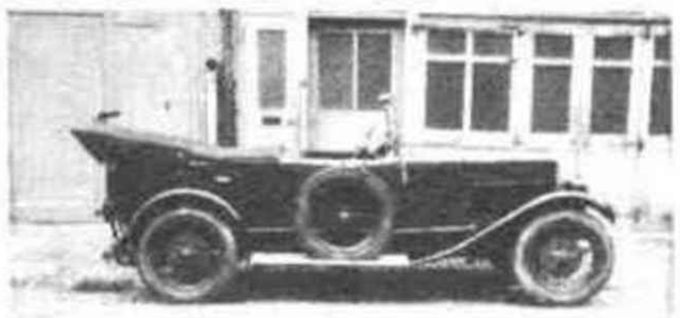
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COYS OF KENSINGTON (SALES) LIMITED
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D. MARGULIES LTD



1926 ROLLS-ROYCE Phantom I boat-tail tourer. Zeiss headlamps. Excellent example.



1930 ALVIS 12/50 four-seater tourer, recent mechanical overhaul.



1935 ROLLS-ROYCE 20/25 sedanca-de-ville by Barker, in primrose and black.



1925 BENTLEY 3-litre short-chassis tourer; full history; excellent order.



1933 RILEY 9 Kestrel saloon, sliding roof, pre-selector gearbox. Excellent order.



1938 ROLLS-ROYCE 25/30 touring saloon by A. Mulliner, finished in black with fawn cloth interior, opera seats and many other fittings.

1928 BENTLEY 4½-litre Le Mans replica.
1928 ALVIS 12/75 1½-litre supercharged front-wheel-drive four-seater.
1926 BUGATTI Type 35A eight-cylinder Grand Prix car.
1935 BENTLEY 3½-litre drophead coupe by Park Ward.
1931 ROLLS-ROYCE 20/25 cabriolet-de-ville by Windover.
1953 BENTLEY "R"-type saloon, synchromesh gearbox.

1927 ROLLS-ROYCE Phantom I tourer Wilkinson replica coachwork.

Cars undergoing restoration include:

1930 ROLLS-ROYCE 20/25 drophead coupe.
1936 AC 16/80 competition two-seater.
1929 Brooklands RILEY 9.
1929 DELAGE D8 four-seater tourer.

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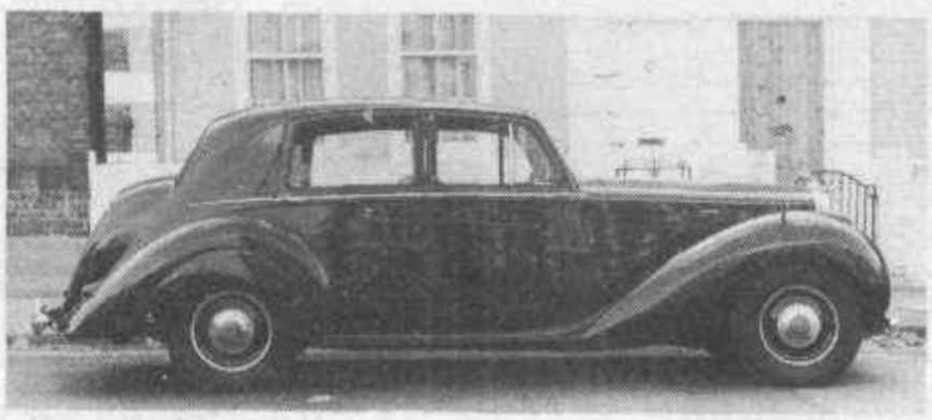
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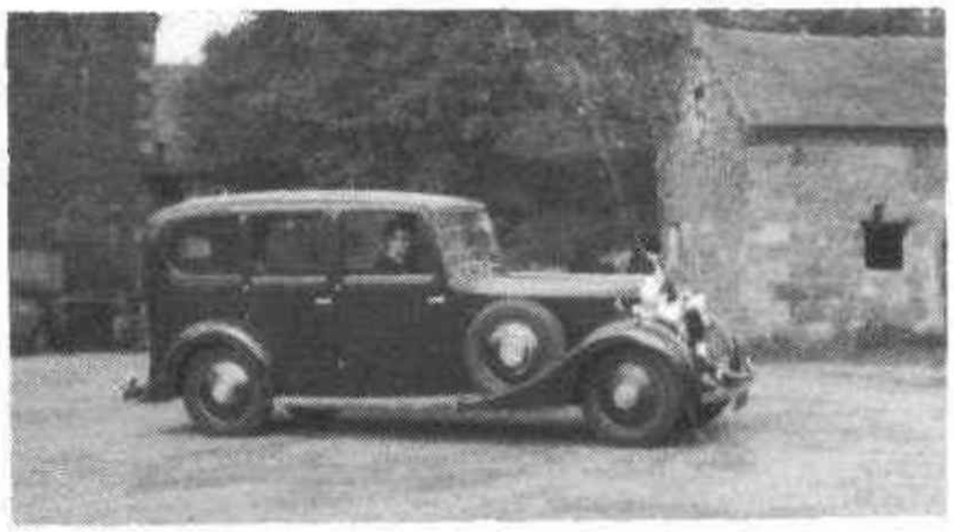
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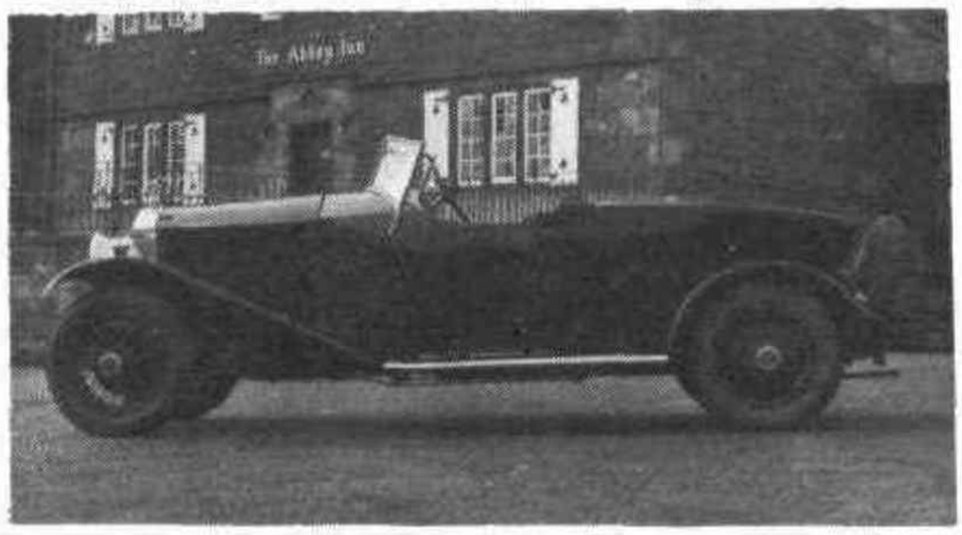
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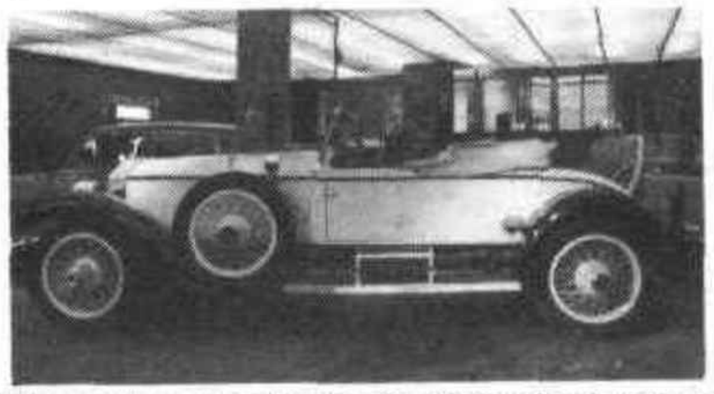
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1968 ROLLS ROYCE Phantom V seven-passenger limousine by James Young. This motor car is one of the *very last to be built and is in fantastic condition throughout.* Also fitted with refrigerated air-conditioning. Silver Cloud III version also available.



1959 ROLLS ROYCE S.C.I. Black with beige interior, immaculate condition. (Choice of two.)



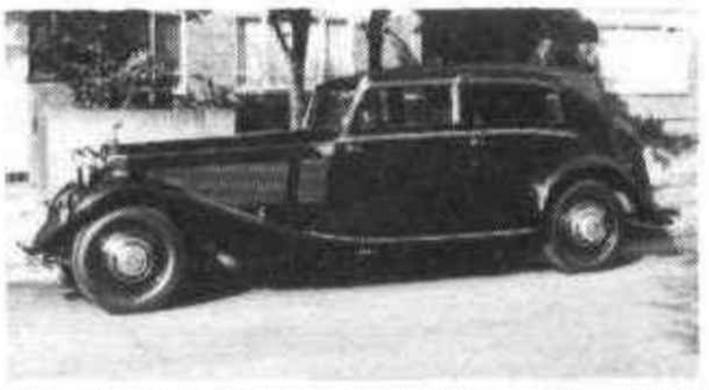
1923 ROLLS ROYCE Springfield Silver Ghost Piccadilly roadster by Brewster. This motor car has a speedometer reading of 34,000 miles, which is believed to be genuine.



1965 ROLLS ROYCE S.C.III convertible. 1964 Bentley version available also.



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1934 ROLLS ROYCE Phantom II seven-passenger touring limousine by James Young. This motor car is in totally original condition and is finished in burgundy with black wings; it is believed to have covered 76,000 miles only.

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