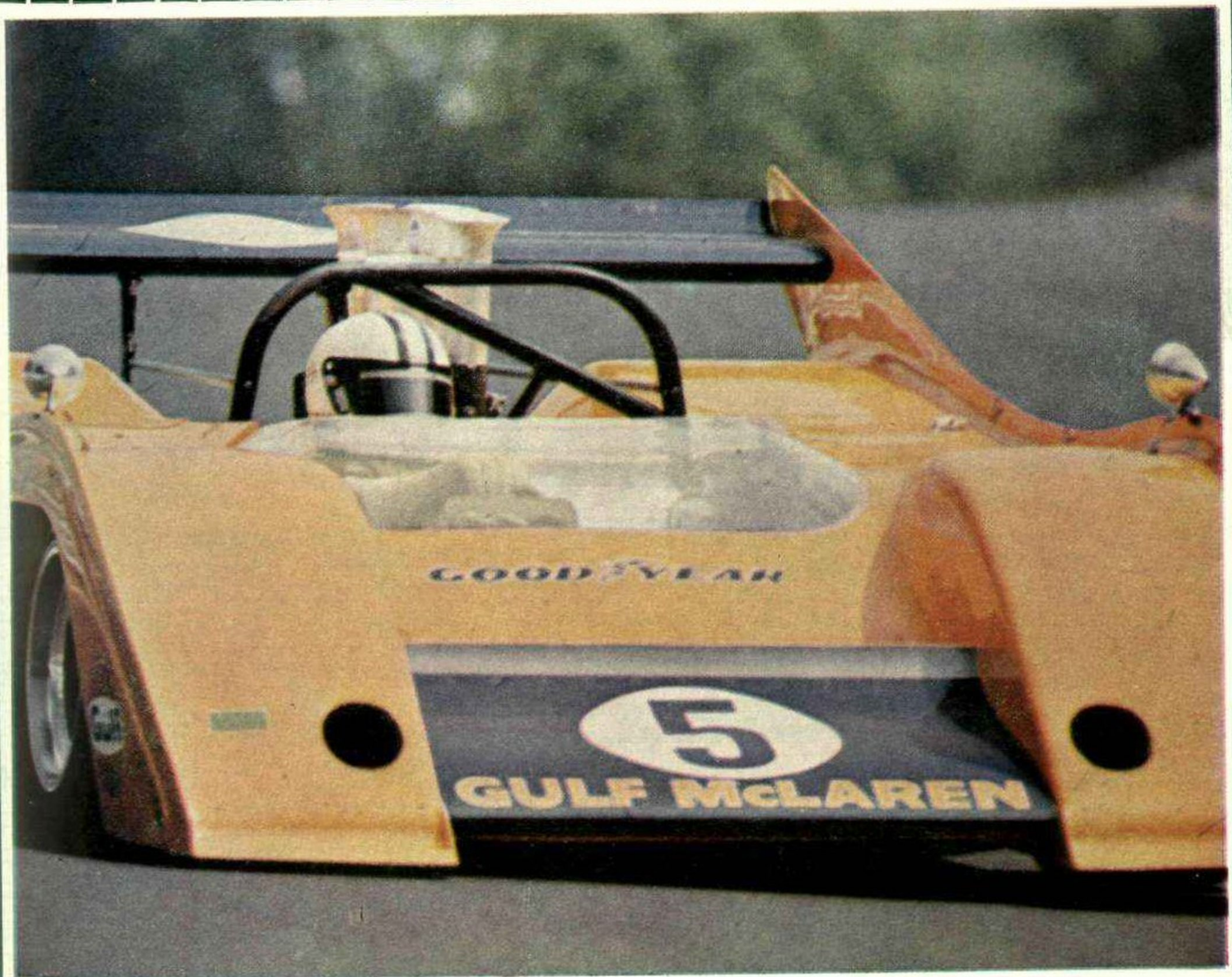
September 1972 Vol. XLVIII No. 9 15p

MOTOR SPORT

Founded in the year nineteen twenty-four



Vintage '72. Another good year for cars.



1972. Another good year for motorists who believe that, like wine, a car improves with keeping; that the better it's looked after, the longer it runs. They're the ones who can appreciate the benefits of using an oil with the sparkling pick-up of a 10W 30 grade– the strong body of a 20W 50 grade for sustained high speeds. Mobiloil Super 10W 50. The best of both worlds. At a non-vintage price.

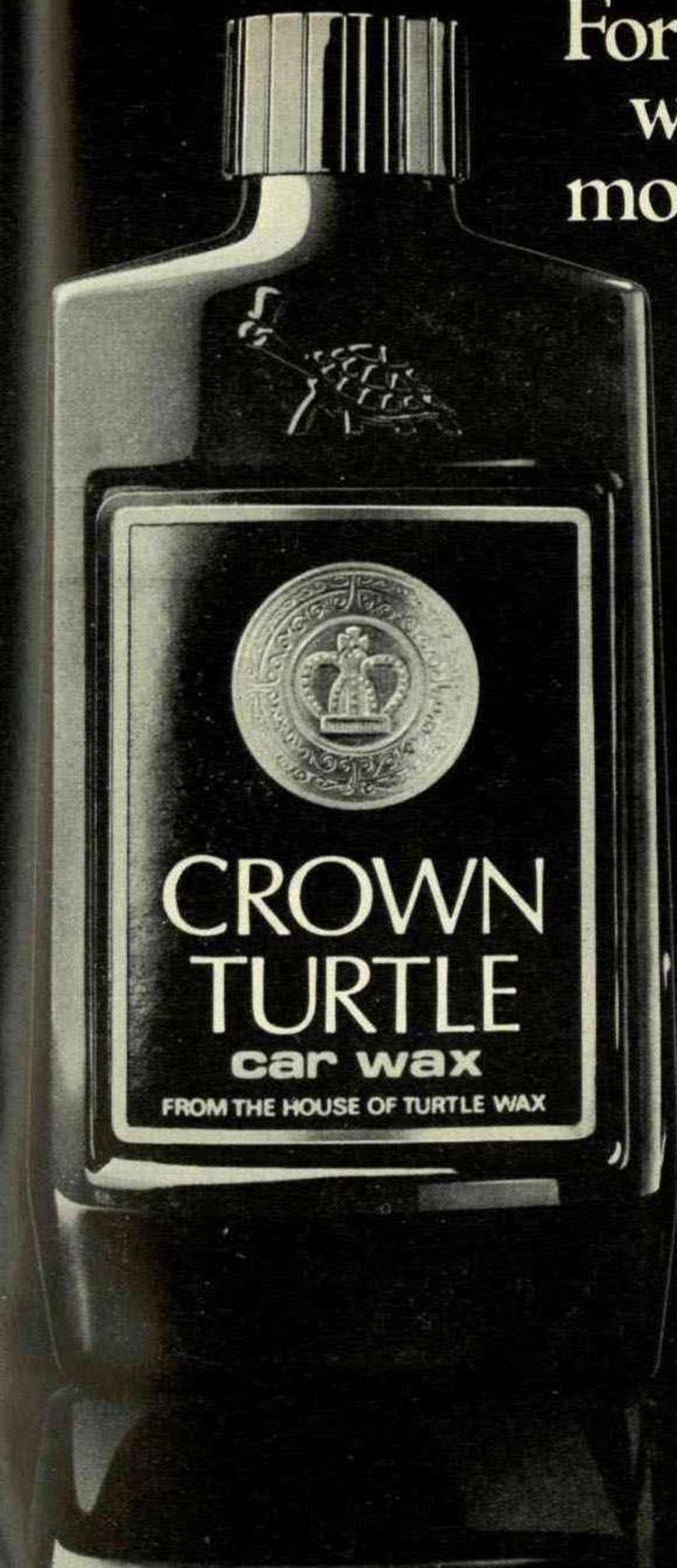
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"The SAE rating numbers on multigrade oils seem to confuse some motorists—it did me once.

On the opposite page the whole SAE rating system is explained, and why Uniflo SAE 10W/50 out-performs all other multigrades."

Graham Hill



Esso, the world's largest oil research organisation, here discusses those cryptic SAE rating figures, and explains why Uniflo – rated at SAE 10W/50 – gives better all-round protection than any SAE 20W/50.

Most motorists will have noticed the SAE numbers that are usually printed on the cans of motor oil they buy, but not every motorist will know too much about them, such as what exactly they mean!

So, to start at the beginning, the letters SAE stand for Society of Automotive Engineers, a technical body that lays down standards for the petroleum industry to adhere to. These standards relate to the oil's viscosity – its ability to flow; and, because the oil has to give effective engine protection both when it is cold *and* when it is hot, its viscosity is measured at 0°F (−18°C) and 210°F (99°C), and it is classified by the SAE at each of these temperatures.

Thus, when an oil is marked 10W/30 on the can it means that its viscosity rating at 0°F is SAE 10W (the W simply means 'winter'), and its viscosity rating at 210°F is SAE 30. Practically all multigrade oils have a winter – or cold cranking – viscosity rating of either SAE 10W/ or 20W/, the lower figure being the thinner oil. Similarly, most multigrades have a summer – or high temperature – viscosity rating of SAE /30, /40 or /50, and again the lower the figure, the thinner the oil. So we always know that an SAE 10W/30 oil is relatively *thinner* and a 20W/50 is relatively *thicker*. From this, we can deduce that a SAE 10W/40 oil will perform better when cold than an SAE 20W/50, but not so well when hot; but it will perform better when hot than an SAE 10W/30. And so on. These SAE figures do provide a helpful and accurate guide to the kind of oil you're buying.

THE ENGINE SITUATION HOTS UP

Engines today have markedly higher power/weight ratios than they had in the Sixties, and the working heat inside the engine is consequently becoming ever more intense. Bulk oil temperatures in the sump can well be 212°F (100°C); the oil temperature in the crankshaft bearings can reach 250°F (120°C); and at the piston rings it can be as high as 360°F (180°C). So motor oil nowadays is expected to retain its effective viscosity well towards the 400°F (200°C) mark, and yet still flow easily at sub-zero temperatures to give cold-start protection. On top of this, the car manufacturers have been progressively lengthening their recommended oil-change intervals.

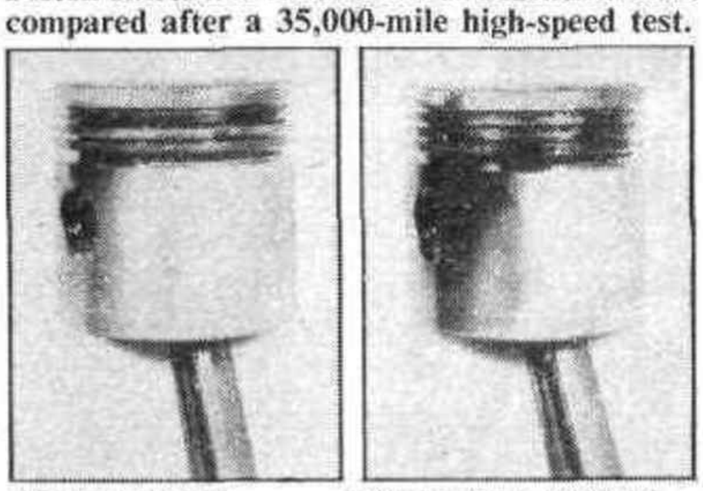
DRIVING HABITS CHANGE, TOO

In recent years the amount of motorway driving has increased dramatically (in 1960 there were 95 miles of motorway in the UK, by 1970 the total was 657 – and it's still rapidly increasing); the dreary engine-damaging city crawl gets longer and longer; and every summer thousands of motorists drive through Europe seeking the sun, and are quite likely to park overnight in mountain villages where the temperature can be well below zero. All these factors impose severe strains on the engine oil.

Anticipating these technical and social changes, Esso developed Uniflo – the super multigrade motor oil with an SAE rating of 10W/50. Uniflo protects effectively at *both* ends of the engine temperature scale. *When your engine is cold*, Uniflo gives full protection faster than the SAE 20W/50s because it is thinner – thus avoiding a lot of needless wear and also helping your engine to start. *When your engine is hot*, Uniflo again gives full protection, significantly reducing the carbon deposits that can lead to power-loss and increased oil consumption. This 35,000-mile high-speed test provides clear proof of this:

UNIFLO HOT-ENGINE TEST

Piston skirts and lands from two identical cars compared after a 35,000-mile high-speed test.



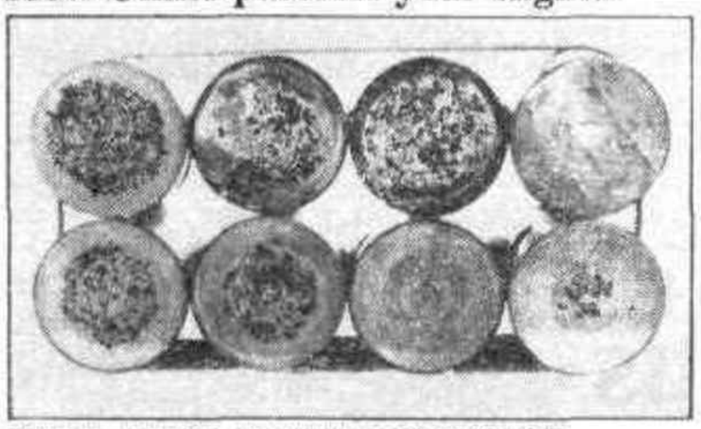
USING UNIFLO
Minimal deposits

USING WELL-KNOWN MULTIGRADE
Heavy carbonaceous deposits – danger of 'ring stick'

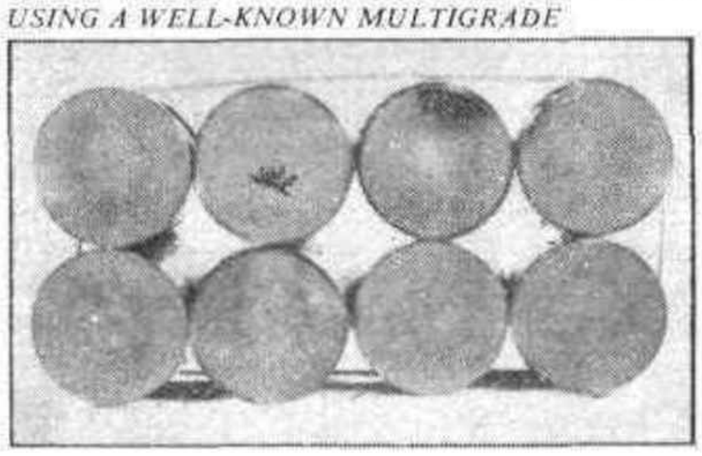
City crawls and stop-start driving

But it is when an engine is running at slow speeds that the load-bearing parts of the valve train are under the greatest strain – particularly the cam and tappets; and if these conditions persist – as they often do for most of an engine's life – component fatigue sets in. Pitted tappets are a typical example of component fatigue, and these photographs show how Uniflo's wear-prevention additives dramatically reduce this type of damage.

How Uniflo protects your engine



USING A WELL-KNOWN MULTIGRADE



USING UNIFLO

These two sets of tappets have each been subjected to 150 hours' running at 2,000 rpm. In each case the oil temperature was controlled at 95°C (203°F), and the water temperature at 80°C (176°F). Visible proof of Uniflo's extra protection!

There are two further basic reasons why Uniflo withstands today's much higher stresses and temperatures so effectively. These are the extra high quality of the base stock, and Uniflo's special Viscosity Index Improver.

1 Higher quality base stock

For normal high-quality oils, 7% of each original batch of crude oil is accepted for further processing; but for Uniflo, the more volatile components even of this 7% 'cut' are eliminated, leaving only a 5% fraction to go on for the later processing stages.

Uniflo lasts longer because it is a purer oil.

2 Viscosity Index Improver

Along with the other additives in Uniflo, the Viscosity Index Improver is particularly effective. It has a minimal thickening influence at low temperatures, but thickens the oil at high temperatures to provide effective lubrication even after many hundreds of miles of high-speed motorway driving.

Against every source of damage your engine is exposed to, Uniflo gives the fullest possible protection – and, in many instances, more protection than has ever been given before.



UNIFLO
SAE 10W/50
out-performs all other multigrades

ESSO

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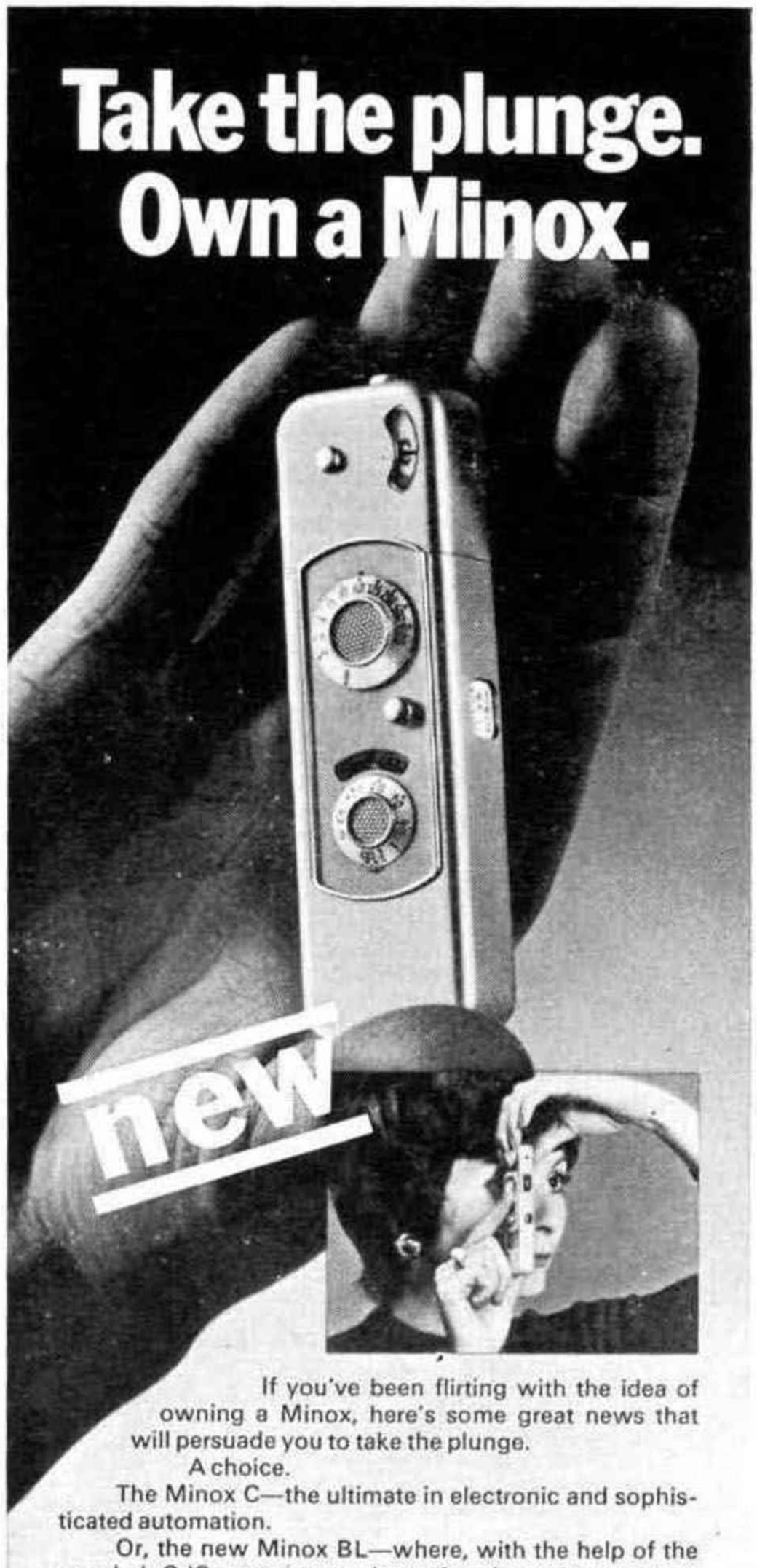
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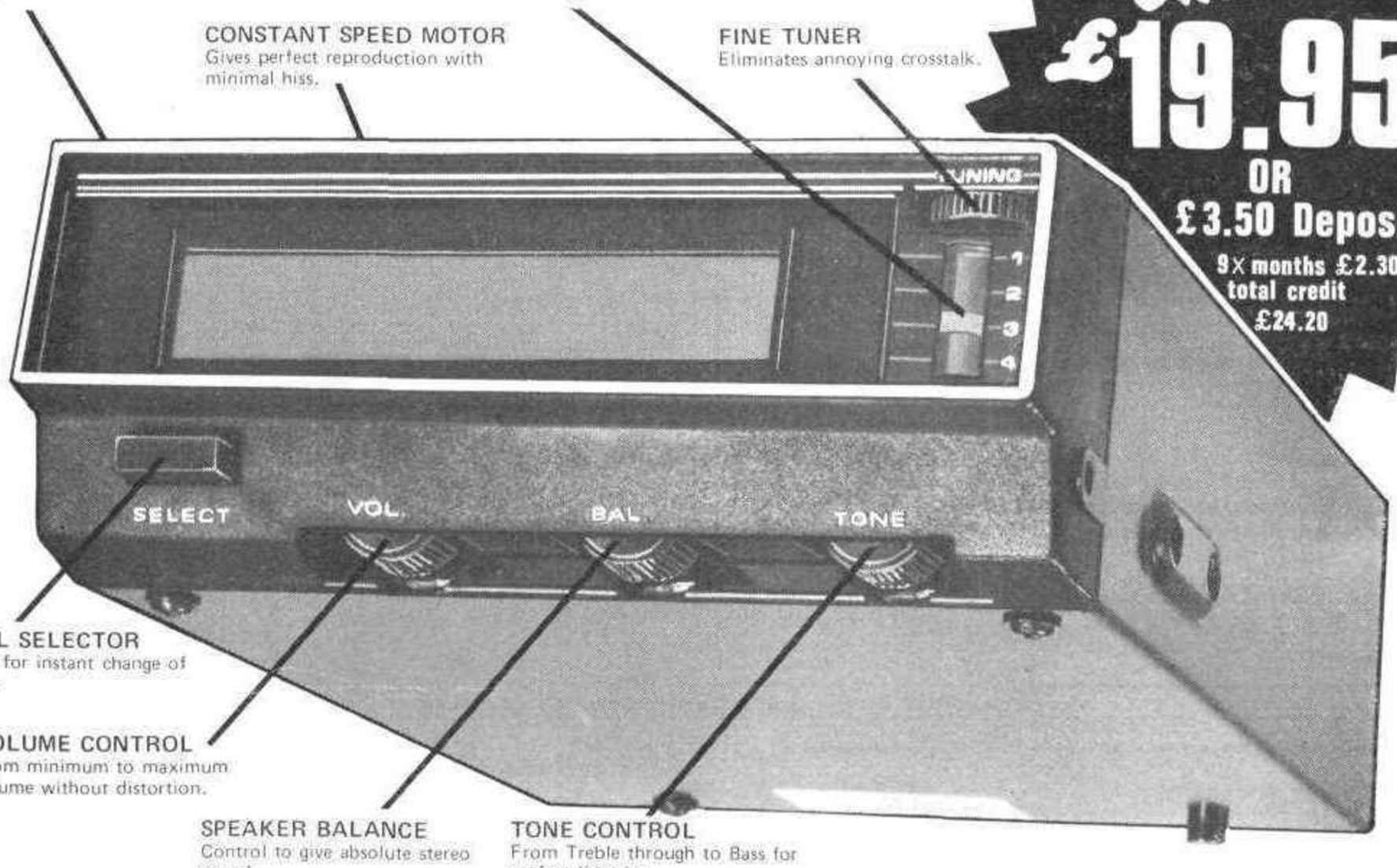


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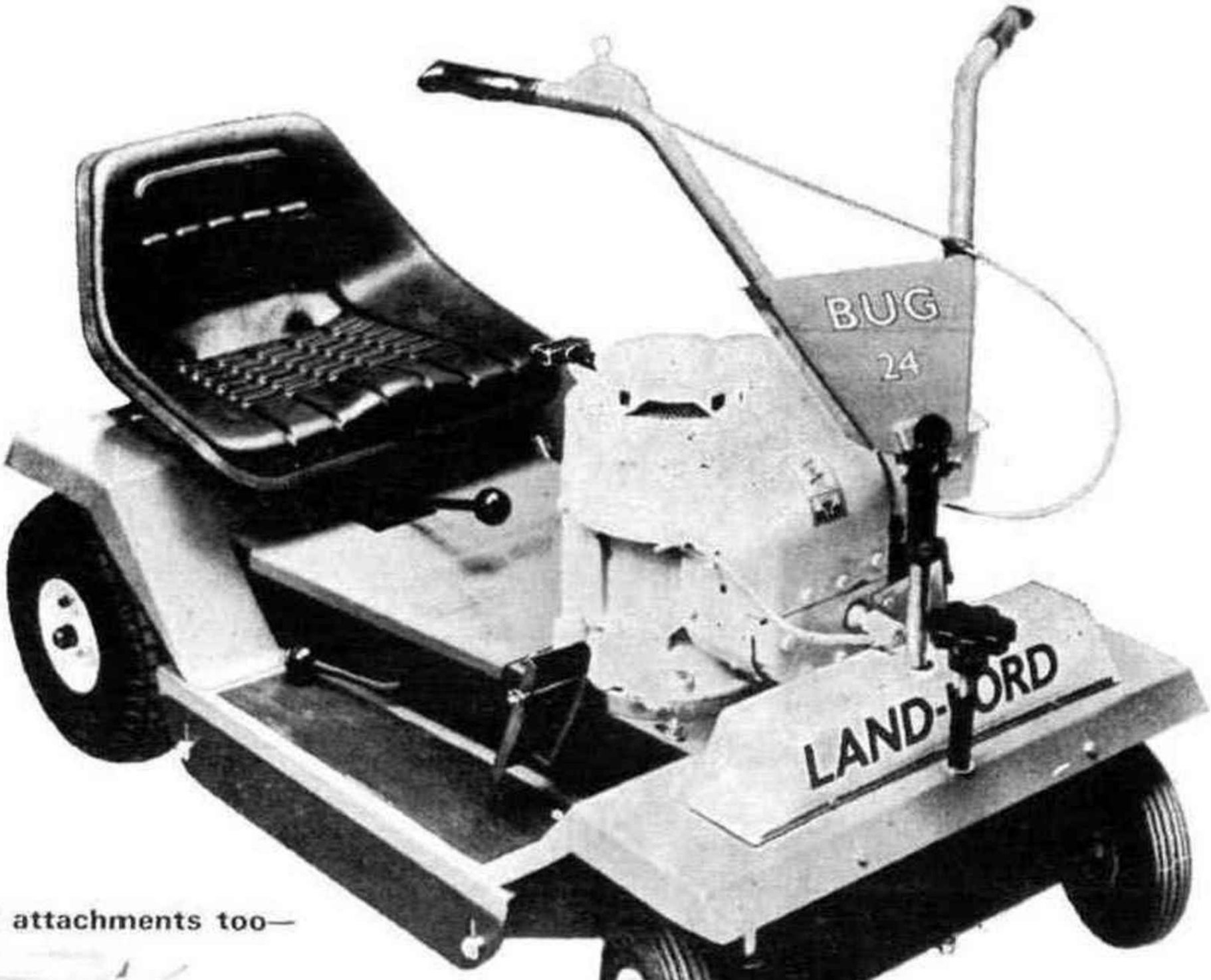
Make of Car ..... Model ..... Year .....

Name .....

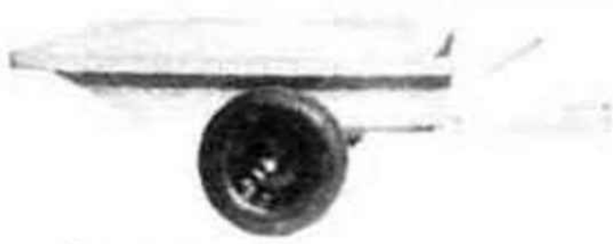
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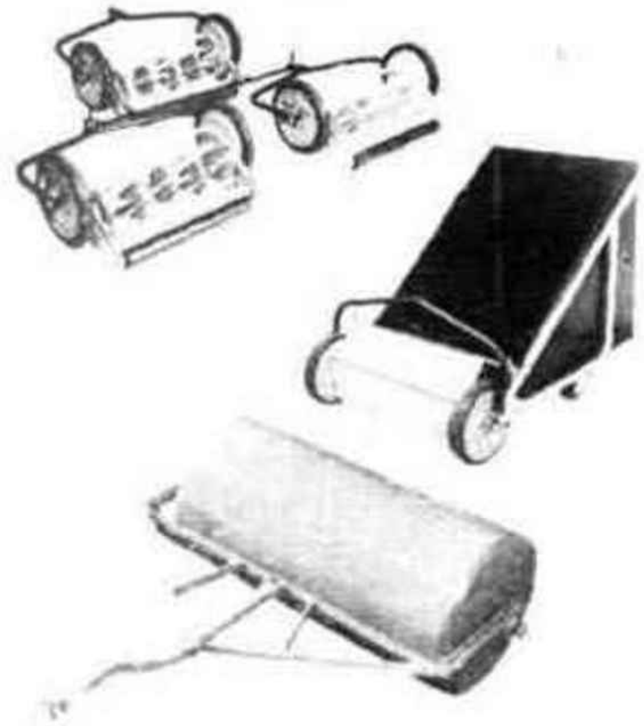
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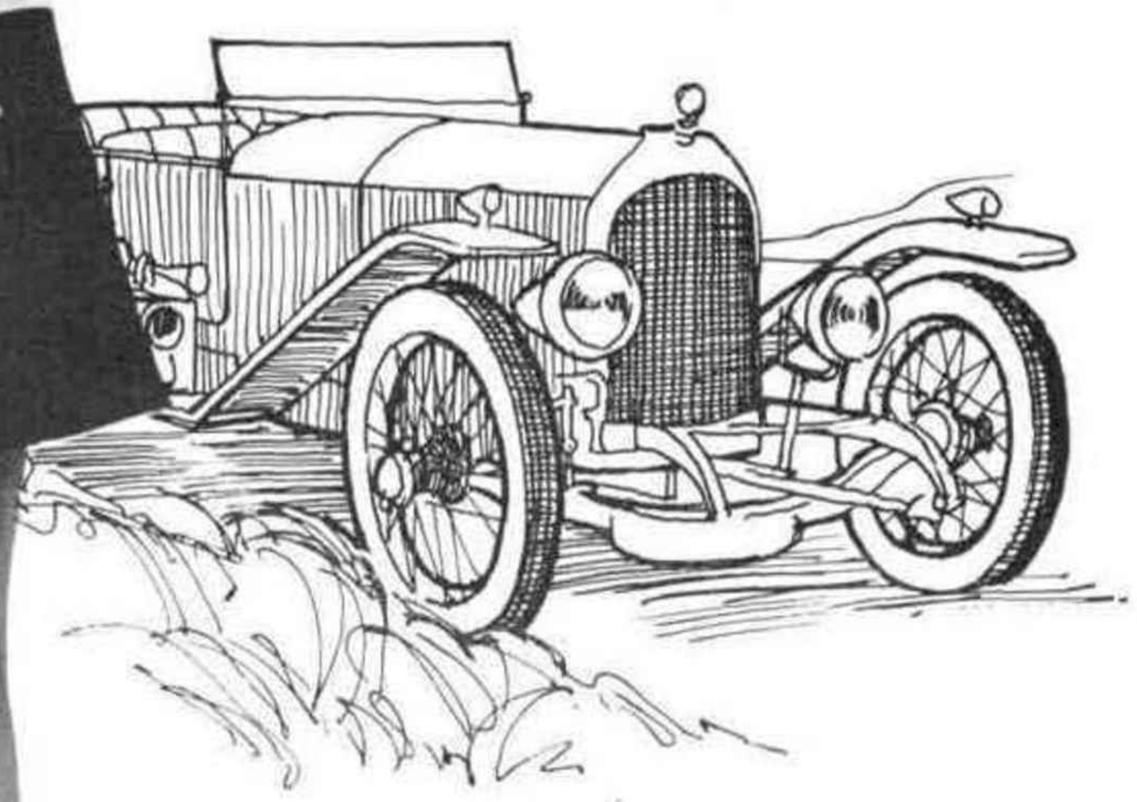
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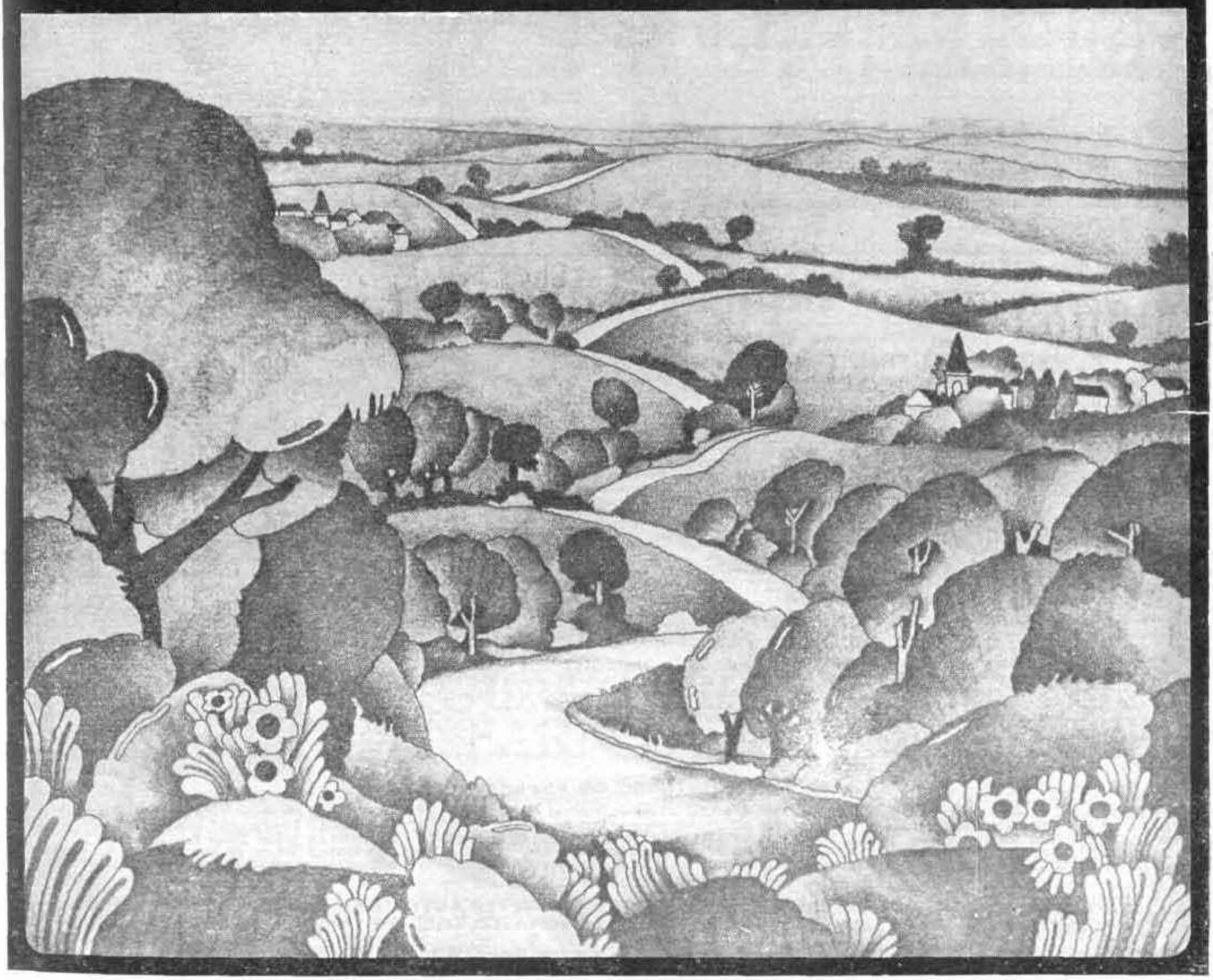
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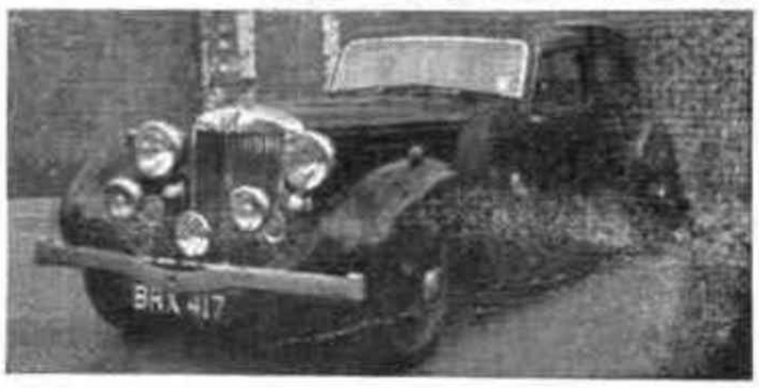
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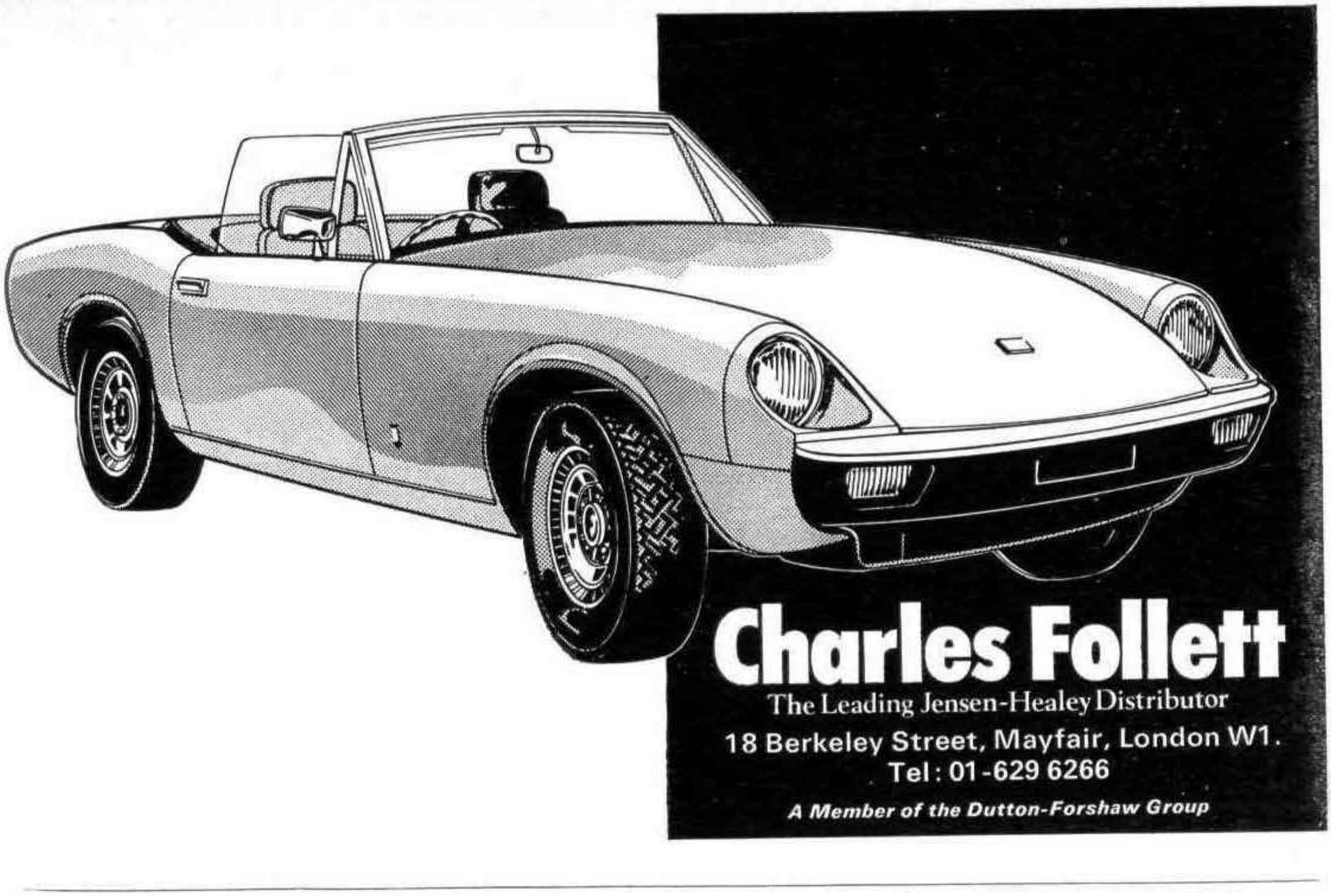
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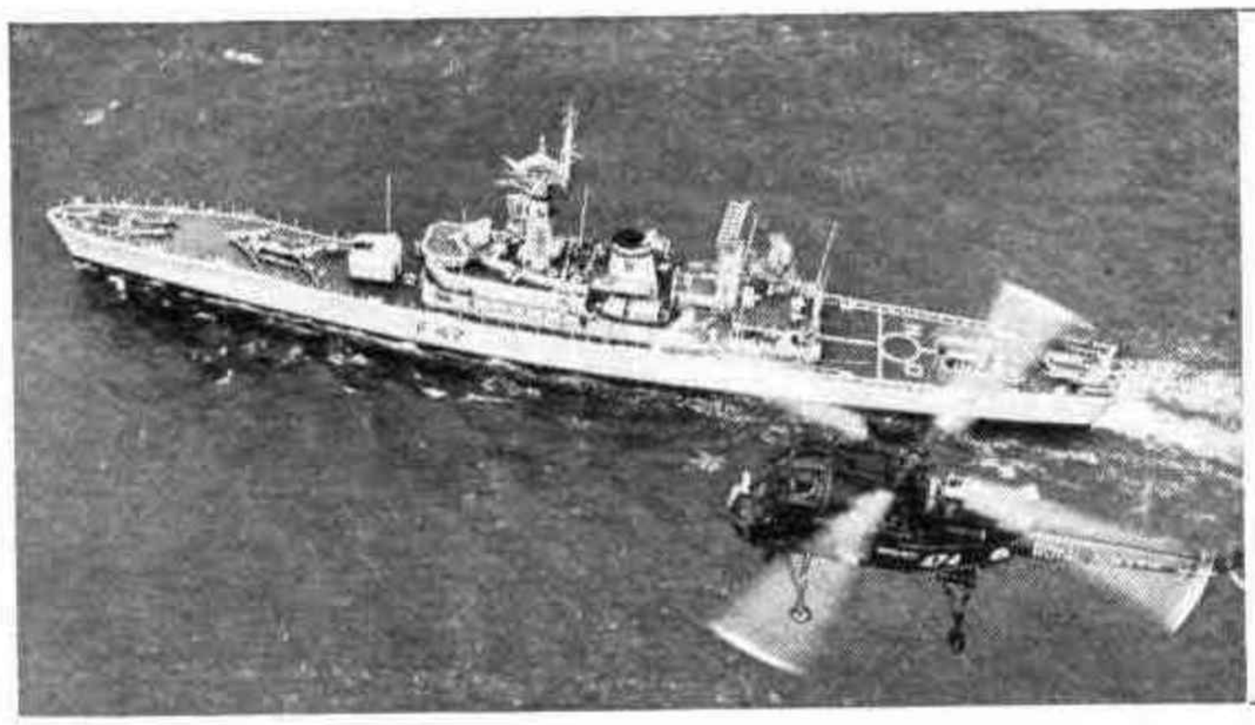
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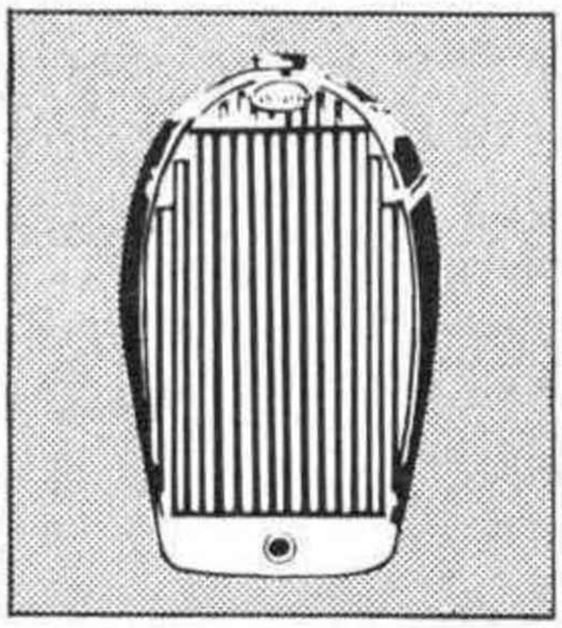
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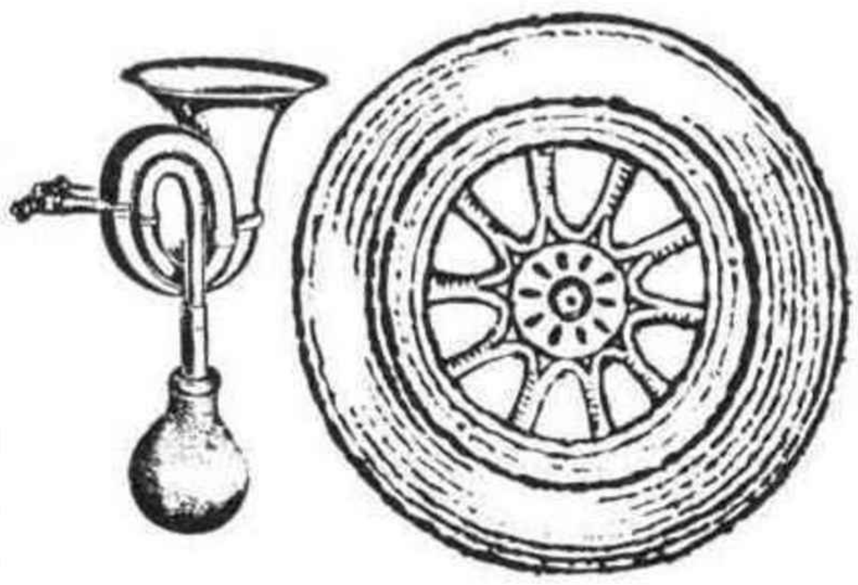
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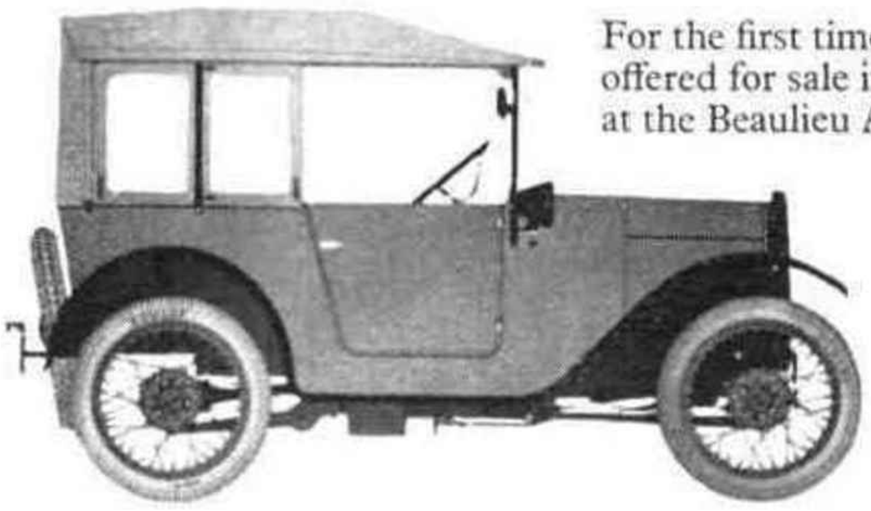




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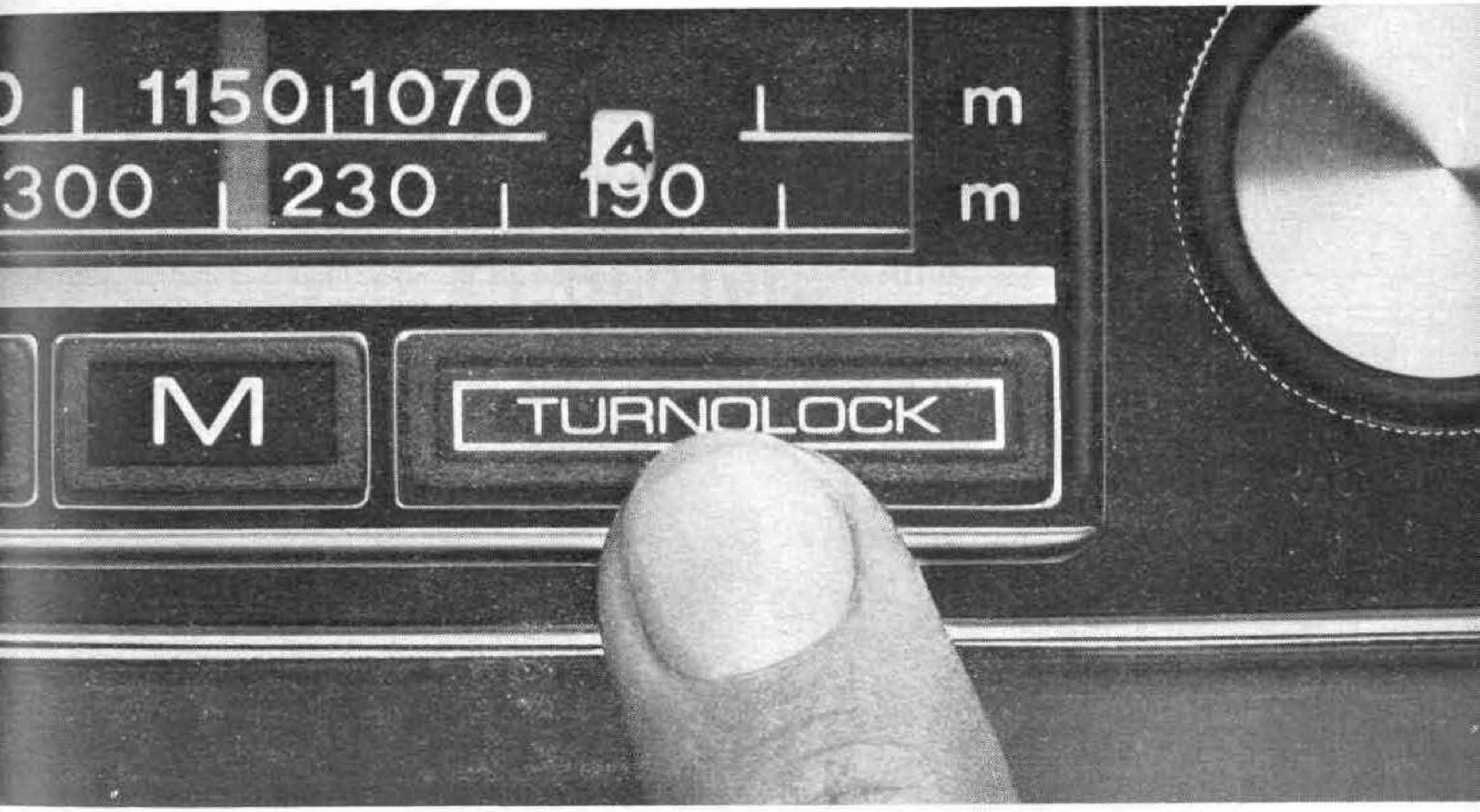
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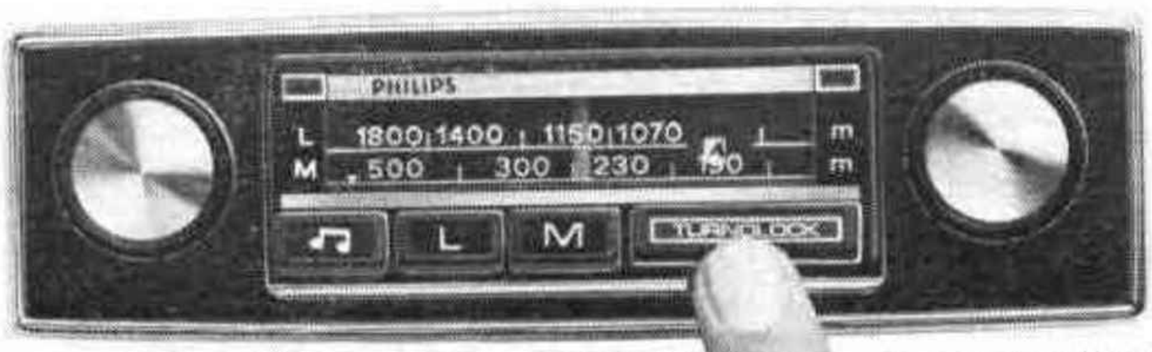
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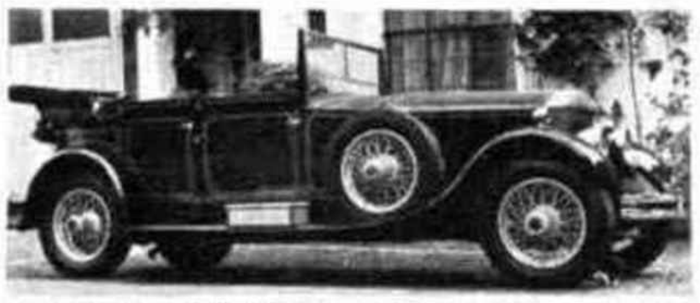
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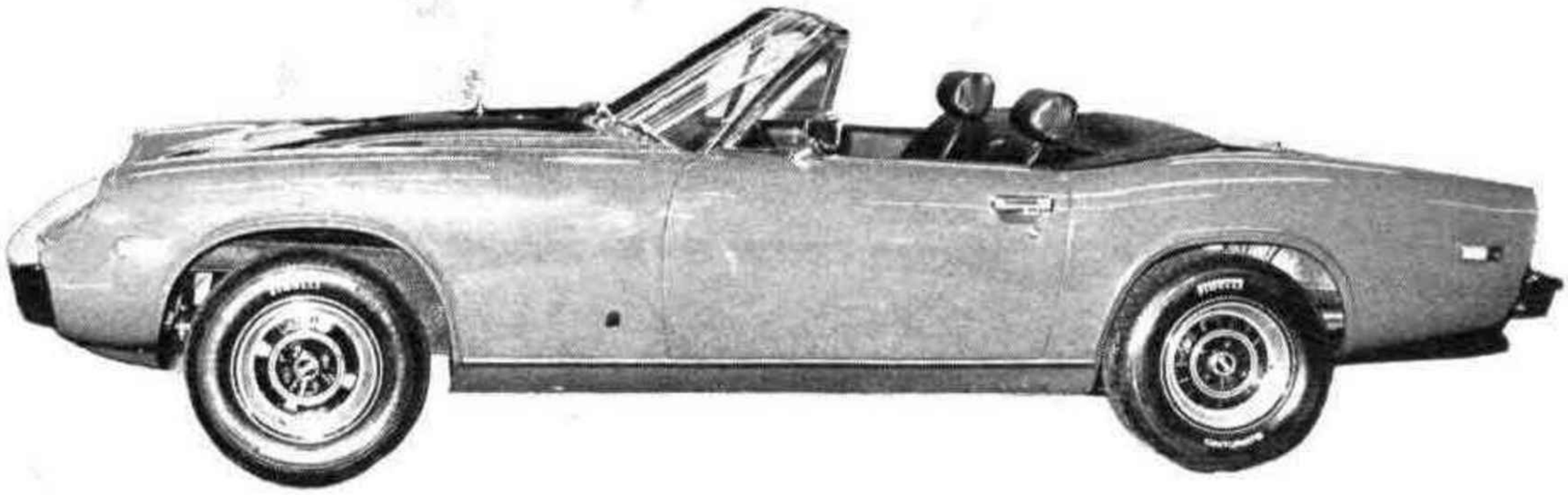
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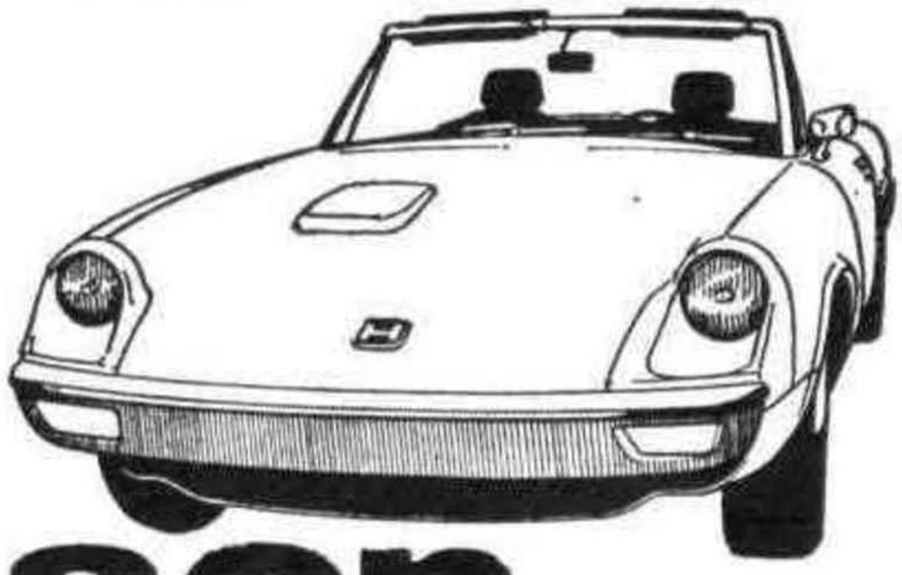
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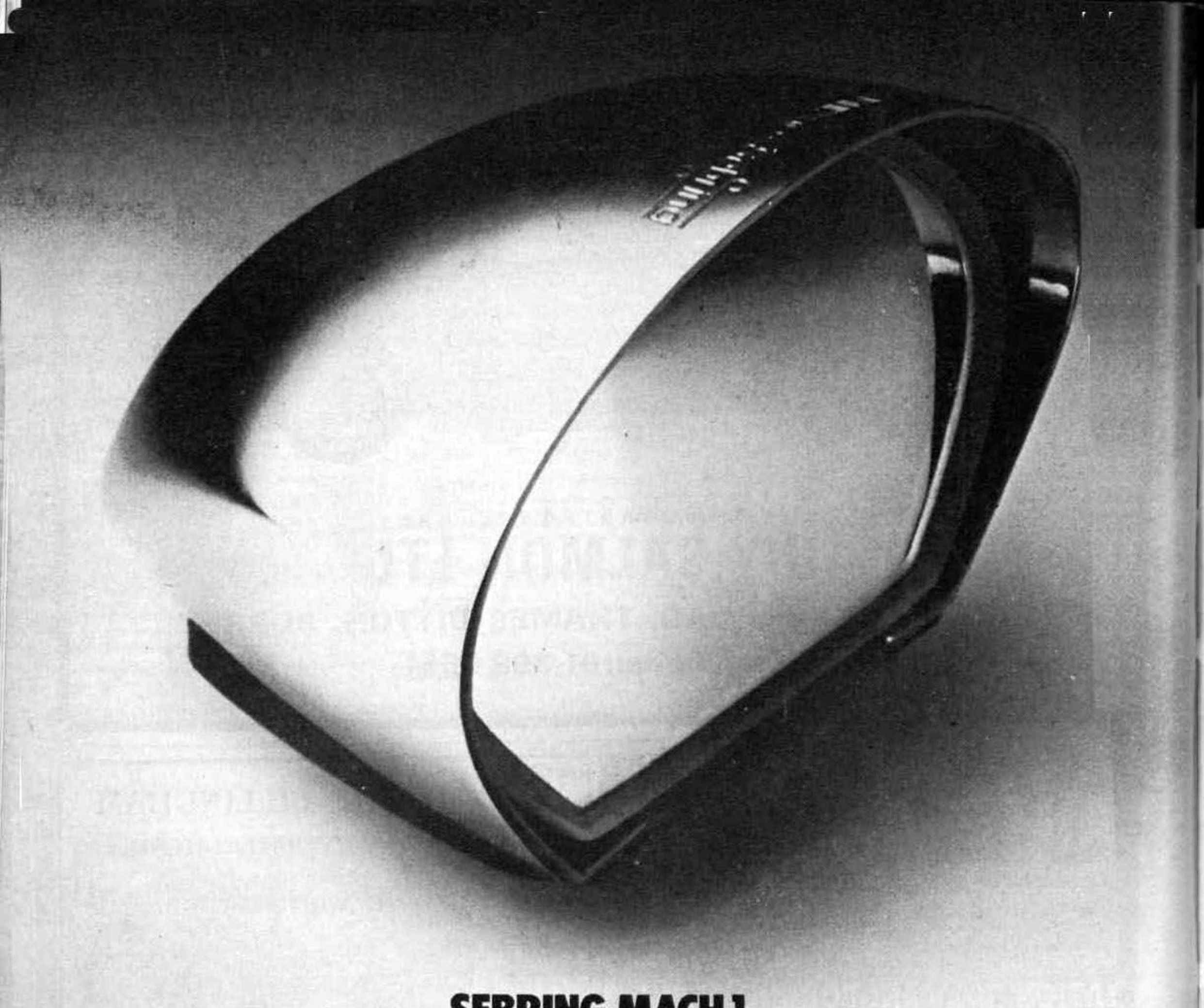
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VOL XLVIII No. 9 SEPTEMBER 1972

FORTY-EIGHTH YEAR OF PUBLICATION
PUBLICATION DATE FIRST OF THE MONTH

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FRONT COVER PICTURE : CLOSE-UP on Denny Hulme in his Can-Am McLaren M20. When we went to press Hulme held a tenuous lead in this year's Championship but the L & M Porsche of George Follmer was only two points behind.

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MATTERS OF MOMENT

■ LUXURY

New cars are commendably inexpensive when valued in terms of currency deflation and the prices now demanded for houses, antique motor-cars, works of art, aeroplanes, etc. You can buy a Fiat 500 for less than £549, a Mini for £663, after meeting purchase-tax. This lines up favourably with the £100 cars of four decades back.

So you have every right to expect top quality in cars costing upwards of £5,000, even if they are only half as expensive as the minimum acceptable dwelling place. Cars in this category should provide very high performance delivered in terms of quiet functioning, first-class road-holding and cornering characteristics, real luxury in seating and interior appointments, as well as exuding an air of quality and dignity which will at least suggest a longevity beyond that of the common run of quantity-produced saloons, with the proviso that if performance is exceptional the noise-level may be a *trifle* above the norm, if handling is *outstanding* the ride can be that much harder, and so on. But expensive cars should have much closer margins between conflicting qualities than the lesser breeds.



The new 140-*m.p.h. luxury Jaguar XJ12, which sells for less than* £3,726.

This criteria was attained from Edwardian times onwards. The better cars were capable of undertaking long Continental tours reliably and satisfactorily before the Kaiser War, culminating in the perfection of the Rolls-Royce Silver Ghost. Emphasis on luxury road-travel continued in the early 1920s, Rolls-Royce superiority being challenged by many new designs, often with traces of aero-engine ancestry, the Leyland Eight being perhaps the most technically-outstanding among the Napier, Lanchester, Hispano-Suiza, Farman, Ensign, Isotta-Fraschini and Sheffield-Simplex bidders for this top-bracket market. Parry Thomas, whose brain-child the straight-eight Leyland was, sought to improve the ride through the medium of torsion-bar suspension, when others mostly made do with rear cantilever leaf springs. In those years the conception of the luxury car crystallized. Ease of control was introduced by Lanchester with an epicyclic gearbox for the Forty, later by Armstrong Siddeley with pre-selector gears, and by Daimler's famous fluid flywheel. Hush was achieved by using sleeve valves, and ingenious drives for the oh-camshafts of the Leyland Eight and Big-Six Bentley. The idea that speed must be allied to dignity was realised long ago, the Lanchester 40 being timed to do nearly 77 m.p.h., and the 40/50 Napier over 72 m.p.h. by 1921/22, when a sixteen-valve Bugatti, surely the epitome of the sporting car, could only just exceed 58 m.p.h. In that age the top-cars possessed long bonnets and usually offered privacy to the occupants of their drawing-room-like back-compartments. The latter advantage was maintained by R-R up to the last Cloud, but in a class-less age it presumably does not matter if all and sundry can peer at a car's occupants as they drive past, although it seems doubtful if this thinking caused Crewe to open-up the window area when planning the Silver Shadow !

How do today's luxury-cars shape up ? There are ten makes on the British market costing more than £7,000, and at that price you might expect the very best of everything a motor vehicle has to offer. Yet the £9,580 Maserati Indy, effortless express that it is, did not impress DSJ when he tried it last year, and the £11,000 Lamborghini Espada has been criticised in both the technical and non-technical Press recently, although DSJ saw the point of this one. At £10,550 and £13,000, respectively, the now-improved Rolls-Royce Silver Shadow and the Mercedes-Benz 600 *should* be good and few enthusiasts will dispute the excellence and covetability of the £5,559 Dino Ferrari, but the £8,949 Aston Martin V8 has had a stormy passage and Jensen have dropped their unique four-wheel-drive FF. The SM Citröen is not yet known in this country.

All of which emphasises the astonishingly good value of the new British 5.3-litre Jaguar XJ12. It is very quiet, has all the luxury appointments including real leather upholstery, clings to the road on its special Dunlop tyres, and is a 12-cylinder saloon as distinct from a cramped GT car, in an age when V12s are rare anyway. Power steering and automatic transmission reduce driver effort

Continued on next page

Motor Sport Fixture List For September

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

DATE	CLUB	RENDEZVOUS	NEAREST PROMINENT TOWN	CATEGORY	TIME
Sept. 1/2nd	Lanarkshire CC	Harbour Car Park	Helensburgh, Dunbartonshire	Burmah Rally (*N*)	—
Sept. 2nd/3rd	**Irish MRC**	**Phoenix Park**	**Dublin**	**Race Meeting (INT)**	**14.15**
Sept. 2nd/3rd	Stockton & DMC	Thornaby Town Centre	Teesside	Stocktonian Rally (*R*)	23.01
Sept. 3rd	**ASA Paul Ricard**	**Paul Ricard**	**Le Castellet, France**	**European Touring Car Championship (INT)**	—
Sept. 3rd	BRSCC (North)	Rufforth Circuit	York	Race Meeting (*R*)	14.00
Sept. 3rd	Thames Estuary AC	Lydden Circuit	Canterbury, Kent	Race Meeting (*R*)	15.00
Sept. 3rd	BARC (Surrey)	Brands Hatch	Dartford, Kent	Race Meeting (*C*)	14.00
Sept. 6/8th	**OAMTC**	**Baden**	**Baden, Austria**	**Austrian Alpine Rally (INT)**	**20.01**
Sept. 8/10th	**Manx Auto Sport**	**Sefton Hotel**	**Harris Promenade, Douglas**	**Manx Trophy Rally (INT)**	**18.01**
Sept. 9th	BARC	Crystal Palace	London, SE19	Race Meeting (*N*)	13.30
Sept. 9th	Brighton & Hove MC	Madeira Drive	Brighton, Sussex	Shell Speed Trials (*N*)	—
Sept. 9th	Vintage Sports CC	Thruxton	Andover, Hants.	Race Meeting	13.00
Sept. 9th	Ulster AC	Bishops Court	Downpatrick, Co. Down	Texaco Race Meeting (*R*)	14.00
Sept. 9th	Aintree CC	Aintree	Liverpool	Race Meeting (*R*)	14.00
Sept. 9/10th	CSMA (Salop)	Bungalow Garage	Halfway House	Mercury Rally (*R*)	23.01
Sept. 9/10th	**Club de Sports da Madeira**	**Funchal**	**Funchal, Madeira**	**Tour of Madeira (INT)**	—
Sept. 10th	**AC Milano**	**Monza**	**Milan, Italy**	**Formula One Grand Prix Round 10 (INT)**	—
Sept. 10th	BARC (Yorkshire)	Stockton Farm	Harewood, Leeds	Shell Speedclimb (*N*)	12.30
Sept. 10th	BRSCC (Northern)	Cadwell Park	Louth, Lincs.	Race Meeting (*R*)	14.00
Sept. 10th	BARC (North Thames)	Silverstone	Towcester, Northants.	Race Meeting (*R*)	14.45
Sept. 10th	Thames Estuary AC	Brands Hatch	Dartford, Kent	Race Meeting (*R*)	14.30
Sept. 10th	Sussex CC	Church Farm	Sompting, Worthing	Wrangler Autocross Championship Final (*R*)	14.00
Sept. 10th	Chichester MC	Ditcham Hill	Petersfield, Hants.	Speed Hillclimb (*R*)	14.30
Sept. 10th	British Drag Racing & Hot Rod Assoc.	Santa Pod Raceway	Wellingborough, Northants.	Drag Race Meeting (*C*)	13.30
Sept. 15/24th	**ASA du Tour de France**	**Biarritz**	**Biarritz, France**	**Tour de France (INT)**	—
Sept. 16/17th	**RAC-West**	**Esso Motor Hotel**	**Amsterdam**	**Tulip Rally (INT)**	—
Sept. 16/17th	Teify Valley MC	Mart Ground	Newcastle Emlyn	Cilwendeg Rally (*R*)	22.15
Sept. 17th	**SCCA**	**Donnybrooke Raceway**	**Brainerd, Minnesota, USA**	**Can-Am Challenge Cup Round 6 (INT)**	—
Sept. 17th	BRSCC	Brands Hatch	Dartford, Kent	Race Meeting (*C*)	14.30
Sept. 17th	Nottingham Sports CC	Croft Autodrome	Darlington, Co. Durham	Race Meeting (*R*)	15.00
Sept. 17th	Romford Enthusiasts CC	Snetterton	Thetford, Norfolk	Race Meeting (*R*)	14.00
Sept. 17th	Scottish MRC	Ingliston	Edinburgh	Race Meeting (*C*)	14.15
Sept. 17th	BARC (South Wales)	Pontypool Park	Pontypool	Hill Climb (*R*)	14.15
Sept. 17th	Thames Estuary AC	Scotts Hall	Canewdon, Essex	Four-Car Abreast Autocross (*R*)	14.00
Sept. 17th	Shenstone & DCC	Curborough	Lichfield, Staffs.	Sprint Meeting (*R*)	14.00
Sept. 20th/23rd	**RAC de Andalucia**	**Jerez**	**Jerez, Spain**	**Sherry Rally (INT)**	—
Sept. 23rd	**CASC**	**Mosport Park**	**Toronto, Canada**	**Formula One Grand Prix Round 11 (INT)**	—
Sept. 23rd	BRDC	Silverstone	Towcester, Northants.	Formula Ford Races (*N*)	14.00
Sept. 23rd/24th	British Drag Racing & Hot Rod Assoc.	Santa Pod Raceway	Wellingborough, Northants.	Castrol Championship Finals (*C*)	13.30
Sept. 24th	**BRDC**	**Silverstone**	**Towcester, Northants.**	**Esso Uniflo RAC Tourist Trophy (INT)**	**11.30**
Sept. 24th	**ASA d'Albi**	**Albi**	**Toulouse, France**	**European Formula Two Trophy (INT)**	—
Sept. 24th	BRSCC	Brands Hatch	Dartford, Kent	Rothmans F5000 Race Meeting (*N/INT*)	14.45
Sept. 24th	Darlington & DMC	Croft Autodrome	Darlington, Co. Durham	Race Meeting (*R*)	14.30
Sept. 24th	BRSCC (South-West)	Llandow	Cowbridge, Glam.	Race Meeting (*R*)	14.00
Sept. 24th	Yeovil CC	Yeovilton	Ilchester, Somerset	Sprint (*R*)	13.30
Sept. 24th	Aer Lingus MC	Talbot Hotel	Wexford, Co. Wexford	Castrol Special Stage Rally	11.00
Sept. 30th	BRSCC (North-West)	Oulton Park	Tarporley, Cheshire	Race Meeting (*R*)	14.00
Sept. 30th/1st Oct	**Cyprus AA**	**Nicosia**	**Nicosia**	**Cyprus Rally (INT)**	—
Oct. 1st	**CASC**	**Edmonton Speedway**	**Edmonton, Alberta**	**Can-Am Challenge Cup Round 7 (INT)**	—
Oct. 1st	**RAC de Espana**	**Jarama**	**Madrid, Spain**	**European Touring Car Champ. (INT)**	—
Oct. 1st	**ADAC**	**Hockenheim**	**Heidelberg, W. Germany**	**European Formula Two Trophy (INT)**	—
Oct. 1st	BRSCC (Midland)	Mallory Park	Kirkby Mallory, Leics.	Shell Formula Three Race Meeting (*N/INT*)	14.30
Oct. 1st	Mini Seven Club	Brands Hatch	Dartford, Kent	Race Meeting (*R*)	14.15
Oct. 1st	Austin-Healey Club	RAF Duxford	Cambridge	Donald Barritt Memorial Trophy Sprint (*R*)	14.00

MATTERS OF MOMENT—continued from previous page.

to a minimum and claimed performance embraces a top speed of about 140 m.p.h., 0-60 in 7.6 sec., and a s.s. ¼-mile in less than 16 sec. *Yet it costs only* £3,725.64. . . For customers who are not Jaguar people there is the even more luxurious Daimler edition, rejoicing in the traditional name of "Double-Six" (see page 998). These new Jaguar products make most top-bracket cars seem extremely costly. Let us take heart that Britain has produced these two very significant new cars in this exclusive category.

■ THE NEW JENSEN-HEALEY

The Editor writes: I took over this new sports car with exactly 2,000 miles on its total-mileometer, before which it had developed fuel-pump failure and ruined our chance to do some track-testing. With its twin-cam sixteen valve engine running on low-octane petrol I had the passing thought that it resembled a pre-1914 GP racing job, until I released the high-set hand-brake and a sign lit up reading "Fasten Belts", after which it became obvious that it thought it was a blooming air-liner. I liked the smooth way it took fast bends and having 1,500-2,000 r.p.m. in hand in ordinary driving before I got anywhere near the 7,000 rev. limit. But there was severe body-shake on rough roads which I thought had gone out with the 1950s. I was surprised that Donald Healey, who has won the Monte Carlo Rally, should be content with snow-scoops under the Lucas headlamps, and in rain the car was terribly porous, even to water entering the under-facia stowage drawer. The hood has sensible securing sockets but strong wrists are essential to its erection. The wipers clanked loudly but wiped a far larger area of the laminated screen than those on the Fiat 128 coupé in which I kept the car-changing rendezvous. The full-beam warning light is plumb in the driver's line of vision but decently subdued, unlike the flashers' indicator lamps, which are designed to promote migraine. A run embracing the M4 Motorway, main roads and some town work gave just better than 21 m.p.g. of 3-star fuel, the tank taking 11.6 gallons, and thus giving a range of 244 miles. But as the gauge reads zero long before this, the Jensen-Healey driver would make far too frequent stops on a Continental Motorway. My "disgraceful" country drive did not cause the car to ground, so there is more clearance than an Elan possesses. Really, it is like an MG-B with a nice new engine.—W.B.

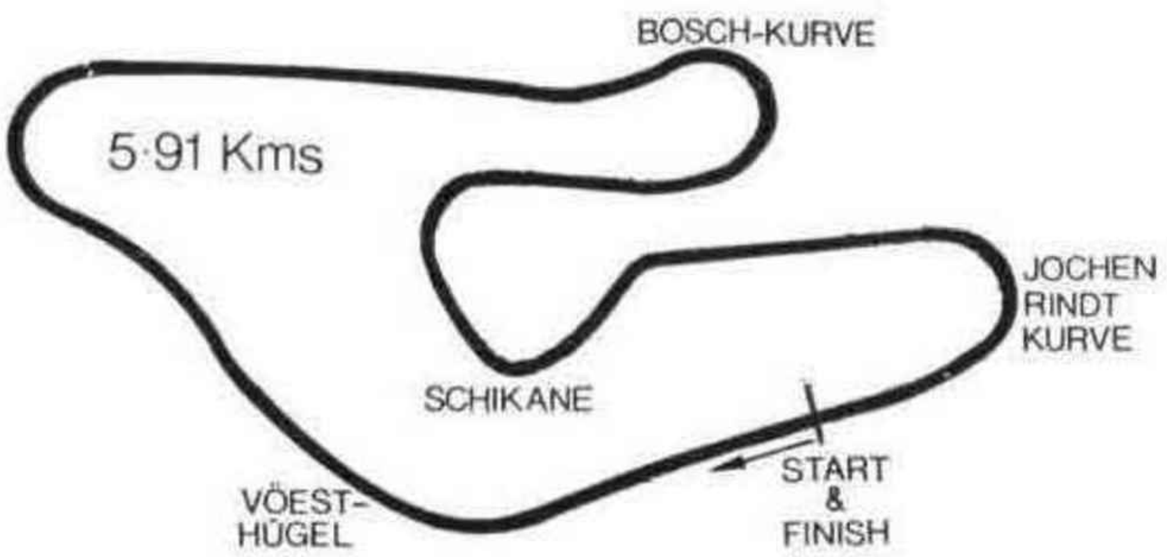
(*For full road test see Page* 1014).

Peter Walker, Secretary of State for the Environment, has announced a phased programme to reduce the lead content in petrol. The maximum permitted level of 0.84 grammes per litre will be cut to 0.45 grammes per litre by the end of 1975. The oil and motor industries have been fully consulted and have agreed to co-operate.

The new twin-cam 6-cylinder Mercedes-Benz 280E and CE models which have been available in Germany since May this year have just been launched in Britain in right-hand-drive-form. The 2.8-litre engines are completely new and feature Bosch electronic injection and transistorised ignition although the chassis remains basically unaltered apart from wider wheels, larger disc brakes and a 17-gallon tank. Manual transmission of either four or five speeds is available on automatic transmission. Top speed of the 280CE is a claimed 124 m.p.h. The 280E retails for £3,775 and the more luxurious 280CE for £4,275.

THE AUSTRIAN GRAND PRIX

—A fast race



OSTERREICHRING, ZELTWEG, *August 13th*

IT IS EASY to forget that the permanent race-track, built on virgin soil in the hills overlooking the village of Zeltweg, was opened only three years ago, in the middle of 1969 to be exact, and that the first International race was the 1000 kilometre Sports Car event held in the Autumn of that year. Even before the third Austrian Grand Prix took place on August 13th, with practice on the preceding Friday and Saturday, there was a feeling of attending an established "classic" Grand Prix. Everyone had entered, everyone turned up, and the overall feeling was one of satisfaction all round, a feeling added to by the Austrian weather, which was superb. Some new events on the International calendar seem to take many years before they are accepted or before they form any character of their own, but the Austrian Grand Prix has achieved all this in its third year of existence on the Osterreichring. There was a Formula One race on the old airfield circuit in 1963, and a World Championship event in 1964, when the Austrians were told by the FIA that they were well capable of putting on a Grande Epreuve, but the Zeltweg airfield was not the place to do it. "Leave it to us", said the Knittelfeld section of the Austrian Motor Sport Club. Three years later the land had been purchased, a year later the bulldozers were at work and in 1969 the first race was held. As far as the Grand Prix is concerned it has but two years of history and already they have become classics, prompting people to say. "Do you remember when . . . ". Will we ever forget 1970 when Ferraris were first and second and the enormous crowd of visiting Italians besieged the paddock; wave after wave of Ferrari enthusiasts descending from the hills, each with its Ferrari flag? No sooner had the cheering died down than a new wave would arrive and the siege of Ickx and Regazzoni started up again. One seasoned Grand Prix follower likened it to a mediaeval war! "Banners held high, the victorious cheering mob marched on." Up to midnight after the race Italian registered cars could be seen heading home, the occupants cheering and waving as they carried the news of the great victory back to Italy. And 1971? Good old Siffert (God rest his soul) led from start to finish in a BRM, and his enormous following of central European enthusiasts kept the beer tents ringing with Swiss songs until well after dark. And his dear old mother was there to see it all, weeping tears of joy at Joseph's great victory. Such is the bitter irony of life, and especially our sport, that weeks later we were all weeping tears of sadness at Joseph's death at Brands Hatch. He may not grow old, but we shall remember him, and the Osterreichring will remember him.

Already, in only its third year, the Austrian Grand Prix is accepted by everyone. Already it is a classic event that no-one wants to miss. Probably it is due to there being nothing before, unlike the new Paul Ricard circuit, which has to justify being the replacement for Reims, Rouen or Clermont-Ferrand, or the Belgian Nivelles circuit, which has to justify being the replacement for Spa-Francorchamps. Even the Jarama circuit has to justify its alternate replacement for Barcelona, and the rebuilt Hockenheimring tries to justify being the replacement for Nurburgring and the Solitude circuit. The Osterreichring does not have to justify itself, its whole conception was right from the start, and the more people who visit it the more people realize that true Grand Prix racing does not have to follow the clinical and dull dictates that originate from America and produce such "marvels" as the Paul Ricard circuit in France, and the Nivelles circuit in Belgium. Maybe I do "bang on" a bit on this subject, but I believe in European Grand Prix racing that was born on the road, and I will fight to the last foot of Armco barrier to defend what I feel is right, and for me the Osterreichring is right, in a truly modern context.

Not only did everyone enter for the Austrian Grand Prix, but nearly everyone turned up, except Reine Wisell, who was entered by one hand of the Marlboro-BRM complex, and dropped by the other hand. The only other non-starter was the new Surtees car, for reasons explained elsewhere. On the Thursday afternoon before the race there was free practice for anyone who wanted it and it was a rather pleasant and leisurely affair, with no time-keeping, nothing to win or lose, the sponsors admen had not arrived and everyone was refreshing and relaxed and almost human. Team Lotus had sent a small group with 72D/R5 as an advance guard and Fittipaldi was carrying out experiments with a very neat cover over the engine which deflected air down to the rear oil cooler, and Walker was waiting in vain for a drive in the car. Ferrari had their full team of cars and drivers out practising, and March were experimenting with a new nose cowling. The new Tyrrell 005 was having its front brakes assembled on the hubs, instead of inboard, and meanwhile Stewart was getting in a lot of laps with 003, repaired after its mild accident at the Nurburgring.

The serious business of practice began at 2.30 p.m. on Friday afternoon, going on until 6 p.m. with a 30 minute break "to remove any wreckage and sweep up the mess", as it said in the regulations. Last year Siffert held the lap record at 1 min. 38.47 sec., a speed of 216.280 k.p.h., and with twleve months of engine development, chassis development and tyre development, at least one whole second was expected to be chopped off this time. During the first part of the afternoon it was incredibly hot, and engines were having difficulty in breathing, but as the sun began to go down conditions were more favourable and some very fast times began to appear. As one would expect Stewart was pacesetting with the new Tyrrell, but quietly and almost unnoticed Peter Revson was also going incredibly quickly in the brand new McLaren, indicating that the workers at Colnbrook know how to build a racing car. After a lot of hit-and-miss adjustments between rear aerofoil angle and rear wheel camber angle, the Lotus team arrived at a compromise on their spare car, 72D/R5, that suited Emerson Fittipaldi and he recorded 1 min. 35.97 sec. just before practice finished, which put into the shade the 1 min. 36.35 sec. of Stewart with Tyrrell 005, and the 1 min. 36.98 sec. of Revson. As can be seen from the accompanying table of practice times, Peterson, Ganley, Amon, Hulme, Hill, Ickx and Regazzoni all improved on the old lap record, but the pace-makers had already established times of under 1 min. 37.0 sec. as being in the "A" category, so beating the old record was child's play, or should have been. Ganley's time of 1 min. 37.55 sec. put things into perspective in the BRM team, and Hill was very happy with the new gearbox in his Brabham, as his time of 1 min. 38.14 sec. suggested. Hailwood did not keep going until the cool of the evening as his clutch gave out, and Schenken was abandoned out on the circuit when an electrical fault burnt out the ignition unit.

Before the afternoon cooled everyone's progress was slowed up by the Connew splitting its oil tank and lubricating the circuit, and Gethin's BRM was spilling liquid on left handers. The new Tyrrell had the air scoops to the side oil radiators extended with sheets of aluminium, and the Ferrari engineers were very distraught as vapour-locking occurred in the most unlikely places in the fuel system, and air bubbles in the Lucas fuel injection unit do not make for a clean pick-up. Henri Pescarolo crashing Frank Williams' March 721 is no longer news, whatever the cause, and it went almost unnoticed, while Ickx abandoned his Ferrari with a dead fuel system and continued with the spare car. Fittipaldi was fast all the time, but fastest of all with the spare car, and Revson was either exceptionally good, or the others were all exceptionally bad; it was difficult to decide.

On Saturday the heat was greater than ever, and practice was brought forward from 2.30 p.m. to 1 p.m., ending at 4.30 p.m., instead of 6 p.m. Consequently there was no hope of anyone doing any super-fast laps, due to the high temperature. Hulme and Revson both used the spare McLaren, and Beltoise used the spare BRM, but March did not use their experimental car anymore. Everyone was struggling to get below 1 min. 38 sec. and as the afternoon heat continued it was clear that most of the starting grid positions had been decided. Once again Revson was smoothly fast, confirming the previous day's impressions, and Fittipaldi was fast in both his cars. Right at the end of practice Regazzoni was running on some well established Firestone tyres, and the fuel system stopped playing-up for a short time, which allowed him to get a lap

in 1 min. 36.04 sec., fastest of the afternoon. By the time he saw the pit signals requesting him to stop so that the well-worn tyres could be put on Ickx's car, practice finished, which did not make him too popular in some circles. With the Tyrrell pit being at the beginning of the row of pits, Stewart was able to do some fantastic practice starts as he set off out of the pit lane, but the tyre marks from the spinning back wheels would have depressed a drag-racing enthusiast, and should have caused the designer of the rear suspension some worrying thoughts on geometry, for the rear wheels appeared to ride up onto the outside edges of the tyres. Beltoise had his BRM engine break on him and Beuttler spun off and damaged the rear end of his March, necessitating robbing the spare works car of bits to make the "Stock-broker Special" race-worthy.

PRACTICE TIMES

No.	Driver	Car	Friday	Saturday
1	J. Stewart	Tyrrell 005-Cosworth V8	1. 36.35	1. 37.01
2	F. Cevert	Tyrrell 002-Cosworth V8	1. 38.88	1. 38.85
3	M. Beuttler	March 721G/1-Cosworth V8	1. 41.55	1. 39.92
4	N. Lauda	March 721G/4-Cosworth V8	1. 39.51	1. 39.04
5	R. Peterson	March 721G/3-Cosworth V8	1. 37.93	1. 37.58
6	P. Gethin	BRM P160/05—V12	1. 39.48	1. 38.76
7	J.-P. Beltoise	BRM P160/01—V12	1. 39.89	1. 39.68
8	R. Wisell	—	NON-STARTER	
9	H. Ganley	BRM P160/06—V12	1. 37.55	1. 37.65
10	C. Amon	Matra-Simca MS120D/07—V12	1. 37.76	1. 37.16
11	A. de Adamich	Surtees TS9B/004-Cosworth V8	1. 38.85	1. 38.08
12	D. Hulme	McLaren M19C/1-Cosworth V8	1. 37.20	1. 37.65
14	P. Revson	McLaren M19C/2-Cosworth V8	1. 36.98	1. 36.63
15	N. Galli	Tecno T/002—flat 12	1. 40.20	1. 39.13
16	G. Hill	Brabham BT37/1-Cosworth V8	1. 38.14	1. 39.05
17	C. Reutemann	Brabham BT37/2-Cosworth V8	1. 40.53	1. 37.15
18	J. Ickx	Ferrari 312B2 No. 5—flat 12	1. 38.28	1. 37.33
19	G. Regazzoni	Ferrari 312B2 No. 7—flat 12	1. 37.20	**1. 36.04**
20	E. Fittipaldi	Lotus 72D/R7-Cosworth V-8	1. 37.57	1. 36.31
21	D. Walker	Lotus 72D/R6-Cosworth V8	1. 39.46	1. 38.81
22	H. Pescarolo	March 721/3-Cosworth V8	1. 40.28	—
23	C. Pace	March 711/3-Cosworth V8	1. 40.33	1. 38.62
24	T. Schenken	Surtees TS9B/006-Cosworth V8	1. 39.18	1. 37.25
25	M. Hailwood	Surtees TS9B/005-Cosworth V8	1. 38.57	1. 37.77
26	J. Surtees	—	NON-STARTER	
27	R. Stommelen	Eifelland-March 721/4-Cosworth V8	1. 40.32	1. 38.62
28	W. Fittipaldi	Brabham BT34/1-Cosworth V8	1. 40.53	1. 38.25
29	F. Migault	Connew PC1/002-Cosworth V8	1. 51.40	1. 43.88
30T	C. Amon	Matra-Simca MS120C/04—V12	1. 47.67	—
31T	E. Fittipaldi	Lotus 72D/R5-Cosworth V8	**1. 35.97**	1. 36.69
32T	J.-P. Beltoise	BRM P160/03—V12	—	1. 39.22
1T	J. Stewart	Tyrrell 003-Cosworth V8	—	—
5T	R. Peterson	March 721G/2-Cosworth V8	1. 45.29	—
12T	D. Hulme	McLaren M19A/1-Cosworth V8	—	1. 37.94
14T	P. Revson	McLaren M19A/1-Cosworth V8	—	1. 38.37
18T	J. Ickx	Ferrari 312B2 No. 6—flat 12	no time	—

Apart from Pescarolo, whose March could not be repaired, everyone was in the race, and on Sunday morning there was a free-for-all practice session for those who wanted it. The engine in the new Matra blew up, necessitating some frantic work in the paddock to install another one, while the injection system on Beuttler's Cosworth engine went wrong when the car started up, preventing him trying the car after its rebuild. Stewart was out in Tyrrell 005 wearing the vast air intake over the engine with which he intended to race, and the funny handling on Pace's March was traced to the wrong tyres being used. The start was due at 3 p.m. so the morning was taken up with a Formula Super Vee race won by the Lichtenstein driver Manfred Schurti in a Royale, some publicity parades by the Austrian motor trade and aerobatics by the RAF Red Arrows and their Folland Gnats.

For three days people had been pouring into the Zeltweg plain many of them camping in the fields around the circuit, the beer tents, the hot-dog stalls and the fair-ground doing enormous trade from them, and by the time the Grand Prix cars came out into the pit road the crowd estimates varied from 100,000 to 150,000, and whichever limit you accept there were a lot of people about the place. The grid was due to line up in offset pairs and whatever choice he made Fittipaldi was on the front row for he was fastest on Friday in R5 and second fastest on Saturday in R7, Regazzoni being between the two Lotus times. The Brazilian decided to use his spare car R5, as he felt happier with it, and he took pole position without any Fleet Street writers weeping tears into their Telex machines because he had to use his "older car and suffer a handicap"! After a warm-up lap the cars assembled on the "dummy grid" with mechanics and team-managers protecting their cars and drivers from the heat of the sun with umbrellas and sheets, and at the signal from the time-keepers the 25 cars moved forward to the starting line, ready for 54 laps of the undulating and extremely hot 5.911 kilometres of the Osterreichring.

From the outside of the second row Stewart made the sort of start of which Regazzoni would have been proud. The blue Tyrrell left the

STARTING GRID

31
E. Fittipaldi
(*Lotus-Cosworth V8*)
72D/R5
1 min. 35.97 sec.

19
G. Regazzoni
(*Ferrari flat-12*)
312B2 No. 7
1 min. 36.04 sec.

1
J. Stewart
(*Tyrrell-Cosworth V8*)
005
1 min. 36.35 sec.

14
P. Revson
(*McLaren-Cosworth V8*)
M19C/2
1 min. 36.63 sec.

17
C. Reutemann
(*Brabham-Cosworth V8*)
BT 37/2
1 min. 37.15 sec.

10
C. Amon
(*Matra-Simca V12*)
MS 120D/07
1 min. 37.16 sec.

12
D. Hulme
(*McLaren-Cosworth V8*)
M19C/1
1 min. 37.20 sec.

24
T. Schenken
(*Surtees-Cosworth V8*)
TS9B/006
1 min. 37.25 sec.

18
J. Ickx
(*Ferrari flat-12*)
312B2 No. 5
1 min. 37.33 sec.

9
H. Ganley
(*BRM V12*)
P160/06
1 min. 37.55 sec.

5
R. Peterson
(*March-Cosworth V8*)
721G/3
1 min. 37.58 sec.

25
M. Hailwood
(*Surtees-Cosworth V8*)
TS9B/005
1 min. 37.77 sec.

11
A. de Adamich
(*Surtees-Cosworth V8*)
TS9B/004
1 min. 38.08 sec.

16
G. Hill
(*Brabham-Cosworth V8*)
BT 37/1
1 min. 38.14 sec.

28
W. Fittipaldi
(*Brabham-Cosworth V8*)
BT34/1
1 min. 38.25 sec.

6
P. Gethin
(*BRM V12*)
P160/05
1 min. 38.48 sec.

27
R. Stommelen
(*Eifelland-March-Cosworth V8*)
721/4
1 min. 38.62 sec.

23
C. Pace
(*March-Cosworth V8*)
711/3
1 min. 38.62 sec.

21
D. Walker
(*Lotus-Cosworth V8*)
72D/R6
1 min. 38.81 sec.

2
F. Cevert
(*Tyrrell-Cosworth V8*)
002
1 min. 38.85 sec.

7
J. P. Beltoise
(*BRM V12*)
P160/01
1 min. 38.89 sec.

4
N. Lauda
(*March-Cosworth V8*)
721G/4
1 min. 39.04 sec.

15
N. Galli
(*Tecno-flat 12*)
T/002
1 min. 39.13 sec.

3
M. Beuttler
(*March-Cosworth V8*)
721G/1
1 min. 39.92 sec.

29
F. Migault
(*Connew-Cosworth V8*)
PC1/002
1 min. 41.88 sec.

line like a rocket, dived across to the right behind Regazzoni's Ferrari, in front of Revson's McLaren and joined the front row on the inside almost before some of the slower backmarkers had got their clutches home. Three abreast, Fittipaldi, Regazzoni and Stewart accelerated up the steep hill from the starting area, and it was the blue Tyrrell that took the lead over the brow. The racing driver in J. Y. Stewart had complete hold, and it was a superb display of what we all enjoy seeing, and his lead at the end of the opening lap brought forth gasps of admiration from everyone. Regazzoni was in second place with a howling mob behind him, many of them undecided about their immediate future! The red Ferrari was in trouble with its injection system and was hesitating out of the corners, giving those behind some anxious moments, and the order of the queue was Fittipaldi, Hulme (after a super start almost matching Stewart's), Reutemann, Revson, Amon, Schenken, Hailwood, Peterson and Hill. For four laps Fittipaldi sat a discreet distance behind Regazzoni and then on lap five he saw his chance and dived past, into second place, but already the fleeing Stewart was nearly out of sight. Slowly but surely the black and gold Lotus began to close the gap on the blue Tyrrell, and the rest were left behind still trying to find a way round Regazzoni's Ferrari that was far from being on top form. The other Ferrari was running equally badly and poor Ickx was down in fourteenth place, only just ahead of the Tecno. Hulme got by Regazzoni on lap 9 and then everyone went by and at the end of eleven laps the Ferrari was in the pits having water poured over the petrol cooler and the petrol pumps, to try and cure the vapour locking.

Apart from the excitement among the leaders in the first ten laps all manner of happenings had been going on with the rest of the runners. Walker's engine in his Lotus blew up in a cloud of smoke on lap seven, Stommelen stopped for repairs to the Eifelland bodywork on his March, Wilson Fittipaldi found a "foreign object" kicking about among the

pedals, and stopped to throw it out, Pace had his fuel pressure gauge burst and cover him in petrol, necessitating a long stop for repairs and a change of overalls, and de Adamich was in trouble with a plug lead that did not want to stay fastened. With Regazzoni out of the way things sorted themselves out, with Stewart conscious that the chisel nose of the Lotus 72 was getting ever closer, Hulme in third place and Peterson up into fourth place from seventeenth position on the opening lap! Charging past the tail-enders seems to be the Swedish driver's good point; passing the faster drivers is another matter altogether. Hailwood had consolidated himself in fifth place, ahead of Reutemann and Revson, the American driver's McLaren hiccoughing at the wrong moments which was making things difficult for him. Regazzoni re-joined the race for a few laps but then gave up the unequal struggle, and at twenty laps, after he had been passed by the Tecno and then by Lauda, poor Ickx joined his team-mate in the paddock and 30,000 Italian spectators began to drift away from the circuit with a feeling of having been cheated. Reutemann had been forced to give up when the fuel injection system on his Cosworth engine went wrong, and Hill's Cosworth engine began popping and banging. Migault was running in last place with the Connew, but quietly getting on with his first Grand Prix, and was lapped by the leaders at 13 laps. By 23 laps Fittipaldi had closed right up on Stewart, but Hulme had also closed up on Fittipaldi, indicating that Stewart was somehow slowing the pace. As the Connew finished its twenty-second lap part of the left rear suspension broke away from the chassis and the car swooped across the road and this took everyone's attention so that they hardly noticed that Fittipaldi had taken the lead from Stewart, and Hulme was challenging for second place. When Hulme got past the Tyrrell with little opposition on lap 27 it was obvious that all was not well with the blue car. It was beginning to steer at both ends, suggesting that something was coming adrift in the rear suspension, and from a dominant leading position Stewart had dropped to third place with not much hope of holding on to it, as Peterson was not far behind.

At 30 laps Fittipaldi's first place looked secure enough, except that Hulme was not losing any ground, and there was an ominous "solid" look about the McLaren as it followed the Lotus round, and Revson in the second McLaren was beginning to put the pressure on Peterson's March as they closed up on the stricken Tyrrell. Among the "non-winners" there were all manner of troubles arising, Schenken got a puncture in his left front tyre and stopped to have it changed, and then imagined he had a puncture in his left rear tyre on the next lap. Both rears were changed and he was sent on his way. Galli stopped with the Tecno, after an excellent wheel-to-wheel race with Cevert's Tyrrell, which amused the Italian driver immensely but depressed the Frenchman. An oilcooler on the Tecno was coming adrift from its mountings, and after it was fixed he rejoined the race, but it had not been noticed that an oil pipe had also cracked, so he was destined to visit the pits again a bit later on. Wilson Fittipaldi was in trouble with a broken brake pipe and Hill retired when his injection system made the engine impossible to keep going.

During the time they were lapping a lot of the slower cars Revson found a way past Peterson, and Stewart was gamely struggling to hold fifth place, but he was fighting a losing battle as the Tyrrell just would not corner properly so he was losing speed down the straight that followed. With 40 laps gone it was painfully clear that Hulme had got the measure of Fittipaldi, the McLaren cornering much better on left hand bends than the Lotus, but the Lotus being faster on top speed. Lapping at 134 m.p.h. the two cars circulated barely one and a half seconds apart, the swarthy Hulme pushing relentlessly, but knowing there was no possibility of getting by unless the young Brazilian made a mistake. Similarly Fittipaldi knew he was safe providing his Lotus did not go wrong, but he had little in hand and the gap fell as small as half a second with ten laps still to run. Colin Chapman and his crew were looking very worried and ill at ease as the McLaren got closer and closer, but they under-estimated their protégé, driving in only his third season of Grand Prix racing as though he had been doing it for ten years. As the laps were ticked off on anxiously studied lap charts, and stop watches measured the gap that was so small that telling Fittipaldi he was 0.6 sec. ahead seemed pointless, but Team Lotus had to tell him *something* each time he passed the pits, as he could not tell them anything. If he could have he would have probably said something like "I wish that New Zealand bear would go away." The McLaren pit was all smiles, with their cars in second and third places, as well they might be, but the Tyrrell pit was a sea of gloom, for in the closing laps Stewart was being overtaken by everyone. Hailwood went by, then Amon in the Matra and then Ganley in the first of the BRMs. To add to the Tyrrell despair Cevert had been lapped, and after his battle with Galli in the Tecno he was struggling to stay ahead of Lauda, and the Frenchman hadn't been switched on all weekend. They got some consolation when they found they were not alone in trouble, for Peterson's Cosworth engine fuel system started playing up with the fluctuating fuel pressure, and he fell back rapidly, being passed by Hailwood, Amon, Ganley and even Stewart. The last car on the same lap as the leaders was the BRM of Beltoise, and when he went by the ailing March, Peterson gave up and stopped at the pits with only three laps to go, and then staggered off again to limp to the finish. The Tecno was also creeping round as its water temperature was sky high and Galli was keeping going with his fingers crossed.

The relief in the Lotus pit could be felt as the black and gold chisel nose appeared out of the Jochen Rindt curve and Fittipaldi crossed the line, arm held-high in salute as he chalked up yet another Grand Prix victory in his outstanding 1972 season. The great crowd of Italian spectators may not have enjoyed the day, but the Austrian, German and Swiss spectators all seemed to have had a great day, as did the small, but growing band of enthusiasts who had made the long journey out from Britain to see a real Grand Prix event. Although the race was over by 4.30 p.m. there was still a lot of the glorious day left and at 10 p.m., long after dark, the beer tents were still busy, the fair-ground was still going strong, huge flood lights played on the paddock where the teams were finishing packing, and over the whole scene the great Steyr-Puch illuminated sign on the top of the paddock buildings, revolved slowly, silently and majestically, bidding the whole of Austria and people from far away to come back in 1973—D. S. J.

Results :

AUSTRIAN GRAND PRIX—Formula One—54 laps—Osterreichring

5.911 kilometres per lap—319.14 kilometres—Very hot

1st	E. Fittipaldi (Lotus 72D/R5)	1 hr. 29 min. 16.66 sec.—214.554 k.p.h
2nd	D. Hulme (McLaren M19C/1)	1 hr. 29 min. 17.84 sec.
3rd	P. Revson (McLaren M19C/2)	1 hr. 29 min. 53.19 sec.
4th	M. Hailwood (Surtees TS9B/005)	1 hr. 30 min. 01.42 sec.
5th	C. Amon (Matra-Simca MS 120D/07)	1 hr. 30 min. 02.30 sec.
6th	H. Ganley (BRM P160/06)	1 hr. 30 min. 17.85 sec.
7th	J. Stewart (Tyrrell 005)	1 hr. 30 min. 25.75 sec.
8th	J.-P. Beltoise (BRM P160/01)	1 hr. 30 min. 38.11 sec.
9th	F. Cevert (Tyrrell 002)	1 lap behind
10th	N. Lauda (March 721G/4)	1 lap behind
11th	T. Schenken (Surtees TS9B/006)	2 laps behind
12th	R. Peterson (March 721G/3)	2 laps behind
13th	P. Gethin (BRM P160/05)	3 laps behind
14th	A. de Adamich (Surtees TS9B/004)	3 laps behind
15th	R. Stommelen (Eifelland-March 721/4)	6 laps behind
16th	C. Pace (March 711/3)	8 laps behind
17th	N. Galli (Tecno T/002)	9 laps behind

Fastest Lap: D. Hulme (McLaren M19C/1) in 1 min. 38.32 **sec.—216.46** k.p.h. (new record).

Retirements: D. Walker (Lotus 72D/R6) 6 laps, engine; G. Regazzoni (Ferrari 312B2 No. 7) 13 laps, fuel system; C. Reutemann (Brabham BT37/1) 14 laps, fuel injection; J. Ickx (Ferrari 312B No. 5) 20 laps, fuel system; F. Migault (Connew PC1/002) 22 laps, rear suspension; M. Beuttler (March 721G/1) 24 laps, fuel injection; W. Fittipaldi (Brabham BT34/1) 31 laps, brakes; G. Hill (Brabham BT37/1) 36 laps, fuel injection.

25 *starters* — 17 *finishers*

NOTES ON THE CARS IN AUSTRIA

THERE WAS quite a lot of detail development work taking place during the Austrian Grand Prix practice periods, and on the day prior to official practice beginning. The 1972 Tyrrell, number 005, had been undergoing some stress testing in England and the chassis had been found wanting, so in order to relieve the situation temporarily the inboard-mounted front brakes had been discarded and conventional disc-and calipers were hub-mounted at the front. For race day the air intake in the head fairing was replaced by a new one of truly gigantic proportions and it will be interesting to see if it sets a fashion the way the original Tyrrell air intake did when it appeared last year. The team had travelled direct from Nurburgring, with 002 and 003 complete, and the bare bones of 004, which had been cannibalised to keep the others complete, and the new car travelled out direct from England. All four 721G March cars were gathered together in the paddock, 721G/1 for Beuttler as usual, 721G/3 for Peterson and 721G/4 for Lauda, while 721G/2 was a spare for Peterson but was also being used for an experimental layout of twin water radiators mounted at the front, instead of the normal side position. The whole front was covered by a wide nose fairing with two holes for the cooling air, and looked rather as if the Brabham BT34 and a Surtees TS9B had copulated and produced an offspring. Before official training began and because the radiators had not arrived, the mountings and the wide nose cowling were tried out by Peterson on 721G/3, purely as a structural test.

The BRM team had hoped to run a revised P180 model but the over-worked engine department at Bourne were behind their schedules

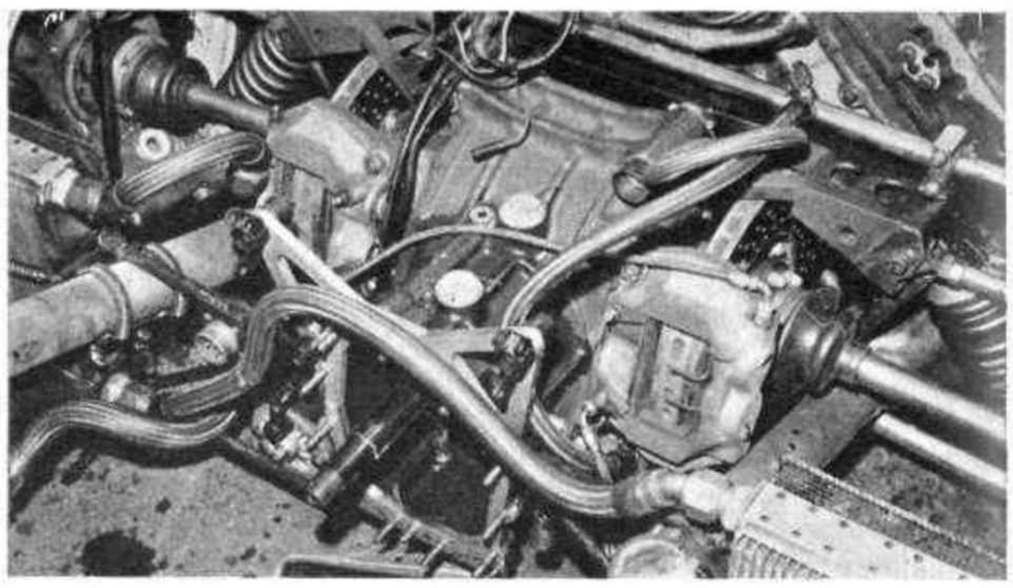


TYRRELL 005.—raced at last. Note the big airbox added during practice which makes the car look a little ungainly. Jackie Stewart finally finished seventh after leading in the early stages.

and all the engines available were needed for the four P160 models being used for the race, these being P160/01 for Beltoise, P160/05 for Gethin, P160/06 for Ganley and P160/3 as the spare car. There was an entry in the official list for Wisell, but that was as far as it went. New flat air intakes were being tried out, looking rather Lotus-like and were a completely different approach to scooping up air from above the driver's head, to those used in the past. The Matra entry for Amon comprised the usual two cars, MS120D/07 the 1972 car with the stiffer and sleeker monocoque, and the old square-shaped MS120C/04 as a spare. During the day before official practice began both cars were ready to go but Amon had not arrived and so the Matra people let Lauda have a drive in the spare car, but soon wished they had not, for he blew up the engine and abandoned the car out on the circuit. The McLaren team were in good form, with a brand new car to C-specification for Revson, this being M19C/2, though it was yet to receive its new official number. Hulme had M19C/1 as usual, and M19A/1 was the practice car for either driver to use. In the Tecno team it was Nanni Galli's turn to drive and though this little team is no great challenge to Ferrari or Lotus, it is making steady progress in a forwards direction, which is more than some teams are doing.

As the seasons wears on some teams and cars begin to look a little tatty and grubby and part worn, but Ecclestone's Brabham team is quite the reverse. The whole set up seems to get better and brighter at every race, and the cars all sparkle. They had the same three cars, but BT37/1 was fitted with the latest Hewland gearbox. This is a stronger gearbox with a better casing and improved mountings for the brake calipers, as well as a better system underneath for the suspension mountings. It is not a revolutionary new design, but is an improved version of the normal gearbox used by the Formula One car builders. Graham Hill was driving this car, while Reutemann had BT37/2, as usual, and Wilson Fittipaldi had the split-radiator BT34/1. Fresh from their 1-2 victory in the German Grand Prix the Ferrari team arrived early with confidence, especially as the cars had gone very fast during some tyre-testing practice some weeks earlier. Only Ickx and Regazzoni were entered, the Belgian having car number 5, with number 6 as spare, and the Swiss driver had number 7. Before official practice began Regazzoni's car was tried with some air collector boxes on each side, feeding cold air to the inlet trumpets. They were a strange layout, because the radius arm on each side from the rear suspension runs across the top of the inlets, so the collector boxes had to enclose the radius arms, with a leather gaiter around the tubular arm where it ran through the back of the collector box. The intense heat of the meeting played havoc with the Ferrari fuel systems and vapour locking kept occurring in the injection system. Extra electric pumps were fitted to keep the collector tank full, the petrol was passed through a separate radiator, air was fed to the pumps, the piping was re-routed and lagged, but all to no avail, the engines would not run cleanly for more than a few laps. In desperation a different petrol was used, but it made no difference, the problem was never solved.

The Lotus team had no great problems apart from Fittipaldi not feeling too happy with the handling of 72D/R7, fitted with a new gearbox after its Nurburgring disaster. His earlier car, 72D/R5, gave him much more confidence and he proved to be fastest with it. Cosworth engines not being over-plentiful at this time of the year, Walker had an early engine in 72D/R6 and the car was also uprated to the latest com-



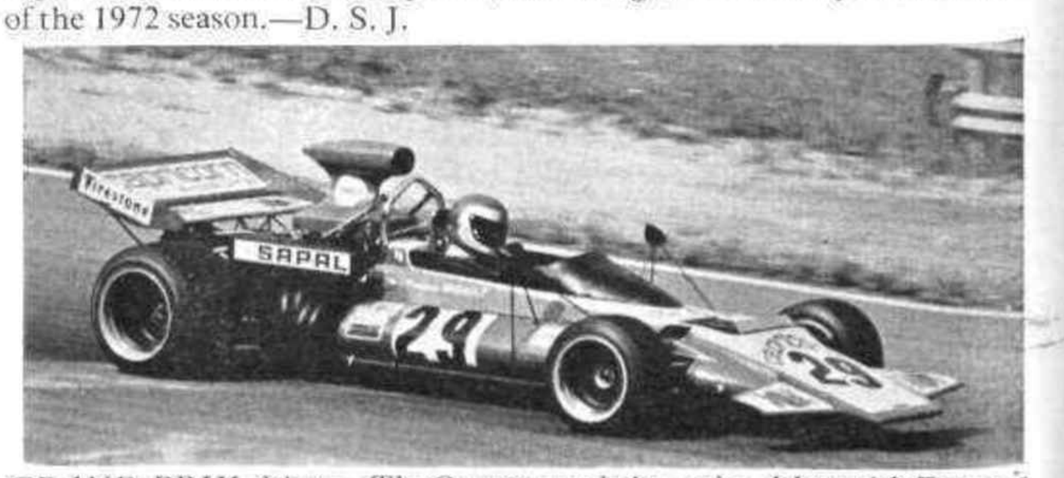
NEW GEARBOX.—Hewland's latest FL gearbox was fitted to the Brabham of Graham Hill. Here the box is pictured ready for the ratios to be changed.

bined oil tank and single central oil radiator with the rearward mounted aerofoil as on the other two cars. For the race R6 had a later series engine installed, but it proved to be a mistake. During practice, efforts were concentrated on reducing the angle of the aerofoil to get more r.p.m. on the fast parts of the course, but retaining sufficient down-thrust from it not to impair the cornering. The nature of the corners at the Osterreichring are such that they assist down-thrust on the tyres naturally, so that aerodynamic down-thrust can be reduced accordingly, and the less down-thrust generated by the aerofoil the less air drag, and the higher the maximum speed. It all sounds fairly easy, but in fact it is a hit-and-miss compromise to try to keep the car stable under all conditions.

Once again the Williams March 721/3 appeared all brand new and shiny, completely rebuilt around yet another new monocoque, and by the end of the first day of official practice it was again a total wreck. This time it looked as though a tyre punctured and while trying to control things Pescarolo was back on the guard rails again, unhurt but a non-starter as the car was too badly damaged to mend immediately. The other Williams car, the 711/3 which Pace drives, just goes on and on, unscathed and keeping it in first-class fettle is a pleasurable routine for the Williams mechanics. Since the Nurburgring both cars had been fitted with Tauranac-designed one-piece tubular anti-roll bars front and rear, to replace the March fabricated layout.

Since the Nurburgring race Schenken's Surtees TS9B/006 was completely rebuilt around a new monocoque, not because of accident damage, but in the interests of development. The cars of de Adamich and Hailwood were unchanged, and Surtees himself was entered to drive a brand new car, but after testing at Goodwood the engine was not too healthy and the team did not have a surplus of engines to risk an expensive breakage. Arriving early, Surtees contented himself with driving the cars of Schenken and Hailwood during unofficial practice, to see if they were about right. To complete the list of 26 runners there were the two private entries of Stommelen with the Eifelland-March and Migault with the Connew, the latter having a definite entry and making its first official appearance outside England, while the former was looking for someone to pay for his racing now that Mr. Eifelland had withdrawn.

With an afternoon of unofficial practice and two afternoons of official practice there was a pleasant and leisurely air about the Austrian meeting and though the terrific heat was making everyone happy it was giving the engines some headaches and air scoops and deflectors were sprouting in all manner of unusual places, this being the first really hot weather of the 1972 season.—D. S. J.



GRAND PRIX debut.—The Connew made its racing debut with Francois Migault at the wheel but retired with suspension failure.

CONTINENTAL NOTES

Ferrari

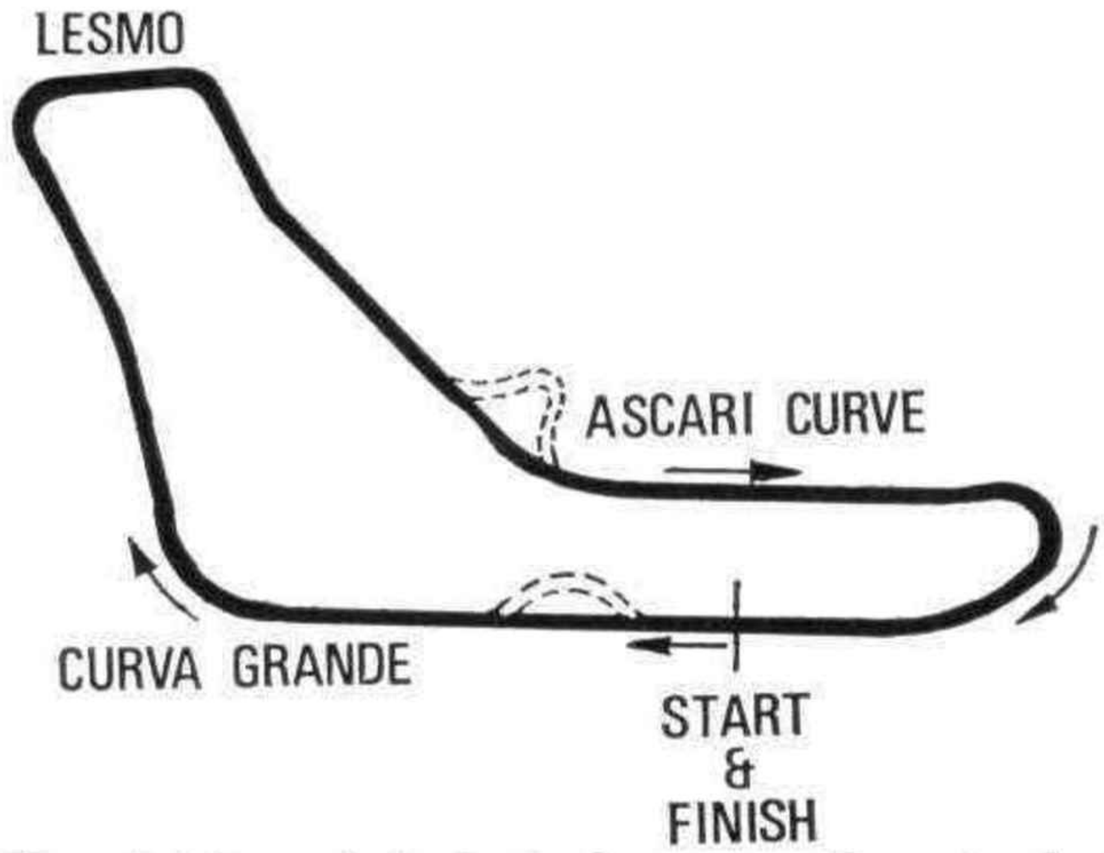
MY PRACTICAL knowledge of motor racing only goes back to 1932, but even so, the name of Enzo Ferrari and his Scuderia Ferrari was well in the news then, and still is today. To many people Ferrari is motor racing, whether it is Ferrari the man or the Ferrari cars. In my early days the Scuderia Ferrari was synonymous with Alfa Romeo, and the name Alfa Romeo meant motor racing, and every now and then there would be a mild panic in racing circles and somehow Ferrari would be involved. In 1932 Enzo Ferrari was running a team of those beautiful *monoposto* Alfa Romeos, each with a Ferrari emblem on the bonnet, and in those days, before the plastic sticker craze, a Ferrari emblem on the bonnet meant it was a factory car, you could not buy your Ferrari sticker at the local speed shop. Suddenly there was a great outcry when Alfa Romeo withdrew the *monopostos*, leaving Enzo Ferrari and his drivers with nothing to race, and I recall that my future was going to be rather dull without any more photographs in the magazines of my favourite racing car, because in those days I was living by photographs and reports in MOTOR SPORT, and the weekly issues of *The Motor* and *The Autocar*. However, Alfa Romeo relented and the lovely *monopostos* re-appeared under the banner of the Scuderia Ferrari. Ever since then there have been minor outcries from Italy and inevitably Enzo Ferrari has been at the centre of them, but through them all the Ferrari team has gone on racing, winning and losing.

Now there is another outcry from Italy. Having swept the board in prototype sports car racing, winning ten races out of ten, and then getting first and second places in the German Grand Prix, Enzo Ferrari made a great pronouncement, in Italian, that was interpreted into various European languages, including English, to say that the whole business of motor racing was getting too costly and he would have to withdraw his team from racing in 1973. People who are not used to this sort of thing threw their hands up in horror and cried aloud, but many more said "What? Again Ferrari withdraws!" Of course, one day old uncle Enzo *will* give up racing and no one will believe him, because he has "cried wolf" too many times, but at present the recent announcement has already been watered down to suggest that his racing engineers have new models well under way for 1973, but the team's activities will not be on such a large scale as this year. When Ferrari withdrew his entries for the Le Mans 24 Hour race this year, nobody really took it seriously, assuming that the wily old Italian was manoeuvring for something, and it was not until Le Mans was all over and finished with that people began to realise that there were no works Ferraris at Le Mans. It is just possible that at the end of the 1973 season we shall look back and think "By golly, there were no works Ferraris running this season". Possible, but not very probable, though if we hear an announcement from Lotus that they have signed Ickx for their 1973 team, we shall have to think again. At the moment he says he has signed a 1973 contract with Ferrari.

* * *

Monza

Without Italy being involved in racing the scene would be very dull and if the buzzing is not emanating from Modena then it comes from Monza. This year the Italian Grand Prix is being deliberately slowed down and though everyone seems to have accepted the idea and the method, no-one seems to remember why it has come about or who started the idea. The lap record last year was 247 k.p.h. (153.5 m.p.h.) and somewhere along the line there has been the thinking that it is all a bit too fast and some more corners in the circuit would make the Italian Grand Prix more of a road-race. The idea of some extra corners in the circuit has been going on for quite a time, and last year there was a comic dead-lock when Ferrari could see that his 3-litre prototype sports car was not going to keep up with the 5-litre 917 Porsches, and said he would not let his team race unless *chicanes* were introduced, and the Porsche people said they would *not* race if artificial *chicanes* were built, as they were only interested in flat-out power performance. As the Monza authorities were then not ready to do any construction work anyway, the whole affair fizzled out. Now, at last, the work has been done and there is an artificial *chicane* just after the start, before the track enters the narrow part of the road circuit, leading to the *Curva Grande*, and another one, of a more permanent nature, at the entry to the *Ascari Curve* before the back straight. The first one is made with guard rails fixed to the existing track, while the second one comprises a new piece of roadway that turns left off the track, into the woods and then out again, on to the existing track and down the back straight. These modifications will probably add ten seconds to the lap time, and knock



The revised Monza circuit, showing the temporary chicanes *introduced at the fastest parts of the circuit.*

the average speed down to about 130 m.p.h., but Monza will still be Monza. It will not be the first time some extra corners have been added to the track, as this was done in 1936 and 1937 when the Alfa Romeos could no longer keep up with the Mercedes-Benz and Auto-Unions, and they were Enzo Ferrari's Alfa Romeos in those days. Then the idea was to give the Italian cars a chance of keeping up with their faster rivals. The idea (or one of them) today seems to be directed towards preventing the cars keeping pace with each other. With such equal performances between cars and drivers today the whole field tends to circulate round Monza in a close bunch, and it is hoped that the extra corners will allow the drivers with greater ability to break away from the main group. Whether it works or not we shall see on September 10th.

* * *

Rules and Regs.

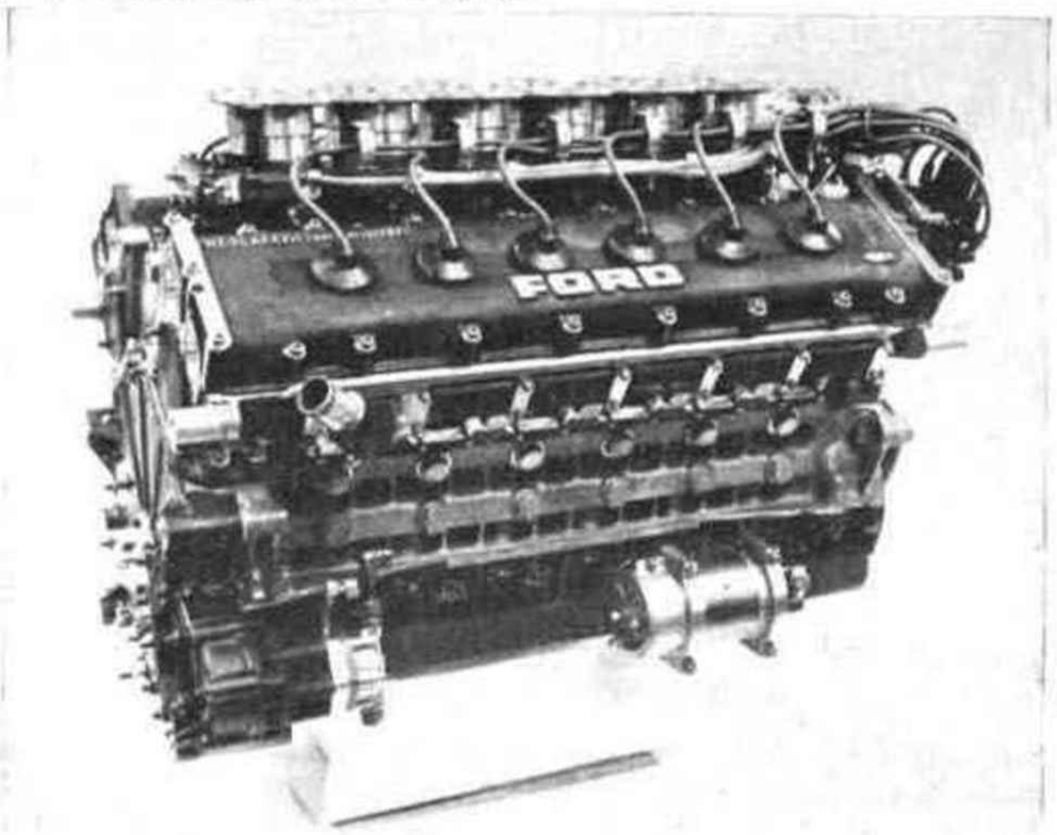
One of the latest bits of news from the rule-makers is that from January 1st, 1973, i.e. the beginning of next season, the minimum weight of a Formula One car is to be raised from 550 kilogrammes to 575 kilogrammes. The technical hope is that constructors will use these extra kilogrammes to make some of the suspension parts stronger or the castings thicker, but I can't see that really happening. Other new rules limit the total fuel load to 250 litres, and no individual fuel tank, or fuel cell will be allowed to hold more than 80 litres. It is interesting that after some disasterous fires that occurred a year or two ago, there was a feeling that something should be done by the C.S.I. to try and prevent fires, or at least control them if they started, which was a reasonable thought, looking at the fire-fighting equipment that was available and suitable for track-side use, the C.S.I. were told by fire specialists that the maximum blaze that the equipment could control was in the order of 300 litres of petrol. As it was easy to visualise two Grand Prix cars in the same accident at the start of a race, this automatically limited cars to 150 litres each, but this immediately indicated the need for refuelling during a Grand Prix of normal duration. There was no support for either idea from anyone, so the whole subject was dropped and the present rules made up instead. Quite justifiably the drivers do not want to be burnt to death and preventative methods are being looked at, but the problem is not a simple one. It is interesting that the constructors in general do not want shorter races, and many of them would welcome longer Grand Prix races.

* * *

Weslake V-12

The first of the Ford sponsored V-12 cylinder engines has been on test recently, in one of the Gulf-Mirage cars, and it looks to be quite an interesting new power unit. A lot of people will remember the V-12 Weslake engine that Dan Gurney used in his Anglo-American Eagle Grand Prix cars, so it is no surprise that Weslake has produced a V-12 for Ford. In the number and disposition of the cylinders, the number of valves and the number of camshafts it follows Eagle knowledge, but those apart it is a new design. It has a bore and stroke of 75 × 56.46 mm giving 2,993 c.c. develops 455 b.h.p. at 10,500 r.p.m. on the Weslake test-beds, breathing through 4 valves per cylinder from Lucas

fuel-injection. In the Ford news that came with the first photographs of a mock-up engine, it is stated that "the design allows for alternative bore and stroke dimensions and if necessary an *increase* in capacity to suit other Formulae". Now that is a most interesting statement that has me completely baffled.—D. S. J.



NEW PROJECT:—The Ford sponsored V-12 engine designed by Harry Weslake and his team at Rye, in Sussex. The four over-head camshafts are gear-driven from the front end of the seven bearing crankshaft. This photo is of a mock-up engine.

Fair Comment

The Letters from Readers section has already gone to press, but I do not apologise for printing this letter out of section as it so perfectly expresses my personal point of view, and brings the correspondence on this subject to an end.—W. J. TEE—*Managing Director.*

Sir,

Jackie Stewart's letter in your last issue displays a certain arrogance in his handling of Denis Jenkinsons' views which after all are those of the foremost English speaking race reporter.

The general tone of the letter suggests "I'm a Grand Prix driver and more involved, therefore I love the sport more. I'm also a World Champion and so on both counts D. S. J.'s opinions are outranked".

The "fence-sitter" remark was, of course, as ill judged as it was inaccurate. Does one have to explain to Jackie Stewart that Mr. Jenkinson has loved and competed in motoring sport of many kinds for a very long time—long before Jackie's elder brother was first heard of. By his journalism he works for the shape of motoring sport which he senses is good for it. He does not have the power of influence that a World Champion has but such influence, when held, should be used with maturity. What many of us feel is that it is being used unreasonably and to a certain extent selfishly.

Hayes, Kent. S. O. M. AUSTIN.

Recent Results

THIS YEAR'S Can-Am series is certainly shaping up as the most closely fought for years. Basically, that means that the Gulf McLaren team isn't having it all its own way. Just to re-cap, Denny Hulme, in the new McLaren M20, won the opening round at Mosport in Canada in June but only after Mark Donohue struck trouble in the Penske Porsche. Round two at Road Atlanta, in early July, saw both Donohue and Hulme crash. Donohue crashed in private testing and put himself out of racing for the rest of the season, while Hulme was eliminated in the race when the McLaren did a backward flip! Meanwhile US veteran George Follmer took over the spare Penske Porsche and went on to win the race.

Round 3 of the series was at Watkins Glen, at the end of July, and here the see-saw was back in the favour of McLaren Racing. Hulme set the fastest lap in practice and led from start to finish. Team-mate Peter Revson finished second and one of last year's works McLarens driven by Francois Cevert was third, ahead of David Hobbs in the latest Lola T310 and Follmer, who ran into turbo-charger problems.



CHAMPIONSHIP LEADER.—Mike Hailwood at present leads the European F2 Championship with his Surtees entered by Matchbox. Here he is pictured on his way to victory at Mantorp Park.

Round 4 was on August 6th at Mid-Ohio and here Follmer was just 0.1 sec. faster than Hulme in practice. In the race it rained spasmodically and Hulme made a total of five pit stops to change tyres, each time out-fumbling himself, while Follmer led from start to finish. Jack Oliver gave the Shadow an excellent second place while Milt Minter was third in his non-turbo Porsche. Round 5 was at Road America on August 27th—too late to catch this issue.

While the Can-Am Championship is still in its relatively early stages, the European Formula Two Championship has seen rounds 9 and 10 completed in recent weeks. Both have been won by Team Surtees cars and in both races Peter Gethin in the works Chevron has been the fastest runner and won the first heat on each occasion, only to retire in the second. Round 9 was at Imola in Italy on July 22nd, where overall victory went to John Surtees himself. Although he finished third in one heat, and fourth in the other, he was still the aggregate winner from promising Frenchman Bob Wollek (he won heat two with his Rondel Brabham), Niki Lauda's works March and Andrea de Adamich's Surtees. Two weeks later the F2s were in a very different part of Europe—in Sweden at Mantorp Park. Both the Swedish aces, Ronnie Peterson and Reine Wisell, were destined to retire and this time victory went to Mike Hailwood, after Gethin walked the first heat and then crashed in the second when something on the Chevron broke. Hailwood's win puts him in a sound lead of the Championship and made sponsors Matchbox very happy for it was the former motorcycle champion's first win in F2. Frenchman Jean-Pierre Jabouille and Jean-Pierre Jaussaud finished second and third, in March and Brabham respectively, while the American driver Brett Lunger logged up his best European result with a fourth place.

Round 11 of the Championship was down at the Sicilian circuit of Enna where Henri Pescarolo scored a surprise win for the Rondel Brabham team on August 20th. Earlier in the week Arturo Merzario had won the 2-litre Sports Car Championship race for Abarth, at the same track.

The past weeks have seen two major International F3 events. The first was on July 29th at Thruxton, which was a round of the French Championship but not the British. Current F3 top dog Roger Williamson with his GRD nipped by Mike Walker's Ensign on the last corner to score a surprise win, with the works Alpine-Renaults from France, driven by Leclere and Sepaggi, in third and fourth places. Two weeks later Williamson handed out another thrashing to the Alpines, this time on their home ground, the bleak Paul Ricard stadium circuit. But in post-race scrutineering Williamson's Holbay engine was found not to comply with the regulations and so the Alpines of Leclere, Serpaggi and Guitteny took the first three places, with Frenchmen also fourth and fifth.

In the world of American USAC Championship car racing everything has been going the way of Joe Leonard and the Vel's-Parnelli Jones team with their Maurice Phillipe-designed cars. Leonard, who is 38 and comes from San José, California, has never reckoned to be one of the very fastest USAC runners but he has an uncanny knack for bringing a car home when others drop out. Last year the former motorcycle racer won Indianapolis in such a fashion and, in the last few weeks, has won three USAC races in a row—the Milwaukee 200, the Michigan 200 and, most important of all, the Pocono 500—all after early leaders had dropped out.—A.R.M.

AROUND & ABOUT

Comment on the Racing and Club Scene



SAM POSEY is one of the leading contenders in the L and M Formula 5000 Championship in the USA. He drives the latest Surtees TS11 powered by a Chevrolet V8 engine.

Whither Formula 5000?

ONE CLASS of racing that has not been mentioned in this column for some time is Formula 5000—the category of racing which uses chassis similar to Formula One cars but has power from 5-litre production based engines instead of 3-litre pure racing units. The Formula started in the United States, where it continues to thrive, while in Britain the class is in its fourth somewhat shaky year. Yet, John Webb of Motor Circuit Developments, and Rothmans have announced that they will be collaborating again in 1973 to run the championship with a 25 per cent increase in prize money.

Is this faith really justified? Take for instance the most recent round of the Rothmans Formula 5000 Championship held in August, at Silverstone. This was the 11th round of 15 in this year's competition and the entry was fairly representative of other recent rounds.

Championship leader Brian Redman and his entrant Sid Taylor, who runs the works Chevron, are now concentrating on the US series so he was not present. Second man Gijs van Lennep was entered, however, in the latest Surtees TS11 which is run by the Brands Hatch based Speed International Racing team. The Dutchman won the race and elevated himself to the championship lead but who did he beat? Well, second, only a few feet behind in the soaking conditions, was former American Formula 5000 Champion John Cannon who was giving his March-Oldsmobile a rare airing in Britain. But he has been concentrating mainly on the US series. Third was the young Walsall driver Steve Thompson with a last year's Surtees TS8, backed by the Servis washing machine manufacturers, while fourth was Ian Ashley in a two-year-old Lola T190. Both the second and third place men in the Championship, Alan Rollinson and Graham McRae, ran into problems in the wet. McRae, who races cars of his own construction, formerly known as Ledas, is currently one of the most ardent supporters of Formula 5000. He has STP backed cars in both the European and American Championship jetting between the two continents to keep up his heavy schedule.

Alan Rollinson currently races the only 1972 type Lola T300 in Britain but crashed at Silverstone. The rest of the competitors, apart from Scottish driver Jock Russell who has just bought a new McRae, were all in old and outdated machinery and there was only a total of 13 entrants. During the season a similar number of drivers have scored points in the championship and only about six or seven new cars have appeared in the series. A far from healthy situation. It will be interesting to see how John Webb injects new life into the series next year. Something fairly drastic is needed if British Formula 5000 is not to become a complete backwater.

It is not surprising that some of the more serious British competitors have left the series to race in the similar competition in the United States which is also sponsored by a tobacco company—in this case L & M. As we go to press McRae leads this US championship having scored in all five rounds, and won three of them. His total prize money to date is a staggering $62,400. Sam Posey is second in the championship at present, with his Surtees, and Canadian Eppie Wietzes is third. In direct contrast to the British competition 25 and more cars are taking part in each race and the great majority of them are new this season When that starts happening those in the know start taking notice of who is winning.

Perrot wins Championship

Zurich garage owner Xavier Perrot has already clinched the European Hill Climb Championship with his March 722 Formula Two car, and recently added the Fribourg round to his impressive list. This year the championship has been open to single-seaters for the first time, having previously been only for sports cars.

The decision encouraged Perrot, who has been a regular competitor in Formula Two racing for four or five years, to have a crack at the hills as he thought he was perhaps getting a little old for regular circuit racing. Actually he is in his 40s but can still give an excellent account of himself in Formula Two. Whatever, Perrot has completely dominated the Hillclimb Championship and, on the way, has broken most of the records which have stood since Peter Schetty in the special Ferrari hill climb 212E set them in 1968.

Round Britain event planned

The BRSCC is currently working on the possibility of running a Tour de France type of event in Britain next year, probably around early July. Like the French event, the Tour of Britain will visit racing circuits round the country as well as hill cimbs and will thus be something of a cross between a rally and a race. Full details have yet to be released but it is thought the event will be backed by a major tyre company and will start in the West Country. The idea is very much the brainchild of Peter Browning, former manager of British Leyland's Competition Dept. and now Executive Director of the BRSCC.

● Although the JCB Championship has a round to go, The British Empire Trophy section of the competition, which takes in the Silverstone rounds, has been won by Willie Green who drives the JCB Maserati Tipo 61. Green, who also races modern cars, won by just one point from Peter van Rossem.

● The RAC has just issued a list of dates of major meetings in Britain next year. Here are some of the more important ones—March 18th, Race of Champions, Brands Hatch; April 8th International Trophy Meeting, Silverstone; April 15th, BOAC 1000 Kms.; May 13th, Gold Cup, Oulton Park; June 17th, Martini Trophy, Silverstone July 14th, British Grand Prix, Silverstone. A fuller list is available from the RAC at 31 Belgrave Square, London, SW1. A.R.M.

Rally of the Thousand Lakes

GENERAL CLASSIFICATION

1st	S. Lampinen/K. Sohlberg (Saab 96 Group 5)	17,868 sec.
2nd	T. Mäkinen/H. Liddon (Escort RS2000 Group 5)	17,933 sec.
3rd	M. Alén/J. Toivonen (Volvo 142 Group 2)	18,317 sec.
4th	T. Rainio/E. Nyman (Ascona Group 2)	18,551 sec.
5th	P. Eklund/S. Andreasson (Saab 96 Group 2)	18,626 sec.
6th	H. Palin/J. Ahava (Ascona Group 2)	18,914 sec.
7th	E. Soutulahti/T. Alanen (Volvo 142 Group 2)	19,018 sec.
8th	E. Nuuttila/M. Olkku (Ascona Group 2)	19,034 sec.
9th	P. Lehtonen/R. Virtanen (Saab 96 Group 2)	19,173 sec.
10th	J. Lusenius/S. Halme (Renault 12 G Group 2)	19,206 sec.
11th	J. Vilkas/J. Soini (Saab 96 Group 2)	19,354 sec.
12th	K. Hämäläinen/V. Aho (BMW 2002TI Group 1)	19,495 sec.
13th	P. Airikkala/K. Maukonen (Renault 12G Group 5)	19,670 sec.
14th	P. Kärhä/S. Siitonen (Alfa Romeo 2000 Group 1)	19,790 sec.
15th	J. Kangas/A. Alamaki (Ascona Group 2)	19,840 sec.

Ladies' Prize: Eeva Heinonen/Seija Kivistö (Volvo 142 Group 5)

95 starters — 47 finishers



Finland bristles with trees and shimmers with lakes, but to the visiting rally driver the fearsome jumps are the features with which he becomes best acquainted.

NON-RALLYING PEOPLE who visit Finland invariably return to their own countries with tales of a countryside which is wild and yet so serene that it is possible to pitch a tent and not see a soul for weeks; tales of a land covered with a random mixture of lakes and trees, of short summer nights, sauna and the lively hunting habits of the Finnish male.

The rally driver will return with all these firmly fixed in his mind, of course, but it is a thing called a jump which will stand foremost in his memory. Finland is a fairly flat country, but the bits of land between the lakes, if not mountainous, are decidedly undulating, and it seems that when the road builders of the past were making their sled tracks they only had tree clearing materials available. If a hillock rose in their path, they simply cleared the trees and went over it without any attempt to dig a cutting through it. Those early road men left a legacy of undulating roads which has created its own legend, the legend of flying Finns and jumping motor cars.

Britain's state forests have roads which are testing enough to any rally driver, but Finnish forest roads, though much straighter, rise and fall over more crests and blind brows than any other network of roads in common use for rallying. If these crests are taken at anything like a reasonable speed, cars will leave the ground, leap high into the air and come down with sickening crashes which find weak spots in any suspension and shake the very bones of competitors who are unprepared.

Although the road surfaces are hard and smooth—generally sand which has been dressed and impacted—the constant violence of jumping makes Finland's rallies some of the hardest on motor cars. Of the country's events, the Rally of the Thousand Lakes is the most tough in this respect, and since it is one of the two Finnish rallies which permit practising, the making of pace notes is a very important undertaking. Coping with the unexpected is second nature to accomplished rally drivers, but one can never be sure what is beyond a blind crest unless one has practised and has an accurate set of notes. Thus to have any chance at all of winning a driver must know, beyond any doubt whatsoever, which brows can be taken at full throttle and which will require slower speeds.

Drivers with the available time will practise for a whole month before the start of the Thousand Lakes, some concentrating for so long on the difficult stages that they frequently claim to know many by heart, including all the jumping lines, cambers, crests, ridges, stones, water holes and bends in several stages of each about thirty miles. But the sensible drivers will never tell their co-drivers to put away the notes, intelligent reading of which will often coax a little extra pace even from a works driver.

This year the Thousand Lakes took place in early August, some two weeks or so sooner than usual in order that it might not clash with Germany's Olympia Rally. Both Sweden and Finland were rejoicing in a heatwave which lasted the whole summer, ending dramatically at the start of the rally when a violent thunderstorm sent lightning forking down into the pines around rally headquarters, tearing down telephone cables, creating miniature lakes on many special stages and replenishing the permanent ones from which the rally takes its name.

But during the rally itself the storm had blown itself out and the event took place in rather cloudy weather, far less hot and uncomfortable than was expected and with the dust problem effectively eliminated. Throughout the rally the major contenders for the lead were Saab, Ford, Volvo and Opel, the latter make being represented by cars of groups one and two and the other three not only by similarly tuned cars but by higher-powered and lighter-bodied versions of the same models.

Saab, for instance, had a completely gutted V4 96 for Stig Blomqvist, whilst Saab of Finland had a nearly identical car for Simo Lampinen. Both were stripped of every single nut and volt which wasn't vital and had been constructed with as much aluminium, glass fibre, perspex and other light materials as could reasonably be expected to replace heavier components without undue loss of strength. Blomqvist's car was even without its instrument panel, the crew relying on landmarks rather than distances in their route notes not to take wrong turnings.

After losing time in the early stages, mainly due to being caught in a radar trap by the police (who were letting non-competing traffic pass unhindered even though they were going as fast, if not faster) Blomqvist drove astoundingly well to move right up with the leaders and was actually in the process of taking over the lead on a rather long (43 km.) stage when a connecting rod came away from the crankshaft and punched a hole in the sump from the inside. Even though he drove slowly for the last quarter of the stage, he nevertheless beat Lampinen by one second, a remarkable achievement.

Timo Mäkinen, perhaps the best-known Finnish driver who has ever driven in international events, was in a works Ford Escort with Henry Liddon reading the notes. Both had been practising for close on a month. Theirs was also a prototype car, though it hadn't been completely stripped for lightness as the Saabs had been. It's interesting feature was a 2-litre aluminium engine, with 16-valve head, said to produce more than 220 b.h.p. But this unit is still in the development stage and during the event it lost a considerable proportion of its power even though Mäkinen was able to take over the lead at one point.

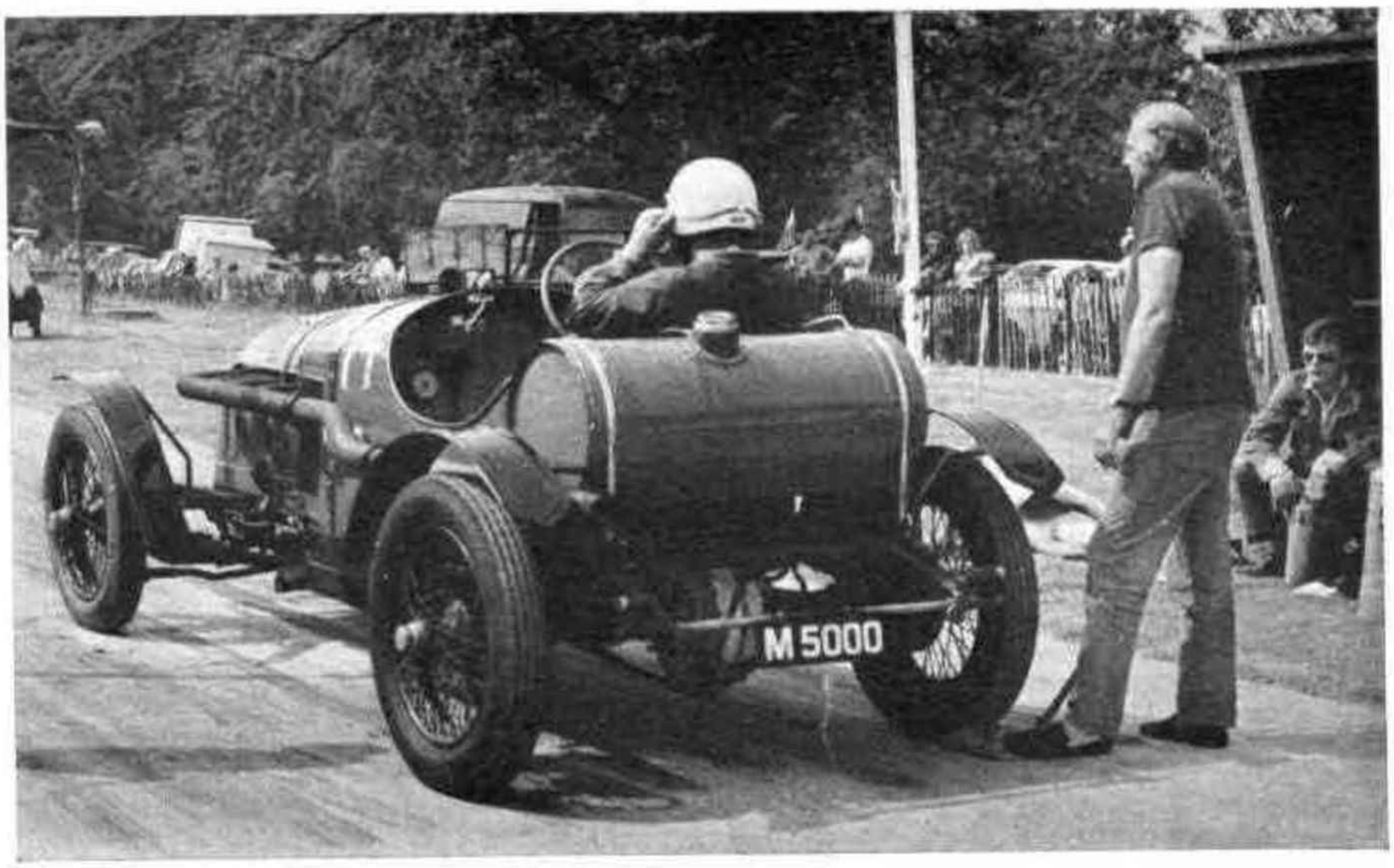
Cars in the Thousand Lakes are subjected to violent frontal pounding by the hard landings after the jumps, and for this reason suspensions, engine mountings and all other flexible and shock-absorbing parts must have the right strength/resilience ratio. The engine mountings of Mäkinen's Escort would have been fine for a steel engine but the threads in the aluminium block were not strong enough to cope. The bolts loosened and eventually stripped the female threads. With typical ingenuity, mechanics Gordon Spooner (Boreham) and Raimo Haarta (Helsinki) set about cutting blocks of wood and hammering them into

Continued on page 996

VSCC PRESCOTT

(August 13th)

Consistent Cottam Sets a New Course Record in his Connaught



A THEOPHILE SCHNEIDER.—John Rowley prepares to make an ascent of the Bugatti OC's hill in his 1913 5.6-litre model—see page 994.

PRESCOTT is a splendid setting for a speed hill-climb—in good weather. It was fine and dry for the annual VSCC fixture and records fell like the proverbial nine-pins. Cottam was in his expected sprint form and broke his own absolute VSCC course-record, in 42.96 sec. and the immaculate 1953 2-litre Connaught was only 0.01 sec. slower on its second run. You can hardly have anything fairer than that! Had he not gone a bit wide at Orchard he could well have gone faster this time, because from start to the bridge his time was better. Not to be outdone, Martin Morris was second in the *pre-war* ERA (44.33 sec.), third place going to Roberts' ex-Alan Brown Cooper-Bristol (45.27 sec.), which, on its second try, lapsed for a moment between Orchard and Pardon, piling on an unwanted 1½ sec. Best vintage car in this 1½-to-3-litre racing class was Kain's Type 35B Bugatti (45.77 sec.) which vanquished Wall's *monoposto* Bugatti. Unfortunately Goddard ran out of road in his very beautiful Type 51 Bugatti and broke an engine bearer.

Another record to go fell in the big racing-cars class, when Smith's Frazer Nash, propelled by an Alvis Speed-25 engine, clocked 46.20 sec., to beat his 1971 record, the car appearing to be in control of its driver, while a very polished ascent by Hamish Morten in a stripped 4½-litre Bentley tourer broke the vintage class record in 47.15 sec. Then Joseland in the 1928 Anzani Frazer Nash "Terror" broke *his* 1½-litre vintage class record (47.35 sec.), the class being won by Moffatt with some wild, wide cornering in ERA R3A (95.92 sec.) from Kergon in the ERA "Hanuman" (46.22 sec.) which used astronomical revs. Dealing with the new records first, Knight's Riley shattered Grice's long-standing Frazer Nash record in the 1½-litre sports-car category (49.64 sec.), to beat Smith's Frazer Nash and Elwell-Smith's Aston Martin, best vintage ascent in the class being done by the last-named (52.34 sec.), and Winder in the fearsome Lea-Francis/SS Special had the audacity to climb quicker than Symondson's 3.3 Bugatti (48.7 sec.) and Black's 2.6 Alfa Romeo (48.76 sec.), his meteoric and unstable-looking run in 47.85 sec. breaking Black's 1969 record. In this over-3-litres sports-car class Hine drove Mrs. Shoosmith's Le Mans 4½ Bentley to a vintage victory (55.18 sec.), Russ-Turner's Bentley also filling the narrow road.

No records fell in the remaining classes, of which Eyre's twin-SU Ulster Austin took both general and vintage sections of the up-to-1,100-c.c. sports-car class (52.03 sec.), Shaw's Balilla Fiat being second on his first run, Ely's Riley third, second-best vintage time being put up by Gray's Austin, Nice's blown Ulster Austin seemingly off-form. Five BMWs were entered in the 1½-to-3-litres sports-car class and Oddie's 1937 r.h.d. 328 won it (50.56 sec.), Germanic domination being split by Upston's Frazer Nash driven by chains, which went better than Selwyn-Smith's very smart white 1939 r.h.d. 328 BMW. Of the 1,100-c.c. racers, the GNAT broke its simple crankshaft in practice and the mysterious Mitchell Special was absent. Morgan's Lagonda Rapier, back tyres smoking out of Orchard, clocked 48.27 sec. to better the next fastest climbs by Dowson in the Lightweight and Moores in the blown Austin single-seater. In the vintage section Barton-Hall coaxed the splendid Hardy-Special up in 49.71, a time equalled by Sutton's ex-Machlochlan Austin 7, but as Barton-Hall's first run was much the faster, he was given the vintage award.

Clutton took Edwardian honours in the 1908 GP Itala, which wasn't on top form and ran with its mudguards on because Sam had no tools with which to remove them (55.84 sec.), Rowley's Th. Schneider taking the Special Award for such cars. There were plenty of specials being exercised in the sunshine, Stretton driving the AC-powered bedstead now called an AC/Frazer Nash, Dr. Taylor doing wrist-twitching runs in the AC-engined Caesar Special, the GN Wasp being repeatedly rebuilt during the practice session, to get away hesitantly, but Giles' GN/HRD was in good health and it was nice to see Vaughan bending tyres, even if the Becke Powerplus was mis-firing. We even had an Austin Nippy posing as a racing car and Perkins' Bugatti on twin-back wheels.—W.B.



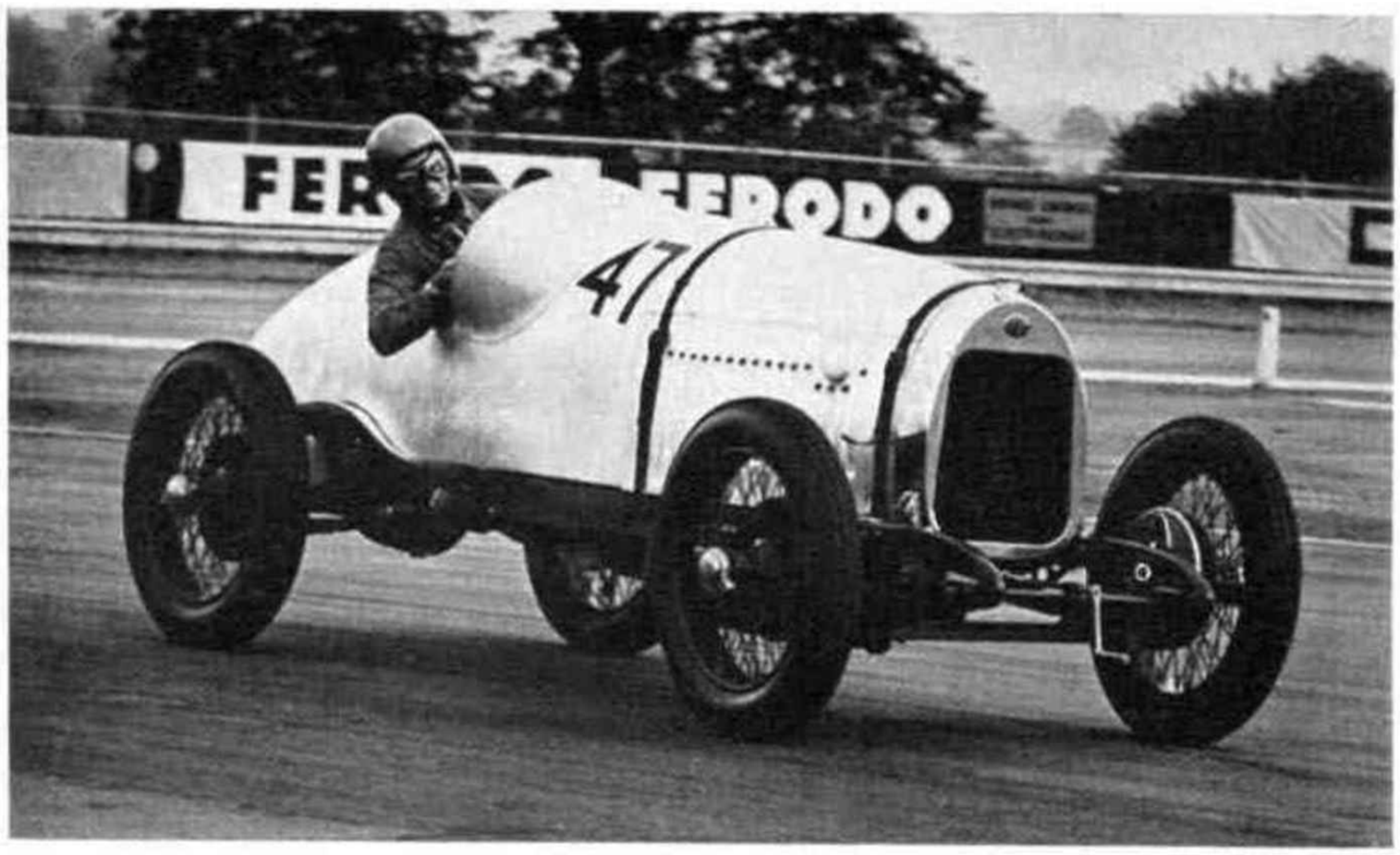
HAIRY CAR FOR A GIRL!—Mrs. Rhodes on the Prescott starting-line in her 4.3-litre Alvis Special. With a time of 59.0 sec. she was beaten only by Mrs. Black in a Monza Alfa Romeo (53.13 sec.), a most attractive ensemble!

NEW AUTOMATIC TRANSMISSION

A firm by the name of Variable Kinetic Drives Ltd has sent us a most interesting brochure on a new fully variable automatic transmission they have developed. This system does not use belts and expanding pulleys like the DAF system but is based on a hydro-kinetic torque converter coupling and embodies an element called the circulatory turbine. It is thought that the transmission may have racing, as well as road car applications, and Keith Duckworth of Cosworth has shown considerable interest in the system. Further details from Variable Kinetic Drives Ltd at Rose Cottage, Pillory Green, Napton-on-the-Hill, Rugby, Warwicks.

VETERAN — EDWARDIAN — VINTAGE

A Section Devoted to Old-Car Matters



NEW LOOK.—The President of the VSCC, Nigel Arnold-Forster, driving Delage II at the July Silverstone Meeting, in its latest guise with revised bodywork.

VSCC SILVERSTONE RACE MEETING (July 22nd)

TORRENTIAL RAIN for practice, a slippery track for the first race, dull but dry weather thereafter, could not dampen the enjoyment of another VSCC race meeting, which was well supported by spectators. Longest thrash was the 15-lap Allcomers, in which Wilks' Lotus 16 provided the only challenge to Corner's ex-Lucas Maserati 250F. Indeed, the Lotus got ahead of the Maserati on lap 2, lost its slight advantage the next time round, but was alongside for the next two laps, after which a determined Corner drew away somewhat and it was all over for the luckless Wilks by lap 6 when his gearbox decided to function only in neutral. Corner went on to an incredibly easy victory, at 86.16 m.p.h., taking the Hawthorn Trophy. Cottam's Connaught, after dropping back behind Roberts, who was going very well indeed in the Cooper-Bristol, and Bergel's Maserati 250F on lap 7, picked these cars off to occupy second place from lap 9 to the finish, ahead of Bergel and Roberts. It is interesting that Wilks and Corner shared fastest lap.

The 10-lap Boulogne Trophy Race for vintage racing cars ran true to form, with plenty of excitement. Llewellyn was never challenged in the 3/8.3-litre Bentley but Moffatt in Wall's Bugatti held second place for four laps until the plugs cooked, whereupon Hare, going very impressively in Footitt's AC/GN, took and stayed in this place, followed by Stewart's aluminium 4½-litre Bentley and Arnold-Forster in the sprint Delage. Morley in the Pacey-Hassan Bentley went well until it turned rough, as did Palmer's Targa Florio Mercedes, which, too, found ten laps almost too far.

This was a meeting of longer races, the Pre-War Allcomers lasting for 8 laps. It became a piece of splendid speculation as to what would be the outcome between the three leading cars, Fielding's 6C Maserati leading for the first two laps (all races were over the Club circuit) after which the two ERAs, Curtis in Martin Morris' car and Waller in Lindsay's car, got by. But on the final lap of this close-fought race Fielding slipped past Waller to take second place, losing by 0.2 sec. to the brilliant Curtis. Hine, driving the big Llewellyn Bentley, was a more discreet fourth. We then had an over-3-litres Sports Car race over the same distance, rather like those Brooklands' TT Handicaps, except for the intrusion of the cheeky GN-Powered-by-Ford.

The outcome was clouded for many of us by the fact that several competitors had but seven laps to run, which Jenkinson deemed too far for the TT Lagonda, which is prone to over-heating. When it had all been worked out it transpired that Hamish Morten had come quietly into the picture on the seventh lap, to win from Stewart's Bentley, with which Blight in Talbot BGH 23 had had a hard struggle, losing it by 1.8 sec. Quartermaine's 30/98 Vauxhall was fourth.

The rest of the programme was made up of 5-lap handicaps and a Parade of Austin Sevens, the latter including British Leyland's early Chummy listed as 1922 but bearing a 1923 registration apparently, and their single-seater side valve racer of the pre-war period. Many A7 celebrities watched, including Bert Hadley, and Sammy Davis drove an Ulster. There was even a 1929/32 Dixie BMW. . . .

The first handicap was a very easy victory for Brown's 1936 Riley 9 Special, but it was so close for second place that the time-keepers could not separate Kirby's imitation Austin Ulster which took Woodcote close, from Graham's replica sports Delage which went very wide, its subsequent acceleration ending in a photo-finish. The next five-lapper was won by Fairley's Frazer Nash from Guyatt in an unusual Talbot 105, the ex-Husband car, once blown but now with three dirty great carburetters, and strut-dampers supporting its Roesch suspension. Crocker brought his Lagonda Rapier fast into third place. Various Edwardians competed in the next handicap, Charmian May driving the nice little Singer Ten which went like a sewing machine. The Edwardian Racing Trophy and Napier Trophy were won by Mann's Straker-Squire. The race proper was won by Quartermaine's 30/98 Vauxhall from Tovell's fastest-lapping Treen Riley and Brown's Riley Special. The GN-Powered-by-Ford (Skinner) was vanquished by the GN/HRD (Giles) at the expense, unhappily, of the latter's engine.

After Pugh had opened the next race in twitchy fashion, Cook's 1½-litre Riley came through fast, to win from Gunn's blown PB Q-like MG, followed by the Frazer Nashes of Still and Wheatley. The final race of a packed afternoon went to Fletcher-Jones' Lagonda Rapier, Readey's Riley finishing second and Fowler's Aston Martin, its mechanicals exposed, third. The only accident befell French, whose Austin Seven slaughtered itself against Woodcote's inside wall during the Boulogne Trophy Race, its driver shaken but unbowed. Rumour says the Austin's licence-disc, which had blown away in the crash, was worn for the rest of that race by Stewart's Bentley! And will the RAC please tell us why the outside of Woodcote has been rendered dangerous by the erection of Armco and wire-netting for those driving on the much-used Club circuit, where once a ditch did much to alleviate or obviate damage to cars which ran wide?—W. B.

Results:

Boulogne Trophy Race:	**1st**: D. Llewellyn (Bentley). . .	. .	74.52 m.p.h.
	2nd: G. Hare (AC/GN).		
	3rd: R. Stewart (Bentley).		
Hawthorn Trophy Race:	**1st**: E. Corner (Maserati). . .	. .	86.16 m.p.h.
	2nd: A. Cottam (Connaught).		
	3rd: R. Bergel (Maserati).		
Pre-War Allcomers' Race:	**1st**: S. Curtis (ERA).	. .	78.12 m.p.h.
	2nd: R. Fielding (Maserati).		
	3rd: P. Waller (ERA).		
Sports-Car Handicap:	**1st**: H. Morten (Bentley). . .	. .	73.07 m.p.h.
	2nd: R. Stewart (Bentley).		
	3rd: A. Blight (Talbot).		
First 5-lap Handicap:	J. G. Brown (Riley).	. .	58.85 m.p.h.
Second 5-lap Handicap:	D. M. Fairley (Frazer Nash). . .	. .	66.48 m.p.h.
Third 5-lap Handicap:	M. Quartermaine (Vauxhall). . .	. .	62.46 m.p.h.
Fourth 5-lap Handicap:	R. P. Cook (Riley).	. .	67.03 m.p.h.
Fifth 5-lap Handicap:	D. Fletcher-Jones (Lagonda Rapier). . .		66.23 m.p.h.
Fastest lap of the day:	Wilks (Lotus) and Corner (Maserati), 89.06 m.p.h.		

Leaders to date in the 1972 MOTOR SPORT Brooklands Memorial Trophy Contest: Llewellyn (Bentley), 67 points; Gunn (MG), 44 points; Martin Morris (ERA), 29 points; Stewart (Bentley), 24 points. *Final round:* Thruxton, Sept. 9th

Silverstone Situations.—The exciting 24-litre Napier Lion-engined car of the Llewellyn/Morley stable has been revamped. The former Sunbeam chassis has been replaced by one of Bentley pedigree,

with a normal clutch, 6½-litre Bentley gearbox, 4-litre Bentley side members, hydraulic brakes and a Bentley shell over the radiator. The back axle ratio is now 2.46 to 1. An external starter battery is no longer required and the big car is now as docile as a Mini. When the engine's reluctance to fire on all twelve cylinders in sequence has been cured we should see some fireworks. The Whittaker Chrysler now sports a big sump, copied from that used on the Chrysler 72 which took records at Montlhéry in 1928, both cars apparently having suffered from excessive oil temperature. The ex-Hodge single-seater Singer Nine was out again, but looked as if it could have done with more damping on the front end. Avril Scott-Moncrieff drove the ex-Whincop Type 57 Bugatti, now with four SU gas-works, and the GN Powered-by-Model-A Ford ran on 16 in. tyres. Harpley is preparing a 12/50 Alvis engine bored out to 1,724 c.c. for his Avon-Alvis but was running it meanwhile with a long-stroke cooking 12/50. Peter Moores' single-seater Austin made its usual alluring power-whine but was doing its best to roast its magneto, and Andrews' Brooklands Riley 9 lost all its sparks. You can see most of them again at Thruxton on September 9th.—W. B.

V-E-V- Miscellany.—An Anzani-engined Crouch has been unearthed in West Wales, but the back part of its chassis has rotted away. The restorer would appreciate any information and especially chassis drawings. Also in Wales, a Calthorpe engine, radiator, steering column and odd parts, probably from a 10.8 h.p. model, were found in a shed some time ago and have been safely stored. Last June a 1934 Model-G Wolseley Hornet saloon (Reg. No. AEL 637) was stolen from its garage while its elderly lady owner was in a nursing home. It has, according to a report in the *Bournemouth Evening Echo*, run only 1,100 miles since new and they put its present value at—over £1,000! A 1921 4½ h.p. BSA motorcycle combination in running order was found recently by a reader in a garage not one-and-a-half miles from where he has been living in Surrey for 35 years. It is to be fully restored to keep the new owner's 1918 BSA of the same h.p. company. Two Dodge two-tonner lorries, one a 1939 SWB and the other a 1947 LWB, both with side valve six-cylinder engines, the older one in use until a few years ago when the plating provisions caught up with it, were looking for a home to avoid being scrapped. They are, or were, in West Bromwich. There are rumours of a new motor museum in Newquay, Cornwall, not Wales as was stated in one Club circular.

We are sorry to have to report the deaths of three more personalities associated with the early days of motoring. George Schuster who drove a Thomas Flyer to victory in the 1908 New York-Paris race, died in July in a Springfield nursing home, aged 99. Born in 1873, Mr. Schuster was keen on bicycling before joining the Thomas Company. He went to Pierce-Arrow when the Thomas organisation went out of business around 1912 and subsequently became a Ford and then a Dodge dealer. The well-known lady Bugatti enthusiast Miss Cynthia Turner, who competed in speed trials and at Brooklands, died, also in July, in Scarborough Hospital, at the age of 67. Although at one time she made regular runs between Scarborough and London in her Bugattis, of which she said that Ettore Bugatti made cars to please himself and not the public, they had been less frequently used after 1947 and in recent years her 3-litre and 5-litre cars were on show in a local showroom. The 1928 Harrington-bodied 3-litre was sold only three days before she died. Another personality of the vintage years who has passed on is Mr. Vivian Graham Loyd, who was responsible for the two-stroke Loyd-Lord car, one of which ventured to race at Brooklands in 1923, driven by the Vickers test-pilot Capt. S. Cockerell.

Following on recent correspondence about Rolls-Royce armoured cars, according to the *Star Johannesburg* a 1971 example is still in Dublin, at an Irish Army cavalry barracks, and is said to have been brought out of retirement recently to take part in celebrations in memory of Michael Collins, ex-Commander of the IRA, who was killed in an ambush in Cork in 1922. The story says that he was accidently shot after stepping from this vehicle as his gunner fired the Vickers gun into the road to clear it, but other reports have it that Collins was killed while using a Leyland Eight tourer. Apparently he commandeered the Rolls-Royce from the departing British Forces after the Treaty of Ireland had been signed. It has spent most of the ensuing years in Dublin and is said to be in good working order. The paper says the Army has just refused a recent high offer for it.

The Armstrong Siddeley has emerged from being the "Car Nobody Wants" to being a car which is now catered for by an active Club which has nearly 500 members, has purchased all the new spares for these cars from Rolls-Royce Ltd., Coventry, so that it needs some 20,000 sq. ft. in which to store them—the Club covers all Armstrong Siddeleys from vintage to the last models built—publishes a newsletter "Preselector" and a printed magazine "Sphinx", and runs the usual rallies and socials. Yet you can still buy the more recent Armstrong Siddeleys at low prices. The Secretary is John Hubbuck, 90 Alumhurst Road, Bournemouth. (Tel. 63413). The Sixth "Lost Causes" Rally, that fascinating gathering of defunct makes, takes place at the National Motor Museum, Beaulieu, on September 2nd/3rd. It is organised by the Jowett CC and the cunningly-devised classes should bring a variety of cars. Entries heve closed but details are available from J. Watkinson, "Blyth", Shepherds Road, Bartley, near Southampton (Cadnum 2270). Membership of the Vintage Motor Cycle Club is expected to pass the 4,000 figure this year. Like the VMCC, the Alvis CC has recently published a comprehensive Membership List, from which we see that it had 1,210 members last March, owning between them 742 post-war and 605 pre-war Alvis cars, together with 16 Alvis Specials. The pre-war breakdown is: 12/40, one; 12/50, 46; 12/60, 30; 14/74, one; FWD, nine; Silver Eagle-20, two; Silver Eagle, 45; Firefly, 46; Firebird, 37; Speed-20, 164; Crested Eagle, 11; 3½-litre, eight; 4.3-litre, 38; Silver Crest, 14; 12/70, 46 and Speed-25, 107.

The Troian OC has seemingly been at a low ebb but intends to have its Petersfield Rally on September 24th, so if you are in Hampshire that day and see and hear any of these unique cars, wish them well! The ABC Register has its third annual rally this year, when all ABC products and any other Granville Bradshaw designs, including engine units, will be welcome to display themselves at Hoar Cross Hall near Burton-on-Trent on September 10th. The Bean CC is behind this and if any so-far-unregistered ABC or Bradshaw-engined vehicles exist, the Registrar, D. Hales, 20 Langbourne Way, Claygate, Surrey, would like to hear about them.

VSCC THRUXTON RACE MEETING

THE last chance to see VSCC racing this year will be at Thruxton circuit near Andover on September 9th. The programme will include the 8-lap John Holland Trophy Race for vintage racing cars, the Melville and Geoghegan Trophies Race for vintage sports cars, and a 10-lap Allcomers Scratch Race for historic racing cars matched against the faster p.v.t. cars. There will also be the usual handicaps, with the Riley race and one for Austin 7s, so all the most enjoyable sights, sounds and scents are assured. This meeting also sees the 1972 MOTOR SPORT Brooklands Memorial Trophy Contest resolved. The first race is at 1 p.m.

HOMES OF THE RACING DRIVERS



At the risk of being accused of taking a leaf out of Country Life *and* The Field *it seems interesting to look at some of the houses in which racing drivers were born or lived. Some months ago we showed you Pull Court, near Tewkesbury, where Seaman lived when he was not abroad driving for Mercedes-Benz. The picture above shows about one-third, all that is left, of the house where Saunders-Davies lived, and where he apparently farmed some 3,000 acres at Boncath in Pembrokeshire, when he was a successful member of Arthur Fox's Talbot team. It was here that he worked enthusiastically on his first 3-litre Bentley, as a young man. Unfortunately he was killed in a road accident after the war.*

SCHNEIDERS

LAST MONTH in a stop-press report of the MAC/VSCC Shelsley Walsh hill-climb, which precluded personal proof reading, I wrote of Rowley's 1913 5.6-litre Schneider, describing it correctly as a Th. Schneider. But a lino operator, believing he was being helpful, made this into "Thomas Schneider" and thus perpetuated a nonsense over my initials, to which no writer takes kindly; I am quite capable of making my own mistakes without the printer adding to them. In rendering a Thèophile Schneider as a Th. Schneider I was merely employing an abbreviation which is good enough for the car's owner, the hill-climb programme, the Georgano Encyclopaedia, Stone & Cox, Fletcher's and countless other motoring publications, from time immemorial. And the reason why I called Mr. Rowley's Schneider a Th. Schneider and not a plain Schneider was to distinguish it from a Rochet-Schneider. The latter came first, having emanated in Lyons as one of the pioneer French makes as early as 1894, albeit a copy of the single-cylinder Benz Ideal. Later the Panhard-style was adopted and in later years Rochet-Schneider made big, rugged cars and commercial vehicles. Thèophile Schneider broke away in 1910 from the Rochet-Schneider Company he had helped found, to build cars under his own name. They emerged after the First World War as handsome, typically-French sporting cars, with which MOTOR SPORT became quite obsessed at one time in the 1920s when it was apparently hard to know how to fill its pages (the opposite is the case, today), many large pictures of the 13/65 Th. Schneider being published. One of these cars finished sixth at Le Mans in 1926.

I am not certain exactly what John Rowley's meticulously restored and throaty 1913 Th. Schneider is but it may well be one of the Grand Prix Schneiders of that year, as apparently the engine bears out this possibility. In 1914 Malcolm Campbell, Walter Scott and Capt. Lindsay Stewart were racing 3-litre Schneiders at Brooklands, Campbell a 78 × 154-mm. car which got round at over 79 m.p.h., the others 82½ × 140-mm. versions, of which the faster lapped at better than 77 m.p.h., while Bovier had a carmine 96 × 190-mm. 5½-litre Schneider which could lap at 87.68 m.p.h.

After the war the tradition persisted, an 82 × 150-mm. Thierry-Schneider, as the 1921 Race Card had it, being entered by a Mr. E. S. T. Johnson for a Capt. Persse and others to drive; it lapped at over 73 m.p.h. In 1922 Le Champion produced at the Track a 95 × 150-mm. Schneider which was a habitual non-runner but which, when it *was* running, was capable of a lap-speed in excess of 89 m.p.h. (it can be glimpsed in Plate 26 in my "History of Brooklands"), which shows the potential of Mr. Rowley's bigger-engined car.—W.B.

THAT 25/30 MAUDSLAY

ARISING out of last month's description of the 1910 25/30 Maudslay in the Coventry Museum, we have heard from Mr. G. B. Corser who ran the car in 1959-60. The Maudslay had been laid up in Borth in 1927 and Mr. Corser bought it from the son of the original owner in 1959. It was in a very dilapidated condition and he rebuilt it, loaning it to Coventry Museum while he was doing the same work on a 1901 de Dion Bouton. Due to a back injury, he later reluctantly sold it to the Museum. The Maudslay had been in use, apart from being laid up during the 1914/18 war, from 1919 until it went into retirement, as recounted, in 1927. It was then stored near the sea, which did not help to preserve it. The engine was seized, the gearbox selectors bent, the leather perished, screen broken and tyres as hard as concrete. A gale had caused the garage roof to collapse, damaging beyond salvation the bonnet, hood-irons, etc. Mr. Corser completely renovated the car, the wooden wheels then being saveable (alloy wheels have since been substituted), but 22 yards of vynide being used for the upholstery.

JOHN COBB

IN A speech he gave at the opening of the National Motor Museum at Beaulieu, reported in last month's edition of Lord Montagu's *Veteran & Vintage Magazine*, Mr. Gilbert Hunt, C.B.E., President of the SMM & T, Managing Director and Chief Executive Officer of Chrysler UK Ltd., in paying tribute to great motoring personalities of the past which the Museum honours, named one of them as *Sir* John Cobb. This was unfortunate, because it serves to open an old grievance, namely, that John Cobb was not knighted during his lifetime, although he broke the World's Land Speed Record three times, had been to "the right schools" and lost his life while trying to regain the World's Water Speed Record for this country. Why Cobb missed the honour which was bestowed on Sir Malcolm Campbell and Sir Henry Segrave for similar speed undertakings was a pertinent question at the time.—W. B.

V-E-V Odds & Ends.—In last month's Fiat Rally report, a proof correction not having been made, we attributed the prize for the best British entrant to Hancock's OM in the text; the tabulated results ascribed this award to Don Lincoln's 1929 OM, which is correct. The *Yorkshire Centre Circular of the BARC* recently contained an interesting account of the early days of the BARC Yorkshire Centre, by Mike Wilson, including mention of how his father, out for a pleasure run to Pateley Bridge, was asked to park at the side of the road by someone wearing a leather coat, which was puzzling until E. R. Hall's Brescia Bugatti came into sight—they had intercepted a public-road speed hill-climb! This led to Mr. Wilson joining the BARC and the Yorkshire Centre organised more hill-climbs, later changed to *slow* hill-climbs to humour the Police, "Slippery Ann"(?) drives and paper-chases, one of which landed Mr. Wilson, Snr., in Court for creating litter (case dismissed when it was discovered that his four-year-old son had been casting the paper from the 12/50 Alvis' dickey,) etc.

Blackwood's Magazine ("Maga") is refreshingly unusual in that, as a very long-established literary monthly, it is not adverse to including articles about motor racing and flying, of great length and notable accuracy. This may well be because the Editor joined the Brooklands ARC in the 1930s and raced there a few times with much enjoyment in a 1921 30/98 Vauxhall, until the engine blew up expensively! We were reminded of the magazine's broad-minded policy because the July issue contained an article "Test Flying the Early Jets" by John Grierson, which was very interesting, both from the viewpoint of its contents and because we had no idea that the pilot who flew DH Moths and Fox Moths to the far places of the World long before the war and wrote books about his experiences "Through Russia By Air" (Foulis, 1934) and "High Failure" (Hodge, 1936), was engaged in testing jet-powered aeroplanes just prior to and during hostilities. Incidentally, or not so incidentally, while on the subject of "Blackwood's" anyone who is at all concerned about Britain's future in the face of the prevailing industrial unrest is strongly recommended to read the item "Her Majesty's Opposition" by the very clear-thinking and punch-packing "Looker-On", in the same issue.—W.B.

VINTAGE POSTBAG

Coventry Museum

Sir,

I very much appreciated your article on the Coventry Motor Museum (MOTOR SPORT, July 1972). Having viewed the various exhibits on a number of previous occasions your description of the various *marques* and their special features has caused great interest, particularly in the case of the Siddeley-Deasy and its track-rod adjustment.

Many veteran and vintage cars of that era were never provided with the facilities for adjustment and in the event of a correction being made it was usually the blacksmith's fire, or a blowlamp, supplying the heat and a dexterous mechanic getting to work with hammer and cranking irons. My early experience in the motor trade was a short training with one of these characters, and the job of keeping the irons in safe custody.

Calling at Coventry on my way to the recent Beaulieu Motor Auction, I enjoyed the "50 Years—Swallow to Jaguar" exhibition at the Coventry Motor Museum, and congratulate the sponsors on their magnificent tribute to Sir William Lyons and the *marque* he has made so famous.

Chester. W. R. CHAPMAN.

* * *

Model-T Ford Production Figures

Sir,

I was rather surprised to see in the March issue that you had fallen for Volkswagen's claim that they have passed the total number of Model T Fords made.

Although you quote no figures, they were given elsewhere, and you will find that the number on which the claim is based was 1,5007033, the number given in the section headed "The Ubiquitous Model T", by Les Henry, in Floyd Clymer's book, "Henry's Wonderful Model T".

What Volkwagens have either ignored or not realised is that the fifteen million were built in the Highland Park factory, while another 12,247, with prefix B, were made at another factory in Detroit and further still, there was the production of the Canadian factory, where the serial numbers had the prefix C (for confirmation see above reference).

The Ford Motor Company of Canada is unable to give the exact number of Model T Fords it made, but the highest known surviving serial number is just short of 750,000.

I gather that someone for a free VW in honour of the false occasion. Can I put in a claim for my free one when they do actually pass the Ford total?

Tranmere, S. Australia G. H. BROOKS.

[I often wonder who counted them! Another important aspect is that Ford sold so many Model Ts when the demand for cars, and production techniques, admittedly of less-complicated machinery, was far lower than in recent decades.—ED.]

* * *

Vintage Cars and the EEC

Sir,

With reference to the various letters in your columns relative to Common Market Regulations and how they do or may affect our vintage and veteran motor cars on English (or should I say British) roads:

A friend of mine in Lyon, who owns vintage cars, informs me that they are *not* allowed on Motorways in France and was surprised to go in my 1928 "4½" Bentley to Silverstone up the "M.1".

I have not gone further into the matter but the above appears to be fact, at least in France.

London, NW2. C. J. L. MERTENS.

[And, apart from any EEC problems, what about the new British regulation making any car with a fixed windscreen and no screen-washers illegal after October 1st, which will affect some of the 1930s-1950s cars, a minority which up to now has managed well enough without this refinement and of which no statistics exist to show they have been involved in accidents because of the lack of washers?—ED.]

* * *

Fake Restorations

Sir,

Reacting, perhaps not surprisingly, to Mr. Bird's letter on fake restorations, as I am the author of the article "First you find a Radiator". (In fact this was the Editor's heading, not mine), it might be surprising to him to learn that I do not on the whole disagree with his sentiments, in as far as they are practical.

However, briefly to set the record straight with regard to original parts on this Napier, I do not accept that few were original. The basis of the car and on which it was dated, are the following: radiator, engine, clutch, gearbox, axles, pedals, brakes and wheel centres, all of which came from the same car. The chassis frame, springs and most of the remaining running gear came from another Napier, which I cannot guarantee was the same model, but certainly of very similar date, and to which the engine unit fitted without much work being needed. The body is entirely a replica, but how many pre-war one cars do have original bodies? Even those bodies which are original have in many cases started life on different chassis. To upbraid the Veteran Car Club for not being more selective is not really very fair, they are in fact trying to tighten up on their requirements, but there are great problems.

For instance many of the sole surviving examples of a particular type have had to include many replica parts to complete same, if these are not to be accepted, one would have no representative of that particular vehicle in existence—which does one choose? Recently there was an incident in which a very good Edwardian car was severely damaged in an accident, through no fault of the driver. If it proves impossible to repair the chassis frame, what does one do—make a replica or scrap the car? Another problem is "up-dating" by the manufacturers. From my own family's experience I can vouch for the fact that before the first war, it was not at all unusual to return a car, after a few years' ownership, to the makers to be rebuilt, a process which frequently involved fitting the latest engine, braking and control systems. Hence in 1910 one could have had a 1904 car to a large extent altered to 1910 specification. How does one date this in 1970?

In the same vein it was quite normal in the early days, to either transfer a favourite body to a later chassis, or re-body a good chassis with a new body.

In principle I agree with Anthony Bird's comments that the genuine unaltered, all original vehicle is the only true antique, but in practice I think it would be very difficult if not impossible, to decide which were genuine, especially with regard to those restored say thirty years ago. If such a standard could be imposed I would imagine the number of cars would drop to certainly no more than twenty-five per cent of their present number with the consequential great price rise which would occur, bringing them to even more ridiculous heights. Another problem is, how does one allow for genuine wear and tear? The chap with an early steamer is likely to need nearly a new car every so often. Many of these had a wood chassis/body structure which suffered with rot of various kinds over the years. Boilers and burners have to be replaced, as do some of the pumps and pipes. One is left with the axles and engine as original! Then one has to consider parts damaged by accident.

With regard to the actual supply of parts, is it any different buying what parts R-R still have available for the Ghost, to making as exact copies, those bits which are now out of stock? My suggestion as a possible answer to all these difficult problems, is that to be acceptable the car must be constructed as far as is reasonably possible of either genuine parts, or exact copies of the original. After all in the art world many of the most valuable old masters have been extensively renovated adding material in the process.

It would be interesting, and of great help to many of us, if any of your readers happens to be gifted with the Wisdom of Solomon to pronounce a viable solution to these problems.

Crosby. R. J. EVANS, *Curator*, Manx Motor Museum.

Mr. Bird replies:

Sir,

I am glad to have such a large measure of agreement expressed by Mr. R. J. Evans about the construction of "reproduction" antique motor cars. There is no objection to the reproduction business, unless it is done to deceive, and a good "repro" will acquire a value in its own right, as witness the fact that good late Victorian or Edwardian "Chippendale" dining chairs are now fetching more than £1,000 for a set of "six-and-two". The problem is that the known "repro" or "bitza" gets passed off as the genuine article all too often; not by the original maker usually but often in ignorance.

In a letter to me Mr. Evans mentions Stanley Sears' 30 h.p. Rolls-Royce as a case where it is better to have the car with many replica bits rather than not to have an example of the model. I quite agree, but this leads directly to the classic example of Mr. Sears' 4-cylinder 1905 Tourist Trophy Rolls-Royce Replica which, when it first appeared was always listed (in Events Programmes for example or picture captions), *as* a replica. Now, however, the word replica is often dropped, through no ill intent on anybody's part, and a younger generation of enthusiasts may believe the car to be genuine. Indeed, I have heard it referred to as *the* 1905 T.T. Rolls-Royce which carries the implication that it was the actual winning car. Similarly a 1909 (or thereabouts) Silver Ghost chassis, with not a few non-original parts, was fitted some years ago with a beautiful replica of the 2-seater body Charles Rolls used for carrying his balloons, but in default of any proper classification system it can be foreseen that future generations may accept this car as the real thing and value it accordingly. This may just as easily happen through ignorance as dishonesty.

As things stand, the only classification occasionally used by the Veteran Car Club is to put the capital letter M after the description of a car in events programmes, etc. This signifies that the car has been modified in external appearance since it was first built, but even this half-hearted classification is rarely used and may lead to the absurd situation that, for example, D. B. Tubbs' absolutely genuine 1906 Gobron-Brillié may be given the M classification simply because it has a 1909 body which is the first and only complete body to have been fitted to it; for the first three years of its life the car was used for demonstration with a rough test rig. Using the same criteria a reproduction, such as Mr. Evans' Napier, would escape the M classification.

As Mr. Evans says, if it were possible to sort the sheep from the goats there would be a drastic reduction in the numbers of Veteran/Edwardian, and even vintage, cars about. This would, I agree, increase still further the value of the genuine specimens but at the same time it would bring the value of the "repros" to more realistic levels.

There is no need for me to enlarge on the various difficulties Mr. Evans mentions, such as "updating" by manufacturers, original owners fitting new bodies, allowance for wear and tear and so forth, but there is need for the authoritative body to try to evolve a scheme of classification which would, at least, put the true, the repro and the hybrids in separate categories. The fact that the task is difficult should not be a reason for shirking it. Nearly twenty years ago I evolved a sort of points classification scheme as a basis for better brains than mine to work upon. This was set out in an article in the Veteran Car Club

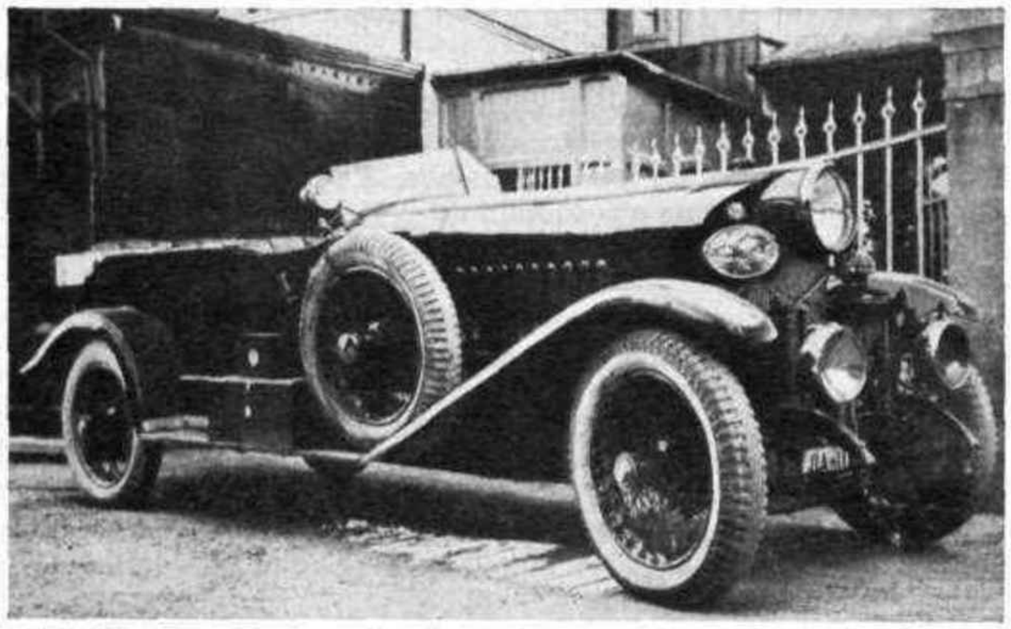
Gazette and ended with a plea that the Executive Committee would look into the problem before it got out of hand. This and a similar request at Annual General Meeting produced no result, and about 18 months ago a letter in the Gazette raised the issue again. Prompted by this, I wrote to the Veteran Car Club and suggested that in view of the anxiety it might be helpful if the Committee would blow the dust off my old scheme and see if they could use it as a basis for a better one of their own. I had a brief acknowledgement but nothing happened for about eight months when I received a letter from Mr. D. C. Field, the club's historian and official "dating" expert, in which he said, astonishingly, that he had only just come across my letter by chance. The Executive Committee had not even thought of referring the question to him. He had then looked up my old scheme, and said he saw some merit in it, but that the decision of the Executive Committee, regrettably in his view, was that no action need be taken at present.

Odiham. ANTHONY BIRD.

Which Was It?

Sir,

After reading with interest all about the enormous "Zwicky" fire-engine, I wonder if anyone can produce any information about this enormous Benz?



My brother photographed it in Germany in 1923, and told me it was about 20 ft. long, the top of the radiator was taller than he was, and it was 200 h.p. Registration No. 11A—1191.

Chichester. G. DE JONGH.

THE 1934 TRIUMPH DOLOMITE

Sir,

As the one-time owner of a 1934 Triumph "Gloria", I was interested to read Donald Healey's article in your August issue about the twin-cam straight-eight supercharged Triumph Dolomite which ended with the words:—

"People have made rude remarks about my *copy* of the Alfa Romeo and have suggested that Alfa Romeo threatened Triumph with legal action, etc.—I can categorically deny this; actually they were extremely helpful, as I previously have mentioned".

At least one person—and a solicitor at that!—has not merely suggested but has positively asserted in a book that the Triumph was "such an exact copy of the Alfa that it became the subject of court proceedings to prevent its manufacture". (see the footnote on page 205 of "Georges Roesch and the Invincible Talbot").

As a lawyer myself and the present owner of a Talbot "95", I am the last person in the world to wish to embarrass Anthony Blight—but it would be interesting to know upon what authority he relied in making this statement! Has Homer nodded?!

Odiham. HUMPHREY OLIVER.

Sir,

I have been most interested to read your article on the straight-eight Triumph Dolomite in the April issue, and Mr. Donald Healey's absorbing account of it in the current number. There remains, however, one question; who built the H.S.M.?

I saw the H.S.M. in 1946 at the garage run by A. C. Molyneaux and J. West near Manchester, which at that time was the Northern equivalent of the Phoenix as a Mecca for the vintage enthusiast. It was in fact a blown 8 cylinder Dolomite, but had no maker's name on it other than a radiator badge with the initials H.S.M. I do not remember whether the radiator itself was a Triumph one, but at any rate it was not dissimilar.

The story was that Triumph had sold all their 8 cylinder parts as a result of the threat of legal action by Alfa Romeo and that these had been built up by a firm called High Speed Motors. Mr. Healey has now shown this to be untrue, at least as far as the prospect of litigation goes.

Can anyone tell us how many H.S.M.'s were built in addition to the five Triumphs? And what became of the one I saw? It attended the first post-war meeting of the VSCC in the North at Chelford, Cheshire in 1946, but I have never seen or heard of it since.

"30/98"

[Name and address supplied—ED.]

CLOBBER

MOST cars have reasonable stowage space but some manufacturers believe that the fewer loose objects carried in a moving vehicle the better. Anyway, all too often it is difficult to carry bottles of refreshment safely and usually there is never enough stowage space. So the Clobber Bag introduced by Three Jay & Co., 86 Old Nazeing Road, Broxbourne, Herts. at £2.95 (packing and postage 15p) merits attention. It provides 400 cub. in. for oddments stowage, in various pockets, will hang from the back of a car's seat on adjustable elasticated straps, is made of washable royal blue material and measures 17½ in. × 13½ in. × 2 in.—better than the old school satchel I use for carrying thermos flasks and sandwiches in the BMW! You can get it with a yachting or hot-air balloon motif.—W.B.

MISCELLANEA

THE last car racing likely to be held at the Crystal Palace circuit is the Aston Martin OC *Daily Mirror* Historic Car Race Meeting on September 23rd. A parade of drivers and cars that made history at the Crystal Palace is being planned. The new address for the TR Register is A. Robinson, 225, Horton Road, Yiewsley, Middlesex. A Ford Consul GT has won the Commander's Cup for the Snetterton 24-Hour Record, at an average of 77.63 m.p.h.; previous holder, on the old course, was a Jensen. What next?—The Historic Caravan Register will hold its Second Vintage Caravan Rally at Emberton Park, Olney, on September 16/17th. The Shuttleworth Trust will hold a "Hendon" flying-day at Old Warden on September 30th, the theme being "Hendon Lives Again". It starts at 2.30 p.m. The Wycombe Air Park Veteran and Vintage Vehicles and Aeroplane Day is on September 24th, gates opening at 10 a.m. Over 400 vehicles are expected, including many Austin 7s. The Editor's "Motoring Dog", known to regular readers of MOTOR SPORT, had to be destroyed last month, as she was suffering from cancer.

RALLY REVIEW—continued from page 990

place all around the engine block to hold it in place, wrapping each block in a rubber sheet. The primitative bushmanship worked and Mäkinen was able to drive at undiminished speed, as far as his reduced power would allow, to finish second.

Hannu Mikkola is normally associated with Ford and has brought that Company considerable success, but in Finland he has a contract with the local Volvo importers and on the Thousand Lakes he drove a prototype 142. But like the Escort it's engine hadn't been developed to its peak and its engine oil overheated so badly that he was obliged to stop frequently to allow the fluid to regain its lubricating properties. He eventually retired when the prop shaft broke.

Although Blomqvist was the quickest man in the event, credit for the most tactful drive must go to Simo Lampinen. Whilst others were fluctuating, he remained consistent and when Blomqvist's Saab blew up and Mäkinen's Escort couldn't find its proper power output, the Finn who drives Lancias outside Finland emerged the winner by a minute from Mäkinen.

For some years the Thousand Lakes has deserved a status far higher than a mere inclusion in the European Drivers' Championship which is regarded as rather chaotic by most rally people. At last it seems like getting that status, for there were two CSI observers in Finland who were considerably impressed by the toughness of the rally and the smooth efficiency displayed by its organisers. There were no outbursts of last-minute panic which one frequently sees on other events and there must have been very few people indeed, if any, who did not feel that next year the rally should figure in the World Championship—G.P.

The Bora is a cold northerly wind that sweeps down the Adriatic coast of Italy, often accompanied by squalls and snowstorms.
It is also the name of the new, very hot and totally different mid-engined, two-seater, 170 mph Maserati that comes with a 5-speed box, a 4.7 litre light-alloy V-8 engine and phenomenal acceleration; the whole lot, more often than not, accompanied by lots of admiring glances.
And being equipped with many advanced design features, a demonstration should prove most interesting.
The Maserati Bora. From £9,826.



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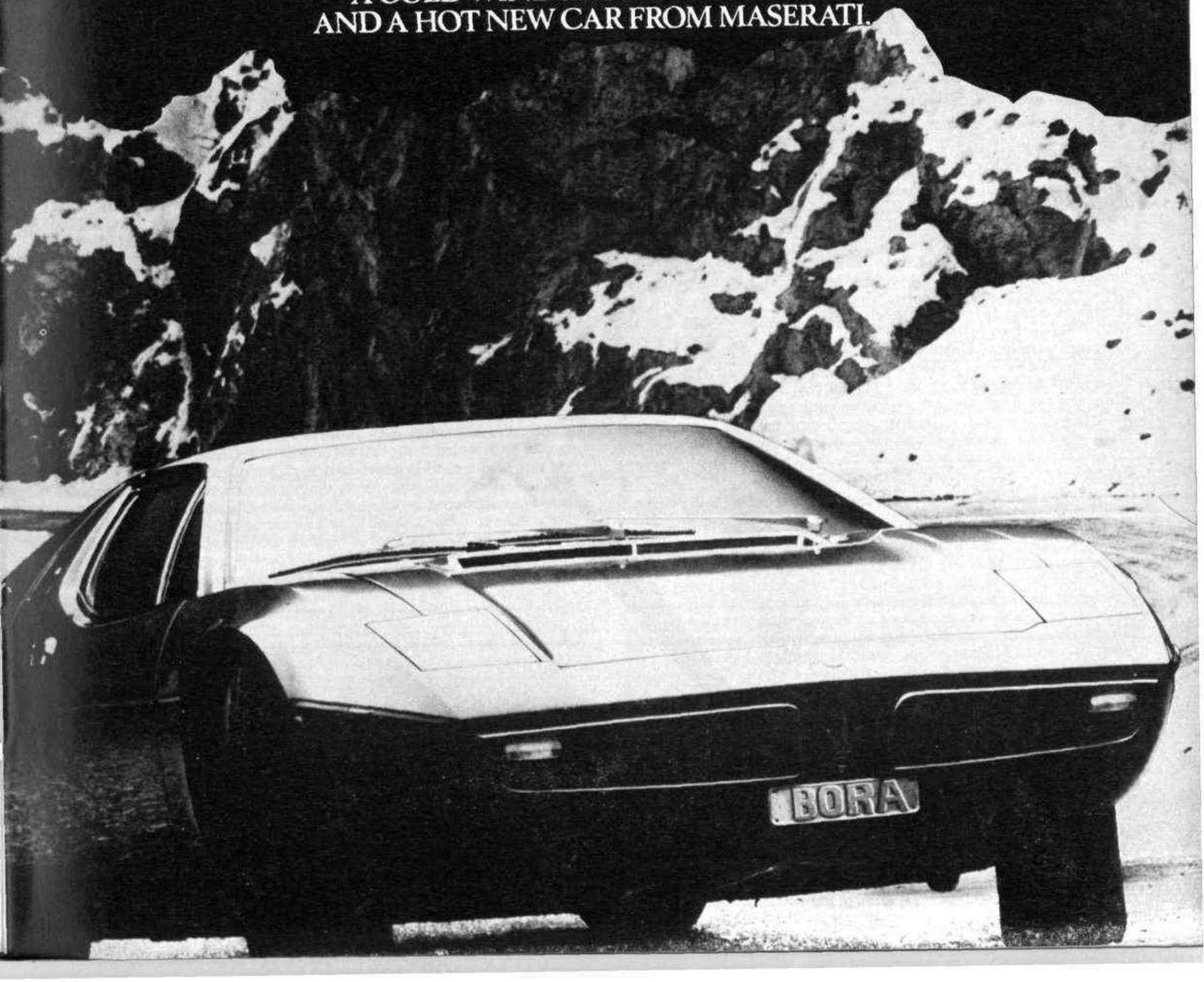
Scotland: Ray Fielding, Pedigreed Cars, Elgin, Morayshire. Tel: 0343 7514

Citroën Cars Ltd., Maserati Division, Trading Estate, Slough, Bucks. Tel: Slough 23811. Telex: 847053.

MASERATI

THE BORA

A COLD WIND FROM THE NORTH AND A HOT NEW CAR FROM MASERATI.



ROAD IMPRESSIONS OF

THE NEW DAIMLER DOUBLE-SIX, the ALFA ROMEO 2000 and the FIAT 128 SL Coupe



HUSH-HUSH.—The Editor lifting a piece of masking tape which covered the "V12" badge of the Daimler Double-Six from Jaguar while road-testing it before its official release-date.

IT WAS EVIDENT, when Jaguar announced their new V12 5.3-litre engine and installed it in their well-established E-type sports-car, that it was destined to power the XJ6 saloon. This duly came about last July, although the British Jaguar workers did their best, aided by pickets, to sabotage it by preventing completed cars leaving the works and depots, so that the intention of having the new car in dealers' show-rooms on the day of its public debut was defeated and it was even difficult to get Press cars out onto the road so that reports could be written about them.

By the industry and conscientiousness of Andrew Whyte, Jaguar's Public Relations Chief, however, I was able to assess this important new model by spending a day with him in the Daimler version, which nostalgically takes the type-name of those equally refined but far more staid vee-twelve Daimlers which first appeared 45 years ago, namely the Double-Six. I did this before the release-date of the car but kept the name a secret, as I was asked to, unlike the Historian of the Daimler and Lanchester OC and *Autocar*. Basically the engine, that very fine piece of engineering evolved by Harry Munday and Walter Hassan, is the same as in the V12 E-type, which MOTOR SPORT described and illustrated comprehensively in April 1971. To accommodate it in the shallow bonnet-space of the XJ body-shell the experienced Jaguar engineers were faced with fresh problems. Problems arise to be overcome and the necessary alterations to cooling and lubrication systems enabled the 60 deg. 90 × 70mm. 5,343-c.c. power pack, with its emission equipment, components and air-conditioning pump, etc. to fit tightly but neatly into the car. The E-type's oil-to-water heat exchanger has given way to normal oil-radiators consisting of a couple of Clayton Still tubes ahead of the water radiator and the cooling system has been considerably revised. A Marston Superpak 1 radiator with cross-flow feed is used, behind which are two fans, an engine-driven 17 in. steel-blader cut out at 1,700 r.p.m. by a Holset viscous coupling, supplemented by a four-bladed Polypropylene Airscrew Weyroc fan driven by a Bosch electric motor which an Otter switch brings in when water temperature reaches 90 deg.C and cuts out at 86 deg. C, this fan being switched in permanently if air-conditioning is fitted and switched on. Another small electric fan serves to send cool air round the battery when temperature gets as high as 55 deg.C. The fuel system has been revised but twin fuel tanks, now of ten gallons capacity each, are retained, feed being by two SU pumps. The electrical supply is looked after by a Lucas 20ACR alternator and there are detail revisions to the exhaust system, always a complex item on twelve-cylinder engines. To cope with an increase in engine weight of some 80 lb. and 123 lb. an extra taken by the front wheels, the front spring rate has been altered and the E-type's ventilated front brake discs are used, with special provision for preventing the back wheels from locking up. Those excellent Le Mans-bred anti-aquaplaning Dunlop nylon carcass 205 70 VR15 SP Sport tyres with a new steel-breaker are fitted.

That summarises the technical thoroughness with which the long-awaited Jaguar V12 saloon, which also has some minor but acceptable internal changes, was engineered. The Daimler Double-Six version which I drove reflects the same extra-ordinary value-for-outlay, at £3,848.89, of which the Coventry Company has been noted since pre-war times, the basic cost of an XJ12 being, indeed, only £3,082. This must make other manufacturers of top luxury cars think, furiously!

It is difficult to convey the way in which a modern Daimler Double-Six drives you, rather than the person behind its steering wheel having to make any conscious effort to control it. The power steering at first feels too light but within ten miles it seemed to me entirely acceptable. The power, 265 (net) b.h.p. from an engine which can be run up to 6,500 r.p.m., is such that the Borg Warner transmission can profitably be left in "D" all day. It is provided with the customary holds in bottom and second gear, selected by light, very short movements of the central control toggle-lever, which I did not find notchy as some drivers have. But to all intents and purposes this Daimler is a "D"-drive proposition, from a whispering crawl to a quiet 140 m.p.h. or thereabouts. I had no chance to put a watch on it but can well believe that it goes from 0-60 m.p.h. in the 7.60 sec. Jaguar's claim, going on to an entirely effortless 100 m.p.h. in less than 20 sec. The acceleration is certainly enormously impressive, and essentially useable, the rear wheels giving a yelp if the power is turned on from a standstill. This is a car in which 100 m.p.h. is safely possible along what would be 80 m.p.h. stretches in most other cars, and the impressiveness of the pick-up really only begins from 100 m.p.h.! The cornering and braking are in keeping, ventilation not quite perfect, so that one tends to play with the electric windows on hot days, and I confess I find this car dull to drive—it is just near-silent luxury transport in this country but as a Continent-consumer it should be a thoroughly exciting proposition. The ride is very good, the leather upholstery most acceptable, and the Clubroom air of refinement as typically Jaguar/Daimler as ever. The sense of hush even when using much of the vast flow of smooth power which is on tap, is impressive, even the big tyres not materially intruding on it, and one's ever-present thought while trying this most impressive of new cars, the world's only four-door 12-cylinder production car as Jaguar has it, is that the unique Company, the branch of British Leyland which one still thinks of as Sir William Lyon's own, has done it again, or more aptly, has continued the tradition of beating the opposition at an unbelievable price to the customer, on which Jaguar fortunes were built up. The only way in which you pay for this 5.3-litre V12 silent performance is, I suppose, in petrol thirst, which will probably be found to range from under ten to perhaps as low as 16 m.p.g., depending on how much of a hurry you are in. As a prestige possession for Jaguar people this latest multi-cylinder model is unbeatable; it is recognisable by the new radiator grille and V12 badges. Self-preservationists will be glad to know that Jaguar list 30 items as contributing to the car's safety.

During the time when I drove the significant new Daimler I was

naking re-acquaintance with a make which I am always happy to test, an Alfa Romeo, this time in the form of the new 2000 saloon. This is eally the old 1750 which I knew and liked so well, with an enlarged our cylinder light-alloy twin-cam engine of 84 × 88.5 mm. (1,962 c.c.) iving 150 (gross) b.h.p. at a modest 5,500 r.p.m., which has lifted this ivacious saloon's top speed to 115 m.p.h. and enabled it to claim the xcellent 0-60 m.p.h. acceleration time of nine seconds. In other words, his always quick, compact closed Alfa now really gets up and goes.

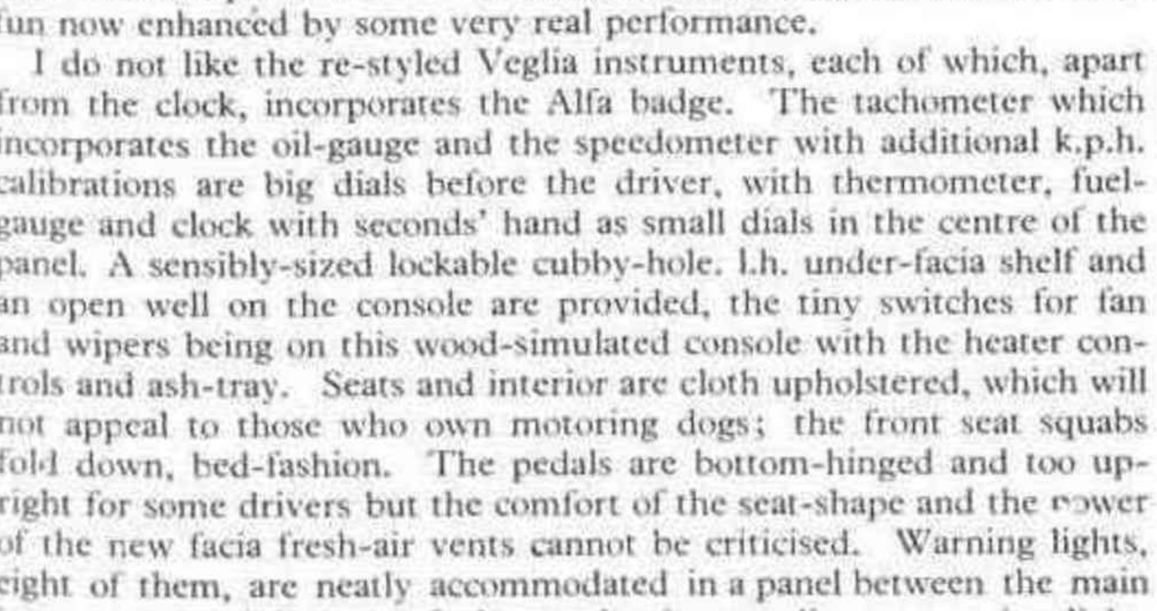
It has other charms far beyond timed speed and pick-up, however. n specification and detail it is the same rather-dated car as the 1750, ven to mild dislikes such as the close proximity of the ignition-key o the steering column, the hand brake which needs a good tug to nake it hold on a hill, the too-quickly self-cancelling direction-indiators, the lack of door "keeps", the too thick and slippery steering wheel rim which comes too close to the driver's thighs, screen washers perated by foot which spray only the centre of the screen and do not nable intermittent wiping to be accomplished with conservation of the vasher liquid, and a narrow body shell which necessitates humping uggage up into the spacious boot and the appearance of which Robert Glenton of the *Sunday Express* rudely described as somewhere between telephone kiosk and Mr. Reginald Maudling.

However, all this is fairly easily forgiven because of the willingness, ne might almost say enthusiasm, with which this dimensionally-small Alfa Romeo performs. It has a smooth and responsive engine, that mooth and precise, if rather heavy, gear change for the famous five-peed gearbox that provides a ratio for every situation (it was especially njoyable over the Abergwesyn-Tregaron mountain road, which the oad improvers have not yet ruined from the aspect of driving fun) and he revised suspension gives a firm and rather lurchy but very comfortable bad-road ride, the former Alfa Romeo wallow not being allowed to develop. This, in conjunction with accurate recirculating-ball steering, makes this Italian saloon one of the most secure-feeling cars I know when t comes to poking it rapidly through narrowing traffic gaps.

It is essentially a lively car, emphasised by the crisp exhaust note and a shrill whine at certain speeds which emanates from the transmission or back axle and is not confined to the geared-up fifth speed. The racing-type engine comes to life at about 2,000 r.p.m. and there is a reassuring 80 lb./sq. in. oil-pressure at speed, when, in hot weather, water heat stays at just over 175 deg.F. The steering is smooth but heavy and the turning circle is poor. The all-disc servo brakes are a match for the performance. In brief, this Alfa is as much fun as ever, fun now enhanced by some very real performance.

I do not like the re-styled Veglia instruments, each of which, apart from the clock, incorporates the Alfa badge. The tachometer which incorporates the oil-gauge and the speedometer with additional k.p.h. calibrations are big dials before the driver, with thermometer, fuel-gauge and clock with seconds' hand as small dials in the centre of the panel. A sensibly-sized lockable cubby-hole. l.h. under-facia shelf and an open well on the console are provided, the tiny switches for fan and wipers being on this wood-simulated console with the heater controls and ash-tray. Seats and interior are cloth upholstered, which will not appeal to those who own motoring dogs; the front seat squabs fold down, bed-fashion. The pedals are bottom-hinged and too upright for some drivers but the comfort of the seat-shape and the power of the new facia fresh-air vents cannot be criticised. Warning lights, eight of them, are neatly accommodated in a panel between the main instruments and the vague fuel gauge has its own discreet warning light. Fuel thirst averaged out to 24.4 m.p.h. of 4-star, and no oil was needed in more than 1,300 miles' motoring. The dip-stick is blanked by the distributor and difficult to read and the release for the front-hinged, prop-up bonnet panel is on the "wrong" side of the car. A pleasing new styling feature is the deletion of wheel nave-plates, the four wheel-retaining nuts on each wheel being fully exposed. There are some nice mechanical items, such as metal presses for the rather sordid-sounding horn on each of the three steering-wheel spokes, a somewhat insensitive hand-throttle on the facia adjacent to the lift-out choke control, and a screw-threaded fuel filler cap.

This Pirelli Cinturato-shod bigger-engined Alfa Romeo is rather expensive, at over £2,000, but acquired tastes often are, and it has a heated back window, limited-slip differential and small front-seat head restraints as standard. It remains an endearing motorcar, now capable of over 90 m.p.h. in direct top gear, but in basis conception it has been with us for a long time, so it is understable that the Milanese manufacturer should have recently introduced the de-Dion-rear-end Alfetta, apart from the little f.w.d. Alfa-Sud of which I hear good reports.



Externally, little change about the Alfa Romeo in 2000 form.



It is a matter of opinion whether the styling of the lively Fiat 128SL coupé is ugly or attractive.

Last month I was also able to try briefly the Fiat 128SL coupé with the 1300 engine. This means that a maximum of 75 b.h.p. is taken through Fiat's well-established front-drive layout, the bored-out (86 × 55.5 mm., 1,290-c.c.) transverse engine having an o.h.-camshaft driven by toothed belt and its cooling aided by an electric fan. The body is a close-fitting, two-door fast-back with limited rearward vision, so that I feel the better policy is to install the hotter power pack in a normal saloon, as Ford do with Escorts and Cortinas. However, the Fiat's appearance attracts attention. At first, having exchanged the beloved BMW for this little package, I thought it cramped and its brakes spongy, and the engine worried me in traffic jams by hunting at idling revs, although in August heat these stayed around 1,000 per min.

Away from the traffic the little Fiat got along remarkably well, its engine showing equal unconcern at pulling away from low speeds in top gear or revolving smoothly at up to 6,500 r.p.m. It has plenty in hand cruising the car at 70 m.p.h. and top pace is fractionally under 100 m.p.h., with 74 available in 3rd gear, and there is surprisingly good pick-up as the twin-choke Weber 32DMTR20 is opened up. In a cloudburst along the M40 the Fiat was unperturbed and as stable as only f.w.d. cars can be on such surfaces, the rack-and-pinion steering taut, but I would have liked a faster wiper action. The gear-change is nice, except that first gear often baulks, but the seats, with non-adjustable squabs, were hard and uncomfortable. Plenty of fresh air can be induced into the body, the boot is capacious for a small car and there are the usual, sometimes confusing, Fiat triple-stalk controls, a tachometer (red from 6,750 r.p.m.) and speedometer flanked by thermometer and fuel gauge, all hooded, and stowage confined to a rather restricted shelf, an open well by the stubby gear-lever, and on the moulded facia and rear window sills. The ride is good, wind noise commendably low, but the pedals are biased to the left. The Pirelli Cinturato-shod wheels each have four fashionably-exposed retaining nuts. The Fiat 128 Sport coupé, as it is usually called, is nicely appointed, with a really small leather-grip steering wheel The price is £1,399—W.B.

MINIATURES NEWS

FROM Lesney come "MATCHBOX" miniatures of the Boss-Mustang to a scale of 86:1, a transporter for one Team Surtees F1 car (does it make John Surtees envious?), the latest London 'bus "The Londoner" to a 121.1 scale, and a fantasy model based on a VW Beetle. All are priced at 16p. each, except for the transporter, which sells for 85p.—W.B

RUMBLINGS

■ **A DIFFERENT WORLD.**—The other day we found ourselves lunching with the Directors of CSE Aviation at Oxford Airport, Kidlington, a world different from that of cars, if only because, whereas you can buy considerable speed and luxury on the ground, in the form, for example, of an XJ12 Jaguar for £3,726 or a six-cylinder BMW for less than £3,000, CSE think in terms of selling you a Piper Twin Comanche for in excess of £60,000 with its requisite radio aids and were discussing the possibility of dealing in Lear-Jets, one of which had just arrived from America *via* Luton for their appraisal, which would set you back a matter of £400,000. . . .

That money for aeroplanes isn't exactly scarce is indicated by the fact that CSE Aviation, a private company with an annual turnover in excess of £5-million, has sold more than 800 machines since the summer of 1959. They distribute Piper aeroplanes, service and repair them and their engines and equipment, and also train people to fly, to commercial pilot standards, at Kidlington, which is second only to Heathrow in terms of airfield movements (over 200,000 a year), and at Carlisle. Amusingly, Kidlington is described as having "the best meteorological climate in the World" in training terms!

So our anticipation of Kidlington as a small, intimate grass aerodrome received a rude awakening, as did our conception of the CSE buildings as a few (if more than one!) small hangars. They have a great amount of hangarage, for servicing chores, the preparation of new aeroplanes before the customers take over, painting aeroplanes and just storing aeroplanes. They have an £800,000 spare-parts store which would more than do justice to a full-scale car manufacturer and they test overhauled engines, of which a Twin Piper Comanche has a couple of flat-six air-cooled Lycomings, in a test-house which has two Heenan & Froude dynamometers, in sound-proof bays with isolated glass-windowed instrument and control panels, in the best racing-car tradition. These will accommodate vertical and horizontal power packs of up to 350 and 700 b.h.p. Incidentally, Lycomings engines normally run for 2,000 hours before requiring stripping for AID inspection; the cylinder bores are then honed, the required new parts fitted, and they are then run-in and tested for power output in the aforesaid test shop. An exchange scheme for such engines ensures a minimum of delay in getting an aeroplane back into service.

The shops for repair of the elaborate electronic equipment found in modern small aeroplanes is enormously impressive (though it will depress those who can only fly by Bradshaw!) and the CSE Training School has full flight-simulation equipment. The Company deals in Bell and Augusta-Bell helicopters, being able to supply from stock JetRanger and 47-Series models, and they service Hartzell propellers, Bendix fuel injectors, Marvel-Schebler carburetters, Garrett turbo-chargers and all associated equipment. They hold more than £100,000 of Bell spares and the stores issue more than 500,000 items a month. The sales office has the usual "blackboard" on which recent sales are displayed. The Piper picture is certainly "set-fair", with the names of well-known industrial and sporting personalities listed against new aeroplanes, including a new Piper Arrow for ex-racing driver Peter Arundell. It is significant that nearly 900 of these aeroplanes have been registered in the UK since dollar restrictions were lifted in 1959, representing 58.6% of all general aviation machines imported from America. The range includes the new PA-34 Seneca, Navajo B, and the revised Cherokees.

As we drove away in an Alfa Romeo we felt suitably humbled. That aviation has arrived rather than being "the coming thing", as Shackleton's pre-war slogan expressed it, was further emphasised when we went to a flying display of the Herefordshire Aero Club at Shrobden and found car-parks of Derby-day proportions (but very well managed), a fair in attendance, and the whole box of tricks unleashed, from the Red-Arrows and Rotthman's aerobatic team of open-cockpit biplanes to helicopter and model aeroplane demonstrations.



PIERCE WILLIAM'S ARROW in a CSE hangar after an overhaul prior to the King's Cup air race.

■ **MIRA OPEN DAY.**—When driving up the A5 in the Warwickshire area many readers have probably passed the grounds of MIRA without a second thought. Yet tucked away on the outskirts of Nuneaton is the most comprehensive automotive proving ground and laboratories in the country. Recently the Motor Industry Research Association held a most informative open day, mainly for members of the Motor Industry, but also for selected Press guests.

MIRA was formed in 1946 to undertake co-operative research for the Industry. It is supported by about 220 member companies by direct subscription whose contributions amount to about one-sixth of its total and a recent policy change has seen the SMMT withdrawing from financial support, which will be reduced to zero by 1977. From then on MIRA will have to be self-supporting, with individual companies contracting them for sponsored research programmes. Vauxhall, Ford and so on have their own test tracks, of course, but MIRA still has many unique facilities and component manufacturers are being encouraged to use MIRA more.

The comprehensive proving ground covers an area of 600 acres and is in operation seven days a week night and day. Apart from the banked high-speed track, there is *pave*, corrugated track, ride and handling courses, and so on.

The laboratories are extremely comprehensive and offer a huge range of experimental facilities ranging from crash testing, engine dynamometers, low temperature rooms, pollution testing apparatus and fatigue testing facilities. There is also a wind tunnel, cross-country tracks and so on, and a dedicated and talented staff of over 200 to operate the whole thing.

Our visit was tremendously instructive. We witnessed a roll-over test, were driven round the banked circuit at high speed in a Rolls-Royce Corniche, a Jensen and an NSU Ro80, and were only sorry we did not have more time to investigate the fascinating projects in the laboratories.

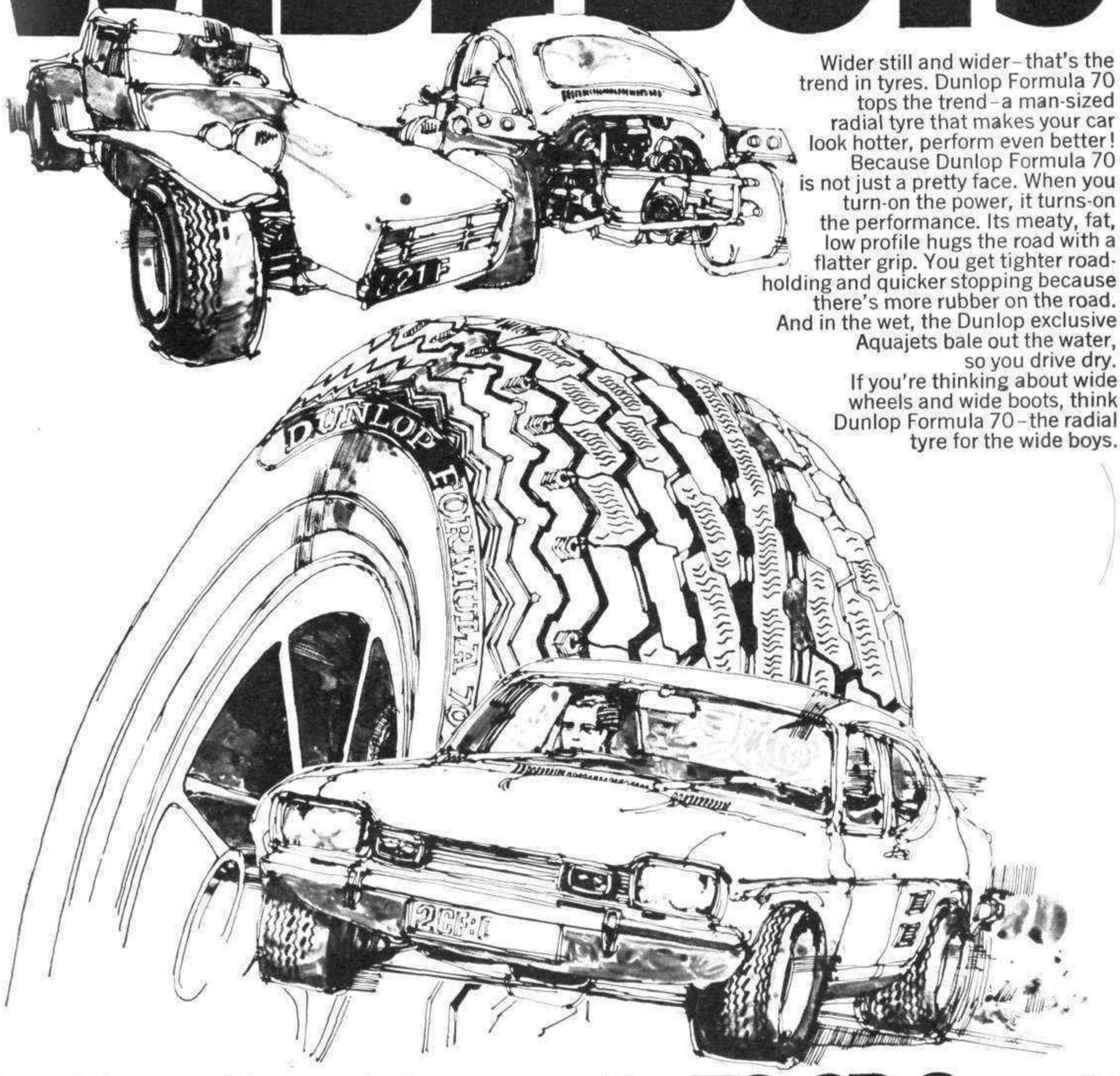
■ **ROLLS RE-DESIGN SUSPENSION.**—Driving a Rolls-Royce is always an undoubted pleasure but we were, to say the least, rather curious when an invitation arrived offering us test drives in the latest Silver Shadows at Silverstone. After all Group 1 racing may be catching on fast but one could run a decent Formula Two team for the price of a Corniche. In fact, what Rolls-Royce Motors Ltd. had in store was to sample Silver Shadows with completely revised front suspension to cater especially for radial ply tyres. For this purpose they had hired the Silverstone club circuit and inserted a couple of *chicanes* on the main straight. With typical attention to detail they provided not only the latest Shadow but older ones for us to form a comparison.

In fact we joined the trip at the R-R Showrooms in Conduit Street, London, W1, which is at present undergoing a face lift as well as having a large brick wall built between its own showroom and the offices of Rolls-Royce (1971) Ltd., which are, of course, now a completely separate entity. Thus we drove up in style to Silverstone in one of the older cars.

The front suspension changes have been made to improve handling and, at the same time, to reduce the amount of road noise. Basically the changes incorporate a new design of front suspension in which the upper wishbone of the front suspension is replaced by a transverse link located by a rubber-mounted tie-rod and the geometry has been altered. The whole front suspension sub-frame is now located by rubber mounts instead of coil-spring mounts, the steering ratio has been reduced from 3¼ to 3¼ turns lock-to-lock, and radial ply tyres are now standard.

The difference in driving the new car was immediately noticeable, the higher-geared steering is much appreciated, the car points very much better than before, thanks to the stiffer frame mounting, and body roll is less, too. In fact it is quite surprising how quickly a Rolls will lap Silverstone. After the test day we can offer some simple advice to Rolls-Royce owners whose cars are chauffeur-driven. Don't let Charles read this—he will want a new one! The rest of us can but dream of winning the pools.

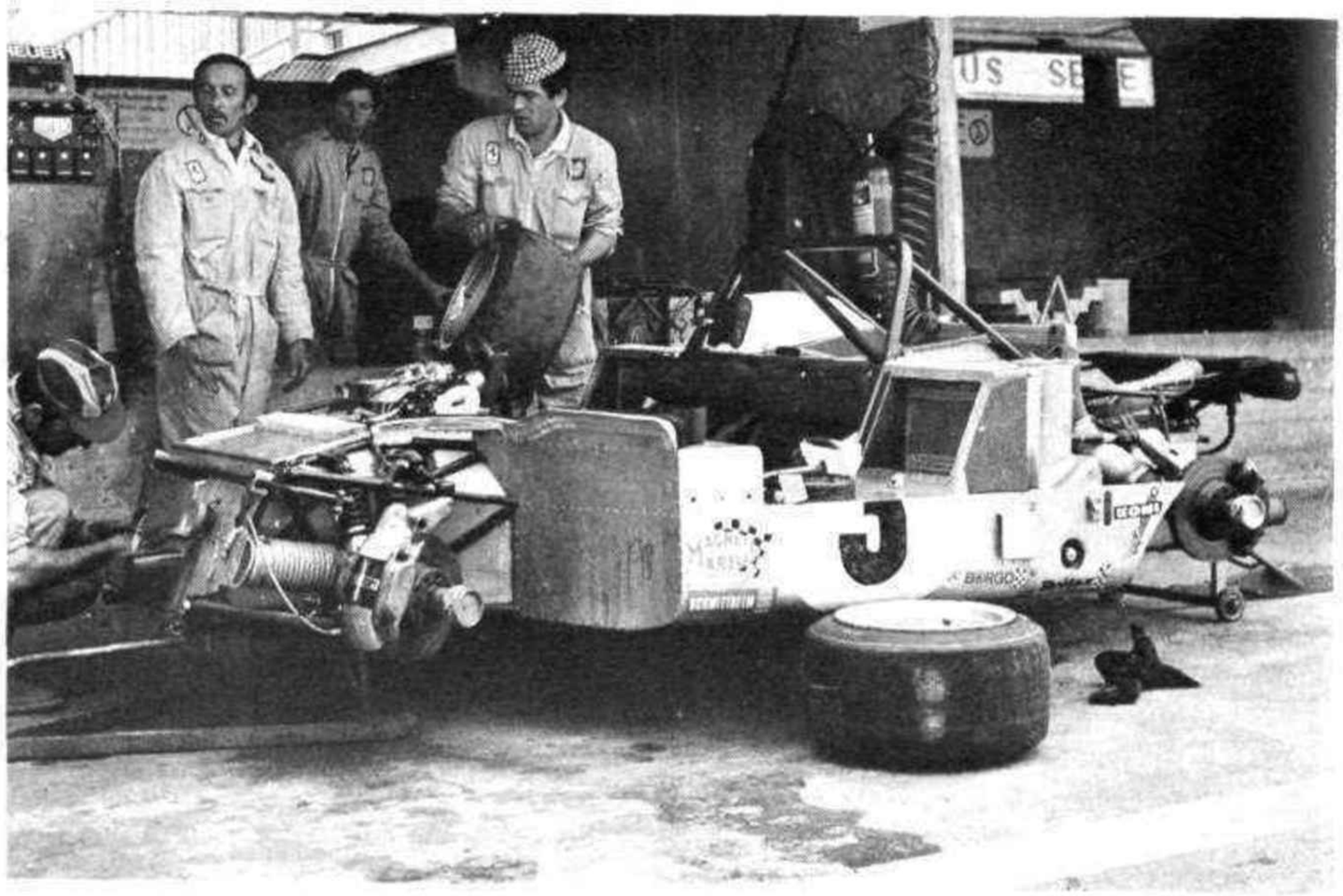
FOR THE WIDE BOYS



Wider still and wider–that's the trend in tyres. Dunlop Formula 70 tops the trend–a man-sized radial tyre that makes your car look hotter, perform even better! Because Dunlop Formula 70 is not just a pretty face. When you turn-on the power, it turns-on the performance. Its meaty, fat, low profile hugs the road with a flatter grip. You get tighter road-holding and quicker stopping because there's more rubber on the road. And in the wet, the Dunlop exclusive Aquajets bale out the water, so you drive dry. If you're thinking about wide wheels and wide boots, think Dunlop Formula 70–the radial tyre for the wide boys.

Dunlop Formula 70 SP Sport

The Ferrari 312P Sports/ Prototype



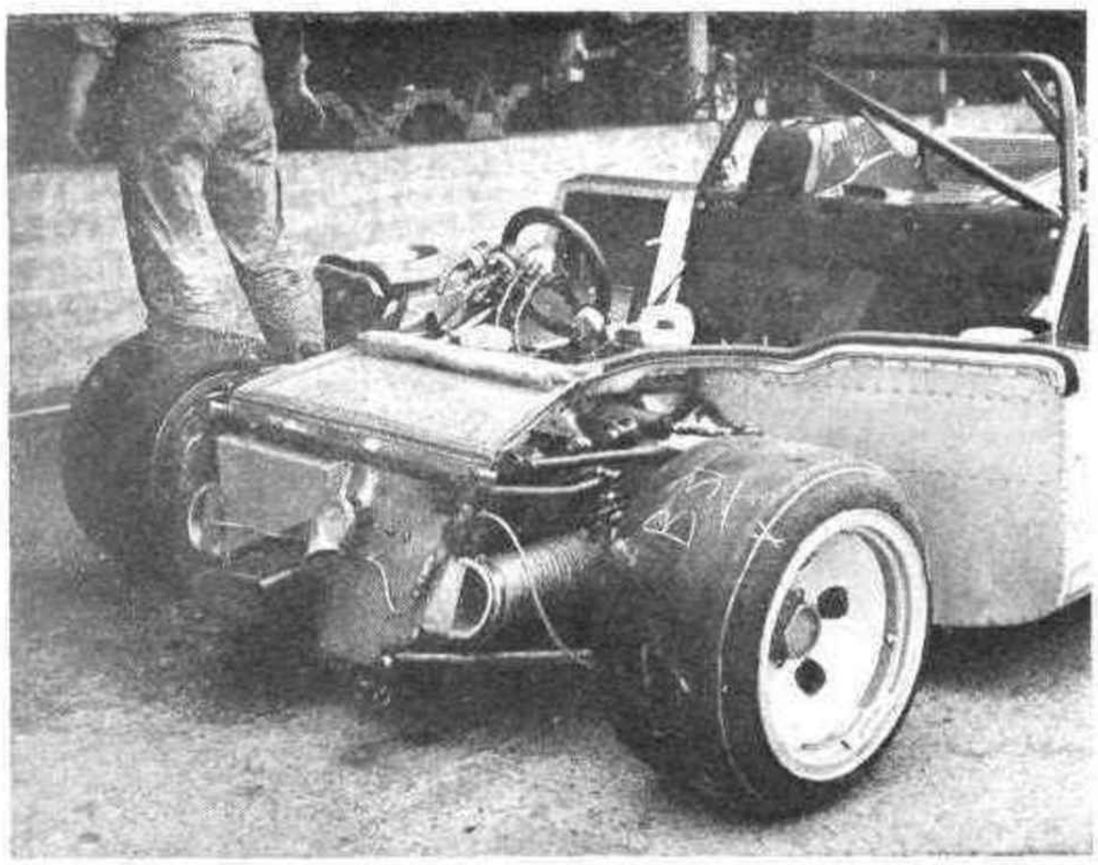
SPORTS CAR.—When the wheels and the front and rear body sections are removed from a 312P Ferrari the remainder is remarkably small and compact and difficult to visualise as a complete car.

MAKING RULES to govern sports-car racing is never an easy task, especially when Ferrari and Porsche give a "helping" hand and then play the game right up to the limit of the regulations. The classic sports-car races such as the Le Mans 24 Hour race and the Targa Florio are important races to win for any manufacturer of high-performance cars, and the more recent classic events like the Sebring 12 Hours, the ADAC 1,000 kilometres at the Nurburgring or the Monza 1,000 kilometres are also important, as are the more recently introduced 1,000 kilometre races at Brands Hatch and the Osterreichring. All these events are *motor* races as distinct from *driver* races, which is why *motor* manufacturers like Ferrari, Porsche and Alfa Romeo are interested in winning them, and will play as close to the regulations as possible in their efforts to win.

It was the appearance of the 7-litre Ford Mk. IV and the 7-litre Chaparral-Chevrolet that really started the panic among the rule-makers and caused the instant decision to limit engine capacity to 3-litres, ruling out all American-powered machines. It was then realised that people like Lola were being penalised, for the T70 was using a Chevrolet V8 in the production run of sports/racers, so another hasty decision said that if 25 cars were built they could be called sports cars and have 5-litre engines, otherwise they were prototypes and were limited to 3-litres, even if you built one or you built 24. Porsche promptly built 25 examples of their 917 coupés, for the rules forgot to say that you had to *sell* 25 examples, and Ferrari followed suit with his 5-litre 512S coupés, and in no time at all sports-car racing was back to square one with works teams of 5-litre Porsches racing against works teams of 5-litre Ferraris, and anyone foolish enough to build 3-litre prototype cars, like Matra and Alfa Romeo, were left behind. Porsche and Ferrari were not cheating, they were merely out to win and playing right up to the limit of the rules. This caused the rule makers to have another brainstorm and as from January 1st, 1972 there was an overall limit of 3-litres, except for GT cars and saloon cars. This was announced in 1970 so there was plenty of warning, and Porsche made it clear they were going to withdraw from free-for-all sports-car racing at the end of 1971 and Ferrari wasted no time in preparing for the new enforced 3-litre capacity limit. He dropped all development on the 5-litre V12 model and began a new era of sports-car development, using as a basis the horizontally-opposed 12-cylinder 3-litre engine of his Grand Prix car. The 312P was born and two prototypes were built for the beginning of the 1971 season. It was very obvious that they would be no match for the 5-litre Porsches that the Stuttgart firm were supplying to special customers, but Ferrari was not bothered. 1971 was to be an experimental season to develop the new 312P sports car ready for a complete sweep in 1972. In spite of numerous set-backs the plan went ahead and by the end of 1971 the 3-litre Prototype Ferrari was almost a match for the 917 Porsche, especially when fuel consumption and tyre-wear was taken into account. In 1972 Ferrari entered his 3-litre prototypes in every race except Le Mans, and won the lot. The 312P won the Argentine 1,000 km., the Daytona 6 Hours, the Sebring 12 Hours, the Monza 1,000 km., the Spa 1,000 km., the Nurburgring 1,000 km., the BOAC 1,000 km., the Austrian 1,000 km., the Watkins Glen 6 Hours, and the Targa Florio. By any standards it can be considered a very successful car and though the victories were achieved with the loss of material, and the opposition was feeble, it still takes a good car and a good team to win every race for which they enter.

In the Argentine 1,000 kilometre race in 1971 two brand new cars appeared and showed a good turn of speed, even against 5-litre opposition. In that race Ignazio Giunti was killed in the second of the cars, and it was never rebuilt. The first car was then used throughout the 1971 season as a one-off experimental machine and it led a very hectic life, being crashed at Brands Hatch, Spa and Osterreichring, and seldom lasting for long in any race, but nevertheless providing a lot of information for the 1972 season. At the end of 1971 a third car was built, using all the knowledge gained, and this was number one in a series that were laid down for the 1972 season. It appeared at the Kyalami 9 Hour race in South Africa, along with the much-rebuilt prototype car. For the 1972 season six more were built, and the object was to run three cars in each race in the Sports Car Championship, and ring the changes so that each trio of cars did not have to do two consecutive races. Apart from minor accidents involving rebuilding, this plan worked out and as far as was possible no car did two consecutive races. The driver team for this mammoth project comprised the Grand Prix trio of Ickx, Regazzoni and Andretti, while Peterson, Schenken and Redman were co-opted from other Grand Prix teams, and Merzario was signed on as reserve and later Munari joined the team. The whole project was "master-minded" by team manager Peter Schetty, with two or three engineers, and chief engineer and designer Mauro Forghieri stayed at home to work on other projects. He had been very much in evidence at all the 1971 races, until the prototype was finalised and the pattern was set for 1972. The cars were numbered on even numbers only, starting with 0880 and running to 0896.

The heart of the car is undoubtedly the flat 12-cylinder engine, identical in construction to the Grand Prix engine, with opposed banks of six cylinders, each with two overhead camshafts, four valves per cylinder, with the inlet ports running down between the camshafts and the exhaust ports underneath. Bore and stroke are 78.5 × 51.5 mm. giving a capacity of 2,993 c.c. and 440 b.h.p. is developed at 10,800 r.p.m. (the Grand Prix engine running to 12,600 r.p.m., so it really is a de-tuned Grand Prix engine). The car has a tubular space-frame chassis with sheet aluminium rivetted to the tubes to form a semi-monocoque construction and behind the cockpit the tubes form a structure over the top of the engine, which is itself attached to the main frame at its front end and forms a central backbone for the car. The two seats are very close together in the middle of the car with wide sponsons on each side. There is nothing in the right-hand one, but the left-hand one contains the regulation 120-litre petrol tank. At the forward end of the right sponson is a huge filler-cap with an Avery-Hardoll bayonet-type neck, and this feeds into a large diameter pipe



FRONT END.—With its side radiators the 312P has little or no weight ahead of the front wheels. On the front bulkhead is the cover for the pedal hydraulic reservoir, with a "regulation" electric horn in the centre. On each side are flexible ducting feeding cooling air to the front brakes.

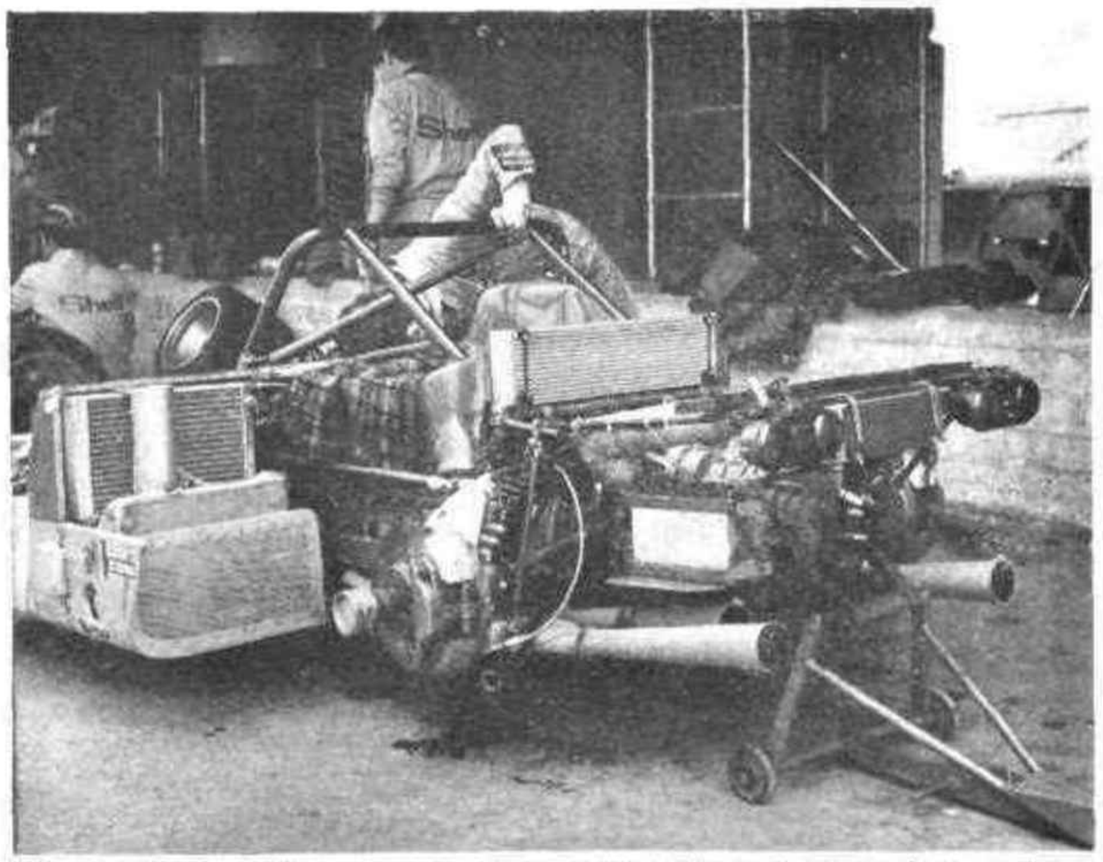
that runs across the floor of the cockpit, under the driver's knees, and takes the fuel to the tank on the left. From the tank itself another filler neck protrudes, with a similar bayonet-fitting. The tank is on the left to counteract the weight of the driver, who sits on the right, and the filler cap is on the right because most of the pits are on that side on the right-hand circuits. To refuel, the large diameter gravity fed hose is plugged into the right-hand filler and a plastic container is clamped to the filler from the tank itself. The petrol flows across the transfer pipe and into the tank, expelling the air in the tank into the vented plastic container. When petrol flows up into the container it means the tank is full and removal of the feed pipe and the container from their bayonet fittings seals the system, the Avery-Hardoll connectors being self-sealing and are only open when locked into position by a twisting motion. As you turn them and unlock them they seal themselves automatically.

Water radiators are mounted at the rear of each side sponson, with ducting in the bodywork feeding air to them, and behind the left-hand radiator is the oil tank for the dry-sump lubrication system. An oil cooler for the engine is mounted across the top of the engine, just above the clutch housing. In the side of the oil tank, with a hole in the side of the car for access, is a "plug-in" filling attachment, rather like those used on air-lines, and oil from a pressurised cylinder is forced into the tank through this non-return valve. Behind the oil tank is a sight-glass tube to show the level and this is visible through a slot in the side panelling of the car. On the right-hand side of the car is a similar non-return valve for forcing water into the cooling system, if necessary, the normal filler and swirl-pot being in the headrest behind the driver's seat. While the fibre-glass nose piece and tail of the body are red, and the sponsons are aluminium, the head-fairing, along with the rear spoiler and tail fins are coloured white, yellow, blue or green, for recognition purposes.

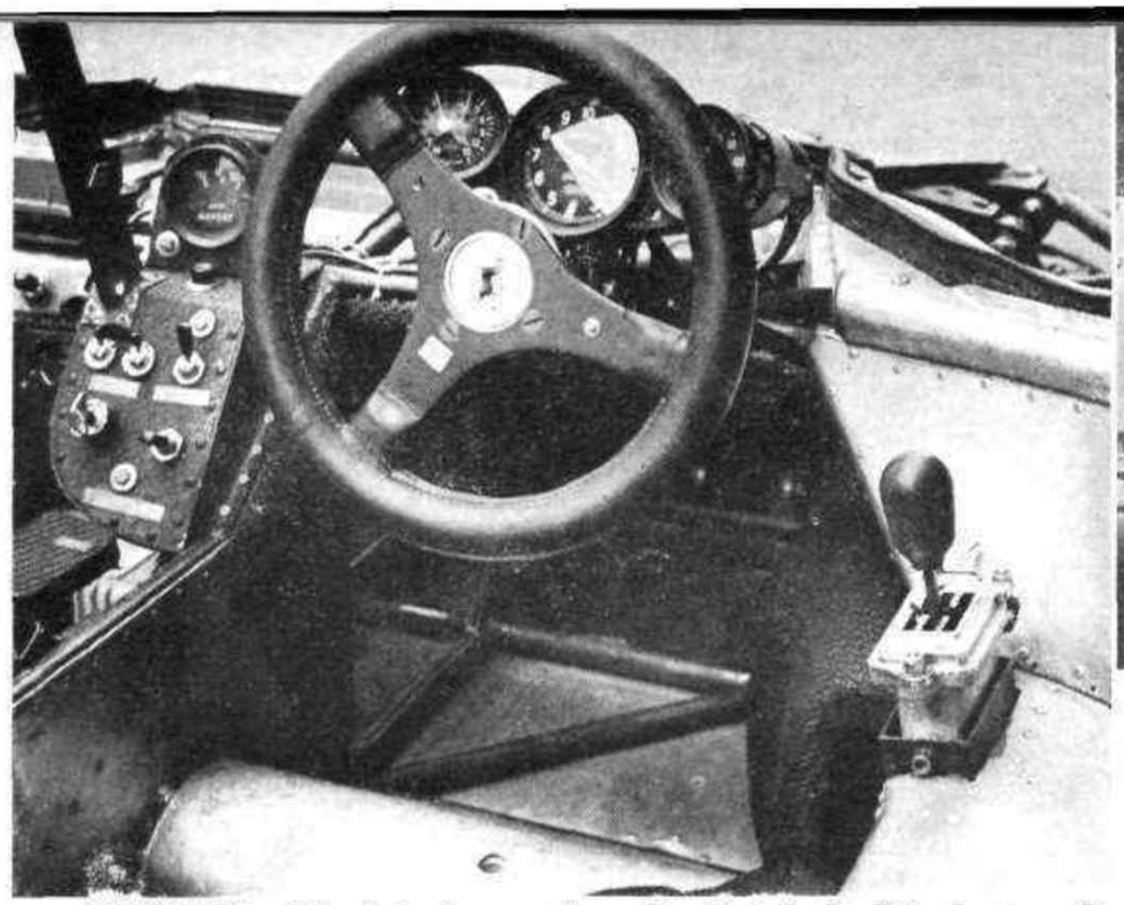
Suspension at the front is by double wishbones, the lower one very wide based, and orthodox coil-spring/damper units are used. The cast-alloy hub carriers extend rearwards to form steering arms, with the rack-and-pinion assembly passing above the driver's knees, while an anti-roll bar is forward of the suspension, mounted on the front bulkhead. The disc brake calipers are mounted on the hub carriers, and the alloy wheels have pin-drive location with a single central locking nut. At the rear the hub-carriers incorporate the disc brake caliper and are hung on a lower wishbone, anchored at its apex on a casting under the clutch housing and at the top by a single transverse link, while two radius rods run forward to the bulkhead behind the cockpit. This system was in use until the final race of the Championship season, at Watkins Glen, when two cars were modified to a parallel bottom link layout to reduce the bump-steering of the rear wheels. The 5-speed gearbox is hung out the back, as on the Grand Prix cars, and in the early part of the season it was redesigned to make it easier to dismantle at circuits to change gear ratios. A tubular structure above the gearbox carries the regulation rear lights, stop lights and winker lights, and between the two clusters is a small oil cooler for the gearbox oil, air being fed to it from a duct in the top of the tail. From this assembly two air ducts feed cooling air to the differential housing. On the left of the gearbox is the 12-volt battery and on the right the regulation oil breather catch-tank.

In the cockpit the driver has a small leather bound wheel, with a Ferrari badge in the centre and looking through the wheel he sees three instruments. The centre one is a tachometer, clearly marked from 2 to 12, these figures representing engine r.p.m., when multiplied by 1,000. On the left is a gauge divided vertically, the left-half showing fuel pressure and the right-half showing oil pressure, and on the right of the tachometer is another gauge, with two needles which sweep round a temperature scale. These needles read oil temperature and water temperature. In both cases the oil needle is a red one, the fuel pressure and water temperature needles being white. Below the oil gauge is a red light to indicate low fuel level in the tank, and on the central backbone between the seats is a small lever that operates a fuel cock by means of a cable, there being enough petrol in reserve to complete a lap on most circuits; in front of it is a warning light to show the reserve cock is open. In the centre of the cockpit is an ammeter mounted above a switch panel which contains switches for the headlights, a switch for the Lucas electric pump for the fuel injection system, a conventional ignition key which is turned for starting the engine and a special switch which connects current to a tiny button on the right-hand spoke of the steering wheel which flashes the head-lamps when depressed. On the right side of the cockpit is the short stubby gearlever controlling the 5-speed gearbox, the lever moving in a small gate, with first gear over to the left and back, reverse forward on the left, protected by a catch operated by a separate lever. Second gear is in the middle of the gate and forward, third gear is back, fourth is forward to the right and fifth gear is back to the right. The lever operates a control rod that runs back along the chassis frame to a pivoting link behind the driver's seat that moves the motion in towards the centre of the car. Another control rod runs along above the engine and across to the centre of the car and back into the selector mechanism mounted on top of the gearbox. Anyone who has heard a 312P Ferrari accelerate up through the gears after a pit stop will know that the control system is perfect. The clutch, brake and accelerator pedals are mounted at their lower ends and the fluid reservoirs project forward of the front bulkhead in a fibre-glass box.

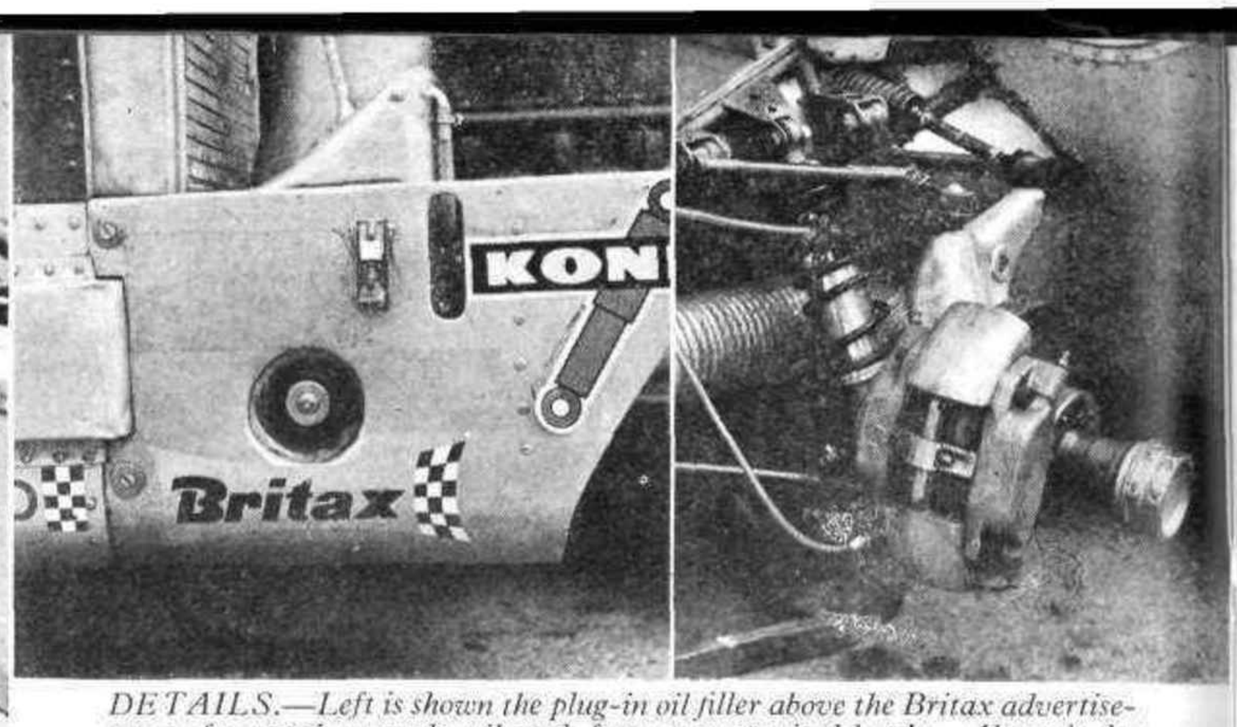
The bodywork is in two pieces, made in fibre-glass, the front one hinging about pivots by the front lower wishbone mounting. It includes the sides of the cockpit and the doors, which hinge upwards and incorporate ducts taking air to the water radiators. In the front of the full-width nose is a slot that allows air to pass through and out of an opening in front of the windscreen, this air flow providing a degree of down-thrust on the front end. The rear part of the body hinges about points on the crash-bar, just behind the cockpit, and is



REAR END.—This rear view of the 312P shows the megaphone exhausts coming out under the rear suspension, the engine oil radiator on top of the engine, the gearbox oil radiator between the rear lights, the left-hand water radiator with the oil tank below it, and the protective mesh to keep flying stones from damaging the tank.



COCKPIT.—The driver's controls, as described in detail in the text. On the floor of the cockpit can be seen some of the tubes of the space-frame chassis, and the cover over the fuel filling connecting tube. The small steering wheel is supplied by the Italian Momo firm of racing equipment.



DETAILS.—Left is shown the plug-in oil filler above the Britax advertisement, for topping up the oil tank from a pressurised bottle. Above it, by the Kon advertisement, is the slot in the bodywork for looking at the level-glass behind the oil tank. The right-hand photo shows a front brake and suspension unit, showing the steering arm which is part of the cast-alloy hub-carrier. Note also the single-nut wheel fixing.

clamped at the rear on to the rear lamp mounting, being located by pegs, with over-centre mechanical clips and rubber tension clips. Three tail sections were developed for the car, a short stumpy one for slow circuits, an intermediate length tail and a long tail which was only used in testing at Le Mans. For most of the races the intermediate length tail section was used and this weighed 7 kilogrammes more than the short tail, but gave an increase of 6-8 k.p.h. in speed.

During the season all eight existing cars appeared at some time or another, either for racing or testing, and they were so identical in construction that none of the drivers could really tell one from another, never being sure whether they drove the same car twice or not. Although there were a number of crashes during the ten races in which the team took part, no car was written off, the damaged ones being repaired and put back into service. At the races there was a complete spare set of front and rear body sections, painted with the appropriate numbers on them ready for immediate use during a race if damage occurred, as for example on the Ickx/Regazzoni car at Spa when a burst tyre damaged the tail section. These spare body sections were carried in crates made from small diameter tubing that looked like a space-frame for a "Birdcage" Maserati. With as many as four cars running in a race the spares and wheels required were enormous, for each car had two or more sets of wheels available, with "dry" or "wet" tyres fitted. Front wheels are 13 in. diameter with 10 in. wide rims, and rear wheels are 15 in. diameter and 15½ in. wide, using Firestone tyres. All-up weight varied from 655 to 670 kilogrammes.

This year the Ferrari team has been fortunate in not having any very serious opposition, for Matra refused to race against them and Ferrari withdrew from Le Mans, while the Lola-Cosworth team of Ecurie Bonnier could not hope to match the Ferrari team on pit work, even if the car was fast, and the Gulf-Mirage team were still in the makings with their new car. For all the opposition they supplied the Alfa Romeo team might not have been there. Next year it is hoped that the Mirage with its new V12 Weslake-Ford engine and the Matra team will give Ferrari some strong opposition, unless the announced withdrawal takes place, but meanwhile he has swept the board by looking ahead and being ready, as he has done so often in the past.—D.S.J.

CARS IN BOOKS

AT A time when the new Daimler Double-Six is very much in the news and a new Daimler history has recently been published, I have come upon some more Daimler material in "Norah—the autobiography of Lady Docker" (W. H. Allen, 1969). This book will not necessarily endear the Dockers to those who read it, although Lady Docker endeavours to clear up the quarrel with Prince Rainier of Monaco and deals a back-hander to the Duke of Norfolk over their banishment from the Royal Enclosure at Ascot. This is hardly the place to take sides over the Dockers' stormy public life, although I must remark that I find it hard to see why, if they thought the intrusion on their yacht by ex-King Farouk so uncalled for, they should object to being told that their 19-year-old son could not attend at short notice the Rainiers' son's christening, from which 400 other people had had to be turned away. However, to Daimler matters . . . .

Lady Docker devotes a chapter to the notorious Golden Daimler, saying "there will never be another car in history quite like her . . . !" This was the Daimler limousine which was covered in gold stars for the 1951 Earls Court Show . . . MOTOR SPORT made its own observations about it at the time. Lady Docker had been appointed by her husband a Director of Hooper's and it was her idea to create this Golden Daimler, to help launch the smaller Daimler model she had persuaded Sir Bernard Docker to put into production. Hooper's Chief Designer, Oswald Rivers, was at first horrified but Lady Docker had her way, and gold leaf, so thin that she could scrape it off with her finger nails, was sprayed onto the panels, fittings, even the exhaust pipe, and the petrol cap and wheel hubs tinselled in gold. Lady Docker received a nominal £400 a year, but the clothes she wore to the Paris Motor Show with the Golden Daimler cost £7,910. Incidentally, the idea of using gold-leaf is said to have sprung from the shortage of chrome at the time, and brass would have tarnished too quickly.

In 1951, apparently, Daimlers on the Continent were being mistaken for Delahayes and Lady Docker was determined to stop this. This book tells of how successful the star-spangled car was as publicity for Daimler's. It was followed by the powder-blue "Blue-Clover" sports Daimler in 1952 and the "Stardust" Hooper limousine in 1953. For 1954 they showed a Daimler SP250 named, on the spur of the moment by Lady Docker, "Silver Flash", its body having been re-sprayed metallic blue-grey with only 48 hours to spare before the Show opened, because the original deep green finish clashed with the car's scarlet crocodile-skin upholstery! The following year there was the "Golden Zebra", a cream-gold sports coupé Daimler with real ivory dashboard, real zebra-skin upholstery and all the gadgets imaginable, including an ivory telescopic umbrella. I wonder how many Rolls-Royces that one sold!

Lady Docker had a £1,000 Chiberta evening dress covered in Daimlers, which she wore to a New Year's Eve fancy-dress ball at Poole Harbour, with Sir Bernard accompanying her in a mechanic's outfit. All the publicity cars, she tells us, went back to the Company and the Golden Daimler was sold in 1959 to an American motorcycle dealer, W. E. Johnson, Jnr., who paid £7,300 for it without the gold-leaf.

Another chapter in this remarkable book is devoted to the Dockers' yacht the *Shemaro*, built by Thorneycroft's for £100,000 in 1938. She was an 863-ton diesel yacht with a 214-foot-long main deck and accommodation for twelve passengers and crew, soon to be requisitioned by the Royal Navy. She was sold in 1968, after an adventurous career, for £260,000. The manner in which Sir Bernard Docker was sacked from the Daimler-BSA Group is recounted, with no punches withheld, in another chapter. After he had left the Dockers bought two Rolls-Royces—ND 5 and BD9—and temporarily removed their account from the Midland Bank, while Lady Docker, opening a Ford showroom at Whitley Bay, found herself saying "Really, Fords are best. At least you can get spare parts".—W. B.

Frederick Warne, 40, Bedford Square, W.C.1 have published their latest illustrated "Observer's Book of the Automobile", compiled by Olyslager Organisation, which is up to date, even to inclusion of the Jensen-Healey. It sells for 50p.

We're behind you, heart and soul.



It's easy to see the attraction of Group 2 saloon racing. At least they look like something you could park outside the house. Better still, they even look like the road car of the same name. They just go a bit faster, that's all.

So if you want to do some winning, you do like SCA Freight do. You take an off-the-peg Chevrolet Camaro Z28, load on the options, pour in the Castrol and give it to Frank Gardner. (Who's still the right side of forty.)

Last year, with 500 bhp behind his near ton-and-a-half of pony car, Frank collected 5 wins, 2 seconds and 6 outright lap records.

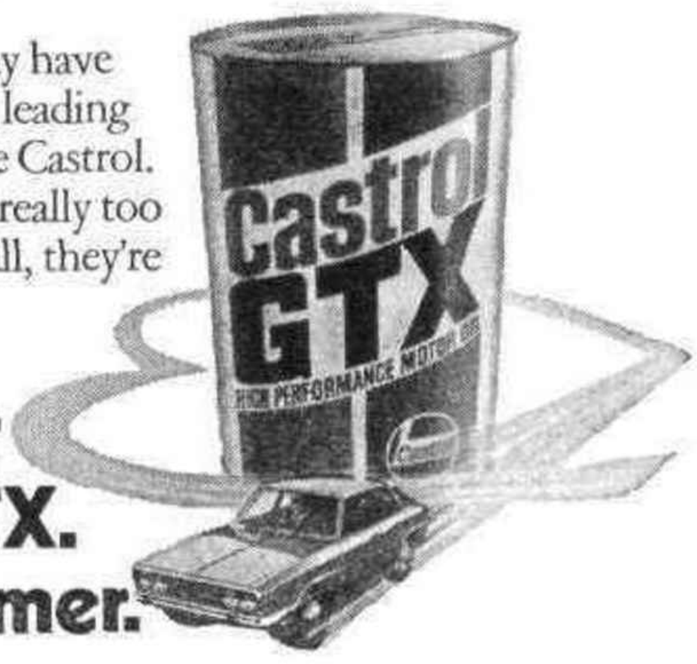
This year SCA Freight hope to go one better, and win the Group 2 Championship. Hopefully there'll even be a second Z28, with a more slippery-shaped snout, joining the team.

Naturally they'll both be wearing full Team Castrol colours.

In fact you may have noticed that most leading Group 2 racers use Castrol.

But that's not really too surprising. After all, they're just like your car.

Only faster.



Put heart in your car with Castrol GTX. The high performer.

THE 34th GERMAN GRAND PRIX

Return to Sanity

WITH THE 1972 season passing its midway point Grand Prix races are happening with great rapidity, being held every alternate weekend, so that there is little time for the teams to do other than repair the ravages of the previous race before the next one is due. A very full entry arrived in the Nurburgring paddock for the German Grand Prix and they were all on time and ready to go, for the 22.835-kilometre circuit round the Eifel mountains is not one to be taken lightly. The Ferrari team had been testing some weeks earlier and, in conjunction with the Firestone tyre engineers, had come to the conclusion that the layout and geometry of the rear suspension was not all it might be, so the revised layout that appeared at Clermont-Ferrand was designed, and they were now keen to see if it was equally successful on the Nurburgring. Chief engineer Forghieri was paying a visit to the German race to watch developments as he was not convinced they had got the right answer to the rear wheel movement, though it appeared to be a reasonable one. Regazzoni was fit once more, his broken wrist mended, so the team was up to full strength, with Ickx in car number 5, Regazzoni in car number 7 and Merzario in car number 8, there being no spare car. The black Team Lotus had their usual three cars, R5 and R7, both with the tapered oil tank and single oil radiator under the small aerofoil for Fittipaldi, and R6 with the old twin oil-radiator layout for Walker. With Revson racing in a USAC track race, Redman took over his car in the McLaren team, the original M19A/1, while Hulme as usual had M19C/1. The car that Redman crashed at Clermont-Ferrand has not been rebuilt, and probably never will be, as the little Colnbrook factory is busy with a full programme of racing and are concentrating on finishing off a new C-series car, rather than spend time repairing one of last year's models. The BRM team were looking a lot more organised, which pleased their faithful supporters, and had three drivers and four cars. The drivers were Beltoise, Ganley and Wisell and the cars were all P160 models, and were all using the new layout of ducted oil radiators on the sides of the monocoque, giving a cleaner air-flow to the rear aerofoil. This experiment was tried at the British Grand Prix and in addition to improved down-thrust at the rear gave lower oil temperature, so the layout was adopted on all the cars. Beltoise had his usual car P160/01, Ganley had P160/06 and Wisell had P160/05 while P160/03 was the spare car. The Tyrrell team had done a fantastic amount of work in a very short space of time for the British Grand Prix saw them with Cevert's car bent when he crashed, and then bent some more when Peterson ran into it, and the new car crashed in practice by Stewart. Although the new car 005 was repaired it was not taken to Germany, and Stewart used 003, his 1971 car, with 004 as a spare, and Cevert had his usual car 002 completely new after its Brands Hatch crashes. Matra had straightened out their new car MS120D/07 after its Brands Hatch crash and Amon was confident once more and ready to try really hard, and the old car MS120C/04 was there just in case of emergency, but he did not intend to drive it unless it was absolutely necessary. Peterson and Lauda had the two Formula Two -based March cars, as in previous races, the former with 721G/3 and the latter with 721G/4, both looking like brand-new, while Beuttler had 721G/1, the "original idea" car in this March-design offshoot. Bernard Ecclestone's team of white Brabhams were as before, with Reutemann in BT37/2, Hill in BT37/1 and Wilson Fittipaldi in last year's car BT34/1, the last car retaining the lower wishbone rear suspension layout for driver preference, the other two having the parallel-link layout first tried at Clermont-Ferrand.

Schenken, Hailwood and de Adamich represented the Surtees factory, in the usual cars, the first-named having had a bit of a repaint as one of it's sponsors had used up his agreed time of two races. The Frank Williams team are just about keeping pace mending cars as fast as Pescarolo wrecks them, and had their March 721/3 all ready again, having been completely rebuilt round a new monocoque, and Pace had the March 711/3 as usual. The brand new Politoys Special, crashed at Brands Hatch, was still in pieces back at the works. Stommelen had the blue and white Eifelland March, possibly on its last outing as such, for the owner had sold his Eifelland Caravan business and the new owner did not seem keen on motor racing. To complete this enormous field were Bell with the flat-12-cylinder Tecno, now with Tauranac-inspired front suspension, to match the new rear end it had at Brands Hatch, the front wishbones having a wider base with more fore-and-aft rigidity, and more vertical movement. To complete the official list there was



Dave Charlton with his Lotus 72D/R3, having one last go at European racing before returning home to South Africa for his national Formula One season. In the paddock there was the Connew, which appeared briefly at Brands Hatch, this small private group arriving "on spec", hoping they might join in, but the organisers refused them permission on the grounds of it being an unknown car with an inexperienced driver, the Nurburgring not being the place for such a combination to start Grand Prix racing.

There were two sessions of practice on Friday and two objectives for drivers to aim for, one was grid position and the other was to qualify for the grid. With Grand Prix cars getting wider and starting areas remaining the same width, the number of cars considered to be "safe" on the front row keeps diminishing, and this year only two were to be permitted, so that fastest practice time and second fastest were going to be all-important. In addition the field was to be limited to 25 cars, so the slowest two drivers would be out. For such a long and difficult circuit the first session of just over one hour seemed ridiculously short but even so a lot of activity was packed into it. When the BRM for Beltoise was brought to the pits it was found to have a leaking connection in one of its fuel tanks, so he promptly took the spare car, and everyone else was soon out on the circuit. The lap record for the "cleaned-up" circuit was set last year in the race by Cevert with a time of 7 min. 20.1 sec. in the Tyrrell 002, and the Frenchman showed it was no fluke by recording 7 min. 19.7 sec. in the same car quite soon in this practice. However, Stewart was in even better form and recorded 7 min. 17.2 sec. and the only other driver to get below the old record was Peterson, with 7 min. 19.5 sec., the F2-based March proving to be about right for flinging round the twists and corners of the Nurburgring, in the sideways motions that the Swede enjoys. On the very fast approach to the *Aremberg* corner a small shower of rain dampened the road surface and Walker spun off on it and broke the left rear corner of his Lotus 72 and shortly afterwards Merzario lost his Ferrari and hit the bank, a bit further on, on the descent into the *Fuchsrohre*, while Charlton had a big slide at the point where Walker crashed, but got away with it. Although the session was short most people were able to get into contact with the full circuit and set themselves a standard.

Two hours later practice began again and the two crashed cars had been returned and were back in the garage workshops, but the rebuilding was going to take some time. The time-keeping in the morning had not been beyond suspicion, some official corrections having to be made to the published results. In the afternoon it was little better, and one source of confusion was that Stewart's blue Tyrrell was number 1 and Cevert's identical car was number 7. Add to this the system whereby a driver can take the "short-loop" round the North Curve before setting off on a full lap and it can be appreciated that the time-keepers do not have an easy task. Cars can pass them starting a full lap, finishing a full lap, finishing a "short-loop" run and starting a full lap, finishing a full lap in the pit-lane or finishing a "short-loop" in the pit-lane and there is no way of knowing exactly what the driver is doing until the times recorded at each passing are analysed. The result of all this was that many people in the pits timed Stewart to be going very fast indeed, while officially it was Cevert who went very fast. However, there was no argument about the speed at which Ickx was going, the Ferrari being well set-up for the Nurburgring. He made all previous fast laps look pathetic with a time of 7 min. 10.0 sec., but towards the end of the practice it was generally agreed that Stewart was equally fast, but officially he was given 7 min. 16.4 sec., while Cevert was given 7 min. 12.2 sec. The Frenchman was going fast, without a doubt, but whether

it was that fast we shall never know, for as he aviated over the brow after Pflanzgarten, he landed badly and crashed into the barrier, escaping unhurt but Tyrrell 002 was bent around the cockpit and the suspension units broken, entailing another extensive rebuild.

The McLaren team were also hard at work, for practice had barely begun when Redman spun and hit the barriers coming out of the South Curve, just as he was about to set off on the full circuit, so M19A/1 was in for a pretty extensive rebuild. The way the racing mechanics manage to straighten everything out, working in a paddock lock-up with the equipment and spares they carry in their transporters, is nothing short of amazing. Once again the time-keepers had to have two goes at getting the results of practice sorted out correctly, and the official order was Ickx, Cevert, Fittipaldi, Stewart, Amon, Peterson, Reutemann, while Hulme and Stommelen just scraped under the old record. For a first day of practice the wreckage rate was quite absurd, with four cars needing major rebuilds, but to balance this the pace was impressive, with ten seconds being knocked off the old record, and more to come. The new rear suspension on the Ferraris was obviously working well as had been suggested by the Brands Hatch performance, and Ickx was never so happy. Regazzoni's return to racing was cut short in the afternoon by engine trouble caused by an oil leak. Fittipaldi was showing his natural driving talent by being up with the "Ringmasters" in only his second Grand Prix appearance at the difficult Nurburgring. Those drivers who had raced in the 1,000-kilometre sports car race earlier in the year had a distinct advantage for the rebuilt Nurburgring is now very much faster and a lot of different things are having to be learnt, as well as the old things being forgotten.

On Saturday there was a full two hours of practice from 1.20 p.m. to 3.20 p.m. on paper, but it all ran a bit late. Redman's McLaren was repaired, the method used to remove the dent in the monocoque making honest tool-room and jig workers wince with pain. Walker's Lotus was ready again and Merzario's Ferrari was having the finishing touches put to it. Cevert's Tyrrell was still being worked upon so he took out 004, with the number 7T on it, as Stewart was content to concentrate on 003. This time Ickx was really out to show who was "Ringmaster" and he was soon lapping in the 7 min. 10 sec. bracket, but there was more to come as the Ferrari mechanics made fine adjustments to the mixture control setting of the fuel injection. Peterson was still in fine charging form, going as fast as ever, but Lauda had to miss this last practice as there was something wrong with the fuel system on his March, which turned out to be a faulty non-return valve in the central fuel collector tank, so that air was not being expelled and fuel could not get in from the side tanks. Merzario's Ferrari was brought up from the paddock and he tried it round the "short-loop" expressing satisfaction with it, but the engineers knew they still had to line the wheels up correctly for camber and toe-in, and set about doing this in the pit road. The overall pace was really hotting up and beating Cevert's old lap record of 7 min. 20.1 sec. was for the beginners, the real aces were aiming to beat 7 min. 10 sec. Wilson Fittipaldi's practice ended abruptly on the return leg behind the pits when his engine broke, while his young brother was going steadily faster and faster, trying to use the Lotus 72 to its full potential. The rugged Argentinian Carlos Reutemann was really taking to Formula One on the Nurburgring and was making a lot of publicised heroes look a bit silly, getting his Brabham round in 7 min. 12.4 sec. and that other South American "racer", Carlos Pace, got his March round in 7 min. 16.6 sec., his Williams team-mate Pescarolo doing an exciting lap in 7 min. 14.4 sec., that many people felt was driving beyond his capabilities. Travelling fast up the leg behind the pits Hulme had a remarkable happening, for something fell off the car in front of him and Graham Hill (nobody noticed who it was and nobody claimed to have lost anything). Hill missed the object but Hulme hit it and whatever it was it shot past the cockpit and sliced the right rear tyre completely off the rim in an instant, and the McLaren skated along on three tyres and the bare rim, giving the Armco a slight clout as it came to rest, so there was more repair work for the McLaren team. Hulme had been going well and had recorded a lap in 7 min. 14.5 sec., but the way things were progressing among the aces, this was not in the running. Ickx was consistently below 7 min. 10 sec. and ended up with a shattering 7 min. 07.0 sec. a speed of 192.5 k.p.h. (approx. 119.5 m.p.h.). It was Grand Prix driving at its best and a complete justification of the "face-lift" given to the Eifel circuit, making it the sort of challenge to man and machine that is sadly lacking on the flat Autodromes. A lap at nearly 120 m.p.h. round the Nurburgring is the sort of performance that makes the most *blasé* follower of the sport reel back and exclaim "Ker-rist" or "Mon Dieu". Ickx was not alone in these last-minute heroics, for Stewart was well under 7 min. 10 sec., and right at the end of practice got one in at 7 min. 08.7 sec., a mere 1.7 sec. slower in more than seven minutes of 100% concentrated high-speed driving. These were the undisputed "Ringmasters" and Fittipaldi joined them with a lap in 7 min. 9.9 sec., a praiseworthy effort for the "newcomer" but it caused Chapman to remark "Only two seconds behind now". Anyone worth his place in Grand Prix racing should have been below the old lap record by now, apart from those like Merzario and Redman, whose progress had come to an abrupt halt, and the starting-grid times and positions on the two-by-two line up tell their own story. Bell had been finding that the front and rear suspensions on the Tecno seemed to be working well, but they did not seem to be joined together well enough, so perhaps Tauranac will have a go at the bit in between his two modifications before the Italian GP. The Pederzani flat-12-cylinder engine seemed to be going quite well, although it blew a cylinder head joint in this last practice session, necessitating the fitting of another engine. Charlton was getting nowhere in his third European outing, suffering from G-sickness, though the car was healthy enough, and Beuttler's March was plagued with bother in a new fuel system; consequently these two drivers were at the bottom of the list and were posted as non-starters. After some negotiations with the AvD "Oberfuhrer" and some help from a member of the CSI it was agreed that they could both start, but would not be paid starting money. There were no offers of forming a "kitty" by the 25 who had qualified for the large bags of gold!

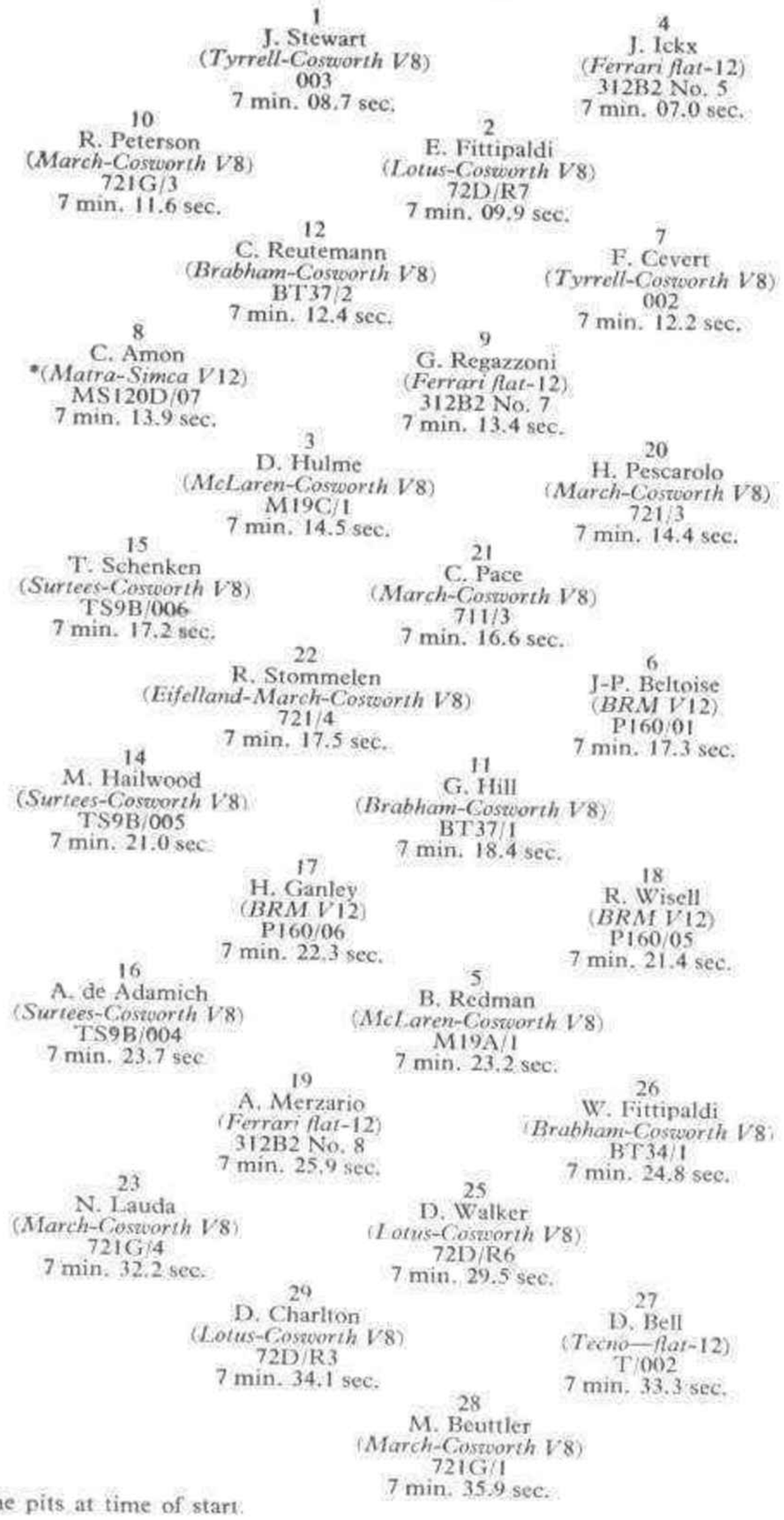
Early on Sunday morning there was a short free practice on the "pits-loop" for anyone who wanted to make last-minute adjustments, especially useful for Cevert to try his rebuilt Tyrrell and Lauda to try his unblocked fuel system. Pre-race preparation was a leisurely affair as the German Grand Prix was not due to start until 1 p.m. The distance had been changed from the 12 laps of last year to 14 laps this year, and no-one complained, it finally sinking into some thick heads that "Grand Prix" racing has been heading to being written "grand prix" racing.

In good time everyone moved up into the pit lane and the enormous crowd of nearly a quarter of a million waited expectantly for a classic German Grand Prix, and they did not wait in vain. From the pits everyone went off on a warm-up lap, but not everyone got back to the starting area, for the ignition died on the Matra V12 and poor Amon had to be towed back to the pits. With full tanks the Matra had been scraping the ground in the dips, and something had been scooped up into the flywheel housing and had damaged the static ignition-pick-up. While the French mechanics searched for the trouble and then fitted a new contact, the other 26 competitors lined up for the start, with Ickx and Stewart at the front, with Fittipaldi and Peterson behind them and Beuttler at the back. Outstanding was Reutemann's position in the third row. Conditions were perfect for racing, warm and dry and not too bright, and as the starter made the unusual manoeuvre of raising the flag on high, all 26 cars surged forward, with Peterson joining the front row on the extreme left, Fittipaldi getting between Stewart and Ickx and Regazzoni making a superb start and tucking in behind his team-mate. As they raced for the narrowing road entering the South

PRACTICE TIMES

No.	Driver	Car	Friday	Friday	Saturday
1	J. Stewart	Tyrrell 003-Cosworth V8	**7. 17.20**	7. 16.4	7. 08.7
2	E. Fittipaldi	Lotus 72D/R7-Cosworth V8	7. 21.91	7. 14.90	7. 09.90
3	D. Hulme	McLaren M19C/1-Cosworth V8	7. 31.00	7. 19.45	7. 14.50
4	J. Ickx	Ferrari 312B2 No. 5—flat 12	7. 21.99	**7. 10.00**	**7. 07.00**
5	B. Redman	McLaren M19A/1-Cosworth V8	7. 33.10	No time	7. 23.2
6	J. P. Beltoise	BRM P160/01—V12	—	7. 22.50	7. 17.30
7	F. Cevert	Tyrrell 002-Cosworth V8	7. 19.70	7. 12.20	—
8	C. Amon	Matra-Simca MS120D/07—V12	7. 22.40	7. 18.00	7. 13.90
9	G. Regazzoni	Ferrari 312B2 No. 7fl—at 12	7. 24.60	7. 46.00	7. 13.40
10	R. Peterson	March 721G/3-Cosworth V8	7. 19.50	7. 18.40	7. 11.60
11	G. Hill	Brabham BT 37/1-Cosworth V8	7. 42.90	7. 33.60	7.18.40
12	C. Reutemann	Brabham BT37/2-Cosworth V8	7. 47.90	7. 18.70	7. 12.40
14	M. Hailwood	Surtees TS9B/005-Cosworth V8	7. 28.00	7. 26.8	7. 21.00
15	T. Schenken	Surtees TS9B/006-Cosworth V8	7. 52.10	7. 28.90	7. 17.2
16	A. de Adamich	Surtees TS9B/004-Cosworth V8	7. 32.40	7. 31.30	7. 23.70
17	H. Ganley	BRM P160/06—V12	7. 30.40	7. 22.30	7. 26.10
18	R. Wisell	BRM P160/05—V12	7. 30.80	7. 21.40	7. 24.30
19	A. Merzario	Ferrari 312B2 No. 7—flat 12	7. 25.90	—	7. 30.30
20	H. Pescarolo	March 721/3-Cosworth V8	7. 31.80	7. 23.00	7. 14.40
21	C. Pace	March 711/3-Cosworth V8	7. 42.00	7. 25.60	7. 16.60
22	R. Stommelen	Eifelland-March 721/4-Cosworth V8	7. 26.00	7. 19.59	7. 17.50
23	N. Lauda	March 721G/4-Cosworth V8	7. 39.20	7. 32.20	—
24	—	—	—	—	—
25	D. Walker	Lotus 72D/R6-Cosworth V8	7. 51.40	—	7. 29.50
26	W. Fittipaldi	Brabham BT34/1-Cosworth V8	7. 31.10	7. 24.80	7. 27.10
27	D. Bell	Tecno T/002—flat 12	7. 51.30	7. 42.60	7. 33.30
28	M. Beuttler	March 721G/1-Cosworth V8	9. 11.90	7. 51.00	7. 35.90
29	D. Charlton	Lotus 72D/R3-Cosworth V8	8. 01.10	7. 59.80	7. 34.10
1T	J. Stewart	Tyrrell 004-Cosworth V8	—	—	—
2T	E. Fittipaldi	Lotus 72D/R5-Cosworth V8	7. 34.50	7. 40.60	7. 15.50
6T	J. P. Beltoise	BRM P160/03-Cosworth V8	7.36. 40	7. 48.50	7. 42.70
8T	C. Amon	Matra-Simca MS120C/04—V12	—	—	—
7T	F. Cevert	Tyrrell 004-Cosworth V8	—	—	7. 28.50

STARTING GRID



* In the pits at time of start.

Curve, Peterson, Stewart, Fittipaldi and Ickx were side-by-side and somebody had to give way. Peterson's March was bumping tyres with Stewart's Tyrrell, and the Scot lifted off early, while Fittipaldi gave best to Ickx, which let Regazzoni nip by. Peterson decided Ickx had the better line for the corner so contented himself with second position and they streamed up behind the pits and away on the opening lap in the order Ickx, Peterson, Regazzoni, Fittipaldi, Stewart, Reutemann, Pescarolo and Cevert. With a clear road ahead Ickx was away, and he was already 3 seconds ahead at the end of the opening lap, with the standing start lap time of 7 min. 29.1 sec. After all 26 cars had gone by and were out of earshot on their second lap the Matra V12 burst into life and Amon screamed off from the pits in a vain chase, already a lap and a half down. The sound of the Matra exhaust could be heard for miles as it sped after the field, on its lonely way over the *Flugfatz* and open fields towards the descent to Adenau while the rest were climbing up towards the *Karussel*. By the time they reached the observation post in the *Hohe-Acht* area Fittipaldi had found a way past Regazzoni's Ferrari, moving into third place behind Peterson who was really on form. This gave the Brazilian a lap in 7 min. 22.6 sec., but Ickx was even quicker in 7 min. 20.7 sec. and as he passed the pits he cocked his head sideways to look in the mirror to see how close his nearest rival was, but Peterson had not yet appeared in sight.

On the third lap the race took up a distinct pattern, with Ickx out on his own, his Ferrari sounding very strong, then came Peterson with the black and gold Lotus of Fittipaldi right behind the March, and a little way back Stewart had his Tyrrell pressing hard on the tail of Regazzoni's Ferrari, but unlike Fittipaldi the Scot could not find a way by the swarthy Swiss. Reutemann followed in a firm sixth place, followed by Pescarolo holding seventh place after a good start. After a fair gap came Cevert, Hailwood, Schenken, Beltoise, Stommelen, Hulme and Ganley in a tight procession, all hoping to lead it and become a rather uninspiring eighth overall. The real aces were putting on such pressure at the front that the mid-field runners were completely over-shadowed. Wisell was running on his own and Pace stopped at the pits as it felt as though the car was falling apart. It was jacked up and shaken and kicked but nothing seemed to be falling off so he went on his way. Another bunch were racing merrily among themselves for the honour of sixteenth position, and these were Merzario, Redman, Lauda, W. Fittipaldi, de Adamich and Hill, while Charlton, Beuttler and Walker were bringing up the rear ahead of a depressed Bell in the Tecno, which was not going at all well, and when they had all gone the lonely Amon screamed by, but he was not going to repeat his Clermont-Ferrand performance for the incentive was not there.

This third lap saw Ickx and Fittipaldi set a joint new lap record with a time of 7 min. 19.0 sec., but the Ferrari already had a lead of nearly ten seconds over the Lotus, and as the fuel load lightened it went faster and faster, while Fittipaldi had the problem of trying to get past Peterson, who was driving on the inspired limit to retain his second place. The fourth lap saw a number of the lesser lights fall by the wayside. Wisell stopping out on the circuit with a broken engine, Lauda stopping at the pits with oil leaking from a split tank, and Charlton became overcome by his sickness once again, while the Tecno only just completed four laps before the engine broke internally and water spewed out of one of the inlet trumpets. Ickx did his fourth lap in 7 mins 16.7 sec., which settled any more nonsense about sharing the new lap record, but during the fifth lap Fittipaldi got by Peterson, but he was never going to catch Ickx, who was now well out of sight in front of him. Stewart was still looking in vain for the way past Regazzoni, so was still in fifth place, while Reutemann and Pescarolo were comfortably sixth and seventh. Pace made a return to the pits now knowing what was wrong for the front anti-roll had broken in two, the feeling he had had earlier being the beginnings of a welded joint breaking up, and his mechanics set about fitting a new bar. Stommelen's electrics had gone on the blink and he was heading slowly back to the pits and Walker was concerned about a low oil pressure reading on his gauge. On lap 6 Ickx lowered the record to 7 min. 16.2 sec. and his immediate pursuers were unchanged, but as Reutemann started lap 7 his Brabham made sounds of jumping out of gear, or clutch slip, and it was no surprise to hear he had stopped half-way round the lap with no drive to the rear wheels. Walker came into the pits and a leak at the top of the oil tank was found, which was letting oil escape as it was pumped back from the engine, so his race was run.

The half-way point was reached without further drama and Ickx had the race in his pocket, providing the Ferrari did not let him down, and behind him Fittipaldi was getting away from Peterson who was troubled by his left-front wheel vibrating badly on right hand bends. Stewart seemed to have given up all hope of getting past Regazzoni's Ferrari and the rest were playing "follow-my-leader" though any sort of fast lap round the Nurburgring, even those of the tail-enders, calls for so much concentration and effort, that there is not much left in reserve for wheel-to-wheel battling as on an Autodrome. Ickx was not slackening the pace having got into a splendid swinging stride, and his eighth lap was another new record in 7 min. 14.7 sec. and at the end of this lap both Cevert and Schenken stopped to have a tyre changed and were soon back in the race. At the end of lap 9 Ickx was 15 seconds ahead of Fittipaldi, who no longer had Peterson following him, for while braking heavily for the hairpin before the climb up to the *Karussel* the March had locked a front brake and spun along the road, doing no damage, and continuing but letting Regazzoni and Stewart go by into third and fourth places, and further down the field Hailwood's Surtees had collapsed beside the road when the left front suspension broke, and to add to the toll Hulme's engine blew up just before the end of the lap. As Fittipaldi set off on lap 10 his mechanic was watching from behind the pits as the car took the North Curve and he noticed an ominuous smoke haze behind the car, only just perceptible to someone who knew the car so well. During the lap the blue smoke increased for all to see and by the time the Lotus appeared over the brow leading onto the start area the smoke cloud was enormous, but the Brazilian carried on past the pits. The trouble was obviously more serious than a simple oil leak for Regazzoni, Stewart and Peterson had closed up behind the Lotus. Out of the South Curve and up behind the pits there was a horrible jangling from the back of the Lotus as the gearbox burst asunder and a minor fire started but Fittipaldi stopped smartly and

leapt out, the fire being put out before it could spread. The trouble presumably started with a crack in the gearbox casing, everything breaking up as the oil leaked out. This left Ickx even safer in the lead than ever, not that Fittipaldi or anyone else was giving him any trouble, and his tenth lap was yet another record in 7 min. 13.6 sec. During this lap Pescarolo lost control and had an enormous accident on the descent down to Adenau and the March 721 was written-off once more against a guard-rail, the bearded Frenchman stopping from the wreckage unhurt. As Ickx started lap 11 the Ferrari did not sound quite so crisp for an exhaust manifold had split and on the final straight he found the engine would not pull maximum r.p.m. anymore, but with 46 seconds lead he had time in hand. The string of retirements was allowing the steady runners at the back to gain places and Beltoise was up into fifth place, followed by Ganley, Redman, Hill and the elder Fittipaldi. Merzario stopped at the pits at the end of lap 11 to point out a drastic loss of oil pressure, and was told to drive on slowly and try and finish. An observant marshal round the circuit saw that the battery mounting on the BRM of Beltoise had broken and the battery was in danger of falling off. He telephoned race control who put out the black flag for Beltoise, who instantly slowed up, but of course had to complete another full lap before he could stop at the pits. By the time he passed along behind the pits the battery was trailing along the ground held on only by its leads, and before he completed the lap it fell off completely, but the alternator kept everything working. He stopped at the pits next time round but there was nothing to do so he rejoined the race with one lap to go, down in ninth place, letting Ganley move up into fifth place.

Ickx started his last lap with no worries, for the split exhaust manifold was not causing anymore bother, but Stewart was still trying to find a way past Regazzoni. In the series of medium speed swerves before leaving the woods in the descent after the starting area plateau, at the *Hocheichen* corner, Regazzoni ran a bit wide, Stewart saw an opportunity to get by, the Swiss recovered, and there was a coming together of wheels and the Scot's Tyrrell was spun off, while the Ferrari continued on its way unmarked, leaving the Tyrrell with a broken right front corner and a driver shouting abuse and pouring out his soulful tale (slightly exaggerated) to his favourite newspaper reporter.

To say that the Ferrari victory was popular would be an understatement, while Ickx was smiling happily because any driver knows when he had done a superb job of driving, and he knew. Regazzoni was a solid second, saying in effect "Don't blame me, the World Champion ought to be able to look after himself" and Peterson was third after some heroic driving that earned him the "Joseph Siffert, Man of the Race" prize from Marlboro. The rest trailed home, those who had run steadily and consistently profiting from those who broke or collapsed by the wayside. The front-running racers had set such a cracking pace that it was surprising the also-rans stayed on the same lap, but the attrition rate can be judged by Ganley finishing in fourth place, having been fifteenth on lap 2.

It was one of the better Grand Prix races, and was more than worthy of taking its place in the annals of the history of the great German Grand Prix, held on its only right and proper home, the magnificent Nurburgring.—D. S. J.

Nurburgring Natters

Some people seemed to think it was a "non-event" because neither Fittipaldi nor Stewart scored any points for the Drivers Championship. They seemed incapable of appreciating that Ickx had won the German Grand Prix.

* * *

Graham Hill, succinct as always, summed up the mass-media delirium about "points chasing". Before the race he had one World Championship point, his sixth position won him another point. He said "Big deal, I've doubled my score".

* * *

In Britain's loudest-mouthed newspaper (the Voice of Britain) Stewart's script-writer quoted a speed of 120 m.p.h. through the *Hocheichen* corner. That I would like to see, and I'd ride in with Stewart to see how its done, if there was room in the cockpit.

* * *

To be able to write the result, "First Ferrari, Second Ferrari" without a smooth-talking PR man, whining at your elbow asking you to mention his sponsor's name was a great relief to more than one journalist.

GERMAN GRAND PRIX—Formula One—14 laps—Nurburgring—319.96 kilometres—Warm and Sunny

1st	J. Ickx (Ferrari 312B2 No. 5)	1 hr. 42 min. 12.3 sec.—187.7 k.p.h.
2nd	C. Regazzoni (Ferrari 312B2 No. 7)	1 hr. 43 min. 00.6 sec.
3rd	R. Peterson (March 721G/3)	1 hr. 43 min. 19.0 sec.
4th	H. Ganley (BRM P160/06)	1 hr. 44 min. 32.5 sec.
5th	B. Redman (McLaren M19A/1)	1 hr. 44 min. 48.0 sec.
6th	G. Hill (Brabham BT37/1)	1 hr. 45 min. 11.9 sec.
7th	W. Fittipaldi (Brabham BT34/1)	1 hr. 45 min. 12.4 sec.
8th	M. Beuttler (March 721G/1)	1 hr. 47 min. 23.0 sec.
9th	J-P. Beltoise (BRM P160/01)	1 hr. 47 min. 32.5 sec.
10th	F. Cevert (Tyrrell 002)	1 hr. 47 min. 56.0 sec.
11th	A. Merzario (Ferrari 312B2 No. 8)	1 lap behind
12th	A. de Adamich (Surtees TS9B/004)	1 lap behind
13th	T. Schenken (Surtees TS9B/006)	1 lap behind
14th	C. Amon (Matra-Simca MS120D/07)	1 lap behind
15th	C. Pace (March 711/3)	2 laps behind

Fastest Lap: J. Ickx (Ferrari 312B2 No. 5) on lap 10, in 7 min. 13.6 sec.—189.6 k.p.h. (*new record*).

Retirements: R. Wisell (BRM P160/05) on lap 4, engine; N. Lauda (March 721G/4) at pits, 4 laps, split oil tank; D. Charlton (Lotus 72D/R3) on lap 5, driver sickness; D. Bell (Tecno T/002) on lap 5, engine; R. Stommelen (Eifelland-March 721/4) on lap 5, electrics; D. Walker (Lotus 72D/R6) at pits, 6 laps, split oil tank; C. Reutemann (Brabham BT37/2) on lap 7, transmission; M. Hailwood (Surtees TS9B/005) on lap 9, front suspension; D. Hulme (McLaren M19C/1) on lap 9, engine; E. Fittipaldi (Lotus 72D/R7) on lap 11, gearbox; H. Pescarolo (March 721/3) on lap 11, accident; J. Stewart (Tyrrell 003) on lap 14, accident.

27 *starters* — 15 *finishers*.

REFLECTIONS IN THE EIFEL MOUNTAINS

THERE WAS general agreement that the right man, in the right car, on the right circuit won the German Grand Prix, agreement, that is, among the followers of the sport, but not by Messrs. Fittipaldi, Stewart, Peterson, Regazzoni, who could have won, or all the other hopefuls who would have liked to have won. The performances of Ickx, Stewart and Fittipaldi during practice really put Grand Prix driving back into its right perspective and quite a lot of good drivers, who improved on the 1971 lap record, were ten seconds or more slower than Ickx, and it was not just the speed of the Ferrari, for anyone who has driven round the Nurburgring knows that sheer speed is not the only requisite. That Stewart was less than two seconds slower than Ickx in practice indicates that the 1971 Tyrrell is far from being obsolete, (or that the cars of 1972 are not very advanced), and shows that the Scot is driving as well as ever he did, in spite of any noises that the popular press may be making about him. Fittipaldi's practice laps at under 7 min. 10 sec. speak for themselves, bearing in mind his knowledge of the Nurburgring compared to that of Ickx or Stewart, and in years to come will be a performance used in discussion to evaluate him in the overall light of Grand Prix driving.

One of the best things that happened was the lengthening of the race from 12 laps to 14 laps, and no-one complained, which was refreshing and I have a feeling that we may be on our way past the lowest point in the degradation of Grand Prix racing that has been going on in recent years. Certainly, Ickx did a magnificent job in putting the German Grand Prix up on the pedestal, where it belongs, and the pre-race excitement and interest, and the race-day attendance must have stopped any more nonsense about holding the German Grand Prix at the Hockenheim Stadium. If you put all your spectators in a football-sized arena it looks very impressive; when you spread double the number round a 14-mile circuit, you can easily be misled by the loud-talkers. While the two extra laps was a good thing, and let's hope two more are added next year, the reduction of the starting grid to two-by-two, was a strange decision to appease the "safety Gods". At one time the Nurburgring starting area could contain the cars in rows of four-three-four; then the guard-rail fence protecting the pits reduced the space and the start became three-two-three, and now, with wider cars than ever, it was down to two-by-two. How much longer before they start one-by-one, and do a Targa Florio, starting at 10 second intervals! Within seconds of the start the front row became four abreast, and the drag-race to the South Curve was one of the best I have ever seen. Had the grid been four-three-four, I doubt whether it would have been so exciting. Certain organisers maintain that the spectators enjoy the start more than anything else, which is why they insist on running two-part races, or two heats and a final. If we take this to its logical conclusion we ought to run Grand Prix events as a day of one-lap sprints. The thought of fourteen starts like the one in this year's German Grand Prix makes the mind boggle. Certain drivers would be most unenthusiastic, as they have already condemned two-part Grand Prix races on account of the start being the most dangerous part of motor racing, or so they claim. To my view the most dangerous part of Grand Prix racing is getting into a Grand Prix car anyway, let alone racing with it, and

the last two races, at Brands Hatch and the Nurburgring illustrate what I mean, for there were far too many suspension breakages, and the slightest bump against a kerb or a barrier results in instant wreckage.

Looking at some of the broken bits in the paddock it is nothing short of staggering to see the thin-gauge tubing used for wishbones, the small diameter of bolts and ball-joints, the thinness of castings and so on. Presumably they have all been stressed correctly, and when the cars are complete they look all right, but when they are broken they look very fragile. And as for lying in a bath of petrol, with tanks on each side and another behind the seat, it is almost as foolhardy as crouching down on a fast motorcycle and wrapping yourself around a five-gallon petrol tank, with an engine turning over at 7,000 r.p.m. under your belly. We must surely all be quite mad. The trouble is that the alternative is so boring. Analysing accidents after they have happened can be quite interesting, especially if the driver can be intelligent about what he did. One such was Redman's mild crash in practice, when he lost control leaving the South Curve and hit the guard-rail. He had been round the "pit-loop" to get things warm and play himself in, and was setting off on his first full lap, squirting the McLaren out of the corner, when it whipped round on him and he was in trouble. He was on Goodyear tyres, whereas he had recently done quite a bit of racing on Firestone tyres. Now both types of tyre need warming up before they develop their maximum grip, but by differing amounts, and Redman reckoned he underestimated the Goodyears, having become accustomed to the Firestone requirements. This is one of the problems of a free-lance driver, whereas someone like Stewart who is contracted exclusively to Goodyear does not have this problem. Dave Walker's crash in practice was one of those hair-raising ones where he saw it coming, but it was too late to do anything about it, except contract yourself into the cockpit and wait for the blow. He saw the wet patch of road when he was already committed to "line" and "speed", and there was nothing to do. Right at the end of his spin, just when he thought he had got away unscathed, the left-rear wheel struck the barrier. Cevert's practice accident must have happened so quickly that he hardly had time to know it was happening, for it took place over a brow where the cars now become very light on their suspension, and even air-borne, and if you land a bit wrongly you are in real trouble, from the tyre adhesion, suspension and aero-dynamic point of view. Before the Nurburgring was tidied up the cars did not become "light" at this point, but since the smoothing, widening, straightening, and the improvement of visibility the whole circuit has become much faster and you can take some corners so much faster now, that the trouble spots have moved on a bit. Undoubtedly the crash of the meeting was that of Stewart on the last lap of the race, especially if the shouting and hollering that went on afterwards was anything to go by. The cause seems to have been a simple case of "motor-racing", six of one and half-a-dozen of the other, and somebody had to come off second best. Nobody plays silly B——s with Regazzoni at the best of times, as Hulme will tell you when he raced against the rugged Swiss at Brands Hatch in 1970. Regazzoni is a "racer" and the public love him for it, which is why he was cheered all round Brands Hatch when he took the lead in the Race of Champions in 1971. This business of "play the game, chaps, it's my corner" is just too terribly British, and smacks of cricket or croquet on the vicar's lawn. People enjoyed watching Nuvolari, Caracciola, Fangio, Ascari, and so on because they were rugged racers and you admired them for it and were glad you weren't mixed up in it because you knew you weren't brave enough. The British-cult brought the milk into Grand Prix racing, with a few renegades, like Clark and Brabham, and looking at the new horizon there is a fast-approaching old-time cult coming from South America, and anyone who wants to play motor-racing to cricket or croquet rules had better watch out. Looking at Stewart's Tyrrell after the accident and looking at the place where it happened, you could see that the impact of the front wheel travelling sideways into the angled kerb had snapped the neck of the lower wishbone ball-joint like a carrot, and as the wheel folded under, the rim was smashed and a great piece was broken off the brake disc. The marks on the Armco barrier were almost negligible and looked like rear tyre marks only, for the car had almost come to rest by the time it reached them.

After all the accidents the wrecks were retrieved by extremely efficient breakdown lorries with huge cranes on them, hydraulically operated, and complete cars could be picked up bodily by one man operating a few small levers. There were four of these breakdown lorries and their operators were highly skilled, bringing the wrecks back into the paddock and dropping them wherever the mechanics wanted them. This was a great improvement over the "good old days" when mechanics had to drive round the circuit in their transporters and struggle the crashed cars up the ramps without any mechanical help.

With the Austrian GP only two weeks after the German race it was surprising that more teams did not stay on in the paddock and do their preparation, only the Tyrrell team and the Surtees team doing so, the latter building up a complete new TS9B for Schenken, having brought a sparkling new monocoque with them.—D. S. J.

TARRING AND GRITTING

LAST month's Editorial about tarring and gritting has gone home. Among the letters it produced there is one from a member of the E. Suffolk County Council (and owner of the latest Reliant Scimitar GTE) who raised the matter at a Council meeting, as did another Councillor. When it was suggested that cold asphalt would be far better than tar and chippings for road repairs, the Chairman of the Highways Committee said this would cost eight times as much. But he admitted that loose chippings could not be entirely eradicated by rolling. What is most interesting is that it was confirmed that several claims from car owners, whose cars had been covered in tar and damaged by chippings laid at Gt. Barton near Bury St. Edmunds, were being handled by the W. Suffolk C.C.'s insurers. So it seems well worth suing for broken screens and chipped paintwork.

Another letter said just what we had expected, the writer criticising us for saying that broken windscreens result even when drivers drop from 70 to 45 m.p.h. on newly-gritted surfaces, because they should be doing 25 m.p.h. We did not intend to imply that 45 is slow enough, only that if you are doing 70 and come round a bend onto a beach-like stretch of road, on which, says our correspondent, you must not brake hard, getting speed down to 45 m.p.h. in the distance available is all that can be expected—apart from those drivers who hardly slow at all. We are also taken to task for suggesting that the chippings used will cut tyres, which may not always be so; but small flints work into the tread and eventually destroy a tyre and with a licence endorsement pending for every faulty tyre on a car, asking us to roll in stones of any size just shouldn't be tolerated.

After writing the item about tarring and gritting I was smugly pleased to see a newly-laid piece of horror end exactly at the Welsh border. Since then, however, the Welsh have capitulated, for by July the A44 in Radnorshire had odd stretches of gritty beach imposed upon it, with no warning signs about taking it slowly, and I immediately encountered a Daimler Sovereign, the holiday for whose occupants had been interrupted by a broken screen—the first of many? So let us protest, and claim damages, until this antiquated method of road making is abandoned. At present there is no rhyme or reason to it, main highways being strewn with quarry stones, close to where little-used minor roads get a fine dressing of cold asphalt. And if the latter does cost more, surely it endures longer?—W. B.

SNAKE-SKIN DRIVING GLOVES

I DO not normally wear driving gloves, but occasionally a car comes along for test with an unusually slippery or sweat-promoting steering wheel, like the Alfa Romeo 2000, which makes gloves seem more desirable. This reminds me that a new kind has recently come on the market, made of very soft snake-skin (which is bad luck for reptiles) for the palms, backed with lightweight nylon mesh. They are claimed to be of the finest leather ever used for such gloves, and give very sensitive feel allied to excellent grip. Too "with-it" for me, these gloves will no doubt appeal to any fast drivers. They are made by KirGloves Hitchin Limited, Bury Mead Road, Hitchin, Herts, and are available in three sizes, for ladies and boys, are washable, and cost £2.50 per pair.—W. B.

A SUPER FOOD FLASK

THE driver who likes to achieve high average speeds on long journeys finds all his best endeavours frittered away if stops are indulged in. So it is often his or her policy to carry food and drink in the car. A thirst-quencher is especially important, of which I find Bovril an excellent non-sick-making drink. To carry fluids or hot food I find Aladdin's 32 oz. Super Food Flask a very useful piece of car equipment. It is made of strong polypropylene with one-piece jacket and handle and a unique feature is that should the glass vacuum flask break no glass can get into the contents. It sells for £1.27, p.t. paid. Lone drivers may prefer these high quality beige and red Aladdin flasks in the 16 oz. size (£1.04).—W.B.

Ten Out of Ten for Ferrari

WATKINS GLEN, NY STATE, *July 22nd.*

THE ONLY thing that the all-conquering Ferrari sports-car team has failed to do this year is to meet the Matra team on level terms, and win. Ferraris, of course, were conspicuous by their absence at Le Mans but there were high hopes that the French and Italian makes would clash in the 11th and final race of the 1972 World Championship for Makes at Watkins Glen. Expectations were built up, but the Matra team did not after all go to America, and neither did Alfa Romeo, so the way was clear for Ferrari to record its tenth win from ten starts. The only potential obstacles in their way were two Gulf-Mirages entered by Gulf Research Racing Ltd. and a lone Ecurie Bonnier Lola T280, both teams having shown speed, but not so much reliability, in recent events.

Far from resting on their laurels (after eight wins they could score no more points) Ferrari sent three 312P prototypes across the Atlantic and two of them, for Ickx/Andretti and Redman/Merzario, had modified rear suspension to reduce bump-steer characteristics. Triangulated struts locating the bottoms of the wishbones had been discarded in favour of parallel bottom links, but the third car for Peterson/Schenken retained the old system.

Weslake's V12 engine had not completed its bench testing, but Gulf entered two Cosworth DFV-powered Mirages and split the usual driver pairings, Brazilian Carlos Pace co-driving with Bell and USAC driver Tony Adamowicz joining van Lennep in the second car. The sixth really competitive prototype on the entry list was Ecurie Bonnier's Lola T280 for Wisell and Larrousse, and a supporting cast included Alain de Cadenet's Le Mans prototype shared with British saloon-car driver Martin Birrane, Tony Dean's old Porsche 908 shared with New Yorker Bob Brown, and Reinhold Jöst's rebodied Porsche 908/3 shared with Mario Casoni.

Much of the pre-race preparation concentrated on extra cooling, because even by North American standards the weather was oppressively hot and humid. Track temperatures easily exceeded 100 degrees Fahrenheit throughout the week, and during mid-week testing all the teams realised that brake cooling (particularly) was going to be critical, along with extra cooling for the water and oil radiators, and not least the drivers.

There were no established lap times for the sports-car drivers to aim for, the Watkins Glen circuit having been lengthened and improved since last year's race, but it soon became clear that the Formula One record set by Ickx last October at 1 min. 43.47 sec. was quite beyond the reach of the prototypes. Two qualifying sessions were held on Friday, the day before the race, and during the morning Bell put his Gulf-Mirage at the top of the list with 1 min. 48.76 sec., although he was not entirely happy with the brake system, and asked for the hydraulics to be bled before he went out again.

More speed was found in the Ferraris simply by raising the horizontal tail struts about three inches, well clear of the engine cover, so that they acted as wings instead of spoilers. This was found to add another 200 r.p.m. to the engine speed on the straights, and in the afternoon session Peterson claimed pole position with a time of 1 min. 47.38 sec., closely followed by the Ickx/Andretti car on 1 min. 47.86 sec., so that once again Ferraris were at the front of the two-abreast grid. The Bell/Pace Gulf-Mirage was third fastest (the Brazilian only hundredths of a second slower than Bell) from Redman/Merzario, Wisell/Larrousse and van Lennep/Adamowicz.

The Watkins Glen circuit is more sinuous and undulating than ever now that the new section has been added, and as the heat built up again on race day it was clear that any car lacking in brakes, acceleration or good handling was going to be handicapped out of the results. Two Ferrari drivers, Peterson and Andretti, went ahead from the rolling start to make the pace with Bell tucked in their slipstream, Redman hanging back slightly to run a steady race, followed by Wisell and van Lennep. After threatening the red cars for five laps Bell was delayed on an uphill section by a Chevrolet Corvette, and with another five laps run he began to drop back visibly as his engine overheated badly. A pit stop after 30 minutes to ask whether he should conserve his DFV or retire dropped Bell down one place, behind Redman, and the Ferrari team was looking extremely confident as usual.

Wisell had already retired, rather forcibly when a Corvette rammed his Lola in the back after six laps, de Cadenet's car had retired with serious misfiring problems and a slipping clutch, Scooter Patrick's Alfa Romeo T33 had retired with a broken engine, so there was little in the way of opposition for Enzo Ferrari's prototypes. Andretti, however, ceased to worry Peterson when his engine began overheating in the slipstream, and this aggravated the fuel metering unit to give trouble so that the engine would not run cleanly below 8,000 r.p.m. And when, a few minutes before the end of the first hour, Andretti stopped at the pits with a punctured tyre he and Ickx dropped to fifth place, more than a lap behind Peterson/Schenken.

Schenken was able to take over from Peterson without losing the lead, although Redman continued another six laps before handing his car over to Merzario, but Bell lost third place (on the same lap) when a bleed nipple on a front brake caliper unscrewed itself. Pace took the car over two and a half laps behind the Ferraris, and van Lennep's Gulf-Mirage didn't seem to be fully competitive either as the brakes were overheating. Soon another brake nipple unscrewed itself on Pace's car and, unscathed after a spectacular spin at the end of the main straight, the Mirage reappeared at the pits to drop right out of contention, five laps behind.

For the next four hours the Ferrari team was able to put on a convincing show of force, though the display was spoiled when Redman's engine blew up with little more than an hour to run, moving Bell/Pace up to third place (they were running steadily, handicapped only by a shortage of braking power). Jöst/Casoni were far back in fourth place with their 908/3, followed by Dean/Brown, but these positions were to change in the final half-hour when the German-entered car refused to restart after a pit stop. Van Lennep/Adamowicz retired in the last hour when the gearbox tired of coping with braking strains, moving the GT category winning Ferrari GTB into sixth place (the majority of equally matched Corvettes and Ferrari Daytonas eliminated themselves gradually with brake or engine maladies).

The highlight of the whole race was the final hour, with Andretti and Ickx driving forcefully to catch up the leading Ferrari. Teammates they may have been, but victory was the important thing. Schenken helped the cause by spinning before giving his car back to Peterson, and the Swedish driver was now handicapped by poor brake pressure. Relentlessly Ickx caught up, setting a new Group 5 record on the way, then only 10 minutes before the end the Belgian went ahead, and the dispirited Peterson slowed right down to finish second.

M.L.C.

Results :

WATKINS GLEN 6 HOURS—Group 5 and Group 4—5.75 km circuit—Hot and humid

***1st** : J. Ickx/M. Andretti (Ferrari 312P—3-litre flat 12)	Entrant: Ferrari SEFAC, Italy	195 laps—176.21 k.p.h.
2nd: R. Peterson/T. Schenken (Ferrari 312P—3-litre flat 12)	Entrant: Ferrari SEFAC, Italy	195 laps
3rd: D. Bell/C. Pace (Gulf-Mirage M6—3-litre DFV V8)	Entrant: Gulf Research Racing Ltd, England	14 laps behind
4th : A. Dean/B. Brown (Porsche 908—3-litre flat 8)	Entrant: A. G. Dean, England	24 laps behind
5th : R. Jöst/M. Casoni (Porsche 908/3)—3-litre flat 8)	Entrant: R. Jöst, Germany	29 laps behind
***6th** : J-P. Jarier/G. Young (Ferrari GTB4—4.4-litre V12)	Entrant: North American Racing Team	39 laps behind
7th : M. Keyser/B. Beasley (Porsche 911S—2.5-litre flat 6)	Entrant: Toad Hall Racing, USA	40 laps behind
8th : D. Helmick/J. O'Stean (Porsche 911S—2.5-litre flat 6)	Entrant: Ecurie Escargot, USA	42 laps behind
***9th** : D. Shierson/W. Barber (Chevron B19—1.8-litre FVC 4-cyl)	Entrant: Marathon Racing, USA	51 laps behind
10th : F. Kepler/J. Orr (Chevrolet Corvette—7.0-litre V8)	Entrant: Velvetouch GT, USA	53 laps behind
11th : C. Reynolds/T. de Lorenzo (Ferrari GTB4—4.4 litre V12)	Entrant: Baker Motor Co., USA	60 laps behind
12th : R. Baechle/D. Laughlin (Chevrolet Corvette—7.0-litre V8)	Entrant: C. Weaver, USA	81 laps behind

Fastest Lap: J. Ickx (Ferrari 312P), in 1 min. 47.2 sec.—182.49 k.p.h.

***Class winners:** **Group 5—3-litre:** J. Ickx/M. Andretti (Ferrari 312P)
Group 5—2-litre: D. Shierson/W. Barber (Chevron B19)
Group 4—(GT) : J-P. Jarier/G. Young (Ferrari GTB)

Retirements: R. Wisell/G. Larrousse (Lola T280-DFV) accident, 5 laps; A. de Cadenet/M. Birrane (De Cadenet DFV), misfire, 7 laps; S. Patrick/M. Minter (Alfa Romeo T33), engine, 12 laps; R. McCaig/M. McCaig (Lola T212-FVC), fuel pump, 13 laps; J. Locke/R. Bailey (Porsche 911S), oil leak, 20 laps; J. Greenwood/R. Smothers/J. Cordts (Chevrolet Corvette), engine, 20 laps; J. Crean/D. Jordan (Chevron B21-FVC) suspension, 39 laps; J. Buffum/F. van Beuren (Chevron B21), tyre, 66 laps; E. Abate/R. Soltau (Porsche 910), engine, 72 laps; M. Wiernicki/A. Alden/N. Wiernicki (Chevrolet Corvette), disqualified push start, 74 laps; P. Gregg/H. Haywood (Porsche 911S), accident, 91 laps; D. Heinz/R. Johnson/R. McClure (Chevrolet Corvette), throttle, 102 laps; S. Posey/D. Hobbs (Ferrari GTB), engine, 156 laps; C. Kemp/W. Pickett (Chevrolet Corvette), engine, 120 laps; B. Redman/A. Merzario (Ferrari 312P), engine, 120 laps; G. van Lennep/A. Adamowicz (Gulf-Mirage DFV), gearbox, 141 laps.

29 starters — 12 finishers

EXTENDED TUNING TEST:

The SPA 24 Hours in a Group 1 BMW CS!

IF YOU READ D.S.J.'s reports over a period of time, there comes a point when it seems you have to go and experience what he describes in his Continental travels, or be for ever damned for missing classic events that may never be held again. Strictly speaking my interests are confined to the addition of sparkle to what, for the main part, are ordinary family saloons. Occasionally there's a golden opportunity to combine business and pleasure, and late in July just such a chance came my way: the BMW Concessionaires in Great Britain were backing a trip to Belgium for the Spa 24-hour saloon-car race, entering a pair of 2002 Tiis (under MLG and Cronks of Chipstead colours), plus a 3.0 CS coupé. Since I was quite well acquainted with BMW racing saloons (see the July issue) they asked me along for a co-drive with 2-litre sports-car specialist Peter Hanson, who'd just woken everyone up by breaking Chris Craft's 3-litre lap record at Vila Real, using a 1.8 FVC-powered Chevron.

Before we left the legendary white cliffs of Dover, there were snags to overcome. The most pressing was the knowledge that only one car had been accepted on the main entry list, a Tii for Tony Lanfranchi and John Bloomfield. Our CS was fifth reserve in the over-2,000-c.c. division—all the classes as normal for the European Touring Car Championship, of which this was the sixth round. That means that the Group 1 machines had to take their chance against the more powerful, but often rather more delicate, Group 2 saloons, though there were separate monetary awards. The remaining Tii, for Roger Bell and Tony Dron, was also listed as a reserve, but in the 1,301-2,000-c.c. class.

However, our worries over travelling to Belgium, possibly for nothing, were little compared to the preparation schedule that Mathwall Engineering on Silver Mere Farm Estate, Byfleet Road, Cobham, Surrey, were facing. The Tii that Bell and Dron were to drive had been contacted vigorously in the rear passenger panel by a savage Ford Capri; Mathwall do operate a crash repair business as well as their engine and complete competition car side, so that headache and the changes needed for Spa were tackled over a period of a month or so. The other cars couldn't be so easily catered for as they were occupied in British Group 1 events, the smaller one conducted by Bloomfield and the larger by Bell or BMW (GB) Competitions Manager, John Markey.

What changes are needed anyway if the cars are already competing in British Group 1? First, there are the obvious requirements of a 24-hour race in the forms of extra lighting to see with, and smaller identification lights for the timekeepers and pit crew; part of the



ROUNDING La SOURCE, the "test" BMW on a tight line.



We shared a garage with spectacular Swiss Mazdas!

latter "spotter's aid" was the application of different Dayglow hues for the radiator grilles of the three machines. Next modification was the installation of simple quick-lift jacking extensions in steel, coupled up to equally effective tubular steel jacks, all with long arms for maximum leverage with minimum effort. The specification changes were quite radical too in that the standard seating and steering wheel have to be retained—the driver's perch and wheel may be changed in the UK. The regulations intimated that a rather higher ride height was needed than that required in the UK.

In fact the CS was, like the other British BMWs, completely stripped to its component engine, transmission, braking and suspension parts, the rebuild commencing after all the appropriate stress-bearing items had been thoroughly crack tested to aviation standards. Naturally all new disc pads (the CS uses ventilated units all round) and other routine service items, were changed for fresh parts. The straight-six-cylinder power unit had been through the blueprinting process, gaining the best part of 16 b.h.p., *i.e.*, 198 b.h.p. at 6,000 r.p.m. in total, as compared to the 182 horsepower Mathwall discovered when testing the unit straight out of the CS, after it had completed only 600 road miles.

The power unit labour takes up the best part of a week, during which time the reciprocating components will be balanced, taking great care not to go below the stipulated individual weights of each item, the combustion chambers matched in volume, for a compression ratio of 9.0 to 1. Cylinder head port tolerances are generous on the homologation sheet from Munich, which allows Mathwall to improve the breathing somewhat.

The four-speed transmission was exactly as used in Britain, but the final drive for Spa was the optional 3.4 to 1, coupled into the recently (July 1st) homologated ZF limited-slip differential.

The end result of all these labours was lubricated by Castrol, sparked by Champion, further illuminated by Hella (a pair of "pin" beam spots for range, standard halogen lamps filling in the gaps), fuelled by Seca—which is a Continental associate of Burmah Castrol—retarded by Ferodo DS11 pads, whilst both wipers and the very efficient screen cleaner were supplied by Trico Folberth, who do take the trouble to send a pair of knowledgeable representatives for troubleshooting in an area notorious for heavy, sudden, rainfall and a fine collection of windscreen-smearing bugs.

Firestone supplied the tyres for the CS, which weighs over 27 cwt. in racing form with mandatory Group 1 roll-over bar. In fact Mathwall took the trouble to fit extra screen pillar crash bars and cockpit-operated fire extinguisher system, to complete the touring specification. The optional 6J alloy wheels carried 9.50–14 Firestones for dry use and the same tyre, but in 8.10 section with handcut channels, for damp track use.

Also included in the Mathwall schedules, apart from laying in all the spare parts they could get their hands on, were the construction of illuminated pit boards, using fluorescent light powered by 12-volt Ever Ready lightweight batteries. Incidentally, no less than 700 gallons of fuel were ordered for the three cars, but since one car did not run it was not all needed.

In the event, Mathwall partners Stuart Mathieson and Peter Wallace elected to work on the CS themselves, in company with (at different times, you're only allowed three mechanics and a refueller) Andrew Mellentin, Stuart Bennett, and Peter Martinez; pit signals were shared between Tom Daws and Keith Polkey. Only Martinez and



JOHN FITZPATRICK—in the Schnitzer CS (No. 11) flashed away from the start, pursued by the Cologne Capris of Dieter, Glemser and Hans Stuck, the yellow Cologne Capri of Gerry Birrell and Kelleners in the Alpina CS. Meanwhile "our" British BMW started from reserve position at the back of the 65-car grid.

Polkey were drawn on from outside Mathwall's own labour, both gentlemen working for Cronks of Chipstead, Surrey.

In all there were to be 27 people travelling in association with the BMW concessionaires, so Markey had plenty of managing on his plate. At Dover we were all loaded onto Townsend Thoreson's *Free Enterprise*, without Markey, who was to chase over the next day with a missing carnet. "Our" flotilla consisted of a transit full of parts, a Transit with a Tii and parts, plus a poor Bedford van with a Tii on its back and the racing CS on a trailer! In addition there was, next day, Markey's big BMW saloon with a caravan, the *Motor* journalists' borrowed Bedford-based Motorhome, John Bloomfield's roadgoing Tii—which was to be cannabilised ruthlessly—and the writer's Capri hybrid. Although the Channel was rough, the boat arrived at Zeebrugge on time in the early hours of the misty morning and we set off behind Bloomfield, still rather perturbed at having suffered a broken mirror *en voyage*.

The Capri, fitted with stiff RS 2600 suspension, Avon crossplies and laden with four adults, provided a very bumpy ride over Belgian *pave* whilst the Tii in front barely moved its occupants at all at a steady 70-80 m.p.h. Once we were on the main Ostend-Brussels dual-carriageway things got better, and it was not much more than three hours later that we drifted into Spa for breakfast.

By midday the BMW flotilla were also in town, so we crept out to the Mazda agency near La Source hairpin that was to serve as a base for the cars. In the mid-afternoon sun we had a little impromptu practice on the open roads, all aimed at seeing which way the bends went. In fact the Capri's Avons coped well with the extraordinary demands placed on them, for even with such conditions, the really fast corners can be covered at 110 m.p.h. plus without strain. At this stage the thought of driving round the circuit without oncoming traffic seemed attractive. By the time the first 4-hour practice session started on the Thursday night at seven o'clock, prior to the weekend race, we had acquired a sheepskin cover for the standard plastic seat, rather necessary in the humid heat.

It was agreed that all three nominated drivers of the CS, John Markey was the third, would do four flying laps to qualify, prior to Hanson then setting out for the quick lap that could lift us off the reserve list and into the entry, a quirk of the Spa regulations that helps quicker late entries get into the race over the heads of those who put their paperwork in earlier but are not so rapid. At this stage it took Hanson 5 min. 5.8 sec. to cover the 8.7-mile circuit, whilst Markey and the writer recorded 5 min. 10 sec. apiece, so by the time we had all finished Hanson had to go out in the twilight, quickly knocking off over 2 sec. from his previous best in a couple of laps. At first it looked as though this was not good enough, for the blue and white Munich registered CS of previous Spa 24-hour winner "Pedro"/and Nicolas Koob was nearly 10 sec. *under* the 5 min. barrier, together with the Trans-Europ Opel Commodore GSE of Danial Wauters/Robert Coemans.

However the organisers seemed convinced that we had done enough to qualify as first reserves, just ahead of the unfortunate Bell/Dron machine, and in the event this was enough to get us onto the very back of the grid, the second practice session being rather wet. However, in that latter session the CS from Britain started to show its potential with a time very little slower than "Pedro"/Koob. Part of the improvement came from revitalised brakes—the system goes soggy straight after new pads are installed—and lots more from the suspension, which was quickly adapted to local conditions, *i.e.*, we found out that it doesn't have to stand on stilts for European Group 1 either! As in the event itself, the team of four Group 1 Autodelta Alfa Romeo 2000 GTVs proved very rapid and were far superior in straight-line speed to the British BMWs, a complete reversal of the situation in this country, though a quick look at the Alfa engines was enough to reveal that Italian homologation papers must list items not available in Britain!

Continued on page 1029

The last of the open two-seaters?

We drive the new Jensen-Healey



THE JENSEN-HEALEY'S three-quarter rear view is perhaps the most attractive angle. Note the neat alloy wheels.

WHAT IS the fate of the open two-seater sports car? British Leyland, purveyors of such machines to countless Sprite, Spitfire and MG-B owners, seem little interested in introducing any new models, the latest American regulations regarding roll-over strength, which will come into effect well before the end of the decade, give little hope, while GT manufacturers, such as Reliant, are going from strength to strength. But a little light in all this darkness for sports-car fans has been the promise of the Jensen-Healey. Everyone has known about the Jensen-Healey, it seems, for years. Certainly the idea started in 1968 and, since then, sports-car enthusiasts have just waited and waited. In April the car was officially announced, together with the fact that it would be powered by an exciting new all-aluminium, delightfully pollution-free, 16-valve Lotus engine. Things were looking up and we kept waiting.

This month the waiting is over. The few engine problems that bugged recent months are seemingly solved, cars are in the dealers' windows, the factory in West Bromwich is turning them out at 40 a month from now on, rising to 200 in six months' time, and MOTOR SPORT has just completed an extensive test.

Immediately let us say that the Jensen-Healey was worth the wait and, as far as we are concerned, shows every sign of being a sales success at £1,820. This is not to say that it is the most marvellous car in the world. For a start our example, thoughtfully provided in MOTOR SPORT green, leaked like a sieve in those heavy July rains, the engine was noisy, the styling less than startling, and the road-holding is not quite in the Lotus Elan category. And, for that matter, the whole plot ground to a halt in the middle of Hyde Park Corner in the morning rush hour. A black mark for SU who should be able to make more reliable fuel pumps by now.

That said, we would emphasise that we thoroughly enjoyed the car, which, let us not mince words, makes the MG-B as dead as the proverbial dodo. It is hardly surprising that Lord Stokes is not encouraging his dealerships—who used to sell Austin-Healeys—to add the cars to their stocks.

The Jensen-Healey is an extremely comfortable and untiring car to drive, despite that engine noise, the steering is an outstanding feature and the ride is first class. And what comparison is there between that old long-in-the-tooth Leyland "B" series motor and this latest Lotus unit? We definitely approve of the end result of Colin Chapman's new £½-million engine plant at Hethel, even if the 907 engine does not give us quite the kick in the back, at low revs, that we had expected. In fact, the real power is somewhat hidden, before 3,000 r.p.m. is reached, but then it keeps on going.

The Background

The first thoughts of the Jensen-Healey started germinating in the mind of Donald Healey back in late 1968 when BMC ended the Austin-Healey 3000 run. The Healey Motor Company's contract with BMC was also nearing its end and the giant had indicated they would not be renewing. The Healey 3000 bodies had been built by Jensen so it was not surprising that, as far back as 1968, a liaison between Warwick and West Bromwich was suggested. Healey's ideas had already won the approval of his long-time supporter Kjell Qvale, the San Francisco-based distributor for a goodly proportion of all sports cars sold in the States. Kjell (you say it "Shell") was convinced that a new design of open two-seater from Healey would be a big success and became even more deeply involved when Healey bought a share in Jensen. Subsequently, American company doctor, Carl Duerr, left the still rocky Midland firm and Qvale, and his associates, acquired what became an 89% holding. Since then things have looked up and, apart from the new project, the big Jensens are selling at a best ever rate of 25 per week.

Meanwhile, the Healey Motor Company handed over the prototype to Jensen for their team of engineers, headed by Kevin Beattie, to productionise and otherwise sort out. The plan was to use a large proportion of Vauxhall parts, including the overhead-cam 2-litre VX 4/90 engine. Problems followed, however, for while the cost of the engine rose, the power output, even in 2.3 form, fell as a result of de-toxing and preparation for lead-free fuels. As things have turned out the Lotus engine is far better in these respects than the Vauxhall unit! The next we heard was that a BMW engine was to be used but that deal turned sour and, apparently, there was even talk of a Ford motor. There seemed to be little choice left and then, just at the right time, along came the new Lotus motor officially announced at last year's Motor Show. Matters were simplified because Lotus had used Vauxhall blocks in the early experimental days and the subsequent Lotus blocks were of a similar slant-four conception.

Possibly the Lotus engine was Hobson's choice and the units have taken longer than anticipated to go into full-scale production but, undoubtedly, they have made the Jensen-Healey a much more exciting proposition than it would otherwise have been.

The Specification

While the Vauxhall engine was left behind, other Vauxhall bits have been retained. Obviously with its American connections and predicted high export rate, the Jensen-Healey had to be acceptable for the latest crippling US laws, particularly those regarding crash testing. The obvious way to go was to produce something well mannered and straightforward. Thus a rear-engined car was ruled out (lack of available gearboxes and other considerations) and a conventional specification, using Vauxhall suspension and other parts, proved to be the answer.

The chassis is a conventional structure, fabricated from steel pressings, with stiffness provided by the transmission tunnel and boxed door sills.



A NEW OPEN two-seater—the Jensen-Healey. The headlamp surrounds are glass-fibre but the rest of the body is steel.

Interesting though is the fact that the wing panels, front and rear, are bolted on, an idea which appeals to insurance companies apart from anyone else. This whole unit was designed to accommodate the GM suspension and running gear. At the front a complete Luton-built cross-member and sub-assembly, including the double wishbones, hubs and disc brakes, bolts into place. At the rear, there are further Vauxhall Victor parts including the live axle located by its four-link and coil-spring system and the drum brakes which go with it. But the Jensen engineers use their own springs, naturally the rates had to be different, and shock-absorbers, as well as keeping the whole lot off the ground on some very attractive 13-in. light alloy road wheels. Vauxhall rack-and-pinion steering is also used. The gearbox comes from a different source altogether, for the Sunbeam Rapier H120 unit, complete with the original Chrysler ratios, is used although it is modified in some ways.

The final styling was the work of an an independent styling engineer by the name of Bill Towns who has produced a body of clean lines but, one feels, lacks any particular flair. At the back it undoubtedly has an uncanny similarity to the latest Triumph Spitfire, so much so in fact that in the street the Jensen-Healey hardly turns anything but the trained eye. The bonnet, complete with a mini-bulge, is an extremely large sheet of metal although easily rigid enough, while the front of the car, including the headlamp surrounds, is of glass-fibre. Again in deference to US regs the bumpers are hung on extremely securely. With petrol and oil aboard the car weighs close on a ton, so one can gather that it is a fairly substantial piece of motor car and, in real life, quite a lot larger than the photographs would indicate.

In the Factory

We were invited to collect the road-test car from the factory, which was an excellent idea for it gave Jensen the chance to prove to us that, although they were in the middle of the annual holidays, production was just about to swing into action, and gave us the opportunity to talk to Kevin Beattie, marketing director Dick Graves, and others involved in this project which is so important to them. It should be explained that, while Donald Healey and his son Geoffrey are members of the Board, they do not play a part in the day-to-day running of the business but they will be responsible for a competition programme for the car and possibly even competition versions. This is good news indeed and, though the actual details have yet to be finalised, the car would seem a natural for the forthcoming Standard Sports Car category as well as for endurance racing in the GT class.

The factory visit was revealing for a number of reasons. First you can discount all those stories about cars waiting around for engines. In fact, it is now the other way around. There were plenty of engines, some to US specification, complete with Stromberg rather than Dell'orto carburetters, waiting to be fitted to cars, production of which was not in full flow because of the holidays but was obviously proceeding apace before everyone downed tools and rushed off to Majorca, Blackpool or wherever.

It was also interesting to note that the cars receive a good deal of protection against the weather. Before painting, the bodies are first immersed in an anti-corrosive dip and then undersealed comprehensively. The paint job is at present by hand spraying although a new immersion bath will be installed in the near future. Qvale has financed considerable new plant to cater for 200+ a week production and the labour force is being increased.

From the sales point of view it was interesting to learn that production is to be split fairly equally between US and Canadian markets and other territories. In Britain a chain of new distributors has been set up to complement the existing Jensen outlets, and dealers are also being selected on the Continent. Switzerland is seen as a good market, as is Germany, Holland and Belgium, but Sweden proves difficult with its own rather pedantic safety regs. New Zealand, and, strangely, Hong Kong, are also expected to take a number of vehicles, but countries with local content programmes like South Africa and Argentina will not be seeing the car. But the sales force does see the car very much as an export commodity other than simply a dollar earner.

While the Jensen-Healey is possibly the last mass-production open sports car to be introduced we did make tentative enquiries about a GT version which obviously would not provide much of a problem to build. The answer was that Jensen will build such a car in the future but, at the moment, are contenting the people who don't want a soft top with a clip-on hard top which will follow in a few months' time.

On the Road

All the foregoing is fine but to use a very hackneyed expression, the proof of the pudding is in the driving or something! This was not to prove a disappointment. For a start, first impressions upon sitting in the car were favourable. Immediately the seats, which have built-in head-rests, felt comfortable, although it took a little while to sort out a suitable driving position, but both seats have a widely adjustable rake. The steering wheel is a distinctly odd device, completely covered in leather, including the two spokes, and with sculptured hand holds. Instrumentation is full and easily readable, the rev.-counter being red-lined at 7,000 r.p.m. An interesting little feature is a row of three small panels which light up to inform you first that the ignition is on, then the handbrake and, when you release that, the third panel will light up to inform you that the safety-belts are not done up. The facia also includes two eye-ball fresh air vents, the driver's one to the left of the instruments and almost central, and the passenger's one to the far left. The test car was fitted with an AM/FM radio and for some peculiar reason the windscreen wipers interfered badly with Radio London and other FM channels but not with AM stations. The central handbrake and the gear-lever are incorporated in a central console which also incorporates a rather small ashtray and a depression for odds and ends. In fact some padding on the console so that one could rest the left elbow more comfortably on long Motorway trips would be welcome. There is also a generous glove box which, for some reason, was not only badly fitting but also badly finished. Above the radio were the heater and demisting controls. Our summer test did not give an opportunity to try the heater but the de-mist worked efficiently enough. The facia also has a range of square knobs ranging from choke to hazard warning lights.

The GM collapsible steering column has two stalks; the right one to control indicators and lights and the left one to look after the windscreen wipers. In the up position it offers two speeds, while the down position will give just one sweep or continuous sweeping for as long as one likes to hold it there. The stalk also caters for washing from the electric pump. All the controls are snag-free and easy to operate, the gear-lever comes perfectly to hand, and the parking brake is well placed. There is an interior light in the passenger side door and the doors themselves have worthwhile pulls. The window winders on the test car, which was the tenth off the line, were extremely stiff and difficult to operate. This is a problem which will be easily overcome but the final inch was always the most difficult, but important, as a guard against the ingress of water.

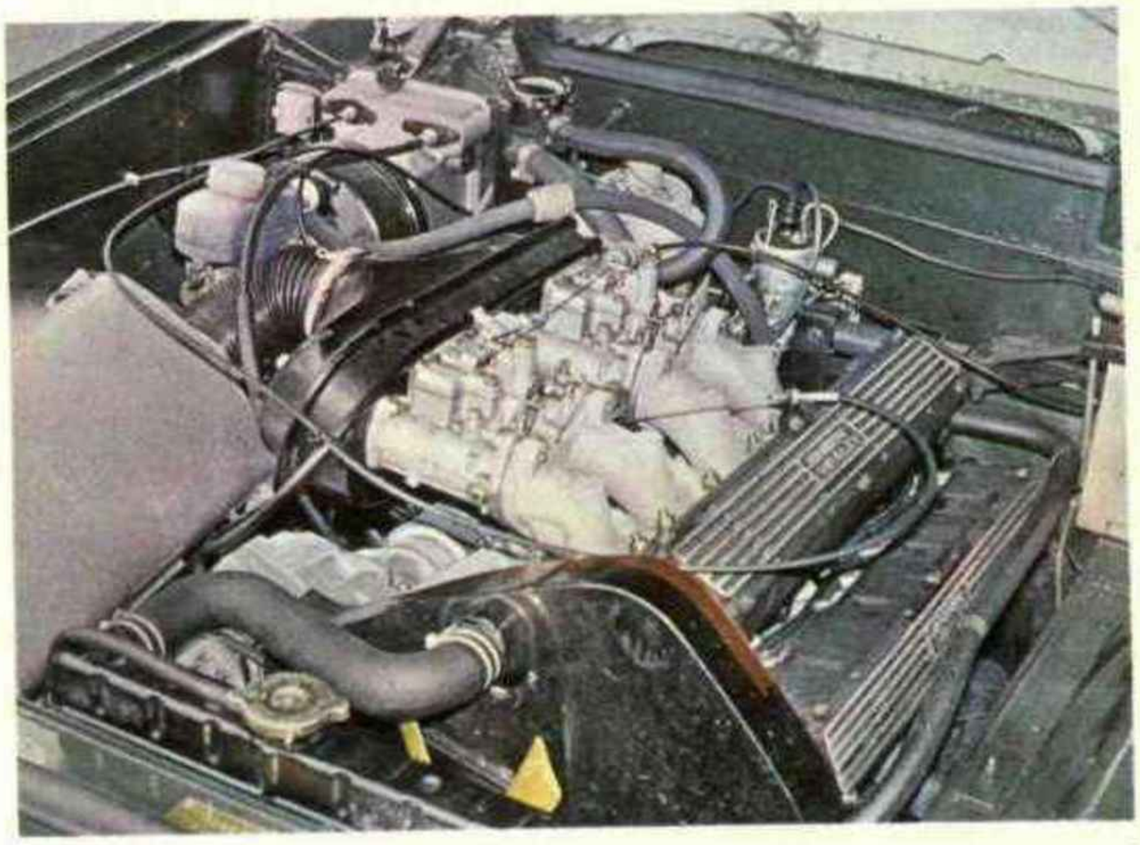
The Jensen-Healey has no pretensions to being anything but a two-seater but there is quite a lot of space behind driver and passenger and a third person could be carried in discomfort down to the pub, but little else if the hood was erected. Talking of the hood, this uses Velcro extensively to attach it when raised and the whole lot can be lowered easily enough. When raised it did rattle a good deal and we were unable to stop this. A hood cover is standard equipment but the tonneau, which also came with our car, is extra.

The interior is finished in black throughout. The boot is also carpeted but offers much less space when opened than one would imagine beforehand. Part of this is because underneath is the spare wheel on a cross bracket which can be lowered. The steeply raked, laminated windscreen has two decent-sized anti-sun vizors, not always provided in open sports cars. The interior is undoubtedly a success.

Once one has sat in the car the next thought is to open the bonnet and look at the new Lotus engine. Well, with our test car, this was easier said than done because the bonnet release, operated from inside the car, was inoperative. However, some crafty fiddling soon overcame this, revealing the impressive Type 907 Lotus unit. The engine has already been described in an earlier MOTOR SPORT article so, suffice to say that this 1,973-c.c., 95.28 by 69.24-mm. power unit has some interesting features. At the top end there are four valves per cylinder, the twin camshafts being belt driven. Much of the cleanliness of the engine must be attributed to Ron Burr's head design with shallow pent-roof combustion spaces with central spark plug and an inclined valve angle of 38°. The compression ratio, with the dished piston crowns, is 8.4 to 1.

At the bottom end the crankshaft is an SG iron casting supported by five main bearings which, instead of running in simple bearing caps

Continued on page 1029



THE LOTUS 907 engine with the Jensen-Healey cam covers and Dell'orto carburetters in evidence.

Oil fatigue.
It hits you where you least expect it.



Your wallet.

The process begins when you have an oil change. After just a few hundred miles, even high performance oils start to deteriorate, lose "body", and become thin.

The thinner oil gets, the more you use. And the more you use, the thinner your wallet gets.

Use 15% less oil.

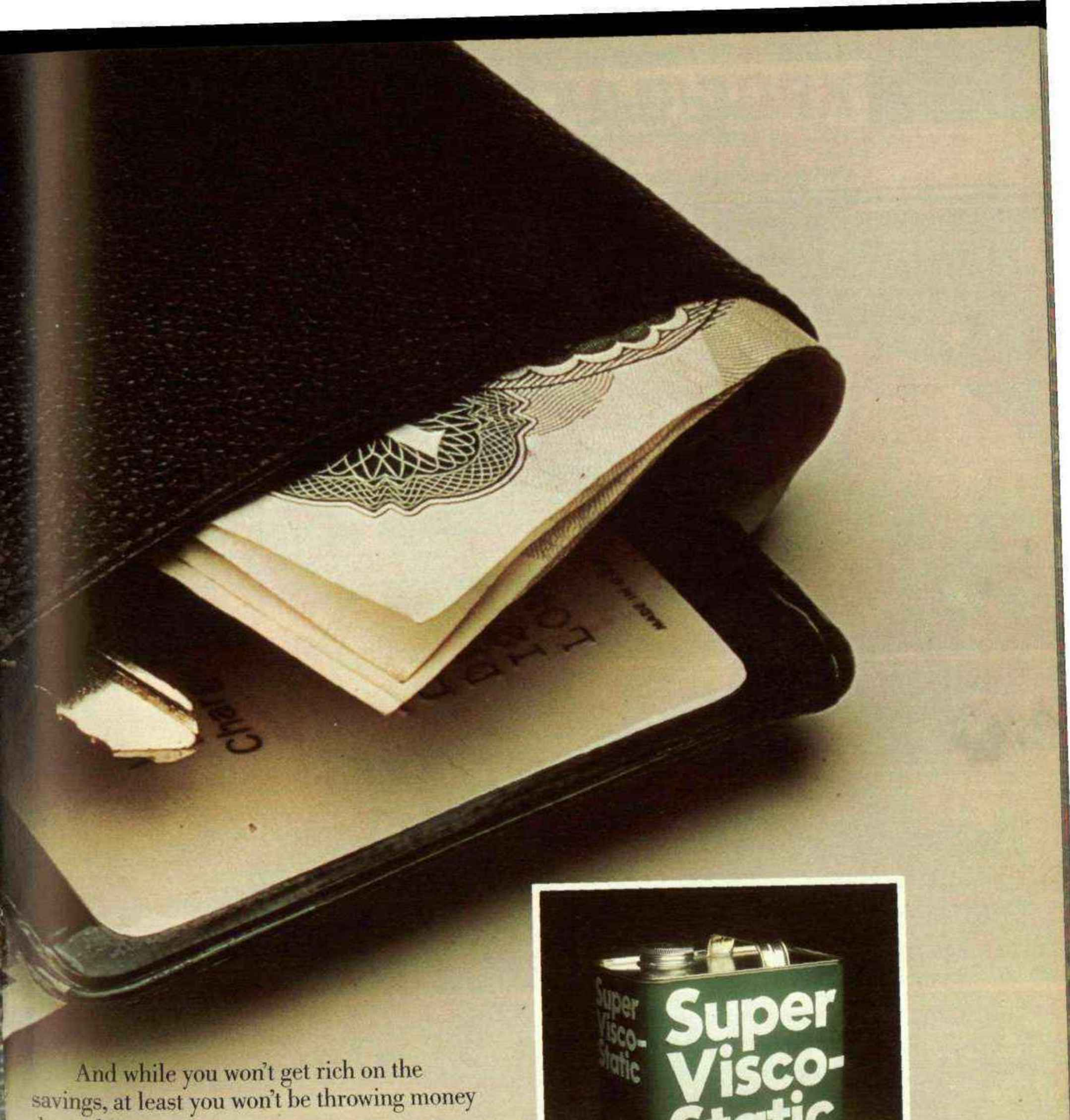
The experts call this thinning process "oil fatigue". And for the last 18 months, research teams have been looking for ways to beat it.

Now, with Super Visco-Static, BP has developed an oil that stays full-bodied and in grade for the entire period between recommended oil changes.

(A minor miracle that was achieved by using new base oils, different additives and a tougher viscosity index improver. This combination actually makes Super Visco-Static more resilient than ordinary oils.)

As you can imagine, when oil keeps its body, you don't need to keep topping up.

In fact, tests with Super Visco-Static have shown cuts in oil consumption of as much as 15%. You may get even better results.



And while you won't get rich on the savings, at least you won't be throwing money down the sump.

Because with this oil in your engine, you'll get all the strength of a new oil. And all the economy of a new oil.

Not just for a few hundred miles. But for the whole period between oil changes.

New Super Visco-Static.
It beats oil fatigue.

VSCC

SILVERSTONE

THE JULY VSCC SILVERSTONE MEETING saw Corner's Maserati 250F (top) challenged only by Wilks' Lotus 16 in the Hawthorn Trophy Race but after the Lotus had lost its gears Corner went on to a runaway victory, at 86.16 m.p.h., although both these drivers made fastest lap, at 89.06 m.p.h. In the middle picture Llewellyn's 1926 3-litre Bentley with a 1930 six-cylinder Bentley engine enlarged to 8.3-litres is seen winning the Boulogne Trophy Race, with Morley's Pacey-Hassan in pursuit as Moffatt in Wall's single-seater Bugatti follows Llewellyn into a corner. The big Bentley averaged 74.52 m.p.h. and put in a lap of the Club circuit at 75.57 m.p.h. The other cars in the picture were unplaced, both developing trouble. The bottom picture shows Fielding's 6C Maserati ahead of Kergon in Bill Morris' ERA, with the ERA-Delage behind. The Maserati was engulfed by the ERAs of Curtis and Waller but on the last lap managed to get into second place, Curtis in Martin Morris' car winning at 78.12 m.p.h. and Waller in the Hon. Patrick Lindsay's "Remus" finishing third.

India GT Radials: The trouble-shooters



INDIA GT RADIALS

India GT Radials

Join the club

The first India GT Radial you buy gets you free membership and lots of privileges.





GERMAN GRAND PRIX

FERRARI made a superb return to success in Formula One at the German Grand Prix. Jacky Ickx (*above*) was never challenged and was in complete control after taking an immediate lead from pole position. Ferrari also finished second, with Clay Regazzoni fighting off the challenge of Jackie Stewart's Tyrrell, which crashed on the last lap. The pair are pictured below. Ronnie Peterson in March 721G (No. 10) was rewarded with his best result so far this season. With the much improved March he finished in third position after lying second in the early stages.

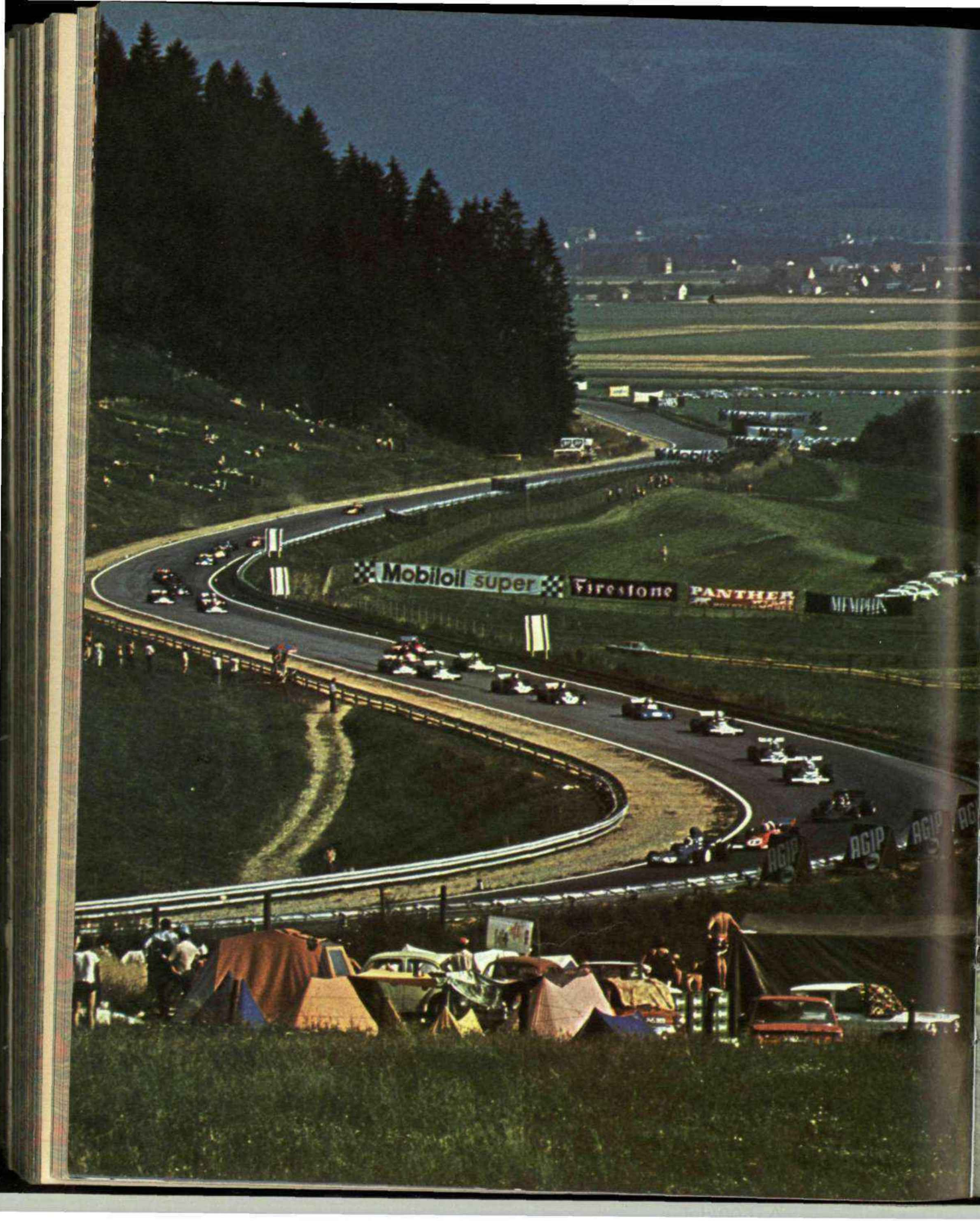


STREAMING DOWN the fast bends from the South Curve down to Flugplatz are a bunch led by Jean-Pierre Beltoise's BRM P160. In pursuit are Mike Hailwood (Surtees), Howden Ganley (BRM), Arturo Merzario (Ferrari), Wilson Fittipaldi (Brabham), Reine Wisell (BRM), Denny Hulme (McLaren), Niki Lauda (March), Graham Hill (Brabham), Dave Charlton (Lotus), Mike Beuttler (March) and Andrea de Adamich (Surtees). Pictured in the Karussel are Rolf Stommelen in the Eifelland-March No. 22 and Howden Ganley in the fourth placed BRM (No. 17), while Carlos Reutemann's Brabham is caught as it goes "light" over the Adenau Bridge. It was Stommelen's last race in his car as the Eifelland team is being disbanded. Reutemann was very impressive in practice, and the race, until the gearbox broke, while Ganley gave BRM their best result of the year since Monaco.








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AUSTRIAN GRAND PRIX

OUR FULL-PAGE PHOTOGRAPH on the right shows the whole field streaming into the fast right-hander at the end of the main straight. Already Jackie Stewart has managed to come through from the second row of the grid to take the lead from Regazzoni, Fittipaldi, the McLarens of Revson and Hulme, Reutemann, Amon and the others. The magnificent setting of the Osterreichring can be seen in the background. Above Stewart, in the new Tyrrell 005, is challenged for the lead by Emerson Fittipaldi's Lotus 72. Fittipaldi went on to victory while Stewart eventually finished in seventh place. Later in the race Fittipaldi had to hold off Denny Hulme (pictured below) who hounded him for the lead for the second half of the race. But Hulme was unable to pass Fittipaldi, who virtually assured himself of the World Championship with this fine drive.

WATKINS GLEN SIX HOURS & CAN-AM

THE FERRARI TEAM maintained its unbeaten sports-car record this year with a sound one-two victory at Watkins Glen. It was the eleventh and final round of the 1972 Championship, providing Ickx/Andretti with their third American win of the season (they also took the major prize at Daytona and Sebring). Good pitwork (*below*) has been a feature of the team's successes in 1972. *Left,* Ickx helps Andretti to fasten the seat-belts during a routine stop; *right,* pit signs confirm that the Ferraris have first and second places firmly in their grasp.





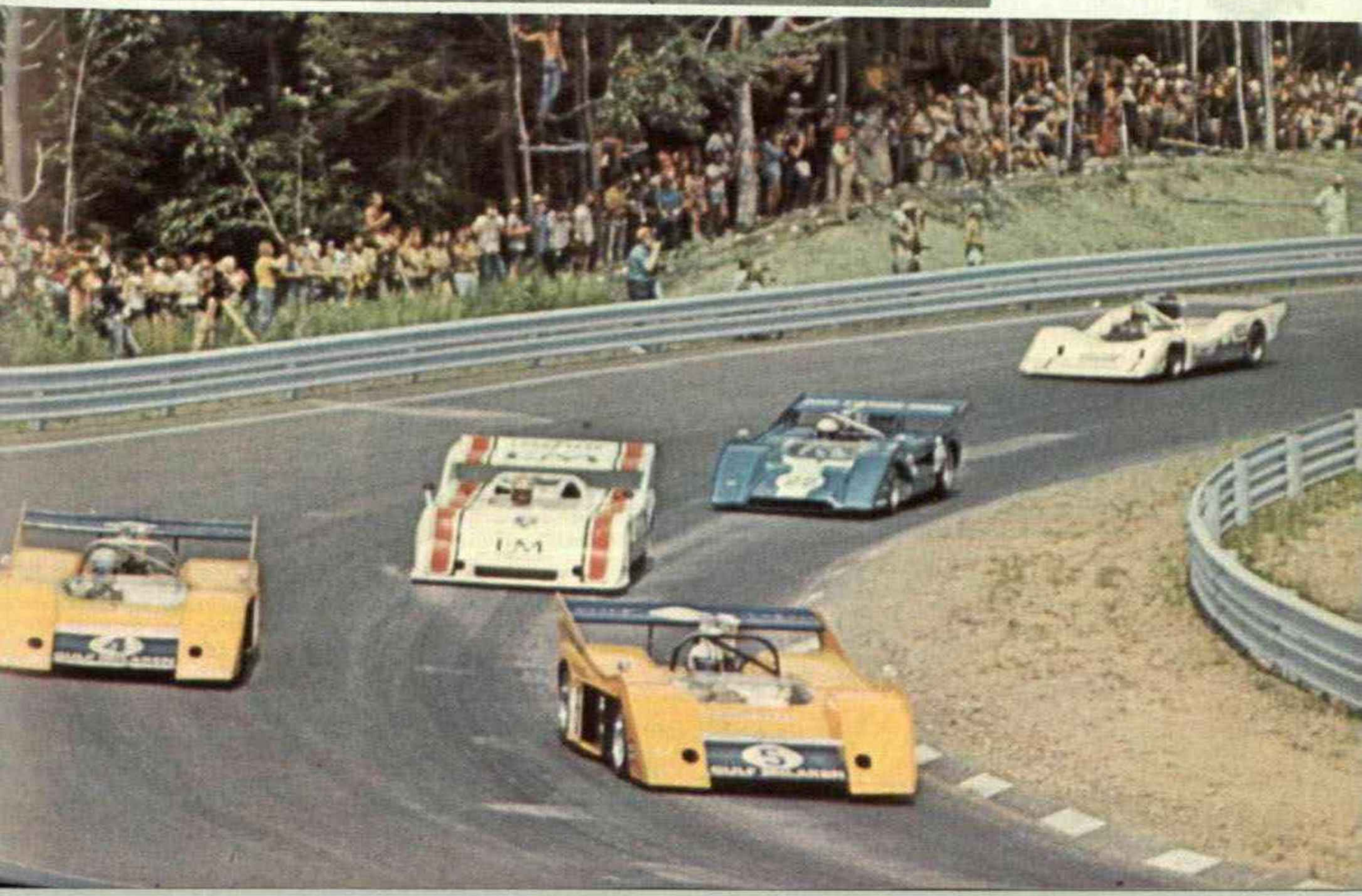


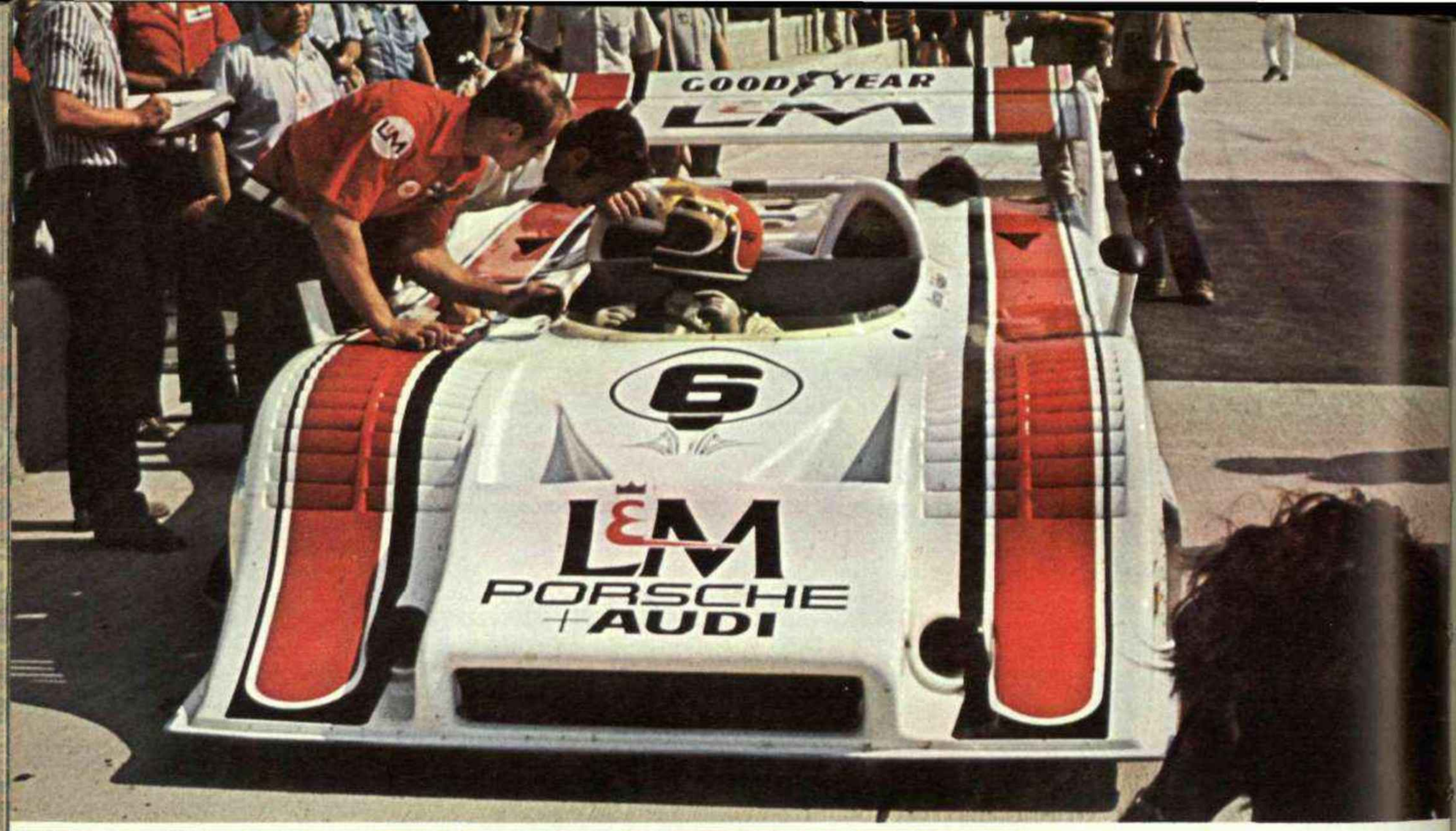


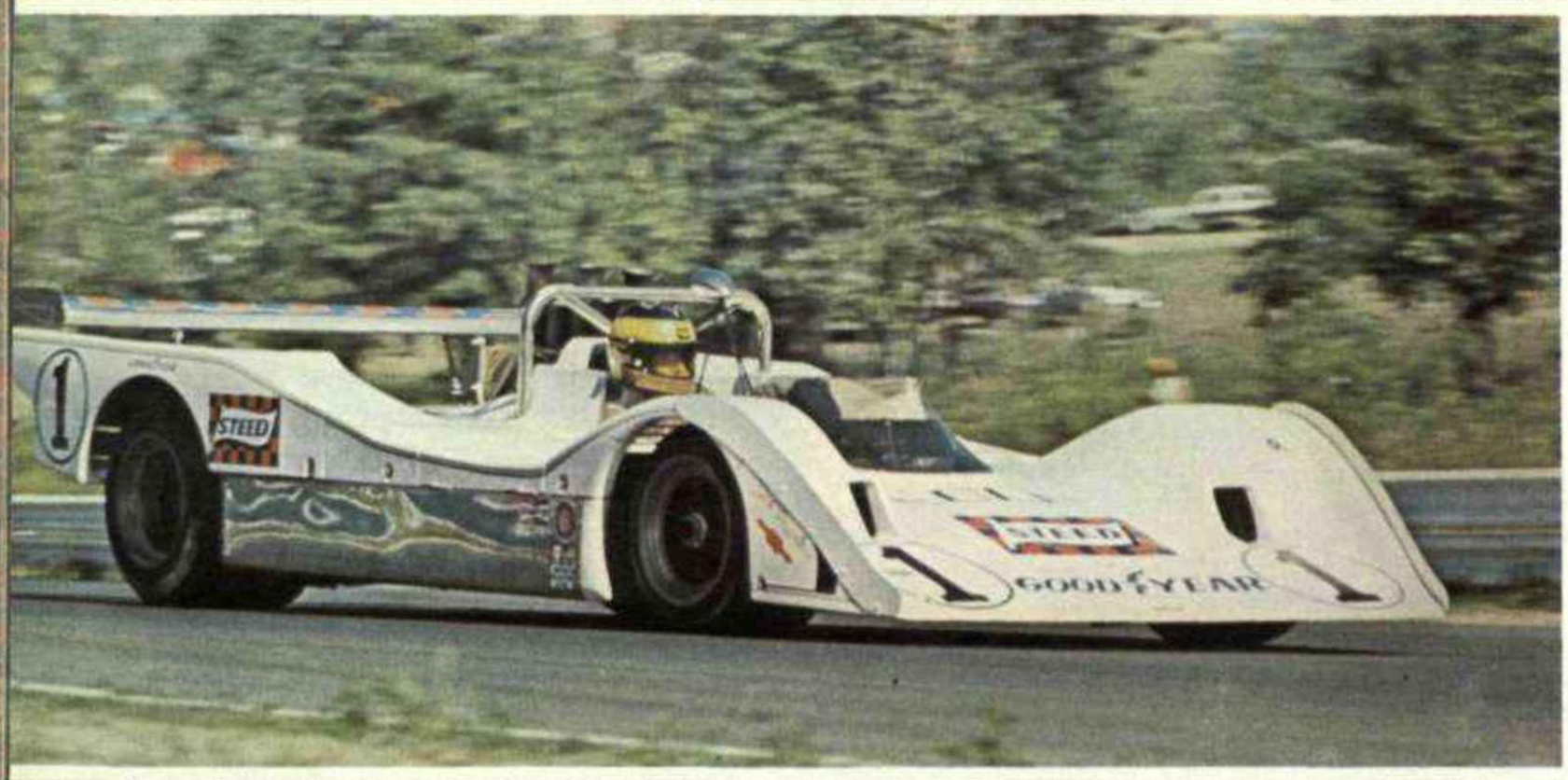


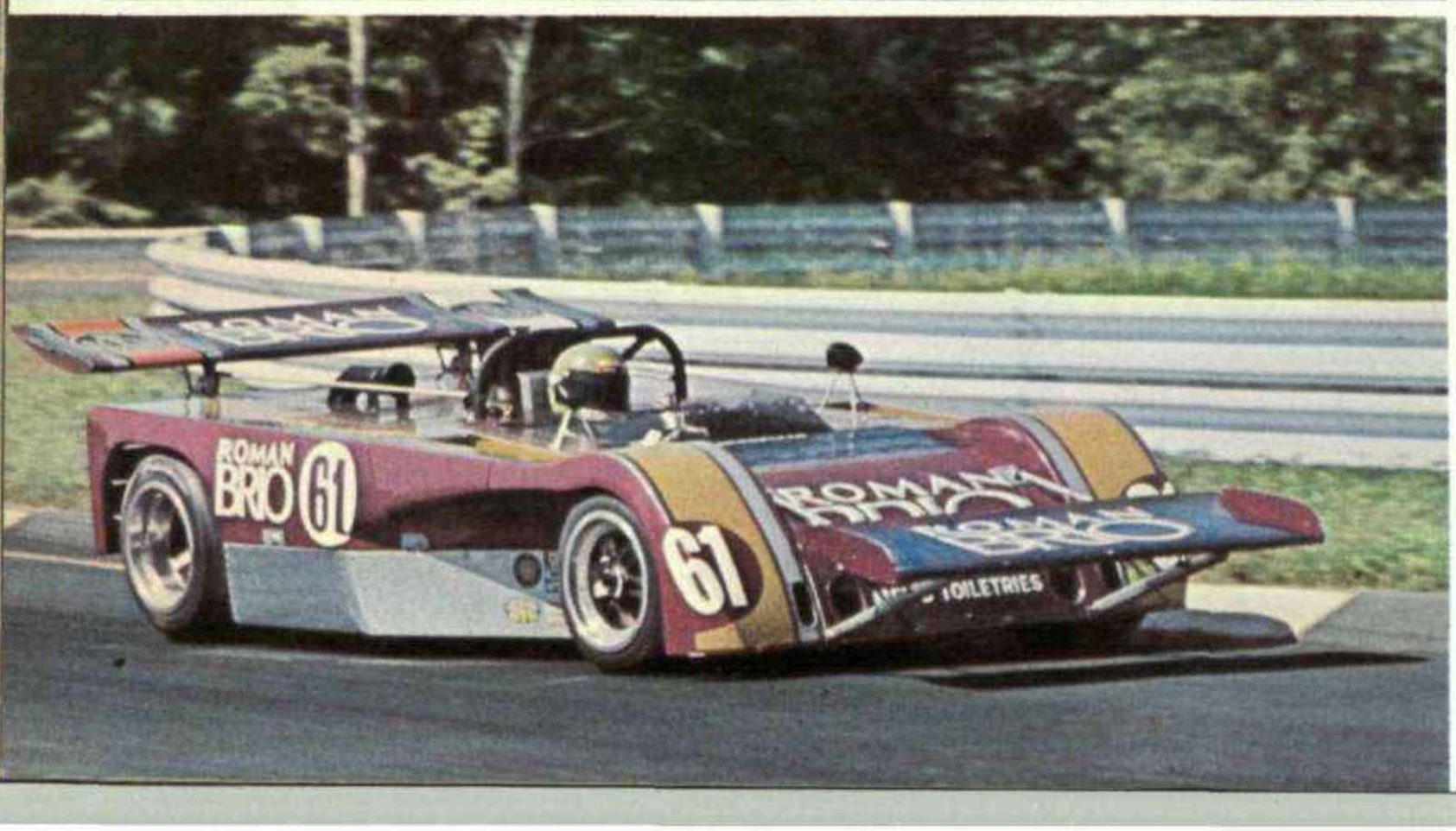
THE CHALLENGERS.—Opposition to the Ferrari team was entrusted to the Gulf-Mirage team with the Bell/Pace entry (*above left*) starting from the second row of the grid. Overheating and brake trouble slowed the car, which finished third overall 14 laps behind the Ferraris. *Above,* Tony Dean's old Porsche 908 finished in fourth place after a steady drive, while the Joest/Casoni 908/3 (*left*) was fifth.

A typical Can-Am field this year (*below*) sees Revson and Hulme leading Follmer's turbocharged Porsche, with Cevert and Hobbs following.









CAN-AM

THE McLARENS still dominate Can-Am racing in North America, but some of the challengers are getting closer. George Follmer (*above*) in Penske's turbocharged Porsche 917 won the second round of the series at the Road Atlanta circuit after Revson broke down and Hulme crashed, but significantly it had led from the start. At Watkins Glen, where these photographs were taken, Follmer was confirmed as Penske's driver for the remainder of the season (Donohue, the regular driver, was hurt in a crash recently) but failed to challenge the McLarens. Possibly the difficult circuit did not suit the turbocharger's characteristics, but after two engine changes before the race the Porsche was still not quick enough. After running third in the race, it made a pit stop for adjustments and finished sixth. In its second race the new Lola T310 driven by Hobbs (*left*) showed much improved form and moved up to third place midway through the race. Such was the heat, however, Hobbs had to stop for water to be poured over him, and fell back to finish fourth behind Cevert's McLaren M8F. The Swedish driver Wisell was a newcomer to the Series, driving a Lola T260 (*below*) built for last year's Can-Am season. The combination looked quite impressive for a while, holding sixth place until the 8.1-litre Chevrolet engine blew up.



Cheap thrill.

*Price includes P.T. Seat belts, delivery and number plates extra. †Autocar.

At £973* the Mini 1275 GT doesn't just look good. It makes you look good.

In fact, it would be cheap at half the performance: 0 to 60 in 13.3 secs.† 60 bhp at 5,250 rpm. Cruises comfortably in the eighties (in countries that are comfortable without a speed limit).

But the Mini 1275 GT is fastest where other cars are slowest. Around corners. In and out of traffic. Into parking places other cars have to pass by.

The only thing it does slowly is use petrol. You can get 44 mpg at a constant 50 mph†.

The Mini 1275 GT measures just 125 inches from nose to tailpipe.

There isn't a single superfluous inch to drag around.

Front wheel drive does a lot more for manouvrability. You'll never be pushed into anything you can't handle.

And fast cornering is supported by independent suspension. All round.

But there's no thrill in the way the Mini 1275 GT stops. No hesitation, no fade; no drama at all.

Power assisted discs up front make sure of that.

Now you're beginning to get the feel of the Mini 1275 GT. The rest you learn in the driving seat.

Behind the racing-style steering-wheel, facing the full GT instrumentation.

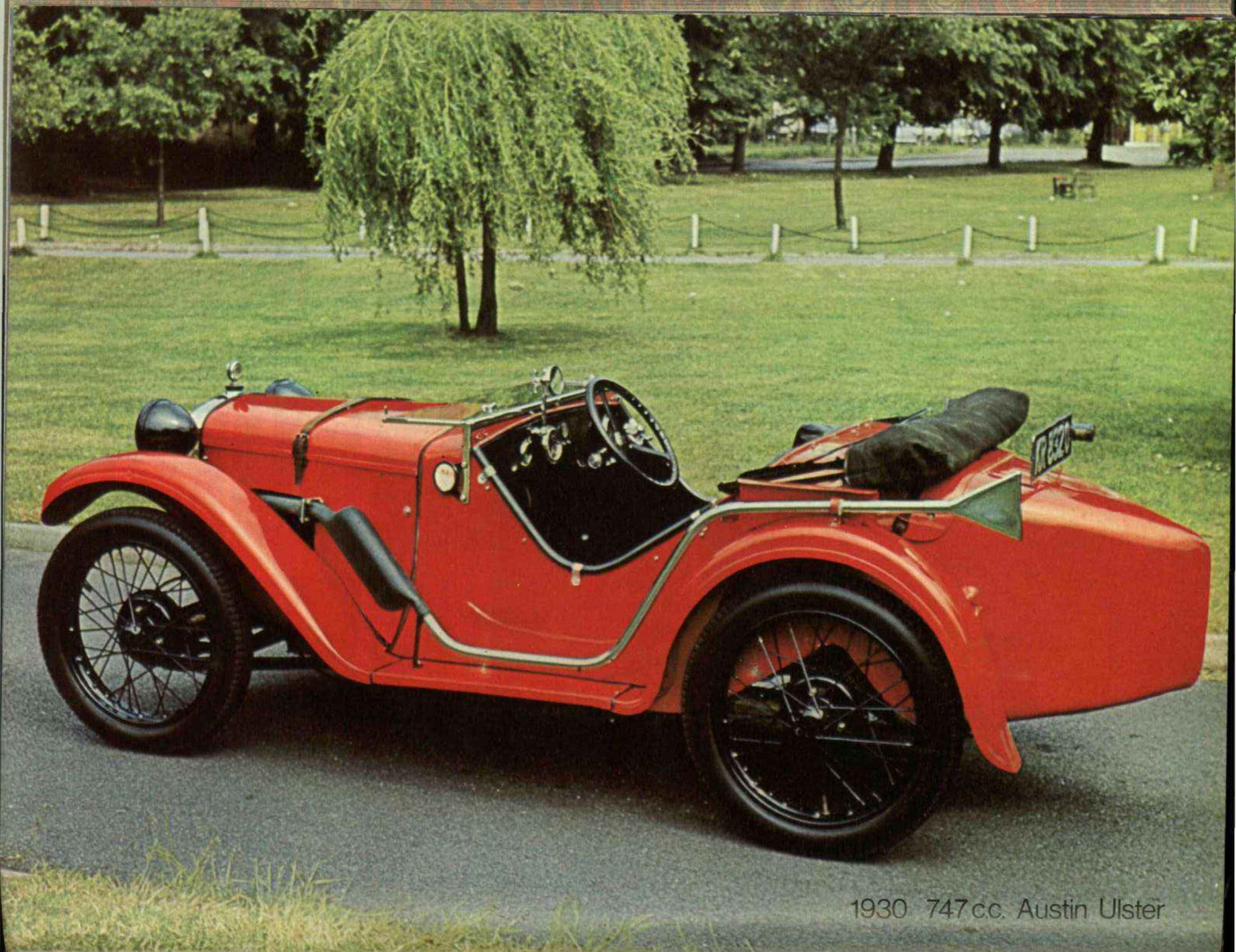
Beside you, a straight-through gear-shift, so well placed it finds its own way into your hand.

Around you, enough space for three admirers and all their luggage.

Give your nearest Austin or Morris dealer a thrill.

Take him out for a test drive. It's better than cheap. It's free.

BRITISH LEYLAND **Mini**



1930 747 c.c. Austin Ulster

SPA 24 HOURS IN A BMW—continued from page 1013

I sat in the Press box overlooking the overcast, but dry, track with very mixed feelings, for it was obvious that it was going to rain by the time my stint was due to begin some three hours after the "off". At the head of the grid two works Cologne Capris, Hans Joachim Stuck/Jochen Mass and Dieter Glemser/Alex Soler-Roig, sandwiched the shining silver Schnitzer BMW CS coupé of John Fitzpatrick/Hans Heyer, all these really quick (Stuck did 4 min. 4.0 sec., 207.862 k.p.h., without effort) machines at the front modified to advanced Group 2 specification. In horsepower the difference can be gauged on the figures given for our Group 1 CS and those quoted for the Kugelfischer fuel-injected Group 2 Schitzer CS of close to 340 b.h.p. Cornering powers are totally different too, for the Group 2 machinery often employs wheel widths in excess of 10 inches, whilst production cars use the same or only slightly wider rims like those found in the showroom. The rest of a Group 2 car's specification is naturally tailored along the lines of producing a proper racing car that just happens to look like a BMW coupé or Ford Capri, though many basic production engineering principles are unchanged.

So, while Hanson was passing over 30 cars during his session—which, like all to follow, was split into 1½-hour lots to allow for refuelling after 20 laps (very roughly 180 miles)—I sat and lap-charted in traditional manner. In fact there was a goodish motor race going on for overall honours during those early hours as Fitzpatrick kept the big BMW in contention with the works Capris, shadowed by Toine Hezemans in the orange BMW Alpina CS. Heading this queue was the Capri of Gerry Birrell/Claude Bourgoignie which, after midnight had passed, was to be just one of the three works Capris that dominated the event as the BMWs suffered engine maladies. Fitzpatrick transfered from the CS he shared with Heyer after just such a problem and continued to drive at every conceivable opportunity in the sister car of Alain Peltier, replacing Christian Ethuin. Fitzpatrick's stubborn and swift persistence paid off with a fourth place behind the Capris (who were led home by Stuck/Mass), despite some pit stops partially occupied with shouting.

Thus I scurried through the tunnel to rid myself of reporters' equipment at 5.30 in the evening, persistent rain greeting me on my emergence from the tunnel. A quick change into *pilotes*' attire and I was crouched on the pit counter, awaiting the chance of maintaining Hanson's fine record; the CS was 24th overall and second in class behind the Trans-Europ Opel, "Pedro"/Koob close behind.

It seemed as though there was no way to get into the car as it rolled to a halt, but frantic mechanics and a flushed Hanson soon cleared a gangway into the burning hot seat. Luckily both drivers were able to use the same seat position, so all I had to do was clip on the belts and wait for the bang on the roof that would signify a full fuel tank and "all systems go". With a production exhaust system (a Continental requirement) the engine just couldn't be heard, so with a mere 2,500 r.p.m. indicated I unwound the steering to thread a way through to the manned traffic lights that control circuit entry. Throughout the event I was to be lucky with this system, so it was only fractions later that I was pushing rather anxiously into the first bend. Within a few laps I had full confidence in the tyres that Firestone had supplied and, though we had chunking problems that needed alleviation with sidewall slots for a temporary cure to excessive sidewall heat, I was grateful throughout for the very progressive breakaway characteristics offered by such rubber. Honestly, if I had realised that this stint in the wet would involve corrective lock at well over 100 m.p.h. whilst blinded by spray from Group 2 cars I think I would have burrowed my way back to England in fright. Instinctively one reaches out for the gear-lever or the brakes to avoid unfamiliar obstacles like slower cars on the bit of road you want *now*, but the faithful pit boards, backed by Gordon Barritt's unflagging 24-hour solid timing of the opposition and class stakes, plus "Tina's" unfailing watch on our own times, soon sharply remind one never to let off until an accident seems inevitable. In these early laps I had found that the CS was gradually reeling in the Trans-Europ Opel, so I had quite an exciting first stint skirmish from which we emerged as class leaders by the time Hanson took over again. Now that I've seen how hard it is to pass an Opel at 125 plus m.p.h. into Stavelot, I can only gasp at the problems Rodriguez and Siffert must have solved whilst whirling their Porsche 917s around at an *average* exceeding 160 m.p.h.!

As we drove into the night, and our overall situation kept improving until we were inside the top ten, the driving chores were a little more evenly spaced, though by the end Hanson had done the lion's share of the driving hours, my tally totalling under 10 hours. I was relieved to find the track dry for the night stints and thoroughly enjoyed the sensation of the CS swishing remorselessly on behind flickering spot-lamp beams. There was definitely no danger of boredom for either of us, for we still had that semi-works CS hounding, or in front of us, right to the sunny end at 3 o'clock on Sunday afternoon. In fact the Mathwall-supervised crew got so used to the tyre problem that they could fill the car with fuel, change two rear tyres, add 2 pints of oil and clean the screen in 48 sec., which may not scare the Americans amongst our readers, but certainly was enough to be competitive.

Daybreak, and the sight of the misty valley between Les Combes and the Masta Straight clearing itself of mist, was extremely welcome through streaky, grubby side windows. Although my overalls were clammy from a night's exertions, and my hands sore from the sharp-edged standard tiller, it was nice to see pit boards that recorded a gain over our rivals. In daylight the track crystalises in one's mind, and for the CS it worked out as three brake applications per lap, La Source hairpin in second and the quick 3rd gear twitch round Les Combes. plus a dab and third gear after the pits.

The author needed confidence lifts from flat out top-gear work at Burnenville, Stavelot and the third left-hander in an ever-sharpening sequence of left-handers that lead down to the hairpin. Such driving produced a best lap in 4 min. 43 sec., while Hanson was caught at 4 min. 38 sec. Thus for the majority of the course the tachometer indicated between 5,250 and 6,500 r.p.m. in 4th gear, a speed range of 115 to over 130 m.p.h.

Apart from the tyre drama, the CS had no problems whatsoever and went on through the bug-splattering heat of the day to finish seventh amongst 30 survivors, winner of the over-2,000-c.c. Group 1 class and second Group 1 car home overall—yes, one of those Autodelta Alfas got away to finish sixth overall! The British-based CS averaged 104.7 m.p.h. for 2,530 miles and gathered in an extremely worthwhile proportion of publicity for the *marque* in Britain, but any incipient big-headedness on my part was soon severely squashed again by British Club racing!—J.W.

JENSEN-HEALEY ROAD TEST—continued from page 1015

adding nothing to rigidity, utilise a sandwich casting between the sump and block. This casting carries the location for the bearings in the same manner utilised by Cosworth on their *F1* engine.

The weight of the engine is only 275 lb., including ancillaries but less clutch. At present the motor is a little thirsty, consuming a pint of oil every 350-400 miles. Our particular engine did not seem to be sealed too well around the sparking plug holes, a little oil there bubbling slightly. Tightening the plugs did not cure this.

The engine is quoted as giving something around 140 b.h.p. and actually probably gives nearer 150 b.h.p. But with a ton to propel along it obviously is not going to surprise the Elan Sprint owner. In fact as you first accelerate the thought crosses the mind, "What is all the fuss about?", but at around 3,500 r.p.m. the power comes in more strongly and keeps going until just over 6,000 r.p.m. when it tails off. By then the engine is getting rather noisy although it will go to 7,000 r.p.m., where there is a rev.-limiter. On the open road this means that if one wishes to rocket quickly by that 40-m.p.h. lorry then it is better to change down to second and give it plenty of revs.

One evening we made a quick dash up the M1 to Derby and back to assess the car's capabilities as a high-speed cruiser. Apart from the noise factor (one certainly cannot hear the radio over 60 m.p.h.) we were most pleasantly surprised. If we had been on the Continent we would have been able to cruise happily for hours at around the 100 m.p.h. (genuine) with about 5,500 r.p.m. showing, with bursts of up to 115 m.p.h. or so. At this speed the car retains its ease of control. The speedo. was about 5 m.p.h. fast at 100 m.p.h.

But an important contributory part of the ease of high-speed cruising is the comfort, and the lack of effort with which the car can be driven. The steering is excellent, certainly one of the best features of the car, the brakes gave not a single moment for worry and the gearbox was snag-free. The ride certainly surprised us for it seems an ideal compromise.

A good deal of our test was carried out under wet conditions and this proved that the water-proofing leaves a great deal to be desired. One might just about put up with water flicking in from where the hood meets the end of the screen but the rain was also finding a way through on to the knee area of the passenger. The Jensen people will have to look into this problem.

The handling on wet roads was reasonably predictable but it was very easy to break traction even with the Dunlop Sport tyres, and fierce acceleration in 1st gear would unstick the rears quite easily. In the dry the road-holding was considerably better than we would have expected bearing in mind the rather conventional suspension lay-out. It hangs on very well with near neutral characteristics.

Unfortunately our lack of comprehensive figures is attributable to the failure of the fuel pump when we were actually on the way to the test track. As the car only had about 1,700 miles on the clock we were asked to take our figures towards the end of the test, and thus finished up without any further time available. However, as a rough guide 0-60 m.p.h. can be covered in 8 sec. and 0-100 m.p.h. in 22.5 sec., with a maximum speed close on 120 m.p.h.

The fuel consumption was rather disappointing for on our Motorway run, for instance, it dropped to around 18-19 m.p.g., although a more normal figure would be 23-24 to the gallon. But that Lotus engine really does run perfectly on 2-star and definitely dislikes 5-star.

In Conclusion

It is difficult to know quite how the US market will take to the Jensen-Healey but our impressions are that it will definitely be in demand in the UK. The formula is right and we would foresee a lot of existing British Leyland sports-car devotees, TR6 and MG-B owners particularly, giving serious thought to a Jensen-Healey.

On the reliability front it is rather difficult to make an assessment. We have mentioned some areas in which the car needs attention but our test vehicle was one of the first off the line. So far there has been very little operating experience with the engine so one would be something of a guinea pig in this respect.

As far as MOTOR SPORT readers are concerned the Jensen-Healey is a very important new model and one that was well worth the wait.—A.R.M.

(For further comments see M of M page 982*)*

LETTERS FROM READERS

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

OLD-CAR PRICES

Sir,

I have just read with interest Mr. W. K. Parker's letter regarding old-car prices (July MOTOR SPORT), and I would like to put my oar into the affray.

First, I believe that it is dangerous to explain the rising prices of old cars mainly in economic terms. Anyone who has studied economic theory even at elementary level will appreciate that there is a wide gap between theoretical and practical measurements, mainly because of the difficulty of "weighting" the many factors that must be taken into account.

Secondly, I am sceptical about the idea that prospective purchasers of old cars see in their actions a means of offsetting inflation; a few may, but the majority, no.

Restoration and maintenance is often very expensive and the speculator, seeing his bills steadily rising, will quickly sell and put his money elsewhere, perhaps in a country cottage in Wales which may cost him less than a 3½-litre Bentley and offer a quicker return on capital by letting the cottage to holidaymakers.

No, I believe that the majority of old-car owners or prospective owners fall into two main categories, those who are primarily interested in the old car and wish to enjoy ownership for its own sake, financial consideration taking second place; and those who see the old car as a way of being trendy, the social inadequate who needs the support of an SS100 in order to boost their flagging confidence when it comes to attracting dolly birds.

Whenever any object becomes popular, whether old cars, coins, or foreign currency, it attracts outsiders whose only qualifications are a highly developed sense of smell for easy money, and an ability for acting.

I accept Mr. Parker's point that the prospective vendor of an old car will not wish to sell at dated prices, but I believe that prices have been pushed up artificially, mainly by outside people jumping on the bandwagon to make a fast buck.

I own a 1911 Ford T, and in my searches for spare parts more often than not I have found that the seller has based his valuation for the part he is offering for sale not on its real worth but on the price of a Rolls sold by auction and reported on the television, an assessment he may consider logical.

Finally, I recently replied to an advertiser in MOTOR SPORT who asked for offers; the reply was a demand for a price far exceeding the object's value. What next, "gazumping"?

Aberystwyth. DUDLEY G. CHRISTIANS.

Sir,

Mr. W. K. Parker, in his basic lesson on inflation, depreciation of money, etc., refers to the laws of the market place. I would add to his analogy by reminding him that no respectable market place trader would presume to sell his wares under another name and using someone else's stand, and reverse W. K. Parker's priorities to "*Primary* consideration that these things did not and would not lose their value".

In common with most old-vehicle clubs we have a nucleus of active members who freely donate time and money to research and the tracking down of vehicles and spares for the benefit of genuine old-car enthusiasts. Countless are the occasions when dealers, under the guise of enthusiasts, have made use of our technical and dating information and spares facilities.

The chap kept out of the pub while busy restoring a car is, in my experience, the previous owner of the car advertised at an inflated price.

Has it occurred to W. K. Parker that "W.B.'s phantom people", as he quaintly puts it, were conceivably schoolchildren in 1957/60?

HARRY EDWARDS,
Galleywood. Morris Register Historian.

Sir,

I wonder what compels people to include the words "Genuine reason for sale" in their advertisements? Surely, if a car is for sale, then there is a genuine reason why it is for sale—such as shortage of cash, got something better, gearbox about to collapse, wife hates it, not fast enough, uses too much petrol, etc., etc. Come to think of it, what is a non-genuine reason for sale?

On another subject, I can answer Mr. Parker on one point in his letter—many of W.B.'s so-called phantom people, who would like to buy vintage cars at reasonable prices, were doing their 11-plus in 1957/60.

West Bridgford. JIM WHYMAN.

Sir,

Although W.B. may hold some illogical views, his remarks on the prices of old cars certainly make more sense than Mr. Parker's. You cannot now, and never will, be able to compare the intrinsic value of a work of art, property or land, and a piece of, very often mass-produced, machinery. The items which have a genuine appreciation also have perfectly obvious reasons why. In fact there are two laws of supply and demand. A "real" one applying to works of art, etc., and an "artificial" one which can be created over a period of time by people who stand to benefit from such a situation.

If, for instance, a 1928 Blitza Special was really worth £7,000 why isn't one of our "wise boys" producing an *exact* copy, because machines and craftsmen can be used to reproduce like this, unlike artists? The reason is because the price bears no relation to reality.

When the professional has made his profit and started collecting Victorian bird baths, it's the poor amateur who will have to decide whether to sell to an enthusiast for £100 or scrap it out of spite.

Stockport. A. P. HENSHALL.

[In thanking these readers for their support I think perhaps since Lord Montagu had to pay £17,000 at the recent Beaulieu Auction for a bogus, sham, replica, call it what you will, "Le Mans" Bentley which had never run at Le Mans, my comments were perhaps not exactly uncalled for?—ED.]

* * *

ROAD GRITTING

Sir,

Regarding "Matters of Moment" in the July edition of your excellent magazine, concerning road gritting, I fully agree with the Editor and feel that if councils must use this antiquated method, then they ought to sweep up the excess grit, which could be used again and also would mean only one day of broken windscreens instead of several.

My local council seems to waste its time gritting perfect roads and leaving badly surfaced and rutted roads untouched for years.

Also my fellow motorists are just as foolish when they ignore the "gritting in progress" signs and either overtake me or tear by the opposite way, showering me with stones. As I motor in a pre-war open tourer this is particularly dangerous as I have been hit several times in the face.

Let's hope they read this letter, if you would be good enough to publish it, and that they and the Council take note.

Eastleigh, Hampshire. D. BALLARD.

* * *

THE ROVER 3500S

Sir,

Following the interesting letters relating to the above car I had anticipated that your next number would have contained further comment. Alas, this did not materialise, hence this letter.

I ordered my car in December and was promised availability on February 1st. This promise was factual and maintained. In the early days I suffered from a sticking petrol-filler cap, an "odd-bin" which sprang open over every bump, a strong smell of petrol which appeared overnight, and sundry noises from the front suspension over rough roads. We still have stone sets in this area and maybe the makers do not realise this. All these points were corrected in normal service.

My only complaints now are the way in which the plugs foul in constant traffic use, making the first over-taking manoeuvre, when conditions ease, a bit dicey, the amount of road-excited noise which certain surfaces create at the rear, and the considerable degree of

waywardness in crosswinds at speed. This latter I do consider to be a source of potential danger.

It is understandable that the power-to-weight ratio should appeal to MOTOR SPORT readers but, apart from that feature, it is probably unreasonable to regard the car as a sports model. You have only to check the list of available V8s on the market to realise that, at the price, Rover have provided a remarkable car. At the time it was being designed the top limit of first cost for tax purposes was £2,000, so to produce a car with so much attraction to the market for which it was so obviously designed is quite an achievement. It could become a great car without too much additional cost. I hope it does.

Marple. N. CARR.

Sir,

Having read your road test on the Rover 3500S and several letters defending it, I feel I must write and express my views which are based on some 49,000 miles of Rover motoring.

Beginning with the test, it seems that far from being a Rover "enthusiast" W.B. reckons that it is a terrible piece of engineering. After a considerable mileage in two 3500s I can assure any future customers that they are one of the best cars in the class, if not *the* best, and that includes the BMW 2002, 2500 and Triumph 2.5 PI. I agree that parts of the trimmings are a bit garish (although some people like them), but Rover were forced to put on this embellishment because of public desire. One only has to look at the new Ford Granada for a good example of how bad a car can look if this is overdone. As regards space, the V8s and 2000s have plenty for the four people that they are designed to carry (the Triumph 2000 and 2.5 are only four-and-a-half anyway, not five-seaters!), and if one is to experiment a little with luggage most suitcases can be stood upright in the boot, something that could never be done in an XJ6 or probably a BMW either.

I also much appreciate the tidiness of the interior with its instruments and controls that are a lesson to all other manufacturers. All the Rovers I have owned have always been quiet and refined with superb 1.0g-plus brakes, wet or dry. Also with the maximum allowed toe-in at the front they have remained very stable even on motorways with no yaw. My car has real leather seats which I feel are only correct for a quality car such as this; but because some people thought them slippery Rover designed the grippy Ambla facings for the "S" after public demand. Now people say that they are too cheap (Triumph and BMW note!), all of which just goes to prove that you can't please anyone these days!

Referring to the extraordinary letter from Mr. C. C. Rawlinson, I must point out that, like a car, tyres also need to be run-in, and after only 3,000 miles they will still be hard and so it is hardly surprising that on a very poor grip surface like a damp road, the car cannot record the impressive braking figures for which it is renowned. I am very surprised about the comments from the makers but 20° of free play in the steering seems very out of order to me.

Mr. Rawlinson's statement that the 3500 is only as good as a Humber Super Snipe is quite, quite ludicrous as anyone who knows these two cars will confirm. It may also surprise him to learn that not all owners of these class cars want to go around corners in vast oversteering slides—"boy-racer" fashion or drive up the motorway flat out for hours on end as he apparently does.

The British Rover obviously has a lot of quality in its construction, as is evident from the paint finish and chrome work (the latter of which is plated to a higher standard than the required BS 1224, incidentally), and the nice attention to detail in the form of, among others, control and map-lights, opening front and rear quarter-vents, etc. This all goes to prove that the Rover is still a very smart car and way above the run-of-the-mill Vauxhall, Audi, Ford or Triumph. Long may it remain so!

Elstree. DOUGLAS COOKE.

[I never implied that the Rover 3500S is a terrible piece of engineering, only that I could not live with the directional instability, the yaw, of the road-test car.—ED.]

* * *

THE ADVENTURE OF THE ILL-FATED SINGERS

Sir,

May I add a little more to the information prompted by your most interesting article and the subsequent letters from fellow readers? I, too, was a one-time owner of one of these cars; alas, memory fails to tell me which one it was, from whom I purchased it and to whom it was sold. Suffice to say it had been an ambition to own one ever since I had seen them in action in the 1935 Ulster TT. At that time I was a very satisfied owner of my second Le Mans Nine two-seater, which I used for competition work and which I found handled easily and well, so naturally I was very interested in these new racing Singers.

Mr. S. C. H. Davis very kindly gave me a lift in AVC 484, from the TT Course to Bangor, where the Singer Team had their HQ. I clearly remember how much I enjoyed the experience and the favourable impression the car made on me. Thank goodness the steering stayed in one piece on that occasion! The Reg. Nos. of the cars were:

TT Race No.:	35	Reg. No.:	AVC 483	Driver:	A. H. Langley
,,	36	,,	AVC 481	,,	J. D. Barnes
,,	37	,,	AVC 484	,,	S. C. H. Davis
,,	38	,,	ACC 482	,,	Norman Black

Whilst writing, I would like to add my grateful thanks for the pleasure your magazine gives to me each month and must give to many motorists of my age, who were keenly interested in motoring and motoring sport in the 20s and 30s—wonderful years! But at the same time you keep us right up to the minute too!

North Berwick. W. KEITH ELLIOT.

[This correspondence is now closed—ED.]

* * *

A STRAIGHT-EIGHT DAIMLER

Sir,

In May 1966 you published an article on the Straight-Eight Daimlers. You may like to know that the car pictured at the head of the article, No. 43534, is still going strong, having been in my ownership now for almost two years. I have also owned a 25/30 Rolls-Royce and have at present a P.III, but I find the Daimler handles, and stops, better than either of them; it also attracts more attention from spectators at rallies or weddings, for which it is frequently used. If any of the other Straight Eights mentioned in your article are still extant I would be pleased to hear from present owners.

Derby. N. H. BARR.

* * *

IN REPLY TO JACKIE STEWART

Sir,

At least one point raised last month by Jackie Stewart needs to be replied to vigorously, and that concerns criticisms levelled at modern racing "facilities". New circuits such as those at Nivelles and Le Castellet are not condemned by certain drivers, spectators and journalists because they are modern and safe, but because their layout is unimaginative and *dull*.

The enthusiasm of many thousands of race-goers (or cranks, if you wish) for circuits like Spa-Francorchamps and the Nurburgring stems from the fact that they present awesome challenges for the drivers and their cars. Le Castellet, on the other hand, is typical of many new circuits in that it has one long straight and several slow corners through which the drivers go Indian-file, and any "challenge" is coincidental.

Viewing Mr. Jenkinson's comments over the years in context, he has shared near-unanimous approval of the Osterreichring, for instance, opened only three years ago as Austria's Grand Prix circuit. Drivers apparently find it safe enough, and spectators enjoy a spectacular view of the action—it's an imaginative circuit which other promoters should look at, particularly if they have hillsides available.

When everything in motor racing is perfect, there won't be any need for Mr. Jenkinson's unique brand of criticism which is entertaining, apt, and usually enjoyed by all except the subjects of the remarks. If that is fence-sitting, I hope he goes on doing it for many years to come.

Croydon. M. L. COTTON.

Sir,

It was with considerable pleasure that I read of the Ferrari 1, 2 at the Nurburgring. The combination of Ickx, Regazzoni, and Ferrari exemplifies all that is best in F1 at the moment and this result is a shot in the arm for the sport.

A most timely shot, too, when about all the publicity given to motor racing is through the rather distasteful serialised diaries of the World Champion and his wife.

The homely tales of the Stewart family and the cliff-hanging suspense of the ulcer saga are harmless enough, but it was disturbing to read of the deaths of Rindt and Courage in the context of sensationalist journalism when the piece is signed by the reigning World Champion. The publication of that harrowing photograph of Courage's wife in her grief was indefensible.

Stewart would do well to dispense with the services of his slick PR advisers and have a word with Graham Hill, who is still at the top of

his profession, and commands the respect of enthusiasts everywhere, not to mention affection.

Is Stewart's forthcoming film really to be called "The Road to Dusty Death"? Perhaps we can hope that when he counts the takings from his efforts he will decide to retire and start his second ulcer?

Congleton. R. WEEDON

Sir,

The letters in the August issue from and concerning Jackie Stewart will no doubt bring a deluge of correspondence so I will be as brief as possible expressing my opinion.

Grand Prix racing has now reached such a low ebb, due in no small part to Mr. Stewart, that it is far more interesting and enjoyable to read what D.S.J. has to say about many of the races than it is to actually watch them. To paraphrase Jenks, "Did I enjoy watching the British Grand Prix? No. Did I enjoy reading about it? Yes." I am sure even Jenks would agree this cannot be a healthy state of affairs.

It is also apparent that while Stewart is saddened by motor racing deaths he is not adverse to using it to make money with the type of melodramatic drivel published in the *Sunday Times*. This may be unfair to Stewart but I feel that those articles can only have the effect of attracting the ghouls of the general public which motor racing can do without.

Bromley. BRYAN L. WALLS.

* * *

PHOTO-FINISH

Sir,

An addition to your list of dead-heats in motor racing. In the 1967 Syracuse Grand Prix, Parkes (Ferrari) and Scarfiotti (Ferrari) crossed the line together, after 308 kilometres.

Edinburgh. M. J. GIBSON.

* * *

TARRING AND GRITTING

Sir,

The enclosed cutting from the *Press and Journal* (the daily paper for NE Scotland) for July 5th will, I am sure, be of interest to you, following your timely editorial in the July issue of MOTOR SPORT.

Something MUST be done to stop the obsolete practice of tarring and gritting, especially of main roads. Today's traffic conditions render this method of road "dressing" quite inadequate. There is a dangerous double bend just north of Dyce on the Aberdeen-Banff road which was treated in this way last summer. There is now no grit on the road here at all, and in the hot weather of the last few days the surface has become nothing but wet tar.

The hazards produced by tarring and gritting are numerous. Some years ago I found a chipping which had worked its way into the thickest part of the tread of the front tyre of a 4-ton Thames Trader. When I removed the stone, I found it to be one-and-a-quarter inches long, with an edge sharp enough to cut cardboard with ease. It was one of millions such weapons used by Devon County Council on part of A379.

And two weeks ago I stopped for a while in a lay-by on A96, the trunk road from Aberdeen to Inverness; and when I drove off again I had the unnerving experience of finding my foot stuck to the accelerator! I had trodden in some wet tar! [Yes!—ED.] My car is a powerful Daimler Roadster with a very sensitive accelerator pedal-action, so that the consequences of this could have been dangerous. I had to stop at a filling station and get some petrol to remove the tar from my shoe, and from the accelerator and brake pedals.

I now intend to lobby local authorities and MPs on this matter. If all the readers of your excellent and highly-respected magazine do the same, we might see some action.

JOHN HEARNE,
Secretary, NE Scotland Branch,
Inverurie. Daimler and Lanchester OC.

* * *

AA INEFFICIENCY

Sir,

I should be interested to know if other readers have had a similar frustrating experience to my own.

In July last year I wrote to the AA informing them that in view of what I considered to be a savage and unjustified increase in their subscription, I should not be renewing after December 31st, 1971. This letter was acknowledged. In November 1971 I received a Standing Order Form for completion at the new rate; this I at once returned with a recapitulation of my letter of July. This letter was also acknowledged. In January this year another new SO Form was received; this I ignored, but when yet another form was received in February, I again wrote recapitulating previous letters, and requesting them to ensure that my name was erased from their records. This brought forth a bland reply that they had no record of previous correspondence, and enclosed yet another SO form for completion. This I again returned, stating that I had no intention of renewing, and again asking them to ensure that my name be erased from their records. No reply was received to that letter, for which I was thankful, but today yet another Standing Order Form has been delivered.

If the AA are able to waste stationery, postage, and a clerk's time in this profligate manner it is no wonder that subscriptions have to be increased.

Fowey. L. R. BLEWETT.

[Computers?—ED.]

* * *

CORRECTION

Sir,

If "W.B." thinks New Zealand is a Continent (MOTOR SPORT, June 1972, page 653) then he should pay the place a visit. He'll see two small islands almost entirely covered with Holdens and Chrysler Valiants. A most depressing sight!

Natal, S. Africa. D. C. FORSYTH.

* * *

SENSE BEHIND THE PANTHER

Sir,

Please *don't* scorn the Panther-imitation-Jaguar project. Didn't you know it is a VSCC plot to stop those with good money and bad taste getting their hands on the real thing?

Swansea. M. J. SHACKLETON BAILEY.

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JAGUAR/DAIMLER MATTERS

Sir,

Good old Jaguar! So the world's fastest four-door two-seater car now has twice as many cylinders and goes still faster. I suppose that it would do no good to the image of the car to provide adequate passenger space as well, or to that symbol, the "Jaguar Owners' Stoop"?

For the Daimler Double-Six, which must now follow, why does Jaguar not take about a foot or eighteen inches out of the Daimler limousine wheelbase, which would leave an admirable large comfortable saloon, of which there will otherwise be none, if and when British Leyland discontinue the big Rover? This would also enable Jaguar to stop badge-swapping by discontinuing the Sovereign models.

The Daimler/Jaguar badge swapping started when Jaguar put the Daimler 2½-litre V8 in the Jaguar Mk. 2 bodyshell and called it a Daimler. At the time Jaguar's excuse for doing this was that Daimler had no new models under development. According to Mr. B. E. Smith in "The Daimler Tradition", at the time of the Jaguar take-over, Daimler had made a prototype replacement for the Century with the V8 engine and was actually negotiating the supply of body parts. If this is so, it rather looks as though Jaguar was less than honest in suppressing a promising new model.

However, what has happened to Daimler is probably just retribution for what it had done over thirty years previously to Lanchester.

Macclesfield. R. W. RAMAGE.

Sir,

Along with all enthusiasts I welcome at long last the XJ12, although the inadequate production and industrial stoppages will make its presence rather academic for some time.

Two aspects of this car, however, give rise to some doubts as to whether Leyland have yet again not done their sums properly. First we are told the XJ body was designed to accept the V12 engine, but looking at pictures and reading the reports, it seems it is very crowded under the bonnet, with virtually no spare room.

This observation is substantiated by the elaborate and over-complicated cooling system employed for only 5.3-litres. To go to such measures just to stop the battery melting is rather ludicrous; is there no room in that vast boot for the battery?

If the much-maligned mass-produced US cars of far bigger engine size and also greater power can operate perfectly in desert conditions without stress, surely someone has made a slip-up. I should hate to buy a used example, say four years old, with the inevitable wear and tear of hoses, fan belts, etc., and motor far and fast on a hot day.

Once again Jaguar have produced a bargain which on showroom appeal is impossible to match, but what about long-term ownership?

Weston Zoyland. B. LOWE.

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4½-LITRE ENTHUSIAST'S car in specimen condition; collector's piece; Humber Super Snipe 1951. Photograph and history on request. Offers invited. For details Tel.: Meriden 143 (preferably after 6 p.m.). (2127

UNIQUE 1956 Healey 100M BN2. Completely rebuilt from chassis; balanced lightened engine with "3,000" inlet/exhaust valves; Diaphragm clutch; high pressure fuel pump/lines etc. Disc front brakes, servo; 5½ J—72-spoke wires. Retrimmed throughout; new hood; tonneau and hardtop. Will swop for Aston DB2/4 or sell £750. 10 Harrowby Close, Tiverton, Devon. (2129

1948 DAIMLER DE36 windover limousine. Taxed, M.o.T.; one of five made ex. Royal Tour of South Africa. Car seen Stockport. £385. Tel.: 061-439 1362. (2130

MINI SPRINT. Recently built from new parts 1275S engine. All synchro box, twin 1½ in. SUs; long centre branch exhaust, oil cooler and stat; S brakes; servo; fully strengthened. (Ex. 1965 van). Body all pipes etc. run inside Clubman; front single rear door; fully carpeted; full instrumentation; twin speaker radio; Restall seat. Rally Specials on 6 in. Cosmics. About 5,000 miles since built. Reason for sale, Emigrating. £500 o.n.o. Harvey, Green Farm House, Lower Halstow, Sittingbourne, Kent. Tel.: Cherryhill 216. (2236

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1971 FIAT 124 sport, 1600 c.c. 4-seater yellow coupé; electrical aerial/radio; 15,000 miles; excellent condition. £1,435 o.n.o. Also Fiat 500L, "K" reg. £470 o.n.o. Owner leaving. Tel.: 01-907 0835 (evening, or weekends). (2238

BARGAIN BOND Equipe, Mk. 2; 2-litre GT; 1970 "H" registration; genuine 29,000 miles; overdrive; radio; storks latest delivery forces quick sale of this distinctive sports saloon. £640 o.n.o. Tel.: 0203-341 3872. (2239

RILEY 1½, 1951. Excellent condition, £250. Also M.G. TD, 1951. Lovely car, £500 o.n.o. Both cars tested and taxed, restoration of older car forces sale of above. Tel.: Enfield 01-363 8291. P. K. Bull, 80 Russell Rd., Forty Hill, Enfield, EN1 4TP. (2241

MY STEAM ENGINE hates Mog's, so must sell my green 1938 4/4 coupé Morgan Ford engine. £250 o.n.o. Tel.: Headcorn (Kent) 211. (2242

A RARE attractive sports car with 100 m.p.h. performance, insurance as standard Mini and 50 m.p.g. Spares are available; workshop manual and some parts included; hood, tonneau, battery, tyres and mechanics in good order. Since only a few Berkeley B105's were made it should appreciate. Offers around £200. Smith. Tel.: Yateley 2228. (2243

ROVER 14 Sports saloon, 1938. Excellent original condition; M.o.T. £410 o.n.o. Dolby, 21 Lansdowne Ave., Grimsby. Tel.: 77404. (2245

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FOR SALE—continued

1933 AUSTIN 7. Chassis complete with front suspension and steering; brakes and rear springs; very good condition as restoration started; engine and gearbox also good; 5 wheels; petrol tank etc. No back axle. £40. Tel.: Eastergate (Sussex) 3572. (2264

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MARK III SPRITE. Full race. This car has got everything; 1150 engine; close ratio straight cut gears; L/S/D; mag. wheels; racing tyres; set of steel wheels with grip tyres; fibre-glass front, doors, hood etc. Not raced this season since rebuild. Must be seen to be appreciated. J. Richards. Tel.: Camborne 3309 (day), 2661 (evenings) or write Gibraltar Bungalow, Barripper, Camborne, Cornwall. (2273

SUNBEAM MK. III. Supreme 1957. Sunroof; duo-tone, off white/blue with grey leather upholstery. One owner and guaranteed genuine 36,000 miles from new. Service and maintenance sheets available; unmarked coachwork; an increasing investment at £675. Exchange considered. Tel.: New Milton (Hants.) 613848. (2274

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HEALEY 100/4, 1954. Derrington head and branch manifold; balanced crank; bored and sleeved to STD. Comp., clutch; new dynamo and dist.; 3,000 miles. New hood; new XASs. Offers over £325. Good home only. Tel.: Nailsworth 2276. (2293

1953 RILEY 1½, Grey. Good tyres; battery; superficial rust in places; tidy interior. M.o.T. April 1973. £175. Tel.: Dodds Spilsby (Lincs.) 3255 (evenings). (2294

JENSEN INTERCEPTOR, 1968. Blue; excellent condition; mileage 25,000; new tyres; new exhaust system; radio; power steering; heated rear screen; electric windows etc. £2,400. J. G. Newington West View, Windlesham Rd., Chobham, Surrey. Tel.: Chobham 7181. (2295

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BRISTOL 405, 1956. Excellent condition; power disc brakes; o/d. £575 or offer. Tel.: Abingdon 326. (2300

LOTUS EUROPA twin-cam, 1972. Body damaged into n/s door and scuttle. £1,100. Tel.: 01-205 6313. (2301

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1970 LOTUS +2, white. Weber carbs.; one owner; 14,000 miles £1,500. Tel.: 041-339 0046. (2368

LOTUS CORTINA, 1969. Recent engine, gearbox rebuild. Immaculate, quick sale. £735. Tel.: Haslemere 4470. (2370

BENTLEY MK. 6, 1752. Almost original. Tools, handbook, towbar. Reasonable overall condition. Investment, £550. Part-exchange; newish Maxi. Tel.: Totton (Southampton) 2505. (2371

A.C. 2-LITRE, 1931. Standard sports saloon. Alloy on Ash body needs trimming inside and paint out. Mechanically excellent; 4 new tyres fitted; would make very profitable hobby or status carriage. Offers. Twomey, 9 Kendrew Close, York, YO3 9NL. (2372

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6 BVD on 1962 Victor. Good runner. Offers to A. C. Walsh. Tel.: Cleveleys 5136. (2390

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1960. TR3A. Taxed; M.o.T.; new tyres; clutch; brakes; hood; tonneau, etc. Maroon. Very original and good. Bradford, 22 Whittall Street, Kings Sutton, Banbury, Oxon. Tel.: Kings Sutton 330. (2376

ALVIS 14. Drophead coupé by Tickford, 1948. 78,000 miles; repainted; new hood 1971. Offers over £285. Alvis Speed 20, fixed head coupé, needs rebuild. Offers invited. Tel.: 021-353 7640. (2378

M.G.-B GT, 1966. Overdrive; radio; engineer owned; rebuilt box; M.o.T. 1 year. £650 o.n.o. McDermott, 24 St. Marys Way, Aldridge, Walsall. Tel.: Aldridge 53529 (after 6). (2379

SILVER WRAITH, 1956. James Young, l.w.b. with division; automatic transmission; two radios electric aerials. Dark blue with beige leather interior. £2,800. "Hylands", Hascombe Rd., Nr. Godalming. Tel.: Hascombe 216. (2381

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MINI COOPER, 1968. White. Immaculate throughout. New tyres. M.o.T., taxed February. £390. Tel.: Long Eaton 5946 (evenings). (2126

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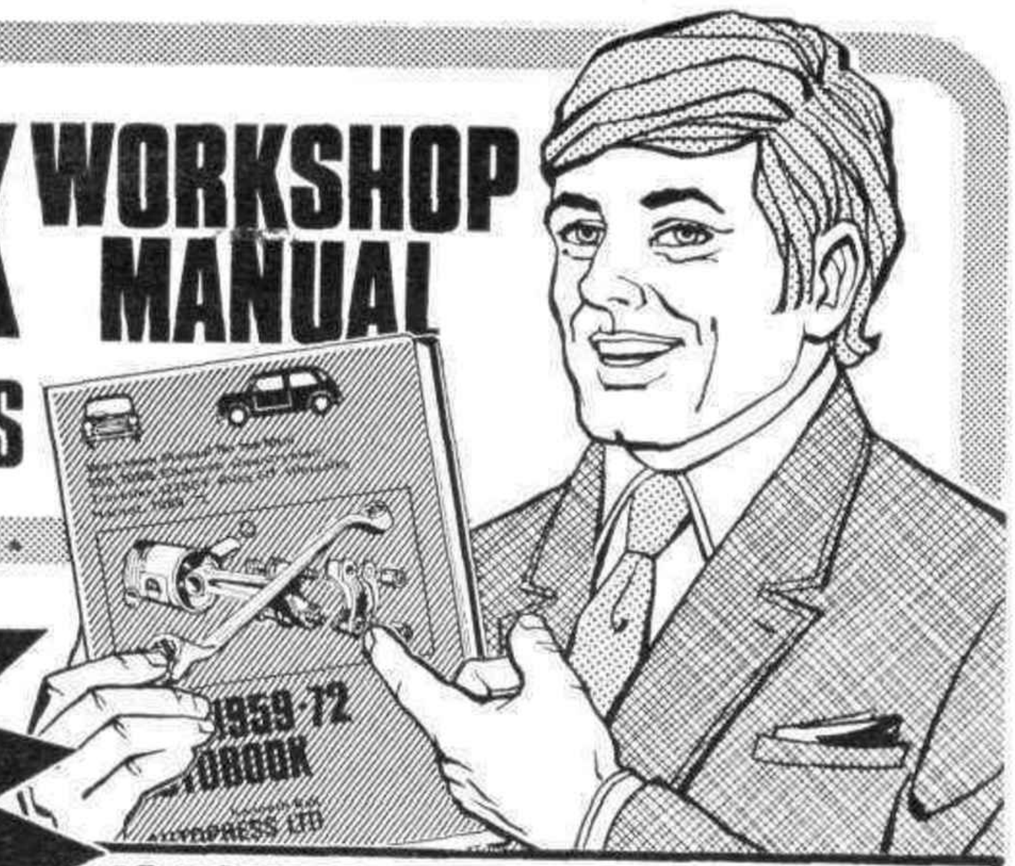
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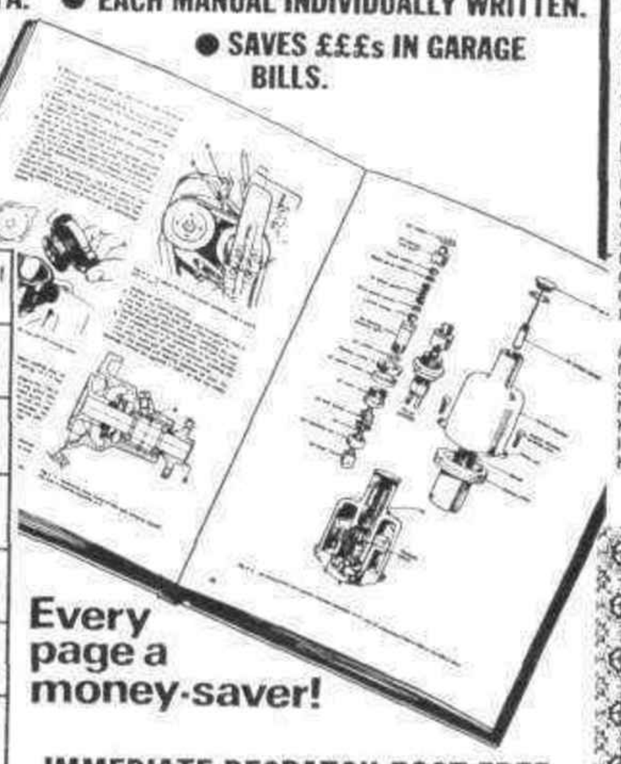
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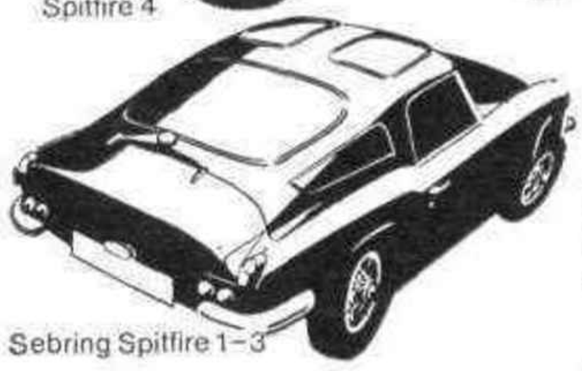
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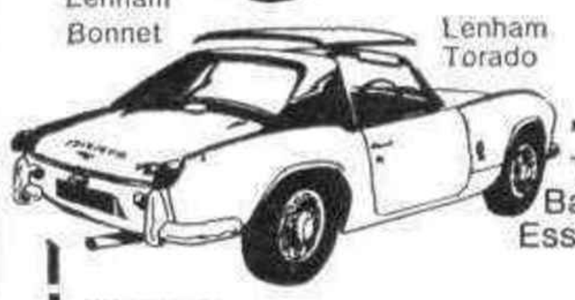
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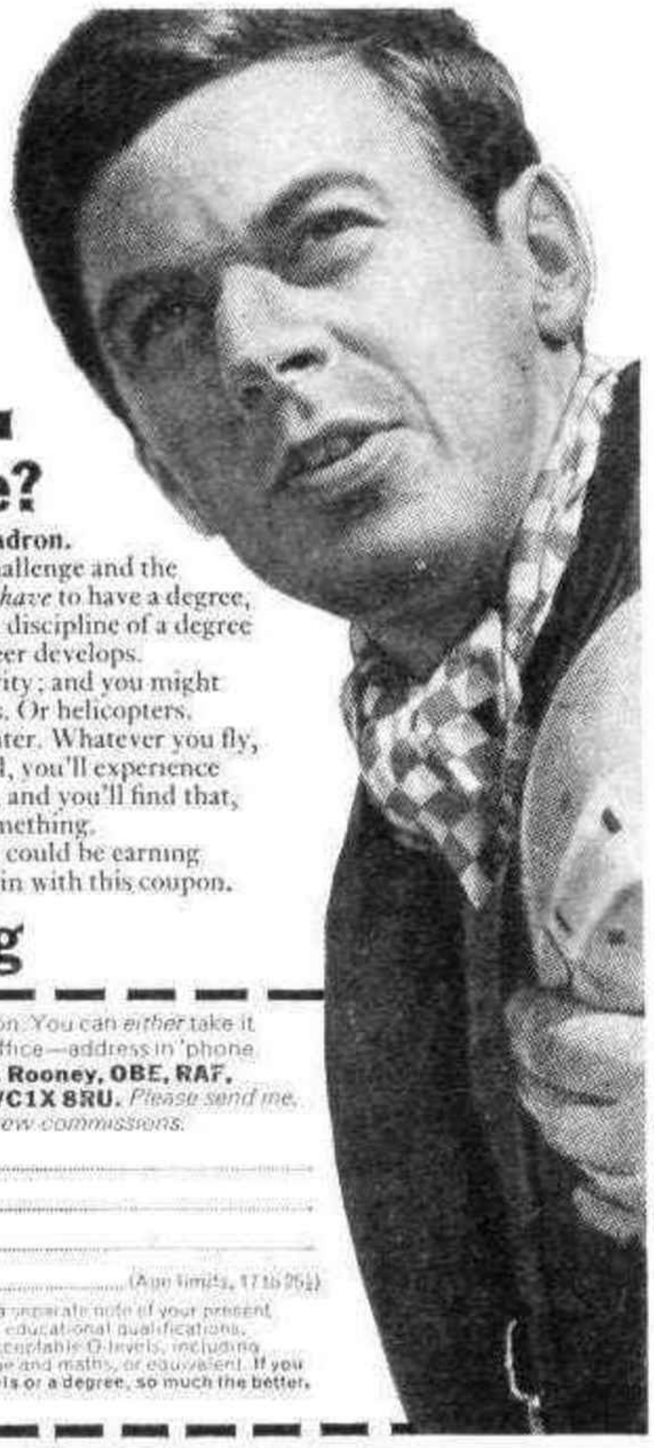
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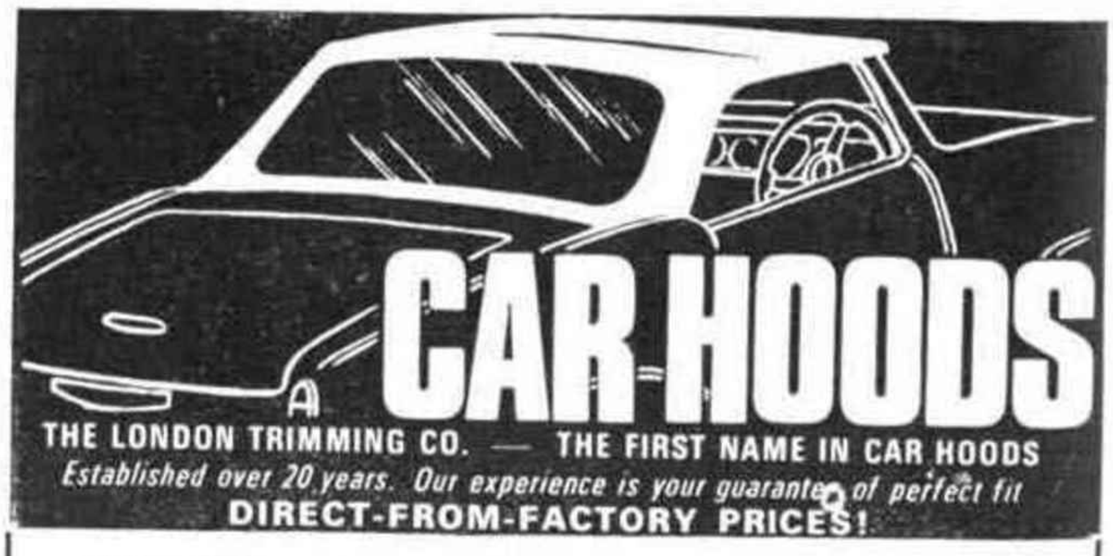
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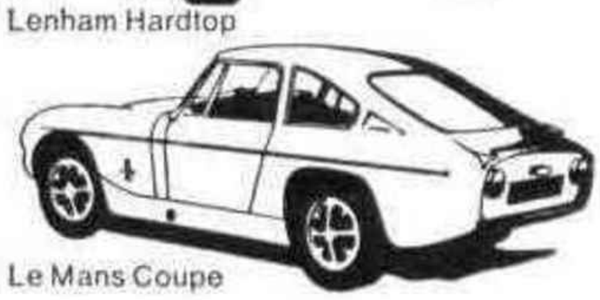
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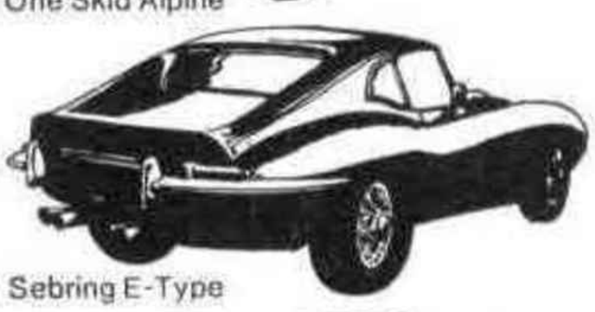


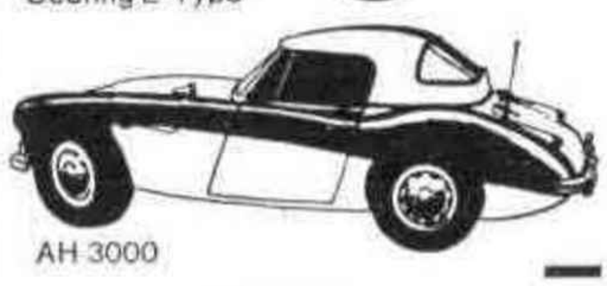
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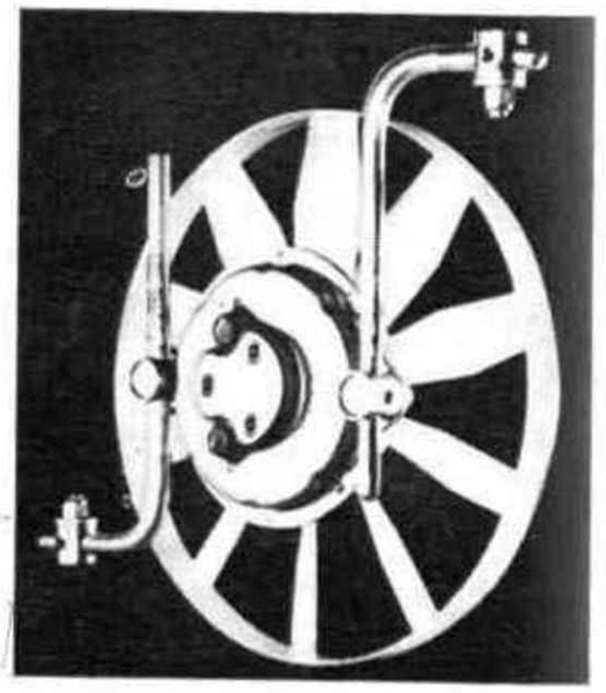


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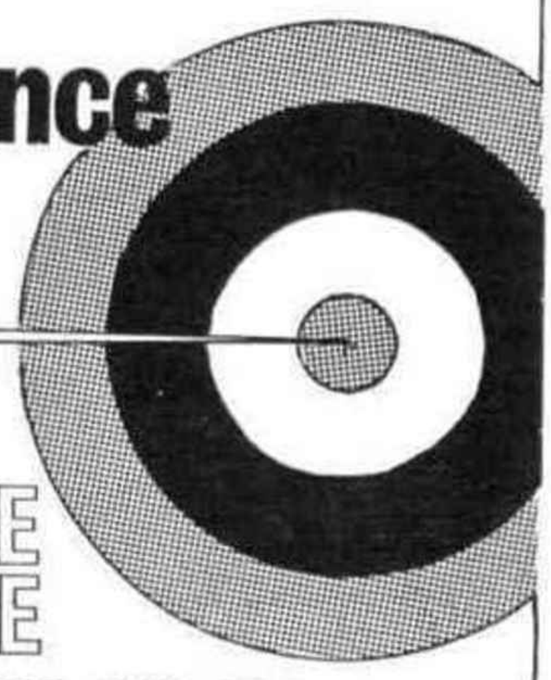
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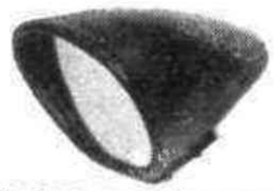
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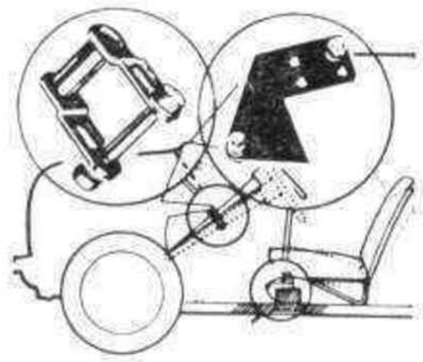
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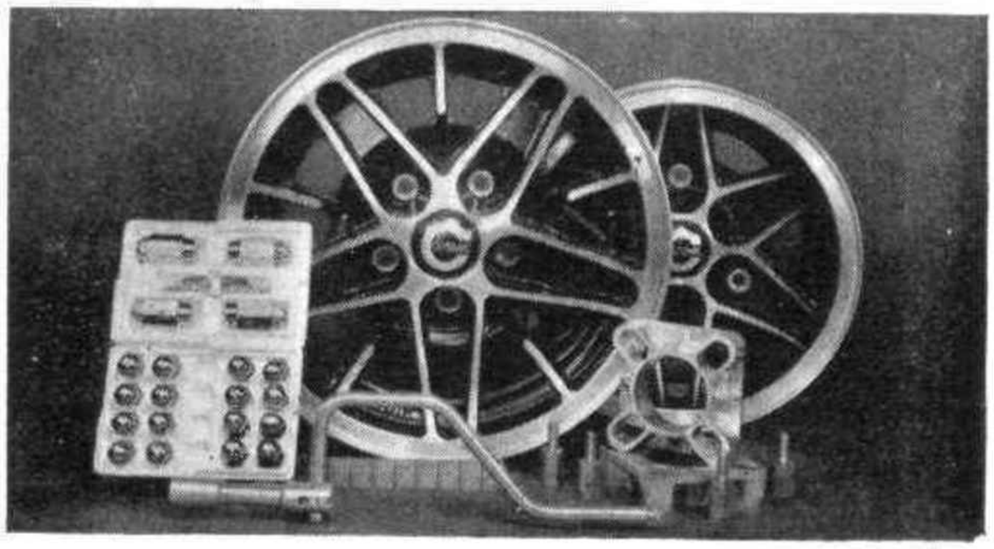
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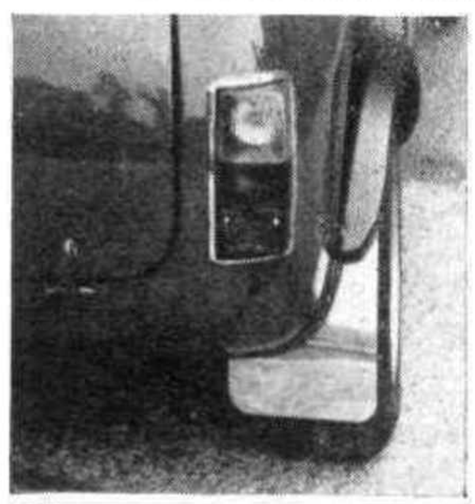
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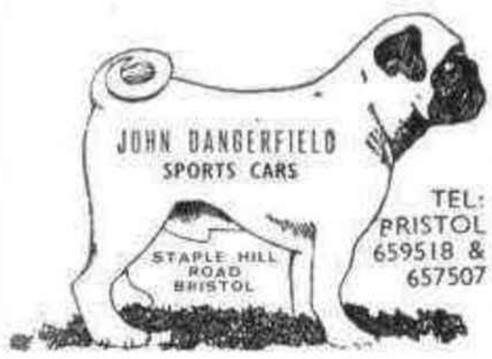
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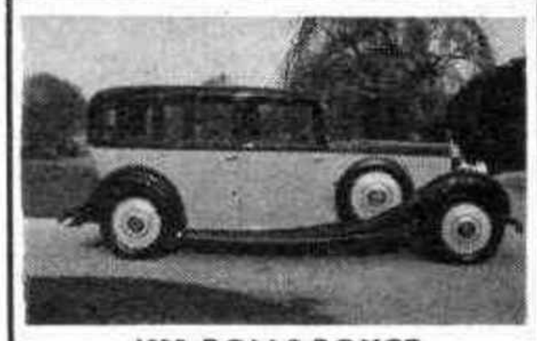
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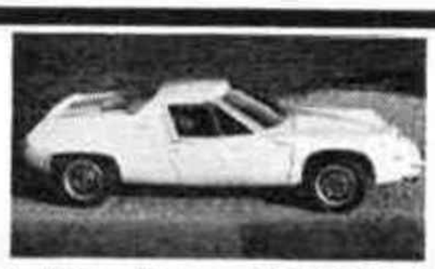
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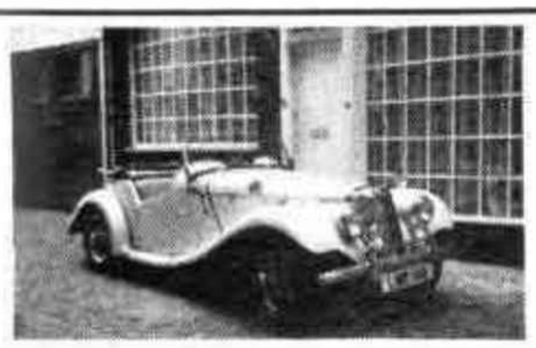
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ROLLS-ROYCE, 1954, Silver Dawn 4-door sports saloon. Automatic transmission, original coachwork in velvet green over shell grey, with silver-grey hide trim; all tools, handbook, etc. Nice example of this small and sought after series.



ROLLS-ROYCE, 1964, Silver Cloud III Automatic sports saloon, electric windows and aerial; extensive history. Nicely painted in dawn blue with grey hide trim just fully serviced and fitted replacement gearbox.

BENTLEY, 1951, Mk. VI 4-door James Young sports saloon, mechanically excellent. Coachwork in ebony black with tan hide trim.

BENTLEY, 1951, Mk. VI, Mulliner 4-door lightweight sports saloon, repainted black over garnet with superb plum hide trim. Really an outstanding example of this elegantly styled series.

Good selection of classic motorcycles in stock, including Scott, Rudge, Brough Superior and H.R.D. machines.

ROLLS-ROYCE, 1948, Silver Wraith owner-driver sun-roof sports saloon, two owners and only 55,000 recorded miles. Magnificently finished in duo-grey with all original and virtually unmarked tan hide trim, complete toolkit, etc. Potentially a *concours*-winning car.

ROLLS-ROYCE 20/25 landaulette by Barker, completely restored including major engine overhaul. New leather hood, coachwork restored and finished in pearl grey and black, interior superbly retrimmed as original. Recent major award winner.

ROLLS-ROYCE, 1960, Silver Cloud II, shell grey over astral blue coachwork, electric windows, blue trim. Radford front seats, brakes just relined and fitted new tyres; exceptionally nice example.

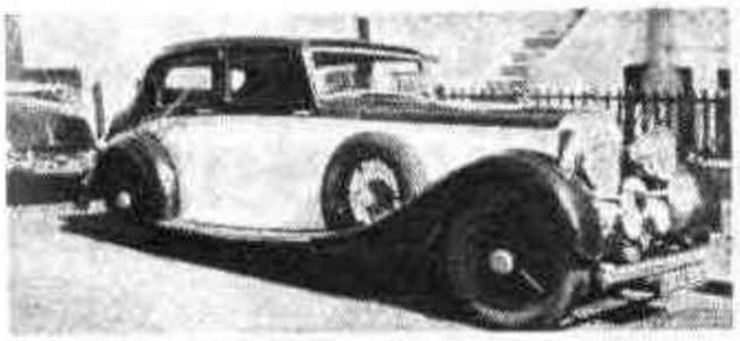


BENTLEY, 1955, 'R'-Type Automatic sun-roof sports saloon finished in shell and Tudor grey with matching grey trim; nice original specimen, mechanically very good, just fully serviced, etc.



BENTLEY, 1958, S1 Standard 4-door Automatic sports saloon nicely finished in shell over Tudor grey with tan hide trim, under 100,000 miles, fully serviced and a 'rarin-to-go!'

ROLLS-ROYCE, 1935, 20/25 classic swept-tail sedanca-de-ville by Hooper. Elegantly proportioned coachwork just repainted in black over garnet, original tan hide trim; mechanically very good throughout in all respects; basically one titled owner. Just completely serviced, brakes relined and exhaust replaced.



BENTLEY, 1937, 4¼ 4-door saloon with sporting coachwork by Park Ward, side-mounted spare wheel, fully louvred scuttle, twin fillers, etc. Mechanically excellent, interior all original; very sound example. Fully serviced with top overhaul just completed. Just been repainted dark green with black wings.

BENTLEY, 1934, 3½ close-coupled sports saloon by Barker, very pretty and rakish lines, extremely original; with recent engine overhaul; recent clutch, tyres and exhaust; just serviced and M.o.T. tested.

ALWAYS A SELECTION OF SEVERAL VINTAGE AND CLASSIC MOTORCYCLES IN STOCK

FOR SALE—continued

WARWICK GT, 1962. 1,991 c.c. T.R. engine, wire wheels, overdrive. Very good ZX Michelins and battery; maroon; car has led quiet life, present engineer owner 4 years. Regularly maintained. More accommodation now required. Taxed to October; M.o.T. to February, 1973. £325. Regret no offers (Midlands). Box 3574 (3140

JAGUAR 3.4, 1964. Overdrive; genuine 40,000. M.o.T. 12 months. One owner and driver; maroon bodywork, exceptionally clean rust free, and unretouched from new. A beautiful car; new brake cylinders on all wheels and new front discs. £490 o.n.o. Tel.: Wrexham 4439 (5.30-8 p.m. weekdays). (3141

1929 ALVIS TA 16/95; 6 cylinder. Fitted three quarters coupé by Carbodies; N.B. Not a wide 2-seater. £1,100. Ashton, 62 High St., Kimpton, Herts. Tel.: Kimpton 563 (3142

LOTUS Super Seven, 1500 Cosworth, Series II. One owner. Many improvements, both to performance and comfort. Beautiful condition. £550 no offers. Tel.: Danehill 571 (near Haywards Heath, Sussex). (3143

NSU R080. Registered March 1969. Silver with blue cloth interior. Immaculate condition with full service history from new; radio, tape player; q.i.; fog and headlamp conversion. Nearest to £1,150. Exchange considered. O'Connor, The Stables, Carlton, Goole. Tel.: Snaith 450. (3144

XK150, F.h.c, 1960. 3.4; overdrive; wires; nice sound condition; white/red interior; good mechanics. Long M.o.T. £595 o.n.o. Tel.: Bromsgrove 73124. (3156

M.G.-B GT. Reg. July 1968, w/w, overdrive etc. Grey, in superb condition. £825. Mr. Rice. Tel.: Luton 25308 (after 6 p.m.) (3192

ALFA ROMEO 1750 Veloce Nov. 1969; 29,000 miles. First class condition, one owner. £1,445 o.n.o. Tel.: 01-600 0751 (evenings), Hartfield 218 (weekends). (3145

LOTUS EUROPA twin-cam, November, 1971. Radio, stereo cartridge player, special Lotus, wide wheels with low profile tyres; air horns; 6,000 miles. Offered at reasonable price of £1,700 o.n.o. Tel.: Stratford-upon-Avon 840581. (3146

CHALLENGE to Healey enthusiasts, 1963, 3000. Some body damage; mechanically sound; reconditioned engine; w/w, overdrive; s/belts; new radiator. £250. Tel.: 01-373 7512 (evenings). (3147

CHEVROLET CORVETTE Stingray. Fixed head. 1965. "F" registered. L.h.d. Silver with matching interior. Recent rebuild on four speed close ratio gearbox; tinted windows; radio, etc. £1,100. Tel.: 01-908 2800. (3148

FOR SALE—continued

LOTUS Super Seven, 1966. Low mileage; new wide ally. wheels/SP tyres. Only used as third car. £540. Tel.: Selby (Yorks.) 2053. (3149

LOTUS ELAN Sprint; "K" registration. D.h.c. Colorado/white. Better than new. £1,525. Tel.: 01-504 4161 (evenings). (3150

MARCOS GULLWING, 1961. M.o.T., taxed; still available. £300. 7 Lyall Cres., Polmont, Falkirk. Tel.: Polmont 2845. (3151

1961 FROGEYED Sprite. Absolutely immaculate and original throughout. Sadly selling at £300. Tel.: 051-677 0240. (3153

LOTUS CORTINA, 1965. Excellent condition throughout; one owner. Never thrashed. £385. Tel.: Sudbury (Suffolk) 4705 (evenings) (3154

ASTON MARTIN, 1958, DB2/4, Mk. 2. White, black trim, £495. Tel.: Liss 2094. (3155

BULLNOSE MORRIS Cowley, 1924. Chassis, complete, £300. Tel.: Brailes 227. (3157

FORD MEXICO, 1971 "K" registration; q.h. spotlights; carpets, etc. This exciting sports saloon is reluctantly offered for sale by its original private owner after 14,000 enjoyable miles. The car has never been raced or rallied and is excellent value at £985. Tel.: 041-638 1726 (Glasgow). (3158

M.G.-B 1971 (Nov.). £1,600 specification includes overdrive; Radiomobile; underseal; tonneau; fogs; headrests; works hard-top (would separate). £1,195. Free, untransferred distinctive registration 10,000 miles. Finance possible. Seen almost anywhere. Tel.: Swansea 21921. (3159

VERY RARE Trident Clipper, 4.7 V8. Specially finished in Aston Martin aquamarine/black hide low mileage; immaculate. Webasto; c.w.w.; h.r.w.; electric aerial/Sundym windows; stereo sound etc. Alloys attracts attention. Serious offers, or part exchange larger vehicle. Tel.: Southport (0704) 67296. (3160

GILBERN INVADER estate, 1972. White/black vinyl roof; overdrive; sun-roof; low mileage; immaculate. £1,745 o.n.o. Tel.: Wilmslow (Cheshire) 20023 (after 6 p.m.). (3161

ALFA ROMEO Giulia, 1600 Spider, Nov. 1965. New hood; ZX's; M.o.T. June 1973. Near immaculate bodywork; 45,000 miles guaranteed; so good mechanically. Very reliable and economical. £450 o.n.o. Tel.: Derby 880279. (3163

MORGAN 4/4 competition, 1968; 35,000 miles. Orange; wire wheels; heater; rear bumper; louvres; luggage rack; badge bar; SP sports; resprayed; new hood 1 year ago. £1,150. Tel.: Brecon 3804 (evenings). (3166

FOR SALE—continued

MORGAN +8, 1969. White; one owner; v.g.c. £1,275. Also Honda, ST50 fun bike; 1,100 miles. £80. Tel.: Lancaster 67677. (3164

1948 RILEY, 2½-litre R.M.B. Red and white paintwork superb condition throughout. £440 o.n.o. Tel.: York 54870 (weekday, evenings). (3167

1950 JAGUAR, Mk V, 2½-litre. Black paintwork; superb original condition throughout. £460 o.n.o. 66 Walney Rd., Heworth, York. Tel.: York 54870 (weekday, evenings). (3167

1930 FRENCH fighter aeroplane for sale or exchange interesting automobiles. In excellent condition throughout and perfect flying order. Complete with spare radial Hispano Suiza engine; wheels; logs and paperwork. One of three known examples in the world. Serious enquiries only to Richard Crump, 39 Aylesbury Rd., Wendover, Bucks. (3169

FACEL VEGA Excellence, Nov. 1963. 6.3-litre V8. Genuine 25,000 miles. Cherry red with bright red upholstery. New tyres and brake linings recently fitted. Exceptional condition throughout. Serious offers around a grand considered. Tel.: Little Budworth 395 (day), Little Budworth 406 (night). (3171

SUPERB 1921 20-25 Rolls-Royce pullman Landaulette in dark green and black. Hide and cord upholstery. Overhauled engine, £2,600. Tel.: Lindfield (Sussex) (04447) 2514. (3172

XK150 SE. F.h.c.; Webasto roof; sherwood green. Extremely good condition; mechanically and bodily; 59,000 miles. £925. Tel.: Wigan 83293 (3173

VINTAGE STAR, 20 h.p. sports saloon. Ex-works car. Very original. £550 o.n.o. Tel.: Bakewell 2747. (3174

ROLLS 1937, 25/30, Thrupp and Maberley touring limousine, refurbished and rechromed. Requires paint for completion; 52,000 miles only. Offers over £1,000. Tel.: Sheffield 366941. (3174

LOTUS ELAN. Drop-head coupé, 1970. Fitted push-button radio; very low mileage and in immaculate condition. £1,095 o.n.o. Tel.: Whalley (Lancs.) 2253. (3175

MERCEDES 190SL, 1961. Gold; radio; M.o.T. Good runner, £650. Tel.: Lindfield (Sussex) (04447) 2514 (3176

RILEY 1½-LITRE, 1947. M.o.T. Jan. Good runner, used daily. Requires some attention. £80 o.n.o. With spares. Tel.: 02824-4868 (Colne, Lancs.), (evenings only). (3183

RARE VINTAGE sports car, 1928 Alvis F.W.D.; supercharged two-seater. £1,250 o.n.o. Tel.: Kingswinford 6339. (2968

1948 BRISTOL 400. Body excellent. Must sell, highest offer accepted. Tel.: Tadworth 2849. (2969

FOR SALE—continued

ROLLS-ROYCE Silver Wraith. A really elegant Mulliner Sedanca-De-Ville; P100 headlamps; Mascot newly resprayed; new tyres and M.o.T. Chassis of WTA 43. £2,650 or would exchange for Ghost or W.O. Bentley chassis. P. Thomas, 1 Heatherlands, Rise Rd., Ascot, Berks. Tel.: Ascot 21063 (evenings). (3177

1960 MERCEDES 220. SE. Fixed head coupé. A very rare collector's model; superb coachwork; red leather interior; reclining seats; Blaupunkt self-seeker radio; recent engine rebuild; exceptional condition. A real excellent buy at £1,250. Part exchange considered. Tel.: Northbourne (Bournemouth) 4952. (3178

MARCOS 2-LITRE, 1970. Chrome yellow; 19,000 miles; new tyres; sun-roof; electric windows; Halogen headlights; v.g.c. £1,230 o.n.o. Tel.: Stratton St. Margaret (Wilts.) 2161 (evenings). (3179

1970 "H" M.G. Midget; yellow with black interior; soft-top; low mileage; taxed. Give away at £650! Tel.: Stony Stratford 3201 (anytime). If line is jammed call 36 Milford Avenue, Stony Stratford. (3180

ASTON MARTIN, DB6 automatic, 1967. Pacific blue with beige hide trim; one owner; power steering; Sundym electric windows; chrome wire wheels; h.r.w.; radio, electric aerial; head rest. Excellent condition. House purchase possible. Sensibly priced at £1,850. Tel.: Caterham (Surrey) 42444. (2964

OFFERS M.G. TC 1947. Red, black interior; details and photo in request. Mr. Robert. Tel.: 061-928 4784 (after 6 p.m.) no Sundays. (2965

JENSEN 541R, 1960. Sound condition; M.o.T.; overdrive. £375. Tel.: 061-643 5295. (2966

1953 LAGONDA, 2.6 saloon; grey; taxed, tested to July 1973. Very good condition. Offers or part exchange around £225. Gardner, 127 Gil Court, Ossett. Tel.: Ossett 3915 (3184

ELAN 1968, S3, S/E. F.h.c.; resprayed "sprint" colours; radio; engine rebuilt; K.O. wheels, etc. Many new part. £950 o.n.o. For the best S3. Mr. Price. Tel.: Merthyr Tydfil 2761 (office). (2967

M.G. VA saloon, 1937. Taxed, M.o.T., engine rebuilt; body; tyres good; spares available. £450 o.v.n.o. Hunt, 15 Higher Rosewarne, Enys Rd., Camborne, Cornwall. (2970

LOTUS +2, 1969. French blue; 23,000 miles only; h.r.w.; one lady owner. £1,200 o.n.o. Tel.: 061-928 2553. (2971

UXJ 1 ON 1957 Anglia, tested; runner. Offers. Tel.: Dinnington 3145. (2973

AUSTIN 7, 1934. (Pre-ruby). Renovated past 2 years. Near concours. Offers in region of £250. Tel.: Fleet (Hants.) 4620. (2975

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1934 PARK WARD 3½-litre Bentley saloon, suitable restoration, many spares, special tools. £450. Box 3561. (2719

HOT 997 IS a 1950 Morgan 4/4. Red with black interior. Body and mechanical rebuild last winter. M.o.T. May 1973, taxed. Further details and offers, Tel.: Maidenhead 24469. (2728

TR3A (MEROPS Apiaster). O.I. lights, comp shocks, anti-roll bar, S.A.H. exhaust, oil-cooler Genuine "B"-eater for £270. Tel.: Cheddar (Somerset) 742648. (2729

M.G. TA, 1937. Much money and love spent; one of few with TA engine (reconditioned 8,000 miles ago). King-pins, wheel bearings, brakes etc., all attended to. Very original car excellent condition, £350 or near offer. Tel.: Horley (Surrey) 4385. (2730

ALVIS TC21/100 Grey Lady saloon. Maroon/white, wire wheels, sun-roof. £320. 16 Ballymaconnell Rd., Bangor, Co. Down, N.I. Tel.: Bangor 63509. (2731

XK150, Sun-roof, radio, overdrive, wires; recent clutch, exhaust, Cinturatos, engine overhaul. Good condition. £460. Collins, Tel.: Pudsey 72368 (cheap rate). (2732

FOR SALE—continued

M.G. TD, 1950, M.G.C.C. All new interior, hood, curtains, frame wood, etc. Excellent mechanics with all standard equipment, to include heater and spotlight. Taxed and M.o.T.'d. £795 o.n.o. Tel.: Bicester (Oxon.) 3311, ext. 262 or 224 (weekdays, 8.30 to 4.30). (2733

LANCIA FLAMINIA Super Sport. Immaculate example in white with red interior. 1968 car. XAS tyres, p.b. radio, Koni shockers. Possibly the best example in the country. Offers around £1,350, exchanges considered. For details, Tel.: Kidlington 4118 or 3989. (2734

M.G. TD2, 1953, flame red, 1,000 miles since complete professional rebuild of body and engine. Near perfect condition. £750 o.n.o. Linden House, Uzmaston Rd., Haverfordwest, Pembs. Tel.: 3104. (2735

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TR3A, 1960, white. Overdrive, wire wheels, radio, heater, hard-top, tonneau. First offer over £200. Tel.: 061-432 2882 (after 6.30 p.m. or at weekend). (2738

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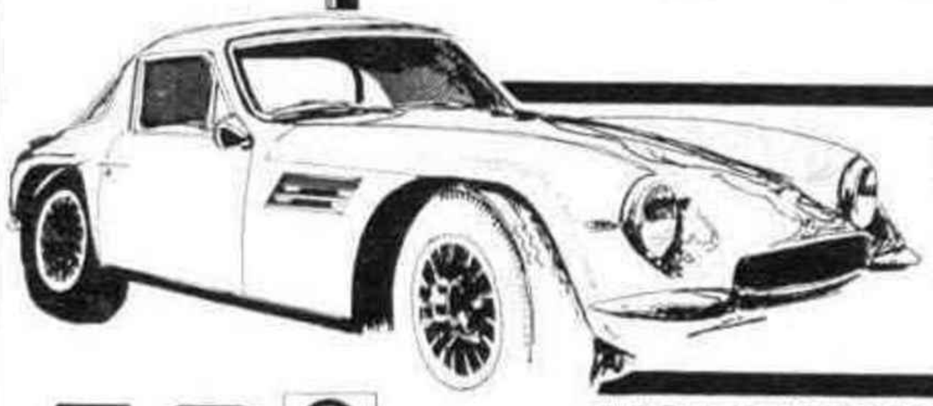
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1968 JAGUAR "E"-type drophead in beautiful black with matching hard-top, chrome wires **£1,495**
1968 LOTUS Elan f.h.c., in white, k.o. wheels, radio, tinted screen **£895**



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(Location: A to Z, Page 30, Section B2)



1968 TRIUMPH TR5, in red, black interior, overdrive. A good example of this quick car **£945**
1967 LOTUS Elan S.3 d.h., in yellow, black interior, radio **£850**
1969 LOTUS Elan +2, in metallic silver, black interior, radio; 33,000 miles **£1,350**
1970 LOTUS Europa, in blue, black interior, radio, electric aerial... ... ... **£995**
1968 M.G.-B GT, in Old English White, wire wheels, overdrive, radio **£935**



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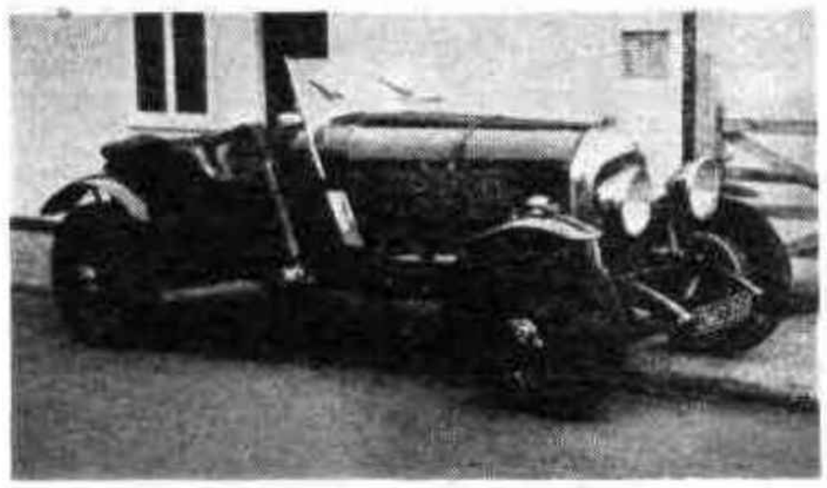
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Corsica-bodied BENTLEY 3-litre open tourer. Speed model in excellent condition.

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M.G.-B Mk. III, 1972. Glacier white with black trim. Fitted overdrive, tonneau, spots; one owner. Confirmed mileage 4,376. Superb order throughout **£1,320**
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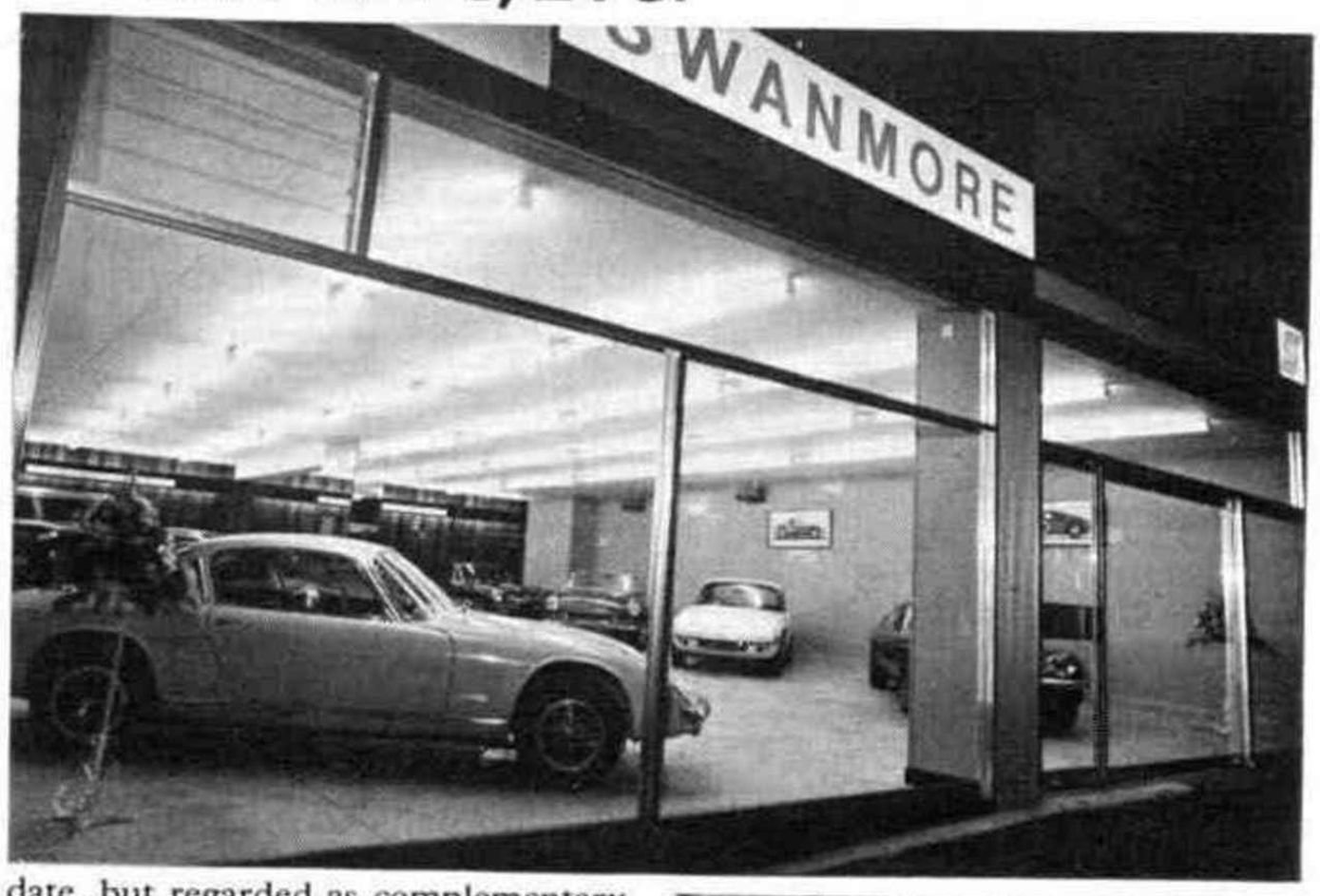
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1971 ('K' Reg.) Ford Mexico. Sunset, black interior. Recorded mileage 6,500. Fitted many extras.... £1,075
1967 Lotus-Ford Cortina. Only 22,000 from new £635

AMERICAN CARS (NEW & REGISTERED)

1972 Mustang Mach I. Choice of three colours, very full specification..... £3,850
1972 Mustang Mach I. Full spec, with exception of air conditioning, A.M. radio and stereo tape player £3,495
Ford Mustang Sprint Fastback. White, with Sprint package..... £3,295
Ford Mustang Sprint hard-top. White, with Sprint package and air-conditioning..... £3,350
1972 Ford Mustang Mach I. Choice of five colours to good specifications..... £3,095
1972 Mustang 2-door convertible. White, black trim. Very full specification..... £3,450
1972 Mustang 2-door convertible. Choice of three colours. Good specifications..... £2,995
Ford Mustang 2-door hard-top. Gold, ginger trim, automatic transmission, power steering, power disc brakes, centre console and A.M. radio..... £2,695
Ford Thunderbird 2-door hard-top. Blue fire, dark blue leather upholstery..... £4,950
Ford LTD 2-door hard-top. White, blue trim.... £3,545

NEW CARS

LOTUS — All current models available from stock.
1972 Pontiac Grand Ville convertible. Cinnamon bronze, beige trim and antique pewter with black trim.. £3,750
1972 Pontiac Grand Prix 2-door hard-top. Rivere silver, black Vinyl trim..... £3,975
1972 Mach. 1. Silver with red trim, 302 V-8 engine. Power steering, manual box, etc..... £2,695
1972 Chevrolet Camaro sports coupe...... £2,895

M.G.
M.G. 'B' GT: Blaze, navy trim. Black, autumn leaf trim, fitted overdrive, tinted glass, servo brakes, head, rest, h.r.w. Black, navy trim. Harvest gold, navy trim, fitted overdrive, h.r.w., radial tyres, servo brakes. Aqua-navy trim, fitted overdrive, h.r.w., head-rests, servo brakes, radial tyres. **M.G. 'B' roadsters** : White, navy, fitted overdrive, radials, tonneau cover. Bronze yellow navy, fitted overdrive, radials, tonneau cover, servo. Blaze, navy, fitted overdrive, servo brakes, radials and tonneau cover. Black, autumn leaf, fitted with overdrive, radials and tonneau cover. **M.G. Midget:** Teal blue, autumn leaf trim. Glacier white, navy trim. Radial tyres, tonneau cover.

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A large selection of the current range at present in stock.
M.G. — B. G. T. Please telephone for earliest delivery and quotations.

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FOR SALE—continued

BRISTOL 406, 1960, 2 owners; 80,000 miles. Mink blue, silver roof. £1,400. Not cheap, try offer. Tel.: Christchurch 3271. (2563

1946 MORGAN 4/4. Complete rebuild in 1971. Many new parts. Complete and original; spares include engine. Best offer over £350 secures. Tel.: Stokesley (Yorkshire) 710140 (after 6 p.m.). (2564

SUNBEAM SUPREME III, 1957. Lovely condition; taxed, tested. SMJ 222. £150. Tel.: 021-743 8433. (2565

HUMBER 1903. Concours condition. Done many London/Brighton runs. Awarded First prize Royal Welsh Show, July 1972. Tel.: 0437 3167. (2566

RAMBLER AMBASSADOR, SST, Fastback. 1968 model. Fantastic car with special galvanised body; r.h.d.; electric windows. Manual/automatic gearchange; power steering; 343 cu. in. engine; black leather interior; reclining seats. Motorola radio/alternator; 37,650 miles. Finished in immaculate white, with black leather roof; taxed and tested. £950. Exchanges. 13, Becket Rd., Lowedges, Sheffield. Tel.: 51395 (mornings only). (2567

JENSEN 541/S, 1962. Just practically rebuilt throughout including repaint. Complete re-upholstery in beige leather and matching carpets. Looks like a new car; must be seen. £950 o.n.o. For further details Tel.: 021-556 0682 (day), 4424 (evenings). "Homestead", Hydes Rd., Wednesbury, Staffs. (2568

M.G.-B 1967. Spotless condition. Fitted radio; o/drive; w/wheels; tonneau. Good tyres. £675. Tel.: Ascot 23018. (2569

TVR VIXEN, S2, 1971. "K" registration. Tangerine, mag. wheels, certified mileage 8,000. Immaculate condition; careful lady driver. £1,250. Bramcote Lodge Restaurant, Milton, Derbys. Tel.: Repton (2570

1953 (NOV.) LANCHESTER 14. Black (mostly original finish), red leather trim; 3 owners from new, last owner 13 years. Recorded mileage under 70,000, believed genuine. In good original condition, virtually no rust. Handbook and parts list. £200 o.n.o. 33 Christchurch Street East, Frome, Somerset. Tel.: Frome 2685. (2571

1958 ARMSTRONG SIDDELEY Sapphire automatic twin carburetter model; very little rust; shining black exterior, interior very good. Excellent radial tyres and chrome. Owner already has too many Siddeleys. Very little time and money needed to make it really superb. Reg. No. XPJ 3. £150 o.n.o. 33 Christchurch Street East, Frome, Somerset. Tel.: Frome 2685. (2571

JENSEN 1957 Interceptor. Six-seater saloon; excellent condition; M.o.T. £350. Lynn Tel.: 01-870 3941. (2574

1958 OLDSMOBILE, Reg. 1965. L.h.d. F.H. coupé; fitted Perkins P6 diesel. Rustless body; v.g.c. throughout; M.o.T. Feb. 1973. Opulence with extreme economy. £150 o.n.o. Pair Cowley artillery wheels with excellent matching 4.75 x 19 Dunlops. £12. Delivered. Tel.: Millom (Cumberland) 2709 (evenings). (2572

PORSCHE 356A Super 75. Coupé, September 1959. Resprayed metallic red; 55,000 miles, over £350 spent last six months, bills available; no rust. Bodily and mechanically immaculate. Two owners. Long M.o.T. and taxed. Exchanges/offers over £500. W.h.y. Tel.: Harwich 4210 (evenings and weekends). (2573

ALFA GIULIA Spider 1600, 1964. Smart white d.h. coupé, red interior. £300 spent recently on engine; many new bits. Imminent mortgage forces sale. Haggling begins at £325. Tel.: Leicester 871313, ext. 595. (2575

M.G. 1934 PA. Original except for cycle wings. Just restored. Offers about £400. Mason, Pleasant View, Bodfari, North Wales. Tel.: Bodfari 306. (2576

ALFA ROMEO Giulia 1600 sprint GT, 1965. White; M.o.T. July 1973. Excellent condition. £600. Tel.: Ascot 22003. (2577

1947 AUSTIN 8. Sliding roof; 4-door; clean original condition. £95. Tel.: Salisbury 29929. (2578

1929 ROVER 10/25. A superb and immaculate fabric body car, with brown body; black wings, brown upholstery. Only 32,000 miles from new. An enthusiast car; M.o.T. Offers £975 or part exchange Veteran car pre-1905. Tel.: Wimborne, (Dorset) 5050. (2579

CHEVROLET IMPALA, 1964. Convertible (electric); beige; 4½-litre V8; PAS; 4 headlight; r.h.d.; 40,000 very, very good condition. £450 o.n.o. Tel.: Kirtlebridge 312. (2589

1951 LEA-FRANCIS sports, 2½-litre. Original and immaculate coachwork; recent engine overhaul; new breaks; tyres new hood, carpets and upholstery in leather. £600 o.n.o. Tel.: 01-366 5729. (2584

M.G.-C ROADSTER. "G" regd., May 1969. White; genuine 26,000 miles. Radio; tonneau; wires; immaculate. Awaiting delivery of Morgan. £860. Wilbraham, "Sirocco", Beech View Rd., Kingsley, Cheshire. Tel.: Kingsley 88082. (2585

TR4A (1966) pale blue. 45,000 recorded miles; radio; tonneau and hood covers; new gearbox and overdrive; new rear wings. £560. Tel.: Derby 48791 (daytime), Burton 61376 (evening). (2586

AUSTIN HEALEY, Mk. I 3000; 2 + 2, 1959; new hood, exhaust; konis; overdrive; wires. Mechanically sound. M.o.T. to March 1973. £350 o.n.o. Tel.: Medway 41337 or 45575. (2588

COOPER J.A.P., 1,100 c.c., 1956. Three owners; documented history. Complete with trailer, fitted cover and many spares. Tel.: 051-924 5565. (2583

FORD CORTINA, GT, 1966. 53,500. Dragoon red/black interior. Very good condition throughout; taxed/tested; engine just overhauled; new battery/exhaust; brake linings. £365 o.n.o. D. P. Dakin, 8 Binstead Grove, Wadsly Bridge, Sheffield 5. (2590

ALVIS 1959, 3-litre saloon; automatic. "Homers", Tarrant Gunville, Blandford. Tel.: Tarrant Hinton 289. (2591

UNIQUE MORGAN 4/4 d.h.c. Specially made for Morgan Director. Three-position hood, leather upholstery, solid mahogany trim, glass side windows, children's seat. Factory maintained, bills. Concours winner M.O.C. July. Truly superb condition throughout. Taxed, tested. £745. Tel.: Ormskirk 74157 (Lancs.) (2703

FOR SALE: Lago Talbot T26 Grand Record 4-seater drophead coupé, 1932 Alfa Romeo Le Mans Replica, some spares. Morse. Tel.: Rugby 3267. (2704

SPRITE, 1969 "H". Only 15,000 genuine mileage. Near mint condition. Mineral blue. Tonneau, radio, etc. £675. Tel.: Beaconsfield (Bucks.) 4529. (2705

1937 SS 4-seat open tourer. Only 100 examples. This model produced in 1937/8. 3½-litre engine. What offers for this car that is at present dismantled. Tel.: Eastry 405 (after 9 p.m.). Wyatt, Lower Lodge, Betteshanger, Deal, Kent. (2706

HISTORIC RACING CARS. Lister Jaguar, offers, circa £1,500. Cooper 500, Mk. III, £350. Further details, Tel.: Dursley 3243 (Glos.). (2707

1929 AUSTIN Heavy 12/4 Burnham saloon. Excellent condition, many spares including engines, gearboxes, axles and tyres. £700. Tel.: 0532-635197. (2708

SUNBEAM ALPINE, 1966, 1725, Green/black interior. Cints., overdrive, new hood. Only 32,000 miles. £320 o.n.o. 2 Clayhill Cres., Marvels Lane, S.E.9. (2709

1913 DELAGE chassis. Mechanically complete and in good running order. 10 ft. 6 in. wheelbase. Approximately 2½-litre. £1,275 o.n.o. 1908 Charron 4-cyl. chassis in good running order, complete with original front wings, running-boards, bonnet, seat, windscreen. This rare and interesting car needs little work to complete. £1,500 o.n.o. Harley, Montrose House, Winkleigh, Devon. Tel.: Winkleigh 462/485 (evening). (2711

M.G.-B, 1967 (F). Black/red interior. Wire wheels, overdrive, radio. M.o.T. to July 1973. Excellent condition. £695. Tel.: 01-692 7010 (day), Badgers Mount 592 (evenings). (2712

DAIMLER SP250B, 1961. Ivory/black trim. Low mileage. H/top, s/top, t/cover. New radials, exhaust system. Taxed, M.o.T. July 1973. Excellent condition. £725. Tel.: Shrivenham 782660. (2714

M.G. J2 racing special, J4 body, C-type gearbox, Zoller-blown PB engine, rebuilt, superb condition. Around £800. Also C-type Montlhéry Midget body, offers. Tel.: Hathern 270. (2713

JAGUAR 3.4 "S", automatic. Power-assisted steering. Silver grey. Exceptional condition. Registered 1st March 1966. Complete engine overhaul by Jaguar specialists. New exhausts, reclining seats, radio, belts. No dealers and no offers. Everything in working order including the clock. Probably one of the best "S" types in the country. Price £675. Telephone for further information, J. Hayes, Tel.: High Wycombe 35577 (office); Bourne End 23864 (evening). (2715

MERCEDES 220SE drophead convertible coupé in metallic beige. 1965 model registered in May 1966. Believed to be in excellent condition—complete overhaul to engine just completed, and reconditioned gearbox fitted. Fully automatic; power steering. £1,650, offers. Humphreys, Walton Lodge, Castle Rd., Clevedon, Somerset. Tel.: Clevedon 3174. (2716

ASTON MARTIN, 1957, DB2+4, beautiful condition—Tickford body as new. Metallic lilac, rechromed throughout, new carpets and headlining. Over £200 recently spent on engine. For enthusiasts only £1,200. Tel.: 01-467 2176 (Chislehurst). (2717

T.V.R. VIXEN S2, 1970. Alloys, leather wheel, radio, twin speakers, wing mirrors. Specialist maintained, £1,025. Tel.: 021-350 1610. (2718

ROLLS-ROYCE 20/25 Hooper sports saloon, 1935. Very pretty car with wind-down division. New tyres. Mechanically first class. Will exchange for Silver Cloud I. Box 3562. (2720

"J" REG. HONDA S800 sports. Genuine 12,000 miles since new. Immaculate condition. Extras include hard-top, radio, steering lock, spotlamps, cigar-lighter, musical horns. Must be seen. £830 o.n.o. White, 79 Northern Rd., Plaistow, London, E.13. (2721

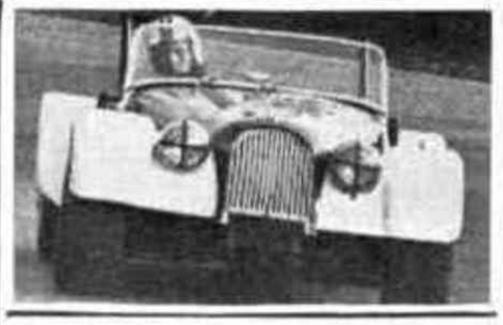
AUSTIN 10, Sept. 1939. Excellent original condition. Family owned from new, in daily use. All handbooks, bills. M.o.T. Numerous spares. Further details: Brian Holmes, 01-573 3561 (evenings). (2722

"FOREIGN LEGION recruit?" Heartbreak sale of 1968(G) Triumph Spitfire Mk. 3; wire wheels, overdrive, radio, central instrumented console, interior light. Cared for and maintained by proud owner, now going overseas. £630 o.v.n.o. H.P. available. Tel.: Chesterfield 68137. (2724

MK. I SPRITE. Must be seen! £300 spent on body, interior, and very fast 998-c.c. "S" engine; every extra. £350 o.n.o. Tel.: Sutton (Ely) 890 (evenings). (2725

M.G.-A MK. II. Professionally rebuilt body, sprayed tartan red. New hood, steering and road springs. Four matched spotlights, flared wheel arches, quarter bumpers. Bargain at £425 o.n.o. Tel.: Barnsley 86643. (2726

AUSTIN HEALEY 3000 Mk. III, BJ 8, 1965. Overdrive, Minilites, radio, etc. Well maintained, superior second car. £860 o.n.o. Tel.: 01-950 1483. (2727



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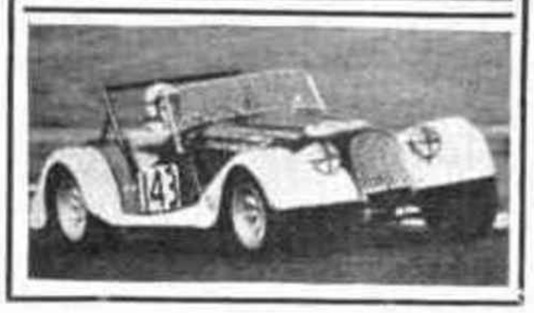
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The Stapletons for this month have been out fishing. With an air of excitement in the Mews they cast. First catch goes to the brother in the water tank. A nice 1970 brown 4/4 fitted with wire wheels, beige interior, Brooklands aero-screens, tonneau and luggage rack. Meanwhile at the large puddle a shout goes up as a 1970 Morgan 4/4 4-seater in black with red interior is landed, tonneau cover and luggage rack. At the drain end a 1969 light green 4/4 4-seater comes in. Fitted with wide wings, wide wheels, black leather interior and Weber carbs. very hairy-looking beast. A 1968 Morgan +4 4-seater in yellow and its twin in green are nibbling the crispies in the water tank. Suddenly, both are caught on the line, they have wire wheels (72-spoke), leather interior and luggage racks, the yellow also having a towbar. Back to the drain, but a cry from the puddle is the arrival of a 1962 +4 coupe with wire wheels, TR4 engine and leather interior, very red. Its father arrives at the drain, finished in light blue, TR4 engine and leather interior. The water tank froths at the arrival of a 1967 +4 Super Sports in dark blue, wire wheels, Weber carbs. and bucket seats. Followed by a 1950 flat-rad. 4/4 in blue and excellent condition. +8 and late 4/4s are desperately wanted, however mysterious some people are about prices they pay.





FOR SALE—continued

M.G.-A 1600, Mk. I Roadster, Chariot red; luggage rack; heater; engine rebuilt, tuned and balanced 1971. Excellent performance; bodywork and interior in very good condition £340 o.n.o. Bridger Tel.:021-454 161. (3117

TR3A, 1962 (April). One of the last six made. Tartan red; overdrive; w/w; radials; soft-top; tonneau. Superb condition throughout; M.o.T. May 1973. Taxed. £460 o.n.o. Tel.: St. Albans 50331. (3113

GINETTA G15, 1969 "H". Blue mink. Excellent condition; recent new tyres; shockers; brakes M.o.T. Battery and de-coke. £685. Tel.: Hythe (0303) 68656. (3104

BENTLEY 3½-LITRE, 1936 Gurney Nutting saloon. Immaculate car for private sale. £1,250. Box 3573. (3114

ALFA ROMEO 2600 Sprint by Bertone. An excellent example of this fast and economical luxury grand touring car in ivory with blue leather. Twin-cam engine with triple twin carbs. and 5-speed gearbox; electric windows; reclining seats; iodide lamps. £445 Tel.: 01-622 7599 (evenings). (3115

BENTLEY S1. Very beautiful 1959 saloon; rust free; fully serviced; all usual extras; taxed, M.o.T. to May 1973. Owner must sell. £1,150. Tel.: Ascot 23018. (3118

TR4 1962. Excellent condition for year; red with black interior; wire wheels; overdrive 2nd, 3rd and 4th; soft-top, hard-top; tonneau; l.h.w. 5 brand new radials just fitted; good mileage, all for only £450 o.v.n.o. Tel.: Wendover (Bucks.) 3676 (weekdays after 7 p.m., weekends anytime). (3119

BRISTOL 405, May 840. In v.g. all round condition. Dark blue paintwork, red leather and new red carpets; major engine overhaul 1971; overdrive; oil coolers; 5 good Cints.; twin fogs and spot; q.i. heads; trailer hitch and light stockers; radio; M.o.T. to May 1973. In daily use by professional engineer acquisition of DB6 only reason for sale. Price £575. R. Watson, 59 Brecon Rd., Birmingham, B20 3RW. Tel.: 021-554 1168. (3120

TR6 1970, White; overdrive; wire wheels; radio; underseal. Many extras, going abroad. Must sell. Bargain £1,075. Tel.: Stapleford 258 (Wilts.) (3121

MUSTANG 2-DOOR hard-top, late 1970. "L" regd. Immaculate condition; 351 4V V8; only 15,600 miles. Hurst 4-speed manual box. Power steering; power brakes; radio. Yellow with black sports interior, inc. high-back seats. £1,350. H.P. available. Tel.: Bagshot 2599 (daytime). (3122

RELIANT SCIMITAR coupé, 1967. Blue, radio. £775. Ellis, 11 The Crescent, Farnborough, Hants. Tel.: 42619. (3123

1955 MORGAN +4 coupé. Immaculate condition throughout; body totally rebuilt; reconditioned engine. Tel.: Great Dunmow 3400 (after September 9th). (3124

MORGAN +8. Very good condition, 1969. Low mileage. R.O.B.; orange with black interior. £1,450 o.n.o. Part exchange considered. Tel.: Lymington 2477. (3125

SCIMITAR, V6, Blue; 37,000 miles; h.r.w.; new Cinturatos; stereo; Webasto. £735 o.n.o. New G.T.E. forces sale. Apply after September 11th. Edwards, Parkwood Hall, Swanley. Tel.: 4441 (3126

PORSCHE 356A, 1600, 1959. Mechanically sound throughout but bodywork needs attention £250 no offers please. John Orme. Tel.: Cambridge 66466, ext. 337 (office). (2580

LE MANS works Sunbeam Alpine. This car was raced at Le Mans in 1961-62, then stored for a number of years. Needs work to complete what must be a desirable car that can only appreciate in value. Best offer over £650. Tel.: Welwyn 5497. (2832

RARE RELIABLE, Radbourne Abarth 1300. Works built (1968) and maintained; Cromodora wheels; sun-roof. Immaculate £895. Tel.: Deal 61717. (3127

ASTON MARTIN, 1964. DB5, Met. silver. A nice car but clutch just gone, hence £800. Must sell. Tel.: 01-472 5803. (3128

XK150S, July 1961. Registration number 444B2. O/d; w/w; tax and M.o.T. £750 o.n.o. Tel.: Sandbach 475. (3137

ROLLS-ROYCE, 1939 Wraith sports saloon; H. J. Mulliner body; complete with all its original fittings and tools in superb mint original condition also 1939 25/30 Sports saloon in the same condition. Tel.: Darley 306 or Harrogate 62492. (3129

A.C. ACECA, 100D2, 1959. Overdrive; radio; dark blue. Fast and reliable. £750, or might part-exchange. Open vintage/PVT car requiring work and cash or Elan, w.h.y. Shurvell. Tel.: 01-228 3935. (3130

1960 M.G.-A 1600 f.h.c. Beautifully restored retrim etc.; M.o.T. until February 1973. £395. Photo to genuine enquiries. 38 Lydwel Park, Torquay, Devon Tel.: Torquay 25343 (office hours). (3131

M.G. TF (1954). Beautiful car in black; bodywork professionally rebuilt; new engine; available in London or Wiltshire. £1,000. Webber. Tel.: Devizes 4234. (3132

VINTAGE fabric-bodied Swift, 1930. Original tools; one family ownership; some work required. About £500. See exchange column Tel.: Ludlow 3568. (3133

JAGUAR MK. II 2 + 2 "E"-type, Nov. 1969. Taxed Ott. White, black interior. Radio; chrome wire wheels; SP sports; h.r.w. V12. Reason for sale at £1,695 o.n.o. Tel.: 061-928 2922 (Cheshire). (3134

TR3A, 1959. Excellent bodywork and 70 p.s.i. engine, carefully maintained. Hard-top; tonneau; radio. Taxed 1973. Well worth inspection. £390 o.n.o Danbury. Tel.: Wargrave 2121, ext. 60. (3135

ALVIS TA14, 1948. Immaculate sunshine roof saloon; 1,892 c.c. £415 o.n.o. Tel.: Redhill 63232 (Surrey). (3136

ALFA ROMEO 1300 GT Junior. Yellow ochre with black interior; radio with twin speakers; two owners. First registered April 1969 and M.o.T. until June 1973. Taxed. £995 o.n.o. Part exchange considered. J. R. Westwood, Hilcote Hall, Eccleshall, Staffs. Tel.: Stafford 850362. (3138

PROBABLY the best 1968 4.2 Mk. II. F.h.c. "E"-type on offer. Has run 20,000 miles only from new. Carmen red; c.w.w., h.r.w.; Radiomobile. Very carefully driven. Immaculate throughout. Just fully serviced. Unexpected commitment forces a very regretful sale at £1,495 o.v.n.o. Private but finance can be arranged. Tel.: Kingston Blount (Oxon.) 51753. (3139

BENTLEY 4¼ cylinder head. Perfect condition Mrs. Lancaster, 148 Northey Ave., Cheam, Surrey. (3193

ASTON MARTIN, DB Mark III saloon. DBA engine. Dark blue with red interior; clutch; brakes; exhaust and king-pins replaced since March 1972. An original example in exceptional condition. Best offer around £1,000. Tel.: Crewkerne (Somerset) 2357 (anytime). (3197

M.G.-C GT, 1968. White, black interior; wires and overdrive. 24,000 miles; 2 owners and service history. Exceptional throughout. Offers. Tel.: Welwyn (Herts.) 4895. (3198

1928 AUSTIN 12/4; two seater/dickey. Body by Arthur Mulliner. Superb original condition. Mechanically excellent. £875. Tel.: Blackburn 22634. (3201

TRIUMPH TR2. M.o.T.; H/S-tops. Good all round condition. Several useful extras. Must sell, so best offer around £200. Tel.: Wargrave 2908. (3202

DONALD HEALEY'S masterpiece; big Healey 3000, Mk. 2; BT7 2 + 2; works hard-top; soft and tonneau wires; overdrive; registration number 700 DON. Original Abingdon triple carb engine; year's M.o.T.; Motorola; body and mechanics excellent. This rare machine is unique. Sensible offers around £750. Tel.: Cricket Hill (Hants.) 6258. (3199

TR4A, I.R.S. April 1967. Surrey hard/soft-top; push-button radio; twin Halogen spots, Pirelli radials; low mileage; genuinely outstanding condition; entirely original and absolutely no rust. Must be one of the finest available. Best offer over £700 secures. Pearson. Tel.: Bradford 678431. (3203

JAGUAR XK150. D.h.c. reconditioned engine; clutch distributor; exhaust; brakes; steering. Requires body attention. £550. Scott. Tel.: 01-583 8811 (work), 01-485 5027 (evenings). (3204

GILBERN GENIE, 1968. Strengthened chassis; Panhard Rod; w/w; 8-track; Regal red. £900 o.n.o. Whittle, 349 Wollaton Rd., Nottingham 284700 (3205

TRIUMPH TR6 PI, Sept. 1970. Soft-top; overdrive; saffron yellow. Meticulously cared for by one company director owner whose business commitments are forcing the sale at £1,200 o.n.o. Finance arranged. Tel.: Walsham Le Willows (Suffolk) 433 (STD 03598). (3048

M.G.-B 1964. One owner; green; wire wheels; engine and gearbox rebuilt; brakes relined. Excellent condition. £390. Berry. Tel.: Nottingham 240256 (office). (3049

REGISTRATION NUMBER 41 FRO on a vehicle for sale. Please Tel.: Beaconsfield 4468. (3050

M.G.-B 1970, 13,000 miles. Blue royal; overdrive; wire wheels; underseated; radio; electric aerial. Always garaged. £1,075 o.n.o. Tel.: Cranleigh (Surrey) 2745. (3051

ASTON MARTIN, DB4 Superleggera 1959. Excellent condition. £1,050. Tel.: Maidenhead 24672. (3052

MORGAN 4/4. Four-seater April 1972; 2,700 miles; leather; wires; carrier; bumper; tonneau; underseal; radio spots cigar. Cost £1,653 Beat 15 months delivery. Tel.: Shrewsbury 54980. (3053

ASTON MARTIN, 1961. Superleggera. Immaculate Burgundy paintwork good mechanical condition. First sensible offer secures. Tel.: Wembury 655. (3054

DAIMLER SP250 Dart "B" specification, 1962. Immaculate red with matching hard- and soft-tops; tonneau; tan upholstery; new tyres; shock absorbers; brakes, discs and pads. Engine just rebuilt. Must be sold, genuine reason for sale. £615 o.n.o. Tel.: Lyndhurst 2682 (Hants.) (3055

SUPERB M.G.-B, July 1969. Overdrive; wires; radio; slot stereo; power brakes; fog; spot; tonneau; l/rim GB00s; new clutch; exhaust; s/absorbers. Beautiful white coachwork. Taxed Dec., M.o.T. July. H.P. available. £895. Tel.: Wantage 3615. (3056

ALVIS TD21 Drophead coupé 1960. Excellent condition throughout; radio; long M.o.T. £575 o.n.o. Tel.: Saffron Walden 2330. (3057

SPITFIRE MARK III, 1968. White, tonneau; wire wheels; Avons; low mileage. £595. Tel.: 076-384 531 (Barkway). (3058

1952 RILEY, 2½; new roof; tyres and springs. Recently reringed; original radio. A very distinctive and reliable specimen. Taxed; M.o.T. £175 o.n.o. Tel.: Pontefract 2816. (1248

RARE M.G. VA drophead tourer by Salmon. Complete and mechanically sound; bodywork requires attention; M.G. number plate; some spares. £175 o.n.o. Marshall. Tel.: 01-794 3965. (3060

HEALEY 3000, Mk. I. Really exceptional example. Known history, £375. Full details. Tel.: Southampton 69582. (3059

M.G.-B ROADSTER, "G" reg. Mk. II model; r/seats, alternator, etc.; blue/black trim; w/w; t/hood; Kenlowe. Immaculate, £785. Tel.: 061-432 5292 (Cheshire) (3061

ROVER 10, 1946. M.o.T. January. Excellent condition. £110. Must sell. Tel.: Abingdon (Berkshire) 49. (3062

SUPERB HILLMAN Minx saloon, 1956; 41,000 miles; tested; good runner. £70. Tel.: Sheffield 398257 (daytime). (3063

RILEY 1.5-LITRE, 1952. In excellent condition; 50,000 miles genuine. Serious offers please. Tel.: 01-485 6093. (3064

MORRIS 8, Series E, 1948. Two owners only. Genuine 30,000 miles only. Superb original condition. Offers please. Tel.: 01-485 6093. (3064

E-TYPE, Superb condition, 1965. 4.2 f.h.c.; Radiomobile; below average mileage. £795. Tel.: Minety (Swindon) 493. (3065

M.G. ZB Magnette 1958-59 varitone. New Michelin ZX tyres and tubes; new heavy duty battery; good all round condition; sound bodywork; M.o.T. May 1973. Any test or trial. £200. Tel.: Bromsgrove (Worcs.) 2676259. (3066

M.G. TC, 1947. £350 o.n.o. Please write, J. Barton, 3 Wetherby Gardens, S.W.5. (3067

LAGONDA 2-LITRE, 1932. Low chassis, with spare engine. £1,750. Doig, Mill Cottage, Bishopstrow, Warminster, Wilts. (3068

MARCOS-MINI. Rebuilt 1971. Stage II 850; full trim. £350 o.n.o. Tel.: Whitley Bridge 785 (reverse charge). (3069

MERCEDES 190SL, 1960. Hard- and soft-tops. £795 o.n.o. Tel.: 01-788 5217 (evenings). (3070

SCIMITAR 3-LITRE, 1968. Overdrive; genuine 27,000. Excellent throughout. £825. Tel.: Droxford (Hants.) 392. (3071

M.G. ZA, Good condition. Any trial. £125. 72 Livingstone Rd., Gravesend, Kent. (3072

TRIUMPH RENOWN, 1954. Used every day. Overhauled and in excellent condition. Long M.o.T. Offers about £200. Tel.: Bunwell (Norfolk) 277. (3076

ROLLS-ROYCE 20 saloon limousine by Hooper. Quaint body style, high and elegant; good original order; taxed. £2,000. Tel.: Staunton Court (Gloucester) 451 (evenings/weekends). (3186

MORGAN 1600 GT, 4-seater, reg May 1970, 13,000 miles; one owner. £1,200 o.v.n.o. Tel.: Helston 3425 (after 6 p.m.). (3187

M.G. TC. Completely rebuilt bodily and mechanically; extremely attractive car. £750. Box 3575. (3188

TVR VIXEN, "J" reg. Marigold alloy wheels, etc. £1,075. Tel.: 021-354 3029 (Warwickshire). (3189

JENSEN 541 de-luxe. Specimen collectors car. Reluctant genuine sale of this very attractive car. Red, beige trim; wire wheels; radio; g/seal; everything checked, overhauled. Definitely not the usual rubbish. Inspection invited for the private purchase of this mans car at around £550, but please, genuine enquiries only. Tyson, "Davy-Joan's", Stratton Park, Biggleswade, Beds. Telephone messages only to Biggleswade 2386 (evenings). (3190

TR3A 1961. O/drive; w/wheels; restored near original condition; M.o.T. £360 Tel.: Horley 2397. (3191

TRIUMPH RENOWN. Reg. EAG 75. Rebuilt engine; running order. Excellent basis for rebuild. Offers. 42 Highlands Way, Dibden, Purlieu, Southampton. (3182

LOTUS EUROPA twin cam, 1972. Colorado orange; low mileage. £1,600. Tel.: Derby 862150. (3162



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John Britten



We're approaching the end of the sports car season (but why should you bother with rhyme or reason?). **Lotus Seven Series III,** 1969H, burnished alloy with orangey-red extremities, £840. **Morgan Plus 8**, 1971K, indigo blue, arriving beginning Sept., when further details will be to hand. **MG Midget,** 1967, BRG, 1275cc unit, wire wheels, radio, leather rimmed wheel, G800s, £545. **MG-C GT,** 1969, it's not sandy beige, it's not harvest gold, the colour we can't remember the name of is one of those milky coffees, though; black wrinkly vinyl roof, chrome wire wheels, overdrive, black leather, reclining seats, 5PB Motorola, leather rim, £1,095. **Morgan 4/4,** 1968H for some odd reason, nothing known m'lud as haven't seen it myself yet. Reputedly inexpensive. On the subject of Morgan prices, I have a question for Mr Glass (of the Guide of that ilk). Where can we buy some of these Series V 1963 Morgan 4/4s that you list at £195.00 trade price? Is there some Scottish auction room that has escaped our attention? Several crates of champagne will be despatched upon receipt of your answer, dear Mr. G. **TVR Vixen 1800**, the oft rumoured but rarely seen 5-bearing-cranked MG-B-power-unitted model, sold new by JB Garages and never a cross word since, one owner. Aquatic Jade, wire wheels, leather rim, £890. **Triumph Spitfire Mk. III,** latish '67 (that's shorthand for F not quite), dark blue, radio, spotlamps, £490. **Morgan 4/4** 2-seater, 1970, Westminster green, 5-pushbutton radio, rear bumper, tonneau cover, a West Country car, miles few, owners fewest, £1,325. **MG-B,** 1965 Sept., iris blue, wire wheels, radio, reconditioned engine once upon a time (have to say that or else risk gaol for falsely giving you the impression it was fitted yesterday morning), £510. **Morgan Plus 4,** Oct. 1968, wire wheels, 3-eared nuts, one owner, we sent this car to be resprayed as original k/f blue was dull beyond redemption but cannot remember what colour we asked for, bound to be nice, though. **Lotus Seven Series III,** 1969H, entirely white even the bonnet and centre bit, Rally Specials on wheels of exceptional width, 1 owner, £860. **MG-C, 1969,** overdrive, wire wheels, Bermuda hardtop, soft top, radio, £980. **Morgan 4/4** 4-seater, 1970, flame, black leather, tonneau cover, leather trim, Blaupunkt radio, £1,345. **Triumph Spitfire,** 1964, red, overdrive, wide wheels and tyres, many other attractions, £320. **MG-B Roadster,** 1969, tartan red, black leather, reclining seats, Sundym screen, overdrive, wire wheels, Motorola, £1,025. **Arkley SS,** factory-built, white, 1275 unit, alloy wheels, £895. **MG-B GT,** 1966, mineral blue, black leather, wire wheels, radio, £720. **Morgan 4/4,** 1967, Kingfisher blue, black leather, special seats, 72-spoke 5K wire wheels, SP Sports, hard and soft top, tonneau cover, QI spots, stoneguards, louvred and strapped bonnet, special black E-Type-type dashboard, latest 1600 unit with remote shift, close ratio gears, chrome grid. **MG-B,** 1965, tartan red, black leather, overdrive, wire wheels, radio, oil cooler, 5-bearing crank, £580. **Lotus Elan S4,** 1970, Special Equipt., silver, black interior, everything you've ever wanted in an Elan incl. radio, £1,290. **Morgan Plus 4,** 1967F, crimson with black leather, 72-spoke wire wheels, Xas tyres, Lawrencetune head and camshaft, aluminium body, Selectaride shock absorbers with dashboard control, bucket seats, QI spotlights, Kenlowe fan, none too many miles. **Morgan 4/4,** 1970J, indigo blue, wire wheels, Cinturatos, luggage rack, spot and fog lamps, air horns, 5-pushbutton radio, etc etc, £1,395. **TVR Vixen S3,** June 1971, lagoon blue, QI headlamps and other lavish equipment, £1,245. **Triumph TR4,** 1965, Surrey top, overdrive, wire wheels, any day now. **Morgan Plus 4** 4-seater, 1968G, white, wires, strap. **MG-B,** 1969, mineral blue, one owner (got it from JB), brake servo, electric fan, unusual exhaust, H registration, £995. **MG-B,** 1966, mineral blue, radio, folding hood, £545. **TVR Tuscan V8 S/E,** 1968, Aubergine, black interior, 300 bhp engine, centrelock Minilites with SP Sport tyres, immense number of other extras, £1,850. **Morgan 4/4,** 1966, Post Office red, special wide bodywork to accommodate Cobra-size wire wheels and tyres, 1650 Holbay power unit, practically every other addition and improvement you could think of, one owner, it might suit a Stateside buyer too old to qualify for import restrictions but the condition would not disappoint you (same is true of '67 blue car mentioned above). **MG-B,** June 1971, racing green, autumn leaf trim, wire wheels, several unusual features, £1,175. **Morgan Plus 4** 4-seater, 1968, indigo blue, black leather, wire wheels, louvres, not much more than 1 owner. **Arkley SS,** just being completed on 1970 chassis, pepper red super-wide wire wheels, **TVR Vixen S2,** the long one, 1969, orange, wire wheels, leather rim, Motorola, £995. **Triumph GT6,** June 1971, sienna brown, tan interior, overdrive, h.r.w., £1,125. **TVR Vixen S2,** 1970, orange, black interior, sunroof, alloy wheels, radio, £1,185. Numerous others arriving by every post. I always have to mention our trade-ins. Never sell any



from these hallowed columns but it's a habit, so here goes: **Escort GT,** 1968, not *quite* immaculate. **Cortina** 1300 4-door, 1970. **Cortina** '72, not seen it but presumably the new shape. **Viva,** '67. **Minx,** 1960, now more desirable than ever thanks to lovely reader who sent me packet of large rust-flakes to fill up the holes. Always



have assortment of 2nd hand towing brackets, luggage grids, tonneau covers etc. Practically all our cars have (repeat after me) full lubrication service . . . fresh oil and filter . . . thorough workshop check . . . . duff brakes, exhausts, batteries etc renewed . . . triple road test workout . . . written guarantee . . . **New Morgans:** We (that is to say I) have the very latest all-synchromeshed Rover-gearboxed fur-bonnet-strapped Plus 8 demo car to whet your appetite to slobbering point, fair but not unreasonably long delivery rota. **New TVRs:** They have now stopped taking orders for component form cars as you may have heard, but we still have 2 or 3 left. Did you know they now have on all models a new, more rigid, square tube chassis? **New MGs:** by playing our cards right during the past month we have a tiny stock of MG-Bs, and a GT. Also got a new **Sprite,** practically a collector's piece, about £140 off current Midget price. One new Mini 1000. Open to 7 pm, closed Sundays. See you soon! And good heavens I forgot—**Arkley SS** kits from £98.00 and one new Arkley car.

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

FOR SALE—continued

"F" 1275 COOPER S, Lavender and black; Dunlop alloy wheels; sun-roof; oil cooler; twin tanks; M.o.T. etc. £435 o.n.o. Rushden 3949 (office hours). (3087

SCIMITAR GTE, 1969. Green with black interior; 31,000 miles; overdrive; stereo-radio/cassette. First class condition. £1,450. Tel.: Hartley Witney (Hampshire) 3161. (7609

TRIUMPH TR6, 1970. White; 11,000 miles genuine; radio cassette; excellent order. £1,165 o.n.o. Tel.: Locks Heath (Hants.) 3884. (3088

M.G.-B GT, 1969. Red 34,000 miles genuine; w/w; overdrive; good condition. £965 o.n.o. Tel.: (Manchester) 061-832 2174 (work), 061-962 5909 (home). (3088

LOTUS 7, S4 S/E. "J" regd. White; tonneau; heater. £790. Tel.: Albrighton (Wolverhampton) 3218. (3089

M.G.-B GT, 1970. Good condition; w/w; Taxed November; 28,000 miles. Must sell so low price £1,075. H.P. arranged. Tel.: Tidesreach 393. (3090

1959 JAGUAR, XK150 drophead. White; recorded mileage 57,000. Recent £150 engine overhaul. A fine example of this model, well worth viewing for serious enquirer. £850 o.n.o. Tel.: Aldershot 20066. (3091

M.G.-A 1600 sports roadster; white. Red interior, recorded 25,000 miles from new; garage maintained; radio; X tyres; M.o.T., taxed. Possibly best example on market today. £495 o.n.o. Serious enquiries to Mr Lennard, Barne Close. Tel.: Mawnan Smith (Cornwall) 576. (3092

ALFA ROMEO 1300 GT. Red, 1969; 23,00 miles; Webasto roof; radio. £1,075. Tel.: St. Asaph 2431 (day), Prestatyn 2954 (evenings) (North Wales). (3093

JENSEN CV8, Mk. III, 1966. Metallic grey; tan leather; 43,000 miles only; Selectaride; h.r.w.; radio; taxed December; new tyres; manuals; toolkit; literally as new throughout. £1,450 (interesting exchange possible). Tel.: 01-681 1588. (3094

SUNBEAM ALPINE 1725, Mk. V, B.R.G.; soft-top; tonneau; March 1968. Probably one of the last off the line. One owner/driver since new; M.o.T. June. Recent respray; engine overhaul, and just serviced. Cinturatos; growing family means must sell. Offers around £535. Tel.: Little Waltham (Essex) 384 (evenings and weekends). (3095

BENTLEY S1, Sept. 1958 saloon. Auto/P.A.S.; Webasto roof; 5 owners. Immac. inside and out; 91,000 miles. Original tools/equipment; schedule serviced R.-R. distributors. Silver Fox over Sea Blue. £1,550. Tel.: Tunbridge Wells 22354. (3096

ASTON MARTIN, DB6. Ex-works car in Goodwood green with black leather. Usual Aston extras including Webasto roof and auto box. First registered Nov. 1965. £1,750 o.n.o. Michael Druce Increa Common, Newbury, Berks. Tel.: Inkpen 352. (3097

ASTON MARTIN, BD 2/4, Mk. III. Convertible. Goodwood green with black leather; overdrive gearbox; good weather equipment and tyres. An example of a rather rare car. £950. Michael Druce, Inkpen Common, Newbury, Berks. Tel.: Inkpen 352. (3097

TR3A 1960. Signal red; black interior; steel hard-top, soft-top and tonneau; undersealed; wire wheels; overdrive. Cinturato tyres; fully modified engine; rebuilt gearbox and front suspension. Fitted "Restall Rally" seats (adjustable backrests); heater; reversing lights; tinted windscreen; electric washers and two-speed wipers. This car is in absolutely superb condition and must be one of the finest examples available. £599. Tel.: Longfield (04747) 5515 (Kent). (3098

TWO CLASSICS. Bristol 405. A very original car in quite exceptional order; new carpets; upholstery; radio, extras. £800. Lancia Flaminia convertible by Touring. A rare V6, completely rebuilt engine; new hood; l.h.d. £400 offers. Both fine cars maintained by enthusiast. Davies. Tel.: 0306 5655 (Dorking). (3099

SUNBEAM TIGER, 1965. Your chance to get one of these rare and fast cars. 4.2-litres, V8 engine; red with black hard- and soft-top. Good condition and tyres. £550 o.n.o. Tel.: St. Albans 60285. (3100

1936 VAUXHALL 14 saloon; 42,000 miles. Stored since 1956 due to owner's ill-health. Coachwork showing signs of standing; leather upholstery in excellent condition. Definitely "do-able"; suit enthusiast with plenty of time and some extra cash. Offers? Tel.: Sheffield 345204. (3101

"E"-TYPE, F.H.C. Ex-John Woolfe car. Registered 1965. Wide chrome wire wheels, new SP sports; radio; mirrors; Astrali wheel; new clutch; new exhaust; towbar. Immaculate Midnight blue/red interior. £900. Part-exchange. Finance possible. Tel.: Huddersfield 23775. (3102

1948 ROVER 75. M.o.T. Running order. Paintwork and interior needs slight attention. £50 o.n.o. Tel.: Bolton (Lancs.) 20271. (3103

AUSTIN NIPPY, 1934. Hardly used since extensive rebuild including engine axles, etc. Needs a little tidying to put in first class condition. Offers around £400. Box 3572. (3105

FOR SALE: 1949 Jowett Javelin. Non-runner. Could be restored or used for spares. Buyer to collect. Can be towed. Offers to Ashby, 77 Cwmdare St., Cathays, Cardiff. (3106

BRISTOL PROTOTYPE 406. Garaged for 3 years. While owner abroad, so no M.o.T. Some spares, history. Offers around £500 to Higgins, 3 Bramber Way, Burgess Hill, Sussex. Tel.: 41290. (2535

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Our transporter has just returned from the trip to Ricard and the Nurburgring where our F3 ace Jean-Pierre Jarier started from the front row, and finished with a fourth and fifth place. Our sponsors have just invested in a new Holbay, so we have a 1972 Vegantune F3 engine for sale (just rebuilt) at around £675. Car in part exchange if you like. Also a selection of F3-sized tyres (some slicks) part worn and very cheap. Phone Chris Marshall and haggle.

This month's selection :

1958 Aston DB3, red, Webers, 3-litre engine, o/d., wires, radio; very sound and well maintained. Recent bills for engine, brakes, etc. **£750.**

1972 (June) 'E'-Type V12 convertible, red, many extras; obviously as new. **£3,600.**

1972 (June) XJ6, 3,000 miles, 4.2 Automatic, air conditioning, electric windows, chrome wheels, high diff., etc. (Chris Marshall's own car.) Silver grey metallic. **£3,500.**

1971 TR6 coupe, hard-top, o/d., w/w., pillar-box red; one owner; superb. **£1,395.**

1968 TR5, white, o/d., w/w., radio; nice car. **£950.**

1970 MG-B roadster Mk. 3, o/d., w/w., 26,000 miles only. **£1,155.**

1969 MG-B roadster, o/d., w/w., hard-top, radio; mineral blue. **£975.**

1967 MG-B GT, o/d., w/w., blue; fine example. **£845.**

1964 MG-B, yellow, wires, recent hood, etc.; scruffy but sound. **£395.**

1967 Lotus Elan S3 convertible, red, knock-ons, electric windows, etc. These are getting quite rare it seems. **£875.**

1968 Mini Automatic Mk. 2, 1,000 c.c., blue. Recent de-coke by us. Another rare car just in part exchange. **£475.**

1963 Austin Healey 3000 2/4-seater. Red, o/d., w/w. Pretty well "mint". **£850.**

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1958 S.I saloon, nice car..... **£975**

1952 "R"-type saloon, manual. Black **£750**

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FOR SALE—continued

MINI CLUBMAN, 1275 GT. June, 1971. White, red top. 15,000 miles; perfect condition. Company car arriving Sept., so must go at about £700. Tel.: 02572 83166. Brinscall, nr. Chorley, Lancs. (2739

MINI-COOPER "S" with Downton conversion, AKV 562C. 48,734 miles. One lady owner. Offers or would trade in for new Mini GT. Wyles, 164 Kenilworth Rd., Coventry. Tel.: 85011. (2740

M.G.-A, 1958, d.h.c. Rolled, damaged bodywork. Good Cints. Reasonable offer accepted. Tel.: Ross-on-Wye 2739 (evenings). (2741

PORSCHE 356B, Super 75, 1960. Blue. Oscars, biodes, radio. Good condition. £380. Clerk, 110 Oaktree Lane, Selly Oak, Birmingham. Tel.: 472-3798. (2742

1962 MK. II M.G.-A. Excellent condition. £360. Preston, 3 The Park, Stow-on-the-Wold, Glos. Tel.: Stow 30618 (office hours). (2743

M.G. MAGNETTE ZB, 1958. Used daily. Quick sale, £95. Tel.: Evenlode 202. (2744

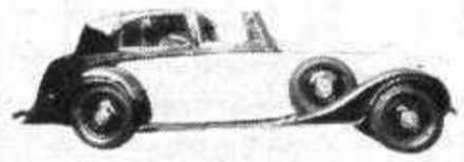
MK. I SPRITE, 1960. One of the finest original examples in the West Country. Mechanically "A1". Recently reconditioned engine and gearbox. £325, negotiable. Tel.: Bridgwater (Somerset) 51029. (2745

1951 TRIUMPH Renown. Newark grey. Good condition inside and out. New tyres, clutch. Recent brake lining, king-pins, bushes. M.o.T. late May. Taxed. £200 o.n.o. Genuine offers please. Butcher, North Ormsby, Louth, Lincs. Tel.: North Thoresby 215 (STD 047 287) (evenings). (2746

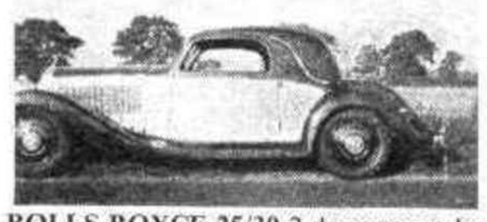
1937 WOLSELEY 10/40 saloon, running; 1935 Austin 10 Lichfield saloon, restoration needed. Tel.: Evercreech 276 (evenings only). (2747

1950 MK. I DELLOW. Marshal supercharged E93A Ford engine. Extensively reconditioned. £140. 87 Broughton Lane, Wistaston, Crewe, Cheshire. (2748

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BENTLEY Continental drophead by Mulliner-Park Ward, 50,000 miles. Excellent order.



BENTLEY Big Bore Mk. VI by Mulliner, two owners from new. In really splendid condition.



BENTLEY S1, 1956, in superb order all round. Extensive service history. Lovely car.

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R.-R. 20/25 sports saloon by Park Ward.
BENTLEY Mk. VI two-door saloon by Freestone & Webb. Restored.

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MERCEDES-BENZ 770K, seven-seater cabriolet F, 1939, formerly used by Joachim v. Ribbentrop, original and running. A one-time chance for the connoisseur. Write or call for fuller details: Richard Koch, D-3403 Friedland, Heimkehrerstr. 34, Tel.: 05504-1377, West-Germany. (50705

1968 ALFA ROMEO 1600 Spider Duetto drop-head coupé, maroon. One owner, used as second car only. Approximately 54,000 miles. Professionally maintained to very high standard—beautiful. £985 o.n.o. Enquiries to: Mr. Hawkins, Chief Engineer, Richardson Ltd., Buckingham. Tel.: Buckingham 2081. (2894

SUNBEAM 20/60, 1924, saloon, rare vintage classic, in original condition. £1,250 o.n.o. Consider P/ex, late model car. Cash either way. Tel.: 0270 78406. Dowd, Fairwinds, Aston, Nantwich. (2897

M.G. MIDGET, 1965. M.o.T. March 1973. Excellent condition, radio, tonneau cover, wheel trims. Red body. £345. Tel.: Camberley 27719 (evenings). (2898

VINTAGE LAGONDA Weymann fabric-bodied saloon, 1930, 3-litre. Excellent mechanical order. £1,250. Tel.: Wilmslow 31833. Write: Box 3568. (2899

MK. I SPRITE. Sebring front, new hood, tonneau, Cints. M.o.T. May 1973. Used as second car. £175 o.n.o. 34 Eccles Rd., Ipswich, Suffolk. (2900

1954 M.G. TF. Now undergoing complete restoration to highest standards. Available approximately November. £1,300 for a superlative example of this much sought after model. Would consider part exchange. Tel.: 051-625 8417. (2901

"E"-TYPE 2+2, 1966. Opalescent silver grey, red upholstery, radio, sun-roof, heated rear window, chrome wires, fog and spot. £1,075 o.n.o. Tel.: Nether Stowey (Som.) 442. (2902

FRAZER-NASH BMW, 1935 (registered), Type 40 pillarless 4-door, triple-carburetter, Vinyl-roofed saloon with wire wheels, wind-up front screen, Bosch ignition. Maroon/blue. 12.5 h.p. (1,490 c.c.) engine. Some spares. Used weekends until February, needs new battery. Believed one of last few examples of this much sought-after Frazer-Nash. Most of car and chrome is still in original condition. Some history available Loss of garage space forces reluctant parting. Bargain £350. Laymond, 50 Northiam, London, N12 7HJ. Tel.: 01-452 6611 (day). (2903

EUROPA, 1970, red. £100 Weber conversion, magnesium Minilite wheels. £1,050. Tel.: 01-677 0470. (2904

AUSTIN ATLANTIC A.90—a genuinely superb example of this rare breed. Taxed, M.o.T. £350. Tel.: Keighley 62644 (day). (2906

1964 PORSCHE 356C. Job specification demands less exotic machinery. £775. Consider exchange or part exchange more conventional vehicle. Tel.: Bristol 665435. (2908

EARLY AUSTIN Seven van needing restoration. Must be sold. Best offer accepted. Tel.: Locks Heath 2016. Hutchings, 48 Shore Rd., Warsash, Hants. (2909

FOR SALE—continued

M.G.-B, 1969. White. Radio, overdrive, wire wheels; five new radials; 36,000 miles; excellent condition. £895. Tel.: Chester 44762 or Chester 311340. (2910

1 AOD PLUS Morris 1000 in good condition. One year's M.o.T. Offers. Tel.: 01-644 0567 (evenings). (2911

TRIUMPH VITESSE 2L, 1967. Gunmetal, overdrive, extras. One engineer owner maintained, exceptional condition. M.o.T. May 1973. £480. Tel.: Guildford 60969. (2913

LOTUS SIX, 1957. Rare opportunity to purchase this collector's item in truly immaculate condition. All original equipment. B.R.G. Full instrumentation and interior trim, tuned engine, faultless mechanics. Startling performance. Radials, Kenlowe, many spares. M.o.T., taxed. Offered for sale by original builder at £450. Tel.: 01-886 6659 (N. London). (2915

ASTON MARTIN DB2/4 Mk. II, colour antelope. Reg. No. LDB 2, Nov. 1956. Taxed Sept. 1973. V.G.C. £775. A connoisseur's car. Genuine reason for disposal. S.A.E. full details: Smith, 39 Athol Rd., Manchester M16 8QW. (2916

SPORTS MERCEDES 190SL, 1961. R.H.D. Cream with red interior. T. & T. Good condition. £500. Wood, Tel.: Dartford 23456, ext. 413. (2917

AUSTIN HEALEY 100/4M, in superb condition both mechanically and bodily, new tyres. £320. Tel.: 021-454 2033. (2918

M.G. TC, in excellent condition throughout, much work recently carried out. £550. Tel.: 021-454 2033. (2918

FIAT 120 sports Spyder, first reg. June 1972. 1,608 c.c., 5-speed box. R.H.D., yes R.H.D. Radio. Under 6,000 miles from new. Green/tan interior. Immaculate condition. £1,750. Tel.: Singleton 654 (nr. Chichester). (2919

ROCHDALE OLYMPIC, 1962. M.G.-A 162, engine, B.M.C. parts. Some spares, c.r. gearbox, sports cam. Good condition, genuine 120 m.p.h. An economical rust-proof investment for the enthusiast. £310. Tel.: Romsey (Hants.) 513265 (evenings and weekends). (2920

RARE QUALITY "E"-Type roadster, 1969, Series II. Regency red, tan interior and hood. 27,600 mileage. Hard-top, c.w.w. with w/w., v.r. SPs, hood cover, leather wheel, etc. Special Tech Tube five-pipe exhaust. Only £1,850. T. C. Trenerry, 12 Shirley Ave., Southampton. Tel.: Bournemouth 22913 (home). (2921

LANCIA FLAVIA saloon, 1969, 23,000, one owner; radio, p.a.s., h.r.w. As new throughout. £995 (exchange). Tel.: 01-866 9876 (Pinner). (2922

M.G.-B, 1968G. B.R.G., wire wheels, spots, radio, tonneau; recent new tyres and clutch. £725. Mayman, 6 Leabank, Finchfield, Wolverhampton. Tel.: 755294. (2923

ASTON MARTIN DB5, dark green, beige hide, h.r.w., chrome wire wheels, Sundym electric windows. M.o.T. to July 1973. £1,200. Tel.: Skelton 50621. View: Tees Components, North Skelton, Saltburn, Yorkshire. (2924

FOR SALE—continued

LOTUS ELAN S4, S/E., f.h.c., Nov. 1970. White, h.r.w. 16,500 miles, 32 m.p.g. Excellent condition. £1,230. Tel.: Newcastle upon Tyne 814892. (2925

LOTUS EUROPA S2, yellow, 1970, J-registered. One owner. £1,025. Tel.: 01-303 5468. (2926

LOTUS 7, Holbay 1600, 8 in. by 10 in. Mags., i.r.s. Unique and very attractive. £760. Would split. Tel.: Malvern 4594. (2927

B.M.W. 1600 coupé, fine example in white, "H" Reg. £1,050. Tel.: Malvern 4594. (2927

MORRIS 8 tourer, 1935. Registered: SO 5110. Known history, little used, good condition, M.o.T. Spares include 1934 chassis with log book, engines, gearboxes, tyres, etc. £150 complete. 6 Grange Close, Preston Road, Brighton. (2928

T.V.R. TUSCAN, 1971, V6, with overdrive, mag. wheels, tinted rear windows, new Konis, stereo cassette and excellent SP Sports. This eye-catcher is in marigold, and if it's performance you want telephone 01-856 1798 (after 6 p.m.). £1,243 o.n.o. (2929

ELAN S.3, 1967, f.h.c. Silver grey. Special equipment model. 37,000 miles. K.O. wheels, SP Sports, Radiomobile. Superb unspoilt original condition throughout. £825. Tel.: 01-858 4638. (2930

DBS V8, "K" registration, 12,000 miles. White, black upholstery, concours condition. Offers considered, Rolls-Royce part exchange, cash either way. Tel.: Oswestry 5223 (day), Gobowen 319 (night). (2931

GINETTA G15, May 1971. Reg. No. NGB 21. 25,000 miles. Yellow. Cosmics, radio, electric washers. Taxed March. Excellent condition throughout. Regrettably business dictates larger car. £795 o.n.o. Ramsay, 2 Gordon Street, Barnhill, Dundee. Tel.: 79601 (evenings from Sept. 5th). (2932

ELAN S.1. Genuinely quite exceptional. Rebuilt engine. Newish hood, respray. Service history. £520. Consider Sprite, similar. Tel.: Wellington (Somerset) 2587. (2933

M.G.-B GT, 1966. 9,000 miles since complete engine rebuild and £200 engine conversion, 45 DCOE Weber, etc., new clutch, shock-absorbers, oversize ZXs. Superb tartan red (resprayed 1971). Extras include Webasto, wire wheels and radio. £775. Tel.: Newport (Mon.) 52754. (2934

SPITFIRE, 1963. Hard/soft-tops, tonneau, adials. Good condition. £225. Tel.: Dunsop Bridge 653 (near Clitheroe). (2935

ABARTH FIAT 2,200-c.c. cabriolet. Rare chance to buy this triple Webered 130-b.h.p. thoroughbred, fully instrumented cockpit. R.H.D. Completely leather upholstered 2+2, 1961, looks 1968. Won't carry pram so reluctantly £495, p/ex. considered. T. Hall (Luton), Tel.: 0582 34438. (2938

M.G.-C GT, "G" Regd. Must sell, going overseas. £800. Taylor, Sgts. Mess, R.A.F., Valley, Anglesey. (2939

FOR SALE—continued

DAIMLER BARKER Special Sports 2½-litre. May 1971. Needs tidying. Offers. Gregson, White Horse Hotel, Barton, Preston, Lancs. (2941

ESCORT TWIN-CAM. "H" registration. 21,000 miles. Ermine white, black trim, serious condition. 5½Js. with Cinturatos. 26 m.p.g. Very fast and reliable. £940 o.n.o. Serious enquiries only, viewing by appointment. Tel.: Shelford (Cambs.) 2579. (2942

LOTUS ELITE. 1,200 miles since engine rebuild. Recently resprayed B.R.G. Brakes, clutch and suspension overhauled, new exhaust. One year's M.o.T. Offers around £680. Tel.: Tollesbury 483 (Essex). (2943

1948 BENTLEY Mk. VI, 120,000 miles. First R.-R. entry Monte (16th) Concours d'Elegance. Body tatty but sound. New clutch at 98,000 M.o.T. Investment. Offers over £500. Box 3566. (2944

TR3, 1956. Rebuilt 1971. Tidy, reliable. O/d., w/w. M.o.T. H/s., tonneau. New Peco tank/tyres/hood. £270? Box 3567. (2945

RILEY LYNX Sprite 12/4, 1937, body damaged. Also reasonable Adelphi 1936. Offers to Adams. Tel.: 01-692 2267 (Greenwich). (2946

ASTON MARTIN DB2/4 Mk. I, 2.6 f.h.c. Excellent mechanics, immaculate coachwork and interior. Offers around £600. Dudley, Tel.: Basingstoke 28181 (office). (2947

BENTLEY MK. VI, 1950, black. Big Bore. Manufacturer's oil pressure. Ten months' M.o.T. £495. Tel.: Moreton Morrell 439. (2948

1936 AUSTIN Seven Ruby tourer. Good all round condition. Many spares. Offers around £200. Tel.: 0562 62701. (2949

CV8, signal red, late 1963, 6.2 engine, 40,000 miles. Excellent inside and out. Perfectly maintained regardless of cost. £1,000. Johnny Walker, Tel.: Tetbury 141, Dursley 2073 (evenings). (2835

JENSEN 541 ("R" specification). Exceptional example of this scarce model. Completely rebuilt car, engine, upholstery and paint work. Pale blue exterior, black carpets with burgundy seating. Only contemplating selling if offers attractive enough. Johnny Walker, Tel.: Tetbury 141, Dursley 2073 (evenings). (2835

SUNBEAM ALPINE, 1963, 1,600 c.c., in white with hard-top. M.o.T., tested. Wire wheels. Good condition. H.P. available. £225 o.n.o. John Beecroft Ltd., Long Preston, Nr. Skipton: Yorks. Tel.: Long Preston 203. (2833

4 LOB on Zephyr 6, 1963. What offers? Tel.: Eastbourne 32093. (2834

FRUSTRATED M.G.-B owner? Try my Scimitar GT 3-litre V6, 120 m.p.h., 28 m.p.g. Overdrive, h.r.w., limited-slip diff. Engine and suspension overhauled, new dampers, brakes, exhaust within last year. Exceptional condition. £800 o.n.o. H.P. arranged. Tel.: Meopham 813533 (Kent)., (2842

XK140, 1956, drophead, Racing Green. Overdrive, radio. Beautiful example. M.o.T., taxed. Worth over £1,000, best offer over £850. Tel. Leamington Spa 26993 (evenings). (2843

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M.G.-B GT Mk. II, '69. Overdrive, wires.. £1,125*
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M.G.-B GT, '67. Overdrive, wires, etc..... £850*
M.G.-B, '67. Overdrive, wires, radio.... £735*
M.G.-B, '66. Hard/soft-tops, o/d., wires.. £655†
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M.G.-B, '65. Overdrive, wire wheels, etc... £565†
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(*Illus.*) **M.G.-B,** '64. Overdrive, wires.†

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FORD Mustang Conv., '67 (Reg.), 4/5-str. £795
TRIUMPH TR5, '68. Overdrive, wire wheels.* £735*
TRIUMPH TR4A, '67, h/s-tops, o/d., wires £785*
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TRIUMPH Spitfire III, '70. Det. hard-top £795*
TRIUMPH Spitfire III, '70. One owner.. £770*
TRIUMPH Spitfire III, '68. One owner.. £570*
TRIUMPH SpitfireMk. II, '65. Radio, etc. £370†

MORGAN +4 d.h.c., '53. Flat radiator, louvred bonnet, twin spare wheels, 2-litre engine.... £595
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M.G. Midget, '69. Mk. III, 1,275cc unit.. £645*
HEALEY SpriteMk. IV, '69. 1,275cc unit.. £620*
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Probably coming: **Triumph GT6***; **Spit.** '71*; **TR6***; **Midget** '63†; **Cortina GT** '66†; **M.G.-B GT** '70*.
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MUSTANG MACH I, 1972. "L" registration; nominal mileage; automatic; power-assisted steering; 302 c.c. in V8; flame red, black side flashes; radio; tinted glass; ventilated discs; export suspension; space-saver rear wheel sports rear deck; various other extras. £3,500 o.n.o. Angus Milne. Tel.: 01-606 1066, ext. 393 or 01-435 0445. (3213

FORD ZEPHYR Six, Mk. I; new tyres. Just tested. Exceptional condition. Sensible offers. Tel.: 01-478 0471 (day), Brentwood 215146 (evenings). (3275

LOTUS ELAN, +2S, 1970. Carnival red; 20,000 miles; extras include q.i. spots; air horns. Immaculate condition. £1,650. Tel.: Basildon (Essex) 026R-51301 (evenings and weekends). (3214

M.G.-A. F.H.C., mechanically excellent, with very good body and interior, worth seeing. £225. Tel.: Burnham 62565. (3215

TR6 IN KIT form "L" available, choice colour. £750. Exchange considered. Tel.: Nottingham 269638. (3216

M.G. TD, 1953. Rolled over drive away, £285. Tel.: Nottingham 269638. (3216

"E"-TYPE ROADSTER, 1968 "G". Maroon; black interior; new hood; black hard-top; Motorola; chrome wires; SP, sports. £1,300 o.n.o. Colman. Tel.: Winkfield Row 3827. (3217

M.G. MODEL P.A., 1935. Clean and tidy, sound runner M.o.T.; unoriginal engine £345. Also original J2 Midget in need of work. Offers. Tel.: Steyning 812962. (3218

M.G.-B 1971. Model "J" regd. Midnight blue; overdrive; Ro-styles; tonneau. Less than 10,000 miles, from new. £1,050. Tel.: 01-330 2286. (3220

MORGAN 4/4, 1964. Wires; radio; re-sprayed white. Excellent condition and low mileage for year. £680. Tel.: 01-994 6464, ext. 133 (working hours). (3221

JENSEN CV8, Mark II; 81,000 miles; metallic blue; carefully maintained in perfect condition; new tyres. £750 o.n.o. Tel.: Brewood (Stafford) 0902 850 337. (3222

ALFA 1900 super sprint; l.h.d. Milan touring, f.h.c. 2 + 2; circa 1960. Excellent, bodily and mechanically, but minus carburetters; H—Mend the thief; suitable restoration or spares. A good buy to the right guy about £150. Tel.: 0632-858161 (Sat./Sun. a.m. only). (3223

XK150S, 3.8, 1960. F.h.c., grey. All extras and bills; March M.o.T. Immaculate bodywork; clean interior; sound mechanics. Offers over £600. Tel.: 01-723 0037 (evenings). (3224

1903 HUMBER, 5 h.p. Single cylinder; low reg. number; good original condition, ready for the Brighton run. £3,250. Tel.: Poynton (Cheshire) 4478. (3225

E-TYPE, Soft-top; "J" regd. Pale blue, black trim; chrome wire wheels. £1,975. Tel.: Highcliffe (Hants.) 2635. (3226

M.G. TA. Fitted TC engine and box for restoration. £125. Tel.: Luton 592574. (3227

LOTUS ELAN, S4 SE, 1970. Drophead; red; one owner; extras. £1,249 o.n.o. Tel.: Bourne End 21476 (evenings). (3228

RILEY 2½, 1952. Excellent condition; completely renovated; dark green; green leather interior; M.o.T.; used daily. £240. Tel.: Swindon 31291 (office hours). (3229

M.G. ZA 1954. Green; used daily; long M.o.T.; body and mechanics a bit tatty, but given time and care this car must appreciate. At only £70 o.n.o. Tel.: 061-253 3170 (anytime). (3230

M.G.-A TWIN-CAM. Original ex John Gott competition car; new rings; mains; big ends, etc. Much special equipment. Beautiful car and investment bargain at £550 o.n.o. Tel.: 0244 531670 (anytime). (3231

1964 SP250B. Hard/soft-tops; 62,000 miles; full history; getting married so must sell. £750 o.n.o. Must be one of best examples. Tel.: 0244 531670. (3231

1936 ROLLS-ROYCE, 25/30 limousine; good running order £750. Tel.: Halifax 31475. (3233

FOR SALE—continued

ALVIS TE21, 1964. British Racing Green/ivory trim, sunshine roof, wire wheels, radio, etc. New exhausts, recent tyres. The entire vehicle is in very sound condition. £950 o.n.o. Apply: G. Cooper, Birmingham. Tel.: 021-356 8591 (anytime). (2879

1970 JUNE M.G. Midget. Red, superb condition. £70 Tel.: Liss 3284. (2883

1966 SERIES 330GT Mk. II Ferrari, 54,000 miles, excellent mechanical condition. £1,750 o.n.o. Tel.: 01-229 3641 (10 a.m. to 5 p.m.). (2885

FROG-EYE SPRITE, 1960. Good condition, mechanically and bodily. Hood. Red. Exrsts. £240. Abbott, Barnwell Hall, Patchway, Bristol. Tel.: 692952 (evenings). (2886

ASTON MARTIN, 1966, DB5, Superleggera, 5-speed ZF gearbox, Sundym electric windows, heated rear screen, Selectaride adjustable suspension, chrome wires, Cinturatos, radio, belts, etc. Engine and clutch replaced (Newport Pagnell) Feb. this year. Bills (over £700) and history. Finished in Dragoon red/hide trim. Taxed, M.o.T., July 1973. Absolutely immaculate. A man's car, first class effortless motoring, 160 m.p.h. Offers invited, P.X. considered. Trevor Brinsden, Tel.: Reading 50625. (2887

190SL MERCEDES roadster, 1960, hard-top, soft-top. This beautiful car must sell at the bargain price of £450 since owners moving abroad. Tel.: Lesmahagow 3281 (office hours), Lanark 3618 (private). (2888

AUSTIN HEALEY 3000 Mk. III, 1965. Green. Wire wheels overdrive, radio. Offers over £800. Tel.: Sheffield 50760. (2889

AUSTIN HEALEY 100/6, 1959. Taxed, M.o.T. Fair condition. £200. Tel.: Eastbourne 30551. (2893

LEA-FRANCIS 14-h.p., 1946, sports. Part restored. Offers. Tel.: Eastbourne 30551. (2893

RILEY, 1947, 1½. Specimen example. Maroon model with all the desirable features, restored as necessary. 999 registration. £550. Offers considered. Box 3560. (12373

1960 TR3A. Generally very good condition. A good buy with hard- and soft-top at £300. Tel.: Farnham Common 3683. (3232

1965 E-TYPE Jaguar. Fixed-head coupé; good condition. £785 o.n.o. Tel.: Halifax 31475. (3233

AUDI SHAPED DKW, F102 saloon, 1965. 1,175 c.c., two-stroke, beautiful car £275 o.n.o. Tel.: Halifax 31475. (3233

TR4A, 1966, White, wire wheels; overdrive. Completely reconditioned. Excellent condition. Tel.: Swansea 59953. (3234

PORSCHE 356B, Drophead S90, 1961. Only 60,000 miles and in a remarkable state of preservation. Possibly seen London as well as Warwickshire. £650. Tel.: Shipston-on-Stour 61501. (3235

ASTON MARTIN, DB5. Chairmans second car; B.R. Green; stereo tape; Sundym electric windows. Completely re-upholstered; engine rebuilt, resprayed; superb condition. £1,350. Tel.: 01-950 6746. (3236

M.G. TD2, 1953. Superb condition; Major rebuild and respray to original condition. Must sell after 10 years proud ownership. Offers around £750. Tel.: Cobham (Surrey) 4254. (3237

1959 ASTON MARTIN, DB 2/4, Mk III drophead; full history. Always properly maintained; superb mechanical condition; new M.o.T. This classic car (the next to last one built) can only appreciate. Regretfully for sale as new Morgan arriving soon. Offered at £895 cash. No time-wasters please. Dr. Haydon. Tel.: Penn (Bucks.) 2733. (3238

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DAIMLER DART, SP250, 1960 V.g.c. offered at sensible price. £525 including hard-top. Tel.: 0584-3568. (3241

1929 VINTAGE sleeve valve Daimler 35/120. Dignified Mulliner limousine; 7-seater; sound aluminium body; V windscreen, division. Serious offers only. Please write after September 3rd. Walls, 33 Gledhow Ave., Leeds, LS8 1LD. (3243

M.G. TC, 1947. Engine and clutch recently overhauled and rebuilt; rechromed and repainted; bodywork very sound. £250 spent on renovation. £575 o.v.n.o. Tel.: 01-902 9818 (Wembley) (after 6 p.m.). (3245

FOR SALE—continued

ALFA ROMEO Giulia Spyder 1600 Farina, Nov. 1964. Sebring silver/red, low mileage, new Cints. £250 mechanical overhaul. Good condition, must appreciate. Taxed, M.o.T. £475 o.n.o. Tel.: 061-681 0087 (daytime). (2749

MORGAN +8, 1970. "J" reg., one owner, 18,000. Flame red, black interior. Extras. £1,620. Tel.: Littlebourne (Kent) 522 (evenings). (2750

BENTLEY, 1953, Mulliner sports. Probably best "R"-type and most elegant body made. Complete engine overhaul. Immaculate bodywork. Midnight blue/tan interior. All original tools and equipment. Fine investment. £2,200. Tel.: Chichester 86765. (2613

2 DKR on 1958 M.G. Magnette saloon. £95. Tel.: Preston (Kent) 388 or Thanet 31031. (2614

HONDA S800 Mk. 2, fixed-head coupé, 1968, "G". Gunmetal grey with black interior; only 24,000 miles and regularly serviced from new. Fitted radio, recent new tyres. Faultless condition apart from minor paint blemishes. £400. Oliver, 47 Yarburgh Way, York. Tel.: 55186. (2615

M.G. TA. Superb condition. Rebuilt from chassis. New parts used where possible. Re-upholstered, rechromed, resprayed, rewired. New weather equipment, tyres, batteries, brakes. Reconditioned engine, gearbox, back axle, etc., etc. £650. 90 Warwick Rd., Middleton, Manchester, M24 1HX. (2617

LOTUS ELAN +2, 1969. Bahama yellow, unmarked. 30,000 miles. £1,365. Tel.: Seaford 894165. Box 3557. (2618

TRIUMPH TR6, 1969. Damson. Radio. Excellent condition. £1,045 o.n.o. Finance arranged, P/X considered. Tel.: 021-373 2857. (2619

B.M.W. 501A, 6-cyl., 1952. Reconditioned engine, radio, resprayed. Host spares. S.A.E. for photo. £380 o.n.o. "Greenwood", 39 Somerville Close, Waddington, Lincs. (2620

RILEY 1½-LITRE, 1951. original black finish and body in excellent condition with green upholstery. Complete overhaul of engine, mechanical brakes, water pump; new exhaust, battery, radio, heater; good tyres. Offers around £350. Tel.: Stafford 52251 (weekdays) or apply: P. Talbot, Johnson Lodge, Johnson Hall, Eccleshall, Staffordshire (2622

M.G.-B, RED. Exceptional and well above average condition. Overdrive, wire wheels, radio. M.o.T., taxed. Price £595. I. Todd, "Laurelbank", Newmilns, Ayrshire. Tel.: Newmilns 280. Would meet prospective buyer in England. (2625

MERCEDES 190SL. Universally admired. A rare, beautifully engineered and most attractive thoroughbred 3-seater sports touring car. Immaculate throughout, excellent red coachwork, perfect chrome, new beige hood, leather trim, radio, etc. Really must be seen. Reluctantly offered at £850 o.n.o. Backen, Tel.: West Drayton 4077, ext. 2794; Slough 44994 (evenings). (2870

M.G. TD2, 1953. Excellent all round mechanical and body condition, visually standard but fast cruiser in all respects. £700 very realistic. Tony Bugbird, Tel.: 01-794 5529. (2871

T.V.R. VIXEN S2, Nov. 1968. Bahama yellow. Very good condition. £975. Thompson, "Wendling", Station Rd. South, Belton, Great Yarmouth. Tel.: Lowestoft 4251 (office hours). (2872

M.G. TC, 1949, black, in good original condition, much work done and well maintained by enthusiast. £400. O. Kusel, Yew Tree Cottage, Bank, Lyndhurst, Hants. Tel.: Lyndhurst 2193 (after 6.00 p.m.). (2873

M.G.-A, 1960, 1600 d.h.c. Generally in excellent condition. Ex-police. New extras. M.o.T. August 1973. Taxed. £290 o.n.o. Tel.: Sheffield 306751 (after September 3rd). (2874

ALVIS. First TD21 d.h.c. 1958 Motor Show model. Very good condition. Exciting, reliable, economic motoring. M.o.T. June 1973. £475 or offer. Tel.: Shrivenham 782374. (2875

M.G. Y-TYPE, 1948. Reg. JOH 100. A near vintage in specimen condition, c/w. identical model, mech. good but slight body repairs required. £500. Tel.: Stonehouse (Glos.) 2833 (evenings/weekends). (2876

1949 ALVIS TA14, Reg. JOU 404. Exc. car for rebuilding or spare car. Last driven Dec. 1971. No reasonable offer refused. Write to: Scott, 70 Bascott Rd., Bournemouth, Hants. (2878

M.G.-A 1500 f.h.c., 1951. Year's M.o.T. Taxed till February. Good condition throughout. ZXs, £195. 62 Botley Rd., Oxford. (2884

FOR SALE—continued

A.C. ACECA, 1959. Bristol D100 engine. New Avon tourist tyres on stove enamelled spokes; interior re-trim just done; white paintwork on aluminium body. An excellent example of this much sought-after mark. Offers around £850 to Paul Cambridge. Tel.: 01-272 2582 (9 a.m.-6 p.m.). (3244

AUSTIN RUBY, 1938. Very attractive and original; taxed; M.o.T. Good tyres. Some spares. £250. Tel.: Draycott 2138 (near M1/Derby). (3246

LOTUS ELAN, S3, 1966. D.h.c. Yellow; many extras. Excellent condition, must be sold. £740. Tel.: Wickham Bishops (Essex) 8433 (after Sept. 3rd.). (3247

LANCIA AURELIA B20. 2500 GT coupé, 1960. Silver grey body in good condition. Generally good mechanically, though requiring some work on brakes. More interested in finding a good home, than the price. So offers please. Dolson. Tel.: 01-589 8841 (office), 01-567 0626 (home). (3248

HISTORIC RACING Veritas 1946/47, 328 B.M.W. Rebuilt motor alloy body, similar Migle Miglia B.M.W. V.S.C.C. accepted. £1,050 o.n.o. Clifford. Tel.: Bentham 61604 (near Lancaster). (3249

ROVER 95, 1963. Grey; in very good order having done some 60,000 miles. Offers around £200. East Midlands Box 3581. (3250

TR3A, Nov. 1960. White in very sound condition; chassis; body and mechanics; standard trim, £270. Renault 4L, 1967. Very good bodywork and mechanics. Offers? S1/S2 Elan hard-top, shell only, £12.50. Tel.: Burgess Hill 2855. (3251

RILEY 2½-LITRE, RMB2 cars No. 1 really exceptional, OKO 285, March 1st, 1952; taxed November 30th, M.o.T. March 13th, 1973; 3 owners; just decarbonised; replacement rear springs, etc, etc (12 leaf), £400, bargain. No. 2; running but poor roof merits meticulous restoration and available with spare rolling chassis, c/w bonnet, scuttle, windscreen etc., etc. £130. Positively no offers individually, but accept £500 the lot. Tel.: Watlington (Oxon) 2361 or Woolhampton (Berks.) 2350 (office) (3252

1955 B.M.W. 501A saloon de luxe, 1,971 c.c., 6 cylinder; l.h.d. One British owner, M.o.T. Sept 1973; workshop manual; parts list; tools. Original except minor components. Tel.: Beaconsfield 2797 or Box 3582. (3253

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1969 (Reg.) ALFA ROMEO Giulia 1300 Junior GT, '67 model, sunroof, 5-speed box, l.h.d., red/grey, in exceptional order throughout, approx. £290 spent (engine) August '71..... **£695**

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1965 JAGUAR 3.8 "S", opalescent green, power steering, "hot" window, radio, reclining seats, overdrive..... **£475**

1960 JAGUAR XK150 'S' 3.4 f.h.c., white/blue, chrome wire wheels, overdrive, chrome rack, triple carbs., history available..... **£895**

1970 (Nov.) LOTUS Europa S2 Federal model, 1,565 c.c., SP Sports, 13,751 miles..... **£1,195**

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1966 M.G.-B, white/black, recent new hood, in average condition throughout..... **£545**

1961 (Sept.) M.G.-A Mk. II f.h.c., red/red, radio, Cints, fog/spot, appreciating asset..... **£365**

1968 MORRIS 1300, 2-door deluxe, Connaught green, one owner, good condition throughout..... **£395**

1967 SUNBEAM Tiger Mk. II, very rare 4.7 litre model, made for export only (this one must have been hiding), finished in beautiful red with black hardtop and soft top, Koni shocks, stereo, oil cooler, SP Sports, "Don't Arf Go"..... **£1,295**

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1966 SUNBEAM Alpine Mk. V, blue/black, rare one owner, overdrive, tonneau, Mich. X, fog/spot, new hood just fitted..... **£495**

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1971 TRIUMPH GT6 Mk. III, damson/tan, one owner, confirmed mileage 18,000, h.r.w., wire wheels, extra 2 seats conversion, mirrors..... **£1,165**

1970 TRIUMPH Vitesse 2-litre Mk. II Convertible, laurel green/beige, G800's, lady owner, new clutch just fitted by us..... **£825**

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JAGUAR 2.4 automatic. Two owners. Year's M.o.T.; outstandingly good for 1959. £150 o.n.o. Tel.: Cobham (Surrey) 4066. (2799

"H" REGISTRATION, M.G.-C GT. In very good order. Second car; dark green; overdrive; sunshine roof; radio and cassette player; 24,000 miles. Best offer over £1,000. Tel.: Heathfield (Sussex) 2455. (3004

XK 140, F.H.C. O/d; discs; B.R.G. Owned by fanatic and completely rebuilt; rechromed, rewired, etc. Immaculate throughout and utterly reliable; new M.o.T. Must be seen. Offers over £600. Tel.: Maidstone 77188. (3005

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LOTUS 7S4, 1972. Immaculate and as new; yellow; 7,000 miles; alloy wheels; radio/cassette, and every extra. Very fast and civilized. £985. John Ashton. Tel.: 01-504 7018 (after September 4th, 1972). (3008

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M.G.-A 1600, d.h.c., 1960. M.o.T. May 1973. Genuine car with many spares incl. engine, gearbox. For quick sale £300 o.n.o. Tel.: Perranporth 2027. (3017

ALFA-ROMEO Giulia Sprint GT; "F" registered. White, red interior. Self-seeker radio; electric aerial. Maintained by Alfa agents. £750. Might p/exchange. Tel.: Doncaster 840593. (3018

M.G.-B 1964. New clutch; soft-top; batteries; M.o.T.; taxed; w/w; radials; hard-top; overdrive; radio. £430-ish. Tel.: Eastbourne 35462. (3019

ASTON MARTIN, 1935. 1½ short chassis. B.R.G. Excellent all round condition. £1,200. Genuine enquiries only please. Burgett, Bings Knowle, Whaley Bridge, Nr. Stockport. Tel.: Whaley Bridge 2438. (3020

M.G. TD, 1950 Red. Rebuilt mechanics; bills prove; full M.o.T., taxed; good body. Front wings fibreglass. Many new parts fitted. Radials; leather seats, hood. Few spares. £495. 57 Headley Way, Headington, Oxford. (3021

BEACH BUGGY, 1971 build; 6,000 miles on recon. engine. Many extras; good condition. £350. Tel.: 021-454 3635 (evenings). (3022

M.G. TF 1250. Black, ex works; car registration No. JJB 693; one owner last 6 years and in good original condition. £750. Tel.: 021-449 1728. (3023

FERRARI 1954. 250 Europa. Rare aluminium coupé; low mileage; perfect collectors specimen. £2,500. A. Gibson, Arden, Leverstock Green, Hemel Hempstead. Tel.: 53212. (3026

FOR SALE—continued

TR3A. First regd. June 1962, believed one of last 30 built. Chassis No. 82308; recent respray; works hard-top; new soft-top; B.R.G.; w/wheels. Many other new parts; excellent condition; finance can be arranged to suitable applicants. £480 o.n.o. Tel.: 021-236 0076 (office), 021-738 1200 (home). (3027

TORNADO TALISMAN, 2 + 2 GT, 1962. Ford-Cosworth engine; twin Webers. £195. Tel.: Sheffield 65039. (3028

1958 MERCEDES-BENZ, 300 SL Roadster. Bodywork in silver with red leather trim; many items rechromed; must sell so will accept offers in region of £2000. Tel.: Ninfield 259. (3029

E-TYPE 2 + 2, 1966. Golden sand; red upholstery; radio; sun-roof; excellent condition; taxed and tested. £1,100. Marshall, St. George's Quay, Lancaster. Tel.: 63348. (3030

CONCOURS WINNER, 1972. TR6, PI, 1970. Damson; drophead. 21,000 miles. Your chance to own this showroom condition car. £1,385 o.n.o. Tel.: Reading 57971 (9 a.m. to 5 p.m.) Reading 580896 (evenings). (3032

TR3A. Midnight blue; red interior; soft-top; tonneau; overdrive. Overheauled brakes, steering, suspension. New floors, carpets; battery; exhaust; plus lots more. Very good mechanical and body condition; resprayed and retrimmed. Best offer over £350. Martin Lawrence. Tel.: Oxford 59988, ext. 401. (3033

M.G.-B May 1969. White; overdrive; w/w; undersealed; one owner, excellent; 37,000 miles. £900 o.n.o. Tel.: 078-18 2597. (3034

XK150, 1959. D.h.c.; overdrive. High-ratio axle; strengthened rear springs; new radials on E-type wires. Corrosion minimal but paintwork and trim shabby. Tax, M.o.T. £450 o.n.o. Tel.: 01-385 3726. (3035

TORNADO TYPHOON. Two-seat E93A twin S.U.; four-branch manifold, little used; needs mechanical attention; red body black hardtop, faded. Tel.: Kidlington (Oxon.) 4760 (after 7 p.m.). (3036

DIESEL SALOON Vanguard II, one owner since 1956; M.o.T. May 1973. Bodywork needs attention (full length chassis); transmission/gearbox renewed; stainless steel silencer; good tyres; spare parts. S.a.e. further details. Offers. Green, 45 Bleakhouse Rd., Oldbury, Warley, Worcestershire. (3037

1954 1½-LITRE Riley R.M.E. Just as it left the works, unmarked and unrestored. Black with maroon interior. Offers over £525. Tel.: Farnham Common (Bucks.) 3866. (3038

1939 MORRIS 8, Series "E" saloon. Running but needs attention. Spare engine and gearbox. Sensible offers. Tel.: Burghill (Hereford) 513. (3039

LANCHESTER TEN, doctor's coupé, 1934. Dark blue/black. Really wonderful condition throughout. Very low mileage and known history. Seen Notts. or Sussex. £950. Tel.: East Stoke 455 (Notts.) or West Chiltington 2064 (Sussex). (3040

MORRIS EIGHT 4-door saloon, 1936. Excellent original condition throughout including carpets and sun-roof. Two owners from new. £365. Tel.: West Chiltington (Sussex) 2064 or East Stoke (Notts.) 455. (3040

LANCIA FLAMINIA, 2.8-litre, V6. Pininfarina coachbuilt, 3B coupé, 1965. Good mechanics and bodywork, well maintained. £650 o.n.o. Tel.: Stafford 62013. (3041

BENTLEY "R"-TYPE, manual saloon, 1953. Tudor grey over shell grey; engine overhauled recently; new king-pins; all brakes and servo relined; pristine condition. Original handbook and tools. £1,395. Tel.: for appointment to view. 09736-69396 (Yorkshire). (3042

RILEY 2½. Reconditioned throughout. New shell bearings; rings; roof, tyres, brakes. Retrimmed, repainted; M.o.T. Space required, therefore £215. Tel.: Congleton (Cheshire) 3011. (3043

FOR SALE—continued

SUNBEAM TIGER V8. Space restrictions force me not to enthuse a 1965 Carnival red, 4.2-litre example in extremely fine condition; matching hard-top; tonneau and hood in black; fitted Motorola; wide rims; Konis and usual refinements. Interior and engine compartment immaculate and the car drives better than most I've tried. Maker's oil pressure and synchro. Owned by me for 2 years and full history known. Must be worth easily £600 but will take nearest £575 or part/exchange £200 less. I also have a road/sprint Cooper "S" for sale. Enquiries to Mr. Bird. Tel.: 021-454 4838 (business), 449 1894 (home). (3044

ROAD/SPRINT Cooper "S". Fastest road Mini in the Midlands. All the right gear in a Straight 1959 shell, built in March. Incredibly quick but also reliable and tractable 1,500-8,000 r.p.m. in top); Lightweight, 98 b.h.p.; mags, etc., etc. Curborough 42 secs. Taxed, M.o.T.'d and scrutineerproof. £450 including stack of spares and brown trousers. Mr. Bird. Tel.: 021-449 1894 (home). (3044

DAIMLER SP250, B specification; hard/soft-top; tonneaux; servo. Excellent condition. Tel.: Weybridge (Surrey) 49874 (evenings). (3045

3-LITRE BENTLEY. Everything except the body. Most parts dismantled and cleaned. Substantial offers invited. Tel.: Biddenden 560 (evenings). (3046

XK150, 3.8S, 1960. B.R.G. £975. Very good original condition. Tel.: 01-709 9421 (business hours). (3047

TR4 1965. B.R.G.; overdrive; Surrey tops; Radiomobile; wires; radials. Very good condition throughout; taxed December. £495. Tel.: Yateley (Surrey) 3760. (2950

MORGAN 4/4 1968. Two-seater 1600 Crossflow, super black finish; wire wheels; Hunter seats; new hood; tonneau; radial luggage rack; rear bumper; new pistons; King pins etc.; Avon radials; M.o.T. April 1973. £950. Tel.: Worthing 501901 or 44624 (after 6 p.m.). (2951

VOLVO 1800S, 1965. Very good condition. Carefully used; maintained by agents; M.o.T.; pale blue. £700 o.n.o. Tel.: 01-636 0398 (day), 01.03447 2387 (evening). (2952

MERCEDES 230 saloon, 1966 model; automatic; P.A.S.; maroon; one owner. Excellent condition; l.h.d. £495. Tel.: Milton Abbas 411/675. (2953

FERRARI 330 GT, 1965. Red with black trim; Borrani wheels; 5-speed ZF gearbox; new carpets; new exhaust; rebuilt engine; new clutch complete restoration of bodywork; no rust anywhere; radio; eight-track stereo; electric windows; new tyres and rebuilt wheels. £2,050. Tel.: Milton Abbas 411/675. (2953

M.G. TF, 1954. 1,250 c.c. Magnificent condition; 6,000 miles since recon engine and gearbox; recent re-spray. History of car for last four years available. Serious offers only. £950. Tel.: 01-733 6143 (after 5.30 p.m.). (2954

M.G.-A 1960. 1,600 c.c. Wire wheels; body good; recent new batteries; M.o.T. April; taxed November. Very reliable car. £200 o.n.o. Tel.: 01-458 3711. (2955

RILEY 1½-LITRE, R.M.E. 1955 green. M.o.T.; new pistons; above average; very clean. £200. Tel.: Piercebridge (Durham) 594. (2956

LANCHESTER, LD10, 1951. Good condition, new M.o.T. Offers around £120. Tel.: Crowthorne 3713. (2958

LOTUS ELAN, "G" registered; d/head in red; very good condition throughout. £950. P. Gardner. Tel.: Leatherhead 76633 (office), Shere 2046 (home). (2959

DAIMLER SP250B. Dark blue; h/s-tops; tonneau; workshop manual. Doctor's second car; low mileage; superb bargain at £690. Tel.: Gosport (Hants.) 81767. (2961

ALFA ROMEO 1600, GTV coupé. 1967 model. Regd. Dec. 1966; blue; Webasto roof; radio; alarm. Above average for year. £780. Painter. Tel.: Grantham 5746. (2962

LANCIA FULVIA, 1.3 rallye "S" coupé, 1969. Red with black interior. A quality built car giving fast economical motoring for £1,050. Tel.: Oxted 3383 (Surrey). (2963

WANTED—continued

WANTED! WANTED! Tatty or broken Rolls, Silver Cloud or Silver Dawn. Cash payment! Tel.: 01-602 0748 (Kensington, London). (2543

WANTED! WANTED! Any vintage or left-hand drive car. Any condition! Cash payment! Tel.: 01-602 0748 (Kensington, London). (2543

INTERESTING CAR wanted. Prefer robust high performance with easy access to mechanicals for enthusiast home servicing. Vendor should state price in first letter. Trickett, 4 Arran Hill Thrybergh, Rotherham, Yorks. (3278

WANTED: GILBERN Génie, £700. Cash plus good 1963 Vitesse, new M.o.T. Strombergs; tyres; exhaust. Tel.: Nuneaton 323986. (3279

PORSCHE 911T. Must be low mileage. Barraclough. Tel.: Mirfield (Yorks.) 2336. (3280

WANTED: E-TYPE Jaguar. Early model. Private buyer. Cash. No rubbish please. Tel.: 01-771 9405 (evenings). (3281

ROLLS-ROYCE 20 h.p. chassis. Tel.: Halifax 31475. (3233

WANTED for M.G. TF 1250. Steering wheel centre, rear view mirror; dynamo with or without tacho drive. Tel.: Ormskirk (Lancs.) 72991 (daytime) or write, Hunt, 93 Burscough St., Ormskirk. (2700

M.G. TF required by perfectionist. Ludicrous price paid. A. Marsh, Brerewood, Waverley Drive, Camberley, Surrey. (2699

MORGAN +4 four-seater wanted must be pre-1968. Tel.: Newick (Sussex) 2788. (2701

REGISTRATION number: SAT, LNT, LT, or SLT required with low or interesting number. Box 3653. (2698

YOUNG Vintage car enthusiast required to help run and maintain growing fleet of vintage R-Rs in N.W. London area. Must have a licence, be adaptable and mechanical experience preferable. Box 3588. (3283

ANY SPORTS CAR wanted urgently, any condition. Also any Rolls-Royce and Bentley's. Cash. Tel.: 01-658 1065 (anytime). (1087

RILEY, A.C., Alvis or similar pre-war rolling chassis with manual gearbox. Complete delapidated car, also of interest. R. O'Beirne, 4 Abbey Way, Cirencester. Tel.: Cirencester 2937. (3326

WANTED: Something characteristic preferably complete Bugatti. Consider interesting alternatives, including roadracer/steamer. Reasonable quick cash decision. Tel.: Birmingham 445/2551. (3327

TYRES. Set of 5 Avon 6.00 x 20. Early tread pattern, reputed 300 miles only. Offers: 1 new Henley 4.00 x 17 (not remould), £2. Tel.: Mirfield (Yorks.) 3509. (3332

WANTED M.G. TA, TC, TD, TF or Pre-war M.G. 2/4-seater, condition unimportant, But very good cash price paid for excellent car. Please Tel.: 01-521 0520. (3112

WANTED: E-TYPE Jaguar. F.h.c or convertible 1962 onwards. Private cash sale. Box 3569. (2896

LANCHESTER STRAIGHT-8 spares wanted. Windscreen; lamps; seats; touring body; any condition; instruction book, drawings etc. Dowd, "Fairwinds", Aston Nantwich. Tel.: 0270 78405. (2897

M.G. TF 1500. Must have wire wheels, had recent rebuild, and be in pristine condition. Tel.: Topsham (Devon) 4294 (evenings). (2957

M.G. TF. Cash waiting. Tel.: for Frank, Aldershot 24319 (days), 25222 (evenings after 6.30). (2960

WANTED: JAGUAR 1½ gearbox. Also 3½ saloon desired by enthusiast. Excellent only for top price. Box 3571. (2996

SPORTS CARS urgently wanted for cash or part exchange. Tel.: Boughton (022-775) 225. (7608

INTERESTING and reasonable Rolls or Bentley wanted by private purchaser. Any year and one in need of work considered. Box 3570. (2979

SHORT OR interesting registration wanted on any vehicle. Box 3570. (2979

EARLY ROLLS 20. 5 split rim wheels required. Will buy or exchange other rolls, 20 spares. R. Black, Village House, Cropwell Butler, Notts. Tel.: Radcliffe-on-Trent 3335. (3165

M.G.-A MK. II. Metal bodypanels. Essential they are in good condition. Souter, 48 Auriol Rd., W.14. Tel.: 01-603 6438. (3170

WANTED: "AUTOCOURSE", 1951-56, odd copies, any condition. Ellis, "Shiralee", Yattendon Rd., Horley. Tel.: 3135. (3200

MINOR 1000. Convertible; low mileage late model in tidy condition. Tel.: Twyford (Hants.) 2608 (anytime). (3110

INVICTA S-TYPE standard 2/4-seater. Box 3583. (3111

A.C. ACECA wanted. Fitted with Ford engine. Very good cash paid for outstanding car. Please Tel.: 01-521 0520. (3112

HISPANO-SUIZA V-12 parts required, all instruments and instrument panel controls; Vanvooren front and rear bumpers and Marchal headlamps, circa 1933. Please reply Box 3584. (0716

M.G. TC and M.G.-Y wanted. Send picture and description to Ken Gregory, 11 Windcrest, Jackson, Tennessee, 38301. Shipment arranged immediately. (50717

WANTED: M.G. TA, TC, TD, TF or pre-war M.G. 2/4-seater sports or coupé. (Tickford or Airline) condition unimportant. But very good cash price paid for excellent car. Tel.: 01-521 0520. (9507

WANTED: ROLLS-ROYCE, S.C.I. r.h.d. Send photo. Jorres, 1230 Grant #350, San Francisco, California. (0830

HISTORIC MOTOR racing paintings; no modern artists. Box 3551. (2507

WANTED—continued

M.G. ENTHUSIAST would like to purchase TD or TF. Preferably a tatty example suitable for rebuilding. Contact: D. Humphrey, "Abingdon", Hall Rd., Walpole Nighway, Near Wisbech, Cambs. Tel.: Terrington St. John 456. (2940

WANTED: Veteran Renault; AX Model preferred. H. Webb, Hanningfield, Essex. Tel.: 287. (2128

WANTED 3½-LITRE Jaguar engine suitable for SS model. Write details: Kenneth Cole, Cosdel Ltd., 1332 Prince's Building, Hong Kong. (2703

PRE 1931 AUSTIN Seven in good original condition. Reasonable price paid. Wilkinson, 26 Fieldway, Hoole, Chester. Tel.: Chester 43726. (2531

WANTED by enthusiast for restoration. Sporting Alvis Speed 20 or 25; p.vptp Aston Martin etc., tourer preferred. T. Brahmer, 1678 Prez-vers-Siviriez, Fr., Switzerland. (1805

WANTED: Parts for P1 Rolls-Royce, near-side front road spring any engine parts and chassis parts; block and pistons starter motor. M. Hardcastle, Swan Rd., Harrogate. Tel.: 2029. (2006

LUCAS MAGDYNO wanted for 1921 Jowett; 2 cylinder horizontally opposed engine; driving at engine speed. Mitchell, 11 Mollington Court, Mollington, Chester. Tel.: Great Mollington 362. (2015

KEEN PRICE offered for Rolls-Royce Motor car, any age, condition or model. Please offer. David Nudd, Nottingham Rd., Attenborough, Notts. Tel.: Nottingham 250614. (2244

AC COBRA (Shelby) wanted. W.h.y.? 4.7-litre preferred. Box 3551. (2507

"D"-TYPE Jaguar; spun alloy wheels. Urgent, club member. Box 3551. (2507

WANTED: Austin Healey 100S. Complete car or spares. Please Tel.: Pineham 5318. (2263

WANTED TVR Vixen, S2/3 for cash. Immaculate condition essential. Tel.: Hodgkinson (Bolton) 28288. (2265

A.C. ACE. Bristol, Hamblett, 234 Shenstone Ave., Stourbridge, Worcestershire. Tel.: Stourbridge 6846. (2271

WANTED for 15 in. wheels. Series IIIC Minx, set rim bellishers. Box 3578. (2302

WOLSELEY 6/110. Must have good body and chassis, clapped or no engine. Tel.: Dalton-in-Furness 2611 (evenings). (2303

SUNBEAM TOURER or large saloon required. Must be 1926 to 1930 era. Good price paid. Whiteaway, Coombe-in-Teignhead, Newton Abbot, Devon. (2392

"C"-TYPE or "D"-type Jaguar wanted. Private buyer, member of XK register and J.D.C. for English home. Entrant for J.C.B. meetings. All information treated in strictest confidence. Box 3551. (2298

PAIR CLAUDEL-HOBSON type AZP carburetters for 3-litre Sunbeam. Bennett, 11 Pinner Green, Pinner, Middlesex. Tel.: 01-866 2766. (2492

HEARSE SUITABLE for conversion to camper. R-R preferred but anything considered. Must be thoroughly reliable. P. Stevenson, 669 London Rd., Coventry. (2515

SUNBEAM TWENTY, 1935, 2,916 c.c. Radiator motif, 5.50 x 19 knock-on wire wheel; engine and other parts. 1946 Humber Super Snipe grille; pre-war P100s. Edenborough, 22 Rainbow St., Kingsford, Australia 2032. (7220

MORGAN, J.A.P. or Matchless. Any running condition considered. Price and condition to Box 3556. (7207

M.G. TF required in very good condition. Mellor, 109 Meadow Way, Theale, Berkshire. (2837

JAGUAR SS100 in any condition. Swerdlow, Riffel Lodge, Woolton Park, Liverpool 25. Tel.: 051-428 1517. (2838

CORTINA II, 1600. Must be good condition; under 20,000 miles and 4-door. Private cash waiting. Write with details. Jude, 19 Lyndhurst Rd., Rugby, Warwicks. (2839

WANTED: EXAMPLES of all Rolls-Royce models between 1920-1955. Coupés, tourers, sedancas etc. Must be in good mechanical condition. Box 3564. (2840

WANTED PRIVATELY. A fine example Rolls-Royce or Bentley of post-war period for everyday use, all details acknowledged by serious purchaser. Box 3565. (2880

SALES BROCHURES, manuals on pre-war American cars, one or entire collections. Price, description. Box 3579. (50660

MISCELLANEOUS

NATIONAL STEREO tape record or Type RS 755 Makers manuals, microphones and all accessories including two external speakers in matching case; 5 in. pre-recorded tapes, 3 empty reels and one clean long play tape. Offers around £40. G. J. Higgins, 3 Bramber Way, Burgess Hill, Sussex. (3107

M.G.-B WORKS hard-top. Midnight blue, excellent condition. £40. (On November 1971 car—see column). Tel.: Swansea 21921. (3159

TWO NEW Dunlop sports, 6 x 17. Offers please. Tel.: 061-928 2921. (3176

ZEISS HEADLAMPS. No. 97530 pair. One lense damaged. Offers. Tel.: Littlebourne (Kent) 214. (3196

THE LAGONDA CLUB, A.G.M. Sunday, September 24th, 1972, Syon Park, Middlesex from 12 noon. (3195

WANTED: Part-time, discernible literature and spares buyer, principally Cadillac, La Salle, Packard, Lincoln, Pierce-Arrow, Rolls, Bentley, Hispano and the like. Commission basis. Box 3580. (50661

BERMUDA HARD-TOP. Silver. Suit M.G.-B/C. £45 o.n.o. Tel.: 01-837 9778 (after 6 p.m.). (7591

MISCELLANEOUS—continued

XK140 SPARES bonnet carbs. Also TR3 spares, pair leather seats, doors, carbs. Wanted Brough superior, d.h.c. car. Tel.: Redhill (Surrey) 63237. (3194

INTERNATIONAL XK DAY, Saturday, September 30th, at Mallory Park, Leics. Biggest Jaguar gathering of 1972. 200 XK sports cars expected plus many other types. All Jaguar enthusiasts welcome! Driving tests, concours, XK autojumble. From 11 a.m.-5 p.m. Organised by the XK Register of the Jaguar Drivers' Club, membership secretary Ron Bradshaw, 41 Ingrave Rd., Brentwood, Essex. (2995

DISPERSAL of my collection of Veteran and vintage car catalogues all in mint condition, period 1907-1930. 1899 Beeston motor tri-cycle ex-sword collection for sale, preferably exchange veteran fore-car of similar value. S.a.e. please, D. Foxton, 15 Commercial St., Hereford. (3025

ALFA-ROMEO OWNERS CLUB team finished second on handicap in 1972 Thruxton 6-Hour Relay Race. But the A.R.O.C. is not just a club for would-be World Champions, catering for all Alfa owners. Informative monthly magazine, regular meetings at the Steering Wheel, area sections, competitive events. Details from the Secretary, 27 Goffs Park Rd., Crawley, Sussex. (3031

M.G.-B BERMUDA hard-top: white perspex roof panels, £50. Tel.: 021-743 2378. (3073

M.G.-P-TYPE spares. Write for details, S. Bowick, 15 Ashgrove, Musselburgh, Midlothian, Scotland. (3074

DOUBLE GARAGE (another available), pit, workshop with good 3 bed house and small gardens. Near Manchester, £5,950. Tel.: 061-624 1290. (2892

"MOTOR SPORT". 72 copies August 1966/1972. "Vintage and Veteran", 74 copies, June 1966/72. Offers. Tel.: 092-682 709 (evenings). (2841

"MOTOR SPORT", 90 issues, 1964-1971, £2. Buyer collects. Tel.: 061-790 3176. (2891

A1WA CAR RADIO, twin speakers stereo casette player with all fittings completely unused, £60 o.n.o. Tel.: 01-606 3556 (till 4.30 p.m. only weekdays). (2914

DAIMLER AND Lanchester Owners' Club Rally, Syon Park, Brentford, Middlesex, Sunday 17th September, commencing 11 a.m. Details from Mike Cross, Tel.: 01-892 8496. (2977

RPM 268 on scrap Rapier (towable). Offers? Parker, 1 Myrtle Cottages, West Green, Hartley Witney, Nr. Basingstoke, Hants. (2702

"MOTOR SPORT". Most copies back to 1951 for sale. Offers. Tel.: Newton Regis 410 or Lichfield 4383. Reason for sale—moving. (2723

HAREFIELD HAPPENING, September 16/17th at Knightscote Farm, Harefield, Middlesex. Steam, cars, motorcycles, stationary engines, buses, tractors, etc. Display will include concours, autojumble, trade stalls, miniature railway, agricultural museum, pets' corner. Plaques and prizes. Entry forms from Uxbridge and District Vintage Vehicle Society, 78 Church Rd. Hanwell, London, W7 LB. Tel.: 01-567 5156. (2710

HARD-TOP, M.G.-B, fibreglass, black, £30. Harper, 16 June Crescent, Tamworth, Staffs. Tel.: 67040. (2621

RILEY ALL-HELICAL gearbox. £20; eight brake shoes, £4; fan assembly, complete mounting unit, less fan, £2. M.G. 6-cyl. set instruments complete, £6. Scintilla MN6 magneto £25. B.T.H. JD6 vertical magneto, £20. Triple 1¼-in. horizontal S.U.'s, £6. Box 3558. (2624

WORKS HARD-TOP for E-type. Black, lined. Excellent condition. £50. Tel.: Botley (Hants.) 3780. (3282

M.G. SPARES, reproductions from original P. J. M. "Instruction Manuals"; P. J. "Service Parts List", £3.35 each P. TC, J, M, TA, F, N "Sales Brochures" 35p each. P. J. L. eaved petrol caps, £5.25 each; radiator badges £1 each, J2 rocker cover insignia plates £2 each. These and other items available towards the end of the month, (p. & p. incl.). Terry and Barry Bone, Mount Place, North Common, Chailey, Sussex. (3219

BENTLEY MK. VI spares for sale. J. Hunt, 9 Emlyn Rd., London, W.12. (3240

BRISTOL 85C engine less pistons; stud, crank and bore, will split, plus. diff., gearbox etc. Also M.G.-A gearbox. West, 13 Spital Park, Kendal, Westmorland. Tel.: Kendall 21505 (working hours). (3259

"AUTOMOBILE YEAR", Nos. 7-15; mint condition. Offers. Johnson, 99 Pinecroft Rd., Ipswich, Suffolk. (3185

M.G.-B. Hard-top; boot attached; red; excellent condition. £80 o.n.o. Tel.: Ettington (Stratford-on-Avon) 597. (3181

WHEELS. Four perfect plus three Cinturatos, ex Rover 2000, £15. Tel.: Cobham (Surrey) 4066. (2799

1918 SUNBEAM motorcycle; 1,000 c.c. J.A.P. engine. Complete and original. Unrestored. Offers to Box 3548. (2496

EXCEPTIONALLY fine pair of Drum-type headlamps from an Isotta-Fraschini, complete with pedestals and tie bar, the glasses are marked IF, the lamps are undamaged with perfect interiors, only the exteriors need re-plating. £25 o.n.o. Also chassis complete with Engine and gearbox of a "R"-type Bentley Standard Steel saloon. £100 o.n.o. D. Bonhomme Les Fouinieres, Valle des Vaux, St. Helier, Jersey, C.I. (2497

TR2 ENGINE with excellent clutch and electrics. £10 o.n.o. Tel.: Keighley 3627. (2516

RILEY. Breaking 1954 1½ R.M.E., all parts available, except engine. Tel.: Basingstoke 29736. (2247

MISCELLANEOUS—continued

"MOTOR SPORT", October 1949 to February 1972. 332 copies, some years incomplete, £15. Knight, 532 Rochester Way, Eltham, S.E.9. Tel.: 01-850 4147. (1794

VINTAGE AND old cars. Manufacture of certain spares undertaken to customers drawings and patterns. Materials and heat treatment under strict metallurgical control. Box 3552. (2506

"THE AUTOCAR" 1937 and 1948 (4 copies), £2. Antique automobile 1959 to 1962 and 1967 to 1972, £10; Old "Motor" 1963 to 1968, £10; "Vintage", 1971, £2; "Veteran and Vintage", 1959 to 1972, £15; "Motor Sport" 1961 to 1972, £10, 1915 to 1969 American car instruction manuals, sales catalogues, advertisements and wiring charts. State requirements, Box 3555. (2537

REGISTRATION number DA or DLA with low or interesting number. Box 3553. (2252

MUMFORDS. Triumph distributors of Devon, offer surplus new spares at half price. Spitfire II chassis; Spitfire II/III; overdrive kit; assembly complete; TRS P.I. Crankshafts; 13/60 White tonneau kit; Mk. II 2000 Oil Cooler kit; various calipers. Many other items. Tel.: Exeter 77244. (2270

PISTONS. Shortly available to lower wide range of the more popular cars built 1925-50 including B.M.W., Amilcar, F.N. Ford, Austin, Buick, Cadillac, Chevrolet, Graham, Hudson, Hupmobile, Lincoln, Nash, Oldsmobile, Packard, Pontiac, Studebaker, Armstrong, Citröen, Fiat, Hillman, Jaguar, Morris, Peugeot, Renault, Singer Standard, Talbot, Vauxhall, Wolseley, Lancia, Jowett Javelin, Mercedes, Opel, Rover, Tatra. S.a.e. to Hepworth, 3 Ferndale Court, Parish Ghyll Drive, Ilkley, Yorks. (2290

FIVE 6 in. x 15 in. 52mm. chrome wires, as new £55. Also set fitted with Avon Turbospeeds £80. Suit Jaguar, Aston DBS, Alvis etc. Tel.: 01-574 5364. (2296

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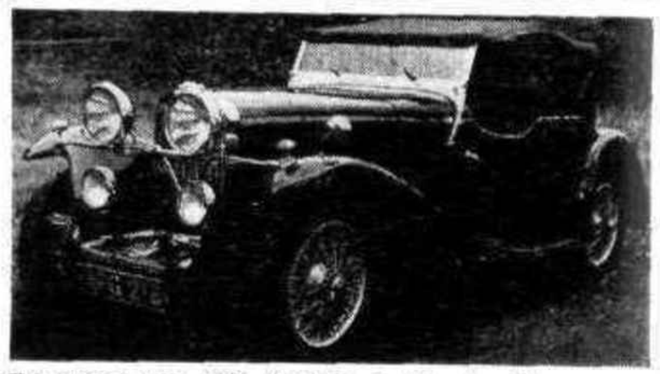
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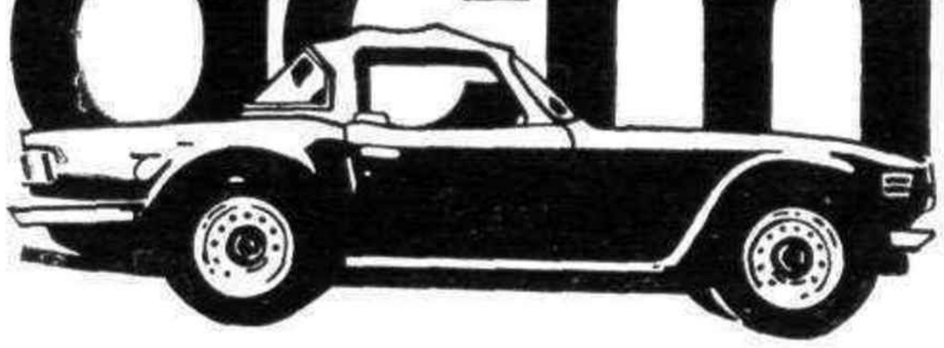
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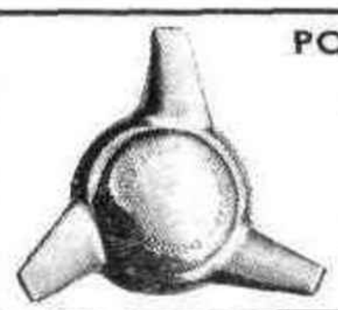
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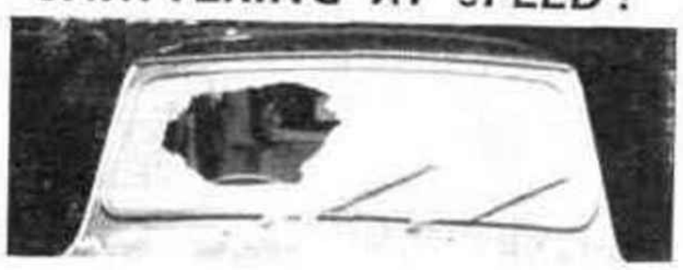
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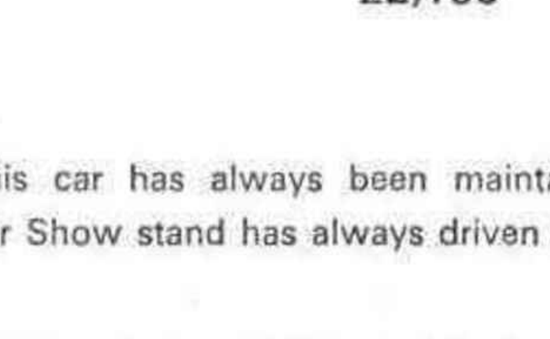
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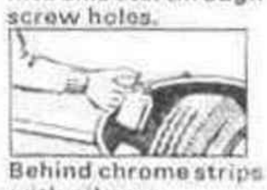
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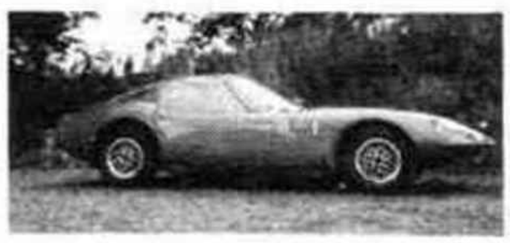
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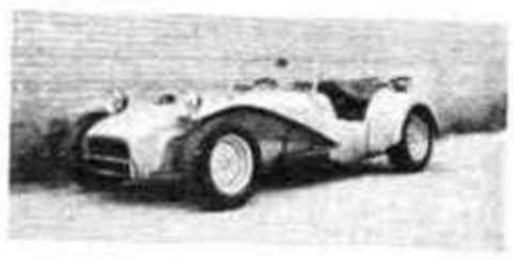
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ery rare LANCIA Aurelia Spyder GT, 1956, red with dark red trim; indicated mileage 5,000 and considerable mechanical and coachwork repairs have now been completed; his car is most attractive both to look at and to drive and is certainly unusual. **£675**

ROVER 2000, March 1968, manual gear-change, Arden green with beige interior, natching carpets; mileage of 45,000 believed genuine, first-class tyres and very few blemishes on paint. Not the usual type of car featured in our advertisement, but one we can thoroughly recommend to a discerning buyer and it is an extremely attractive proposition for ordinary transport at **£925**

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We cannot undertake any work on these last two vehicles. They are rough but are correspondingly cheap.

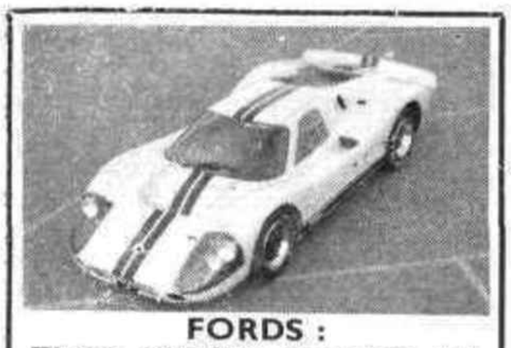
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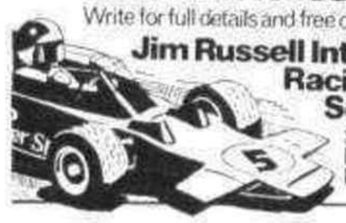
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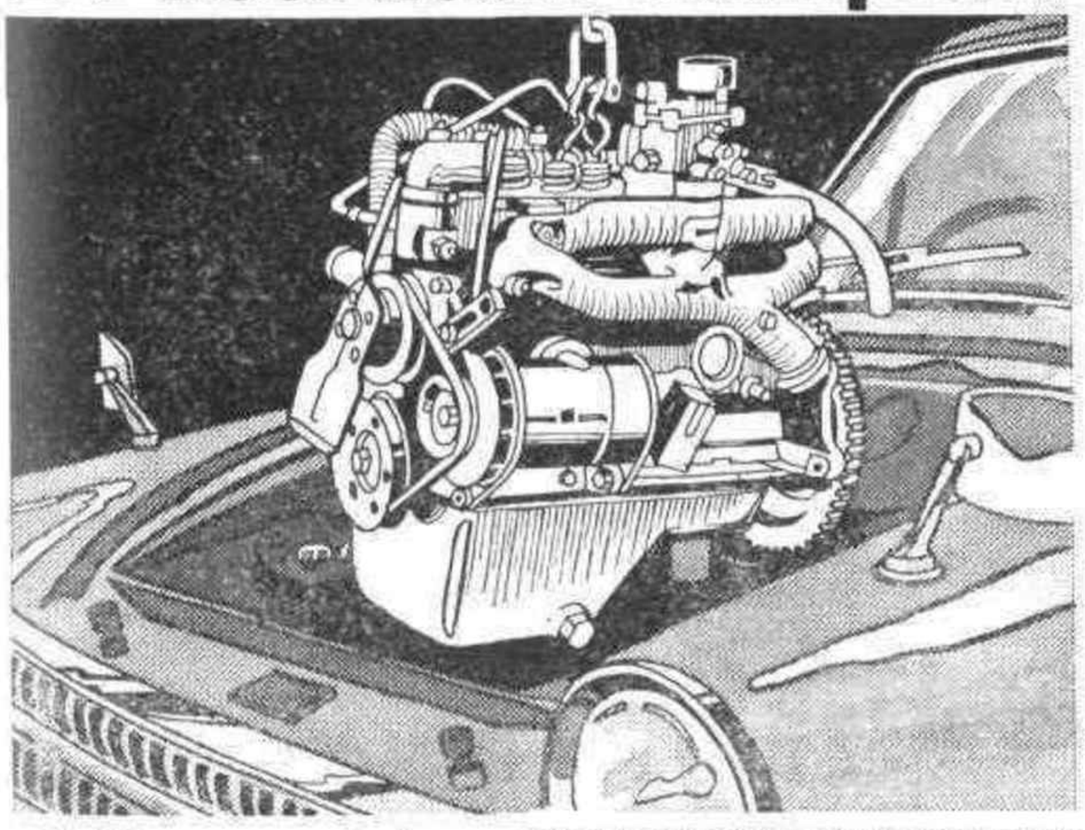
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MAKE OF CAR ..... MODEL .....
CC ..... YEAR ..... VALUE £ .....
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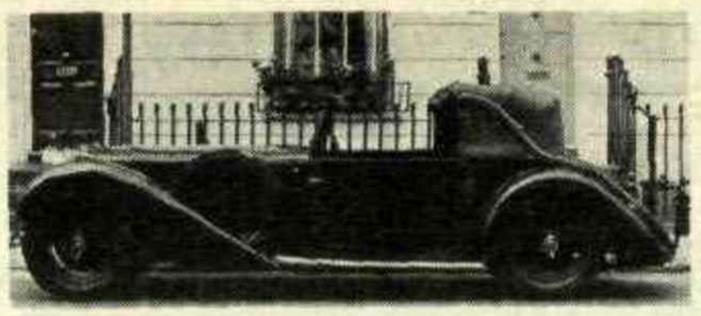
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1929 **ROLLS-ROYCE PII 'Huntingdon'** sports limousine by Brewster. Charcoal grey over platinum grey, blue-buttoned velvet interior with leather to chauffeur's section. A very unusual car.



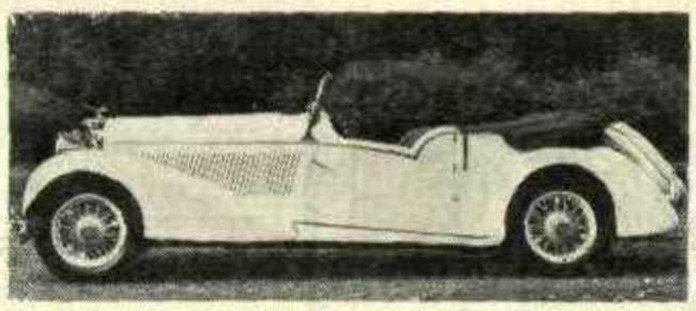
1965 ROLLS-ROYCE S.C.III 2-door saloon. Seychelles blue with black Vinyl roof, black hide interior. Magnificent example, 88,000 miles with good recorded history.



1934 ALVIS Speed Twenty, body by Vanden Plas. In fine order with supporting bills showing extensive mechanical overhaul to a good standard. Royal blue.



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1953 'R'-Type BENTLEYS : Only two at time of going to press, both synchromesh. Velvet green or shell and Tudor.

1954 'R'-Type Automatic. Duo-grey with crimson hide.

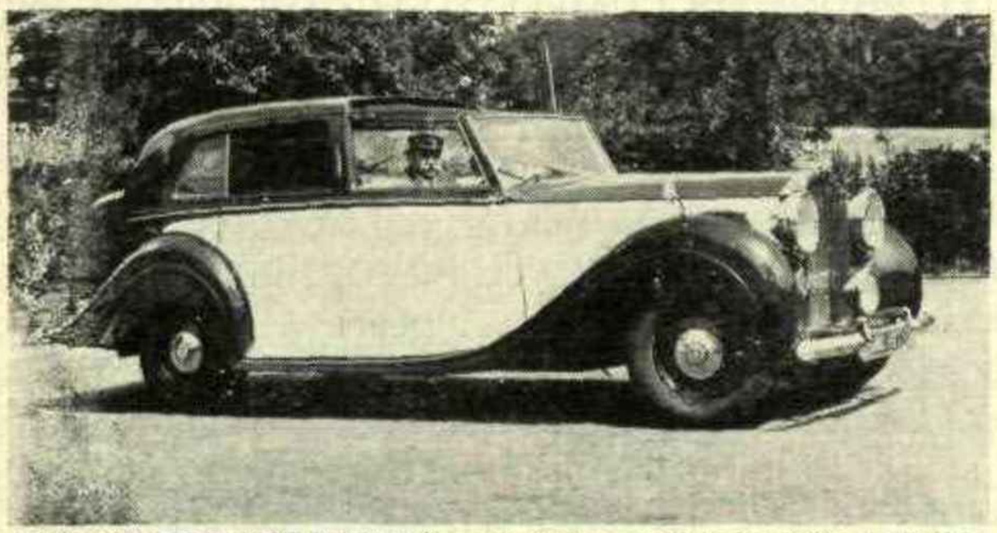
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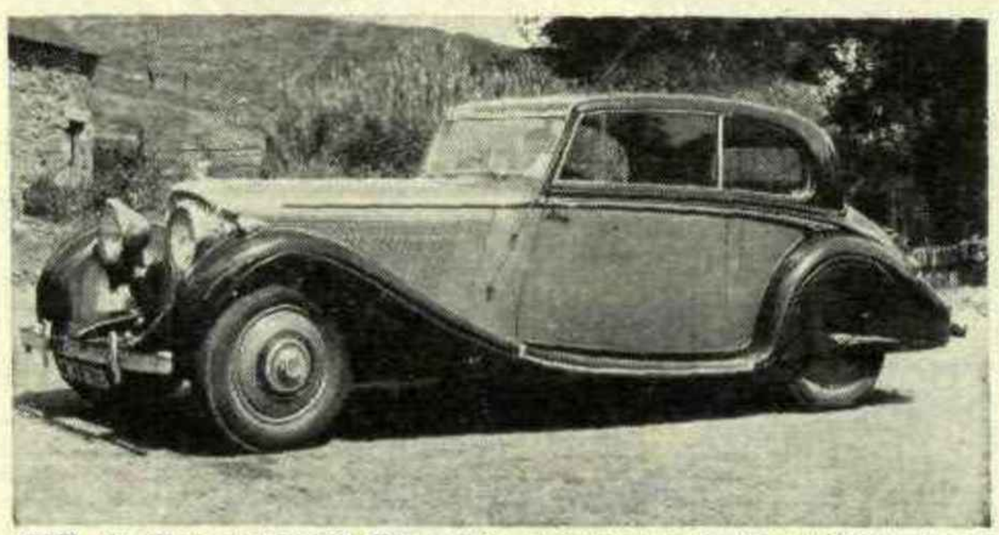
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