August 1974 Vol. L No. 8 20p

MOTOR SPORT

Founded in the year nineteen twenty-four



A long moment of pleasure

PICCADILLY

King Size

PICCADILLY

KING SIZE FILTER

EVERY PACKET CARRIES A GOVERNMENT HEALTH WARNING

Caterham Car Sales



SUPER SEVEN SERIES III — LOTUS. Powered by 126 b.h.p. Sprint engine. There are a *limited number* only and when this production is sold, *there will be no more.* Price in component form **£1,739** (inc. Taxes).

SUPER SEVEN SERIES III — FORD. Powered by 1,600 c.c. o.h.v. engine, **£1,562** (inc. taxes).

TVR 3000M. Early delivery with radio, sun-roof, alloy wheels, etc., at **£2,995.**

Demonstration models available by appointment.

SELECTION OF USED CARS

Please ring for latest list

LOTUS

1973 Elan +2S 130/5, red/silver, h.r.w., radio, tinted screen **£2,195**
1973 Europa Special/5, tawny, oatmeal trim, radio, alloys **£1,995**
1972 Elan +2S 130, pistachio/silver, h.r.w., radio **£1,795**
1972 Europa Twin Cam, Colorado, radio, alloys **£1,495**
1971 Europa S.2, yellow, radio/stereo..... **£1,145**
1967 Elan f.h.c., metallic blue, radio/stereo, h.r.w. **£795**
1969 Europa S.2, Bahama yellow..... **£995**

LOTUS SEVEN

A choice of approx. 20 cars. A low mileage **Series IV** with NORVIC/Lotus twin cam. A low mileage **S4 1300GT** and a selection of **S4 1600GT. Series II** and **III** from **£695.**

SPORTS CARS

1972 V12 Jaguar 'E' roadster, dark blue, chrome w/w., radio, low rec. mileage..... **£2,495**
1971 V12 Jaguar 'E' 2+2 f.h.c., Auto., one owner warrants low mileage..... **£2,395**
1972 Reliant Scimitar GTE, Auto., Wessex green, 8-track stereo/radio, rear wiper, h.r.w..... **£1,795**
1973 TVR 3000M. Blue, sunroof, stereo..... **£1,595**
1973 TR6 roadster, white, hard-top/soft-top, radio, w/w., overdrive **£1,395**
1969 Marcos 3-litre, lime green, overdrive, sun-roof, radio, alloys **£1,295**
1972 Clan Crusader, tobacco, alloys..... **£1,095**
1971 TVR 1600, red, sun-roof, radio, alloys.... **£1,095**
1973 Mini 1275 GT, blaze, alloys, one owner.. **£965**

SPECIAL OFFER

The following cars are not our usual stock and are offered with service and M of T but at trade prices.

1970 Scimitar GTE. Red, overdrive, radio, rear wiper **£1,195**
1966 Marcos Volvo 1800, overdrive..... **£795**
1969 TVR 1600, metallic blue..... **£775**
1969 Europa S2, blue, sun-roof.

CARS WANTED — WE BUY FOR CASH

All Lotus Seven, Europa, Elan, +2S, TVR, Marcos and any low mileage good condition sports cars. HP accounts settled.

FINANCE

One-third deposit, balance over 24 months.

INSURANCE

Special Lotus and Sports car rates.

I enclose 4½p for details of Super Seven/TVR.

Name .....

Address .....

.....

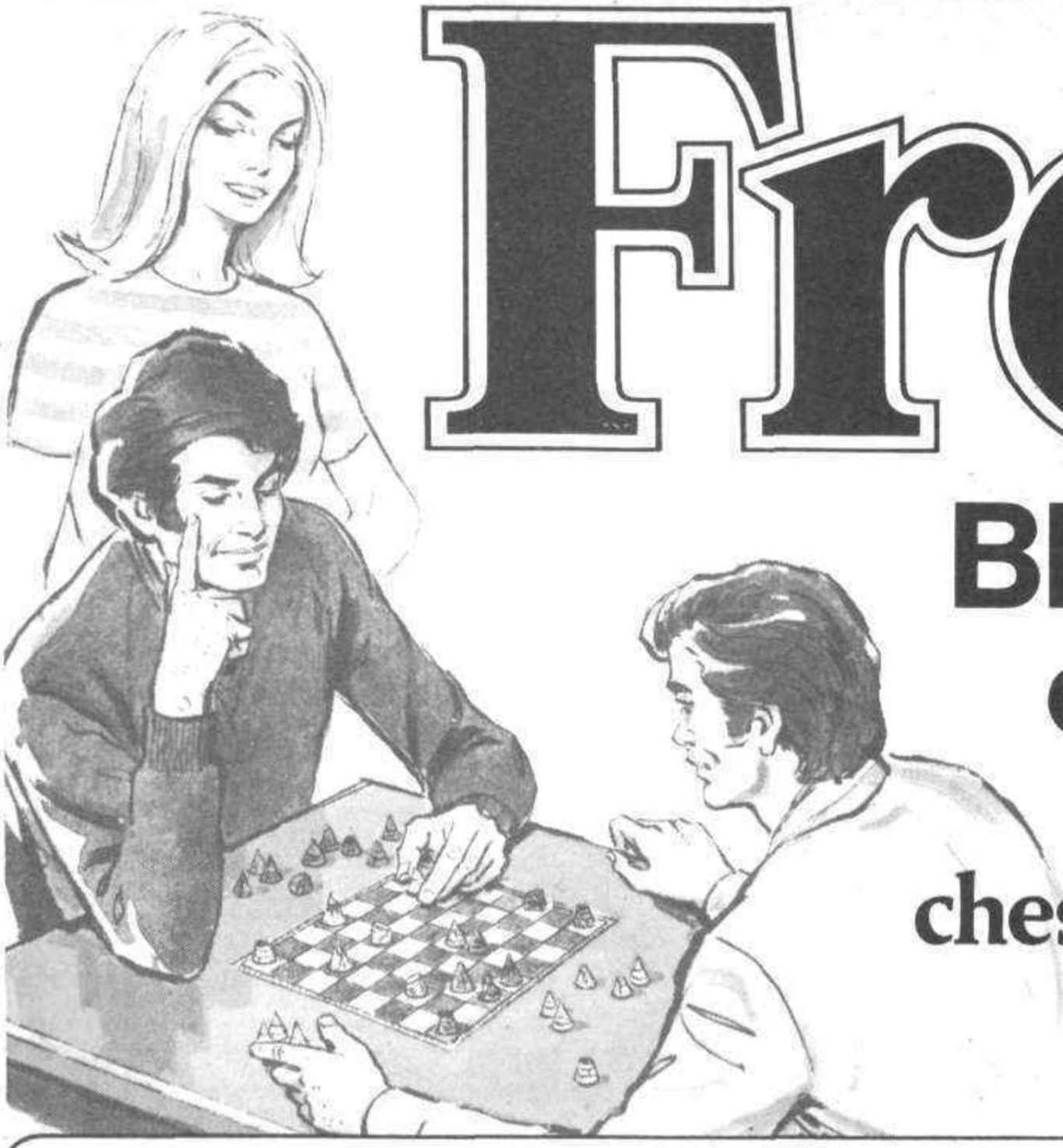
I have for part exchange.....

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

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

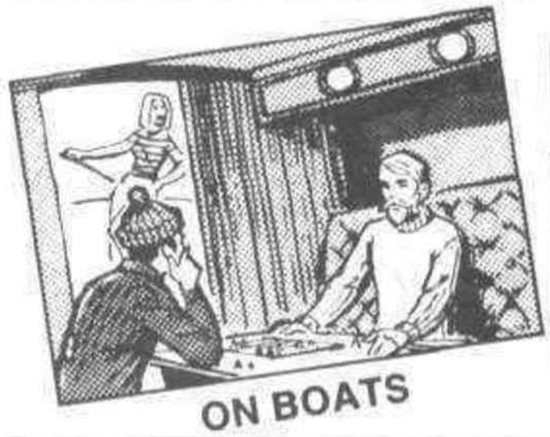
Free

BLU-TACK CHESS SET for chess-on-the-move enthusiasts!





IN TRAINS



ON BOATS



IN CARS



ON PLANES

It's a brand-new idea! In the shops now!



ACTUAL SIZE

A free Chess Set with every pack of Blu-Tack, Bostik's versatile wonder adhesive. The beautifully-designed chess set, made in heavy card with its own chessboard, is quickly and easily constructed. Then, you simply put a blob of Blu-Tack inside each piece, and you've got a chess set you can use in boats, trains, cars, planes, and almost anywhere, with full confidence that the pieces won't fall off the board. **What's Blu-Tack?** It looks and feels like putty, but it sticks like glue. It's clean, non-toxic, and you can use it again and again for a multitude of purposes.

Bostik

Get your free Blu-Tack Chess Set when you buy Blu-Tack from W. H. Smith, Boots (Stationery Depts.), J. Menzies, Woolco and leading stationers, or hardware stores, or where you see this sign.

Bostik Ltd., Leicester, LE4 6BW. Tel: 0533 50015

Bostik SPECIAL AGENT

You deserve a better name!

There are, it must be admitted, quite a few people in Britain with a good name round their wrists. We know. Many of them, in fact, got those good names from us.

You see, the only watches you'll find at Watches of Switzerland are watches *from* Switzerland. We stock only the best of the best. Watches for every-day wear and watches for evening wear.

For every age and personality, for every sport, pastime and activity.
We stock the watch you'd love to be seen with. Why not come in and see.

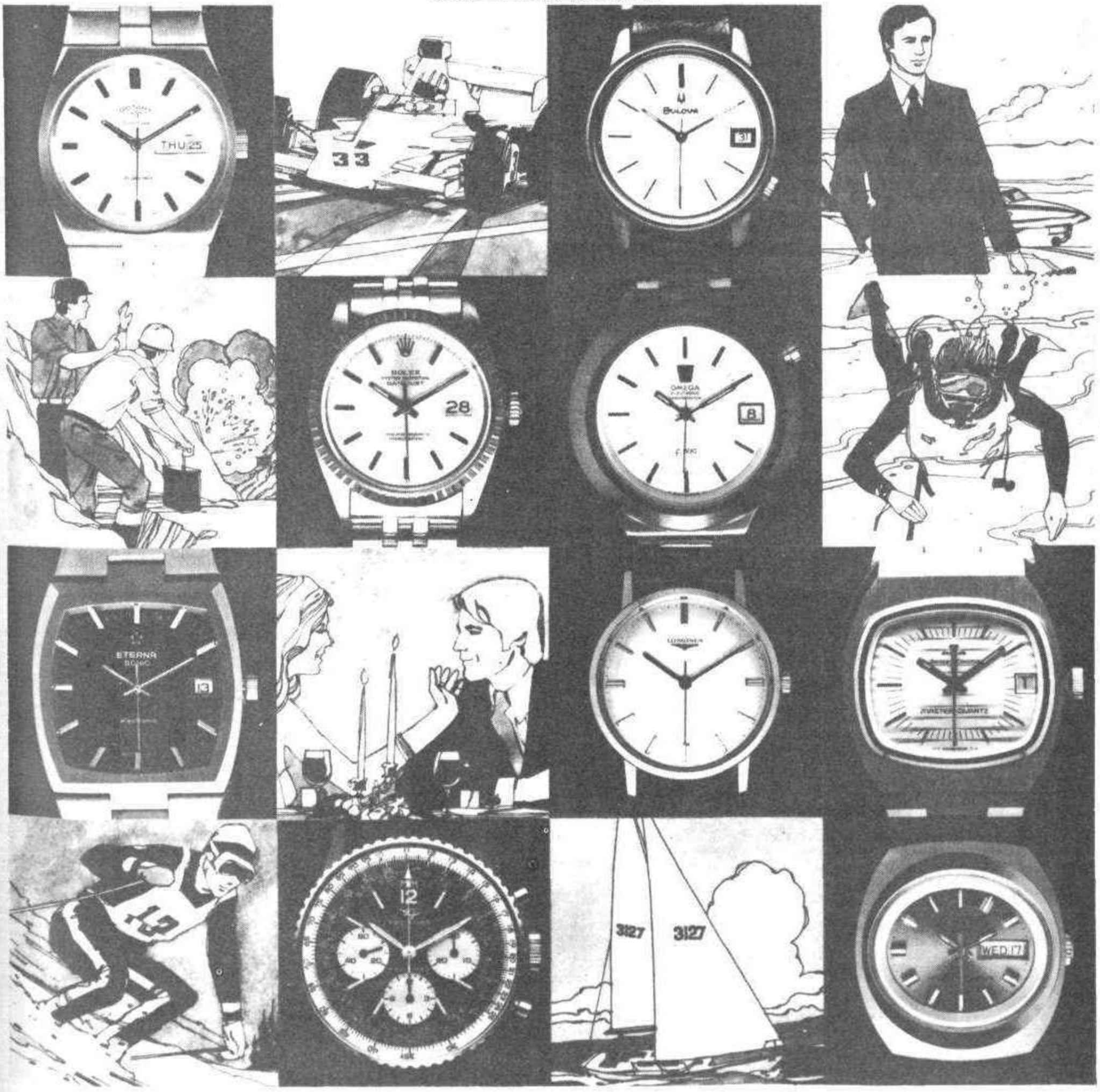
Watches of Switzerland

People who know

Watches of Switzerland Ltd Main Showrooms 16 New Bond Street London W1
279 Regent Street W1 28 Royal Exchange EC3 Swiss Centre Wardour Street W1

Also at Birmingham Bournemouth Bristol Cambridge Cardiff Coventry Edinburgh Exeter Glasgow Liverpool Manchester Newport (Gwent) Oxford Southampton Southport Swansea Wolverhampton

Models illustrated range from £29.95



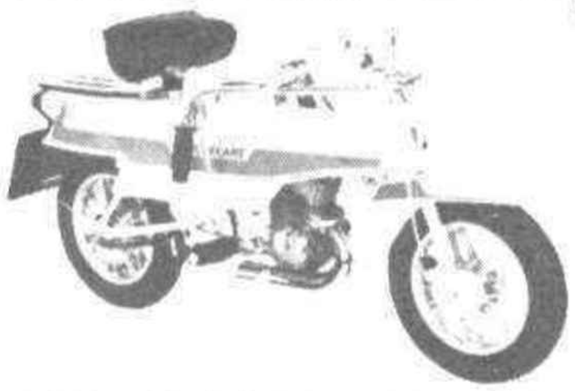
Stadium overtaker mirror



Covers that blind spot between wing and interior mirrors.
Flat glass with stainless steel head,
and multi-position ball joint.
Clamps onto the window frame or quarter light support,
and can be fitted in minutes.
Fits most makes of cars – Special version for minis. £1.36

Available from Accessory shops, garages & Halfords branches.
STADIUM LTD QUEENSWAY ENFIELD MIDDLESEX

Hand Luggage!



It's the new Moby X-1 – the automatic moped that folds up for easy stowage on light plane, boat or in car boot. Use the Moby X-1 on airfield, quayside or just for fun; it's light and manoeuvrable, no clutch or gears to worry about because it has automatic transmission – and you are covered to ride it with your car driving licence. It's ideal for those short trips where other transport is either not practicable or not available, and it's very, very economical indeed. The Moby X-1 is one of the Mobylette range of mopeds, sold and serviced throughout Britain and most of the Continent; write for fully illustrated brochure to the Sole U.K. Concessionaires:

Please send me a Mobylette brochure

Name .....

Address .....

.....

MS6

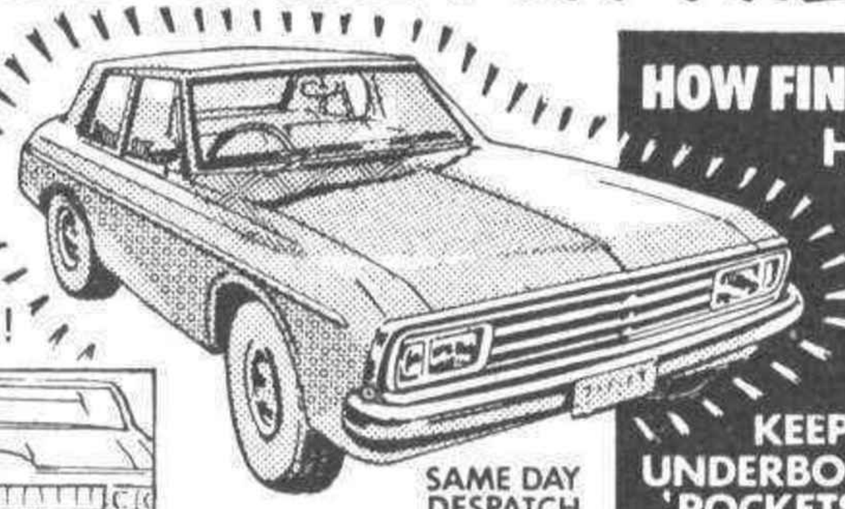
Sole U.K. Concessionaires:
MOTOR IMPORTS CO. LTD.
700 Purley Way, Croydon,
Surrey CR9 4QX.
Telephone: 01-681 3911



Mobylette
The automatic choice

CHASES WATER OFF MILD STEEL PLATE IN 7 SECS!

SPRAY WITH EASE and SPEED in ½ DAY
No Drilling!



SAME DAY DESPATCH

HOW FINNIGAN'S WAXOYL HOLDS CAR IN SHOWROOM CONDITION

Kills RUST on older cars!

KEEPS ALL UNDERBODY 'POCKETS' RUST FREE!



NO NEED TO CRAWL UNDER CAR

WAXOYL *Rustproofing Compound*



INSIDE DOORS NO BASE ROT



INTO SILLS ETC THROUGH SCREW HOLES. NO DRILLING.



BEHIND CHROME STRIPS WITH OIL CAN (HIDDEN RIVETS HOLD TIGHT)



UNDER WINGS IN ONLY 30 SECS! ALSO BEHIND HEAD LAMPS



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

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

TRADE CHARGES £25 TO £75 FOR RUSTPROOFING consisting mostly of labour costs. Do it yourself with WAXOYL and pay only for raw materials at manufacturer's prices. NO NEED TO CRAWL UNDER CAR. Finnigan's special new Applicator/Injector gives exceptional high pressure airless spray up to 4ft. long, reaches ENTIRE UNDERBODY, covers wheel arch in only 30 SECS! 100% effective swirling action and shaped nozzle sprays right into small screw holes. NO DRILLING!

SELF-HEALING IF SCRAPED. Punctured area reknits itself as polarised molecules creep over metal surface. Soaks deep into metal, even if wet.

NEVER COMPACTS WITH AGE. Normal underbody seals progressively harden, eventually 'flake' off. Splinter-proof WAXOYL 'flexes' with any surface vibration. Preserves water and radiator hose. Harmless to plastic and leather upholstery, leaves hands soft and smooth.

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

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

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

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

Quick! Clean! Pleasant!

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

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

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

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

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

ORDER NOW! ONLY FROM MFR'S. Including illus. step-by-step instructions. **MINI & 1100 SIZES: 1 Gall. £3.31, Add 33pp/pkg. LARGE SALOON: 2 Gall. £6.18. Add 33p p/pk. FINNIGAN APPLICATOR** 77p. Add 14p **HEAVY COATING** 1 Gall. equivalent to THIRTY aerosols **TRIAL OFFER** 1 Pt. TIN—for trigger oil can test behind chrome strips (or brush-on door edges; free brake linkages etc). See for yourself how WAXOYL displaces water on a simple piece of metal. It's quite amazing! Send 57p add 24p p/pkg. PRICES INCLUDE VAT.

TRIAL OFFER

To: FINNIGAN'S LTD. (MSW), Eltringham Wks. PRUDHOE, Northumberland. Tel. 0661-32411

☐ 1 Gall. ☐ 2 Gall. ☐ Applicator ☐ Trial Offer Rush my order shown (please tick)

Name .....
PRINT CAPS
Address .....
.....Code.....

Reg'd Office 354180 (London)

John brown wheels

Callers welcome at

LONDON COVENTRY BRISTOL SLEAFORD Lincs

PRICES AND SPECIFICATIONS, CORRECT AT TIME OF GOING TO PRESS.

MIDLAND METALLIC



5 x 10 £ 8.41 5½ x 14 £12.75
5 x 12 £10.25 6 x 14 £14.50
5½ x 13 £11.52 6 x 15 £15.50
All prices include chrome nuts. 4 locking nuts – £3.00. Carriage and packing – 25p per wheel.

REVOLUTION 6 x 10 £ 9.75 5½ x 13 £11.25 6 x 13 £12.20



Full range of competition wheels sizes 7 to 10 x 13 now stocked – prices on request.
Price includes chrome nuts. 4 locking nuts – £4.00. Carriage 25p per wheel.

GOODYEAR ALLOY WHEELS

5 x 10 £ 7.81 5½ x 13 £ 9.95 6 x 14 £12.04
6 x 10 £ 8.06 6 x 13 £10.50 5½ x 15 £12.70
5 x 12 £ 8.95 5½ x 14 £11.59 6 x 15 £13.20
Price includes chrome nuts. 4 locking nuts – £3.00. Carriage 25p per wheel.

100+ "OCTAVO"

6 x 13 £11.75 7 x 14 £14.50
6 x 14 £13.20 5½ x 13 £10.95
Price includes chrome nuts. 4 locking nuts – £3.00. Carriage 25p per wheel.



COSMIC MK II and III



5 x 10 £ 8.80 5½ x 14 £16.50
6 x 10 £ 9.90 6 x 14 £17.60
5 x 12 £11.82 5½ x 15 £16.80
5½ x 13 £13.81 6 x 15 £16.80
6 x 13 £15.02 Carriage 25p

JEFF PERRY



5 x 10 £ 8.60 6 x 13 £11.95
5 x 12 £ 9.90 6 x 14 £12.75
5½ x 13 £10.95
Prices include chrome nuts. 4 locking nuts £3.00. Carriage 25p per wheel.

SUPERLITE



5 x 10 £ 9.25 5½ x 13 £13.50
5 x 12 £10.20
All prices include chrome nuts. 4 locking nuts – £3.00. Carriage 25p per wheel.

MAMBA

5 x 10 nat £8.75 6 x 10 d/l £ 9.75
5 x 10 d/l £9.26 5½ x 13 £11.50
6 x 10 nat £8.95
All prices include chrome nuts. 4 locking nuts – £4.00 Carriage 25p per wheel.



WOLFRACE



5½ x 13 £14.95 6½ x 15 £18.75
6 x 14 £16.90 7 x 15 £19.25
6½ x 14 £17.50 8½ x 15 £20.95
7 x 14 £18.25 10 x 15 £33.60
6 x 15 £18.25
All prices include chrome nuts. 4 locking nuts – £3.00. Carriage 25p per wheel.

WIDE STEEL WHEELS

4½-5½ x 10	£3.30
6 x 10	£3.30
4½-6 x 12	£3.30
4½-6½ x 13	£3.58
5-7 x 14	£3.95
5-7 x 15	£4.40

All wheels exchange or send £1.50 deposit (£2.50 for VW or IMP) per wheel which is returnable on receipt of your old wheels.
We can widen any wheel. If wheels are required any wider please add 50p per inch.
Carriage 50p per wheel, 4 chrome nuts – 60p
4 lock nuts – £3.00



SAVAGE S.500 WHEEL TRIMS

Sets of 4
10" £6.25 per set 12" £7.65 per set
13" £7.65 per set
Carriage 25p per set.



We can supply **chrome and locking nuts** for all cars at:– **Chrome nuts – 60p for 4** **Locking Nuts – £3.00 for 4.** Please state make of car and type of wheel. Carriage Free.



ASTRALI 13" Hand stitched, thick grip, semi dished, pelished alloy frame, with boss and centre cap. To fit all popular cars. State make, year, and model when ordering. Ready to fit. **£4.75** (retail £7.69) Carriage 25p.



ASTRALI EURO 4 Special oval shape, ready to fit, distinctive 4 spoke design, black anodised spokes, two tone (tan, black) hand stitched. To fit all popular cars. **£6.00** (retail £10.36) Carriage 25p.



100+ PHASE 4 13" & 14" Latest design. Super thick air-tex leather between spokes. Black anodised, complete with boss and all fittings. **£8.30** (retail £13.75). Carriage 25p

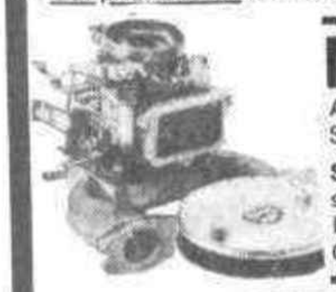


SUPER DE-LUXE Made in Britain, top quality leather, thick grip. Complete with boss and all fittings. State make, year and model of car when ordering. **£6.50** (retail £10.78). Thumb spats 70p extra. Black anodised 30p extra. 11" 12" 13" 14" 15" Carriage 25p

STEERING WHEELS — AT TOP DISCOUNTS

NIKKI TWIN-CHOKE CARBS

Complete kits for: BMC, 850, 1000, 1100, 1300 – All Anglias & Cortinas, Escort, Capri – Viva – Fiat 600, 850 – Renault R8, R10 – VW1200, 1300, 1500. Comprises: carburettor, inlet manifold, linkage, fuel connection and chrome filter.
Our price £26.85 **(retail £31.68). Carriage 25p.**



MINIFINS

AT GREAT SAVINGS
Standard type £8.75 Carriage 25p
Super Minifins with built-in spacers and long studs supplied. R.A.C. approved. £12.88
Carriage 25p

SHOCK ABSORBERS
by SPAX and KONI
If your car is not listed please enquire for details.

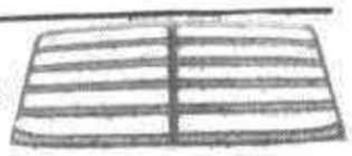
Spax	Koni	Application (Prices each)
6.69	9.73	Minis (all), Hunter (GLS) & GT
6.69	9.73	Capris (all), Escorts (all), Cortinas (Mk 1 & 2) Corsairs (all)
6.69	9.73	Avengers (all), Vauxhall Vivas (all), Firenza & Ventora
7.88	12.23	Triumph/Dolomite/Spitfire/Toledo/Herald/Vitesse/ GT6/1300 & TC (front)
6.69	10.72	Triumph/Dolomite/Spitfire/Toledo/Herald/Vitesse/ GT6/1300 & TC (rear)
7.88	12.87	Jaguars (XKs), E-Type (inc) V12, TVRs
7.70	10.72	BMW 1600, 1800, 2002, 2800, 3.0CSL, Fiats(most)
6.69	10.72	Volkswagen 1200, 1300, 1500, Varients 411 & 1302s
6.69	10.72	Saab 95, 96, 96 V4 & 99
7.88	17.12	Lotus 7, Elan, Europa (state year), Triumph TR2, 3, 4, 5 & 6
7.88	16.50	Opel Kadett, Ascona, Manta, Sunbeam Alpine
10.92	9.73	Scimitar & GTE, Porsche 911 & 912 & Carrera
6.69	10.23	Morgan +4, +8, SP250, Marinas (all)
7.88	8.50	Volvo 121 & 5 Estate, 122, P1800s, 144 & 164
5.00	9.73	Rear Tele Conversion Kits for Morris 1000s, Marina, MGA, Anglia 105E, Spridgets, MGBs Kit Price
6.69	9.73	Adjustables to suit
6.80		Turreted Escorts
6.69	12.15	Imp (normal) (Sport £3.00 extra) front
6.69	10.94	Imp (normal) (Sport £2.00 extra) rear

Post and Packing 40p a pair. Two pairs 60p.

SPOILERS
Front ABS Mini £4.95 Escort, Cortina, Capri, Anglia, Marina, M.G.B. **£6.70**. Carriage 25p.
ABS ¼ Bumpers **£2.75**, Carriage 25p.
Fibreglass Trans-Am FRONT Mini £10.45, BMW, VW, Avenger, Imp, Escort, Capri, Cortina **£12.95**, Carriage 25p.
Fibreglass Trans-Am REAR Capri, Cortina, Escort **£12.95**, Carriage 25p.

REAR VISORS

AT GREAT SAVINGS



Top quality, individually tailored for fitting the following cars: Carriage 25p

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

AUTOBOOKS

Complete D.I.Y. workshop manuals for most British, European and Japanese cars £2.35 carriage paid.

ESCORT DASH



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

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

CIBIÉ STOCKIST
Top discounts – Apply for details

VINYL ROOF KITS



Really luxurious! Simple to fit to saloons, estate cars or vans, without any special knowledge. Clearly illustrated fitting instructions, complete with adhesive.
Type A £7.87 **Type B £10.90**
Black only. Carriage 25p

MODEL A
Austin 1100, 1300 & 4Q Farina
Mini and Mini
Datsun 1300 and 1600
Ford Anglia 105E
Hillman Minx 1725, Series 6
M.G. 1100 and 1300
Morris 1100, 1300 and Mini
Riley Elf and Kestrel
Singer Gazelle, Series 1-4
Sunbeam Rapier, 1969
Triumph 1300, 2000 and 2.5 PI
Wolseley 1100, 1300 & Hornet
Hillman Imp
Renault R8, R10 and 1400
Rover 3000 and 3500
Saab 96
Singer Chamois
Vauxhall Viva HA
Ford Escort

Triumph Herald 948, 1200, 1350, 13/60 and Vitesse

MODEL B
Audi 80, 100LS, GL and Coupe
Fiat 124 and 125
Ford Corsair, Cortina Mk I and Mk II, Anglia and Prefect 1000
Hillman Hunter, Minx 1500, 1967-1969
Jaguar Mk II, S Type
Morris Minor 1000
Singer Gazelle 1500, 1967-1969
Vauxhall Victor FB, Victor FC 101, Victor 1600-2000
Viva HB, Viva HC
Volkswagen 1500, 1961-1964
Volvo 122G-1225, 144 and 145
Austin A 55 Farina and A 60
BMW 2000

Ford Consul, Zephyr, Zodiac Mk II, Zephyr, Zodiac Mk III
Hillman Super Minx, Mk III and Mk IV
M.G. Magnette Farina
Morris Oxford Series 5 and 6
Riley 4/68 and 4/72
Wolseley 15/60 and 16/60
Hillman Minx, 1957-1965
Super Minx, Mk I and Mk II
Humber Sceptre, 1963-1968
Sunbeam Rapier, 1956-1965
Austin 1800 Mk I and Mk II
Morris 1800 Mk I and Mk II
Wolseley 18/85 Mk I and Mk II
Ford Zephyr V4, V6 and Zodiac V6
Ford Capri, Cortina Mk III, Consul and Granada
Hillman Avenger

John brown wheels

328–330 RADFORD ROAD, COVENTRY
Tel: Coventry 28265

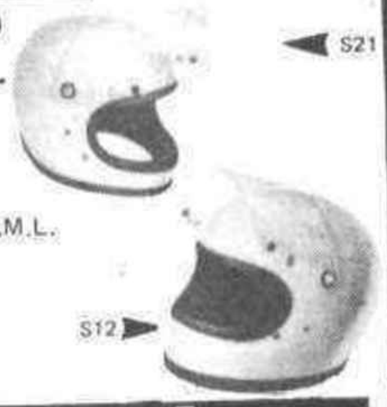
92 KINGSGATE ROAD, WEST HAMPSTEAD LONDON N.W.6.
Tel: 328 6413 and 328 1214

19 CANNON STREET, BEDMINSTER, BRISTOL. Tel: Bristol 633710

SPEEDWAY MODERN SERVICE STATION ANTWICK CORNER, Nr. SLEAFORD, Lincs.
Tel: Ruskington 832362

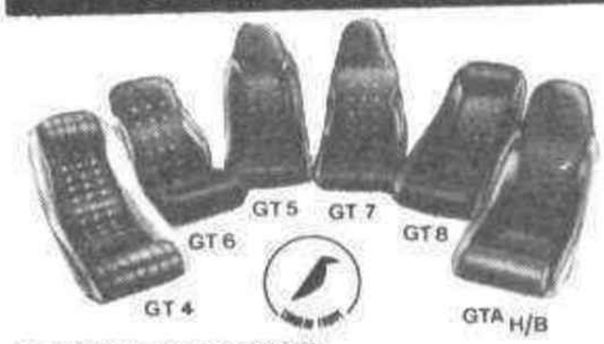
ONEHELLUVABELT Our Price £8.80
100+ Full Harness Seat Belt Carriage 25p

SHOEI Integral Helmets



S21 BSI, ACU, Z90 Approved
Glass fibre – complete with visor
White, Orange, Met. Blue, Candy Gold, Sizes S.M.L.
JBW PRICE £19.75 (Retail £27.50)
Carriage 25p
S12 BSI, ACU, Z90 Approved (As S21)
JBW PRICE £23.50 (Retail £30.80)
Carriage 25p

corbeau seats



GTA	£14.36
GTA H/B	£16.85
GT4	£19.06

GT4 colour – tan/blue/orange/red/white – no extra charge.

GT5	£20.37
GT6	£30.01
GT7	£33.97
GT8	£27.04
GT8 H/B	£28.90

Prices include sub-frame, runners and all fittings. Carriage, packing & insurance £1 per seat.

TERRY HUNTER SEATS

Motorway	£11.55	Carrera	£16.48
Easy Rider	£14.28	Carrera Rec.	£19.28
Monza	£15.38	Sebring Rec.	£19.77
Sub-frame & runners	£ 2.30	Headrest	£ 2.98

Carriage, packing and insurance £1 per seat.

We are stockists of the New Scorpion Seat by Simon Green. Full range including colour options available.

TERMS AND SERVICES
Goods despatched by return where possible. Northern Ireland and Scotland orders welcome – NO extra charge! Payment by Access/Barclaycard → phone or write your order with details. OPEN: Mon.–Wed. 9 to 5.30, Thur.-Fri. 9 to 7, Sat. 9 to 5.30.

BARCLAYCARD
Buy it with Access

WE SPECIALISE IN MAIL ORDER Reg. No. 1726618
All mail orders must be sent to our new Mail Order Dept. at **328–330 RADFORD ROAD, COVENTRY.** (Callers also welcome at this address) V.A.T. Reg. No. 272/7222/64

Please deliver _____

I enclose Cash/P.O./Cheque for £ _____
Access/Barclaycard No. [ ][ ][ ][ ][ ][ ][ ][ ][ ][ ][ ][ ][ ][ ]
Please send C.O.D. (50p extra) _____
My car is Make _____ Year _____ Model _____
Name _____
Address _____
Post Code _____

ALL PRICES INCLUDE VAT MS 8.74

Fun! Thrills! Skills! Give them all safely with the

DART by Blow



Not a toy **– a real, petrol-driven fun kart for youngsters**

Every youngster's a champion at the wheel of a Dart Kart. The most exciting Christmas present ever! The Dart is sold in kit form or fully assembled. Two people can assemble it in an afternoon, just using spanners and screwdrivers. The price in kit form is £125 (plus V.A.T.) fully assembled £135 (plus V.A.T.)–well worth it when you consider the kart's technical excellence and the years of pleasure it gives.

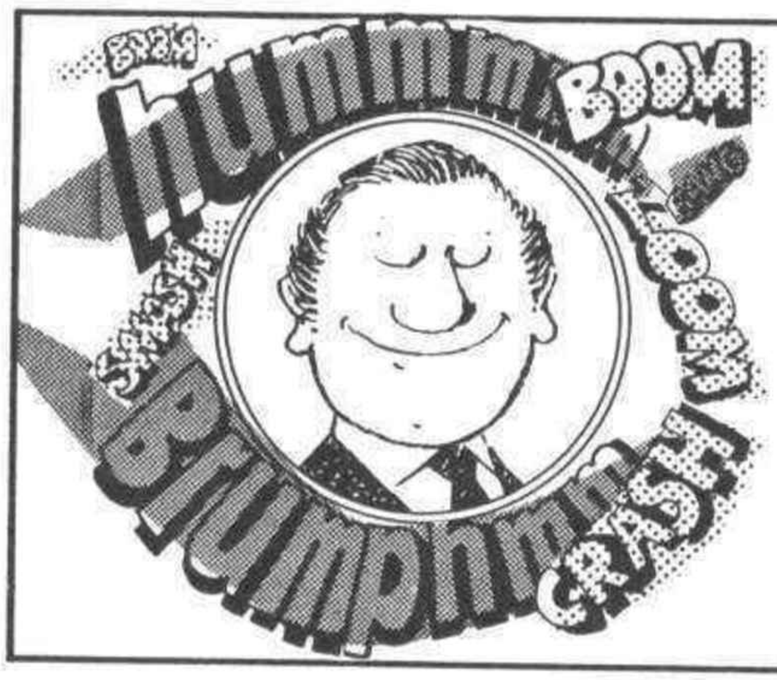
Send for details to: J.J.Blow Ltd., M.I. Freepost, Chesterfield, Derbyshire S40 1BR.

For a full-colour illustrated brochure and further details of the Dart Blowkart, write to: M.S.4.74
J. J. Blow Ltd., Oldfield Works, Chesterfield

NAME

ADDRESS

BLOCK CAPITALS PLEASE



The Quiet Plug

The very nature of motor sport is the shattering roar of the exhaust – BUT – exposure to high noise levels can result in nervous or even physical illness and lead to permanent loss of hearing.

BQ ear plugs are easily moulded to fit the ear canal perfectly; they greatly attenuate the higher more damaging frequencies yet allow voices to be heard easily. Enjoy all the thrills in close up, but spare your ears with **BQ ear plugs.**

Obtainable in plastic containers of seven pairs from chemists

DALES PHARMACEUTICALS LIMITED
(A member of the DEBAT Group)
Barrows Lane, Steeton, Keighley, Yorkshire BD20 6PP

There's no Limit

-to the fun in an open car

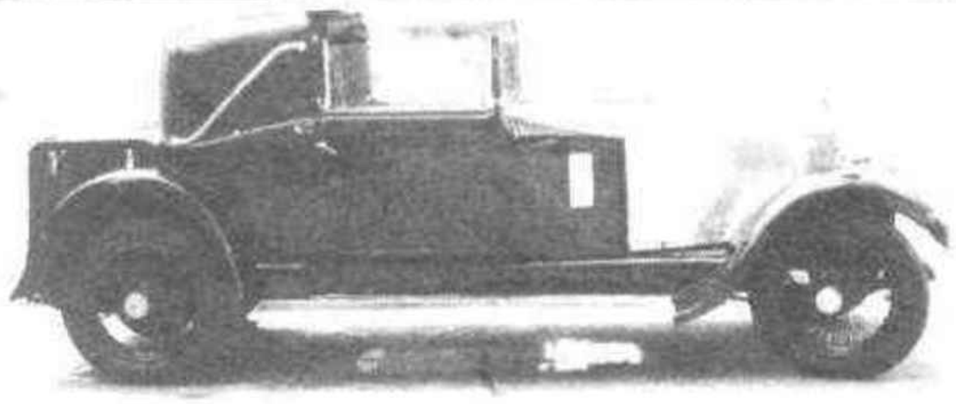


Published in the interest of bringing fun back to motoring by

Morgan First of the Real Sports Cars

Further details from – **Morgan Motor Company Ltd.** Pickersleigh Road, Malvern Link, Worcs. WR14 2LL Tel. 06845 3104

DONOVAN KENDALL LIMITED



We are fortunate to be able to offer this beautiful Rolls Royce 20 h.p. Chassis No. GH54 first registered 1922. The Park Ward 4 seater, 3 position D.H. Coupe body is in superb condition as is the recently renewed leather and hood. Painted in black with blue body and fabric luggage trunk the car is excellent mechanically. It has a 3 speed central gearchange and all nickel plated fittings and of course no front brakes.

Others for sale, some of which are undergoing restoration are:-

1933 Rolls-Royce two door 20/25 hardtop coupe, previously a drophead, the hardtop has since been fitted. Overhauled mechanics and very attractive.
1936 Alvis Speed 25. 3 position drophead by Charlesworth.
1957 Silver Cloud I. P.A.S. 8-1 C.R. just repainted by us in two tone grey. Magnificent.
1935 Bentley 3½-litre Airline Saloon by Thrupp & Maberly. Recently painted in white by us – new carpets, headlining and woodwork polished. Original red leather and red wheels. New chrome and extensive mechanical overhaul. Concours and the only "Derby" with this shape.
1937 4¼ Bentley four door by Park Ward. Two owners.
1973 MGB GT. Wire wheels, overdrive, white, heated rear window, 15,000 miles.
1971 Austin 1300 GT. One owner, white, black interior, 30,000 miles.
1972 Simca 1100 Van. Red, one owner, unwritten.
1971 Mini. Two tone beige/brown, unmarked.
1970 Mk. 2. Triumph 2000 Saloon Automatic. One owner, White, red inside with radio.
1967 Cortina 1500 Automatic. Tuned engine, 4 branch exhaust, special pistons, Weber carb – very fast.
1971 Mini Clubman automatic, white only, 5,600 miles.

Block G Apem Works 114 St Albans Road
Watford Herts Telephone Watford 29645

Chiltern Cars

WATER LANE, LEIGHTON BUZZARD, BEDS. TEL.: L.B. 2760



ROLLS-ROYCE SILVER CLOUD I saloon 1957 (reg.). Finished in two-tone green with matching interior. Four owners from new, service history. **£2,650.**

N.B. – We shall be closed 18-31st August.



ROVER 75 saloon, 1948 (reg.). Black with brown interior. An exceptional example of this ever popular model. **£465.**

URGENTLY REQUIRED – All models Rolls-Royce, Bentley, Vintage and P.V.T. cars.

ROLLS-ROYCE Colin Steele BENTLEY ARMSTRONG CONVERSIONS LTD.

68A, Humberston Ave, Humberston, Nr. Grimsby, South Humberside

Telephone: 0472 52847 & 814890.

The Original Designers & Manufacturers of G.R.P. Replacement Body Panels For: ROLLS-ROYCE & BENTLEY MOTOR CARS.

Represented by Rolls-Royce & Bentley dealers throughout Great Britain, France, Belgium, Spain and Canada.

We offer a comprehensive range of quality replacement body panels constructed to a very high engineering standard, retaining exactness of shape & able to withstand heavy impacts.

Panels available for Rolls-Royce Silver Dawn, Silver Cloud, Bentley MK6, R Type, S. type.

Also front wing conversions for Bentley S.1. & S.2. to S.3. appearance.
Rolls-Royce Silver Cloud 1 & 2 to Silver Cloud 3 appearance.

Fitting service available.
Collection & delivery.
Full details upon request.

See how an Acoustikit can silence your car!

The sound insulation system that gives up to 50% more coverage

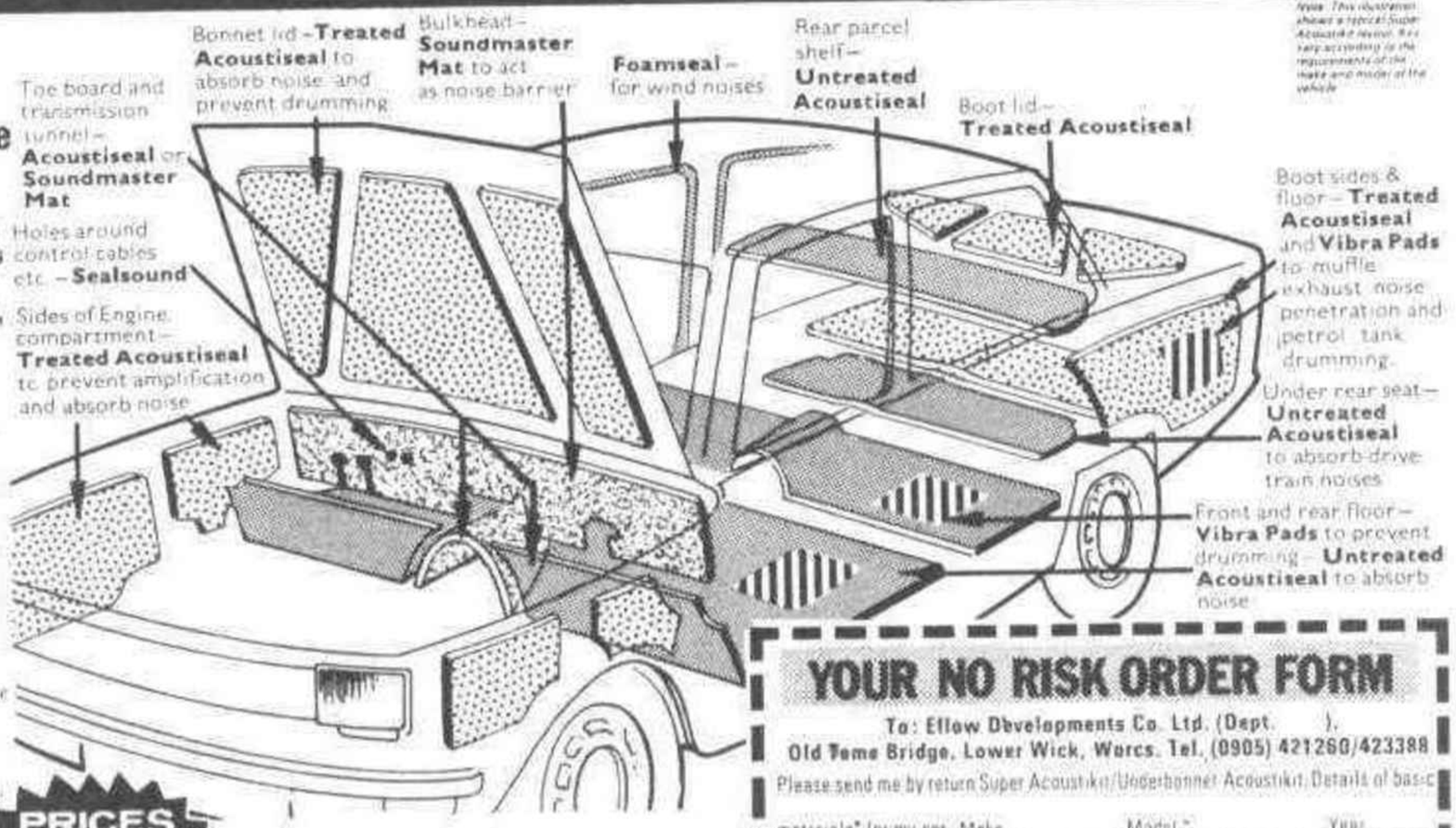
Stamp out noise pollution in your car! Drive better, safer and boost it's resale value! Its easy with an Acoustikit, the sound insulation system that gives all-round protection against nerve-wracking noise from engine, gears, road etc. Now even more effective, using a completely new combination of materials.

WHY ARE ACOUSTIKITS THE BEST BUY?
A typical Super Acoustikit consists of no less than five different materials, selected as the most suitable for insulating a particular part of your car. Furthermore, Acoustikits offer you the most comprehensive insulation system of all.

Two types to choose from Acoustikits are supplied in two types
1 SUPER ACOUSTIKITS. These insulate the entire car, give you the ultimate in sound insulation.
2 UNDERBONNET ACOUSTIKITS. To insulate the engine compartment only. (We can also supply basic materials, which can be cut to fit any model not included in the standard range.)

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

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



LOOK HERE FOR YOUR CAR

If your car is not listed, write or telephone, as there is not sufficient space to show our entire range. **Prices:** Underbonnet Acoustikits are shown first in heavy type. Super Acoustikits are shown second. Please add post carriage of 50p for underbonnet Acoustikits and £1.00 for Super Acoustikits (mainland charges, others subject to quotation).

PRICES START AT ONLY £10·40 INCL. VAT

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

By-Return Service. Adequate stocks kept of all popular models. Most kits normally despatched by return.
ALL PRICES QUOTED INCLUDE VAT. Barclaycard & Access facilities available, please quote account number.

YOUR NO RISK ORDER FORM

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

Please send me by return Super Acoustikit/Underbonnet Acoustikit. Details of basic materials* for my car. Make _____ Model _____ Year _____
I enclose cheque/PO* (payable to Eflow Developments Co. Ltd. and crossed) for £_____ (cost of kit plus part carriage charge)
Please charge my Access*/Barclaycard* account. My account no. is:-
*Delete as appropriate

Name _____

Address _____

_____

(MS43)

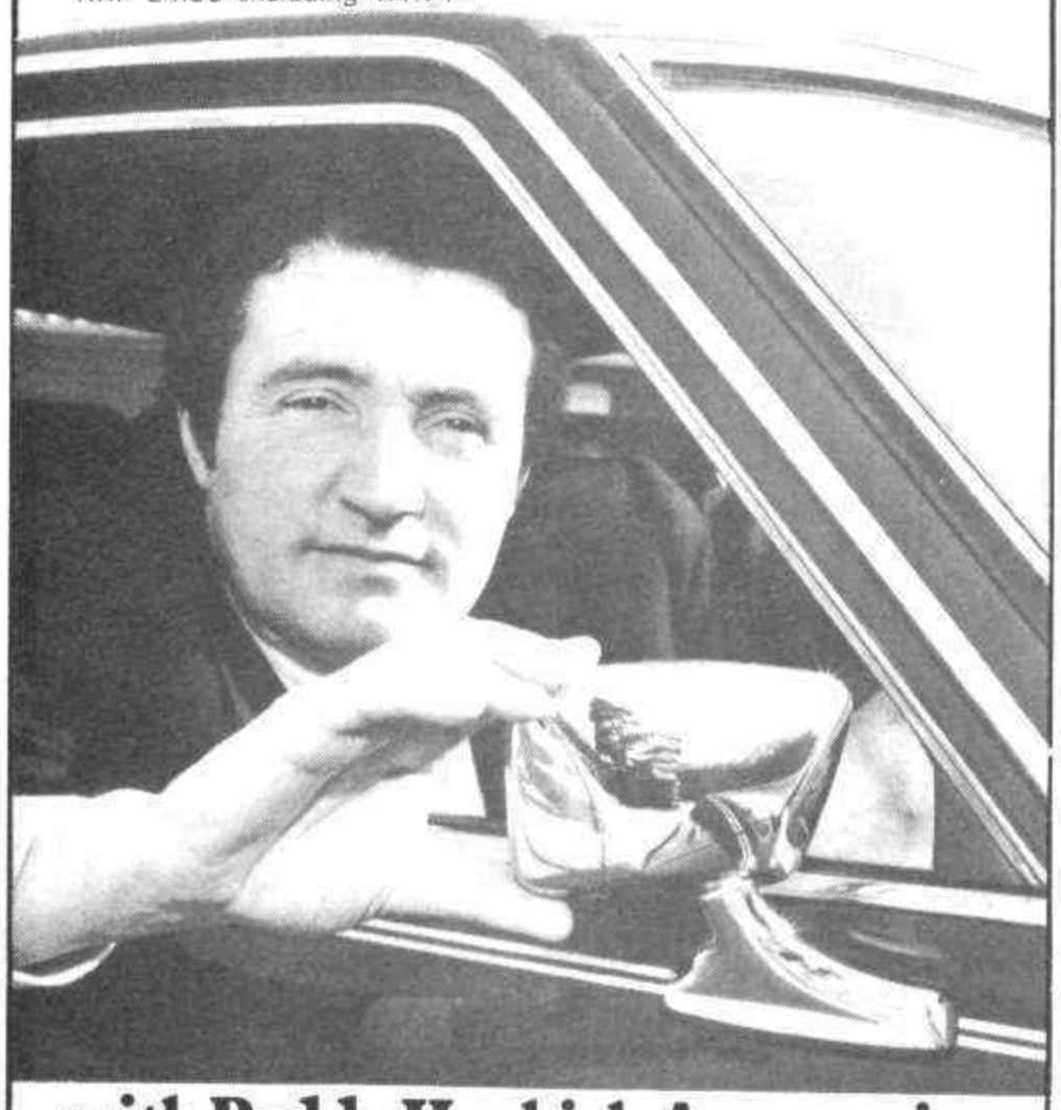
ACOUSTIKITS THE SILENT REVOLUTION IN MOTORING

CAPITALS PLEASE

Worth looking into... Paddy Hopkirk's Door Mirror

The Paddy Hopkirk door mirror is a considerable aid to safer driving. Not only does it have all the inherent virtues of door mirrors in general — a wider angle of vision than wing mirrors and elimination of blind spots, so important when filtering onto motorways and lane changing — but it also has quite a few special safety features of its own. For instance, it is distortion free, it has thick tinted safety glass, a vibration free mounting that can be easily adjusted from the driver's seat, plus it is rust and car-wash proof. In fact, on reflection, we think it must be the best door mirror on the market. You will adore its good looks and enjoy more relaxed, confident motoring, plus the fact that it is easily fitted from outside without stripping the door trim. "It's worth looking into" says Paddy, "Come to think of it, my mirror isn't really an accessory at all, it's an essential !"

Cat. No. 16DMI Right Hand. 17DMI Left Hand.
RRP £4.35 excluding VAT. F*



with Paddy Hopkirk Accessories you'll drive a better car!

® MOTOR ACCESSORIES PADDY HOPKIRK

Available from Halfords and all good garages and accessory shops. Send 3½p. stamp for catalogue

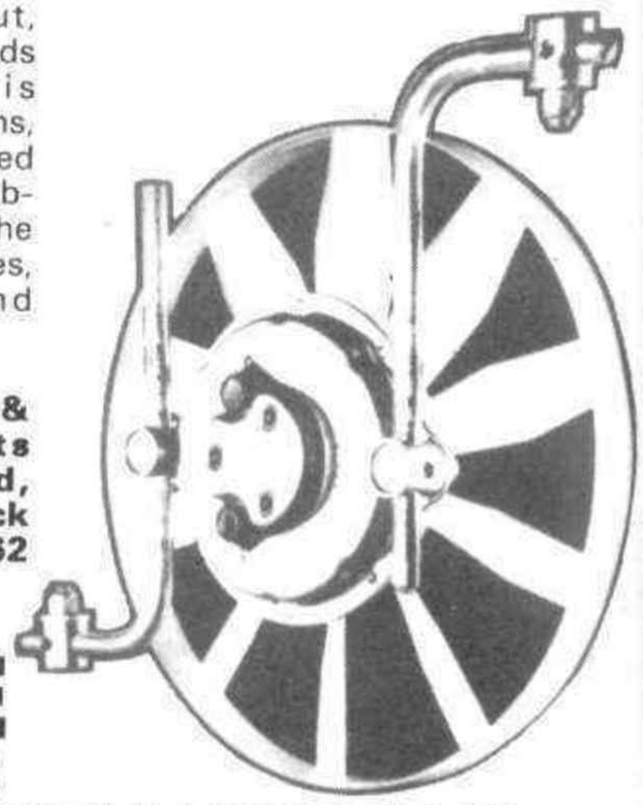
Mill Accessory Group Limited,
Eaton Bray, Beds. Tel: (0525) 220671

KENLOWE enables you to outdistance the others

Fitted with a super efficient Kenlowe Thermomatic Engine Cooling Fan your car will outdistance in sheer acceleration, and in miles clocked per fill-up, every other normal car from the same production line that is fitted with a standard engine cooling fan.

The standard fan is engine powered and consumes up to 9% of the total bhp developed by the engine. But the Kenlowe is electric and needs no engine power. So, by replacing the standard fan with a Kenlowe you gain an extra 9% bhp for more driving wheel power. And when you're not calling on the extra power for that extra boost in acceleration you gain up to 5 miles a gallon extra because you need less throttle for normal cruising speeds.

The Kenlowe is automatic, smooth and quiet in operation. It increases heater output, doubles fan belt life, needs no maintenance, is guaranteed for 12 months, and is easy to fit. Priced from £18 plus vat. Obtainable direct from the manufacturers, or garages, service stations and accessory shops.



Kenlowe Accessories & Co. Ltd. Burchetts Green, Maidenhead, Berks. Tel: Littlewick Green 3303 (STD 062 882 3303)

KENLOWE THERMOMATIC ENGINE COOLING FAN



'ORDNANCE SURVEY'S NEW MAPS HELP MAKE THE MOST OF MY PETROL'

PADDY HOPKIRK

Finding a shorter route means more economical motoring, which is one reason why Paddy Hopkirk prefers our new 1:50 000 scale maps. And research proves that thousands of other motorists will prefer them too.

The new larger scale (about 1¼ inches to 1 mile) helps make all the detail much clearer than on the 1-inch maps – making map reading quicker and easier. New colourings combined with the latest map making techniques mean that these maps are simpler to follow.

And map sheets have been re-aligned to avoid, where possible, splitting towns and tourist areas.

Exclusive to Ordnance Survey (makers of the world's finest maps) this new 1:50 000 series at present covers the whole of Wales, and England south of a Morecambe-Bridlington line.

Attractively priced at 65p, you can buy these superb new maps from Ordnance Survey stockists everywhere. Post the coupon now for the latest Ordnance Survey catalogue showing the full map range.

Ordnance Survey OS

The full Ordnance Survey range includes these maps:



New 1:50 000 maps



1:25 000 maps



Leisure maps



1 inch to 10 miles Route Planners

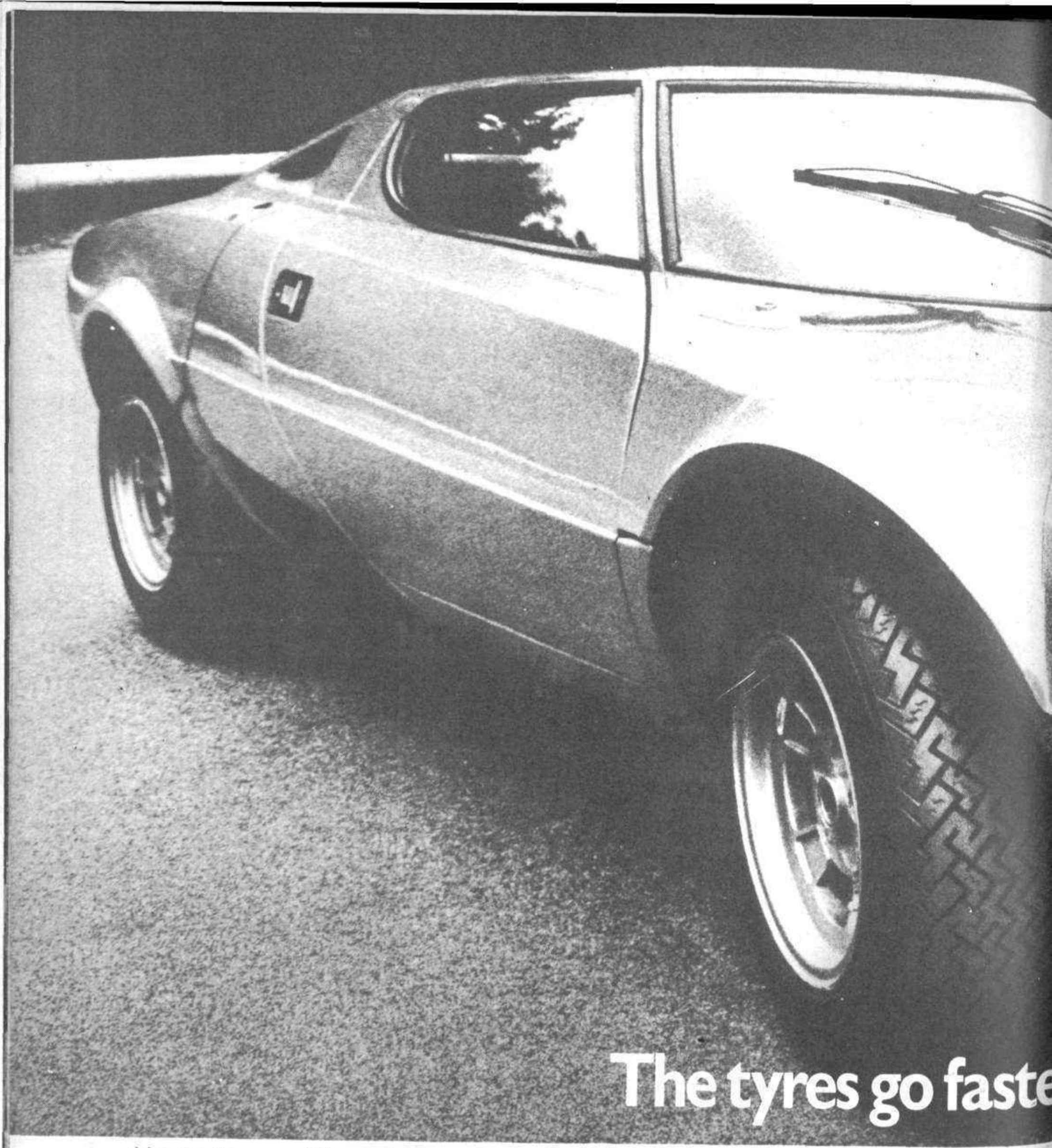
To Ordnance Survey, Dept 73/G Romsey Road, Maybush, Southampton SO9 4DH.
Tel: Southampton (0703) 775555.

Please send me a free copy of the 1974 Ordnance Survey catalogue.

Name _____

Address _____

_____



The tyres go faste

Above, is one of the fastest cars on the road.

The Lancia Stratos.

With a 2.4 litre Ferrari engine, it clocks 60 in 6.9 seconds. Flat out, it tops 140.

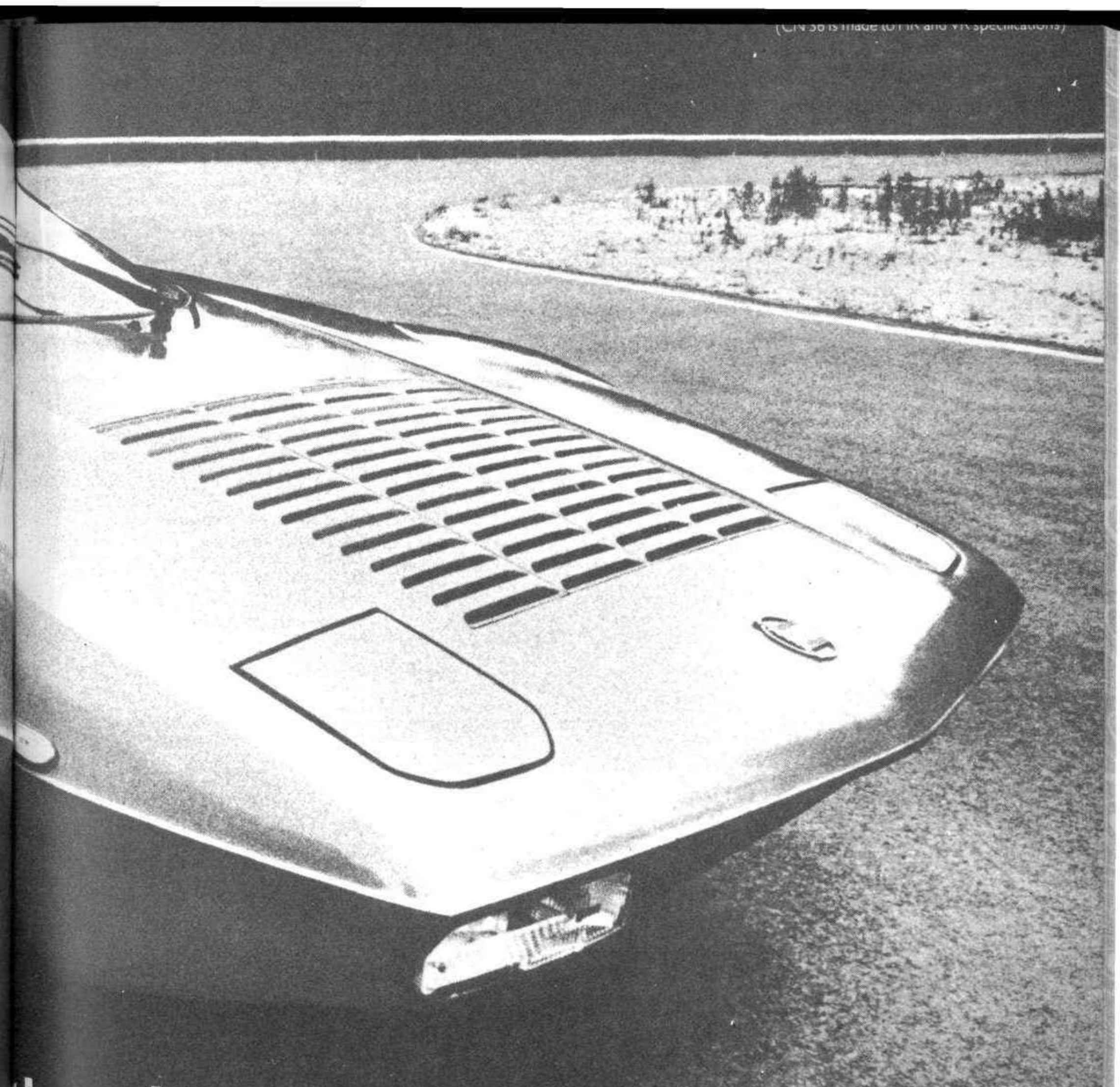
But if the Stratos is one of the fastest cars, how do we know our tyres go faster?

Our backroom boys in Milan provide the answer.

They developed the tyre, our VR CN 36, and put it through the mill on a test rig at even higher speeds than the car can do on the road.

Moreover, conditions on the test rig

(CN 36 is made for W and Y speeds only.)



than the car.

are much tougher than those experienced on the road at the same speed, because of the radius of the test drum and the lack of cooling slipstream.

In terms of roadspeed this represents an impressive margin of performance and safety.

Those impressed with the tyre were Porsche, Jensen, BMW, Ford, and half a dozen more we could mention.

Every one of them fit CN 36 as original equipment. Doesn't that make you think about fitting them as replacements?

PIRELLI
Cinturato CN 36

ROLLS-ROYCE BENTLEY ROLLS-ROYCE BENTLEY ROLLS-ROYCE BENTLEY ROLLS-ROYCE

ADRIAN HICKS OF HIGHGATE

Telephone: 01-883 4465 — 01-444 7464



1910 Mercedes 50-h.p. landaulette. A magnificent vehicle with beautiful coachwork. (Serious enquiries only please.)

ROLLS-ROYCES

1971 Silver Shadow, long wheelbase.
1970 Silver Shadow, 3-speed, F.S.S.
1969 Phantom VI limousine.
1967/8 Phantom V James Young touring limousine (last made).
1965 Silver Cloud III "Flying Spur", 52,000 miles.
1965 Silver Cloud III, 72,000 miles.
1965 Silver Cloud III (Radford conversion).
1963 Silver Cloud III.
1962/3 Silver Cloud III.
1963 Phantom V James Young touring limousine, 63,000 miles.
1962 Phantom V James Young touring limousine.
1961 Silver Cloud II.
1960 Silver Cloud II (with air-conditioning).
1953 Silver Wraith by Hooper.
1949 Silver Wraith by Hooper.
1948 Silver Wraith by Mulliner.

VARIOUS

1904 Peugeot 2-cylinder rear-entrance tonneau.
1910 Mercedes landaulette.
1962 Mercedes 300SL roadster, 33,000 miles.

BENTLEYS

1967 Bentley 'T' Series.



1967 Rolls Phantom V James Young touring limousine (first reg. 1/1/68). Last James Young PV ever produced. Air conditioning. Surely a collector's item in the very near future.

1965 Bentley S3 Continental f.h.c.
1965 Bentley S3.
1963 Bentley S3 — 36,000 miles only!
1960 Bentley S2.
1958 Bentley.
1956 Bentley S1 Continental by Park Ward.

ROLLS-ROYCE BENTLEY ROLLS-ROYCE BENTLEY ROLLS-ROYCE BENTLEY ROLLS-ROYCE

Didn't you always want a beautiful little mover?



Move everything to get yourself - cosmic WHEELS



Mini to Merc — and the majority of cars in between — you've got a beautiful mover when you fit Cosmic wheels. You're investing in strength, style and roadholding that's a revelation. Strength which saw Cosmic sail through the world's stiffest official tests for alloy wheels. Style that sets the standards others merely attempt to copy. Roadholding to claw you confidently out of the tightest corners. A race and rally-proven combination that makes Cosmic the most coveted wheels of all. They're available for almost every model you can name — British, Continental, American or Japanese. Also a range of quality extras — chrome key nuts and bolts, spacers, balance weights, wheel cleaner, etc. Post the coupon for leaflet on the Cosmic range

Please rush me brochure on Cosmic wheels

Cosmic Car Accessories Ltd.
Mount Street, Walsall
Staffs WS1 3PG
Phone: Walsall 27188

Name .....

Address .....

Cosmic Wheel specialists include: Checkpoint Motor Accessories, Newcastle, Express Tyre Service, Motorcare (M/C) Ltd., Direct Motor Spares, Watling Tyre Service Ltd., Tyres-an-Wheels Limited, Taylors Tyre Service — Helston, John Bates (Tyres) Ltd., Davies Tyre & Battery Service, Cambria Wheel Division

MS8/74

SELECTED STOCKISTS

BELFAST
Paddy Hopkirk
12 Alfred Street
0232 27616

GLASGOW
Wylies Ltd.
370 Pollockshaw Rd.
041-423 6644

Wm. Arthur & Sons Ltd.
114-116 Clyde Street.
041-552 0158

BRAMPTON
Motogear Marketing
Craw Hall
06977 2495

UPHOLLAND
(Skelmsdale, Lancs)
Dingle Bell Car Sales
Upholland 4444

LIVERPOOL
Hemmings
61 Renshall Street
Liverpool 1
051 709 6421

MANCHESTER
Hemmings
223 Deansgate
Manchester 3
061 834 3792

COVENTRY
John Brown
298-300 Radford Road

TRURO
Motorgear
12 Kenwyn Street
Truro 4087

ST.HELIER
Wm. Creighton
9A Cattle Street

CROYDON
Croydon Centre Garage
St.Georges Walk
01-686 2192

ABINGDON
BLMC MG Car Div.

LONDON
Tilling Automotive
6 Adam & Eve Mews
Kensington
01-Wes-1166

W. & D. Motors
1 Pentonville Road
01-837 0738

WC1
Road & Racing
1 Proctor Street
Holborn
01-242 3080

NW4
MDC Aerodrome Road
Hendon
01-203 4407

SW1
Motor-tune Ltd.
250 Brompton Road
01-581 1234

EC2
City Speed Shop
76 Bishopsgate
01-588 3884

N3
Autocadia
3 Ballards Lane
Finchley
01-349 9540

NW6
John Brown
88-92 Kingsgate
01-328 6413

W10
Garage Valet Service
7 Kilburn Lane
01-969 9654

KIDDERMINSTER
Motoquip
Worcester Road
0562-5140

LYE (Worcs)
Motoquip
Stourbridge Road
Lye 2583

WORCESTER
Motoquip
26 Barbourne Rd
Worcester 21581

BROMSGROVE
Motoquip
84 Worcester Road
Bromsgrove 31409

OADBY (Leics)
Epic Accessories
59 Leicester Road
053722-2260

BIRMINGHAM
Autoquip
112 Hagley Road West
Worley
021-429 2951

BRISTOL
Motac Motor Parts
10 The Precinct
Portishead
0242 27061

The Motor Shop
256 Stapleton Road
Bristol 558671

CHELTENHAM
Bristol Street Motors
83-93 Winchcombe Street

WESTBURY (Wilts)
Barry Ellis Racing
123 Engineer Road
West Wilts Trading Est.

BOURNEMOUTH
Kenex & Co. Ltd.
32 Palmerston Road
0202-38458

RICHMOND
Top Gear
61 Kew Road
01-940-1298

HARPENDEN
Kerr Bridgland
52 Westfield Road
05827 62575



Moto-Lita

SEATS AND STEERING WHEELS

Moto-Lita chosen by: Jensen; Matra. Lola; B.L.M.C. Competitions; Peugeot; Saab; Panther; Renault; Excalibur and other choosey car manufacturers.

In '72 and '73 Le Mans winning cars were Moto-Lita equipped.

Moto-Lita hand finished pure quality.

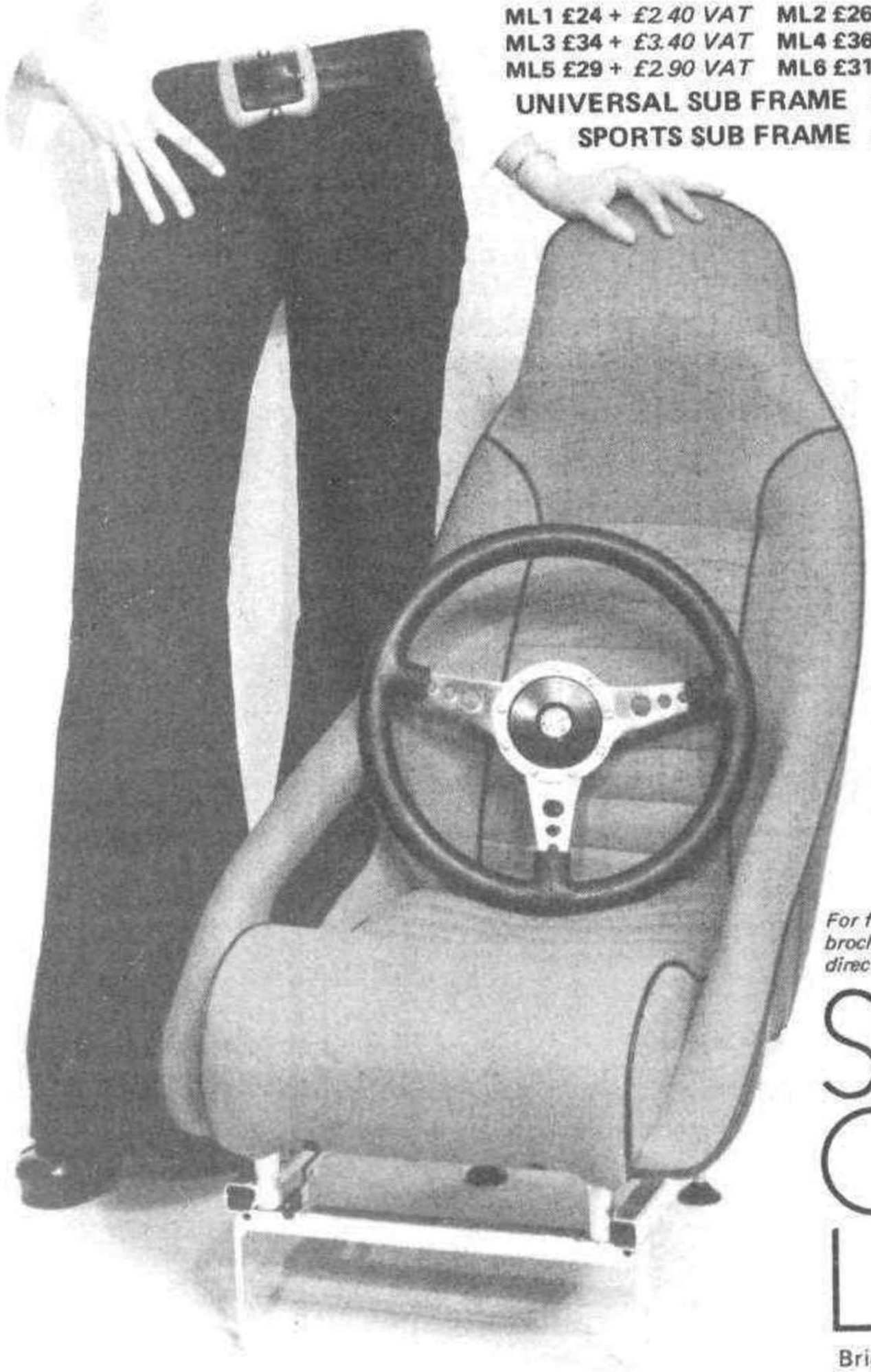
STEERING WHEEL PRICES

MkIII £12 + *£1.20 VAT* **MkIV £10.50** + *£1.05 VAT*
MkV £12 + *£1.20 VAT* **MkVI £16.00** + *£1.60 VAT*
BOSS KITS £4.00. **BOSS KITS WITH * £7.00.**

MOTO-LITA CAR SEATS

ML1 £24 + *£2.40 VAT* **ML2 £26** + *£2.60 VAT*
ML3 £34 + *£3.40 VAT* **ML4 £36** + *£3.60 VAT*
ML5 £29 + *£2.90 VAT* **ML6 £31** + *£3.10 VAT*

UNIVERSAL SUB FRAME £3.00 + *£0.30 VAT*
SPORTS SUB FRAME £3.00 + *£0.30 VAT*



For free colour brochures write direct to:-

Simon Green Limited

Brighton Road
Surbiton
Surrey
Telephone:
01-399 3381
Telex:
928134

THE CHROME CLEANER THATS JUST THE JOB!

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

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

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

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



Colin Hawker's Formula 1 engined Capri

Available from Halfords, all good garages and motor accessory shops.

SOLVOLENE LUBRICANTS LIMITED,
Reginald Square, London S.E.8

You can spend £5,000 learning to fly a helicopter.

Or you can join the Royal Navy.

After you've spent your £5,000 and qualified, you still won't have enough flying time to be of interest to a commercial helicopter company.

However, flying and serving as an Officer with the Royal Navy you could be earning £3,763 by the time you're 22 and look forward to a £5,000 gratuity if you choose to leave after 12 years. And then you would be of immense interest to the commercial helicopter companies. If you don't believe us, ask the civil airlines. Then clip the coupon.

There are two ways to become an Aircrew Officer

1. As a Naval College Entrant. (You should be under 26, with a minimum of 5 'O' levels—or equivalent—including Maths and English Language.)

2. As a graduate. (You should be under 26, with 'O' levels in Maths and English Language.)

Captain W.R. Canning, RN, Officer Entry Section, (894 CQ2). Old Admiralty Building, Spring Gardens, London SW1A 2BE.

Name

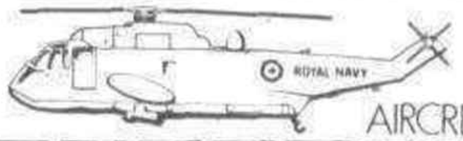
Address

Date of Birth

Please send me further information about commissions in the Royal Navy for Helicopter Flying Duties.
My present or expected qualifications are:

A degree in graduating in 197

A minimum of 2 'A' levels (or equivalent) ☐
A minimum of 5 'O' levels (or equivalent) ☐



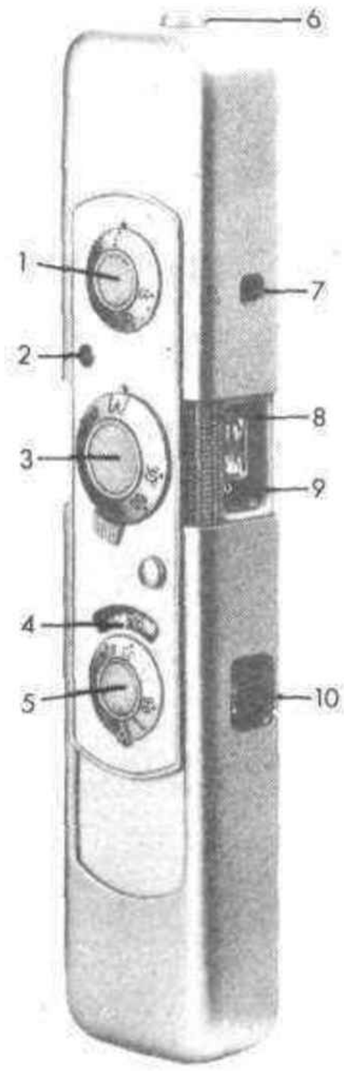
AIRCREW OFFICER

RN ROYAL NAVY

Think big.



Don't let the size of the Minox C fool you.
It only weighs 3½ ozs. and it's only 4¾" long.
In every other way it's a big camera.
It's loaded with sophisticated photo-technology. So you get a lot more versatility than you'd expect from a camera this small.
Take a look at the big-camera features we've packed into the Minox C. Then you'll see exactly what we mean.



1 ASA film speed scale. For a complete film speed setting range 6 to 400 ASA.

2 Long exposure warning light and warning light check switch. Tells you immediately when flash should be used.

3 Shutter speed dial for manual and automatic setting. Switched to 'A' setting, the automatic exposure mechanism takes over. Otherwise manual shutter speed settings from 1/1000th second to ten seconds.

4 Exposure counter. For 36 and 15 exposure films.

5 Distance scale. With range of sharpness indicator. Close-up focusing from 8".

6 Flash adaptor. To take the Minox C4 cube flash unit and ME2 Electronic.

7 CdS light measuring cell. The 'eye' of the electronic automatic exposure mechanism. Light measurement is concentrated on picture centre.

8 Filter slide. When photographing in certain conditions the 1/1000th second shutter speed may be too slow. The Minox C has a built-in grey (neutral density) filter, to overcome the problem.

9 Viewfinder window. The Minox C bright image viewfinder has automatic parallax correction – making the picture area correct at all distances.

10 Lens window. Made of ultra violet filter glass, protecting the powerful 15 mm Minox lens.

That's the **MINOX C**
The very small camera that lets you think big.

Further information from E. Leitz (Instruments) Ltd., 48 Park Street, Luton, LU1 3HP.

The Chequered Flag

London's Leading Sports Car Specialists

01-995 0022/3 For the finest selection of hand-picked sports and GT cars. 01-994 7871/2

CORVETTE STINGRAY 427 roadster. Star-mist Blue/matching trim. Auto., P.A.S., A.R.E.-alloy wheels, tinted glass, AM/FM radio, stereo-tape, etc. **£1,985**

JAGUAR V12 E-Type, 1972/3 (L), an unmarked manual roadster in White with Black cockpit, radio/stereo-8, chrome wheels with VR-SP tyres; 10,000 by sole owner. **£2,865**

MG-B roadster, 1972. Arctic White with Black trim, overdrive, Cosmic wheels with HR-SPs, 8-track stereo, etc. **£1,185**

ALFA ROMEO 2000 Spyder Veloce, 1972 (L). White with Black trim, radio, headrests, etc. **£1,975**

JAGUAR V12 2+2 E-Type, 1972. Midnight Blue with Pale Grey trim; auto., tinted glass all round, radio, h.r.w., etc.; one owner. **£2,865**

MG-B GT, 1972. Harvest Gold with Black cloth trim. Overdrive, radio, h.r.w., Cints. **£1,285**

JENSEN-HEALEY, 1973, roadster. French Blue with Black trim, alloy wheels with F70 tyres, radio/stereo tape, headrests, etc. **£1,585**

MARCOS GT. Burnt Orange with Red trim, chrome wires with SPs, radio, etc. **£1,095**

JENSEN-HEALEY, 1972 (L) roadster. Mimosa Yellow/Black trim; usual extras. **£1,395**

JAGUAR V12 E-Type, 1972, manual roadster. Silver Birch with Blue trim, usual extras. **£2,485**

MG MIDGET Mk. IV, 1974. As new in White with Tan trim, radio, underseal, etc. 6,000 by one owner. **£1,095**

JAGUAR E-Type 4.2, 1970, roadster. Light Blue/Dark Blue trim, chrome wires with VR-SPs, radio, rack, leather wheel. **£1,695**

MG-B GT, 1972. Green Mallard with Tan trim. Overdrive, radio, h.r.w., leather wheel. **£1,295**

TRIUMPH TR4A. Truly outstanding 1967 Surrey-top example in Signal Red with Black trim. Overdrive, wires with Cints., radio, etc. **£865**

MG-B GT, 1972. Aqua Blue with Dark Blue trim. Overdrive, sun-roof, radio, Cints., Sebrings, etc. **£1,335**

TRIUMPH GT6 Mk. III, 1972/3 (L). Pimento Red with Black trim, overdrive, wires with SPs, radio, h.r.w.; one owner. **£1,095**

MG MIDGET Mk. IV, 1973, unmarked Teal Blue with Tan trim, radio/stereo-8, air horns, etc. **£985**

TRIUMPH TR5, 1969 (G) Surrey-top coupe. Conifer Green, radio, spots, G800s, etc. **£895**

MG MIDGET Mk. IV, 1973. White with Dark Blue trim, radio, Cints., tonneau, leather wheel; one owner. **£965**

MG MIDGET, Mk. IV, 1972. Harvest Gold with Black trim, ZX tyres, stereo 8-track. **£795**

TRIUMPH TR6, 1972/3 (L regd.). Sienna Brown with Tan trim, hard-top coupe. Overdrive, HR-SPs; under 8,000 by one owner. **£1,365**

TRIUMPH TR6, 1973. Spotless in Mimosa Yellow with Black trim, overdrive, radio, etc.; low mileage by one owner. **£1,575**

AUSTIN-HEALEY 3000 Mk. I, 1960. Ivory with Red leather factory hard- and soft-tops; coachwork renovated (inc. new wings, etc.) in late 1972, engine, etc., rebuilt in 1973. Bills for over £900, an asset at **£1,095**

TRIUMPH TR6, 1973 (M). Pristine in Magenta Purple with Black trim, overdrive, radio/tape, HR-SPs, etc. 10,000 by sole owner. **£1,525**

LANCIA 2000 HF sports saloon, 1973 (M). Dark Brown with Gold cord trim, radio/stereo-8, electric windows, P.A.S., fuel injection, h.r.w., headrests, etc. Costs £2,800, now: **£1,895**

ASTON MARTIN VOLANTE DB6 convertible. Gleaming Regal Red with White power hood and Black leather. 'Vantage' unit, 5-speed box, electric windows, Sundym glass, chrome wire wheels, Voxon stereo-8/radio, etc. **£3,785**

TRIUMPH TR6, 1972 (Dec. L regd.), in unmarked Pimento Red with Black trim hard- and soft-tops, overdrive, radio; low-mileage one-owner car. **£1,385**

TRIUMPH SPITFIRE, Mk. III, 1969. White with Black trim; one recorded owner, recent bills £100; Continental steering, luggage rack, etc. **£485**

RELIANT SCIMITAR GTE, Mk. II, 1971, auto. Choice of two useful cars in Starmist Blue or Everest White, with radio or tape, h.r.w., etc. **£1,695**

TRIUMPH SPITFIRE, Mk. IV, 1973. Spotless in Sapphire Blue, fitted factory hard-top, G800s, etc.; very low mileage. **£995**

MG-B roadster, 1970 (J regd.). Smart in Tartan Red with Black trim, Abarth exhaust, radio, wires with SPs, rack, etc. **£895**

TRIUMPH TR6, 1973, roadster. Unmarked White with Black cockpit; current model with front spoiler, radio, headrests, etc. **£1,395**

DAIMLER DART, 1962. 'B' spec. Beautiful car in Ivory with Red trim, factory hard-top. Bills for £1,000. Appreciating collector's item. **£865**

FIAT 124 sports coupe 1600, 1972. Choice of two excellent one-owner examples in Fern Green or April Yellow, both 5-speed boxes, radio and h.r.w. **£1,295**

TRIUMPH TR6, 1973. Unblemished French Blue with hard- and soft-tops, overdrive, radio, spoiler, HR-SP tyres; low mileage by sole owner. **£1,565**

RELIANT SCIMITAR GTE, Mk. III, 1972. Choice of two excellent automatic cars, in Mexican Red and Silver, both Tan trim, radio/tape, h.r.w., etc. **£1,935**

MG-C GT, 1969. Mineral Blue, with overdrive, wire wheels with HR-SP tyres, h.r.w.; a two-owner car, 41,000 miles. **£895**

AUSTIN HEALEY 3000 Mk. III, 1966. Beautiful British Racing Green/Black trim, overdrive, 72-spoke wide wire wheels, HR-SP tyres, flared arches, radio. **£1,295**

LANCIA RALLYE 1.3 S2 coupe, 1973 example of these fast but economical 5-speed cars, unmarked in White with Blue cloth, radio, h.r.w.; 6,000 miles only. **£1,685**

TRIUMPH TR6, 1973, coupe hard-top, sparkling Emerald Green, overdrive, radio plus stereo tape, HR-SP tyres, front spoiler; service history by sole owner. **£1,495**

RELIANT SCIMITAR GTE, 1973. Capricorn Blue with Tan trim, auto., alloy wheels with HR Cints., radio, stereo-8 tape, h.r.w.; under 10,000 miles. **£2,685**

TRIUMPH TR6, 1971/72 (K regd.). Spotless White with Black trim and Black hard- and soft-tops, overdrive, tonneau, radio; 11,000 miles by sole owner. **£1,295**

RELIANT SCIMITAR GTE, 1974, 1,800 miles only. April Yellow with Tan trim (leather), auto., alloy wheels with HR Cints., tinted electric windows, radio/stereo-8 tape, etc. £500 under current list price. **£3,285**

AUSTIN HEALEY 3000, Mk. II. Coachwork restored to mint condition in Black Opal, retrimmed, overdrive, 72-spoke wide wheels with FR70 tyres and flared arches, bucket seats, tuned, balanced and polished triple-SU engine, etc. **£1,285**

MG-B GT, 1971 car in Bronze Yellow with Black trim, overdrive, Rostyles with SPs, radio, h.r.w., etc. **£1,095**

MG-B GT, 1973. Pristine in Blaze with Black trim, sun-roof, overdrive, h.r.w., radio, head restraints; 18,000 miles. **£1,565**

LOTUS +2S 130, 1972 (K regd.). A one-owner car in Lagoon Blue with Silver roof, electric windows, HR-SP tyres, h.r.w., etc. **£1,795**

RELIANT SCIMITAR GTE, Mk. III. Choice of two fine 1972 overdrive cars in Satin Silver or Everest White, both radio/stereo 8-track, h.r.w., etc. **£1,935**

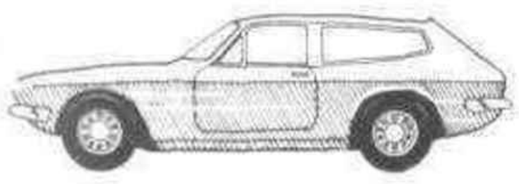
LANCIA 1.6 HR 'Lusso' coupe, 1973. Specimen car in Beige Mirabello, alloy wheels with XAS tyres, radio/stereo tape, GT seats with headrests, etc. Only 9,000 miles by one owner. **£1,895**

MG-B roadster, 1973. Harvest Gold with Blue trim, fitted overdrive, radio Rostyles with SPs, tonneau, headrests; 12,000 recorded miles. **£1,285**

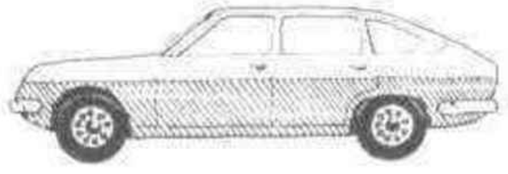
JAGUAR V12 2+2 E-Type, 1972 (K regd.). Magnificent in Regency Red with Pale Grey trim, manual box, radio plus stereo tape, HR-SP tyres, h.r.w., etc. **£2,685**

MG-B GT V8, 1974. Pristine in Damask Red with Dark Blue cloth trim, alloy wheels, tinted glass, overdrive, h.r.w., radio/stereo-8; 3,000 miles by sole owner. **£2,235**

We pay more for well-maintained sports and GT cars.



New Cars
01-994 7119



LANCIA

RELIANT SCIMITAR GTE: EARLIEST POSSIBLE DELIVERY

This fine hand-built, high-performance estate car is available in Manual, Overdrive or Automatic versions, from **£2,812,** with optional extras including stereo tape/radio, electric and tinted windows, chrome and alloy wheels. Please ring **01-994 7119** for the earliest delivery quotation on a GTE to your own specification, demonstrations or anything Scimitar.

SCIMITAR & LANCIA Service & Stores: 01-995 0102/4.

LANCIAS FROM STOCK FOR IMMEDIATE DELIVERY INCLUDE:

2000 HF coupe, in blue, fully equipped **£3,449**

RALLYE 1300 SIII coupe, please ring to see if we have your choice of colour. **£1,979**

BETA 1800. Blue/beige, dark blue/beige, dark brown/tan. **£2,096**

BETA 1600. White/black, maroon/tan, dark brown/tan. **£1,949**

BETA 1400. Maroon/tan, blue/beige, dark blue/beige, white/blue. **£1,699**

For Sales or Information on any of these Superb New Motor Cars please contact the Sales Office on **01-994 7119. Demonstration Cars Available.**

We are very pleased to offer earliest availability of the superb **NEW BETA** *ESPECIALE* and our *ES* demonstration vehicle is at your disposal.

Chiswick High Road London W4

Reliant Scimitar & Lancia Main Agents

'74 Estate Car £165

(PLUS V.A.T.)



Say goodbye to slog-and-blister mowing.

Settle down instead to a 5 hp* Lawnbug, and set off at a brisk 6½ m.p.h., mowing an immaculate 24" swathe.

Go anywhere, and ride smooth over rugged terrains. Turn easily in tight corners, and pay less for the privilege.

Incredible Lawnbug features include: **Tiller Steer** (means a much wider lock for far less effort.) **Rearward Grass Ejection** (means you can pick up grass cuttings with the trailed sweep). **"Peerless Transaxle Drive"** (three forward gears and reverse and differential, incorporated in one robust unit). **Height Adjustment** (from ¼" to 3"). **High Back Seating** (more comfortable on long drives) and much more besides. Strong and beautifully reliable, Lawnbug is the only British-made rotary rider and comes complete with an unconditional one year guarantee.

*Electric start, and 6 or 8 hp engine optional extras.

Lawnbug Accessories: It also pulls heavy loads (effortlessly), and Dump Trucks, Gang Mowers, Sweepers, and Water Ballasted Rollers.

Westwood
closer to perfection

SEND FOR OUR FREE COLOUR CATALOGUE

Featuring both Lawnbug and the complete Westwood Range of Rotary Mowers
Send to: Westwood Engineering Ltd, Abercromby Avenue, High Wycombe, Bucks.

NAME _____

ADDRESS _____

_____ MS5

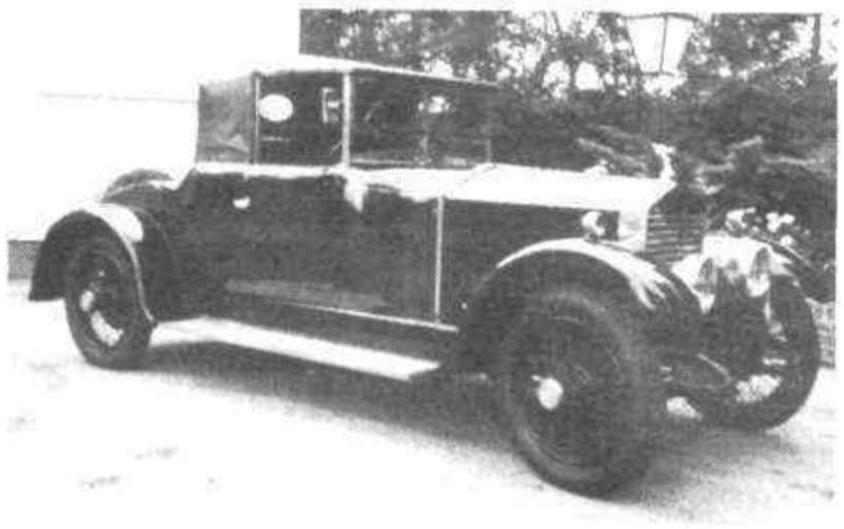
HAROLD WEBB MOTORS LTD

DIRECTORS

H WEBB D J WEBB

RONEO CORNER, ROMFORD, ESSEX

Telephone Hornchurch 489881-2



ROLLS-ROYCE – March 1926 – DN 8333

20 h.p. Drop-head Doctor's Coupe with dicky seat. One Titled Owner, complete history, original Instruction Book, Tools etc. Almost certainly the finest 1926 Doctor's Coupe obtainable, restored to highest standard, maroon bodywork, black wings and brown hide interior, original type "Connolly" leather hood. New triple stud Dunlop Tyres on original 23" wheels. Most excellent comfortable old car to drive with safe steering, brakes etc., must be seen and tested to be appreciated. Surely a fine investment.

Exchanges – Hire Purchase

Brooklands OF Byfleet

HIGH ROAD, BYFLEET, SURREY.

TEL: 45588 5 LINES

HOME OF THE PERFORMANCE CAR



1961 BENTLEY S2 saloon. To appreciate this beautiful car, it really must be seen. Bears no comparison to the average S1 offered for sale. Finished in a most beautiful claret with silver grey roof and boot top. The interior grey leather with matching head cloth and carpets, the woodwork is walnut veneer. All in superb condition. Electric windows. Receipts totalling approx. £1,000 for work carried out in the last 18 months. **£2,250.**

1972 (Nov.) (L) JAGUAR E-Type V12 roadster. Automatic, hard- and soft-tops, primrose with black leather and matching roof, radio. This superb sports car is offered at the most attractive price of only **£2,285.**

1969 JAGUAR 240 saloon. Overdrive. A very economical sports saloon in very fine condition. **£795.**

1971 Model MERCEDES 300SEL 6.3 saloon. One owner, only 20,000 miles from new. Will out-perform practically any sports car on the road today. Cost over £9,000, offered at the price of only **£3,450.**

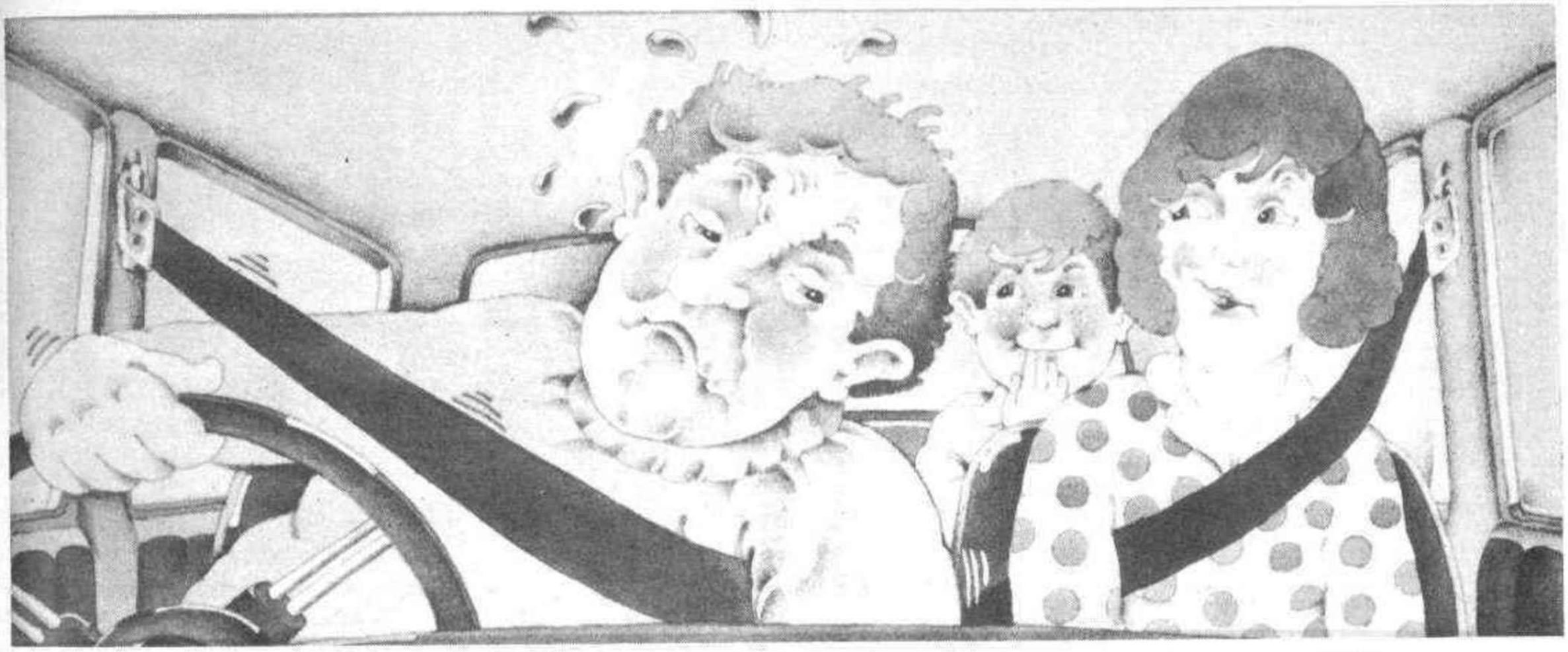
1969 MG-B GT. Overdrive, wire wheels, sun-roof. Finished red, black leather. A car that will appeal to the most discerning buyer. Radio, etc. **£785.**

1966 MG-B roadster. Overdrive, wire wheels. This car has had a tremendous amount of money spent on it by its last owner and is really exceptional. Red, radio, etc. **£499.**

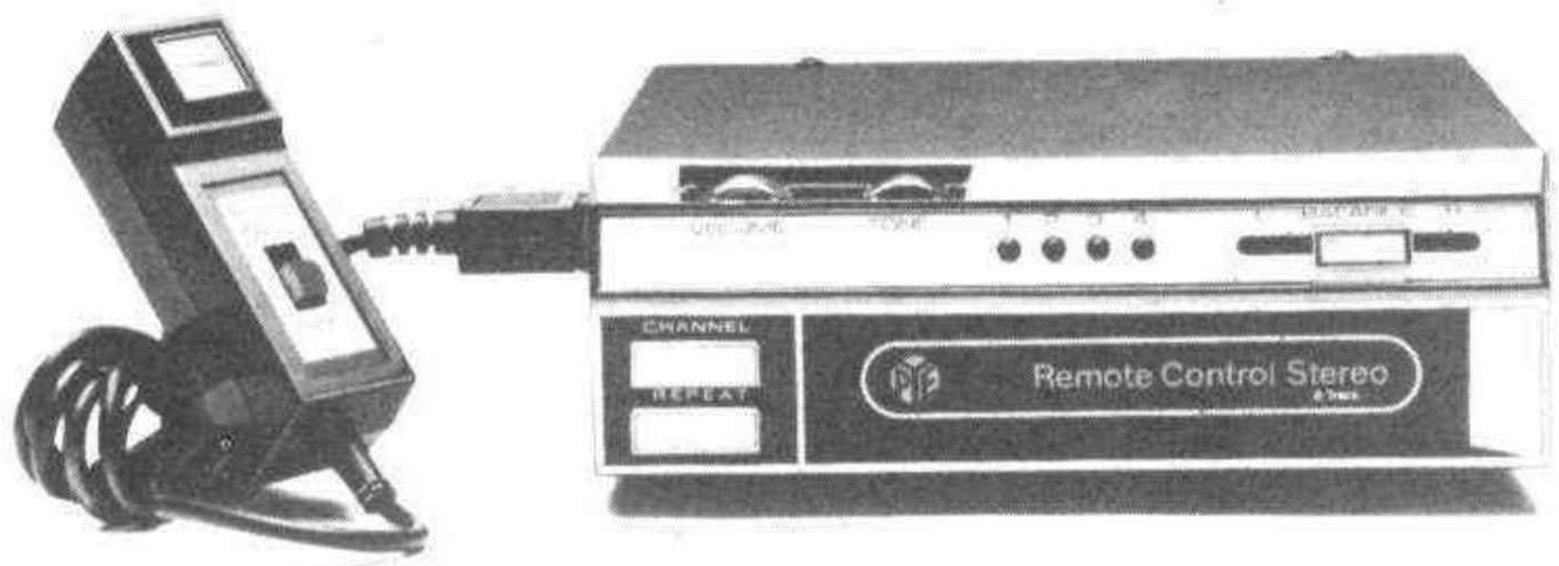
1968 MG-C GT. Wire wheels, red. A very original condition. **£599.**

1968 MERCEDES 280SL roadster. Automatic, PAS, hard- and soft-tops, white. A really immaculate specimen Radio. **£2,600.**

THE SPORTS CAR DIVISION OF NOEL ROSCOE



INTRODUCING A CARTRIDGE PLAYER THAT DOESN'T ASK YOU TO GO THROUGH THIS EVERY TIME YOU WANT TO CHANGE TRACKS.



THE PYE REMOTE CONTROL 2280.

To avoid all the normal inconveniences of operating cartridge players, Pye introduces the remote control 2280.

With two metres of cable you can fit the remote control unit within easy reach.

And at a touch you can change channels or use the pause button to stop the tape for short periods.

It's a great little feature. But it's only the icing on the cake.

The 2280 also has a coloured indicator light for each channel.

Separate tone, volume and balance controls.

A handy repeat button that continues playing any selected channel until you cancel it.

And a full six watts output that gives a rich quality of sound.

All for just £32 RRP complete with fitting kit and instructions.

For the full range of Pye in-car entertainment products (which include radios, cassette players, combined stereo radio/cassette units, and cartridge players) see your local Pye stockist Or write to: Pye Limited, P.O. Box 49, St. Andrews Rd., Cambridge, CB4 1DS

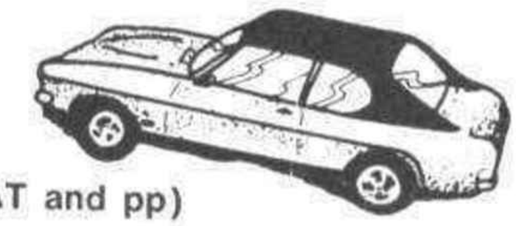
It could save you a lot of inconvenience later on.



PYE LOOKS AFTER THE LITTLE THINGS TO BUILD YOU BETTER THINGS

TWYFORD TOPS THEM ALL!!

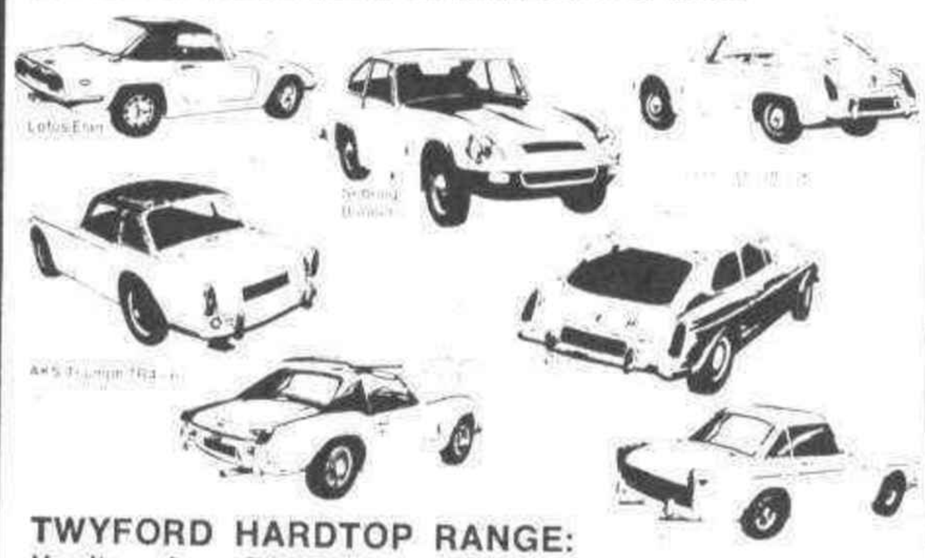
TWYFORD VINYL ROOF KITS:



From only £8.41 (inc VAT and pp)

Amazing value—personalise your car—add £'s to its resale price with one of these easy DIY kits! No special tools or skill required. Looks fantastic!

Small Cars: Imp, Mini etc **£8.41** (inc VAT)
Medium Cars: Cortina 1-2, Marina, Avenger etc **£10.10** (inc VAT)
Large Cars: Cortina 3, Hunter, Rover etc **£12.25** (inc VAT)
Special Cars: Rover 3500, Ventora etc **£13.10** (inc VAT)
If your car is not listed we can supply! Any car or hardtop quoted for. Prices are for black, colours £1 extra.



TWYFORD HARDTOP RANGE:
Hardtops from £45! Bonnets from £34!

Sprite, Midget, Spitfire, MGB, Triumph TR, Jensen Healey, Austin Healey, MGA, Elan, Jaguar E Type, Alpine, Herald, Vitesse, Alfa Romeo . . .

This is a tiny part of the **Twyford Range.** The largest selection of **hardtops, bonnets, body panels, accessories** and **specialised equipment** under one roof. **Anywhere in Europe!**

We stock Lenham, AKS, Finlay, One Skid, Diamond Glass, Sebring and a host of other leading makes. You name it we've got it—or can get it. Send 2 x 4½p stamps today for brochures.

TWYFORD REPLACEMENT PANELS

Vast range of replacement fibreglass panels available to order—

Mini front spoiler	Spitfire rear wing
Mini door sills	TR4 bonnet
B.M.C. 1100/1300 front wing	Lotus 7 nose section
A.40 Farina boot lid	Etc., Etc. . . . .

We can also arrange the fitting of sunshine roofs for most makes of car. Ask for a quotation and fitting arrangements details.

TWYFORD AUTO CONVERSIONS,
Bassingbourne Hall, 22nd Street, Stansted Airport, Essex.
Telephone Bishop's Stortford (0279) 812729

I have a .....
Please send brochures
I enclose 2 x 4½p stamps.

Name .....

Address .....

.....

N. S. HARLEY

WINKLEIGH GARAGE

"Machines for the man who craves something different"



1924 Silver Ghost chassis. Completely original and in excellent condition.
1927 Phantom I chassis. In good original condition.
1916 Silver Ghost. Two-seater cabriolet in need of restoration.
1937 Bentley 4¼ sports saloon.
1965 Ferrari 275 GTB. Excellent condition throughout.
1965 Sunbeam Tiger. Ex-works team car. Registered with HSCC.

Tel: Winkleigh 462.

Winkleigh Garage, Exeter Road, Winkleigh, Devon.

John Scott & Partners

announce that, in addition to Insurance, they are now able to offer finance facilities on vintage and classic cars to approved clients.

JOHN SCOTT & PARTNERS LTD.
Burgoine House, Hampton Wick,
Kingston-upon-Thames, KT1 4EY.
Tel.: 01-977 9121

W. J. RILEY

SPORTS & THOROUGHBRED MOTOR CARS LTD.

RACING AND VINTAGE PREPARATION AND REPAIRS

Offer the following for sale:

1935 BENTLEY 3½-litre tourer, white, retrimmed	**£5,000**
1947 Mk. VI BENTLEY, resprayed, good condition	**£750**
1952 Mk. VI BENTLEY, perfect condition, 91,000 miles from new	**£1,750**
1965 MASERATI Sebring, very good condition	**£1,800**

MAIN AGENTS BOSCH FUEL INJECTION

Station Garage, Tenbury Wells, Worcestershire
Tel.: 0584 810482

BELL & COLVILL LTD

LEADING DISTRIBUTORS FOR

Lotus Alfa Romeo Jensen Jensen-Healey

THE **ELITE** IS HERE NOW!!

TAKE A TEST DRIVE IN THIS FABULOUS NEW MODEL

NEW CARS FOR IMMEDIATE DELIVERY

LOTUS Elite 502, purple or sable..... **£5,857**
LOTUS +2S 130/5, purple. Full spec..... **£3,485**
LOTUS Europa Special, purple or black.... **£3,334**
ALFA ROMEO Montreal, r.h.d., silver.... **£6,197**
ALFA ROMEO 2000 Spider, blue..... **£3,099**
ALFA ROMEO 2000 GTV. Piper yellow.... **£2,999**
ALFA ROMEO 1.6 GT. Piper yellow..... **£1,998**
ALFA ROMEO 2000 saloon, auto, beech.. **£2,948**
ALFA ROMEO Giulia Super, white..... **£1,998**
ALFA ROMEO Alfetta. Red/white/blue.. **£2,548**
ALFASUD T1. Red or white..... **£1,749**
ALFASUD. Choice of colours from..... **£1,400**
JENSEN HEALEY. Choice of colours..... **£2,420**

DEMONSTRATIONS: Available for all models.

FINANCE AND INSURANCE: We are able to provide Finance and Insurance Facilities for all vehicles. Telephone for a quote — it may cost less than you expect.

SERVICE: Our fully equipped Workshops are staffed with Factory-trained Mechanics with extensive experience of all the above models. Telephone Michael Hallowes, who will be pleased to assist with all service matters.

SELECTION FROM OUR USED CAR STOCKS

LOTUS

1974 +2S 130/5. White, tinted glass, h.r.w., one owner, 4,500 miles. As new..... **£3,100**
1971 +2S 130. Turquoise, 2 owners, 27,000 miles..... **£1,695**
1969 +2S. Red, 1 owner, 32,000 miles, full service history. Exceptional example..... **£1,350**
1973 Europa Special. Black. Full spec. 1 owner. 15,000 miles..... **£2,150**
1972 Europa TC. White, alloy wheels, radio **£1,550**
1972 Europa TC. Red, alloy wheels, supplied/serviced by us. Mint..... **£1,575**
1971 Europa S2. Bahama yellow. Alloy wheels. Radio..... **£1,175**
1973 Elan Sprint, f.h.c. Tawny. A very special car in road/race trim. 150 b.h.p. engine. Flared arches. Wide alloy wheels etc..... **£1,850**
1972 Elan Sprint f.h.c. Pistacchio, 1 owner, alloy wheels. Radio/stereo, 14,000 miles..... **£1,650**
1971 Elan Sprint d.h.c. Met. maroon, 1 owner. 37,000 miles, radio/stereo. Supplied/serviced by us..... **£1,395**
1971 Elan Sprint f.h.c. Red/white, radio 1 owner. **£1,250**
1970 Elan S4 f.h.c. S/E. Yellow, radio, 27,000 miles, 2 owners..... **£1,095**
1969 Elan S4 f.h.c. Bahama yellow, radio .. **£1,050**
1969 Elan S4 d.h.c. S/E. Red, 2 owners, 36,000 miles, radio..... **£950**
1967 Elan S3 S/E f.h.c. Yellow..... **£750**

ALFA ROMEO

1972 ALFA ROMEO 2000 GTV. Blue, 1 owner, 20,000 miles. Supplied/serviced by us. Mint **£1,950**
1972 ALFA ROMEO 2000 GTV. Metallic beige, 1 owner, 20,000 miles. Serviced by us. Mint..... **£1,950**
1971 ALFA ROMEO 1750 GTV. Met. silver, 1 owner, 18,500 miles, radio..... **£1,475**
1970 ALFA ROMEO 1750 saloon. White, 38,000 miles, radio..... **£895**
1972 ALFA ROMEO 2000 Spider. White, 1 owner. 14,500 miles, radio/stereo..... **£1,975**
1973 (Oct.) Alfetta. White, 1 owner, 7,000 miles. Supplied/serviced by us..... **£2,100**
1974 ALFASUD. Blue, h.r.w., carpets, servo, 1 owner, 5,200 miles..... **£1,275**

MISCELLANEOUS

1968 JENSEN Interceptor. Thunder grey with red trim, radio, outstanding example..... **£1,975**
1973 TR6. Senna brown, o/drive, radio/stereo. As new..... **£1,495**
1973 JENSEN HEALEY. Blue, radio..... **£1,495**
1972 JAGUAR V12 E-Type d.h.c., green, tinted glass, 16,000 miles, radio..... **£2,595**
1972 MG-B roadster, blaize, 1 owner, 17,000 miles, o/drive. Mint..... **£1,095**
1971 FIAT 124 Sport. White, 5-speed, 1 owner, radio..... **£1,175**
1972 RELIANT Scimitar GTE. Purple, 1 owner. 19,600 miles, o/drive, radio..... **£1,995**
WARRANTY: All our used cars carry a 3-month parts and labour warranty—your guarantee of a good car.

EPSOM ROAD (A.246) - WEST HORSLEY - Nr. GUILDFORD - SURREY

TELEPHONE: SHOWROOMS: EAST HORSLEY 4114 STORES: EAST HORSLEY 4609

SHOWROOMS OPEN 9.00 AM - 7.00 PM MONDAY TO SATURDAY. 2.00-6.00 PM SUNDAY

CHESHIRE SPORTS CARS

ARE PLEASED TO ANNOUNCE THE OPENING OF OUR NEW HALF-ACRE SITE, adjoining a large selection of Car Trailers, Horse Boxes, Caravans etc, by Messrs. Batesons and an equally large selection of Power Boats and Cruisers by Peak Forest Marine.

WELL WORTH A VISIT

Now that we have more space we are desperate for SPORTS, GTs, RACING CARS and SALOONS. Anything that's good value for money considered. Selected specimen Motors taken on a Sale or Return Basis if you don't consider our cash offer enough.

CURRENT STOCK AT PRESS DATE (10th July)

1970 LOTUS 7 IV, 1600 X-flow. Two owners, 29,000 miles. Yellow..... **£895**
1972 RANGE Rover. Radio/tape. One owner. 'L' reg. Green..... **£2,495**
1972 (Dec.) JAGUAR XJ6 4.2. PAS, auto. One owner. Brown..... **£2,695**
1973 TRIUMPH TR6 conv. Overdrive. 11,000 miles. White..... **£1,495**
1973 TRIUMPH GT6. 'M' reg. Overdrive, radio, 8,000 miles, one owner. White..... **£1,395**
1972 MG-B GT. Overdrive, radio. Red..... **£1,295**
1972 LOTUS Elan Sprint f.h.c. 32,000 miles, one owner. Yellow..... **£1,395**
1969 ESCORT GT. Rostyle wheels, radio. White..... **£495**
1967 TR4A conv. Wire wheels, overdrive, radio. Blue..... **£495**
1971 TVR Vixen 1600, 14,000 miles, one owner. Silver..... **£1,095**
1971 MG-B conv. Overdrive. Needs tidying up. 'J' reg. Blue..... **£765**
1970 MG-B conv. W/w. £80 engine overhaul by us, two owners. White **£765**
1965 SUNBEAM Tiger 4.2. Hard-top, soft-top, radio. 46,000 miles, certified. Green..... **£695**
1970 ESCORT GT. 42,000 miles. Yellow..... **£595**
1973 MG-B conv. 'M' reg. W/w., o/d., radio. 11,000 miles. Green..... **£1,295**
1964 ASTON MARTIN DB5 conv. Wire wheels, radio. Metallic green **£1,495**
1969 TVR Vixen 1600. Sold and serviced by us from new Red..... **£895**
1972 LOTUS Europa Twin Cam. One owner. Radio, oatmeal trim. 11,000 miles. Yellow..... **£1,495**
1965 PORSCHE 356 SC. Blue Spot radio. Blue..... **£595**
1968 TVR Vixen saloon. Wire wheels; recent overhaul. Silver blue..... **£695**
1969 MG-B GT. Wire wheels, overdrive. Red..... **£795**
1971 BMW 2500, two owners, Blue..... **£1,995**
1972 CORTINA 1600 GT. One owner, 24,000 miles. Yellow..... **£895**
1973 TRIUMPH Stag, PAS, Auto. Hard-top, soft-top, radio/tape. 'M' reg. 7,000 miles. Chauffeur driven.
1973 GINETTA G.15. One owner, 15,000 miles. Green..... **£1,095**
1972 ELAN +2S. 22,000 miles..... **£1,895**
1973 TVR 1600M. One owner. Red..... **£1,445**

THE FOLLOWING CARS HAVE BEEN UNDERWRITTEN AND MAY BE IN STOCK BY AUGUST 1st:

1973 BMW 3.0 CSi lightweight coupe. 14,000 miles, one owner. Apple green.
1971 PORSCHE 911S. One owner. Red.
1938 ALVIS 12/70 saloon. One owner and 60,000 miles from new. Black

TWENTY PLUS SALOONS IN STOCK & SIX VANS

FIFTY MORE SPORTS CARS WANTED

Buying / Selling / Part-exchanging a Sports, GT, Saloon, Racing Car, Trailer, Power/Cruiser-Boat, Horse Box or Caravan, we can offer you a deal.

OPEN EVERY DAY

MANCHESTER ROAD (A34), CONGLETON, CHESHIRE (M6 junctions 17 or 18)

Tel.: CONGLETON 5352. Ansafone service after hours.



Firenza.

0-60 in 7.5 seconds. 120 mph. 40 mpg.

Few cars have created as much excitement before their release as the new Firenza.

But what makes the Firenza such an exciting story?

Let's start with the Firenza's striking appearance. The Firenza's nose was designed to not only reduce the drag co-efficient, but also to increase stability when you need it most: at high speed.

There's an added bonus in mpg figures too. The Firenza returns 40 mpg† at a constant 50 mph.

With economy like this, you could forget it's a high performance car.

But not for long.

The Firenza goes from zero to sixty in 7·5 seconds.** And has a top speed of 120 mph.** That's bordering on Porsche 911 country. All this comes from a 2·3 litre OHC engine, which produces 131 bhp (DIN net) at 5500 rpm and 144 lb.ft. of torque.

But unlike other performance cars, the Firenza's power doesn't come via highly complicated mechanical arrangements.

So, if you think you'll have to spend your weekends under the bonnet, forget it.

With so much power on tap, we've put a number of things at your disposal to keep you well in command of any situation.

A ZF 5-speed gearbox.

Twin pairs of Cibié halogen headlights.

10" discs at the front, and 9" drums at the rear.

Radials fitted to 6J Avon Safety Wheels, specially styled to Vauxhall requirements (the Firenza is the first production car to feature these safety wheels).

And handling that 'Car' called "terrific".

But don't get us wrong.

The Firenza is far from being a stripped down racer. There's full carpeting, cloth-covered reclining front seats, inertia reel seat belts, full 7-dial instrumentation, leather-covered sports steering wheel, and a heated rear window, to name but a few.

But to fully appreciate the Firenza, you've got to drive it.

Only then will you fully appreciate why few cars have created as much excitement as the new Firenza.*

*Specifications correct at time of going to press. †From manufacturer's tests. **From 'Car' test.

VAUXHALL GM **Vauxhall**

The Right Cars. Right now.

MOTOR SPORT

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

VOL L No. 8 AUGUST 1974

Fiftieth year of publication

Publication date first of the month

STANDARD HOUSE,
BONHILL STREET,
LONDON, EC2A 4DA

Telephone: 01-628 4741

© Motor Sport Megazine Limited

CONTENTS

	page
Matters of Moment	813
The 7th Grand Prix of France ..	815
European Letter	819
Watkins Glen 6-Hr. Race	820
Sport Round-Up	821
Around and About	823
Veteran—Edwardian—Vintage ..	824
Looking Back with Jack Sears ..	830
A Tale of Two Triumphs	834
Rally Review	836
New Cars	837
Book Reviews	838
Miniatures News	838
The Dutch Grand Prix	840
Road Impressions: Granada Ghia v. Commodore GS	844
White Elephantitis — E. D. Woolley's Renault 45	866
Letters from Readers	870

FRONT COVER PICTURE: NIKI LAUDA chasing to the chequered flag to win the "Ferrari demonstration" race, the Dutch Grand Prix at Zandvoort. Lauda, in 312B3/015, led the race from his pole position start to the end, to win by 8.25 sec. from team-mate Regazzoni in 312B3/014.

ANNUAL SUBSCRIPTION RATES

SURFACE MAIL:	Home	£3.60
	Overseas	£3.60
	U.S.A. and Canada	$9.00
AIRMAIL:	Europe	£7.00
	Middle East	£10.00
	Australasia	£12.00
	All other countries	£11.00

All prices include postage

MATTERS OF MOMENT

■ THE BRIGHTER SIDE

Non-political citizens residing in this off-shore island of Europe can be excused for feeling confused as well as depressed over the prevailing financial outlook. On the one hand, we are informed, by the *Daily Mirror* among other sources, that Britain is on the brink of inflationary disaster, and on the other side of the coin we find reassuring news relating to how rich and prosperous this country will be when oil begins to flow in quantity from the fields beneath the inscrutable North Sea. As motoring, not political, writers we can only wait and see. . . .

The situation reminds us of that verse by Hilaire Belloc, about the poor who came to some high-falutin' function in their Fords (Model-Ts, presumably, but Populars and Prefects would do just as well) and laughed like anything to see so many Lords and Ladies there assembled. The gentry had, of course, arrived in carriages and pairs, and also in Rolls-Royces, and were talking of their affairs in loud and strident voices. It was the unfortunate, down-trodden, impoverished middle-class visitors who looked so utterly miserable, because they didn't fit in anywhere. Apparently they came on foot or bicycles. . . .?

This seems much the situation again in 1974, but with a more vicious trend. There must still be plenty of well-off folk about, when they can bid up to £45,835 for a 1932 Isotta Fraschini (admittedly this was in Texas, but it is much the same here, with good Rolls-Royce Silver Ghosts and the more exciting Bugattis in the £30,000 category). The former poor, backed by powerful Trade Unions, are now doing fine, or at any rate sufficiently well to continue to run their Fords—and even to graduate from Escorts to Cortinas and Capris. It is the "white-collar" in-betweens who look like getting the light pay-packets in this age of rapidly-rising costs, for many of them are Union-less, and not all of them qualify for a cost-of-living bonus.

What has this to do with motoring? Simply that less-expensive, more economical cars will be in great demand as the knife of inflation and industrial unrest cuts deeper.

MOTOR SPORT dealt editorially with the more modest cars in March and again in June and has no compunction about returning to the subject. What the mean middle-classes, to use the Belloc idiom, will require must surely be good quality economy cars with a charm and purpose of their own. Such have been made down the years. In vintage times there were the Humber Nine and Talbot 10/23, which were a cut above the average Morris-Cowley-class car, even if the Sequeville-Hoyau did not quite make it. Later there was the baby Railton Ten and the Triumph Mayflower. Coming to a more recent decade, the Vanden Plas version of the Issigonis receipt offered exactly what was required and does so still, for £1,517 in Princess 1300 form. Going up the scale a little, one understands that many middle-class buyers are investing in Dolomite Sprints, while looking longingly at BMWs. . . .

Looking on the brighter side, one thing all car purchasers can be thankful for is the continua' general improvement in production models. By this we mean that items once worth underlining in road-test reports are now commonplace—two-speed wipers, heated rear windows, reclining front-seat-squabs, sill door-locks, petrol warning-lights, heater blowers, and so on. In addition, excellent radial-ply tyres are now almost universal and have improved road-holding very substantially.

Moreover, motor racing goes on, with Britain able to challenge the might of Ferrari when once-upon-a-time there wasn't a hope. And if only the petrol barons can ensure that distribution of their costly spirit is not suddenly interrupted by tanker drivers' disputes and control industrial disputes at their refineries, ordinary motoring will continue also, while our money holds out. Remember, however, that the outcome of the next General Election may decide for ever the kind of cars the middle classes can afford in future—will they, for instance, find themselves in Moskviches, Skodas and Wartburgs? And now we shall be sure to get at least a few letters asking what would be so terrible about that!

Motor Sport Fixture List For August

★ **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
Aug. 3rd/4th ..	**AC von Deutschland**	**Nurburgring**	**Germany**	**European GP World Championship Round 11 (INT)**	—
Aug. 4th	Bristol MC & LCC	Almonsbury	156/602/837	Production Car Trial (*CI*)	—
Aug. 4th	Caernarvonshire & Anglesey MC	Ferodo Car Park	(MR115/499653) Caernarvon	Ferodo Autotests (*CI*)	14.00
Aug. 4th	Furness Dist. MC	Brady's Central Garage	(MR 88/194½695½) Barrow-in-Furness	Festival Stages Rally (*R*)	08.00
Aug. 4th	Sevenoaks & Dist. MC	Layhams Farm	Keston (171/400626)	Grass Slalom (*CI*)	10.30
Aug. 4th	Forest of Dean MC	Bakers Hill	Coleford (584115)	Autocross Championship (*N*)	14.00
Aug. 10th	Hants & Berks MC	Gt. Auclum	Burghfield Common	Speed Hill Climb (*N*)	14.30
Aug. 10th/11th ..	West Suffolk MC	Horringer Garage	155/827½621	Easterwood Rally (*C*)	22.30
Aug. 10th/11th ..	Newtown & Dist. MC	Naughton Garage	Knighton	"Holrus" Rally	23.30
Aug. 11th	Hagley & Dist. LCC	Mallory Park	Kirkby Mallory	Race Meeting (*R*)	14.00
Aug. 11th	Winchester & Dist. CC	Vicarage Farm, Fair Oak,	Eastleigh, Hants	Autocross (*R*)	13.30
Aug. 17th	Wolverhampton & South Staffs CC	The Lakeside	Llandrindod Wells	Rally (*N*)	08.00
Aug. 17th	BRSCC	Castle Combe	Chippenham, Wilts	Race Meeting (*R*)	14.00
Aug. 18th	**OAMTC**	**Osterreichring**	**Austria**	**Austrian Grand Prix World Championship Round 12 (INT)**	—
Aug. 18th	BRSCC	Brands Hatch	Nr. Dartford, Kent	Race Meeting (*R*)	14.30
Aug. 18th	Eastwood & Dist. MC	Post House Hotel	Sandiacre, Nottingham	Rally (*R*)	08.00
Aug. 24th	Lanarkshire CC	Esplanade	Dunoon	Rally (*N*)	00.30
Aug. 24th/25th ..	South Bucks MC	Oxford	—	Rally (*R*)	—
Aug. 25th	Sheffied & Hallamshire MC ..	Cadwell Park	Louth, Lincs	Hill Climb (*R*)	14.00
Aug. 25th	**BRSCC**	**Mallory Park**	**Kirkby Mallory**	**Race Meeting (INT/N)**	14.30
Aug. 25th/26th ..	BDR & HR	Santa Pod Raceway	Wellingborough, Northants	Drage Race Meeting (*R*)	12.00
Aug. 26th	**BRSCC**	**Brands Hatch**	**Nr. Dartford, Kent**	**Race Meeting (INT/N)**	14.30
Aug. 26th	BRSCC	Snetterton	Nr. Thetford, Norfolk	Race Meetings (Saloons) (*R*)	14.00
Aug. 26th	BARC	Castle Combe	Chippenham, Wilts	Race Meeting (*R*)	14.00
Aug. 26th	Gosporters	Stokes Bay	Gosport, Hants	V & V Rally	10.30
Aug. 26th	Surrey Sporting MC	Smallfield	Horley, Surrey	Autocross (*R*)	14.30
Aug. 31st	VSCC	Thruxton	Andover, Hants	Race Meeting (*C*)	14.00
Aug. 31st	Eight Clubs	Lydden Hill	Canterbury	Race Meeting (*C*)	11.30
Aug. 31st/Sept. 1st ..	Galway Motor Club	Galway	—	Rally (*N*)	—
Aug. 31st/Sept. 1st ..	Green Belt MC	Kitchen Brothers	Diss, Norfolk	Rally (*R*)	11.01
Aug. 31st/Sept. 1st ..	Stockton Motor Club	Thornaby Town Centre	Teesside	Rally (*R*)	23.01
Aug. 31st/Sept. 1st ..	Dowlais Top BP Garage ..	Dowlais Top	Merthyr	Rally (*R*)	—

The Car Recovery Service Club

SOME time ago we referred briefly to the Car Recovery Service Club. Since then we have had experience of how this useful organisation functions. It was started by Alec Woodford twelve years ago as a specialised collection service and so successful has it been that he now has more than 2,500 members. From one trailer the Club has expanded until it can cope with up to 250 stranded vehicles a day. It is a self-contained service, not an extension of a garage business. Indeed, Woodford uses four-wheeled, winch-equipped trailers built to his own specification, towed by Range Rovers. His drivers do this job and no other, and have a good knowledge of the roads of Britain.

To join, you pay an annual subscription of £7.50 inclusive of VAT, which works out at less than 14p per week. In return, if the specified car breaks down anywhere for any reason it will be collected as quickly as possible and delivered to any address to which the member requires it to be taken. This could be the local garage a few miles away or a journey across the length or breadth of the country. Note that although such recovery applies only to the one vehicle, this can be recovered any number of times in one year. It is insured while in transit and the service operates day and night, the member requiring it simply ringing the Club's headquarters by freephone (reversed charges) call. The Club's breakdown fleet is on radio call and as quickly as possible not only your stricken vehicle but you as well, will be on the way to any destination in this country you care to name. We write "vehicle" advisedly, because apart from private cars the Recovery Service Club will deal with caravans, small boats, motorcycles and three-wheelers.

This seems an excellent investment for those whose cars might stop inadvertently, and especially for wives and daughters who might otherwise be obliged to abandon a broken-down car. It ensures that an immobile vehicle can then be repaired by the owner or a garage of his choice, apart from saving the chore of the tow in. Rally drivers without well-organised support vehicles may also find this a boon. None of the recovery work is sub-contracted, so the Club can programme all rescues through its own London Control Room. Although for the low subscription only one car is covered, special rates can be negotiated for commercial fleet operatives. It occurs to us that owners of collections of vintage and veteran cars, who are continually faced with the moving of them to the engine rebuilder, the electrician, the body-builder and the paint shop, etc., might also care to operate under this bulk-vehicle subscription scheme.

We had occasion to make use of the Car Recovery Service Club when a 1951 Barker-bodied Lanchester Ten which was abandoned on an airfield in Kent would have been scrapped if not rescued. Through the CRSC it was delivered to Wales efficiently and pleasantly by a Range Rover driver smartly overalled and, incidentally, skilled in reversing his load. The service was most impressively operated, so we recommend this organisation to others. The headquarters are at Unit 10, Trumpers Way, Hanwell, London, W7 and a base was opened earlier this year in Bristol.—W.B.



Another vehicle efficiently retrieved by the Car Recovery Service Club, in this case a 1951 Lanchester Ten, conveyed from Kent to Radnor.

* * *

Mercedes-Benz (UK) Ltd. are sponsoring the 3rd Cavalcade of Motoring organised by the Yeovil CC at Sherborne Castle on August 18th. There will be trade stands, with some 150 varied cars on display, exhibitions of racing cars, including Alfa Romeo T33 and Porsche 917, displays of vintage and veteran motorcycles, hot-rods, etc., and displays and driving-tests in the arena. The *Concours d'Elegance*, for which the Editor of MOTOR SPORT is one of the Judges, includes cars ranging from an 1897 Daimler and 1902 Mercedes-Simplex, downwards, some 220 entries being anticipated. Admission costs 40p. Details from: A. C. K. McGee, 38 Kenmore Drive, Yeovil, Somerset.

* * *

The Scott OC National Rally takes place at Crown Meadows, Evesham, from 11.00 hours on September 8th. All ages of Scott motorcycles will take part.

* * *

Vintage cars are included in this year's Clun Carnival, on August 10th. Details from Supersprox, Knucklass, Radnor.

* * *

Castrol's Great Motoring Extravaganza, to celebrate that Swindon-based company's 75th anniversary, takes place in the National Hall, Olympia, from Thursday, August 1st (when it will be opened by Capt. George Eyston) to Sunday August 11th. The exhibits, including many unique historic cars, are too numerous to detail here but should make a visit well worth while.

The 7th Grand Prix of France—Minuscule

Dijon-Prenois, July 7th.

NATURALLY ENOUGH, in their own Grand Prix, there were more French drivers having a dabble in Formula One than ever before. In addition to the established French team members, Depailler (Tyrrell), Beltoise, Pescarolo and Migault (BRM), and Jarier (UOP-Shadow), there were entries for Jose Dohlem in the Surtees team, taking the place of Carlos Pace, J-P. Jabouille in the second Williams car, Gerard Larrousse in the Italian Finotto team, and Jacques Lafitte in the Token, though the last named did not materialise. Apart from Pace being in a spare works Brabham, run under the Hexagon banner, everything was more or less in order and as before. Team Lotus had made the decision to use their old Lotus 72 cars as the first-string team cars, and to relegate the new Lotus 76 cars to the role of development vehicles for the rest of this season. The bally-hoo with which the Lotus 76 was introduced at the beginning of the year as the John Player Special has turned out to be the non-event of the winter, but everyone has a bad turn now and then and the Lotus 76 looks like being Colin Chapman's worst effort so far. The old Lotus 30 and Lotus 40 sports cars were not exactly high spots in the Lotus story, but the 25, 49 and 72 have been so fantastic that they more than make up for the failures. The 76 is not written-off and some of its features, notably the rear suspension, have come up to scratch and will be retained in the design-book at Hethel. It was just unfortunate that John Players went to such vast expense and trouble to introduce the 76 before it was ready. The Type 72 in its 1974 form is still one of the best-looking Grand Prix cars on the circuits today, and as usual Peterson was all set to do his utmost with 72/R8, while Ickx was not saying much about 72/R5. As 1T the team had JPS/10 for Peterson to test, this normally being Ickx's car, but the pedals and so on had been altered so that the Swede could drive it, as JPS/9 was undergoing some major alterations back at the factory. The two Type 72 cars had been fitted with new front wishbones giving a slightly wider track, a little over an inch on each side.

In the Tyrrell team all was normal, with Scheckter in 007/1 and Depailler in 007/2, while last year's car 006/2, which Tom Wheatcroft is waiting to put in the Donington Racing Car Museum, was standing by on a trailer for emergency purposes. The Texaco-Marlboro-sponsored part of the McLaren team were using the new inclined inlet trumpet layout on the cars of Hulme and Fittipaldi, they both sharing the same spare car, while Hailwood had two Yardley-sponsored cars to himself. The Brabham team were unchanged from previous races, and had their 10-in. diameter "cotton-reel" rear wheels with them to try the latest Goodyear experiments, Reutemann having BT44/1 and BT44/3, while von Opel was in BT44/2, but wondering if he was ever going to make it as a Grand Prix driver. The two works March cars were driven as usual by Stuck and Brambilla, while Regazzoni and Lauda had the works Ferraris, 014 and 012, respectively, with 011 as a spare. In the BRM team peace had been reclaimed by modifying the cockpit of the original P201 so that Pescarolo could get into it, this necessitating new fuel tanks in the cockpit sides, with the access holes in the monocoque being moved from within the cockpit to underneath. All this work meant that the car was a bit delayed and it arrived after practice had begun. Beltoise was in P201/02 and Migault was back in P160/10, that Pescarolo had driven briefly at Zandvoort. The Shadow team were in good form, with Pryce and Jarier in their usual cars, with the spare car with Jarier's number on it, while Team Surtees had completely rebuilt TS16/02 into the new form as first seen at Zandvoort, with the water radiator across the back under the aerofoil and the curved monocoque sides without the flat extensions on the top, while the new nose cowling devoid of openings was fitted. This rebuilt car was for Jochen Mass and TS16/05, the Zandvoort car, was being entrusted to Jose Dohlem, from the Surtees Formula 2 team, the dispute with Carlos Pace having ended in a separation. As mentioned Jabouille joined the Williams team, alongside Merzario, and Pace joined the Hexagon team alongside Watson, the works Brabham BT42/3 having some brown stripes on it to distinguish it from the actual works team. Schuppan was in the 1974 Ensign, Kinnunen in his ex-works Surtees TS/16, Hunt had both the Hesketh cars at his disposal and Hill and Edwards had their usual Embassy-sponsored Lola cars, with a spare one in the background. All told there were thirty drivers in the pits ready to start practice, and only the fastest 22 were going to be accepted on the starting grid, leaving eight as spectators.

When practice began on Friday morning the day was superb, with not a cloud in the sky, and apart from waiting to see whether Lauda or Peterson was going to set the pace, and which of the other regular runners was going to be up there with them, much interest centred on the "new-boys" to see who was going to make the grade and who was going to be left out of things. A few people were interested to see whether Carlos Pace was going to prove what was wrong with the Surtees team, now that he was in a Brabham, but even before he started practice his team manager was explaining how Pace had been home to Brazil and had caught a bug and was not feeling too bright. Whether it was a Brazilian bug or a "flea in the ear" that he caught as he left Team Surtees was not clear, but he never got beyond being amongst the tail-enders and non-qualifiers. In the BRM camp hopes were pinned on Beltoise who had the latest engine in P201/02, this having new cylinder heads with a wider angle between the inlet and exhaust valves.

It did not take long for the pattern to be set, with lap times of under one minute being the aim, but surprisingly it was Fittipaldi who was fastest with 59.20 sec., closely followed by Depailler with 59.43 sec. It seemed hard to believe that we were at a Grand Prix. With lap times of less than a minute, it seemed more like USA Coval race, and the circuit called a for so little ability that everyone and anyone was within hundreths of a second of each other. Shortly before things came to a halt for the lunch break, by which time many drivers

PRACTICE TIMES

No.	Driver	Car	Friday Morning	Friday Afternoon	Saturday Morning	Saturday Afternoon
1	R. Peterson	Lotus 72/R8-Cosworth V8	1. 00.61	59.28	59.27	**59.08**
2	J. Ickx	Lotus 72/R5-Cosworth V8	1. 01.48	1. 00.31	1. 00.55	1. 00.00
3	J. Scheckter	Tyrrell 007/1-Cosworth V8	1. 00.76	1. 00.04	59.32	59.68
4	P. Depailler	Tyrrell 007/2-Cosworth V8	59.43	—	—	—
5	E. Fittipaldi	McLaren M23/5-Cosworth V8	**59.20**	59.41	59.56	59.78
6	D. Hulme	McLaren M23/6-Cosworth V8	1. 01.58	1. 00.08	59.54	1. 00.22
7	C. Reutemann	Brabham BT44/1-Cosworth V8	59.93	59.84	59.80	59.36
8	R. von Opel	Brabham BT44/2-Cosworth V8	1. 02.27	1. 02.18	1. 01.79	1. 02.34
9	H-J. Stuck	March 741/1-2-Cosworth V8	1. 04.05	1. 04.64	1. 02.16	1. 01.99
10	V. Brambilla	March 741/2-2-Cosworth V8	1. 00.95	1. 00.26	1. 00.49	—
11	G. Regazzoni	Ferrari 312B3/014—flat-12	1. 01.19	59.77	59.48	59.13
12	N. Lauda	Ferrari 312B3/012—flat-12	1. 00.00	**58.91**	**58.79**	59.10
14	J-P. Beltoise	BRM P201/02—V12	1. 00.67	1. 01.25	1. 00.78	1. 00.36
15	H. Pescarolo	BRM P201/01—V12	—	1. 13.84	1. 00.67	1. 00.80
16	T. Pryce	Shadow DN3/3A-Cosworth V8	1. 00.65	1. 00.58	59.11	59.91
17	J-P. Jarier	Shadow DN3/2A-Cosworth V8	1. 00.40	59.72	59.59	59.83
18	J. Dohlem	Surtees TS16/05-Cosworth V8	—	1. 01.70	1. 02.31	1. 02.15
19	J. Mass	Surtees TS16/02-Cosworth V8	1. 01.65	1. 02.14	1. 00.48	1. 00.71
20	A. Merzario	Williams IR/04-Cosworth V8	1. 00.34	1. 00.68	1. 00.52	1. 00.16
21	J-P. Jabouille	Williams IR/03-Cosworth V8	1. 01.52	1. 02.93	1. 02.28	1. 02.04
22	V. Schuppan	Ensign MN02-Cosworth V8	1. 02.82	—	1. 01.90	1. 01.24
23	L. Kinnunen	Surtees TS16/01-Cosworth V8	1. 03.63	—	1. 04.56	1. 03.15
24	J. Hunt	Hesketh 308/2-Cosworth V8	1. 00.29	59.51	59.90	59.95
26	G. Hill	Lola T370/HU2-Cosworth V8	1. 02.15	—	1. 00.73	1. 00.83
27	G. Edwards	Lola T370/HU1-Cosworth V8	1. 01.72	1. 01.57	1. 00.80	1. 00.68
28	J. Watson	Brabham BT42/2-Cosworth V8	1. 01.08	1. 01.34	1. 01.03	1. 00.02
33	M. Hailwood	McLaren M23/7-Cosworth V8	1. 01.30	1. 00.02	1. 01.66	59.59
34	C. Pace	Brabham BT42/3-Cosworth V8	1. 01.35	1. 01.76	1. 02.33	1. 01.62
37	F. Migault	BRM P160/10-Cosworth V8	1. 01.01	1. 00.86	1. 11.82	1. 01.79
42	J. Lafitte	Token-Cosworth V8	—	—	—	—
43	G. Larrousse	Brabham BT42/6-Cosworth V8	1. 05.27	1. 03.68	1. 03.27	—
1T	R. Peterson	Lotus 76 JPS/10-Cosworth V8	—	—	1. 00.57	—
4T	P. Depailler	Tyrrell 006/2-Cosworth V8	—	1. 00.96	1. 01.43	1. 01.09
5T	E. Fittipaldi	McLaren M23/4-Cosworth V8	—	1. 01.72	1. 00.17	—
6T	D. Hulme	McLaren M23/4-Cosworth V8	1. 02.30	—	—	—
7T	C. Reutemann	Brabham BT44/3-Cosworth V8	—	—	1. 00.40	1. 00.73
9T	H-J. Stuck	March 741/2-2-Cosworth V8	—	1. 01.60	—	—
11T	G. Regazzoni	Ferrari 312B3/011—flat-12	1. 00.46	—	—	1. 00.14
17T	J-P. Jarier	Shadow DN3/4A-Cosworth V8	—	—	no time	—
24T	J. Hunt	Hesketh 308/1-Cosworth V8	—	1. 00.80	—	—
26T	G. Hill	Lotus T370/HU3-Cosworth V8	—	1. 01.50	—	1. 03.44
33T	M. Hailwood	McLaren M23/1-Cosworth V8	1. 05.10	1. 02.48	59.22	59.74

STARTING GRID

1 R. Peterson (*Lotus-Cosworth V8*) 72/R8 59.08 sec.	12 N. Lauda (*Ferrari flat-12*) 312B3/012 58.79 sec.
11 G. Regazzoni (*Ferrari flat-12*) 312B3/014 59.13 sec.	16 T. Pryce (*Shadow-Cosworth V8*) DN3/3A 59.11 sec.
33 M. Hailwood (*McLaren-Cosworth V8*) M23/7 59.22 sec.	5 E. Fittipaldi (*McLaren-Cosworth V8*) M23/5 59.20 sec.
7 C. Reutemann (*Brabham-Cosworth V8*) BT44/1 59.36 sec.	3 J. Scheckter (*Tyrrell-Cosworth V8*) 007/1 59.32 sec.
24 J. Hunt (*Hesketh-Cosworth V8*) 308/2 59.51 sec.	4 P. Depailler (*Tyrrell-Cosworth V8*) 006/2 59.43 sec.
17 J-P. Jarier (*Shadow-Cosworth V8*) DN3/2A 59.59 sec.	6 D. Hulme (*McLaren-Cosworth V8*) M23/6 59.54 sec.
28 J. Watson (*Brabham-Cosworth V8*) BT42/2 1 min. 00.02 sec.	2 J. Ickx (*Lotus-Cosworth V8*) 72/R5 1 min. 00.00 sec.
10 V. Brambilla (*March-Cosworth V8*) 741/1-2 1 min. 00.26 sec.	20 A. Merzario (*Williams-Cosworth V8*) IR/04 1 min. 00.16 sec.
19 J. Mass (*Surtees-Cosworth V8*) TS16/02 1 min. 00.48 sec.	14 J-P. Beltoise (*BRM V12*) P201/02 1 min. 00.36 sec.
27 G. Edwards (*Lola-Cosworth V8*) T370/HU1 1 min. 00.68 sec.	15 H. Pescarolo (*BRM V12*) P201/01 1 min. 00.67 sec.
37 F. Migault (*BRM V12*) P160/10 1 min. 00.86 sec.	26 G. Hill (*Lola-Cosworth V8*) T370/HU2 1 min. 00.73 sec.

Not Qualified :

22 V. Schuppan (Ensign MN02-Cosworth V8) 1 min. 01.24 sec.
34 C. Pace (Brabham BT42/3-Cosworth V8) 1 min. 01.35 sec.
21 J-P. Jabouille (Williams IR/03-Cosworth V8) 1 min. 01.52 sec.
9T H-J. Stuck (March 741/2-2-Cosworth V8) 1 min. 01.60 sec.
18 J. Dohlem (Surtees TS16/05-Cosworth V8) 1 min. 01.70 sec.
8 R. von Opel (Brabham BT44/2-Cosworth V8) 1 min. 01.79 sec.
23 L. Kinnunen (Surtees TS16/01-Cosworth V8) 1 min. 03.15 sec.
43 G. Larrousse (Brabham BT42/6-Cosworth V8) 1 min. 03.27 sec.

N.B.—1974 rules allow a driver to change cars between practice and race and to take the grid position of the qualifying car. Hence Depailler took the place with Tyrrell 006/2 that he had established with Tyrrell 007/2. Other apparent misnomers in the tables are due to this rule.

had put in 50 laps, Depailler did not come round. He had got off line in Tyrrell 007/2, and was holding it in a full-lock slide with the power hard on, trying to stop it spinning, when the rear wheels suddenly found grip and shot the car across the track and into the Armco, wrecking the right front corner and creasing the monocoque. The stocky little Frenchman said in all honesty that had he let it spin off into the gravel there would have been no damage done, but he tried to bring it straight with the power, which proved to be an expensive mistake. The result was that Tom Wheatcroft's Museum piece was unloaded from the trailer and made ready for the afternoon practice, as 007/2 was beyond immediate repair. It had been estimated that everyone would be lapping in under a minute, with the faster drivers down around 55 or 56 sec., but it was not to be so, only Fittipaldi and Depailler breaking the minute in the first session. The excellent weather continued during the afternoon and as everyone got into the swing of things more drivers joined the "under 1 minute" clan, but there were no signs of the 55-sec. laps that had been talked about. Depailler went out in the spare Tyrrell car, but it was nothing like as quick as the one he crashed, and he was unable to break the 1-min. barrier, and his team-mate Scheckter was taking a long time to get into the rhythm of sub-one-minute laps, even after more than 80 laps of practice. Fittipaldi was still going well, and briefly tried the experimental McLaren rear aerofoil that is mounted extremely low, below the normal height, so that it can take advantage of exceeding the 1-metre rearwards limit from the axle centre line, but it did not seem to offer much advantage. Stuck came walking back to the pits, having left his March out on the circuit with gearbox trouble, and he then went out in Brambilla's car. Though he was quicker than in his own car, he was not among the top runners, and was not even as quick as his swarthy Italian team-mate, the fire seeming to have gone out of the young German's driving after crashing so spectacularly at Monaco and then having another accident at Zandvoort. The new BRM engine was not performing well at the top end of the rev-range so preparations were made to replace it with a normal unit, and Pescarolo just managed to get in two timed laps when his modified P201 eventually arrived. Due to the wrangles of the Formula One Constructors Association and their "closed shop" methods, Schuppan was prevented from practising the Ensign and Kinnunen his Finnish-sponsored Surtees. There were now seven drivers in the "under 60 second" club, these being Lauda, who was fastest with 58.91 sec., Peterson, Fittipaldi, Reutemann, Regazzoni, Jarier and Hunt, though the results sheets looked a bit like a British Hill Climb, and not like the oldest Grand Prix in history.

On Saturday morning the lovely blue sky had disappeared and everything was grey and overcast, though it was still warm. In fact it was about ideal for fast times and when it all started up again in the morning session, Reutemann was trying the 10-in. diameter wheels on his Brabham, Peterson was having a brief go in the Lotus 76, while Ickx was waiting for his car to be finished off. It was not long before a cloud of smoke heralded the end of Merzario's practice as his engine blew up and he coasted to rest opposite the pits. It was proving an expensive trip for Frank Williams, as Jabouille's engine had broken the day before. Then another cloud of smoke saw Migault returning to the pits with oil everywhere except in the engine, and there was a pause in practice while Merzario's car was collected. The politics had been settled and Schuppan and Kinnunen continued to practice, though neither driver showed much hope of getting into the select 22 runners who were going to qualify. The material destruction continued when Brambilla had a wheel break up on his March and the whole car was wrecked beyond immediate repair, he escaping unhurt from what was a pretty lurid accident. The wheel which failed was of a new type of construction, so someone was due to go back to the drawing board of the inspection department. There was another pause in the practice while the wrecked March was towed in, and then away they all went again. Lauda was staying in a class of his own, if driving at Dijon can be called class, in that he was the only one in the 58-sec. bracket, and before the Saturday morning session finished Tom Pryce stirred things up by consistently taking a short cut across one of the corners on the back part of the circuit, and confounded everybody by making second fastest practice time, in 59.11 sec. There were now eleven drivers in the "under 60" club, Pryce, Hailwood, Scheckter, Hulme and Jarier joining the exclusive set.

As the afternoon session was beginning a gentle shower of rain descended from the grey sky and there was a marked absence of activity, for it was obviously not going to last long and there wasn't much to be learned on the wet track. Sure enough it soon dried up and everyone started on their final fling, either to get higher up the grid, or merely to get on the grid. A one-minute lap was going to ensure a starting position, but anything over one minute and one second was going to be too slow. Regazzoni spun off on the long fast right-hand bend leading onto the finishing straight, and got all tangled up in the wire catch fences, and there was a break in practice while the Ferrari was towed back to the pits. The damage was very superficial and the car was soon ready to continue practice. Peterson was fastest in this final session, ousting Pryce from the front row of the grid, but not beating Lauda's best time, so the Ferrari was on pole position with the Lotus 72 alongside. Last of the lucky 22 was Migault with the third BRM, just behind Graham Hill and everyone on the grid had lapped in under 1 min. 1 sec., Lauda's fastest being 58.79 sec. and Migault's 60.86 sec. Those who got left out were Schuppan (Ensign), Pace (Brabham), Stuck (March), Dohlem (Surtees), von Opel (Brabham), Kinnunen (Surtees) and Larrousse (Brabham), and Jabouille (Williams).

Sunday was bright and sunny and in the half-hour test session first thing in the morning Brambilla tried Stuck's March, as his own was not repairable, and he went a lot quicker than the German had gone, so was all set to take his place on the grid with 741/1-2. The start was scheduled for mid-day, and before that there was a nostalgic parade of old Grand Prix cars driven by old Grand Prix drivers, and once they had all returned to their own paddock the Formula One cars went off on a warm-up lap and then lined up two-by-two on the dummy grid. All 22 cars moved forward to the starting grid and were kept there far too long, so that Pescarolo and Mass were beginning to have trouble holding their cars against the clutch. One or two engines were beginning to get a bit warm and Pryce was eyeing his temperature gauge anxiously when the starting signal was given, so got caught on the wrong foot and made a hesitant start. While Lauda and Peterson raced for the first corner there was a bit of a shambles behind them, for Reutemann's Brabham, while dodging about in the pack, hit the side of Pryce's Shadow which was deflected across the track right into the path of Hunt's car, the Hesketh and the Shadow colliding for the second time in two races. The incident caused Jarier to virtually come to a stop and also Hulme was put off his stroke, so as the

field covered the opening lap a lot of it was not in the order expected. Lauda beat Peterson to the first corner and was well ahead at the end of the opening lap, so that it looked as though it was all over as a race. However, Peterson had different ideas and had his sights firmly fixed on the fleeing Austrian, while Regazzoni was in third place, followed by Hailwood, Scheckter, Ickx, Fittipaldi, Depailler, Watson, Beltoise, Merzario, Brambilla, Hulme, Edwards, Hill and Jarier, Migault already being on his own at the back. Mass lasted only four laps before retiring with a burnt-out clutch, and after the dust had subsided a bit Pescarolo could be seen walking back to the pits having parked his BRM before the end of the first lap, also with a burnt-out clutch. Reutemann got round to the pits, after his starting line accident, and though the car was sorted out a bit, it was not right and he finally gave up after lapping at the tail of the field. Hunt and Pryce were out as a result of the starting line incident, so with the race barely started the field of 22 cars was reduced to 18. The two Ferraris, with the lone Lotus between them, were pulling away from the rest of the runners, and Hailwood was gradually elbowed back from fourth place to sixth place as his McLaren felt unsteady with its shock-absorbers not functioning properly.

Surprisingly, in view of the closeness of the practice times, the field soon separated into small groups and the expected jostling bunch in mid-field did not materialise. By 10 laps Lauda and Peterson had pulled away from Regazzoni, who in turn was well away from Scheckter and Fittipaldi; then came Hailwood, Ickx and Depailler, and a little while later Watson, Beltoise, Hulme, Merzario and Edwards, with Brambilla, Hill and Jarier bringing up the rear, Migault seemingly in another race altogether. Hulme was carefully picking his way through the slower cars at the back, taking a long while to get past Beltoise, while nearer the front Fittipaldi in the other Texaco-Marlboro McLaren was wishing he could find a way by Scheckter's Tyrrell. At the front of the procession, Peterson was closing relentlessly on Lauda's Ferrari and on lap 17 the Lotus swept by into the lead with no fuss or bother, and steadily pulled away. From then until the end of the 80 laps Peterson could do no wrong, the car running perfectly and handling perfectly, even as the fuel load diminished and the tyres wore, so that there was nothing that Lauda could do but try and keep the black and gold car in sight. His vain hope that something would break on the Lotus was of no avail, nor was the hope that Peterson would get baulked by a slower car when lapping the back-markers. The Swede went by the slower cars as if they were not there, and in fact, it was Lauda who got slightly delayed on occasions. Regazzoni was in a solid third place, but losing ground to the leader and his team-mate, and behind him Fittipaldi had got by Scheckter, in fourth place, the young Tyrrell driver hanging on to the Brazilian. Hulme was up into 9th place and was closing on Depailler and Watson's efforts to stay ahead of Beltoise were confounded when his Cosworth engine went flat in its ignition department.

By half distance complete monotony had set in for Fittipaldi had dropped out with engine trouble, Watson had been forced to stop at the pits, and both Lolas had been in to change tyres that were giving trouble. Peterson was steadily lapping everyone, and Lauda was doing his best to follow him through the traffic. With Fittipaldi gone, Scheckter had resumed fourth place, and Hulme had got by Hailwood and Depailler and was firmly in sixth place behind a rather uninspired Ickx. Nothing changed before the end of the race, though Scheckter closed up on Regazzoni and made one or two half-hearted attempts to get by at the end of the main straight; at least, Regazzoni considered them to be half-hearted, and he had no intention of moving over and giving third place to the Tyrrell.

Once again Peterson restored the faith in Team Lotus, having driven in his usual hard and determined manner and as everyone wound down after the merry-go-round and realised it was all finished in just over 1 hr. 21 min., it was hard to believe the French Grand Prix had just taken place.—D.S.J.

Results :

7th GRAND PRIX OF FRANCE—Formula One—80 laps—Dijon-Prenois
3.289 kilometres per lap—263.12 kilometres—Very warm

1st :	R. Peterson (Lotus 72/R8)	1 hr. 21 min. 55.02 sec.—192.721 k.p.h.
2nd:	N. Lauda (Ferrari 312B3/012)	1 hr. 22 min. 15.38 sec.
3rd :	G. Regazzoni (Ferrari 312B3/014)	1 hr. 22 min. 22.86 sec.
4th :	J. Scheckter (Tyrrell 007/1)	1 hr. 22 min. 23.13 sec.
5th :	J. Ickx (Lotus 72/R5)	1 hr. 22 min. 32.56 sec.
6th :	D. Hulme (McLaren M23/6)	1 hr. 22 min. 33.16 sec.
7th :	M. Hailwood (McLaren M23/7)	1 lap behind
8th :	P. Depailler (Tyrrell 006/2)	1 lap behind
9th :	A. Merzario (Williams IR/04)	1 lap behind
10th :	J-P. Beltoise (BRM P201/02)	1 lap behind
11th :	V. Brambilla (March 741/1-2)	1 lap behind
12th :	J-P. Jarier (Shadow DN3/2A)	1 lap behind
13th :	G. Hill (Lola T370/HU2)	2 laps behind
14th :	F. Migault (BRM P160/10)	2 laps behind
15th :	G. Edwards (Lola T370/HU1)	3 laps behind
16th :	J. Watson (Brabham BT42/2)	4 laps behind

Fastest Lap : J. Scheckter (Tyrrell 007/1) on lap 10, in 1 min. 00.00 sec.—197.340 k.p.h.

Retirements : J. Hunt (Hesketh 308/2), accident, on lap 1; T. Pryce (Shadow DN3/3A), accident, on lap 1; H. Pescarolo (BRM P201/01), clutch failure, on lap 1; J. Mass (Surtees TS16/02-3), clutch failure, on lap 4; C. Reutemann (Brabham BT44/1), suspension damage, on lap 24; E. Fittipaldi (McLaren M23/5), engine broken, on lap 27.

22 *starters* — 16 *finishers.*

Reflections in the Bourgogne

MY REFLECTIONS on the French Grand Prix actually began in the Department of the Marne, when I made a detour on the way to Dijon to re-visit the circuit of Reims-Gueux. It was here that some of the epics in the history of the French Grand Prix were enacted, and as I wandered round the desolate and crumbling pit area I shed a few silent tears for the long-gone days of motor racing in the Grand Manner. In the glorious days of the French Grand Prix at Reims, it always seemed so much more than just another motor race, it was a great occasion and the sun was always burning down on the plains of the Champagne country and everything started happening on Wednesday afternoon, mounting to a climax by Sunday afternoon when the Grand Prix took place. Everyone stayed in Reims itself, the racing cars were cared for in various garages in the town, and the whole scene centred around the main street of the town. The circuit was very fast, calling for more skill than bravery to take the long bend after the pits flat out, while sheer speed was all important down the hill to Thillois, with brakes being at a premium before the hairpin. In those far-off days drivers used to race side-by-side and wheel-to-wheel as they went between the pits and the grandstands absolutely flat-out; nowadays, they would be running in Indian-file, nose-to-tail. Anyone who saw the 158 Alfa Romeos there in 1950/51 will not forget the sound of that highly supercharged 400 horsepower 1½-litre engine as Farina or Fangio went down the main Soissons to Reims road, nor will anyone ever forget the wheel-to-wheel battle between Fangio and Mike Hawthorn in 1953, while any British enthusiast who saw Harry Schell in the Vanwall in 1956 demonstrating that at last we had a real Grand Prix car from Britain in our midst, must cherish the day.

The French Grand Prix at Reims was always a great occasion, but today the circuit lies abandoned, the pits, the grandstands, the paddock installations, the time-keepers' house, the floodlights for the night racing in the 12-hour sports car events, are all still there. Hooligans exist in France like in any other country, and most of the glass windows have been broken, while grass and weeds have grown up where once people sat and had a Champagne lunch opposite the pits, and the pits themselves have doors hanging off and Mother Nature spreading her greenery through the cracks in the concrete. The famous semi-circular bridge over the road, built in the form of the section of a Dunlop tyre, is still there, faded and forlorn, as is the big scoreboard and observation post at the Muizon hairpin where the back leg of the circuit joins the main N31. It was all very sad and as I wended my way along the Route de Champagne, towards Epernay, and on south to Dijon, to the new safety-circuit at Prenois, swathed in Armco barriers and wire-netting I found it hard to believe that I was going to the French Grand Prix of 1974. On the way I passed near Chateau-Thierry, where a famous hill-climb used to be held in the pioneer days of motor racing and I thought that no doubt when the last one was held some enthusiastic journalist shed a silent tear for the loss, and looked askance at the new era of sport that was beginning, that led to the Grand Prix races held at Reims. No doubt he wrote that the atmosphere at Reims in 1928 was not like it used to be a few kilometres away at Chateau-Thierry, in the "good old days".

If it is true that civilisation has progressed in such a way that we can no longer race on the public roads and must build ourselves steel and wire-netting autodromes, then one has to accept the fact, and be grateful for having seen true road-racing such as took place at Reims. What worries me is that in years to come when civilisation progresses ever further and legislation forbids anyone to risk their life at anything, there will be enthusiasts looking at racing cars in museums and recalling with tears in their eyes those

glorious days of the nineteen-seventies when great names like Peterson, Fittipaldi, and Lauda were allowed to race the cars on the exciting Autodromes of Nivelles, Dijon-Prenois, Paul Ricard and Anderstorp. The French Grand Prix, as we in Britain call it, has had a muddled history, for it all started in 1906 at Le Mans when the French ran the first true Formula race. It was called the Grand Prix of the Automobile Club of France and when other countries joined in with their Grand Prix events, in Italy, Germany, Belgium and Spain, they were simply called the Grand Prix of that country. The French continued to stick to their grandiose title of the Grand Prix de l'ACF until the old-guard were overthrown by the new French in the bloodless revolution in 1967/68, when the FFSA took over. In 1968 the first Grand Prix of France was held, at Rouen, which confused many people, but the Grand Prix de l'ACF was dead and had been buried on the Bugatti circuit at Le Mans in 1967. Since that time the French Grand Prix, as it is called in English, has led a nomadic life changing from one circuit to another as internal intrigue and business affairs have dictated its fate. Today it has no spiritual home, flitting from Rouen to Clermont-Ferrand, to Paul Ricard and now to Dijon-Prenois. Anyone or anything without a home cannot hope to have any status and thus it is with the French Grand Prix, once the pinnacle of Grand Prix racing. Nowadays people ask "Where is the French Grand Prix being held?" When the answer is Dijon-Prenois it is not surprising that the reaction is "Where?".

When this year's race was finished there were those who were heard to say "Was that really the French Grand Prix?". It had lasted exactly 1 hr. 21 min. 55.02 sec. and the fastest lap recorded was exactly 1 min. A great occasion? Not really, but it was a nice, clean, tidy little Formula One race, everyone had justified themselves, more or less, some had actually been seen Grand Prix racing, others had been seen to be at a Grand Prix race, the organisation had filled its coffers from the pockets of the 50,000 spectators and had paid the performers their agreed sum, and some of the performers had earned a bit of bonus. The circus folded its tents, packed its transporters and moved on to the next arena and everyone was happy and contented, sure in the knowledge that they have got a thriving business going and running pretty smoothly, with well-paid jobs for everyone and not too much unemployment. At least, I think they are all happy and contented. As a mere reporter on the scene, to try and record the happenings, it is not for me to be happy or sad, or so I am told by some. My sadness comes later when I think of the people beginning their interest for motor racing today, for I wonder if they have much to look forward to. But that's what people were muttering in their beards when I first got interested in it all.

As a Formula One race the 7th Grand Prix of France was not bad, the result was satisfying for Lotus and Peterson fans, Ferrari was beaten, but not soundly thrashed, and second and third was no disgrace. If Lauda is to be believed Peterson only won because the Ferrari developed a "vibration in the front end" which prevented its driver from doing any heroics and forced him to drive with prudence rather than *brio*. It recalls a story of the days when the rear-engined car was in its infancy in Grand Prix days (the third time round, that is) and the driver of a Cooper-Climax stopped at his pit and said to his mechanic "There is a vibration in the back of the car". As he was always moaning about something or other, and the mechanic was getting a bit tired of it, his reply was "Yes, you are right, it's the engine". There was no possibility of the engine being the vibration in the front of Lauda's Ferrari, so there was no simple answer, and anyway, he did not stop at the pits to tell anyone, but finished a worthy second, trying hard enough to keep up with Peterson to ensure that he was out of sight of Regazzoni all the time, who finished in third place.

Because Lotus have not been setting the pace all this season, as was expected, there are those who consider Team Lotus to be all washed up. At the end of practice I was forced to point out to one of these Team Lotus knockers that Peterson had his Lotus 72 on the front row of the grid, alongside Lauda's Ferrari and in front of 20 other competitors, many of whom, far from being "washed up", had never even looked like getting into the "washing up" bowl. There is something about Peterson and the Lotus 72 that made me think about the mental attitude of him and Lauda on the front row. I felt that Lauda was thinking "I must beat Peterson into the first corner", while Peterson was thinking "I must make a good start, because Lauda is going to try and beat me into the first corner". During the opening laps I again sensed their thoughts, and these were Lauda thinking "My God, he's gaining on me", while Peterson's were "Another two laps and I've got him". Somehow the combination of car and driver seem to exude an overall personality and thought process. Although there were twenty more combinations in the race, or on the grid at least, no thought-processes were forthcoming, apart from the odd "I would rather like to get by that chap in front, if he will let me".

Of the Formula Ford fracas on the starting line the less said the better, but at least Tom Pryce knows now that it's the flag you watch, during the final few seconds, not the gauges. This time Hunt clobbered Pryce through no fault of his own, and it was only fair that Reutemann should have a miserable race, after starting the chain-reaction by bumping into Pryce's Shadow. Up to now the Hesketh team have not been doing too well and certainly not as well as many of their supporters suggested at the beginning of the season. Last year when Lord Hesketh appeared in Formula One racing there were those who thought the whole thing was just a big extravagant joke. It looks as though they may have been right.

The Dijon-Prenois circuit is a deceptive little place, for the lap times for the fast drivers were well under 60 sec., so that one got the impression of the circuit being something like a kart track, but in fact it is very nearly 3.3 kilometres to the lap (just over two miles). The average speed for the fastest lap was virtually 125 m.p.h., which was really quite impressive, bearing in mind the winding nature of the back leg, which not only twists but goes up and down as well; in fact, the starting grid was about the only part of the circuit on which you could stand a car and not have it roll away, either forwards or backwards. Almost all the corners are either over blind brows, descending, or climbing into a blind horizon, so the drivers were kept on their toes, but there is so little of the circuit that it was not very demanding to learn, according to some of the fastest drivers. With 80 laps to cover in the race, and a lap time around 1 min. it was not difficult to see how long the race was going to last, and with not too much to learn in the way of circuit, it was surprising that nearly six and a half hours of practice were provided, and most drivers were out the whole time. The record, and it must surely be a record, for the greatest number of practice laps went to Graham Hill who covered 193 all told, while his Embassy-Lola team-mate Edwards did not do badly with 169. Scheckter was well in the running with a total of 178, closely followed by Peterson with 173. Any number of drivers covered more than twice the race distance, while some of those who had trouble even managed more than 130 laps. If there had not been a shower of rain during the Saturday afternoon practice session, undoubtedly Graham Hill would have topped the 200-lap mark, which really would have been a record. One can only presume that he was learning all the time, though exactly what he was learning is another matter. During the short shower of rain everyone ran for cover and the sounds of practice stopped, only to be broken shortly afterwards by the sounds of a Cosworth-powered car circulating. Having gone round the back of the pits with a colleague, saying "No one is going to go out in the rain", we were rather put out by the sound of the lone car going round. Before returning to find out who the hero was, we made a quick mental list of those who we knew for sure it would not be, and heading the list was Denny Hulme. Imagine our consternation when we got to the front of the pits to see Texaco-Marlboro McLaren number 6 go by on the wet track, driven by Hulme. The McLaren mechanics grinned and said "Glad you've appeared, he said he'd go out specially for you". Hulme may be called the Grizzly Bear with some justification, but at times a sense of humour twinkles through his shaggy coat. Each year, among the regular International Press members, awards are presented for the sweetest driver and team (the Orange Prize) and for the sourest driver and team (the Lemon Prize) and Hulme has won the latter twice in a row. When he collected his award at Zandvoort he grinned and asked whether he could keep it permanently if he won it three times in a row! His counterpart in 1973 was Team Tyrrell and quite by co-incidence 1974 has seen the Elf-sponsored team adopting an entirely new approach in the paddock. They now have a regular "spokesman" who actually tells the truth about what is going on, and they have a "hospitality unit" which dispenses free food and drinks to free-loading journalists. The previous tight-lipped, frosty-faced atmosphere surrounding Tyrrell and his team has partially disappeared this season, and it is not because they won the Lemon Prize. As

someone pointed out Jackie Stewart was a self-energising publicity machine apart from being number one driver. He had a natural ability to attract publicity, he was the team's spokesman, their PRO, their advertising man and general tub-thumper. With his retirement from the scene the Elf Team Tyrrell needed to set in motion a substitute mechanism if they were not to fade into the background until they start winning again.

As usual the politics of the Constructors' Association were well to the fore, led by Max Mosley of March Engineering and Bernie Ecclestone of Brabham, and at one point they were getting all hot and bothered about the number of cars being allowed to practise, even though the CSI had ruled that everyone and anyone could try and qualify for the 22 places on the starting grid. The Constructors were objecting to Vern Schuppan practising with the Ensign, and Kinnunen with his private Surtees and threatened to withdraw all their union members if these two were allowed to continue. Nobody explained very clearly what actually happened, but on Saturday both Schuppan and Kinnunen practised and nobody was seen to withdraw and go home and there was a certain amount of foot-shuffling and mouth-twitching in certain parts of the paddock. The Constructors' Association want to keep everything to themselves and their members, and when asked how one becomes a member they say blandly "you must compete in 80% of the Championship races". When someone like Morris Nunn points out that if he is not allowed to enter his Ensign, how he is going to be able to take part in 80% of the races, he is told that when he is in the Formula One Constructors' Association he will be assured of entries. And there are people who do not even smile when they say that.

In previous years the Grand Prix Drivers' Association has been well to the fore in demanding this and that, but this year have been overshadowed by the Construction Union. One of the things that the GPDA used to go on about was their large mobile hospital, mounted on a big articulated transporter, that used to travel from race to race in case any of the members had an accident. More often than not it was surplus to requirements, for the organisers' medical facilities were more than adequate, but nevertheless it was always there in the paddock. At times, listening to some of the GPDA members, one got the impression that they would not race unless their medical unit was present. This year half the season has gone by with not a sign of the mobile hospital anywhere near a circuit, yet no-one has complained and indeed no-one seems to have noticed. Perhaps the wranglings of the Constructors have taken the drivers' minds off the possibility of having an accident, but it is indeed strange. Presumably all the circuits used so far this season are completely safe.

D.S.J.

European Letter

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

Dear W. B.,

After motoring about on the highly efficient German and Belgian motorways and eating at the clinical and rather plastic motorway food stops, it was rather pleasant to return to France where you don't have to use the Autoroutes, leaving them to those people who are in a hurry. Meandering across France on what I call "yellow" roads is a very nice pastime and only adds about 30% to the time needed for a journey. Small back roads abound throughout France and providing you have a good sense of direction, and a car with good suspension, they present no problems, except that on some of them petrol stations are few and far between. At one time you could still see early vintage cars in use in the French rural areas, but gradually they were replaced by 2cv Citroëns, and the last dying gasps of a Donnet or a Hotchkiss were in the shape of a farm truck or garage breakdown, but even they have now disappeared. To even see a black "Traction Avant" saloon Citroën is now quite a rarity, though you do come across early French light cars being kept by garages as curios or investments in the hope that an American or English collector may pass by. Many of the old Renaults and Citroëns were virtually driven into the ground, and certainly into the hedgerows on the farms, and you can still see the remains, but there is never anything worthwhile or even saveable. No doubt some of our more imaginative old-car dealers would drag these old wrecks out of the hedge and advertise them for sale at a phenomenal price as being "ripe for restoration".

Before the mini-Grand Prix of France took place the European part of Goodyear had a small party, principally for the fitters and engineers who do all the work in the paddock, to celebrate the fact that twenty-five World Championship Grand Prix races in a row had been won on Goodyear tyres. When you have all the ace drivers and all the top teams on your tyres it is not surprising that you win all the races, but all credit to the Goodyear racing department, for when they took over Lotus and Ferrari in addition to those they were already looking after, some people felt they were taking on rather a lot, but they coped admirably and have kept all their customers happy and in race-winning form. During the course of the evening I was chatting with Regazzoni and the subject of languages came up, his natural language being Italian, coming as he does from the Ticino Province of Switzerland, which is the nice part south of the Alps. His home town is Lugano and when he said "you must have learnt to speak Italian in Lugano" I was a bit surprised and asked him why he should say that. Smiling rather sheepishly into his thick moustache he explained that when he was ten years old he had seen me racing motorcycles in Lugano, passengering on the winning sidecar outfit with Eric Oliver. That was in 1949 and little Regazzoni had climbed up on a wall with some other kids, to watch the motorcycle racing. In those days we also raced at Locarno, but that was too far for the small boys to travel, he explained, yet it was just round a small mountain on the next lake. Oddly enough, that same year on the northern side of the Alps, at Berne another small Swiss lad was seeing his first motor and motorcycle race, and that was poor old Joseph Siffert, and we won that sidecar race as well.

I find it very fascinating to learn about people's background, especially racing drivers, and at another little gathering at Dijon I was intrigued to hear Phil Hill, the 1961 World Champion, and Bernard Cahier the European Goodyear PR man, reminiscing on their youthful days in California when they were salesmen for Roger Barlow Motors Inc., selling European cars on a commission basis. Phil Hill said he was a "damn poor salesman" and Bernard, speaking broken English with a lovely French accent, could sell anything and sold an MG to almost every housewife on the West Coast. His pronunciation of MG-TC or MG-TD was enough to make the most hardened American woman swoon. "You wan' a Ticcy or Tiddy" was his line of patter, that never failed to win a sale, while poor Phil Hill just polished the cars, hoping someone would come and buy one, and muttering to himself "Damn Frog". The reason that Phil Hill was in Dijon was the doing of the Marlboro firm of Philip Morris, for he was one of many old Grand Prix drivers who were gathered for a glorious re-union. The Automobile Club of France was celebrating its 80th birthday and among the many things that were laid on for the week preceding the French Grand Prix, was a re-union of cars and people linked with the French Grand Prix races of the past. Marlboro were looking for something to organise that was different to their usual publicity stunts, and gave full support to this re-union idea setting Baron de Graffenried onto the job of rounding everyone up from all parts of the world and getting together one of the biggest assemblies of historic Grand Prix cars ever seen. For more than a year de Graffenried and the Marlboro organisation in Switzerland have been working away and the result was memorable. There were Grand Prix cars right through the ages, from 1907 to 1967 and a very great number of old drivers, many of whom had actually won a French Grand Prix, such as Louis Chiron, Phillipe Etancelin, H. P. Muller, Manfred von Brauchitsch, from pre-war times and Tony Brooks from recent years. In addition there were numerous drivers who had driven in the French Grand Prix at some time or other, like Taruffi, Lang, Villoresi, B. Bira, Manzon, Gendebien, Phil Hill, Moss, Herrmann, Trintignant, and Sanesi. Many of the old mechanics had been ferreted out, like Robert Aumaitre the chief mechanic of the Gordini team, Guerrino Bertocchi of Maserati, Sala and Zenardi from the Alfa Romeo team, Guilio Ramponi from the early Alfa Romeo days, most of the Mercedes-Benz mechanics and the Porsche mechanics who were with Dan Gurney the day he won the French Grand Prix at Rouen. There were also team-managers from the past like Guidotti of Alfa-Romeo, Ugolini of Ferrari and Maserati, and of course, the legendary Neubauer, and they had with them some of the designers and engineers of the day, like Colombo and von Eberhorst. It was a truly remarkable gathering, all due to the efforts of de Graffenried and Marlboro and even if a lot of the spectators did not know or care what it was all about, those concerned had a splendid time. Many of the Grand Prix cars were in full working order and where possible an appropriate driver took part in a two-lap parade. The sight of the 159 Alfa Romeo being started

on the handle was quite something to modern eyes, and the sound from that beautiful highly-supercharged 1½-litre straight-eight was as exciting as when it last raced, in 1951. The 1939 Mercedes-Benz V12 with two-stage supercharging made exactly the noise one would expect, and von Brauchitsch went through the start area at well over the ton on his parade lap, followed shortly afterwards by Hermann Lang going even faster in a 1954 streamlined W196. Prince Bira was not hanging about in a 2-litre Gordini, but others were more sedate. As Jack Brabham could not be there Moss deputised for him by driving a typical Brabham Cooper-Climax, and Hulme drove a later Brabham-Repco V8 as a stand-in for his old Guvnor. It was a very pleasant garden-party and the only notable omissions were a Lotus and a 250F Maserati, and to everyone's regret Fangio could not make it from the Argentine.

This idea of a re-union of a particular race is one that might well catch on in future years, and the Italian Grand Prix and the German Grand Prix are two that would be worthwhile. Apart from the pleasure that the Marlboro organised party gave those involved, it presented a remarkable visible development story of the Grand Prix car the logical progression to the cars of today being easy to see, highspots being the 1927 straight-eight Delage, the 1932 "monoposto" Alfa Romeo, the 1939 Mercedes-Benz V12, the 1951 Alfa Romeo Tipo 159, the 1954 Mercedes-Benz W196 streamliner, the 1960 Cooper-Climax and the 1967 Brabham-Repco, the last being sire to the Formula One cars of today. Among the static exhibits were a D50 Lancia and a 1939 Auto-Union V12, the latter being seen for the first time since they last raced in 1939, having recently been winkled out of Czechoslovakia. It was not only a bright idea of Marlboro to organise the whole affair, but a monument of organisation to get the whole lot together in one place. I wonder who will be prepared to have a go at the German Grand Prix in a couple of years' time?

Although the holiday season is supposed to be in full swing it is noticeable that there are not so many over-loaded family saloons with flapping plastic bags fluttering from their roof-racks as in the past, though there are plenty of unlikely saloons towing caravans about the place, looking for somewhere to come to rest. Having taken a quick look at the Routes National and the Autoroutes I will leave you while I duck down a "yellow" road that goes to Chambertin St. Givry-en-Aube, or some such unlikely place. If you work on the assumption that all roads must go somewhere you do not get lost for very long on the by-ways of France, but I don't recommend them for Ford suspension or British sports cars, and certainly not for caravans.

Yours, D.S.J.



"... *ripe for restoration* ..."

Watkins Glen 6-Hours

Watkins Glen, July 13th

WHEN A CHANGE of rules was announced for Group 5 sports cars, banning the 5-litre Porsches and Ferraris, the idea was to encourage a number of teams to run prototypes with 3-litre Grand Prix engines. Thus the racing would be more evenly matched and more interesting, so the CSI delegates believed, but in practice the theory has gone wildly wrong. In 1972, the first year of the "3-litre only" formula, Ferrari won ten races with supreme ease. Last year the contest between Ferrari and Matra proved interesting, but the French Matra-Simca team has now won the 1974 World Championship for Makes title with almost boring consistency. The race at Watkins Glen was contested by two Matras and one Alfa Romeo, with a supporting cast of Porsche Carreras and Chevrolet Trans-Am cars, and with almost inevitable ease the Matra of Jean-Pierre Beltoise and Jean-Pierre Jarier won the race.

It seems questionable whether some organisers will even wish to run endurance races next year, unless the CSI can offer some positive encouragement this autumn so that more manufacturers will spend more money on prototype cars. Ferrari has kept well clear of the Championship this year, understandably concentrating on Formula One, the Gulf programme has been curtailed by a more limited budget, private teams have been restricted by the high costs and low rewards, and the title has been contested strongly by Matra, and unsuccessfully by Alfa Romeo.

Two Alfa Romeos were sent to America for what proved to be the decisive race, but Rolf Stommelen crashed one heavily during practice for the Can-Am race on the same programme. He was testing Goodyear tyres instead of the usual Firestone equipment, and his was one of several incidents to be blamed on tyre failure, leading to the whole batch of Goodyears being withdrawn from the meeting.

Gerard Larrousse put his Matra on pole position with a time of 1 min. 43.698 sec. (a tenth of a second faster than Francois Cevert's pole position time last year in a Matra), and Jarier made the second fastest time in the other Matra, putting the Alfa Romeo shared by Mario Andretti and Arturo Merzario back on to the second row of the grid alongside the turbocharged Martini & Rossi Porsche 911 Carrera driven by Herbert Mueller/Gijs van Lennep.

The rolling starts at Watkins Glen are carefully controlled by the flag-man, Tex Hopkins, and when Jarier and Pescarolo accelerated hard across the start line they didn't get the green flag. Possibly puzzled by this, they and Merzario raced the first lap, ignored a yellow flag from the rostrum and raced the second lap, and by the end of the third lap had caught the other cars which had dutifully slowed down. European visitors thought it was all rather funny, but Hopkins spoke sharply to the prototype drivers and the restart was much more orderly.

Jarier and Pescarolo pulled away easily from Merzario, and it seemed to be an easy race for the Matra team until Pescarolo's engine broke a valve spring and spent five laps in the pits. By that time Jarier was 36 sec. ahead of Merzario and the two cars had lapped the entire field—and there were still another 5½ hours of racing to come!

So long as the Alfa Romeo was in contention the race held interest, but during the first refuelling stops at the one-hour mark the Alfa Romeo lost a couple of minutes having the engine cover fixed properly, and when Andretti took over he was a full lap behind. Soon the quicker Matra lapped him for the second time, and the result became a foregone conclusion unless the Matra met with any mechanical problem.

The Matra team did have a second major setback, but it was on the already afflicted car of Pescarolo/Larrousse, which retired with a broken gearbox. Interest drained from the race after four hours when Andretti stopped on the circuit with a dead engine. Mechanics rushed to the spot from the pits and helped the driver to find a loose ignition earth wire, and 15 minutes later the car was running strongly again. However the brake system was now giving trouble in the heat of the day, forcing Merzario to make two more unscheduled stops, and the unhappy sequel was that the Alfa Romeo was disqualified from fifth place because Andretti received outside assistance away from the pits.

Thus the turbocharged Porsche was placed second after a consistent and reliable run, nine laps behind the winning Matra, and the Trans-Am Porsche 911 Carrera of Peter Gregg/Hurley Haywood finished third. With the Alfa Romeo's disqualification (and an appeal was lodged) the Matra team was certain of winning the World Championship for Makes. If the Alfa Romeo should be reinstated, only a mathematical miracle would enable the Autodelta team to overhaul the Matras.—M.L.C.

Results :

WATKINS GLEN 6-HOURS—Groups 5, 4 and Trans-Am—193 laps—Sunny and Warm
Round 7, World Championship for Makes

1st : J-P. Beltoise/J-P Jarier (Matra-Simca 670C—3-litre V12)	Group 5	Entrant: Equipe Gitanes Matra-France	193 laps, 1,048.9 kms.—174.07 k.p.h.
2nd: H. Muller/G. van Lennep (Porsche Carrera 3-litre t/ch. 6-cyl.)	Group 5	Entrant: Martini Racing—Germany	184 laps
3rd : P. Gregg/H. Haywood (Porsche Carrera 3-litre 6-cyl.)	Trans-Am	Entrant: Brumos Porsche Audi Corp., USA	176 laps
4th : L. Heimrath/J. Cook (Porsche Carrera 3-litre 6-cyl.)	Trans-Am	Entrant: Heimrath Turbo Inc.—Canada	172 laps
5th : M. Carter/T. DeLorenzo (Chevrolet Camaro 5.7-litre V8)	Trans-Am	Entrant: Mo Carter Firestone—Canada	168 laps
6th : J. Bienvenue/M. Dancos (Porsche Carrera 3-litre 6-cyl.)	Trans-Am	Entrant: Bienvenue/Dancos—Canada	164 laps
7th : K. Miller/P. Miller (Chevrolet Camaro 7-litre V8)	Trans-Am	Entrant: Miller Bros. Racing—USA	160 laps
8th : S. Posey/D. Hobbs/E. Forbes-Robinson (Porsche Carrera 3-litre 6-cyl.) (*Group* 4)	Trans-Am	Entrant: Trudon Porsche Audi Inc.—USA	160 laps
9th : C. Carter/D. Laughlin (Chevrolet Camaro 7-litre V8)	Trans-Am	Entrant: Craig Carter Racing—USA	150 laps
10th : M. Keyser/M. Minter (Porsche Carrera 3-litre 6-cyl.) (*Group* 4)	Trans-Am	Entrant: Toad Hall Racing—USA	149 laps

Fastest Lap : J-P. Beltoise (Matra-Simca 670C 3-litre V12), 1 min. 44.005 sec.

NB.—Trans-Am cars not eligible for points.

Sports Round-up

THE MONTHS of June and July are possibly the busiest time of the summer for the motor racing fraternity and this year has been no exception with a full programme of sports car racing, Formula Two and saloon car events to add to the already crowded Grand Prix schedule. The week prior to the French Grand Prix at Dijon-Prenois contained no fewer than three major international events: the World Championship for Makes having a race at the demanding and daunting Osterreichring and Formula Two making its annual visit to Rouen-les-Essarts in Normandy while the two-litre sports car fraternity celebrated their most recent event on this rather intermittent calendar by racing round the Charada circuit at Clermont-Ferrand.



TOM PRYCE took a good third overall with his Schnitzer-engined Chevron-BMW in the European F2 Championship round at Mugello.

Two-litre Sports Cars

France's Gerard Larrousse, who scored his second consecutive Le Mans victory this year together with Henri Pescarolo, took a seat in the works Alpine-Renault 2-litre team for Clermont-Ferrand. These fast French 2-litre cars from Dieppe dominated the practice sessions with Jean-Pierre Jabouille securing pole position from Larrousse and Alain Serpaggi, the ambitious young Frenchman who has been promoted into the Elf Formula Two team this year alongside his compatriot Michael Leclere. After the heat and humidity of the two practice days, race day looked highly depressing with a blanket of rain hanging over the Auvergne mountains. Jabouille, whose Alpine failed to complete the warming-up lap in last year's event, fared little better when the flag fell as his engine turned sour just a few miles up the road on the opening lap. Thus, his initial advantage was gobbled up by Larrousse and the versatile Frenchman started to pull away. However, Derek Bell's determined performance at the wheel of a 2-litre Abarth allied to a spin by the leading Alpine allowed the Englishman to assume first place, a position which he held until there were just ten of the race's thirty-two laps left to run. The Abarth's motor then failed, allowing Larrousse to go through and score his fourth international victory in as many weeks having triumphed in the Imola 1,000-kilometres with a Matra-Simca, the Targa Florio in a Lancia Stratos and Le Mans during the three weekends immediately preceding the Clermont race. Serpaggi staved off a stern challenge from the Brian Hart Ford-powered Chevron B26 of John Lepp by just over two seconds while the Chrysler-engined Lola T294 driven by Fred Stalder finished fourth.

World Championship for Makes

The following weekend Larrousse shared the winning Matra-Simca 670C with Pescarolo in the Austrian 1,000-kilometre event, bringing the French equipe nearer to its second straight victory in the World Championship for Makes in the face of a strong challenge from the Gulf Research Racing Mirage of Mike Hailwood/Derek Bell.

Unfortunately the English car's prospect of a fine fighting finish with the Matra team came to an end with sheared wheel studs during a pit stop, the consequent delay dropping the British car back to fourth place at the end behind the Jean-Pierre Beltoise/Jean-Pierre Jarier Matra.

The fleet Alfa Romeo T33/12 team ended with just one car running, the Carlo Facetti/Andrea de Adamich entry in second place, after Jacky Ickx briefly occupied the lead in the opening stages. But the Belgian dropped back with tyre trouble and the car was eventually retired with engine trouble after Arturo Merzario took over the wheel. Argentinian Carlos Reutemann was fortunate to escape uninjured when the third Alfa Romeo crashed heavily and burst into flames after another tyre failure. After the Austrian race, only the Watkins Glen round (reported elsewhere in this issue) separated Matra from their second title and, quite predictably, they continued through with their domination of this year's disappointing sports car series. The Alfa Romeo flat-12s haven't been seen frequently enough, for they have proved the only cars capable of running regularly with the Matras; the Ferrari Formula One programme has occupied so much time and energy at Maranello that their prototype programme virtually ground to a standstill and the British Gulf cars have usually only been capable of keeping up a degree of pressure on the Matras as opposed to out-speeding them.

Formula Two

In its third European season, the 2-litre Formula Two seems to be settling down to provide some first-class racing amongst the aspiring stars and it's pleasing to note that its competitors are quite prepared to compete on one or two circuits from which their Formula One counterparts fight shy. Of course, when you're an up-and-coming driver there is very little opportunity to argue over facilities and the Formula Two fraternity have been regular visitors to Rouen-les-Essarts circuit in Normandy ever since it last hosted the French Grand Prix six years ago.

The construction of a new motorway has slightly reduced the track in length, but that is no real loss to its overall character for that has only cut out a couple of long straights at the top end of the circuit. What does remain, and what is undoubtedly the essential ingredient of the track, is the series of spectacular sweeping curves past the pits down towards the Nouveau Monde hairpin. It's often said that fast corners are dangerous and it's sad to report that the ripples of Gerry Birrell's fatal accident in 1973 have resulted in some more confused and muddled thinking in the way of safety facilities.

Birrell's accident in practice for the Rouen race resulted in the drivers demanding the installation of a *chicane* just beyond the first right-hand swerve after the pits. This proved to consist of a couple of polystyrene bales which everyone was supposed to treat with the same respect as a brick wall. Of course, there were those who didn't and the result was an infinitely variable *chicane* and showers of polystyrene everywhere. The foolish thing about the whole plot was that, by the time the cars were down at Virage des Six Freres—the scene of the Birrell accident—they were back up to top speed again. The authorities this year decided that a permanent *chicane* should be built at Virage des Six Freres, so the earth bank has been scraped away and a scrappy little "traffic island" has been built for the cars to circumnavigate. It may well have slowed down the competing cars to a crawl at that corner but the fact remains that Hans-Joachim Stuck managed to take the first two corners flat out in his March-BMW so perhaps the organisers will have to think about installing *chicanes* at every corner. It's sad that this obsession about the danger of straights and fast corners has arrived at Rouen, for it has traditionally provided a testing ground for the aspiring driver and team managers know it.

Despite a race thrown into chaos by changing weather conditions, varying from dry, but overcast, to sheeting rain, there was an element of sanity about the results with Stuck

winning comfortably from British driver David Purley in a Chevron-BMW B27. The race was marred by an ill-judged difference of opinion between the organisers and James Hunt during the first rain shower, one of those incidents that reflects very badly on both parties. Hunt, as senior GPDA member competing in the race, took it upon himself to try and have the event stopped, pulling his Chevron-BMW into the pits before having a huge argument with the officials who, not surprisingly, were very annoyed. Apparently the CSI has agreed that the senior GPDA driver at any international meeting is authorised to take such a step; a highly dangerous precedent, one would have thought. Certainly the Rouen organisers were very angry with Hunt's behaviour and since then have announced that they will not be paying him his starting money for the race.

Two weeks later the new Mugello circuit in Northern Italy was host to a round of the European Championship, this facility having been constructed to replace the now defunct 44-mile road circuit which used to stage an international sports car fixture. Patrick Depailler moved into the European Championship lead with a well-judged victory in his March-BMW, displacing team mate Stuck from the top of the points table as the German was committed to a saloon race at Nurburging. It was a two-part race, with Depailler winning, the first to achieve an aggregate victory from Jean-Pierre Paoli's BP-sponsored March-BMW which won the second heat. Tom Pryce took a good third overall in his Schnitzer-engined Chevron-BMW. British driver Brian Henton, who has carried out a lot of testing for the March team over the past few months, stood in for the absent Stuck and finished a promising sixth in his first Formula Two race ever.

European Touring Car Championship

However, Stuck enjoyed a less satisfying time in the Nurburging round of the European Touring Car Championship held on the same day. His 3.5-litre BMW CSL, which he shared with Ronnie Peterson, pulled out a commanding lead after inheriting first place as Jochen Mass' Capri slowed with fuel-



THE RALLYMAN wins. Roger Clark scored a victory for rally drivers in the Avon Motor *Tour of Britain, holding off tremendous pressure from Ford team-mate and racing driver Gerry Marshall (No. 40), who finished second.*

pressure problems. But Stuck then collided with a slower car and was forced out of the race after only an hour and a half. The similar BMW driven by Jacky Ickx and Derek Bell broke its transmission while the Niki Lauda/Toine Hezemans Capri was forced to make a lengthy pit stop to change the differential. This left the victory laurels to the works-assisted Zakspeed team and their 2-litre Escort BDA driven by Hans Heyer and Klaus Ludwig with Lauda in second place at the wheel of the sole surviving Ford Capri. The privately entered BMW CSL of Mueller/Ogrodowczyk actually worked its way into the lead on the last lap, only to be eliminated in a collision with Jochen Mass, the works Ford pilot having taken over the second Zakspeed Escort in an effort to help the Heyer/Ludwig car!

Avon *Motor* Tour of Britain

While the European Touring Car Championship was being fought out amidst the Eifel mountains, racing and rally drivers were competing together in the second Avon *Motor* Tour of Britain round the circuits and special stages of England and Wales. This unique event, catering solely for Group One saloon cars, is organised by the BRSCC and has graduated from an interesting "pilot" event which was great fun in 1973 to a much more professional and serious affair this year.

The event used the Birmingham Post House Hotel as its start and finish as well as event headquarters and proved a qualified success, the factory-prepared Ford Escort RS2000s driven by Roger Clark/Jim Porter and Gerry Marshall/Paul White taking first and second places after 1,000 miles of motoring which included circuit races at Cadwell Park, Mallory Park, Snetterton (at night), Oulton Park and Castle Combe in addition to special stages at Scofton, Norwich, Knebworth, Ingistre, Long Marston, Dodington Park, Epynt and Loton Park.

Tony Lanfranchi's 3-litre BMW CSi, the car which he uses to contest Group 1 saloon events, led for some of the way before being demoted to third place by the two Escorts. Fourth and fifth were two of British Leyland's Triumph Dolomite Sprints driven by John Handley/John Clegg and Tony Dron/Henry Liddon ahead of the Adrian Boyd/John Davenport 3-litre Capri.

Unfortunately for the organisers, a slight anomaly arose in the system of results scoring, initial progress reports stating that the Chrysler Dealer Team Avenger of Bernard Unett/Geraint Phillips was actually in the lead. Although some teams disputed this, it later appeared that the organisers' regulations didn't in fact say what they meant them to say, but any potential disruption of the event was avoided by common sense and sportsmanship on the part of the Chrysler organisation. With a slight tidying up of one or two organisational loose ends, the Tour of Britain could become an important and significant contest between the two fraternities in years to come.—A.H.



A TURN-UP for the books in the Nurburgring ETC round was an outright win for a "small class" car, Hans Heyer/Klaus Ludwig vanquishing the works Capris and CSLs with this Zakspeed Escort.

Around and About

Opel Commodore GS/E for Britain

C.R.'s REGRET that the Opel Commodore 2.8 GS/E is not imported into Great Britain (Road Impressions of the Opel Commodore 2.8 GS and Granada Ghia on page 844 of this issue) is fortunately short-lived. The model is to be marketed in the UK in the autumn. Tony Fall and Peter Hanson turned out on the Avon Motor Tour of Britain with a brace of right-hand-drive versions of this fuel-injected, 160 b.h.p. Opel, in their cases entered by Dealer Team Opel and with engines producing well over 200 b.h.p. as blue-printed by Broadspeed. Indeed Hanson, with co-driver Robin Turvey, finished 10th overall in spite of rolling on the Epynt stages and he and Fall, who was delayed by electrical problems, proved two of the quickest cars in the event.

Big Engine for the Seven?

CATERHAM CARS, who took over production of the Lotus Seven when Lotus ended manufacture over eighteen months ago, are contemplating dropping the new 2-litre, 16-valve, twin overhead camshaft Lotus engine into some future versions of the Super Seven. It would appear that supplies of the existing Lotus-Ford big-valve twin-cam engines are drying up and with a claimed 160 b.h.p. in Elite tune or 140 b.h.p. in Jensen-Healey form, the Seven should command a formidable power to weight ratio for unbeatable road performance. Graham Nearn, Managing Director of Caterham Cars, says that the Seven continues to sell at a steady rate.

What's on in August

IN ADDITION to any other events of which you are reminded elsewhere in this issue, we are reminded of a few more by subsequent postal deliveries. That incredible Shuttleworth Collection at Old Warden Aerodrome, two miles from the A1 near Biggleswade, Beds., will be the place to be on Bank Holiday Monday, August 26th, when a special display is to be held. Among the selection of interesting sights likely to be seen in the air should be a hot-air balloon, a Spitfire, a vintage sailplane, aerobatics to World competitive standard in a Pitts biplane, and several of the famous historic aeroplanes owned by the Shuttleworth Collection. A later event, on Sunday September 29th, should you keep your diaries well in advance, will include demonstrations by five historic RAF aeroplanes (Lancaster, Hurricane, Spitfire, Meteor and Vampire) and early road vehicles provided by the Transport Trust. For both events the gates will open at 11 a.m. and flying will begin at 2.30 p.m.

* * *

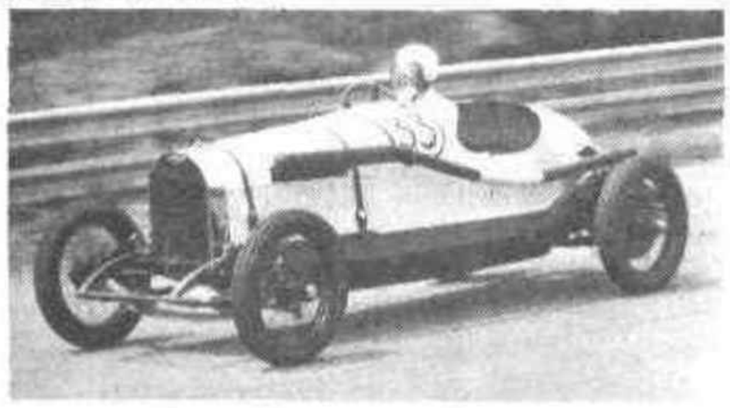
On Sunday, August 25th, the Historic Commercial Vehicle Club (South Midlands Centre) is organising a Rally at the Cotswold Wild Life Park, on the A361 between Burford and Lechlade. All types of vintage, veteran and historic vehicles will be on show, including cars, motorcycles, commercial vehicles, cycles and farm machinery. It starts at 12 noon, and admission is covered by normal admission charges for the Park.

* * *

For those with a nautical bent, there's the Embassy/*Daily Express* World Championship Powerboat Race, August 24th. Everything from family cruisers to 80-m.p.h. pure racing boats will tackle the route along the South Coast, from Cowes on the Isle of Wight to Torbay in Devon and back again, a total of 256 miles, passing plenty of coastal spectator vantage points.

* * *

To celebrate the 25th anniversary of the Bentley Drivers' Club annual Silverstone Race Meeting a special Silver Jubilee Handicap Race is being incorporated in the programme, with sponsorship from Pace Petroleum. Following the lines of a similar race in 1949 it will be split into three divisions: 3-litre Bentleys and 3-litre Sunbeams/4½-litre Bentleys and 30/98 Vauxhalls/4½-litre supercharged, 6½-litre and 8-litre Bentleys and 36/220 and 38/250 Mercedes-Benz. There will also be incorporated a team race for two-car teams of Bentleys from the same region. The Club says that handicapping will be arranged to give as many non-special Vintage Bentleys as possible, including novice entrants, the opportunity and encouragement to participate. Among the interesting entries anticipated are: the TT team car Bentley recently restored by Cyril Wadsworth, believed to be the chassis in which W. O. Bentley performed his epic "floor-boardless" drive over the Isle of Man circuit to win second place; Peter Morley in the Bentley Napier; the Pacey Hassan Bentley in the hands of its new owner, Mr. Majzub Fuad; and Rusty Russ-Turner's Birkin Bentley.



Cyril Wadsworth's TT Bentley.

Hispano Suiza wins the 1974 Monte Carlo Rally !

NO, we are not dreaming. The above really is true. The famous old name has not been revived, for this particular example of the Spanish *marque* was of 1926 vintage, at which point we should hasten to add that this was the Rallye Monte Carlo Des Voitures Anciennes, a special event helping to commemorate the 25th anniversary of Prince Rainier of Monaco's accession to the throne. Thus the Hispano and its intrepid French pilot Modeste Trechin did not have to contend with flying Porsches and Alpines over the icy Col de Turini—but they did have the pleasure of beating one of contemporary rallying's genuine "Flying Finns", for Hannu Mikkola was driving a Peugeot 302DS, the first time this car had made a public appearance since it gained a Le Mans class victory in 1938. The best-placed British competitor was Peter Rae, of Edinburgh, who finished 10th overall, driving a 1925 Bentley from the John O'Groats starting point (Trechin started from Athens). The event, sponsored by the Chesterfield cigarette company, attracted 107 starters from 17 different points in Europe, and the cars, which had to conform to original specification, spanned the years from 1923 to 1939. Second was E. Koux of Denmark, driving a 1926 Bugatti Type 37, from Stockholm, and third was P. Vernholes, of France, driving a 1929 Bugatti Type 44 from Athens.

Maserati takes over Ligier

AUTOMOBILES LIGIER, Guy Ligier's small firm from Vichy which has had some encouraging racing results with its JS2 GT car powered by the Maserati engine and transmission unit from the Citroën SM, has been amalgamated into the Societe Maserati, itself a branch of Citroën SA. Automobiles Ligier will carry on with the manufacture and development of the JS2, while marketing and after-sales will be carried out in France by the Maserati network as well as Ligier's. A competitions programme has been set up for Ligier-Maserati cars to compete in national and international events.

Yet another Renault 45

RENAULT 45s seem to be right in the news this month (see elsewhere in this issue). Jackie Pichon sent over his magnificent replica of the World record-breaking 45 from his collection at the Pichon Automobile Museum, Cleres, near Rouen, for the Rothmans Cavalcade at the National Motor Museum earlier in July. This vast machine, constructed by Jackie and his late father Roger, a mechanic on the original car when it averaged 106.53 m.p.h. for 24 hours at Montlhéry in 1926, was entrusted to the hands of Ted Woolley, whose own White Elephant is caged on page 866.

Miscellanea

THE RAC has signed a three-year sponsorship agreement with Lombard North Central for the RAC International Rally of Great Britain. We hope that Lombard will allow this great British rally to retain that title, even if they do tag on their own name at one end or the other. . . . John Miles (not *the* John Miles or the *other* John Miles), the former police driving instructor who latterly has been in charge of the High Performance Course at Brands Hatch, has been appointed the RAC's Road Safety Officer. . . . The young Marcos Owners' Club has published a most excellently produced and interesting magazine. The first issue contains technical information, the first part of a history of Marcos, reprints of road tests (including one from MOTOR SPORT by D.S.J.) and much more useful reading. Details from Colin Feyerabend, 61, Middle Road, Higher Denham, Near Uxbridge, Middlesex. . . . The 38th International RAC Tourist Trophy Race will reach its all-time low on Sunday, September 22nd: it has become a 3½-hour endurance race for Group 1 touring cars. . . . At Mondello Park in June Gerry Marshall notched up a fiftieth outright win for the DTV Firenza special saloon which he first campaigned at the end of 1971. . . . Mike Flather, in his Aldon Mini-Cooper, was in the lead of the Castrol/BARC Hill-Climb Championship at the time of going to press, just over nine marks ahead of Peter Voigt in his Voigt Renwick Special.—C.R.

Veteran Edwardian Vintage

A SECTION DEVOTED TO OLD-CAR MATTERS



PERIOD PORTRAIT OF A MODEL-T.—Last month we had a picture of an Edwardian Rolls-Royce in this position. To complement it we now show a brass-radiator Ford, not taken at a modern rally but with its occupants photographed, probably during the 1914/18 war, in Lincolnshire.

VSCC SILVERSTONE MEETING
(July 13th.)

ANOTHER GOOD DAY'S racing, with the rain keeping off until it was over, before a large crowd, saw Morley with the largest car present, the 24-litre Bentley-Napier, and Coles with one of the smallest, his s/c 746 c.c. MG, make it Doubles, and Neil come out of his Corner to win the Hawthorn Memorial Trophy Race with the Tom Wheatcroft 2½-litre GP BRM.

The programme consisted of 5-lap races and "distance" events over 8, 10 and 15 laps. Non-starters included the GN "Salome" with piston trouble, Holdsworth's blown 4.3 Alvis with gearbox maladies, the SS 100 whose cylinder liners had shifted on the test-bed, McGrath's Austin 7, the king-pin bushes of which alarmed the Scrutineers, Taylor's Aston Martin with a sick engine, Holloway's 4¼ Bentley which was overheating, Howell's Sunbeam with a broken hub, Batt's Rapier which blew a gasket, the Avon-Bentley with its machinery full of water, Cooper's Talbot which lost its oil-pressure, Dick's Riley with a cracked head, Blissett's Riley which split its radiator, and, alas, Peacock's Amilcar Six with fuel starvation. Leeson's Riley broke a half-shaft and didn't arrive and President Arnold-Forster's Delage damaged a rear hub while being driven by Bowler, only all-night work enabling it to run.

Of those left, 14 came out for the 15-lap Hawthorn Trophy Race. Corner led all the way in the Donington Collection P25 BRM, winning at over 89 m.p.h. after a faultless drive. His best lap of 91.31 m.p.h. shows the car is properly screwed together although I gather it is problematical whether it would last a full GP, as there is a lot of vibration. Only Roberts in the Lotus had Corner in sight. A long way behind, Cottam in Millar's 250F Maserati led Phillips' Cooper-Bristol which had taken Lindsay on lap 4, his ERA "Remus" now going really well.

The Boulogne Trophy Race for vintage racing cars, 10 laps from scratch, saw Morley in the Bentley-Napier quite untroubled, the mighty torque at the back axle now restrained by a piece of heavy chain above the o/s rear spring. The big car, still weaving somewhat, was a fine sight, with Moffatt doing all he could to catch it in Wall's Bugatti, without any success. It was Footitt, however, who lapped fastest, at 79.08 m.p.h., as the Cognac Special closed up on the Bugatti, unable to pass but taking a close third place. (No dear, the aero-engined Bentley *isn't* driven to the meeting; it comes in a Commer lorry.) Morley now leads for the MOTOR SPORT Trophy.

He was out again for the 8-lap Pre-War All-Comers' Scratch Race. With Lindsay and Marsh (ERAs) he was penalised for jumping the start but was still able to win, with a lap at 80.62 m.p.h., this time determinedly pursued by "Remus", which passed Marsh's ex-Seaman ERA on the first lap. Marsh looked like finishing third but a nonsense of the final lap gave this place to St. John's immaculate Type 51 Bugatti, which had duelled with the ERA but displayed inferior acceleration. Jones' Riley retired with the brakes on fire. The other long race was the Fox and Nicholl Trophy Handicap for vintage and p.v.t. sports cars, a very interesting field coming out, from genuine team cars to Whittaker's stripped Chrysler, which was probably going better for having shed part of its exhaust system in an earlier race. For a time Quartermaine's 30/98 Vauxhall led. Then the back-markers came through, Hall's 1935 4½-litre Lagonda winning from Schofield's 1936 team 4½-litre Lagonda, with Burrell's 7½-litre Bentley-Royce third, after moments at Woodcote, where Brown's 4½-litre Lagonda had spun. Blight's Talbot GO52 was actually beaten by a 4½-litre Lagonda that had given it a 55 sec. start and Macdonald's 4½-litre Lagonda also spun at Woodcote. Quite a Lagonda day, as the Rapier Register had mustered 44 of the smaller cars they foster for a 21st Anniversary Parade.

The first short race was from scratch, for under-1,500 c.c. cars. Fernley's Frazer Nash led until it spun on lap 4, which let Mrs. Golder's Riley and Fleming's Riley pass. But the Nash driver recovered, to take first place, all three crossing the line in a tight bunch. Coles' little MG came through a big field to win the first handicap comfortably from Wittridge's 4½-litre Lagonda and the Bentley-Royce. Clinkard's 12/70 Alvis Special caught Maxwell's 1925 Salmson on the last lap to win the next handicap, with Kirby's Austin third. Coles in the blue slab-tank MG then won again from Fairley's Riley Special and Fleming, Coles thus taking second place in the MOTOR SPORT Brooklands Memorial Trophy Contest, but it was another bunched finish. The last handicap went to Phillips' scratch Cooper-Bristol, from Walton's Connaught and Van Rossem's Cooper-Bristol and a 5-lap Scratch Race was a victory for McWhir's Frazer Nash, with Bowler's 1940 BMW easily holding off Clifford's V8 Riley.

Results:

Boulogne Trophy Race:
1st : F. Morley (Bentley-Napier), 77.49 m.p.h.
2nd: H. Moffatt (Bugatti).
3rd : G. Footitt (Cognac Special)

Pre-War All-Comers Scratch Race:
1st : F. Morley (Bentley-Napier), 79.16 m.p.h.
2nd: Hon. P. Lindsay (ERA)
3rd : G. St. John (Bugatti)

Hawthorn Memorial Trophy Race:
1st : N. Corner (BRM), 89.43 m.p.h.
2nd: J. Roberts (Lotus)
3rd : A. Cottam (Maserati)

Fox and Nicholl Trophy Race:
1st : N. Hall (Lagonda), 67.84 m.p.h.
2nd: H. Schofield (Lagonda)
3rd : R. Burrell (Bentley-Royce)

First 5-lap Scratch Race: D. Fernley (Frazer Nash), 64.81 m.p.h.

Second 5-lap Scratch Race: D. McWhir (Frazer Nash), 72.36 m.p.h.

First 5-lap Handicap: G. Coles (MG), 69.51 m.p.h.

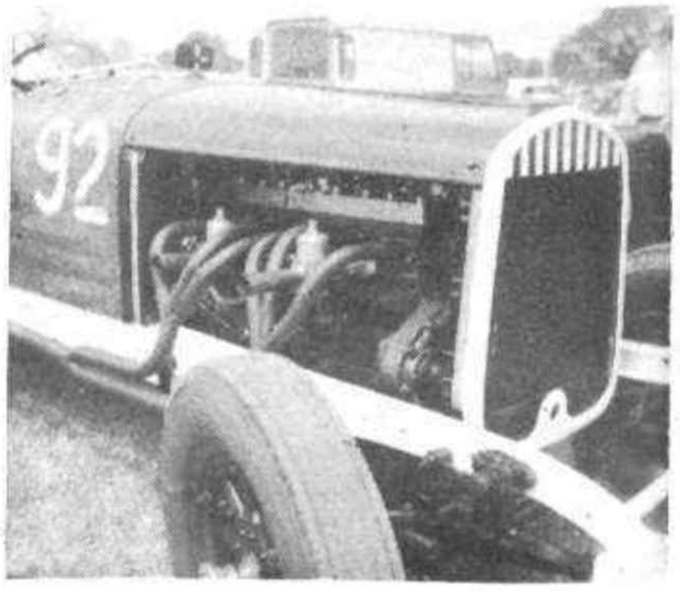
Second 5-lap Handicap: A Clinkard (Alvis), 59.58 m.p.h.

Third 5-lap Handicap: G. Coles (MG), 68.88 m.p.h.

Fourth 5-lap Handicap: S. Phillips (Cooper-Bristol), 78.61 m.p.h.

Leader to date in the MOTOR SPORT Brooklands Memorial Trophy Contest: F. Morley (Bentley-Napier), 54 points; G. Coles (MG), 36 points; B. M. Russ-Turner (Bentley), 31 points; M. Bowler (BMW), 29 points, H. Moffatt (Bugatti) and G. Footitt (Cognac Special), 26 points each; N. Arnold-Forster (Delage), 24 points.

Final round: Thruxton, August 31st.



How to make a Chrysler go faster. The engine of Whittaker's 1928 special.

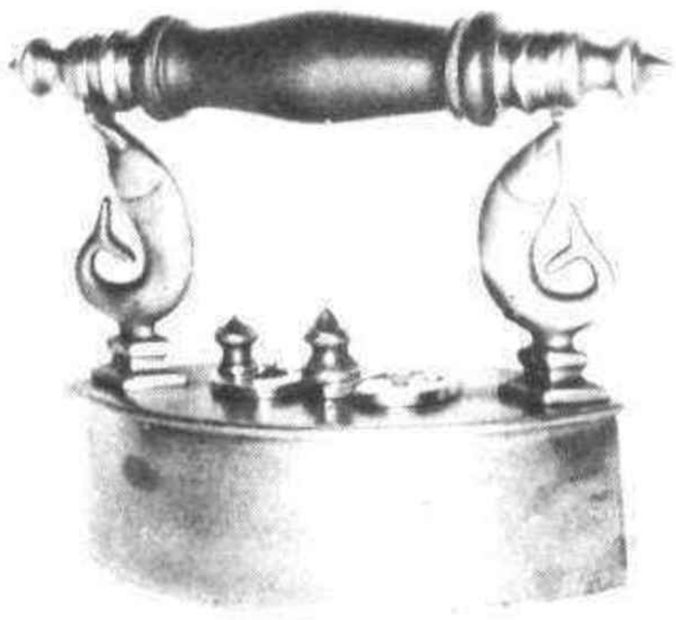
WHICH FIAT WAS THIS?

IN "British Aviation—The Adventuring Years" by Harald Penrose, which was reviewed in the appropriate place last month, there occurs an intriguing reference to a Fiat racing car. I quote: "Some days later Openshaw told me he needed an observer to pay out the suspended static head on its long trailing tube". [This was when Major Laurence Openshaw, MA, was test-flying the Westland Yeovil bomber in 1925.] "Would I like to act as his observer at Andover?. . . . Even the journey to Andover had its thrills, for it was in Openshaw's racing car. Through the dusty Wiltshire roads of a summer's day we raced at what to me was the unbelievable speed of 70 m.p.h., gales thudding at my head and the big engine roaring. The countryside lay quiet and still, tractors unknown, slow plodding horses pulling the occasional mower or haywain; maybe we met two cars in 60 miles."

There can be few more evocative descriptions of motoring as it was in the 1920s than this passage which I came upon unexpectedly in this excellent aviation history. But what Fiat was this? Before his description of that nostalgic ride from Yeovil to Andover Penrose tells us that it was driven by Openshaw "in the Grand Prix" and was painted "the official British racing green", having been acquired by Westlands test-pilot when he became a mining executive in Italy after leaving the RAF. Now this surely cannot be right, for one would remember an amateur driver of a green racing Fiat in the Grand Prix even more clearly than one does Masetti's red Mercedes which won the 1922 Targa Florio—painted red, some said, to minimise the chance of Sicilian bandits shooting or hurling boulders at it, but more likely because Masetti preferred to race a German car in his proud National colour. Openshaw, as a British pilot-scientist, may have painted his racing Fiat green. But if he took part in an Italian race, it must have been a minor one, or it would be mentioned in racing histories.

The car was clearly bought in the first half of the 1920s. But which Fiat was it? Consultation of Sedgwick's Fiat History brings no solution. It could hardly have been one of the 1922 2-litre GP cars and as the engine is described as "big" I find myself wondering whether it was, perhaps, one of those 1911 10-litre S61 Fiats, more sports than racing, one of which was driven to victory in the 1911 GP de France by Victor Herery and used after the war at Brooklands to good effect by Duff, Cobb, Warde and others. When this car's engine eventually expired Warde encountered another of the breed in touring trim delivering *The British Gazette* during the General Strike of 1926. Was this, one wonders, the ex-Openshaw car, which would certainly have been capable of 70 m.p.h. on the road? And was Major Openshaw a relation of the Openshaw who raced those big Zenith motorcycles at the Track?—W.B.

V-E-V Miscellany.—We really thought the collectors' movement had got out of hand when we received information about the Second International Meeting of Sad-Iron Collectors, which is scheduled to happen near Paris next month. It is for those who collect sad-irons or any other device used for mangling, plaiting or ironing clothes. There is to be a movie about it all, and 1,000 photographs of ironing items, and one of the last ironers of Brittany is to demonstrate how to plait collars with 300 flaxstraws. It's not a

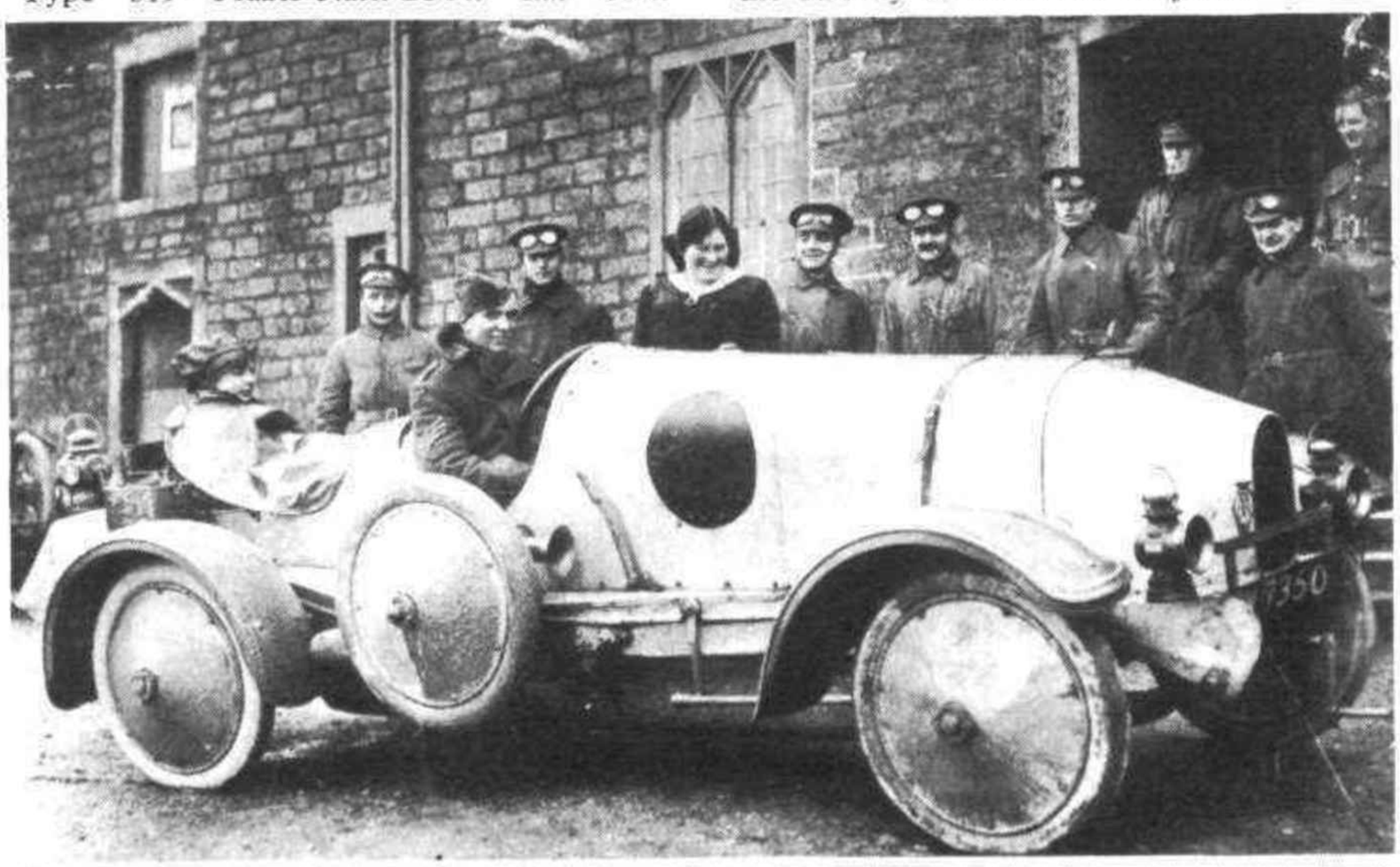


Whatever will they collect next? This is a sad-iron and in France there is an International Rally for them.

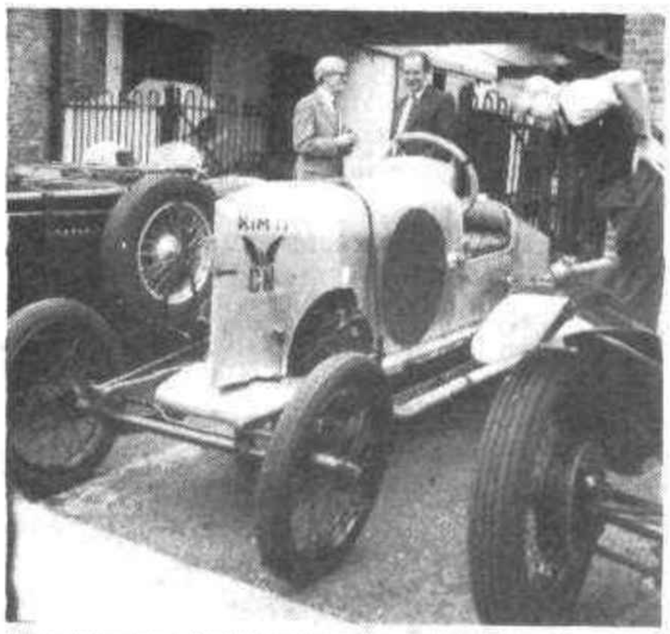
leg-pull. They are deadly serious! After which, we feel entitled to tell you that Nelson Cricket Ground in Lancashire still uses a *circa*-1924 Dorman-engined roller, which it has used since it was new.

A newspaper advertisement of Tanhay Autos of Ashford showed them, again *circa*-1924, using their black-radiator Model-T Ford breakdown truck, with oversize back tyres, to tow in a damaged Model-T Ford or saloon. The cutting came from Mr. Farrow of S. Willesborough. The National Motor Museum 1908 GP Mercedes was used to take winners on a tour of honour at Thruxton recently but was unfortunately described in the BARC/Alcoa hand-out as a 1½-litre, instead of a 12.8-litre, car. A competition Type 319 Frazer-Nash-BMW has been restored for VSCC racing and the owner would like further information about the pre-war career of this model. Recent news of old cars being disinterred, starting with the classic "Babs" excavation, has led to a reader reminding us that around 1962 a helicopter was used to lift the remains of a 1912 Cadillac out of a canyon near Mount Wilson Observatory, vide the *Los Angeles Times*. Raymond Mays drove his Rover 3500S all the way to Tenbury Wells recently to declare open a new garage owned by W. J. Riley, who is related to the Riley car family. Among the pre-war vehicles there awaiting completion were a 328 BMW, an M-type MG chassis with side-valve engine, and the ex-Sir Francis Samuelson Le Mans and Spa M-type MG, while the original Silverstone Healey demonstrator which MOTOR SPORT road-tested headed the post-war machinery.

The *Morris Register Journal* retains its interesting content, the last two issues we have seen being devoted, respectively, to Morris Taxis and Morris Commercial 'buses. The Amilcar Register Newsletter recently contained some interesting notes on Batho's Amilcar-Riley. W. B. Scott, who is writing what should be a hilarious autobiography, remarked "MOTOR SPORT straddles the World", when, among letters we have forwarded to him, was one from Rollo Martin who was at a "crammers" with that pilot of aged aeroplanes, Dudley Watt. Congratulations to the active Morgan 3-Wheeler Club on holding a full-scale Night Trial. When W. J. Oldham came to England in connection with his forthcoming Rolls-Royce book (expected from Foulis in September) his 1936 Phantom III covered 1,428 miles at 11.4 m.p.g. and, although it has done a total mileage of 91,000 without an engine overhaul, it gave 90 m.p.p. of Castrol GTX. It went home to Jersey on the *Falaise* from Weymouth in a force-9 gale, the normal "slow waltz" of its i.f.s. on a sea-crossing becoming, in these conditions, a "sort of quick polka". Jonty Williamson's 10½-litre V12 Delage was timed unofficially at 136 m.p.h. over a f.s. ½-mile on the runway at Yelverton in June.



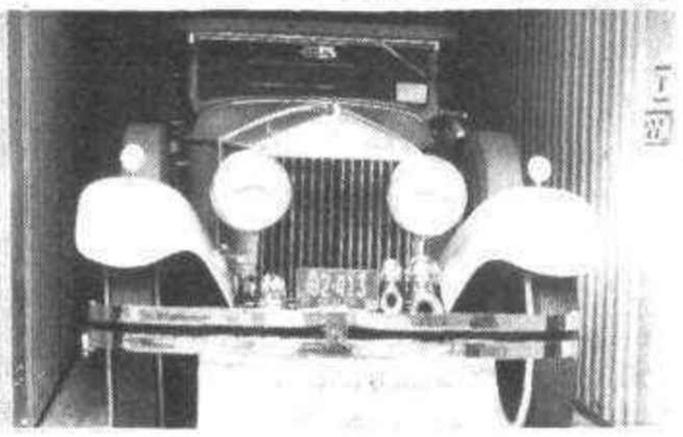
A recent suggestion that readers might send us pictures of historic gatherings has not borne fruit but it has increased the number of photographs of interesting cars that we receive. Here is the Sheffield Morgan agent Freddie James going home on leave from the RFC in 1916 in the ex-Ivy Cummings racing Gregoire which his father, Billy James, had converted for road use. (Photo by Dr. Anderson).



The famous GN "Kim", as raced in the early 1920s by Capt. A. Frazer-Nash, has been splendidly revived by Stafford-East, using the correct o.h.v. engine given to him by Ron Godfrey.

V-E-V Odds & Ends—A rather remarkable discovery by Hamish Morten was that of a dismantled 1925 Vanden Plas 3-litre Bentley short-chassis Speed Model, together with a great many spares, which had been visible from a road in central London. Yet it has only just been saved! Its present engine has run a mere 51,000 miles and the spare earlier-type engine has had but one 25-thou. rebore. Moreover, this Bentley was owned by someone who had never owned another car. He bought it in 1949 and ran it until it threw a rod in Italy in the 1950s. On that occasion it was towed to a remote village by a couple of motorcycles, one ridden by the local *garagiste*, the other by a policeman! When the block was lifted for the broken rod to be withdrawn these worthies are said to have peered up the bores and remarked with reverence "Santa Maria—quattro valvo". Morten intends to rebuild the car as a family tourer, eventually to be taken over by his two sons. He also hopes the former owner will borrow it occasionally, which reminds us that another reader has been able to trace the 3-litre Bentley he once owned and has also been invited by its present custodian that he can drive it again any time he likes.

The *Newsletter* of the S. Hants Vehicle Preservation Society for June contained a report of an adventurous journey with a Sentinel steamer to the start of the Historic Commercial Vehicle Brighton Run, in which it competed successfully, carrying a crew of 17. It is pleasing to note that the Police encountered were mostly very helpful. A 1923 Gardner Type SF gas engine has been found a new home on Hayling Island. The ever-interesting journal of the VCC of New Zealand, *Beaded Wheels*, had some intriguing Austin 7 items in the April/May issue, including a picture of the eighth Chummy to leave the factory, which was bought in London in 1923 and shipped to Christchurch, and details of some Austin 7 taxis operated by a Mr. Gardner in Gisburne around 1928, these having lengthened chassis and four-door colonial bodies! A 1926 Springfield Rolls-Royce Silver Ghost was recently restored by Panelcraft of London, packed by Robert Fisher, and delivered to a New York motor

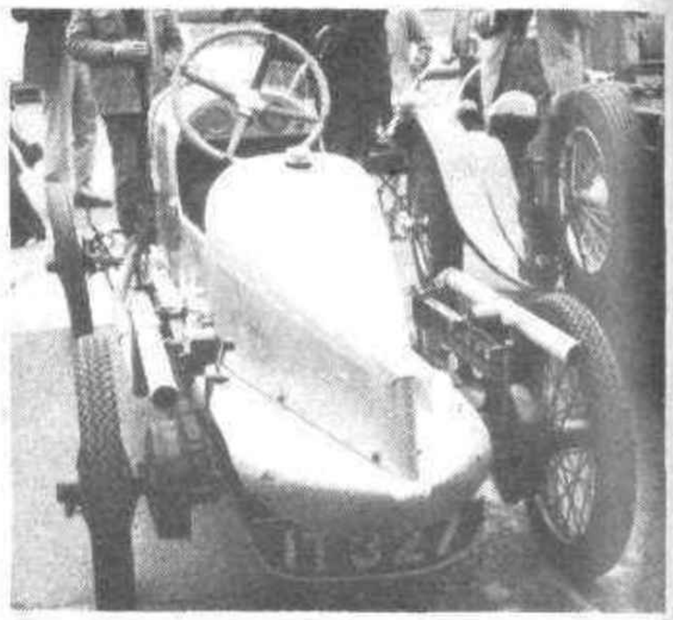


The Springfield Rolls-Royce before shipment to America.

company. An old gentleman who still remembers the ineffectiveness of the external-contracting brakes of his first car, a Willys-Overland, has under a hedge a f.w.b. Morris-Cowley axle and two more of them are thought to be lying not far away, in Powys. On the stationary engine front, not all such engines have been scooped up by the collectors. Some remain on farms where they worked for many years, like a two-stroke Petter and a *circa*-1919 8-h.p. horizontal single-cylinder Ingeco Oil engine we encountered last month. This was made in Wisconsin and supplied by Wurtington Simpson Ltd. of London. It has



What is happening at the Falcon works at Isleworth? One of the largest manifestations of the "Chain Gang" has gathered outside the old AFN factory, before driving off to Brooklands. The date was June 30th this year!



Slim as they come, and once driven long distances on the road to speed-trial venues, here is a rear view of the most famous of all GNs, "Kim", seen at the FN Isleworth celebrations.

an automatic inlet valve, push-rod exhaust valve, exposed big-end and l.t. ignition from a Webster Tri-Polar oscillating magneto; it was in use until the inlet valve broke about four years ago.

A Rare Peugeot

AN advertisement in your May number brought back some childhood memories.

In 1903 my father took back from Valentygny (where Peugeots were built at the time) a 2-cylinder car very similar to the one in the advertisement except for flat "dais" with side-curtains and vertical front screen.

The engine ran anti-clockwise, and ignition was by low-tension magnets. Sparkplugs and twin trembler coils were used for better starting—once the engine ran, this was switched off to save the battery as there was, of course, no generator. Four-speed gearbox and chain final drive piano pedals—accelerator and ignition advance by two small levers in front of the steering pillar.

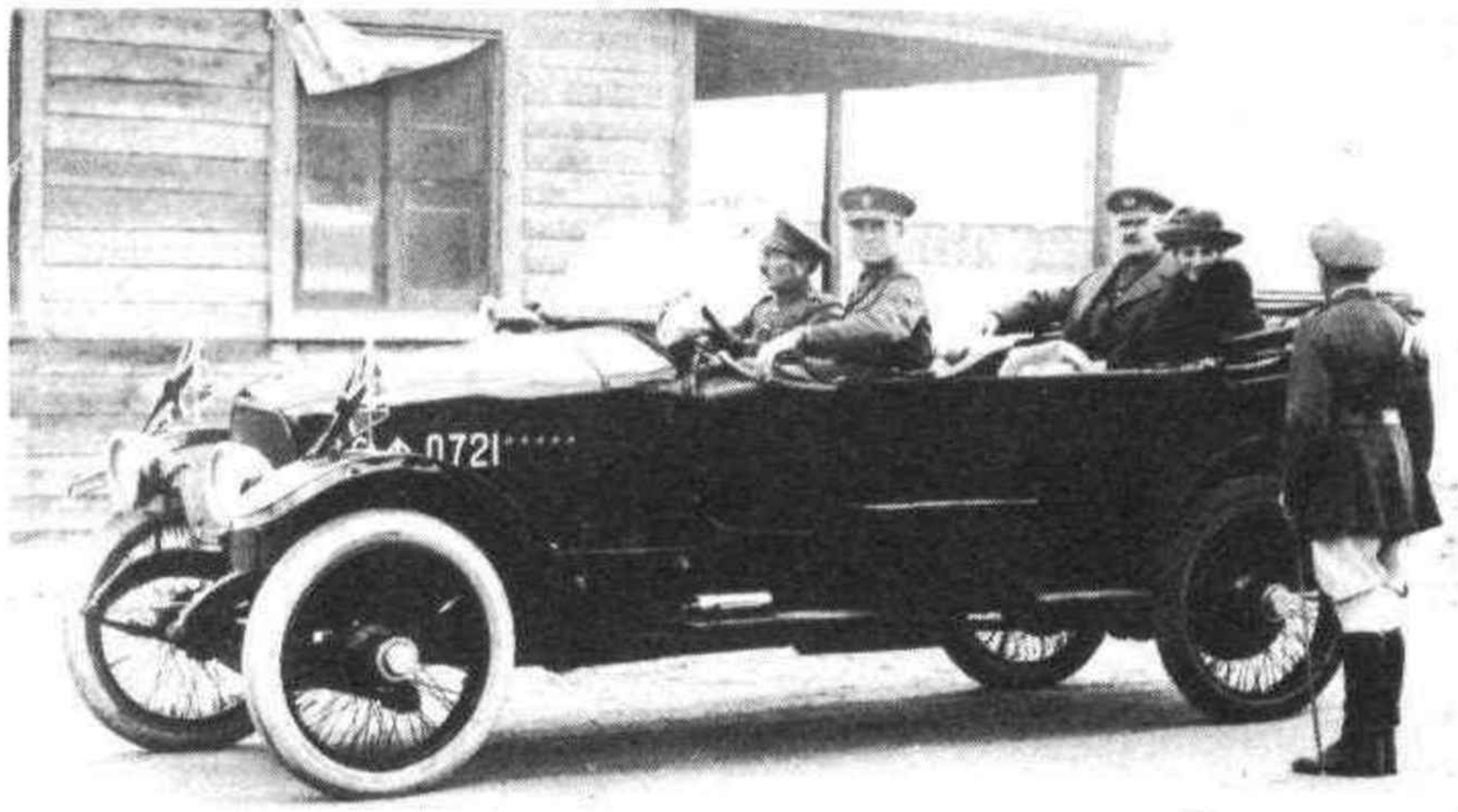
I loved that car because it was the first I drove alone at the age of 18. There was some snow one day and it began to slip going up a hill, so my father said "drive" and he got down and pushed. (Of course I *knew* what to do!) When on the way, my father let me drive a whole mile home.

In that car, the family took off for a tour of France, England and Ireland in 1905. Only trouble—confetti from the carnival of Nice travelling in the petrol pipe which required chasing with the tyre pump from time to time. Unfortunately, this happened in the middle of Piccadilly Circus, with half a dozen indignant bobbies scolding . . . and pushing to get the car out of the way. There were more hansom cabs than motor cars in London at the time.

To get back to the car: it could travel at a kilometre a minute, and it never let us down. My father gave it away to an engineer friend who had invented a simple and efficient carburetter and wanted to try it out. I never found out what became of it. In my long motoring life I never met a similar car in museums or rallies.

Blessac, France C. JORRAND

Vintage Postbag



The Vauxhall Staff-car—see letter from Mr. P. Wright.

Vauxhall Staff-car

Sir,

Your piece in the June issue about the Vauxhall D-type Staff-car was most interesting. Last year, quite by chance, I acquired two old War Department photographs, showing a D-type Staff-car bearing the WD serial LC ↟0721. I recently sent them to Vauxhall Motors Ltd., suggesting that *their* car, serialised IC ↟0721, may in fact be the very car pictured, and should therefore read LC ↟0721.

As your article relates, when Alan Garland restored their vehicle the WD serial was only faintly discernible, and this could account for the difference in the initial letter of the serial. I can understand the Imperial War Museum not being able to answer the query regarding the dating of this vehicle, as they do not have the staff available to deal with such detail enquiries.

Personally, I feel that the cars are one and the same, LC ↟0721, as the chance of two such closely serialised D-types is perhaps unlikely. What a splendid picture the car makes, with its collection of Staff Officers seemingly observing a flypast of aeroplanes. By the wicker-work and cane chairs, it could have been sited in the Middle East? Who was that General and his lady? Who was the A.D.C.? Who was the Driver-Orderly? Where and when were the photos taken? If IC ↟0721 should be LC ↟0721, does this assist Dennis Field to date the car more precisely?

Finally, I am at present doing some research on WWI, WD and RFC vehicle serials, especially the impressment of civilian vehicles into military service, and I would be glad to hear from anyone who has a like interest.

Freeland PETER WRIGHT

Thermo-Syphonic Jowetts

Sir,

I was interested in the piece about the two 1926 Jowetts being driven across Africa, and particularly struck by the statement that they only used a quart of water between them. Having owned a 1924 Jowett with about 180,000 miles to its credit (bought for fifty bob in 1938), and one of the post-war Bradford vans, I can well believe this; and it proves again, if proof were needed, that properly-designed natural circulation cooling answers perfectly. For the Jowetts, you will recall, do not even have fans—and don't need them. The radiator on my pre-war Jowett leaked slightly, and I daresay the circulation was not all it should have been because of the doses of mustard, Hudson's Soap and what have you, used over the years to stop it weeping, but it only reached boiling point after a really long stint of ticking over in traffic. I was held up nearly fifteen minutes once and it just began to steam, but went off the boil again in a very few yards after moving off again.

How ludicrous is Hendry's attack on Rolls-Royce! By all means criticise, and strongly, but for goodness sake intelligently. I suspect Hendry does not know what a sarcophagus looks like and he obviously does not know that R-R radiator shells are not chromium-plated.

Potbridge A. BIRD

[The 12/50 Alvis was another engine that did very nicely thank you without the complication of water-pump or fan.—ED]

Memories

Sir,

I was most interested in Anthony Blight's letter as I, too, was at the 1948 Grand Prix Du Salon on Oct. 9th of that year, together with Rhona, my wife, and the well-known Bugatti driver R. M. ("Blom") Blomfield.

I met Pat Garland previously at the Grand Prix des Nations in Geneva, together with the Delage and travelling bag and in addition at least five spare tyres lashed like a huge tower on the rear "deck" of the Delage.

I enclose a picture I took of Pat with



Rhona and "Blom" at Montlhéry on the previous practice day.

I also enclose negatives of other cars and people on the same day, and you will see that one shows Georges Grignard (who also drove later at Prescott in T.A.S.O. Mathieson's Maserati) climbing into his Talbot. "Blom" and I had in fact gone to the Salon in the endeavour to buy a Talbot for our friend John James, but we were received in a most disinterested manner, and after some months were quoted a price of £5,000 delivered to Calais Docks *without tyres*! I think by that time John James had lost interest and was involved with the big Sunbeam Tiger. I also enclose a post card of an early car, apparently made in Salford in 1907. I wonder if anyone can identify it. I can find no reference to a "Filde" car in Georgano.

Market Drayton L. ROY TAYLOR

More Memories

Sir,

Mr. Robbins' letter about the Leyland 8 in Wolseley's Petty France Garage made me sit up, for I, too, remember it well. I was then in the employ of Lord Donegall whose cars were also kept there. I was on talking terms with the Hon. David Tennant's driver and used to hang about this wonderful vehicle when he was ministering to it. The tappet adjustment was an unusual arrangement with an internal screw inside the thick valve stem, with the leaf springs which were employed to close them. I remember that he also had at this time a beautiful Isotta-Fraschini with a 2-seater body and streamlined wings. The process of matching the two carburetters on this car consisted of opening the compression taps one at a time and comparing the flames that spat out at each firing stroke, a fascinating procedure.

There were other interesting cars at this garage. H.O.D. Segrave kept his monster 45 Renault and an Hispano-Suiza there. These were usually placed in a strategic position near the entrance, as he seemed to be always in a tearing hurry. I recall one dramatic moment when he rushed in, leapt into the Renault, and roared out of the "in" side of the entrance at the same instant that an Austin 7 turned in. Fortunately for the Austin owner the Renault had a conductor of instantaneous reactions, for it practically stood on its nose and no damage was done. I was taken for a ride in the Hispano one day—it had a Weymann 2-seater body covered with black patent leather—and was most impressed with its acceleration.

Other exotic machinery I remember were a 16-cylinder Cadillac and an Excelsior belonging (I think) to the King of Egypt. It resembled a blown-up Invicta—polished

aluminium bonnet and a huge searchlight on the running board. Another visitor was the Cummins diesel-engined racing car from America. The Bugattis rested here when the shows were on complete with a team of mechanics who carefully warmed them up every morning, feeling various parts of the engine with the backs of their hands until the required warmth was achieved—then switching off and letting them get stone cold again. Jack Dunfee had his Talbot there, which was plug troublesome and the exhaust pipes had to be spat on to find out which one was missing.

I could go on about this garage—known as the Westminster Garage when it was declared unsafe and unfortunately closed—for hours, but I had better stop.

Ryde, IoW T. P. CHIVERTON

Alfa Romeo Tipo 33

Sir,

While agreeing with Mr. Clark's comments about the use of transporters to get so-called "road cars" to competitions, surely no harm is done unless an unfair advantage is gained in order to win. If, however, someone wishes to enter an entirely unsuitable sports/racing car in an event consisting in the main of driving tests, I can only wonder where Mr. Clark's sense of humour is if he finds this objectionable. I was assured by most people concerned that the entry of my Alfa Romeo Tipo 33 in the Pomeroy Trophy was accepted in the spirit intended, and, of course, it in no way prevented pre-war cars quite deservedly winning the major awards. (Incidentally, I do drive it occasionally on the Devon roads and lanes but have never had any "slicks" as Mr. Clark seems to think; surely these would be illegal for road use?!)

[He means your very wide back tyres, sir!—ED.]

I feel that the correspondence columns of a National motoring magazine, however excellent, is not the correct place to suggest to the Vintage Sports Car Club what their policy should be, and there are surely channels within Clubs for protests to be made.

[The freedom of the Press, sir!—ED.]

It was interesting to be criticised for my entry by the entrant of a Lola T 70 which did not even turn up.

Totnes RICHARD PILKINGTON
(Totnes Motor Museum)

The Last Morris Isis Tourer

Sir,

Thank you for mentioning my Isis tourer in the June issue. May I just correct a point that the vehicle which I described was not the last Isis made but probably the last *tourer* made?

I quote from a letter about this car recently received from the then General Manager of the garage who sold it new:

"Having placed the order (Jan. 1935) I came up against disappointment for the manufacturers had decided to discontinue this model. However, after some considerable delays the car was eventually built—the last Isis tourer ever to come out of the factory."

These facts are corroborated by the late owner's family who saw it being made at Cowley. It was first registered in April 1935.

Possibly the next Isis made is now being restored by Mr. Colin Causton of Bentley, Hants, who has a coupé with the next numbered engine to mine, but 47 later chassis number. (The chassis were shared by the Morris 25 at this time.)

Longshott Wood M. D. F. COLE

A Mysterious Alfa Romeo

Sir,

I am writing to you in the hope that you will be able to clear up a gap in the history of my 1929 6C. 1750 Alfa Romeo.

My car—a third series Turismo (Sohl) eng./chassis no. 0412278, reg. YY709 *apparently* left Italy early in 1929 in chassis form (i.e. all bright components were nickel, split rim wheels, early Bosch control switch and early Jaeger instruments, etc., etc., presumably en route to Alfa Romeo Sales (Stiles) England.

However, the car was only registered in Middlesex in 1932 and bought new (?) by Mr. A. Stiano from Alfa Romeo sales with an attractive 4-seater open James Young body.

Stiano apparently seized it on the way home from London after collecting it so the car was still tight at that stage. He ran it until 1939 and shipped himself and car to Ireland as war broke out. (Apart from severe damage after going through closed gate on A1 in 1934.)

After the war Stiano returned to England leaving the Alfa in storage in K.C.R. Garage, Dublin.

I bought it from him via K.C.R. Garage in 1956 and still have it—now running after a 10-year rebuild.

Last year I met Mr. Stiano and found out most of the history since 1932, but April 1929 to December 1932 is a complete mystery.

The car may have been used as a demonstration car, or been fitted with an unsaleable body, etc., or have been re-registered for some reason or other.

I thought perhaps some of the coach builders working in James Young works about that time might remember it, or indeed if James Young's records go back that far.

If you are able to offer any assistance I would be most obliged and many thanks for the best motoring journal currently published.

FREDERICK Z. W. NORMAN

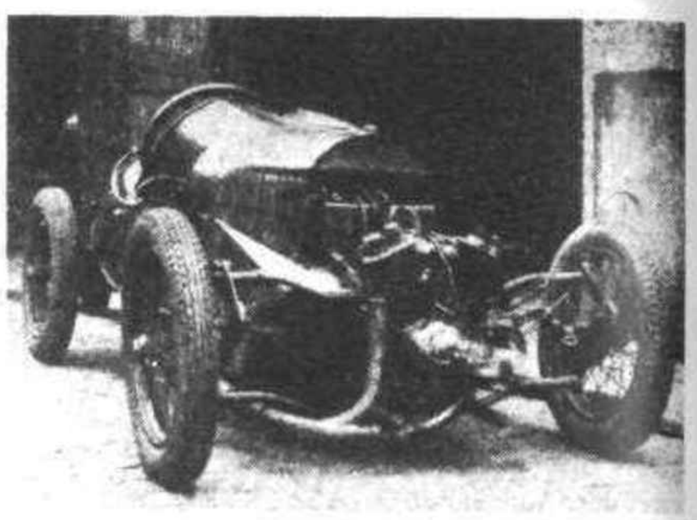
Dublin

"Salome"—GN or Morgan?

Sir,

Having just read the June MOTOR SPORT I feel I must comment, knowing your interest in reporting accuracy, on the description of Freddie Giles racer "Salome" as being the *G.N.* "Salome."

As you doubtless know, "Salome" started life as a 1928 Morgan Aero and was converted to four wheels for Speedway work by its owner Jan Breyer in 1931. At this time it was fitted with G.N. back axle and Grasshopper springs, with help from Tommy Sulman who had performed a similar conversion on a previous Morgan. The enclosed photo shows her after conversion. When Speedway days were over she was stripped of the Morgan body and remained "naked" in sprints and hillclimbs up to the Second



Salome after conversion to four wheels, in 1931.

World War, but following the war she again received a body, admittedly with G.N. dummy radiator, to satisfy RAC scrutineers and as such was purchased in sorry state by Freddie Giles fitted with an ABC engine. Despite the addition of the various GN parts "Salome" remains three-quarter Morgan, still retaining the Aero chains, clutch, front wheels, steering linkage, front suspension, bevel box and two-speed transmission, and as such surely qualifies as a Morgan special or, if you must, Morgan GN?

Finally, may I take the liberty of asking any pre-war Morgan competition drivers or agents to contact me, as I am hoping to compile yet more historical information for the present-day Morgan Three-Wheeler Club members. Many thanks for such a balanced motoring magazine.

Sheffield J. D. ALDERSON (DR.)

Maybach Matters

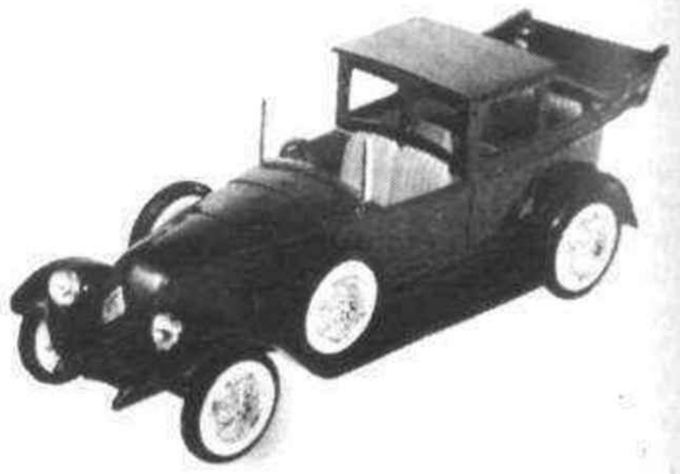
Sir,

I was very interested in your article on free wheels, having had pre-war cars so fitted. I thoroughly enjoyed them though the Startix was a bit of a nuisance at times.

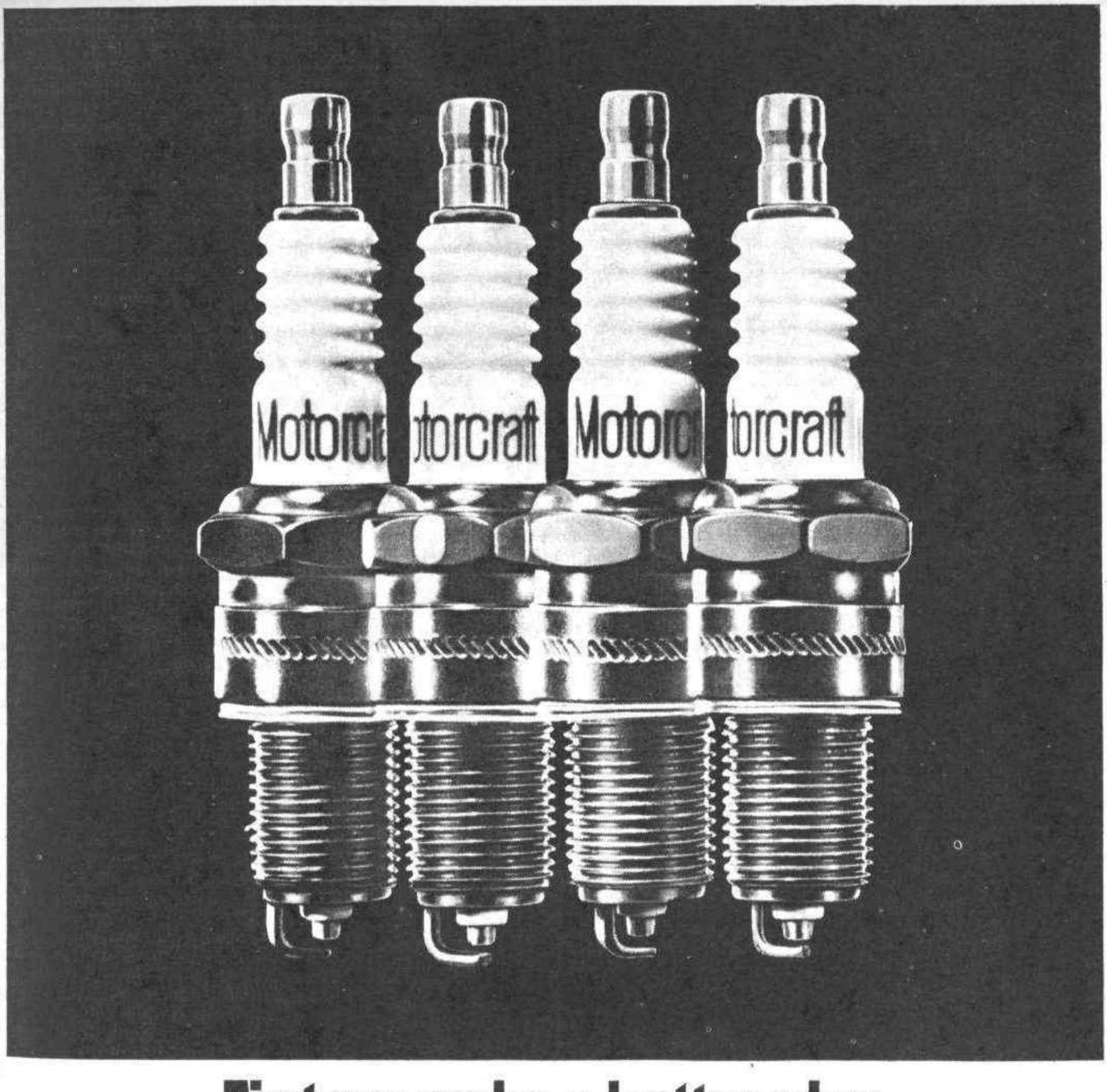
One of the earliest cars so fitted was the Maybach which was their own design and which was subsequently developed into their Mekydro transmission used in locomotives and high-speed vessels with power inputs up to 4,000 h.p.

Good luck to the continuance of MOTOR SPORT, the very best car journal of all.

Heathfield. R. M. TUFNELL



The Editor has been driving a Renault 45 *again—see page* 872 *(But not this one, which is a "Lucky" model, from Hong-Kong.)*



First we make a better plug. Then we try to better it.

Better Fit. A new standard for screw threads gives better fit (as well as easier installation) in engines irrespective of make or country of manufacture.

Better Sparking. You get a fiercer, fatter spark because the high temperature pressure sealing of ceramic insulator and steel shell ensures 'zero' leakage.

Better Life. The thicker electrodes are more resistant to wear, so you get a more consistent spark all through a longer plug life.

Better Performance. The Motorcraft Powertip delivers the spark to exactly the right spot in the combustion chamber to give you maximum power, as well as acting to combat pre-ignition at high speeds and low-speed fouling in today's traffic.

In summary, we believe we have the best spark plugs on the market today. As you can see, our progress to date is pretty impressive, but we're continually working on ways of making them even better.

To give you better performance from your engine under every kind of motoring condition.

Our policy of constant improvement applies not only to our spark plugs, but also to every other item in the Motorcraft Range of quality replacement parts.

So fitting Motorcraft parts means that you get consistently better performance from your car – whatever its make. Motorcraft parts fit over 90% of all British popular cars, as well as most foreign makes.

Quality parts for most popular cars

LOOKING BACK WITH JACK SEARS



Sears in the Willment Cobra, 1964.

PROBABLY the most difficult single decision ever to confront a racing driver is the question of the most timely moment to cease active participation in the sport. Once the choice has been made, most either sever all their connections with the sport or find that it is impossible to totally divorce themselves from such a compulsive activity and busy themselves either in team management or general administration. Into the latter category falls Jack Sears, the amiable Norfolk farmer who successfully dovetailed his agricultural business with a varied and fascinating competition career which started in 1949 and terminated, after a rather unpleasant testing accident, at the end of 1965. Immediately immersing himself in the administrative side of motor racing, Sears is now a member of both the Race and Competitions Committees of the RAC as well as sitting on the Council of the BRDC and taking an active interest in the commercial side of Silverstone circuit's operation as a director.

Jack Sears' family roots lie in Northampton, but when he was very young his family moved to Sussex where his father ran a farm. Stanley Sears himself had always been passionately fond of cars, being a contemporary of Raymond Mays from the days of the Varsity Speed Trials at Cambridge in the mid-1920s. Sears senior raced an Alvis 12/50 at the same time as Mays used his Brescia Bugattis, later competing at Brooklands before marriage marked the end of his circuit activities. However, he became a great rally enthusiast in the mid-1930s, competing on several RAC Rallies with 4¼ and 4½-litre Bentleys as well as taking a Rolls-Royce Phantom 3 on the RAC Rally. Thus the youthful Jack found his enthusiasm for motoring matters fired up at a very early age, although he frankly admits "the only thing I ever wanted to do was farm".

His very first car was a Standard Ten engined Morgan 4/4—"I had a very generous father"—and by 1948 the youthful Sears could be seen bouncing over the Downs in production car trials. Such elementary contests were sufficient to whet his appetite for something rather more ambitious, so it didn't take long for him to swap the Morgan for a 1949 MG TC which, fitted with a Wade supercharger, was taken on the 1950 *Daily Express* Rally before making its circuit *début* in a BARC Goodwood handicap. Of this circuit baptism Sears recalls little, "although I managed to distinguish myself by spinning at the first corner!"

Despite the lure of motor racing, Jack was determined to pursue a serious farming career and embarked upon a practical apprenticeship which eventually led him to the Royal Agricultural College at Cirencester. But the first few races in the MG left him itching for something more ambitious so he acquired a Cooper-MG sports car which had previously been owned by Liverpool garage proprietor Jack Reece whose cousin Peter used to drive it. During his two years at Cirencester Sears found plenty of opportunity for club racing, so the Cooper was frequently prepared at the nearby garage of former ERA exponent Brian Shaw-Taylor. By the time his course finished at the agricultural college, Sears was contemplating matrimony and moved to the farm he still owns at Ashill, near Thetford, in Norfolk. Unlike his father, those steps towards the altar very definitely failed to halt his motor-racing activities.

After learning the rudiments of circuit racing with the Cooper-MG, Sears graduated through a couple of Jaguar XK120s, in the meantime making the acquaintance of fellow East Anglian Archie Scott-Brown who drove for Cambridge sports car constructor Brian Lister. Sears continues the tale: "As Archie became increasingly well-known, it suddenly dawned on everyone that he'd only got one proper hand. Immediately the RAC stepped in and suspended his competition licence for a short while until he persuaded them that he was a fit person to be handling a racing car. During that spell Lister asked me to handle the 'works' Lister-MG in several events. So I must have caught his attention, even though I hadn't got much to show in the way of results."

However Scott-Brown was soon back in harness, so Sears teamed up with Bill Black (who had formerly raced a Frazer Nash Le Mans Replica) and they purchased a Lister-Bristol together for the 1955 season. Sears admits that "perhaps I had rather more courage than sense", finally realising that sheer valour wasn't enough on its own to succeed after contriving to up-end the Lister at Silverstone's Copse Corner. He was flung out onto the circuit, surviving with just a strained shoulder as a legacy of this frightening incident, but convinced that he should moderate his enthusiasm in the future. The car was rebuilt for the 1955 season and still races in historic sports car events to this day in the hands of its present owner David Muirhead.

The 1955 season also marked Sears' first serious foray into the rallying world. The previous years he had competed with Bill Banks (of Koni shock-absorber fame) in the Tulip Rally driving an Alvis Grey Lady, but the 1955 season marked the arrival of BMC and its first big factory-backed assault on the International rally scene. Sears' old friend Peter Reece was signed up by Marcus Chambers for the 1956 season and he immediately asked Jack if he would join him on the Monte Carlo Rally in January 1956. "I was absolutely delighted. My reaction was 'fantastic, marvellous'. Unfortunately Peter was killed shortly afterwards in a road accident, but his father asked me to follow through the plans and take the car to Monte Carlo nonetheless. I obviously agreed and on the way back from Peter's funeral in company with Archie Scott-Brown I realised that Archie would be the obvious choice to have with me. I asked him, he accepted and, along with Kenneth Best, we teamed up and went."

The car provided for this epic was an Austin A50 into which had been installed a well-tuned MG Magnette engine in addition to stiffened suspension and a floor gear change. "The pinnacle of our success was when we qualified for the mountain circuit and this was the time I realised just how good Archie's technique had become. I honestly believe he was one of the very first drivers to fully develop the technique of



Sears taking the flag to win his most satisfying race—with the Willment Cobra, Brands Hatch, 1964—chasing from seventh place after being black-flagged for a start-line mix-up.

turning the car away from the corner, then swinging hard in before holding the car on opposite lock all the way through the corner."

Sadly, their heroic efforts ended when the Austin ran out of brakes and slid gently off the road down a ten foot gulley. "That was the end of our rally. We tobogganed the car down onto the next section of road below, kicked out the roof, turned it back onto its wheels and then motored slowly to the finish at Monte." Despite the damage to the A50, Marcus Chambers was clearly quite satisfied with the way in which Sears had acquitted himself and there followed an offer of a permanent place in the works rally team, a position accepted with alacrity by Jack who stayed as a member until the end of 1959. During that period, driving a variety of BMC models, he scored a number of class placings on such rallies as the Geneva, Tulip, Sestrière and Alpine, his links with the team bringing him back into saloon car racing when the first British Saloon Car Championship was instigated in 1958.

Sears campaigned his own Austin A105 throughout the 1958 season, BMC helping with the car's preparation, and his main opposition in the points' table came from Tommy Sopwith's Jaguar 3.4 even though they were running in different classes. "Believe it or not we got to the final round at Brands Hatch with nine class wins each to our credit, so it looked pretty likely that we would both win our class at the final round as well. Mindful of this possibility, the BRSCC had cleverly laid on a couple of rally-prepared Riley 1.5s for a couple of five-lap sprint races between the pair of us to act as a tie-decider. Of course, we did both win our classes, then jumping straight into these Rileys for the two run-offs, swapping cars between each five-lap chase. The first was won by Tommy by a second, and I won the second by one-point-six seconds, so I was champion by six-tenths of a second! It was tremendously exciting and elating."

Sopwith retired from driving at the end of 1959, immediately confirming Jack a place in his Equipe Endeavour team of 3.8-litre Jaguar Mk. 2s alongside Michael Parkes. He freely admits that this involvement "did a lot of good for my reputation" for not only did Sopwith run the Jaguar saloon, but Sears also had a few outings in his Aston Martin DB4GT and later in the team's Ferrari 250 Berlinetta. In 1961 Sopwith acquired one of the very first 3.8-litre Jaguar E-types for competition use, Graham Hill doing most of the driving in this car. However it's a source of great pride to Sears that he lapped the Ferrari quicker than either Hill or Roy Salvadori (who drove a similar E-type for John Coombs) in practice for the 1961 Oulton Park Spring International Meeting. The E-types beat him in the race, so he ended up third overall.

At the end of 1961, Hill left Sopwith to join the rival Coombs organisation, Parkes and Sears staying on to handle the Jaguars and also a new Ferrari 250GTO. But this season very nearly proved to be Jack Sears' last following a very serious accident whilst competing in the Tour de France in a French 3.8 Mk. 2. "I was asked to compete with Claude Lego, a Frenchman who owned a competition Jaguar 3.8, and the car was brought over to England prior to the event for preparation by Equipe Endeavour. I agreed to compete in the circuit races, while Lego was to drive the hillclimbs. Everything went well from the start and I was actually leading the touring car category after the first two circuit races at Rouen and Le Mans."



For 34 laps of the 1959 Snetterton 100-mile saloon car race, Sears (31) led Sir Gawaine Baillie in another Equipe Endeavour Jaguar 3.4. Baillie went on to win from Sears after the latter's Dunlop disc brakes gave out.

Sears admits he found Rouen demanding and daunting, but nonetheless managed to take the Jaguar more or less flat all the way down the hill to Nouveau Monde—"although I flicked it out of overdrive for that tricky second sweep after the pits"—and the third race in the Tour de France took place at Clermont Ferrand, "where I made a very serious and fundamental mistake".

After the Le Mans-type start, Sears failed to immediately secure his seat harness, preferring to concentrate on building up a substantial lead over the first few laps before relaxing on a short straight and doing it up. "Unfortunately I didn't make it round to the straight on the fourth lap as some Frenchman in a Citroën I was lapping closed the door on me in the biggest possible way and knocked me straight off the circuit." The two cars touched at over 100 m.p.h. and the next thing Sears knew was when he found himself lying on the track, having been thrown out through the hole left where the rear window should have been! His first reaction was to jump up and belabour the French driver over his stupid action and he immediately set off for the pits, intent on lodging an official protest. As he walked the two miles back towards the pits, Sears found himself getting weaker and weaker, but he managed to keep going long enough to reach his destination and proffer his explanations. Then, almost on the verge of collapse, he was rushed off to hospital where an X-ray examination revealed him to have sustained three fractured vertebrae! "I still shudder to think of the possible consequences to this day," is Sears' only reaction.

As a result of this near-tragic incident, Jack was condemned to be encased in plaster for no fewer than three months, missing several international events for the Sopwith team. Although he was out of plaster in time for Christmas the future looked just a little bit barren on the motor racing front, for Sopwith withdrew and turned his attention to that other exhilarating pastime, powerboat racing. "I thought about quitting," Sears told us. "I was coming up to 33 years old and reckoned I'd had a couple of lucky escapes as well as thoroughly enjoying myself. It didn't look as though there was a drive around for me either." Just as he was in the process of making up his mind, the telephone rang in his Norfolk farm house early in February 1963. The caller was Jeff Uren, an old friend and sparring partner.

Uren had raced against Sears back in 1958, his Ford Zephyr being one of the very few machines which could get to grips with Jack's fleet Austin. He was now competitions manager for the big London Ford dealers John Willment, who were on the verge of a massive racing programme which was to be launched in several categories during 1963. Sears listened with increasing interest as Uren outlined the Willment plans and then offered him a drive in their saloon car team. "We're going to race an American Ford Galaxie," Uren told him. "Would you like to drive it?" The only previous occasion on which an American saloon had competed in British saloon events had been the previous year when Dan Gurney raced a Chevrolet Impala at Silverstone and it had looked quite promising. Accepting Uren's assertion that the Galaxie would be a competitive proposition, Sears asked for twenty-four hours "to think it all over" and then accepted. Back came what appeared a cautionary note: "Well, I'm afraid the Galaxie isn't ready yet, so you'll have to start the season in a Cortina GT."

This prospect didn't turn out to be as doubtful as Sears originally suspected, for he won his class first time out at the Oulton Park Spring meeting. "I had electrical trouble during practice, but raced through from the back of the grid and actually man-



The end of Jaguar's saloon car supremacy came at the Daily Express *meeting, Silverstone,* 1963, *when Jack Sears gave the* 6.9-*litre Willment Galaxie its* début—*and a win.*

aged to pip Alan Hutcheson's Riley 1.5 in a side-by-side finish for class victory." In fact Sears never got beaten in the Cortina and, to this day, Walter Hayes introduces the Norfolk farmer as "the man who started the Cortina on its road to success".

The Galaxie arrived in time for the International Trophy meeting at Silverstone in May, although Sears' hopes fell when he arrived to be confronted with the news, "I'm afraid the racing tyres haven't arrived yet so you'll have to do first practice on road tyres." The team pumped up the tyres as hard as they dared, only for one to blow out on just the second lap. But the racing covers arrived in time for the second session and Jack soundly beat the Jaguar opposition to secure pole position on the starting grid.

"By the end of the practice I was becoming aware of clutch slip. But when I told the mechanics they just told me I'd have to take things easy because there just wasn't a replacement available. So I edged the Galaxie gently off the line, slipping it into top gear as quickly as I could. I went on to the Hangar Straight behind three Jaguars and just blew past them all as I went down into Stowe. It was quite amazing. I simply drove away from them with no difficulty, winning the race with ease even though I never took the car out of top gear after the second lap!"

Sears' success in the Willment Galaxie was virtually unchallenged throughout 1963, his second Saloon Car Championship being secured with much greater ease than his first. On reflection he recalls only two occasions on which he was certain that he was about to be beaten. "One was when Jack Brabham drove Alan Brown's Galaxie at Snetterton, gradually closing in on me until a Mini spun in front of my car at Riches and I was obliged to stop at the pits. On another occasion Jim Clark drove the same car at Brands Hatch, pulling steadily away from me until I was forced to stop after a puncture. But my most satisfying moment with the Willment car was when I beat Dan Gurney in a straight fight at Silverstone. That gave me a lot of pleasure."

But singularly the most satisfying race of Sears' whole career was driven at the wheel of Willment's AC Cobra roadster in a supporting sports car event to the 1964 British Grand Prix at Brands Hatch. "I just couldn't get to grips with the wretched thing in practice and the fact that Bob Olthoff lapped the other Willment Cobra about two seconds a lap quicker didn't help either. But Bob then crashed the car, damaging it too badly to compete and leaving his pole position vacant on the grid. So Jackie Stewart moved his Coombs E-type across into pole position and David Piper moved his Ferrari GTO across to the middle. I therefore moved the Cobra up to the front row of the grid, only for a marshal to come rushing up with about thirty seconds left to go shouting about me being in the wrong position. All I could do was to shrug my shoulders and then we were off. I remember it was quite a long race, 25 laps I think, and as I went round South Bank chasing Stewart and Piper I could feel fuel sloshing down my back from the over-full tank. Next time round there was the black flag, so I rushed into the pits mentally cursing some over-zealous marshal who, I assumed, had seen the apparent petrol leak. I was met by Uren who explained that I'd been brought in because of my wrong grid position and that I should get on out again. I well remember shaking my fist at the officials as I hurtled back onto the track, but that was just the stimulus I needed. I started to feel really at home with the car, hurling it round all over the place. It didn't take long to pass first Piper and then Stewart, so I won the race in the end. It was quite the most satisfying race I've ever done.

At the end of 1963 Sears left the Willment team to accept Colin Chapman's invitation of a place in the Lotus saloon car team alongside Jim Clark. In addition he joined Carroll Shelby's long distance sports car team to drive Cobra Daytona coupés, but it was his relationship with Clark that sticks in his mind. He grew very close to the Scot, the two men sharing outside interests and both coming from farming backgrounds, competing in the R.A.C. Championship and at Sebring driving the famous Lotus-Cortinas. "There's one rumour I'd like to dispel," Sears assured us, "There was no way in which Jim ever got a better car than mine. I did most of the testing and there was never any fraction of difference between his car and mine. They were as identical as it was possible to be." Sears also drove the big Ford V8-powered Lotus 30 in a lot of test sessions—"on one occasion I was actually quicker than Clark" —and also in a race at Silverstone but it was in a development of this car that he was involved in the accident which finished his career.

"I was testing the Lotus 40 at Silverstone, the 5.3-litre car that Richie Ginther once described as a Lotus 30 with ten more mistakes. I lost control at Abbey Curve, rolling the car and ending up trapped underneath it with my left forearm trapped beneath the roll bar." Sears was extricated from the wreckage and rushed to hospital where he stayed for three months undergoing serious bone and skin grafting, for he had been badly scalded down one side of his body and had sustained a fractured vertebra in his neck. It wasn't until Autumn 1966 that he was fully recovered, but there was still an offer from Alan Mann for him to drive a 7-litre Ford Mk. 2 "any time he was ready".

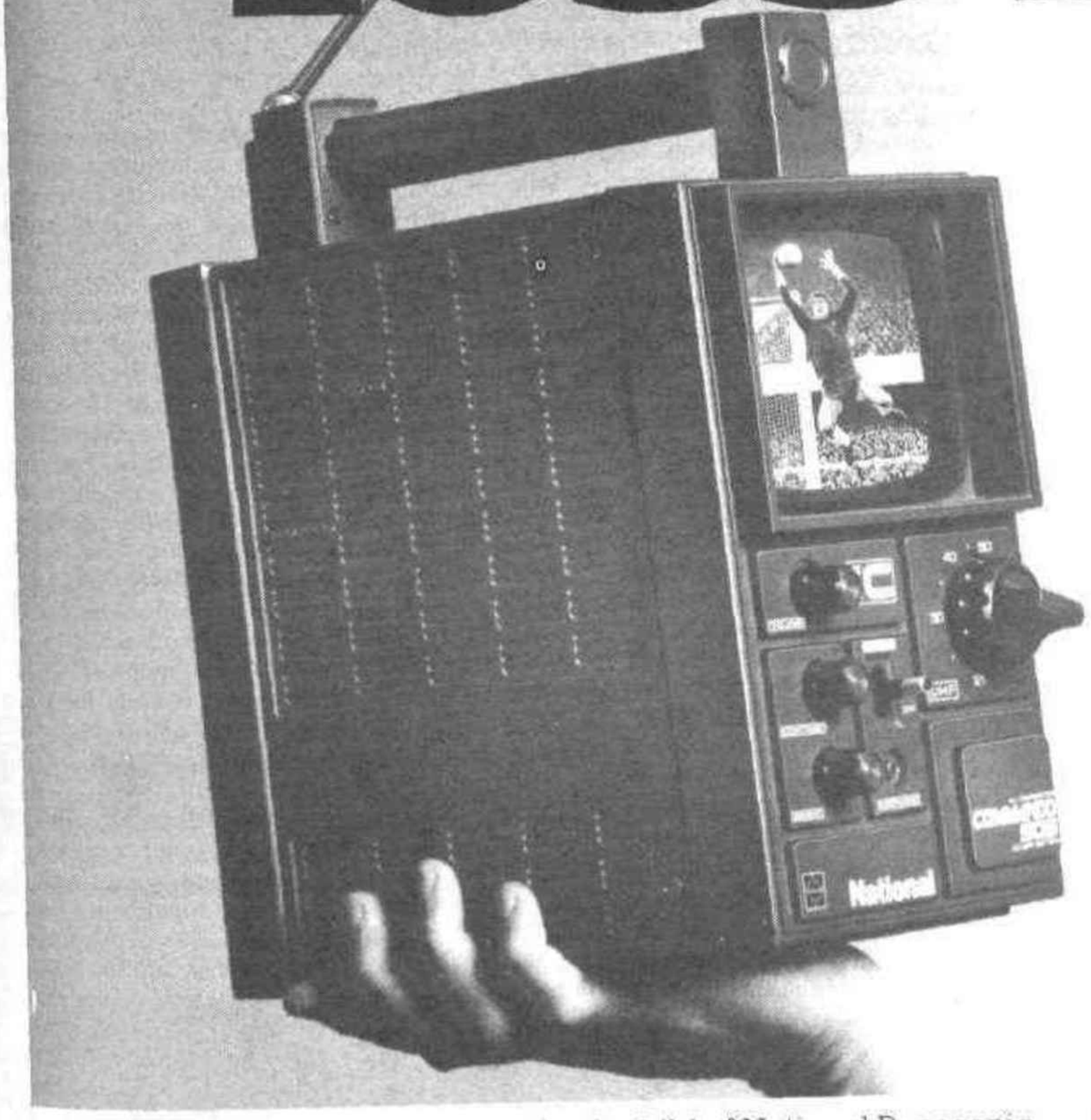
"I decided that this was the time to stop," Sears reflects, "even though I did sneak down to Snetterton and gently had a couple of laps in the Alan Mann Ford. It was the best therapy I could have had; made me feel about ten years younger! But suddenly I realised I was nearly thirty-seven and had missed the best part of a full year. So I took the decision to stop, hard though it was."

But that burning passion for motor racing which had brought him back to the circuits after two nasty accidents meant that it was impossible for him to leave racing alone for long. "I just didn't want to sever my links with all the fascinating people I'd met over the years, so I got involved with the organisation of the London to Sydney Marathon." From then on his involvement with the organisational side of the sport mushroomed to the point where he now spends about two days each week either at RAC meetings or tending to the commercial side of Silverstone's activities. On the road his taste is practical and modest, driving as he does a 3-litre Capri, although he admits he'd like a Ghia model and keeps the ex-Coombs Ferrari 250GTO for "quick blasts through the forests early on summer mornings!"

In closing, we asked Jack Sears whether he ever felt a tinge of sympathy when having to rule against drivers who feel they have received unjust treatment at the hands of the RAC. "Oh yes, in some cases", was his immediate reply. "Even though I'm bound to say that if most of the competitors today know as much about the organisational side as I did when I was a competitor, then they probably know next to nothing. I just used to arrive, race, and then go off home. It wasn't until I retired that I began to appreciate just how much off-track activity was required to make a race meeting or rally possible." So today's competitors can take heart in some small way when they realise that there is at least one member of this country's motor racing administrative hierarchy who understands and appreciates their problems, particularly when he is someone as congenial and easily approachable as Jack Sears certainly is.

A.H.

Watch less T.V.





Behold, the latest electronic brainchild of National Panasonic.
The 5" Commando black and white portable.
It's bristling with no less than 44 solid state devices. So you'll never have to call in the man to fish out dud valves.
(Incidentally, the whole set is guaranteed, unconditionally, for two years).
It'll pick up all three stations loud and clear on UHF.
(Whether you're operating off the mains, its own ordinary torch batteries or car and boat batteries).
And it even comes complete with a foldaway aerial and personal earphone.
On the one hand, nothing has been sacrificed for size.
Yet on the other, the whole bundle of joy weighs a mere 7¾ lb.
At £65.95 (inc. VAT), who could ask for less?

To National Panasonic (UK) Ltd.,
107/109 Whitby Road, Slough, Berks. SL1 3DR.
Please send me more information about the Commando portable television.

Name_____

Address_____

MS8

just slightly ahead of our time.

National Panasonic

A TALE OF TWO TRIUMPHS

(*With partial apologies to Charles Dickens*)

The Editor tries the new 2500 TC and comments further on the popular Dolomite Sprint.



The new Triumph 2500 TC Mk. 2

AS MOTOR SPORT announced in June, a new big Triumph, coming between the 2000 and the 2.5PI, has been introduced and when, having written that "Buy British" Editorial, I suggested to British Leyland that it was about time I drove some British cars, this 2500TC Mk. II Triumph was the first one they produced.

It can be rated a very nice touring saloon but in no way a sporting proposition. It costs £2,326 with the optional power steering and overdrive. The twin-SU six-cylinder push-rod engine gives 99 (DIN) b.h.p. and runs smoothly and quietly unless you ask it to turn fast, when its antiquated long stroke is betrayed (75 × 95 mm.). Such modest power, developed at 4,700 r.p.m., further emphasises the out-datedness of the power unit, and it brings rather mediocre urge, such as a top speed of 103 m.p.h. (but 90 in o/d third) and 0-60 m.p.h. acceleration taking more than 11 seconds. The gear change is somewhat notchy and has long movements but o/d is conveniently selected from a slide on the gear-lever knob. The minor controls and instruments are well conceived, with two stalk-levers, and the warning lights in a circular cluster. The seats are big and comfortable, the boot large and unobstructed, and those who like old-fashioned amenities and arrangements will welcome the manual choke, openable ¼-windows in the front doors and the real wood facia, with lockable cubby, and the matching window cappings. There is very thorough and powerful heating and ventilation but no tachometer or oil-gauge is fitted.

The rack-and-pinion power steering is high geared (3-turns, lock-to-lock) and this Triumph 2500TC is a restful car for fast cruising. Its handling is, however, not altogether impressive, and I consider that Ford, with the Consul 2500, have it licked. But Triumph fans will like it and it follows so closely the former concept that there is no need for a detailed description. As for economy, driving largely in o/d I got 29 m.p.g. of 4-star but harder driving reduces this to around 24 m.p.g., and the 14-gallon tank ensures a useful range. No oil was used in 600 miles. The servo disc/drum brakes were rather heavier to apply than expected but satisfactory, a wheel-trim rattled on rough going, I disliked a notice which told me to fasten the safety-belts, the door-locks were stiff to operate, and a Dunlop SP68 tubeless tyre slowly deflated. A comfortable saloon this, which however, did nothing for me except transport me sedately wherever I had to go....

Having greatly enjoyed the Triumph Dolomite Sprint when it was newly announced, I was glad that BL agreed to let me re-cap on it. Before doing so, however, there is that misleading advertisement to be disposed of. It appeared in *The Times* on June 7th, and was headed "The Design Council Award has gone to our head". It was issued to proclaim the good news that a Design Council Award has been made in respect of the Dolomite Sprint's ingenious valve gear for its sixteen-valve cylinder head. It is excellent that this neat piece of design work led by Spen King has been officially recognised. But unfortunately in underlining this the copy-writers went badly off the rails. For in saying that 16-valve engines (they mean for *four-cylinder* power units) "have been around the racing circuits for years and are fine for power" they implied that these were all twin-cam engines which they labelled as "noisy, fussy and temperamental". They embellished this by remarking that these problems "still show themselves in many expensive twin-camshaft high performance saloon cars...." Apart from this remarkable mis-statement in a full-page *Times* advertisement being rather unkind to another Coventry-built car, the XJ6 Jaguar, it becomes nonsensical by saying that "the complicated twin-camshaft configuration" was "hitherto essential to sixteen-valve engines". What nonsense!

The Triumph copy-writers have conveniently overlooked such classic single-cam multi-valve engines as the Bentleys of W. O. Bentley, the Brescia Bugatti of Ettore Bugatti, the sports Sunbeam of Louis Coatalen, not to mention the 2-litre and 3-litre Bignan production power units. In stating that 16-valve racing engines invariably had twin-cam valve-gear the Triumph publicity chaps have conveniently overlooked one of the most successful single-o.h.c. multi-valve racing cars of all time, namely the Mercedes that finished first, second and third in the 1914 French GP. They have also forgotten, if they ever knew of them, those single-cam 16-valve racing engines by Nazzaro, Opel, Fiat, Rolland-Pilain, Sizaire, and AC. (A table in Pomeroy's "Grand Prix Car" repeated in Court's "Power and Glory," attributes this valve gear to the 1914 Coupe de L'Auto Peugeots but, in fact, these had twin-cam engines.)

What Triumph have done in the Sprint engine is to actuate the eight inlet valves efficiently by prodding them directly from the single 8-lobe o.h. camshaft, at the cost of using eight rather long rockers to actuate the eight exhaust valves. Is this such a simple solution as it sounds? Some of the early sixteen-valve single-o.h.c. 4-cylinder engines had 16-lobe camshafts and 16 rockers, examples being the sports Sunbeam which employed 16 short bell-crank rockers, and the Brescia Bugatti in which 16 non-pivoted lightweight sliding "banana" tappets replaced the conventional rockers. But the original 3-litre Bentley engine had just an 8-lobe camshaft and eight forked rockers, like the Dolomite Sprint, but with shorter rocker gear. In production form it and the 4½-litre Bentley used a 12-lobe camshaft, with separate rockers for the exhaust valves and shorter double-arm rockers for the inlet valves, or a total of 12 rockers, the layout adopted for the all-conquering 1914 GP Mercedes.

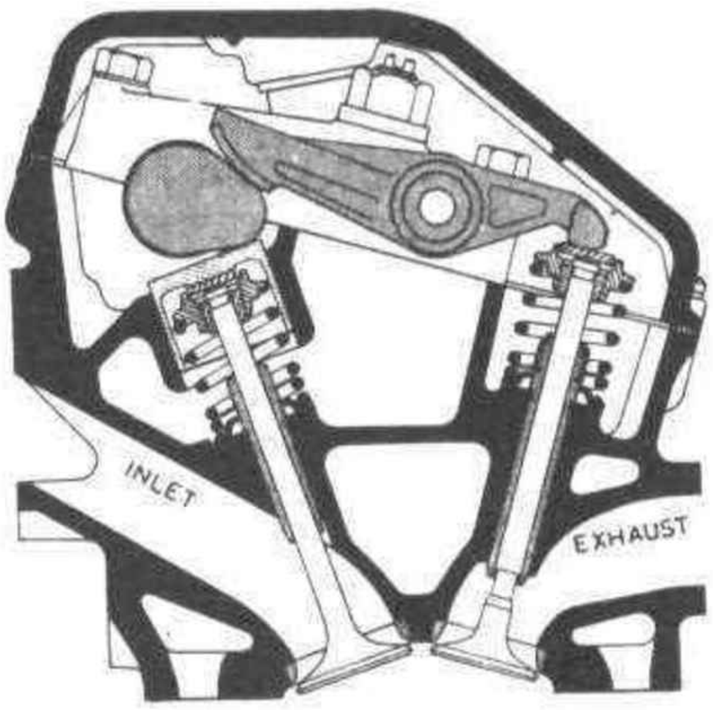
So all the Sprint can really claim is to have eliminated four or eight of the rockers normally found in a four-cylinder sixteen-valve single-o.h.c. power unit by the substitution of abnormally long exhaust rockers. It can hardly claim many marks for its direct actuation of eight of the valves, á là Hispano-Suiza, when this classic layout is not used for its remaining eight valves! Anthony Blight will say its all poppycock anyway, as they would have done better to have copied Georges Roesch's simple lightweight push-rod system....

I wonder therefore whether another full-page advertisement will now appear in *The Times*, apologising to earlier designers of single-o.h.c. multi-valve engines, the late W. O. Bentley in particular?

* * *

Misleading as this advertisement is on technical grounds, do not let it put you off the excellent Triumph Dolomite Sprint or, for that matter, 16-valve engines. It is worth recalling that in their beautiful catalogues (now another collectors' item!) the old

The Design Council Award has gone to our head.



By making the single overhead camshaft responsible for activating both inlet and exhaust valve sequences via a system of direct acting rockers, a valve operation of excellent rigidity has been produced. With the use of this unique design, Triumph have obtained a very compact combustion chamber, a vital factor in respect of exhaust emission control – and saved a useful amount of space and weight into the bargain.

The Triumph Dolomite Sprint is a very special car – a 116 mph four-door sporting saloon offering an unrivalled combination of high performance and luxury comfort, coupled with more than competitive fuel economy and purchase price.

But what makes the Sprint really unique is a most imaginative piece of modern engine design.

Which is why the Design Council chose the Sprint cylinder head for its Award.

What's so special about it?

For a start it's got 16 valves; 4 valves per cylinder, where most four-cylinder cars have only two.

Now 16-valve engines have been around the racing circuits for years – they're fine for power but because of their twin-camshaft mechanisms they have always been regarded as noisy, fussy and temperamental. And these problems still show themselves in many of the expensive twin-camshaft high performance saloon cars that also use them.

The Triumph Dolomite Sprint is a unique exception.

Triumph engineering has simplified both engine and valve mechanisms so as to avoid the complicated twin-camshaft configuration hitherto essential to sixteen-valve engines.

So that whilst the Sprint 1998 cc engine delivers a maximum 127 bhp (a power increase of more than 39% over the basic unit) it is still a compact and easy-to-maintain engine offering remarkable flexibility.

Performance with economy is the result; exactly what's needed in today's motoring climate.

And the Design Council Award more than underlines our point.



Dolomite Sprint

See the 1974 Award-winning Triumph Dolomite Sprint cylinder head at the Design Centre, Haymarket, London W1 till June 22nd.

And see the complete Triumph Dolomite Sprint at your nearest Triumph Dealer.

Rover Triumph, British Leyland UK Limited, Coventry. Phone: 0203-75511.

That misleading Triumph advertisement.

Bentley Company used to claim that the use of four valves per cylinder not only improved the breathing of their engine but increased its reliability, "The seating area is increased by 50% and in consequence the cooling surface is greater, and a greater volume of water can be circulated through the space surrounding the seatings. Further, the hammering effect on the seating of a single large valve with a strong spring is greatly diminished by using two light valves with light springs," they claimed. Realising that there were twice as many valves to grind-in, they hastily added that this chore should not be required until the car had done 20,000 miles!

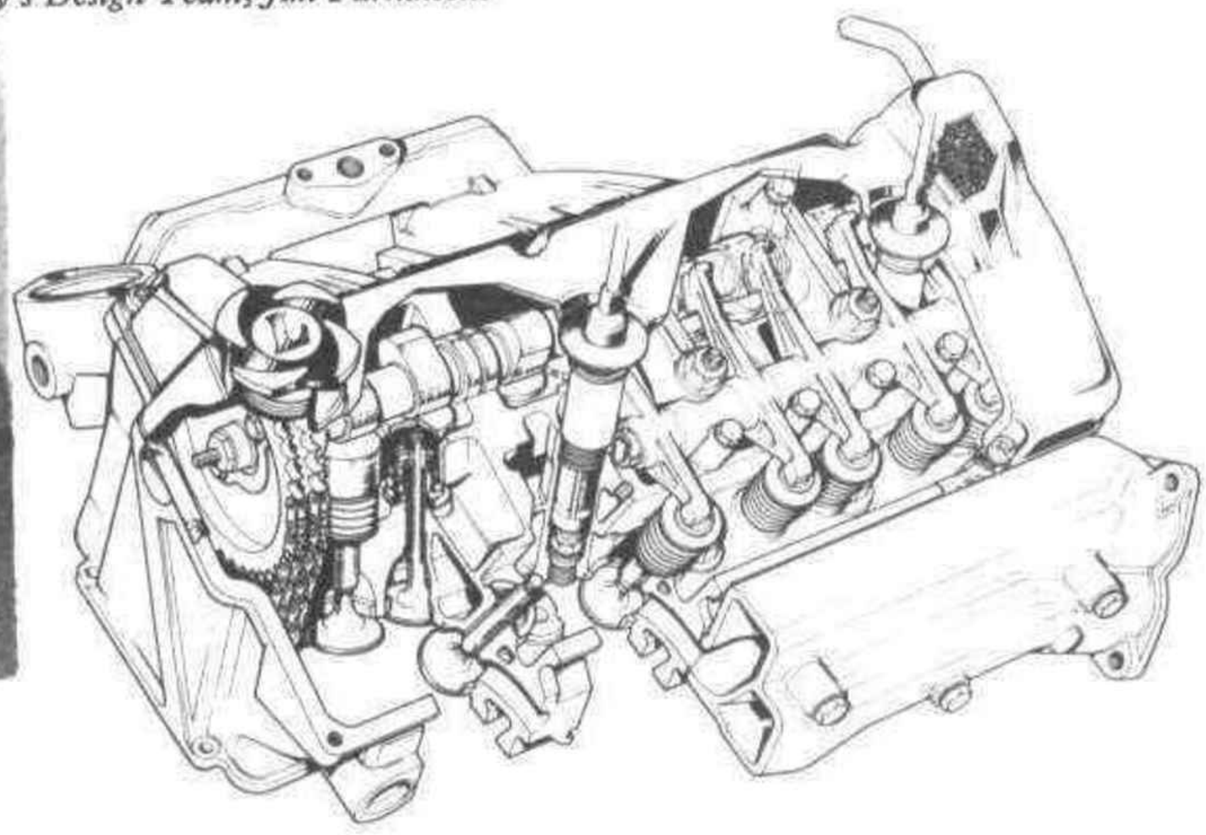
Well, today you don't grind-in your valves, so Spen King has all the advantages on his side. I think it is probable that when Henry (or Birkigt?) designed the 1912 GP Peugeot engine with four valves per cylinder and is reported as saying he did this, not to improve gas flow or to reduce valve inertia, but simply to have a standby in case of failure of one of the valves, he may have been misquoted and that what he was aiming at was reducing the likelihood of valve trouble, for the reasons given in the old Bentley catalogues. However, gas flow *is* improved, as Bentley knew, by doubling-up the number of valves, unless a wide-angle, hemi-head arrangement is employed, and this the Sprint engine does not have, as its unique layout would then require even longer rockers.

Having disposed of all this, I was looking forward to that promised re-cap on what a nice car the Dolomite Sprint is to drive. Alas, it was not to be. Having dutifully returned the 2500TC, I was told that the Sprint would not be arriving, because there was an industrial dispute at the factory and Triumph could not take out their own cars. So much for trying to persuade you to Buy British by writing road-test reports on cars made in Coventry! (At the same time a colleague was informed that the Reliant Scimitar booked for test weeks ago would not be delivered, because repairs had not been completed.)

Never mind! For some time while doing tests of other cars I had been finding myself praying something on the lines of "Oh, St. Christopher, I beseech thee, restore unto me mine BMW, that I may dwell not too long among the red lights and that peace and tranquillity may bless my rapid passage through the land." And lo, it was so! The 520i was in the office car-park and I was able to go home in it. Time, I guess, to be signing off!—W.B.

Spen King points out the salient features of the Triumph Dolomite Sprint's sixteen-valve cylinder head (seen in detail on the right) to Rover-Triumph's Managing Director, Bernard Jackman (centre) and a member of the Company's Design Team, Jim Parkinson.





RALLY REVIEW

The World Rally Championship

THE CSI has announced its list of qualifying events for the 1975 World Rally Championship for Makes, again without reference to any drivers' championship based on the same series. Although many efforts have been made to convince the CSI that a World Rally Drivers' Championship would have far greater public impact than a series in which the laurels are wrapped around the machine, not the man, all they would agree to was an extra trophy for drivers based on the unchanged World Championship. The recent announcement of the 1975 series makes no mention of anything for drivers, so presumably even that small concession has been forgotten. When will it be that the CSI finally appreciates a few of the basic promotional benefits to be gained by the sport as a whole if only there could be such a live person as a World Rally Champion. It's a grouse we have aired before and one which we will continue to air until something sensible is done about it.

The list of qualifying events for the 1975 World Rally Championship is as follows:

January 17/26: Monte-Carlo Rally (MC)
February 13/16: Swedish Rally (S)
March 27/31: East African Safari (EAK)
April 22/27: TAP Rally (P)
May 27/June 2: Acropolis Rally (GR)
June 25/29: Morocco Rally (MA)
August 1/3: Rally of the 1000 Lakes (SF)
October 1/4: Sanremo Rally (I)
October 15/19: Rally of the Rideau Lakes (CDN)
October 28/November 2: Press-on-Regardless Rally (USA)
November 8/9: Tour of Corsica (F)
November 21/26: RAC Rally (GB)

On the face of it the list looks a *fait accompli,* but it isn't really like that at all. In the first place there is likely to be considerable reorganisation within the administration of the TAP Rally, for the airline from which the event takes its name has now withdrawn the tremendous financial support which it has provided for the past several years. There is very little chance that the event will not be held, for the Portuguese Tourist Board appreciates the benefits of having a major international rally spanning the whole of the country for close on a week and is expected to pledge its support. The airline will not withdraw completely, for its technical and administrative facilities will probably remain at the disposal of the rally organisers.

Despite the problems of this year which caused the cancellation of the Acropolis Rally, this event isn't likely to be affected next year. The 1974 Morocco Rally took place as usual despite being dropped from the series by the CSI on the flimsy excuse that the organisers had not applied in time. Next year the event is back in the series, where it rightfully belongs, and where it should have been this year.

As far as the Press-on-Regardless Rally is concerned, we understand that its inclusion in the 1975 series will depend largely on the contents of a report on the 1974 event prepared by CSI inspectors. We can't say that we are enamoured by these inspections, for in the main they are undertaken by people who are organisers of other events seeking inclusion in the Championship. An unfortunate result of inspections in the recent past has been the feeling induced among organisers that Big Brother is watching over them, waving the big stick which threatens to deny championship status if certain requirements are not met. There are other ways in which the CSI inspections do not prove as much as they are thought to prove, but in the absence of an efficient alternative perhaps they represent the only checking method available at present.

Canada's Rally of the Rideau Lakes will undoubtedly be subjected to the same inspection, whereas New Zealand's Heatway Rally is already out of the list. It had been put in for this year but was cancelled when the petrol shortage became acute in New Zealand. Next year there will presumably be no shortage, but in the meantime there have been requests from the CSI which the organisers of the rally were unable to meet. Owing to the distance involved, the organisers were asked if they could arrange for a substantial reduction in the travel costs of competitors from Europe who would be taking part in the Heatway Rally by virtue of its inclusion in the World Championship. Some organisers, by various means, are able to do this but the Heatway Rally organisers were not. Whether this is the reason for the event's absence from the 1975 World Championship is not clear, but it seems unfair in one way to vote an event out simply because it doesn't have a very deep pocket. On the other hand it would have been very costly for a European team to transport cars, equipment, crews, mechanics and others all the way to the other end of the World and keep them there for a few weeks.

The Tour of Corsica has been included in the series, and this is really the cuckoo in the nest. An admirable event in its own right, the Tour is virtually the French equivalent of the Targa Florio, organised and regulated as a rally rather than a race simply to comply with French regulations. In times past the event catered for prototypes and it was indeed an exciting spectacle to see all manner of very specialised race/rally cars competing in the tortuous Corsican mountains. By accepting World Championship status the organisers have done themselves a disservice, for they can no longer accept the cars which used to give the event much of its character and atmosphere. The whole thing is on tarmac and stands out like a sore thumb against the snow, ice, mud, gravel, rocks and sand of the other events.

The RAC Rally needs no explanation; nor do those other popular classics, the East African Safari and the Rally of the Thousand Lakes. The latter event has attracted a stirring entry for 1974 (it takes place during August 2—4) including Mäkinen and Mikkola in Escorts, Blomqvist, Eklund, Lampinen and Rainio in Saabs, Alén, Kinnunen, Pinto, Barbasio and Paganelli in Fiat Abarths, Kulläng and Röhrl in Opel Asconas, Warmbold and Fischer in BMWs, Culcheth in a Dolomite and Fiorentino in a Simca Rallye 2. And that list doesn't include the good Finnish drivers who will be in dealer-entered cars and those backed by private sponsors, all men of such a calibre that there is real truth in the belief that it's hard to beat the Finns in Finland.

The Monte-Carlo Rally is back in the series after a year's absence; it was most fortuitous that its year out of the Championship coincided with the year of cancellations, for it turned out that the 1974 Monte-Carlo Rally was one of several events which fell victim to the petrol crisis and were cancelled. After the 1973 Monte and the fracas which came after the blockage of the Burzet-Burzet loop there were strong representations, many from regular competitors, to have it removed from the Championship. For next year it has been reinstated, not necessarily by popular demand and not necessarily by the CSI but seemingly by the full congress of the FIA, suggesting that words have been said in high places. Whatever one may think of previous Monte-Carlo Rallies and however much its overall style may cry out for improvement, it is still the Monte; how could one explain to a non-sporting layman why the Monte-Carlo Rally is not regarded as suitable for the World's top series of rallies?

The other event to be dropped is the Austrian Alpine Rally, an event which ran into tremendous trouble in 1973 owing to the needlessly late permission given by the country's roads authorities. This year it was not held and next year it will probably remain just a name in the archives——a sad fate for what is one of the oldest rallies in the world.

South Africa's leading event, the Total Rally, has not been mentioned in the list, though it is to our knowledge that CSI inspectors will be attending the event which takes place in Eastern Transvaal and Swaziland at the end of August. Like the RAC Rally, that is an event which forbids practice and keeps its route strictly secret until just before the start—a practice which makes things very difficult for service planners but which invariably reduces the overall cost of competing since there are no expensive and car-breaking reconnaissance trips.

* * *

Guide books and other forms of tourist-seeking are published in such profusion that they are rarely mentioned in the pages of MOTOR SPORT. However, two recent books from George Philip and Son, 12-14 Long Acre, London WC2E 9LP, are so unusually good that this column feels obliged to mention them, particularly as the countries covered, Greece and Morocco, are two in which well-known and very popular international rallies are held each year. *The Complete Guide to Greece* and *The Complete Guide to Morocco* have been written respectively by John and Maureen Freely and Jane Holliday, authors whose knowledge of the countries come from living, working and travelling in the regions they describe. We ourselves have intimate knowledge of non-tourist areas in both countries and we found the books fascinating, accurate and enlightening. We would recommend them to anyone contemplating going to the Acropolis Rally or the Morocco Rally, or indeed anyone holidaying thereabouts who wants a little more than a guided tour along the well-trodden paths of previous visitors.—G.P.

New Cars

A collection of new and revised machinery

The Alfetta GT

IN MY road test of the Alfa Romeo Alfetta saloon in the June issue of MOTOR SPORT I was a trifle schizoid about it: this front engine, rear-wheel-drive car with five-speed gearbox and clutch in unit with the differential and a de Dion rear axle has many outstanding attributes and a few drawbacks, such as a driving position which might have been designed for chimpanzees and rapid rear-end breakaway in the wet. I headed for the Grosseto region of Italy, north of Rome, a couple of months ago to test the new coupe version, the Alfetta GT, hopeful that my criticisms of the saloon would have been eradicated from the GT design, but alas they had not.

The result of the joint labours of Giorgetto Giugiaro and Alfa's own design team is most beautiful to look at and because of a combination of slightly less weight and uprated suspension feels tauter than the saloon, rolling less and in particular having lost most of that slightly annoying sway of the Alfetta. But quite astonishingly, the driving position has not been modified, so that I must reiterate my major complaint about the saloon. Nearly all the journalists who tried the car in Italy with me were of the same opinion—and they came in all shapes, sizes and sexes. Curiously, the only two I encountered who were happy with the driving position were not the misshapen dwarfs I would have expected them to have been. The addition of a quite brilliant piece of mechanism to raise and lower the height of the driving seat (pushing or pulling a lever while remaining in the seat) has done nothing to cure the basic problem of misplaced pedals.

Another bone of contention which made its debut on the GT is the big and lonely tachometer placed directly in front of the driver, ideally placed, you might say, for judiciously controlling the willingness to rev of the 140 b.h.p., twin overhead camshaft, 1,779 c.c. engine. But would you really expect the speedometer, nowadays, with speed limits rife throughout Europe, undoubtedly the most critical instrument, to be placed centrally in the facia, necessitating a deliberate, lengthy removal of the eyes from the road to see it, as we found when we were followed by a police jeep for twenty kilometres of 100 k.p.h. restrictions?

Mechanically the GT is identical to the saloon—the same rear axle/transmission arrangement, same engine, same gearbox and final drive ratios and so on, but the wheelbase is 4 in. shorter. The excellent aerodynamics, incorporating a pronounced front spoiler and tiny rear one on the lift-up tailgate, have resulted in a claimed 5 m.p.h. improvement in top speed (roughly 116 m.p.h.), the gear-change on "my" car was abominable, the steering delightful, initial understeer less pronounced than in the saloon, but the shift from understeer to oversteer could be a little ragged, particularly if upset by bumps. Brakes were excellent except under continual duress, the rear seats just about adequate for two adults, upholstery beautiful and the boot deep. It will cost at least £3,000 when it appears on the British market in the Autumn and will have to contend with the similarly aimed Lancia Beta coupe which at least has a driving position designed for human beings.

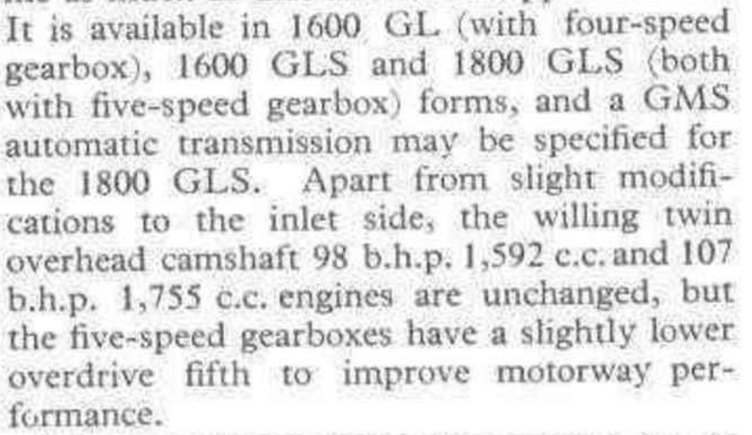


The pretty wedge-shape of the Alfetta GT and its idiotic facia, the speedometer being more difficult to read than it appears here.

Much improved Fiat 132

When it replaced the well-loved 125 series a couple of years ago, the Fiat 132 met much bitter criticism, initially from journalists and subsequently from customers—who didn't buy it in the numbers expected. Fiat too, reacted, bravely admitting and taking note of the criticisms, particularly relating to its handling, and finally announcing a Mk. II version of it which I was able to try recently for a weekend trip from London to Deauville, northern France. I will not dwell too much on this car for the Editor is about to conduct a road test of it, but I must say that it impressed me as much as that last 132 disappointed me. It is available in 1600 GL (with four-speed gearbox), 1600 GLS and 1800 GLS (both with five-speed gearbox) forms, and a GMS automatic transmission may be specified for the 1800 GLS. Apart from slight modifications to the inlet side, the willing twin overhead camshaft 98 b.h.p. 1,592 c.c. and 107 b.h.p. 1,755 c.c. engines are unchanged, but the five-speed gearboxes have a slightly lower overdrive fifth to improve motorway performance.

The most important improvements are to the suspension: a front anti-roll bar has been added, progressive-action dampers fitted, wider, 5½J wheels accept 185/70 SR 13 tyres (of various makes) and new spherical steering joints are quite justifiably claimed to give lighter and more precise steering. Subtly Fiat designers have made the 132 much more attractive simply by lowering the waistline, thus increasing side and rear window area, fitting new rear lamps incorporating reversing





lights, and adding a guard strip round the sides of the GLS, which has a new, four-headlamp grille too. These cars are most tastefully appointed inside, proved exceptionally comfortable four-up, coped admirably with atrocious French roads at over 100 m.p.h. and handled and held the road excellently with much better balance and far less roll than the wallowy old 132. I would recommend this new 132 as a most pleasing, fast and smooth family saloon—but I found it hard to decide whether the 1800 was significantly better than the 1600 (both with the superb five-speed stumpy lever) which I drove the same weekend. The 1600 GL is £1,590, the 1600 GLS £1,790 and the 1800 GLS £1,889.



Sportier Mercedes 280E

Mercedes seem to be having a go at the sporting image of BMW with a higher performance version of the 280E, or so it would seem from the Press release which uses terms such as "executive express" and "We call it our getaway car", typical statements of BMW's Anton Hille and his advertising copywriters. The extra performance is extracted not by further modifications to the 2.8-litre, fuel injected, 185 b.h.p. DIN twin-cam straight-six engine, but by the adoption of a ZF five-speed gearbox in place of the previously standard automatic. Power steering is added to the standard specification, as is a set of alloy wheels sculptured similarly to those fitted as an option to the 450SL tested in the

Continued overleaf

Book Reviews

"The Jensen Healey Stories" by Peter Browning and John Blunsden. 160 pp. 9½ in. × 7¼ in. (*Motor Racing Publications Ltd., 56, Fitzjames Avenue, Croydon, Surrey, CR0 5DD.* £3.60.)

The names of two well-known British sports cars, the Jensen and the Healey, are now linked together in the new 2-litre Jensen-Healey, so it is fitting to find one-make history extended to cover this rather specialised field. This little book with the nice colour dust-jacket is packed with interesting data about all the Jensen and Jensen-Healey models, not forgetting that rugged Riley-powered Silverstone Healey and other Healey cars.

The beginnings of Jensen match those of Lotus for romance and applied effort, and from these small specials stemmed those handsome later Jensens, with various engines, which are now quite sought-after. The first big Jensen, I remember, had a standard Ford V8 30 power unit the identity of which was concealed in contemporary Press descriptions —as if you could disguise the fact that there was a standard Ford V8 under the bonnet! The S-type Jensen, in particular, was a very handsome touring car, and this book is full of excellent pictures of cars and people in the Jensen image. Some of them are rare, like that showing an experimental turbo-impeller on an S-type. There are production and sales figures and a table of specifications of Jensen and Jensen-Healey cars from 1935 to the present day. Altogether, just the sort of coverage the make deserves, fascinatingly presented.

But now, having said that, I am going to scream out loud, at once again finding T & T (of Brooklands) spelt with a "p".—W.B.

To supplement their normal guide the Shuttleworth Trust has issued a 48p guide to its historic aircraft, with many excellent colour pictures of its exhibits. Written by David Ogilvy, who used to compile light aeroplane flight-test reports for us, this pleasing booklet contains much of interest about these pre-1914, 1914-18, post-1918 Service, and between-wars sporting and private aeroplanes, and there is a table of technical data. It is available for 40p post-free, from the Shuttleworth Trust, The Aerodrome, Old Warden, Biggleswade, Beds.

MINIATURES NEWS

RECENT RELEASES include an Auto Replicas' Porsche 356 Speedster, and Aston Martin Zagato and 1938 Porsche Le Mans coupé kits, from Grand Prix Models of Radlett. We have also seen the D.G. 1½-litre 1938 Jaguar d/head disc-wheeled miniature and the D.G. 2½-litre wire-wheeled Jaguar Police-car; the former costs £3 or £4.50 as a made-up model, the latter, if still available, £5, kits for this not being available. Both are part of Grand Prix Models' stock. Grand Prix Models also supply the Japanese Gakken constructional kit of an SS100, to $\frac{1}{16}$ scale, which needs little or no painting, and costs £4.80, plus 30p post and packing. We hope to report further on this model, which is No. 8 in the 1939 Classic Car Series (A16 from Grand Prix Models), when we have made it up. A Ferrari Model Club has been formed, catering for all types of Ferrari models, the first modellers' club exclusively for a single make of car. A quarterly journal "Ferrari Models" will cover 1/43-scale Ferraris. The Secretary is F. Roveda, Nocton Rise, Stratford Road, Watford, WD1 3NY.—W.B.

NEW CARS—continued from previous page

May issue of MOTOR SPORT; these are said to add an extra half-inch of rim width, to give 6 in. though our file Press release for the ordinary 280E gives the width of its steel wheels as 6 in. too. No mention of any other improvements is made, but the price of £5,736 is £760 more than is asked for the ordinary 124 m.p.h. 280E.

The Mini matures (a little more)

We know that progress is occasionally slow (even sometimes retrogressive) within British Leyland, but should it really have required 15 years for the Mini (other than the later twin-tanked Cooper S's) to acquire a larger petrol tank? An increase in fuel capacity from 5.5 gallons to 7.5 gallons is one of the improvements made to the 1275 GT as part of a revision of the entire Mini range, but the rest of the range retains the small tank.

Perhaps more significant on the 1275 GT is a change from the familiar 10 in. "roller skate" wheels to 12 in. diameter wheels, a change which has been made possible by the availability of low profile 70 series 145 section, 12 in. diameter Dunlop SP Sport tyres. Not only should this improve roadholding, handling and tyre wear (the rolling radius is 5½ per cent greater), it has allowed at long last an increase in the size of the front disc brakes from 7.5 in to 8.4 in diameter, something which Cooper S owners of yesteryear, including myself, would have welcomed.



Revised carburation on all models is said to reduce exhaust emission and give extra power from the 850 and 1000 engines. A twin silencer exhaust system, previously fitted to the 1275 GT only, is now standard across the range, as is a redesigned cooling fan and shroud to reduce the buzziness. The 1000, Clubman and 1275 GT have improved quality carpeting.



Trickett's pet Llama

That irrepressible designer Neville Trickett has trapped a new animal for his Siva Motor Car Company Ltd. to breed at Gatehouse Industrial Estate, Aylesbury, Buckinghamshire. The Llama is a "go anywhere" utility vehicle, claimed to be a slightly more advanced version of the Mini-Moke, based on Chrysler running gear using an 875 c.c. Imp. engine to drive the rear wheels. It is available in open, passenger or van forms, runs on 12 in. wheels shod with Dunlop Town and Country tyres (13 in. wheels are optional), has self-coloured GRP coachwork mounted on a steel chassis, is capable of carrying 600 lb, has a claimed top speed of 80 m.p.h. and a potential 45 m.p.g. fuel consumption and costs from £1,150. Trickett's "Edwardian replica" Siva as featured in "Dr. Who", continues in production. It is interesting to read that George A. Mower, the grandfather of Siva's Chairman, Robert Paterson MA (Cantab), produced the Iris (it runs in silence) car on the site of the present Bifurcated Engineering works at Aylesbury, of which company Paterson is a director, but the period in which this range of cars from 15.8 h.p. fours to 40 h.p. sixes was built there from parts produced in Willesden was 1909 to 1915, not the 1920s, as Siva would have us believe in their Press release.

More luxury for the Beta

An integral, steel sliding roof, electrically operated windows on all doors, tinted glass all round and Cromodora light alloy wheels have been added by Lancia to the already impressive list of appointments in their Beta, to produce a super luxury variation of the 1800 version, to be called the 1800 ES (Equipaggiamento Speciale). It retains an identical mechanical specification: front-wheel drive, transverse twin overhead camshaft, 1,756 c.c. engine, five-speed gearbox and all round independent suspension. The price of £2,440 is £344 more than the ordinary 1800.

Revised Celica ST

Toyota's attractive Celica 1600 ST coupe has been given flared wheel arches, sculptured wheels and one or two other detail alterations to its exterior. The front disc pads are increased in area by 13 per cent, anti-lift wiper blades have been fitted, a combination of cloth and PVC upholstery has been adopted, and front seat tipping action and the temperature gauge have been modified. This two-door Japanese model retains the same 1600 four-cylinder engine with its aluminium cross-flow hemi-head with central sparking plugs and angled valves operated by pushrods and double rocker shafts. Twin double-choke carburetters help give it an output of 113 b.h.p. (SAE) at 6,000 r.p.m. and maximum torque of 109 lb. ft. at 4,200 r.p.m. Standard equipment includes tinted glass and a push-button radio and it costs £1,753 including taxes, or £1,840 with the optional five-speed gearbox.—C.R.



Drive one. Find out what German engineering is all about.

The Germans are known as a nation of perfectionists.

And an Opel is the embodiment of that perfection – because Opel have a very special attitude towards the cars they build.

Motor explains:

'It is so refreshing to meet top automotive men who are not only supremely competent at their particular job but who also are enthusiastic about cars . . . a management . . . not only skilled in all the latest production techniques but who are determined to build reasonably priced cars that are fun to drive. This unique alliance of manufacturing and driving knowledge in top management will make future Opels of interest to a far wider circle of customers . . .'

Our engineers' concern to produce cars which, first and foremost they will enjoy driving, has resulted in a range which combines superb handling characteristics with outstanding reliability, and startling performance.

In short, cars that enjoy being driven.

The cars shown above are, background, left to right: Opel Ascona 1900 SR, Opel Rekord. Foreground, left to right: Opel Manta Berlinetta, Opel Commodore GS 2.8 Coupé, the new Opel Kadett Coupé.

A comprehensive choice of saloon, coupé and estate body styles, and of engine sizes, is available.

There are over 180 UK Opel Sales and Service Centres. For more information, please ask the operator for FREEFONE 2114 or telephone 01-397 6318/9. We will send you the name of your nearest dealer, a complete price list, and brochures on the models which interest you.

OPEL

German engineering at its best

The Dutch Grand Prix

—Ferrari all the way

Zandvoort, June 23rd

THE Grand Prix scene moved from the flat Anderstorp circuit in Sweden to the undulating Zandvoort circuit in Holland in a period of two weeks, and between times quite a lot happened. Team Lotus called in at Zandvoort on their way back from Sweden and had Peterson test the Lotus 76-JPS/9 and promptly had an accident when some experimental brake pads gave trouble. The Lotus was quite badly damaged and the Swede was knocked a bit unconscious, but otherwise escaped injury, and was all fit and ready to go again when everyone gathered for the Dutch Grand Prix. During the intervening period there had been a bit of a shin-dig at high levels involving the CSI, the Formula One Constructors Association and the Dutch organisers, over who should be invited to qualify and who should not. On the practical side of things, such as paddock and pit space, circuit length, practice time available and so on, there are beginning to be too many aspiring Formula One contestants for the situation, but this indicates that the racing scene is outgrowing the circuit scene, so that the circuits should be enlarged, not the entries reduced, and certainly not reduced by "closed shop" union methods such as the Formula One Constructors are trying to do. The CSI, pressured strongly by the RAC, came out on the side of freedom and liberty and said that anyone and everyone should be given the chance to qualify for the starting grid of a Grand Prix, the number of starters being dependent on the length of the circuit, as always, and that any organiser who refused to do this would not be granted World Championship status next year. If the pits or paddock are not big enough for the current scene then they should be enlarged. This little argy-bargy cleared the air a bit and put certain "entrepreneurs", who think they ought to be running the scene, in their right and proper place.

The number of cars permitted to run on the Zandvoort circuit is 25, and a total of 28 drivers were milling around the pits ready to start practice, with some 38 cars between them, but when practice got under way at mid-day on Friday June 21st there were only 27 drivers active. John Surtees and Carlos Pace were in the throes of a personality conflict, not surprising after Pace's childish showing in Sweden, with the result that the Brazilian was standing about idly while his car, Surtees TS16/03, never left the paddock. In the BRM pit Pescarolo had gone all temperamental because Beltoise wanted to try both of the new P201 cars, which left the three-times Le Mans winner with an old P160 BRM, so he wandered off in a gloom. Everyone else was either happy, like the Ferrari team, confident like the Tyrrell team, optimistic like the Hesketh team or hopeful like the Graham Hill Lola team. There were no revolutionary breakthroughs on the mechanical scene, but lots of detail work had been done before the event, and there were some personnel changes. Lotus were relying on their two usual 72 models for Peterson and Ickx, the cars scintillating like never before in new coats of black and gold John Player paint, while Lotus 76-JPS/10 was ready for Ickx to experiment with, having its water radiators mounted much further forward, just behind the front wheels, with new side ducting. The Tyrrell pair, Scheckter and Depailler, had their usual cars, with the Donington Collection's Tyrrell 006/2 in the paddock for emergency use, and among the detail experiments they were trying were some extended shrouds over the side-mounted water radiators on Depailler's car. Fittipaldi and Hulme had the Texaco-Marlboro supported works McLarens with their usual variety of instant adjustments to wheelbase, rear end geometry and aerofoil position, while Fittipaldi's car, M23/5 had new inlet trumpets to its Cosworth engine, bringing them closer together towards the centre of the car to allow a new slimmer and smoother air-collector box. The spare car was marked down to Fittipaldi, while the "show-car" was lying in the sand in the entrance road to the circuit, with Dutch enthusiasts climbing all over it. The Brabham team had their usual trio of BT44 cars for Reutemann and von Opel, with Pace sniffing round to see if he could fit into a Brabham. In conjunction with Goodyear Reutemann was trying some new tyres on 10 inch diameter rims, that really did look like cotton-reels. Stuck and Brambilla were in the works March cars and Regazzoni and Lauda had Ferrari 014 and 015, respectively, with 011 standing by as a spare, with Regazzoni's number on it, but it was never used. The rear aerofoils on the Ferraris had a new trailing edge shape, which was of vee formation, but the engineers did not seem to be letting on as to why. BRM were still trying to run three cars, with their two P201 models, and P160/10, for Beltoise, Pescarolo and Migault, and the Shadow team had three cars but were content to run only two drivers, Jarier being joined by the Welshman Tom Pryce taking Redman's place. Team Surtees had made a big effort to get rid of the Shambles Trophy, and had a brand new car ready to go. A sizeable amount of weight had been transferred to the rear, by moving the battery to a mounting behind the gearbox, and making new water radiators that lay across the rear of the car, just under the rear aerofoil. This allowed a much smoother and longer nose cowling, devoid of openings, and the flat extensions on the cockpit sides had been done away with. In addition the front suspension geometry had been revised and all in all it was hoped that this new car, TS16/05 for Jochen Mass, would not suffer the same dreaded understeer of which the drivers were complaining. An indication of the situation in the team was that John Surtees had entered himself as driver in the spare car, TS16/04, but he never showed signs of taking up the option. Frank Williams was happy to have the effervescent Merzario back in the cockpit, even though his damaged hand was still not fully mended, and in the second Williams car, Gijs van Lennep was having a go at qualifying for his own Grand Prix, all part of the Williams "fluid-team, sponsored by Marlboro". Teddy Yip was happily putting some Eastern hieroglyphics on Maurice Nunn's Ensign MNO2, which spelt out Theodore Racing, for those who understood Chinese or Japanese, or just plain fretwork, and Schuppan was driving as usual, and next to them Ron Tauranac had the Trojan for Tim Schenken, with a new full-width front aerofoil above the nose, like a Ferrari, among other mods in the search of raceworthiness of a new design. M'Lord Hesketh was back to strength with his two Hesketh cars for Hunt, but the prototype 308/1 was strictly an emergency spare and not a time-wasting alternative to 308/2. Hill and Edwards had their usual three immaculate Lolas, sponsored by Em-

PRACTICE TIMES

No.	Driver	Car	Friday First	Friday Second	Saturday First	Saturday Second
1	R. Peterson	Lotus 72/R8-Cosworth V8	1. 20.22	1. 20.23	1. 21.55	1. 20.24
2	J. Ickx	Lotus 72/R5-Cosworth V8	—	1. 21.21	1. 22.28	—
3	J. Scheckter	Tyrrell 007/1-Cosworth V8	1. 21.30	1. 19.91	1. 20.07	1. 20.39
4	P. Depailler	Tyrrell 007/2-Cosworth V8	1. 22.29	1. 20.39	1. 22.12	**1. 20.14**
5	E. Fittipaldi	McLaren M23/5-Cosworth V8	1. 20.64	1. 20.94	1. 19.56	1. 21.85
6	D. Hulme	McLaren M23/6-Cosworth V8	1. 20.77	1. 20.40	1. 20.15	1. 21.75
7	C. Reutemann	Brabham BT44/1-Cosworth V8	1. 31.04	1. 20.53	1. 22.06	—
8	R. von Opel	Brabham BT44/2-Cosworth V8	1. 23.20	1. 23.19	1. 21.56	1. 22.41
9	H. J. Stuck	March 741/1-2-Cosworth V8	1. 21.53	1. 21.90	1. 21.53	1. 21.82
10	V. Brambilla	March 741/2-2-Cosworth V8	1. 23.38	1. 21.67	1. 24.09	1. 21.01
11	G. Regazzoni	Ferrari 312B3/014—flat-12	**1. 19.51**	**1. 18.91**	1. 19.29	1. 20.83
12	N. Lauda	Ferrari 312B3/015—flat-12	1. 19.71	1. 19.48	**1. 18.31**	1. 20.79
14	J-P Beltoise	BRM P201/01—V12	1. 26.97	1. 22.64	—	—
15	H. Pescarolo	BRM P201/02—V12	—	1. 29.41	—	—
16	T. Pryce	Shadow DN3/3A-Cosworth V8	1. 23.51	1. 21.57	1. 21.51	1. 20.44
17	J-P. Jarier	Shadow DN3/2A-Cosworth V8	1. 22.23	1. 21.17	1. 20.07	1. 20.60
18	C. Pace	Surtees TS16/03-Cosworth V8	—	—	—	—
19	J. Mass	Surtees TS16/05-Cosworth V8	no time	—	1. 21.43	—
20	A. Merzario	Williams IR/04-Cosworth V8	1. 24.07	1. 21.67	1. 21.52	1. 21.78
21	G. van Lennep	Williams IR/03-Cosworth V8	1. 23.80	1. 23.23	1. 22.86	1. 22.68
22	V. Schuppan	Ensign MN02-Cosworth V8	1. 23.70	1. 24.42	1. 21.14	1. 24.11
23	T. Schenken	Trojan T103-Cosworth V8	1. 23.88	1. 23.10	1. 22.65	1. 22.74
24	J. Hunt	Hesketh 308/2-Cosworth V8	1. 21.99	1. 21.25	1. 19.95	1. 20.72
26	G. Hill	Lola T370/HU2-Cosworth V8	1. 23.85	1. 23.84	1. 21.22	1. 23.35
27	G. Edwards	Lola T370/HU1-Cosworth V8	1. 22.55	1. 21.00	1. 21.77	1. 22.86
28	J. Watson	Brabham BT42/2-Cosworth V8	1. 22.13	1. 21.23	1. 21.60	1. 20.78
32	J. Mass	Surtees TS16/04-Cosworth V8	1. 44.47	—	—	—
33	M. Hailwood	McLaren M23/7-Cosworth V8	1. 21.52	1. 21.05	1. 19.68	1. 20.75
37	F. Migault	BRM P160/10—V12	1. 22.96	1. 22.34	1. 31.46	—
2T	J. Ickx	Lotus JPS/10-Cosworth V8	1. 23.47	1. 23.93	1. 21.94	1. 23.52
4T	P. Depailler	Tyrrell 006/2-Cosworth V8	—	—	—	—
5T	E. Fittipaldi	McLaren M23/4-Cosworth V8	—	—	—	—
7T	C. Reutemann	Brabham BT44/3-Cosworth V8	1. 21.81	1. 20.50	1. 22.16	1. 20.45
11T	G. Regazzoni	Ferrari 312B3/011—flat-12	—	—	—	—
14T	J-P. Beltoise	BRM P201/02—V12	1. 21.21	—	1. 21.04	1. 26.08
15T	H. Pescarolo	BRM P160/10—V12	—	—	1. 21.92	1. 21.84
17T	J-P. Jarier	Shadow DN3/4A-Cosworth V8	—	—	1. 33.72	—
19T	J. Mass	Surtees TS16/04-Cosworth V8	1. 23.59	1. 21.27	no time	1. 21.83
24T	J. Hunt	Hesketh 308/1-Cosworth V8	—	—	1. 28.93	—
33T	M. Hailwood	McLaren M23/1-Cosworth V8	—	—	—	1. 24.20
37T	F. Migault	BRM P201/01—V12	—	—	1. 22.76	1. 23.09

bassy, and the lonesome Hailwood with his Yardley McLarens was alongside the other works McLarens in spirit if not colour.

There was more than sufficient time for practice, and most people put in a phenomenal number of laps in getting ready for the 75-lap race. Most of Friday and Saturday was given over to practice, with a break halfway through to collect up any derelict cars, and for a general gathering of the breath. A strong wind along the main straight made the drivers keep their heads down, and aerofoil "experts" were fiddling with their fins and wings and things, trying to cut down drag along the straight without losing out on down-force round the corners. However, the main thing that everyone was doing was to try and see which way the two Ferraris had gone, for Regazzoni and Lauda powered off into the distance from the word go, leaving all the Cosworth runners breathless, while the BRM team hardly seemed to be breathing at all. Poor old Surtees was still in trouble for just when Mass was getting all enthusiastic about the new car the Cosworth engine sprung an oil leak and the stocky German had to revert to the practice car, and as the team juggled with the stick-

STARTING GRID

11 G. Regazzoni (*Ferrari—flat-12*) 312B3/014 1 min. 18.91 sec.	12 N. Lauda (*Ferrari—flat-12*) 312B3/015 1 min. 18.31 sec.
33 M. Hailwood (*McLaren-Cosworth V8*) M23/7 1 min. 19.68 sec.	5 E. Fittipaldi (*McLaren-Cosworth V8*) M23/5 1 min. 19.56 sec.
24 J. Hunt (*Hesketh-Cosworth V8*) 308/2 1 min. 19.95 sec.	3 J. Scheckter (*Tyrrell-Cosworth V8*) 007/1 1 min. 19.91 sec.
4 P. Depailler (*Tyrrell-Cosworth V8*) 007/2 1 min. 10.14 sec.	17 J-P. Jarier (*Shadow-Cosworth V8*) DN3/2A 1 min. 20.07 sec.
1 R. Peterson (*Lotus-Cosworth V8*) 72/R8 1 min. 20.22 sec.	6 D. Hulme (*McLaren-Cosworth V8*) M23/6 1 min. 20.15 sec.
7 C. Reutemann (*Brabham-Cosworth V8*) BT44/3 1 min. 20.50 sec.	16 T. Pryce (*Shadow-Cosworth V8*) DN3/3A 1 min. 20.44 sec.
27 G. Edwards (*Lola-Cosworth V8*) T370/HU1 1 min. 21.00 sec.	28 J. Watson (*Brabham-Cosworth V8*) BR42/2 1 min. 20.78 sec.
14 J-P. Beltoise (*BRM—V12*) P201/02 1 min. 21.04 sec.	10 V. Brambilla (*March-Cosworth V8*) 741/2-2 1 min. 21.01 sec.
2 J. Ickx (*Lotus-Cosworth V8*) 72/R5 1 min. 21.21 sec.	22 V. Schuppan (*Ensign-Cosworth V8*) MN02 1 min. 21.14 sec.
19 J. Mass (*Surtees-Cosworth V8*) TS16/04 1 min. 21.37 sec.	26 G. Hill (*Lola-Cosworth V8*) T370/HU2 1 min. 21.22 sec.
9 H. Stuck (*March-Cosworth V8*) 741/1-2 1 min. 21.53 sec.	20 A. Merzario (*Williams-Cosworth V8*) IR/04 1 min. 21.52 sec.
15 H. Pescarolo (*BRM—V12*) P160/10 1 min. 21.84 sec.	8 R. von Opel (*Brabham-Cosworth V8*) BT44/2 1 min. 21.56 sec.
	37 F. Migault (*BRM—V12*) P201/01 1 min. 22.34 sec.

Non-qualified:
T. Schenken (Trojan T103), 1 min. 22.65 sec.
G. van Lennep (Williams IR/03), 1 min. 22.68 sec.

on numbers the time-keepers, and few others had much idea of what Surtees car was doing what. BRM were also confusing the time-keepers by changing numbers about on their three cars, using 14, 14T, 15, 37 and 37T between their three drivers, not that it had any effect on the overall scene. As expected it was "never-say-die" Peterson who was hard on the heels of the two Ferraris in the first half of practice, with 1 min. 20.22 sec., but it was a fair distance from the red cars, which had done 1 min. 19.51 sec. and 1 min. 19.71 sec., respectively, for Regazzoni and Lauda. During the breathing space it was clear that a lap in under 1 min. 20 sec. was the aim for any Cosworth-powered driver, if he was to keep the Ferraris in sight, and after the break Scheckter did just that, with 1 min. 19.91 sec., but Lauda had rewritten the standards with a lap in 1 min. 18.91 sec., so everyone had to have another think. While Peterson was trying hard to keep the Lotus flag flying Ickx was doing some test driving with the Lotus 76 and it was beginning to show promise, though the Belgian was not over-enthusiastic about it.

On Saturday the wind was still blowing, but it was still fine and dry, if somewhat grey, and practice started at mid-morning, with everyone pretty fired up with some objective in mind, either to keep the Ferraris in sight, to justify their positions, not get left behind, or not to be odd men out at the back. It was clear now that Pace would not be driving his Surtees, but Pescarolo had joined in, somewhat disgruntled, so the slowest two drivers were going to be non-starters. The Cosworth brigade were getting to grips with the under 1.20 target, Fittipaldi, Hunt and Hailwood joining Scheckter in the elite group, but Lauda rewrote the standard once more with a lap in 1 min. 18.31 sec., a huge improvement on the fastest practice lap of 1973 which was Peterson's 1 min. 19.47 sec. The Swede having made his bid for the front row on the previous day, spent the Saturday practice running in race-trim, with full tanks and race tyres, rather than short-life practice tyres. In full view of his pit Ickx had the Cosworth engine in his Lotus 72 blow up and coasted to a stop in a cloud of oil smoke and nasty noises, having to continue practice back in the Lotus 76. Team Surtees had repaired the new cars for Jochen Mass and he was getting along fine with it when he went off the road at the new ess-bend on the back of the circuit and did more damage to the monocoque than could be repaired in the paddock, so he went back to his older car. The speed of the two Ferraris had got all the top runners in a bit of a twitch, not to say something of a panic, and Scheckter tried out a different top gear ratio only to go slower and have to have it changed back to what had been calculated to be correct. With Lauda and Regazzoni firmly established on the front row of the grid the Scuderia Ferrari were able to free-wheel through the last part of practice and when it was all over they were the only two in the 1 min. 18 sec. bracket, with Fittipaldi, Hailwood, Scheckter and Hunt in the 1 min. 19 sec. bracket. Then came a whole bunch in the 1 min. 20 sec. bracket, comprising Jarier, Depailler, Hulme, Peterson, Pryce, Reutemann and Watson. Of these Pryce was particularly praiseworthy, it being his first time out in a UOP-Shadow, and Watson equally so as his Brabham is privately run by the Hexagon-of-Highgate team and is a 1973 model.

At the back of the field it was Schenken and van Lennep who got left behind, a mere three-hundredths of a second separating them, and a mere three-tenths from Migault putting them out of the race. Ron Tauranac took his Trojan away not convinced it was that bad, but equally not wanting to say his driver was not fast enough, while van Lennep wondered if he ought to stick to long-distance racing. Among the back half of the field Edwards had gone very well in the Lola, his knowledge of driving on the circuit a short time before in a Formula 5000 race standing him in good stead, and this effort spurred Graham Hill on to better things. Disappointing was Stuck in the works March, who was way down the back, his talents justifying something better in the way of machinery and expertise. As Saturday afternoon ended it really was all over this time, for the usual half-hour non-timed session on Sunday morning before the race was not permitted. Local bye-laws prohibit racing-car-type noises before 11 a.m. on Sundays, and with the race due to start at 1.15 p.m. a test-session later than 11 a.m. was impractical.

All was fine and dry as the cars assembled in front of the pits to make ready for the race, everyone seeming to be in good order with Reutemann in the third of the BT44 Brabhams, Beltoise in the second of the P201 BRM cars, Ickx in 72/R5 with a new engine installed, Mass in the older Surtees TS16, Pescarolo in the P160 BRM and Migault in the first of the P201 BRMs, only because Pescarolo could not fit into it. Lauda made an absolutely text-book start and got to the first corner well in the lead, thus avoiding any nonsense like he suffered at Monte Carlo when Regazzoni held him up. Hailwood got the jump on Regazzoni and was in behind Lauda, while Hunt was slow off the mark, being passed by quite a few cars before he really got under way. He then charged for a gap in the traffic to make up for his slow start, the gap closed and he hit Pryce's Shadow, sending the black car helplessly off course with a broken right rear suspension, while the Hesketh carried on with a bent left rear suspension. As the dust from this incident was settling Stuck had a private accident two corners further on and ended up in the catch fence where he stayed while the rest got on with the race. From the opening lap "race" was not the operative word, for Lauda simply ran away from everyone, putting on a demonstration that was inspiring for Ferrari enthusiasts, but soul-destroying for anyone else. For one glorious lap Hailwood stayed in front of Regazzoni's Ferrari, but then the second red car passed on braking for the Tarzan hairpin and it was all over. The demonstration race by the two Ferraris was simple and uncomplicated, Lauda went further and further into the lead, while Regazzoni kept on the pressure and rather than holding back the Cosworth hordes, he was making them pant for breath to keep him in sight, at the same time racing amongst themselves. This was fine, except that it meant that Lauda could not really ease up at all, for if he did his fiery team-mate began to get too close for

comfort. The Ferraris ran strongly, so there were no problems and round and round went Lauda, never putting a wheel wrong and leading from starting flag to finishing flag, an undisputed winner. Behind Regazzoni the Cosworth race was quite good, though it was of no great significance in the overall picture. Hailwood in the Yardley-backed McLaren led Depailler (Tyrrell), Fittipaldi (McLaren) and Scheckter (Tyrrell), while Reutemann, Peterson, Jarier, Hulme and Watson were tagging along behind. Edwards was leading the rest after Mass had stopped with his engine misfiring, due to grease getting in the electrical master switch! As the grease had come from a split rubber gaiter over a drive-shaft universal joint, he did not leave the pits again. Jarier's run did not last long as the throttle control cross-shaft in the vee of the Cosworth engine broke. After a long time in the pits having it replaced he got going again, only to stop later with clutch slip. Another car in the pits for a long time was the Hesketh, for after a lap Hunt realised he had damaged his suspension. The damaged links were replaced, but fifteen laps had gone by so M'Lord Hesketh decided it was pointless going on. The moments of excitement in the Cosworth race for third place overall were few and far between, though Depailler livened things up by driving through on the inside of Hailwood on the twelfth lap as they braked for the Tarzan hairpin, and powering round it in a spirited fashion. On the seventeenth lap Peterson did the same thing to Reutemann and Watson would have liked to have been brave enough to do the same thing to Hulme, but the wily old bear made sure he was on the inside of the corner as he braked. Hailwood slipped down into fifth place, behind Fittipaldi and it then seemed to be over, apart from cars falling apart or blowing up. Beltoise retired his BRM with the gearbox showing signs of seizing up, Hill retired his Lola with the back end falling apart, Edwards had to give up with an engine that refused to run properly, Merzario coasted to a stop with a broken gearbox and Migault did likewise, on the same part of the circuit when a small Allen socket-screw fell out of the gear linkage of his BRM. With the end almost in sight Hulme's Cosworth engine just went dead on him, the ignition unit having failed, and for the rest who did not have trouble it was a case of hoping not to be lapped by the flying Lauda. Depailler's courageous efforts in third place disappeared as the fuel load went down and his tyres wore down, for the handling of the Tyrrell changed drastically. Although he altered his cornering technique to allow for it, Depailler could not hope to stay ahead of healthy rivals like Fittipaldi and Hailwood, nor even his team-mate Scheckter, but he managed to salvage sixth place.

Watson's determined drive, keeping up with the "establishment" was negated slightly towards the end of the race when the thin aluminium spoiler-strip across the rear aerofoil became detached at one end and stuck out the back like a radio aerial. Although it was hardly noticeable both Team Lotus cars were still running at the end of the race, though both had been in and out of the pits for a variety of reasons. The most serious was wheel nuts coming loose, due to a fault in the inspection department (assuming Lotus have one), added to which Peterson locked up his front brakes at one point and put flats on his tyres, stopping to have them changed. Anyone who could not stay in the forefront of the Cosworth race seemed to have some sort of "tyre-trouble", even though most of them were on Goodyear tyres, as were the two Ferraris, which had no trouble at all. Reutemann got confused by this "rubber-herring", though Schuppan had a visible trouble right in front of the pits, when a tyre burst on the Ensign. He came to a stop just beyond the pits and his mechanics fitted another one on the spot, but it entailed exclusion under the "no work outside the pit area" rule.

As the Scuderia Ferrari packed up their equipment and loaded their two very healthy cars into the transporter, along with the spare car that had never even been started up, they were all smiles. On their way back to Maranello they were going to call in at the Osterreichring to make preparations for the Austrian Grand Prix on August 18th. The rest went home to lick their wounds or have a serious chat with Keith Duckworth and Cosworth. The BRM team went back to Bourne to their own troubles. D.S.J.

Results :

DUTCH GRAND PRIX—Formula One—75 laps—Zandvoort—4.226 kilometres per lap—316.95 kilometres
Warm and Dry

1st :	N. Lauda (Ferrari 312B3/015)	1 hr. 43 min. 00.35 sec.—184.628 k.p.h.
2nd :	G. Regazzoni (Ferrari 312B3/014)	1 hr. 43 min. 08.60 sec.
3rd :	E. Fittipaldi (McLaren M23/5)	1 hr. 43 min. 30.62 sec.
4th :	M. Hailwood (McLaren M23/7)	1 hr. 43 min. 31.64 sec.
5th :	J. Scheckter (Tyrrell 007/1)	1 hr. 43 min. 34.63 sec.
6th :	P. Depailler (Tyrrell 007/2)	1 hr. 43 min. 51.87 sec.
7th :	J. Watson (Brabham BT42/2)	1 hr. 44 min. 14.30 sec.
8th :	R. Peterson (Lotus 72/R8)	2 laps behind
9th :	R. von Opel (Brabham BT44/2)	2 laps behind
10th :	V. Brambilla (March 741/2-2)	3 laps behind
11th :	I. Ickx (Lotus 72/R5)	4 laps behind
12th :	C. Reutemann (Brabham BT44/3)	4 laps behind
13th :	V. Schuppan (Ensign MN02)	*Not classified.*

Fastest Lap : R. Peterson (Lotus 72/R8), in 1 min. 21.44 sec.

Retirements : T. Pryce (Shadow DN3/3A), accident, on lap 1; H-J. Stuck (March 741/1-2), accident, on lap 1; J. Hunt (Hesketh 308/2), accident damage, on lap 2; J. Mass (Surtees TS16/04), split oil seal, on lap 9; H. Pescarolo (BRM P160/10), dissatisfied, on lap 15; G. Hill (Lola T370/HU2), loose nuts and bolts, on lap 17; J-P. Beltoise (BRM P201/02), gearbox, on lap 19; J-P. Jarier (Shadow DN3/3A), clutch, on lap 28; G. Edwards (Lola T370/HU1), fuel system, on lap 37; A. Merzario (Williams IR/04) gearbox, on lap 57; F. Migault (BRM P201/01), gear linkage, on lap 60; D. Hulme (McLaren M23/6), electrics, on lap 66. 25 *starters* — 13 *finishers.*

REFLECTIONS IN THE SAND

WHEN the Ferrari team finished in an unchallenged first and second place in the Austrian Grand Prix in 1970, with Ickx leading Regazzoni to a victory that was all the sweeter for the Italians, for it had been a long time coming, everyone ran around in small circles saying the day of the Cosworth V8 engine was over. Regazzoni followed up with a win at Monza in the Italian Grand Prix, and then the pair of them repeated their Austrian act in the Canadian Grand Prix, by which time a lot of people were convinced that the end was not only in sight, but had arrived, and that the eight-cylinder engine *per se* was dead and buried. After Lauda and Regazzoni had finished an unchallenged first and second in the Dutch Grand Prix this year the same people were saying the same things all over again. Nobody bothered to recall exactly how many races the Cosworth V8 engine had won in the intervening period between August 1970 and June 1974. It is a lot of races, especially for an engine that was dead and buried in 1970. I wonder what those same people will be saying in 1978? Another aspect in the 12-cylinder versus 8-cylinder engine battle was when BRM won the Austrian Grand Prix so convincingly in 1971, thanks to Siffert's super enthusiasm. The remarkable demonstration by the Bourne 12-cylinder engine, added to the Ferrari 12-cylinder deeds of the year before, sounded the death-knell of the eight cylinder engine yet again, and everyone who writes about these things, though never gets involved with the design, was saying that 12 cylinders were the only possible way to go for future Grand Prix engines. That BRM episode, like so many from Bourne, was a flash in the pan; the Ferrari episode was not to be taken lightly, and Keith Duckworth and his chaps at Cosworth Engineering soon produced some special engines which were made available to Stewart and other top drivers, and the 12-cylinder Ferraris were de-throned. These improvements were fed into the production Cosworth V8 engines, so that today even the lowliest rabbit at the back of the grid has more brake-horse-power than was required in 1971 to deal with the Ferrari problem. I imagine by now the chaps in Northampton have done something about it yet again.

Exactly how dominant the Ferrari performance was at Zandvoort can be seen from the practice times, for both Lauda and Regazzoni got below 1 min. 19 sec., and no one else even looked like approaching 1 min. 19 sec., Fittipaldi being the fastest Cosworth user and he was well over a whole second slower than Lauda. If you think of a second as ten parts, and realise that only one or two parts usually separate the top runners, it is staggering to think that Lauda was twelve parts faster than the best of the Cosworth runners. From the drop of the flag Lauda ran away so fast than few saw him again, apart from those he lapped, and though Hailwood got between the Ferraris at the start, it did not last, and from lap two Regazzoni ran nearly as far away as his young Austrian team mate. There were two distinct races, the one for the chap who was winning, and one for the rest of the runners, all vying with each other to be the first Cosworth-powered car to finish. Poor old BRM did not get a look in either race, the best they could do was to try and not be last until they all retired.

Few circuits remain unchanged from year to year and one of the first things to do when arriving before practice begins is to take a look at any alterations. There was a time when circuit owners were continually making alterations to make their circuits faster and

I remember eyeing with interest the new high-speed curve at Stavelot on the Spa-Francorchamps circuit, which did away with the tight bottom-gear hairpin; and the new road running in a fast sweep on the inside of the Thillois hairpin on the Reims circuit. Then we went through, and are still in, the slowing down process, seeing the construction of "chicanes" or extra corners to reduce speeds, and in some places we have seen extensions made to circuits to increase the lap times. Not all unofficial circuit inspections were made to see what the organisers had done, for I remember going out to the Siracusa circuit late the evening before practice, with the Maserati team, to look at the point where the train lines crossed the circuit. The reason for this inspection was to see if the road had sunk at all around the rails and to check the clearance needed under the 250F Maserati sump with the suspension on full bump, for they took those railway lines on full song. Last year we looked at the new ess-bend built into the long curves on the back part of the Zandvoort circuit and surveyed with a jaundiced eye the veritable sea of steel Armco barriers. This year at Zandvoort the thing to see was the Armco barriers moved back some 18—20 feet with rows of wire-mesh catch-fences in front. I make no comment on this, merely observe.

When someone is at the absolute peak of their activity it is not unusual for temperament to intrude and for them to throw a tantrum. If a top racing driver, living on the knife-edge of the limit of adhesion, gets a bit temperamental it is understandable and forgivable, but when the rabbits at the back start having tantrums things have come to a pretty pass. In Sweden we had Carlos Pace giving up in disgust and bad feeling, because he did not like the way his Surtees car was handling, or so he said. Had he kept going at the speed he was getting from the car he would have finished sixth, but that is by the way. At Zandvoort he was still having tantrums, and though he was in the paddock for the whole of practice, he did not drive the Surtees car, so it just sat there unused, and he did not take part in the race. The BRM team were also having trouble with a rabbit, for Beltoise wanted to try both of the P201 cars, as he is justified in doing, being the team leader. This meant that the only other car available was the old P160, which Pescarolo thought he had driven for the last time at Monaco, so he went all temperamental and refused to drive it. When Beltoise decided to race the second of the P201 cars, it did not help Pescarolo's tantrum for he could not fit into the cockpit of the first P201, it having been tailored for Beltoise who is much shorter in the leg. However, Migault could get in it, so he drove P201/01, and in bad grace Pescarolo took over P160/10. He did 15 laps and gave up, muttering into his beard obscure things about the handling having deteriorated. He should have talked to Patrick Depailler for the stocky little Frenchman found the handling of his Tyrrell deteriorating as the fuel load lessened and the tyres wore down, but unabashed he altered his driving technique to cope with the changing conditions. Some people were describing the Carlos Pace and Henri Pescarolo situations as "Prima Donna trouble", but they have got it all wrong. "Prima Donnas" are at the top, not the bottom.

After the hurly-burly of practice was all over and the starting grid was drawn up a big A-for-effort went to Tom Pryce, making his first appearance with the UOP-Shadow team, for he was less than half a second slower than Jarier, his team-mate, and on the sixth row of the grid alongside Carlos Reutemann. It was most unfortunate that he got elbowed out on the first corner having nowhere to go except straight on into the catch-fence. Even had he been able to scrabble round the outside of the pack his race was run, for the force of the blow that Hunt dealt the Shadow with his Hesketh, broke the right-rear suspension of Pryce's car. His practice form had been such that a predictable sixth or seventh place was a good possibility, which would have been a good start for a new-boy. Considering that Hunt was on the third row of the grid, two rows ahead of Pryce, it was not difficult to see whose fault the collision was, for the Hesketh had not got away well, while everyone else did, and a charge through the middle by the Hesketh driver at the first corner was too much to ask for.

Making a racing start is always a fraught business, and the big problem is how you practice such things. With nearly 450 horsepower available the poor old clutch has a bad time and it is a known fact that the best of them will not stand up to more than two or three really fierce starts, especially if they are within living memory of each other, for a lot of heat is generated in a racing start, until the wheels start spinning. A lot of drivers do a dummy start when they leave the pits on the warm-up lap and some of the misguided ones do a couple more on their way round the circuit, which is asking for trouble. Stewart at Monza in 1972 and Fittipaldi at Silverstone in 1973 are classic examples. Most team-managers tell their drivers at some point or another to take it easy and not do more than one really searing start, but in the heat of the moment many of them forget. If any of the drivers helped their mechanics to change a burnt-out clutch they would see at first hand what they had done, and take it easy in future. With so many circuits calling for a searing start into the first corner, Zandvoort being a prime example, the starting technique is all important, but the time for practising starts is not on the way round to the starting-grid. There are drivers who polish up their technique during practice, when leaving the pits, but not many of them seem to give it a thought until they are about to assemble on the grid. Looking back to the days when I was racing motorcycle and sidecar professionally, I recall that we used to practice our start procedure in the confines of a garage. In those days we used to do a run-and-bump start with a dead engine, and if we could not get our 596 c.c. double-knocker Norton engine to fire within three steps and be on full song by half the length of the garage, we would spend a lot of time on our carburetter and ignition settings and our pushing technique, until we could.

One driver who did a practice start at Zandvoort was Jarier, who took off with his Cosworth engine at 10,200 r.p.m. hammering against the rev-limiter for all it was worth; the rear wheels spun and Jarier kept it in bottom gear all the way from the pits to the first corner, with the engine trying its hardest to over-rev, but the rev-limiter doing its job superbly and fading the ignition at the fixed point, immediately letting it come in again as the revs started to fall. The result was that he went by me with the engine stuttering at maximum revs and trying to fly apart, and the whole back of the car vibrating and shaking like a jelly. It was an awe-inspiring sight, especially for anyone who has looked closely at the ball-joints and quarter-inch Allen screws that hold the Grand Prix car together these days. I need hardly add that Jarier retired with clutch trouble!

An interesting lesson to observe during the race was the effort by Merzario, driving one of Frank Williams' cars. From a lowly grid position the skinny Italian started charging through the lesser lights at the back of the field, picking them off one-by-one under-braking for the Tarzan hairpin at the end of the main straight. Every time, Merzario would out-brake someone on their right and drive through on the inside and it was good stuff to watch at close quarters. He did this until he got up to John Watson, and there he met his match, for the bearded Irishman was braking just as late as Merzario was, so that was that, it was check-mate, but it settled him in his rightful position in the overall scene. Unless a driver eases up and waves you past, the only way to overtake anyone is under-braking for the Tarzan Hairpin, the one point on the circuit where cars are likely to be seen changing position. Other than this the circuit tends to encourage a follow-my-leader process, with everyone waiting for everyone else to break down.

Once again I had a little meeting with a World Champion on a motorcycle, only this time I could not help, as I did with Stewart in Monte Carlo. With the Zandvoort circuit being on the very edge of the town it is pointless commuting each day from the Hotel to the paddock by car. On race day it is as quick to walk, and a lot less trouble, but this year I joined the Dutch and hired a pedal-cycle, which I found even less trouble than walking. Cycling quietly along towards the circuit on race morning I was overtaken by a small Honda mini-bike (I can't bring myself to call it a motorcycle) carrying two people. At the controls was Emerson Fittipaldi, and behind him sat Teddy Meyer, his team manager, who made a rude sign as they putt-putted their way by. Within 200 yards I saw them stopped by the roadside. so I rang my bell derisively as I cycled by, but then stopped as I realised they were in trouble. Poor Fittipaldi had been running with the choke out and had filled the engine with petrol, the plug calling it a day. Now normally I would have a plug spanner not far away, but being on a push-bike I did not even have a shifting spanner with me, and as there were no tools on the mini-bike the World Champion and his mate were stuck. We tried all the usual tricks to clear the engine, but to no avail, so while I bicycled quietly on my way I left them to push their evil little contraption to the circuit. I could not even offer Fittipaldi a lift on my crossbar, as I had rented a ladies' bicycle, Dutch male bicycles being built for people over six feet tall.—D.S.J.

Granada Ghia v. Commodore GS

Luxury and pace from Ford Cologne (with help from Dagenham) and Opel of Russelsheim.

A CONCERNED Ford of Cologne executive admitted to me in Germany last year that sales of his Consul/Granada range were wilting under a most successful attack from the Commodore, the top of the range model from General Motors' Opel plant. In Britain, on the other hand, the range of big Fords has been tremendously successful, thankfully for Dagenham after the Mk. IV debacle and for some time I had been curious to compare these products from these two American-owned manufacturers to find out the reason for the German public's apparent preference. By coincidence rather than intent I found myself with the Opel Commodore 2.8 GS Coupe and Ford's latest luxury version of the Granada, the Ghia, for test in consecutive weeks.

To be truly objective would have been to have had these cars at one and the same time and to have borrowed the four-door Commodore saloon as a more valid comparison with the four-door Ghia instead of the two-door fastback Coupe. Alternatively, with hindsight, I would have waited for a Ghia Coupe to become available on the Ford Press fleet to compare it with the correct Commodore equivalent, but the postman did not reveal the impending announcement of the Ghia Coupe until a few minutes ago, only one week before you will have read of this new Ford over the breakfast table and hardly satisfactory notice for a monthly journal. My actual pairing remains relevant, as it happens, because in all respects other than the number of doors and consequential trim and the slightly lower rear roof lines, the coupe and saloon versions of each of these models are identical, even in performance, because there is hardly any difference in weight between them. Between makes there is a considerable difference in weight and consequent power to weight ratio, however. The tubby Ghia weighs in at a hefty 27.5 cwt., pulled along by a 138 b.h.p. DIN 3-litre V6 Essex engine; 142 b.h.p. DIN of straight-six 2.8-litre Opel engine has a modest 24.4 cwt. of sleek Commodore to propel. Consequently the GS Coupe feels a much more agile motor car.

If it is true that the German public have shown bias towards the Commodore it is certainly not because the Granada is a poor competitor. My own conclusion is that they should not be classed as competitors at all; they are as dissimilar as chalk and cheese, both excellent cars in their own right and presenting a choice which must be made by the individual, completely dependent upon what he requires from his transport. My own choice is undoubtedly the Commodore GS, very much the driver's car of the two, taut, responsive and fast. The Ghia, on the other hand, is quieter (a relative term in this context—the Opel too is exceptionally quiet by most normal standards), rides more comfortably, is roomier if five people are to be carried regularly, and if one closes one's eyes to the revolting plastic mouldings surrounding the real woodwork, cushions one in an aura of luxury which could only be excelled by paying £1,000 more for an XJ6. It is relaxing, executive travel, admired by its cosseted passengers, but to an enthusiastic driver is a bit of a lazy, unexciting pudding of a car in comparison with the lively Opel, liveliness which over bumpy roads unfortutely extends to the suspension.

Let not patriotism persuade the reader to buy a Ford instead of the Opel. While the common-or-garden Consul/Granada emanates from Dagenham (or maybe Halewood?), the luxury Ghia's ancestry is the same as the Commodore's, German, assembled in Cologne, though it does contain many British parts, including the engine. Both cars are expensive, at over £3,000, but having said that, are most people, or firms, who are prepared to pay that sort of money likely to be put off the Opel because in equivalent trim it's a couple of hundred pounds dearer than the Ford? The Ghia is £3,156 inclusive of car tax and VAT, upon which can be added very few extras indeed, for its specification is remarkably complete. Indeed, the only option offered by Ford is a four-speed manual gearbox in place of the standard automatic, and that "extra" makes the consequently slightly quicker, if less relaxing, Ghia £125 cheaper. The price of the "basic" Commodore 2.8 GS four-door saloon is £3,099, but an automatic gearbox adds another £210 to that, this being rather ludicrous in that the same General Motors automatic gearbox added to a six-cylinder Vauxhall would cost only £130 . . .! The 2.8 GS Coupe starts life at £3,208 and in automatic form as tested thus costs £3,418. To complete the Commodore to the specification of the Ghia would mean forking out another £105 for a sun-roof and however much a Blaupunkt twin-speaker radio costs, for those items too are included in the standard Ghia package. However, the new Ghia Coupé is £3,574. Relative depreciation is something I would not like to hazard a guess about in these fickle times, but is another question to consider if making a choice. What does seem to be inarguable, however, is that the Opel is noticeably less thirsty than the heavier Ghia, averaging a steady 20 m.p.g. whatever the conditions, whereas the Ghia recorded a worst of 17.5 m.p.g. and a best of 19.1 m.p.g., though driven less ambitiously most of the time than the Opel. Both ran happily on four-star fuel, of which the Ghia held 14 gallons, while the Commodore offered a better range with 15.4 gallons.

To recap on the Ghia, which we announced in the April issue of MOTOR SPORT, it is purely and simply a Granada GXL which has been given a design face-lift and a touch more luxury by the Ford-owned Ghia Operations design studio in Turin and is intended by Ford to be a low-production "European"



Some idea of the compactness of the Commodore can be seen in this tail photograph, in which the Ghia appears massive in comparison. Actual dimensions tell a different story.

car. If the number I have seen on the roads in the last few weeks is anything to go by, low-production isn't all that low and sales must be going well. It is priced at just £350 more than the Granada GXL, the previous top-of-the-range model, and its increased assets are subtle ones. It has a distinctive new grille, of course, and the centre panel between the rear lights gains vinyl trim, but in general equipment it offers little more than the GXL, which too comes with sliding steel sun-roof in a vinyl trimmed roof, with automatic gearbox (manual again optional) and with power steering. Craftily for the last Motor Show Ford removed the woodwork which previously graced the GXL's facia and made one or two other subtle reductions to the interior specification (at the same time reducing the price by about £6), just in time to re-introduce them in the up-market Ghia. The seats are deeper, more luxuriously padded, the reclining front ones have very tidily designed integral headrests, a substantial arm-rest splits the rear seats and the boldly fluted upholstery is Beaumont cloth, which "has the appearance and feel of the traditional coachbuilder's broadcloth", says the Ford Press release, but nevertheless manages to look quite synthetic, says I, and was beginning to look a little tired on the test car's driving seat. This same material is used for the door panels, headlining, pillars and rear window shelf, while deep, cut-pile carpet is used over a foam underlay in the front wells, and is extended to the lower sections of the doors and the trim panels in the front foot wells. Tinted glass is fitted all round, an "extra" which the Commodore could well do with, the large screens making it like a greenhouse.

To me, fascinated by gadgetry, the most impressive improvement Ghia has given to the interior is the remarkable little digital clock they have fitted down in the centre console, surely the first car to have such an instrument as standard? That in the test car stayed accurate to the second in the course of a week. Other instruments remain as in the ordinary Granada, the 7,000-r.p.m. rev.-counter (unforgivably and potentially expensively not marked with a red line) and 140 m.p.h. speedometer lying buried in deep tunnels, which miners will no doubt enjoy exploring when they are all running their Ghias on the suggested £5,000 a year, and other useful information being provided by fuel, water temperature, amps and oil pressure gauges. Switch gear is poor, separate push-button switches for side and headlights contained in the facia rail on the right of the wheel and matching heated screen and wash/wipe on the left. The last named could surely have been incorporated in the right-hand stalk which controls the wipers (the two speeds changed by means of a clumsy rocker switch), flashers and headlight flasher. There are interior lights placed centrally above front and rear windows, there is a lockable cubby-hole, map pockets in the backs of the front seats, grab handles for the passengers and an ashtray with lighter awkwardly placed in front of the gear lever. And overall there is that nasty plastic which fortunately was wearing away on the driver's manual window winder. Yes, window winder. To me a "luxury" car is not a luxurious car without electrically operated windows, Ford



The 2.8 Commodore GS is undoubtedly one of the world's better mass-produced cars, practically a 3-litre BMW at half the price. The chameleon effect of the colour on this page (of the actual test cars) and overleaf was occasioned by camera (or finger) trouble, which necessitated re-photography with different cars.

please note. The fact that the Opel had the same omission concerned me less in that this Commodore wasn't being sold as a "super luxury version" of anything else and its driveability rather than its "sit-in-ability" was of more interest.

Mechanically the Ghia's specification should be familiar, so a quick reminder should suffice. The cast-iron V6 engine has a bore of 93.7 mm. and a stroke of 72.4 mm. to give a capacity of 2,994 c.c., its twelve overhead valves are operated by pushrods from a single camshaft, it has four main bearings, runs on an 8.9:1 compression ratio and has a twin-choke downdraught Weber carburetter fed by an AC mechanical pump. It produces its 138 b.h.p DIN maximum power at 5,000 r.pm. and that useful, lusty torque of 174 lb. ft. DIN reaches its maximum at 3,000 r.p.m. This was the first Ford I had tried with the new C3 automatic gearbox, a lightweight unit in an aluminium casing and claimed to be "the most sophisticated three-speed automatic in the World", sophistication which in the case of the test car led to its refusing to kick-down from third to second above 40 m.p.h. and, if kicked down below that, changing up at 4,000 r.p.m., roughly 36 m.p.h. in first and 60 m.p.h. in second. Without using the manual hold, performance was somewhat lethargic, therefore. On the credit side, changes were particularly smooth and towers of boats and caravans will be pleased to know that a heat exchanger (oil cooler) for the transmission oil is included in the water radiator. All round independent suspension is by double wishbones, coil springs, telescopic dampers and an anti-roll bar at the front and the rear has semi-trailing arms controlled by coil springs and telescopic dampers. Brakes are 10.31 in. ventilated front discs and rear drums, the dual circuit being helped by a servo and the 6J x 14 in. steel wheels (without the advertised Ghia trims on the test car) were shod with 185 SR14 Michelin ZX tyres, the front ones directionally controlled by power-assisted rack and pinion steering.

In England interest in Opel's beautiful-looking Commodore (surely Opel have the most consistently attractive range of designs in the World, currently) is being encouraged by Peter Hanson's stirring performance in the Castrol Anniversary Challenge (*née* British Touring Car Championship) with the Opel Dealer Team 2.8 Commodore GS/E. At the time of writing he is lying second in the Championship behind Andy Rouse's Dolomite Sprint though a question mark hangs over potential disqualification for the Sprint. The "E" suffix in this case denotes the 160 b.h.p. DIN Bosch fuel-injected engine, unfortunately not available in this country, for if the 142 b.h.p. carburetted test car, complete with automatic transmission, was anything to go by it must be quite superb. The 2.8-litre Commodore GS models replaced the 2.5-litre GS (introduced in May 1972) on the British market in May last year. Among the many improvements over the old GS model were an increase in the bore of the short stroke engine from 87 mm. to 92 mm., the stroke remaining at 69.8 mm., and the addition of a second Zenith twin-choke, downdraught 35/40 INAT carburetter. DIN power was



The Ghia grille suits the old Granada shape, a much bulkier car than the Opel. A terrible clash of colours spoiled the test car (on the previous page). Sumptuous seats, nasty plastic and that excellent V6 engine were noteable features.

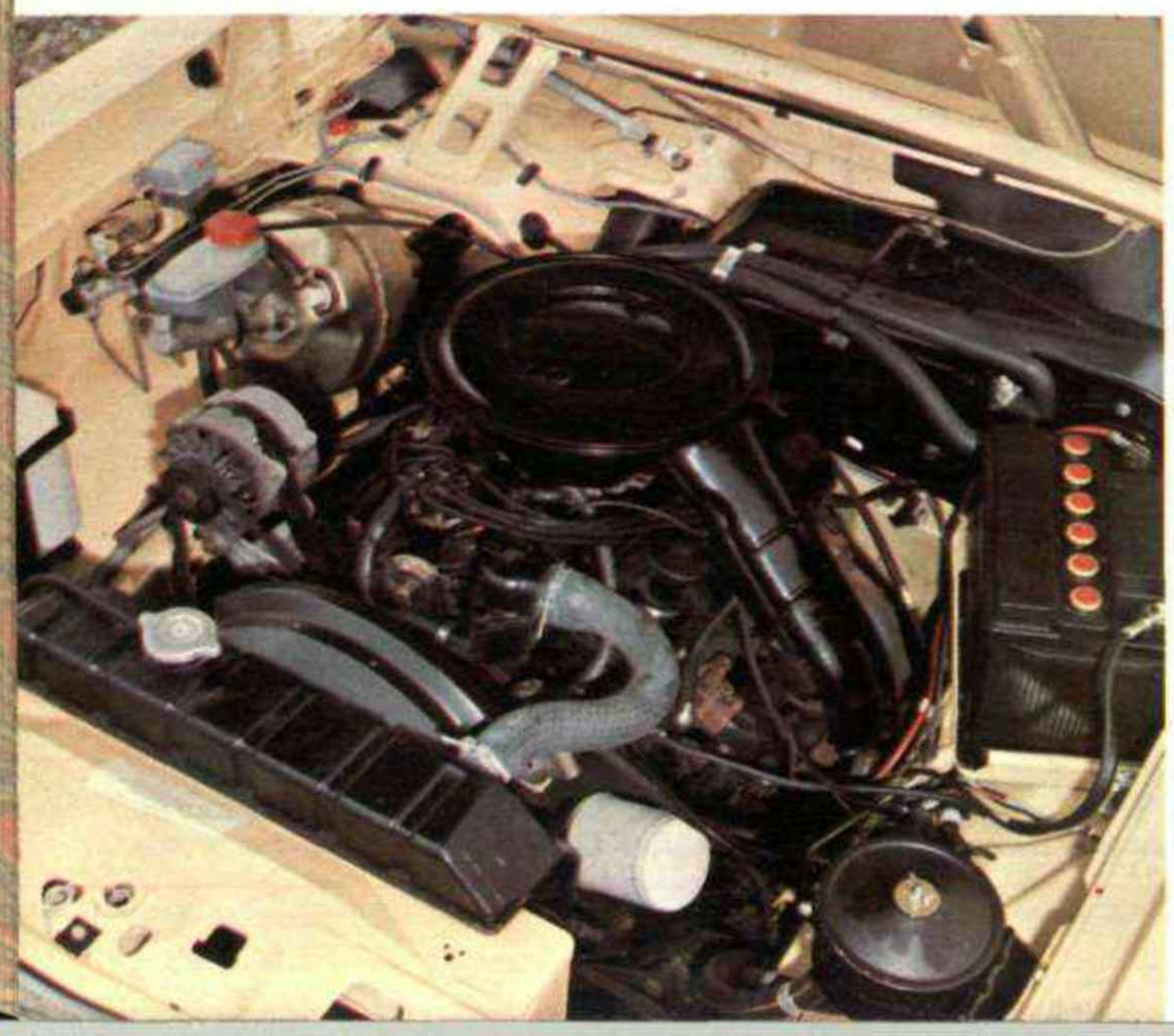
raised from 130 b.h.p. at 5,000 r.p.m. to 142 b.h.p. at 5,200 r.p.m. and DIN torque increased from 152 lb. ft. at 3,800 r.p.m. to 159 lb. ft. at 3,400 to 3,800 r.p.m. The seven main bearing, cast-iron, straight-six retains the same overhead camshaft operating the twelve valves via hydraulic tappets and the compression ratio is 9.5:1.

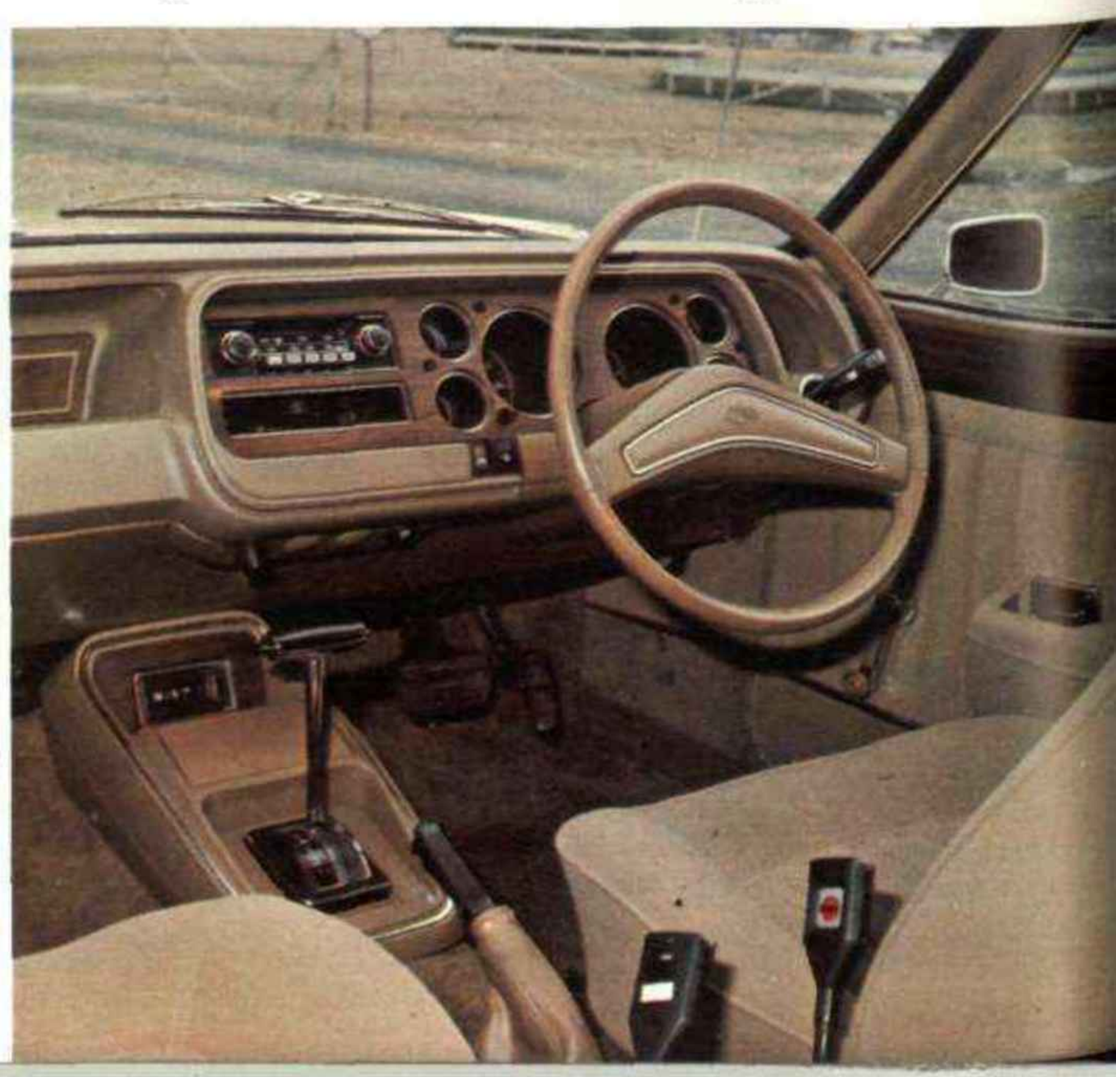
Compared with the Ford's all-independent suspension, the Opel appears antiquated in having a live rear axle, albeit located positively by twin trailing radius arms, upper torque arms, a transverse linkage bar and an anti-roll bar, suspended upon coil springs and damped by Bilstein gas-filled shock-absorbers. The wishbone front suspension features coil springs, lower trailing links, an anti-roll bar, Bilstein shock-absorbers and has anti-dive geometry. Ball and nut hydraulic type power steering is standard and brakes, like the Ghia's are ventilated discs, in this case of 10.67 in diameter, and rear drums with servo assistance and a dual circuit. The handbrake lever is situated between the seats, in common with the Ghia. While presenting the Commodore with the extra power of the 2.8-litre engine Opel sensibly chose to fit a limited slip differential as standard.

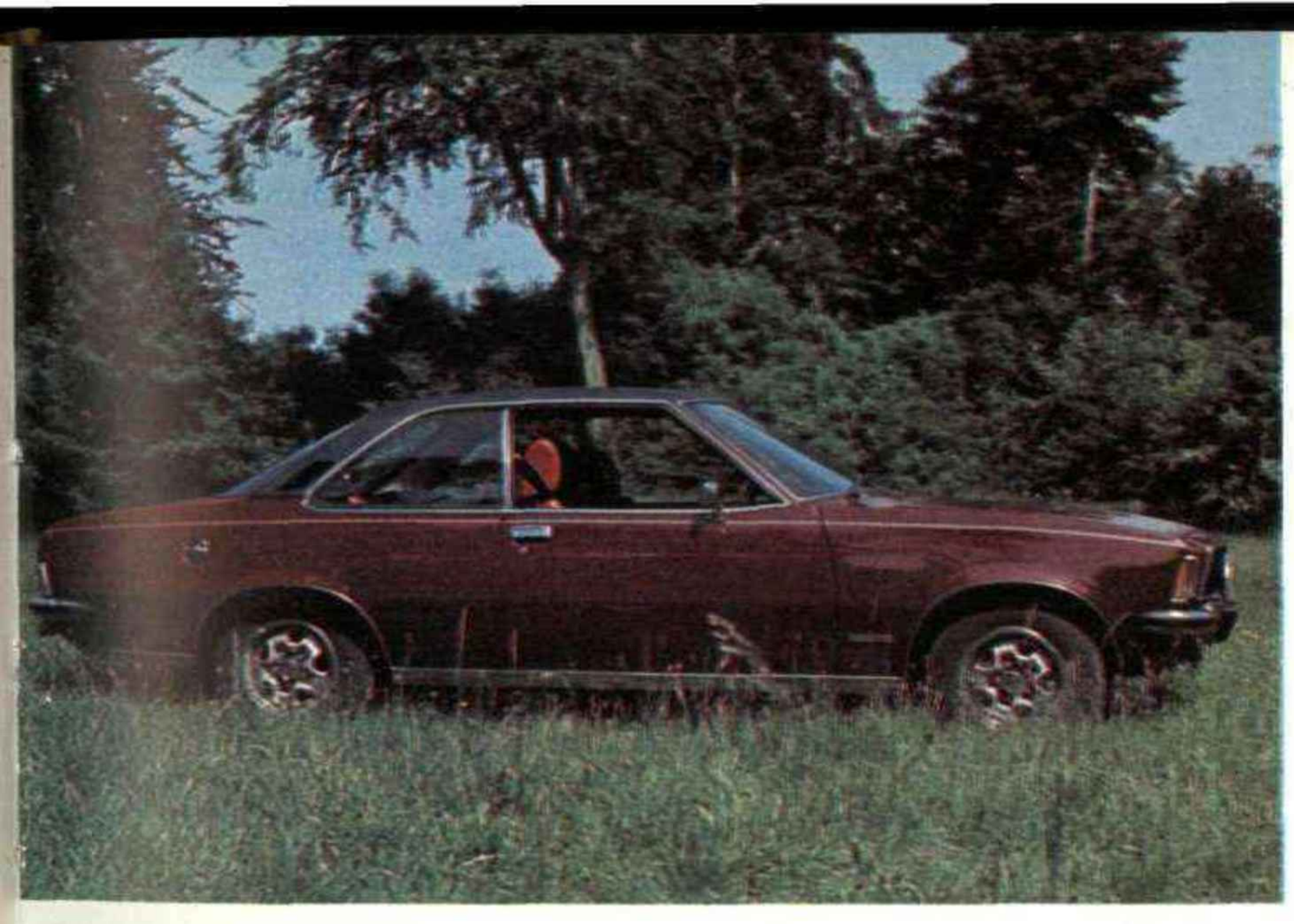
Large doors make access to the coupé's front seats easy, and front seat backrests which lock forward help seat passengers with ingress, but the lower straps of the seat belts threaten them with broken necks as they climb out. These static seat belts (a standard fitting) are the worst part of the car, clumsy to fasten and making difficult adjustment of the low, centrally mounted radio; inertia reel belts, as in the Ghia, ought to be adopted in a car of this price. The seats are very comfortable, not so resilient as those in the Ghia, for the Germans prefer firmer support, and are upholstered in boldly-fluted cord. Removable front seat head restraints are more useful as headrests than those in the Ghia, but obstructive for rear passengers and the back rests are more accurately adjustable than the Ghia's by the means of knurled knobs. The thin-rimmed steering wheel is trimmed with soft plastic mounted on foam, unlike the Ghia which has a real-leather cover stitched over a solid plastic rim.

The Ghia's heating/ventilation system is inferior to that of the Commodore, which itself is not brilliant, though it does have central air vents in the facia as well as corner eyeballs, while the Ghia has the latter only.

The appearance and clarity of the Commodore's instrument layout is excellent: a cluster of four small instruments on the left of the cowled, rectangular panel in front of the driver have similar functions to the four in the Ghia except that the ammeter is replaced by a voltmeter, a 140 m.p.h. speedometer is fitted and the tachometer is yellow-lined at 5,800 and red-lined at 6,450, which this beautifully smooth and mechanically quiet short-stroke straight-six will reach in first or second gear manual hold without its hydraulic tappets pumping up. Fake wood-veneer around the instruments and on the centre console detracts a little from the general neatness of the facia, three quadrant heater levers are conveniently placed for the left hand, a turn knob on the right controls the lights, dipped by the left-hand steering column stalk, which controls the powerful two-speed wipers (by turning the lever), while pressing the end of the lever simultaneously activates the washers and wipers, much more satisfactory than the Ghia arrangement. A heated rear window is fitted, as are twin, door-mounted mirrors (the Ghia has one only) and the power of the rectangular headlamps in conjunction with the halogen sportlights was quite fantastic (I think the fog-lights below the test car's bumper were extras). However, the glove locker does not lock. Both the Commodore and Ghia have more than adequate boot space, both with spare wheels mounted vertically on the left-hand side, that of the Ghia being hidden by carpeting. In these days of growing concern for longevity it is encouraging to see that the Commodore's extremely well-finished body has the benefit of galvanised steel for the underbody and rocker panels and there is liberal application of bitumen







Clean, sleek lines make the GS Coupé quite beautiful. Finish was superb, as was instrumentation, but the fake woodwork jarred. The splendid in-line engine has an overhead camshaft, hydraulic tappets, and delivers 142 b.h.p.

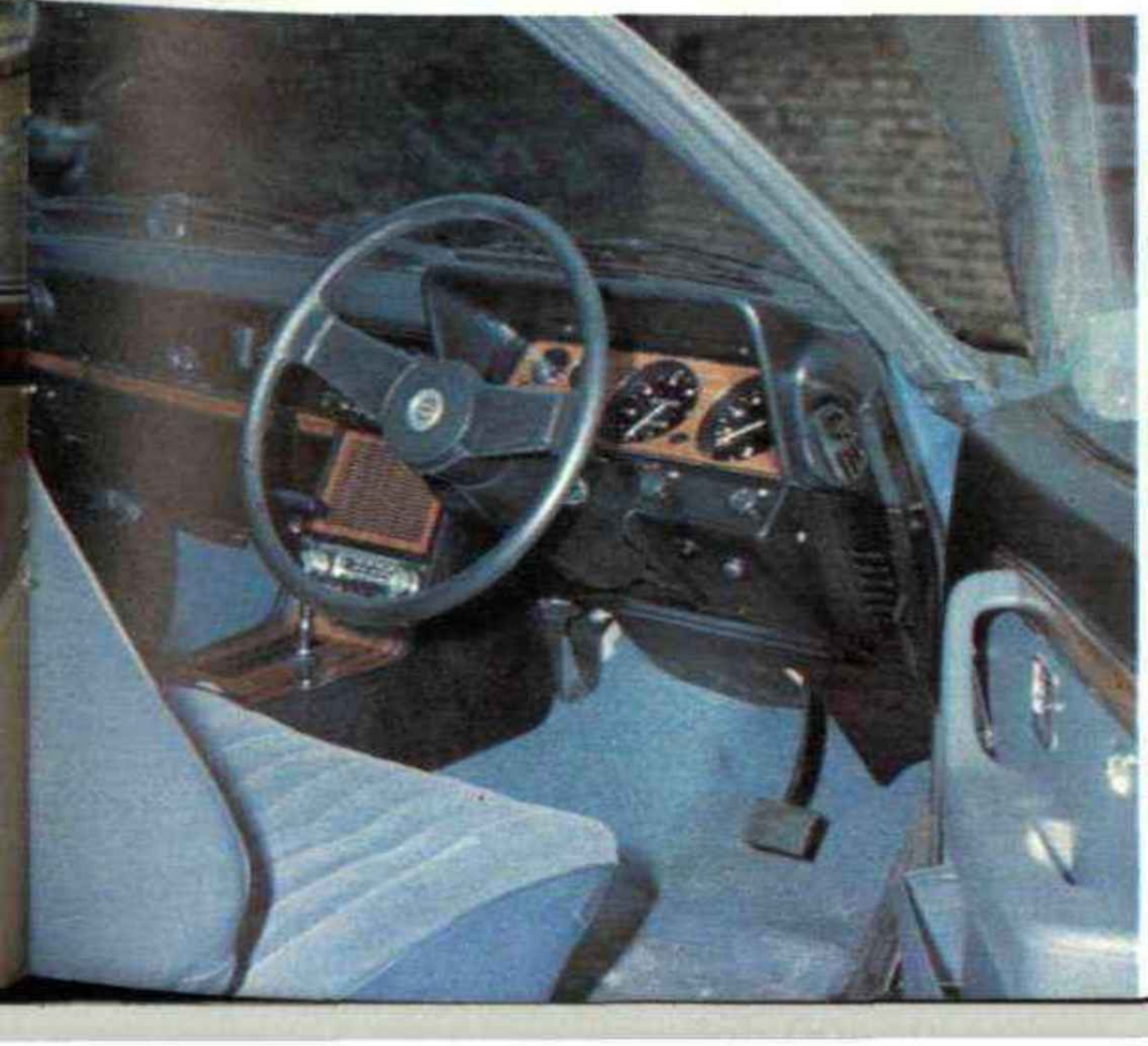
protection and complete underbody waxing.

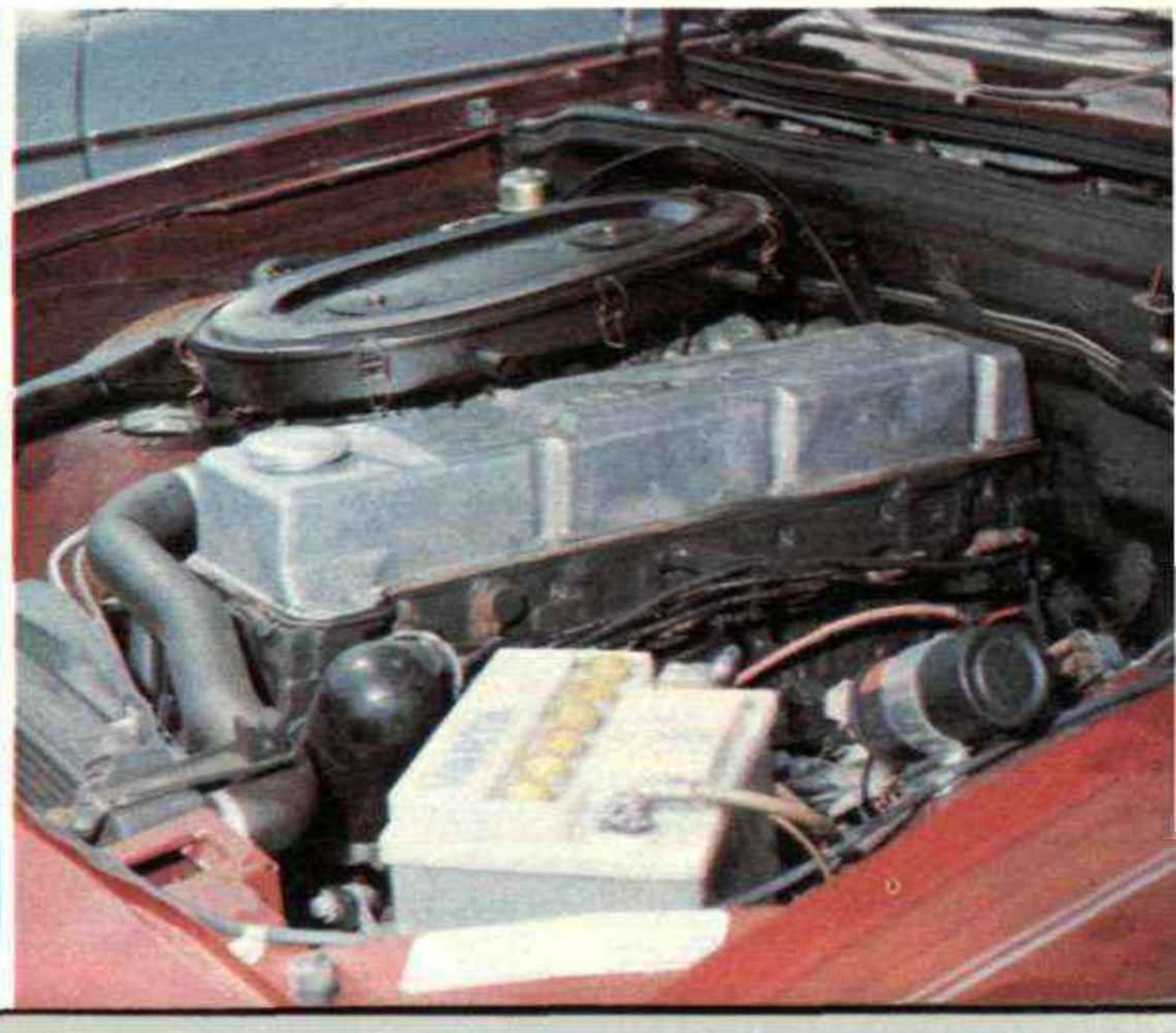
For photographic purposes I was able to borrow the Commodore for one day of my period with the Ghia and to jump straight from one car into the other was most interesting. The immediate impression was that the Commodore was much more compact, the view over the bonnet of the Ghia resembling the Ark Royal's flight deck, yet at 5 ft. 8 in. the Commodore is only 2½ in. narrower than the Ghia, is slightly over 1 in. longer (15 ft. one and a bit inches) and is supposedly exactly the same height (from manufacturers' figures) at 4 ft. 5.9 in., though when parked side by side the Ghia towered over the Commodore. But the immediate driving impression was unquestionably that the Commodore felt more precise simply driving away through two parked lines of cars, a feeling which was to increase at speed. The Opel's ball and nut steering is genuinely merely assisted by power, remaining so positive and with so much feel that I found it necessary to look under the bonnet to confirm the existence of a power steering pump. On the other hand a little too much assistance is applied to the fairly low geared rack-and-pinion of the Ghia, so that it is less positive in the straight-ahead position, produces less feel and encourages over-reaction at the wheel until one is accustomed to it.

Extensive use of sound-deadening on the Ghia has made it quieter than the ordinary Granada, making the V6 almost imperceptible except at high revs when it becomes a little fussy, something which the smooth, slightly less-well-isolated Opel engine does not become. Both show commendably low wind-noise, reduced to a flutter round the screen pillars. Once cruising above 90 m.p.h. the Commodore is easily the master of the Ghia, cruising with a relaxed, long-legged gait and with plenty in reserve up to its recorded maximum of 118 m.p.h. The Granada was puffing a little bit at 100 m.p.h., feeling somewhat lower geared, but should be capable of 110 m.p.h. or so. Both were very stable and entirely suited to such speeds, encouraging relaxed travel for driver and passengers.

Spongy brakes, long pedal travel and fade from high speed were a disappointing aspect of the Ghia, those of the Commodore being much superior, though these too lost some efficiency if sensible use was not made of the second-gear hold braking effect. But it was in general handling and cornering that the Commodore had the edge on the Ghia, quite stiff springing, effective damping and little nose dive ensuring very little roll and, with the help of that excellent steering and in spite of the drawbacks of automatic transmission, encouraging exciting exploitation of taut, precise and virile behaviour. The comparatively softly sprung, though adequately damped, Ghia suspension allows it to roll somewhat, the steering is dead and low geared and though its roadholding is exceptional it is not a very inspiring car to an enthusiastic driver. Rear suspension is good enough to scorn the need for a limited slip differential, but the Opel's light back end needs it for traction and as an aid to correction under power in the wet when it needs to be shown who is master. The Ghia in the same conditions is very sure-footed on its Michelin ZXs (the Commodore has that firm's XASs of 175 HR 14 size), but not so responsive to control when it reaches its limit. As said early in this report the Commodore's ride on its taut suspension is on the lively side, while the Ghia glides over the bumps obliviously.

Choosing a car is a matter of horses for courses and whichever your course, the Ghia and the Commodore provide excellent alternatives. The Ghia is a supremely comfortable passenger's but not so much a driver's car, while the Commodore will delight the driver at the expense of less ride comfort. Both are bound to attract executives forced by company economies to climb down from BMWs, Mercedes and Jaguars and so good are they both that few people will regret the move for long.—C.R.

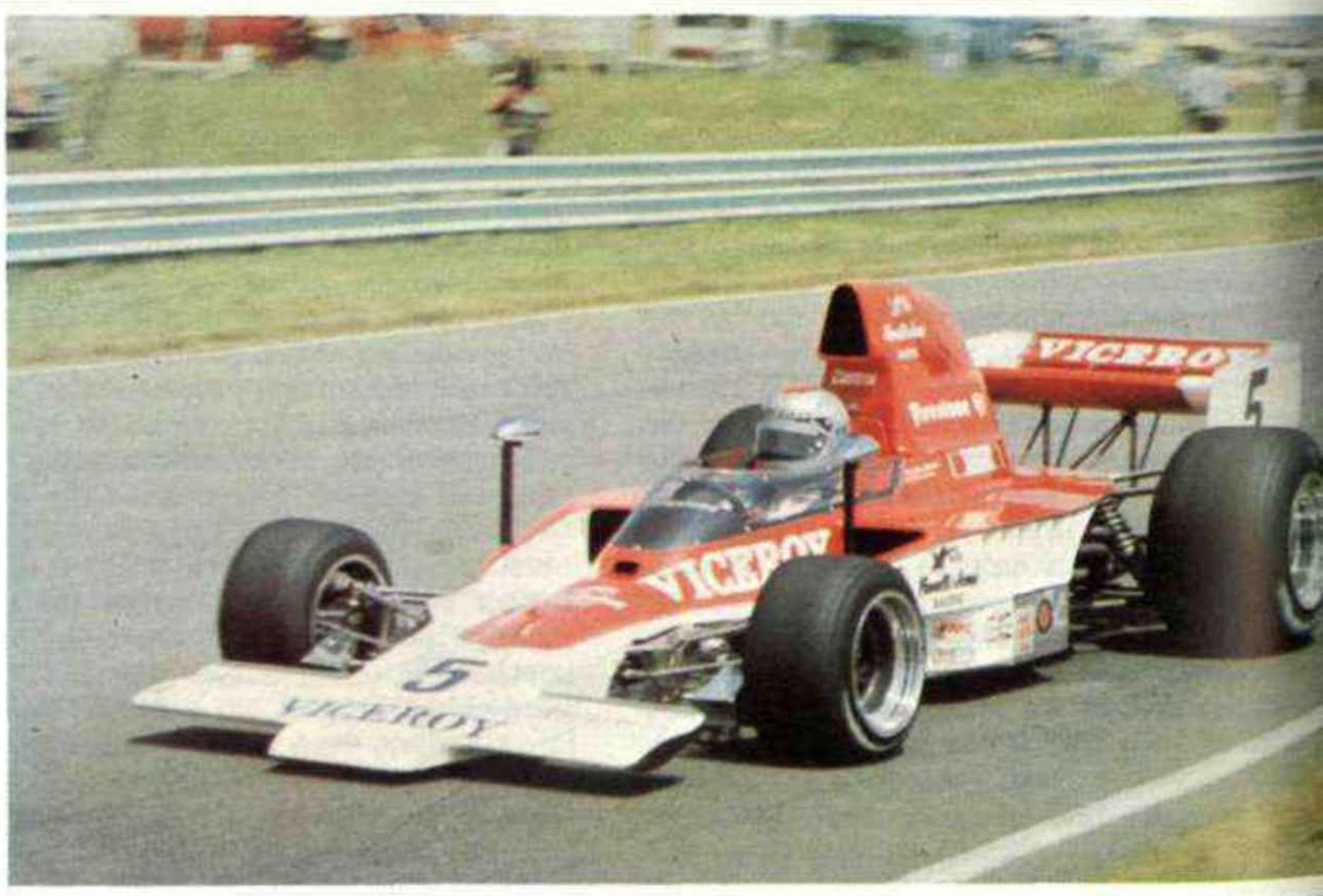


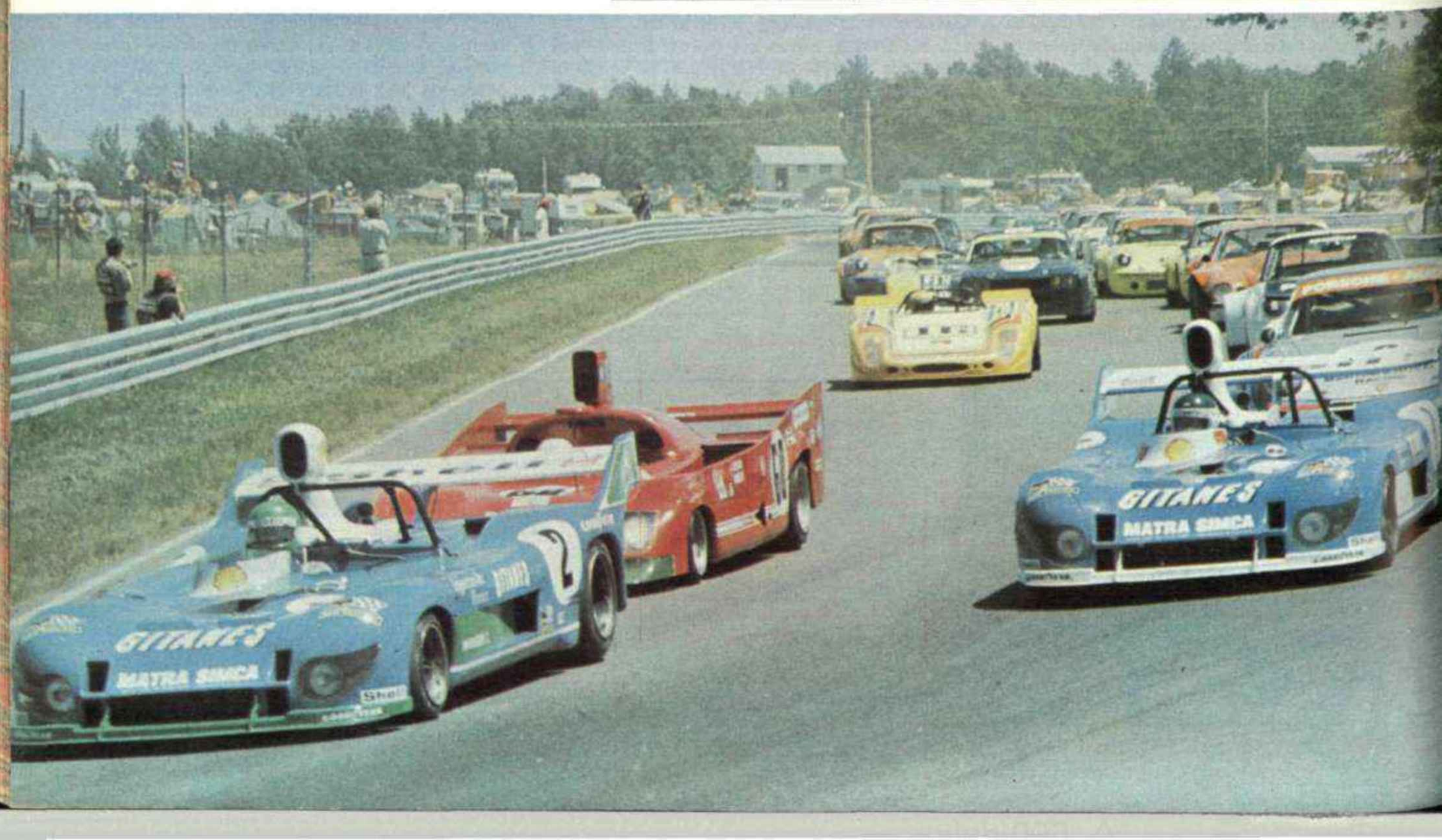


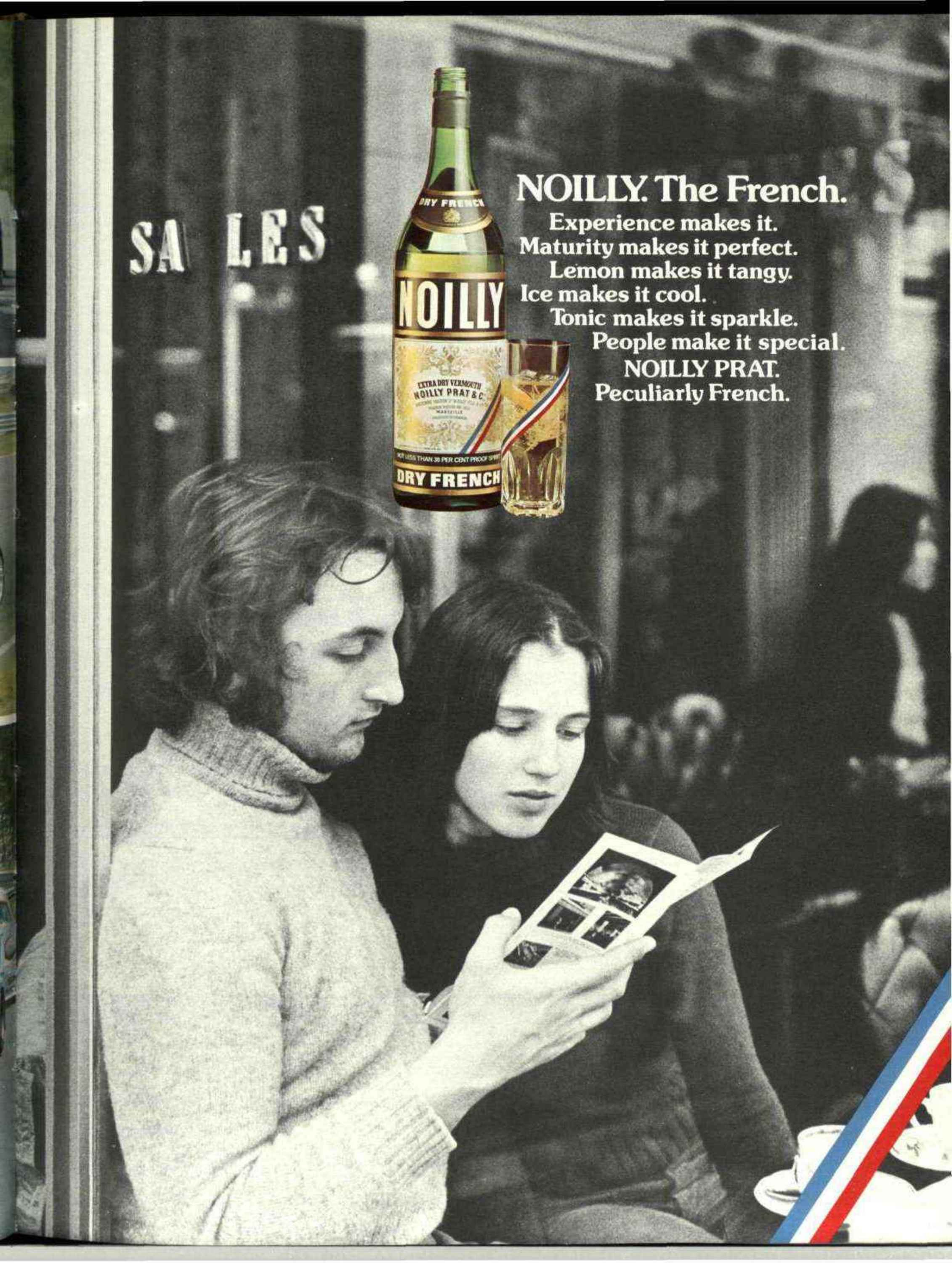


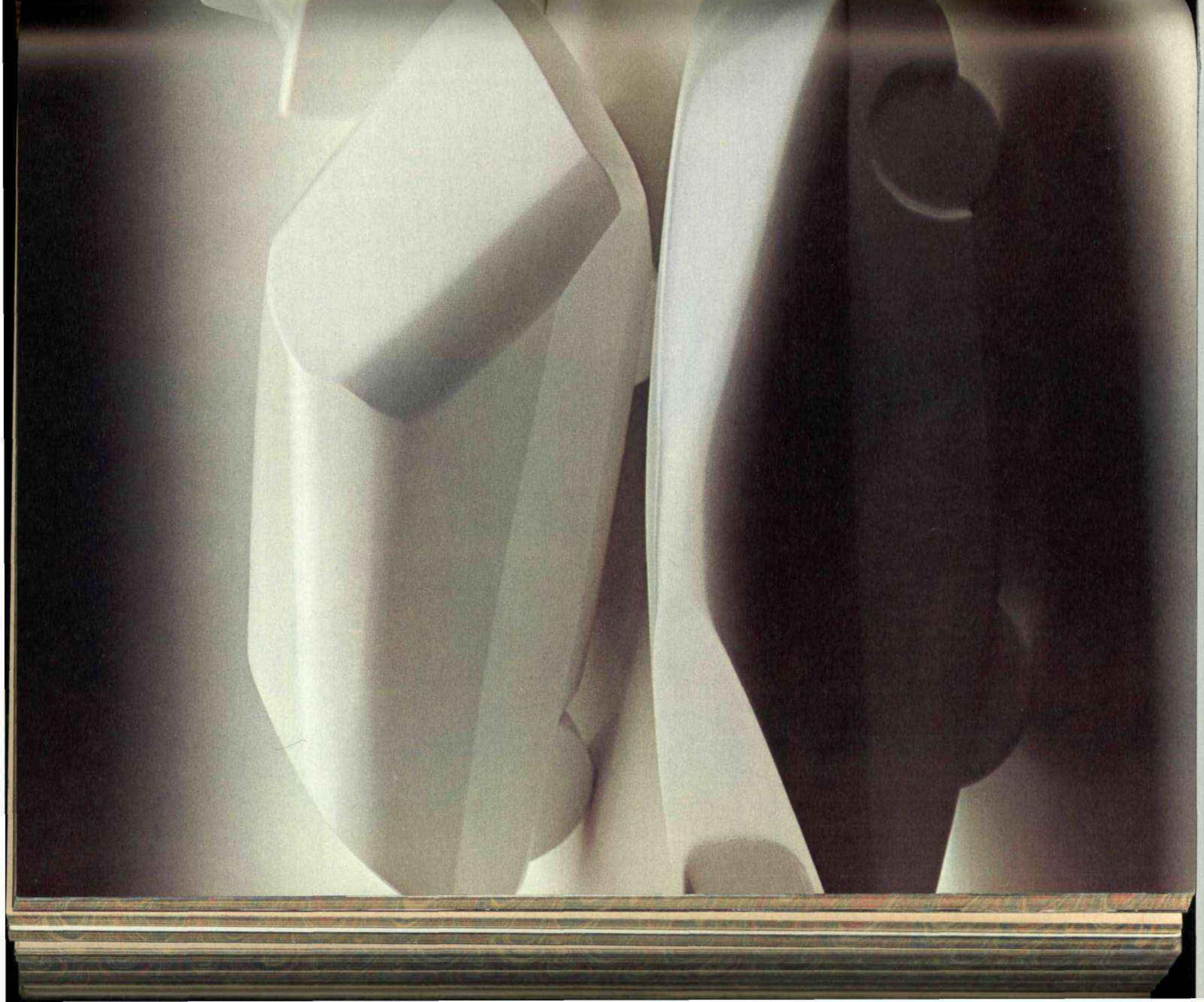
WATKINS GLEN

A "FIVE STAR" race meeting at Watkins Glen, New York State in July was the most ambitious SCCA programme ever staged, with events for sports cars, Formula 5000, Can-Am, Trans-Am and Super Vee. Crowds flock in to see the powerful Can-Am cars, domination this year having passed to the UOP-Shadow team. George Follmer and Jackie Oliver (above) led the pack, Oliver completing a hat-trick of wins to lead the championship. Another car that won't be seen in Europe is Mario Andretti's Viceroy Lola T332 (right) which scored a convincing win in the F5000 race from Brian Redman in another Lola. The feature race of the busy weekend was the 6-hour event counting towards the World Championship for Makes, providing an easy win for Jean-Pierre Jarier and Jean-Pierre Beltoise (Matra number 1, picture below), enabling the Matra-Simca team to retain the title for 1974. The Alfa Romeo of Andretti and Merzario, behind Pescarolo's Matra from the rolling start, was disqualified after breaking down on the circuit.






SA LES
DRY FRENCH
NOILLY
EXTRA DRY VERMOUTH
NOILLY PRAT & C.
DRY FRENCH
NOILLY. The French.
Experience makes it.
Maturity makes it perfect.
Lemon makes it tangy.
Ice makes it cool.
Tonic makes it sparkle.
People make it special.
NOILLY PRAT.
Peculiarly French.



Woe betide any oil company that lags behind.

As you may have noticed, things aren't exactly standing still in the motoring world.

New cars are being designed, it seems, by the day. Along with ideas for everything else that goes into them.

At BP, we don't just sit back and watch it happen.

Quite the reverse.

With our kind of experience in engines and oils, you'd expect motor manufacturers to come to us for help and advice.

And they do.

Giving us an undeniable advantage in the development of motor oil.

Hence Super Visco-Static.

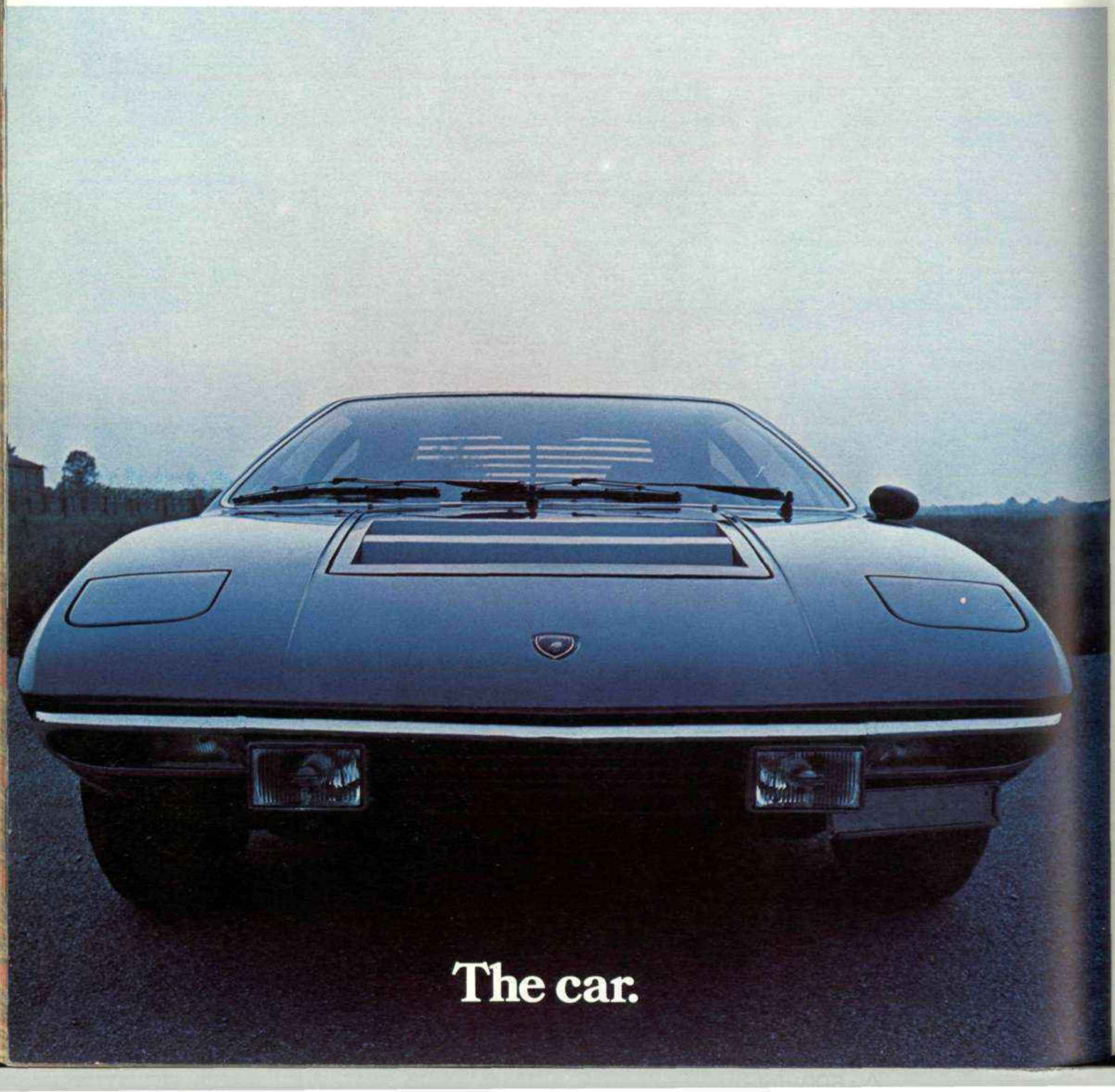
An oil that even in today's motoring conditions, protects your engine more efficiently than ever before.

An oil that has yet to be bettered, by us or anyone else.

An oil that wasn't made by accident. But by design.



What will the motor Your answers a chauffeur-driven



car be like in 1984? could win you trip around Monza.



The car is the Lamborghini Urraco. The chauffeur is Valentino Balbino, test driver for Lamborghini. And Monza is one of the fastest Grand Prix circuits in the world.

Put them together, and you could have the most exciting day of your life.

The competition.

How do you win a place in the passenger seat? Simply by giving us your ideas on what the motor car will be like in 10 years time.

It's not just for fun. Our involvement with designers and motor manufacturers helps us a great deal in the development of motor oil.

And it occurred to us that you might have some thoughts of your own that could be of value.

How to enter.

There are five categories to choose from.

Economy. Safety. Performance. Styling. Handling.

Pick any one of these, and write in no more than 200 words what you think will be the biggest influencing factor related to motor car development in that category.

(If you like, you can send us drawings or photographs, but please remember to include a stamped addressed envelope if you want your material returned.)

Judging the competition will be some distinguished names connected with all aspects of motoring, headed by Colin Chapman, of Lotus.

The senders of the two best answers in each category will win a trip to the Lamborghini factory in Modena, and then on for a few hair-raising laps around Monza.

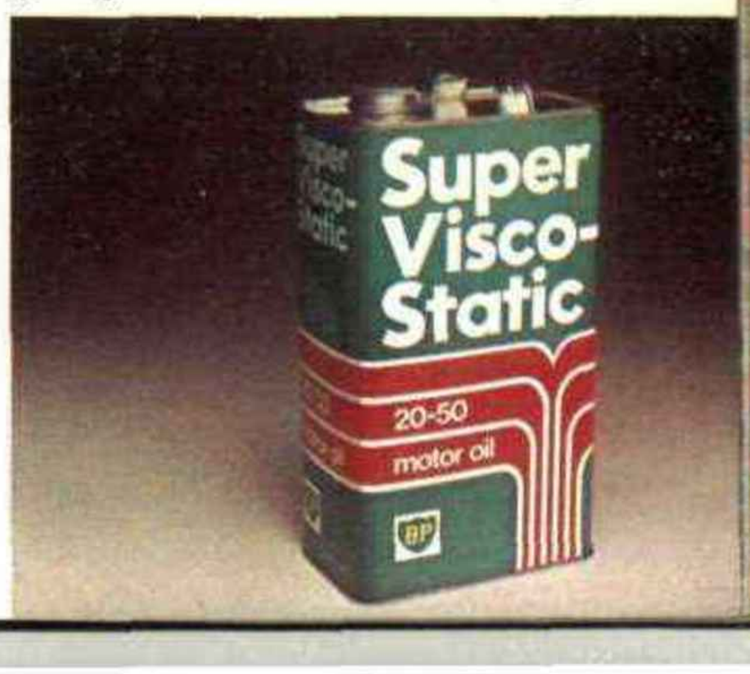
One more thing. If, in the opinion of the judges, your idea is particularly outstanding, we will put you in touch with any motor manufacturer interested in developing it.

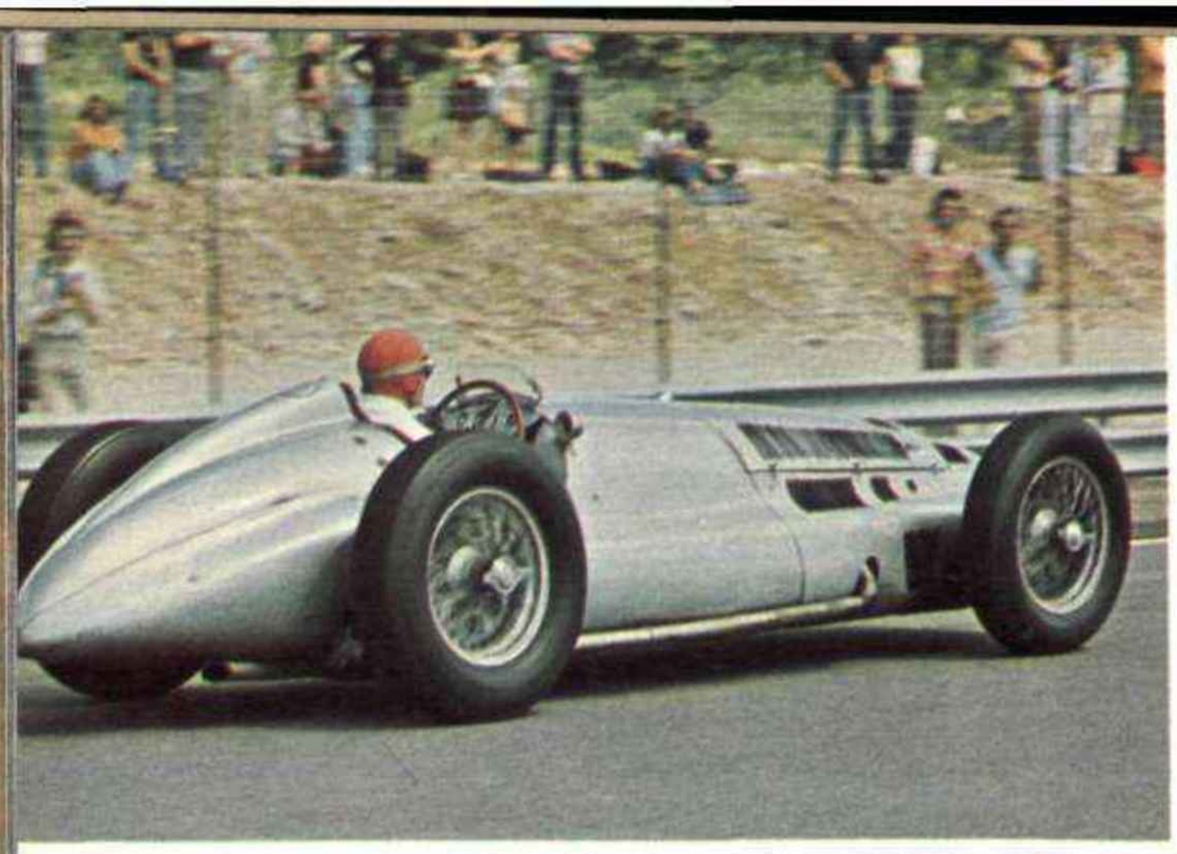
So, as well as the prize we're giving, you could win something else. A place in motoring history.

Send your answer to: Super Visco-Static 1984 Competition, P.O. Box 2 JW, London W1A 2JW. Entries should arrive no later than 15th Sept., 1974. Results will be published in Competitors Journal on 10th Oct., 1974.

No correspondence can be entered into, and the decision of the judges is final.

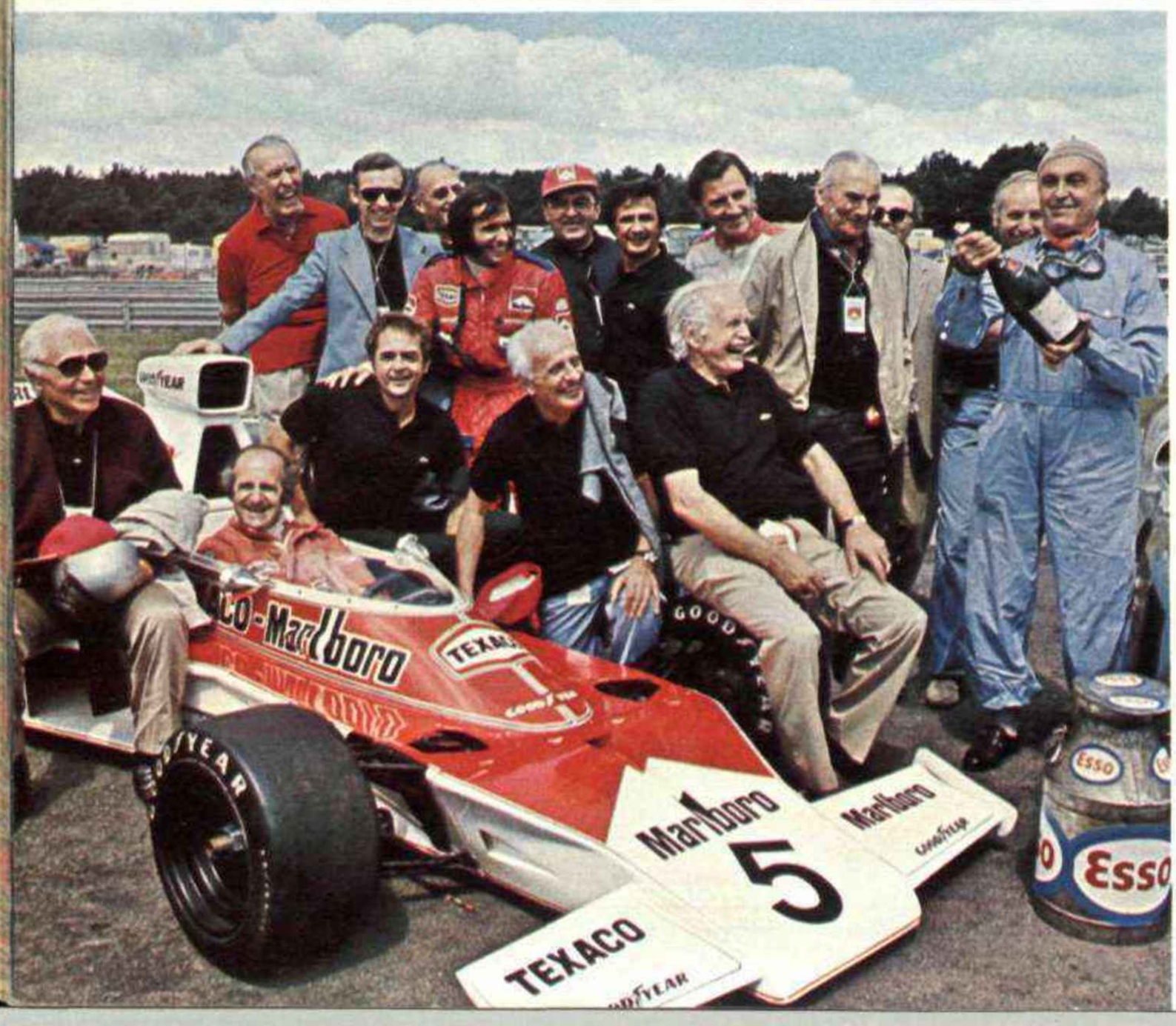
Rules available on application.





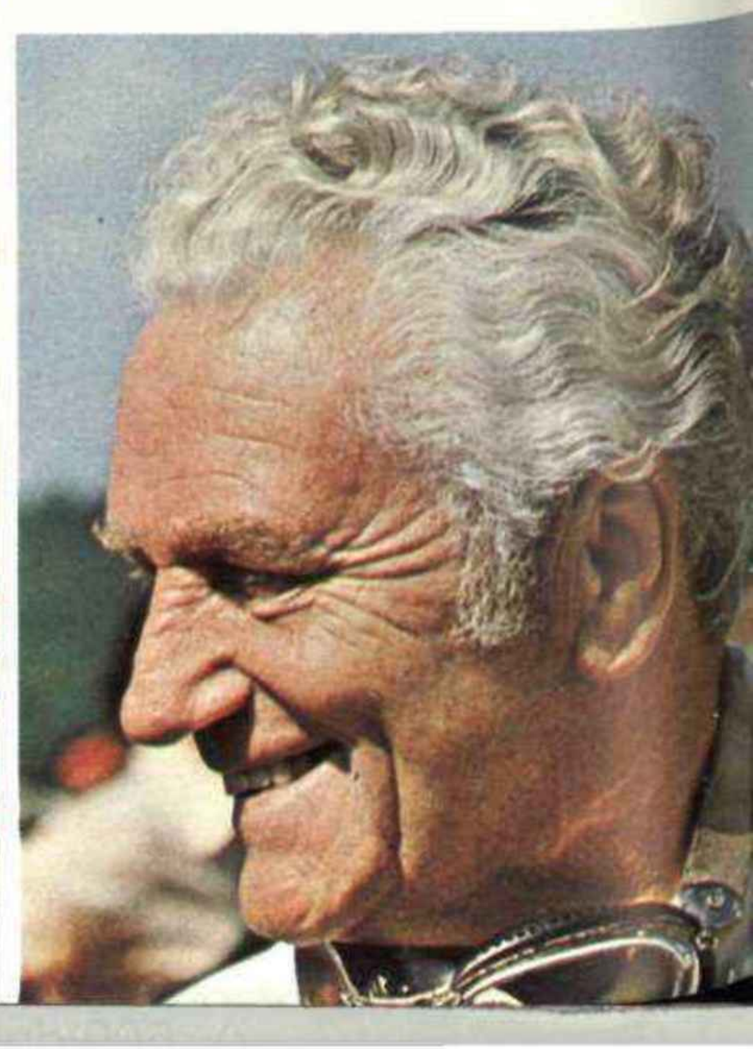


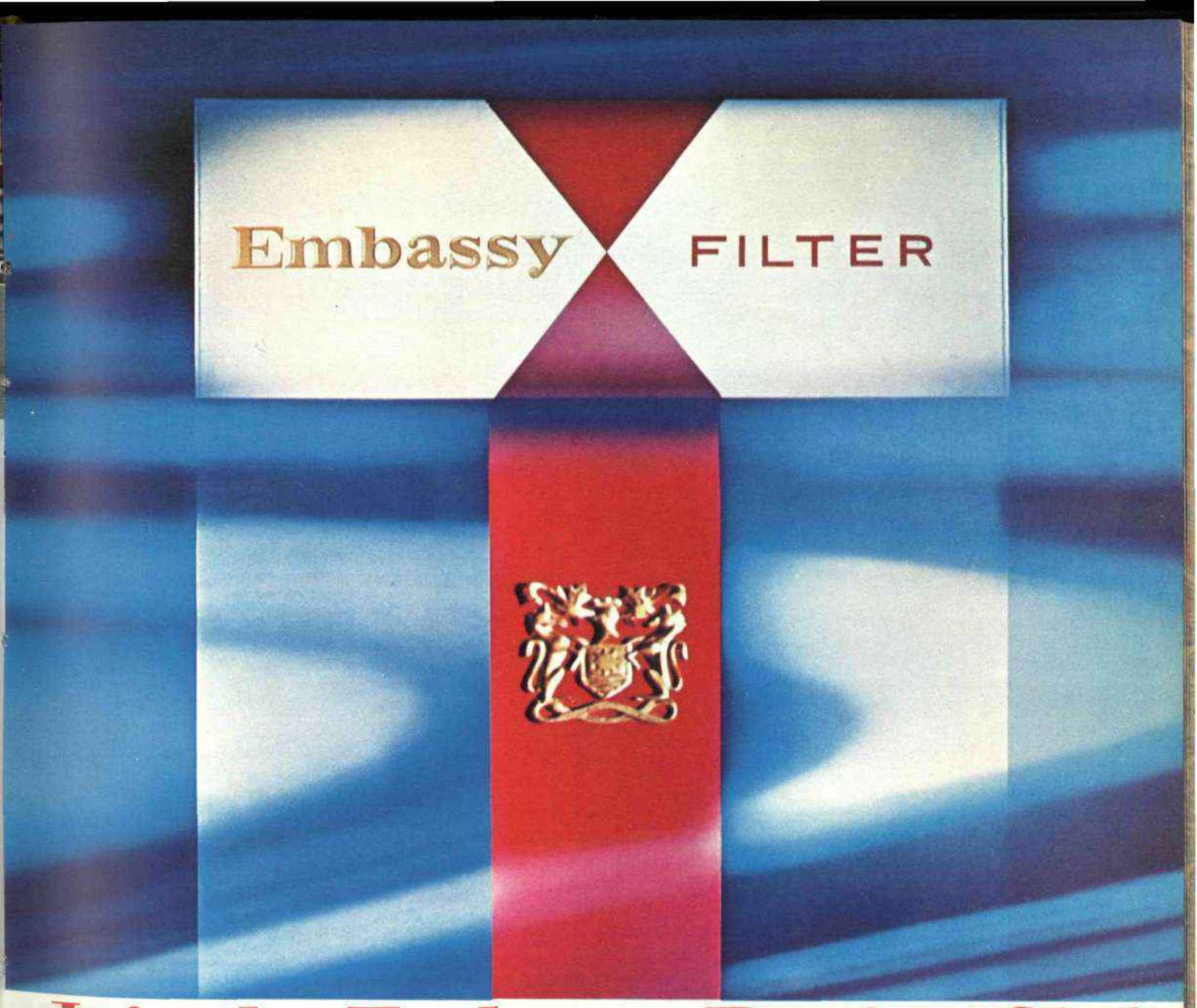




FRENCH NOSTALGIA

ONE OF THE best aspects of the Dijon meeting was the parade of cars and drivers who have competed in past French Grands Prix. At the top left, Manfred von Brauchitsch drives the Mercedes-Benz W154 similar to that in which he won the 1938 French Grand Prix at Reims, while (top right) 1961 World Champion Phil Hill handles the immaculate 1922 2-litre Sunbeam. On the left, Consalvo Sanesi reacquaints himself with an Alfa Romeo Tipo 158 which he handled regularly some twenty-four years ago. Below we show von Brauchitsch on his first trip outside East Germany since the War. To his left we publish a group photograph of a number of current and former Grand Prix competitors. From left to right they are Stirling Moss, Piero Taruffi, Denny Hulme (seated in the McLaren M23), Count Johnny Lurani, Tony Brooks, Phil Hill (seated), Emerson Fittipaldi, Luigi Villoresi (seated), Hermann Lang, Hans Herrmann, Baron Emmanuel de Graffenried (seated on tyre), Graham Hill, Hans Geier, John Surtees and Louis Chiron.





Join the Embassy Racing Club

Embassy Racing Club
Be part of the action and save money. Join the Embassy Racing Club and qualify for special prices on selected items. Members receive an Introduction Pack containing signed photographs, membership card, selection of stickers, choice of one of the 2 Embassy Racing books FREE and the first copy of the Club magazine 'Embassy Racing'. Members receive a further 5 copies of the Magazine. Yearly subscription only £1. Membership is only open to smokers aged 18 years or over resident in the U.K.

Embassy Racing Team Gear
(also available without joining the Club)

A Team Jacket Wet-look nylon; Courtelle quilting; fly-front popstuds over zip, storm cuffs, hood, inside pocket, side and breast zip pockets. Sizes 38" (A1) 40" (A2) 42" (A3) £11.50 (Members £10.50).

B Lightweight Team Jacket Lined nylon; elasticated collar, cuffs, waist; zip front and 5 pockets. Sizes 38" (B1) 40" (B2) 42" (B3) £4.50 (Members £4.00).

C D E T-Shirts 100% cotton, washable; 3 designs —F1 car (C) Offshore Boat (D) Circuit Boat (E). 3 sizes—small (1) medium (2) large (3) £1 each (Members 85p).

F Travel Bags Nylon backed vinyl; locking zip top; zip pocket. 17" (F1) £6.50 (Members £5.75). 22" (F2) £7.50 (Members £6.75).

G Ladies Lightweight Jacket Cire 100% nylon; elasticated waist; 2 side pockets. Size 10 (G1) 12 (G2) 14 (G3) £4.50 (Members £4.00).

H Posters & Books Two 25"x35" posters—F1 car (H1) 'Miss Embassy' boat (H2) 60p each. (Members 50p each). Two 64 page colour books—'Grand Prix Motor Racing' (H3), 'International Powerboat Racing' (H4) 50p each. (Members 40p each).

All prices include VAT, P&P. All sizes are approximate. Allow 14 days delivery. Offer applies to UK only.

EMR2

To Centipede Marketing Ltd., 161 Clarence St., Kingston-on-Thames, Surrey, KT1 1QT.
Please send me the following:
(write quantities in the boxes provided)

☐ A1 ☐ A2 ☐ A3 ☐ B1 ☐ B2 ☐ B3 ☐ C1 ☐ C2
☐ C3 ☐ D1 ☐ D2 ☐ D3 ☐ E1 ☐ E2 ☐ E3 ☐ F1
☐ F2 ☐ G1 ☐ G2 ☐ G3 ☐ H1 ☐ H2 ☐ H3 ☐ H4

☐ **Embassy Racing Club Membership**
Tick your choice of Free book
☐ **'Grand Prix Motor Racing'**
☐ **'International Powerboat Racing'**

I enclose my crossed cheque/PO for £
and made payable to Centipede Marketing Limited.
I am a smoker aged 18 years or over resident in the U.K.

MR/MRS/MISS

ADDRESS

(BLOCK CAPITALS) MS

Incorporated in England. Registered No. 1153464.

EVERY PACKET CARRIES A GOVERNMENT HEALTH WARNING.





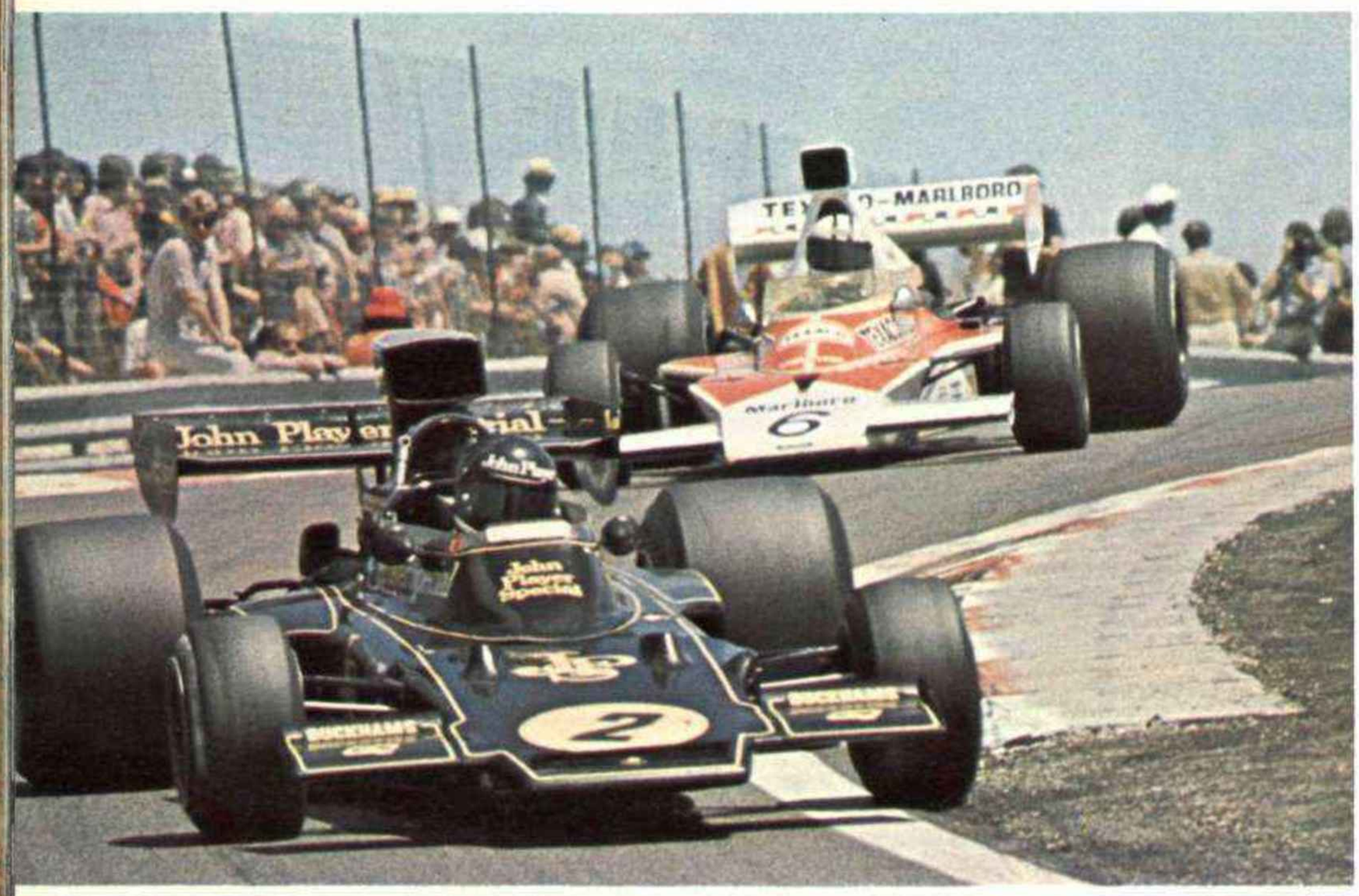


DUTCH GRAND PRIX THE Dutch Grand Prix at Zandvoort tur
of Niki Lauda (*centre right*) and Clay
from the front row of the grid. The only car to briefly head the Ferraris wa
Regazzoni, Fittipaldi, Depailler, Scheckter, Hulme and Reutemann through
the Cosworth contingent home in third place with his McLaren M23. Sw
bunch behind the two Ferraris, but could only muster fifth place (be
Watson's Hexagon Brabham BT42 was the fastest Firestone-shod runner
Ferrari. He is seen here leaving the Hunzerug hairpin behind the pits
stopped with a faulty gearbox. After their promising third place in Sw
Zandvoort, James Hunt getting involved in a first corner collision with Tom
humour was well on display as this shot of Hunt's crash helmet enca



ned out to be a crushing 1-2 victory for the Ferrari 312B3 flat-12s Regazzoni (*top left*) both the Italian cars starting side by side Mike Hailwood's Yardley McLaren M23 seen above leading ne swerves behind the paddock, Fittipaldi (*top right*) leading edish Grand Prix winner Jody Scheckter fought hard in the *ow*) after a hard drive in his Elf Tyrrell 007 while John the race, finishing seventh on the same lap as the winning st in front of Arturo Merzario's Williams which eventually eden, the Hesketh team failed to feature in the results at yce's Shadow DN3. Nevertheless, the irrepressible Hesketh ng a "teddy bear" mascot clearly shows (*bottom right*).





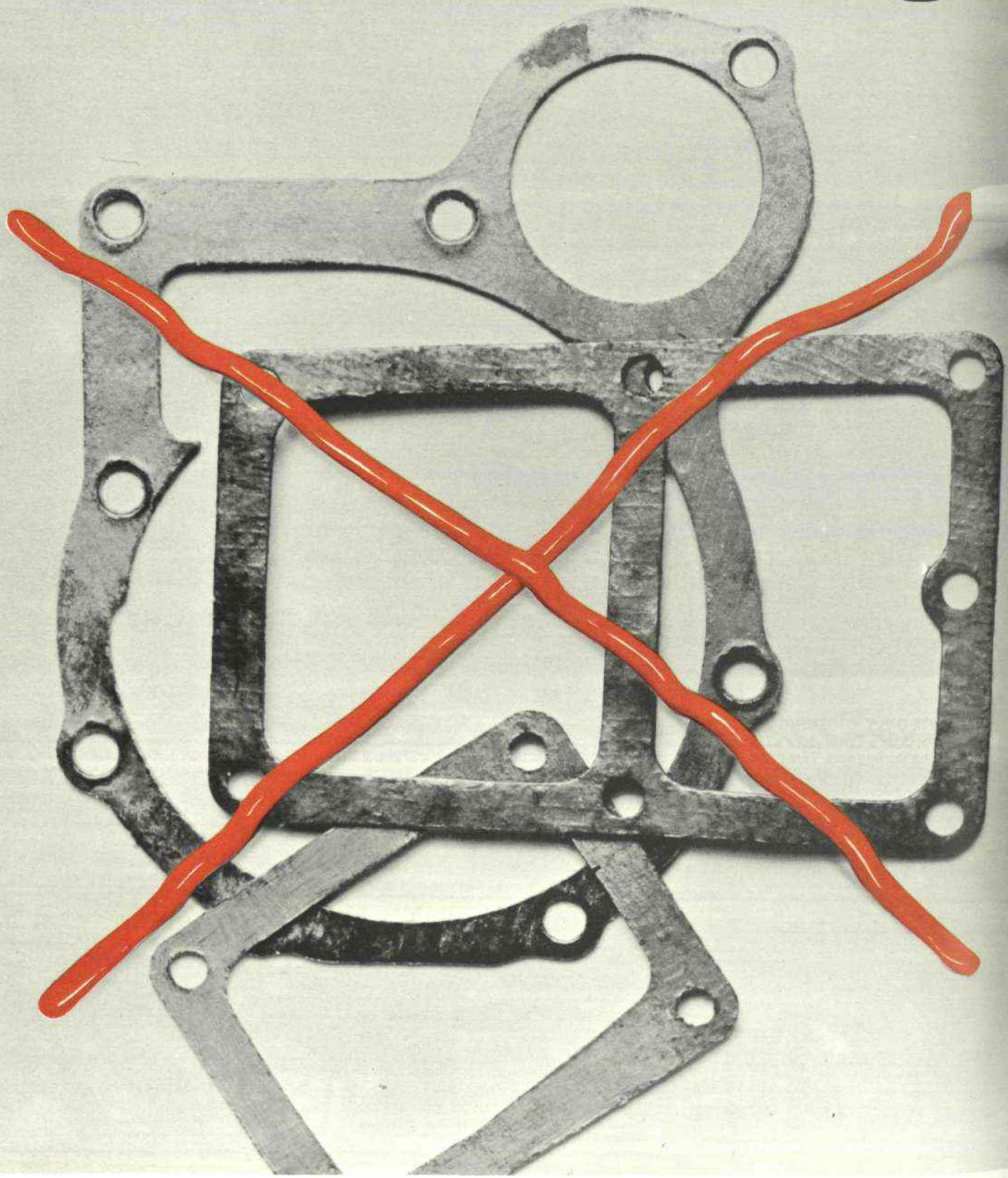
FRENCH GP

RONNIE PETERSON gave the four-year-old Lotus 72 its second Grand Prix win of the year when he beat the two works Ferraris in the French Grand Prix at Dijon-Prenois (above). Both 72s finished in the first half-dozen, Peterson's team-mate Jacky Ickx being photographed on the left leading Denny Hulme's McLaren M23 towards fifth place in the closing stages of the race. In the early stages, John Watson's Brabham BT42 (No. 28) was running strongly in the middle of the field where it is here seen leading Beltoise's BRM P201, but the brown Brabham eventually was delayed by a cracked exhaust pipe and had to make a pit stop.



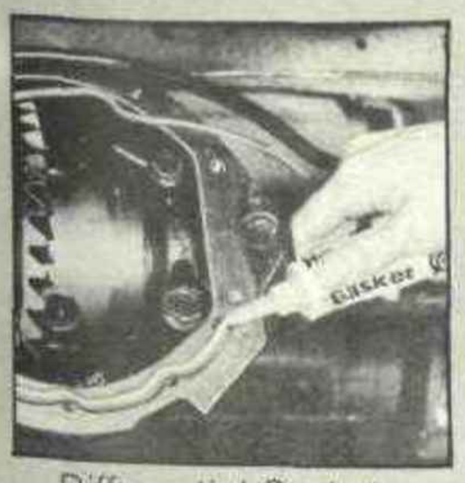
DESPITE ONLY FINISHING SIXTH, Hulme's efforts (top) earned him the Prix Rouge et Blanc Joseph Siffert. In the early stages, Mike Hailwood (33) led Scheckter's Tyrrell, Ickx's Lotus, Fittipaldi's McLaren and Depailler's Tyrrell (centre) round the twisting little two-mile circuit. Despite failing to leave the starting grid, Tom Pryce (below) was the surprise of practice, lapping his Shadow DN3 third quickest to start on the inside of the second row.

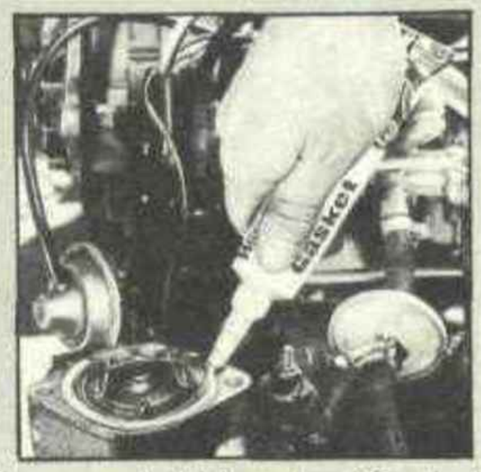
The orange



revolution.




Differential Gaskets


Thermostat Housing Gaskets


Rocker Box Gaskets


Sump Gaskets

When Hermetite introduced 'Instant Gasket', they started a revolution – this new formed-in-place gasket technique is certainly arousing the interest of enthusiasts all over the country!

Hermetite silicone RTV paste (room temperature vulcanising) is simply laps ahead of conventional pre-formed gaskets. You don't have to waste time waiting to get a gasket the right size – you just form one on the job with orange 'Instant Gasket.'

Close tolerances are not vitally essential because 'Instant Gasket' conforms to all mating surface irregularities.

With its heat range effectiveness from – 100° F to 450° F, 'Instant Gasket' is the answer to most gasket needs, provides a more efficient gasket seal, and saves money, too.



Autoseal

Another Hermetite silicone RTV. Autoseal's powerful adhesive properties suit a variety of bonding and sealing jobs. It is available in clear or black as required.

Instant Gasket

HERMETITE

Hermetite Products Ltd West Drayton Middlesex Tel: West Drayton 45511

Hermetite car maintenance provides all the best solutions.

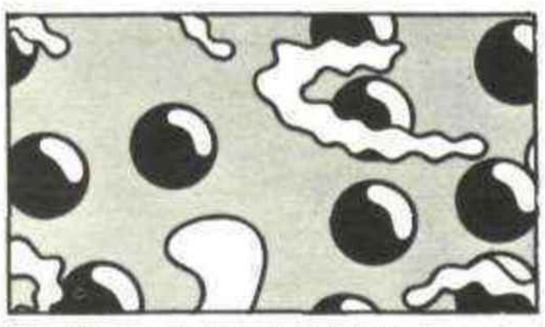
NOW



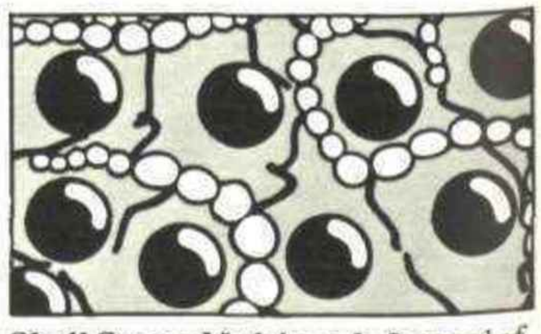
A top-up of Shell Super Multigrade will improve the protective power of the oil in your sump now, whatever the brand.

Fact: Fast-moving engine parts 'snip up' ordinary multigrade oils like scissors. After as little as 500 miles in your engine, they begin to thin out and lose their protective power. Shell Super Multigrade has a unique additive called 'muscle molecule' which effectively eliminates this 'shear effect' and keeps the oil in grade and gives powerful engine protection right from oil-change to oil-change.

So effective is the 'muscle molecule' that even if you simply top up with a pint or two of Super Multigrade, it will be distributed throughout your existing oil and improve its protective power. There's no need to wait for better protection. You can start getting it now.



Ordinary Multigrade Oil without 'muscle molecule' Polymers (white) are added to maintain viscosity but fast-moving engine parts snip up these chain-like molecules and render them ineffective. Result: too-thin oil.



Shell Super Multigrade Instead of ordinary short polymers, Shell has 'muscle molecule' polymers. These are longer and tougher and resist the 'shear effect' of engines much more effectively. Result: oil stays in grade.

LATER



Get the complete protection of Shell Super Multigrade at your next oil change.

Topping up with Shell Super Multigrade improves the protective power of your existing oil, but for 100% Shell protection, you should switch completely to Shell Super Multigrade at your next oil change. In today's high-rated engines, Shell Super Multigrade is the only 20W/50 motor oil which will effectively stay in grade from oil-change to oil-change.

Shell's better engine protection means better performance and more favourable oil consumption.

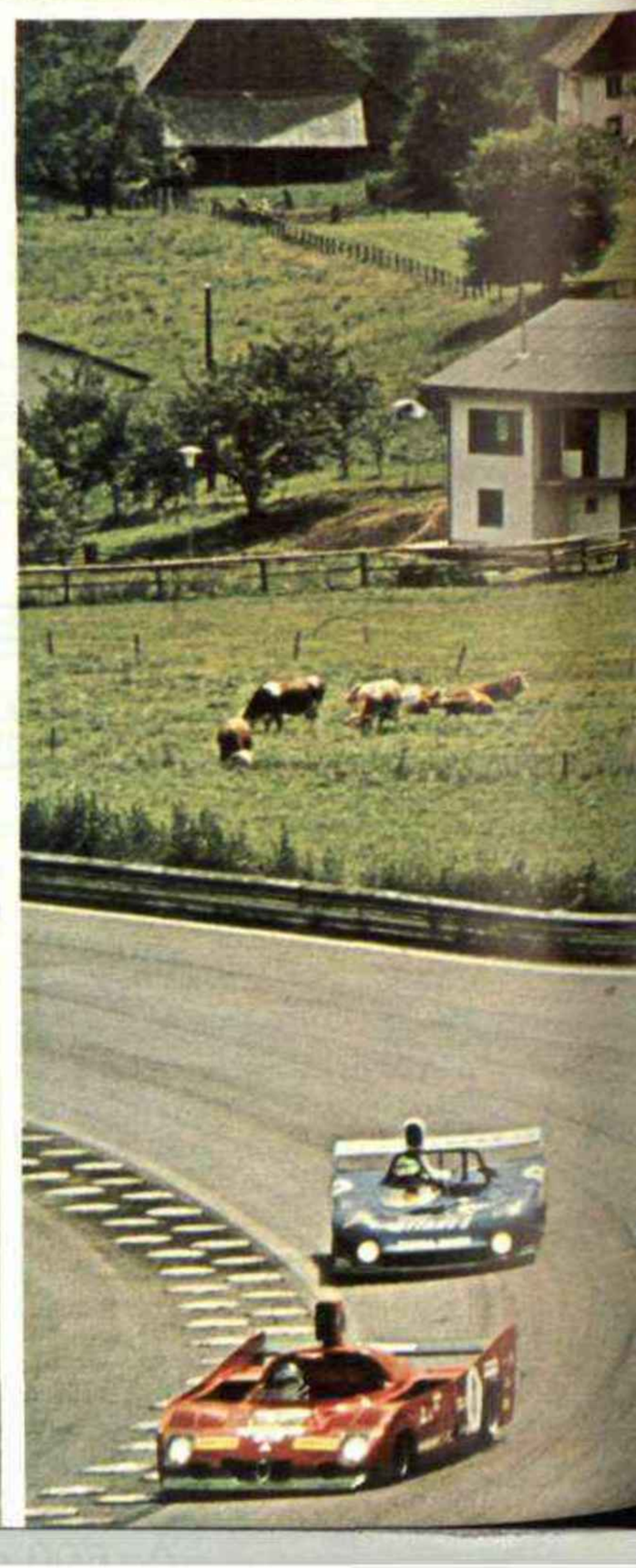
A product of Shell Research

Shell Super Multigrade is the result of many years continuous research and development in Britain and in Shell research establishments all over the world. It is the *only* motor oil to contain Styrene Butadiene Co-polymer– the 'muscle molecule'.

Get real engine protection– change to Shell Super Multigrade

AUSTRIAN 1,000 Kms. THE Matra-Simca team recorded its fifth consecutive victory in the 1974 World Championship for Makes at the Osterreichring, Henri Pescarolo and Gerard Larrousse driving the winning car. Unlike some of their earlier overwhelming victories, the Matra team was under pressure for much of the race from the Gulf GR7 (*below*) and Jacky Ickx in the quickest Alfa Romeo (*below, left*). Ickx led for 21 laps in the first hour of the race, then Bell and Hailwood remained closely in touch with the leaders until the retaining studs sheared on the left rear wheel, dropping the car back to fourth place overall.





PRESTONS
TIMER DIVISION FOR YOUR
Ω OMEGA



MODEL ST 1660077 SEAMASTER
This superb model has a one piece stainless steel case. It incorporates a time elapse bezel, calendar and extra luminous dial and bezel. Its self winding also—so wear it and forget it.
Yours for **£13·90** deposit
and 9 equal payments of £13·90 (Max. payment time 38 weeks). Cash price £139·00.



MODEL ST 3780801
The 'Anniversary' Model made to celebrate Omega's 125 year anniversary. Made in a limited edition, this superb 'Chronometer' has all the features of the Speedmaster model—self winding—automatic etc. In a new shape case with integral bracelet.
Yours for **£16·25** deposit
and 9 equal payments of £16·00 (Max. payment time 38 weeks). Cash price £160·25



MODEL ST 1760002 Bct.
Speedmaster Mk. III. A new self winding 'Chronograph' its futuristic case hides some of the most advanced features of any watch. Second and minute totaliser, calendar and waterproof to 180 ft.
Yours for **£13·90** deposit
and 9 equal payments of £13·90 (Max. payment time 38 weeks) cash price £139·00.

FREE CREDIT
38 WEEKS TO PAY

Any 'Omega' watch can be yours on Prestons easy credit terms. These three superb examples are just part of a whole range shown in the 'Omega' catalogue. Each one a masterpiece in time keeping and design. All are fully guaranteed inclusive of V.A.T. and are available on our FREE CREDIT TERMS.
Send the Coupon Today.

PRESTONS TIMER DIVISION
2 Deansgate, Bolton, Lancs.
Tel: 25022
20770
27035
Telex: 63221

PRESTONS TIMER DIVISION 2 Deansgate, Bolton, Lancs. Tel: 25022 Telex: 63221

Please send me the following (tick as required)

☐ ST 1660077 **(enclose £13·90).** ☐ ST 3780801 **(enclose £16·25)**
☐ ST 1760002 Bct. **(enclose £13·90)** ☐ Please send me FREE catalogue

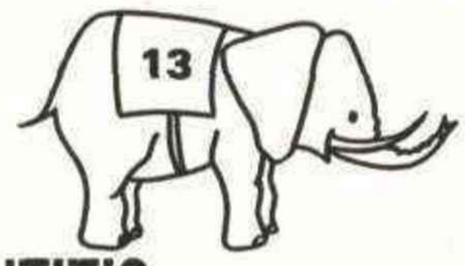
NAME .....

ADDRESS .....

.....

Registered in England No. 541349 MS8/74





WHITE ELEPHANTITIS

ONE OF THE LAST OF THE TRUE GIANTS —

E. D. Woolley's Renault 45

THOSE MOTOR SPORT readers of long-standing who remember my articles on white elephant cars, *i.e.* the scarce pre-war specimens, of over 5-litres engine capacity, have been asking why the series has dwindled. The fact is that with the high cost of fodder and the inflationary value of rare breeds, these great animals are less frequently-encountered nowadays. It even seems as if Mr. Healey (politician, not the engineer) intends to bring about their extermination.

Consequently, it was all the more exciting when I remembered a very big bull-elephant of this kind that seemed a possible subject. Its bearded trapper being willing for us to investigate, I set off in scorching heat to stalk it, having bid the photographer meet me at the remote rendezvous, in the hope of capturing this rare beast on celluloid or whatever modern film is made of. It was a lengthy safari. I drove over a newly-bridged river (could it have been the Limpopo?), up a steep hill, and descended to the plains beyond. After circling an apparently deserted village, the trapper and camera-man were suddenly seen waving to me from the undergrowth. A moment later I was confronted by one of the most awe-inspiring monsters you could hope to come upon.

Although a vintage car, the Renault 45 was Edwardian in conception, and a true giant, both in engine-size and wheelbase. This one is a 1923 short-chassis car, probably first registered in London around Easter 1924. Short-chassis, yes, but this means a wheelbase of no less than 12 ft. 5½ in. The rest of this great tourer is in keeping. For instance, the bonnet, not counting the scuttle, is 6 ft. 8 in. long and the distance from the driver's eyes to its coal-scuttle prow is a matter of 10 ft. 4 in. Not a car for the short-sighted!

All Renault 45s had a 110 × 160 mm. six-cylinder side-valve fixed-head engine of 9.1-litres. It is a triple-block unit, with a third of its length buried beneath the scuttle, which is flanked by the radiator tubes. This renders the rearmost sparking plugs somewhat inaccessible!

This great power unit has a dual-choke Renault carburetter feeding into a square-section six-branch inlet manifold, and ignition by a transverse SEV magneto, so mounted that it can be rocked to alter its timing. The drive goes via a leather-lined cone clutch to a 4-speed gearbox mounted separately on the front of the torque-tube. Only the very last of the breed had a disc clutch and 3-speed gearbox. Suspension is by ½-elliptic front, splayed-out cantilever rear springs. The brakes are of the classic gearbox-driven servo type (so coveted by Rolls-Royce for their new Phantom), the big drums being amply ribbed but the operating linkage incorporating crude Hooke's-pattern universal joints which are all too prone to bind after a sharp corner has been negotiated. The short front dumb-irons protrude from that typical Renault chassis fairing which enables the alligator-bonnet to make an air-tight joint as it is shut onto the frame.

Ted Woolley, the noted Gloucestershire veteran-car enthusiast, found this great 45 in Essex, about eleven years ago. It had been owned by a lady who had put it in a shed when war broke out, taxing it as a taxi for the sake of its petrol ration-book. It was keeping static company with a Zedel and a Le Zebre when an enemy aeroplane, flying low, shot some bullets into its war-time cage. One penetrated the o/s of the bonnet and shattered the front of the cylinder block. Another went through the spare wheel on that side, but mercifully missed the radiator. When Woolley found it, the beast was in a sorry plight. But a price was agreed, whereupon the owner said the Renault could not be moved for six weeks. The reason?—A goose was sitting on its eggs inside the body. Eventually all was resolved, the long trek was made, and Woolley was in possession of one of the biggest and most imposing of post-1918 production cars. He set about renovation, solving the problem of the shot-up bonnet by lining it with fibreglass.

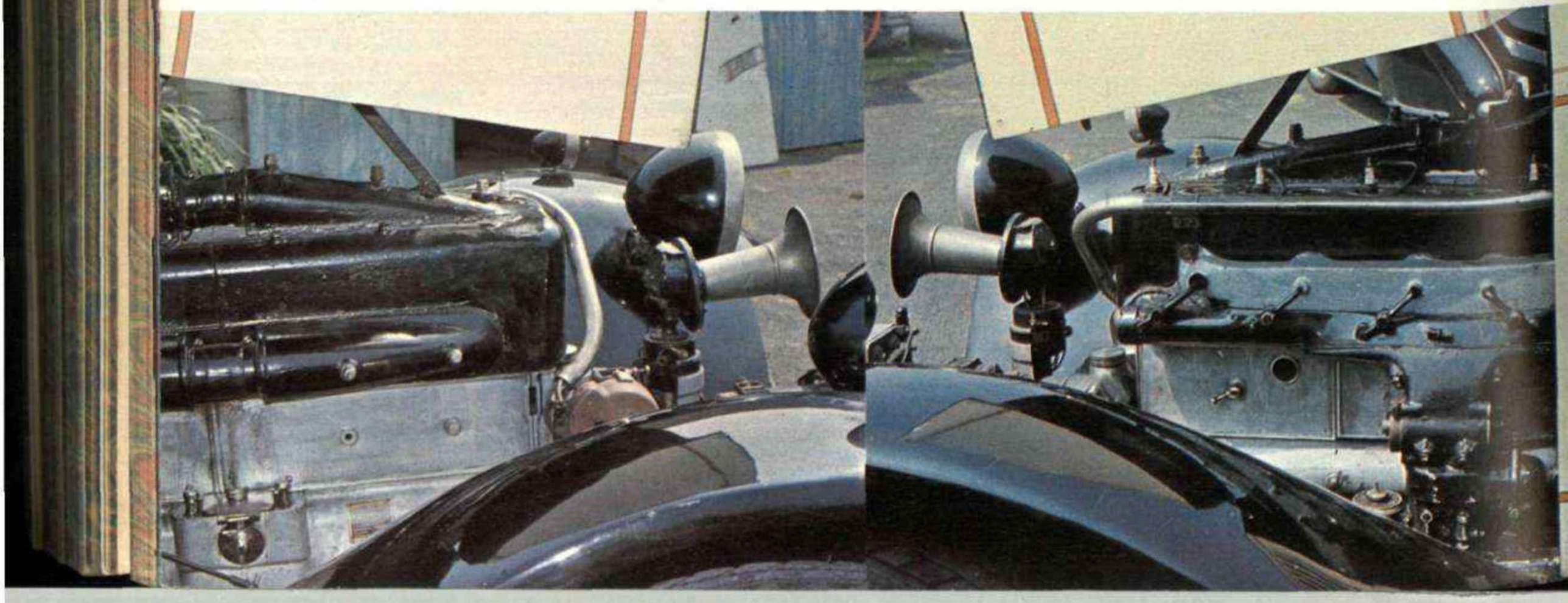


Above—*The ingenious stowage for the occasional seats, which fold into the bulkhead when not in use and are concealed by roller blinds.* Below—*Each side of the 9.1-litre side-valve engine, partially hidden by the scuttle radiator, is pictured, and a full-page portrait of this Renault 45 is on the opposite page.*

He now has a very fine specimen of this great vintage car. The body is a nice boat-decked tourer, presumably of Renault manufacture. The styling is sleek, no external door-handles marring the body lines. The SEV lamps and electrics are original. In the spacious open rear sun-parlour one finds two wood-slatted roller-blinds. Lift them, and the occasional seats are revealed. They pull out very easily and could hardly be more neatly concealed when not in use. Above this stowage-well there are small lockable companions of polished wood. Luggage is carried in a large rear trunk but curiously no provision is made for stowing the side-curtains.

This imposing tourer runs on wood-spoked wheels with Renault wide-splined hubs. The front tyres have the Dunlop herring-bone

Continued on page 869



Campari del Risorgimento

'I've had an idea,' said Mazzini
To his bored Carbonari, 'I think,
If we're going to unite
This damned country, we might
Need the help of a national drink.

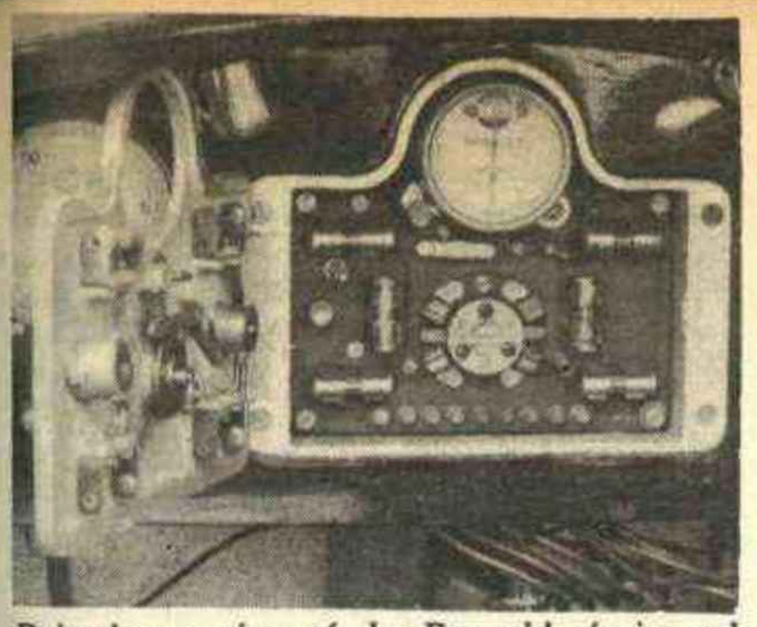
'So I've seen Garibaldi
And though first appalled, he
Admits now my plan is quite nice.
He's making some pink
*Revolutionary drink**
That you knock back with soda and ice.'

Campari was sent to
The Risorgimento
Headquarters. Mazzini was right.
It's drinking, not thinking,
That gets fellows linking
Their hands in the fight to unite.

Garibaldi grumbled afterwards
that it clashed with his shirt.



1923 9·1 litre Renault 45



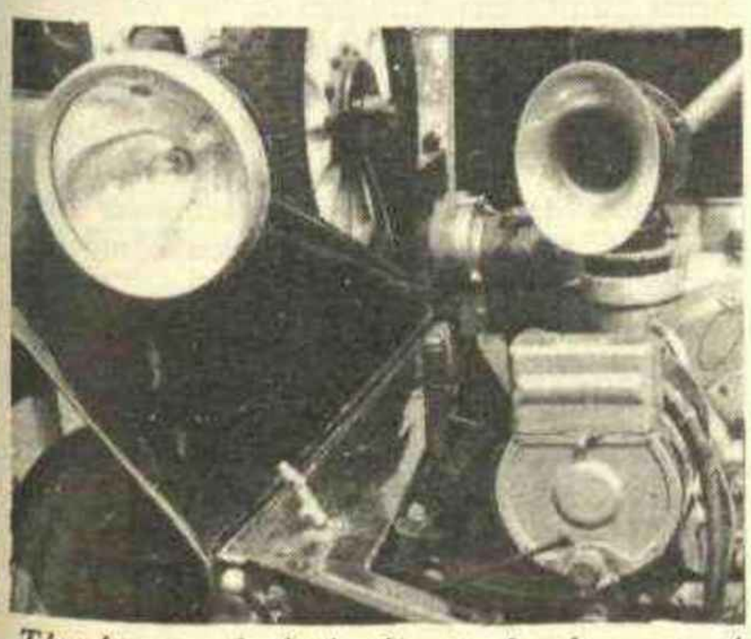
Driver's-eye view of the Renault's facia and controls. The insert shows the switch-panel, opened to reveal the electrical mysteries. Current to the ignition-circuit is automatically cut-off until the box is closed.

WHITE ELEPHANTITIS

Continued from page 866

tread, worn the reverse way to that usually adopted, which Woolley is convinced is correct. The rear tyres and the spares, one on each running-board, are India Super Non-Skids; the size is 895 × 135, as on a R-R Ghost, and they are run at 55/65 lb./sq. in. A BP Motor Spirit can rides on the o/s running-board and each valance contains two tool-boxes. A sensible thing Renault did was to provide an Autovac which holds some three gallons of petrol, which can be replenished by opening a manhole cover on the scuttle. (The hinged flap ahead of it is for water.) Thus if the fuel-feed fails, instead of being stranded, as you are in all such cases with a Royce downwards, the Renault 45 owner merely re-fills the Autovac and can then go some 25 miles on gravity-feed. Fuel thirst, you note, is around 8 to 9 m.p.g., cruising at 60 m.p.h. The huge engine takes its doses of thick agricultural lubricant at the rate of about 200 m.p.p. There is a rapier-like dip-stick and the sump can be emptied from an adjacent under-bonnet tap but there is absolutely nothing to show whether or not the oil is circulating. Presumably if Billancourt built the engine it goes without saying (or indicating) that there is oil-pressure! The fluid capacities are approx. 25 gallons of petrol, 12 gallons of water and 15-litres of oil.

Climbing into the lofty driving seat, I was confronted by a metal dash carrying those expensive, Parisian-made Jaeger instruments, in the form of a speedometer (120 m.p.h. and with a window labelled TRIP) and a tachometer (reading to 3,000 r.p.m.). There is also a clock, a Le Nivex fuel-gauge, a four-prong petrol-tap, and a big lever which, turned across the facia, drops the door of the exhaust cut-out. This particular white-elephant then emits a deep bark, so penetrating that a chap ran out of a nearby pub and remarked "They don't make 'em like that any more, do they?"—really! The centre of this facia is occupied by the clever Renault switch-panel, which has a dial functioning as both ammeter and voltmeter, the tiny magneto kill-button, and which opens to reveal the electrical mysteries. What is so ingenious is that as it opens the ignition is cut, so that nothing can be tampered with while the engine is running.

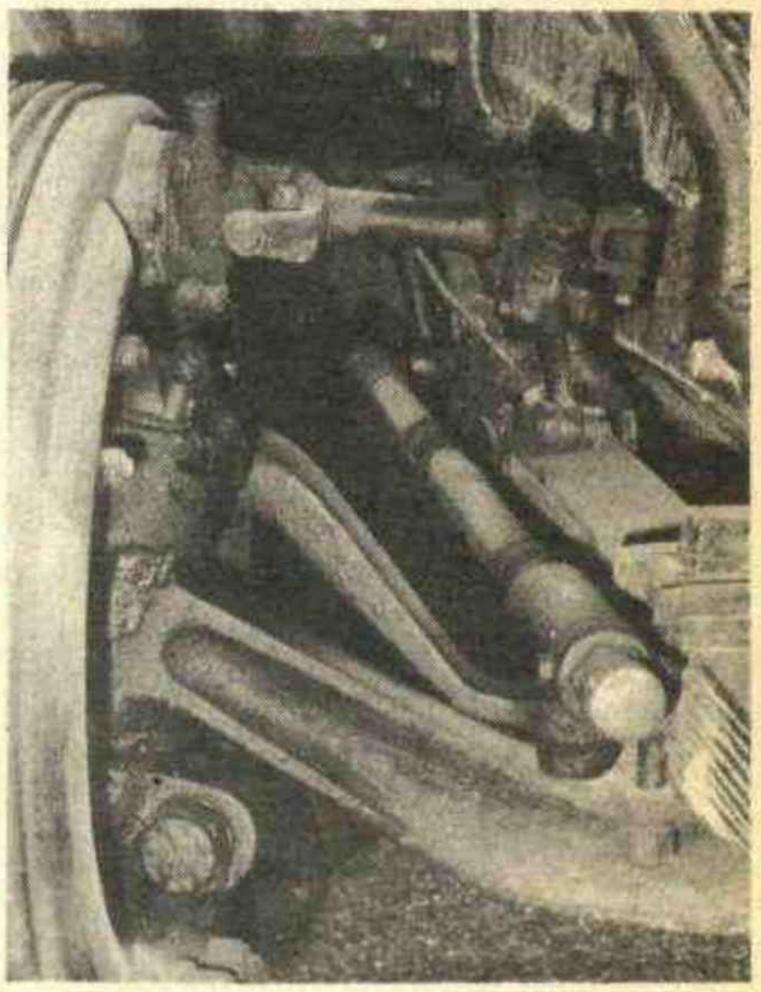


The front-end of the beast, showing one of the original headlamps, SEV dynastarter, twin-tone Amplor horn and, above the o/s dumb-iron, the ½-compression device. Note the starting handle, clipped beside the engine.

The 5-spoke, 17 in.-diameter steering wheel carries an enormous horn-ring which turns to select town or country notes from the Amplor VR horn that lives ahead of the engine. Here, too, is the dynastarter, of SEV (which means Renault) make. On various occasions Cecil Clutton has remarked on this being the weak feature of the 45. It may be so in cold or damp conditions. I can only say that Woolley's car commenced quietly every time merely by depression of the floor starter-button, although it had not previously been out this year. I know Renault provide a half-compression camshaft-sliding lever (and I believe an adjacent second starter-button) at the front of the chassis but we had no recourse to use these on this occasion.

The steering wheel is so big that you tend to peer round it. Besides that horn-ring, it has the usual minor controls, labelled Ouvert/Départ, Fermé/Marche, and GAZ/AIR. The gear lever and hand-brake lever are on the right, the gear positions the reverse of normal, *i.e.*, second and top forward, reverse, bottom and third towards the bench seat. Both fall readily to hand, as they say, especially as the hand-brake, close to the gear-lever but beyond it, has the Renault horizontal grip. The screen is a two-pane, with mounted spot-lamp.

Enormous as this Renault 45 seems from without, once you are in it all impression of being out in a juggernaut vanishes. Moreover, driving it is relatively easy. The gearbox has no tricks and anyway, almost all the running can be done in top gear, in spite of this giving rather more than 30 m.p.h. per 1,000 r.p.m. The steering is light, without too much kick, and the accelerator is to the right of the other pedals. At its best on *Routes Nationales*, Ted Woolley has taken his great beast for long Continental runs, when it is ideal for towing his 1897 Daimler on a trailer, when that worthy veteran is not performing ably under its own power. Nevertheless, climbing out and down from this unforgettable Renault 45 I was in full agreement with the gentleman who had left his drinking to see what was exhausting into the open outside the window of the bar. . . .—W.B.



Front anchors of the "45", showing the simple universal joints of the operating gear.

Letters from Readers

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

Buy British

Sir,

I thought you might be interested to hear why I recently purchased a foreign car. At the beginning of April I had a four-year-old Triumph 2.5-litre Estate (power steering and automatic) which had only done 38,000 miles and was in excellent condition. I wanted to buy a new car and was willing to spend up to £2,000 in addition to my car.

My first choice was a Dolomite Sprint but my local Triumph agent could not even quote a delivery so he would not even value my car. A visit to a dealer in a nearby town brought an offer of £600 but only against a car in stock, which was not the colour of my choice. If a car was ordered I would have to take a price for the 2.5 at the time of delivery, but the dealer didn't really want the car.

I then considered a Rover 3500 but I could only get immediate delivery by paying over list price. (This also applied to a Stag.)

I then tried a BMW agent some fifteen miles from my home town who offered me a far higher price for my 2.5 and even said that it was a nice car which he could sell easily. This pleased me so much that I decided to buy a car from this garage if possible. I chose a 2002 Touring which may be slower than a Sprint but has the advantage of being a semi-estate. I could have had delivery in 48 hours but the colour and upholstery specification I chose were not in stock so I waited 10 days. As my old car was taken in exchange before the new one was delivered, I was lent an Audi free of charge.

After 2,000 miles of most enjoyable motoring I am convinced that I made the right decision but look forward to the day when I can purchase a Dolomite Sprint with a similar estate body.

Guildford A. C. MUNTZ

Rebellious Briton

Sir,

Forgive me if I appear to boast, but I have just completed a trip to the Continent which involved driving to Barcelona and back. We averaged 45 m.p.h. from start to finish, including stops, 46 miles to the gallon and used no oil. Despite the fact that I have a crush fracture of a bone in my back, I was able to drive almost the whole way, which I was obliged to do because of the lack of experience of the other two passengers in the car, and which speaks highly for comfort and seat position. "What transport of delight may this be?" I hear you cry. No, it is not an Audi which I believe can keep up with a Mini, or any other exotic whatsoever. It is a Reliant Rebel Estate, which now has 65,000 miles on the clock.

This gem of the road is absolutely nothing to look at, apart from the fact that it is quite simply superior in almost every respect to its direct rivals.

Even in the traffic lights drag against the competitive French, there were substantially few motor cars who could leave us behind, and the renowned Citroën GS12 20 could not even gain on us up to about 50 m.p.h. What such cars then gain along the straights they very rapidly lose round the bends because the Reliant road-holding is superior to almost any other Continental car we came up against. The only one which seemed to be able to equal our speed round the corners was the sports version of the Renault 16, and that was flashing its skirts at us reeling round the bends as it tried to stay in front, which I may say it did successfully.

"Bravo a les petites Renaults," their hour of glory was decidely up in every aspect of performance, a Renault 4 simply cannot keep up with a rather clapped-out Reliant Rebel in any aspect—up hill, down hill, straight line, round the bends, a heavily loaded Reliant Rebel is at all times a superior character to the Renault 4 which seems to be so fashionable in this country.

What is wrong with the traditional perspicacity of the British motor car buying public? It seems to me that many people in this country are buying cars not for their solid worth in performance and safety, but for the gimmicks which the Continentals add to make up for designs which are not up to the standards of ours. Perhaps a few more comparative road tests would help in this aspect (this was why we bought the Reliant) and for goodness sake, what can we do to get the leading manufacturers to take part in rallies such as the recent World Cup to demonstrate that our cars at least are as good, if not better, than the Continentals.

Personally, I would prefer to wait for the slow delivery of an English car rather than buy something with electric windows, 12-speed wipers and built-in sea-sickness.

I know you are always prepared to publish slightly outrageous letters, but then that is the character of your excellent and outspoken magazine.

ROBERT ELLIOT-PYLE (DR.)

Robertsbridge

[A leg-pull perhaps, Doctor? For Reliant appear to have abandoned the Rebel, and could it live with Renault R4s, which are still in plentiful supply, across rough fields and similar cross-country going?—ED.]

An MG Remembered

Sir,

I was interested to read your article "Memories" on page 574 of the June issue.

The MG TC Midget, registered No. MG 6963, is still in use and is currently owned by a Mr. Alf Hodgins. Mr. Hodgins drove this TC on the International MG Rally to Hansach in W. Germany last year.

I was talking to Mr. Hodgins only a week ago about the early owners of his car and he said that it was first owned by "Goldie" Gardner. Perhaps some of your other readers will confirm this. As to whether Leslie Kesterton subsequently owned it, I cannot say.

This car was also well-known in MG Car Clubs events in the more recent past, when it was raced by Ken Cheeseman. I can recall several pictures of it in the club's magazine *Safety Fast*, and in the T-Register bulletin.

My interest is that I also own an MG TC Midget—MG 6938. This car successfully carried two adults, two children, a pushchair and towed a trailer with camping gear for three weeks on a 2,500-mile tour of Germany, Switzerland and Austria last year.

Sudbury B. G. BRYAN

When Racing was FUN!

Sir,

"C.R.'s" article in May MOTOR SPORT entitled "Looking back with Dick Jacobs" brought back some happy memories of the days when racing sports and saloon cars was FUN! I was involved in a small way in sports car racing from 1952 to 1955, and saloons from 1956 to 1960.

I particularly remember the 1957 Production Touring Car Race at Silverstone in September of that year as I managed to get a drive in one of the three Borgward Isabella TS saloons entered by the UK concessionaires Metcalfe & Mundy Ltd. The other two Isabellas were driven by Tommy Bridger and John Wallwork.

In practice we were all slower than the Jacob's Magnettes, J. Waller's MG doing 2 min. 23.4 sec., Alan Foster's MG 2 min. 24 sec. and Bridger's Borgward 2 min 25 sec.

On race day the German mechanics reset the carburetters on the Isabellas.

Result—at the Le Mans start all three Borgwards would not start first time, and we all set off with the A35s etc. John Wallwork over-revved his Borgward and retired in a cloud of blue smoke, Tommy Bridger got 3rd in the 1500 c.c. class behind Foster and Waller, followed by Bloxham, Simpson and Dalton (all Magnettes) then yours truly. A disappointing result, as I believe if Tommy Bridger had made a better start he would have given the MGs a run for their money.

I have the 1957 *Daily Express* Trophy Meeting programme in front of me as I write, hence all the facts and figures.

I spectate fairly regularly at Snetterton these days, and occasionally at Silverstone. When one sees Group 1 saloons arriving by trailer or transporter, it reminds me of driving in an Aston Martin DB3 sports/racing car from Norwich to Goodwood and then competing in, and finishing, the 1955 9-Hour Race—times have certainly changed!

Having been a regular reader of MOTOR SPORT since 1933 I congratulate you on maintaining the high standard of what is still the best motoring magazine for the enthusiast—may it continue to flourish.

Norwich TONY HIND

Seat-Belt Compulsion

Sir,

It was with horror that I encountered the following in the daily press recently under the heading "Belt Up Campaign Could Be

Law by Autumn." In the words of Transport Minister, Mr. Fred Mulley, "I hope to make seat belt wearing compulsory as soon as possible. There is a Road Traffic Act before the House at the moment which wil. enable us to introduce compulsion. In the normal way, this would be enforced before the end of the year."

Mr. Mulley went on to say that by the introducton of the compulsory wearing of seat belts he hoped that over 1,000 road deaths would be saved each year.

One cannot but admire the humanitarian thought behind Mr. Mulley's words but, unfortunately, we have all witnessed the results of sweeping legislation of this nature before. I refer of course to the 70 m.p.h. maximum speed limit imposed by Mrs. Barbara Castle in a previous Labour administration. As was said at the time, lives could be saved by a blanket maximum speed limit. In practice, as we have experienced to our cost, this has not been altogether true. Seventy miles per hour on trunk roads and motorways has meant the bunching together of cars, motorcycles and lorries alike, bumper to bumper with the result that horrendous multiple pile-ups occur with greater frequency than years ago.

As with speed limits, seat belts instil a false sense of security in the driver. A bad driver will be as bad and as dangerous at 70 m.p.h. as at 90 m.p.h., whether he wears a seat belt or not. It is the man behind the wheel and not the vehicle he is driving which is the danger. Why in all sense must the competent and careful drivers (which I am certain comprise the majority on our roads) be penalised for the faults of the few?

The questionable value of seat belts themselves has been discussed *ad infinitum* but certain features such as their discomfort and their uselessness with regard to side impact and also the horror of being trapped by them inside the wreckage of a burning car must not go unmentioned. Many open-top car drivers maintain that they would rather take the chance of being thrown clear in the event of an accident to being tied to a potentially deadly missile.

However, important as these aspects are, the feature of the whole issue that repels me is the fact of compulsion. The law demands that I have seat belts in my car. This should be sufficient. If I choose not to wear them, then that is my option. We are said to be living in a democracy, the essence of which is free choice. But free choice, it seems, is eroded by the hour. It is about time somebody took a stand before the word democracy becomes as farcical as the 70 m.p.h. speed limit and, if nothing is done to prevent it, the compulsory wearing of seat belts.

Finally, may I add that I consider MOTOR SPORT to be the finest motoring publication available, and about the only one to give voice to matters of public importance such as this current debate.

Hendon SIMON LERNER

[Yes, I agree fully. Incidentally, or maybe not so incidentally, the cost of publicising seat-belt compulsion to date, *vide* the DOE, totalled £950,000 in the last financial year —in a period of rising costs and monetary crisis! The newly announced campaign is to cost £850,000. Perhaps we should be flattered that Mr. Mulley prices drivers at £900 each! —ED.]

Thruxton Defended

Sir,

I read with interest your European letter in the June edition of MOTOR SPORT written by Denis Jenkinson.

In his second paragraph he commented on his visit to the Easter Monday meeting at Thruxton and the poor quality of the public address system. I think that it is only fair to us to state that the loudspeakers were set as per the planning agreement which we have with the Hampshire County Council. For this reason, whilst appreciating that the system is not as our Sound Engineers would have liked to have it, I am sure that you will agree that it is better than no public address system at all.

Thruxton RICHARD SPEAKMAN
(Track Manager, Thruxton Circuit)

Fiat Economy

Sir,

I refer to your article on "Fiat Economy" in the May edition, taken from the RAC Trial No. 888, a copy of which I sent to you in March.

W.B. refers to the average speed as being "distinctly on the modest side". However, if you would care to look at the report again you will see it shows a "total time stopped other than normal traffic stops" (*i.e.* lunch break) of 1 hr. 6 min. for the 126L and 1 hr. 0 min. for the 127, giving net running times of 4 hrs. 21 min. and 4 hrs. 15 min. and giving net average speeds of 34.25 m.p.h. and 35.76 m.p.h., respectively.

Regarding the three extra miles that the 127 recorded, I would suggest that had the driver not "wrong slotted" in Romsey and had to turn back to the official route, the mileage recorded by the vehicles would have been much closer.

Reading TERRY BENSON
Jack Hill (Reading) Limited

[This is excellent and brings the 60/60 m.p.h./m.p.g. ideal very much on target, especially as the winning finalist in the "Beat Hill" London-Brighton Contest achieved 60.85 m.p.g. (eleven 126s averaged 56.8 m.p.g.)—ED.]

Ro80 Disillusionment

Sir,

I should have known better, after a series of mechanical failures on an Audi 100 (not to mention premature rust), but being persuaded by a good trade-in, I bought an Ro80.

I started off with failure of the electrics (most odd—the gauges doubled their readings when you switched on the lights), water pump leak, flasher broken and a burst water hose—but this was, after all, covered by the guarantee. The worst so far has been the failure of the heat exchanger (or oil cooler) unit which leaked oil into the water cooling system. The effect was astounding—removing the water heater tank cap the whole car—me too—was covered in a sort of chicken soup mix of hot oil mixed with water and anti-freeze. It took three weeks and £160 to put it right. It was out of guarantee in time but within the 18,000 miles former guarantee, but I met arrogant rejection when asking for consideration of reimbursement.

Surely a car of this price, claiming the advantage of a durable engine with few moving parts and needing to build up its image, should last a bit longer than 16,500 miles without major mechanical failure.

There are also ancillary costs of an Ro80 which potential buyers forget: special anti-freeze (twice the price); special plugs (four times the price and less durable); few agents who know much about maintenance, who do not hold many spares; and higher insurance. Claims of 28 m.p.g. are a joke, spares are unbelievably expensive and oiling up in traffic makes one's ability to accelerate rapidly away unpredictable.

"If you want a better car think about it," says the advertisement. I have—I might as well put up with the rotten English product —for the German product is just as unreliable, but you pay dearly for the experience. No wonder Audi-NSU have had to increase the warranty to two years and 24,000 miles to sell more more than the 27 cars reported sold in March (*The Times*, April 29th).

Croydon J. B. FULLER

The Cost of Construction

Sir,

I read in a newspaper report this morning the sickening news that British Leyland car prices are going up by an average of 9 per cent, and that rises in raw material costs are said to be the cause. Sheet steel has risen by 27 per cent; PVC by 29 per cent, and aluminium by 59 per cent. Taking these figures into consideration it is logical that while the soft top Triumph Spitfire has risen by 6 per cent, the Range Rover has gone up by 14 per cent.

Economy of operation has been the keynote of motoring debate for the last nine months. Much as this is desirable, let us not neglect economy of initial cost of the vehicle. The price of a Mini 850 will now be £923, which "on the road" must be around £1,000 of anybody's money.

The cost of mass-production of glass fibre or plastic body mouldings for car construction is something I am not qualified to comment on, except to say that Reliant products (3 and 4 wheel) do not seem appreciably cheaper than a steel competitor might be. However the escalating costs of the basic car manufacturing materials must now cause a re-think of types and quantities of materials employed, at least in the economy/small car field. I am sure something can be done without revolutionary approaches.

Remember the "upright" Ford Popular? The last of these were made in 1958-'59, I think. Apart from being the cheapest car on the British market at the time, I remember two main things about them: extra thin gauge steel bodywork; and rubberised fabric roof panels, saving even more steel. No chromium on the bumpers either, and the simplest of trim and instrumentation. Powered by engine/transmission which had been in production for twenty odd years. True one laughed then; but now?

May I say in conclusion that it is a sign of the excellent breadth of interest that you cater for, in that one can discuss such a matter in a journal which rejoices in the title of MOTOR SPORT.

Fetcham G. GILBERT

2000 TC v. 2200 TC

Sir,

Perhaps I could offer a word of caution to any reader about to do what I did late last year, to exchange a perfectly good Rover 2000 TC for a new Rover 2200 TC.

The car was in the distributor's showroom in early November last, but their pre-delivery inspection showed up so many parts missing from the car, or broken, that I did not actually get the car until late November when apparently all had been put right.

The real troubles began during the first 1,000 miles running. There was something seriously at fault with the transmission. The gear change was the worst I have experienced in over 30 years' motoring. First and second gears became impossible to select, without the use of both hands. Those who wonder why the stubby gear-lever of the 2000 has been replaced by a longer lever on this model will soon realise that the purpose is to give the unfortunate owner more leverage to force in the selected gear. Reverse could not be engaged without a grinding and graunching of tortured metal. The clutch was impossibly fierce, also, with a long travel like that of a large commercial vehicle.

There were other troubles; an oil leak, doors not fitting properly, accessories not working, unexplainable tapping noises from the front wheels. There was no handbook and no servicing schedule and, of course, no kind of explanation or apology for their absence.

One wonders how many more times British Leyland are going to put their products on the market without adequate testing and development, leaving this job to be done by the customer (*e.g.—Austin Maxi*).

To do Rover justice, they did answer my letter of complaint with an assurance that the distributor would put all right. But I was still without a car for several weeks.

May I say how much I have enjoyed reading MOTOR SPORT regularly for more than 20 years?

Dalkeith WALTER W. NEWEY

The Japs move into NZ

Sir,

The March issue has just arrived and I was very interested to read the letter of Mr. R. J. Marshall of Bury St. Edmunds. As the New Zealand Correspondent of Datsun Owners Club of Great Britain I fear this letter is typical of much British woolly-thinking so far as New Zealand is concerned currently.

Here are the latest figures from NZ Retail Trade Association which is comparable with SMMT.

	Cars Registered	UK	AUS	JAP
1970 ..	70,426	62	—	—
1971 ..	74,626	56	—	—
1972 ..	90,302	44	—	—
1973 ..	102,636	38	39.3	17.8

The Japanese sales over the years since 1968 are as follows:-

	1968	1969	1970	1971	1972	1973
Datsun ..	543	589	1,260	1,399	4,629	6,147
Toyota ..	334	1,374	2,348	3,465	6,042	6,719
Mitsubishi ..	129	77	43	49	1,314	2,115
Subaru ..	17	—	43	75	311	534

With the UK having entered the Common Market the English Preference Tariff in NZ will be phased out and English cars will become progressively more expensive here.

Currently I am running a 1972 Datsun 1200 Automatic saloon. Mileage is now 15,000 and apart from routine servicing all that has been required so far has been the tightening of two rear doors and a small heater adjustment. This is typical of Japanese cars out here and is another reason why they are selling in increasing numbers.

Wellington, NZ TREVOR COLLINS

Racing on Public Roads

Sir,

In your July issue (page 711), you raised the subject of racing on the public roads, stressing the near impossibility of this, in this modern age.

It does happen, however, once a year, at Wallasey, Cheshire, when the local council closes the public roads, on New Brighton Promenade, to allow pedal cycle racing, motor car sprints, and motorcycle racing, over a 1.1.-mile circuit, the motorcycle racing being organised by this club. These activities are all part of the Wallasey Festival of Sport.

A search of local authority records, concerning promenades, public parks, etc., may bring to light the fact that the authority may have the right to close the roads, for events similar to those mentioned above.

Manley R. MURRAY,
Press Officer, Wirral 100 MC

A Seat-Belt Speech

Sir,

At last the House of Lords have performed a service to the motorist, namely the rejection of the compulsory wearing of seat-belts.

One disturbing feature was Lord Montagu's appeal to make seat-belt wearing compulsory, quoting "that it was nonsense to suggest seat-belt wearing was dangerous, and a 20% drop in injuries and deaths in Australia and New Zealand". I am completely at a loss to see what the latter statement has to do with the UK.

His Lordship, of course, is perfectly entitled to his views, but one would hasten to add, that it is rather a strange view for a person who draws approximately 80% of his income from motorists every year.

Perhaps he wishes to fall into line with the other "ostrich in the sand" outfit, namely the AA.

Except for MOTOR SPORT who else is the "Standard Bearer" for the motorist now?

Garston R. CARMICHAEL

Petrol Economy

Sir,

I have been following with interest the various bits and pieces about the Fiat 126, especially the funny one by yourself in the July issue.

As I have owned one of these cars for 12 months in August perhaps readers would be interested in my experience of economy.

In heavy rush-hour traffic to and from work across Stockport (I won't use that ghastly word "commuting") I get 39-42 m.p.g.

On my other regular run to the Darley Moor Motor Cycle Road Racing Club circuit, where I am a member, I can easily get 55 m.p.g. by keeping the speed to 50 m.p.h.

This run is over 46 miles of undulating Derbyshire countryside with a few quite steep climbs.

I do not imagine an average driver will better these figures. Incidentally, in 1920 a 2¾-h.p. Wooler flat-twin motorcycle did 311 m.p.g. I wonder if this is a record?

I am quite happy with this little car generally. It handles very well, although the front end is a bit skittish in the rain, and I can drive it flat out when I feel like it without any danger of frightening myself (I must be getting old).

It keeps up quite well with modern traffic, (except on motorways) which makes me wonder why a lot of people buy such powerful cars, GT this and GX that. Perhaps they like buying petrol too. More likely it is to impress the Joneses.

The 126 has been trouble-free apart from a jamming starter. Apparently this is quite common on some early ones like mine, caused by a bad batch of starter rings. My dealers, Messrs. Knibbs, have promised to reclaim from Fiat the cost of fitting a new one, although the car is long off the warranty. Spares are quite cheap anyway, in contrast to some foreign cars. (See readers' letters, July.)

So I'm afraid, Sir, we shall have to wait a while for your 60/60 target to be hit. [But see page 871—ED.]

I don't think the new little Suzuki cars will do it either. My son's 500 c.c. Suzuki motorcycle does barely 50 m.p.g.

Best wishes for your *next* 50 *years*.

Cheadle Heath R. SANDBACH

Tailpiece



IT'S THAT RENAULT AGAIN! As W.B. is the passenger it can be said that the body is on its way to the churchyard!

CLASSIFIED ADVERTISEMENT SECTION

PREPAID RATES FOR PRIVATE ADVERTISERS

6p per word (maximum number of words 80), number of cars two only.

Minimum charge 90p.
Box Nos. 50p extra.

Address for Box No.:

"MOTOR SPORT,"

STANDARD HOUSE,

BONHILL ST., LONDON, EC2A 4DA

No insertion will be made unless prepaid. Copy received after first post on the 20th of the month will be held over until the next issue unless cancelled in writing before the 4th of the following month. The Publishers reserve the right to refuse or withdraw copy without notice and do not hold themselves responsible for matters arising from office or works errors.

Please write clearly in BLOCK CAPITALS

FOR SALE

1937 ROLLS ROYCE 25/30. Fitted with an immaculate hearse body, chassis no. GRO9, complete with mascot, 5 new tyres and in first-class mechanical condition. Recently checked at local Rolls-Royce service centre. £1,475. Talbot, Willow Lodge, Church Rd., Warton, Nr. Preston, Lancashire. Tel: Freckleton 633320. (46854

BENTLEY MARK VI 1952. Low mileage. Superbly maintained by accredited Rolls/Bentley mechanics. £1,150. Seaford 894062. (18236

AUSTIN TEN Saloon. Jan. 1940. Excellent condition throughout. Stored since 1960. £225. Phone Tenbury Wells 810652. (47468

E-TYPE 4.2 JAGUAR Series II 1970. Soft top, Signal red, chrome wire wheels, cassette radio. Excellent condition. £1,400 o.n.o. Tel: Crowmarsh 4850. (47467

1931 ROLLS ROYCE 25 h.p. with brake body. In running order and in regular use until end of last year. Offers. To inspect contact Taylor, Church Street, North Cave, Brough, East Yorkshire. (47503

HEALEY 3000 Mk. III 1964. Very good condition. Overdrive. Red. MoT. Bargain at £575. Sudbury (Suffolk) 74259. (47470

1929 M-TYPE MG MIDGET. Very early series. 100% original mechanically, taxed, MoT 1 year. Ready to drive away. Offers around £450. Harper, Brighton 736330. (47509

1968 LOTUS ELAN S/4 S/E DHC. Silver/black trim. MoT Nov., Taxed Dec. Good condition. £800 o.n.o. Would accept small car in good condition in part exchange. Ring Newton Abbot 66037 evenings. (47511

AUSTIN HEALEY SPRITE Mk. I 1959. Two year full rebuild recently completed including re-braked (Iris blue—all metal) bodyshell. New fitted carpets, side screens, seats, hood, grille, tyres, brake pipes, brake shoes, rear springs, shock absorbers, exhaust, re-cored radiator, reconditioned gearbox, partially re-built engine. Extras include hard top, heater and front bumper. Needless to say the end result is superb. Serious offers over £550 are invited. Phone Redditch 60279 evenings after August 4th. (47466

FINE ARMSTRONG Siddeley Hurricane drophead coupé. Cream. £500. 01-802-5955. (47465

JAGUAR MK. 9. Genuine 77,000 miles. Off road and in garage last three years. Now need garage space so any reasonable offer secures. Kings Lynn 840553. (47385

1957 MG MAGNETTE. Red. Maintained by agents since new; bodywork restored and resprayed to original condition by expert coachbuilder. 92,000 miles. Superb car lovingly cared for by late owner. Selling for estate. Offers from £150. Phone Hallidie-Smith, Norwich 53923 (evenings), 56161 (daytime). (47463

1954 DAIMLER Hooper Empress, basically two owners; good condition, mileage under 60,000 believed genuine; price £1,000 o.n.o. Contact Anthony Norman. Telephone 588-6461 during working hours. (47386

ROLLS ROYCE 1925 Phantom 1. Outstanding replica Barker open tourer. Engine totally rebuilt. £11,800 o.n.o. Box 4317. (47387

1946 ROVER 10. MoT. All good. Only 59,000 miles. New tyres. A good price please for this very good vehicle. Offers. Milford Haven 2195. (18132

JAGUAR XK150SE. Fixed head saloon. 66,000 miles from new. Recent respray. Immaculate condition. BRG. £1,200. New tyres, radio, etc. Phone business Leicester 59580, home 736909. (48134

TR5 1968. Red, taxed, 12 months MoT. Radio, w/w, extras, v.g.c. 57,000 miles, owner going abroad. £525. 061-861-9473. (18133

TRIUMPH TR6, 1970 "J". Signal red. Overdrive, meticulously maintained, superb condition throughout. £885. Cheltenham 54982. (46595

1961 WARWICK GT 2-litre. Needs work, but very sound condition. Offers invited. Phone: Corby 5401 evenings. (46607

MG TD2 1953. An excellent original example. Offers around £1,125. Tel: 01-660-6075 evenings and weekends. (47528

FOR SALE—continued

FIAT 124 SPORT 1600. Sahara beige. Sept. '72. 19,000 miles, one owner, undersealed, immaculate—repeat immaculate—condition throughout. Almost the last to be imported before that ghastly front-end change. Mr. Escritt, Turvey (Beds.) 386. (47671

INVESTMENT: 1967 Austin Healey 3000 Mk. III. Silver/blue, wire wheels, overdrive. Has had £300 refit and is in fine condition. £1,050, part exchange welcome. Tel: Kirkburton 2875 evenings. (47665

BRUTE FORCE! 1968 "J" Reg. Corvette 427 Marko Shark split roof coupé, 35,000 miles only. Customised inferior, wide alloy wheels, B.F. Goodrich radials, side exhaust systems. Superb looks and performance for £1,800 o.n.o. Will part exchange, cash either way. Tel: Kirkburton 2875 evenings. (47665

GILBERN INVADER Mk. III 1972 "L" reg. 12,000 miles only. Electric blue, all usual Gilbern extras. Owner will sell at bargain price, £1,750. Phone: Littlehampton 4015 evenings or 6531 day. (47668

JAGUAR 1½-LITRE, 1947. 38,000 reputed miles. All renovation completed throughout. Drives superbly and is MoT for 12 months. Really gorgeous to look at and drive. Moving abroad forces sale. £895. 398-2335, 390-2868. (47667

JAGUAR "E" ROADSTER 1970, "L" registration. Silver/black. New hood, exhausts, clutch, shock absorbers, tyres. Good condition. Radio. £1,200 near offer. Phone: Wendover (Bucks) 624238 evenings. (47669

CITROEN MASERATI SM 1972. Rocco brown with tabac leather. Air conditioning, tinted glass, HRW, etc, etc. Superb condition. £3,000 o.n.o. Tel: Wentworth (Surrey) 3224 evenings. (47670

1958 JAGUAR 2.4 Saloon special equipment model. One owner, 26,000 miles since new. Immaculate. Possibly the best example in existence. Registration number UWY 1. Best offer over £1,000. Telephone Settle 3426 or Windermere 2902. (18251

LANCIA FLAMINIA coupé with Italian aluminium body by Carrozeria Touring. Imported 1967. 2½-litre V6 alloy engine, De-Dion rear end, 4-wheel power discs. Immaculate concours award winner in silver grey/black leather interior. New battery, good tyres, push button radio, stereo tape player, sun roof. Offers invited. P. T. J. Edbrook, 1 Ramsay Street, Oldham, Lancs. Tel: 061-236-2151 ext. 76 (office hours). (47672

300SL MERCEDES 1958 DHC with works hardtop. Car in beautiful condition and stored for last 3 years. Sensible offers please. XK120 1952 DHC stored for last 6 years. Ideal subject for rebuild. £300. Would consider exchange with good LHD car as moving to the continent. Phone: Ninfield 892060 (Sussex). (47673

MG-B ROADSTER 1973. Blaze/navy. Overdrive. New X's on Rostyles. Radio. New exhaust. Lovely mover. £1,111. For satisfaction Rowcliffe 061-236-8071 day, 061-928-7396 night. (47674

GINETTA G4 "F" reg. MoT Ford 1500, twin Webers, mag. wheels, new Dunlop Supersports. Needs a little work. Box No. 4148. (47615

1956 LAGONDA LB190/91 Tickford Saloon, 3-litre. Excellent condition. £600 o.n.o. Burdge, Crossways House, Cross, Nr. Axbridge, Somerset. (47587

JAGUAR XK150 FHC 3.4. Wire wheels, overdrive. New clutch, brakes overhauled, excellent mechanically, very good interior. Needs attention to body work. £600. Tel: Stratford-upon-Avon 2316 or Knowle (Warks.) 4172. (18252

ALVIS TD21 Convertible. Registration 2 AOC. MoT February 1975. £490 or exchange interesting old sports car, etc. Mills, Ivy House, Victoria Road, Barnstaple. (47526

ALVIS TD21 Graber—Park Ward, late 59. Reg. No. 50EV. Mileage in past 5 years 26,000, total believed 68,000. New exhaust, unused spare tyre. Owner bought later Alvis. £500. Southend-on-Sea 524915. (47590

MORRIS 10 1946. One owner only. Imported from Australia 1959. Genuine replacement BMC engine (17,000 miles). Immaculate throughout, one year's MoT. £400 o.n.o. Phone Glenview 4293 (Scotland) evenings. (47591

LOTUS 7 Series III. APG 77H. Ex-Caterham Show car. Used only 8 months in last 3 years. Re-sprayed electric blue, balanced engine. Broadspeed big-valve head, electric washers. Very smart car. £800 o.n.o. Basildon 282701. (18146

1913 MORGAN RUNABOUT in original condition. V.g.c. Taxed. Could be one of the oldest Morgans in existence. Offers in excess of £4,000. 1926 Morris Bullnose Cowley. 2 seat and dickey in good original condition. Offers in excess of £2,000. Telephone 0423 61977. (46319

1947 HRG AERODYNAMIC, dismantled but complete and original with many spares. Box 4349. (47686

ELAN S3—S.E. Blue. Recent engine rebuild, Leystall balanced, new Konis rear, adj. Spax front, new doughnuts, oil cooler, burglar alarm, Phillips Turnolock radio, Motolita s/wheel, new wheel trims, inertia s/belts, rev. light, taxed 5 months. Economical very quick car, lady owner. £795 o.v.n.o. Rayleigh 71882. (47688

1936 AUSTIN SEVEN. Ruby. Very nice condition. Runs well. MoT. £300 o.n.o. 0206 76606 after 6 p.m. (47739

FOR SALE—continued

LOTUS ELAN Sprint Yellow, FHC. April 1972. 35,000 miles. Radiomobile. HRW. Regularly serviced by Lotus dealer. One owner. This superb car is too small for us now and is offered at the low price of £1,225. Rowe, Chelmsford 71231 weekdays; 51664 evenings and weekends. (47689

MG TC 1947. Red, in good condition with current MoT certificate. Licensed. £850. Reading 473967. (47691

DAIMLER SP250 "S" SPEC. 1963. Reg. No. 444EOP. Complete with hard and soft tops and tonneau cover. This car is in superb condition mechanically and bodily. £995 or near offer invited. Ring Waltham Cross 31040. (47692

1930 AUSTIN BURNHAM 12/4 Saloon. Concours winner at major rallies. Indistinguishable from new. Telephone Rushlake Green (Sussex) 455 for details. (47693

MASERATI INDY, May 1970. In impeccable condition and very low mileage. Comprehensive luxury and mechanical specification, and 20 m.p.g. touring consumption. Genuine reason for selling. £4,500 o.n.o. Tel: Littlewick Green 2916, Berkshire. (47694

1930 AUSTIN 7 Saloon. Very original and rare, slightly tatty and some spares. £875. Also 1932 Austin 7 saloon. A complete non-running rusty heap—but it's all there! £250. Tel: 01-731 2565. (47695

PORSCHE 911S. Opportunity to acquire a first-class example of this exciting marque. 1967, 52,000 miles. Blue/black trim. Maintained fastidiously by Porsche Club Member at A.F.N. and main agents. Service records and documented history. Original tool roll and handbook. Q.I. lights, HR and SP's, radio, spots. Inspection invited. Used summer months only. Superb motoring at reasonable cost. Offers to Snainton 471. (47696

ASTON MARTIN DB2/4. 1954 Mk. I, Vantage. This beautiful 'Classic' completely rebuilt after strip down to chassis. Any inspection invited. Offers over £1,000 to: D. Perryman, 61-2 High St., Ilfracombe, N. Devon. Photo and details of work done available. Telephone 0271-6 2974. (47698

PORSCHE 912. Perfect condition throughout. Finished in chrome yellow, Carrera front spoiler. £1,550 o.n.o. Crawley 30010. (47722

JAGUAR XK120 ROADSTER. Mechanically rebuilt, bodywork sound. £1,500 o.n.o. Phone Stoke-on-Trent 614059. (47721

PORSCHE 356C 1964. 37 m.p.g., touring 32+. Overall body excellent. Mechanics faultless. £625 o.n.o. Mick, Romford 41504. (47720

TR4 W/WHEELS, ovedrive, 4 new wings and sills, new exhaust v.g.c. Taxed, MoT. £300. Phone Redditch (Worcs) 65207 after August 7th. (47717

ASTON MARTIN 1963 DB4V. Damaged front o/s. Special series engine overhauled only 300 miles ago. Would consider breaking or sell complete. Offers. Tel: Bristol 33415. (47716

MG SA 1936. Excellent condition, rebuilt engine, manual. £1,200. MG WA 1939, 2.6-litre, for spares: engine, gearbox, rad., chassis, wheels. £250. Write to J. R. Laud, Hawthorpe, Nr. Bourne, Lincs. PE100R7. (47715

SCOTTISH MG-A Mk. II. BRG, reluctant sale of this rare appreciating car. Sound and reliable. Bills for £200+, must be worth £335 o.n.o. Phone: Bridge of Allan 2478. (47714

ALVIS TA21 3-litre Drophead coupé. Restored in metallic silver/blue with matching hood. Offers over £900. Tel: Hilderstone (Staffs) 235. (47713

RARE 1934 FIAT ARDITA DHC. Valued by Scottish motor museum owner at around £450, even in its present terrible condition. Now offered to highest bidder, no reserve. Car in Gloucestershire. Fisher, 8 Rollestone Rd., Holbury, Hants. (47711

LOTUS CORTINA 1966. BRM motor. LHD. 34,000 miles only. MoT. £420. Harrogate 887467. (47708

MG TC 1947. Reg. No. MG 7295. Suitable for rebuild. Offers over £450. Harrogate 887467. (47709

PORSCHE 911E Sportomatic, "J" regd. Aug. '70. Signal orange with black interior, Recarro seats, new tyres, tinted screen, "Lux" specification, AFN maintained, in very good condition. 36,500 miles. £2,400 negotiable. 01-636-7555. (18321

RILEY 2½-LITRE 1953 RMF. Colour: maroon. Condition: engine and body good. All original. Full history known. MoT'd. Price: £400 o.n.o. Tel: 56608 Stafford. (47729

XK150 FHC '59. Immaculate condition. Resprayed Carmen red, re-upholstered, new roof lining, carpets, new bumpers, headlights, wire wheels. This car is superb, £2,250. Phone: 01-851-9034. (47731

1955 R-TYPE BENTLEY. Aluminium Freestone and Webb body. Mechanically very sound, in daily use. Same owner eight years. Chrome good, body above average, interior needs some attention. £700. 01-546-6635 day, 01-942-1982 evenings. (37732

1950 MORGAN 4/4. Flat rad. Swept wings. 1250 c.c. SS engine in perfect condition—recently rebuilt. New tonneau and hood. Bodywork requires attention. Only £200 for quick sale. Tel: Faringdon 20770. (47733



PAGE TOURS

Our thoughts are turning to two of the 'big' events of the season. The Italian GP at Monza and the United States GP at Watkins Glen. Both classics in their own right.

ITALIAN GP – Monza

September 8th

Monza always produces an exciting race. The five and nine day coach holidays are already fully booked, but we have started a "wait-list".

Week-end flights are available from Friday to Monday, from both Luton and Heathrow, from £55 and £58 respectively. There are some super hotels on and near Lake Como. On the Sunday, there is a one day visit from Luton at £29.

U.S. GP – Watkins Glen

October 6th

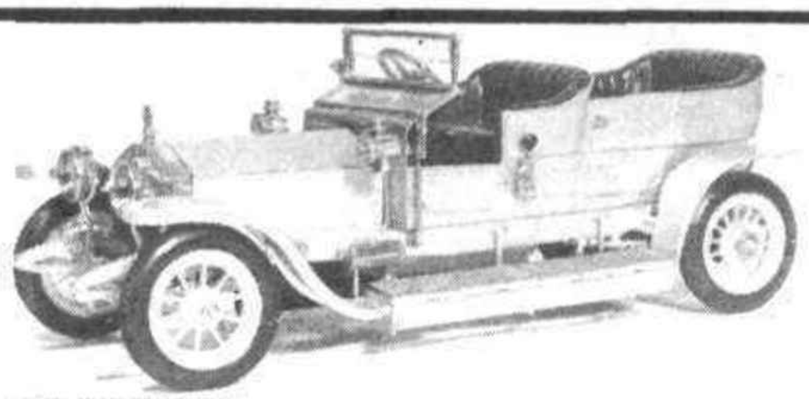
An unbelievably exciting weekend – including two nights in New York and two near Watkins Glen. There is an optional excursion to Niagara Falls on the Saturday before the GP or you can watch practice. It's a great experience and the 1974 World Championship could be decided on this, the last race. Don't miss it!

U.S. G.P. don't miss it. Only £115.

PAGE TOURS

Page & Moy Ltd.
136 - 138 London Road
Leicester LE2 1EB

Telephone: 0533-51211



unretouched photo

BECOME A PROUD OWNER OF A ROLLS

BUILD THIS FANTASTICALLY DETAILED METAL MODEL OF THE SILVER GHOST COMPLETE WITH ENGINE. TO LARGE 1/24th SCALE. SET OF VERY CLEAN CASTINGS ASSEMBLED WITH ADHESIVE

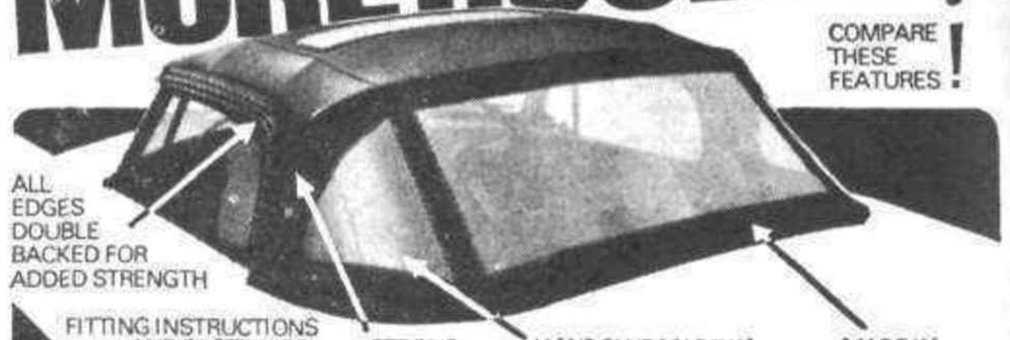
£22.00 inc Postage & VAT. U.S.A. **$62.50** inc. air mail.

SEND 6p STAMPS FOR DETAILS. ALSO OF 24 OTHER CARS FROM £4.55.

only available from:-

WILLS FINECAST, LOWER RD. FOREST ROW, SUSSEX. RH18 5HE

DON GIVES MORE HOOD FOR YOUR MONEY!



COMPARE THESE FEATURES!

ALL EDGES DOUBLE BACKED FOR ADDED STRENGTH

FITTING INSTRUCTIONS AND FASTENERS INCLUDED WITH EACH HOOD

ONLY £1·50 EXTRA FOR ROOF WINDOW

STRONG WELDED SEAMS

WINDOWS MADE IN STRONG, CLEAR P.V.C. (FULL WRAP ROUND)

MADE IN BEST QUALITY P.V.C.

Send now for catalogue, price list and sample card for Hoods or tonneau covers for all sports cars to:-

DON *TRIMMING CO. LTD.*
Department M S 2A Hampton Road, Erdington, Birmingham B23 7JJ.
Telephone: 021-373 1313

---

up to 9% extra mpg with KENLOWE



The Kenlowe Fan gives you extra mpg plus quieter and smoother running. Fitted by B.C. & H Motors in under 2 hours. No appointment necessary — just drive to the address below. Prices from £18. Fitting charge extra according to make of car.

Expert fitting at B.C & H Motors Ltd.
20 Queensgate Place Mews, London SW7. Tel: 01-589 6800

ENGINEERED PERFORMANCE WITH FUEL ECONOMY AT LOW COST!



TWIN CHOKE carburettor conversions offering top value for the tuning enthusiast. Nikki is original equipment on many leading Japanese makes. Available for a wide range of European cars giving increased acceleration, top speed and in many cases better fuel consumption.

***Kits supplied complete & ready to fit from* £33.50**

Contact us today for details. Or send 20p for your copy of our 34 page product packed colour catalogue. **Trade & export invited.**

Nikki

BROWN & GEESON LIMITED
1-23 Queens Road West, London E13 0PA. Telephone 01-472 4022

INSURANCE

SPORTS, HIGH PERFORMANCE AND STANDARD SALOONS

FOR QUOTATION WITHOUT OBLIGATION COMPLETE COUPON BELOW OR TELEPHONE

01-837 9822 - 3 - 4

INITIAL 25% BONUS ALLOWED TO PROPOSERS OVER 23 YEARS WITH FULL U.K. LICENCE FOR ONE YEAR OR MORE WITH NO PREVIOUS INSURANCE HISTORY, ACCIDENT CLAIM AND CONVICTION FREE. THIS APPLIES TO STANDARD SALOON CARS ONLY.

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

ADDRESS.....

..... OCCUPATION.....

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

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

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

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

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

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

ALL POLICIES ISSUED WITH LEADING COMPANIES B.I.A.& LLOYDS INCLUDE UNLIMITED PASSENGER LIABILITY

POST TO

THE MOTOR MANAGER
PENTON INSURANCE BROKERS
33 PENTON STREET, LONDON, N.1

TERRIFIC HALF PRICE OFFER!

THE COMPLETE IN-CAR ENTERTAINMENT CONSOLE

Single purchase of **MANUFACTURERS COMPLETE STOCK.** Retail price £11·75 **NOW ONLY** £5·95 plus p/p. Finished in black leatherette. Takes **ANY** stereo or radio unit. **HINGED PADDED ARMREST** (Holds 15 cassettes). Made specifically for Escort, Cortina MK3, Cortina MK2 (short gear lever only), Avenger, BMC, 1100/1300 MK.1, MK.2, Viva HB, HC, Mini MK.2, Capri, Marina, Clubmans, etc. **(STATE MAKE ON ORDER).** Easily modified to fit similar models.

ASSEMBLE & INSTALL in 20 mins. FULL MONEY REFUND G'TEE.
TERRIFIC BARGAIN



TAKES ALL YOUR TAPES!

only £5.99 post etc 85p

NEW Deluxe Model

NOW SAVE OVER 50%

RACING & RALLYING NEW!

Designed and used by jet pilots, already snapped up by race and rally teams as the perfect driving jacket. Double-lined in treated 100% nylon, triple lined quilted version £6.95. Very smart, practical, tough, complete freedom of movement. (Team badges not supplied with jacket). Chronosport silk badges 45p extra. Similar style jackets used by service aircrew and top teams sell at over £12.50!! State colour, size when ordering. We definitely can only supply whilst v. limited stocks last. Order today!



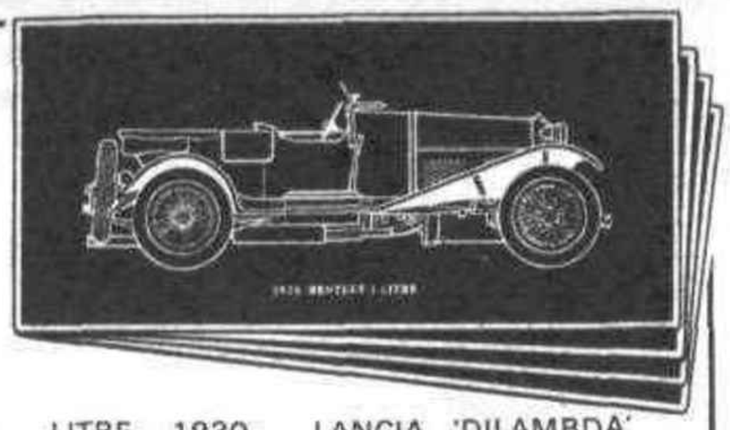
Now Only £5.95 Post etc. 35p.

Quilted Version £6.95
Please add post etc 35p.

CHRONOSPORT DEPT MS 8 74 21 Old Bond St., Bath.

PRESTIGE VINTAGE CAR WALL PLAQUES ONLY 75p EACH

or £2.60 set of 4 (incl. VAT, P&P)



1926 BENTLEY 3 LITRE 1930 LANCIA 'DILAMBDA'
1928 MERCEDES-BENZ 36/220 S 1926 BUGATTI TYPE 30
Recapture the excitement of those days!

Accurate authentic reproductions from original engravings. Each superbly finished in true colours, on a textured black background with raised detail picked out in gold. Size 11¾" x 5¾" they are complete with fixing instructions and fittings. A real compliment to any room study or workshop. Money refunded if not delighted simply return goods unused within 7 days. Order direct from manufacturer. Send cheque/PO stating choice or send to

WESTMONT MARKETING LTD., GROBY, LEICESTER.

WHY . . . **LIMOUSINE WAX POLISH**

makes all other car polishes look second-rate . . .

- **Unique blend of *non-abrasive* fossil waxes**
- **Showroom lustre of enduring brilliance**
- **Unrivalled resistance to weather extremes**
- **Positive water-proofing of soft-tops**
- **Recommended for use *inside* the car**
- **Economy — can never seems to empty !**

'Finished result is of a very high quality . . . does seem to stand up to rain, sun and continuous washing.—'Motor Sport, August 1970.

Direct from the manufacturer. Per can : **£1.25** plus 30p post/VAT.

Pre-lim mildly-abrasive cream for perfect preparation of neglected paintwork and bright metals. Per can : **75p** plus 25p post/VAT. Dual pack **£2.50**

PICREATOR ENTERPRISES LTD. (MS6), 44 Park View Gdns., Hendon, London NW4 2PN **Registered London, No. 903595**

Beaulieu

AUTOJUMBLE 74

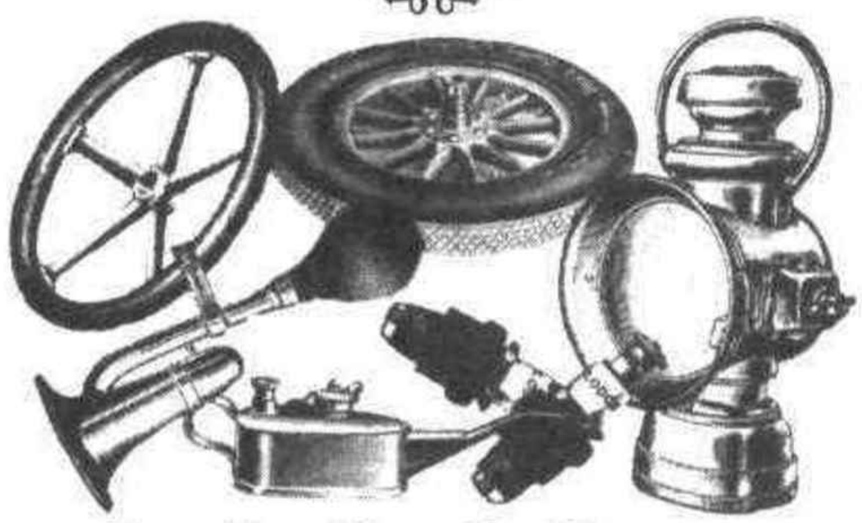
AND AUTOMART

A rare opportunity to buy, sell and swap. A gigantic outdoor jumble sale for all items connected with motoring, motor cycling, bicycling, steam railways, canals, etc. Also used cars and motorcycles for sale.

SEPTEMBER 8TH

Entry is included in the cost of admission to the Beaulieu Complex. National Motor Museum, Palace House and Beaulieu Abbey Ruins

AT NO EXTRA COST



Beaulieu, Near Southampton

GRAND PRIX MERCHANDISING

Grand Prix Merchandising offers this exclusive range of BRM race clothing for all the family.

All items are produced in four colours.

All prices include postage + packing and where applicable V.A.T.

Please send this form together with your remittance for £.....
to:
Grand Prix
Merchandising
P.O. Box 201 Farnham
Surrey GU9 7LU

Name _____

Address _____

☐ Adults Nylon Race Jackets. Green with white stripes + team badge. £9.95
Sizes: 32-36 (S) ☐
36-40 (M) ☐
40-44 (L) ☐

☐ For Youngsters £6.95 All sizes.

☐ Adults T-Shirts £1.50
Sizes: 34-36 (S) ☐
36-38 (M) ☐
36-40 (L) ☐

☐ For Youngsters £1.00. All sizes 22-30

☐ Long-Sleeve T-Shirts £2.25 Adult sizes only

☐ BRM Breast Pocket Badges 40p

☐ BRM Cotton Caps 35p (elastic backed)

Why pay more for Super Quality Tailored

RALLY SEAT COVERS

UNBEATABLE BARGAIN OFFER



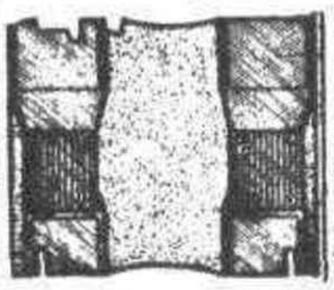
Buy Two & Two Headrests plus One Wheel Glove. ONLY £7.50 THE LOT or £3.40 each cover, £1,95 each headrest and 95p for the wheel glove.
Tan, Blue, Green, Beige, Black. In plain colours or Black with any colour you prefer in the centre panels out of the above. Fully padded sides made from heavy gauge simulated leather. Rears to match, **£3.50.** All types of trim in stock. State car model, year, 2- or 4-door. **DOOR SEALS,** approx. 130" long. Simple clip-on. One is sufficient for one door on most cars. **£1.75 each.**

HEAVY RUBBER MATS for vans: estate cars, home, etc. 38 x 45. **£1.50.**

QUILTED RALLY JACKETS. All sizes. Zip front. Shower and windproof. Blue or Black with Red quilted lining, stripe on sleeves. Please state 2nd choice of colour. **Our price only £3.25 each.**

SIMULATED SHEEPSKIN SEAT COVERS. Tremendous value, really soft and comfortable. Buy two covers plus two headrests and one wheel glove for only **£8.50 the lot.** Or **£3.40 each Cover, £1.95 each Headrest, and 95p the Wheel Glove.** White, Red, Blue rear covers to match, **£3.50.** All covers are foam-backed and lined for better grip.

CAR CARPETS



Car Carpets in Pile Carpet with Rubber Pad for Driver's Heel. Brighten up old and new cars alike, put £££s on the trade-in value.
All colours.
No Studs required.
Price, any model, only £7.50 full set. £6.00 front only.

Slight trimming required on all carpets. Please give details where applicable: Model, year, colour, second choice. **Car carpet on the roll,** Blue, Black, Green, Grey, Beige, Fawn and Red, **£1.50 yd.** 36" wide.

Heavy duty soundproofing, foam boot-lining, etc., will not crack, **80p per yard,** 36" wide.
Leathercloth, most colours, **90p per yard,** 50" wide.

BRUSH NYLON SEAT COVERS, foam backed, Black, Blue, Green, Brown or Maroon. **£6.50** full set, **£5** front set.

MOTOR UPHOLSTERY SUPPLIES, Dept. M.S., 14 ANNE ROAD, WELLINGBORO', NORTHANTS
Mail order only.
Trade enquiries welcome.
S.A.E. FOR FULL DETAILS

POST, PACKING & V.A.T. PAID
SEND ONLY ADVERTISED PRICE

SUN ROOFS

Golde folding Continental sliding roofs to fit all makes.

Sole concessionaires:
ALLARD MOTOR CO. LTD.,
51, Upper Richmond Rd., Putney, London, SW15 2RD
Tel.: 01-874 6918

Train and Race with Jim Russell

Write for full details and free colour brochure to
JIM RUSSELL RACING DRIVERS SCHOOL
Snetterton Circuit, Norwich, NOR 10X, Norfolk.



DE TOMASO NEW PANTERA

Immediate Delivery
Exports a speciality
M.T.C. CARS LTD
173, Westbourne Grove, London, W11 2RT

DYNAMIC BALANCING

A Service for the West of England

Give your engine the perfect balance it needs for maximum power and long life.
We have the latest Schenck electro-dynamic crankshaft balancing equipment, backed up by Avery static balancing machines for con-rods and pistons.
Our prices are low, our service quick. Only 1½ miles from M4 junction 16. Write for details or phone
0793-81 331 (Wroughton, Wilts.)
BASSET DOWN LTD.
SWINDON SN4 9QP

D-B TOWING BRACKETS

D-B SAFE TOWING

D-B TOWING BRACKETS are backed by 40 years' experience of trailers and towing equipment.
— SIMPLE BUT SOLID FITTINGS —
— TO SUIT MOST MAKES OF CARS —
Full fitting instructions supplied.
Send for details:
Dept. 57, B. DIXON BATE LTD.
CHESTER CH3 5NA. Tel.: 24034

MORGAN AGENTS

ALLON WHITE & SON (CRANFIELD) LTD.
Cranfield, Beds.
Phone Bedford 750205
SALES SERVICE SPARES
by Morgan enthusiasts
Used Morgans purchased and supplied

CUSTOMS CLEARANCE

BY THE EXPERTS AT
Southampton / London

A BOAST PROVEN TO MANY CAR TRADERS IN THE U.K.

PERSONAL EFFECTS — IMPORT or EXPORT — NO PROBLEM!
AGAIN WE ARE THE EXPERTS
RING OR WRITE FOR FREE QUOTATION

D. WILLATS (Fwd) Ltd

19 Queens Terrace, Southampton.	or 123 Charterhouse Street, London, E.C.1.
0703-32722/3	01-278 3111/4

SHIPPING YOUR CAR?

Our advice and experience at your service:
WORLD WIDE SHIPPING
SPECIALISING ROLLS & BENTLEY
COLLECTION & DELIVERY
TRAILERS, TRANSPORTERS, DRIVERS
ALL GARAGE SERVICES
STORAGE, OPEN & COVERED
FULLEST INSURANCE COVER
PAINT & BODYWORK

SWANSCOMBE AUTO-EXPORTS
SWANSCOMBE GARAGE, SWANSCOMBE ROAD, HOLLAND PARK, LONDON, W11 3BR
Tel. 01-603 9476/9041/9715

THE CRICKLEWOOD AUTOMOBILE CO

SHOOT-UP HILL NW2 3PS
01-452 4803/9

LONDON'S SWEDISH CAR CENTRE



GO SWIFT-GO SAFE-GO
SAAB
FINEST SELECTION OF NEW AND USED CARS

VINTAGE & MODERN CARS TRAILER-TRANSPORTED NATIONALLY

D.C.S. Shipping Ltd, 5 Northey Street, London E14 8BT
Telephone: 01-987 8528

CYCLE WINGS

(Domed & Beaded)
4", 5", 6" & 7" wide, Alloy only:
Fronts, **£3.00** pair; Rears, **£3.50** pair.
Carriage: Pairs, 25p; Sets, 40p.
Signed delivery: 25p extra optional.
W. G. FERGUSON
BATH RD. GARAGE, NAILSWORTH, GLOUCESTERSHIRE

COMPLETE VINTAGE AND P.V.T. RESTORATION SERVICE

MECHANICAL AND COACHWORK
COMPLETE ENGINE OVERHAULS
BODIES REPAIRED AND REMADE
Bullnose Morris Specialists
Most parts available including bodies
Pattern Making & Foundry Facilities
GOLDHILL GARAGE
West Avenue, Wigston, Leicester. Tel.: 881234/5/6

SHIPPING CARS

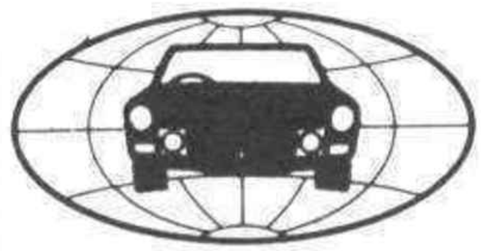
IS OUR SPECIALITY
WE ALSO HANDLE PERSONAL & HOUSEHOLD EFFECTS
FOR ROLLS-ROYCE SERVICE AT MINI PRICES
CONTACT
ROBERT FISHER
(Packing & Shipping) **LTD.**
32 LEXINGTON STREET LONDON W1R 4DD
Telephone (1-734 6901 Telex 24660
Cables Fishertran/London

EST. 1928
MOST SIZES IN STOCK
VETERAN — VINTAGE
TYRES
E. H. HAMILTON & SON (M.S.), 22-24 VICARAGE STREET, YEOVIL, SOM.
Tel.: 3927. After 6 p.m. 5945

action automotive

SUPERSTICKERS & SEW-ONS!
Pin-ons & key fobs
Hundreds of designs in our new catalogue send 10p
Stateside mags & books too!
77 Manor Road, Wallington, Surrey.

CAR - SHIPMENT



with the
DANIEL HUSTINGS GROUP
specialists
in World Wide Car Shipment
vehicle storage
steam cleaning
marine insurance cover
INTERNATIONAL
Car Collection & Delivery
Contact:
Daniel Hustings Ltd.
17, Pindock Mews, Warwick Ave., London W.9
Tel.: 01-286 1171 & 01-286 7375
Telex 23563. Cables: Gydesho London

ROLLS-ROYCE AND BENTLEY

The Man with the MANIA has MOVED
WILLIAM M. TAYLOR
Rolls-Royce and Bentley connoisseur formerly of 18 Jephtha Road, London SW18, is now at
KNOWEBANK, YETTS OF MUCKHART, by DOLLAR, PERTHSHIRE. FK14 7JT SCOTLAND
Telephone: Muckhart 331
At the junction of the A823 and A91

THE LEADING NAME IN TOWING BRACKETS

WITTER

Approved by the Car Manufacturers
Nation-wide stockists and specialist fitters
C. P. WITTER LTD. CHESTER 18
Telephone: 0244 41166

SHIPPING YOUR CAR?

Waste No Time
Contact the Specialists.

We offer:
Prompt & Personal Attention

We Arrange:
1) Marine Insurance Cover
2) Collection throughout U.K.
3) Under Cover Storage
4) World Wide Shipments from U.K. & Continent

For FREE Brochure & Quotations

Telephone:
Mr. S. J. De Cort,
MAT Transauto Ltd.,
Arnold House,
36/41 Holywell Lane,
London, E.C.2.
01-247 6500 Ext 202 & 201
Telex 886384 & 883225

RADIATORS

SPECIALISTS SINCE 1911
RAYMOND RADIATORS
REPAIR, REBUILD, REPLATE, POLISH & GENERALLY RESTORE
VETERAN — VINTAGE
60, Chalk Farm Rd., London, N.W.1.
5, Ware Rd., Hertford, Herts.
01-485 6195 Hertford 4012

VINTAGE CAR RESTORATION

I will restore your car with the greatest of care, attention to detail and, most important, use every possible original part. If you would like me to renovate your car to the same high standards as my own, please write giving details of your car to: **D. A. C. Royle, Headlam, Gainford, Darlington.**

Telephone WESTBURY 3603
Workshops Ltd.—
Specialists in the restoration and repair of
VINTAGE. P.V.T. & HISTORIC CARS
Particularly early BMW's & Bristol's.
A full range of services is available including the manufacture of spares and a very high quality paint and panel beating facility.
127 WEST WILTS TRADING ESTATE, WESTBURY, WILTS.

WHEELS

WIRE & EASI-CLEAN
SPECIALIST REPAIRERS
Wheel Stove Enamelling
West London Repair Co Ltd
5, Lancaster Road, Wimbledon, S.W.19. 01-946 6316
Est. over 40 years.

BOOKS! YOUR FULL-PAGE GUIDE TO ALL THE LATEST AND BEST!

MAIL-ORDER ADDRESS & RETAIL SHOWROOM:
CHATER & SCOTT Ltd.,
MAIL ORDER DEPT.,
SYON PARK, BRENTFORD, MIDDX.
Tel. 01-568 9750

STOP PRESS! Late news just received. **Castrol Rally Manual No. 3** has articles by ten leading experts, with photos, driver biographies, specs, of leading rally cars etc. etc. £2.40. ***Morgan: First & Last Of The Real Sports Cars,** the only complete history of Morgan, is now back in print again. £4.80. ***Amherst Villiers Superchargers,** facsimile of 1929 brochure plus profile of C. Amherst Villiers dated 1932. £1.80. ***Antique Automobile May/June 1974 Issue** has articles of 1915 Pierce-Arrow, 1927 Renault and other historical and restoration topics. 70p.

NEW TITLES

Brookiands And Beyond. This absorbing autobiographical work by Charles Mortimer describes his motorcycle and motor racing experiences, his life as a car dealer and the establishing of the Charles Mortimer Racing School. It will appeal to all with an interest in racing history, as well as to those who remember the golden era between the wars or who seek to know of it. 240 pages, 21 plates, nicely produced. £4.05.

Riley: The Production And Competition History of The Pre-1939 Riley Motor Cars. Second edition of Tony Birmingham's classic Riley history has been improved by a new chassis appendix, much fresh information and new photos. In all, 272 pages, 250 photographs. £5.20

Bugatti: Le Pur-Sang Des Automobiles. By H. G. Conway. Revised third edition, again with new text, photos and drawings added. This is the standard book on Bugatti and its return into print will be welcomed by all devotees of the marque. 480 pages, 345 photographs. £6.25

Automobile Quarterly Volume II Number 4. Special issue of this famous periodical devotes 52 pages to the **Targa Florio** with interesting text plus 54 half-tones, 28 first-rate colour plates, 6 maps. Plus other articles in the same issue, also with colour. £3.40

Car Classics. June 1974 issue of this American bi-monthly features Thunderbird, Hupmobile, Gardner, Checker Cab history, Tucker, etc. etc. 82 pages, photos in b/w and colour. 75p

The Complete Catalogue of British Cars. Massive reference book covering British cars from 1895 to 1974 models. 512 pages, 700 manufacturers given with technical data for some 3,700 models in series production. Over 1,000 photos. essential. £7.35

Alfa Romeo, Milano. New Dalton Watson book. Complete pictorial history of Alfa from inception to date. Beautifully produced, 224 big pages, 400 fine-quality photos, text by M. Frostick. £5.80

My Greatest Race. A unique motor-racing compendium in wich 20 of the finest drivers of all time recount the greatest races of their careers. 152 large pages. 100 photos. £3.75

Grand Prix Guide 1974. Remarkable value! Reports on '73 season, driver biographies, cutaway drawings, veterans at Le Mans, Indy 500, Formula 2, circuit maps, background information etc. etc. 264 pages, over 200 colour photos. £1.85

The Romance Of Renault. Lavish book from the Edita of Lausanne team. 256 pages, 11¾" x 10", 226 colour plates, 103 b/w photos. Offers full coverage of cars, personalities, competition achievements, historic events and decisions. £12.85

SALE OFFERS

New books at bargain prices – while stocks last!

Grand Prix 1966. Yearbook by Louis Stanley on the 1966 World Championship. As accurate and colourful as the rest of the series, this has 208 large pages and is packed with photos of cars, drivers, other leading personalities. **WAS** £3.00. **NOW** £1.50

The Racing Driver. Dennis Jeninson's book on the theory and practice of high-speed driving was described by Road & Track as "the best ever written on contemporary drivers and their racing styles and habits", 207 pages, with photos and diagrams. **WAS** £2.40. **NOW** £1.10

Motor Age. Set of 3 books offering pictorial coverage of the years 1900-1904, 1925-1929, 1930-1934. Each has 52 big pages, some colour illusts, **WAS** £1.90 the set. **NOW** 70p

British Cars Of The Sixties. Most informative book on the decade detailing 40 different marques of which many are now defunct. 185 pages, many photos. Nicely presented. **WAS** £3.45. **NOW** £1.50

Autocourse 1972/73. Big, handsome annual giving in-depth assessments of the '72 season with superb photography. Includes Formula 1, Sports Cars, F2, Can-Am, Rallies etc. plus several feature articles by leading writers. 200 large pages. **WAS** £4.50 **NOW** £2.50

Dick Seaman. Famous biography of Seaman by Prince Chula. 188 pages, 20 photos. **WAS** £1.00. **NOW** 50p

STILL SELLING

Books published in recent months and still much in demand.

World Cars 1974. £6.85
Austin 7 1928 Parts List. £1.00
Ferrari: The Sports & Gran Turismo Cars (2nd edition). £12.25
A History Of Sports Cars (Georgano). £2.20

POST & PACKING CHARGES: All these costs are now included in price of books. Surface mail to any destination in the world.

WATCH OUR FULL PAGE EACH MONTH FOR YOUR COMPLETE UP-TO-DATE GUIDE TO THE LATEST IN MOTORING LITERATURE!

John Player Motor Sport Yearbook. £2.20
Porsche Cars 1925/56. £1.35
Ferrari Guide (Maranello). £1.10
Driving In Competition (2nd edition). £3.70
Africa On Wheels. £2.40
British Sports Cars Since The War. £2.75
Fiat (Sedgwick). £5.25
The Jensen Healey Stories (Browning & Blunsden). £3.85
The Vintage Alvis (Hull & Johnson). £6.80
Famous Custom & Show Cars (Barris). £3.40
Racing And Sports Car Chassis Design. £3.25
The Complete Motorist (reprint from 1904). £4.25
Runabouts And Roadsters (Stubenrauch). £7.05
Racing Car Design And Development (Terry & Baker). £4.75
Design Of Racing Sports Cars (Campbell). £2.75

FREE! Our 28-page catalogue 'THE WORLD OF MOTORING' describes and illustrates 100s of motoring books. Write or phone for free copy.

TRANSPORT BOOKMAN PUBLICATIONS. Books published or distributed by our own company.

The Daimler Tradition. £6.30
The Rolls-Royce Alpine Compendium 1913 & 1973. £3.70
The Classic MG Yearbook 1973. £4.25
American Car Spotter's Guide 1940-1965. £3.20
An Index To Rolls-Royce and Bentley Periodicals. £1.55

DALTON WATSON BOOKS. Superb pictorial histories for the specialist. (See also under 'New Titles'.)

Bentley: 50 Years Of The Marque. £5.80
The Jaguar Tradition. £4.80
The Magic Of MG. £4.80
The Mighty Mercedes. £4.80
The Coachbuilt Packards. £5.30
Those Elegant Rolls-Royce. £5.80
Rolls-Royce: The Elegance Continues. £5.80
Private Motor Car Collection Of Great Britian. £4.80
The 1930 London Motor Show. £4.30

ONE-MAKE BOOKS. Check this section for the marque of your choice. There's probably a book on it!

The Alfa-Romeo Story. £2.70
The Austin Seven (Wyatt, 2nd edition). £3.20
The Austin Seven (Motor Sport). 85p
1935 A7 Handbook. 85p
1935 A7 Parts List. 85p
1933 A7 Handbook. 85p
1928 A7 Parts List. £1.00
1937 Austin 10 Handbook. 95p
Whatever Became Of The Baby Austin? £2.00
Healeys And Austin Healeys. £4.50
Illustrated History Of The Bentley car. £4.00
My Life And My Cars (W. O. Bentley). £1.70
The Grand Prix Bugatti. £3.80
The Ferrari (Rogliatti). £5.80
Grand Prix Ferrari (Pritchard). £5.75
Jaguar (Montagu – enlarged U.S. Edition). £7.05
The Jaguar Story. £2.70
The Story Of Lotus 1947/1960. £2.50
The Story Of Lotus 1961/1971. £4.25
The Story Of The MG Sports Car. £3.75
Maintaining The Breed (Thornley). £3.05
MG Complete Workshop Manual (Blower). £4.25
The MG Story. £2.70
The Mercedes-Benz Racing Cars (Ludwigsen). £12.35
The Mercedes-Benz Story. £3.20
The Car Of Kings (SS & SSK). £6.40
The Fabulous Porsche 917. £2.90
The Racing Porsches: A Technical Triumph. £4.45
Porsche Sport '72. £2.60
The Porsche Story (Weitmann). £3.25
Porsche (Kobayashi). £2.85
Riley Maintenance Manual 1930/1956. £4.10
The Rolls-Royce Motor Car (Bird & Hallows). £6.80
Rolls-Royce: The Living Legend. £4.75
The Rover (Oliver). £3.75
Georges Roesch And The Invincible Talbot. £5.55
The Story Of Triumph Sports Cars. £3.85
The Auburn Story. £1.50
70 Years of Buick. £8.40
50 Years of Lincoln-Mercury. £7.95
60 Years Of Chevrolet. £7.95
Illustrated History Of Ford 1903-1970. £7.95
The V8 Affair. £9.30
Thunderbird! £9.30
The Model T Ford: From Here To Obscurity. £9.30
Henry's Lady: The Model A. £9.30
Cadillac: Complete 70 Year History. £8.85
Corvette: America's Star-Spangled Sports Car. £8.85
Duesenberg: America's Mightiest Motor Car. £4.80
The Duesenberg (Steinwedel & Newport). £3.70
Oldsmobile: First 75 Years. £3.35
Golden Anniversary Of The Lincoln Motor Car. £3.35
Mercury Silver Anniversary Album. £1.05
Chrysler's Wonderful Woodie: The Town & Country. £6.15

OLYSLAGER AUTO LIBRARY. The famous and unique range of illustrated reference books, popular throughout the world.

British Cars Of The Late 40s. £2.65
British Cars Of The Early 40s. £2.65
British Cars Of The Late 30s. £2.00
British Cars of The Early 30s. £2.00
American Cars Of The 1950s. £2.00
American Cars Of the 1930s. £2.00
American Cars Of The 1930s. £2.15
Buses And Coaches From 1940. £2.65
Passenger Vehicles 1893-1940. £2.15
Fairground And Circus Transport. £2.15
Fire-Fighting Vehicles. £1.70
Scammell Vehicles. £1.70
Earthmoving Vehicles. £1.70
Wreckers And Recovery Vehicles. £1.70
The Jeep. £1.70
Half-Tracks. £1.70

MORE GOOD BOOKS from our back-list.

Complete Encyclopaedia Of Motor Cars. £9.90
Old Car Value Guide. £2.45
Automobiles And Automobiling. £7.35
The World Of The Automobile (Stein). £5.25
The 1903 Automobile Show Catalogue. £2.25
Postwar British Thoroughbreds: Their Purchase And Restoration. £3.75
History Of The London Taxicab. £3.20
Restoration Of Vintage And Thoroughbred Cars. £3.25
Automobile Design: Great Designers And Their Work. £2.30
Hershey: World's Largest Antique Auto Show. £1.50
American Funeral Cars And Ambulances Since 1900. £7.95
Cars Of The World (Scheel). £1.95
Mack (The Greatest Name In Trucks). £7.25
Building Model Trucks. £5.20
British Lorries 1900-1945. £3.20
GMC Gems 1900-1950. £3.90
Keen Kenworth Trucks 1915-1955. £3.90
Fire Engines In Colour. £1.90
Commercial Vehicles Of The World. £3.25
Road Vehicles Of The Great Western Railway. £3.00
Sourcebook Of Commercial Vehicles. £1.10
Lorries, Trucks And Vans 1897-1927. £1.65
The Grand Prix (Setright). £6.80
Fangio (Jenkinson). £3.25
Guinness Guide To Formula 1 Motor Racing. £5.30
Castrol Racing Driver's Manual (Frank Gardner). £2.40
Sports Car And Competition Driving (Frere). £2.90
All But My Life (Moss). £3.00
Challenge Me The Race (Hawthorn). £3.00
Brockbank's Grand Prix. £1.65
The Motor Sport Book Of Donington. £1.10
Sourcebook Of Racing And Sports Cars (Georgano). £1.10
Sports Car Championship (Pritchard). £3.45
The Great Racing Cars & Drivers. £3.30
Sports Cars On Road And Track. £1.75
Faster! (Stewart). £2.75
The Motorist's Bedside Book. £2.25
Famous Old Cars. £1.80
Observer's Book Of Automobiles. 70p
Harry Ferguson, Inventor And Pioneer. £3.75
The X-Cars: Detroit's One-of-a-Kind Autos. £2.90
The Amazing Sports Car Journal. £1.65
Peking To Paris. £5.30
The Cars That Got Away (Frostick). £3.00
The Golden Age Of Sports Cars. £4.70
Cars In Profile Collection One. £4.25
Cars In Profile Collection Two. £4.25
Car Facts & Feats (A Guiness book). £2.25
Adventures Of A Vintage Car Collector. £4.80
Vintage Cars (Posthumus). £1.75
The Fun Of Old Cars (Stubenrauch). £5.95
Encyclopaedia Of American Automobiles. £2.80
Car Badges Of The World. £1.85

All prices correct at time of going to press but subject to alteration.

Our address for all orders:–

CHATER & SCOTT LTD., MAIL-ORDER DEPT., SYON PARK, BRENTFORD, MIDDX.

SPORTS CAR INSURANCE

EXAMPLES BELOW FOR COUNTRY AREAS. CLEAN RECORD, MAX. N.C.B. ANNUAL RATES FOR COMPREHENSIVE

Age	Vehicle	Premium
Under 23	MG-B	£88
23	CORTINA GT	£37
23	MG-B	£64
25	COOPER	£21
25	GT6	£58
25	CAPRI3000GT	£39
30	GT6	£48
30	All LOTUS Cars	£69

- EXPERT ATTENTION
- ANNUAL AND QUARTERLY RATES OFFERED
- NO DRIVER REFUSED ALL DIFFICULT CASES ACCEPTED
- IMMEDIATE QUOTATIONS BY PHONE

01-552 0748
01-471 3518

ENQUIRY WITHOUT OBLIGATION

NAME & ADDRESS.....

.....

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

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

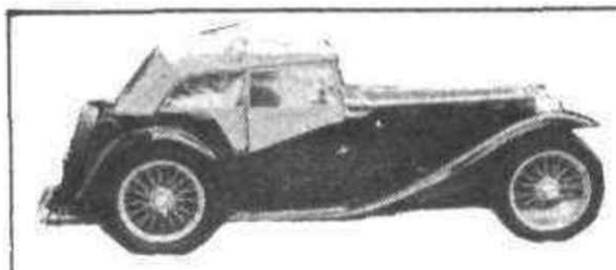
YEAR..... VALUE..... GARAGED YES/NO*

COMPREHENSIVE* OWNER ONLY*
THIRD PARTY FIRE & THEFT OWNER & SPOUSE
THIRD PARTY ONLY ANY DRIVER

** Delete not applicable.*

ENCLOSE DETAILS OF ALL ACCIDENTS AND CONVICTIONS

POST TO:
MRB INSURANCE BROKERS LTD.
165 HIGH STREET NORTH, LONDON, E.6



WANTED

Any pre-1955 MGs including TA TC TD TF PA/B, J2, F, L, N, M Types etc. VERY HIGH PRICES PAID FOR OUTSTANDING ORIGINAL CARS. But will purchase cars in any condition.

OTHER MAKES TAKEN IN EXCHANGE OR PART EXCHANGE such as Singer-Le-Mans, V-Twin and 4-wheel Morgans, Triumph Roadsters, pre-1939 Rileys or any interesting Classic Sports, Roadster, Tourer, Coupe.

WE ALSO SUPPLY ONE OF THE MOST EXTENSIVE RANGE OF MG, TA, TB, TC, TD, TF SPARES IN THE COUNTRY. S.a.e. please for spares booklet.

OCTAGON SPORTS CARS LTD. Telephone 01-521 0520
19-21 Grosvenor Park Road, London E17 9PD, England.

Hours of opening 10 am - 3 pm. Tuesday to Saturday.
OUTSIDE BUSINESS HOURS BY APPOINTMENT (CAR SALES ONLY).

QUALITY TAILORED CAR CARPETS



Direct from the makers

Complete tailored car carpets in luxury pile, from manufacturers patterns. Rubber for driver's heel, nylon back. Brightened and protected old and new cars alike—foam effective noise insulation. Despatch within 7 days. Price inc. post and V.A.T. for all cars, the whole floor, gearbox and tunnel are included. Two qualities, in black, blue, green, red, grey, brown. Studs ('if req') are 66p for 13, for front only deduct 25% from list prices.
Further details and samples send large S.A.E. or 3p stamp.

	Plain	Foam back
Sprite, AH3000, MG-A, MG-B, Spitfire, GT6, TR4, TR5, Alpine.....	£8.50	£9.70
BLMC Minis, Imps, BLMC 1100/1300, Minor, Escort, Capri, Viva, E-Type, Fiat 124/128, Avenger, VWs	£12.10	£13.80
BLMC 1500/1600, 1800, Maxi, Marina, Cortina, Corsair, Minx, Hunter, Rapier, Alpine, Victors, Range-Rover	£13.20	£15.10
Jag. 2.4/3.4, Rover 2000.....	£14.00	£16.00

Prices available for many cars not listed.

Please supply Carpets/Details only. Colour.....
Car Make.....Model.....Studs? (66p)....Quality.....
£.....Enclosed. Please send C.O.D. (30p charge)
Name..... Address.....
.....

AUTOCARPETS LTD., (Dept. MSJ 74)
Reg. Off. Brighouse, Yorks, HD6 1BT. Reg. No. 750166

F.L.M. (PANELCRAFT) LTD.

32-35 THE ARCHES, BROUGHTON STREET, LONDON, S.W.8. 01-622 2080.

COMPLETE RESTORATIONS & REPAIRS ON ROLLS-ROYCE & BENTLEY CARS

COMPLETE MECHANICAL REPAIRS ON ROLLS-ROYCE & BENTLEYS BY OUR ASSOCIATE COMPANY

MARTIN BOLITHO LTD.,
32-35 THE ARCHES, BROUGHTON STREET, LONDON, S.W.8.
01-720 5004.

DP AUTOMOBILES LTD

PEUGEOT DISTRIBUTORS



EXPORT CENTRE

All models available tax free under the Personal Export Scheme.

468-472 Purley Way, Waddon, Croydon CR9 4BL Telephone 01-681 2600

CORDS

MAXIMUM ECONOMY at MINIMUM COST

Now more than ever before, spiralling petrol and oil prices dictate that engine wear must be tackled promptly and positively! But don't rush into expensive solutions . . .

Lost performance, heavy oil and petrol consumption, both can often be transformed by simply fitting a set of **Cords Engineered Piston Rings.** At a fraction of the cost of engine replacement. Fit them yourself. Get the facts—write today for a copy of our booklet **'First Know Your Problem!'**

CORDS PISTON RING COMPANY LTD.
75 Scrubs Lane, London, NW10 6RG.
01-969 7091



"Sterling Cars"

HIGH STREET,
WALTON-ON-NAZE, ESSEX

Tel.: Frinton-on-Sea 5768

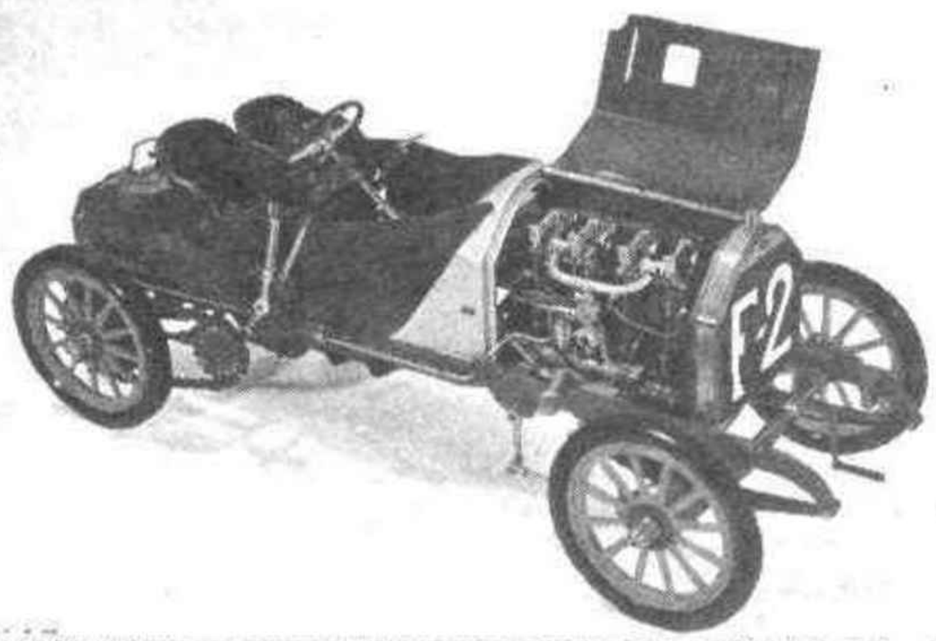
SUNBEAM ALPINES, 1953 - 1955, TWO-SEATER SPORTS

FULLY RESTORED, ENGINES AND GEARBOXES OVERHAULED THESE VEHICLES ARE SUPERB EXAMPLES OF THEIR AWARD WINNING *MARQUE*.

FINANCE AVAILABLE, ALSO ANY INTERESTING PART EXCHANGE CONSIDERED.

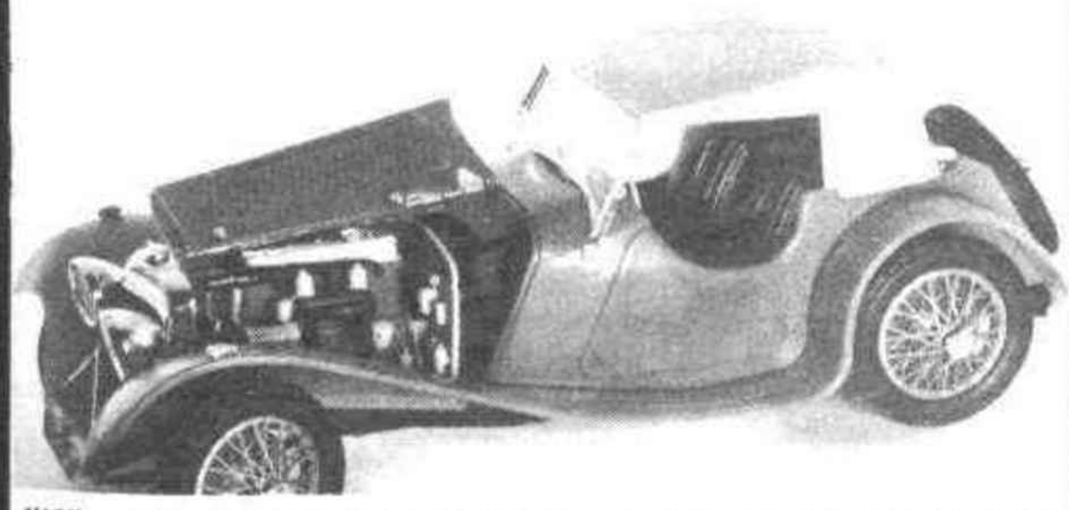
CLASSIC CARS

1908 FIAT G.P. £43



YES £43 is all it costs to own a 17" long superb replica of the car in which Felice Nazarro won the French GP in 1907 at a speed of 113.612 kph. The car comes in kit form from a superb model maker in Turin who modelled it on the original in the Turin Museum. The kit has been unavailable for three years and we have just managed to obtain a small quantity, when these have gone there may be no more. Features – 823 parts in steel, iron, copper, leather, rubber, aluminium, brass and high impact plastic. Working suspension, working steering, working tappets, fully detailed fuel, ignition, brake systems. Fully detailed instruments, working chain drive – fully detailed easy to follow instructions and plans. Available from stock at £43 post free UK, post in Europe. Also still available 1/8 scale 1932 Alfa 8C Spyder £65; 1931 Alfa 8C Monza racer £55; 1932 Rolls-Royce Phantom Sedance drophead coupe £85 and coming in the autumn Mercedes 500K superhcarged app £85 – order now with £25 deposit.

Available again our fully illustrated kit catalogue 30p; owr own model car magazine "Four Small Wheels" 30p single copy or £2.40 annual sub gives full details of all ready made and small scale kit models.



JUST arrived. 1/16 scale 1939 Jaguar SS kit. Pictured above is our sample which took eight hours to build. Features working steering, detailed engine, hinged bonnet, tonneau or hood, detailed cockpit and seating, detailed dash, rubber type tyres, detailed suspension and transmission. £4.80 plus 30p post, packing and insurance. Kit seen and approved by at least one owner of an original SS!



PICTURED above our own new "Classic" series models. Left is our Aston Martin Zagato, right our 1953 Porsche Le Mans Coupe. Both come in simple, metal 1/43rd scale kit form and can be built in one evening if you're short of time. Both have full plans and instructions so even a newcomer to model building can make a good job of them – easily. They cost £3.30 each plus 20p post etc. Also available Allard J2, Lotus Elite, Ferrari Breadvan, Mercedes 196, Aston DBR1/300, Tyrrell 006, Aston Martin Ulster, Frazer Nash Le Mans Replica, 1957 Le Mans D type – all £3.30 plus 20p post (covers up to 4 models 5p each thereafter – full illustrated metal kit list and building hints sent with each).

Write, phone or call, can take 'phone Barclaycard, Eurocard, Mastercharge or Access orders, can also take mail orders using any of the above.

Brian Harvey's
GRAND PRIX MODELS
173/175 Watling Street (A5 road)
Radlett, Herts, UK.
Tel: Radlett 7898
(Open 2 to 6 Mon to Fri. Wed; closed. Sat all day)

Buy it with your BARCLAYCARD

MOTOR INSURANCE

WE CAN OFFER YOU THE MOST COMPETITIVE INSURANCE AVAILABLE. THE CHART BELOW SHOWS WHAT YOU COULD PAY FOR FULLY COMPREHENSIVE COVER WITH MAXIMUM BONUS AND CLEAN RECORD. AGED OVER 30

CAR	Rural	London
MINI, ESCORT, 1100, FIAT, DAF, HERALD	£13	£22
CORTINA, AVENGER, MARINA, VW	£15	£26
ROVER, TRIUMPH, CAPRI GT, JAGUAR	£21	£38
SPITFIRE, COOPER, MIDGET	£26	£41
ALFA ROMEO, BMW, MERCEDES, MGB	£42	£64
LOTUS, TVR, TR6, E-TYPE, HEALEY 3000	£60	£89

WE SPECIALISE IN SPORTS CARS AND PROBLEM CASES
WE ARE ABLE TO QUOTE ON ANY CAR NOT LISTED ABOVE

BEFORE YOU RENEW YOUR PRESENT POLICY COMPLETE THE FORM BELOW AND YOU WILL RECEIVE BY RETURN THE BEST COVER AT THE MOST REALISTIC PREMIUM, OR TELEPHONE FOR AN INSTANT QUOTATION.

Name..... Age..... Nationality.....
Address .....
Occupation..... *Full/Prov. Lice. No. Years.....
Make of Car..... Model..... C.C.....
Year..... Value..... *Garaged. Yes/No
Cover required : *Comp. / Third Party Fire & Theft / Third Party.
Drivers : *Owner Only / Owner and Wife / Any Driver.
Used for : *Social and Pleasure / Business / Commercial.
I am entitled to.....years No Claim Bonus.
Details of any convictions or accidents :.....
* DELETE AS NECESSARY AND POST TO

HAMPTON INSURANCE BROKERS

ASHLEY ROAD HAMPTON MIDDLESEX TEL 01-979 9998/9
OFFICE OPEN DAILY 9 am - 6 pm SATURDAY 10 am - 1 pm
TERMS AVAILABLE

Agents for B.I.A. COMPANIES & AT LLOYDS

TERMS AVAILABLE

NO RUBBING DOWN · NO PRIMER · NO PREPARATION!

HOW Brush-On HAMMERITE

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



R.A.C. Rally used on 3 works cars

CHIP RESISTANT FINISH FOR



COMMERCIAL VEHICLES

Smart dirt repellent finish for Trials Bikes



HM GOV'T TEST REPORT; 'Does all makers claim' Perfect UNDERBODY SEAL & Anti-Corrosive
8 SUPERB COLOURS!

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

SUPER HIGH GLOSS FINISH on CARS, M'CYCLES, VANS, Etc.

FAR TOUGHER than Manufacturer's Original! 8 COLOURS (LISTED ABOVE)
Outside test panels still glossy after 6 yrs! USERS REPORT: "Quality of finish most amazing." "Best finish ever had." "Wonderful! All the ad. says." A SUPER UNUSUAL FINISH ON LARGEST CAR—IN 60 MIN. Makes car bodywork m'cycles like NEW! Min. preparation. No u/coat. Covers scratches; fibre-glass. No rain spots. EASY with spray-gun (not supplied). Absolutely superb finish! Dries smooth, even gloss. Send for SPRAY KIT ½ gall. Hammerite & ½ gall. Special Fire-proof thinners—inc. full instructions. ONLY **£8.35 + 28p p/pk.** State col. SAME DAY despatch.

PROTECTS MACHINERY · ENGINES · HEATERS (Stands 300°F) ANY SURFACE

HAMMERITE—"HAS PROVED EVERY BIT AS GOOD AS CLAIMED" *Car Conversions* **"FINISH TOUGH & GLOSSY"** *Autocar*. HAMMERITE (high gloss) HAMMERED ENAMEL protects against oil, acid, water. Surface finish acts like a non-stick pan. Simple wipe clean renews gloss of tough metallic finish. **One brushing** protects heaters (stands 300° F.) engines, all types of machinary, boat trailers (resists sea water & abuse). **Use on any surface. TRIAL OFFER:** 250 ml (.44 pint) TIN incl. HAND BRUSHED col. samples! Full info all uses (does car wheels or complete m/cycle). State colour. Immed. despatch. **Send 79p+13p p/pk., VAT PAID** (Quantity reductions)

TRIAL OFFER

POST COUPON NOW!

Quan.	Descript'n	Col.	Price

Encl. CHQ./M.O./P.O./Cash £.....
Name .....
PRINT CAPS
Address .....
..... Code.....

FINNIGANS LTD. (MS) Eltringham Wks. PRUDHOE Northumberland Ph. 0661-32411
Regd. Office No. 354 180 (London)

BRIDGE MOTORS LTD
AUDI NSU

LARGE SELECTION OF NEW AUDIs IN STOCK

1964 BENTLEY S3. Flying Spur four door Continental by Mulliner Park Ward. 14,000 miles completed from new. In Caribbean blue with white hide trim (specimen).

1972 CAPRI 3000E. Metal sunroof, radio/stereo, low mileage, excellent condition throughout **£1195**

1972 TRIUMPH SPITFIRE. Maroon, soft top, low mileage. **£750**

1969 JAGUAR E TYPE Mk II f.h.c. w/w, sun roof. **£1,175**

Mercedes 350 SL. Soft and Hard top, finished metallic Colarado. Black top, radio/stereo, 73 M registered, this vehicle has only covered 3,500 miles. Superb condition. £6,995

BMW 3.0 CSL, finished in Inka, radio/stereo, usual extras, offered at **£4,650**

1973 TOYOTA CELICA ST. 5 speed box, metallic blue, all usual extras, superb condition throughout **£1,195**

1974 AUDI 80 G.L. AUTO with BLUE VELOUR radio/stereo all usual extras £1875

1973 DATSUN 2000L SALOON. Manual, sun roof, 14,000 miles, metallic blue, all usual extras. **£1,375**

1972 ALFA ROMEO 2000 SALOON. 25,000 miles, dark blue, beige trim, radio. **£1,450**

1971 B.M.W. 2500. Manual power low mileage metallic silver radio. £1950

1971 TRIUMPH 2.5 P.I. ESTATE AUTO. white, 17,000 miles, 1 owner, mint condition, all extras. **£1,399**

1974 AUDI 80 LS. Manual, 4,000 MILES, CORAL with BAMBOO VELOUR trim. **£1,575**

1970 JAGUAR XJ6 2.8 AUTO POWER. Beige, vinyl roof, radio, low mileage, excellent condition. **£1,399**

SPECIAL OFFER

NSU R080. UNREGISTERED on the road, for only £2,999. Recommended retail price £3,596.

354 Forest Road Walthamstow E17 Telephone 01-520 6717/8

All vehicles can be DEMONSTRATED anywhere in the U.K.

The Out-Performer

Just because you're a family man with a family saloon, you don't have to resign yourself to boring motoring. Far from it. SAH have a selection of 5 stages of tune and over 1,500 built-on accessories that are guaranteed to give even the humblest car in the Saab or Triumph ranges real thoroughbred performance. What's more, first stage tunes start from as little as £50.

GET THE POWERFUL FACTS NOW from the PERFORMANCE SPECIALISTS!



Fill in this coupon (BLOCK LETTERS PLEASE) and send with 15p P.O. for catalogue and price list of all conversions and accessories.

MAKE..... MODEL.....

NAME .....

ADDRESS .....

.....

SAH Accessories Dept. MS4 Leighton Buzzard, Beds.
Tel: Leighton Buzzard 3022.

GS LOTUS CENTRE

COME AND TEST DRIVE THE NEW LOTUS ELITE

New Cars in Stock

Lotus + 2S 130/5 finished in black with oatmeal interior, alloy wheels, five speed box. One of only nine all black.

Lotus + 2S 130/4 finished in Roman Purple with oatmeal interior, sundym glass, alloy wheels.

Lotus Europa Special finished in Roman Purple with oatmeal interior, alloy wheels, five speed box, sundym glass.

Used Cars in Stock

1973 Lotus Europa Special finished in black/gold with oatmeal interior, alloy wheels **£2,300**

1972 Lotus Europa Twin Cam finished in yellow with black interior, alloy wheels, sundym glass **£1,750**

1971 Lotus Europa Twin Cam finished in green with black interior, wolfrace wheels **£1,695**

1971 Lotus Europa Twin Cam finished in red with black interior, cosmic wheels, sunshine roof, radio **£1,695**

1971 Lotus Europa S2 finished in black/gold **£1,1375**

1970 Lotus Europa S2 finished in yellow with black interior, low mileage **£1,295**

1972 Lotus Seven Big Valve finished in red, low mileage **£1,350**

1973 Lotus Elan +2S 139/4, finished in blue/silver **£2,800**

1972 Lotus Elan +2S 130/4, finished in blue/silver **£2,400**

1973 Lotus Elan + 2S 130/4, finished in yellow with oatmeal interior **£2,800**

1972 Lotus Elan +2S 130/4, finished in orange/silver **£2,200**

1969 Lotus +2S, finished in yellow **£1,600**

1968 Lotus +2, finished in white **£1,395**

1969 Lotus Elan S4 F.H.C., finished in green **£1,125**

1968 Lotus Elan D.H. SE, finished in yellow **£1,100**

Demonstration Cars of all models available to test drive.

Come and see the largest exclusive Lotus dealership in the world

We only sell and service Lotus cars

3 months 3,000 miles parts and labour written warranty on all used cars.

81 Two Mile Hill, Kingswood, Bristol. Tel. Bristol 679466.

TRIM YOUR CAR



-with our expert advice

CAR-TRIMMING & UPHOLSTERY MATERIALS

We are providing a unique service for both modern and vintage car owners in that we stock all necessary materials and fitting accessories supported by expert advice.

Guide to our range of fabrics and fittings.

LEATHER HIDE - HEADLININGS - CARPETING LEATHERCLOTHS - UPHOLSTERY FABRICS - HOODINGS - FASTENERS.

SPECIAL SERVICE. Components made to pattern. Hood frames and side screens remade.

COMFORT ACCESSORIES. Exclusive car seat covers in fabrics, sheepskin, transparent plastic, car rugs, lap rugs, cushions and super gifts. Ask for separate brochure.

Please write for price list, enclosing 3½p stamp.

CREECH COACHTRIMMING CENTRE

SHOP 67 High Street, South Norwood, London SE25. Tel. 01-653 3664.

WORKS 3 Wheathill Road, London SE20 7XQ. Tel. 01-778 7296.

WORLD WIDE CAR SHIPPING

transcar

Specializing in both Trade & Privately Owned Vehicles

Shipments arranged anywhere in the U.K. or Europe

Complete Storage & Preshipment Preparation Facilities

European Wide "Transporter" Network

Comprehensive Marine Insurance

Details and Brochure on Application to:

transcar

15/16 Newman Street London W1P 3HD

Tel: 01 580 1408/2225 Telex: 22716

Geneva	Frankfurt	Paris
Tel: 45 31 40	Tel: 2051	Tel: 704 42 84

SPORTS CAR INSURANCE

We are a Company formed with the intention of keeping Sports Car Premiums to the minimum *BUT* at the same time provide extensive cover.

If you own a sports car or intend purchasing one we ask you to contact us for a quotation. We feel sure you will be satisfied.

- LOWEST RATES AND SECURITY
- EASY INSTALMENT PLAN
- A POSSIBLE 70% BONUS
- SPECIAL POLICIES FOR NEARLY ALL MAKES OF SPORTS CAR
- YOUNG AND CONVICTED DRIVERS ARE CONSIDERED AT REALISTIC PREMIUMS

IMMEDIATE TELEPHONE QUOTATIONS

01 - 889 3434

WE ARE THE

SPORTS CAR INSURANCE SPECIALISTS

If you require a written quotation (no obligation) please complete the form below and post to us for details of your premium and the instalment plan.

NAME..... AGE:.....YRS..... MONTHS

ADDRESS .....

..... OCCUPATION.....

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

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

CC..... YEAR..... VALUE £.....

CAR GARAGED: YES/NO

I REQUIRE COMPREHENSIVE/THIRD PARTY ONLY/THIRD PARTY FIRE & THEFT WITH/WITHOUT PASSENGER COVER.

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

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

PLEASE DELETE WHERE INAPPLICABLE MS 19

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

POST TO

SPORTS CAR INSURANCE SPECIALISTS LTD.

201, GREEN LANES, PALMERS GREEN, LONDON, N13 4UH

S. H. RICHARDSON & SONS LTD.

THE 'MG' SPECIALISTS

URGENTLY REQUIRED. ALL MG's. 1973 BACK TO 1930. IMMEDIATE CASH OFFER OR FREE SERVICE AVAILABLE FOR COMMISSION SELLING. ALSO REQUIRED ANY SPORTS VEHICLES FOR SALVAGE OF SPARES.

STAINES 55388

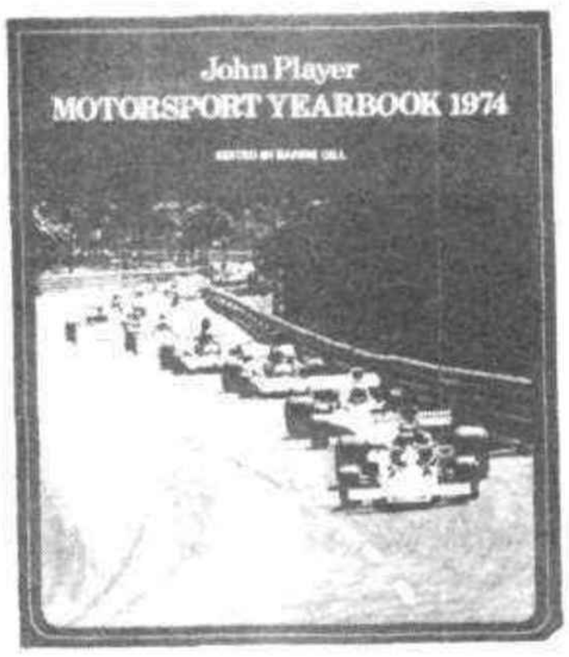
MOOR LANE, STAINES, MIDDX. 5 MINS (APPROX.) M3, M4, A30, LONDON AIRPORT.



Taken at our Staines branch

MG's WANTED MG's

The successful formula



Queen Anne Press are pleased to launch their two motor sport titles for 1974 — the third edition of the highly praised *John Player Motorsport Yearbook* and the new *Machines & the Men*.

Edited by Barrie Gill, the John Player Motorsport Yearbook 1974 gives full coverage of motor sport in 1973, including every Grand Prix, all the other formulae, saloons, rallying, and much more besides. There are statistics in abundance, a special article on Jackie Stewart, and a colour feature on the cars at Donington. In all, a compact, comprehensive, and accurate companion volume for the enthusiast.

360 pages, plus 16 pages of colour. Fully illustrated. £2.00.



Machines & the Men is the latest title in the expanding range of Playfair paperbacks. Written by Andrew Marriott and Anna O'Brien, this fascinating book takes a close look at motor racing and all involved in the sport—the masters, the managers, the mechanics, the machines. A complex and dangerous sport, and Machines & the Men gives an insight into what makes it all happen.

144 pages, plus 8 pages of photographs. 45p

Available now wherever books are sold, or from
Cash Sales Office Futura Publications Ltd. 49 Poland Street London W1A 2LG

PLAYFAIR CP3

MAIL ORDER TODAY — MOTOR BOOKS & ACCESSORIES

Personal Shoppers Welcome

33(MS) ST. MARTIN'S CT. ST. MARTIN'S LANE LONDON WC2N 4AL phone 01-836 5376

New Books

The Complete Catalogue of British Cars (From earliest beginnings to present day)	£7·40
Bristol Cars and Engines by Setright	£6·85
Stand on It a Novel by Stroker Ace	£3·35
The Indianapolis '500' 1973 Yearbook	£1·85
Cycle World 1974 Road Test Annual	90p
Road & Track Buyers Guide 1974	£1·10
The Boonie Book - How to ride the dirt, take care of your bike and yourself	£2·70
I.S.D.T. '73 (The Olympics of Motorcycling)	£6·80
The Speed Merchants	£7·10
Runabouts and Roadsters - (Collecting & Restoring Special Interest Cars)	£7·10
Wheels of London - The Story of London Street Transport	£15·50
Ride And Stay Alive	£1·55
BMW 500-750cc Twins Manual	£3·15
Basic Automotive Tune-up & Test Equipment	£1·70
Motorcycle Buyers Guide 1974	£1·20
L'Année Motocycliste 1973	£6·00
Quai de Javel Quai André Citröen (A fabulous illustrated book - 440 pages 300 photos - with a little french text)	£11·10
Freewheeling - The Bicycle Camping Book	£3·00
The Loner - The Story of (Tony Nancy) A Drag Racer	£3·35
Castrol Rally Manual 3	£2·45
British Armour in Action	£1·65
Armour Camouflage & Markings North Africa 1940-1943	£2·80
Badges & Insignia of the British Armed Forces	£21·90
Ballantine's Illustrated History of the Violent Century	
Poison - Bloodiest Victory	85p
Hitlers Bodyguards - SS Leibstandarte	85p
Kenn Kenworth Trucks 1915-1955	£3·00
GMC Gems 1900-1950	£3·00
Clean to the Finish - How to ride Trials - with Sammy Miller	£2·10
MG Sports (4 Cylinder Thoroughbreds from Abingdon)	95p
Romance of Renault (Late July)	£12·95
L'Art et L'Automobile Not in stock	£25·50
OBTAINABLE TO SPECIAL ORDER	
The Jensen Healey Story	£3.85
The Vintage Alvis (*Reprint*)	£6.85
Fiat by Sedgewick	£5.30
British Sports Cars Since the War	£2.75
Grand Prix Guide 1974	£1.80
Motor Cycle Racing Guide 1974	£2.35
Porsche Cars 1953-56	£1.35
Mack! The Greatest Name in Trucks	£7.30
Motor Cycle Tuning for Performance	£2.65
How to Win Motocross	£2.65
World Cars 1974	£6.85
Gas Flow in the Internal Combustion Engine	£8.75
Bugatti - (*Third Edition*)	£6.25
Ferrari by Tanner - (*Fourth Edition*)	£7.25
Alfa Romeo - Milano Illustrated Story of Alfa Romeo	£5.80
Silverstone - The Story of Britain's Fastest Circuit	£3.20
Rallying to Win	£3.65
International Catalogue of Utility Vehicles 1974	£5·00
The Making of a Winner - Porsche 917	£3·50
Chrysler's Wonderful Woodie	£6.25
American Funeral Cars & Ambulances	£8·00
Thunderbird - An Illustrated History of the T-Bird	£8·00
Chassis Tuning by Norkyn	£1·50
Competition Setup - A Chassis Adjustment Analysis	£6·00
John Player Motor Sport Year Book 1974	£2·25
Second Vintage Motorcycle Road Tests	£1·95
Basic Automotive Tools & How to Use Them	£1·75
Brooklands and Beyond	£4·00
Bikes at Brooklands	£4.45
Norton Motorcycles 1928 to 1955	£1·00
Vincent-HRD Motorcycles 1947 to 1955	£1·00
Velocette Motorcycles 1925 to 1940	£1·00
BSA Motorcycles 1935 to 1940	£1·00
Historical Transport 1974	60p
Autocar Road Tests Book 9 Small Family Saloons	60p
Autocar Road Tests Book 10 - 2 Litre Saloons	60p
B.M.W. Portrait einer grossen marke	£4·70
Cars in Profile - Collection No. 1	£4·80
Cars in Profile - Collection No. 2	£4·80
Encyclopaedia of Auto Racing Greats	£9·55
Riley - The Production & Competition History of pre-1939 Riley Motor Cars (*Incl. Ed.*)	£5·15
Grand Prix Ferrari by Pritchard	£5·85
Rochester Carburettors	£2·50
Observer Book of Automobiles 1974	70p
Buses and Coaches from 1940	£1·70
British Cars of the Early 40's	£2·70
British Cars of the Late 40's	£2·70
American Car Spotters Guide 1940-1965	£3.20
Fire Engines in colour	£1.95
The Classic 50's (U.S.)	£1.50
The Roaring 20's (U.S.)	£1.50
Africa On Wheels (The Scroungers Guide to Motoring in Africa)	£2.15
Grand Prix Champions	£3.45
Packard - Advertising Highlights	£2.28
Design of Racing Sports Cars - Colin Campbell	£2·70
The Guinness Guide to Formula 1 Motor Racing	£5·30
Ferrari - Sports & G.T. Cars (*New Edition*)	£12·30
Racing Car Year 1973	£3·15
A Source Book of Passenger Vehicles	£1·05
British Leyland Minis - Maintenance Tuning and Modification	£3.15
Paterson's Complete Ford Book No. 3	90p
Basic Bodywork and Painting No. 3	90p
Motorcycling's Golden Age of the Fours	£3.10
Instruction Manual for the MG Midget TA & TB (Reprint of Original)	£3·40
The 'T' Series MG	£4·60
MG TC Service Parts List	£3·20
Rallying (Revised 5th Edition)	£1·95
Fairground and Circus Transport	£2·15
The Ferrari	£5.90
Vintage Cars by Posthumus	£1·70
The World of the Automobile	£5·30
Hell Raisers (Motorcycle Racing in the 60's)	£3·05
Autocourse 73-74	£4·70
Motor Racing Year 1974	£1·95
Story of the Triumph Sports Car	£3·95
How to Modify Datsun 510/610/240Z Engines & Chassis	£2·45
Automobiles & Automobiling (previously The Age of Motoring) Cheap Edition	£7·35
The Cuneibuilt Packard	£5·45
British Lorries 1900-1945	£3·25
The Grand Prix - by Setright	£6·95
Passenger Vehicles 1893-1940	£2·15
Porsche Sport 1972	£2·38
Complete Encyclopedia of Motor Cars	£9·95
Castrol Racing Drivers Manual	£2·45
Motor Road Test 1973	£1·75
The Amazing Sports Car Journal	£1·65
Racing Car Design & Development - Len Terry & Alan Baker	£4·75
The Last Season - The Life of Bruce McLaren	£4·05
Famous Racing Motorcycles (*Reprint*)	£1·10
Built for Speed (*Reprint*)	£1·10
Brooklands Grand Prix	£1·60
The Story of the London Bus	£2·40
The London Motorbus - Its Origin & Development	£2·70
Racing Motorcycles	£1·50
The Jaguar Tradition	£4·75
70 Years of Buick	£8·00
Stromberg Carburettors	£1·95
Bosch Electrical Systems	£1·05
Flying on the Ground - (Filmgold)	£3·15
Rolls-Royce Alpine Compendium 1913-73	£3·70
Cadillac - Standard of the World The Complete 75 Year History	£9·00
Corvette - America's Star Spangled Sports Car	£8·00
British Cars of the Early Thirties 1930-34	£1·95
British Cars of the late 30's 1935/39	£1·95
The Theory & Practice of Cylinder-head Modification	£1·65
Porsche (Motorbooks Library)	£2·85
The Motor Sport Book of Dunnington	£1·10
Challenge Me The Race - Mike Hawthorn	£2·95
How to Select & Maintain Your Trial Bike	£2·40
Studebaker	£1·50
Lincoln	£1·50
Buick	£1·50
Tuning Lucas Ignition Systems	£1·10
The Racing Porsches - Paul Frere	£4·45
Jaguar by Lord Montague (U.S. Edition)	£7·35
Private Motor Car Collections of Great Britain	£4·75
The MG Story	£2·70
The Second James Flood Book of Early Motoring	£14·50
Fangio Edited by Denis Jenkinson	£3·25
Monza 1922-72	£5·60
Period Cars	£4·30
Commercial Vehicles of the World	£3·20
Vintage Motorcycle Road Tests No. 1	£1·60
The Auburn Story	£1·40
Packard 1899-1942	£1·50
Adventures of a Vintage Car Collector	£4·75
M.G. 'N' Type Magnette Instruction Book	£2·90
M.G. 'J' Type Magnette Instruction Book	£2·90
M.G. 'P' & 'PB' Type Magnette Instruction Book	£2·90
Castrol Motorcycle Racing Manual	£1·65
The Austin Seven List of Spare Parts	85p
Model 'A' Henry's Lady	£9·35
The Complete Book of Pickups and Vans	80p
Fourwheel Drive Handbook	£1·65
Automobile Tyres	£3.40
The World Champions - Farina to Fangalbi	£3·40
Peking to Paris (*Reprint*)	£5·25
The Great Racing Cars & Drivers (240 photos, 112 in colour)	£3·20
The Ford Escort and Rallye Sport	£2·95
Hailey Carburettors	£2·70
The Encyclopaedia of Motor Racing (*2nd edition*)	£3·25
Tuning SU Carburettors (*2nd Edition*)	80p
Weber Carburettors - 1. Theory	80p
Weber Carburettors - 2. Tuning & Maintenance	80p
A History of the London Taxicab	£3·10
Jo Siffert	£2·95
The Austin Seven - Wyatt (*Reprint*)	£3·10
The Motorcyclists Encyclopaedia	£1·10
Volkswagen for the Wermacht	£3·15
Driving in Competition (USA)	£3·20
A Brief Guide to Rolls-Royce and Bentley Cars 1925-1965	£1·60
A Source Book of Military Wheeled Vehicles	£1·05
Passenger Cars 1915-23	£1·40
Ford V8 Service Bulletins 1932-37 (Inc. Model 'B' 4 cyl.)	£3·65
Ford V8 Service Bulletins 1938-40	£3·25
Lorries, Trucks and Vans 1897-1927	£1·65
Car Service Data (from 1957)	£1·85
Automobile Quarterly Annual Subscription £12·00	
Automobile Quarterly Vol. 12 No. 2	£3·30
All Back Issues Each	£3·30
The Motorists Bedside Book	£2·15
Castrol Rally Manual 2	£1·60
Briggo - Barry Briggs-Speedway Champion	£2·15
The Magic of MG	£4·75
Sports Car Championship	£3·45
A History of Motor Racing	£4·25
The Motor Sport Book of The Austin Sevens	80p
The Wankel Engine by Norbye	£5·60
Automobile Quarterly's World of Cars Over 200 of the world's most beautiful, exciting & interesting cars, in colour	£10·95
The Observers' Military Vehicles Directory from 1945	£2·70
Earth-Moving Vehicles	£1·65
Wreckers and Recovery Vehicles	£1·65
The Rolls-Royce Motor Car	£6·80
The Story of The MG Sports Car - Wilson McComb	£3·50
Riley Maintenance Manual 1930-1956	£4·00
Racing & Sports Car Chassis Design	£4·25
The Daimler Tradition	£6·35
The Mercedes-Benz Racing Cars	£10·95
Faster! - Jackie Stewart & Peter Manso	£2·70
Oldsmobile - The First Seventy-five Years	£2·80
S. U. Carburettors - Servicing, Function and Tuning	£1·28
Fire-fighting Vehicles 1840-1950	£1·70
Sixty Years of Chevrolet	£8·00
The Ford V8 Affair	£9·35
Rolls-Royce, The Living Legend	£4·75
The Magic of a Name	£5·90
Air-Cooled Automotive Engines	£8·35
How to Hot-Rod Small Block Chevy's	£2·70
The Manual of Car Electronics	£3·75
Automobile Radio Interference Suppression	£1·25
60 Vetture ai Raggi X (Essentially 100 pages of fine cutaways of Italian high performance cars over the years)	£5·25
The Rally Handbook - Hudson-Evans	£3·45
American Automobile - Ralph Stein	£6·70
The Story of Lotus 1947-1960	£2·40
The Story of Lotus 1961-1971	£4·30
Road Racing 1936 by Chula	£2·95
Bits and Pieces by Bira	£2·95
Full Throttle by Birkin	£3·20
Post-War British Thoroughbreds - Their Purchase and Restoration	£3·75
Essentials of Upholstery and Trim for Vintage and Classic	£3·90
Early Motorcycles - Construction, Operation, Service	£2·80
Super Bike Road Tests	£1·80
How to select and install Turbochargers	£2·70
The American Car since 1775 (Automobile Quarterly)	£8·00
From Here to Obscurity - An Illustrated History of the Model T Ford 1909-1927	£9·35
Motor Racing - The Grand Prix Greats	£2·15
The Model Ford 'A' 'As Henry Built It'	£5·95
Fifty Years of Lincoln Mercury	£6·60
Scientific Design of Exhaust & Intake Systems	£3·85
The Observer Book of Commercial Vehicles	50p
When the Flag Drops - Jack Brabham	£2·65
Racing Cars in colour	£1·60
Jochen Rindt - The story of a Champion	£2·90
Cars of the World - School	£1·95
Wheels at Speed by Chula	£2·95
Wheelspin by May	£2·95
Such Sweet Thunder - The story of the Ford Grand Prix Engine	£2·70
Antique Auto Body Decoration for the Restorer	£1·95
Antique Auto Body Accessories for the Restorer	£1·95
Antique Auto Body Brass Work for the Restorer	£1·95
Antique Auto Body Woodwork	£1·95
Antique Auto Body Leatherwork	£1·95
Antique Auto Metalwork	£1·95
Antique Auto Body Top Work	£1·95
Restoration of Vintage, Thoroughbred Cars	£2·70
Design & Tuning of Competition Engines	£5·15
The Rover	£3·70
The Chequered Year - The story of a Grand Prix racing season	£1·05
Steam Cars 1770-1970	£3·30
Sports Car & Competition Driving - Paul Frere	£2·75
Porsche Story (2nd edition)	£3·20
Georges Roesch and the Invincible Talbot	£5·50
Handbook of the Austin Seven	30p
The Theory & Practice of High Speed Driving	£1·55
The Mighty Mercedes	£4·75
The World's Racing Cars	£1·80
25 Alfa Romeo Road Tests	£2·75
23 Mercedes Benz Road Tests	£2·50
14 BMW Road Tests	£1·50
32 Fiat Road Tests	£2·90
17 Datsun Road Tests	£1·60
26 Jaguar Road Tests - 'Road & Track'	£2·75
15 Ferrari Road Tests - 'Road & Track'	£1·75
26 Porsche Road Tests - 'Road & Track'	£2·75
24 MG Road Tests - 'Road & Track'	£2·50
15 Corvette Road Tests - 'Road & Track'	£1·75
Passenger Cars 1905-1912	£1·35
Advertising and the Motor Car - (Reduced)	£3·25
Specials - J. Bolster (Reprint)	£2·95
American Cars of the 1930's	£2·10
American Cars of the 1940's	£1·95
American Cars of the 1950's	£1·95
The Light Car: Technical History of Cars with engines of less than 1600cc	£1·40
The Racing Driver - Denis Jenkinson	£3·25
How to Hot Rod Volkswagen Engines	£2·70
History of the Motor Car	£5·50
Land Speed Record - Postumus	£4·75
Motoring through 'Punch' 1900-1970 Edited by Brookbank	£2·35
Automobile Design - Great Designers and their Work - by Barker & Harding	£2·35
The Custom Body Era (USA)	£10·35
The Jeep	£1·65
Half Tracks	£1·65
The 1930 London Motor Show & Paris Show	£4·25
The Racing Sports Car	£2·40
Motor Body Repairing & Refinishing	£2·00
L'Histoire Illustree du Grand Prix de Salons 1934-54	£6·95
A History of Motor Sport in Ireland 1903-1969	45p
How to Start Motor Racing	£1.15
The Record Breakers - Leo Villa	£2·25
Illustrated History of the Ford 1903-1970	£8·00
What's it Like Out There Andretti	£2·70
Packard - A History in Ads.	£3·25
Competition Cars of Europe	£1·88
Glass Fibre Autobody Construction Simplified	£1·95
Life at the Limit - Graham Hill	£2·70
Le Grandi Alfa Romeo - Fusi	£11·65
Cars of the 1930's - Sedgewick	£3·75
The Model T Ford Owner (The best of Murray Fahnestock)	£2·80
History of the World Sports Cars	£3·75
History of the World Racing Cars	£2·65
Il Museo Dell'Automobile Torino	£4·25
The Cars of Kings - The Mercedes 'K' & 'S'	£6·40
Those Elegant Rolls-Royce	£5·75
Rolls-Royce The Elegance Continues	£5·75
Illustrated History of the 'Thirties	£4·00
Lagonda in the Thirties	£1·30
Alvis in the Thirties	£1·30
Norton Story	£2·95
The Fabulous Porsche 917	£2·90
Bantam Jeep BRC	£2·80
Ford Jeep GP	£2·80
Willy's Jeep MA	£2·80
The Military Jeep Complete Service Book (Willys MB, Ford GPW)	£3·90
MG Midget TC Handbook	£1·35
MG Midget TD Handbook	62p
MG in the Thirties	£1·05
M.G. Cars 1929-34	£1·30
M.G. Cars 1935-40	£1·30
M.G. Cars 1940-47	£1·30
M.G. Cars 1948-51	£1·30
M.G. Cars 1952-54	£1·30
M.G. Cars 1955-57	£1·30
M.G. Cars 1957-59	£1·30
MG Cars - The Early Years	£1·30
Riley Cars 1932/35	£1·30
Riley Cars 1936-39	£1·30
Riley Cars 1940-45	£1·30
Riley 1945-50	£1·30
Jaguar & SS Cars 1931-37	£1·30
Jaguar & SS Cars 1937-47	£1·30
Jaguar Cars 1948-51	£1·30
Jaguar 1951-53	£1·30
Jaguar Cars 1954-55	£1·30
Jaguar Cars 1955-57	£1·30
The Grand Prix Car 1954-1966 - Setright	£7·60
British Racing Green	£3·15
W.W.II Jeep Handbook & Repair Manual	£2·75
Motor Cycles - A Technical history	95p
Motor Cycle Cavalcade - The history of the Motor Cycle 1884-1950 (Reprint)	£2·85
Porsche - Pritchard	£2·25
A Pictorial Survey of Racing Cars 1919-1939	£3·30
The Sports Car - new 3rd edition	£2·25
Il Tridente - Storia della Maserati	£3·75
High Speed Internal Combustion Engine	£7·80
The Art, Technique of Driving - Pat Moss Carlson	£1·63
Valve Mechanisms For High Speed Engines	£4·80
The Leyland Papers	£2·95
The Mercedes-Benz Story	£3·20
Healeys & Austin-Healeys	£4·50
McLarens, The Man, the Cars & the Team (*U.S. edition - more photos & models 1973 cars*)	£4·00
The Complete Book of Building & Collecting Model Automobiles	£9·30
Morgan 1936-60 (4 Wheelers)	£1·35
The Inside Story of the Fastest Fords	£3·75
Expert Driving the Police Way	£1·63
Car Badges of the World	£1·68
Prototype 1968-70 - A detailed analysis of the World's leading Racing Cars	£2·40
Vintage Years at Brooklands - Photo record of motorcycle racing at Brooklands Dr. J. Bayley	£5·50
The M.G. Companion	£1·38
The 1100 Companion	£1·38
Volkswagen Nine Lives Later	£4·75
Scammell Vehicles	£1·65
Grand Prix Bugatti	£3·70
Das Grosse Bugatti Buch	£4·75
The Fun of Old Cars	£5·90
The Jaguar Story	£2·75
The Alfa Romeo Story	£2·75
Bentley - 50 years of the marque	£5·75
Bentley 1919-1929	£1·85
Bentley 1929-1934	£1·85
Bentley 1934-1939	£1·30
Bentley 1940-1945	£1·85
Bentley 1945-1950	£1·30
Rolls Royce 1930-1935	£1·30
Rolls Royce 1935-1940	£1·30
Rolls-Royce 1940-1950	£1·85
History of Brooklands Motor Course 1906-1940 (reprinted)	£2·75
Tuning Stromberg CD Carburettors	40p
The Sports Car Engine - It's tuning & modification	£2·50
Valve Timing for Maximum Output	40p
Racing Engine Preparation	£1·10
Tuning BMC Sports Cars	50p
Tuning Four-cylinder Fords (from 1959)	£1·65
Tuning Standard Triumphs up to 1300 c.c.	50p
Tuning Standard Triumphs over 1300 c.c.	£1·65
The Modern Steam Car and its Background	95p
Steam Car Scrapbook	95p

WORKSHOP MANUALS

Don't be confused by some of the advertising that you see - those are almost certainly not the official manufacturers' manuals. In most cases we can supply the REAL thing which has ALL the answers. They are, of course, more expensive, but with workshop labour charges at £2.50 to £3.00 per hour, it does not take much 'common' to see the sense of buying them.

Ask us if we can supply your manual.

BOOKS: Prices include postage, packing to Anywhere in the World.

We also now carry a wide range of Ballantine War Books in paperback (*Reprints of earlier books*)



NOT A VIBRATOR... but A GENUINE MOTOR DRIVEN HORN giving that WONDERFUL OLD FASHIONED SOUND.

12VOLT D C **£9.85** + 40p P&P

auto replicas

1/43 Scale



Die-cast kits for the connoisseur

ERA G.P.: Bc.Maserati
A.C. 289 Cobra:
Brescia Bugatti:
Healey Silverstone
Morgan Plus 8

all the assortment unpainted **£2.50** + 75p p.p.

WESTERN models 1/43 scale



DIECAST

MERCEDES 540K (1936)
LAGONDA RAPIDE (1937)
JAGUAR XK120 Coupe (1951)
BENTLEY 1937 Gurney Nutting Sports Coupe

£4·50 + 30pp

More to follow!



Italian WOLF WHISTLE

. . . a boot for the girls!

. . . a stopper for the thief!

The suction operated TECHNITOOTER gets you all the attention - operated from the dash - easily fitted by simple manifold connection. Fits all cars - no wiring or electric motors.

Fit now and have fun **£2.75** + 22p P&P

FANTASTIC POCHER 1/8 scale KIT



1931 8cyl. 2300 Monza Alfa Romeo

Incredible detail includes: WORKING DRUM BRAKES, PISTONS, CRANKSHAFT & SUSPENSION.

1452 parts built up as prototype - no glueing. A miniature engineering marvel.

£55.00 + 80p P&P

TOURING 1931 Grand Sport 2.3 Litre 8cyl ALFA ROMEO

PERFECT REPRODUCTION

1/8 Scale KIT



A NEW POCHER MODEL

A sporting model of fine detail, built from original designs supplied by Alfa Romeo. Over 1,800 parts from high resistance plastic, brass, stainless steel, leather, iron, copper, rubber, etc.

Working four-wheel brakes and steering, opening doors, bonnet and luggage rack. Crankshaft complete with rods & pistons. Headlamps are lit from dashboard.

Seats and trimming in real leather. Model comes complete with tool box.

£65·00 + 80p PP

WORKSHOP MANUALS

Don't be confused by some of the advertising that you see - those are almost certainly not the official manufacturers' manuals. In most cases we can supply the REAL thing which has ALL the answers. They are, of course, more expensive, but with workshop labour charges at £2.50 to £3.00 per hour, it does not take much 'common' to see the sense of buying them.

Ask us if we can supply your manual.

BOOKS: Prices include postage, packing to Anywhere in the World.

We also now carry a wide range of Ballantine War Books in paperback (*Reprints of earlier books*)

CONTACTLESS Capacitive Discharge Ignition Kit by Mobelec

also INDUCTIVE I Series



A complete range designed for:
Saloon Cars • Sports Cars • Club Racing & Rallying • Professional Competition • Commercial Vehicles • Marine Engines • Self Drive Hire Cars

Featuring:- Higher Engine Performance • Lower Petrol Consumption • Better All-Weather Starting • Smoother Idling • Reduced Maintenance • Improved Exhaust Gas Emission • Longer Spark Plug Life • Higher Electrical Efficiency • Maximum Reliability

With Mobelec's New E Series Contactless C.D. Electronic Ignition, there is no contact breaker - only a solid state triggerhead - which very simply fits in place of the contact breaker in your existing distributor.

MODEL E20 POS/NEG EARTH **£26.40**
Designed for G.T. type and higher performance 4/6 cylinder cars.

MODEL E40 POS/NEG EARTH **£29.70**
Designed for G.T. type and higher performance 6/8 cylinder cars.

MODEL 120 NEG EARTH. **£16.50**
This low cost system is designed for use on standard 4/6 cylinder motor cars.

E20, E40, 120, fit Lucas 4/6 cylinder distributors, other makes require adaptor plate £1.10

Also available for Contact Breaker Systems
MODEL C20 For most 4/6 cyl. cars.
NEG EARTH **£16.50** Plus coil

Optional Extras

Speed Limiter Version (Suffix SL)	£11.00
Marinized Version (Suffix M)	£11.00
Ruggedized Version (Suffix R) for Racing etc.	£3.30
High Tension Coil	£3.89
High Performance Racing/Rally Coil	£6.50
Tachometer Adaptor Units	£3.30

▶ STATE MAKE OF DISTRIBUTOR and NUMBER OF CYLINDERS

RIO VETERAN & VINTAGE CARS For COLLECTORS

1/43 SCALE

A RANGE OF BEAUTIFUL MODELS WITH IMPRESSIVE DETAIL - EVEN THE TYRES HAVE AUTHENTIC TREAD PATTERN!



Send for Full Colour Illustrated Catalogue 16p

Itala 1 Targo Florio 1906	£2.24			Rolls-Royce Phantom II 1931 (open or closed)	£3.25
Itala Peking 1907	£2.65	Fiat 60 h.p. 1908 (open or closed)	£2.65	Lancia Dilambda 1929 (open or closed)	£2.65
Fiat 501 sport 1919-26	£2.65	Fiat 24 h.p. 1906	£2.65	Lincoln Continental 1941 (open or closed)	£3.25
Fiat 501 torpedo 1919-26	£2.65	Fiat 12 h.p. 1902	£2.65	Duesenberg SJ 1934 (open or closed)	£3.25
Alfa Romeo P3 1932	£2.65	Fiat 24 h.p. limousine 1905	£2.65	Thomas Flyer 1908	£2.65
Fiat model 'O' 1912	£2.65	Bianchi landaulet 1905	£2.65	Bugatti 5000 cc. 1932	£3.65
Fiat model 'O' spider 1912 (open or closed)	£2.65	Mercedes Simplex 1929	£2.65	Super Fiat V-12 1921	£3.65
Isotta Fraschini type 8a 1924 (open or closed)	£3.25	De Dion Bouton 1894 (steam) with trailer	£3.65	Lincoln 1928 (open or closed)	£3.25
Bianchi landaulet 1909 (open or closed)	£3.25	Fiat 8 h.p. 1901	£2.65	Renault Torpedo 1923 (open or closed)	£3.06
Fiat 50B 1932-37	£2.65	Fiat 16/24 h.p. 1903	£2.65	Bugatti Royale saloon 1927	£3.65
Fiat type 2 1910-20	£3.25	Mercedes 6 cyl. 70 h.p. 1908	£2.65	Alfa ricotti 40/60 h.p. 1914	£3.25
Isotta Fraschini spider 1924	£3.65	Renault double sedan 1907	£2.66	Fiat 519 S 1923 (open or closed)	£3.06
Chalmers Detroit 1909	£3.06	Renault (Marne taxi) 1910	£2.65	Limousine	£3.06
Mercedes Benz 1909	£2.65	Bugatti Royale sports 1927 (open or closed)	£3.25		
Bianchi 16/20 1906	£2.65	Fiat 18/24 h.p. 1908	£2.65		
Alfa Romeo 6 cyl. 1922	£2.65	General grand prix 1902	£2.65		
Fiat autobus 1915	£4.49				
Mercedes 8 cyl. 1938 (open or closed)	£4.09				

+20p P.P.

BULL HORN



The horn that BELLOWS LIKE A BULL with a deep smooth rolling tone — lever controlled volume from a gentle whisper to an ear splitting roar.

12v. only **£12.84** +33p P&P

AUTO SYN

THE EASY TO USE SYNCHRON TESTER FOR ALL MULTIPLE CARBURETTORS



Twin Kits are MATCHED two single units will not give identical readings.

Push fit leaves hands free for linkage adjustment. Immediate indication without instrument adjustment. Large intake ensures accurate synchronizing from idling to full throttle without flooding.

Basic Twin Kit comprising two each of: instruments, standard plates and self supporting adaptor for carbs with ram pipes with ring set up to 2½" **£16·05** 35p P&P

Single Kit (one of each of above) **£8·70**

ROLLS ROYCE 1932 PHANTOM II Drop Head SEDANCA COUPÉ



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

£85.00 + 80p P&P

Tomorrow's Champion!



Kid today - champion tomorrow - and if you just can't wait for tomorrow, you can LOOK like your idol TODAY

from **£5.35** +30p P&P

In Cotton Drill. Quality junior overalls modelled on those of champions like Jackie Stewart, Graham Hill and Chris Amon. In 8 sizes

4-5yrs	£5·75	6-7yrs	£6·15
8-9yrs	£6·55	10-11yrs	£6·95
12-13yrs	£7·40	14-15yrs	£7·90
16-17yrs	£8·50		

All Prices +30p PP

Colours: Emerald Green, Cherry Red, Turquoise Blue, Mustard Yellow and Orange with ankles, cuffs & flashings in contrasting colours. Complete with woven car badge.

State size when ordering.

PU140 PORTABLE TEST/TUNE Unit



In one compact unit, this versatile device gives instant check on your car's electrics. It shows ■ charging rate ■ condition of points ■ ignition check ■ voltage output at coil - static & cranking ■ continuity checks ■ dwell angle ■ engine speed ■ battery & dynamo voltage.

You no longer need elaborate & pricey equipment. Complete with leather case.

£22.00 +44p PP

Chosen by MOTOR as one of the 'Top Ten' accessories for 1971

AIRCRAFT & ARMOUR BOOKS LIST. 12p (Refunded on orders of £2·50 or more)

WARNING ALL PRICES SUBJECT TO ALTERATION WITHOUT NOTICE

ALL PRICES INCLUDE VAT

PETROL MAY GO UP BUT YOUR INSURANCE COULD COME DOWN



We are a national firm of Brokers with many years' experience in placing both high performance and sports car risks which enable us to place your insurance at extremely competitive premiums. Why not find out how much we could save you by completing the coupon provided or phoning your local office for an immediate quotation. Premiums may be paid by Access, Barclaycard or by our own credit facilities.

HILL HOUSE (INSURANCE BROKERS) LTD.

LEWINS MEAD, BRISTOL BS1 2LL
Tel: (0272) 294971

16, Dingwall Road, CROYDON	Tel: (01-688) 2241
12, Park Road South, HAVANT	Tel: (070-12) 57981
60/62, London Road, KINGSTON-ON-THAMES	Tel: (01-546) 1430
St. John's House, Merrion Street, LEEDS	Tel: (0532) 40001
13/15, Stanley Street, LIVERPOOL	Tel: (051-236) 3482
12/14, Devonshire Row, LONDON	Tel: (01-247) 8311
32, Clayton Street West, NEWCASTLE	Tel: (0632) 26688

OFFICES ALSO AT:
Birmingham, Cardiff, Coventry, Leicester, Manchester, Romford, Southampton, Swansea, Watford & Wolverhampton, plus many others throughout the U.K.

Name..... Age..... Occupation(s).....
Address.....
Owner/Driver: Owner & Wife: Named Drivers: Ages (1)..... (2)..... (3)..... Private/business use
Make..... Model..... CC..... Year..... Value £.....
Cover: Comp/TPF & T/TP only required..... Present insurers.....
Allow me.....years' NCB of .....%. Give details of all convictions and accidents in last 3 years.....
Length of driving experience.....years. Renewal due..... or cover required from.....

John brown wheels

Callers welcome at LONDON COVENTRY BRISTOL and SLEAFORD branches

for your Harry Moss I.C.E. at Top Discounts

321 'FESTIVAL' (CARTRIDGE) Individual controls, Auto track change, Push-button selector output 3 watts. Neg. earth.
List Price £21.89 **J.B.W. PRICE £13.45**

341 'NEWPORT' (CASSETTE) 3 slide controls, Eject /Fast forward buttons. Output 8 watts at 4 ohms. Neg. earth.
List Price £31.35 **J.B.W. PRICE £22.27**

320 'CADENZA' (CARTRIDGE) Individual controls, Auto-track change (manual override) 2 watts per channel Neg. earth
List Price £23.32 **J.B.W. PRICE £16.06**

325 'SERENADE' (CARTRIDGE) 3 slide controls, Auto track change Output 5 watts. Neg. earth.
List Price £26.29 **J.B.W. PRICE £17.60**

323 'SCALA' (CARTRIDGE) Individual controls, repeat button, Output 14 watts. Neg. earth.
List Price £31.35 **J.B.W. PRICE £20.30**

324 'GLYNDEBOURNE' CARTRIDGE PLAYER/ FM STEREO RADIO Channel lights, Stereo indicator lights. 7 watts per channel. Neg earth.
List Price £62.70 **J.B.W. PRICE £40.50**

328 PRELUDE (CARTRIDGE) 3 slide controls, Repeat circuit, fine tuner. 4 watts per channel. Neg. earth
List Price £31.90 **J.B.W. PRICE £20.85**

326 'CARNEGIE' (CARTRIDGE) 3 slide controls, Fast forward/reject/repeat buttons. Tape/channel lights. 8 watts per channel. Neg. earth.
List Price £40.70 **J.B.W. PRICE £26.60**

340 QUADRAPHONIC CARTRIDGE PLAYER Slide controls. Auto/Manual selection, 22 transistors, 4 amplifiers, 4 watts per channel RMS – total 16 watts. Neg. earth
List Price £61.05 **J.B.W. PRICE £38.50**

342 'NEW ORLEANS' (CASSETTE) Individual controls. Fast foward/eject buttons. Total output 14 watts. Neg. earth.
List Price £46.20 **J.B.W. PRICE £29.70**

All prices for units are excluding speakers unless stated.



343 SYMPHONY CASSETTE PLAYER/MW/FM STEREO RADIO. Stereo indicator light, individual controls, output 14 watts. Neg. earth.
List Price £84.70 **J.B.W. PRICE £55.35**

335 IN DASH 8 TRACK with MW/FM STEREO RADIO 4 track lights. Individual controls, 6 watts per channel. Neg. earth
List Price £71.50 **J.B.W. PRICE £46.45**

336 IN DASH 8 TRACK with LW/MW. Individual controls, 4 track lights, 6 watts per channel, fast forward feature. NEG or POS earth.
List Price £66.00 **J.B.W. PRICE £44.30**

344 IN DASH CASSETTE PLAYER/MW/FM STEREO RADIO. Individual controls, fast forward button, output power 14 watts. Neg. earth
List Price £82.50 **J.B.W. PRICE £50.05**

345 IN DASH CASSETTE PLAYER/MW/LW RADIO Similar to 344. Neg. earth
List Price £77.00 **J.B.W. PRICE £48.05**

337 IN DASH CASSETTE PLAYER/MW/FM STEREO RADIO. Individual controls, fast forward/eject/rewind controls, tape end indicator lamp. Neg. earth, 4 watts per channel.
List Price £86.90 **J.B.W. PRICE £52.80**

338 IN DASH CASSETTE PLAYER/MW/LW RADIO Similar to 337. Neg. earth
List Price £81.40 **J.B.W. PRICE £49.90**

331 PUSH BUTTON MW/LW RADIO Complete with speaker. Output 4 watts. NEG or POS earth
List Price £29.70 **J.B.W. PRICE £19.25**

339 FM–STEREO CONVERTER. Fits all 8 track players.
List Price £23.87 **J.B.W. PRICE £15.95**

348 CASSETTE ADAPTOR Fits all 8 track players.
List Price £19.80 **J.B.W. PRICE £12.15**

Goods despatched by return where possible. Northern Ireland and Scotland orders welcome – NO extra charge! Payment by Access/Barclaycard – phone or write your order with details. OPEN: Mon. - Wed. 9 to 5.30, Thur. - Fri. 9 to 7, Sat. 9 to 5.30.

Postage, Packing and Insurance 55p per order. Speakers on their own 35p per pair.

SPEAKERS
All prices per PAIR



351 5" Stereo wedge speakers with 8 watts handling capacity
List Price £4.95 **J.B.W. PRICE £3.35**

356 Convertible wedge or flush stereo speakers 5 oz 8 ohms
List Price £6.60 **J.B.W. PRICE £4.50**

358 'MAGNUM' – the best wedge speakers in the range. 5" woofer and 2" tweeter
List Price £8.80 **J.B.W. PRICE £6.50**

353 Door mounting stereo speakers. Black, round.
List Price £6.05 **J.B.W. PRICE £4.50**

355 Heavyweight door mounting speakers. The best door mounting speaker in our range. Fantastic performance.
List Price £8.80 **J.B.W. PRICE £6.00**

328–330 RADFORD ROAD, COVENTRY
Tel: Coventry 28265

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

19 CANNON STREET, BEDMINSTER, BRISTOL.
Tel: Bristol 633710

SPEEDWAY MODERN SERVICE STATION, ANTWICK CORNER, Nr. SLEAFORD, Lincs.
Tel: Ruskinton 362

ALL GOODS CARRY 12 MONTHS UNCONDITIONAL GUARANTEE

WE SPECIALISE IN MAIL ORDER Reg. No. 1726618
All mail orders must be sent to our new Mail Order Dept. at 328–330 RADFORD ROAD, COVENTRY. (Callers also welcome at this address) V.A.T. Reg. No. 272/7222/64
Please deliver _____
I enclose Cash/P.O./Cheque for £
Access/Barclaycard No.
Please send C.O.D. (50p extra) _____
Name _____
Address _____
_____ Post Code _____

ALL PRICES INCLUDE VAT MS 8,74

ROLLOVER BARS

JOHN ALEY BUILDS THE BIGGEST RANGE OF ROLLOVER BARS

including the International Competition model complying with the FIA Appendix J, from £22.50 for most cars. But for club racing and road use there are a variety of models from £12.00. Whatever your rollover bar problem, discuss it first with the specialists. **Phone Sawston 2575.** or one of our stockists: **Chris Montague Carb Co.**, 01-455-3039; **Motogear Marketing (Cumberland)**, Brampton **2495; Aldon Automotive**, Brierley Hill 78508; **Rally Equipe**, Bury 1178; **Gerald Kemp (MR) Developments**, Camberley 64525; **Geoff Byman Developments**, Cleethorpes 61118; **Andreason Racing & Tuning (Hants)**, Eastleigh **2445**; **Sportstune (Acc) Scotland**, Edinburgh 556.3507; **Greenbank Garages**, Falmouth 314963; **Kerr Bridgland**, Harpenden 62575; **Cartune (Middlesbrough) Ltd.**, Middlesbrough 37971; **G.M.G. Racing**, Oxford 45236; **Chris Inch Engineering**, Saltash 3908; **Leedspeed Ltd.**, Sheffield 661779; **Demon Tweeks (Chester)**, Tattenhall 70625; **Ingham Engineering**, Weston-Super-Mare 23836; **European Stockists: Frami Racing (Holland)**, Maastricht 043-21244

ALEYBARS LTD

London Rd, Sawston, Cambs. Sawston (02203) 2575

J. M. ACCESSORIES

Britain's leading Daimler Dart, Daimler / Jaguar V8 specialists



TIMMINS GARAGE, SMITH STREET, WATFORD, HERTS

Phone WATFORD 33181

TOULMIN

Main B.L.M.C. stockist

MG-B SPECIAL OFFER

Tachometers
Bumpers, Overriders
Reclining Seats
Body Trim/Panels
MG-Bs WANTED

LARGEST STOCK OF 'T' TYPE SPARES IN THE COUNTRY (Probably in the world)

Toulmin Motors
(1962) **LTD**
181 London Road
Isleworth, Middlesex
01-560 1722/2228

s.a.e. all enquiries
coupon rêsponse international
(union postale univeselle)

SHARP CAR RADIOS

These sets are the best combination of quality and price we know of. They come complete with speaker, supressors and fittings.

Model ATR933 LM/MW manual tuning, pos or neg earth
OUR PRICE **£14.90**

Model AR947 LW/MW push button selection, pos or neg earth
OUR PRICE **£22.18**

Model AR942 LW/MW/SW/FM push button selection, pos or neg earth
OUR PRICE **£32.95**

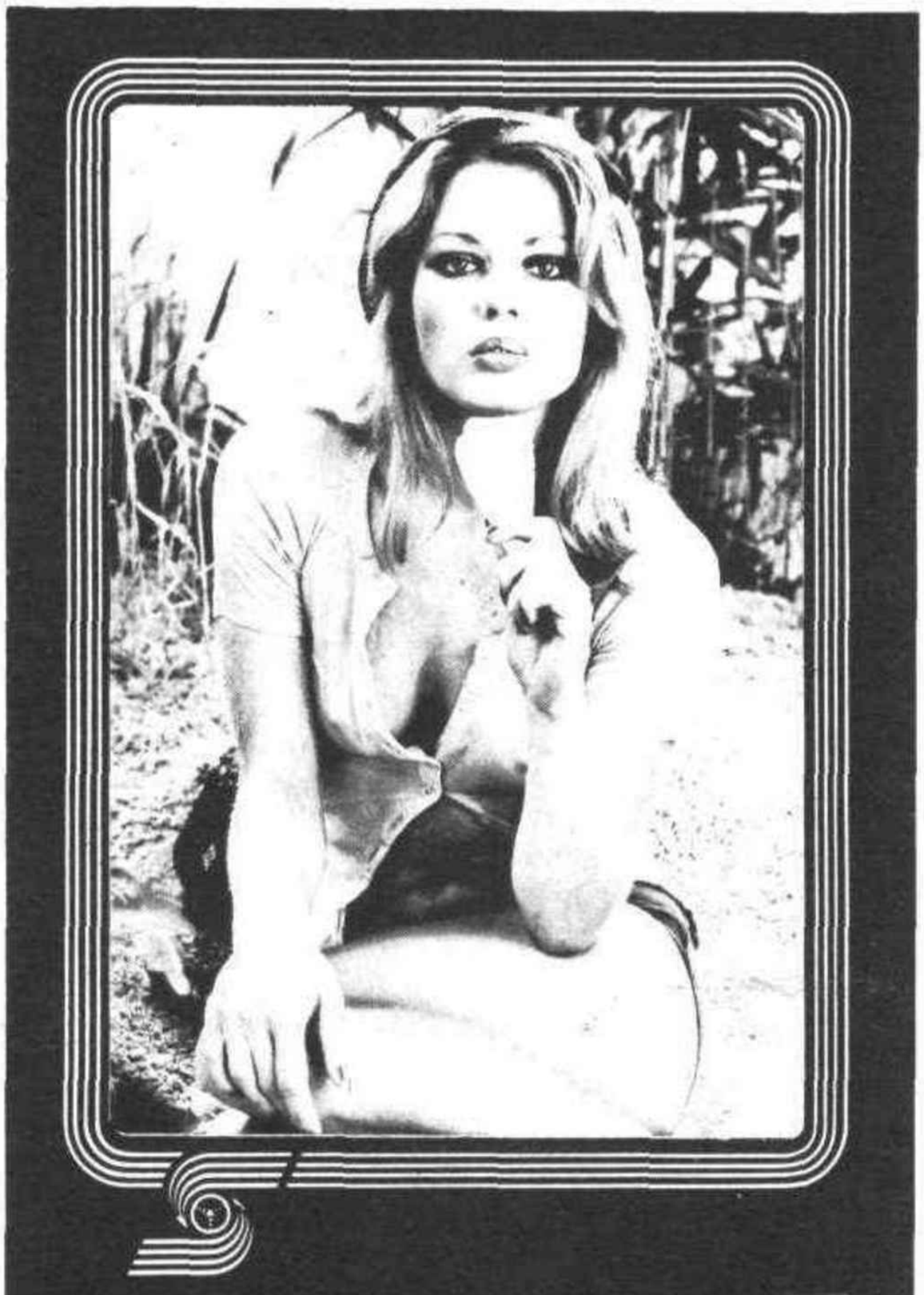
Model ICC8ON stereo twin speaker car radio, push button selection MW/FM/MPX pos or neg earth
OUR PRICE **£39.62**

8 TRACK STEREO TAPE PLAYER, twin speakers, negative earth only
OUR PRICE **£33.28**

Postal orders – Add 30p per item p/p.
All prices inclusive of VAT

KINGSWOOD AUTOPART

6 Regent St., Kingswood, Bristol
Tel: Bristol 671444



summer bird

Flip the page for
Swanmore's latest models

PETROL & OIL TANKS
All types of Alloy Fabrications undertaken. Veteran/Vintage Replica parts constructed.
Beadblast cleaning service available.

ANDREASON RACING & TUNING LTD.
Derby Road, Eastleigh, Hampshire. Tel.: Eastleigh 2445



MGC GT – GLK 760J – 1971
Ex showroom car in supreme condition. Mineral blue, black leather seats. Radiomobile 5 push button radio. Watchdog alarm. Undersealed. ONE OWNER. M.O.T. and taxed for 1 year.
£1,150 secures sale to next proud owner.
Tel: Bowmansgreen 22039
for an appointment to view.

RANGE ROVER AND TRAILER SELF DRIVE

Vehicles and trailers available
Horseboxes, dinghy, powerboat, heavy cruisers, car transporter and general purpose 10cwt to 4 wheel 45cwt complete with accessories. Range Rovers, Land Rovers, SWB and 12 seater LWB. Diesels now available. Any other requirements please telephone. Full insurance. Major credit cards accepted. Delivery and collection. 8.30am—7.30pm.

Bury Park Road
Luton Bedfordshire
Tel 0582 26453

PARAMOUNT NUMBERS

Own a car with a low or interesting

REGISTRATION NUMBER

Then contact us.
We pay top prices – Cash!
3 Sale Place London W2.
Tel: 01-402 4616/7 (Anytime)

JOHN RILEY B.Sc.(Eng.)
Consultant Automobile Engineer

Offers capacity for
REPAIRS
RENOVATIONS
RESTORATIONS
REBUILDS

TO ALL TYPES OF VINTAGE & EXOTIC MACHINERY TO CONCOURS AND MUSEUM STANDARDS

Specialists in Rover & Lagonda regardless of age

"HAWKLANDS", JACOBSTOW, N. CORNWALL. St. Gennys 471

Who says shipping your car, personal effects and pets is simple?

General American Shippers

That's who.

Write or phone for free quotation:
Gascar House, Northey St., London, E14 8BT. Tel.: (01) 987-5627/8
5 Beulah Rd. (corner of King Edward Ave.), Shirley, Southampton, Hants., SO1 4DH. Tel.: (0703) 775388



Household effects too!

IMPEX SHIPPING LTD
Chobham Farm Estate
Leyton Road Stratford
London E15 1DG
Tel: 01-555 1626/8
Telex: 897117

GASKETS
All types of engine joints and gaskets made specially to your patterns. Many ready made types also available. C.O.D. Postal Service Only.
LIPSCOMBE AND HESSEY
Marine Engineers, Victoria Road,
Eton Wick, Windsor.
Telephone 64413

PORSCHE
911/912/914
ACCESSORIES AND SECONDHAND SPARES
Glassfibre spoilers, front and rear, arch flares, all Carrera panels.
Alloy wheels, engines, gearboxes and all mech., elec. and body parts from dismantled Porsches. Will exchange.
Body repairs and conversions service.
Engine and gearbox rebuilds and any mechanical work undertaken.
AUTOFARM
65 HIGH STREET, IVER, BUCKS, SLO 9FH
Tel: Cedarwood (075 38) 2170

M.G. HOODS BY POST
IN BLACK DOUBLE DUCK
All "T" Model Hoods, Tonneaux, Screens to bolt to your frames.
M.G.-A Hoods and Tonneaux in Vynide.
A. C. WINMILL
49 TONSTALL RD., MITCHAM
01-648 6981

VINTAGE TYRE SUPPLIES

TYRES FOR VETERAN AND VINTAGE CARS

	Tyres £.p	Tubes £.p
TUBED TYPE		
*500/525 × 16	9.95	1.95
*550 × 16	10.75	1.95
*600 × 16 RS5	15.45	1.95
*670 × 16 RS5	16.20	1.95
*700 × 16 6 ply	18.55	1.95
*450 × 17	7.65	1.95
*525/550 × 17	16.10	2.05
*450 × 18 Olympic	15.90	1.95
*475/500 × 18	12.15	2.05
*525/550 × 16 6 ply	16.00	2.05
*600/650 × 18	22.00	2.55
*350/400 × 19	9.15	1.85
*450 × 19	9.95	1.95
*525/550 × 19 Nokia	15.45	2.05
*525/550/600 × 19	19.45	2.05
*450/475/500 × 20	17.75	2.40
*525/550/600 × 20	30.35	3.10
*700 × 20	33.75	3.10
*500/525 × 21	21.90	3.10
*600 × 21	30.95	3.10
*700 × 21	34.60	3.10
FORT TUBED TYPE		
*600/650 × 17 'C'	20.00	2.40
*700 × 17	27.70	3.00
*700 × 18	34.70	3.00
*650/700 × 19	22.00	2.40
BEADED EDGE TYPE		
*28 × 3	34.65	2.20
*30 × 3½	22.15	2.20
*710 × 90	22.15	2.20
*730 × 130	30.60	3.40
*760 × 90	22.15	2.20
*810 × 90	24.50	2.50
*815 × 105	27.90	2.20
*875 × 105	31.15	2.50
*820 × 120	31.15	2.90
*880 × 120	33.85	2.90
*895 × 135	41.90	3.70

We may not have all these sizes in stock, but please let us have your enquiries and we will let you know whwn we can expect supplies.
Sole U.K. Agents for Universal Tire Company, U.S.A.
Dunlop Racing Tyres supplied.
Remoulding Service available.

These prices are subject to VAT. *May be altered without notice. Carriage extra.
Jackman Mews, North Circular Road, Neasden, London, N.W.10
Telephone: 01-450 6468 Telex: 922043

HOME STUDY CAN TAKE YOU TO THE TOP **in the vast Auto Industry**

Big opportunities are going begging for lack of qualified men. Whatever your interest in Auto Engineering, we can give you the vital know-how at home in your spare time.

Send for really helpful 76 page book – FREE

Please send FREE book:

Tick subject of interest
A.M.I.☐ MAA/IMI ☐ Diploma CITY & GUILDS ☐ Gen. Aut Eng ☐ Diesel Eng ☐ Maintenance & Repair Service ☐ Station Management ☐

Please send FREE book:

NAME .....
ADDRESS .....
.....
.....

BIET Dept. BMR07
Aldermaston Court, Reading RG7 4PF
Accredited by C.A.C.C. – Member of A.B.C.C.

BRITISH INSTITUTE OF ENGINEERING TECHNOLOGY

john james cars

in the hampstead garden suburb & southgate
specialists in performance thoroughbred cars

OFFER A SELECTION OF IMMACULATE HAND PICKED SPORTSCARS AT TRADE PRICES. FOR THE BEST POSSIBLE DEAL YOU MUST TRY US. EVERY CAR IS FULLY SERVICED AND OFFERED WITH AN OPTIONAL 12 MONTH WARRANTY, PART EXCHANGE, INSURANCE AND H.P. ARRANGED. TRADE ENQUIRIES WELCOME.

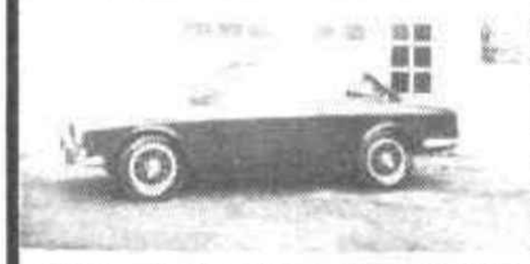
NORMALLY A SELECTION OF MG, TRIUMPH, JAGUAR, LOTUS AND MORGAN CARS IN STOCK. H.P. AND PART EXCHANGE AND INSURANCE ARRANGED.
01-348 2030; 01-368 6919

hampstead showrooms: aylmer parade, aylmer road, london, n.2 on the A1, just down the hill from HEXAGON nearest tube HIGHGATE, or EAST FINCHLEY

GILBERN Invader



Invader Mk III
Unreg (New) Silver with cream trim. List.
1972 (Nov) Black/Tulip/Cream trim, o/d, wolferace wheels, s/r, stereo, alarm, etc., etc. Only 9,000 miles, exceptional.



1967 Genie V6 o/d, minilite wheels, Bahama yellow; rebuilt engine, g/box and o/d. Illus.
1968 Genie V6 Estate o/d, electric windows, rare.
1968 Genie V6 o/d, metallic blue, black trim, in concours condition.



1971 Invader Estate, o/d, white with black trim and vinyl roof, H.R.W. rear wiper/washer, s/r, alarm, stereo, only 13,000 miles. This superb example must be an appreciating investment. Illus.



1971 Invader Mk II, Electric blue, o/d, radio, s/r, 28,000 mls.

1970 Invader Mk I, black with tinted screen, o/d, radio, s/r, 38,000 mls.

All our Gilberns are thoroughly prepared, many having been rebuilt, and carry a 3 months guarantee. Good, low mileage, Gilberns always wanted for cash. Hire purchase, or part exchange arranged.

Sales:

ACE MOTOR COMPANY,
18-23 Radley Mews, Stratford Road, London W8. Tel: 937 5691.

GILBERN SERVICE CENTRE,
52 Churchfield Road, Acton, W.3. Tel: 992 8900. Complete servicing facilities, fibreglass coachwork, repairs and all parts.



1939 Austin 12 H.P. Ascot Saloon. This motor car is in very good condition, with a very reliable side valve engine, light blue paintwork. Full M.O.T. **£350.00.**



1938 Wolseley 12 H.P. Saloon, in black with green upholstery, excellent mechanical condition but the body needs tidying full M.O.T. **£270.00.**



1947 Standard 12 H.P. Saloon in black with green upholstery, sliding roof, the engine has been overhauled and interior retrimmed, this motor is in superb condition, full M.O.T. **£475.00.**



1946 Wolseley 14 H.P. Saloon, in black with brown leather upholstery, sliding roof, adjustable steering column, we have completely rebuilt this engine and recellulosed the body. The whole motor car is in outstanding condition. Full M.O.T. **£500.00.**

We also have in stock reconditioned Austin 8 and 10 H.P. gearboxes and new cylinder heads. Austin 12 H.P. wheels, various Austin post war radiators, a Wolseley 14/56 chassis with a good engine and a Wolseley 14/60 suitable for spares.

SPRINGFIELD SERVICE STATION

LONDON ROAD, ANDOVER, HANTS

Telephone Andover 2908.

Mondays to Fridays 9 a.m. to 7 p.m.
Saturdays 9 a.m. to 6 p.m.
Sundays by appointment.

models of the month



JAGUAR

1973 V12 E-Type 2+2, 315 mls. ring for further details.
1974 V12 E-Type Rdstr. Reg. June, 217 miles only. **£3,745**
1973 'M' V12 E-Type Rdstr. Auto. 1,500 miles, hard top. ... **£3,395**
1973 V12 E-Type Rdstr. 7,000 miles, radio, stereo **£3,095**
1973 'M' V12 E-Type 2+2, Auto. 9,000 miles, 1 owner. **£3,695**
1973 'M' V12 E-Type 2+2, Green Sand, 9,000 miles, radio. **£3,695**
1972 'L' V12 E-Type 2+2 Auto. Sundym sunroof, stereo. ... **£2,895**
1972 V12 E-Type 2+2, 13,000 miles, chrome wheels, HRW **£2,745**
1971 V12 E-Type 2+2, low mileage, BR Green, tan trim **£2,495**
1970 E-Type f.h.c. exceptional, 2 owner car, many extras. **£1,695**
1970 E-Type 2+2 Auto. Powder Blue, wire wheels **£1,645**

LOTUS MAIN DEALERS

NEW LOTUS FOR IMMEDIATE DELIVERY

New Elite 502 – Beaujolais, air conditioning ..... **LIST**
+ 2S 130/5, Sable, oatmeal trim, radio ..... **LIST**
Europa Special 5 Speed JPS colours ..... **LIST**
Elite demonstrator available.

1973 +2S 130/5 speed, 9,000 miles, alloy wheels. **£2,445**
1973 'M' Europa Special, 5 speed, 4,000 mls. stereo. **£2,295**
1972 'L' Europa twin cam Carnival Red, 7,000 miles. **£1,695**
1972 Europa twin cam, alloy wheels, Colorado **£1,595**
1972 Elan Sprint, one owner, radio, tonneau. **£1,525**
1971 'K' Elan Sprint f.h.c. Carnival Red, tinted screen **£1,395**
1972 Aston Martin DBS 6, air conditioning, radio **£4,495**
1969 Aston Martin DBS 6, Platinum, power steering, auto. **£2,845**
1972 Ferrari Dino, low mileage, elec windows, radio. **£3,745**
1962 Austin Healey 3000 Mk II, o/drive, wire wheels. **£845**
1964 Bristol 408 Auto. PA steering, radio, etc. **£1,395**

MG

1974 MG-BGT, 6,000 miles, overdrive, sundym radio **£1,795**
1972 MG-B GT Spruce Green, overdrive, stereo. **£1,325**
1973 MG-B Rdstr. 6,000 miles, overdrive, rostyle. **£1,345**
1971 'K' MG-B Rdstr. one owner, o/drive, wires, tonneau. **£995**
1973 MG Midget, 13,000 miles, white, black trim, radio. **£895**

RELIANT

1973 Reliant Scimitar GTE 10,000 miles, radio, stereo. **£2,395**
1972 Reliant Scimitar GTE o/drive, radio, HRW **£2,045**

TRIUMPH

1973 'L' Stag Auto. h&s tops, radio, one owner. **£2,195**
1973 'M' TR6 10,000 miles, radio, overdrive. **£1,525**
1973 TR6 Carmine Red, o/drive, one owner. **£1,475**
1972 'L' TR6, one owner, h/top, o/drive. **£1,395**
1971 TR6 in Damson, overdrive, rec. seats **£1,095**
1973 Spitfire Mk IV, 10,000 miles, radio, tonneau. **£975**



This is only part of our total stock – if you don't see what you're looking for give us a ring

Swanmore
1174-80 Christchurch Rd
Bournemouth
Tel Bournemouth 43344
9am-8pm (Saturday 9am-7pm)

LIKE TO RUN YOUR OWN BUSINESS?



Most ambitious energetic men think about running their own business. There are, however, many pitfalls for the inexperienced – the one sure way to avoid them is to link up with an organisation which has the knowhow and the resources to provide solid backing.

The ZIEBART organisation is without question the leader in the field of car rustproofing. and has been established for over twenty years. National advertising campaigns have created a wide public awareness of ZIEBART rustproofing and has created a tremendous demand among motorists who want their cars to last longer.

A technical and marketing training programme is only part of the substantial support given to ZIEBART operators.

To find out how you could obtain a ZIEBART licence or possibly purchase an established ZIEBART rustproofing station contact:

The Licensing Dept. M, Ziebart (GB) Ltd., Ziebart House, Dominion Way, Worthing, Sussex. Tel: Worthing 204171

RUSTPROOF ZIEBART PROTECTED

MOTOR INSURANCE

Premiums payable annually or quarterly

Why pay inflated premiums when we can offer secure cover at low rates? Competitive quotations given for any make of car and drivers of all ages, including those with adverse accident or conviction records. Immediate cover can be arranged.

TERMINUS INSURANCE BROKERS LTD.

224 RAILTON RD., LONDON SE24 0JR
Tel.: 01-274 4962

Hours: 9.30 to 6.00; Sat. 9.30 to 1.30.

A quotation can be obtained by telephoning the above number or posting this coupon.

Name..... Address.....

.....

Occupation..... Age..... Business / Pleasure Use

Full / Prov. Licence for.....years. Comp. / Third Party / T.P.F. & T. cover.

Owner only / and wife / any driver / named driver, age.....

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

C.C..... Value..... Year..... Car Garaged / Left in open.

Present insurers..... No claim bonus.....years.

Age of youngest driver..... Quote for Annual / Quarterly policy.

Details of all accidents and convictions should be enclosed, including those of additional drivers. MS21



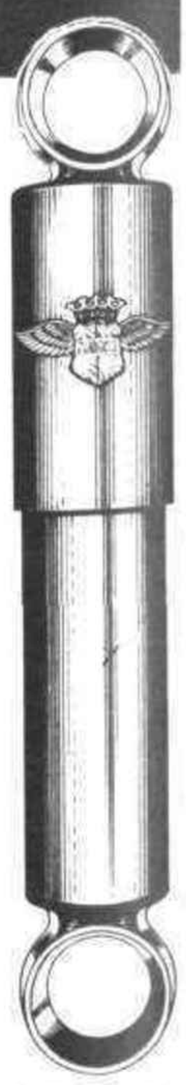
Drive with cool, precise KONI confidence

. . . the experts do!

Koni shock absorbers do a lot for your driving. They give you a firmer and greater control of the road, and a more precise and more confident driving technique at the wheel that is the admiration of other motorists. In fact, most experts motor with Koni. The grand prix drivers do—Koni success is non-stop and they were fitted to the world champion cars in 1971, 1972 and 1973.

Get Koni grand prix roadholding power on your car. You would appreciate the difference the world's best shock absorbers make to your car's performance.

Koni are made for almost every car. Available through your garage, or send coupon below to sole concessoinaires.



KONI

Made In Holland

KONI SHOCK ABSORBERS

To: J. W. E. BANKS & SONS LTD. (Dept. K16) Crowland, Peterborough, PE6 0JP
Tel: Crowland 316/7/8.
London Depot: Motortune Ltd., 150 Brompton Road, S.W.3. Tel: 01-581 1234.

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

Make of Car Model Year

Name

Address

FOR SALE—continued

LOTUS SUPER 7 1965 Cortina GT engine reconditioned professionally 4,000 miles ago. Hood, heater, airhorns, good condition, 12 months MoT, £425, exchange possible. Guildford 71439. (47737

MG TA 1938 White and white trim. 300 miles since extensive overhaul last winter. Not concours but very tidy. Also MG M-type rolling chassis. Engine overhauled. Apply: Wilson 0325-76-410. (47738

MASCOT COLLECTOR has duplicates for sale as one lot, £300, including two storks and various R.R. Some books. Dawson, Casa Nuestro, Sussex Rd., New Romney, Kent. 06793-3327. (47740

ARMSTRONG SIDDELEY Whitley 1954, plus spare reconditioned gearbox. Offers: Erith 31286 after 6 p.m. or weekend. (47742

JAGUAR XK 120 roadster, 1952. Excellent condition. Red. Brakes recently rebuilt. New MoT. Needs new hood. Reluctant sale around £1,500. Please ring Mrs. Penny (office hours) at 01-734 0266 or weekends Barcombe (079 153) 570. (47270

SUNBEAM TIGER, 1965. Midnight blue and blue trim, reconditioned gearbox, complete new electrics, hard and soft tops, tonneau, radio, spot/fog lamps. Excellent condition. AA inspection invited. £595. Tel.: Welford-on-Avon 331 (Warwickshire). (45741

SCIMITAR GT, 1967. Good condition with all extras. MG-B V8 forces sale. Only £600. Bedford 63741. (45774

1959 LANCIA Aurelia B20 GT. A very good example of this classic Italian car. Good engine and transmission, good Xs, new brakes front and back, new exhaust, some spares available with car. Year's MoT, taxed. I need the garage space. £300 o.n.o. Mike Day, Minstead Lodge Cottage, London Minstead, Lyndhurst, Hants. Works Tel.: Totton 5711 ex. 362. (46014

MARCOS, 1971. Virgin white. Ford 2000 power, many extras including radio, alloy wheels, electric windows; only 24,000 miles. Must be seen, absolutely immaculate, one fastidious owner. £1,195 o.n.o. Must regretfully sell. Tel.: Beaconsfield 4397. (46645

ROVER 100, 1961. One owner only, 75,000 miles. Both MoT and tax valid till April 1975. New tyres all round. Outstanding condition. J. C. Lynch, 4 Essex St., Newbury, Berks. (47224

TR3A, 1958. Excellent example, extensive restoration undertaken, refurbished interior, s/screens, rechromed brightwork, new w/wheels—SP Sports. £655 o.n.o. Price reflects condition. 01-422 4688. (46755

LOTUS 7 SERIES, 2½ 1600E engine. Genuine "L" registration. Not a rebuild, only 14,000 miles recorded. Now not used due to business reasons. Full weather equipment. £980 o.n.o. Beautiful condition, admired by all. Oadby 4419. (46697

PORSCHE 911T 2-litre Sportomatic. Electric sliding roof, rally seats, radio, undersealed; new Michelins, new battery. Taxed till next April. 22,000 miles (genuine). No rust or corrosion. Meticulously maintained. The whole car is in mint condition. £1,950. Ryde (IoW) 3638. (46678

ASTON MARTIN, 1971, DB6 Mk. II. Manual, Vantage, s/steel exhaust, Kenlowes. Genuine faultless "concours" car which must be seen. Full history. £3,775 or make an offer. Knowle 4980 (home), 021-783 8118 (office). (46669

TVR "M" SERIES, 2,500 c.c. "L" registration. 16,000 guaranteed miles. Yellow/black interior, dark glass, stereo, sunshine roof. Overdrive. Fast and different car. (Price new £2,800.) £1,325. Tel.: (office) Nottingham 40747, (home) Woodborough 2249. (18001

SUNBEAM TIGER 4.2, 1966. Immaculate condition throughout as result of long rebuild. The price is £850 and is indicative of the condition, so no time-wasters please. If you wish to own one of the finest eye-catching examples of this rare motor car, come and see for yourself. Parker, 01-405 8422 (day), Stevenage (0438) 57284 (evenings/weekends). (18379

ROLLS-ROYCE 25/30 limousine. Body very good condition complete, £300. Tel.: Madley 216 (Hereford). (47588

WHAT BETTER can you buy for £450? Volvo 122S. 30 m.p.g., 100 m.p.h. Immaculate. New suspension. New tyres, new clutch. Specially selected from the Swedish assembly line. Collector's car worth over £1,000. Engineer maintained. J. M. McCall, Wellwood, Stockcroft Rd., Balcombe, Sussex. (47821

1948 WOLSELEY 1,548-c.c. 4-cylinder. MoT October. Good condition. Enthusiast's car. Best offer. Flaxbourton 3230. (46781

RACING-CAR TRANSPORTER van, fitted Eton two-speed axle. Complete with built-in three-ton winch. Fitted work bench and spares compartments, five built-in spare wheel carriers, sleeping compartment. Interior lighting. Also suitable for enclosed transporting of vintage and veteran cars. £485. Tel.: Ammanford 2552. (47820

1953 LANCHESTER 14-h.p., two owners from new. Genuine 61,000 miles. Mechanically sound. Interior good. Body needs little attention. Nearest offer £230. Tel.: Helston 3692. (47819

BENTLEY, 1938, Park Ward 4¼-litre. New kingpins, four new tyres. Requires work to body, not crashed. Urgently require space. 031-556 6885. (47817

ALFA ROMEO 1750 GTV, 1968/69, XAS. Excellent mechanics and bodywork, interior as new. Taxed. £695 o.n.o. Danbury 4313. (47818

MG PA 2-seater sports; 1934, swept wings. Taxed and MoT'd. New hood, etc., plus spares including gearbox and back axle. Offers around £800. 021-475 6096. (47815

MORRIS 8, Series E, 4-door saloon, in very clean condition, good runner. MoT. £110. Cirencester 2681. (47812

MERCEDES-BENZ 280SL, 1970. Automatic, PAS. Metallic blue. Low mileage. Hard/soft-tops. £3,250. Riley 9 Monaco, 1933, superb order, resprayed, unused since MoT. £500. Northampton 26467. (47811

FOR SALE—continued

MG VA tourer, 1937. Good running order when stored in 1962, now needs some attention. Extra set of wheels and tyres, other spares. Sensible offers only please. Great Witley (Worcs.) 229. (47810

1957 TR3, rebuilt, resprayed; hard- and soft-tops, tonneau. Immaculate condition, many spares. Offers near £350. Tel.: Hythe (Hants.) 6079. (47809

ASTON MARTIN DB4, 1960. Excellent condition. Top end, brakes, clutch, body rebuilt within 6,000 miles. £1,250. Tisted (Hants.) 218. (47808

BENTLEYS : 1928 4½-litre, "D" gearbox, mechanically excellent and original, new water pump; 1936 open sports body fully restored on 18-in. wheels, new radiator, etc. Offers around £9,000. 1936 4½, aluminium body by Salmons, in course of restoration, basically sound. Offers. Purchase of Speed Six forces sale of both cars. Dr. Greaves, Ramsey (Huntingdon) 2305. (47807

SUNBEAM-TALBOT, 1953, Mk. IIA. Part rebuilt. Much work done and many new parts. Rolling chassis practically completed. Body needs more work. Sensible offers please. Tel.: Aberdeen 47624 (evening). (47806

1973 MG-B GT, o/d., 10,000 miles. Full service history available. Underseal from new. Wire wheels, servo brakes, radio. Carefully used and maintained. Arrival of Scimitar reason for sale. £1,425. Tel.: 01-440 9430 (evenings/weekends). (47805

TR4A, 1967, white, Surrey top, w/w., overdrive. Must sell, £420 o.n.o. Also TR3A, complete, needs attention, or for spares, £40 o.n.o. Largs (04756) 2283. (47804

DAIMLER CONSORT, 1951. Only one previous owner 21 years. Low-mileage reading believed genuine. Excellent overall condition. Stainless steel exhaust. £500 or offers. Please telephone Welwyn Garden 30859. (47802

DAIMLER, 1935, 20 saloon, two owners. Reconditioned engine and gearbox, brakes relined, new tyres. Good condition, MoT. £450. Tennant, Mariners, Bosham Hoe, Sussex. (47803

OFFERS INVITED for rare 1919 10.9-h.p. two-seater Humber with dickey seat. Complete and easily restorable to running order. Interesting history. Spare engine and other parts available. Car stored near Southampton. Carr, Kleetbos-laan 40, 1650 Beersel, Belgium. (47799

FRAZER NASH Le Mans Replica. One of the best in existence. Substantial price required or possible exchange other classic IE "D" Type, "C" Type, DB3S, etc. Box 4450. (47798

1971 COOPER "S", Mk. III. Used mainly in North Australia. Sound condition. Rally seats of great comfort, sump guard, alternator, XAS shod 4½Js, and other sensible extras. £850. Consider small motorcycle for commuter use in part exchange. Northampton 55370. (47801

ELVA COURIER—Raced Mod-Sport Dart reconverted to road use, MG-B full race engine, MG-A c.r. gearbox. Needs trimming and bodywork detail to complete. £250 o.n.o. 17 Decaval Terr., Blyth, Northumberland. (47800

MG-A, 1960, f.h.c., only 18,000 miles. Black with black leather. Distinctive number. Full history. Unrepeatable, £1,150. Lancia 2000 HF Pininfarina coupé (M), 5,000 miles, silver with blue cloth, with all extras, £2,950. Interesting exchanges considered. Potters Bar 58196. (47797

MG-C, 1968, BRG. Wire wheels, overdrive, Bermuda hard-top, soft-top and tonneau. Motorola radio. Small amount of rust, hence realistic asking price of £500. Tel.: Bridgwater 55651 (Hill), during working hours. (47796

SCIMITAR GTE. Magnificent. "J" Reg. Caribbean green. Overdrive. Blaupunkt radio, Kenlowe fan. Usual extras. One owner. £1,450. Tel.: Salisbury (0722) 5680. (47795

1972 DUTTON, Spitfire engine (1,500 miles). Yellow/aluminium, Minilites, rollover bar, rain gear. £540 o.n.o. Birtsmorton 350. (47793

1971 TWIN-CAM FIAT 125S. Immaculate throughout. Brown/tinted windows, cloth interior. £640. Birtsmorton 350. (47793

TR2, 1955. Signal red/white hood. 2.2 engine, new wires, excellent steel body. Retrimmed, taxed, MoT to 1975. Many extras. Fast, practical investment. £450 o.n.o. Walton-on-Thames 25320. (47794

XK150 JAGUAR, 3.8-litre, auto., wires, Cornish grey, new MoT and tax. Investment at £950 o.n.o. Tel: Mountain Ash 3728. (48132

BENTLEY 3½-LITRE, H. J. Mulliner Sporting Saloon. Silver grey and tudor grey with green hide interior. One previous owner. Serviced by the same garage from new. Reg. No. BRR 600. Very good condition. Mileage 114,000. £2,250. Tel 040-05-402 (Nottinghamshire). (48133

ROLLS-ROYCE 1933. 20/25 Sedanca by Barker. Very good condition. £2,000 spent last year. £3,700. Camberley 32283. (48127

BENTLEY 1949. Mk. VI in running condition, but rear half body missing. £250. Camberley 32283. (48127

ROLLS ROYCE 20-25 hearse £450. Also 20-25 rolling chassis £240. Stourbridge 73174. (48126

FERRARI DINO, 1973, mint, metallic blue, £3,650. Wymeswold 880067. (48124

BENTLEY S2 Silver grey over regal red. Fitted Webasto sun roof £1,750 or interesting exchange. Wymeswold 880067. (48124

SPITFIRE, Mk. IV; 23,000 miles; immaculate. Many extras. Service records. Underseated and rustproofed. £795. Phone Portsmouth 816931 (work). (48123

FROGEYE SPRITE 1959. All metal. Rebuilt over two years. Requires cosmetic attention. Reluctant sale. Offers. Nottingham 397882. (48122

SPITFIRE MK. 4. 1972 L reg. Under 7,000 miles, one owner, £800. 01-449-6982. (48121

AUSTIN HEALEY Hundred BN1. V. good original condition, H/S tops and tonneau. Many new mechanical parts. View Surrey/Gloucester. £520 o.n.o. Clandon 732. (48119

FOR SALE—continued

MG-A ROADSTER 1960, 1600 c.c. Only 15,000 since new engine, re-spray, no rust anywhere. Luggage rack, new hood, tonneau, long MoT and taxed. £400 or will consider 1968/70 Midget in exchange. Northampton 42892. (48120

MG-A 1500 COUPE, 1958. Red, good body, mechanics, new tyres, brakes, taxed, tested. £220 or P/ex. TR3, MG-B. Sunderland 70313. (48116

LOTUS ELAN S4 SE FHC. August 1971. Absolutely immaculate in yellow, only 21,000 miles, one year's MoT. Five new tyres. Extras include HRW, electronic ignition, Sprint doughnuts, stainless steel exhaust, alternator, air horns, anti-theft device. £1,050. 01-435-8978 (West Hampstead) evenings. (48115

JENSEN 541R. Retrimmed, resprayed, wire wheels, 8-track stereo, Kenlowe fans, sun roof, £1,250. R. Clark, Tuctin, Honeymead Lane, Sturminster, Newton Dorset. (48114

TR2 1954. Immaculate white with blue interior. H/T, S/T, tonneau, overdrive, original steel body. Full history. Recent MoT. £475. Coventry 62993. (48111

RILEY 2½ 1950. Known history. Low mileage, overhauled throughout. Brakes, hubs, battery, exhaust system, trim and carpet, etc. Roof, tyres and upholstery as new. Repainted duotone. Taxed, MoT. Beautiful condition. £425. Congleton (Ches) 3011. (48112

FORD E493A PREFECT 1953. Black, new chrome headlining, rebuilt engine, clutch, axles, £250. 01-302-2057 (Sidcup). (48109

SCIMITAR GTE Jan. 1973. Highland purple, overdrive, stereo, Sundym, electric windows, alloy wheels, 21,000 miles. One owner from new. £2,250 o.n.o. Tel: West Meon 314. (48110

VERY RARE 1950 Nordec 2-seater 1172 c.c., Ballamy suspension, built by North Downs Engineering Co. £300. 1947 Singer Roadster incomplete. Offers. Shelley, 79, High Street, Billericay, Essex. Tel: 3099. (48137

RILEY VICTOR 1938. 1½-litre saloon, excellent runner. Engine and bodywork very sound. Little used since extensive restoration. Must sell therefore £250 o.n.o. Phone: Amersham 5084 or 21292. (48140

AUSTIN HEALEY 3000 Mk. 2b. Overdrive, w/w, servo brakes and radio. Extensively restored. Bills for all parts bought and all work done. To many items to list. HP available. P/ex. considered. Write to C. Osborne, 14 Malcolm Close, Baddeley Green, Stoke-on-Trent, Staffs. Tel: Stoke-on-Trent 503784, Sat. only (48060

SCIMITAR GT 3-litre 1969 H. Metallic blue, fitted overdrive, Motorola, etc. Exceptional condition. Fast, economical and rustproof! £595. P/exchange. Colnbrook 2891 (STD. 964). (48056

FOR SALE—continued

JAGUAR ENTHUSIASTS: 140 m.p.h. for £725 o.n.o. Guaranteed 23 plus m.p.g. at 80, 90 m.p.h. cruising. The car, a 1968 S type Jaguar, white, dark blue interior. Fitted with gas flowed, completely rebuilt 3.8 E-type engine. Prepared by Saint Racing (Scotland). No expense spared. Front suspension, steering rebuilt and fitted with rally-ride dampers. New clutch, rebuilt back axle, seals, hand-brake, calipers, etc. 8-track stereo and radio. Any test, no rust. Alan Duffus, 23 Napier Road, Glenrothes, Fife. Tel: 752806/743309. (48139

1938 4½-LITRE Overdrive Bentley Park Ward Sports Saloon with single side-mounted spare. Good condition, with new leather inside, shiny paint, nice running order. Taxed and tested. £1,595 o.n.o. or exchange largish tourer. 01-834-9225 or write 32 Carlisle Mansions, SW1. (48077

1930 RENAULT Tourer, about 15 h.p. Nice original order. £975 o.n.o., or exchange WHY? 01-834-9225, 32 Carlisle Mansions, SW1. (48077

FOR SALE—Standard Vanguard Sportsman 1957. Taxed, all extras and tow-bar. £275. Phone Malmesbury (Wilts.) 3401. (48076

FOR EXCHANGE—1935 Morris Oxford Twenty. Original and tidy. Exchange for similar age Standard, Austin or Rover. Phone: Malmesbury (Wilts.) 3401. (48076

SCIMITAR GTE 1971 Automatic. Nevada yellow, alloy wheels, radio, laminated screen, excellent condition after 22,000 miles. One owner,. offers over £1,800. Tel: Southend-on-Sea 523262. (48074

LOTUS ELITE 1962. Stage II. C/R MG box, b/servo. New body in 1969 in yellow retrimmed in grey. MoT. Immaculate, only £895. Chicester 86265. (48073

ALVIS TE 1964. 5-speed, chrome wires, engine 6,000 miles. Offers around £1,100. 50 Rowney Croft, Birmingham, 021-745-6060. (48072

ASTON MARTIN DB4, Special. Conversion by T. Marek, shown jubilee 1970. 4-litre, 3 Webers, 5-speed box; extras. Maintenance dossier available. Metallic olive, black upholstery. £1,000 o.n.o. Telephone Holmer Green (Bucks) 4349 after 7 evenings. (48071

MG MIDGET 1971. Blaze, radial tyres, full and half tonneau, Lucas Square Eight fog and spot lights, new hood. MoT until March 1975. £650. Kennedy, Stanford-le-Hope (Essex). 77087. (48069

PIPER 2. 2,000 miles, latest specification, business commitments forces regretted sale. Offers: Whatton (Notts) 50097 (evenings and weekends). (48068

MG PB 2-seater 1935. Original in every detail. Very sound body and mechanics, retrimmed, MoT, also P.A. 1934. Immaculate. Substantial offers please. 051-924-6220. (48066

Burlen Services

MORGAN

1970	**4/4**	2 seater. White
1969	**4/4**	4 seater. Blue
1969	**+8**	Red
1967	**4/4**	2 seater. Green
1972	**4/4**	2 seater. Orange
1971	**+8**	Yellow.

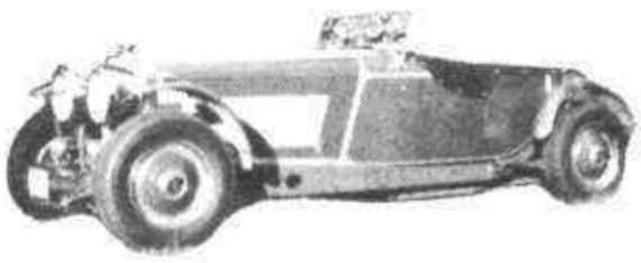
Comprehensive Spares Service
Phone Now!

CLASSIC CAR
Specialists

Our workshop will undertake the Maintenance and Repair of your Classic Car with both real interest and the utmost care and efficiency

GREENCROFT GARAGE
SALISBURY, WILTS
Tel. Salisbury 5100

DERRY MALLALIEU & CO. Engineering,
STATION ROAD, ABINGDON OX14 3LD
Telephone Abingdon 22374.



We are now in premises at the above address, and in full production of the Bentley Barchetta based on the MK VI.
Enquiries welcome regarding this redesigned, virtually new car.
We are also continuing to look after R.R's, Bentleys, Ferrari and Bugatti, old friends welcome to have a look at our operation, located in the Press Buildings.

FOR SALE—continued

XJ6 DE LUXE 2.8. November 1970. Sable with cinnamon leather trim. Automatic gearbox, p.a.s., HRW, headrests, excellent SP68's, 55 p.s.i. hot, 1500 m.p.p. 54,000 miles. One previous owner. Taxed, tested November. £1,450 o.n.o. Watts, 11 Pylesthorne Close, Wellington, Somerset. Wellington 3286. (48065

MG TA 1937. Recent complete mechanical rebuild, original engine. New aluminium body over new ash frame. Re-trimmed, new hood and tonneau. Not concours but well built attractive car in the vintage style. Used regularly and thoroughly reliable. £850. Phone: Tysoe 349 (Warwicks). (48062

MG MIDGET Mk. III J Reg. Bronze yellow. 43,000 miles, MoT. New clutch, exhaust, rear window. Regular maintenance, excellent condition. Radio, thief switch and alarm. Highly economical. Regretfully outgrown. £495. Tel: 01-731-0806. (48061

E-TYPE JAGUAR FHC 1962. 28,000 miles. Must be one of the finest available. Stereo 8. £900 o.n.o. Tel: Droitwich 4185. (48059

MG MIDGET. White, J Reg. Lady owner from new. Extra include w/wheels, tonneau, taxed Nov. new MoT. Genuine reason for sale. £620 o.n.o. East Leake 2202 Leics. (48063

MERCEDES 190SL. Soft/hard tops, colour red with brown trim. Good condition. £500 o.n.o. Tel: Llanerchymedd 247 (Anglesey). (48057

BENTLEY 1936. Recon. engine and king pins. £1,300. Singer Nine with aluminium Frazer Nash body. £500. Whitelands Cottage, North Trade Road, Battle, Sussex. (48055

TRIUMPH STAG 1973. L Reg. One owner, 11,000 miles only. White with tan interior, hard/soft tops. Power steering, tinted glass, electric windows, radio, etc. Immaculate. £2,450 o.n.o. Phone: 060881-447. (48058

FERRARI 330 GT. 2 + 2 RHD. Dark blue, blue leather Pininfarina body. Ring Hedingham (0787) 60679 Essex. £1,650. No sensible offer refused. (47980

DAIMLER DART 'A' 1961. Silver/beige interior. Rebuilt engine, steering, suspension, hardtop, MoT April 75, good tyres. V.g.c. Will haggle around £550. Tel: 01-904-7936 (Wembley). (47982

BRISTOL 410 as new condition, 21,000 miles; stainless steel exhaust system £2,800. Box 4451. (47986

1972 MG-B GT Mk. III. O/d, HRW, w/w, combined 8-track stereo and FM stereo radio, electric aerial, Halogen spotlights, air horns, Selmer alarm, hazard lights, Ziebart rustproofing from new, green mallard with unmarked tan trim. One owner car, always garaged and property of MG fanatic. Fully documented and meticulous 30,000 mile service history. Private sale. Reason: mortgage. £1,250 o.n.o. Bristow, Billericay (Essex) 52027 evenings. (47984

MG 1¼ YB SALOON. 1953. Having a genuine mileage of 48,000—31,000 on present engine. This car is in very fine condition, the interior is as new. No rust at all. £750. No offers. Phone West Wickham 01-777-4123. (47985

AUDI 100LS AUTOMATIC, 1971. Two owners, low recorded mileage. Radio, immaculate throughout. First reasonable offer or exchange vintage car. Cash either way. Phone: Christchurch 2567. (47168

FROGEYE SPRITE 1959. All steel, island blue. Body completely renovated, new tyres, hard top, tonneau, Cooper S head, close ratio gearbox, 1¼ SUs, Cooper cam, 12 months MoT. £400 o.v.n.o. Malvern 5201 between 8 p.m. and 9 p.m. 12 Tayson Way, Malvern. (47898

1952 BENTLEY big bore small boot Mark VI, quality cellulosed Brewster green, excellent fawn leather trim. New radiator, clutch, exhausts, rebuilt engine. Complete to smallest detail. Full history for 143,000 miles, second owner. Exceptional car in immaculate condition, maintained as necessary for regular use. Nearest £1,800. Phone 09-335 (Raunds) 2054. (47913

RILEY 1½ RME 1954. Reconditioned engine, new radiator, battery, exhaust, good tyres. Body sound, needs tidying. MoT. £270. 061-368 3795. (47910

BENTLEY R-TYPE 1953. Black. Meticulously maintained to highest standard. £1,750. Inspection invited. Tel Budleigh Salterton 2968. (47909

GORDON KEEBLE. Reg. CZH 1. Entirely renovated. 140 m.p.h. 20 m.p.g. Bertone four-seater body. Immaculate. A rare vehicle. £2,999. R. Bonnie, Bedford 750 419. (47908

1933 AUSTIN 16 h.p. Berkley Saloon. Recent respray, upholstery, MoT, etc. Marriage forces sale. Extremely good condition. Must be seen. £1,000. Christchurch 2714 (Hants). (47907

LOTUS ELAN SPRINT 1971. Blue over white, Sundym, Radiomobile. £1,150 o.n.o. Draycott 2179 (Derbys) evenings. (47906

ASTON MARTIN DB6, manual. Silver with blue hide trim, selectaride, Sundym glass, radio/stereo, new chrome wires and Avons. Maintained regardless of cost in outstanding condition. Tel: (0203) 411712 (evenings). On holiday 5th August. (47236

MARCOS 3-LITRE VOLVO. Sunroof, Woolface wheels, towbar, stereo cassette/radio, leather upholstery, automatic aerial, S.S. exhaust, 25 m.p.g. Q.I. headlights, rear fog and reverse lights, oil cooler. Yellow. Offers over £1,600. Tel Oadby (053 722) 2617. (47905

BENTLEY MK. VI 1949. Good sound order throughout. £650. 34 Westfield Rd., Tickhill, Doncaster 62087 (work). (47904

FOR SALE—continued

BEAUTIFUL WHITE BENTLEY Mk. IV 1950 aluminium W. H. Mulliner semi razor edge sports saloon (present owner 8 years). New leather front seats, radio, sun roof, etc. In lovely condition. A real eye-catcher. Ideal for weddings, etc. £1,750. Further details Mr. Morriss, The Garage, Beaulieu. Te. 612444 Hants. Reg. No. SEH 6. (47903

ALFA ROMEO 1750 Saloon. 21-12-70. 39,000. Immaculate. Radio, taxed 31-12-'74. MoT. £925 (offers). Worthing 39735. (47902

MINOR 1000 CONVERTIBLE for sale. Nearest to £200. SAE for comprehensive details. Peachey, 108 Stapleford Road, Stopsley, Luton, Beds. Tel: 0582-22170. (47901

LHD ALFA 1750 GTV 1970. "L" Reg. Excellent condition, 22,000 miles, radio, extras. Only £650. Chester 40575. (47971

1949 FORD PREFECT. Genuine 14,800 miles. One owner for 25 years. Perfect original condition. Superb and reliable example. £245. Erith 37089. (47972

MG-C GT 1970 and 29,000 miles. Registration SAM 821. Blue with wire wheels and Webasto sun roof, radio, reclining seats, Halogen headlights. Has been used as second car and garaged when not in use and is in very good condition. Price £950 o.n.o. Tel: 01-460 0659 evenings only. (47973

1951 MOTOR SHOW model Bentley "R" 4.6 engine, clutch, brakes, exhaust done; re-sprayed, re-chromed, cabin to finish. 1975 MoT. £1,600 o.n.o. Deller, Malmesbury 2777. (47971

GILBERN 1800 GT 1966. Excellent condition. Genuine 15,000 miles from new. Overdrive, chrome w/w, stainless exhaust. Regrettable sale due to move abroad. £750 o.n.o. Aberystwyth 3688. (47975

MG-A 1600 Mk. II 1962. Completely overhauled, very good condition throughout, 1 year's MoT, taxed, new roof/tonneau. £550. Hailsham (0323) 842 133. (47987

ASTON MARTIN (1973 Feb.) V8 automatic. Air conditioned, radio/cassette. Grey armourglazed. Mileage 11,500. £5,750 or near offer. F. P. Taylor, Edge and Ellison, Hatwell Pritchett & Co., Ruthland House, 148 Edmund Street, Birmingham B3 2JR. (47989

MG-B GT (Dec. '73) 74 Series. Glacier white, all factory extras, radio, rustproofed. Company car forces sale. £1,595. Chelmsford 67010. (47990

ROVER 100 1961. Virtually two owners. Good bodily, mechanically. £185 o.n.o. Tel Gt . Aine 454 evenings. (47991

MUSTANG 1967. Manual gearbox, econominical 6 cyl. engine, 25—30 m.p.g. The car is in mint condition. Original highly waxed opalescent Burgundy, black interior. Purchased by me, when 6 months old. Mileage only 7,000 miles per annum. New tyres just fitted, spare unused. Not cheap, but the best. Southampton 69582 (evenings) (47994

1969 JENSEN FF. P.a.s. Sundyn windows, radio, new tyres & MoT. £1,900. Bournemouth 54901 (47996

1966 FIAT 2300 S engine. Completely rebuilt, body restored to original condition. Finished in red. £625 o.n.o. Bournemouth 54901 (47996

RILEY 2½-LITRE RMB 1952. Excellent body and mechanically sound, new tyres, and exhaust. Looks very smart, taxed till May '75, 12 months MoT. £295 o.n.o. Mr. Donovan, 68 Hazeldene Avenue, Kenton-Bar-Estate, Newcastle-on-Tyne. (47998

MORGAN 4/4 CLIMAX 1938 engine running, but needs some work. £390. P/ex. 3-wheeler. Stourbridge 73174. (48002

SINGER ROADSTER 4AB 1950. Needs attention. £175. Stourbridge 73174. (48001

EXTREMELY RARE Lancia Appia GTZ (1089 c.c.) November 1961. Aluminium body by Zagato. 40 m.p.g., 100 m.p.h. £575. Exchange considered. Also Lancia, Aurelia 6th Series B20 fitted with new balanced engine. Requires detailed finishing. Swadlincote 7280. (47977

SUNBEAM TIGER 4.2 V8. Green, hard/soft top, directors car. Maintained regardless of cost. Mechanically excellent. Fitted radio. 10 months MoT. £620 o.n.o. Day 021-236-4064, evenings 021-449-7335. (47978

ALVIS SPEED 20 1934. Engine rebuilt, new MoT, body original and sound, fabric covered roof in good order. 3 months warranty. £1,200. Speyer, 45 Stone St., Tunbridge Wells, Kent. Tun. Wells 22651. (47979

FIAT 128 RALLY. 1973. Light green, 6,000 miles only. Good looking, quick, economical. £990. Wright, 12 Glebe Way, Oakham, Rutland, LE15 6LX. Tel: 3796. (47925

HEALEY 3000 MK. III. 1966. Beautiful example in Old English white. O/d, w/w, radio. 35,000 miles believed genuine. Reluctant sale due to new addition to family. £985. No offers. Rossendale 3952. (47926

RELIANT SCIMITAR GTE wanted 1971/1973. Cash offered for good condition, low-mileage car. Phone: Mr. Tomlin, Keresley 3194 (Coventry) after 6 p.m. (47927

AUSTIN HEALEY 100/4 BNI, GTY 100, taxed and tested Jan. '75. Le Mans mods, lively and good looking. Around £350. Gt. Bedwyn 222 (Wilts.) (47929

1933 ALVIS SA SPEED 20. Elegant and rare Vandenplas saloon. VGC. £1,500 o.n.o. Thurlestone 473 from 3 Aug. (47931

1972 LOTUS SEVEN Series IV 1600 GT. Red. 22,000 miles. In excellent order throughout. £850. Banbury 52712 (office). Swalcliffe 621 (evenings). (47914

FOR SALE—continued

1954 MG TF (1250 c.c.) BRG. Very good condition mechanically. Also good tyres, hood and tonneau. £1,500 o.n.o. Write 35 Lingfield Court, Old Portsmouth, Hants. (48003

MG-A SPORTS. Perfectionist's summer car. Seen to be believed. Highest offer. Bosham (0243) 573174. (47915

DAIMLER SP 250. C Spec. Late 1963. Grey/silver , red interior. Owner's second car. 32,500 miles only. Hard/soft tops, tonneau, superb condition, coachwork/mechanics. Current MoT. £1,500. Phone: Warwick 43595. (47916

1935 ROVER 12. Lovingly restored. Repainted, new chrome, headlinings, sun roof, carpets, wood, etc. 56,000 miles. Must be seen. Offers: 051-722 6204. (47917

MG-B GT 1966. White, red leather, average mileage. This really is a good one. £550. Tel Bradford-on-Avon 3786, Mr. Stone. (47919

VOLVO P1800 SPORTS 1965. Grey, red leather, overdrive, good all through. Sold me on Volvos so I've bought a Volvo Estate (family!). Tel: Bradford-on-Avon 3786 Mr. Stone. £680. (47919

1914 AMERICAN K.R.I.T. Open Tourer 21 h.p. MoT tested. Offers over £2,500. C. W. Smith, 67 Bridge End Road, Stratton, St. Margaret, Swindon, Wilts. Phone Stratton 3267. (47920

BREAKING 1971 TR6. Most parts available including engine, gearbox, instruments, lights, set of wheels with near new SP sports. Ring Wisbech 4027. (47923

COLLECTORS, investors, perfectionists. Riley RME 1½ 1954. Mint original condition. New engine, clutch fitted Only seen one comparable, £850. 1953 Minor 2-door black. Whole car as new. Sound transport with collection value, £400. Accept £1,200 for 2 cars or swap for vintage motorcycles in equal condition. Longworth (Oxon) 820122. (47924

XK150 DHC. Having undergone complete mechanical, body and trim rebuild, this gorgeous red monster awaits final touches. To see it is quite mouth watering. Jaguar enthusiasts contact Hoddesdon 69492. (47938

PORSCHE 912 1967. Bahama yellow, A.F.N. serviced, full MoT. New clutch, tyres, etc. £885 o.v.n.o. 0734-883259 (Reading). (47939

LAGONDA DROPHEAD 1952 Tickford body. Last one to have Aston engine. Has been standing for last five years and requires average renovation. Basic shell is alloy. Sacrifice honestly at £625. 0734-883259 (Reading). (47939

ELAN FHC 1967 F Regd.. 2 owners, 58,000 miles. Immaculate condition, new clutch, w/pump, MoT Feb. Taxed March. £700. 01-657-5181 (Croydon). (47940

MERCEDES 230 SL. Beautiful car in Burgundy/tan. Hard and soft tops, third seat, P.a.s., automatic, £1,590. Ticehurst (Sussex) 507. (47941

1936 LANCHESTER LA10. Mulliner sports, saloon body. Good mechanics. Body very good but needs respray. Bargain £180. 1946 Hillman Minx, MoT, spares, £140. 44, Highpark Rd., Southport. (47942

MERCEDES-BENZ 230 SL. Two-seater sports, hard/soft tops, first-class condition throughout. New tyres and exhaust, 8-track stereo, m/w & f/m radio, no rust. Private sale but terms possible. £1,800 or offers. Mr. Garland, Uxbridge 33216. (47943

1963 MG-B ROADSTER. Good condition. Spares include wheels and tyres. £250. Phone: Inkberrow 792563. (47900

BENTLEY W.O. 4½-litre Sedanca de ville in excellent original condition. Tel: 061-427-2785 Manchester. (47932

LAGONDA 2-litre low chassis tourer in superb original condition. Tel: 061-427-2985 Manchester. (47932

MORRIS OXFORD 1956. Black, red upholstery. One owner and authenticated mileage of 23,000. This is a properly cared for car iwth years of service remaining. Taxed and tested until February 1975. £325. Sebourne, Swindon 6765 Mon—Fri and after 9 p.m. please. (47933

PORSCHE 911S lightweight 1968. Tamgerine. Anyone interested in an excellent and fast Porsche please telephone: Selbourne, Swindon 6765 Mon.—Fri. and after 9 p.m. please. (47933

TRIDENT CLIPPER V8, shattering performance from a highly individual thoroughbred 0-60 in 4.7 secs. supplied by Ford 289 engine but 20—22 m.p.g. obtainable from this very flexible power unit. Other fixtures and fittings to complement this unique eye-catcher. The cost of individuality £1,600. Phone: Benson 442 (Oxon). (47934

HEARTBROKEN OWNER going abroad must part with 1970 yellow 3-litre Marcos. Alloy wheels, o/d, radio, Kenlowe. £1,300. 111 Glenwood, Llanedeyrn, Cardiff. Cardiff 750 329. (47937

ALVIS TE21 Park Ward Sept. 1964. Beige, 5-speed gearbox, p.a.s. £700. Southend 0702 76521 after 5 p.m. (47935

ALFA ROMEO GTV 1750 1969 "H". Outstanding condition, radio, yellow, £750. Might p/ex. Welwyn 4113. (47936

PORSCHE 356B, 1961. Silver grey, LHD, taxed, tested, £295. 04464 650/022 31231 (Cardiff). (47944

MG MIDGET 1966, BRG, radio, MoT, 73,000 miles, good condition. £260. Tel: 01-720-6153. (47976

DOLOMITE SPRINT. Nov. 1973. French blue. Overdrive. Approx 10,000 miles. Only reason for sale—larger car required. Available August. £1,650. HP possible. Tel: Sheffield 890466 after 7 p.m. (48054

RILEY 2½-LITRE 4 cyl. RMH 1955 Pathfinder. Exceptional condition. Taxed, tested £335. Tel: Reigate 43931. (48128

FOR SALE—continued

FOR SALE—RME RILEY 1947. 1½-litre. V.g.c. Engine perfect. Offers. Goodwood Green. Phone: Eastbourne 762841. (48145

GT6 MK. II 1969. Good condition, mechanically and bodily. HRW. Wide wheels, MoT, Tax. Haggle around £495. Tel: Skelmanthorpe 3840. (48153

LANCIA FULVIA 1.3 Rallye S2 Coupe, April 1972. Metallic silver, black interior. 27,000 miles. Fog lamps, radio. £1,200. Tel: Wareham 2295. Evenings/weekends. (48053

ROLLS 20 H.P. 1928 Parkward Saloon with division. All original. Car is in good order. New tyres, recent engine overhaul. £4,000. Southend-on-Sea 219327. (48052

RIO DE BELGE tourer body 1906-1908. All original. Complete with mudguards front and rear. £750. 1908-1912 Truck or fire tender body. £160. Southend-on-Sea 219327. (48052

JAGUAR XK150 3.85 FHC. Usual S-model refinements, plus radio and luggage rack. 12,000 miles on factory replacement engine. First-class bodywork with recent top-quality re-spray. Stored and maintained since April 1972. This beautiful car will delight any XK enthusiast. Good reasons for sale. Finance arranged. Offers around £1,500. Registration number SN 3 for sale with or without the car. Offers over £600. Sunderland 280382. (48050

LOTUS EUROPA twin-cam 1972. White, alloy wheels, stereo, radio, 22,000 miles. £1,400. Phone: Penketh 8109 after 6 p.m. (48049

SUPERB VINCENT 1,000 c.c. Just rebuilt. £850. Tel: Saddleworth (Lancs.) 4942. (48048

S.S. 1934 TOURER. 12 h.p. 4-seater model. Completely restored. Red with black trim, wire wheels, £1,950 o.n.o. or would part exchange MG TD or TF. Tel: 0220-23-2652. (48047

LOTUS (COSWORTH) Super Seven. Immaculate condition. Taxed and tested. Offers over £700. Tel: Morpeth 3736 Northumberland. (48046

A.C. GREYHOUND 2-litre 1961. Probably best example existing. Beautiful, practical, economical, appreciating concours winner. £1,295. Beaconsfield 3378 (48045

CORVETTE STINGRAY, 1971, M registration. Blue, 454 split-roof coupe, air-conditioning, positraction, manual shift, power brakes and steering, AM/FM radio and cassette deck, 19,000 miles, new clutch. £2,800. Work: tel 01-828 5600. Mr. David. (48044

1935/36 AUSTIN 7 RUBY. Original throughout. Engine recently rebuilt, now undergoing complete re-spray (original colour), have to sell due to foreign trip. £220 o.no. Also 1934 Austin Ruby (one of first) engine running, but generally tatty. Lots of parts. £60. Paul Johnson, 39 Avenue Close, Liphook, Hants. Tel: 723274 (day). (18357

1972 LOTUS ELAN SPRINT DHC. Colorado over white. 14,000 miles. £1,475. Stephen, Walton-on-Thames 24730. (47792

1938 HOTCHKISS Amilcar B38. Almost sexy French FHC. One owner 1951-'73. All original, aluminium chassis, no rust, everything excellent. £650 o.n.o. Guildford 36386. (48141

TVR VIXEN S3. "K" registration. White, sun roof, stereo cartridge, excellent condition. £970 o.n.o. Tel: Wilmslow 26783. (48142

TR4A 1965. Soft top, new; diff. brakes and bearings. Recent MoT. £395. Phone Cardiff 753138. (48149

MG TF 1500. Immaculate rebuilt example in bright red, black interior. Reluctant forced sale at £1,600. Bournemouth (0202) 707783 or (01) 995 9733 (18122

AUSTIN HEALEY 3000 Mk. III 1966. Silver blue, genuine 43,000 miles only. Soft top/tonneau, overdrive, wire wheels, XAS's, new exhaust, immaculate condition, MoT. £1,100. Tel: Brenchley (Kent) 2339. (18356

DAIMLER SP250B Dart 1961. Many extras. Stainless exhaust; recently overhauled diff., steering, brakes, Konis. Family forces sale. Offers real motoring at 24 m.p.g. 01-229-9544 (45374

BENTLEY R-TYPE, manual, black outside, crimson inside. 15,000 since new pistons, 3,000 since new paint. Full history last eleven years. Not concours but very nice. Haggle around £1,650. Peter Black, Pleshey 378 (Essex). (18136

"SAM SAM pick up your pencil" and post an offer for exhausted A35 carrying SAM 422. Couthard, Maryport, Cumbria, CA15 7BQ. (48143

TR6 NOV. '72 (L). White, overdrive, 11,600 miles, Ziebart underseal, radio, tonneau, half tooneau, taxed, beautiful condition. £1,185 o.n.o. 01-402-4572 evenings, weekend. (48145

ABSOLUTELY IMMACULATE 1971, 4.2-litre E-type, fixed head coupe. Red with black trim. Chrome wire wheels, radio, head rests, air horns, full history available. Owner must sell. Offers £1,650. Tel: Buckland 260 (Berkshire). (48146

MG-A FHC 1600 Mk. I 1961. White, black interior. Radio, radial tyres. Completely original and in very nice condition with new MoT. £285 o.n.o. Luton 595165. (48147

1967 F TR4A. White, Cosmic wheels, radio. Good condition throughout. £425. Tel: 061-370 3988 after 6 p.m. (48150

LANCIA FULVIA 1.35 Rallye Coupe. "H" Reg. Navy with cream interior. Superb condition. Fast and economical. £860. Tunbridge Wells 28420. (48129

TVR 1960. Green, completely re-built 18 months ago. MoT June '75. Genuine 61,000 miles only. £165 o.n.o. Great Barton 692 (Suffolk) evenings. (48148

BENTLEY DRIVERS CLUB

SILVERSTONE

SATURDAY 24 AUGUST 1974

FIRST RACE 1300 HRS.

Don't miss our Silver Jubilee Meeting. Les camions les plus vites du monde once again throw down the gauntlet to those arch protagonists: 30-98's, 38, 250 Merc's, Bug's, Lag's and Moggies. If it rains, it's all so exciting, you won't notice.

DON'T GET CAUGHT SPEEDING!

Why wait until you have collected two endorsements before you get some protection from hidden Motorway Radar devices?
Our Radarspotter is self-contained, weighs 10½ oz., and clips on to passenger sun visor.

POSSESSION IS PERFECTLY LEGAL

For protection by return send £18.15 including V.A.T. & P.P.I. to:
AUDAX INTERNATIONAL MARKETING
(Box 10) 45 Green Lane, Purley, Surrey. Tel.: 01-668 3255

TYRES

185 x 16 Cinturatos, new

£10.50 + VAT
BURLEN SERVICES

SALISBURY 5100

JUST ARRIVED — Special Offer!

6.70-16	India 6 Ply T/L tyres	**£15.00**ea
5.50-17	New covers	**£10.35**ea
5.50-18	" "	**£11.50**ea
4.50-19	" " Dunlop	**£9.00**ea

Plus Carriage, plus V.A.T.

HAMPSTEAD TYRES Ltd.,
31-35, FORTUNE GREEN ROAD,
LONDON, N.W.6
Tel.: 01-435 8988/4992

NEW GILBERN Mk III

ONE ONLY. SPECIAL OFFER

£200 off List Price

£2,709

Ring:
BOLTON (Lancs.) 383318



MASERATI QUATROPORTE, 1965, 4-cam V8, 5-speed, ZF, etc.

RELIANT SABRE SIX, 1964. Wire wheels.

JAGUAR XK140, 1955. New tyres. Sound car. Offers. Any inspection. Ramp available.

H. L. HOGGARD & SON,
210 HOLME CHURCH LANE,
BEVERLEY, E. YORKS.
Phone Don at 0482 881029 or, after hours, 884608.

HYDE-EAST & COMPANY

Associated Insurance Brokers

Need no introduction to the sporting motorist. If the best is not too good for you the frustrations of present-day insurance will be appreciably less if they arrange your business.

60 CHERTSEY STREET, GUILDFORD

Tel.: Guildford 64545/6/7

FERRARI GTB4



A truly fine example to concours condition, dark blue metallic with black leather trim. All usual Ferrari items including 5 speed box but with additional borani wheels.

Has to be seen:- **Clifford Holder, Holders of Congresbury, Weston Road, Congresbury, Nr. Bristol. Tel. Yatton 833034.**

1935 RILEY IMP

Completely rebuilt to original condition.
Unique and genuine opportunity for rare model.

Details and offers :

TEL.: 098 46 415

MINI COOPER "S" Mk. III, July 1970. Bronze yellow. Dunlop alloy wheels, radio, Radiomobile stereo cartridge player, Webasto sun-roof, heated rear window and many other extras; very good cond. **£825 o.n.o.**

ALVIS TD21 automatic saloon, Feb. 1960, white. Recently had about £600 spent on renovation. **Best offer.**

TEL.: 051-724 1589

E. T. LUNDEGAARD LTD.

We are closing our Southgate Street premises at 6 p.m. August 3rd, 1974. As from 9 a.m. August 5th, 1974, please direct letters and telephone calls to . . .

33 KINGEWARD AVE. GLOUCESTER

Tel. (0452) 23440

The change will not affect our usual instant service but intending callers are respectfully asked to make an appointment.

E. T. LUNDEGAARD LTD

Please note our address and telephone number for future reference.



335 BHP

Now for something completely different . . . Austin A40 replica. Concours throughout. Pontiac V8 mechanics. 3,000 miles from new. 0-100, 13 secs – road legal. See "World of Wheels" no. 24. About **£2,000.**

Phone Hornchurch 56856.

Tony Mitchell Ltd.

BMW / Bristol, PVT and Classics for sale and wanted.
Spares most models.
Stock list s.a.e. to :
Manor Farm House, Rodmarton, Cirencester, Glos.
Tel.: Rodmarton 222

GREENWELL & GRIMWOOD

DAIMLER Barker special sports, 1951, undergoing restoration. **£1,150** when completed.
ALFA ROMEO 2600 Sprint, in very good order, **£650.**
CITROEN Light 12, 1939. Very sound order, engine just rebuilt, **£450.**
JENSEN CV8. B.R.G. Powerful tow car in excellent order, **£850.**
MASERATI/JAGUAR 3500 GT, 1961. Special competition conversion. R.H.D. Fitted 4.2 E-type engine and gearbox, triple Webers, Piper cams. Cobra wide wire wheels. **£850.**
LANCIA Flaminia 2.8 V6. Rare aluminium body by Touring of Milan. Very smart order. **£650.**
FACEL VEGA 500HK. Excellent throughout. **£1,100.**

FORD Transporter. Plated. Good order. Will take Phantoms, etc. Ramps, winch. **£450.**

Interesting or unusual cars wanted. Transport service based on the S.W. Commissions for overseas buyers undertaken. Shipping arranged.

BROOME HOUSE, DAWLISH, DEVON. Mamhead 253
1, EAST TERRACE, BUDLEIGH SALTERTON 2576

LIDDELL and HORNER

QUALITY MOTOR CARS

Westover Farm, Goodworth Clatford, Andover, Hampshire

Telephone: ANDOVER 3643

1930 ROLLS-ROYCE Phantom II. The experimental Continental chassis No. 26EX, in excellent condition. Now open to offers, especially swaps.

1958 Sports-racing SKODA, twin o.h.c., 1,100 c.c., all-round independent suspension, five-speed gearbox, inboard rear brakes. Very special and beautiful little car. One of only two made..... **£2,000**

1952 BENTLEY Mk. VI big-bore saloon, grey, in good condition. Much work done..... **£1,100**

1958 BENTLEY S.1 saloon, power steering, in good condition... **£1,475**

Two dozen Motorcycles surplus to requirements, ex own collection, for restoration, including **Vintage AJS, BSA, Raleigh, New Hudson, Triumph, etc., from £150.** Also late **Manx Norton.**

1960 AC ACE
A.C engine, disc brakes; four previous owners, 74,000 miles. Fully documented history. **£1,600.** Or swap best Aceca and cash.

ALFA ROMEO
Four-seater drophead **1966 GTC.** R.H.D. New hood. 1,750 c.c., 5-speed box, etc. M.o.T. Three previous owners. Very rare. **£550.**
0908-582651 (Bucks.)

Rolls-Royce 25/30 owner driver sports saloon 1937. Delightful genuine low mileage car. Investment at £3,250. Rolls-Royce Silver Cloud II, £2,650.

DAVID NUDD

Nottingham Road, Attenborough, Notts. Tel: Nottingham 250614.

1974 ROLLS-ROYCE Silver Shadow Saloon

Only 1,000 actual miles. (Needs complete interior.) **£5,000** including a complete interior.

Ring : 213/829 4475 U.S.A.

FRANK DALE & STEPSONS

OFFER :

1939 BENTLEY 4½-litre 'Overdrive' Hi-vision 4-door saloon by H. J. Mulliner. In unrestored state but largely original with no complications and with many special features. Goes well.

£2,850

At : 101 FARM LANE, FULHAM BROADWAY, SW6 1QH

01-385 9724/5/6/7

Cables: EFFDALE SW6

S2 BENTLEY Continental 1961

FOUR-DOOR JAMES YOUNG SPORTS SALOON



This beautiful car has been completely retrimmed in best Connolly hide and repainted to the highest standard.

I GUARANTEE THIS CAR TO BE THE FINEST IN ENGLAND.

£5,750

Tel: Stockton-on-Tees 64948 & 781004

TILLINGHAM ST. GARAGE

(OLAF P. LUND & SON)

SPECIALISTS IN CLASSIC CARS OFFER :

AUSTIN HEALEY Sprite Mk. III, 1965, Old English white with black trim; wire wheels, new hood and tonneau; £225. **AUSTIN HEALEY Sprite Mk. III, 1964,** fiesta yellow with black trim, new hood and tonneau, **£225. RILEY 2½-litre saloon, 1951,** good mechanically, body requires renovating, **£125. WANTED URGENTLY: Pre-War ALVIS.** Any model in any condition considered.

35, Tillingham Street, Sparkbrook, Birmingham 12.
021-772 2655 021-444 2100 (evenings)

TRAFFIC



A limited number of left-hand drive MINI COOPERS, refurbished to the highest possible standards, are available for export to USA. Please contact for details.

TRAFFIC

1973 LANCIA 2000 Coupe MS. Lancia blue with grey cloth interior. Fuel injection, PAS, Motorola radio; one owner, 7,000 recorded mileage **£2,500**

1972 RELIANT Scimitar GTE, manual / overdrive, coachwork finished in Arctic white with tan interior. One owner from new, low recorded mileage. An exceptionally attractive vehicle **£1,945**

1973 LANCIA Fulvia Rallye Coupe S2. Dark brown with pale beige interior. Sun-roof, Radiomobile radio, h.r.w.; one owner, 4,300 recorded mileage **£1,695**

1971 VOLVO 164. Metallic blue/grey coachwork with black interior. Automatic, PAS, h.r.w., radio, steel sun-roof; one owner from new, recorded mileage 27,000 **£1,395**

1972 Model MG-B GT Mk. III. Blaze with navy interior. Sun-roof, radio, h.r.w., reclining seats, fog/spot lights **£995**

1973 MINI Clubman, green mallard with tan trim, h.r.w., radio, alloy wheels; one owner **£925**

1972 MINI 1275 GT. Flame red with black interior, radio, h.r.w., reclining seats **£895**

1973 MINI 1000. Lime flower green with matching interior. Radial tyres, h.r.w. **£865**

1972 MINI Clubman estate. Glacier white, with navy interior. One owner, 18,000 recorded mileage .. **£845**

TRAFFIC

WALTON ON THE HILL
SURREY TEL. TADWORTH 3811/2
OFF A217 LONDON/REIGATE

dcm

THE TR CENTRE

(SPORTS CARS) LTD

21 Lexham Mews
London W8

Phone Richard Kwolek
01-937 1410

TR6 1973	French blue, miles	12,000 **£1,475**
TR6 1972	Dark blue, o/d., miles	17,000 **£1,295**
TR6 1972	Pimento o/d..	**£1,275**
TR6 1972	Saffron	**£1,275**
TR6 1971	Damson	**£1,125**
TR6 1973	Sapphire blue, miles	6,000 **£1,565**
TR6 1972	Dark blue, o/d ..	**£1,295**
TR6 1972	Damson	**£1,295**
TR6 1971	Saffron, o/d...	**£1,125**
TR6 1971	Red, o/d.....	**£1,125**
TR6 1970	Red	**£895**
TR6 1969	White, o/d.....	**£845**
TR6 1969	D/blue, o/d....	**£795**
TR5 1968	Blue, o/d.....	**£675**
TR5 1968	Blue, o/d.....	**£595**
TR4A 1967	Valencia blue, drive	over- **£695**
TR4A 1966	Dark blue.....	**£545**

B.M.W.s

2002 1973 Tii.	Golf. 7,000 miles	**£2,195**
2002 1972.	Argave. 20,000 miles	**£1,445**
2002 1970.	Silver, 30,000..	**£945**

TR WORKSHOPS

COMPLETE SERVICING FACILITIES FOR ALL TR, 2.5 PI SALOON, FUEL INJECTION AND COACHWORK REPAIRS.

Phone: 01-937 1285

Full Parts / Labour GUARANTEE.

Full Pre-Sales Preparation

HIRE PURCHASE

PART EXCHANGE

WANTED:
ALL GOOD TRs
B.M.W.s
Highest prices paid

THORNE GIBB LTD

HEAD OFFICE:
96A WOOD HOUSE RD
LONDON E11 3NA

01-534 4706 01-534 2139



JAGUAR 'MK IV' 3½ Litre. Same model as illustrated. Very sound throughout, representing good value at only £595.



ASTON MARTIN DB4 Convertible. An excellent example of this much sought after thoroughbred. Finished in Dark blue with red interior.



JAGUAR MK V 3½ Litre. A most attractive car, finished in Astral Blue over silver with grey interior. £895.



JAGUAR XK150 FHC. First class condition, grey with contrasting interior. £1,650.

Also available:
Daimler SP250 'C'. Recent comprehensive renovation and without doubt one of the finest. £1,295.
Alvis TD21 Drop Head Coupe. Alice Blue with tan trim. Automatic transmission and the usual refinements associated with this marque. £1,595.
Jaguar XK150 FHC. Manual transmission, Ivory with red trim. On offer at £995.
Jaguar XK150 Auto FHC. Ivory, many recent new parts. Very sound throughout. £1,050.

CALLERS BY APPOINTMENT ONLY

Our reputation for restora-tion is acknowledged as the finest in the country.



1939 WRAITH LIMOUSINE by Hooper, electric division and rear blind, mileage 102,000. This car is in pristine condition, two owners, chauffeur maintained and very elegant. Showpiece that must be seen to be believed.



1934 BENTLEY 3½ DROPHEAD by Parkward, restored to full concours, coachwork, ivory with red hood and red connolly hide interior. The car is as new, the finest in the country.



1935 PHANTOM II Sedanca-de-Ville, by Gurney Nutting. Depicted page 91, Elegant Rolls-Royce, chassis No. 12 UK. This magnificent car is the best I have seen and the quietest engine, coachwork in black over shell grey, black leather to the front, West of England cloth to the rear. Price on application.



Shown here is the "Gabrioler" saloon. The most exciting Bentley I have ever seen, thousands of pounds have been spent on this car to preserve it for all time.



This most fantastic of all Bentleys. Shown here is the all weather tourer with Auster screen. Designed in 1931, when W. O. Bentley was taken over by Rolls-Royce, it is the missing link between the W. O. Bentley and the Derby Bentley.



1962 SILVER CLOUD II, 52,000 miles from new, one owner, silver/black coachwork, all extras including refrigeration. Fabulous car.

1962 ROLLS-ROYCE Silver Cloud II 52,000 miles from new one owner. Silver/Black coachwork ALL the extras including refrigeration system.

IVAN DIXON

1 Junction Street
Burnley, Lancashire Tel: 23702.

FOR SALE—continued

GT6 MK. III. August 1972. 14,000 miles. Overdrive, occasional rear seat, excellent condition. Company car forces sale. £1,000 o.n.o. Call 01-977-5954 after 10th August. (48151

JENSEN 541, 1956. Taxed, tested, recently resprayed, mechanically sound, interior part retrimmed but seats could be improved. £325 or possible part exchange. Alexander, Skelmanthorpe 3971 (10 minutes M1 Junction 38). (48304

HEALEY 3000 Mark III rolling chassis, part rebuilt to a very high standard with over £700 worth of bills. Loss of garage forces sale at £350 or might break if sufficient enquiries. Alexander, Skelmanthorpe 3971 (10 minutes M1 Junction 38). (48304

LOTUS EUROPA S2 1969. Primrose, black interior. Radio, beautiful car. £675. Thornbury (Bristol) 414877. (48302

DAIMLER L15 SALOON by Mulliner 1934. 41,000 genuine miles. Superb condition throughout. Taxed and MoT. £770. Exchange modern car. Hexham 2287 Northumberland. (48301

ROLLS-ROYCE SILVER WRAITH 1952, 6-light Saloon in tudor and shell grey. 2 owners, 88,000 miles as illustrated on page 168 of "The Elegance Continues". This car is in v.g.c. and well worth £2,750. Vintage or classic considered as part payment. Tel: Ponteland 2807. (48299

1928 AUSTIN 7 Chummy. Very original and in good condition. £750. Ponteland 2807. (48299

LOTUS ELAN SPRINT, 1973, FH coupé. Lagoon blue, 3.55 diff., balanced engine, radio, 5,000 miles. £1,895. Phone Newbury 311 day, 4790 evening. (48298

BENTLEY MK. VI. Reg. MJJ 11. In daily use. Excellent basis for restoration. Prefer exchange Porsche or similar. Value about £450. Tel: Betley (Crewe) 280. (48297

LAGONDA 1950 2.6 Twin-cam. All independent suspension. Similar appearance Bentley VI but all alloy body. Superb original condition. £450. Exchange considered. Welford/Avon 343 (Warks) after 8th Aug. (48296

MG-A 1600 COUPE, 1960. A beautiful example in excellent working order. Red, black leather, Radiomobile push button radio. £450. Schofield, 10 Beaumonds Way, Rochdale, Lancs. Telephone: Rochdale 45663. (48295

LOTUS SUPER SEVEN 1970 1500 c.c. Cosworth, C/R gears, roll bar. Adjustarides, wide Avons, low mileage, £650. Todmorden (Lancs.) 2097 after 6 p.m. (48294

ESCORT MEXICO 1973. Diamond white, radio/tape. Reel belts, undersealed from new. Immaculate condition. £995 o.n.o. Lincoln 63466. (48282

FOR SALE—continued

ROVER 3500 "S" K registered. Heated front/rear screens, roll cage, 5 Minilites with new SP44s, recon. engine, autobox. £885 for quick sale. Phone: Welwyn 5522. (48292

RARE ALVIS 1950 TB14 2 STR D.H.C. £150. Rebuilt engine not yet run-in. Some minor bodywork required, hence £375. Blakesley (Northants) 369 anytime. (48291

HISTORIC RACING JAGUAR. Ex Protheroe E-type, CUT 7. Completely rebuilt mechanically. Fitted D head, cams, big brakes, etc. For full details, racing history, etc. see "Classic Car" March 74. The last chance to buy a real racing Jaguar with an authentic racing history at a sensible price of £1,800. Tel: Dursley 3243 (Glos). (48290

MG MIDGET MK. 3 1969 but genuine 29,000 miles. Original superb condition in primrose/black interior. Wire wheels, Cinturatos, Radiomobile. New brakes/exhaust, MoT and taxed. £450 o.n.o. Bolton 25957 day, Rochdale 33032 evenings. (48289

JAGUAR XK150 DHC. Wires. Needs tidying, basically sound. Offers and inspection invited. Coolham (Sussex) 393. (48287

MG TD II, 1953. Mechanically sound, good body. Overseas move forces reluctant sale at £750. Tel: Saxmundham 2769 after 6.00. (48279

DAIMLER SP250B 1963. 43,000 miles. White/black hard top, tonneau. Excellent condition. £800. Anthony Crook, 12 Abbey Crescent, Darwen, Lancs. Tel: 75973. (48278

ROLLS-ROYCE 1958. Pearl grey with red trim. 67,000 miles, superb example. £3,750. Phone: Sidlesham 263 for further particulars. (48277

RILEY RMB 2½'s. Two extremely tatty specimens suitable renovation or spares, one runner with MoT. Cheap. Denbigh 2045. (48275

TR2 1954. Works team car. Winner Coupes des Alps. Wire wheels, hardtop, Overdrive. MoT. Accepted H.S.C.C. Sound but scruffy. £395. Luton 595165. (48272

CLAN CRUSADER July 1973. Mediterranean blue. 7,500 miles. Sunroof, alloy wheels, Halogen lamps. Fastidiously maintained. Quick, economical (45 m.p.g.) with outstanding handling and eye-catching appearance. £1,275. Cambridge 66096 evenings. (48271

ASTON MARTIN DBS6 Vantage 1969. Immaculate condition, beautiful body and interior. Full service record. If you want a DBS—this is the one. £2,100. 01-226-8797 evenings. (48268

BARGAIN SUPERB Lotus Elan FHC SE 1970 (J). White, blue trim/black interior. 22,000 miles only. Long Tax, MoT, Radio, b/alarm, e/windows. £895. Possible P/ex. Finance. Sedlescombe 247 (Sussex). (48259

FOR SALE—continued

MARCOS "H" REG. Superb Bahama yellow paintwork. Autovox stereo/radio, electric aerial/windows. 6,000 mile guarantee on replacement engine (2000 GT). Bills to show money spent on this ex-Jem March car. New set of boots. View Somerset 21 August—3 Sept. or any weekend. Substantial offers invited for this fine car. Write to Mark Burns, White Horse, Ham, Creech St., Michael Taunton, Somerset for appointment to view or phone 01-586 3322. (48269

DAIMLER DART SP250B Spec. New wide wheels, stainless exhaust, re-sprayed, nice motor. £750. Telephone 01-459-1808. (48267

SUNBEAM TIGER 4.7-litre 1965. Excellent body and mechanical. Hard and soft tops. Rare opportunity at £485. Tel: Saul (Glos) 513 evenings. (48270

MG-A 1500 1958 Roadster. Full year's MoT. Recent rebuilt to excellent condition. £299. Weall 0245 55168. (48266

TRIUMPH SPITFIRE Mk. IV, 1971. 23,000 miles. £700. Box No. (Berks) 4454. (48264

FANTASTICALLY pampered Triumph GT 6 Mk. III "MYA 999 L". White/black trim. Spotless beauty. 6,200 guaranteed mileage. Undersealed. Radio. Lady desolate having to sell but man in her life insists she drivets his barouche! £1,050. Taunton (0823) 3318 after 8 p.m. (48262

AUSTIN HEALEY 3000 Mk. II. Being sold for spares for possible extensive renovation. Will accept £165 o.n.o. View Salisbury. Ring Carter 01-499-4785. (48265

1923 BULLNOSE Morris Cowley. Original four seater tourer body. Extremely good condition. £1,750. Lake, Tel: Forest Row 2957 (Sussex). (48263

DAIMLER DB17, 1937. An appreciating car. Restoration just completed. Now in superb condition. £515. Burgh Heath 58823. (48261

ABARTH ZAGATO 750 reg. no. 21 MM. Double bubble model, £400 o.n.o. Laugharne, 22 Houghton Street, Sunderland SR4 7DY. (48260

LANCIA FLAVIA Sports Zagato 1965. Aluminium body, silver/red interior. Good condition. MoT. £385. Byfleet 44050. (48253

O.A.P. HAS TO SELL his Rover cars—1946 12 Sports Saloon; 1946 14 Six Light Saloon; 1948 75. All in running order, but all need some work to finish. Collin, Twisted Chimneys, Gt. Ponton, Grantham, Lincolnshire. Phone: Gt. Ponton 326. (48252

MG-B GT April 1973. One owner. White body, navy brush nylon upholstery. Sunshine roof. Overdrive. HRW. 12,000 miles. Immaculate condition. Offers over £1,500. Lewes 3848 evenings. (48256

FOR SALE—continued

MG-B 1966. BRG. Overdrive, wire wheels radio, tonneau cover, MoT. Taxed till 75. £425. Tel: 01-777-5116. South London. (48251

MG-B ROADSTER July 1973. Teal blue/ochre. Overdrive, tonneau cover, Rostyle wheels., 19,500 miles. This immaculate one owner car is for sale around £1,050. Telephone: 01-609-1029 after 6 p.m. (48249

JAGUAR 120 ROADSTER 1951. Immaculate in every way. Must sell to preserve Marital bliss. Offers around £1,650 invited. 01-458-3172. (48258

DAIMLER DB18 Consort 1952 in extremely superb condition having been stored for many years. The coachwork is completely immaculate and original and mechanically is in excellent condition. The car is now taxed, tested and in daily use, but business commitments force sale. Definitely not an expensive investment at £325. 061 6522791. (48310

BENTLEY MK. 6 1949. Needs tidying. £295. Stourbridge 73174. (48309

MG TD. Sound condition. Good runner. MoT. £640. Stourbridge 73174. (48308

ONE MUST GO—Alvis TD 21 Mk. II. One owner, 43,000 miles. Sand biege interior, excellent condition throughout, £750 o.n.o. Riley 2½-litre 1951. Green/black, green interior. Excellent order throughout. £325 o.n.o. Tanworth-in-Arden, 2271. (48305

1950 14HP LEA FRANCIS. Tax, MoT. Free standing headlights. Reliable, tired everyday transport. Moderately smart, hence only £145. Bampton Castle 605. Oxford. (48316

TWO ROLLING but dismantled Jowett Javelin. Offers or exchange. MoT. Toplino. Bampton Castle 605. Oxford. (48316

1947 MORRIS 8E. Only 27,000 miles. Long MoT. Good conditions. £185. Bampton Castle 605. Oxford. 48316

BRISTOL 407. Superb example, re-sprayed metallic grey/green, light grey interior. 7,000 miles since professional engine rebuild. Tel: Bristol 622238. (48315

DAIMLER SP250C 1963. Metallic blue/white. Excellent all around condition, hardtop, hood, tonneau, radio, spots, etc. £785 or offer or exchange for MG-C. Phone: Kings Langley 62596 (evenings) or 64147 office hours. (48314

1954 WOLSELEY 4/44. Extremely genuine original condition. 47,000 miles. Recent radiator, tyres, battery and exhaust. £225 o.n.o. Tel: Blythe Bridge 2962. (No. Stoke-on-Trent). (48313

1924/5 BSA MOTORCYCLE 4¼ h.p., 550 c.c. in good, sound original running condition. Also new Imperial 350 c.c. Circa 1924/6, restored five years ago. £450 each. Tim Frost, "Delfield", Castle Farm Lane, Wickham 833031 (Hants). (48320

PHT PETER TOWNSEND



1973 (Nov.) ALFA ROMEO Montreal, in Montreal red, owned by Alfa Concessionaires, 9,500 miles, is in mint condition; manufacturer's extras include electric windows and radio **£3,550**

1973L LOTUS Elan Sprint f.h.c., lagoon blue, 10,000 miles, radio; unmarked **£1,795**

1973L TR6 coupe, with sun-roof and o/drive, red; one owner, 20,000 miles; radio. Faultless **£1,545**

1973L TR6, soft-top, radio, o/drive; one owner, blue, and as new, 15,000 miles **£1,495**

1972K TR6, soft-top, radio, o/drive, one owner, in yellow, and 24,000 miles **£1,265**

1972K TRIUMPH GT6, saffron, one owner, 21,000 miles, o/drive **£1,095**

1971K TVR Tuscan, finished in Rallyfleck occult brown, 25,000 miles, radio/stereo, Wolfrace wheels, coachlined, sun-roof **£1,395**



1972 FERRARI Dino, in metallic royal blue, 22,000 miles, lady owned, with last year's service bills. Factory extras include natural hide leather trim, electric windows and radio **£3,750**

1971K TVR Vixen 2500, red, with sun-roof and Sundym, radio, two owners, pristine **£1,195**

1970H M.G.-B roadster, tartan red, o/drive, music, one owner, exceptional **£795**

1970H M.G.-B GT, white, one owner, o/d., h.r.w., radio, new Abarth exhaust; a GT not to be missed **£895**

1968F M.G.-B roadster, two owners, w/w., this show-piece is being offered for **£595**

1969G ELAN S4, in yellow, new hood, radio, nominal mileage, and in unbeatable condition for **£945**

1968 COOPER 'S' in white, being completely original this immaculate car is for sale at **£595**

CLEAN SPORTS CARS ALWAYS BOUGHT FOR CASH



1973(M) ASTON MARTIN V8, one owner, 8,000 mls. Electric blue, white trim. All extras. Cost over £10,000 new. Substantial saving at **£7,595**

1970 LOTUS +2S. Only 25,000 mls. Blue with matching metallic roof. Many service bills. A very nice example **£1,395**

1970 LOTUS +2S. Metallic green, 33,000 mls. Outstanding condition **£1,395**

1969(H) LOTUS +2S. Rallyfleck purple, black interior. Needs some attention ..... **Offers**

1968 LOTUS Elan +2. Red and silver. Looks and drives like a much later car. Radio and stereo. Two owners from new **£1,095**

1970(J) LOTUS Elan f.h.c. Red with black vinyl roof. Faultless throughout **£1,095**

1971(K) regd. RAMBLER Javelin. Metallic green, radio, stereo; low mileage. Excellent throughout **£1,395**

1971 TR6. Damson, black trim. Radio, o/d. Very good condition **£1,095**



1972 LOTUS Europa TC. Pistachio, black trim, radio, two owners, JPS coachlining. Nice condition (*similar to above*) **£1,495**

1972 (model) M.G.-B GT. Auto. Finished in blaze. Fitted with every conceivable extra. Stereo, sun-roof, etc. Immaculate condition **£1,295**

1970 M.G.-B roadster, w/w., radio. Two owners. Finished in yellow with black trim **£795**

PART EXCHANGES

1969 VIVA estate de luxe. White with black trim, 42,000 mls... **£545**

1970 VOLKSWAGEN 1500 de luxe, red, only 37,000 mls., two owners; full service history available. Perfect mechanically and bodily **£595**

1973 MINI 850. Harvest gold; one owner; cloth seats, alloy wheels. A very pretty, economical car.. **£895**

This month's selection of P/X saloon cars for sale: No reasonable offer being refused: **Late 72L Capri 1600L; 69G Escort 1100; 71J Fiat 500.**

THE SPORTS CAR CENTRE
89 BRAMLEY ROAD, OAKWOOD, N.14.
Tel.: 882 4495 882 1603

HIGH PERFORMANCE CENTRE
928 HERTFORD ROAD, WALTHAM CROSS,
HERTS. Tel.: 97-23570/21405

FOR SALE—continued

RILEY 2½ 1953. Engine rebuild, new brakes, steering, battery, exhaust, good tyres, radio, sunshine roof, some spares. £425 o.n.o. Tel: Blythe Bridge 2962 (Nr. Stoke-on-Trent). (48312

1930 FORD MODEL "A" 24 h.p. Tudor Saloon. Original engine, MoT, taxed and in good running order. Offers: Harrison, 7 Farley Avenue, Harbury, Nr. Leamington Spa. Telephone: Harbury 612610. (48307

LANCHESTER 1953 14 h.p. Leda Saloon. Reconditioned engine, new exhaust and brakes, Tax, MoT April 1975. £195 o.n.o. Phone: 031-449-2936 (Edinburgh). (48322

AUSTIN HEALEY 3000 Mark III 1966 BRG. O/d, wire wheels, low mileage, as new, £1,500. Tel: 01-580 4571 (day) or 01-628 6102 (evenings). (48321

VANGUARD 1953. One owner 21 yrs. Handbook. MoTested, licensed. Mileage 40,191. Outstanding original condition. £175. 01-856 0772. (48319

MG-A 1600 1960. Immaculate condition, hard top, spares. Reluctantly for sale by MG C.C. member. £425 o.n.o. Full details from Hailsham 841226. (48317

HEMICUDA CHRYSLER, year '73. 350 Din. 425 SAE. Price: 45,000 Francs. J. F. Morel, 2 Rue Heuri Matisse, France—31 Toulouse. (18506

RILEY 12/4 1936—50. May be without body. Full details. Box 4455. (18517

HEALEY 3,000 1961 2 + 2. W/W, o/d. Just run in after complete rebuild. £430 Phone 0935-6250 (48327

LOTUS SUPER SEVEN SII. Full weather equipment. Excellent throughout. Tested etc. £480. 051-677-0166. (48333

LOTUS EUROPA S2, 1971. Yellow, one owner, excellent condition, 1565 c.c., 40+ m.p.g. and won't rust either. Radio, SP sports, £975 o.n.o. Danbury 2136 (Essex). (48331

ALFA ROMEO 1750 GTV. Performance with 5-speed economy. 1970. Regularly serviced by agents, bills available. Taxed, MoT. Reluctant sale by Alfa enthusiast. £1,100 o.n.o. Tel: Kenilworth 55318 evenings. (48329

HEALEY 1959. Rare 100-6 2 + 2 BN 6 engine. Wire wheels, hard and soft tops, overdrive, long MoT. Healey blue. One owner for last six years who has done a lot of work on this car which is in really excellent condition. Reason for sale—E-type Jaguar purchased. £650 o.n.o. Huntingdon 53130 or Warboys 843. (48328

MG TD MARK II. Very poor condition, needing complete rebuild, but virtually complete. £300 o.n.o. Phone Stourport 4901 evenings. (48330

MORRIS EIGHT Tourer II (four seat) 1938. One owner over 35 years. MoT, taxed. Very low mileage. Originality and condition commensurate with asking price £595. Consider good Lotus 7 in exchange. Phone Brighton 556851 evenings. (48326

E-TYPE JAGUAR Roadster Mk. II. Red, black leather, chrome wire wheels, Sundym glass all round, radio, 5 brand new SP sport tyres, low mileage. Taxed Feb. 75, full MoT. Mint example. £1,250. Southampton 69582 (48325

ROVER 75. 1949 model. Reg no. LTV (London Television) 500. One owner. Taxed, MoT. Not immaculate, but good condition. £275 o.n.o. Frasers Filling Station, Annam Road, Dumfries. Tel: Collin 644. (48323

ALVIS TA21 Saloon, 1953. Chocolate/cream. Good general condition. Bills for £230 engine rebuild in last six months—negligible mileage since. Taxed, MoT. All offers considered but would like about £350. Ditchburn, 10 Bredon Court, Old Town Lane, Formby, Liverpool, L37 3HJ. Tel: Formby 70135. (48318

BENTLEY MK. VI. Aluminium coachwork by James Young (semi razor edge). Finished in unmarked dark blue. Some new chrome, new head linings, carpets, wood, etc. New engine 20,000 miles ago. Recent new exhaust and brakes. The car is in excellent condition throughout. £1,575. Details Tel: 01-658 1005 or Box 4427. (46725

ALFO ROMEO "G" REG. 1750 GTV. Excellent condition. Alfa maintained. Very reliable and economical. £750 o.n.o. Tel: 061-445-7982. (48108

AUSTIN HEALEY 100/6 1958. V.g.c. Silver/blue. w/wheels, overdrive, tonneau, h/s tops, bootrack, extras. New steel wings. An eye catcher. £450 o.n.o. Bristol 30779. Davey. (48101

MG MAGNETTE ZB 1958. Condition commensurate with very low mileage. Fastidiously maintained and in remarkable overall condition. Black with tan interior. £475. Tel Hoddesdon 65231. (48103

LOTUS CORTINA 1965. Original unspoilt condition (Lotus colours) but mechanically completely rebuilt over last 6,000 miles. Powermax pistons, BRM cams, 2000E internals. New clutch, carbs, diff., radiator, exhaust, starter, discs, springs, battery, etc. Goodyear alloys, Spax shocks. Taxed. Must appreciate at £395. 01-998-6131 evenings. (48102

JENSEN CV8 Mk. II 1965. Excellent condition. Monza blue. £875. Tel: Wilberfoss 665 (Yorkshire) after 6 p.m. (48101

TR6, 1971. Soft top model in red with overdrive and factory hardtop. £1,000. Beaconsfield 6602. (4831

J REG GILBERN INVADER, 31,000m, sunroof, overdrive, 8-track, bronze, SW4, £1,000, evenings 6228915. Please call the following number if problems arise—3870541 Ext. 210. (48342

FOR SALE—continued

TRIUMPH TR3A 1961. BRG with soft top, overdrive. Body very sound and engine recently professionally overhauled. Many new parts, but space needed for 1938 MG. £240. Derby 25653 evenings. (48339

1958 ROLLS ROYCE Straight Eight B80 engine and automatic transmission. Only 30,000 miles. £175. Ring Whitworth (Lancs) 3303. (48338

BRISTOL 403. Excellent dark green aluminium body. Good mechanics, tyres, new free wheel, etc. £600. 0322-862426 (near Brands). (48337

ASTON MARTIN Mk. III DH Coupe. 1958. Rebuilt throughout and thus totally immaculate. £2,500. 01-937 4303. (48335

1926 AUSTIN 12/4 rolling chassis for restoration or spares. £10 o.n.o. 041-638-5859. (48406

RARE 1949 TRIUMPH 2000 Saloon. Beautiful car. Offers over £500 would be welcome. Carter, Shoreham-by-Sea 5156. (48346

BMW 2000CA. 1969. Taxed, MoT. Rare, beautiful coupe. White, blue interior. Radio, electric windows. Immaculate order throughout. £1,295. Consider cheaper car part payment. Ferndown 2339. (48347

LOTUS ELAN SPRINT DHC 1971 K registration. White with tonneau, radio, air horns. One owner, 27,000 miles and fully serviced since new. This car has been maintained in immaculate condition. £1,160. (Fareham) 03292 84014. (48345

LOTUS EUROPA Special. March 1973. Yellow, 5-speed gearbox, alloy wheels, 17,000 miles, £1,850. Rugby 88358. (48344

1935 DAIMLER "Straight Eight". Eight-seater Hooper body. Black. Very good condition. 71,300 miles. MoT to April 1975. Mrs. Burgess, 59 Hampton Road, Oswestry, Salop. Phone 4904. (48343

FERRARI DINO 246 GT January, 1973. Finished in dark metallic blue with black trim. No radio/stereo or other unnecessary extras. Pampered pet never having seen a rainy day and having covered just 8,000 miles as at 15/7/74. £4,300 private sale. No time wasters please. Faversham (Kent) 3780, day. Challock 350, eves. (48340

FIRENZA SPORT 1973. 16,000, big valve head, laminated screen, radio. £1,025. 01-977-6162 Teddington. (48353

1935 2-SEATER AUSTIN NIPPY. Excellent condition. Very, very original. Burgundy and black. MoT. Taxed, drive away. £950. 01-460-2356. (48352

MG JI 1931. 4-seat open tourer. Must be unique in its originality. Ideal for a true restoration. Still with green, pneumatic hide upholstery, carpeting. Original paint and mechanics. Would run. Offers invited. 01-460 2356. (48352

UNUSUAL SEBRING aluminium bodied Sprite. Fitted with glass fibre bonnet and sills, 1098 c.c. engine. Sell or might exchange for Cabin Sailer or sound Mini-Moke. Details from 061-764 7168. (48350

LOTUS ELAN SPRINT 1973. Red/white, D/H. Sundym all round, air horns, radio. Lady driver from new. £1,695. Tel: Ripley 810797 (Derbys). (48348

1950 MG TD. The bodywork of this car has been completely restored to better than original condition. Complete rechrome carried out. Undersealed. Re-trimmed recently. The engine has done 22,000 miles which, with many new parts, runs like a new car. The colour is red with cream grille slats and wheels. Perfect hood. New sidescreens. Within first 1500 produced. Must be one of finest examples in country. The best is never cheap—offers over £1,750. Tel: 01-647-8309. (48361

CITROEN SAFARI (Estate) DS 21 1970. Absolutely all extras, only 32,000 miles, new tyres. £860. Ascot 23018. (48359

MG SA 1936 (rare model) six cylinder four-seater sports saloon. Partly restored. Engine perfect and running. Interior needs restoring. Body sound but needs respraying. All original parts. A good investment at £500. Write Knox, 37 St. Andrews Close, Whitstable, Kent. (48358

LANCIA FLAVIA 2000 Coupe LHD 1969 Motor Show model. Maroon, black interior, every extra. MoT. 32,000 miles, magnificent condition. £850. Tel: Camberley 64005. (48357

LOTUS ELAN, S4/SE, 1969 FHC. White, v.g.c., 2 owners, £885. Tel: Waltham Cross 36294. (48355

FIAT 124 COUPE 1600 c.c. "J" Reg. Alloy wheels, stereo, electric aerial. Immaculate. £849 evenings. 01-653-6322. (48354

"H" REG. LOTUS +2S fast! Bahama yellow. Every extra. 29,000. As new. £1,250. Chelmsford 61169. (48365

VERY FAST white E-type FHC 1963. Really good engine but body poor. £400. Chelmsford 61169. (48365

SP250 DAIMLER DART 1962. Red. 91,000 miles. Taxed March. MoT May. Workshop manual and many spares. This car cannot boast of having hundreds of pounds spent on chassis, body or engine restoration but has been cared for so as to keep it as far as possible in its original state and must thus be a particularly good value investment at £1,000 or nearest. Market Drayton (0630) 2974. (48364

ALFA ROMEO GTC Convertible, 1966. Fine specimen this rare model. Carefully maintained, many extras. £695 o.n.o. Tel: 01-574 5282 (office) or Maidenhead 24128 (48360

MORGAN 4/4 4-seater September 1973. Alloy rustproofed body. BRG. Leather interior. Superior reclining seats. Stereo. Personal registration number. 01-828-9113 (evenings). (48366

Selected Cars

71 MASERATI Mexico, automatic. P/steering. 4.7-litre. Four seats. 27,000 miles only, one owner **£4,950**
62 BENTLEY S.2, exceptional **£2,250**
54 'R'-Type, automatic .. **£1,765**
60 XK150 'S'-Type, drophead **£1,995**
69 JAGUAR XJ6 4.2 ..... **£1,275**
72 Model VOLVO 164E, automatic **£1,850**
73(M) LOTUS Europa, black/gold; 5,000 miles **£1,750**
69 'E'-Type, very low mileage **£1,275**
72 FIAT 124 'S' 1600 coupe. Webasto **£1,345**
71 FIAT 124 'S' 1600 coupe **£1,245**
70 (Dec.) RS1600, Group II spec. Must be seen **£1,095**
72 TR6, overdrive, works hard-top; 19,000 miles **£1,295**
72 CAPRI 3000 GT, 16,000 miles **£995**
71 PONTIAC Firebird, 27,000 mls. **£1,345**
69 MG-C GT, o/drive, radio **£695**

YOU CAN HAVE A BETTER DEAL WITH US. VERY GENEROUS PART-EXCHANGE ALLOWANCES OR DISCOUNTS IF NO PART EXCHANGE.

192/4 LONDON ROAD, KINGSTON-ON-THAMES
01-546 9292 01-546 7231



1951 BARKER Special Sports 3-seater drophead. Immaculate. *Concours* winner..... **£1,150**



1954 RILEY 1½. Immaculate condition throughout. Recent engine overhaul..... **£595**

1972 RELIANT Scimitar GTE. Manual, overdrive **£1,850**

1957 DAIMLER DJ 254. Red. One owner, 60,000 miles.

Wm. QUINT
061-928 2922

FOX FARM, BROOK LANE, TIMPERLEY, CHESHIRE

SPECIALISTS IN THE INSURANCE OF SPORTS CARS & HIGH PERFORMANCE CARS

MOTOR INSURANCE



01-366 7447

Bellevue Insurance Brokers Limited, 17a Windmill Hill, Enfield, Middlesex EN2 7AB

International Car Shipping & Insurance Also Arranged.

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

JK SPORTSCARS

405 GREEN LANES,
HARINGEY, LONDON N4 1EU
01·348 2221

MINI COOPER 1275 'S', 1968. This Mk. 2 Mini is finished in white with black roof, fitted with twin tanks, oil cooler, and is in excellent condition throughout **£595**

FIAT 850 Sport Coupe, 1970. Finished in yellow with black interior; fitted with sun-roof and radio; economical sports coupe..... **£645**

ASTON MARTIN DB6, 1968. Finished in metallic fern green with black upholstery; all the usual refinements including power steering, Selectaride, electric windows, tint, etc..... **£1,895**

MG-B, 1969. Finished in primrose yellow with black hood and interior; fitted with wire wheels, overdrive, radio and tonneau cover..... **£695**

TRIUMPH TR6, 1972. Finished in pimento with black upholstery and hood; fitted with overdrive and a radio; low mileage **£1,275**

LOTUS Elan + 2, 1968. Finished in powder blue with black trim; fitted with electric windows, knock-on wheels, radio, etc.; a very well maintained car **£1,095**



LOTUS Elan + 2S, 1970. Finished in metallic almond brown with black trim; fitted with sunshine roof, chrome wheels, radio, electric windows, etc.; an extremely attractive car..... **£1,395**

PORSCHE 356A, 1959. Finished in polo red; this Super 75 model is right-hand drive and is an exceptional example for the year..... **£495**

GINETTA G.15, 1969. Finished in J.P.S. livery; fast and economical motoring..... **£795**

JENSEN CV8 Mk. III, 1966. Finished in silver with black hide interior (Chassis No.: 112-2478 — the fifteenth from last produced), this superb example had only one owner until September 1973, and one since; surely an appreciating investment at **£1,295**



LOTUS Europa Twin Cam, 1972. Finished in Regency red with black trim; only two owners and 16,000 miles from new..... **£1,495**

LOTUS Elan S3 fixed-head, 1968. Finished in black with tinted front screen, electric windows, knock-on wheels, etc., etc..... **£895**

AUDI coupe 'S', 1972. Finished in Tibet orange with black interior. This car has had only one owner and has covered 16,000 miles since new..... **£1,795**

MG-B GT, 1971. Finished in blaze with black upholstery; one private owner from new; fitted with overdrive, radio and heated rear screen..... **£1,095**



LANCIA 2600 coupe, 1964. This Superleggera-bodied car is finished in metallic silver mist with black interior; there is a host of spares with this vehicle; surely an investment at..... **£795**

SUNBEAM Imp Sport, 1972. Finished in metallic green with black trim; one private owner from new **£695**

ARNOTT 500-c.c. racer, very rare. Offers or will swap for competitive go-kart.

MG Midget, 1972. Finished in glacier white with black hood and interior; one private owner from new..... **£725**

MERCEDES 190SL, 1961. Finished in dark blue with white hard-top and black soft-top; two titled owners; absolutely superb condition in right-hand drive; sunshine roof, radio, Cinturatos, handbook; all invoices for last six years. Must be the finest example in the country **£995**

SPORTS CARS WANTED

LONDON SPORTS CAR CENTRE

England's largest Lotus and M.G. specialists

LOTUS ELITE HERE NOW!!

Fully run-in Demonstration car available

USED LOTUS

1974 Lotus Elite. Regency red with oatmeal trim. 3,000 miles..... **£5,450**
1973 Lotus +2S 130/5. Lagoon blue with oatmeal trim. Fitted with tinted glass, heated rear window and radio. Recorded mileage 10,000..... **£2,695**
1971 (Dec) Lotus +2S 130. Burnt sand with black trim. Fitted with heated rear window and radio. An impeccably maintained one owner car which was supplied new by ourselves. Recorded mileage 30,000..... **£1,695**
1973 Lotus Elan Sprint Drophead. Finished in Regency red (mono) with gold coachline. Fitted with push button radio. An opportunity to acquire one of the best kept examples of this increasingly rare car. Recorded mileage 5,000..... **£1,995**
1971 Lotus Sprint Drophead. Red over white with black trim. A very well maintained example which is fitted with a "Bullitt" close-ratio gearbox. Recorded miles 29,000..... **£1,375**

USED TRIUMPH

1974 Triumph TR6 Roadster. White with tan trim. Fitted with overdrive. Recorded mileage 4,000. **£1,745**
1973 (M) Triumph TR6 Hardtp. Mimosa with black trim. Fitted with overdrive, push button radio and head restraints. 3,000 miles only **£1,595**
1973 Triumph TR6. Red with black trim. Fitted with overdrive and underseal. A one owner car with a recorded mileage of 12,000..... **£1,450**
1973 Triumph TR6 Roadster. Saffron with black trim. Fitted with overdrive, wire wheels, push button radio and tonneau cover. Ex-property of the manufacturers. **£1,350**
1972 Triumph TR6 Roadster. A Concours car finished in deep maroon with white coachline. Fitted with overdrive, radio, etc. 23,00 recorded miles. Far above average..... **£1,335**

USED M.G.

1974 M.G. 'B' G.T. Citron with black trim. Fitted with overdrive, chrome Rostyles, tinted glass, head restraints and radio. 15,000 miles only..... **£1,850**
1971 M.G. 'B' Roadster (AUTOMATIC). Bedouin with tan trim. Fitted with chrome Rostyle wheels. A one owner 16,000 mile example of this very rare and sought after car..... **£945**
M.G.'B'G.T. V8. Damask red with black trim. 3,000 miles only. Offered now at a substantial saving on list at **£2,175**

MISCELLANEOUS

Unregistered Winnebago Motor Home 'Brave' D20. Sleeps six and is fitted with wall to wall carpeting, glide-away bunk, front privacy curtain, 6 cu. ft. refrigerator, bathroom containing: shower, toilet and wash hand basin. Constant hot water, full central heating, 4 speaker stereo radio, auxiliary fresh water tank, full air conditioning, self contained generator plant, mesh screens fitted to all doors and windows, 4 ring gas stove with oven and grill and extractor fan, etc. etc. etc. Ideal for Continental touring – virtually self contained home. A tremendous saving on normal price at **£6,350**
1973 (Dec) Reliant Scimitar GTE Automatic. Highland purple with black trim. Fitted with radio, tinted glass, chrome/alloy wheels and luggage cover. 5,000 miles only..... **£2,750**
1972 Jaguar V12 'E' 2+2 Automatic. Dark blue with light blue trim. Fitted with radio..... **£2,650**
1973 (M) Datsun 240Z. Red with black trim. Fitted with tinted glass, radio and heated rear window. Recorded mileage 8,000..... **£1,995**
1973 Jensen Healey Roadster. Red with black trim. Fitted with radio. Recorded mileage 7,000..... **£1,535**
1972 (Dec) TVR 3000 M. One doctor owner from new. Sable and sand, fitted with radio. Woolferace alloy wheels, etc. Recorded mileage 10,000..... **£1,495**
1973 (M) Mini 1275 GT. Bronze yellow with navy blue trim. Fitted with heated rear window. One owner, recorded mileage 12,000..... **£995**
1970 Gilbern Genie. Navade yellow with black trim. V6 2-litre engine, overdrive, alloy wheels, electric windows, radio, etc., etc..... **£965**

HIGH STREET, EDGWARE (2 MINUTES FROM M.1 ACTUALLY ON THE A.5)
TELEPHONE 952 6171 (SERVICE 952 5578; STORES 952 0108) TELEX 261215
OPEN 9.30 A.M. TO 7.30 P.M.

FOR SALE—continued

MOTOR SPORT 1969/1971, 72 copies, some duplicates. Must go. Buyer collects (Manchester). Offers. Box 4456. (48370

AVENGER GT 1971. Brown, 4-door, fast, economical, MoT. Good condition. Credit possibly arranged. Hardacre Craigie Var, Charlton-on-Otmoor, Oxon. Tel: 378. (48371

CHEVROLET CAMARO 1969. 29,000 miles only by original owner. 5.3-litres, dark blue with white interior. Bodily and mechanically excellent, £880. Tel: Neville Darby 01-836-2466 office hours. Will p/ex. *Lotus Eleven Clubman or similar in any condition.* (48368

RESTORABLE, early "750" Series Guiletta Sprint, needs clutch, interior bodywork repair and respray. Garaged for past 18 months. Reasonable price accepted. Phone before mid-September 01-387-9321 ext. 223 (David). (48367

LAGONDA 1938 LG6 4½-litre Drophead. One of the most beautiful cars ever made. Rebuilt over a period of years and now in concours condition, £6,500. Herb Schofield, Foxhill, Mottram Road, Stalybridge, Ches. Tel: (office) 061-621-6236. (48369

EXCHANGE FOR RURAL cottage daily reach Manchester. A lovely 1954 Riley RME in ivory with superb chrome. Beautiful interior. *Two owners and 37,000 miles from new.* Also well-kept Dellow 1951. Excellent condition and now very rare. Both cars much admired. Contact John Richards, 061-226-3434. (48362

MG TC 1949. Sound, needs partial restoration. *Offers over £400.* Phone 021-355-5523. (48399

ASTON MARTIN Mk. I DB 2/4 1956. 3-litre Alfin drums, BRG, £575 o.n.o. Tel: Godstone 2276. (48398

ALVIS SPEED 25 chassis shortened. Suitable V.S.C.C. racing, etc. Complete ex rear body, £650 o.n.o. Laycock, The Flats, Castle Howard, Yorks. (48397

OLDSMOBILE CUTLASS Convertible 1970. RHD. 33,000 miles, 1 owner, all power, excellent condition. £1,200 o.n.o. (Kensington) 01-727 6206 evenings. (48375

AUSTIN HEALEY 3000 Mark III. 68,000 miles. Green w/w, radio, black interior. V.G. condition. Tel: Slade 01-603 8711. (45640

PORSCHE 912. *Blue,* 1965. *Excellent condition.* New tyres, radio, MoT, taxed. Offers: Phone Kimbolton 782. (48372

JENSEN HEALEY 1973 (L). Yellow, radio, tonneau cover. 20,000 miles. A nift at £1,295. Dr. Ruddle, Boston (0205) 4801. (48373

TVR TUSCAN V6. 1970. Maroon. Overdrive, sunroof, radio, tow-bar. Factory and agent maintained. Recent new shockers and tyres. £1,050. Phone: 061-437-6589 (home) Manchester. (48380

ALFA ROMEO 2600 Sprint Bertone Coupe, 1965. 5-speed box, electric windows, radio, long MoT, taxed. £325 o.n.o. Tel: Rhyl 53831. (48381

MORGAN 4-SEATER 1972. K Reg. 21,400 miles, flame red, stainless steel exhaust, rack, strap, leather upholstery, 72-spoke w/w tonneau, radio, cassette, tow bar but not fitted. Immaculate condition. Taxed Jan. '75. £1,845 o.v.n.o. Belper 3012. (48377

IDEAL PAIR—*Triumph* TR6 July '72; 27,000 miles, dark blue, wire wheels, cassette radio. *Professionally tuned and serviced.* Excellent condition throughout. Also 1964 Fiat 500. Good every day runner but starting to rust. Performance and economy second to none for £1,200 the pair. Orpington 21372. (48374

TR5 PI, 1968 "F". Fitted Surrey top. Immaculate throughout, 46,000 recorded miles, taxed, tested, finished in white. Extras, air horns, radials. £595. Tel: Garth, Sheffield 345246. (48378

ALVIS TD21 Drophead Coupe 1962 series 2. Automatic, wire wheels. No expense spared in bringing car up to present outstanding condition. Brown, 7 Marchmont Crescent, Edinburgh. 031-229-4600 (after Aug. 11th). (48379

LANCIA 1600 HF LUSSO 72, 21,000. Red, sunroof, alarm, spots, radio. Immaculate, £1,545. Dr. B. Walton. 01-247 5454 Ext. 42, evenings and weekends. 01-500-2091. (48382

MERCEDES-BENZ 230SL Roadster 1966. *With power steering, automatic, 3rd seat,* hard top, radio, and stereo. Just completed extensive overhaul, bills available. £1,795. Phone: Brentwood 212593. (48383

MG-B ROADSTER, June 1972 (K). Blaze orange, navy interior. Taxed, overdrive, servo, undersealed, new low profile tyres. Radiomobile, electric aerial, head restraints. Absolutely immaculate. £995. Roberts, Hitchin 50295 (day), Stevenage 50630 (evenings) (48385

TRIALS BEETLE 1964. Fitted 1,500 c.c. engine. Extra wheels and multigrip tyres. MoT, paintwork shabby. £175. Great Witley (Worcs) 229. (48385

TRIUMPH GT6 Mk. II 1969 "G" Reg. 36,000 miles. Carefully maintained car in *immaculate condition. 0-60 in 10 secs. with* 28 m.p.g. Undersealed, radio, 9 months tax, any inspection, £600. Bromsgrove (Worcs) 72981. (48387

MG FA, MoT. BRG. Beautiful car. Original parts. Phone for details. £900 o.n.o. Ashton-in-Makefield 79510. (48388

JENSEN CV8 Mk. II Automatic. 135 m.p.h. 4-seater sports saloon. Californian sage green. Fibreglass/aluminium body. Radio, 5 new tyres, excellent condition. £1,000. Blackburn 59019. (48443

1958 JENSEN 541R Reg. No. VYL 9. Renovated. Offers 061-748-8336. (48389

JENSEN 541S. Registered December 1960. Two owners, 72,000 miles, Sunroof, MoT April 1975. £780. Yateley (0252) 872853 (48393

ALFA ROMEO GIULIA Super 1969. 2 owners, 41,000 miles. Outstanding example in red, black trim. £590. Thornbury 413119 (Bristol). (48391

TRIUMPH SPITFIRE Mk. IV. April '73. Low mileage, taxed March '75, Ziebart-treated, Motorola, immaculate condition. £960 *o.n.o.* 01-894-6151. (48394

XK150 DISCS. We have new XK150 discs for sale. Ring Mr. Meadow 01-743 7713 daytime, or Mr. Abbot 0327 40581 evenings. (48390

LOTUS ELAN Series 3. Tangerine. Taxed, MoT, 12 months. Excellent condition, £825. Part exchange saloon or estate considered. Tel: East Langton 417. (48439

ASTON MARTIN DB5, 1965. Re-sprayed silver grey. 5-speed box. New clutch, Sundym, Motorola. £1,175. Sports exchange considered. Chesterfield 850559. (48135

MORGAN +8, 1969. Crashed. £1,000. Tel Pluckley (Kent) 254. (48136

MG YA 1947. MoT September '74. "MG" registration. £250. Llanstephan (Carmarthen) 261. (48432

DAIMLER. The finest Hooper 3½-litre Empress in existence. 44,000 miles, three owners, stereo cassette, radio/record player. H.R.W. Whitewall tyres. 1957 model. Everything as new. Fantastic luxury for £2,000. Malone, 01-648 5418 evenings. (48430

MG TC REBUILT. Resprayed blue, re-upholstered, re-chromed. New beige hood and sidescreens. Very nice car. £1,150. Smallfield 2198 after 7.30 p.m. (48429

DB6. 25,000 miles, 1967. Vantage Manual. Radio. Dark blue/black trim. Lovely condition. MoT/tax. Offers around £1,950. Waring Green 623-1050 days. (48428

MUSTANG 289 HP V8 1965. Special high-performance 271 b.h.p. engine. LHD, 4-speed floor-shift, 4-barrel carburetter. Cream white, tan trim. Really amazing condition for year. Low mileage, 20 m.p.g. plus. One year MoT. Taxed, £650 o.n.o. *Please telephone Tunbridge Wells 20953* weekdays after 7.15. Anytime weekends. (48410

ROLLS PHANTOM II Hearse, 1930. Excellent running order. Complete. £2,950. Box No. 4157. (48444

1967 PORSCHE 911S. Tangerine, black interior. Approx 80,000 miles. In excellent condition, regularly undersealed. This car is still very fast indeed. £1,550 o.n.o. J. Slight. Office: 730-7158; home: 235-2383 (18539

AUSTIN HEAVY 12/4 Windsor Saloon, 1926. No roof, wings, or scuttle. Chassis 90% restored. 1929 rolling chassis, dismantled. For 1928 12/4 new set of wings. Wombourne (Staffs) 2765 evenings. (48441

ALVIS TE21 1964. Reg. No. 4 VP. Sell or exchange with cash for Aston Martin, Jensen, etc. *Wombourne (Staffs)* 2765 evenings. (48441

BENTLEYS, Mk. VI 1950. Beautiful throughout. £1,100 or p/exchange something interesting, also SI, 1956, for restoration or spares, various new parts, £475. Saffron, Walden 22330. (48433

LOTUS EUROPA T/C 1972. Blue, radio, alloy wheels, £1,250. Mr. Sugar, High Wycombe 21124 ext. 115 (office), Bourne End 21760 (home). (48434

MG TF 1250 c.c. first registered June 1954. British Racing Green with black trim and fawn weather equipment. Excellent car at £1,650 o.n.o. Ring Swansea 74175 or write to: Rees, 148 Closemont Rd., Morriston, Swansea. 5,000 miles since re-conditioned engine five years ago. (48395

JAGUAR MK. 8. Dual grey, blue trim, collector's specimen, auto. £700 o.n.o. Phone: 31863 Swindon, Wiltshire. (48396

MG-Y 1950. Fractured crankshaft. Otherwise *reasonable. Eminently suitable restoration.* £80. Compton Dando (Bristol) 370. (48400

1969 LINCOLN Continental Mark III. Superb condition. £2,200 delivered London early October. Box 261, Brighton, Mass., U.S.A. (56209

AUSTIN 7 RUBY 1935. Good sound condition throughout. Current MoT. Front axle overhauled, new brake cables, lack of space forces sale. £180. Phone 0843-31945 (Thanet). (48446

ELAN SPRINT DHC 1971. Radio, tonneau, 3.55 diff. Never crashed. Superb. £1,150 o.no. Tel: Stamford (Lincs.) 4312 after 6. (48155

CONTINENTAL BENTLEY 1957 S1, low mileage, superb order. For appointment to view telephone Wellingborough 650407. (48445

"R"-TYPE BENTLEY, restored to concours condition at enormous cost, without doubt best on offer in Gt. Britain. For appointment to view telephone Wellingborough 650407. (48445

LOTUS EUROPA S2. 1971. 29,000 miles. New tyres, radio, few spares. Regularly serviced, MoT Feb. '75. Very good condition. £925 o.n.o. Bracknell 25793 evenings or High Wycombe 26818 day. (48447

FIAT 124 SPORT COUPE, Oct. 1971. Monza red, radio/cassette player. 19,000 miles, beautiful condition, one owner. £1,195 o.n.o. Lymm (Cheshire) 2796. (48448

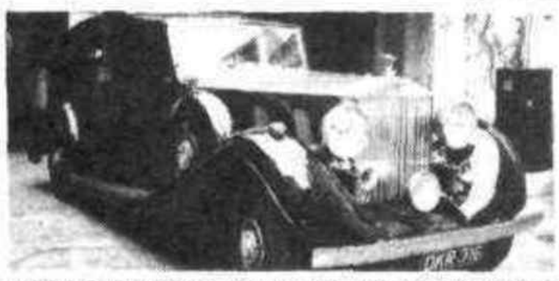
01-235 4613
(OFFICE)

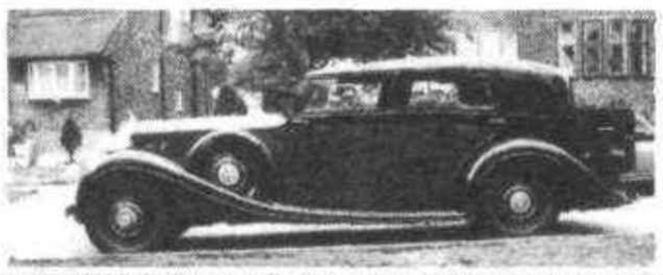
MIKE R. BERRY (LONDON)

ROLLS ROYCE & BENTLEY SPECIALIST

2, CHESTER CL., CHESTER ST., LONDON S.W.1.

01-445 1869
(EVENINGS)







ROLLS-ROYCE, 1937, Phantom III. Magnificent close-coupled 4-light semi-razor-edged sports saloon with handsome rakish coachwork by Gurney Nutting, this car has to be seen to appreciate its styling and proportions; raked windscreen and centre pillars, twin fully-encased side-mounted spares, enormous extended rear trunk tailored to the car with virtually unused fitted suitcases, all its complement of fitted tools, mascot, original handbook; the paintwork is as original although somewhat mellowed; the original cloth trim is excellent, as is the rosewood fitted cabinet and fillets. *The total mileage recorded is 22,000. Altogether, this must surely be the most* original and desirable low-mileage example of this sophisticated fabulous series ever likely to be offered.



H.R.D., 1950, Series B Rapide 1,000 c.c. twin in excellent all round condition, much recent work carried out.

ROLLS-ROYCE, 1933, 20/25 close-coupled 4-door sports coupe, with rather small, extremely elegantly styled Continental-type coachwork by Hooper. Side-mounted spare, most tools; low recorded mileage; nicely finished in ebony black over velvet green, coachlined in gold leaf, matching suede green trim and carpet. The entire car is in excellent and extremely *original order throughout and is probably one of the* nicest examples we have recently had on offer.



W. O. BENTLEY 4½-litre, rare RC Series. Built by Rolls-Royce in 1936 (one of six). Total recorded mileage under 60,000, two owners. With 3-position drophead coupe coachwork by Salmons. Absolutely original throughout.

ROLLS-ROYCE, 1936, 20/25 *owner-driver sports* saloon with attractive 4-door aluminium coachwork believed by Cockshoot of Manchester; entire vehicle is in fine order throughout, sedately cellulosed in smoke grey with contrasting cherry red hide trim and *carpet. Just completely serviced and M.O.T. tested,* another fine specimen of this small and desirable series.



RILEY roadster 2½-litre sports *tourer,* recently restored to good standard, including repaint in Old English white, trimmed in red; all new weather equipment, engine overhauled, excellent tyres, etc.

MOTO GUZZI, 1974 regd., V7 Special, 750 c.c. *opposed V-twin, shaft drive,* 12v *electrics, self-start;* very low mileage, as new.

URGENTLY WANTED — ALL TYPES OF VETERAN, VINTAGE, CLASSIC VEHICLES

AUCTION SALE OF VETERAN, VINTAGE & P.V.T. MOTOR CARS & MOTOR CYCLES, HORSE-DRAWN CARRIAGES & ACCESSORIES

to be held at

RAGLEY HALL, ALCESTER, WARWICKS.

on

MONDAY, 26th AUGUST, 1974, at 1.00 p.m.

Viewing from 10.00 a.m.

LARGE CAR PARK
PICNIC AREA
LICENSED REFRESHMENTS
HOT AIR BALLOON DEMONSTRATION AND RIDES AND ANTIQUE FAIR

Entry Forms from:

MICHAEL E. PRICE, A.S.V.A., A.R.V.A.
Incorporated Auctioneer

6, Wood Street, Stratford-upon-Avon. Tel.: 69084

FLEXBURY PARK MEWS

Offer from stock:



1938 Packard Super 8 Limousine. R.H.D., Twin sidemounts, glass division, jump seats, excellent original condition. **£1600.**

1952 Bentley MkVI SuperSports open two seater. New custom built coachwork in the classical style of the Thirties. Rebuilt mechanics. 700 miles only since rebuild. Outside chrome exhaust, fold flat windscreen, twin aeros, P100s, with stoneguards, Le Mans tank, chrome bumpers, interior has sports bucket seats with full tonneau. **£3000.**
1958 Bentley S1 Sports Saloon. Automatic, power steering, picnic tables, vanity mirrors, radio. Excellent example throughout.
1948 M.G. TC *two seater sports.* Good original example.
1938 M.G. TA two seater sports. Good sound condition.
1938 M.G. TA Tickford two seater drophead Coupe. Needs detail finishing.
1956 Rolls-Royce *Silver Cloud I* Sports Saloon. Very good order.
1937 Ford V8 Station Wagon. R.H.D., exceptional condition throughout.
1938 Mercedes-Benz 170V Cabriolet. Ex-London pre-war German Embassy car. Registered in Capt. (later General) Soltmann's name. Almost certainly used by Von Ribbentrop. Good original order. **£1600.**

A fine selection of Rolls-Royce, Bentleys, M.G.s and other classic cars always kept in stock. Similar cars always required. Will view any distance.

OFFICE: LAKE HOUSE, 3, FLEXBURY PARK, BUDE, CORNWALL, EX23 8RS.
Telephone: Bude 3182.

BRIDGE GARAGE LTD.

offer the following vehicles for collectors, investors and cranks:

1934 STANDARD 12 H.P. *4-seater* touring body by H. J. Mulliner. Twin carbs., knock-on wire wheels. This car has been the subject of a complete renovation and is in outstanding order. Bills available for over £2,000. Now being offered at **£1,275.**

1938 Rover 12-h.p. saloon, one owner from new; has now completed a total of 46,500. A real picture in light grey, with blue leather interior and sun-roof. **£810.**

1954 Austin A.40 sports 2/4-seater, beige paintwork, red leather interior, new hood, tonneau; reconditioned engine; three owners; aluminium body. Pretty and practical. **£325.**

Ford-based PATTISON Truck with tipping back end, built about 1944, looks about 1934. Ideal collector's item. **£135.**

1954 Austin Somerset saloon, superb black cellulose, original inside and out. **£150.**

Morris 8 Series 'E'. Both quite fair: one pre-war at **£145,** one post-war at **£100.**

1948 TC M.G. This is an export model and spent the early parts of its life in India, and last 18 years with the same owner in this country. Completely rebuilt from stern to stem and finished in B.R.G. Very pretty, must be worth in excess of **£1,200.**

1936 B.S.A. Scout 4-seater sport, front-wheel drive; in good mechanical order. Body, interior, hood and screens all quite good. **£475.**

1936 4½-litre Bentley, being completely painted and rebuilt and at present being fitted with a 4-seater tourer body. High standard workmanship throughout, all parts being re-chromed and repainted. Offers around **£3,000.**

We are expecting by the time of going to Press several Austin 7s from 1928-1935 and 1934 Austin 10 saloon, and a 1935 Mercedes 170V 2-seater with dickey.

We are surrounded by pubs here in the country. Come and have a pint and a chat. ask for **Clive Muston** or **Arthur Housden, Fitter Cramb** is back on the scene.

WATERSIDE, LONDON COLNEY, Nr. ST. ALBANS, HERTS.

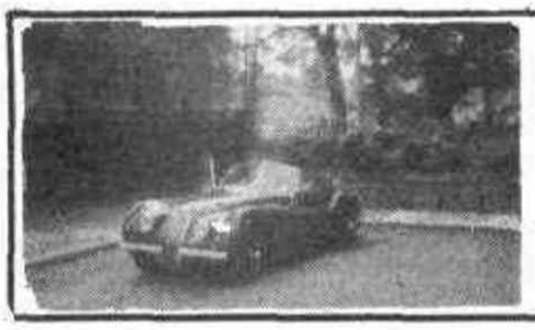
Bowmansgreen 23315

FOR SALE—continued

1934 MORRIS Eight Series I. Very original. MoT July '75. Offers: Thorp, 4 Brookside, Rolleston, Burton, Staffs. Burton 813345. (48150
MG-B 1964 Roadster. BRG. O/drive, new MoT. Engine just rebuilt. Good condition throughout. £285. 01-858 4638. (48500
MOTOR SPORT 45 copies between 1959 and 1969. Autosport 125 copies 1963—7 and Motor Racing and Car and Driver. Tel: Maldon (Essex) 892105 (evenings). (48137
ALVIS TD21 1959. Only two owners. Bodywork restored, re-sprayed blue. New springs, tyres all round. Wire wheels. Looks super. Maker's oil pressure. In daily use. Best offer over £500. Ring Ware (Herts) 821234. (48501
TRIUMPH STAG. M registered. White/black trim. Built from new body shell. £1,800 o.n.o. Haslemere 51553. (48502
1929 RILEY "9" Mk. IV Tourer. Recently rebuilt. Solid, reliable vintage motoring. £1,750. Tel: 01-941-0798. (48117
MG-A ROADSTER. Absolutely superb in all respects. Taxed, MoT. £1,000. Tel: 01-941-0798. (48117
MG TD 2, 1953. Good mechanicaly, body sound, nice interior. Taxed September, MoT July '75. £800. Maidenhead (0628) 28261. (48138
1954 1½ RME RILEY. Extensive mechanical work done. Immaculate interior and good coachwork. 5 months MoT. £160 o.n.o. Ring Mansfield 28756. (47274
MORGAN 4/4 1600. Yellow aluminium body louvred and vented bonnet. SP Sports on wire wheels. Heater, radio, tonneau. Interesting Regn. No. 021-741-5941 (evenings). 021-236-6142 (days). (48142
RELIANT SCIMITAR GTE 1969. Silver/black, two owners, regularly serviced, MoT, 49,000 miles. All usual extras. £995 or part exchange considered. Telephone Caerleon 420423 or write to Mr. Longridge, 5 The Orchard, Ponthir, Newport, Mon. (48495
DAIMLER DE27 1951. Needs restoration. Offers: Dorrington 334. (48199

FOR SALE—continued

XK150 "S" Drophead 1960. Gleaming red bodywork with unmarked off-white trim. Overdrive, chrome wires, beautiful condition. Must sell, £1,345. Offers, part exchange Tel: Flitwick 2039. (48198
1959 AUSTIN HEALEY 100/6. White, good condition. Recently re-engined, new MoT. £390 o.n.o. Phone: 01-863-7085. (48197
RELIANT SCIMITAR 3-litre GT coupe '70. Purple, radio, overdrive, sunroof, H.R.W. Performance with economy, but I need full four-seater. Offers over £900 or exchange. Tel: Scott, Christchurch, Cambs. 220. (48501
OPPORTUNITY for an experience—1960 MG-A 1600 with 1622 engine. Superb vehicle. Deep blue, very well maintained throughout. Interested individuals please contact Peterborough (0733) 68737. (48496
E-TYPE JAGUAR 3.8 1962. Red FHC. Immaculate condition throughout. Laid down two years ago after £500 mechanical overhaul. Re-sprayed and MoT this month. Usual extras plus tinted windscreen. £975. Tel: Almondsbury (0454) 613097 (evenings). (48492
BENTLEY R-TYPE August 1953. Manual. Dark blue. Original radio, tools, etc. £1,350 o.n.o. Phone: Kings Langley 62801. (48493
SUNBEAM TALBOT Alpine Special 1954. Reg. No. PNE 7. One of only few Specials made with twin choke Solex carburetter. Present owner since 1969 when purchased from Sterling Cars. (See "Classic Cars"). Excellent condition throughout. All original features include zip out rear window, tripod headlamps, louvred bonnet. Recent new tyres, exhaust, battery. £650. Tel: Haseley Knob 386 Warks. (48494
MG-C GT 1968. MoT to May 1975. Wire wheels. In good mechanical order throughout. £85 spent on brakes recently. Body needs some attention, hence the ridiculously low price of £525 for this appreciating model. Tel: Bolton (Lancs.) 45352 after 6 p.m. (48480



JAGUAR XK 120 ROADSTERS.
We specialise in this type of XK Jaguar. Splined wire wheel hubs rebuilt. New single & double brake master cylinders, plus wheel cylinders. Complete exhaust systems. Exhaust manifolds re-vitreous enamelled. All bodywork, work & re-trimming undertaken. Breaking XK 120 Roadster (Overseas enquiries welcome) **CLASSIC AUTOS, 10, High St. Kings Langley Herts Kings Langley 62994 (Off.) 01-445 9535 Home**

RACETAPE

Motoring Sport in Sound...

1974 Season — Races Recorded
SPANISH G.P. *Niki Lauda's First Grand Prix Win.*
BELGIAN G.P. *Emerson Fights Back – Championship Leader.*
MONACO G.P. *SuperSwede's Sunny Success.*
SWEDISH G.P. *Jody Scheckter Blasts Off – 2, 4, 6,* ***9***
DUTCH G.P. *Niki Again – Now It's Ferrari 1 & 2.*
C.60 Cassettes Price £. 3.00 each (inc. P & P + VAT)

By post only from: RACETAPE DIVISION, Patrick Stephenson Ltd. 66, Loampit Vale, London SE13 7SN

HENDY LENNOX (Southampton) Limited

Rallye Sport Dealer

AMERICAN AND AUSTRALIAN DISTRIBUTOR

Immediate delivery of
ESCORT MEXICO - ESCORT RS.2000
CAPRI RS 3100 - MUSTANG GHIA
FAIRMONT STATION WAGON

Ex Demonstrators for Sale

ESCORT MEXICO, 1974, Daytona yellow..... **£1,395**
CAPRI RS 3100, 1974, Sebring red..... **£2,150**
FORD FALCON 351 GT, hardtop, 1973, yellow fire..... **£3,750**

HENDY LENNOX (Southampton) Limited
SOUTHAMPTON 28331 CHANDLERSFORD 2901

GOLDSEAL SPORTS CARS

253-255 NEW CROSS ROAD, LONDON SE14 5UL



£1,895. JAGUAR E TYPE FHC. 1971. A one owner car with a mileage of 23,500. Regency Red with tan trim. Chrome wheels, radio, etc.



£1,845. FIAT DINO SPYDER. A rare handsome open car with tremendous performance. Specification includes Quad O.H.C. Dino engine. 5 speed gearbox. Radio, with electric aerial etc. A future collector's item at a realistic price.



£1,795. BMW 2000 Touring. 1972. A one owner car finished in Malaga with grey velour trim. Fitted Motorola radio, hrw, etc.



£1,745. PORSCHE 914/S. 1972. A one owner motor car finished in Chrome Yellow with black trim. P.B. radio. 23,000 miles recorded.



£1,645. DATSUN 240Z. 1972. A very pretty car finished in Metallic Sage Green with tan trim. Fitted 7" Wolfrace alloy wheels, sun tinted glass, radio, 8-track stereo, hrw, electric aerial etc.



£1,595. LOTUS EUROPA T/CAM. 1972. Pistachio with black trim. Extras include Wolfrace wheels, radio, cassette player.

USED CARS

£4,795. MERCEDES 350 SL Roadster. Hard and soft tops. Automatic and power. Metallic green with tan leather trim.

£2,545. RELIANT GTE Automatic. 1973. M Reg. 9,000 miles. White with tan trim. Alloy wheels, radio, etc.

£2,195. ALFA ROMEO 2000 GTV. 1973. Monza Red with grey cloth trim. Tinted glass, radio.

£1,895. LOTUS ELAN +2S 130. 1972. Finished in Metallic Blue with silver roof and black interior. Chrome wheels, etc. Very good condition throughout.

£1,695. TRIUMPH STAG. 1971. K Reg. Red with contrasting trim. Hard top, two owners, 33,000 miles.

£1,665. RELIANT GTE Automatic. 1971. K Reg. Finished in white with black trim. Fitted with radio, stereo. Excellent condition throughout etc.

£1,565. BMW 2000 TII. 1971. K Reg. White with black trim, fitted Wolfrace wheels, radio, hrw.

£1,345. MGB GT. 1972. L Reg. Only 14,000 miles. Teal Blue with Autumn Leaf trim. Fitted sun roof, radio, hrw, etc.

£1,195. RELIANT GTE. 1968. Dec. Tobacco Brown with black trim. Fitted sun roof, overdrive.

£1,095. FIAT 124 1600 Sport. 1971 Model. M Reg. Apple Green with tan trim. Radio, 8-track stereo, hrw.

£1,095. TRIUMPH GT6. 1972. L Reg. French Blue with black trim. Radio, hrw, air horns. 8,000 miles only.

£995. MGB GT. 1970. J Reg. Bronze Yellow with black trim. Fitted overdrive. Wire wheels, sun roof, radio, hrw, etc.

£975. MORRIS 1275 GT. 1973. White, radio, tape player etc.

£895. FORD ESCORT 1300 GT. 2 door. 1973. Marine Blue with black trim. R.S. side strips, radio, twin spots etc.

£845. AUSTIN MINI 1000. Damask Red with Spanish rose trim, hrw.

£795. TRIUMPH SPITFIRE. 1972. Dark Blue with black trim. Hard and soft tops, tape player etc.

£745. LANCIA FULVIA RALLYE. 1969. Dove Grey with red trim. Fitted radio etc.

£695. MGB Roadster. 1969. Mineral Blue with black trim. Overdrive, wire wheels, radio etc.

£695. FORD ESCORT ESTATE 1300. 1971. Dark Blue with matching trim.

£495. VANDEN PLAS 3-Litre Automatic. Power steering, Webasto sun roof recently fitted. A superb car finished in black and green.

£495. MG MIDGET. 1969. H. Reg. Yellow with black trim. Fitted wire wheels, new hood etc.

£435. AUSTIN MINI 850. 1968 Silver with black trim. Fitted tinted glass, mag wheels, special dash etc.

£385. AUSTIN 1100 Saloon. 1968.

AVAILABLE SHORTLY

JAGUAR E TYPE 2+2. 1970. Manual transmission. Signal Red with black trim. Chrome wheels, radio, stereo.

ASTON MARTIN DB6 VANTAGE 1968. Finished in Sage Green with contrasting trim, fitted P.A.S. Tinted electric windows, chrome wire wheels, etc. Low recorded mileage.

GILBERN INVADER MK.II. 1972. Finished in Black Tulip with black trim. Fitted overdrive, alloy wheels, etc.

LOTUS +2S. 1969. Beige with black roof and trim.

NEW CARS

RELIANT SCIMITAR. Manual/Overdrive. April Yellow with black trim. Electric windows, tinted glass. L.F.S.

RELIANT SCIMITAR Automatic. Capricorn Blue with black trim. Electric windows, laminated screen, tinted glass.

MGB GT. Teal Blue with Autumn Leaf. Overdrive, wire wheels, radio, etc.

MG MIDGET. Citron with black trim. Static S/Belts. Extras pack.

AUSTIN ALLEGRO. 1500. S/D/L. 4 door. White with navy trim.

AUSTIN ALLEGRO 1500 S/D/L. 4 door. Cosmic Blue with navy trim.

MINI 1275 GT. White with navy trim. Fitted sun roof, alloy wheels, underseal etc. *Cancelled Order.*

MINI CLUBMAN Saloon. Harvest Gold and Olive. Auto belts, hrw. Rustproof. Door mirror, alloy wheels, walnut dash.

MINI 1000. Blaze with navy trim. Alloy wheels, rustproof.

MINI 1000. Citron with navy trim. Face vents, auto belts, hrw, door mirror, rustproof, alloy wheels.

AUSTIN MINI 1000. Harvest Gold with navy trim, face vents, auto belts. 73/74 Spec.

AUSTIN MINI 1000. Citron with navy trim. Extras pack.

RELIANT, LOTUS AND MG SERVICE AND SPARES DEPT

PERSONAL EXPORT SALES OUR SPECIALITY

Telephone: Hours of business 10 am 7 pm Monday to Saturday 10 am – 5 pm Sunday
USED CARS AND HEAD OFFICE: 01-639 3204-5-6
NEW CARS AND EXPORT SALES: 01-692 4607; 01-692 4651
SERVICE DEPT AND STORES: 01-639 3105
FREE LIST OF STOCK ON REQUEST

smg SLOAN MARSHALL GARAGES



1974 Iso Rivolta. All the usual extras. Immaculate car, 900 miles only. **£9,950.**

1974 Rambler Ambassador Saloon. Pewter mist, all the usual extras. Auto, P.A.S., r.h.d. As new. **£2,995.**

1973 (October), Datsun 240Z. Red with black interior. 3,000 miles, radio/stereo, still maker's warranty. **£2,095.**

1974 (June) Opel Record Estate. Monza blue, 1.9 engine, vinyl trim. Must be prettiest looking estate in its class. As new. **£2,095.**

1973 (L) BMW 2002. Metallic silver, blue cloth trim, sunroof. 9,700 miles only. Alloy wheels, radio, h.r.w. Superb. **£2,050.**

1972 NSU Ro80. Metallic blue, alloy wheels, tinted glass, very nice example. **£1,995**

1972 (August) Daimler Sovereign 4.2 saloon. Superb, finished in Regency red with black leather trim. Webasto sunroof, electric windows, radio, stereo. **£2,950.**

1973 Morris Marina 1.8 TC. (4-seater MG-B?). All the usual extras. **£1,145.**

1973 Datsun Cherry 100A Estate. One owner, 11,000 miles. **£945.**

1969 Alfa Romeo 1750 GTV. £895.

1967 Plymouth Barracuda. RH drive coupé. Metallic gold, black trim. Automatic. Radio. Above average condition for its year. **£895.**

1968 Rover 3500. One owner, 40,000 miles. **£795.**

Many more cars available.

Phone for details.

SMG RACING NEWS

Our Ottershaw Motor/Baty Works Chevron F2 is still being driven brilliantly by TOM PRYCE, with an encouraging 3rd place at MUGELLO on July 14th. Due to a spate of cancellations, our next race is not until August 11th at KARLSKOGA, but in the meantime BILL HARDING, CHRIS MARSHALL and TONY WOOLLEY will be pleased to hear from any old, new, or potential customers for a good used car or a new Opel, Rambler or Iso. Please phone SMG or **Ottershaw Motor Co. Ltd.** direct at **Ottershaw 2514** or **2326** (dial 719 from London). We keep a full range of demonstration vehicles.

SERVICING AGENTS

Open 9.30 to 7.00 Mon.-Sat.

The SPORTSCAR specialists
56/8 Barnes High Street, S.W.13
Sales: 01-876 9245
Works: 01-876 9131

HENDON WAY MOTORS

1973 PORSCHE Carrera. white, electric sun roof, radio/stereo, 9,000 miles..... **£6,455**

1970 ASTON MARTIN DBS Vantage, Seychelles blue, 5-speed, low mileage, radio, stereo, chrome wire wheels, Sundym..... **£3,450**

1972 LOTUS Elan +2S 130, Pistacchio, one owner, 19,000 miles, Blaupunkt radio, vinyl roof including fitted sunroof..... **£1,995**

1971 LOTUS Elan +2S 130, Pistacchio, radio, stereo, Sundym, low mileage..... **£1,695**

1973 LOTUS Elan Sprint, drophead, mono Lagoon blue, 5,000 miles, one owner..... **£1,795**

1972 LOTUS Europa TC, lagoon blue, 10,000 miles, one owner, stereo, oatmeal trim alloy wheels. **£1,695**

1972 series LOTUS Europa TC, carnival red, radio, stereo, alloy wheels, special coachwork **£1,495**

1970 LOTUS Europa S/2, primrose, low mileage, radio **£995**

1971 LOTUS 7 1600 GT, one owner, 16,000 miles only, spare unused, excellent condition..... **£1,195**

1973 model CAPRI Comanche GXL, 9,000 miles, 220 b.h.p. injection, sunroof, Sundym, alloy revolutions, radio, adjustable suspension..... **£1,995**

1966 LOTUS Elan S/3 S/E f.h.c., radio, good condition **£695**

1972 MG-B roadster, one owner, 16,000 miles, radio, overdrive, Rostyles..... **£1,095**

1973 TRIUMPH TR6 roadster, carnival red, low mileage, overdrive..... **£1,495**

1973 LANCIA Fulvia 1600 Sports Zagato, one owner, low mileage, 5-speed, electric windows, special velvet interior, Rostyles..... **£1,895**

1970 MG Midget, low mileage, radio, Rostyles. **£595**

1964 ALFA ROMEO 2600 Sprint, 34,000 recorded miles, believed to be genuine, 5-speed, electric windows, leather upholstery. This classic appreciating car offered at only..... **£795**

393-395 Hendon Way London NW4 LP3 telephone 202·8011/2

A CAR FOR THE CONNOISSEUR

Offered by:

Peter Townsend (Sports Car Centre)
89 Bramley Road, Oakwood, N.14.

Tel: 01-882 4495 & 1603



Porsche 911E Targa first registered in June 1973, just 12 months old and finished in Porsche's most attractive current colour Roman Purple. The car is fitted with black Recaro rally seats with cloth centres, Sundym glass and a German Becker fully push button radio with automatic electric aerial, also fitted with a two phase heated rear window, reclining seats, inertia reel safety belts and a door mirror. The black detachable hard top folds neatly into the boot compartment and takes only seconds to remove or put up. The car is mechanically perfect and in absolutely superb condition having had one fastidious owner from new. It combines high speed motoring at 130 mph plus economical petrol consumption of over 20 mpg. Very safe, excellent to handle and a delight to drive. Costs today just over £7,000 new, and we are offering this car for £4,500.







1954 ALLOY BODY (R) Type Bentley

Registration RG 27 Chassis B77ZX

Pictured in "Fifty Years of the Marque", pages 226-283. Originally built to the order of Mr. Bob Gooda for racing and touring.

This is certainly one of the most unique and desirable post-war Bentley motor cars and as such represents an excellent investment to the serious collector.

The vehicle is complete and in superb cosmetic and running order throughout. Inquiries should be addressed to:

Mr. John Sellars,
Mr. James Gibson, c/o Transcontinental Motors,
15910 Ventu ra Blvd.,
Encino, California, U.S.A. 91316.
Tele. (213) 7884035.

E B SPARES

(Bradford on Avon 2819)

The Alfa Romeo Spare Parts Centre

will be moving in

SEPTEMBER

to

W.S.2
Washington Road,
West Wilts Trading Estate,
Westbury, Wilts.

The new telephone number will be
WESTBURY 3856

SPORTSCAR GARAGES

really think they will have MOVED into

UNION WALK, SHOREDITCH, LONDON, E.2

by the 8th of August

Tel.: 01-729 1221

Just in case : 01-837 3766
42 Twyford St., London N.1

BELOW, two particularly elegant examples (recently sold) of Special Aluminium Coachwork on the 2½-litre chassis. One, a Barker Special Sports, the other an Empress Razor-Edge by Hooper. Others in course of preparation include a rare 3-litre Empress, Barker Special Sports previously sold by us in 1970 and therefore a known history, a quite exceptional 65,000-mile Century, again documented service history, and lastly a 2-seater aluminium roadster.



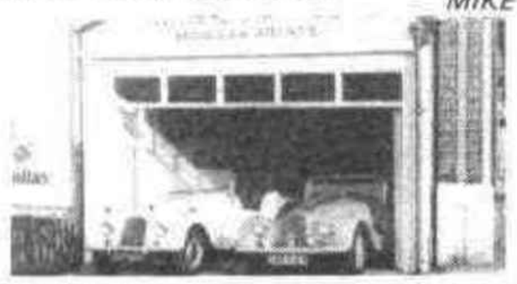




MIKE DUNCAN LTD
92 WINDMILL HILL
HALESOWEN
BIRMINGHAM
TEL 0384 67675
Midlands Morgan Agent

Things haven't changed much from last month, except that the 1960 Morgan 4/4 is now actually here. The car is now a very nice looking car and well worth a trip to inspect. I have also obtained a 1970 4/4 Morgan 4-seater in green (opalescent, I think it's called) wire wheels and brown leather interior, luggage rack and rear bumper. 1970 Morgan 4/4 in yellow with wire wheels, black interior, luggage rack. Last month I said I couldn't understand why this car hadn't sold, now words fail me. In red to offset the yellow I have a 1968 Morgan 4 fitted with Triumph engine (TR4), wire wheels, tonneau cover, and rear bumper. Also possibility of an early 8 arriving soon but I have not actually seen this car at the time of writing, so please ring for further information.

MIKE



Clayton Motor Company

1967 Rolls-Royce Silver Shadow. With all the usual refinements. New engine fitted 20,000 miles ago, finished in sand over sable with red hide interior. **£5,750.**

1974 502 Lotus Elite. Fitted full specification, finished in Roman purple, 500 miles only.

1974 Morgan +8. Fitted full specification, delivery mileage, offers.

1971 K Reg Reliant Scimitar G.T.E. Automatic transmission, radio. This particular vehicle is finished in silver, black trim and is in immaculate condition throughout. **£1,695.**

1973 MGB Sports Roadster. Rostyle wheels, tonneau cover, fitted headrests. This car is in true showroom condition. Finished in Mallard with tan trim offered at **£1,325.**

19-23 HIGH STREET
RAYLEIGH, ESSEX
Tel.: 5257. Rayleigh Garage Tel.: 73817

MORRIS STAPLETON MOTORS LTD

TEL: 01-589 6894 — **—LONDON MORGAN DISTRIBUTORS—** — **TEL: 01-589 6894**



The month of August is a holiday month and some of our really nice **Morgans** ought to be travelling with you. Royal ivory is the finish on 1974 **Morgan +8** with black interior, low mileage and tonneau cover. Depending on whether a certain gentleman has found the money or not will depend on whether or not our 1972 **MORGAN +8,** finished in apple green, 24,000 mls., is still for sale, black interior and fitted with luggage rack. Also 1969 **Morgan +8** in yellow (very pale) and black interior. 1972 **Morgan 4/4** finished in yellow with dark blue wings, brown leather interior, bucket seats, tinted sidescreens, a really nice 4/4. And the same vintage is a **Morgan 4/4** 4-seater finished in silver with black leather interior, luggage rack and rear bumper. 1973 **Morgan** 4/4 4-seater in orange, black interior, luggage rack and rear bumper, fitted with the new type of heater, fresh air at last. By the time this is printed we should have back, after waiting over a year, from the factory a completely rebuilt 1970 **Morgan 4/4** in orange with louvred bonnet, bucket seats and wire wheels, the expression "like new" has to apply to this car. Another 1970 **Morgan 4/4** but a 4-seater, finished in yellow, is also available, black interior and rear bumper. In British racing green a **Morgan 4/4,** 1970, fitted with wire wheels, leather interior, luggage rack. Incidentally the 1972 **Morgan 4/4** 4-seater is also fitted with a radio. 1968 **Morgan 4/4** in orange, 72-spoke wire wheels, luggage rack, louvred bonnet and bonnet strap, tonneau cover and heater. 1950 **Morgan 4/4** 4-seater, completely rebuilt from chassis upwards, and a 1938 **Morgan 4/4** finished in red, black leather interior, 4-seater version, but chrome needs rechroming.



REECE MEWS, LONDON SW7

FOR SALE—continued

MORGAN 4/4 1600 competition 1969. Yellow, low mileage, tax, MoT 1975. Excellent condition. 72 spoke wheels restove enamelled, Quartz Halogen lights, reversing lights, new king pins, shock absorbers, burglar alarm, full and half tonneau, rear bumper, heater. £1,195. Moira Hankinson, Peterborough 60311 daytime. (48183

LOTUS CORTINA, November 1967. Excellent condition. CP12 cams, gas flowed head, new valves, Halogens, tinted laminated screen, professionally re-sprayed Havana brown/marigold, 25 m.p.g. Owner going abroad. £450. 06285 22027. (48182

MACH 1 MUSTANG. Reg. Dec. 1973. Primrose, black interior Fitted chrome Cragar wheels, airfoil, radio, etc. £2,200. P/ex. WHY. Southampton 25921. (48185

DAIMLER SP250. 1963. Hard/soft tops, rebuilt engine, steering and brakes. Excellent original condition. £795. Chandlersford 66710. (Private sale). (48184

GILBERN 1800 GT 1961 Stage III (very flexible). O/d, w/w. Many expensive extras Private sale. Chandlersford 66710. (48184

BRISTOL 406 1960. One owner since 1966. £575. 5 Hampden Road, Shaw, Oldham. Telephone: Shaw 45309. (48505

TR5 PI 1968 COUPE. Hardtop, wire wheels. White. £485. J. Lott, Springside House, Lyminge, Folkestone, Kent. Tel. Lyminge 862588. (48474

PORSCHE 911S 1971. Metallic silver, black interior. Sundym, electric windows, sun roof and aerial, 30,000 miles £2,900 or exchange Carrera, Dino. Cash either way. Long Eaton 5671 (Nottm). (48189

TRIUMPH SPITFIRE, 1970, Mk. 3. Overdrive, soft-top, 36,000 miles. Excellent condition. £595 o.n.o. Tel: Ross-on-Wye 4156. (48190

JENSEN INTERCEPTOR 1969. Blue, black hide. All usual extras. MoT. Excellent condition. £1,695. Tatsfield 310 (Croydon) (48152

LOTUS EUROPA. December 1970. "J" registration. Alloy wheels, some work needed, £675. Will exchange for more sedate transport. Greenacres, Blandford Road, Corte Mullen, Dorset. (48153

VOLVO 131 1969. White, radio, electric aerial. Four new Michelin ZX, in excellent order throughout. £650. Tel: Hawarden 531098 (STD 0244) after 6 p.m. and weekends. (48454

1955 SUNBEAM MK. III. Overdrive, new clutch, tachometer, very good bodywork and chrome, cavalry beige/red interior, general excellent condition, photos available. Offers over £150. Tel: Gerrards Cross 85343, Blay, 30 Birchdale, Gerrards Cross, Bucks. (48519

MG TC 1947. Excellent condition. Engine and body rebuilt. Trim to tidy. £1,100 o.n.o. Brentwood, Essex. 0277 215289. (48510

DAIMLER CONSORT 1951 Coachbuilt Saloon. 51,000 miles. Excellent original condition. Black with tan interior. Complete with all tools, handbook, parts manual. Used regularly. Full MoT. Genuine reason for sale by D.L.O.C. member. Offers around £450. Tel: 0482 842370 (Hull). (48512

ALFA ROMEO 1750 GTV. White, five-speed box, radio, heated rear window. A carefully maintained example in excellent condition. £1,095. Derby 841309. (48513

VOLVO 145 AUTOMATIC Estate Nov. 1969. Radio, twin speakers, electric aerial, new gearbox. 63,000. £925. Also Hunter Estate "L" 14,000. £825. 01-393-6108. (48515

OPEL MANTA 1.6 1972. Ochre. 31,000 miles. Fitted radio and stereo. £900 o.n.o. Leeds 673933 evenings. (48516

TVR VIXEN S3, August 1971. Blue, 22,000 miles, sunroof, alloys, Sundym, radio, immaculate. £1,100. 051-638 5979 (evenings). (48517

1970 SCIMITAR GTE. Caribbean green. Overdrive, radio, sun-roof. Only 35,000 miles, full service history. Immaculate, £1,375. Might take small saloon or van + cash. Compton (Berks) 291. (48520

ALVIS SILVER EAGLE Tourer Special 1934. Overhaul just completed. MoT and taxed. Pleasant body. To view ring 021-353-9367 daytime, or apply 3 Eastlake Close, Great Barr, B'ham. (48523

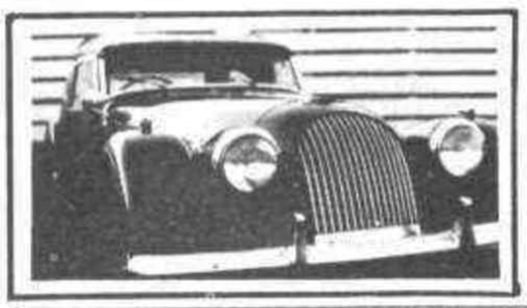
AUSTIN HEALEY 3000 Mk. III, Nov. 65. Bodywork and interior trim recently restored. Bill £500. Colour light blue. New h/soft tops. Well maintained. Bills last 6 years. £1,100 o.n.o. Tel: Portland 821491. (48158

PORSCHE 912. 1966. Richa-hand drive. Gulf blue with black upholstery. Under 54,000 miles. Exceptional condition. £975. Wilson 082-575-335 (near Uckfield). (48160

MALLOCK U2 Mk. 6/8 rolling chassis. Ex hill-climb championship car together with ex-works Ford 1500 c.c. twin-cam engine, new Weber twin choke carburetters and Bullit gearbox. Racing tyres and spare covers. At least one of these cars has been converted for road use. £550 or will sell engine and box separately. Phone: 0539 84258 (Kendal). (48162

JENSEN 541 DE LUXE, 1957/8. Wire wheels, discs, radials, Webasto roof, radio, partial retrim, recent respray, engine overhaul. Excellent condition. Must sell, £685 o.n.o. Brentwood 215467. (48161

AUSTIN SEVEN TOURER 1933. Complete but in need of restoration. £200. Austin Seven Saloon 1931, completely original. Tidy, running order, MoT, tested, licensed, new tyres and battery. £450. Prefer to sell as one with loads of spares. Colin Dunbar, Peartree Cottage, Shawhead, Dumfries. Tel: Dumfries 2594 (day). (48463



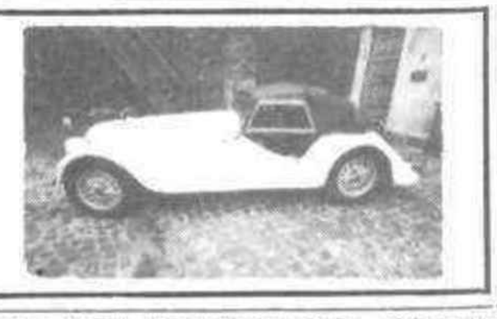
LOUEZ UNE MORGAN

RENT-A-MORGAN IN FRANCE

LOCASPORT SARL

39, Promenade des Anglais, Nice, France

Tel.: (93) 87/90/65



AUSTIN HEALEY Sprite "Frogeye" 1959. Connaught green, good Michelin X tyres, new carpets, white hard-top, soft-top. Lot of homework done to enhance the appearance, and maintain in good running condition. Owner going to United States. Must reluctantly sell. Included with car, tool box and assorted tools, pair of car ramps, spare set twin 1¼" SU's on inlet manifold, original and modern workshop manuals. MoT for year. £250. Phone Mr. Boriand, 01-261-3227 daytime, 01-948-1561 evenings. (48181

LANCIA FLAVIA 1800 Convertible. 47,000 miles, 33 m.p.g. Two lady owners. £650 o.n.o. Write to Hazeldell, Broadmead Sway, Hants. (48186

TRIUMPH TR6 Coupe with overdrive. June 1973. 10,000 miles, radio, tonneau. Incredible opportunity at only £1,175. 061-773-6544 (Manchester). (48187

TWO RARE V-12 FERRARIS, both the only examples of their model in the UK. 1951 225 Sport Vignale Berlinetta. RHD. Engine just completely rebuilt. Earliest closed competition Ferrari in UK. Entirely original. £6,000. 1953 212 Inter Vignale Coupe LHD. Immaculate following "frame-up" restoration completed 2 months ago. £5,500. These cars must be sold to make way for another Ferrari. Shute, Perry Farm, Wynehead, Wellington, Somerset. Bradford-on-Tone 204. (48151

VOLVO 121 SALOON 1967. Excellent condition, new tyres, extras. £475 o.n.o. Telephone Littlehampton 4141. (48191

SUNBEAM ALPINE TIGER 1965. 12 months MoT. Two owners from new. Low mileage. Original paintwork. Green with black hard and soft tops. £595. Tel: Soton 20182 daytime; Soton 69886 evening. (48479

JAGUAR XK150 DHC. Excellent condition. Taxed, MoT. £1,850. Tel: 01-941-0798. (48117

MG TD II. Recently restored. One of the best around. Taxed, MoT. £1,750. Tel: 01-941-0798. (48117

ASTON MARTIN DB6 1966 Vantage engine. Known history. Webasto roof, white with black hide interior. Recent new clutch and exhaust. Owned by member AMOC. £1,295 o.v.n.o. Tel: Bristol 663261. (48506

LOTUS ELITE S2 1961. Race prepared Climax FWE, oil cooler, twin Webers, ZF gearbox, lowered suspension. 5½ in. x 13 in. wheels. £850 o.n.o. Phone 021-643-0494 (business) or 021-373-3663 (home). (48507

1952 AUSTIN A40 Sports Convertible. One of the few remaining examples of a fine car—needs younger owner. Excellent mechanical condition, good tyres, sound hood, chassis, bodywork. £250. Tel: Felixstowe 5480 (48509

1966 LANCIA FLAMINIA 2.8-litre GTL 2 + 2 Coupe. Aluminium Superleggera bodywork. Triple Webers. Recent new tyres and exhaust. Silver with blue leather interior. RHD. £525 R. W. Brown, Peasemore, Newbury, Berks. Tel: Chieveley 565. (48511

AN EXTREMELY RARE ALVIS and first-class investment. 12/70 four-seater, drop-head tourer first registered in September 1938. One of seven by specialist coachbuilders Whittingham and Mitchell of which only three believed to remain. Exceedingly attractive and in the process of being rebuilt to a high standard. Excellent original chassis. Engine completely reconditioned. Owner emigrating. Would sell completed or as is. Credit terms available. Part exchange modern car of any size considered. Telephone Lowestoft 67372 (office hours, including Saturday). (48521

LOTUS ELAN S3/SE August 1967. Maroon FHC. One previous owner. £625. D. Utting, 15 Broadway Road, Leicester. Tel: Leicester 737061. (48522

TR6 "K" (May 1972). Saffron. Overdrive, radio, tonneau, 38,000 miles, one owner. £1,100 or £800 plus exchange car valued £325. Office hours: Luppitt 660 (Devon) or write 20 Northcote Caravan Park, Honiton, Devon. (48524

MG-C ROADSTER 1968. Overdrive, wires, radio, reclining cloth seats. Primrose. Excellent condition. Taxed. £510 o.n.o. Tel: 0621 53872 (Maldon, Essex). (48156

AC ACECA 1957. AC engine Reg. No. 200 EPB. Very good condition. Unused last two years. MoT, tested. £700. Cockermouth 2080. (48157

DENNIS FIRE ENGINE. 1935. Open cab. Fully operational and in excellent order. Sensible offers please. Leicester 766460 day or Thurnby 2005 evenings. (48459

TRIUMPH ROADSTER 1800. £600 spent on extensive body and mechanical restoration. Lack of time forces sale before completion of interior. £700. 051-709 9693 (day), 051-733 6761 (evening). (48164

R-TYPE BENTLEY Continental H. J. Mulliner. Manual gearbox. 116,000 miles from new. Very fine condition. Reason for sale: purchased Silver Continental Convertible. Substantial offers. Finance arranged. For fullest details telephone 061-224-5878 (48466

TRIUMPH GT6 Mk. III M reg. Immaculate condition. 9,000 miles from new. White, overdrive and Sundym. New baby forces giveaway price of £1,300 or make me reasonable offer. Phil Edwards at Llandrindod Wells 2788 anytime. (48167

HEALEY CORVETTE—1963 Austin Healey 3000 that has been totally rebuilt and restored plus the addition of one 327 C.I. Chevrolet engine and T-10 4-speed transmission. The car was built to rival the AC Cobra and is believed to be the only one in the U.K. Numerous goodies including Cobra wires, new Michelin XWX tyres, roll-bar, beautiful black lacquer paint, red leather interior, flared arches. All original badges replaced with Healey-Corvette. £2,000. 01-731-2147 days; 01-947-6376 eves & weekends. (48168

TRIUMPH TR6 1972 Dec. Cherished second car used only at weekends. Pimento red, black trim. Overdrive. Undersealed. Radiomobile. Cible headlights. £1,250. W. Franklin, Stevenage 54112. (48546



— SPORTS CARS FOR HIRE —

Morgan, V8's MG-Bs, E-type 4.2 and V12 Roadsters, Healey, Triumph Stag

SPORTSHIRE LTD.

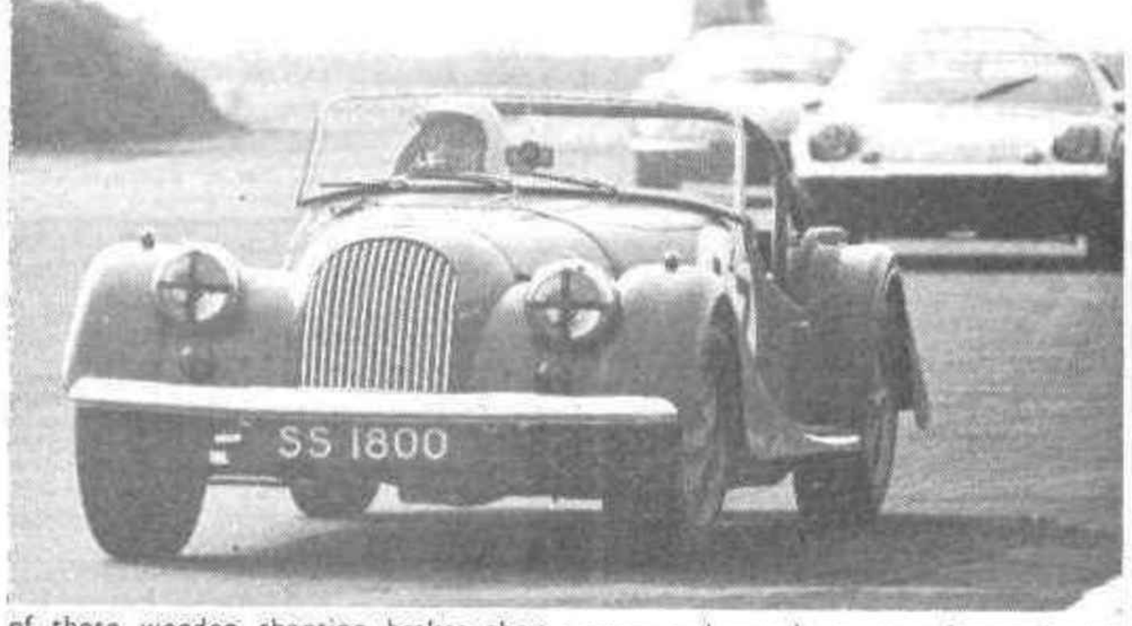
Reece Mews, London, S.W.7. 01-789 0757 01-589 8309



John Britten



Thoroughbred Morgans we've got plenty (rarely less than four-and-twenty). **Morgan 4/4 2-seater**, 1968G, canary yellow, XAS tyres, tinted windscreen, antique dealer owner's *objet d'art*. **Morgan Plus Four** 2-seater, 1968, dark metallic green, edged with gold as per boat club blazer, rear bumper, tonneau cover, luggage grid. **Morgan Plus Eight**, 1969, honeysuckle and chocolate. **Morgan 4/4 1600 Comp.**, 1968G, radio, rear bumper. Have had it resprayed the colour of old garden furniture. **Morgan Plus Four**, 1952, seats two, radiator flat, colour white, wheels wide, speeds turbo. **Morgan 4/4 4-seater**, 1973, deep bruns., unusual fully louvred bonnet, tonneaux, racing mirrors, Ziebart treated, one careful, something else I can't read. **Morgan 4/4 2-seater**, December 1973M, tastefully finished in heather, rectangular QI spots, radio, louvres, electric aerial, Underseal, anti-theft, wire wheels. **Morgan Plus 8**, 1974, silver blue, stone leather, Wolfrace wheels, headrests, roll-over bar, spare wheel cover. **Morgan Plus 4 4-seater**, 1968, flame red, new black hood, Cinturatos. **Morgan 4/4 4-seater**, 1973, orange, wire wheels, rollover bar, radio, one owner. **Morgan 4/4 Comp.**, 1969, broken white, red leather, wire wheels, stored for some time. **Morgan 4/4 2-seater**, 1972L, canary yellow, wire wheels, rear bumper. **Morgan Plus 8**, 1974, signal red, black trim. **Morgan 4/4**, 1947, dark blue, 1,265cc standard o.h.v. engine, lady owner these many years. **Morgan 4-door saloon**, 1951, unfortunately someone has put "MG" badges on it. **Morgan Plus 4 4-seater**, 1952, flat radiator, twin carb. Vanguard engine, black. **Morgan 4/4**, 1972L, royal ivory, black interior, bucket seats, wire wheels, luggage carrier. **Morgan 4/4 4-seater**, 1971, indigo blue, black leather, wire wheels, luggage grid, tonneau, mirrors. **Morgan 4/4 4-seater**, 1972, canary with stone leather, rear bumper, spots, one owner. **Morgan 4/4 2-seater**, 1972, dark red, wire wheels, bonnet strap, stable-mate of "London to Edinburgh" Silver Ghost. **Morgan Plus 8**, 1970J, mid-green with brown leather and brown weather equipment, Michelin XAS. **Morgan 4/4 4-seater**, 1972, orange chrome, wire wheels, bonnet strap, badge bar, wing mirrors. **Morgan 4/4 4-seater**, 1969, black with red leather, SPs, wire wheels, grid. **Morgan 4/4**, 1972, orange, wire wheels, bucket seats, tonneau, one-owner's 4th car. **Morgan Plus 4**, 1953, green, curved rad., twin spares, fold-flat screen, cream instruments, fitted from new with the TR engine. **Morgan 4/4 4-seater**, 1973, yellow, wire wheels. Many more Morgans expected monthly. **Lea-Francis sports 2-seater**, first regd. 1957 but we suppose it originates from about 10 years earlier (could have been rebuilt from one of those wooden shooting brakes they made during the early post-war steel shortage. Probably be making them again quite soon). Short chassis, extremely complex rear suspension, 1,760cc twin-cam engine (Lea Francis twin cam, that is, with short pushrods), and the body is that of the **Swallow Doretti**, made of aluminium. **Dutton B-type**, 1972, 1300 Triumph unit, yellow. **TVR 1800S** and **TVR Tuscan V6**, both ½-sold but please enquire to make sure. **Austin Healey Sprite Mk. I**, 1960, dark blue, £190. **Hillman Californian**, 1968, golden yellow, £295. **Renault 16TL** auto., 1971, 1-dr., £695. **Lotus Super Seven**, 1968, metallic leaf green, wide wheels, twin Webers, radio, heater weather equipt., two owners, £695. **Lotus Seven Srs. III**, 1970, white, wide wheels. **NEW MORGANS** are in slightly short supply as usual, orders dealt with in strict, etc., etc., cancelled cars offered to those next in line and we don't know of *any* supplied by us which became one of those "delivery mileage" Morgans one sees too often in the classified adverts. Every time you see one of those it means that a genuine Morgan buyer is having to wait a little bit longer for the car that should have been his. (We're sure that no other Morgan agents approve of or profit by this black market.) A new Morgan accessory and bits-and-pieces price list is something we are working on, including such things as badges, stainless steel exhaust systems, fishtails, aeroscreens, unlisted factory options and "John Britten Racing Team" Morgan T-shirts specially made for us by MacMurdo Inc. The JB racing Prodsports Plus Eight has had two consecutive class wins at Croft and Oulton Park, disposing of Lotus Europas, Jensen Healey, V12 E-type, etc., and beaten only by the De Tomaso Pantera, which is in the £4,500+ class anyway. We hope to have a 4/4 in the team soon, and may be seen racing at Brands Hatch on Sun. Aug. 18th, and at Snetterton on Sun. Aug. 25th. We have a new indigo blue Plus 8 demonstrator with latest wide track and raised final drive ratio; *extremely* serious enquiries will be rewarded by a seat in its red leather upholstery and a ride round our country lanes. **NEW JENSEN HEALEY** more-or-less from stock. Our J-H expert Sid is at present on a luxury residential course and no doubt enjoying the fleshpots of West Bromwich. We specialise in servicing these cars which are robust but do respond to sensitive maintenance, and also the Jensen Interceptor. **ARKLEY SS** kits to convert your Spridget into a *real* sports car are in stock at £130 + tax for the bodyshell and fittings, brochure on receipt of large stamped envelope. We get many charming overseas enquiries, including one from Poland signed "Yours, The Friend", and one from a French girl saying she had heard we made this car which "you build like a game". Expecting 1973 **Jensen Healey** and 1972L **Mini Pick-Up**, for which we are led to believe there is a cult, with radio, tonneau, Mini 1000 grille, 1275GT wheels, etc., etc. Open to 7pm weekdays, 6pm Sats. Closed Sundays and Bank Hols. Just off the A1, not far from High Barnet tube station. We are just off to compete with four other Morgans in the 750 MC 6-Hour Relay at Silverstone.







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

MYSTERY MORGAN BUYER
01-348 2226

JENSEN INTERCEPTOR
Beautiful car in metallic fawn. Tinted glass. Voxon stereo.
£2,390
Phone Colbro Engineering Market Harborough 2974

T. C. SARGEANT
VEHICLES WITH DISTINCTIVE REGISTRATIONS

8 EVE	Vitesse	1 DOM	Triumph
4 CHR	Herald	7 EMT	Singer
JHN 6	MG	NTR 6	m/cyl.
1100 RW	Vanguard	VNJ 7	A 55

(Many others)

Bought and Sold

1951 Healey Tickford Body Unit complete, all glass, doors, etc. **£65.**
1951 Ford Pilot (Allard?) engine. Sectioned for display. **£50.**
1959 356 Porsche d.h.c. £200.
1955 BMW V8 (lhd). Rare car. **£175.**
1960 Maserati 350 GT, *only* 40,000 m. (damaged). **£600.**
Tel: GOUDHURST 303 (Kent) Mornings please!

MG
MIDGET—MAGNA—MAGNETTE
1929 - 1936
Nearly
500 NEW parts
available or in production.
Send for separate lists for following models : M, J, P, N, 15p ea.
Andre Hartford reconditioning and spares Stockist. Quick postal service—C.O.D. if required. Enquiries—S.A.E
Please telephone first if you wish to call
MIKE DOWLEY
Sports & Vintage Motors (Shrewsbury) Ltd., Upper Battlefield
SHREWSBURY, SY4 3DB
Tel.: Bomere Heath 467 (09396-467)

REDUCE MOTORING COSTS WITH CAR HOOD CO. LTD.,
Full Fitting, Repair Replacement Service for
HOODS
SUN ROOFS
TONNEAU COVERS
VINYL TOPS
CARPETS
TRIMMING
London 01-969 7148
Harrow 01-422 6674
Hailsham 0323 841 399
Bournemouth 33631
Phone or send for brochure
CAR HOOD CO. LTD.,
73 Southern Row, W.10
Please send me details:
Name/Address .....
.....
.....

FOR SALE—continued

E-TYPE JAGUAR Roadster 1961. Carmen red. MoT, taxed, new tyres, many new parts. £575 o.n.o. Tel weekends South Godstone (Surrey) 2253. (48469

CITROEN LIGHT 15. White, new chrome. Beautiful condition. £500. Tel: 01-567-9717. (48165

ASTON MARTIN DB2 (1953) Vantage Aero Coupe. Chassis No. LML/50/309. Extensive mechanical and coachwork maintenance over the past eight years under present owner. V.G.C., A.M.O.C. £1,100 *or part exchange for rough DB2/4 or DB4.*. Harman-Powell (Maldon, Essex 52916 or 55067). (48475

GTE SCIMITAR, overdrive, radio, etc. Superb special metallic blue. Low mileage, 1970, exceptional condition, no expense spared. Phone: Hitchin 53462 (office), St. Albans 63598. (48170

E-TYPE JAGUAR. 1970 FHC. Midnight blue, pale grey trim. Sunroof, HRW, chrome steel wheels. Low mileage. Excellent condition. Any test. Reason for sale is house purchase. £1,550 or offer. Folkestone 39757 evenings. (48178

CORTINA 2000 GT. 1972, 4-door. Yellow, radio, underscaled, tinted laminated windscreen, inertia belts, underriders, 23,000 miles, one owner, excellent condition. Bargain for quick sale, £900. Penn (Bucks) 3750. (48172

GTE SCIMITAR, overdrive, radio, etc. Superb. Special metallic blue, low mileage, 1970 exceptional condition, no expense spared. Phone Hitchin 53462 (office), St. Albans 63598. (47119

CLAN CRUSADER March 1973. Provides performance with economy (up to 50 m.p.g.). In Clan Orange with black interior and sun roof. Fitted radio, alloy wheels, HRW, Halogen lights. 14,000 miles. £1,150. A. J. Pitchford. Tel: Aycliffe 2252 after 6 p.m./weekend. (48473

SPECIALIST REPAIRS to all Veteran, Vintage & P.V.T.

Dynamos, Starters & Magnetos, Lucas, C.A.V., Royce, Brolt, B.T.H., Scintilla, Bosch, Smiths, etc.

SIMMONS Electrical & Winding Co.

Liddon Road, Bromley, Kent. 01-460 5906

Rebuilding Porsche 912
Alvis Speed 20
Quality Rebuilding
M.O.T. Testing
Trailer Collections
Hanns of Bridport
Foundry Lane, Bridport
Dorset DT6 3RP
Bridport 2601



PORSCHE 911 2.7 litre LIGHTWEIGHT CARRERA

One owner, 14,000 miles. Roll bar, heated rear window. Black *interior.*

£5,950 o.n.o.

Tel.: 589-6894, 589-8309



Genuine & Original

MOHAIR HOODING

Beige or Black

As used by Daimler-Benz and leading European coachbuilders for 50 years.

Unsurpassed in quality.

£9.50 per running metre
Roll width 1.5 m.

Samples on request.

Sole Supplier:

Crayford Auto Development Ltd, Westerham, Kent (Tel.: 63087)

FOR SALE—continued

1972 MODEL ALFA ROMEO 1750 Spider Mark II (chopped tail model). Dark blue, immaculate condition, low mileage, new tyres and clutch. £1,475. Orpington 24380. (48471

DAIMLER DB18—1949 Barker Drophead —excellent original condition, only modifications winker and windscreen washers. This car is not a museum piece or an "investment", as I use it as daily transport; maintenance (professional) therefore done in normal fashion but with the added care devoted to fine machinery—22 m.p.g., 55 m.p.h. comfortable cruising. Regretfully selling as am getting company car and wife wants Mini. £850 o.n.o. Phone: Wolverhampton 754768 (this is engineer who does maintenance). (48177

MG MIDGET, Sept. 1970. Red, oil cooler, anti-roll bar, two-speed wipers, tonneau, new clutch/brakes. £580. 021-422-9480 evenings and weekends. (48561

AUSTIN HEALEY 3000 Mk. I 1961 (2/2) Extensively restored over past two years, tastefully modified but appears original. Over £1,000 spent (bills available), asking £525 but will haggle. Full details, including *photos from Honeyman, Woodlands Park,* Haverfordwest, Dyfed, or phone Haverfordwest 3961. (48560

MORGAN +8. Completely rebuilt with new chassis and ash frame. New alloy panelled body, wings, windscreen, upholstery, etc. 600 hours work. Condition as new. Special reg. No. £2,250 or part-exchange tatty 4/4 or Elan. Phone: 061-928-5557. (48559

TR3A 1962. Last one built, available 12th August. Hard/soft tops, overdrive, wire wheels, recent engine and suspension rebuild and respray. Marriage forces reluctant sale. £550 o.n.o. 0-693-5090. (48557

SUPERCHARGED MG PB Historic Racing Car—the Lund Special; modified T.T. NE body, successful pre-war/post-war/ V.S.C.C. history in racing, hillclimbs, trials. £1,250. Churcher, Stoke House, Shaftesbury Road, Gosport, Hants. (48566

1972 V12 E-TYPE Jaguar Roadster. White/black trim 4 hood. Chrome wheels, 8-track stereo/radio. Taxed Jan. '75. New clutch, beautiful condition throughout. £2,275 o.n.o. Telephone: 061-330-4173 (Manchester). (48565

SPRITE MK. I, Sebring bonnet, excellent body, mechanics, interior; full instruments, radio, cooler, etc. £245. Leatherhead 75876. (48564

TR2 1955. Registration PYW 2. Beautiful jet black with brand new TR4 engine, overdrive gearbox, axle. Extremely reliable, quick, economical (35 m.p.g.). Works hard top, tonneau, MoT June 1975, taxed. £395 o.n.o. Tel: Woodseaves 461 (Stafford). (48563

OGLE SX1000 with Cooper "S" engine. Recent repaint, thorough engine overhaul, new tyres. Used daily. Taxed April, MoT. Hagg'ing starts at £775. Lorna Donovan, Ranskill 349. (48562

MORGAN 4/4 1970 4STR competition. White, brown leather upholstery, w/wheels, etc. Sell or consider interestin p/ex. Tel: 053 723 3273 (Syston, Leicestershire). (48544

MG TC 1946. £600. Good condition. Some work still needed. 10, Dark Lane, Stoke Heath, Bromsgrove. Tel: 76169. (48545

LANCIA LAMBDA 5th Series. Tel: Overton 297 or write Cave, Upper Ashe, Basingstoke, Hants. This is a very pretty shortened Torpedo Tourer with 8th series engine. It has been run regularly but only covered a very nominal mileage in recent years. Repainted in primer 1972. Offers around £3,500. (48556

ASTON MARTIN DB5. Late 1965 manual 5-speed Superleggera. Selectaride, Sundym, Dubonnet. Excellent condition. £1,100. Sims, 01-626 1515 Ext. 3284 (work). (48569

MG-C GT 1968. Black, w/wheels, o/d, good clean car. £695 o.n.o. Exchange considered. HP possible. Tel: Loughborough 67887. (48568

MINI CLUBMAN. Damask red, 1275 "S" engine, fully balanced, tuftrided crank, steel flywheel, comp. clutch, 648 cam, Janspeed head, 45 DCOE, oil cooler, etc. S/C C/R gearbox. Suspension fitted Konis, bump stops, neg. camber bottom arms, 6 in. Mambas. Rally Specials. Extras include twin tanks, Cibie biodes, full harness belts, servo brakes, tinted screen, Triplex hotline, air horns, Corbeau seat, vinyl roof, full instrumentation. Excellent condition throughout. Offers around £795. Tel: Gateshead 870065 (evenings). (48575

1932 WOLSELEY Hornet Special bodied Sports Coupe. Having covered 87,000 miles this car is in outstanding condition with immaculate original green leather interior. Owners manual and full MoT. Future concours winner and very rare. Present owner *10 years. Offers:* Tel. *Crediton,* Devon 3629. (48511

MINI COOPER "S" Countryman. September 1973. Built by Downton Engineering. Full engine balance. Downton touring conversion, coach finished, Ziebarted, soundproofed, roll cage, automatic belts, Kenlowe fan, Konis, Halogen headlights, hazard system, rear fog lamps, electric washers, high density brake pads, Avon radials, twin tanks. 110 m.p.h., 35 m.p.g. overall. Cost £2,000. Forced to sell. Unique vehicle. Any genuine offer considered. Tel: Harpenden 63133 Ext. 267 working hours; Harrow 01-863-1777 evening/weekend. (48516

1936 MORRIS 12/4 Saloon Series II. Completely restored. No cost spared. Taxed and MoT. Showroom condition. Must be one of the best in England. £720 o.n.o. Ring Peterborough 69902. (48555

FOR SALE—continued

TRIUMPH STAG, Feb. 1972, K reg. Damson with tan trim, hard and soft tops, under 15,000 miles, Ziebart treated, new tyres, electric windows, o/drive, radio. £2,000. Swindon 38763, weekends or evenings. (48558

MAGNIFICENT MK. V. 3½ 1950 Jaguar. Silver grey. Rebuilt throughout. Engine just run in. Truly magnificent beast. £795 for quick sale. Telephone: Cheltenham 53990. (48554

DKW F12 SALOON. 1964. Good condition for its age. Recent comprehensive overhaul including new sills, clutch. White with brown interior. Several spares. £250. Leake, Hanwood 327. (48553

ELAN COUPE 1966. Medici blue, 3.5 axle, oil cooler. Excelent condition. Suspension, engine rebuilt (second car). £650. Dyer, 9 The Rutts, Busheyheath, 01-452-3376 Ext. 6025 daytime. (48552

MG-B. Chrome wire wheels, five brand new. £70. 021-559-4433. (48551

AUSTIN HEALEY BN1 for spares—almost complete car. £125. Will consider breaking. Write Robinson, 1116, Bolton Road, Bradford 2. Phone 639333. (48550

AUSTIN HEALEY BN2. Mechanics, BRG, bodywork immaculate. Interior unfinished. Offers: Flat 2, Gransden, Parabola Rd., Cheltenham. Tel: 20329. (48549

MG BGT 1968. 36,000 miles only. In mint condition. Blue with black leather interior. New alloy wheels and tyres, Kenlowe fan, mechanically perfect. £720. Telephone: Comberton 2650 evenings. (48548

MORGAN SUPER SPORTS. 2-litre Lawrence-tuned, 2 twin Webers, transistorised ignition. All light-weight aluminium body, etched primed, undercoated and professionally resprayed in British racing green. Trimmed in light brown leatherette. 25,000 on the clock, many extras new. This car is of collector's value as only 50 have ever been built, most of which were exported to America. Monza replica class winner. Is not quoted in classic guide. Phone 01-743 8791 workday, Mrs. Newton. (48547

PIPER GTT. Registration TAM 2J. Alaska white/black interior. Sundym. 35,000 miles. Doctor's car. Excellent condition. 100 m.p.h.+, 35 m.p.g.+. Phone 247-8871 home, 247-5454 Ext. 308 work. £1,200 o.n.o. (48543

MG-B GT "J" registered. White, sun roof, overdrive, wire wheels, radio, HRW, fog and spot. Due to low mileage in quite outstanding condition. £985. 01-346 4166. (48585

ALVIS GREY LADY 1954. 3-litre 4-seater open tourer with 3-position hood. Resurrected from a farm 4 years ago. Original owners confirm history. One of the finest examples left of this much sought-after motor. Offers over £800. Tel: Great Ayton 2989. (48587

MG TC 1946. Completely rebuilt with new body, £1,400. MG TC 1949. Dismantled nearly complete, £350. Hornchurch 42121. (48586

CONTINENTAL CONVERTIBLE 1960 Bentley S2. This fast appreciating Park Ward model had one owner until 1971, then complete restoration, overhaul, etc. Recent new tyres, stereo/radio and electric aerial. AA inspection invited. Accept £5,350 o.n.o. Could arrange HP. Would consider SI or S2 Rolls or Bentley in exchange with adjustment. Tel: 0603 898 492. (48583

1968 JENSEN INTERCEPTOR Automatic. Power steering. Sparkling white/black leather interior. Stereo/radio. MoT March '75. Well above average condition. £1,795 o.n.o. *Telephone:* 061-330-4173 *(Manchester).* (48582

GILBERN INVADER ESTATE 1972. Yellow/black roof. Overdrive, sun-roof, alloy wheels, electric windows. Low mileage. Owner selling due to overseas posting. £1,500. Tel: Gainsborough 2137. (48581

1930 SUNBEAM 20.9 two seater tourer. Recent engine top overhaul, new radiator core, re-chroming, well shod and in good condition. Taxed and insured. Offers over £1,800. Lewis, Little Orchard Farm, Seend, Nr. Melksham, Wilts. Tel: 038-082-374. (48580

LOTUS ELAN S3, 1967. Good condition, low mileage. Sacrifice £675. Tel: Bristol 28170 (office) or 33279 (home). (48576

LOTUS S2 EUROPA. Nov. 1970. Federal 1565 c.c. Weber, Biodes. Tinted windscreen. 40 m.p.g. One doting owner. £925. Westerham (Kent) 62535. (48579

TR6 APRIL 1973. Green, soft top, overdrive, tonneau, workshop manual, one owner. Regularly maintained. Excellent condition. £1,250 o.n.o. Tel: Winterbourne (Bristol) 778362. (48578

TRIDENT VENTURER V6 1972. Low mileage 2 + 2. Sunshine roof, tinted windows, wide mag. alloys, HRW, radio, *stereo, twin quartz-Halogen.* £1,950 o.n.o. Tel: Bristol 28170 (office) or 33279 (home). (48576

BUGATTI TYPE 35B, stripped and partly rebuilt. Offers over £15,000. Tel: Kimpton 832161 (in working hours). (48573

1925 VAUXHALL 30/98 Wensum Tourer. Very original. £10,000 o.no. Tel. East Grinstead 24069. (48573

DUTTON "B" TYPE JAC 5L. Yellow, a fast, economical and unusual sports car for only £165. House purchase forces regrettable sale. Phone John Gilliam, Topsham 3281 (evenings). (48572

TR6. Lady owner's loved and admired red 1970 Convertible. 43,000 genuine miles, Witter tow-bar, wire wheels + 185 x 15 radials, overdrive, Motorola radio, electric alarm, front spoiler, many spares. Going abroad. £850. Tel: Mostyn (North Wales) 448. (48571

FOR SALE—continued

JAGUAR 3.8 S TYPE. White bodywork. Over £200 trade spent on mechanics in past 18 months. £400 or exchange for good MG-B or similar car. Weeley 229 office hours. (48574

FIAT 124 COUPE. Scarlet, G. 5-speed gearbox, XAS's. Good mechanically, and virtually no rust. Excellent example of a future classic: it is not being sold willingly! (My cottage conversion, alas, comes first.) £735. Telephone: Ipplepan 812-130. (48570

DAIMLER SP250 1960. Engine rebuild 8,000 miles. New soft top, carpets, trim and chrome. Exceptional machine resplendent in R-R Regal red, £850. No offers. Rotherham 4019. (48615

LOTUS CORTINA Mk. II 1969 LNE 1G. Traditional white with green flash, inertia belts, Silent Travel kit, alternator, laminated screen ,electric washers, reverse lights, 175 Rally Specials. Used as second car. Regularly maintained by Lotus specialist. All bills available. Taxed Feb. '75. £595 o.n.o. HP possible. 061-928 0599. (48588

MORGAN 4/4 1957. Outstanding condition. Maintained regardless of cost. Taxed, tested. £800. 021-704-9019. (48614

LOTUS S/SEVEN 69G. 34,000 miles, Stored winters, hence excellent condition. £660 or exchange. Tel: Prestatyn (N. Wales) 7214. (48613

AUSTIN HEALEY 100/4 BN2. 1956. Green/matching interior. One owner for most of its life. Genuine mileage of approximately 65,000 miles. 4-speed gearbox. Fitted with wire wheels, soft top, tonneau cover, overdrive. Specially ordered hardtop, sliding screens. Probably unique condition. Fold-flat windscreen. Collector's oportunity. £695. P/ex. considered. New Milton 613818. (48612

1936 AUSTIN 12/4 ASCOT in good sound original condition. Recent clutch and batteries and excellent tyres. Good runner, taxed and 1-year MoT, 1 owner 32 years. Only needs seeing. First offer of £325 secures. Write: 15 Moor Lane, Torquay, or phone 0803-39041 evenings or weekends. (48611

1970 LOTUS EUROPA S2. One owner. Bahama yellow with radio/cassette player. £950. Telephone evenings 031-226-5719. (48610

LOTUS ELAN +2S, 1970 (J). White. Reluctantly must be sold. Offers over £1,200. Tel: Grantham (Lincs) 61567. (48609

SUNBEAM TALBOT Sports Convertible. 1951. Mk. II in good order. £175 o.v.n.o. Telephone: Northampton 813013. (48607

1934 MG NA MAGNETTE 2-seater 2 tone blue. Completely restored. Featured on the front cover of "Safety Fast" June 73. Some spares available. £2,250. Phone: Aughton Green 423076. (48606

COLLECTOR'S ITEM. Feb. 1963 Standard Ensign de Luxe. Renoir blue. Guaranteed 15,200 miles and never to have exceeded 55 m.p.h. Original tyres still quite legal. Correctly stored for six years and has just been taxed and tested for year. Whole car faultless and unbelievable and is probably the newest 11½-year-old example to be found in the country today. Expert examination desired. Offers around £600. Further interesting facts to genuine enquiries from Darlington 65623 day, Aycliffe 2753 evening. (48605

TRIUMPH GT6, 1972. White, overdrive, wire wheels, radio, rear seat, HRW, £1,000. Royston 72265 (Herts). (48604

AC ACECA 1961 Bristol 100D2 engine. Original car in v.g.c. Offers around £1,250. Phone: Pembury (Kent) 2659. (48603

MARCOS 1971, *2-litre. Yellow,* alloy wheels, Radiomobile, electric windows, taxed, economical. £1,050. Chelmsford 73562. (48602

JAGUAR E-TYPE Fixed Head Coupe. 1970 (H) model. Genuine 36,000 miles. Completely original dark blue coachwork, Sundym glass, whitewall tyres, chrome wire wheels with spare unsued. Exceptional, immaculate condition. £1,450. Staines 58152. (48601

LANCIA RALLYE 5 1970. White, low mileage, one previous owner. Bargain £785. Also Bentley S1, excellent, 1956, £985. Malin, 031-663-8250 (48600

LOTUS ELAN S4 S/E DHC 1970. Yellow/white sprint colours, 36,000 miles, new clutch, £950. Open to offer, must go. Woking 63044. (48598

MG-B GT 1967. Overdrive, new tyres and MoT. Good condition. £450. Nott 286836. (48599

JENSEN CV8 1965, Mk. 2. Two owners, 70,000 miles from new. Good usable condition. Must sell so offers around £750. Tel: Bath 6911 ext. 3476 or write Helps Flat 5, 5 Vane St., Bath. (48597

RELIANT SCIMITAR GTE Mk. 3. This immaculate 1972 car is finished in Wessex green with tan trim. Every extra including automatic transmission, chrome alloy wheels, heated rear window, rear wiper, push button radio, wing mirrors, etc. and only 16,000 miles from new. Bargain £1,695. Private sale but HP might be possible. Woking (Surrey) 67057. (48596

COLLECTORS 3.4 JAGUAR Mk. 1 1959. Genuine 8,000 miles, one owner, full history. This car was prepared by Jaguars to owner's specification and has Powrlok diff, overdrive, wire wheels, etc. The car is completely original and is a certain concours winner and collectors car. An investment at £1,500. Offers Byfleet 48366 *(evenings).* (48592

MG-B 1968/9. Primrose. Omnibob top, wires, o/d, new mats, recent engine overhaul. Offers. Prestbury 49722 on or after 10th or write B. Burton, 30 Birchfield Road, Cheadle Heath, Cheshire. (48589

FOR SALE—continued

IMPECUNIOUS ENTHUSIASTS! Chance to own classic, Swallow Doretti; rough body, interior; very good mechanically. Cheap. 051-525-3593 (Liverpool). (48595

CAMARO, 1969, 327. Only 36,000 miles, well cared for, hence £1,000 o.n.o. 04446-6735 (after 8 p.m.) (48590

HEALEY 3000 1961. Restored. Mostly new parts, all steel panels. Offers in region of £900. Part exchange possible 1930-'74! Prestbury 49722. (48589

VW 411LE VARIENT 1971. Red, s/roof, 1 owner. Very good condition. £800 o.n.o. Phone: Salisbury 5100. (48131

TRIUMPH STAG. Pimento red. Aug. '72. Auto hard and soft top. Ziebart prior to delivery. Tinted laminated screen. HRW. Luggage, rack, radio. One owner driver. Car in quite exceptional condition for age. £2,000. Tel: Staines 51466 or evenings Downland 52535. (48616

JENSEN CV8 1964. Mark II and 1966 Mark III for sale and wanted. Specimen examples available. Telephone Northampton 843120 for price and particulars. (48514

1959 FROGEYE SPRITE. White, recent engine rebuild, new hood, front shockers. *Original (all steel) body and trim. Wife's* car. £260 o.n.o. Tel: Eastbourne 28358 after 6 p.m. (48608

XK140 FHC £2,000. An outstanding example in every respect. For full details phone Measham 70247. (48306

ALFA ROMEO GIULIA. 1300 GT Junior. 1971. 32,000. White, with black trim. £1,000 o.n.o. Phone: 060-772543 or 01-240-2430 Ext. 147. (48448

1949 JAGUAR Mark V 2½-litre grey saloon with quantity of spares. Open to offers. Box No. 4458. (48628

FOR SALE ALFA ROMEO 1750 GTV, 1970. Best condition. Green metallic paintwork. Leather fittings. 6.5 in. fellies. In exchange for Rolls Royce or Bentley. Mr. W. Koslowski, 4224 Hunxe, Kloverstr. 22, Germany. (18589

NASH METROPOLITAN. 21,000 miles. Radio, etc. Beautiful condition. £295. 1935 Austin Ruby being restored. Mechanically excellent. £150. 10 South Park Way, Ruislip, Middx. (48567

GILBERN INVADER Mk. II 1971. Blue/red interior, sunroof, electric windows. Best offer over £1,050. P/cx. saloon. 6 Hillgarth Underbarrow, Kendal. Tel Ayr 66922 ext. 210. (48629

1972 GILBERN INVADER Estate. Metallic black upholstery, sunshine roof, overdrive, tinted windows, allow wheels, heated rear window, sterio, radio/tape cassette. Solicitors car with below average mileage. £1,349. Dittisham 387. (48630

VOLVO 121/122S engine and gearbox, low mileage. Other parts, cheap. 051-226-3693. (48631

XK150 DROPHEAD. Much money spent on extensive overhaul. Excellent cond. £950. Details, Ring Ilkestow 6100. (48632

LOTUS ELAN prototype of shapecraft model, aluminium roof by Radford. Reg. No 6100 DK. 40,000 miles only. Much work done recently. £625 o.n.o. Phone: Colne 3803. (48651

TR3 1959. Genuine excellent condition. Very original. Hard/soft tops. Extremely reluctant sale, £295. Tel: Nelson 66101 for details. (48626

1931 MORRIS MINOR Sports. Completely renovated, beautifully finished, £300. Wood, Broom Grange, Nr. Biggleswade, Bedfordshire. (48563

MG-C GT 1969. Sandy beige, with black interior. New HRSP tyres, radio, HRW, rust protected. Well maintained. £750. Tel: Chorley 73073 (Lancs). (48627

JAGUAR XK120 Roadster, 1951. Red, hard top, restored. Accident damage to rear off-side wing and driver's door. Part of deceased's estate. Offers invited. Highest bid secures. Sheffield 26631/2 office hours. (48619

MG J2 1934. Two complete cars for restoration, one stripped for rebuilding, some rechroming, space needed. £950 the pair. Consider selling separately. Box 4466. (18651

ASTON MARTIN DB4. March '61. 47,000 miles from new. Magnificent condition. £1,050. Cleckheaton 2459. (48698

HISTORIC VINTAGE BENTLEY 1925, 100 *m.p.h., 3-litre speed model* with Jarvis body in concours condition. Car originally owned by Woolf Barnato and raced at Brooklands with outstanding race record. Serious enquiries only with offers over £15,000. Box 4464. (18676

UNIQUE OPPORTUNITY to acquire a practical interesting and appreciating car for a moderate price. 1958 Mk. I 2.4 Jaguar in very good condition and original. £200 or exchange for MG-A. One in need of repair would do. No cash so must be straight swop. Smillie, 10 Parc-an-Dix Lane, Phillack, Hayle, Cornwall. (48660

SCIMITAR GT 3-litre 1967. Superb condition, sunroof, overdrive, radio. Consistent 27 m.p.g. Genuine reason for reluctant sale. £520. Matlock 4861. (48662

MERCEDES 220S 1965, MoT. Exchange for pre-war or classic car or sell about £375. Bristol 405, MoT June 75. Taxed. Really excellent condition. Offers around £1,150. Phone: Studley (Warwickshire) 2481. (18663

1948 ROVER 75 (pre-war type body). Good mechanical condition. Taxed, MoT. Offers over £200. Phone Appley Bridge (Lancs.) 3130. (18664

LANCHESTER LEDA 1990 c.c. Saloon. Wilson 'auto f/f gearbox. 54 model. Regency red with beige, recent respray, new tyres, battery, etc. Excellent cond. Economical, £650 o.n.o. Sheffield 362530. (48671

FOR SALE—continued

1970 LOTUS CORTINA. 31,000, excellent condition. Never rallied. One fastidious owner. MoT March, push-button, extras, fast, economy. Bargain 625 o.n.o. Must sell, new car Webb, Windle Close, Windlesham, Surrey, Bagshot 73202. (48692

PIPER GTT 1970. Fast, economical, yellow, two seater in excellent condition. Only two owners and 20,000 miles from new. Ford 1600 c.c. engine, uprated to 120 b.h.p., well shod with many extras including stereo and radio. £1,000 o.n.o. Tel: 01-995-4181 after 6 p.m. (48704

FIAT 124 Sport Coupe 1971. 1600 c.c. White/black trim. Genuine 36,000 miles, immaculate condition. Regularly serviced by Fiat agents. £1,050. Phone 01-560-6810. (48703

FIAT 124 Sport Coupe 1973, 1800 c.c. Sahara sand. Under 10,000 miles, stereo radio/cassette player. New condition. Still under Fiat warranty. £1,750. Phone: 01-560-6610. (48703

MG-B GT V8. Not a BMC, not even a Costello. Work done by competent engineer in fully equipped workshop to very *high standard. Converted 15 months ago* using brand new high compression Rover 3500S engine and gearbox, new MG-C rear axle. Car undersealed from new. Recent £130 re-spray, immaculate in glacier white. 12,500 miles since conversion. A completely reliable and practical road car. £1,250. Tel: Wakefield (0924) 3515. (48694

MG-A CONVERTIBLE 1961. 75,000 miles. Present owner since 4,000. Excellent condition. Interesting history. Maintained regardless of expense. £490. Tel: Swansea 66562. 48599

MG-B. Overdrive, glacier white, 1968. Sensible extras, immaculate in every department. Need cash. Try offer. Horsington 631 (Lincs.) (18701

HEALEY 3000 fitted with 3.8 Jaguar engine and gearbox. Many extras including h/s tops, wide wires. £535 o.n.o. Midsomer Norton 413864. (48665

MG-C GT. Automatic. G Reg, white. Genuine 15,000 miles. One lady owner. Sensible offers: Kenilworth 53110. (48702

PORSCHE 911T LUX 1972 (L registration). Metallic silver, really smart with electric sun-roof, tinted glass, 8-track stereo/radio, roll bar and other extras. Pristine condition but high mileage for year, *therefore priced to sell at £2,750.* Cambridge 68301. (48682

MIDGET III 1967. Red, black trim, soft-top, hard-top, MoT, excellent condition. £325, HP possible. Seaford 891775 (after 4th August). (48681

MUSTANG HARDTOP, new shape 1971 model. 302-V8, manual. Metallic blue, blue trim, 8-track, £995. Seaford 891775 (after 4th August). (48681

HILLMAN HUNTER GLS, K reg. 16,500 miles, one owner. Overdrive, heated rear window. £1,150 o.n.o. Burley (Hants) 2246 after 7 p.m. (48680

ROLLS ROYCE or Lagonda 1933-39 required. Full particulars to Needham, 82 The Straits, Gornal, Dudley, Worcestershire. (48684

ASTON MARTIN DB5&6. Manual gearbox, 1968—70 required. Full particulars to Needham, 82 The Straits, Gornal, Dudley, Worcestershire. (18684

LUXURY AND PERFORMANCE for around £950. Jensen 1965 CVB III Automatic. Full 4-str. sports saloon (330 b.h.p.) Spec. similar to Interceptor but with fibreglass/aluminium body. White coachwork/black hide. Usual Jensen refinements including Selectaride, HRW, LSD, elec. aerial, reclining seats, ventilated power discs (chassis tubes used as vacuum). Low mileage, new SP sports, new exhausts, tow-bar fitted. History available. J.O.C. member. Derby 52550 or 7, Ainley Close, Alvaston, Derby. This beautiful car simply has to be seen. (48685

BORGWARD ENTHUSIASTS, Coupe model 1957. Much rebuilding work carried out. Complete range of spares. Very reasonably priced to the right person wishing to complete the rebuilding. For further information ring Cross-hills 32246 or write J. R. Barrett, 70 Colne Road, Crosshills, Nr. Keighley, West Yorkshire. (48687

FIAT DINO COUPE. Ferrari V6 engine, spacious 2 + 2, beautifully styled by Bertone. Quick but not too thirsty. Extremely attractive example. Forced to sell in a hurry, want £1,750, but what offers? Phone: Maidenhead (0628) 22355 evenings for details. (48686

DELIGHTFULLY different Dino Spyder by Fiat. Superb appearance and performance. Imported, duty paid, will be "N" registered. Small Ferrari engine, 5-speed, etc. Quite immaculate. Not expensive at £1,650. Consider exchange. Phone Windsor 69791. (48686

ASTON MARTIN DB5 Superleggera 1965. 5-speed manual gearbox. All usual refinements. Very good condition. £900 for quick sale. Tel: Maidenstone 52811. (48688

ARMSTRONG SIDDELEY Sapphire 1955. Grey with red interior. Taxed and tested. Nearest £495. Ring day Rotherham 65308, evening Rotherham 77274. Can deliver. (18690

SUNBEAM HARRINGTON, collector's item. Actual Le Mans runner '61. £350. Phone 01-609 0381. (48656

1937 DAIMLER Light 16. Finished in original black cellulose. Absolutely immaculate throughout and only 41,000 from new. One owner last 35 years. £875 o.n.o. Leamington Spa 24180. (48657

FOR SALE—continued

MINI COOPER 1969. Genuine 24,000 miles, Konis (front), Silent Travel, MoT, taxed. Excellent condition. Regrettable sale due to family expansion, £500. Chesham 6701. (48658

TR6 1971. Saffron. Overdrive, spoiler. New tyres, distributor maintained. £1,025, part exchange considered. Brentwood (0277) 212196. (48689

RILEY 1951 RMB 2½-litre Saloon. BRG. Excellent condition all round. Offers over £380. Orpington 27762. (48659

RARE 1929 AUSTIN 16/6 Tourer. Restored and in excellent condition. Offers over £1500 considered. Tel: 05827-3710. (48661

ALVIS TA 21/100 Drophead Coupe £245. TR5 overdrive genuinely excellent condition forced sale £600. HNC 1951 (Dellow-like) MoT £100. Private sales. Tel: 727-9412. (48666

TR3 1957. Good bodywork, hood, interior trim and engine, MoT, works manual available. 061-430-7537. (48667

ASTON MARTIN DB2-4 1957. Good condition, recently resprayed. Oil pressure 50 p.s.i.ot. £550 o.n.o. Phone Stratford-on-Avon 66893 during working hours. (48668

PORSCHE 912 August 1966. White. Taxed, MoT. 911 Halogens. Mechanically overhauled and structurally excellent. XAS's. £935. 01-681 1588 evenings. (48670

MORGAN +8 1969. Orange, black trim. £1,400. Might consider part exchange. Stevenage 820722 evenings. (48671

1958 JAGUAR Mk. I 2.4S Auto. Superb condition. Only 45,000 miles and 2 owners. Offers to: Fawcett, 74 Oakley St., London SW3. (48672

ELAN +2, 1968 model. White, low mileage, many extras. Other car burdens force immediate sale. Sensible offers. Epsom 20556 or 20893. (48673

VINTAGE BIRKIN BENTLEY 1930 4½-litre supercharged Long chassis! Le Mans replica recently rebuilt and in concours condition. Supercharger and carburetters genuine Birkin. Serious enquiries only with offers over £20,000. Box 4461. (48676

1928 4½-LITRE BENTLEY, open two-seater with Dickey in excellent condition. Fitted with D-type gearbox, Alfin drums, plate clutch. Maintained in superb order. £9,750. Telephone: Jersey North 551. (48655

1929 ALVIS 16.95. Wide open two seater with Dickey. Present owner since 1958. Excellent condition. £1,750. Telephone Jersey North 551. (48655

JAGUAR XK150 D/H Coupe. Mechanics recently overhauled completely to original specification apart from 15 in. w/w conversion. Bodywork sound. £950. Phone Aberdeen 29740 (evenings). (48674

MG-A Mk. II Coupe 1962 (Red of course!) Completely overhauled bodywork at cost of £150. Suggest £390 or so for a rare rust-free example of a beautiful car. Southend 48151 (office hours) or South Benfleet 2544. (48705

AUSTIN HEALEY 3000 Mk. III, 1967. Superb condition throughout. Overdrive, wire wheels, engine rebuilt. Sale due to owner going abroad. £950. 01-370-1930 (evenings). (48675

PORSCHE SUPER 75 1600S Cabriolet. Bodily and mechanically superb. New hood, radio, taxed, tested. Great investment, £1,100. Phone 01-788-5302 evenings. (48677

1935 23.5 H.P. AUSTIN Ranelagh Limousine with glass division, occasional seats, speaking tube and the usual comfort. £1,200. Phone Exeter 55183 or write, Martin, 58 St. Anne's Road, Exeter, after 3rd August. (48678

MG 1932 J4 bodied J2 Special extensively rebuilt two years ago. Early Vauxhall engine, Brooklands exhaust, 16 inch wheels, etc. Possibly MG OHC engine, year's MoT. Any offers or swop MG-B GT Tisted 468 (Hants). (48679

BENTLEY "R"-TYPE, two-tone grey with pale blue upholstery. Excellent mechanics, and coachwork, in daily use, and *offered at a realistic price.* Tel, Lochans 343. (48683

WANTED

ROLLS ROYCE and Bentley cars required by enthusiast. Age and condition immaterial. No dealers. Gilbertson-Hart, Almacks Hall, Long Melford, Suffolk. Tel: Long Melford 427. (47675

DINKY TOYS WANTED. Good prices for early items. 11, Streamside Road, Chipping Sodbury. Tel: 314207. ((48300

WANTED—BENTLEY 1950 Mark VI adjustable front arm rest fitings, any tools. Lichfield 51152 office hours or 821-432 441 home. (48407

OFFENHAUSER 25/270 cu inch engine *for 1948 Indy car being rebuilt in Britain.* Dorking 86306. (48336

VINTAGE PEDAL CAR, £50 or more offered for genuine pre-war racing Austin 750 pedal car. Box 4162. (48384

LOTUS ELEVEN Clubman/Sports or similar sports racing car in any condition cash or p/ex. Camaro (See for Sale ads.). Tel: Neville Darby 01-836-2466 office hours. (48368

MG T-TYPE TOURER or similar 4-seater sporty car in good condition for daily use. Up to £1,500. The Manor House, Flookburgh, Cumbria. (48431

RILEY SUITABLE for V.S.C.C. speed events wanted. Must be ready to race. Would consider part exchange superb veteran Douglas motorcycle for well built car. Reigate 49588. (48449

WANTED MG TD or TF in any condition for restoration—distance no object. Good price paid by dealer. Tel: 061-928-2922. (42735

ROLLS ROYCE or Bentley wanted up to 1965 Condition totally unimportant. Cash. 01-658-1005. (48363

MG TA ENGINE and engine ancilliary parts. Reeves, Dag Lane, Bozeat, Northants. Bozeat 837. (48257

MG L1 OR L2 MAGNA wanted. Must be in original condition, but will restore if necessary. Genuine o.h.c. enthusiast. C. Dew, Burleyhurst Cottage, Burleyhurst Lane, Mobberley, Cheshire. Tel: Mobberley 3351. (18288

PRIVATE CASH BUYER requires "Continental" model, 445-8216 60 Southway N20 8DB. (48332

WANTED MG TA bodyshell, engine, handbrake, Trunnion boxes, rear cross-member and nuts. Ruislip 72153. (48255

MG-B GT WANTED, 71—72. Must be immaculate and with overdrive. 01-303-0605 *(after 6 p.m.)* (48334

WANTED E-TYPE JAGUAR Roadster 3.8 model. Must be in exceptional original condition but would consider faulty example. 01-858-4638. (48284

YOUNG MAN currently working for Rover, Triumph and Jaguar distributors but fanatically interested in all aspects of veteran, vintage and classic cars, seeks interesting position. Seven "O" levels, two "A" levels, enthusiasm and ability to work hard offered in exchange for right job. Offers to Box 4163. (48608

ANY SPORTS CAR WANTED. Modern or anything old and interesting, any condition. 01-658-1005. (48376

WANTED—1954/55 Riley 1½ RME Saloon. Excellent rustfree original condition, guaranteed mileage under 75,000 from new. Preferably green or metallic blue. All replies answered. Write Box 4153. (48113

WANTED—Post Vintage Thoroughbred/Classic, i.e. Frazer Nash, Aston, 'D' type, 'C' type, Lister, etc. W.H.Y.? Immediate cash. Box 4152 (17798

MG L2 or L1 required. G. Lawrence, 6 Thornby Ave., Solihull. Tel. 021-705 3855. (17816

WANTED—Single seater type racing car, dismantled or complete. Prefer basically original car suitable VSCC racing. (47716

WANTED—MG TF for restoration, any condition. Telephone: Rodney Hseldon, Burnley 23336. (47712

ALVIS, LAGONDA, or similar sporting motor in good condition. Straight cash purchase. 01-828 7449. (45120

CAMERAS. Old wooden plate-cameras, any condition. Also stereos, miniature (Leica, Zeiss). Detective, Kodaks, Photographic albums and images. P. Hasbroeck, 56 Albert Court, London SW7 2BE. (45283

SPECIAL OFFER

Due to the interest concerning last month's front cover photograph of Hans Joachim Stuck "yumping" his BMW at the Nurburgring, we are offering a colour transparency, mounted in plastic mounts ready for projection, for 60p including postage and packing.

When ordering please enclose P.O. or cheque made payable to L.A.T.

STANDARD HOUSE, BONHILL ST., LONDON, EC2A 4DA

WANTED—continued

LOW DISTINCTIVE car number required. With or without vehicle in any condition. Please phone 051-428-1517 evenings or write PO Box 5 Liverpool L25 6JS. (44666

PORSCHE 4-CAM spares, documentation, or complete engine required. Skinner, 6 Ruston Mews, London W11. (46012

MORRIS 8 van, pre-series 1930-1935 5-cwt. wanted. Would consider one any condition, good bad or indifferent. Lewis, Hull 0482-821607. (46329

MGs: A, TF, TC, TD, TA, TB, Y, VA, WA, P, J, etc. Also pre-1960 Rolls and Bentleys. 061-224 1069 evenings and weekends. (39850

WANTED: Mercedes 300SL Gullwing. Damaged car or parts required or car in need of restoration. Please contact Anthony Thomas, Nottingham 862121 day, Nottingham 212591 evenings. (43037

HEALEY SILVERSTONE wanted, preferably E-type or Frazer Nash Le mans Replica. P. H. Betts, Broadwater Road, Framlingham. Telephone: Framlingham 723675. (17480

MG-A new metal rear wings urgently required for my twin-cam. McAdam. Telephone: Cwmbran 68425. (47710

WANTED: MG TA, TC, TD, TF or pre-1939 MG 2/4 seater. Also wanted: Morgan V-Twin 3-wheeler, plus 4 or 4/4 or other interesting sports, tourer or coupé. Any condition, good or bad. Very high price paid for suitable vehicle. Please phone 01-521 0520. (44094

WANTED: Parts to complete my early Rolls-Royce Silver Ghost cars. Please send list and prices. Joe Loccy, 9930 Chardon Road, Chardon OH 44024 USA. (55408F

XK140 OR 150 DHC any condition. Also 3.5 S. K. Walker, Comber House, Thornton Dale, N. Yorks. (47791

WANTED—Pre-1935 two-seater Riley, Wolsley, MG, Singer or other similar interesting car. Any condition considered but preferably runner or unfinished restoration. Photographs appreciated and returned. Write W. A. Hodgson, 37E Percy Gardens, Tynemouth, Northumberland. (18281

JAGUAR SS 100, Rolls Royce, Bentley, Alvis, Lagonda wanted for cash or part exchange with Jaguar XK 120 DHC LHD, one owner 1953 in perfect condition. Will collect. Peter Daugbjerg PO Box 16, DK 3460 Birkerod, Denmark. (47814

WANTED—K.T.O.R. Jap spares or complete engine. (Would consider J.T.O.R. engine). Also Series A H.R.D. Vee Twin spares or complete engine. Freddie Giles, Clink Farm, Frome. Tel: 3104. (47922

WANTED—Early Silver Ghost parts, car, chassis, frame, wheels, Elliot speedo, literature. Joseph M. Levin, 7079 Colerain Ave., Cincinnati, Ohio 45239 USA. (F55818

SPORTS CARS urgently wanted for cash or part exchange. Boughton (022-775) 223. (18410

STYLADISC WHEEL envelopers. Sixteen inch. Patent No. on outside rim edge 14289/54. Please offer any number. Eight wanted. Also required—10 no. 16 in. Ace rimbeaters and 5 no. 11 inch and 5 no. 12 inch Austin hub caps with flying wings. I have 10 inch new Austin hub caps with flying wings. Please Tel: Darlington 4315. (47921

LOTUS SUPER SEVEN Series IV 1300 c.c. Cash. Hancock, Japonica House, Parwich, Ashbourne, Derbyshire. Phone: home Pawich 272; work Bukewell 3301. (48000

E39A POPULAR tuning equipment, especially 4-branch, alloy head and flywheel, supercharger, Bellamy or similar wheels—Lovell, 34 Goss Lane, Nailsea, Bristol. (47999

WANTED—Bentley VI, R, S1 or Special, good order, reasonable price; or mid-sixties Morgan, or early series Elite in exceptionally good order. Written description please to Kelley, c/o Cutting, 22 Laburnum, Crescent, Kirby Cross, Frinton, Essex. Photos returned. (56193

RETURNING to UK late Sept. Want good late Healey 3000 2 + 2, w/w, o/d, or 67/68 +4 4-seater. Send details and price to Ray Scott, c/o Riding Dene, Mickley Sq., Stocksfield, Northumberland. (48067

WANTED URGENTLY for a 1938 4½-litre Lagonda Saloon—pair of P100L headlamps, also a pair of horns, and 4 wheel discs to fit 600/650/18 tyres. Phone Cayton Bay Nr. Scarborough 882727. (48075

FRAZER NASH front axle wanted—complete or tube only. Also any transmission parts, and Blackbourne engine bits. Richmond, 15 Pennhill Avenue, Parkstone, Dorset. Tel: Parkstone 746557. (47383

MG WANTED! I am looking for any pre-war MG type with open sports or tourer body. Any condition considered. Please send your detailed offer (with photo if possible) to Jurgen Erbe, Berlin 42, Roth Spitzenweg 8, Germany. (18301

WANTED MG VA/SA Tourer. Should be mechanically sound and runner. All letters answered. Please write to Adolf Fitcher, Bremen, Schweidnitzer Str. 11, W. Germany. (1824

WANTED—Engine for Armstrong Siddeley 1934, 15 h.p. 6 cyl. Would consider whole car. H. Alderson, Woodhall, Askrigg, Leyburn, Yorks. Tel: Aysgarth 227. (48113

WANTED—Old Special, any condition, anything considered—racer prefered. Stourbridge (03843) 73174. (48125

JAGUAR/DAIMLER XJ 12L wanted. Must be genuine low mileage and immaculate. Box 234, G.P.O., Brisbane, Queensland, Australia. (47690

WANTED—continued

PARTS WANTED for Ford AA or BB model commercials. Wings, headlights or what have you? G. Sotton, Moor House, Land Lane, Longton, Nr. Preston, Lancs. Phone: Longton 613101. (47390

AC ACE WANTED. Preferably Bristol or Ford engine. Good price offered. Telephone Alton (Hants) 83236. (48135

RILEY—Small radiator, 12/7 or 12/6 engine with gearbox, front and back axle with large brake drums, may be complete chassis. Box 4436. (MS47179

STAG HARD TOP wanted. Preferably Mimosa yellow, but colour not essential. Tel: Markfield 2092 (Leicester). (47512

MISCELLANEOUS

MOTOR SPORT 1969/1974, 72 copies, some duplicates. Must go. Buyer collects (Manchester). Offers Box 4456. (48370

ALFA ROMEO 1750 GTV. Performance with 5-speed economy. 1970. Regularly serviced by agents, bills available. Taxed, MoT. Reluctant sale by Alfa enthusiast. £1,100 o.n.o. Tel: Kenilworth 55318 evenings. (48329

ABARTH 750 cyl. head, valves, Weber, four branch manifold, camshaft. Offers: Laugharne, 22 Houghton St., Sunderland SR4 7DY. (48260

MOTOR SPORT from 1932, Autocar from 1909, The Sport Car (5 volumes), Bentley, Bugatti, Napier and other handbooks etc. for sale. (0903) Steyning 812962 daytime. (47261

UNIQUE OPPORTUNITY to house your family and cars in rural Chiswick. Easy access to London: good starting point for races, rallies, etc. Very large mature garden with garage/workshop plus 1,200 square feet of covered storage. House comprises large reception, study, large kitchen with dining annexe leading to paved terrace, 2 large double bedrooms, 1 large single, usual offices. £39,950. Phone 01-994-2803. (47276

SPARES A PROBLEM? We can help. Join us. VTEC, 14 Broadway, London SW1. (4398

AC ENTHUSIASTS are invited to join the AC Owners' Club. Technical advice, comprehensive library, monthly meetings, newsletter and magazine. New membership secretary: 4 Portsmouth Road, Camberley, Surrey. (7512

CLASSIC JAGUAR Association. Mark V and prior Jaguar and SS cars are our speciality, but we do cover XK120 and other later models. All owners and enthusiasts are especialy welcome. For more information and sample of our News & Technical Bulletin, write to: Lane Slate, Membership Chm., Sneden's Landing, Palisades, New York 10964. (5115F

JOWETT CAR CLUB. Surviving link with the famous marque. All areas catered for, magazine, advice, meetings. For details: Secretary, A. A. R. Puckrose, The Briars, Castledon Road, Downham, Billericay, Essex. (9146

MASERATI CLUB for owners and enthusiasts of the marque. Officially recognised by the factory. Details from the secretary, Richard Crump, Grooms Barn, Bulls Cross Ride, Waltham Cross, Herts. (40102

DELLORTO: Performance with economy! Details, spares, service from Dellorto Concessionaires, 13 Boult Street, Reading 598955. London office: Tryan Accessories, 17 Adam and Eve Mews, London W8 6UG. 01-937-1450. (15934

NATIONWIDE CARTRANSPORT. Any vehicles, any time. Personal, efficient service. Full insurance. Tel: 01-540 9670 (24-hour Ansafone) Wimbledon. (42112

INTERNATIONAL XK DAY, Woburn Abbey, Beds., is on Sunday September 8th this year, from 10.30 a.m. Simply the biggest gathering of Jaguars in the world. All welcome. Organised by the XK Register of the JDC. Membership Secretary: Ron Bradshaw, 41 Ingrave Road, Brentwood, Essex. (46307

CAR TRANSPORTATION by enthusiast with Land Rover and trailer. Full insurance. Anytime, anywhere. Telephone Trailerway, Ripley (Surrey) 2103. (46316

CAR TRANSPORT any size, anywhere. Low prices. Trailers bought, sold and hired. 01-508-3742. (46248

ARMSTRONG SIDDELEY Owners' Club. Details of membership and services offered from Membership Secretary, 31 Vicars Hall Lane, Boothstown, Worsley, Manchester M28 4JP. (44353

LOTUS ELITE SPECIALISTS. Complete mechanical and bodywork overhauls and full re-trimming. Fibreglass services. Chichester 86265. (15128

"MOTOR SPORT" 1957, 1959—1968, £12. 241 "Autosport", £12. 97 "Motor Racing" £6. Buyer collects. Elliott, 42 Everard Close, Worsley, Manchester. (47735

VEHICLE TRANSPORTATION to/from S.W. England by trailer or truck. Any distance, UK or Europe. Morchard Bishop 229 anytime. (47730

RECLINING TRIUMPH GT6 seats, headrestraints, suit Spitfires, new (black) £28 pr; colours £22 pair. Mk. III Spitfire tonneau £6. 1¾ in. SU's £14 pair. 15 in. x 5½J 72 spoke wires £8. 185 x 14 in. HR tyres £8. TR6 hood/frame £25, all new. Redditch 68516. (48051

LOW DISTINCTIVE car number required. With or without vehicle in any condition. Please phone 051-428-1517 evenings or write PO Box 5 Liverpool L25 6JS. (44666

MISCELLANEOUS—continued

FOR SALE—Rolls Kneeling Lady mascot, £42 o.n.o. Rolls 25/30 speedo, £15 o.n.o. Broken Smiths clock, £3. Rolls handbook. List send SAE. Wanted: Rolls, Bentley handbooks, Lever, 24 Valley Rd., Cheadle, Cheshire. (48136

NATIONAL TR DAY. Celebrate 25 years of TR's with the TR Register at Donington Park on Sunday 8th September from 11 a.m. Concours. Autotests and the unique Donington collection. All TR drivers/enthusiasts welcome. Just 4 miles from M1 Junction 24. (48070

TYRES 185 x 16 cinturato £11.55, 175 x 15 Pirelli cinturato £7.15. Some other sizes available. Phone: Salisbury 5100. (47131

SET OF FOUR almost new 6½ in. x 15 in. 72-spoke wire wheels. Fit Healey 3000. AC Cobra. £50 o.n.o. Tel: Bournemouth 23185 (office hours). (47718

THREE 19" WHEELS from Morris Cowley about 1930 with tyres, axle, two hubs and brake drums, £30. Telephone: Gamlingay 50377. (47585

BOSCH HEADLAMPS, matching spot with supports, ex 1930 Mercedes. 1925 Shell advertisement, enamel v.g.c. Enquiries: Younger, Gadshill, Trimmingham Road, Halifax. (47464

BOLTON AUTOJUMBLE and Fleamarket Saturday Oct. 5th in the Drill Hall, Silverwell Street, Bolton. Vintage vehicles, spare parts and literature, as well as antiques, coins, old toys, militania, railwayana, etc. Largest event of its type in the country. Admission 15p. Children and O.A.P.s 5p, 10 a.m. to 5 p.m. Bar and snacks all day. Stalls available £4 from Alan Whitehead, The Lodge, 8 Silverton Grove, Astley Bridge, Bolton. (47527

"MOTOR SPORT" back numbers in good condition. October 1950 to December 1968. Complete except May 1951 missing. Best offer for the lot please, no odd copies. Phone 01-660-1091. (47666

"MOTOR SPORT" from 1954 to 1970—most years complete. Also some "Practical Motorists". 13 Montfort Close, Westham, Peversey, Sussex. (47981

BMW 2002 blue cloth trim, gearbox, axle, doors, rear panels. All ex 1972 model. Also BMW 3.0 CSL alloy bootlid. Jaguar E-type 1967 FHC. Complete trim (beige), space. Frames, motor/box/axle, wires, new XAS tyres, suspension, Jensen engine (Interceptor) suspension, instruments. Southport 40047 day, 78254 night. (48118

JOWETT JUPITER ITEMS—1 pistons, 4 liners to suit, 3 gudgeon pins and assorted rings. Pistons and liners used but in perfect condition, £32 the lot. S. Goodridge, Collins Road, Totnes, Devon. Tel: 862007. (47510

NEW PLATED BOLTS, sets, (incl. HT) nuts, washers, pins, s-tap screws, 6-32 to 5/16". UNF/UNC/BSF. ¼"—2" long. 7 lbs. (approx. 1,500 pieces) £3.50p. p.pd. BSF bolts & sets, c/w nuts, washers. Mostly H.T. & plated. 3/16" to 3/8" dia. ½"—3" long. 150 assorted. £3. p.pd. E. A. Clare, 25A Lenton Road, Nottingham. (47391

DAIMLER & LANCHESTER Owners' Club—Great Southern Rally and Auto-Jumble. All are welcome—bring your vehicle on Sunday September 15th to Hatfield House, Hertfordshire. Entrants and/or traders write for entry forms to A. S. Atchison, 10 Leigham Drive, Osterley, Isleworth, Middlesex. 01-560-1837. (47983

1967 1200 c.c. FORD Anglia Estate. Lady driver, low mileage, main distributor maintained. Taxed, tested, radials, good condition. Excellent, economical family car. Only £265 or exchange interesting car. (Tunbridge Wells) 0892 24000. (47389

750 BULLETINS, June 1959 to March 1963, complete. Any offer. Phone 01-863-3321. (48285

SOMERSET. Spacious modernised Hamstone country cottage. Village edge. 2 bedroom, both 16' 6". One H & C, 2 reception. Bathroom Separate WC. Oil-fired cooker. Plumbing for washing machine. Detatched building 30' x 20' present use garage, stores, stable. Make 3 garages. Excellent order. Martock 3758 after 8 p.m. (48286

GOOD QUALITY MG-B hardtop, £32. Twin 1¾ SU carbs on MG-B manifold, as new, with unused pancake airfilters, £28. Jones, 28 Irvings Crescent, Saltney, Nr. Chester. (48311

MG TA/TD spares for sale. Many items. Xpas engine, rear wings, hood frame, wheels, spare wheel carrier, etc. SAE 31 Perrywood Road, Great Barr, Birmingham. (48356

PRE-WAR MG OWNERS. F/D/J/P/L/K/N models. A whole range of new spare parts including body panels and complete bothboards; together with L/K engines and one of the largest stocks of second-hand items available. Fast, enthusiastic service. Still time to order a new ash frame body kit for your J2/F2/L2. Send for free lists. B. Walker, 17 Dainton Close, Bromley, Kent. 01-460-2356. (48351

VILLAGE GARAGE, with shop, large workshop, planning permission granted, caravan temporary. SAE details. Goodrich, Newton, Pickering, Yorks. (48247

2 TR4's. Black Surrey top, alloys, engine fully reconditioned 2,000 miles ago, reconditioned gearbox fitted 4,000 miles ago. Superb car—full history. White soft top, reputably fitted SAH 135 b.h.p. engine, compatible extras including roll cage, good and exciting car, bills available on both cars. Owned by me 2 and 1 years respectively. Bank Manager forces sale of much loved pair. 01-622-5074. (48248

MISCELLANEOUS—continued

CLIMAX FPF, FWA/E, EWMV rebuild service. Parts/complete engines bought and sold. Climax Engines Services, Lenchwick, Evesham, Worcs. Harvington 500. (48303

WE TRANSPORT CARS, etc. anywhere, Britain—Continent. David Black Transport. Tel: Newington (Kent) 842726. (48250

OFFERS for complete, unassembled back axle for 38/250 Mercedes Benz including new and unused crown wheel and pinion. Reeves, Dag Lane, Bozeat, Northants. Bozeat 837. (48257

ENGINES, GEARBOXES, other spares for Ford 8, Standard 9 Austin Big 7 & 8, Morris 8, all Circa 1934-39. Phone: Stratford-on-Avon 3155 (0789—3155). (48273

EDWARDIAN SPARES. Oil side and tail lamps; speedometers and clocks; castings for Auster folding screen; vacuum windscreen wiper, etc., Some Silver Ghost parts including a 1913 dynamo; small Boa horn and Dunlop wheel centres and hub nuts. Neale, Purshall Green, Nr. Droitwich, Worcs. (48281

SACRILEGE?? Would anyone be seriously interested in a Healey 100/4 BN2, built to a very exciting Cobra-like specification. A fairly long-term project, resulting in a practical, unique, and completely 'personalised' super sports car. For details, ring Pete White, Market Deeping 342252. (48280

RR CONVERSION to fit Bentleys Mk 6 & R-type for sale. Complete shell assembly, Lady cap base, hubs, badges, all stainless steel. £270. 01-373-2296. (48293

AMERICAN DASH clock, brass. Made in Boston 1908, approx. 8-day. Very good condition. Offers to Papplewick Lido, Nottingham. Hucknall 2898. (48283

UP TO £4,000 offered by private enthusiast for vintage or classic car, Rolls, Hispano, etc. No dealers please. J. Parrish, 1 Viewfield Road, London SW18 1NB. Telephone 01-874-2881. (47093

CORD 810 OR 812 required by private enthusiast. Condition unimportant. J. Parrish, 1 Viewfield Road, London, SW18 1NB. Telephone: 01-874-2881. (47093

TF MG. Chrome luggage grid, as new, £11. Rear bumper £4. SU pump, not working £2. 01-398-1704. (48518

DOUBLE GARAGE, lathe, bench, power, light, lifting beam, 40 ft. shelving, plus small orchard suitable mouldering motors. Also near concours vintage detatched 3-bed house, extras, near M3 Junction 4, Camberley. Haggle around £14,500. Latham, Drugstore, Gate Lane, Freshwater Bay, I.O.W. Cowes 4121 Ext. 31 (working hours). (48508

4 x DUNLOP alloy wheels, size 4½J x 12 £25 o.n.o. Todd, 10 Amberley Road, Horsham, Sussex. Horsham 62689. (48503

MG ENTHUSIASTS—I have a few thousand spares for models J. P. All T-type and YA/YB. Please also forward your enquiries for other early models. Write: Robinson, 1116 Bolton Road, Bradford 2. Phone 639333. (48550

PHANTOM 1 carburetter, in excellent condition. Phantom 1 magneto E06. Phantom 1 dash mounted starter switch. Late 20 h.p. vertical radiator shutters, nickel plated. 20/25 foot-pedal assembly. 20/25 handbrake lever assembly. Wheels for 20/25 and 3½-litre Bentley. Petrol tanks for 20/25, Wraith and Mk. VI Bentley. Rolls Royce Straight Eight B80 engine, complete with reconditioned carb. Wanted surplus Rolls Royce and Bentley spares, odd parts or large stocks purchased Highest prices paid. Rolls Royce dynamo and starter motor exchange service, three years guarantee with all units. K. J. A. Spares of Kenyon, Kingsway service area, Kingsway North, Warrington, Cheshire. Tel: Warrington 34240. (48542

GT6 TYPE hardtop, fit Triumph, Spitfire, only £10. Given away. 56 Crick Road, Rugby, Warwick. (48577

ANY VEHICLE, anywhere, anytime. Transporting cars is our business. Personal service, full insurance. Hellingly (Sussex) 488. (48392

OLD PETTER oil engine, 8 b.h.p. "S" type, unused 20 years. Offers wanted. Blackmore, Essex 821 275. (48491

S.S.I. 1935 TOURER bodywork. £75. Axles, £30. S.S.100 reproduction louvred bonnet £60. Apron £25. Hoodsticks £30. Stoneguards £15. Breaking 2½, 3½, S.S. Saloon. Fernhurst, Surrey 785. (48405

EXCHANGES

EXCHANGE FOR RURAL cottage daily reach Manchester. A lovely 1954 Riley RME in Ivory with superb chrome. Beautiful interior. Two owners and 37,000 miles from new. Also well-kept Dellow 1951. Excellent condition and now very rare. Both cars much admired. Contact John Richards, 061-226-3134. (48362

UNIVERSITY MOTORS Special MG-C GT with overdrive wanted in part exchange for my XJ6. (For details see "For Sale" columns this issue). Watts, Wellington (Som.) 3286. (48274

EXCHANGES Motor Sport November 1930 to December 1934 in bound volumes for similar run of Motor Cycle 1920 onwards. Box 4429. (46715

1930 FRANCIS BARNETT 250 v.g.c. 1939? Norton 16H rough, for vintage car. Keen, Ash Cottage, Thame Road, Longwick, Aylesbury, Bucks. (47930

DISTINCTIVE REGISTRATIONS

Over 1,000 numbers of old vehicles available. Let us know the registration you require. Immediate reply. SAE appreciated.

Berkeley House, Burtons Lane, Chalfont St. Giles, Bucks

FERRARI 365 GTC



1969 PININFARINA 2-SEATER. 20,600 miles only from new. Written report from *David Clarke, Ferrari* Organisation, states condition as "excellent". **£3,500**

ALSO

1965 330 GTC 2+2. Finished in Ferrari red with black interior. Very nice condition throughout. **£1,695**

TERMS & EXCHANGES

Goodwood Motor Co.
1091 LONDON ROAD, LEIGH-ON-SEA, ESSEX
Tel.: Southend (0702) 711011

YEOVIL CAR CLUB
PRESENT THE THIRD
CAVALCADE OF MOTORING
AUGUST 18th from 11.00 a.m.
SHERBORNE CASTLE
DORSET

A massive display of up to 400 veteran, vintage and modern cars, historic commercials, racing cars, hot rods and vintage motorcycles.

SPONSORED BY
MERCEDES-BENZ (UNITED KINGDOM) LTD.

E. HUSTWAYTE & SON, THORPE AUTOPOINT
Lubenham, Market Harborough, Leics.

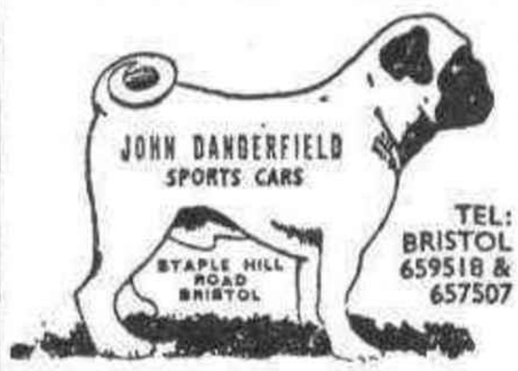
We do not have to advertise, that is probably why you have not seen us here for some time.

The fact is, however, that we are still specialising in the restorations of any Bentley or Rolls-Royce ever made. i.e. Complete engine overhauls, Panel Work, Recellulosing, Woodwork restored as new, Trimming, etc.

Always pleased to quote for anything you require.

Telephone:
Market Harborough 2156

LAMBORGHINI MUIRA SV
1972 BLUE
LOW MILEAGE
£8,750
TEL. **KIDDERMINSTER 64061.**



RELIANT, SCIMITAR AND MORGAN DISTRIBUTORS

See and try the latest **GTE** Demonstration car fitted with Webasto sunshine roof.

Choice of new M.G.-B, Roadsters and GTs, Midgets, Spitfires and a TR6. All for instant delivery.

1973 M.G.-B GT V8, 2,600 miles. Harvest gold. Radio **£2,250**

1972 GTE, Auto. Satin silver/tan leather. One owner, 15,000 miles **£2,350**

1972 TRIUMPH GT6. Emerald green, o/d., radio, h.r.w. **£1,100**

1971 GTE Scimitar. Everest white. Supplied and maintained by us. O/d., usual extras. Webasto roof. One owner **£1,750**

1971 Mark 3 '72 model M.G.-B roadster. White. One owner. Overdrive, radio, wires **£1,100**

1970 3-litre Scimitar coupé. Down white. Two owners, 42,000 miles **£1,100**

1970 M.G.-B. White. O/d., wires, radio, new SPs; 34,762 miles. Supplied and maintained by us..... **£925**

1969 (Aug.) MIDGET. White. Hard-top / soft-top, tonneau, wires; two owners, 36,000 miles **£650**

1969 M.G.-B GT. Mineral blue. Radio, air horns, etc.... **£875**

1967 ALPINE. White. O/drive, wires, five new G.800s; 27,200 miles **£750**

1961 HEALEY 3000 Mk. I. O/d., hard/soft-tops, tonneau. Major engine, gearbox and o/d., suspension, steering and brakes overhaul just completed by us. New exhaust system, pads, linings, battery, clutch, tyres, etc. **£1,250**

1958 XK150. Details available **£750**

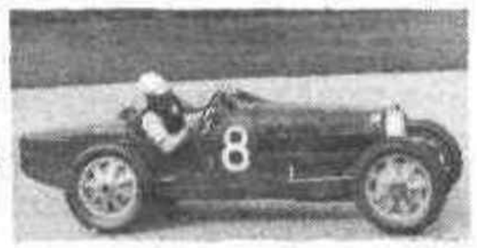
Registration Numbers EP 27 4 WPG for sale on old cars.

Hours: 9am-7pm Monday-Friday. Close 6pm on Saturday.

Please telephone our stores for any spares problems.

CHARLES MORTIMER

For BRITAIN'S LARGEST AND BEST STOCK of Motoring Books, Magazines, Marque Items and Motoring Miscellanea. 1895 to 1974.



URGENTLY REQUIRED—Motoring Libraries, large or small. Particularly if including Handbooks, Sales Literature, Marque and other items Pre- and Post-War. Autocar, Motor, Motor Sport, Automobile Year, G.P. Car (Pomeroy) and similar.

BUYING. *Every County now visited monthly. Distance immaterial.* Payment in cash.

SALES. 5% Discount rising to 15% to VISITORS. But please 'phone in advance. S.A.E. (foolscap) 4p for our new 22-page List. OUT NOW!!

Corner House, Bulls Green, Ewhurst, Surrey (Opposite Bull Hotel)
EWHURST 897 (Day), 687 (Evenings)

BARKING TYE
IPSWICH IP6 8HU

NTG SERVICES — **MG**

THE MAIL ORDER SPECIALISTS

NEW 1974/5 SPARES CATALOGUE
Send large s.a.e. for our latest comprehensive catalogue for MG T & Y spares.

WORKSHOP MANUAL MG TA/B—also SUITABLE FOR MG TC. Authentic MG Car Co. manual, reprinted and bound as original. Very comprehensive and fully illustrated—116 pages plus pull-out chart—£3.25 plus 38p P & P.
PARTS LIST MG TC—companion volume to above—£3.00 plus 38p P & P.
RUNNING BOARD TO WING RUBBERS—YA/B—£1.88 pr. plus 15p P & P plus VAT.
WIRING LOOMS for all MG T/Y and MG-A models—TA/C £8.75 ea., OTHER MODELS £9.75 ea. plus 35p P & P plus VAT.
WALNUT VENEERED DASHBOARDS for above models—TA/C £5.95 plus 45p P & P plus VAT. TD/F £6.95 plus 45p P & P plus VAT.
OIL CANISTER CONVERSION UNIT MG TB/C/YA and early TD/YB—looks identical to original filter, but the base unscrews to allow fitment of modern throwaway element. Supplied complete. Exchange for old canister only—£7.25 plus 38p P & P plus VAT. Extra replacement element—98p plus 20p P & P plus VAT.

The above address is not our Spares Depot: if you wish to call, please write.

CLOVER LEAF CARS

Alfa Romeo **Alfetta**



become a real driver again."

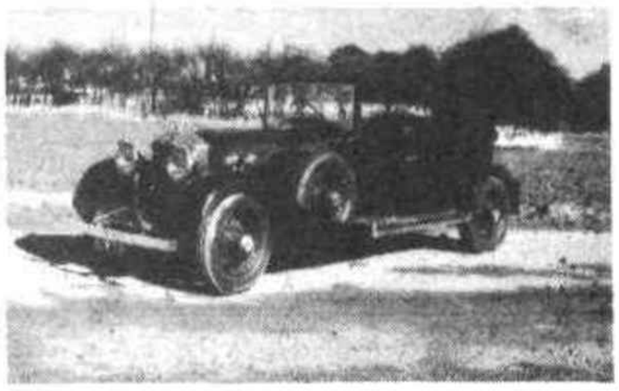
ALFA ROMEO ALFETTA,

Become a real driver again with the fabulous Alfa Romeo Alfetta. Four doors, five seats, 0 – 60 in 9.7 seconds, 112 mph. The handling and performance of a true thoroughbred sports car. Now available for immediate delivery at £2,548.

SALISBURY ROAD, ANDOVER, HAMPSHIRE · TELEPHONE 61166

ADAMS & OLIVER LTD

SPECIAL ITEMS ON OFFER



Rolls-Royce Phantom II Open 4 seater, £5,450

120 h.p. engine less head excellent condition
Phantom II cylinder blocks
As new Silver Wraith cylinder head complete with valves
S.I/S.C.I. automatic gearbox
Bentley S.I radiator shell
Silver Cloud radiator shell
Mark VI wheel centres
Klaxon brass horn
Complete set of 'S' Series upholstery
4 '20' h.p. 21" wheels
P.I/P.II magneto, excellent condition
Complete instrument panels including ignition locks and keys for S.II and Mark VI.
Reconditioned pre-war temperature gauges
1 pair mint condition P.80 type lamps for 20/25
Heater elements for Mark VI and 'R' Type
1 pair pre-war roller type sun visors as new
Water pump kits for '20', 20/25, 25/30, Bentley 3½, Bentley 4¼, *pre-war.*
1 original Silver Ghost/P.I. wheel spanner



1923 Daimler 20 h.p. tourer, £3,450

PLEASE NOTE THAT OUR STORES BOTH AT GIDDING & WARBOYS WILL IN FUTURE BE CLOSED ON MONDAYS

Rolls-Royce

HIGH QUALITY P.V.C. PANELS

For standard Mark VI, 'R' Type and 'S' Models.

In addition to our nomal range, we can now supply the spare wheel door cover assembly for the Mark VI. Lists and details on application.

EXHAUST SYSTEMS

Exhaust systems for virtually all models from 1925 to 1973 are available ex stock. Stainless systems to special order. Why wait when we can give quicker delivery and lower prices?

"Guide to Rolls-Royce and Bentley Cars — 1925-1965" — a new and enlarged edition — 9 x 5¾" spine bound — 17 full page plates. **£1.50** plus 15p post and packing — U.K.

Bentley

Accessories

We can supply the following items new, specially manufactured to a very high standard: Special tools for hub removal on pre-war models, outer wheel discs for 20/25 and 25/30, superb finish in spun aluminium, too good to paint. Wheel trims for Mark VI and R-Type — glass-fibre with anodised finish. Also our normal range of caps and mascots.

Tyres

All post-war sizes generally in stock. Most pre-war available.

Hire and Leave Repurchase

Reservations are being taken for 1974. Free delivery to London Airport if you confirm your booking three months before date of arrival.

RAMSEY ROAD, WARBOYS, HUNTINGDON, CAMBS. TEL: WARBOYS 488/9

ROLLS-ROYCE CLARENDONS BENTLEY

Offer the following from the Biggest Selection of Pre-War and Post-War Cars in London



1956 ROLLS-ROYCE Silver Wraith, L.W.B. by Hooper. Complete rebuild and restoration to the highest standards now in process. Price on application.

1964 ROLLS-ROYCE Cloud III. Cellulosed in dawn blue with an immaculate blue-grey interior. In outstanding order.

1962 ROLLS-ROYCE Cloud II. Sand over sable with a beige hide interior. Excellent wood, unmarked leather. An exceptionally good-looking car with much recent service work.

1960 ROLLS-ROYCE Cloud II. Velvet green over antelope. Recently fitted headlining, recarpeted throughout, refinished woodwork. A very serviceable vehicle.

1960 ROLLS-ROYCE Cloud II. *This car has been* converted at the factory into a Silver Cloud III. Recellulosed in Old English white with an unmarked blue-grey hide interior. Also fitted with stereo sound. An outstanding vehicle.

1959 ROLLS-ROYCE Silver Wraith by James Young. Automatic transmission and power-assisted steering. Finished in black pearl with a beige interior. Cloth interior to the rear compartment. A truly beautiful shape.

1959 ROLLS-ROYCE Silver Wraith by Park Ward. Auto. and P.A.S. A full seven-seater limousine with full-width f.f. occasional -seats. Finished black pearl with a green hide interior throughout, recently refurbished. Excellent theatre transportation. A bride's dream.

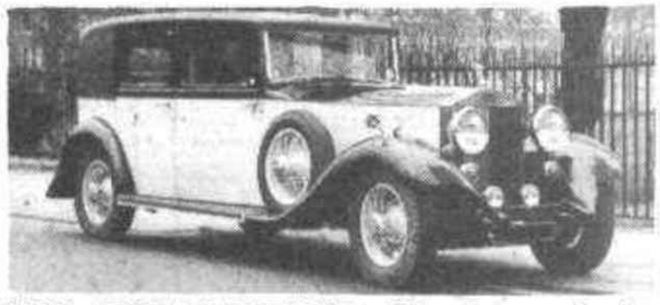
1951 ROLLS-ROYCE Silver Wraith by Park Ward. P.100s, manual transmission. Recently refinished in midnight blue, mid-brown unmarked interior. Whole car in very nice all round condition.

1953 ROLLS-ROYCE Silver Wraith by Hooper. Long wheel-base. Black hide chauffeur's seating; fawn cloth to the rear compartment. P100 headlights. A most majestic and impressive vehicle.

BENTLEY, 1951, Mk. IV by H. J. Mulliner. Warwick grey over charcoal with a plum hide interior. Recarpeted throughout. In particularly good serviceable condition. Recent service work includes exhaust clutch, etc.

. . . . .

The cars mentioned in this advertisement are only a few of the cars in our showrooms. The car that you are searching for may not be mentioned, so a telephone call or a visit to our showrooms may prove rewarding.



1929 ROLLS-ROYCE Phantom I by Barker. Mechanically restored. Newly retrimmed. Finished in sage and smoke green with a grey hide interior. A very elegant car.

1922 BENTLEY Red Label 3-litre short-chassis sports tourer by Park Ward. Finished in British Racing Green. A first class machine for vintage motoring.
1962 BENTLEY Continental drophead coupé by Mulliner/Park Ward. Finished in astral blue with a blue-grey interior. Equipped with auto., P.A.S. and power hood.
1958 BENTLEY S.I Continental two-door by Park Ward.
1957 BENTLEY S.I Continental fastback by H. J. Mulliner.
1938 BENTLEY S.I Continental Flying Spur.
BENTLEY S.I Standard Series. Choice of three.
BENTLEY 'R'-Type Standard Series. Choice of two.
BENTLEY Mk. IV Standard Series. Choice of three.
BENTLEY S.I two-door fixed-head coupé by James Young. Recently refinished in Caribbean silver with grey hide interior.

We carry a comprehensive stock of spares for all pre- and post-war Rolls-Royce and Bentley motor cars.

Service and repair work on any model undertaken by our trained staff—also trimming and paintwork at realistic prices.

THE CLARENDON CARRIAGE COMPANY LIMITED

HEATHMANS RD., PARSONS GREEN, FULHAM, S.W.6 (1000 yds Parsons Green Tube) TELEPHONE: 01-736 2302/3/4



Selected Used Models from Stock:

ASTON MARTIN

1974 V8 MANUAL. CARBURETTOR MODEL. COSMIC FIRE ASCOT GREY/BLACK TRIM. 3,000 MILES.
1974 (MODEL) V8 MANUAL. CARBURETTOR MODEL, LONSDALE YELLOW/BLUE TRIM, DOOR MIRROR, TWIN SPOTS. 6,000 MILES.
1970 DBS (6) AUTO. SILVER BIRCH/BLUE TRIM. SLIDING ROOF, TINTED GLASS, LOW MILEAGE, RADIO.

OTHER VEHICLES
1970 (J) ALFA ROMEO 1750 BERLINA. BLUE WITH NATURAL TRIM. SUPERBLY MAINTAINED.
1971 JAGUAR XJ6 4.2 AUTO. ASCOT FAWN WITH ONE OWNER, LOW MILEAGE, SUPPLIED AND SERVICED BY OURSELVES.
1969 JAGUAR 420G AUTO. REGENCY RED/GREY INTERIOR. 33,000 MILES ONLY ELECTRIC WINDOWS. SUPERB EXAMPLE.

ASTON MARTIN

"Be a King amongst men and a Prince amongst women"

'The Finest Car in the World...'

available from . . .

Comprehensive parts stock available!

ASTON MARTIN DISTRIBUTORS

CHEYLESMORE GARAGE (COVENTRY) LIMITED

NOD RISE, COVENTRY. Telephone 461441/2

Personal attention by the Managing Director, Peter J. Monsell

SPORTS MOTORS (MANCHESTER) LTD

250 PLYMOUTH GROVE, MANCHESTER, M13 0BG

061-224 3325/6/7

LOTUS MAIN DEALERS

ALL MODELS INCL. ELITE — +2S 130/5 AND EUROPA

NEW LOTUS +2S 130/5. Tinted glass, h.r.s., radio. Choice of colour.

NEW LOTUS Europa Special, 5-speed gearbox. Oatmeal interior, air horns. Purple.

NEW ALFA ROMEO 2000 Spider. Dark blue, hard- and soft-tops, 5-speed gearbox, etc.

NEW ALFA ROMEO 2000 saloon. White. 5-speed gearbox, h.r.w., etc.

NEW ALFA ROMEO 2000 GTV. 5-speed gearbox, h.r.w., etc. Choice of colour.

NEW ALFETTA, 5-speed gearbox, h.r.w., etc. Piper yellow.

NEW ALFASUD, Special Equipment. Choice of colour.

1973 MG-B GT. White. Overdrive **£1,545**
1974 DOLOMITE Sprint. Overdrive, radio. Yellow **£1,895**

NEWLY APPOINTED SCIMITAR GTE MAIN DEALERS

OPEN 9.15 - 6.30

1972 DATSUN 240Z. Metallic blue. Radio.. **£1,595**
1972 ALFA ROMEO 1300 GT. Red..... **£1,375**
1972 BMW 2002. White. Radio. One owner **£1,495**
1974 ALFASUD, Special Equipment. Very low mileage **£1,345**
1974 RENAULT 12TS. Yellow. Very low mileage **£1,345**
1973 LOTUS Europa Special. Black/oatmeal interior, 5-speed gearbox. Choice of two from **£2,195**
1973 TRIUMPH GT6. Mimosa, tinted windows; one owner **£1,395**
1972 SCIMITAR GTE Automatic, choice of two from **£2,095**
1972 TRIUMPH Stag, Automatic, hard and soft-tops. Saffron. One owner..... **£2,195**
1972 TRIUMPH GT6. Sapphire blue..... **£1,125**
1970 JENSEN FF. Red, radio/stereo, black interior. Excellent throughout **£2,995**
1972 RANGE ROVER. Red/black, Vinyl roof, radio, carpets, rear washer and wiper..... **£2,495**
1973 SCIMITAR GTE. One owner. Shetland blue. Radio **£2,295**
1973 SCIMITAR GTE, Automatic. Radio/cassette. Blue **£2,345**
1974 SCIMITAR GTE, *overdrive. Florida green,* alloy wheels, radio/stereo, tinted windows.
1973 SCIMITAR GTE, Radio, one owner. Capricorn blue **£2,295**
1974 SCIMITAR GTE, overdrive. Beaujolais. Alloy wheels, radio/stereo, tinted windows.
1973 (M) PEUGEOT 504 Injection. Metallic silver, sun-roof. One owner..... **£1,650**
1974 RENAULT 15TS. Metallic blue. Very low mileage **£1,575**

AFTER HOURS 061-773 1663

ALFA ROMEO MAIN DEALERS

ALL MODELS incl. ALFASUD S.E. — ALFETTA — SPIDER AND ALFASUD T.I.

1974 RENAULT 5TL. White. Very low mileage **£985**
1973 (M) RENAULT 17TL, automatic. Sun-roof. Orange. One owner, low mileage..... **£1,495**
1972 CITROEN GS estate, Metallic beige **£995**
1973 BMW 3.0, auto. White/velour interior. Radio with electric aerial..... **£3,395**
1972 ALFA 2000 GTV. White. 5-speed gearbox, h.r.w. **£1,695**
1973 (M) LOTUS +2S 130/5. Metallic green/silver, oatmeal interior, radio. One owner, low mileage **£2,495**
1973 LOTUS +2S 130/5. Tawny/silver. Radio. One owner **£2,295**
1973 MORGAN 4/4 2-seater. One owner, low mileage **£1,795**

MORGAN DISTRIBUTORS

Sorry, there's a bit of a queue to buy one — better get your name down now.

CLOSED SUNDAY

USED CARS

NEW TVR 3000M, finished in white. Offered at pre-increased price of **£2,622**
NEW MAZDA RX4 coupe, finished in white. Offered at pre-increased price of **£2,049**
1973 TVR 3000M, 8,000 miles, sun-roof **£1,995**
1974 TVR 3000ML, ex-demonstration vehicle. Today's price £3,400, now offered at **£2,750**
1970 TVR Vixen S.3 radio, very attractive **£945**
1971 BMW 2002 radio/stereo; 27,000 miles **£1,395**
1973 (M) CLAN Crusader, 5,000 miles, sun-roof, radio, Cosmic wheels and O.I. lights; as new **£1,425**
1973 FORD Crayford Cortina Convertible XL. A/Matic. 8,000 miles as new **£1,345**
1971 MGB GT. Sun roof o/d. ... **£1,095**







TVR JENSEN-HEALEY MAZDA

BRIDGE MOTORS (BOCKING), BRAINTREE, ESSEX. TEL: BRAINTREE 141 or 140

M. L. RICHARDSON

BENTLEY Mk. VI. 4½-litre open 4-seater tourer, Vanden Plas style. An excellent example of a professional hand built conversion (not to be confused with anything similar currently on offer) and as such must represent an excellent investment **£3,500**
TRIUMPH STAG 1971. Ivory with black trim fitted automatic transmission. Hard and soft tops, power steering, electric windows, radio, XAS's **£1,595**
M.G.-B Mk. II roadster, 1972. Ivory with black trim. Fitted overdrive, cassette player and radio. An extremely well kept example **£1,025**
JAGUAR XK 150 3.8 "S" type. Maroon with tan trim. Chrome wire wheels. Detail attention required to bodywork to complete restoration. Available shortly.

LOTUS ELAN SPRINTS d.h.c. Choice of two, both extremely good, low mileage examples. Fitted radio, knock-ons etc ..... **£1,345** and **£1,395**
M.G.-C GT 1969. Fitted overdrive, sunroof, wire wheels, radio. Finished in B.R.G. with black trim. A very good original example **£795**
AUSTIN-MINI, 1972. Blaze, 1969 MINI COOPER. WANTED. Immediate cash available for purchase of all sports cars especially **LOTUS Elans, Europas, Elan + 2s, JAGUAR E-types,** and **XKs, M.G.-Bs, B.GTs, TFs, TDs, TCs,** and any Classic.
FINANCE. Extremely competitve and confidential credit facilities available on all cars advertised plus your present vehicle taken in exchange.

JAGUAR E-type, 1969 series II, d.h.c. Finished in ivory with black trim. Fitted chrome wire wheels, radio. Outstanding 2-owner example **£1,395**
FORD MUSTANG 289, 2-door hardtop coupé, 1969 reg. Fitted power steering, polished 7" Woolfrace mag. alloy wheels, new radials, 8-track stereo, radio, special paint finish in dark blue with white roof, light blue trim. Manual shift **£845**
AUSTIN HEALEY 3000 Mk. II. An extremely clean example, finished in Silver blue with navy trim. Fitted overdrive, wire wheels, radio, tonneau **£795**
LOTUS Elan S.3 f.h.c. Special equipment model. Finished in bright red with black trim. Recent overhaul. In outstanding condition throughout **£725**

MAIN AVENUE, MOOR PARK, NORTHWOOD, MIDDX. — NORTHWOOD 25161
Approx. 100-yds from Moor Park Met. Station — A-Z London Main Road Map, Ref. 2.C

HARGREAVES & BAILEY LTD

OF BLACKPOOL
— THE SPORTS CAR SPECIALISTS OF THE NORTH —



SCIMITAR GTE
NEW SPECIFICATIONS ON FACTORY ORDER

SCIMITAR GTE. Overdrive. Capricorn blue/tan int. Alloy wheels, electric windows, stereo/radio ..... **List Price**
SCIMITAR GTE, Automatic. Beaujolais red. Stereo/radio, alloy wheels, electric windows ..... **List Price**
SCIMITAR GTE, Manual. April yellow/black. Alloy wheels, electric windows, tinted glass ..... **List Price**

ALSO DEMONSTRATION CAR FOR YOUR INSPECTION AND TRIAL

1972L ALFA ROMEO 2000 Spider Sports. Red/black int. Five-speed gearbox. One owner, 21,000 miles..... **£1,995**
1971J ALFA ROMEO 1750 GTV. Alfa red/black; 34,000 miles. Radio, five-speed gearbox **£1,445**
1971/2K FIAT 124 Sport, 1,600 c.c. Acacia green/tan cloth. One owner. Five-speed gearbox; 29,000 miles..... **£1,395**
1973L ALFA ROMEO 2000 GT Veloce. Plum/tan int. One owner. Sunshine roof, radio/stereo 8. Five-speed gearbox. Outstanding condition..... **£2,495**

Alfa Romeo

1971/2K RELIANT Scimitar GTE Mk. II, Automatic. Metallic silver/black int. One owner, certified 16,000 miles. Alloy wheels, stereo 8/radio..... **£1,995**

IMMEDIATE DELIVERY

ALFASUD. Colour choice..... **£1,449**
ALFA 1.6 GT. Silver..... **£2,399**
ALFA 2000 Berlina. White..... **£2,699**
ALFA 2000 Spider. Yellow & blue **£2,099**
ALFA 2000 GTV. Metallic silver and olive metallic **£2,999**
ALFETTA Saloon. Le Mans blue, Piper yellow, white **£2,548**
ALFASUD TI — NOW IN STOCK **£1,749**

DEMONSTRATION MODELS FOR INSPECTION AND TRIAL

1970H ALFA ROMEO 1750 GTV. Bronze yellow. Radio, five-speed gearbox **£1,195**
1971L JAGUAR E-Type V12 roadster. White/black trim. One owner, genuine 37,000 miles. Chrome wire wheels, radio. Superb original condition..... **£2,195**
1971J LOTUS Sprint d.h.c. Carnival red/white. One owner. Stereo 8-track. 29,000 miles. Supplied by us..... **£1,395**
1971J TRIUMPH Stag. Hard-top/soft-top. Automatic. Red with black trim. Cert. 28,000 miles. Stereo 8/radio. Full service history. Showroom condition **£1,895**
1970H LOTUS +2S. French blue. Radio, chrome wheels. 31,000 miles. Beautifully maintained **£1,495**
1973L RELIANT Scimitar GTE. Overdrive. Beaujolais red/tan leather. One owner. Alloy wheels, stereo 8/radio, tinted glass, fog lamps..... **£2,395**
1973L LOTUS Europa Special. Tawny metallic/champagne int. One owner. 5-speed gearbox, alloy wheels..... **£2,145**
1972L LOTUS Europa Twin Cam. Pistachio green. 13,000 miles. Radio/cassette player..... **£1,575**
1971/2 LOTUS Europa Twin Cam. Lotus yellow. Alloy wheels, stereo 8; 21,000 miles. Original condition... **£1,495**
1971/2 RELIANT Scimitar GTE Mk. II. Overdrive. Everest white/black int. One owner. Alloy wheels, radio, h.r.w. **£1,895**

Open Daily Until 6 p.m. Closed on Sundays



LOTUS
IMMEDIATE DELIVERY

LOTUS Europa Special. Lagoon blue, 5-speed, alloy wheels, air horns, tinted glass. Offered at old price..... **£2,998**

EARLIEST DELIVERY DATES FOR THE NEW LOTUS 'ELITE'

1973L LOTUS Sprint d.h.c. Regency red with white lower half. Radio, electric aerial. Cert. 7,500 miles, one owner. Original throughout **£1,995**

1974M VOLKSWAGEN "Continental Caravanette". Four plus one berth. Complete living equipment. Radio. Undersealed. 2,900 miles.

SAVE £600 plus at £1,995

1972K LOTUS Sprint d.h.c. Cirrus white. Radio. 22,000 miles. First class condition **£1,495**

70-PLUS USED CARS IN OUR CONSTANTLY CHANGING STOCK

SPECIALISED SERVICING & REPAIRS — SPORTS CAR INSURANCE — HIRE PURCHASE

ALFRED STREET SHOWROOMS, BLACKPOOL
Tel. 28401/2

KING STREET SHOWROOMS, BLACKPOOL
Tel. 23862/3

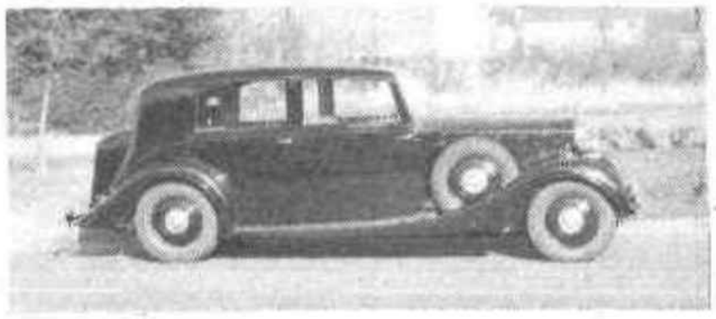


BENTLEY S1 Continental, Fast back by H. J. Mulliner 1957, manual gearbox, power steering. Extremely rare. Finished in Burgundy with newly upholstered tan interior. This car gives a magnificent performance.

P&A Wood

CORNICHE GARAGE
GREAT BARDFIELD
ESSEX
GREAT BARDFIELD 604

Specialists soley in Rolls Royce and Bentley, Sales Service, and Repairs



1939 ROLLS-ROYCE Wraith, Touring limousine by Freestone and Webb. Genuine 134,000 miles from new. Full service history. Finished in black with beige upholstery. Excellent condition. This car must be seen and driven to be fully appreciated.

THE VICEROY CARRIAGE CO.

OFFER FROM A SELECTION OF OVER FIFTY CARS

ROLLS-ROYCE

1964 Silver Cloud III finished in Black Pearl with grey hide. **£3975**
1965 Silver Cloud III finished in Velvet Green, absolutely superb **£4475**
1963 Silver Cloud III finished in Burgundy over Dusk Grey, beige hide **£3750**
1961 Silver Cloud III finished in Tudor Grey **£3250**
1960 Silver Cloud II finished in Regal Red, beige hide, new exhaust **£3195**
1960 Silver Cloud II finished in Regal Red with beige hide **£2950**
1961 Silver Cloud II long wheel base with electric division **£3550**
1959 Silver Cloud I finished in Sage Green, electric windows **£2975**
1957 Silver Cloud I finished in Sabel **£2850**
1957 Silver Cloud I finished in Shell & Tudor power steering **£2675**
1960 Silver Cloud II with SCII front headlamp conversion **£2875**
1951 Silver Wraith touring limousine by Mulliner, cocktail cabinet etc **£3650**
1936 25/30 Limousine with glass division, drives beautifully **£2450**
1934 20/25 Thrupp & Maberly limousine requiring bodywork **£1495**
1933 20/25 Sports Saloon by Mulliner in first class condition **£3750**



1964 Bentley S3 Continental convertible by Park Ward. 2-door 5-seater luxurious touring car, finished in Astral Blue with cream hide interior & hood.

BENTLEYS

1964 S3 finished in Shell Grey, red hide trim, low mileage, excellent interior **£3150**
1963 S3 Continental by Mulliner Park Ward, Velvet Green **£5500**
1963 S3 finished in Midnight Blue, 80,000 miles **£2950**
1961 S2 Convertible by Park Ward, finished in Seyshells Blue **£4950**
1960 S2 finished in Shell Grey & Embassy Black (Webasto Roof) **£1895**
1960 S2 finished in Shell Grey, fitted with electric windows **£1875**
1958 SI finished in Embassy Black, high compression engine **£1550**
1956 SI finished in Black Pearl with biscuit hide interior **£895**
1955 SI Continental by H.J. Mulliner, fastback, automatic **£3995**
1958 SI finished in Midnight Blue, new engine fitted recently, magnificent **£1975**
1955 R Type automatic, finished in Shell & Red Grey, superb **£2050**
1955 R Type automatic, finished in Burgundy & Black, immaculate **£2150**
1954 R Type automatic, finished in Shell & Tudor Grey **£2050**
1953 R Type finished in Grey Green, excellent history **£1495**
1950 Mk.VI. Convertible, fitted with full flow engine **£2875**
1952 Mk.VI. finished in Velvet Green full flow big bore engine **£995**
1950 Mk.VI. finished in Embassy Black with biscuit hide **£895**

WE SPECIALISE IN BOTH PRE- AND POST-WAR SERVICING
Viceroy Court Garage, Mackennal Street, St. John's Wood, London NW8

Telephone 01-722 8200 DAYS 01-204 7306 EVENINGS

TDK SPORTS CARS



LOTUS EUROPA 1969. Finished in Lotus Yellow, fitted Cosmic wheels, a very attractive car, offered at **£995.**

MGB GT 1972. Finished in Aqua, fitted o/d, radio, H.R.W., 24,000 miles, this car can only be described as "LIKE NEW" offered at **£1295.**

MGB GT 1969. Specially finished in Midnight Blue, red interior, fitted w/w, o/d, H.R.W., a very nice example offered at **£795.**

RELIANT SCIMITAR G.T.E. 1972 (K), finished in Mexican Red with tan interior, manual, o/d, fitted alloy wheels, radio, etc. Can only be described as like new, offered at **£1,295.**

MG TD 1954. This beautiful example of this fast appreciating marque has been restored to a very high standard and is finished in Signal Red, black interior. Offered at **£1,750.** (An asset that can only double in value).



RELIANT SCIMITAR GTE 1971 overdrive. Specially finished in Daytona Yellow with coach lines fitted radio and stereo. A most attractive car offered at **£1,645.**

TRIUMPH TR6 1972. Fitted hard and soft tops, o/d, finished in white/black interior, one owner, 19,000 mile car. Offered at **£1,295.**

T.V.R. VIXEN 2500 1971 (K). This superb one owner car which is finished in white, fitted with tinted glass, alloy wheels, has covered only 22,000 miles from new must be seen. Offered at **£1,095.**

T.V.R. VIXEN 1600 1968, beautifully finished in Bahama Yellow, fitted extra wide wire wheels. A very pretty example offered at **£745.**

ALFA ROMEO 2000 SPYDER 1973, finished in red, 7,000 miles, only from new, fitted radio and 8-track stereo. Offered at **£2,495.**

Always a good selection of Sports Cars and especially MGs in stock. Sports Cars urgently required for cash or part exchange. Hire purchase facilities readily available. Open Monday to Saturday 9 am to 6.30

5 CANNING ROAD, WEALDSTONE, HARROW, MIDDLESEX. Tel: 01-863 6117

OLDHAM & CROWTHER

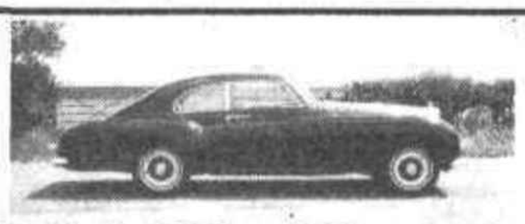
The XK Jaguar people
27 & 31 IVATT WAY
WESTWOOD INDUSTRIAL ESTATE
PETERBOROUGH PE3 7PH. Tele. 262577 or 262912



SUPERB *APPRECIATING* CARS WITH SUPERB PERFORMANCE

	Max.Speed (m.p.h.)	0-60 mph (Sec)	Overall Fuel (m.p.g.)	Touring fuel (m.p.g.)	Motor test report *date*
XK150S 3.4 F.H.	132.0	7.8	18.6	22.0	19.8.59
		Compare the above with			
B.M.W. 3.0S	126.4	8.0	15.4	18.8	25.3.72
Mercedez 350SL	127.8	8.1	15.4	19.5	25.12.71

Parts for XKs and other Jaguars are available.



Fastback 'R'-Type Mulliner Continental. Full service history, 113,000 miles.



LAGONDA LG45R 'RAPIDE'
Concours condition.



MASERATI 4CLT
The famous Baird car.



FRAZER NASH 'MILLE MIGLIA'



HEALEY SILVERSTONE



ALLARD J2X

All the above completely rebuilt.



GTZ TUBOLARE
Ideal class winner Classic Car Championship.



GT40
Road registered and equipped.



HWM GT. Famous racing car. Rebuilt and reclothed by George Abecassis. C/D Type engine, de Dion, etc. Beautifully restored.



BMW 327 Cabriolet
A fine example of this pre-war tourer.



BMW 328
Famous car, almost *concours*.

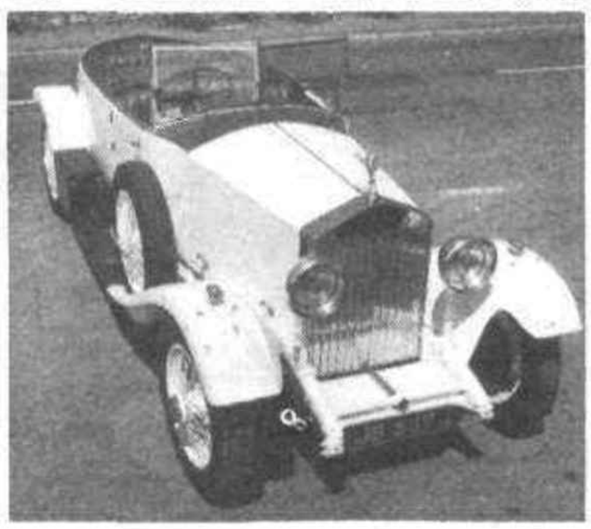


FERRARI 330 GTC
Outstanding condition.

N.B.—It is essential to telephone for an appointment to view the above.

BRIAN CLASSIC BUCKLOW HILL 830423 (Cheshire)

LENHAM MOTOR COMPANY



This is our **20/25 BOAT-TAILED REPLICA.** The coachwork and decking are impeccable and the interior has just been trimmed in red hide. We are rallying (in the Vintage sense) this car this year and wherever it goes it attracts tremendous attention. In between it is offered at **£4,250**

We also have the Duke of Northumberland's **1936 4¼ BENTLEY** *saloon.* Correspondence and condition would indicate that this car has not done a great mileage and is very usable, original and beautiful. Very reasonable at **£2,950.**

We still have our **1957 M.G.-A** roadster, green with black trim. This car must be a potential *concours* winner and is surely the best M.G.-A for sale anywhere. Amazingly only **£795.**

Amongst our Modern Sports Cars we have a **1974 Spitfire Mk. IV,** pimento with o/d., **£1,145**; a **1971** low-mileage **GT6,** saffron, o/d., **£930**; a **1970 TVR Tuscan V6** (deceptively fast from A to B), o/d., stereo, **£995**; and just arrived a **1971 RS 1600** WOW! **Escort,** yellow, sun-roof, radio, recent engine rebuild, yours for **£975.**

We would be pleased to hear from anyone with an interesting car to sell and consider ourselves to be keen buyers of among other things, TR4As, GT6s and early Healeys.

LENHAM MOTOR COMPANY
47, West Street, Harrietsham, Nr. Maidstone, Kent.
Telephone: Harrietsham (062 74) 570. 24-hour Ansaphone service

HAROLD BURGESS & PARTNERS LIMITED

Rolls-Royce



Bentley

Specialists

Whether holidaying or not, friends, there is no need to get 'browned-off' with lack of service for your Rolls-Royce or Bentley car. We can always offer a first-class service and advice when required and our newly installed Ansafone will be happy to record messages after normal office hours.
At the present time we have on offer a privately owned R.R. Silver Cloud III (1965) similar to the above pictured car. The colour is Shell Grey with grey interior and is in very good condition. It has been well maintained by us and the asking price is £5,450.

Please do not hesitate to telephone or call – our Managing Director, Mr. W. Harold Burgess will be happy to discuss any problems.

PLEASE NOTE – All enquiries or communications should now be addressed to our Sandbach Office only – we no longer have a Southern Representative.

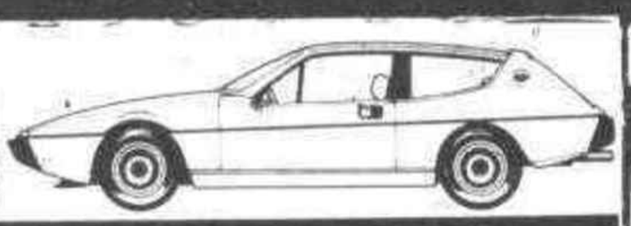
Our Telephone Nos. are
SANDBACH 2669 and 3471

CAMDEN MOTORS

SPORTS CARS

IN OUR SHOWROOMS NOW

LOTUS ELITE





1973 BMW 2002 cabriolet convertible. Rare and beautiful model in met. turquoise. Alloy wheels..... **£2,849**



1969 FIAT 850 Sport Coupe. Quick and economical fastback 2+2. Smart car in pale blue **£599**



1969 JAGUAR 'E'-Type 4.2 fixed-head coupe. Chrome wires, radio and h.r.w. Red with black trim..... **£1,399**



1973 LOTUS Elan Sprint coupe. Sundym glass, radio and h.r.w. Beautiful in tawny over white..... **£1,799**

1972 ALFA ROMEO Giulia 1600 Super 4-door saloon in red, 5-speed gearbox and h.r.w. Family man's Alfa **£1,199**

1971 ALFA ROMEO 1750 GTV, 5-speed gearbox, radio and h.r.w. Maroon with tan upholstery. Most attractive **£1,399**

1971 ASTON MARTIN DBS V8, 5-speed, P.A.S., Sundym, self-seeking radio/stereo, elec. aerial, etc. Met. blue with white hide..... **£3,749**

1973 BMW 2500, Automatic. Power steering, radio and h.r.w. Hi-performance executive saloon in red..... **£3,299**

1973 BMW 2002 Tii. Fuel injection, tinted glass, headrests and h.r.w. Sparkling car in white..... **£2,199**

1973 BMW 2000 Touring. 10,000 rec. miles, h.r.w. Superb in red with grey seating **£2,199**

1972 (Series) BMW 2000 Touring. Fastback saloon/estate with very good performance. Radio/cassette player, h.r.w., etc. Yellow..... **£1,799**

1971 BMW 1800. Attractive in white, and fitted with extras including radio and reel belts **£1,049**

1972 CITROEN SM, 5-speed gearbox. Refrigeration, P.A.S., tinted glass, leather upholstery. Brun scarabee **£3,999**

1973 FIAT 128 SL 1300 coupe. Beautiful in blue with tan interior. Generous 2+2 seating. Very nippy. H.R.W. **£1,199**

1973 (M) FORD Escort Mexico. White with black cloth upholstery. Spotlamps, reel belts and h.r.w..... **£1,249**

1973 HILLMAN Avenger Tiger. Rapid sports saloon with Holbay-tuned 1,500 c.c. engine, alloy wheels and full instrumentation. Yellow..... **£1,199**

1973 JAGUAR 'E'-Type V12 roadster. Detachable hard-top, P.A.S., radio/stereo, chrome wheels. Superb in blue..... **£2,999**

1972 JAGUAR 'E'-Type V12 2+2, Manual. P.A.S., sun-roof, radio, h.r.w. Light blue **£2,699**

1971 JAGUAR 'E'-Type V12 2+2, Automatic. P.A.S., radio and h.r.w. Blue with grey trim..... **£2,199**

1972 (Series) Mk. III Interceptor. Superb in aubergine with black hide. Usual auto., P.A.S., air-conditioning, Sundym and other luxury features **£3,999**

1971 JENSEN Interceptor Mk. II, Automatic. Air-conditioning, P.A.S., Sundym, radio/stereo, h.r.w., etc. Blue with tan hide..... **£3,799**

1973 LANCIA 1.6 HF Lusso coupe, 5-speed, alloy wheels, h.r.w. Outstanding car in white..... **£1,999**

1972 LANCIA 2000 saloon. Fuel injection, 5-speed gearbox, power steering, tinted glass, elec. windows and h.r.w. Superb in white..... **£1,749**

1972 LANCIA 1600 Sport Zagato. 5-speed gearbox, elec. windows, hi-back seats, h.r.w. Red with black seating **£1,599**

1972 LOTUS +2S 130. Chrome wheels, radio and h.r.w. Silver over red with black trim **£1,999**

1971 LOTUS Europa Twin Cam. Nice example in Lotus yellow, alloy wheels. Highly recommended..... **£1,399**

1971 LOTUS Europa S.2 (Renault engine). Very nice example in yellow. Sundym glass and radio..... **£1,199**

1971 MASERATI Indy 4.7, Automatic. Air-conditioning, P.A.S., radio, tinted glass, h.r.w., etc. Blue with champagne hide..... **£5,499**

1972 (Nov.) MERCEDES 280 'E', Automatic. Power steering, tinted glass, radio/stereo, elec. aerial, h.r.w., etc.; one owner car, 11,000 miles **£3,699**

1972 M.G. Midget. Pretty in blue. Extras include radio and tonneau cover. One owner from new..... **£749**

1973 (Series) M.G.-B GT. Fitted with headrests and h.r.w. Attractive in white with navy velour seating..... **£1,449**

1971 M.G.-B GT. Overdrive, Rostyle wheels and h.r.w. Blaze with navy trim..... **£1,099**

1974 M.G.-B roadster. Overdrive. Very low mileage. Immaculate in blue **£1,499**

1973 M.G.-B roadster with overdrive. One owner car in blaze. Under 3,000 miles from new. Servo brakes. Magnificent **£1,429**

1972 (regd.) PORSCHE 911 'S' 2.2, 5-speed gearbox, tinted glass, radio/cassette player, etc. Elegant appearance in silver **£2,999**

1973 RELIANT Scimitar GTE, Automatic. Alloy wheels, radio and h.r.w. Ivory with tan. Good value at..... **£1,999**

1972 RELIANT Scimitar GTE. Manual with overdrive. Also fitted with alloy wheels, radio/stereo and h.r.w. Yellow with tan trim..... **£1,999**

1970 RELIANT Scimitar GTE, Auto. Superb in silver. Radio and h.r.w. Very attractive example **£1,499**

1971 TRIUMPH Stag, Automatic. Hard- and soft-tops, power steering, elec. windows, h.r.w., etc. Damson **£1,799**

1974 TRIUMPH TR6 roadster with overdrive. Beautiful in yellow. Worthwhile saving on today's list price **£1,799**

1973 TRIUMPH TR6 hard-top coupe. 13,000 recorded miles. Overdrive. Superb in emerald..... **£1,599**

1972 TRIUMPH TR6 roadster with overdrive. Also fitted wire wheels and radio. White with black trim..... **£1,299**

1972 TRIUMPH Spitfire Mk. IV. One-owner car in blue with tan trim. 21,000 recorded miles. Radio..... **£779**

1972 TRIDENT Venturer V6. Magnificent in lime green. Spec. includes overdrive, chrome wires, sun-roof, radio, Sundym and h.r.w. **£1,999**



1973 M.G.-B roadster. Overdrive and Rostyle wheels. White with navy upholstery (*Similar to above*)..... **£1,299**



1968 RELIANT Scimitar 3-litre GT coupe, in white. Overdrive and radio. Very nice condition for the year... **£799**



1972 TRIUMPH Stag, overdrive. Hard- and soft-tops. Power steering, elec. windows, h.r.w., etc. Red..... **£1,999**



1972 TRIUMPH GT6 Mk. 3. Overdrive, radio and h.r.w. Pretty and quick little car in yellow..... **£1,099**

PART EXCHANGES WELCOME: HIGHEST POSSIBLE ALLOWANCES: "ON-THE-SPOT" H.P. AND INSURANCE

LAKE STREET LEIGHTON BUZZARD

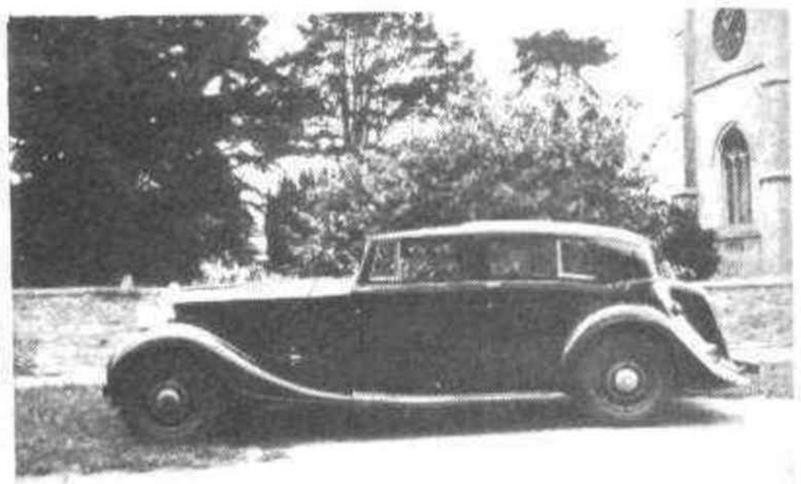
BEDS. TEL 2041

Open daily 9-8. Sun 10-6

ANTIQUE AUTOMOBILES LIMITED

Offer

1937 ROLLS ROYCE Phantom III. Rare Sedanca de Ville coachwork by Barker. Genuine 44,000 miles. One owner from new. This is the finest Phantom III we have seen for years . . .
1950 FERRARI GP racing car. 4.1-litres. Practically complete. This unique machine should be in stock mid-August.

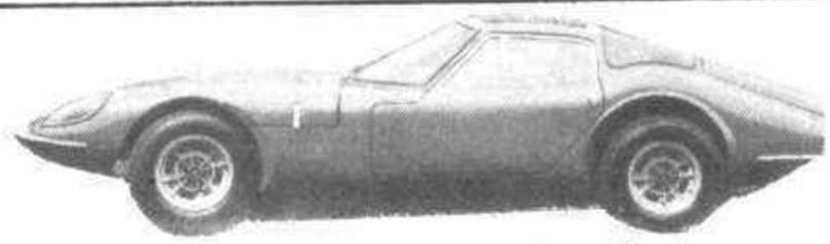


35-39 MAIN STREET, BASTON, PETERBOROUGH
Telephone Greatford (07786) 288/488

JEM MARSH *founder of Marcos*

WE HAVE THE LARGEST COLLECTION OF MARCOS IN THE WORLD. PLEASE TELEPHONE JEM MARSH BEFORE CALLING TO INSURE WE HAVE A VEHICLE TO SUIT YOUR REQUIREMENTS

1971 Marcos 3-litre Volvo, yellow, alloy wheels, electric windows, radio, 25,000 miles.
1971 Marcos 3-litre Ford, tangerine, sunroof, radio, tweaked engine.
1971 Marcos 3-litre Volvo, blue, sunroof, alloy wheels, radio.
1971 Marcos 2-litre, yellow, radio.



1971 Marcos 3-litre Ford, yellow, sunroof, radio, reconditioned engine, 8,000 miles ago.
1969 Marcos 3-litre, Bahama yellow, sunroof, 8-track stereo, reconditioned engine 9,000 miles ago.
1968 Marcos 1600 Ford, yellow sunroof, alloy wheels, radio.
1967 Marcos 1500 GT Ford, silver.

Hours of business 9 am to 6 pm, Monday to Saturday

We are only 30 mins. from junction 17 on the M4.

Please note our spares, servicing, and restoration telephone is Westbury 3997 STD (037382)

BOREHAM ROAD GARAGE, BOREHAM ROAD, WARMINSTER, WILTS. PHONE WARMINSTER (STD 09852) 4777

NOSTALGIA

KOMIC KAPERS No. 27

One day I shall publish my diary of the episodes that occur from day to day. This month I relate the tale of a two-mile journey towards that jewel among English country hamlets called Hoddesdon — (a joke) — when suddenly my rear wheel disconcertingly accelerated past me, whistled past the jugular vein of an astonished pedestrian, demolished a fence, and ended up knocking on the door of the house opposite. Amazingly no damage was done to car or person and in ten minutes the wheel was back on and away I went, somewhat embarrassed, to the applause of various onlookers.

A really superb 'mixed-bag' this month :—

HERE OR PROBABLY COMING :
1928 AUSTIN SPORTS BY TAYLOR; probably unique; original body with well developed '750' engine; regularly driven to and raced at VSCC events; practical everyday transport too. 99 pts. (WE 3360).
1937 BENTLEY 4½-litre by GURNEY-NUTTING; 2-door f.h.c., amazingly original and used every day. Quite presentable (75 pts.) and excellent chassis (93 pts.) and mechanics (83 pts.) (JAP 959).
1951 ALLARD K2 COMPETITION 2-str.; original but totally restored, much admired at Allard National Rally in June. 93 pts. (OKM 728).
1952 ASTON MARTIN DB2; 'Concours' award at Classic Car/Cordon Rouge, Prescott, in June; fitted with works DB3 engine, etc. 98 pts. (328 LNX).
1953 COOPER-BRISTOL 2-str.; one of six factory production sports cars, built on the modified Formula 2 chassis, totally restored. 98 pts. (RKT 930).
1957 A/HEALEY 100/6 2+2; every one of its 47,000 miles can be accounted for; 'Concours' award at Healey National Rally 1973; 99 pts. (WUO 3).
1958 LOTUS XI 'LE MANS' GULLWING GT; history obscure but body built by Frank Costin in polished aluminium, with pigskin trim, chrome wires, etc.; 1,098 c.c. FWA Climax, Webers, wishbone suspension, discs; everything literally unused; detail finishing and road registration being done; 99 pts.
1962 LOTUS ELITE STAGE 2+; this is definitely the best one anywhere in the world ! The detail preparation and polishing of every component is astonishing; 100 pts. (865 DYM).
1963 AC ACE-FORD 2.6; engine and suspension just rebuilt; o/d. on 2nd, 3rd and 4th. No. 33 of 36 made. 97 pts. (8000 PH).
1964 EX-WORKS TEAM A/HEALEY 3000 Mk. III; the famous Timo Makinen car, 2nd in 1964 R.A.C. Rally; 15,000m. recorded; original works spec. — alloy head, Webers, 'Tulip' box, etc.; superb road/rally/historic racing car. 90 pts. (BRX 852B).
1968 AC COBRA Mk. II, R.H.D.; simply the best Mk. II anywhere and fitted with proper 330 b.h.p. Shelby engine. 100 pts. (PPN 6G).
1971 GORDON KEEBLE GK1; the very last one to be built (not a rebuild); leather interior and other mods. 95 pts. (GBY 5J).













POSSIBLY COMING :
1937 RILEY SPRITE, original, 88 pts.; **1967 FORD GT40**, factory road car, 100 pts. **1930 ASTON MARTIN INTERNATIONAL**, 96 pts.; **1962 LOTUS ELITE Stage 2**, totally restored, 98 pts.

REMEMBER : '100 pts.' means 'best in the world', and '70 pts.' means reasonably maintained, but obviously used regularly all its life.

AVAILABLE ELSEWHERE (with private owners)
Attila-Chevrolet, 1964 — accepted for 'Classic Car Championship' etc., 98 pts.; **Aston Martin DB 2/4 Mk. 1** — 90 pts., £1,300; **Austin-Healey 100/4 BN1, 1954**, body 70 pts., mechanics 85 pts., £600; **Bristol 403, 1953**, dismantled but complete, £350; **Corvette Stingray '427' d.h.c., 1967**, 92 pts., £1,500; **Daimler Special sports roadster 3-str., 1953** — extremely rare — 2 seats front, 1 seat transverse rear, original, 90 pts., £1,600; **Healey Tickford saloon, 1951**, 85 pts., £800; **Jaguar XK150S 3.8 d.h.c.**, 59,000 miles, 85 pts., £1,750; **Maserati 3500 GTI, 1963, R.H.D.**, body etc. 70 pts., mechanics 85 pts., £1,000; **Porsche 911S, 1967**, 85 pts., £1,400; **Pontiac Straight 8, 1937, R.H.D.**, 94 pts., £1,400; **Sunbeam Tiger I & II, 1965/7**, 80 pts. - 97 pts., £500 - £1,350; **Sunbeam Talbot Mk. III saloon, 1955**, 99 pts., £950.

ROD LEACH: Tel.: GREENCOATES 591 (Dial 0992 584 591), 9 a.m. - 11 p.m., 7 days per week.
27, LONDON RD., HERTFORD HEATH, HERTS, SG13 7RL. BY APPOINTMENT ONLY

PERFORMANCE CARS LTD

GREAT WEST ROAD (A4) BRENTFORD, MIDDLESEX

THE SPORTS CAR SPECIALISTS
Established 1947



A brace of sevens 63 and 69.



1970 TVR 1500, vixen red/black..... £1,025



1961 DAIMLER Dart, ivory/tan..... £995



1969 MARCOS 2-litre, white..... £1,195



1973 (M) TR6, Carmine, o/d..... £1,425



1973 Spitfire, magenta, o/d..... £1,025

1969 AUSTIN HEALEY Sprite, dark blue, attractive fast back hardtop, soft top, two owners (both friends), mileage of 34,477 certified in writing, we have fitted a new clutch in our works. £475

1967 DAIMLER Sovereign, one local owner, attractive car finished in silver grey with smart blue trim, automatic and power steering, heated rear window, incredible value for only.... £495

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

1973 FORD Escort XL1300 Automatic, 4 doors, Sebring red/black, undersealed, Cinturatos, recorded mileage 9,404, superb car for a lady. £1,045

1972 FORD Capri 1600 GT with the XLR spec., one owner, mileage of 11,960 confirmed, yellow and black, black interior, vinyl roof, matching fog/spot, rather nice..... £1,095

1971 JAGUAR XJ6 4.2, sable-beige, overdrive, radio, h.r.w., one owner, certified mileage 33,205, superb condition..... £1,895

1958 JAGUAR XK150 f.h.c., red/red, sold by us to last owner 4 yrs. ago, fitted overdrive, stereo, wire wheels, history upon request, complete file available..... £995

1969 LOTUS Super VII, 1600 cross flow, Cosmic wheels, tonneau cover, stoneguards, recent tyres, Kenlowe, heater, very pretty car in aluminium and dark blue wings..... £845

1963 LOTUS Super VII, blue/silver, fitted 1500 c.c. unit, anti roll over bar, Kenlowe, wire wheels, full weather equipment..... £465

1966 LANCIA Flaminia 3c 2.8-litre V6, imported 1972, very pretty 2-door Superleggera touring coachwork, 2/4 seats, silver grey/red, classic car, appreciating..... £1,045

1974 May MG-B GT, bracken/autumn leaf, delivery mileage, overdrive, headrests, h.r.w., servo, reflex seat belts, save money, special price..... £1,895

1974 May MG-B roadster, purple/autumn leaf, delivery mileage, overdrive, tonneau, headrests, save money at..... £1,695

1973 Oct. MG-B, lime flower/navy, one private owner, 13,770 miles, hard and soft tops, overdrive, headrests, radio, servo, door mirror, tonneau, Cinturatos..... £1,325

1971 MG-B GT, bronze yellow, one owner, overdrive, h.r.w., SP sports..... £995

1971 MG-B GT, midnight blue/black, stored for the last 18 months, heated rear window, one owner, confirmed mileage 22,148, Rostyle wheels, Cinturatos..... £1,045

1969 ('68 Model) MG-C GT, black/red, automatic, chrome wire wheels, 5 p.-button radio, two owners (sold by us to the last), new servo £695

1946 MG TC, red, full details on request.. £975

1969 G MARCOS, rare 2-litre model, two owners only (last one for 3 yrs.), confirmed mileage 39,869, sunroof, radio, stereo, electric windows, looks beautiful in white with black trim.. £1,195

Unregistered MORGAN plus eight, all black, luggage rack, spare wheel cover, tonneau, locking door hand handles, bonnet strap, rev. lights. £2,700

1972 (imported) 1968 model MASERATI Sebriug 2-door coupe, metallic grey/blue trim, Borrani wire wheels, radio, electric aerial, electric windows, 5-speed box, fuel injection..... £1,745

1972 Reliant SCIMITAR GTE, highland purple/tan, overdrive, h.r.w., radio, two owners, recorded mileage 29,271..... £1,975

1969 RENAULT R4 Estate car, red/black, two owners only, Mich X, mirrors, very rarely see these cars for sale..... £425

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

1973 M TRIUMPH TR6, carmine/black, one owner, confirmed mileage 12,860, overdrive, tonneau, head rests..... £1,425

1973 L TRIUMPH GT6, saffron/black, beautifully kept by one owner, the mileage of 11,028 is certified, fitted with overdrive, radio and heated rear window..... £1,245

1973 TRIUMPH Spitfire Mk. IV, magenta, one owner, 5 push-button radio, overdrive.. £1,025

1971 TRIUMPH Vitesse Mk. II convertible, very smart car in green with tan trim, one owner (Dr.), overdrive, tonneau, G800's, these cars are appreciating very rapidly..... £845

1971 TVR Tuscan V6 coupe, beautifully finished in all black, fitted for stereo, mag wheels, rare 3-litre model..... £1,195

1970 TVR Vixen, red/black, radio, Cints., mag. wheels, nice condition for the year..... £1,025

1967 VOLVO P1800 'S', white/black, engine work 7.5.73 cost £102, overdrive, radio, these cars are appreciating..... £645

We are 1½ miles west from Chiswick Roundabout.
Opening hours MON. to SAT. 9 a.m. to 7 p.m. (Works) 8 a.m. to 6 p.m. For Sunday (viewing only) Telephone Sunday for an appointment. Courtesy car: Proceed Piccadilly Line to South Ealing, cross road to W. H. Cocks & Sons, who will arrange transport to Performance Cars Ltd. If Cocks are closed, use public phone outside tube station.

ASSOCIATED COMPANIES:
TOULMIN MOTORS (1962) LTD.
181, LONDON ROAD, ISLEWORTH, MIDDLESEX.
01-560 1722 01-560 2228
100% M.G. SALES, SPARES & REPAIRS
W. H. COCKS & SONS (EALING) LTD.
Opposite South Ealing Tube.
SOUTH EALING ROAD, LONDON, W.5.
Phone: 01-567 0535 01-567 7694
OFFICIAL S.U. CARBURETTOR DISTRIBUTORS, CRYPTON TUNERS, REPCO DYNAMIC WHEEL BALANCERS, CASTROL SERVICE STATION.
KONI SHOCK ABSORBER DISTRIBUTORS.
M.O.T. TESTING STATION.
JAGUAR / DAIMLER / ROVER REPAIR SPECIALISTS.

I have for sale/part exchange a.....

.....

for which I expect £.....

I am interested in.....

NAME.....

ADDRESS .....

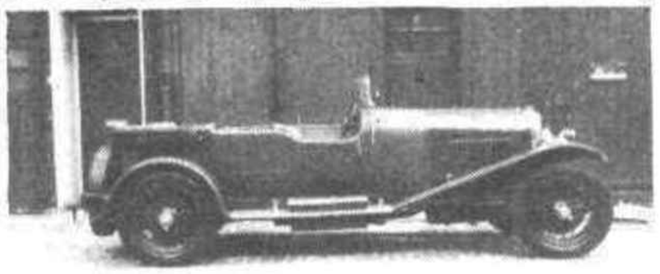
.....

.....

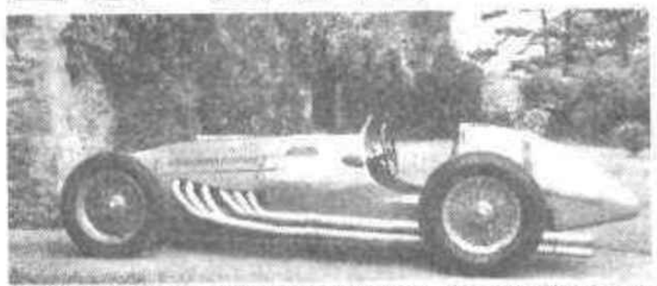
Tel. No. (Home/Office).....

01 560 7011 5 lines

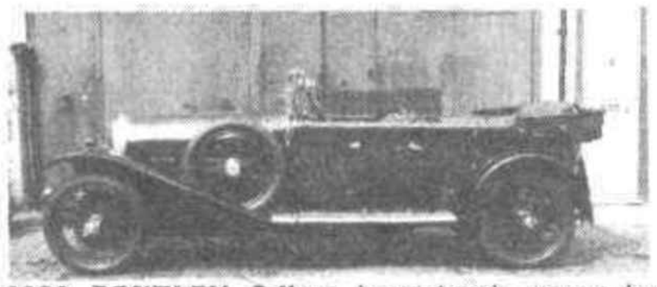
D. MARGULIES LTD



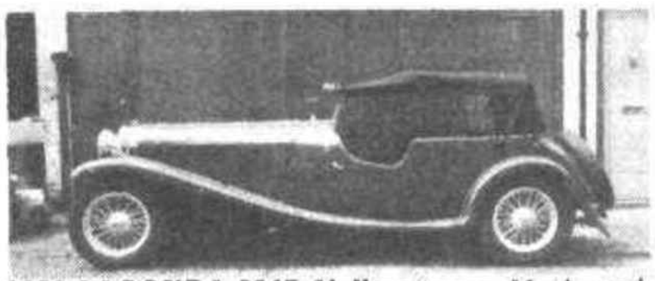
1928 BENTLEY 4½-litre with Phillips replica body. To original mechanical specifications.



1948 4½-litre LAGO-TALBOT Grand Prix car. Famous French Grand Prix winner driven by Louis Chiron. Mint condition.



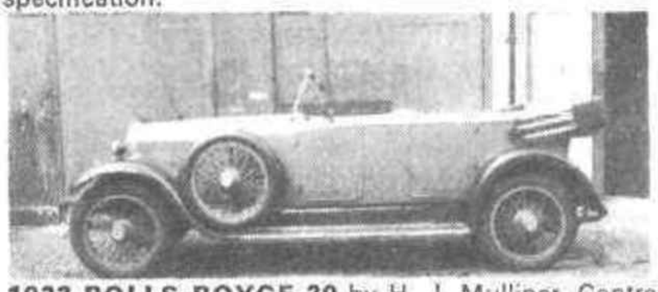
1924 BENTLEY 3-litre long-chassis tourer by Gurney Nutting. Beaded-edged tyres. Original specification.



1933 LAGONDA M45 4½-litre tourer. Much work recently carried out.



1927 LANCIA Lambda 7 Series tourer with occasional seats. Good order.



1923 ROLLS-ROYCE 20 by H. J. Mulliner. Centre gear-change, beaded-edged tyres. Excellent example.

1921 ROLLS-ROYCE Silver Ghost by Wilkinson.

1928 ROLLS-ROYCE Phantom I boat-tail tourer.

1930 ROLLS-ROYCE 20/25 Windover enclosed cabriolet. Undergoing restoration.

1930 ROLLS-ROYCE 20/25 foursome drophead coupe by Harrington.



1972 FORD Escort Mexico. One owner. Bilstein suspension, Minilite wheels, heated rear window, many other extras. **£950.**

1932 BUGATTI Type 46 coupe, with alloy wheels.

1939 ROLLS-ROYCE Wraith owner-driver saloon by Mulliner.

1935 MERCEDES 500K convertible.

1937 BENTLEY 4¼-litre tourer by Van den Plas. Fully restored.

WANTED: ALL VINTAGE AND PVT CARS

36 & 12 QUEEN'S GATE PLACE MEWS (off Cromwell Road), LONDON, S.W.7 01-584 7332/01-584 7472

NEW **HOODS**



AT DIRECT FROM FACTORY PRICES inc. VAT

The London Trimming Co. – Established over 20 years and suppliers to the Trade. Our experience is your guarantee of a perfect fit.

Sprites — all models	**£10.95**
Midgets — all models	**£10.95**
M.G. 'A'	**£12.50**
M.G. 'B'	**£14.65**
Spitfires 1, 2, 3	**£13.20**
Spitfire 4	**£16.85**
Herald/Vitesse	**£12.65**
TR's 2.5	**£13.75**
TR6	**£16.85**
Morris 1000	**£13.45**
Alpines — all models	**£15.85**

Tonneaus also available.
Cash with order plus 50p P. & P. or send for FREE colour catalogue.

* All with 1 year Guarantee, and 7 days money back guarantee. Finest quality Black P.V.C. Electrically welded windows and seams. Complete with fasteners and instructions.

LONDON TRIMMING CO. LTD

Store A, Marshgate Estate, Taplow, Nr. Maidenhead, Berks SL6 0NG.
Tel: Burnham (Bucks) 2742
24 hr. answering service.

CARS by CHEVELL

The Leas, Armetts Lane, Osgathorpe, Leicestershire
Tel.: Osgathorpe 562

1953 MG TD
Red paintwork, superb condition. This car was rebuilt completely by previous fastidious owner. **£1,450 o.n.o.**

1969 LOTUS SEVEN
Excellent condition throughout. Ford 1,600-c.c. cross-flow engine. Purchased from Caterham Cars last year. **£825 o.n.o.**

MERCEDES-BENZ 190SL
Two owners from new. Excellent condition throughout. First class motor car at **£785 o.n.o.**

BENTLEY 'R'-TYPE
Owned by my family for the last two years. One previous owner. Can only be described as truly immaculate in every way. This is the one to buy at **£1,900 o.n.o.**

TRIUMPH GT6, 1967
Owned by my local garage proprietor. Highly tuned, excellent performance. **£550**

SGT

SCIMITAR CENTRE

NEW SCIMITAR GTEs FOR DELIVERY SOON

GTE Manual (non overdrive) – April yellow with tan interior. Fitted with alloy wheels, electric windows. ..... **LIST**
GTE Overdrive – Everest white with black interior. Fitted with alloy wheels ..... **LIST**
GTE Overdrive. April yellow with black interior. Fitted with electric windows and stereo cartridge player ..... **LIST**
GTE Overdrive. Florida green with tan interior. Fitted with alloy wheels, tinted glass, electric windows, laminated windscreen . **LIST**
GTE Overdrive in Beaujolais red with tan interior. Fitted with alloy wheels ..... **LIST**

PREVIOUSLY OWNED SCIMITAR GTEs

DEMONSTRATION VEHICLE AVAILABLE FOR EXTENDED TEST DRIVES

1972 GTE Overdrive. Highland purple with black interior. Usual radio and HRW. **£2,075**
1972 GTE Automatic. Wessex green with tan interior. Alloy wheels and stereo player. **£2,175**
1973 GTE Manual. Capricorn blue with tan interior. Fitted with tinted glass, radio and h.r.w. **£2,395**
1972 GTE Automatic. Highland purple with tan interior. Fitted with stereo player and tinted glass. One owner **£1,895**
1973 GTE Overdrive. Everest white with black interior. Fitted with alloy wheels, one owner, supplied and serviced by us. **£2,395**
1972 GTE Automatic. Wessex green with tan interior. Stereo, alloy wheels, fog and spot lamps etc. One owner with service history **£2,175**
1971 GTE Automatic. Mediterranean Green with black interior. Usual extras **£1,795**
1974 GTE Automatic. Copper metallic brown with tan interior. Stereo cassette player. Electric windows, alloy wheels, tinted glass, ex demonstrator. Very low mileage **£3,145**

CASH AVAILABLE FOR WELL CARED FOR SCIMITARS.
ALL CARS COVERED BY GUARANTEE AFTER RECEIVING A FULL SERVICE AND CHECK-OVER BY OUR GTE EXPERIENCED WORKSHOP.

STATION GARAGE – TAPLOW
STATION ROAD, TAPLOW, BUCKS
TEL. BURNHAM (06286) 5353

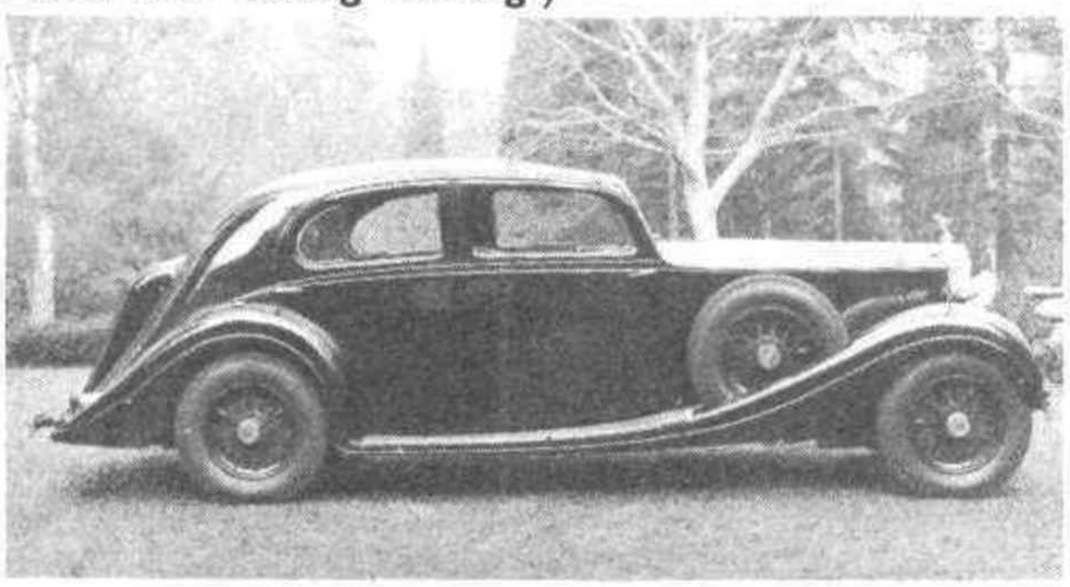
01-723 2731 **Vintage Autos Ltd.** 01-723 2731

Managing Director : J. BOND. A.M.Inst.B.E.

The ORIGINAL Specialists in Restored Vintage, Veteran and Classic Cars.

(Established for over 30 Years and Still Going Strong!)

1937 (December) ROLLS-ROYCE PHANTOM III Continental sporting saloon by Gurney Nutting (fitted wind-down glass division). This attractive Rolls has only done a few hundred miles since an extensive mechanical restoration (fitted reconditioned P.IV engine, etc.). Complete coachwork restoration (interior and exterior, etc.) by Rolls Specialists to mint Show condition.



ALWAYS OTHER CARS OF INTEREST IN STORE OR BEING RESTORED THAT ARE NOT ADVERTISED

Other cars expected in stock or being restored, include the following :

1928 ROLLS 20 2-seater Doctor's Coupé by Hooper.
1931 ROLLS P.II coupe-de-ville by Windover.
1932 ROLLS 20/25 7-seater limousine by Windover.
1934 ROLLS 20/25 7-seater limousine by Windover.
1936 ROLLS 20/25 sports saloon by Park Ward.
1947 ROLLS/BENTLEY Silver Dawn sports saloon.
1954 ROLLS Silver Wraith d.h. coupé by Park Ward.
1960 ROLLS Silver Wraith State limousine by Hooper.
1965 BENTLEY S.III Mulliner/Park Ward Continental d.h. coupé.
BENTLEY Mk. VI 4½-litre Custom-built 2-seater sports speedster.
1925 SALMSON G.P. 1,100-c.c. racing 2-seater.
1927 ALVIS 12/50 open 4-seater.
1914 SWIFT 3-litre Edwardian 6-seater tourer.
1931 ASTON MARTIN Competition Le Mans 2-seater.
1955 M.G. TF 1500 sports 2-seater.
1933 AUSTIN 7 open 2-seater roadster.

I WILL PAY TOP CASH PRICES FOR CARS OF THE TYPES I SELL, BUT NO "OLD BANGERS" PURCHASED, SOLD OR TAKEN IN PART EXCHANGE.

Hours of Opening : Monday - Friday 9 a.m. - 5.30 p.m. Saturday mornings till 12 noon, or any other time by appointment.

Telegraphic address : Concourcar, London, W.2.

20 BROOK MEWS NORTH - LANCASTER GATE - HYDE PARK W2 3BW

VINTAGE TRANSPORT ENTHUSIASTS' CLUB

Among the cars our members have on offer are :

1938 Morgan 4/4, £180. *c.*1916 Chevrolet tourer, £2,850. 1920 Morris Commercial. 1933 20/25 sportsman's coupe. 1918 Georges Richard tourer, £950. 1936 MG PB, £550. 1935 Talbot, £235. 1932 Humber 16/60 cabriolet, £550. AC Aceca, £985. 1938 4¼-litre o/d. Bentley, £1,650. 1929 Sunbeam limousine. XK140 d.h.c., £600. 1929 A7 2-seater, £165. 1936 4¼ Bentley, £995. 1926 Citroen. Austin 7 Opal, £425. 1932 MG J 2/4, £900. 1934 A7 Nippy. 1928 Austin 12/4 tourer, £200. 1925 Renault tourer, £165. 1930 15 h.p. Renault tourer, £975. 1935 Singer 9, £345. 1929 Wolseley 21/60, £975. 1936 Vauxhall 20 h.p. cabriolet, £350. 1938 MG VA d.h.c., £975. 1928 Austin 16 doctor's coupe, £1,875. Aero Morgan, £1,325. MG PA, £245. 1947 Triumph roadster, £1,250. 1937 Morgan F, £325. 1929 Rover coupe, £1,000. 1926 3-litre Bentley. 1934 Lagonda 4½-litre, £2,500. 1929 Invicta chassis, £1,000. 1925 Vauxhall 30/98, £7,000. Plus many, many more.

WANTED

Our members are keen to buy fine cars anywhere in the world in any condition from rough to *concours*. Please send full details and price required.

VTEC, 14, Broadway, London SW1
01-834 9225
(office hours only)

SPITFIRES

SPITFIRE Mk. 4, 1974. Magenta, radio; 2,000 miles..... **£1,145**
SPITFIRE Mk. 4, 1973. Mallard green..... **£945**
SPITFIRE Mk. 4, 1973. Sapphire blue, overdrive; 17,000 miles **£935**
SPITFIRE Mk. 4, 1972. Overdrive, hard-top, radio; 20,000 miles **£895**
SPITFIRE Mk. 4, 1972L. Mallard green; 17,000 miles..... **£865**
SPITFIRE Mk. 4, 1972. White; 18,000; radio **£835**
SPITFIRE Mk. 4, 1971K. Wire wheels, o/drive; 16,000 miles **£785**
SPITFIRE Mk. 4, 1971K. Sapphire blue; 26,000 miles..... **£745**
SPITFIRE Mk. 4, 1971. White, radio **£715**
SPITFIRE Mk. 3, 1969H. White, wire wheels **£535**
SPITFIRE Mk. 3, 1968G. White, wire wheels **£465**
SPITFIRE Mk. 3, 1968. Valencia blue, radio **£425**
SPITFIRE Mk. 3, 1967F. Green, wire wheels **£385**

Comprehensive 3 months' guarantee. Part exchange and finance facilities available.

GOOD SPITFIRES ALWAYS WANTED.

WALKER & DEEKES
SPORTS CARS

SANDRIDGEBURY LANE, SANDRIDGE, Nr. ST. ALBANS
Tel: St. Albans 61000/58709

SGT LOTUS CENTRE

NEW LOTUS CARS FOR IMMEDIATE DELIVERY

Elite 502. Scandinavian blue with oatmeal interior. Standard features include air conditioning, stereo radio-tape player etc. ..... **LIST**
+2S 130 4 speed. Sable with oatmeal trim, tinted glass and HRW. **£3,320**
Europa Special 5 speed. Roman purple with oatmeal interior and tinted glass. **£3,300**

MOST SPECIFICATIONS AND COLOURS AVAILABLE ON REQUEST WITHIN DAYS.
DEMONSTRATION CARS AVAILABLE FOR EXTENDED TEST DRIVES.

PREVIOUSLY OWNED LOTUS CARS

1974 Elite 502. White with oatmeal interior. Standard features include air conditioning, stereo radio/tape player, tinted glass and HRW. Low mileage, ex demonstrator. **£5,900**
1974 +2S 130 JPS Special. Black with gold flake roof and gold lining with oatmeal interior. Tinted glass, HRW, radio. One owner, 8,000 miles recorded. Service history. **£2,575**
1972 +2S 130 (K registration). White with a silver flake roof and black interior. Fitted with tinted glass, HRW and radio. One owner, service history, 11,000 miles recorded. **£2,095**
1972 +2S 130. White with a silver flake roof and black interior. Fitted with radio and HRW. 22,000 miles recorded. **£1,995**
1973 Sprint fixed head. All yellow with black interior. Radio, HRW. One owner, 5,000 miles recorded with a service history. **£1,795**
1972 Europa twin cam. Yellow with champagne interior. Alloy wheels. One owner, 25,000 miles recorded. **£1,495**
1973 Seven. Big valve engine. Red with black interior. Complete with hood, side screens and tonneau cover. 5,000 miles recorded. **£1,395**
1973 +2S 130 5 speed. Lagoon blue with oatmeal interior, tinted glass, h.r.w., radio and auto aerial. 8,000 miles recorded. Supplied and serviced by us. **£2,495**

CASH AVAILABLE FOR WELL CARED FOR LOTUS.
ALL CARS COVERED BY GUARANTEE AFTER RECEIVING FULL SERVICE AND CHECK-OVER BY OUR WORKSHOP, WHICH IS RUN BY MALCOLM ANGOOD, WHO HAS BEEN ASSOCIATED WITH LOTUS CARS AND THEIR FULL PREPARATION FOR MANY YEARS.

STATION GARAGE – TAPLOW
STATION ROAD, TAPLOW, BUCKS
TEL. BURNHAM (06286) 5353

MOTORWAY SPORTS CARS LTD

224-232 THE STREET, BOUGHTON, NR. FAVERSHAM, KENT, ME13 9AL. ON A2 BETWEEN CANTERBURY & M2
TELEPHONES – BOUGHTON 223/475/528 (STD CODE 022-775)

Alfa Romeo

NEW

2000 SPIDER VELOCE convertible	£3,099
2000 GTV fixed-head coupe	£2,999
2000 BERLINA saloon	£2,699
ALFETTA saloon	£2,549
GT Junior 1.6 fixed-head coupe	£2,399
ALFASUD sports saloons	£1,399

Inc. car tax and V.A.T.

SELECTED USED CARS

ALFA ROMEO 2000 GTV, '74. Tinted glass and other extras. Demonstration car only	£2,695
ALFASUD, '74. Extras. Demonstration car	£1,350
ALFA ROMEO 1750 GTV, '70J. Extras	£1,195
ALFA ROMEO 1600 Sprint GT, '64	£425
A.C. 428 fastback coupe, '71 Series, 2/4-seater. Fantastic performance and spec	£3,550
JAGUAR 240 sports saloon, '68G. Overdrive, radio, etc.	£535
LOTUS Elan +2S, '69H, 2/4-seater	£1,395
MARCOS 3-litre, '69. Sun-roof, etc.	£1,095
M.G.-B Mk. III, '72. Hard/soft-tops, o/d	£1,095
M.G.-B Mk. III Costello V8 GT, '72. Electric windows, overdrive, sun-roof, stereo, etc.	£1,795
M.G.-B GT II, '71. Various extras	£1,095
M.G.-B GT II, '69. Overdrive, wires. Two at	£795
M.G.-B GT II, '68G. Sun-roof, overdrive	£695
M.G.-B GT, '67. Sun-roof, o/d., wires	£635
M.G.-C GT, '69. Overdrive, wires, etc.	£795
M.G.-C roadster, '68. Bermuda top, w/w	£595
M.G. Midget Mk. III, '71. Radio	£645
M.G. Midget Mk. III, '70	£545
TRIUMPH GT6 Mk. III, '72L. Overdrive	£1,095
FORD Capri 2000 GT, '69. Sun-roof, etc.	£745

And many others now in. Please telephone us.

ALL CARS SERVICED, GUARANTEED AND AVAILABLE ON HIRE PURCHASE. OPEN MON-SAT 9-6 OR BY APPOINTMENT

'TRY THEM UP THE MOTORWAY'

"The TURBO has arrived... Drop in and see the new BMW 2002 TURBO at Park Lane today - a fantastic 0-60 m.p.h. in 6.8 seconds!"

*Largest selection, NEW and used BMWs. *Demonstrator cars for every model. *Immediate delivery. Any-make in part exchange.
*Most modern BMW Service Centre. *Full range of BMW Motorcycles. * Specialists in tourist, NATO and diplomatic sales.

1974 2500 Auto. P.A. red black velour interior	£4,295
1974 525 Auto. Dark blue, tinted glass, grey velour interior	£3,995
1974 3.0CSL. Metallic silver, tinted glass, electric windows	£5,895
1973 (M) 3.0CSi. Metallic gold, black velour, tinted glass, electric roof, radio	£5,250
1974 3.3L Metallic red, beige leather, all conceivable extras	£7,650



Park Lane

Open Weekdays from 9 a.m. to 8 p.m. Saturdays till 4 p.m.

01-629 9277 56 Park Lane, London W.1.

A.B. GELDER YORKSHIRE AUTOMOBILES LTD.

TVR DISTRIBUTORS

Wanted: All good Clans, G.15s, Spridgets

NEW TVR MLs available, early delivery £3,336

TVR

NEW TVR 3000M, Red, tan interior, full specification	£2,979
1969 TVR VIXEN, Blaze, wire wheels	£795
1972 LOTUS ELAN +130, Yellow/silver, one owner, 18,000	£1,850
1973 TRIUMPH TR6, Red, one owner, overdrive, 11,000 miles	£1,495
1970 TRIUMPH TR6, Magenta, hardtop, one owner, overdrive	£965
1967 TRIUMPH TR4A, Surrey Top, white, wires, overdrive	£575
1972 MGB GT, Bronze yellow, overdrive, wire wheels	£1,245
1971 MGB GT, Teal blue, overdrive, h.r.w., 23,000 miles	£1,150
1973 GINETTA G21, Red, overdrive, 4,000 miles, M reg	£1,795
1965 AUSTIN HEALEY SPRITE, Green, white hardtop, nice car	£295
1960 AUSTIN HEALEY SPRITE 'Frog eye' green, red hood	£260
1973 JAGUAR E TYPE V12, Red, hard/soft tops, stereo	£2,895
1969 JAGUAR E TYPE DHC, Sable, wires, radio	£1,275
1973 MUSTANG GRANDE, Blue, 11,000, host of extras	£1,995
1971 GILBERN INVADER ESTATE, Red, overdrive, 33,000 miles	£1,495
1969 GILBERN GENIE (Invader shape), Red, overdrive	£895
1972 TVR 3000M, White, sun roof, radio/stereo, one owner, 16,000 miles	£1,695
1972 TVR 3000M, Red, sun roof, h.r.w., a host of extras	£1,675
1973 TVR 1600M, White, one owner, 4,000 miles	£1,495
1972 TVR 2500M, Moss green, metallic, one owner, o/d, sun roof, 16,000 miles, radio, (L reg) SAH carb conversion, very fast example	£1,395
1971 TVR VIXEN, Electric blue, silver roof, wires, radio	£1,045
1971 TRIDENT VENTURER V6, Red, sunroof, o/d, wires, radio, stereo, one owner, 22,000 miles (K reg)	£1,495
1971 ALFA ROMEO 1300 GT, Red black decols, special alloys, one lady owner, exceptional	£1,095
1971 LOTUS EUOPA S2, Burnt sand	£1,095
1967 LOTUS ELAN, Lime green, drophead	£695
1972 TRIUMPH GT6, Damson wires (L reg) recorded mileage 16,000	£1,095
1972 MGB GT, Teal blue, o/d, h.r.w.	£1,245
1971 GINETTA G15, White sunroof, alloy, one owner, 20,000 miles	£875
1970 GINETTA G15, Metallic blue, sun roof, alloy	£795

PART EXCHANGE CARS

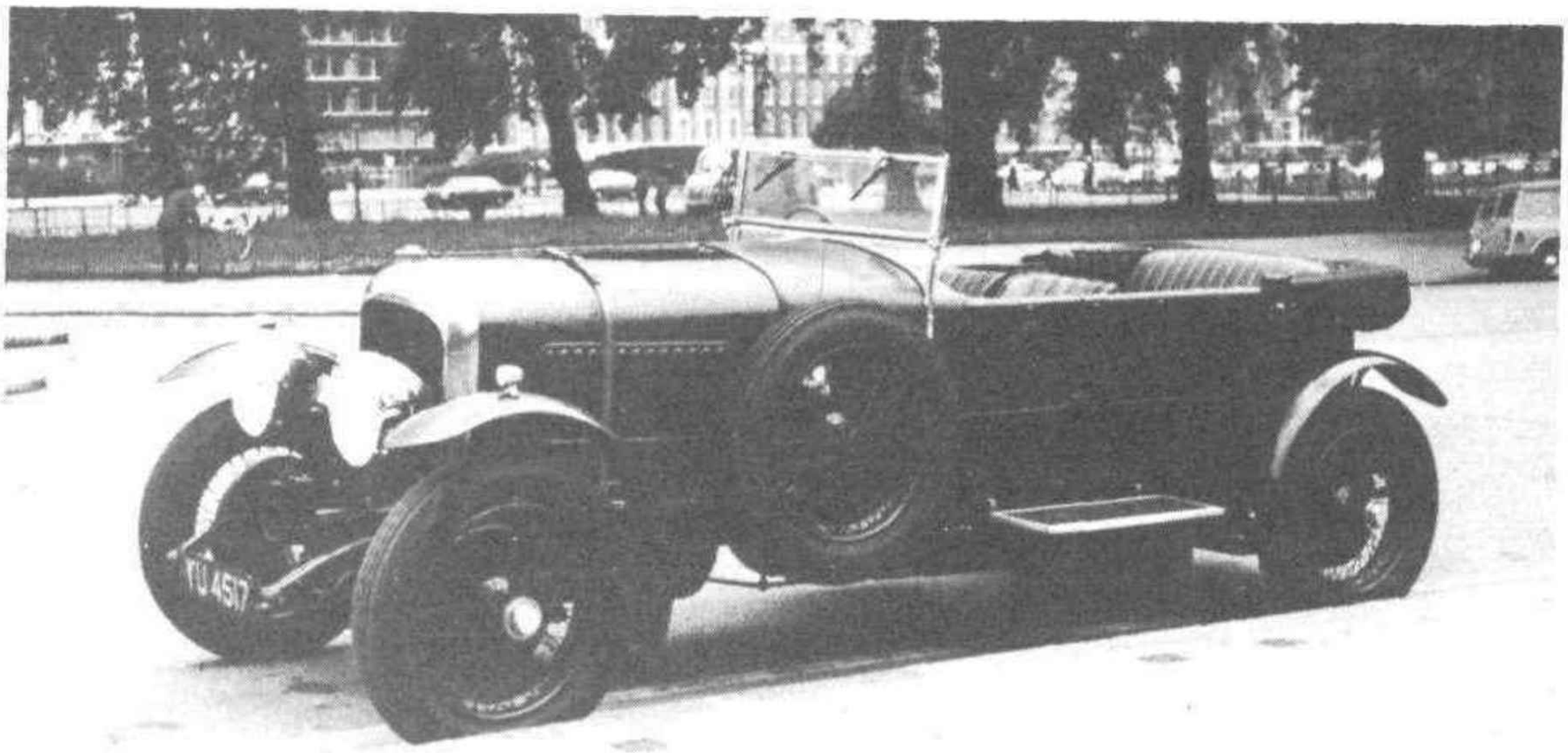
1972 MINI CLUNMAN, Red, 24,000 miles	£795
1972 MINI CLUBMAN, Red, full service history	£795
1971 MINI 850, Red, one owner, 32,000, K reg	£595
1968 MINI 1000, White, black coach line. Recent engine fitted	£375
1965 WOLSELEY HORNET, Dual green, sun roof, blue sub frames	£175
1972 BLMC 1100, Blue, red coachline	£655
1970 FORD CAPRI 1600 GT XLR, Amber gold	£795
1970 FORD CORTINA GT, White, red flash, wide wheels	£350
1972 HILLMAN IMP, Blue, one owner	£695

247 - 251 LONDON ROAD, and SHARROWVALE ROAD, SHEFFIELD
Phone (0742) 53226 • 51608 • 686400 Open 10.00 am - 7.00 pm Mon-Sat
Sunday by appointment only 24hr Ansaphone Service ON 53226

OPEN FROM
9-30 TO 6-00 WEEKDAYS
SATURDAYS 9-30 TO 12-30
OR BY APPOINTMENT

COYS OF KENSINGTON

"WE WILL TRAVEL
ANYWHERE IN THE WORLD
TO OBTAIN A CLASSIC
MOTOR CAR"



One of the two 1927 4½ litre Bentleys at present in stock. The example above is a Vanden Plas replica by Phillips (vide p.98 "Bentley: Fifty years of the Marque" for Johnnie Green's comments Phillips' work). We also have available an original example of the Vanden Plas 4½ litre from the world-famous collection of George Waterman.

We have in stock at the moment and in the course of restoration examples of the following rare Collectors' cars:

1911 Rolls-Royce Roi des Belges Open Touring by Barker.
1928 Mercedes Benz SSK Sports.
1933 Mercedes-Benz 500K Cabriolet.
1927 Hispano Suiza H6B Fixed Head Coupé.
1931 Rolls-Royce Phantom II Sports Saloon.
1927 Rolls-Royce Phantom I Brougham de Ville.
Also several low mileage examples of the Rolls-Royce Silver Cloud.

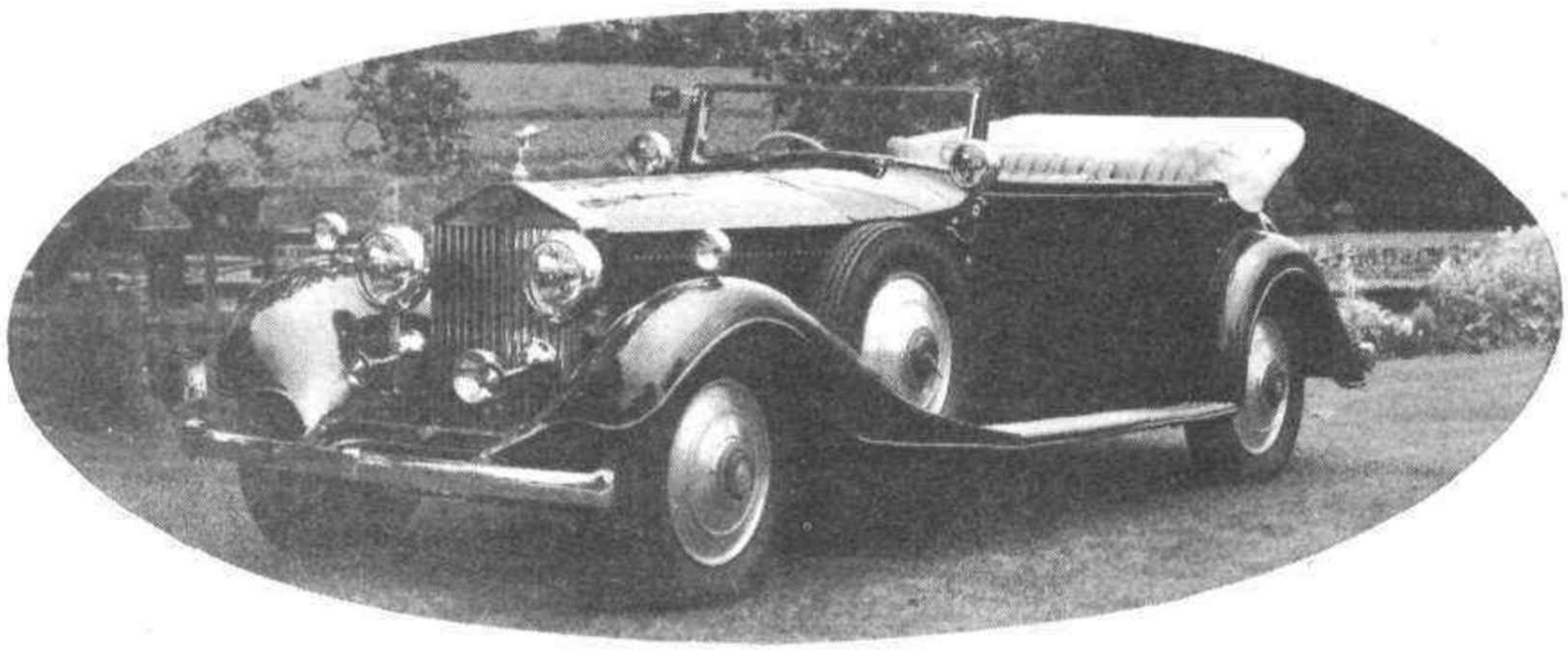
We are able to arrange finance at rates considerably below those available for new cars. Part exchange welcomed.

COYS OF KENSINGTON (SALES) LIMITED
2-31 QUEENS GATE MEWS LONDON SW7 ENGLAND TELEPHONE 01-584 7444

GIPSY MEAD

EXCLUSIVELY ROLLS-ROYCE & BENTLEY

A Superb Selection of Exceptional Motor Cars



A Car Built for an Indian Prince

1929 ROLLS-ROYCE PHANTOM II, 4 door, divided phaeton, coachwork by **THRUPP & MABERLEY** for the Maharajah of Darbhanga. Beautifully refinished in brilliant emerald green, with tan interior and fawn mohair top, which folds down easily to open touring style. A superlative motor car.



Stored for Fourteen Years

1936 BENTLEY, 4¼ litre, 4 door, close coupled sportsman saloon. Coachwork in black by **RIPPON.** Absolutely pristine condition, with original Motorola self-seeking radio and full tool kit. A fine car for £2,950.

Over 30 more excellent cars always in stock

Fyfield –Ongar –Essex –England. Telephone Fyfield (027785) 444

TELEPHONE:
01-385 9724/5/6/7

FRANK DALE & STEPSONS

(Member of the Frank Dale Group)

CABLES:
EFFDALE,
LONDON, SW6

FIRST-TIME VISITORS frequently surprise and flatter us by expressing pleasure at the sight of so many Rolls-Royce and Bentley motor-cars under one roof, here at Farm Lane.



AS THIS COPY GOES TO PRESS we have on display Rolls-Royce and Bentley motor-cars as follows:—

2	NEW PHANTOM	2	25/30 H.P.
2	PHANTOM II	5	SILVER WRAITH
2	TWENTY H.P.	11	SILVER CLOUD
3	20/25 H.P.	2	PHANTOM V

Of these Rolls-Royce, three are Drop-head Coupes and all but two owned by us.

As to Bentley, for your consideration there are:—

2	VINTAGE MODELS	3	S.1
3	3½-LITRE	3	S.1 CONTINENTAL
3	4¼-LITRE	3	S.2
3	MARK VI 4¼-LITRE	1	S.2 CONTINENTAL
3	MARK VI 4½-LITRE	2	S.3
2	'R' TYPE	4	S.3 CONTINENTAL
2	CONTINENTAL 'R'	All but two of which we own.	

TOTAL: 63 cars, every one of which is for sale and has been, or will be, prepared for everyday use prior to its departure.

UNDOUBTEDLY the finest selection in the Country, under the personal supervision of MR. FRANK DALE, IVOR and JOHN GORDON.

NEED WE SAY MORE?

IF SO, OUR DETAILED STOCK LIST SAYS IT ALL.

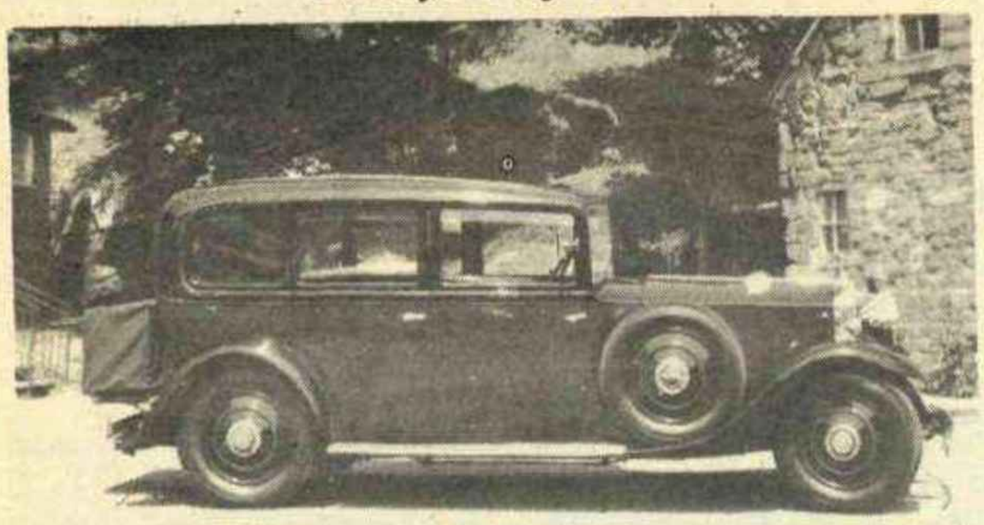
All types of pre-1916 Rolls-Royce and Bentley urgently sought.

OPENING HOURS 9 a.m.-6 p.m. SATURDAYS BY APPOINTMENT ONLY

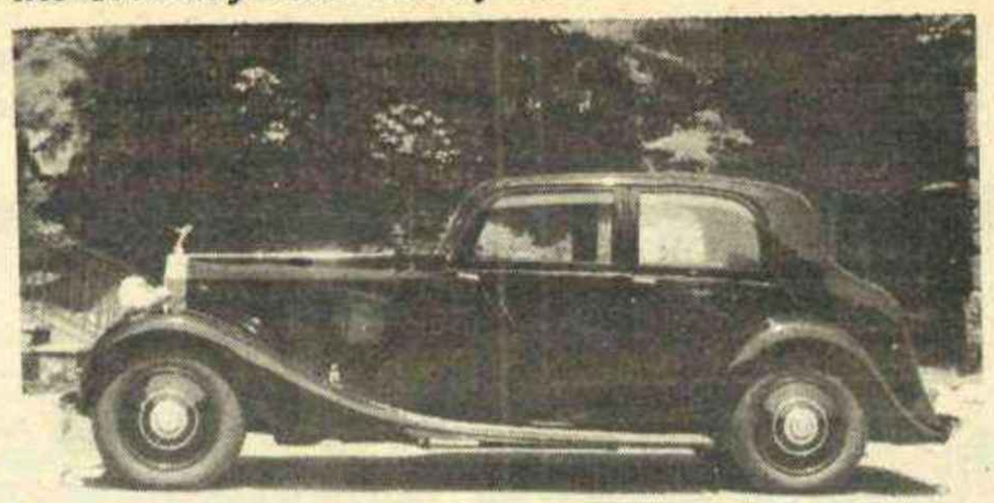
101 FARM LANE, FULHAM, LONDON SW6 1QH

DAVID SCOTT-MONCRIEFF & SON LTD.

Purveyors of Horseless Carriages to the Nobility and Gentry since 1927



1934 20/25 small "D" Backed limousine by Windovers. A successful contestant with many prizes including Best Pre War Limousine at a Blenheim meet. Much has been spent to keep this car in concours condition. We ask only **£3,950.**



1936 20/25 with sports saloon coachwork by James Young of Bromley. In beautiful original condition with a mileage of only 53,000. Complete with unused tools, mascot and handbook. **£3, 950.**

SEND FOR FREE STOCK LIST

We are open all week until 1.00 p.m. Saturdays

SHOWROOM & OFFICE:
2 Macclesfield Road,
Leek, Staffs., ST13 8LA.
Telephone : 053-82 4300
or 053-82 4020

WORKSHOPS :
West Street,
Leek, Staffs.
Telephone : Leek 4020

If closed telephone:
Churnet Side 360300 (STD 0538)

Cables: 'Buntycars, Leek, Staffs.'

ROBBINS OF PUTNEY LTD.

A family business established for half a century







A SELECTION OF OUR OUTSTANDING ROLLS-ROYCE AND BENTLEY MODELS SOLD RECENTLY







Please write and let us know your requirements — also Stock Lists available on request.

96-98 UPPER RICHMOND ROAD, PUTNEY, S.W.15
Telephone: 01-788 7881

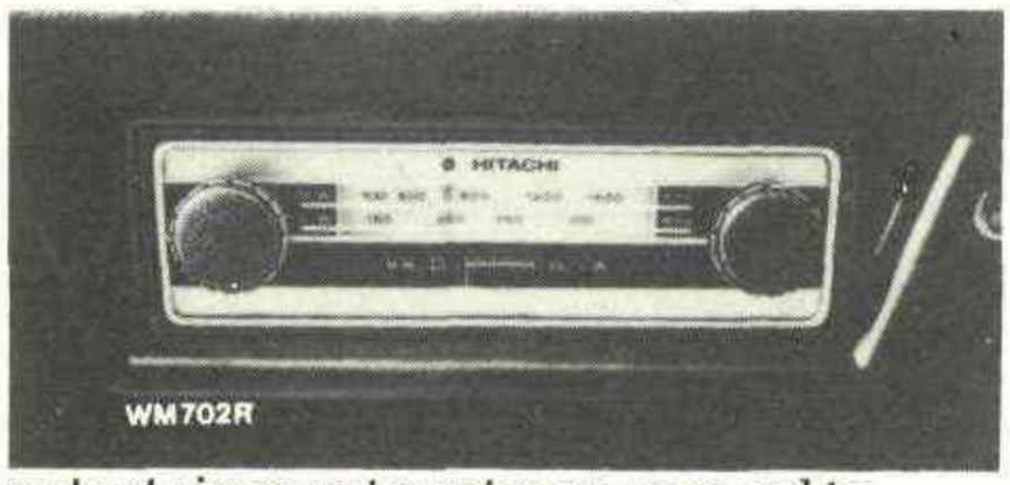
Printed by Tee & Whiten and J. Mead Ltd., and associated companies, 21 City Road, London, E.C.1, for the publishers: Motor Sport Magazine Ltd., Standard House, Bonhill Street, London, EC2A 4DA.

What sound did for the movies Hitachi will do for your car.

One day, driving around in silence will seem as quaint as watching a silent movie does today.

And a good radio or stereo system won't still be regarded as a luxury extra in the average car.

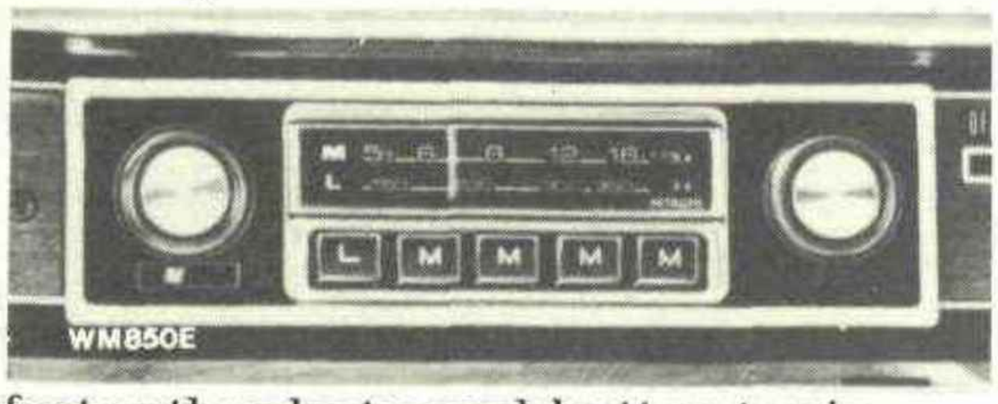
For drivers who want tomorrow's comforts today, Hitachi provide the answer with a superb range of in-car



entertainment systems, geared to give the best in music on the move.

Starting with our WM 702R radio. It has long and medium wavebands, manual tuning, illuminated dial scale and a powerful 3 watts output. All for just £17.90.

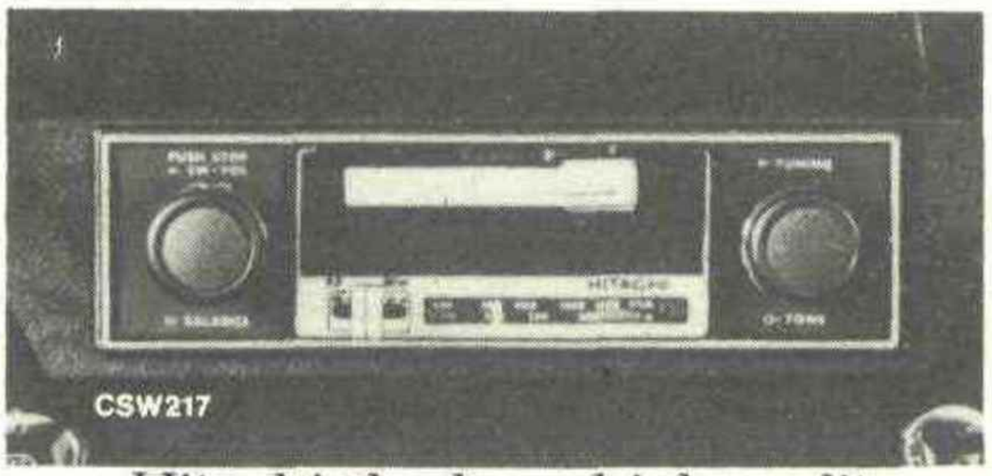
The WM 850E makes finding the station you want even easier and



faster, thanks to pushbutton tuning (we use soft knobs for impact safety). It also gives you wide LW/MW coverage and can be used with one or two speaker systems. The price is £29.90.

HITACHI
The world at your fingertips.

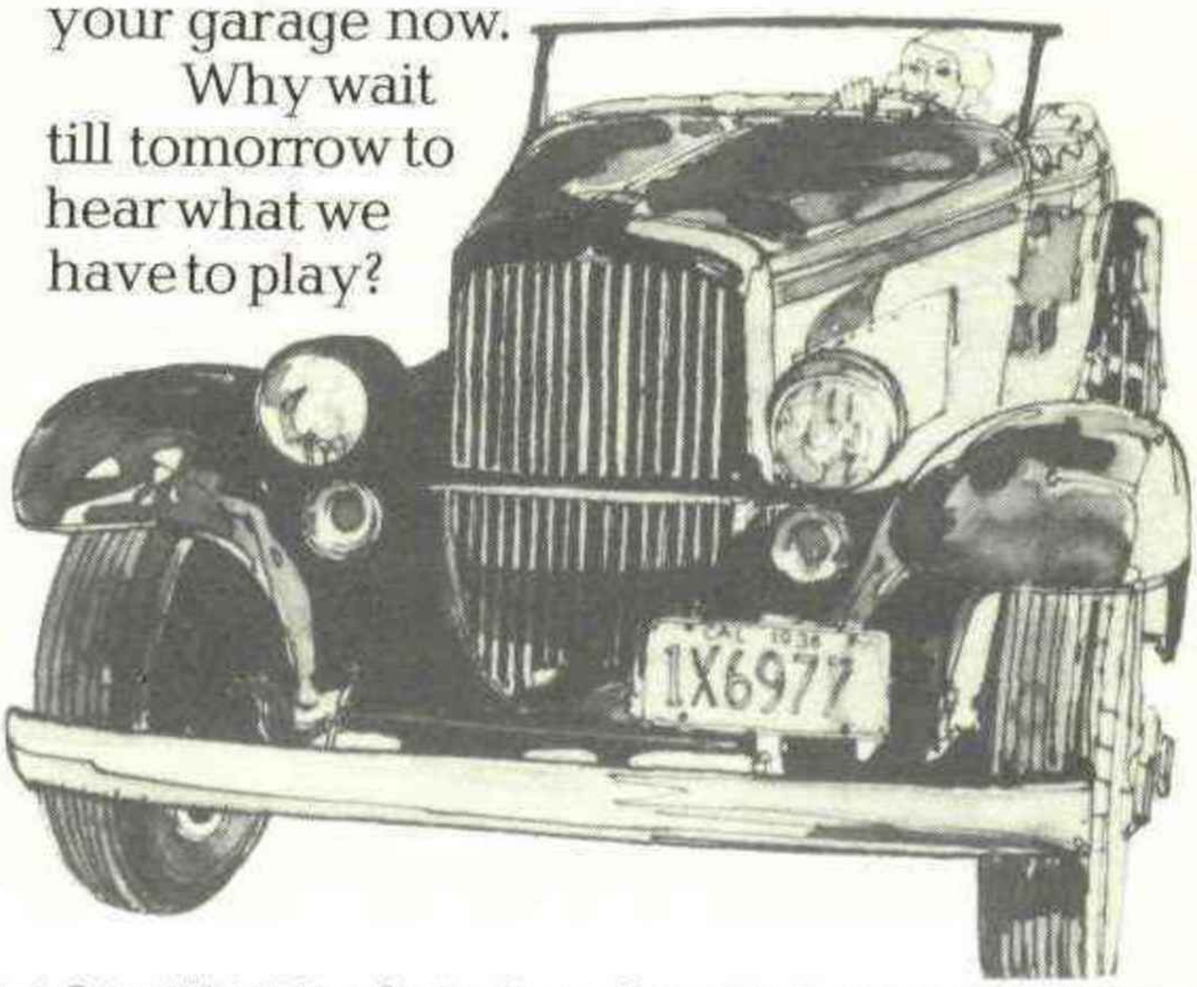
For the best of both worlds, get the CSW 217. Besides being an MW/LW radio, it's also a superb stereo cassette player. It has auto and manual stop, fast-forward and rewind facilities, and a powerful 5 watts per channel to fill your car with concert hall sound. So if you don't like the disc jockeys' choice of music, an outlay of £69 will let you play your own.



Hitachi also have high quality speakers to do justice to in-car sound. Rear shelf mounted at £6.90 per pair.

This has just been a trailer for our much bigger range of systems made for tuning up your car. They're on show at your local Hitachi dealer and your garage now.

Why wait till tomorrow to hear what we have to play?



All prices are recommended retail including V.A.T. For further details write to: Hitachi Sales (UK) Ltd., New Century House, Coronation Road, London NW10 7QN.
Personal recording from the radio or records is subject to the provision of the Copyright Act.





MICHELIN

Even the world's fastest and most exciting cars perform better on Michelin XWX steel braced radials. These broad, low profile VR rated tyres give leech-like roadholding, wet or dry, even at the very upper limits of a car's speed capability. Isn't that a comforting thought as you put your foot down?





Drive a Michelin.

It makes a good car better.

