October 1972 Vol. XLVIII No. 10 15p

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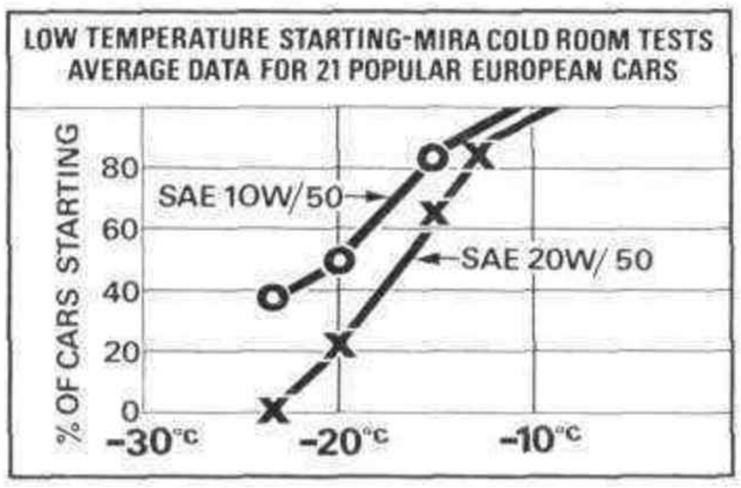
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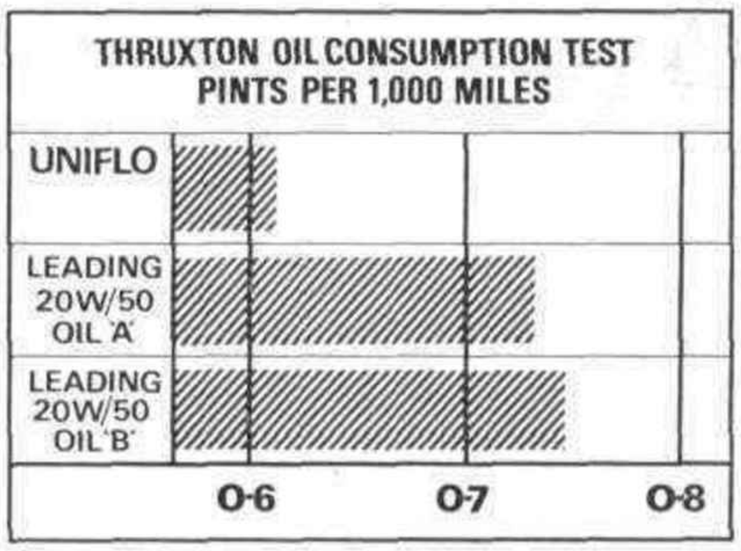


These graphs clearly show how SAE 10W/50 Uniflo actively encourages engines to start when cold. The tests – against leading 20W/50 oils with *low* viscosities – were carried out at the Motor Industry Research Association's laboratories.
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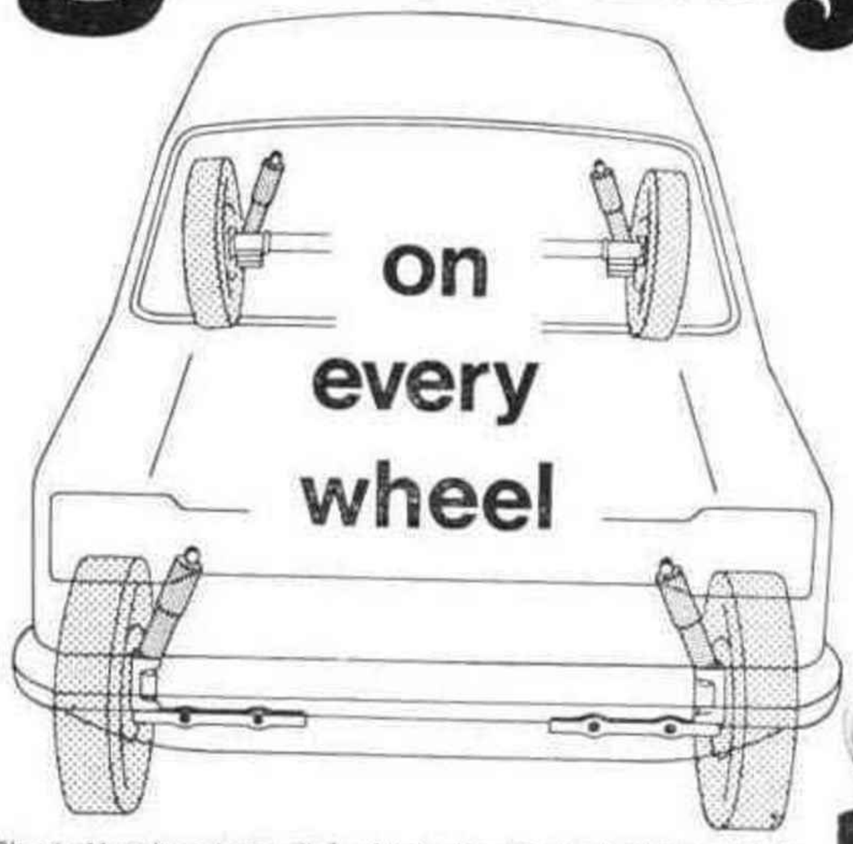


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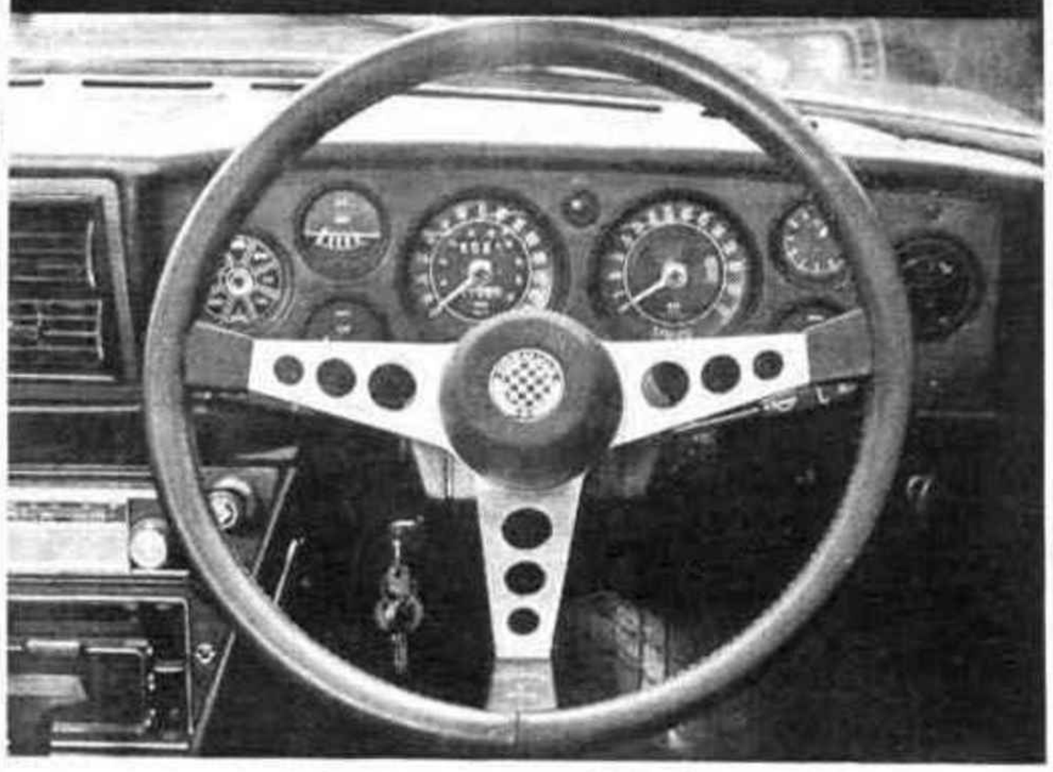
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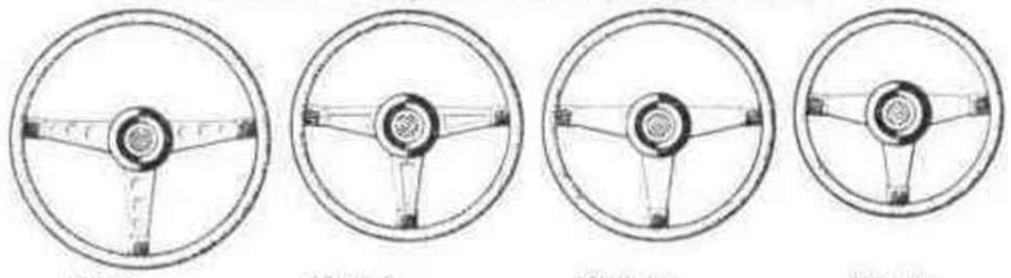
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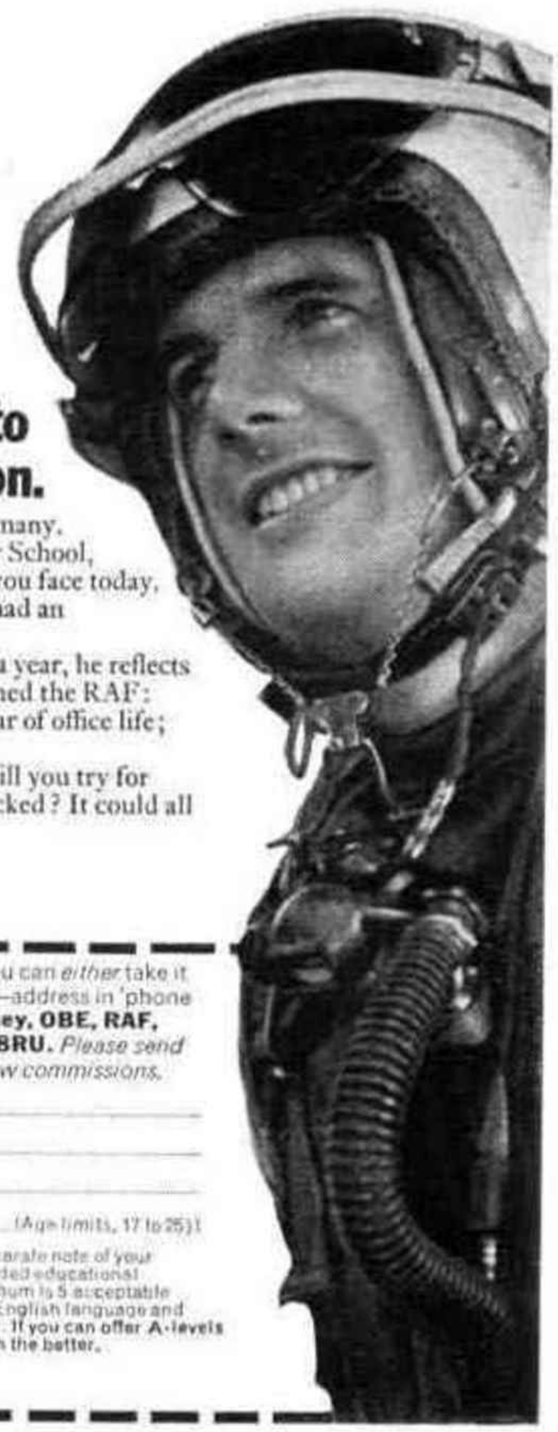
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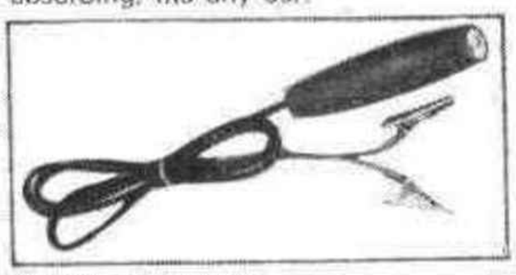
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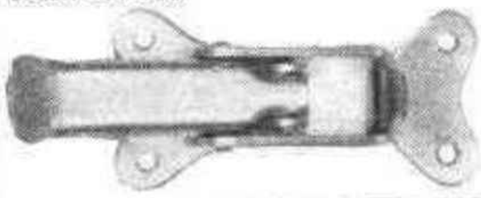
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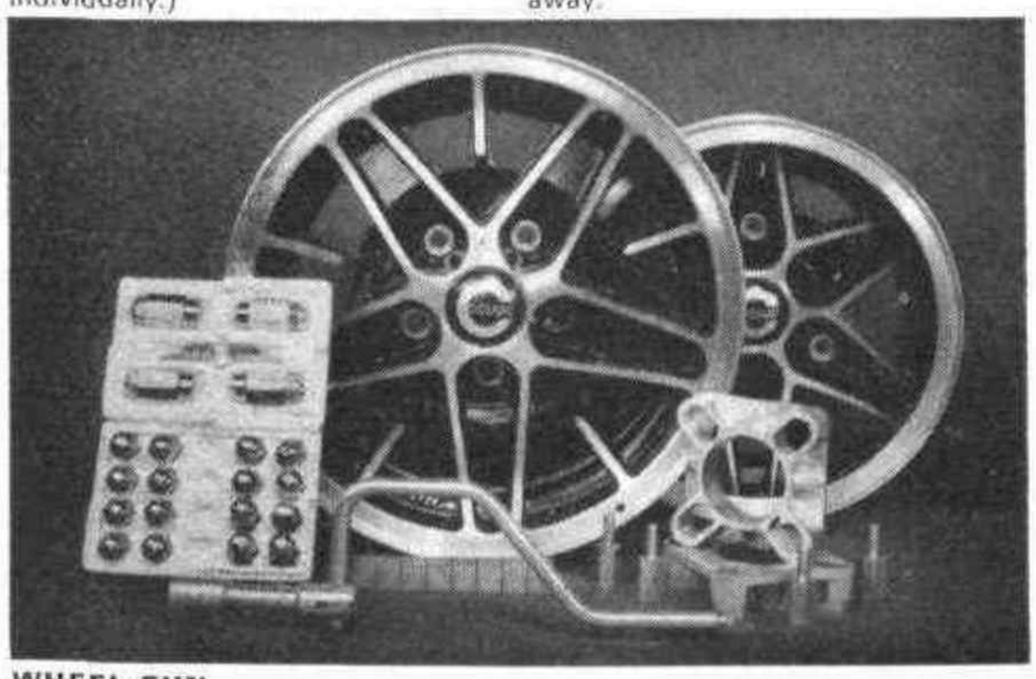
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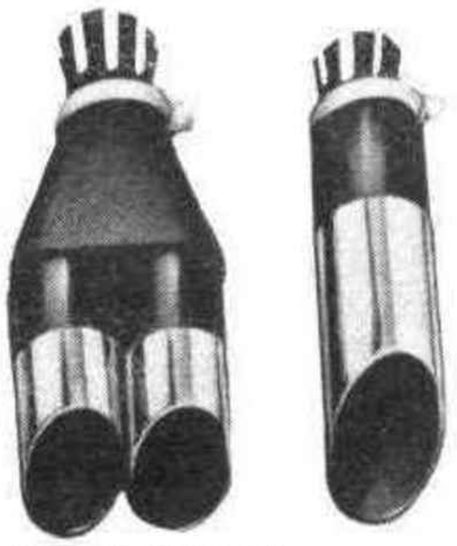
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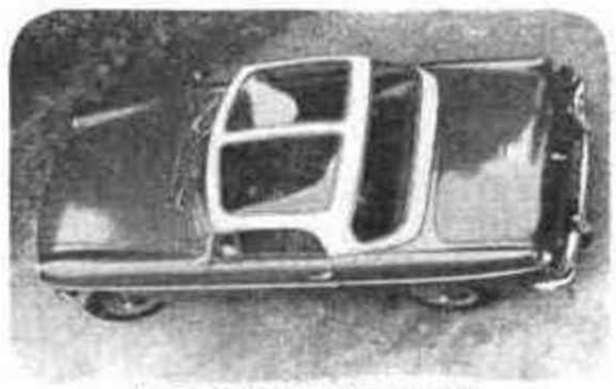
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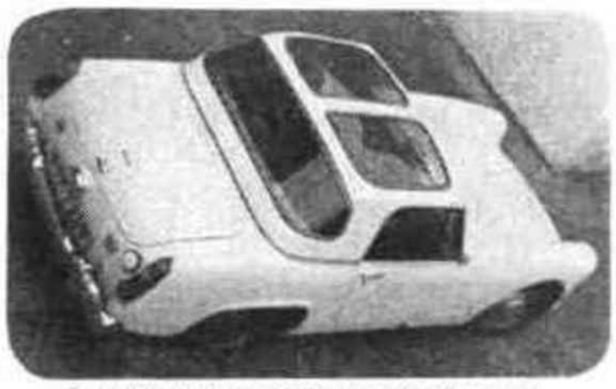
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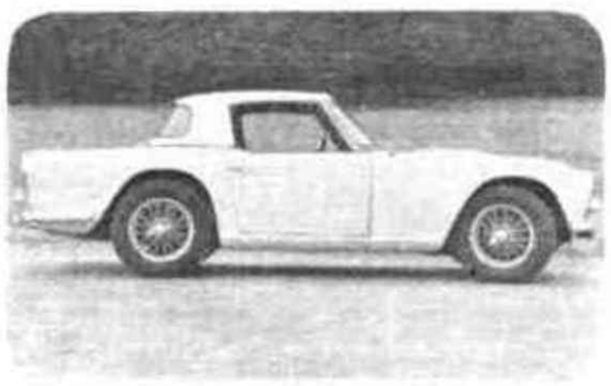
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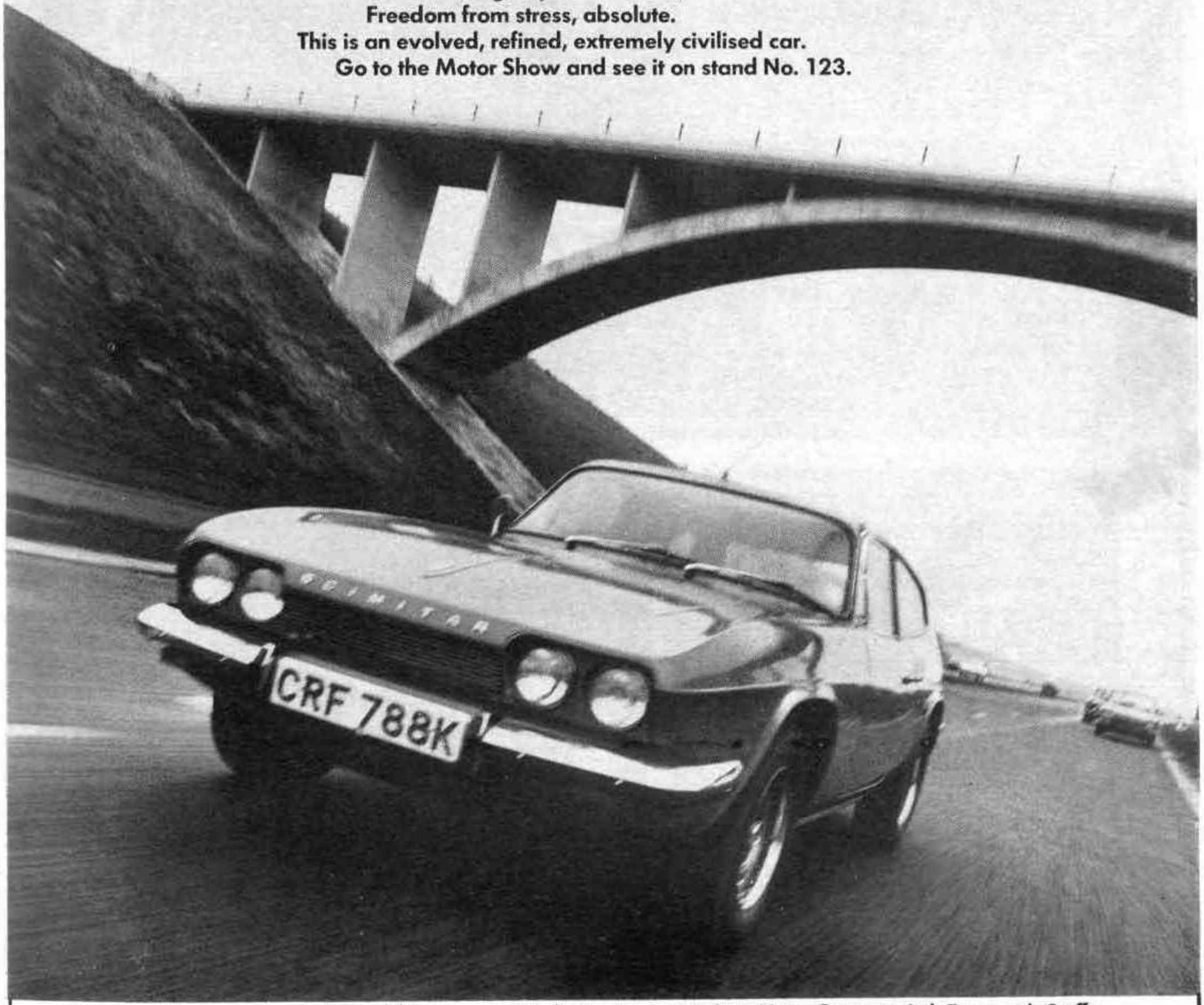
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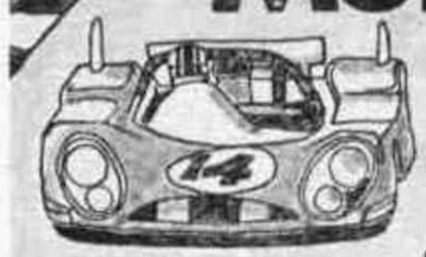


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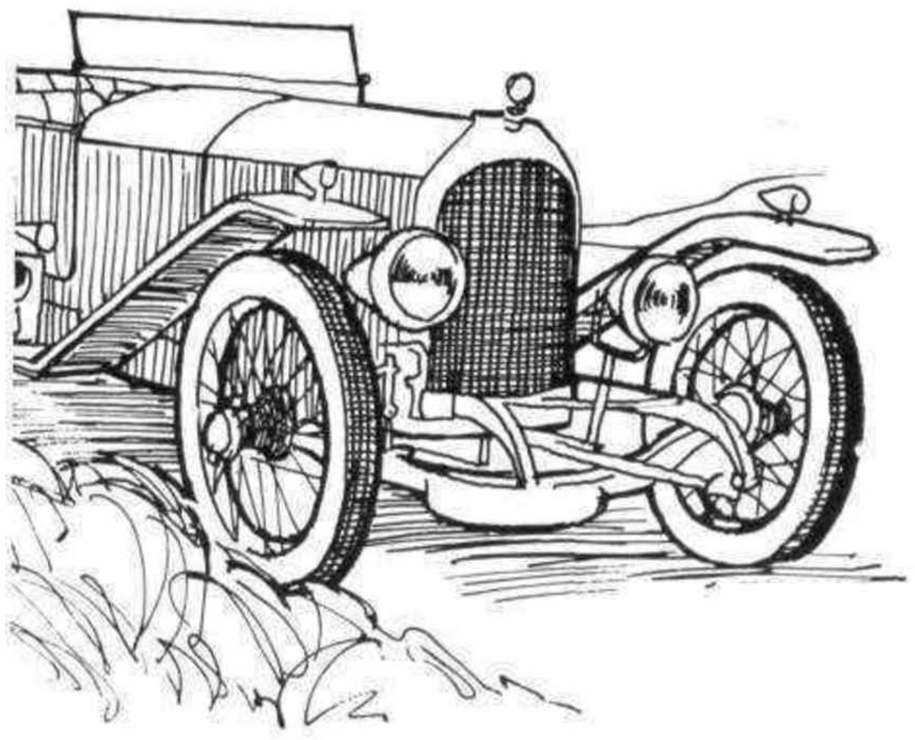
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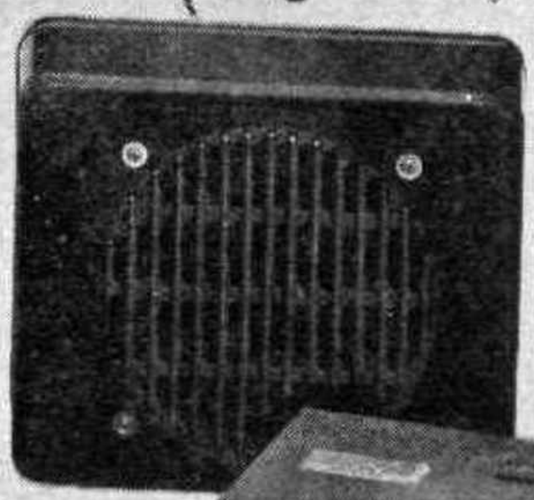
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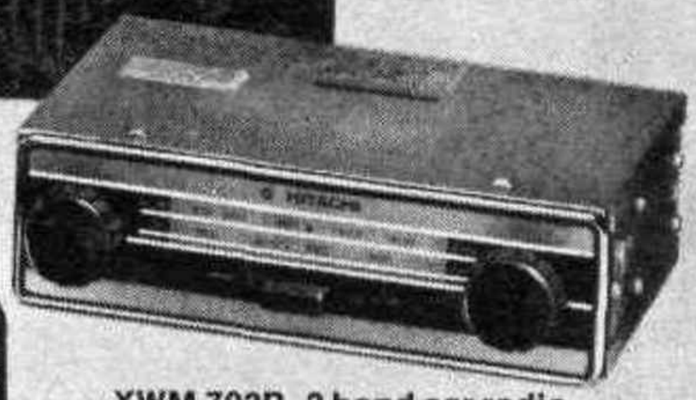
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Length 33" Five pockets Fitted for hood Styled only for men
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Small, Medium, Large £11.00 Extra Large £12.00

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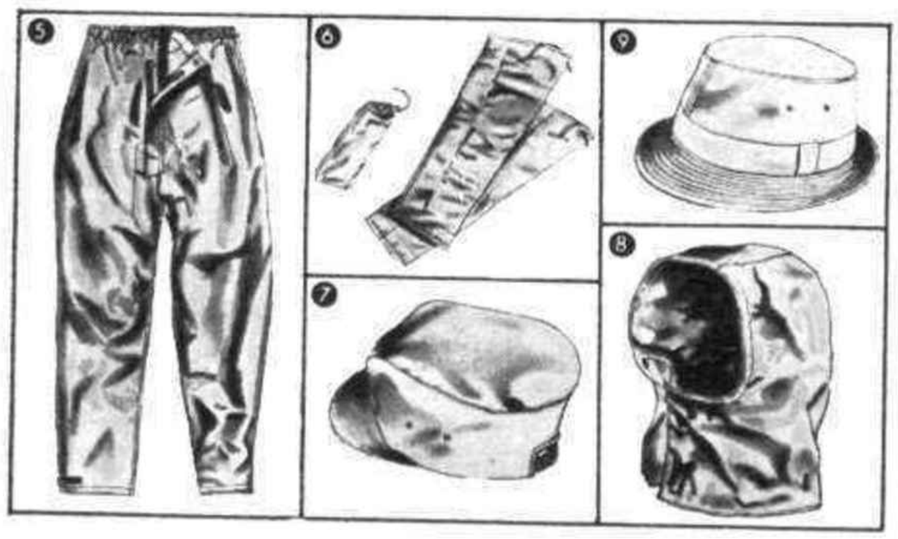
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❷ BELT Touch 'n' close NAVY OLIVE S, M, L, XL £1.00

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* PATENT



❺ OVERTROUSERS
Dunloprufe 5oz Large internal patches on seat and front
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INCORPORATING **SPEED** AND THE **BROOKLANDS GAZETTE**

VOL XLVIII No. 10 OCTOBER 1972

FORTY-EIGHTH YEAR OF PUBLICATION
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FRONT COVER PICTURE: SALOON WINNER.—The Wiggins Teape sponsored, Malcolm Gartlan prepared, Ford Capri RS was the winner of the Paul Ricard 6-Hours, a round of the European Touring Car Championship. Driven by Brian Muir and former Lotus Grand Prix team member John Miles, this private entry beat the works Ford of Cologne Capris including the one driven by Francois Cevert/Jackie Stewart. More photographs of this race in our colour centre spread.

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MATTERS OF MOMENT

■ THE CHANGING FACE OF MOTORING

Inevitably the nature of motoring and the machinery in which it is done have changed since the war. No longer can we expect to get away with casual legislation governing such a dangerous means of locomotion. No longer do we enjoy the sort of freedom of the road which was personified on the occasion when we became very stroppy because a policeman had stopped our dubious Austin Seven Special as we were driving it along the Kingston By-Pass, only to hear him say *as he rode away*, "Keep your wool on, sonny; I was only going to tell you that a wheel seems to be coming off". Gone are the days when we thought nothing of driving to and from the MOTOR SPORT offices in a back-braked overhead-camshaft Rhode, relying on friendly passers-by for push-starts because the electric starter didn't work and the starting handle was non-existent. The engine, even then in the vintage category, emitted something of a smokescreen, partly due to its unusual lubrication system but more likely because its valve guides were far from new. We arrived one afternoon at the Bank crossing in this condition and were told by one of the Point-Duty policemen to turn the thing off, as he said we were making excessive smoke. "If we do, Officer", we yelled, "you will have to push-commence us!"—and he just smiled and went back to his task of controlling London's traffic. . . .

No, it's not the same anymore! However, this is not so much a lament for the past as a warning about what may be in store. The boffin-pundits tell us that the anti-pollution laws, coupled with the growing anxiety of ensuring that no citizen gets damaged while using a car, no matter how badly it is driven, will result in vehicles so costly as to be beyond the reach of most of us and/or so heavy that we shall be lucky if we overtake returning milk-floats. Perhaps it is that this depressing outlook which is boosting enthusiasm for sporting motoring of all kinds, has elevated to absurd heights the prices of pre-war cars (even allowing for the desire to break away) and has produced a rash of old-style non-historic cars constructed of modern components.

As we see it, proper enjoyment of old-car motoring entails mingling the fun with facets which drivers of current cars see only as disadvantages. Cranking up by hand, dressing up to combat unheated cockpits, timing correctly a non-synchromesh-assisted gear-change, enduring a hard ride necessary to good road-holding, even the task of restoration at a time when essential parts are elusive and inevitably expensive—all this is the very stuff of motoring in pre-war cars, together with the recognised ancient virtues. If it appears foolish or repugnant to a less-discerning breed of motorist they can take short cuts and buy sports cars, like those British Leyland creditably continue to make, a Lotus Seven, a Morgan (pause to shed a tear for the demise of the Plus-8's separate gearbox), a Jensen-Healey, etc. But they will miss something which the owner of a genuine pre-war car can claim, namely the fun of contending with motoring much as it was thirty and more years ago. . . .

■ ZIG-ZAG JUSTICE

Car owners are so heavily persecuted these days that it is nice to hear of a convicted driver getting off. Earlier this year we read of a Vicar whom the police alleged had crossed double white lines, taken corners on the wrong side of the road, and exceeded 70 m.p.h. while driving to take a Sunday service. But, told by his defender that what the Police had seen was an example of skilled fast driving by a man who regarded the run as a rally exercise, Mold Crown Court acquitted the rally-driver Vicar.

Since then we have heard of a lady driver convicted for not understanding the new zig-zag lines which flank some pedestrian crossings and of a case where an experienced motorist was fined £10 for passing another car, as he said on oath, while *leaving* such a crossing. Contradicting the defending Solicitor, a Police Inspector told the Court that there was an absence of any ruling as to where it was permissible to cross the lines.

Yet the Department of the Environment has published advertisements about the new crossing layout in which the only overtaking offence mentioned is that of doing so on the *approach* to such a crossing. . . .

Incidentally, the best way of avoiding a motoring conviction would appear to be to do all your motoring in Flintshire, to become a rally-driver, or to take the cloth. For complete immunity maybe you should take all three steps.

Motor Sport Fixture List For October

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

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

DATE	CLUB	RENDEZVOUS	NEAREST PROMINENT TOWN	CATEGORY	TIME
Sept. 30th/Oct. 1st	**Cyprus AA**	**Nicosia**	**Nicosia**	**Cyprus Rally (INT)**	09.00
Oct. 1st	**CASC**	**Edmonton Speedway**	**Edmonton, Alberta**	**Can-Am Challenge Cup Round 7 (INT)**	—
Oct. 1st	**RAC de Espana**	**Jarama**	**Madrid, Spain**	**European Touring Car Champ. (INT)**	—
Oct. 1st	**ADAC**	**Hockenheim**	**Heidelberg, W. Germany**	**European Formula Two Trophy (INT)**	—
Oct. 1st	BRSCC (Midland)	Mallory Park	Kirkby Mallory, Leics.	Shell Formula Three Race Meeting (*N/INT*)	14.30
Oct. 1st	Mini Seven Club	Brands Hatch	Dartford, Kent	Race Meeting (*R*)	14.15
Oct. 1st	Austin-Healey Club	RAF Duxford	Cambridge	Donald Barritt Memorial Trophy Sprint (*R*)	14.00
Oct. 1st	Wolverhampton & S. Staffs. CC	Atchley House Farm	Wolverhampton	Autocross (*R*)	—
Oct. 7th	Tynemouth & Dist. MC	Sea Front	Tynemouth, Northumberland	Lindisfarne Rally (*N*)	09.01
Oct. 7th	750 MC	Silverstone	Towcester, Northants.	Race Meeting (*R*)	13.30
Oct. 7/8th	Morecambe CC	Promenade	Morecambe, Lancs.	Illuminations Rally (*R*)	22.01
Oct. 7/8th	Pontypridd AC	Sardis Road Car Park	Pontypridd, Glam.	Ar-Hyd-y-Nos Rally (*C*)	23.01
Oct. 7/8th	Haldon MC	Esso Service Station	Newton Road, Torquay	Esso Uniflo Bow & Arrow Rally (*R*)	—
Oct. 7/8th	Coventry & Warwicks. MC	Kings Coughton	Alcester, Warwicks.	Esso Precinct Rally (*R*)	22.31
Oct. 8th	**Sports Car Club of America**	**Watkins Glen**	**Watkins Glen, NY, USA**	**Formula One Grand Prix Round 12 (INT)**	—
Oct. 8th	BRSCC (East Anglia)	Snetterton	Thetford, Norfolk	Formula Three Race Meeting (*N/INT*)	14.30
Oct. 8th	BRSCC (North)	Croft Autodrome	Darlington, Co. Durham	Race Meeting (*R*)	14.30
Oct. 8th	BARC (East Midlands)	Mallory Park	Kirkby Mallory, Leics.	Race Meeting (*R*)	14.30
Oct. 8th	Thames Estuary AC	Lydden Circuit	Canterbury, Kent	Wills Rallycross Meeting (*C*)	13.30
Oct. 8th	Yorkshire Sports CC	Castle Howard	York	Gunter Trophy Hill-Climb (*R*)	14.15
Oct. 8th	British Drag Racing & Hot Rod Assoc.	Santa Pod Raceway	Wellingborough, Northants.	Drag Race Meeting	13.30
Oct. 11/15th	**TAP Sports Club, Lisbon**	**Various European cities**	—	**TAP Rally (INT)**	—
Oct. 13/15th	**RRC, Vienna**	**Vienna**	**Vienna, Austria**	**1000 Minutes Rally (INT)**	—
Oct. 14th	BARC (North-West)	Oulton Park	Tarporley, Cheshire	Rothmans F5000 Race Meeting (*N/INT*)	14.00
Oct. 14th	Shenstone & Dist. CC	Bull's Head Inn	Shenstone, Lichfield	Buxton Trophy Rally (*R*)	07.30
Oct. 14/15th	2300 Club	Main Street	Tobermory, Isle of Mull	Tour of Mull (*R*)	15.30
Oct. 14/15th	Chelmsford MC	Britvic Factory	Westway, Chelmsford	Britvic Rally (*R*)	19.31
Oct. 14/15th	Poachers MC	J. E. Wallwork Ltd.	East Street, Grantham	Alberken Empire Trophy Rally (*R*)	23.01
Oct. 15th	**Sports Car Club of America**	**Laguna Seca Raceway**	**Monterey, Calif., USA**	**Can-Am Challenge Cup Round 8 (INT)**	—
Oct. 15th	**AC Roma**	**Vallelunga**	**Rome, Italy**	**European Formula Two Trophy (INT)**	—
Oct. 15th	**ASAC Normand**	**Circuit les Essarts**	**Rouen, France**	**1000 kms Sportscar Race (INT)**	—
Oct. 15th	Scottish MRC	Ingliston	Edinburgh	Race Meeting (*N*)	14.15
Oct. 20th	**BARC**	**Brands Hatch**	**Dartford, Kent**	**Formula Three Heats (INT)**	**p.m.**
Oct. 21st	**BARC**	**Brands Hatch**	**Dartford, Kent**	**Formula 5000 Race Meeting (INT)**	**p.m.**
Oct. 21st/22nd	Knutsford & Dist. MC	Border Garage	Welshpool	Plains Rally (*R*)	22.15
Oct. 21st/22nd	Eastwood & Dist. MC	M1 Mecca Service Area	Trowell	Eastwood Rally (*R*)	22.31
Oct. 21st/22nd	British Drag Racing & Hot Rod Assoc.	Santa Pod Raceway	Wellingborough, Northants.	Drag Race Meetings (*C*)	13.30
Oct. 22nd	**BARC**	**Brands Hatch**	**Dartford, Kent**	**World Championship Victory Race Meeting (INT) (F1)**	**Noon**
Oct. 22nd/25th	**AC San Remo**	**San Remo**	**San Remo, Italy**	**Rallye San Remo (INT)**	**20.01**
Oct. 27/28th	**RAC de Espana**	**Madrid**	**Madrid, Spain**	**Spanish Rally (INT)**	—
Oct. 28th	Dukeries MC	Bridgford Hotel	Trent Bridge, Nottingham	Esso Uniflo Dukeries Rally (*N*)	08.00
Oct. 28/29th	Torbay MC	Sea Front	Paignton, Devon	Torbay Rally (*R*)	22.00
Oct. 29th	**Sports Car Club of America**	**Riverside Raceway**	**Riverside, Calif., USA**	**Can-Am Challenge Cup Round 9 (INT)**	—
Oct. 29th	BARC	Thruxton	Andover, Hants.	Championship Finals Race Meeting (*C*)	14.30
Oct. 29th	Thames Estuary AC	Snetterton	Thetford, Norfolk	Championship Finals Car Races (*R*)	13.00
Oct. 29th	Berwick & Dist. MC	Hawick	Hawick, Scotland	Border Rally (*R*)	08.30
Nov. 2nd/5th	**Sports Car Club of America**	**Detroit**	**Detroit, Michigan, USA**	**Press-on-Regardless Rally (INT)**	—
Nov. 3rd/5th	**ASAC de la Corse**	**Ajaccio**	**Ajaccio, Corsica**	**Tour of Corsica (INT)**	—
Nov. 4th	**South African MRC**	**Kyalami**	**Johannesburg, South Africa**	**Springbok Series Round 1 (INT)**	—
Nov. 5th	BRSCC (Midland)	Mallory Park	Kirkby Mallory, Leics.	Race Meeting (*C*)	14.00
Nov. 5th	Thames Estuary AC	Lydden Circuit	Canterbury, Kent	Wills Rallycross Meeting (*C*)	13.30

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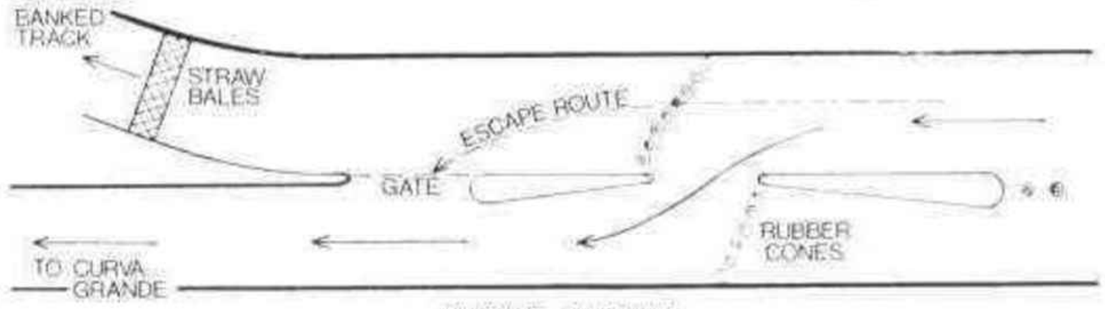
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THE 43rd ITALIAN GRAND PRIX

Deadly dull for Monza

MONZA, ITALY, *September 10th.*

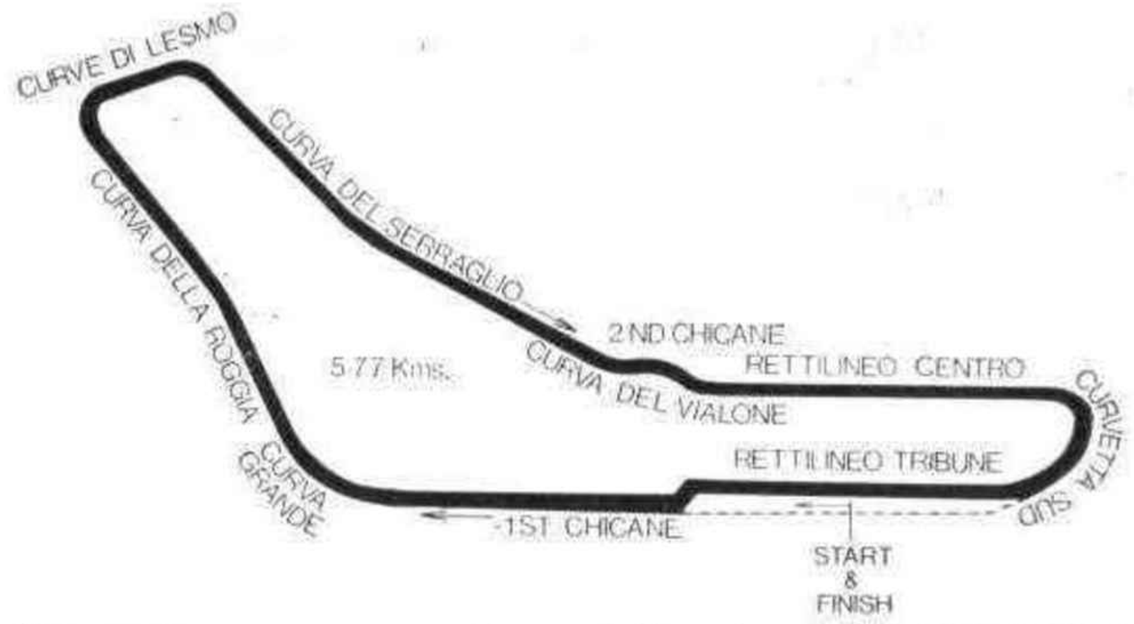
AS REPORTED last month in Continental Notes the Monza circuit was slowed down by the introduction of two chicanes so that when the teams began testing and practising for the 43rd Italian Grand Prix there was quite a lot to learn. The wide track in front of the pits was divided in two by a line of rubber cones which kept the cars in the right-hand lane, close to the pits, and this led them towards the entrance to the banked speed track, as they used to run when the combined road and track circuit was used. At the end of the Trade pits they had to brake really hard in a straight line, from about 150 m.p.h. and change down to 2nd gear and do an ess to the left through an opening in an Armco barrier wall that was wide enough for only one



CHICANE NUMBER 1

car. This took them over to the left side of the wide pits straight just where it divided between road circuit and banked track, and the cars then accelerated up through the gears and into fifth gear as they rounded the *Curva Grande*. The central Armco wall was built onto two concrete plinths, with bevelled edges to form curbs through the *chicane*, and if anyone overshot on braking he went straight on towards the beginning of the banking until he stopped and was then let out through a gate by a marshal, when the course was clear, to join the road circuit after the *chicane*. If a car suffered complete brake failure it would hit a wall of straw bales across the banked track and if it burst through them it could coast round the banking until it came to rest. The result of this layout meant that the drivers could brake to the maximum from quite high speed, and if they overdid it there was plenty of escape room. The second *chicane* was just before the apex of the left-hand *Vialone Curva*, or Ascari bend, that leads onto the back straight. This was less of a *chicane* and more the introduction of a left-hand bend, a right-hand bend, and another left-hand bend, all in second gear, with a touch of accelerator in the middle. It's approach was entirely different, being on the beginning of a left-hand curve, so that braking had to be more subtle, and the new piece of road was two-cars or more in width, so that there was a definite "line" through the corners. Errors on braking meant a trip straight-on into a neutral area, that was the original circuit, and then a right turn onto a by-pass road that rejoined the track after the *chicane*. The rest of the circuit was unchanged, the difficult *Lesmo* corners still being difficult, and the long sweeping *Parabolica* corner at the end of the back straight being the same, but approached at a lower speed than before, while the exit was a bit tighter as you had to aim for the right-hand side of the pits straight.

Needless to say the Ferrari team were the first ones to try the new circuit arrangements, almost before they were finished, and neither Ickx nor Regazzoni thought much of the idea, both preferring the old flat-out blind into the *Curva Grande* and through the *Vialone*. However, by the time official practice began on Friday afternoon most teams had been out testing, and the new arrangements were accepted by everyone. In the very early hours of the morning there had been the father and mother of all thunderstorms in the Monza area, but by the afternoon all was warm and dry, but not oppressively so. While all the business of making Formula One cars function properly went on as usual, the drivers had the *chicanes* to learn, and new braking points for the *Parabolica* corner, and with all the stopping-and-starting involved in one lap, there was no point in worrying about slip-streaming or for slow cars to get a "tow" from the faster ones. Major technical interest lay in the braking systems, for the brakes were getting far more work to do, with four very hard applications each lap, instead of two, and with little time between them to encourage heat dissipation.



The result was enormous pad wear, in the region of five times that experienced before the *chicanes* were introduced, but such is the margin on brakes today, encouraged by short races, that the Ferodo engineers were not unduly worried, except in the case of the Matra, which used smaller pads than most cars. The problem could not be ignored, especially as drivers got braver on braking for the first *chicane*, and it made it obvious that Grand Prix car braking systems as supplied by Girling and Lockheed, in conjunction with Ferodo linings, have been well ahead of other developments for a long time, in that they still had something in reserve under these new and extreme conditions. There are not many circuits where you have to brake from very high speed down to 50 or 60 m.p.h. 2nd gear corners, without much time for heat dissipation.

During the first afternoon almost everyone made a trip up the escape road at the first *chicane*, as the only way to find the absolute limit of braking is to go beyond it, so that the gate-man was kept very busy. Quite a lot of drivers were bumping the angled curbs at both *chicanes*, and at one moment Andretti put his inside front wheel onto the curb as he accelerated out of the second *chicane* and next moment his Ferrari was spinning round in the middle of the road. Just after this Stewart almost repeated the performance with his Tyrrell. At the first *chicane* Gethin lost control of his P160 BRM under braking and spun through the gap without touching anything, ending up out of the *chicane* pointing the wrong way. Fittipaldi was really using the inherent stability of the Lotus 72, and its very large inboard front brakes to the maximum, searching for the ultimate limit, which he found by taking to the escape road on two consecutive laps. Regazzoni was really stamping the accelerator pedal hard down in the middle of this *chicane*, whereas drivers like Cevert and Lauda waited until they were well clear and pointing straight before they turned the power on. Ganley was very smooth and quick with his P160 BRM, but none of the BRMs were getting back on "full song" quick enough on the pick-up in second gear, especially compared with the Ferraris and the Matra, Amon's car being particularly impressive. An extractor exhaust system involving the air outlets from the oil radiators was being tried on Cevert's Tyrrell-Cosworth V8, and he was also using one of the new giant-size air intakes for the engine, though he failed to detect the calculated gain in power and speed. Stewart was out in the new Tyrrell-Cosworth and also in his spare car as well, and Hulme was out in the spare McLaren as well as his newer car, but the timekeepers failed to produce times for either of these *training* cars. John Surtees was highly delighted with the general feel of his new car, though the fuel system was playing-up, which prevented him doing any very fast and consistent laps.

After a short break, practice continued until the early evening and towards 6 p.m. lap times improved steadily as a result of drivers learning the new conditions, the car problems being solved and the air getting cooler. The first day ended with Stewart fastest, at 1 min. 35.82 sec. compared with the old record of 1 min. 23.8 sec., and last year's fastest practice lap by Amon with the Matra, in 1 min. 22.40 sec. Hulme was second fastest with a very unobtrusive drive in 1 min. 35.97 sec., and no-one else was below 1 min. 36 sec. as the accompanying table shows, the order of the next six being Ickx (Ferrari), Fittipaldi (Lotus), Revson (McLaren), Regazzoni (Ferrari), Amon (Matra) and Andretti (Ferrari). At the bottom of the list were Bell (Tecno), Beuttler (March) and Pace (March), all above the 1 min. 40 sec. for good reasons, the Tecno feeling so peculiar on corners and snaking down the straights that Bell was reluctant to try too hard, Beuttler's March was delayed by a number of small niggling things so that he had very little time out on the track, and Pace's engine never ran properly and finally went "blurp" as the fuel-injection unit got

itself in a muddle. Although there was a lot of over-shooting, spinning and kerb bouncing there was only one casualty, and that was Galli's brand new Tecno, which suffered rear end damage, though it was repairable.

On Saturday afternoon it all began again, and this time the weather was very hot, so that for the first part of practice there was little hope of any improvements to lap times. There was still plenty of opportunity for errors, and Peterson "did it all wrong" at the second *chicane* and severely damaged his March. Ganley was still trying very hard but his BRM had a poor engine and he was lacking speed on the straights, so that his lap times were well down on those of Wisell who was not going round the corners anything like as well, which must have been very frustrating for the New Zealander. Hailwood was going well, keeping very close to Hulme and Fittipaldi, while Amon did very little practice in the early part of the afternoon. During a short break Peterson's car was collected and then as the sun went down and the temperature dropped the activity not only increased in volume but in desperation as well. The escape road at the first *chicane* was being used overtime as drivers continued to search for the ultimate braking point, few of them being able to find it without going beyond it. The only one who had no option was Revson, who stood on the brake pedal on one lap and had the master-cylinder and reservoir for the rear brakes snap off its mounting flange on the front bulkhead. With rear brakes only he went up the escape route quicker than anyone, with no damage, which satisfied the people who had done the layout for the braking area.

During the final hour of practice drivers were not only trying hard for fast laps but were also doing some pretty serious "practice" at overtaking groups of cars under braking, and on two occasions it was a case of the last one into the *chicane* area being the first one out, as everyone dodged about and some went straight on. The session ended on a lively note with the prospect of all the front runners finding themselves up the escape road in a confused jumble, while a back-marker went through into the lead. Three more drivers joined the elite group who got under 1 min. 36 sec. these being Regazzoni, Amon and Ickx, the last two taking the front row of the grid, as Stewart did not improve sufficiently on his first day time to retain pole position. There were only very small fractions of seconds involved, but with the modern two-by-two grid line-up three-tenths of a second put Hulme in the third row, and one tenth of a second relegated Stewart to the second row. Wisell was a surprise leader of the BRM quartet, and Beltoise in the revised P180 was disappointingly slow by comparison. As only 25 cars were being accepted for the start, two had to drop out, and these were Pescarolo (March 721) and Bell (Tecno), both of them well over 1 min. 40 sec.

There was more rain in the small hours of Sunday morning, which left parts of the track still damp when the cars were allowed out for an hour's untimed practice at mid-morning. Pace was caught out by the damp patches at Lesmo and damaged his car slightly, but by robbing Pescarolo's car the 711 was made ready for the race. Peterson's works March was in one piece again but the chassis was not quite as straight as it should have been and the road-holding was a bit odd. After a GT race just before lunch, which was won by John Fitzpatrick driving one of Kremer's Porsche 911 coupés, Fangio presented the Marlboro prize for "Man of the Race" in the Austrian GP to Mike Hailwood, and then a parade of old Italian racing cars on open transporters took place to celebrate the 50th year of the Monza track, exhibits being loaned by Fiat, Alfa Romeo, the Monza Museum, and private-owners. The cars were meant to be representative of Italian winners of the Italian Grand Prix, but there were some glaring ommissions, and the end of the parade was brought up by the giant Eldridge Fiat that was resurrected in England a few years ago, and is now owned by Fiat (that's where it went!). For anyone not interested in all these activities the restaurants were in full swing and there was a very complete exhibition of current racing cars and motorcycles from every imaginable category, from 500 c.c. Fiat-engined cars, to Prototype Ferrari and Can-Am McLaren. The fibreglass and plywood Marlboro P180 BRM was also on display.

A good crowd lined the track ready for the Italian Grand Prix to begin, but not a record crowd, and though the afternoon was cloudy with a chill north wind blowing from the Alps, the weather was set fair. Some of the drivers like Hill, Regazzoni, Cevert and Andretti came out of the paddock through the main gate in front of the grandstands, to enthusiastic applause (especially for Graham Hill) and walked down the track to the pits, while others entered the pits unseen through the back door. One by one, in no particular order

PRACTICE TIMES

No.	Driver	Car	Friday	Saturday
1	J. Stewart	Tyrrell 005-Cosworth V8	**1. 35.82**	1. 35.79
2	F. Cevert	Tyrrell 002-Cosworth V8	1. 37.79	1. 38.00
3	M. Andretti	Ferrari 312B2 No. 8—flat-12	1. 36.86	1. 36.32
4	J. Ickx	Ferrari 312B2 No. 5—flat-12	1. 36.06	**1. 35.65**
5	G. Regazzoni	Ferrari 312B2 No. 7—flat-12	1. 36.52	1. 35.83
6	E. Fittipaldi	Lotus 72D/R5-Cosworth V8	1. 36.29	1. 36.64
7	J. Surtees	Surtees TS14/01-Cosworth V8	1. 38.31	1. 39.46
8	T. Schenken	Surtees TS9B/006-Cosworth V8	1. 39.62	1. 38.61
9	A. de Adamich	Surtees TS9B/004-Cosworth V8	1. 38.60	1. 38.61
10	M. Hailwood	Surtees TS9B/005-Cosworth V8	1. 37.46	1. 36.50
11	N. Galli	Tecno T/005—flat-12	1. 38.64	1. 39.41
12	D. Bell	Tecno T/002—flat-12	1. 43.16	1. 42.07
14	D. Hulme	McLaren M19C/1-Cosworth V8	1. 35.97	1. 36.84
15	P. Revson	McLaren M19C/2-Cosworth V8	1. 36.42	1. 36.82
16	M. Beuttler	March 721G/1-Cosworth V8	1. 42.57	1. 39.73
17	—	—	—	—
18	N. Lauda	March 721G/4-Cosworth V8	1. 39.16	1. 38.52
19	R. Peterson	March 721G/3-Cosworth V8	1. 38.70	1. 41.13
20	C. Amon	Matra-Simca MS120D/07—V12	1. 36.58	1. 35.69
21	J-P. Beltoise	BRM P180/02—V12	1. 37.86	1. 38.06
22	H. Ganley	BRM P160/06—V12	1. 37.91	1. 38.11
23	P. Gethin	BRM P160/05—V12	1. 37.23	1. 37.21
24	R. Wisell	BRM P160/03—V12	1. 38.05	1. 36.68
25	H. Pescarolo	March 721/3-Cosworth V8	1. 40.93	1. 40.21
26	C. Pace	March 711/3-Cosworth V8	1. 41.57	1. 37.98
27	—	—	—	—
28	G. Hill	Brabham BT37/1-Cosworth V8	1. 38.71	1. 37.61
29	W. Fittipaldi	Brabham BT34/1-Cosworth V8	1. 38.35	1. 37.82
30	C. Reutemann	Brabham BT37/2-Cosworth V8	1. 38.42	1. 37.12
1T	J. Stewart	Tyrrell 004-Cosworth V8	no time	1. 36.75
14T	D. Hulme	McLaren M19A/1-Cosworth V8	no time	1. 36.96
20T	C. Amon	Matra-Simca MS120C/04—V12	—	—
14T	P. Revson	McLaren M19A/1-Cosworth V8	—	1. 36.61
1T	F. Cevert	Tyrrell 004-Cosworth V8	—	1. 39.50

STARTING GRID

4 J. Ickx (*Ferrari flat-12*) 312B2 No. 5 1 min. 35.65 sec.

20 C. Amon (*Matra-Simca V12*) MS120D/07 1 min. 35.69 sec.

1 J. Stewart (*Tyrrell-Cosworth V8*) 005 1 min. 35.79 sec.

5 G. Regazzoni (*Ferrari flat-12*) 312B2 No. 7 1 min. 35.83 sec.

14 D. Hulme (*McLaren-Cosworth V8*) M19C/1 1 min. 35.97 sec.

6 E. Fittipaldi (*Lotus-Cosworth V8*) 72D/R5 1 min. 36.29 sec.

3 M. Andretti (*Ferrari flat-12*) 312B2 No. 8 1 min. 36.32 sec.

15 P. Revson (*McLaren-Cosworth V8*) M19C/2 1 min. 36.42 sec.

10 M. Hailwood (*Surtees-Cosworth V8*) TS9B/005 1 min. 36.50 sec.

24 R. Wisell (*BRM V12*) P160/03 1 min. 36.68 sec.

30 C. Reutemann (*Brabham-Cosworth V8*) BT37/2 1 min. 37.12 sec.

23 P. Gethin (*BRM V12*) P160/05 1 min. 37.21 sec.

28 G. Hill (*Brabham-Cosworth V8*) BT37/1 1 min. 37.61 sec.

2 F. Cevert (*Tyrrell-Cosworth V8*) 002 1 min. 37.79 sec.

29 W. Fittipaldi (*Brabham-Cosworth V8*) BT34/1 1 min. 37.82 sec.

21 J-P. Beltoise (*BRM V12*) P180/02 1 min. 37.82 sec.

22 H. Ganley (*BRM V12*) P160/06 1 min. 37.91 sec.

26 C. Pace (*March-Cosworth V8*) 711/3 1 min. 37.98 sec.

7 J. Surtees (*Surtees-Cosworth V8*) TS14/01 1 min. 38.31 sec.

18 N. Lauda (*March-Cosworth V8*) 721G/4 1 min. 38.52 sec.

9 A. de Adamich (*Surtees-Cosworth V8*) TS9B/004 1 min. 38.60 sec.

8 T. Schenken (*Surtees-Cosworth V8*) TS9B/006 1 min. 38.61 sec.

11 N. Galli (*Tecno flat-12*) T/005 1 min. 38.64 sec.

19 R. Peterson (*March-Cosworth V8*) 721G/3 1 min. 38.79 sec.

16 M. Beuttler (*March-Cosworth V8*) 721G/1 1 min. 39.73 sec.

Non-starters: H. Pescarolo (*March* 721/3), 1 min. 40.21 sec.
D. Bell (*Tecno* T/002), 1 min. 42.07 sec.

they set off in their cars on a "warm-up" lap, Ickx and Stewart getting vociferous acclamation from the main grandstand as they appeared out of the pit road, and in pairs the cars lined up on the "dummy-grid". From the start the first *chicane* was to be by-passed, giving the cars a straight-through run up the left-hand side of the starting area to the *Curva Grande,* and though the grid was supposed to be in staggered pairs, they were more nearly one behind the other. On the "dummy-grid" Stewart's mechanics were adjusting the clearance on the clutch pedal movement on the Tyrrell 005, and when the field moved forward to the main grid the front line was a mirror-image of 1971, with Ickx (Ferrari) in pole position and Amon (Matra) alongside him. Stewart (Tyrrell) and Regazzoni (Ferrari) were alongside each other in row two, whereas last year they had been in the fourth row together. Everyone made an excellent start but Stewart only went a bare hundred yards or so when all the drive from his engine to the gearbox disappeared and he was left free-wheeling in the middle of the track. There was some hair-raising dodging by all those behind him, by which time Ickx, Amon and Regazonni went past the *chicane* on the un-used part of the track and a fantastic dust cloud rose up and obliterated everything so that after dodging the Tyrrell everyone plunged into a thick fog. It was the most perilous start situation that has arisen for many a year, and by luck and the skill and coolness of the drivers there were no collisions. though there were a number of pulse-rates that quickened almost audibly.

By the time the *Lesmo* corners were reached Ickx had quite a long lead and as they all got in line, one behind the other, to go through the *chicane* on the back leg of the circuit, a typical Formula One procession was produced and it was a case of follow-my-leader at the end of the opening lap, at neat and tidy intervals and gone was the Monza scene of cars three and four abreast, with wheels bare inches apart at 150 m.p.h. One by one they roared past the pits, braked hard, but cautiously for the *chicane*, followed one another through at regular intervals and set off for another lap. As a nice tidy modern Formula One race, with no need for heroics or bravado it was very satisfactory, but as a Monza race it was a farce, and I felt that the Italian Grand Prix was dying in front of my eyes the way the Belgian Grand Prix died last June.

Only 23 cars went by at the end of the opening lap, for Stewart's Tyrrell was abandoned just out of sight of the start, and Lauda had gone to the pits with his March 721G as dust and stones had got into his throttle system and blocked it. The procession was in the order Ickx, Regazzoni, Fittipaldi, E., Andretti, Amon, Hailwood, Hulme, Reutemann, Revson, Hill, Wisell, Gethin and the rest. Revson moved up a place on the second lap, and Hailwood moved up a place on lap 3. By five laps the scene was settled, with the two Ferraris of Ickx and Regazzoni ahead, then a small gap and Fittipaldi, Amon and Hailwood nose-to-tail, as distinct from side-by-side; then came Andretti and Hulme in a similar situation with Revson not far away, and the rest at tidy intervals, apart from de Adamich, who had made a quick pit-stop and Lauda who had lost three laps already. Hardly had the Austrian gone than his team-mate Peterson was in to have his aerodynamic devices adjusted to see if the bad handling of the bent chassis could be improved. On lap 7 Schenken showed a little bit of daring as he braked for the first *chicane* amidst a sea of BRMs, but other than that nobody was taking any chances and risking being up the escape road while everyone else went on their way. Obviously the lessons learnt in practice had been digested and drivers were controlling their natural instincts. As Galli braked for the *Parabolica* curve the Tecno engine blew up, which gave him quite a busy moment.

Still thinking of Monza in terms of the old flat-out blind in each others slipstream, and the "nipping and tucking" from one slip-stream to another, Ickx decided it was not a good thing to be out in front and setting the pace, so he did not mind when Regazzoni went by him and took the lead on lap 14. Almost unnoticed Cevert free-wheeled the second Tyrrell into the pits with a broken engine, and out of the race at this point, and Surtees brought his new car in for some brake adjustments. Regazzoni's lead did not last long for on lap 17 he sailed into the second *chicane* on his usual line and at his usual speed and at the exit found Pace trying to sort out his March 711 after a spin in the middle of the corners. The Ferrari just clipped the March, which pulled the right front upright out if its mounting on the English car and broke the left-rear suspension on the Italian car. As the Ferrari skated to a stop a minor fire broke out among the auxiliaries alongside the gearbox, but it was quickly extinguished as the driver jumped out, both cars being out of the race. The leading group now comprised Ickx, back in front again, Fittipaldi, Amon and Hailwood in unchanged order, but as they passed the pits to start lap 19 the air-collector box on top of the engine of the Surtees flew up in the air and landed on the track. Poor Hailwood, who had been enjoying his fourth place, now found he was 300 r.p.m. down on maximum speed, and with less obstruction to the wind over the rear aerofoil it was producing more downthrust on the rear wheels than the car had been adjusted for, with the result that the balance of adhesion between front and rear was upset and the handling characteristics changed. While many drivers would have stopped at the pits to talk about the matter, or would have eased up and stopped trying, the ex-motorcycle "King" coped with the new situation and stayed with the leaders by changing his driving methods to suit the car.

Retirements seemed to be happening in all directions to the lesser lights, Schenken clipping the first *chicane* on lap 21 and bending the left-front suspension, and Reutemann walking back to the pits after abandoning his Brabham. His Brazilian team-mate, Wilson Fittipaldi abandoned his Brabham at the pits with a broken ball joint as a result of hitting a *chicane*, and on lap 23 Andretti shot into the pits with the right-front tyre flat on his Ferrari, and after a quick change of wheel he was back in the race again. The BRMs of Wisell and Ganley had been in and out of the pits, and Surtees had been in again, this time to retire as his fuel system was still starving and it was no fun having the engine cut-out in the middle of corners. By lap 26 the leaders were still in the same situation, but Hulme had taken to the escape route at the second *chicane* and Hill and Revson now had him in their sights, Hill driving an admirable race in sixth place, which he was enjoying enormously. On lap 29 the leading foursome were lapping some of the slower cars and Hailwood got separated from Amon for a moment, but it broke him out of the Matra's suction and with his engine being down on power through reduced breathing he could not regain his "tow" and rapidly dropped back. On the next lap, Ickx, Fittipaldi and Amon lapped Andretti's Ferrari, and next time round Ickx had *his* Ferrari well ahead of his two shadowers, but they soon caught him up again. Revson had been looking for a way past Hill's Brabham, and at the beginning of lap 33 he thought he had found it as they braked for the first *chicane*, but he was wrong and had to take to the escape road, making the McLaren team's score one-all. Although it dropped him back it did not lose him a place as Gethin, who was next along, was not very close. Beltoise was lapped in the new BRM, and then Andretti passed the Frenchman, to take ninth place.

At the end of 37 laps, with 18 still to run Fittipaldi began to show signs of "shaping up" to have a go at getting past the leading Ferrari, having been content up to this point with sitting close behind. At the same time Amon felt his brakes go funny, and lost a lot of ground, and next lap he drove slowly into the pits with smoke pouring from the right-front brake. He had used up all the pad lining and the metal to metal contact made everything red hot, the caliper had expanded and the flexible brake connection had come undone and the fluid had poured over the hot disc. The Matra mechanics tried to do something about it, but it was impossible and Amon's race was run, the French engineers wishing they had taken heed of the Ferodo representative's warning in practice. The next question was whether Fittipaldi could do anything about getting by Ickx, the Lotus and the Ferrari being very evenly matched. Just when it seemed that a deadlock had been reached the Ferrari engine went dead as it came out of the *Parabolica* curve and Ickx coasted towards the pits to finish lap 46 as Fittipaldi sailed by into the lead. Somewhere in the Ferraris complex wiring system there had been a short-circuit which killed the battery and put all the electrics out of action and with no current to the Dinoplex transistor ignition system that was that.

Fittipaldi could now ease right up and nurse his brakes for the remaining laps as Hailwood had dropped well back by now. Hulme was a steady third, Hill fourth, Revson fifth and Gethin sixth, the remainder having been lapped. With five laps to go Hill found his Brabham running out of brakes and had to rely on his gearbox to slow him down, so that Revson went by to follow his team-mate home, while Hill struggled round the final laps with his brake pedal down on the floor and producing very little retardation. One by one the thirteen cars left running crossed the finishing line, and it was hard to believe that the Italian Grand Prix at Monza had just finished. To anyone who has witnessed the wheel-to-wheel racing of past events at Monza, with finishes that had the spectators and blasé regulars like yours truly standing on their seats with excitement, to collapse in an exhausted heap afterwards, the 43rd Italian Grand Prix was a terrible let-down, and most people yawned, stretched themselves, and walked away wondering what those in control of the destinies of Grand Prix racing were doing to the Sport.—D. S. J.

Results :

43rd ITALIAN GRAND PRIX—Formula One—55 laps—Monza with "chicanes"—5.775 km. per lap—317.625 km.—Warm and Overcast

1st : E. Fittipaldi (Lotus 72D/R5) .. .. 1 hr. 29 min. 58.4 sec.—211.812 k.p.h.
2nd : M. Hailwood (Surtees TS9B/005) .. 1 hr. 30 min. 12.9 sec.
3rd : D. Hulme (McLaren M19C/1) .. 1 hr. 30 min. 22.2 sec.
4th : P. Revson (McLaren M19C/2) .. 1 hr. 30 min. 34.1 sec.
5th : G. Hill (Brabham BT37/1) .. .. 1 hr. 31 min. 04.0 sec.
6th : P. Gethin (BRM P160/05) .. .. 1 hr. 31 min. 20.3 sec.
7th : M. Andretti (Ferrari 312B2 No. 8) .. 1 lap behind
8th : J-P. Beltoise (BRM P180/02) .. .. 1 lap behind
9th : R. Peterson (March 721G/3) .. .. 1 lap behind
10th : M. Beuttler (March 721G/1) .. .. 1 lap behind
11th : H. Ganley (BRM P160/06) .. .. 3 laps behind
12th : R. Wisell (BRM P160/03) .. .. 4 laps behind
13th : N. Lauda (March 721G/4) .. .. 5 laps behind

Fastest Lap : J. Ickx (Ferrari 312B2 No. 5) on lap 44 in 1 min. 36.3 sec.—215.887 k.p.h.

Retirements : J. Stewart (Tyrrell 005) on lap 1, clutch failure; N. Galli (Tecno T/005) on lap 7, engine broke; F. Cevert (Tyrrell 002) on lap 14, engine broke; C. Reutemann (Brabham BT37/2) on lap 16, suspension; C. Pace (March 711/3) on lap 16, accident at second *chicane*; G. Regazzoni (Ferrari 312B No. 7) on lap 17, accident with Pace at second *chicane*; W. Fittipaldi (Brabham BT34/1) on lap 20 suspension; J. Surtees (Surtees TS14/01) on lap 20, fuel system; T. Schenken (Surtees TS9B/006) on lap 21, accident at first *chicane*; A. de Adamich (Surtees TS9B/004) on lap 34, final drive; C. Amon (Matra-Simca MS120D/07) on lap 38, brakes; J. Ickx (Ferrari 312B No. 5) on lap 46, electrics.

25 *starters* — 13 *finishers*.

Monza Mumblings

This victory by Emerson Fittipaldi in a black and gold John Player Special, that enthusiasts know as a Lotus 72, and remember Team Lotus as a British Racing Green team, clinched the 1972 Drivers World Championship for him. Won by reason of five Grand Prix victories this year, points or no points.

* * *

Things are seldom easy for the Lotus lads. Shortly before getting ready to go to the pits for the start the Lotus sprung a leak in a fuel bag and it had to be replaced with only minutes to spare.

* * *

Prize money was paid in Swiss francs, there being 22,000 for the winner, and 4,300 for the leader on laps 13, 26, 39 and 55. Not a lot of money compared with the recent Rothmans race that Fittipaldi won at Brands Hatch with the same car.

* * *

As darkness fell on the paddock two brand new and shiny Gilera 150 c.c. motorcycles zoomed off into the gloom, ridden by two ex-World Champion motorcyclists. It was Surtees and Hailwood returning to their hotel in Arcore, the home of Gilera, and the sight warmed the hearts of a great many Italians, for the ex-MV-Agusta riders are still remembered with great affection in Italy.

* * *

What a lot of people would like to know, including Ken Tyrrell himself, is what has gone wrong with the all-conquering Elf Team Tyrrell that we knew in 1971.

NOTES ON THE CARS AT MONZA

BEFORE THE EVENT it looked as though the Monza paddock was going to be full of interesting mechanical things but they did not materialise and instead it was full of interesting rumours and intrigues in shady corners. The new Ferrari 312B3 had been on test but was not considered to be ready for racing so it was never seen and the team used their well-proven B2 versions of the flat-12 cylinder cars from Maranello. Three cars were entered, in the trim they were used in Austria, except that now the fuel systems were behaving themselves, the vapour-locking suffered in Austria never having been precisely pin-pointed. The flat-12 Ferrari has a very complicated fuel system and discussing the subject with one of the McLaren team he volunteered the remark that he never did understand Ferraris ideas on fuel systems, and he didn't think Ferraris understood them either! Three identical cars were being run for Ickx (car number 5), Regazzoni (car number 7) and Andretti (car number 8), and a lot of people would have preferred to have seen Merzario in the third car. All three cars were using the narrow nose cowlings with fins, rather than the full-width nose cowlings. The new B3 Ferrari is designed around the existing engine/gearbox unit, with completely new chassis, suspension and bodywork, the construction conforming to the 1973 CSI specifications as regards width and fuel tank protection, while the bodywork incorporates some novel ideas on air-flow.

Another new car that was expected to appear was the Brabham powered by the Ford-Weslake V12 engine mentioned in last month's MOTOR SPORT. Designed by Ralph Bellamy this new Brabham follows



THE NEW Surtees TS14 Grand Prix car.

the general principles of the existing Brabhams and like the B3 Ferrari it had been out on private test, but was not yet race-worthy, so the Ecclestone team relied on their usual three Brabhams for the Italian meeting, for their team of drivers, Hill (BT37/1), Reutemann (BT37/2) and W. Fittipaldi (BT34/1). It was anticipated that Team Tyrrell would produce their second 1972 car for Cevert, but they did not get it finished, so the Frenchman had to be content with 002, having the choice of the old type of small air intake, or a new enormous one like Stewart used in Austria, and there was also a curious extractor mechanism that fitted over the oil radiators at the rear and deflected the air-flow into the exhaust stream. Stewart had 005, as raced in Austria, with outboard front brakes and large air intake for the engine, and he had 004 as a spare car.

The Politoys Special constructed by the Frank Williams team under the guidance of Len Bailey and demolished in the British Grand Prix under the guidance of Pescarolo, had been re-constructed under the guidance of Ron Tauranac. It got as far as pre-practice testing at Monza, only to run into trouble with its drive to the rear wheels, so it had to be put back into the van before practice began and the team relied on their two March cars, for Pescarolo (721/3), and Pace (711/3), the former car using a "unicorn" front aerofoil as used on the March cars last year.

Not all the hoped-for new cars failed to appear, for John Surtees had his latest model running, to be driven by himself, this being the TS14. The monocoque is entirely new in shape and construction and material, being made of a "sandwich" comprising an outer sheet of aluminium, a layer of compressed foam material and a layer of fibre-glass, the three materials being compressed into a solid, but light single layer. This "sandwich" forms the outer skin of the main part of the monocoque and alongside the cockpit, on each side there is the "deformable structure" demanded by the CSI regulations for 1973, protecting the fuel tanks. The flexible bag fuel tanks are in the main monocoque, on each side of the cockpit, introduced in through small detachable panels in the bulk-head behind the cockpit, so that should a tank leak there is no way the petrol can seep into the driving compartment. The regulation deform-able structure on each side brings the overall width almost out to the centre-lines of the wheels, and contain the water radiators, one on each side leaning steeply rear-wards. A long, deep duct on top of these side pieces feeds air to the radiators and it is expelled out the back. The rest of the side structures are foam-filled, and the structure itself is rigidly attached to the main monocoque, a full width square-tube frame forming the basis of the rear bulkhead to which the Cosworth V8 engine is attached. The oil tank is buried in the monocoque behind the driver's seat, as is the petrol collector tank, the respective filler orifices being in the small deck behind the driver's head. At the front a very smooth full-width nose cowling is used, completely devoid of openings and the air-flow over it is streamed over the front suspension and along each side of the windscreen and into the radiator ducts. At the moment the suspension and the layout of the back of the car around the gearbox and rear aerofoil follow the lines of the TS9B cars, but there are new ideas ready for next year, the present try-out being for the basic construction of the new car. The usual trio of Surtees drivers had their usual TS9B cars, de Adamich 004, Hailwood 005 and Schenken 006, content with proven products and letting the Boss do the experimental driving.

The BRM team re-introduced their 1972 car which never really got off the ground in the early part of the season. This was the P180, which made its debut at the Spanish Grand Prix, and in revised form it was "on test" at Brands Hatch during practice for the Rothman's 50,000 in August. The revision has involved detail work on weight distribution and air-flow, principally to the rear aero-foil, and sus-pension geometry changes in conjunction with the other variants, the basic overall design being unchanged. Team leader Beltoise had this

car (P180/02), while the other three members of the team had the usual cars raced this season, Gethin (P160/05), Ganley (P160/06) and Wisell (P160/03). The small Tecno firm, with its handful of workers, got two cars to the meeting, which was a very creditable effort, Bell driving T/002, which has been shared by him and Galli during the season, and Galli having a brand new one T/005, quite what happened to 003 and 004 was not clear! This new Tecno, with its flat-12 engine was almost identical to the earlier car, but having been made from scratch rather than undergoing lots of modifications, it was tidier in detail on such things as suspension members and the layout of the auxiliaries. Although Ron Tauranac has been used as consultant on chassis design the firm could really do with a resident chassis engineer, so that the Pederzani brothers can concentrate on engine development.

Neither March nor McLaren produced anything exciting for the paddock prowlers; the Bicester team had three cars, 721G/3 for Peterson, 721G/4 for Lauda and 721G/2 as a spare, after it had been hired to Purley for the Rothman's 50,000. However, Lauda's car was fitted with the twin front radiators and full-width nose cowling, and Peterson was using the normal side radiator layout and narrow nose cowling. Beuttler was racing 721G/1 as usual. The McLaren team had M19C/1 and M19C/2 for Hulme and Revson, respectively, with M19A/1 as a spare for Hulme, content with these straight-forward good-handling cars, even though they have a bit more frontal area and drag than some of their competitors.

As usual Amon was alone with Matra, the latest car, number MS120 D/07 having a super-powerful engine tuned to its highest limit for the high-speed Monza circuit, and the earlier car MS120C/04 was there as a spare. Team Lotus almost returned to their classic early days of Team Shambles, through no fault of their own, but such is their strength and morale this year that they over-rode all their obstacles with force. Italian law being rather complex and long-winded, there are still some problems hanging in the air dating back to the accident to Rindt in 1970, so it was deemed wise to make the official entry under the name of World Wide Racing, as was done last year, instead of Team Lotus or John Player, and to take the minimum of equipment into Italy. Consequently only one entry was made, for Fittipaldi, and only one car was sent, this being 72D/R7. In case of emergency 72D/R5 in a separate transporter was left in France, just before the Mont Blanc tunnel, so that if something irreparable happened in practice a quick swap could be made. Bowling along the Autostrada on the Tuesday before the meeting the transporter burst a front tyre, slewed off the road, struck a culvert which tipped it over, and skated to a rest on its side in a heap of wreckage. The mechanic who was driving was unhurt, but his passenger was injured, the transporter was badly smashed, 72D/R7 was damaged and all the tools, spares and equipment were in an unholy mess. While all this was being sorted out someone had to return to France and bring in 72D/R5 in its transporter, so that by the time official practice began it was remarkable that the team had recovered its composure. To add to their worries the news reached them that the Firestone Tyre Company were going to withdraw from racing in 1973.

Behind the garage doors a lot of people were looking for the Goodyear Tyre Company representative, while others were confident that the Firestone withdrawal story was a bit like Ferrari withdrawal stories. Among the cloak-and-dagger stuff that went on throughout the meeting was the news that Regazzoni was leaving Ferarri and joining BRM and Carlos Pace was leaving Frank Williams and joining Hailwood in the Surtees team for 1973, and Schenken was looking for work; before the event it had been announced that Peterson was leaving March and joining Fittipaldi in the Lotus Team, and suggestions over the weekend were that Amon might return to March and Beltoise might return to Matra and BRM were trying to "snitch" Hailwood away from Surtees. On the mechanical side Ferrari, Surtees and Brabham have revealed their 1973 cars, so the future looks bright, and the Lotus 72 is still the standard to aim for, especially when it is driven by Emerson Fittipaldi, though how it will react to the rather rough and ready driving technique of Peterson will be interesting to see. It could make him relax and develop smoothness like it did to Rindt.—D.S.J.

1972 MOTOR SHOW

THIS YEAR'S Motor Show will, no doubt, attract the usual crowds to Earls Court, either to do business or just gape at the latest machinery the world's automotive industry can provide. This year the Show is even to open on Sunday for the first time. But it will certainly be hard to pick a star of the show from the announcements, such as they are, for few manufacturers are gearing their new models for an Earls Court launch these days.

British Leyland, for instance, recently held their now annual Silverstone test day for journalists to try their latest offerings. They provided the complete range right up to 32-ton articulated Leyland lorries. MOTOR SPORT's Assistant Editor, finding little else of interest that he had not driven before, gave the big wagons a try and found it an enlightening and fascinating experience. Well done B.L. for giving us such an opportunity. To be fair there were some new models, like the Daimler Double-Six Vanden Plas, which is basically an XJ12, but is stretched by four inches to give more rear leg room. Fitted as standard are air-conditioning, Sundym glass and other luxurious fitments.

Amongst the other new additions to the range are one or two revised models which will be embargoed until just before the Show, but, expect a more powerful Austin Maxi and a slightly revised MG-B.

Ford, having introduced the Granada/Consul range earlier this year, have little new to show to the public. Somehow we missed out on a recent invitation to see their latest offerings but understand that there will be a new 2-litre Capri which is powered by the Pinto/Cortina unit, while the Capri 3-litre has also had some revisions.

Chrysler, likewise, have a comprehensive range these days and seem unlikely to have anything startling to offer. But the smaller British manufacturers have something new, including the latest Gilbern Invader, Lotus' five-speed gearbox models and both Panther (see colour section) and Clan will appear at the Show for the first time. The Jensen-Healey will no doubt attract quite a crowd.

The Ferraris, Maseratis and Lamborghinis always draw those gaping masses, while several of the other foreign manufacturers will also be drawing attention away from British exhibits.

Mercedes-Benz, for instance, are at present engaged in a big sales push at the lower end of the market. Their research has told them that the general public sees them as purveyors of motor cars to the managing director and no one else. Now they are hoping to win back some of the BMW/Jaguar market with the smaller and less expensive 250 model which is now powered by a 2.8-litre single-overhead camshaft engine. This retails at £3,275, while the smaller four-cylinder 220 is now £2,699.

BMW's sales in Britain have rocketed recently and should increase even further with the new 2-litre 520 models which will be available in the Spring. Meanwhile the big BMWs will take a lot of stopping even with Mercedes-Benz' new policy.

Alfa Romeo's two super new cars, the baby Alfasud and the rear-gearboxed Alfetta, are not generally available in this country yet but should capture more sales for the Italian firm, which already has an excellent, if limited, range. The Japanese move relentlessly forward here too and Mazda will be worth watching now the concessionaires have been reformed.

There will also be a range of revised Volvos with even more safety built in, Fiat's huge range will be on display, and Volkswagen continue to do well in Britain even if they lag in other territories. It will probably be many British Show visitors first chance to view the latest Renault 15s and 17s but those who have been to France this year will already have seen them.

If the crush gets too much, or you have seen all the cars, there is always hours of interest in the galleries where the component and accessory manufacturers gather in great abundance and where much of the Show's real business is done. MOTOR SPORT will have its stand in its usual ground floor situation with our range of publications (including the new Austin 7 book) on sale as well as exhibits of motor racing photographs by the staff. Drop in to renew your subscription, order a back number or simply to chat.



FOR THE YOUNGER executive.—The Mercedes-Benz 250 with 2.8-litre engine.

CONTINENTAL NOTES

Ferrari

AS SUSPECTED the various translations of Enzo Ferrari's speech last month were a bit wide of the mark when the headlines suggested he was going to withdraw his team from racing. What he really said was that he was going to cut *down* on his racing activity, which is not the same thing as cutting *out* his racing activities. For 1973 he has already announced his sports car team to comprise two of the all-conquering 3-litre flat 12-cylinder 312P cars, with Ickx, Redman, Pace and Merzario as the drivers in Europe, and Andretti replacing the last named in the American events. At the moment Peter Schetty, the successful team-manager of the 1972 season, is giving up his job, and no replacement has been named. The new Grand Prix Ferrari for 1973 was on test just before the Italian Grand Prix and will certainly be run next year with Ickx driving it, but whether more cars will be run is still a matter of conjecture. If more than one of the B3 models are raced then Andretti and Merzario will be the obvious choice of drivers, as Pace is signed up with Team Surtees for Formula One in 1973.

Motor racing is the whole purpose of life to Enzo Ferrari, and always has been, cars and in particular engines, have always been his great passion, which is probably why there has never been a particularly bad Ferrari engine, and why they always sound good. I cannot remember the number of times that spectators have remarked to me that a motor race does not seem complete without the sound of a Ferrari engine, even if it is not winning. After the flap it looks as though we are going to be alright for 1973.

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Sports Car Racing

For some reason which is best known to the CSI and to race organisers, the sports car racing calendar is very badly crowded into the first half of each year. This arrangement is not at all popular with the racing teams, but nothing is ever done about it, and after working and racing at ridicously high pressure until mid-summer, the scene suddenly goes very flat. With their season starting in January it means that any new cars must be ready long before winter comes, and at the moment it looks as though next year races might be a lot more interesting than most of those of this year. The 312P must surely be the car to beat and the standard at which to aim, while Matra showed on paper that they could match Ferrari, but never took up the challenge. It is hoped that next year will see Matra running in more races than just the 24-Hours of Le Mans, though at the moment they are still talking in terms of the one race. Alfa Romeo have finally got their flat-12 cylinder engine completed and running in a chassis on test, so this will presumably be racing next season, and the Gulf Research Mirage with its V12 cylinder Ford-Weslake engine will be ready, so the sports car scene shows every prospect of livening up next year. This year the Ecurie Bonnier Lola T280 with V8 Cosworth power showed itself to be very fast, especially when driven by Larrouse, but limited facilities and finance cramped the team's progress all season. The concept of the Lola-Cosworth V8 looked to be a good one for 1000 kilometre races, although Gulf Research were not convinced about the Cosworth V8 engine as a long-distance unit, for they work to very high standards and have been used to American Ford and German Porsche engineering and stamina qualities.

* * *

The Glory Book

Quite often in discussions about racing drivers and their abilities the outcome settles on what races they have won. It is the entries in the "Golden Book" of race results that people remember in years to come, especially if the driver concerned does not have a strong public image or a forceful PRO. Nobody has to look in the book for confirmation of the ability of Stirling Moss or Fangio, but they might need to in order to estimate the ability of Jean Behra or Castellotti. When I mention this mythical "Golden Book" some readers write and ask where they can get a copy, but of course it does not exist as one volume, it is the overall history of motor racing, the written-down results at the end of race reports in MOTOR SPORT and the other reporting magazines, the lists of past-winners in the programmes for individual events and so on. A driver might get very loud praise in a race report but it does not mean much if his name never appears at the head of a results list. It would be nice to think that a "master copy" of all race results was kept by the FIA in Paris, but that is a forlorn hope. Enthusiastic private readers probably have the best-kept records of motor racing history.

If you are not of the Roman Catholic faith, or you do not understand or accept that faith it is best that you stop reading now, while I write about The Glory Book, or "Albo della Gloria" to give it its Italian title. In Modena there lives a priest known to all as Don Sergio, and apart from practising the Catholic faith he is an avid motor-racing fan. I have known him for many years and he was in Modena in 1955 when Moss and I roared through the town in our winning Mercedes-Benz in the Mille Miglia. He was also spectating in 1956 and 1957 when we did not roar through Modena, having retired much earlier on. When Mike Spence won the Race of Champions in 1965 Don Sergio knew all about it and shortly afterwards I was in the Monza paddock with Spence when the little bespectacled priest came up chattering away enthusiastically about the "Corsa der Campione". Poor Spence did not speak a word of Italian and thought Don Sergio was trying to convert him to the Catholic faith, but fortunately, I was able to introduce them and explain what it was all about. A little while later the McLaren team were in Modena installing a V8 Serenissima engine into their early Formula One car when Don Sergio breezed into the workshop full of "oohs" and "ah's", for this project was all very secret at the time. After looking round the car and the engine he said, "Oh dear, I wish I had known about this, I could have bought some holy water with me and given this nice new Grand Prix car a blessing".

Whenever a racing driver is killed in action Don Sergio says prayers for him and for a long time has had a small Chapel in his Church in Modena for those who have lost their life in motor racing, whether they were Catholic or Atheist, for Don Sergio feels it his duty in life to look after them when they are gone. He has now inaugurated a large monument in Modena, some twenty feet high, as a perpetual memorial to all drivers who have been killed in motor racing and the "Albo della Gloria" has been published, containing over 450 names, starting with Emil Levassor, who crashed in 1896 and died the following year as a result of his injuries.

In some countries this Album of Glory and the memorial would be looked upon as something morbid or sensation seeking, but in Italy it is sincere. I have an elderly French friend, who was involved in motor racing in the mid-twenties, and still follows racing closely, who says "Je suis toujours triste quand j'attende le mort d'un coureur" and for me that is more sincere than English words can express.—D. S. J.

TUDOR WINDSCREEN WASHER

AS from October 1st, 1972, the law demands that all cars shall be fitted with windscreen washers, though it does not specify any standards, and cars with opening windscreens do not have to comply (*i.e.*, vintage-type cars). The letter of the law would probably allow you to get away with a carefully aimed "squeegee" bottle directed round the screen pillar by the driver, but a simple and effective way of avoiding falling foul of the law is to purchase a Tudor 351 kit, which costs £2, and which is easily fitted following the instructions on the box. One of these was fitted fairly satisfactorily to the Editorial 1949 Riley 2½-litre to keep it law-abiding, the only snags being involved with the Riley bonnet being too full on the cold side to accommodate the 2-pint plastic water container, so it had to be put on the exhaust side, which Tudor suggest you try and avoid. Also, the double-skinned bulkhead made it impossible to fit the jets in the most desirable place, so a compromise had to be made by fitting them to the bonnet lids. The hand-operated pump fitted neatly through the wooden instrument panel.

Electrically-operated kits are also available, as are a multitude of fittings and accessories, but we found the standard Tudor 351 was completely adequate. Tudor accessories are available at all normal retail shops, or from Tudor Accessories Ltd., PO Box 1, Hengoed, Glamorgan, CF8 7XD, South Wales.

Next season Brands Hatch will be running celebrity races at several meetings and will be acquiring a fleet of 20 new standard Ford saloons (type yet to be specified) for the purpose. On most occasions the race will conclude the days' events and the cars will be driven by the first and second finishers in each of the preceding races. On other occasions special celebrities—journalists, grand prix drivers, entrants—will also take part.

AROUND AND ABOUT

Tour of Britain is on

FOLLOWING our brief paragraph last month full details have now been announced of the Tour of Britain or, to give it the full title, Avon Motor Tour of Britain. Both Avon tyres and the Motor magazine are backing this event which is being organised by the BRSCC. The event is modelled on the lines of the Tour de France and will cover three days and 1,000 miles. Competitors will take part in a series of racing and speed events which will be designed to appeal to racing and rally driver alike.

The event will start from Avon's factory at Melksham in Wiltshire on July 6th after scrutineering there the previous day. Within minutes of the start there will be a speed test at Keevil Aerodrome and the route then runs to Llandow, Wales' only race circuit, and onto the famed Eppynt ranges. Friday's motoring will finish with a 100-mile run to the night stop in Birmingham. On Saturday competitors will travel to Oulton Park where the race will be an added attraction to the Clubmans meeting being held at the venue. Then it will be down to Silverstone for more races followed by a run eastwards to Snetterton where the racing will start at midnight. This will be the first time for 8 years that there has been night racing in Britain.

Competitors will then travel overnight to Brands Hatch for early morning tests before the start of the scheduled race meeting, and then the run will take the cars back via three more tests, probably including a hill climb to the finish at Bath which coincides with the Monarchy 1000 celebrations being held there.

For 1973 the event will be open solely to Group 1 cars, as raced regularly in Britain, and the entry, which will be limited to 80 cars, will be split into the four usual price categories. Standard road tyres are required but not necessarily Avons.

Each car will be crewed by two people but only the nominated no. 1 driver will drive the car on the tests. The number two driver will be able to drive on the road sections. The winner will receive £500, 2nd man £300 and 3rd £200.

F2 WIN FOR PETERSON

RONNIE PETERSON, who, it was announced last month, will be driving for John Player Team Lotus next season, scored a Formula Two win at Oulton Park on September 16th for the STP-March team. This was the fifth and final round of the John Player Formula Two Championship which was based on the results of the five British Formula Two events. Only inches behind Peterson at the finish was his Austrian team-mate Niki Lauda and, in so doing, Lauda clinched the Championship, which, we understood, John Player will not be supporting next year.

There were several surprises in this always closely fought race. Formula Atlantic Champion Vern Schuppan qualified his March on the front row and led the first lap, whereupon his engine cut dead. Former F3 driver James Hunt, driving a last year's March, challenged the two works cars for much of the race and this was a battle for the lead once Jody Scheckter's McLaren had retired from first place with broken transmission. In the closing stages Hunt even snatched the lead from Peterson, only to spin and eventually finish third ahead of Richard Scott's Brabham and Gerry Birrell's March.

The fastest lap and a new F2 record went jointly to the three leading Marches and John Watson's new works Chevron B20. Watson, after aslow start, was closing on the leaders when the Chevron struck engine trouble. John Surtees' retired on the start line and Graham Hill finished last of the ten finishers after losing several laps with fuel pressure problems.

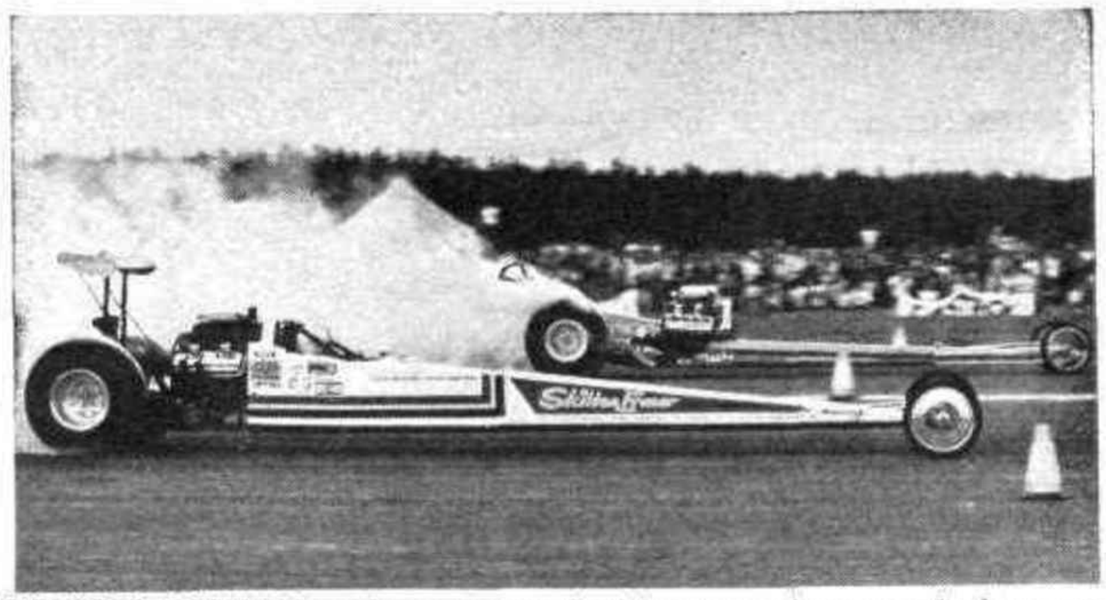
THE ABC RALLY (September 10th)

GIVEN but one car of a rare make you can scarcely form a club; two, and you are in business! The ABC Register is fairly thin in membership but not in enthusiasm, and as my first car was an ABC I decided I must attend their Hoar Cross Rally, near Burton-on-Trent, even though it meant driving into the English Midlands. The decision was easier because, after recently driving cars good, bad and indifferent, I had got the BMW 2500 back after its 12,000 service and it had brought us so quickly and comfortably from Thruxton to Radnor the previous evening that another 250 miles or thereabouts on the Sunday was good to anticipate.

David Hales had assembled two ABC scooters, one with the e-o-i engine, the other a "racer" with both valves upstairs, three transverse-twin ABC motorcycles, a couple of ABC cars, and static exhibits in the form of a one-lunger oil-cooled Bradshaw engine, my Scootamota engine, a Ridley flat-twin auxiliary engine as used in Sunderland flying boats, and sundry parts, plaques, photographs and literature relating to Granville Bradshaw's products. He had bought some of the last-named through a MOTOR SPORT advertisement, to discover that an instruction book for the Super Sports ABC he is rebuilding was by a quite remarkable co-incidence, issued originally for his car!

I was allowed to drive Bob Thomas' 1921 Standard two-seater during this its first foray away from the IoM, where it was so beautifully restored, and John Rand's 1921 Sports two-seater, once owned by Alan Cottam. When Rand told me his car has disc front brakes I said "I'm not buying that one" but it is true—he made them himself and they stop the car as if it were a 1972 model. The steering, too, is about the best of any car I have tried, very light, very smooth, and sensibly geared; these ABCs ride well, too. Rand's single carburetter car will go to 30 m.p.h. in third, double this flat-out, and it often tows a trailer when he moves his big collection of ABC motorcycles about. In the mood of the moment I would happily have driven this ABC home, in preference to the excellent BMW . . . . He is a remarkable man—who else could find a MAG-engined New Hudson three-wheeler in Herefordshire and, after rebuilding its derelict chassis, find another of these very rare vehicles, with a sound chassis but a duff engine? He has made his usual grand job of *this* rebuild, even to getting the Reg. No. of the New Hudson road-tested by the motorcycle Press in 1922 and driving it over the old test route.

So here I was, driving an ABC again, that two-cylinder air-cooled car which outwardly looked like a water-cooled four, and had the advantage over many of its competitors of a four-speed gearbox and a decently long wheelbase, apart from oddities like the "radiator" cap petrol filler, that unusual gear-change and an oil drip-feed on the dashboard. The central accelerator caused no anxiety, the clutch is smooth, and I remembered where first gear is on the curious vertical-gate change, but did not always allow sufficient movement as the lever slides upwards from second to third, hence some disgraceful noises! However, it was splendidly nostalgic, even if my own ABC (a red four-seater with two carburetters on a common induction pipe—and Hales was able to show me its original insurance policy!) only lasted three days, because we were too impatient to get its oil pump to work; the loss was bearable, as its pre-war price was £5.—W. B.



DRAG RACING has shown a very healthy expansion over the last year and excellent crowds have been attracted to Santa Pod, and the annual Blackbushe event. The first rear engined AA fueller to be built in Britain is Clive Skilton's Revolution 3 which recently thrilled crowds at the historic Brighton Speed Trials. It is powered by a blown 6.3-litre Chrysler V8 developing over 1,500 b.h.p. The chassis is made from chrome molybdenum steel tube produced by Accles & Pollock Ltd., who part sponsor this fantastic machine.

Pit Stops

● plans are already being made for 1973 Racing Car Show which will be held at Olympia from January 3rd-13th. Already 120 exhibitors have booked stands for this biennial event which becomes the mecca for racing car enthusiasts during every other winter. All enquiries to the Racing Car Show Joint Committee, 21 Grosvenor Place, London SW1X 7JF.

● A new 5-speed gearbox for competition work is now being manufactured by Jack Knight (Developments) Ltd. The unit has been made initially to suit Ford Escorts and Capris but can also be adapted for use on Vauxhall and Chrysler models. The price will be approx. £300—more details from Jack Knight at Woking 64326.

Olympia Rally

GENERAL CLASSIFICATION

1st	J-P. Nicolas/J. Todt (Alpine-Renault 1.8)	16,269
2nd	A. Kullång/D. Karlsson (Opel Ascona)	17,466
3rd	J. Ragnotti/J-P. Rouget (Opel Ascona)	17,974
4th	R. Hainbach/W. Bienbinger (BMW 2002 TII) ..	18,090
5th	G. Behret/W-P. Pitz (Porsche 911S)	18,288
6th	D. Mühleck/S. Zepfel (Porsche 911S)	18,315
7th	S. Osterberg/I-L. Edenring (Opel Ascona) ..	18,630
8th	H. Greder/C. Delferrier (Opel Ascona)	18,667
9th	L. Carlsson/E. Moreite (Opel Ascona)	18,686
10th	R. Zweibumer/G. Schonus (BMW 1602)	18,944

307 *starters* — 149 *finishers.*

AFTER THE two inter-continental rallies from London to Sydney and from London to Mexico it must have been a great temptation for the Germans, who were anxious to provide rally people with a contest held in conjunction with the Munich Olympic Games, to run something on similar lines, stretching from one side of the globe to the other. Fortunately, for themselves and for the contestants, they showed restraint and the rally which they did organise cannot be regarded as anything but a success even though it was contained within the borders of West Germany.

The groundwork for the Olympia Rally began a good two years ago, for Germany is by no means a country in which the paths of rally organisers are smooth. Indeed, they are so difficult that the country's enthusiasts are starved of top class events and it came as no surprise when the entry list of the Olympia Rally included all of 307 pairs of names.

The biggest obstacle to rallying in Germany is the country's highly localised system of government, and any route of reasonable length must be approved by officials of the various districts through which it passes. Each burgomeister, each police chief and each village constable probably have their own ideas on what is acceptable and what is not, so it is by no means a straightforward task to produce an event which is capable of satisfying all of them.

Although there was no direct link with the Olympic Games, the association was obvious and this certainly had its effect in persuading officials to co-operate. But games or no games, the rally had to be self-supporting and an enormous amount of money had to be found. Landowners had to be paid for the use of roads making up the sixty-seven special stages; rally officials had to be compensated for loss of earnings during the week of the event; every policeman and police vehicle had to be hired; and the foresters, ambulance men, timekeepers and all the others had to be paid for their services.

Compared with most other rallies, which run largely on voluntary labour, the cost of the Olympia Rally was enormous and could certainly not have been met without the help of the German motor industry. Each car manufacturer (with the exception of Porsche, surprisingly enough) made a substantial contribution and in return the organisers allowed them to "adopt" certain controls. Wolfsburg, Rüsselsheim and Munich were obviously the preserves of Volkswagen, Opel and BMW, whilst Mercedes-Benz looked after the special test at Hockenheim, Ford the test at Plattling speedway track, the Renault importers the start at Kiel, Sachs the control at Schweinfurt and various component manufacturers odd stages here and there. Bilstein, for instance, adopted the special stage over the mountain from which the company takes its name. It all added up to almost total involvement by Germany's motor industry.

Although the German car manufacturers were involved as sponsors in return for publicity, not all of them were actually involved with competing cars. BMW had a team, of course—they would have been silly not to have taken part in a rally finishing in the shadow of their own factory—Opel was represented by a three-car team from Sweden and Ford by two Escorts from Boreham. There were two works Alpine-Renaults and a team of Fiats from the factory in Poland. Other countries represented were Turkey, Norway, Denmark, Holland, Belgium, Spain, Italy, Austria and Luxembourg.

The event ran from Monday to Friday with just one night stop, the 3,500 kilometre route passing through 67 special stages, some on tarmac, some in forests, some at racing circuits (Nürburgring and Hockenheim) and some at oval speedway tracks. The route wasn't particularly twisty, and it was not at all easy for service crews to meet their cars at one point and get ahead of them for the next. This, combined with the multitude of surfaces involved, made matters complicated for the tyre companies. It was no easy event for anyone concerned.

On such a long event, both in distance and in time, it is difficult to keep track of competitors' performances, and with no experience of running regular events behind them the organisers, a consortium of both AVD and ADAC, found themselves overburdened. Indeed, the rally became a little top-heavy and throughout the event there was no clear picture of who the leaders were and by how much. But apart from this one failing, an important one of course, the organisation coped very well indeed; so well that there is talk of a serious attempt to organise the rally as an annual fixture.

Of the three works BMWs, Aaltonen's 3-litre coupé retired with a blown head gasket, Fall's 2002 TI with a broken differential pinion and Warmbold's 2002 TI with a burst radiator which followed an off-road excursion after a fine drive indeed. Both factory Escorts retired on the first day, Mikkola's when a drive-shaft came away complete with wheel and Glemser's when he rolled it. One of the three Swedish Asconas dropped out with a burst radiator, but the other two went on to finish, that of Anders Kullång in second place despite the lack of racing tyres for the tarmac stages. Darniche, after holding the lead for much of the early part of the rally, put his Alpine upside down into a ditch, but his team-mates Jean-Pierre Nicolas and Jean Todt went on to win the event handsomely.

There was enormous spectator interest throughout the event, much of it obviously (since it appeared to be organised rather than spontaneous) occasioned by the prize being put up for the town or village showing the greatest interest, offering the greatest co-operation and having the best atmosphere before and during the event. The prize was a completely equipped children's playground and it was won by the town of Burghausen in Bavaria. The public interest taken in the event has caused optimism in German rallying circles that it can be run again next year, but it remains to be seen whether like enthusiasm can be stirred up without the dangling of the playground carrot.

Mention must be made of a young German driver called Walter Röhrl who took part in a Ford Capri RS 2600. Without much experience behind him he drove surprisingly well in a car which was far less suited to the event than those being used by professional drivers. For a considerable time he was in second place, a broken engine causing his retirement during the last evening. With such new talent cropping up —and there isn't a shortage of it if you know where to look—established works drivers had better start taking a long, hard look at their finishing records.

Total Rally

When one thinks of sport in the continent of Africa the event which springs immediately to mind is the East African Safari, a rally which came to prominence simply because of its reputation as a car-breaker and, in later years, because it was apparently impossible until 1972 for overseas drivers to beat the locals. It is an extremely expensive event for any team, not only because of its distance from the car manufacturing centres of the world, but because it demands weeks, almost months, of careful reconnaissance and the mounting of complicated service arrangements.

Nearer the bottom of the globe, and in the same continent, there is an event which compares very favourably indeed with the Safari and is far, far less expensive. The Total Rally of South Africa is just as tough, just as physically demanding and just as hard on motor cars as the Safari, but it has most of its meat on closed-road special stages, whereas the Safari takes place entirely on public roads with no official closure orders. What is more, the Pretoria Motor Club guards its route well, and the whole lot remains a close secret until the time of the start. There are no tedious weeks of practice and no opportunity for manufacturers to arrange fuel dumps, tyre stockpiles, and land/air support in advance.

Sandwiched between the Olympia Rally and the Austrian Alpine, the Total Rally attracted only a handful of European crews, and just one from the USA, but it was a local driver who won, driving a Datsun 1600 SSS with 1.8-litre engine. The event had many rough edges which, if it seeks World Championship status, will have to be rubbed off, but its style and character were such that its inclusion as a World Championship qualifier would be an asset to that series. Rallies are becoming costlier and costlier, and an event which bans practising must surely figure prominently in any short list. The RAC Rally is the most popular event in the world at the moment, and its no-practice rule is one of the major reasons for its popularity. If the Pretoria Motor Club thinks seriously about going for championship status we can think of no reason why, after an observed 1973 event to make sure that the bugs are ironed out, why anyone should oppose them. Of course, manufacturers who

are not confident of their cars' ability to get around a rally route without major repair work are not likely to be keen on the idea.

South Africa is at a greater distance from Europe than Nairobi, but in view of the unpredictability of shipping arrivals at Mombasa it must surely be easier to send cars by sea to Cape Town than to the Kenyan port, and certainly cheaper than air-freighting them to Nairobi. At the moment the Total Rally is below championship standard, but only due to a collection of minor shortcomings which could doubtless be put right without much trouble.

Austrian Alpine Rally

GENERAL CLASSIFICATION

1st	H. Lindberg/H. Eisendle (Fiat 124 Spider, Group 4) ..	15,425.0
2nd	G. Janger/H. Gottlieb (VW 1302 S, Group 2)	15,905.5
3rd	P. Eklund/B. Reinicke (Saab V4, Group 2)	16,337.5
4th	H. Grünsteidl/G. Hopf (VW 1302 S, Group 2)	16,520.7
5th	E. Haberl/J. Fritz (Porsche 911 S, Group 4)	16,914.7
6th	G. Blomqvist/J. Kalnay (Opel Ascona, Group 2) ..	17,025.4
7th	V. Dietmayer/O. Schurek (BMW 2002 TI, Group 1) ..	20,083.4
8th	W. Löffelmann/P. Wjzner (Alfa Romeo GS, Group 1) ..	22,557.9

58 *starters* — 8 *finishers.*

Following the Olympia Rally by less than three weeks was the sixth qualifier of the 1972 International Rally Championship for Makes, the Austrian Alpine Rally. Considering the tremendous support for rallying in neighbouring Germany, the most surprising thing about the Austrian event was that it attracted just 58 starters among whom was not one German private entrant. Between other neighbouring countries there is quite a flow of rally traffic and it did seem rather strange that the rally-starved Germans took so little interest in an event so close to their border.

Last year's Alpenfahrt was a model of efficiency. So smoothly did it run that in one year all the wafting smoke of previous disorganised events was blown away. The slickness was repeated this year, the Austrians realising full well what a surprising number of other organisers fail to appreciate; that the whole basis of a well controlled rally is an efficient network of communications linking special stages and controls to rally headquarters.

All too often nowadays rally organisations crumble under the strain of getting information from controls and stages in remote country to results rooms at rally headquarters. The Austrians solved this in the best possible way by enlisting the help of the army who provided radio-teleprinter trucks at each special stage. The outcome was an instant results service which was as near foolproof as any could be. What is more, rally headquarters were equipped with closed-circuit television and in the public rooms pictures were being shown direct from the special stages.

Although entries for the Alpenfahrt were low, the factory interest was not. There were works teams from BMW, Lancia, Fiat and Saab, and a team of Volkswagens from VW-Porsche-Austria. Every team possessed winning potential, and the lead passed from BMW to Lancia and finally to Fiat, the Italian company scoring the second win of the year in a major event. The winning crew was Hakan Lindberg/Helmut Eisendle, the pair who won the Acropolis Rally in May.

The event was not without its little difficulties; firstly the roadbook was far from satisfactory, and even professionals who had practised were finding themselves in doubt as to which road to take. Among the private entrants there must have been considerable scratching of heads. Secondly, some of the stages were inclined to be rough, though it was



Rough, smooth, wet, dry; the winning Fiat 124 Spider was reliable in all conditions and kept going whilst its opponents fell out.



When the works opposition from BMW and Lancia disappeared the Austrian Volkswagens came into prominence and this one driven by Janger/Gottlieb finished second.

noticeable that the complainants were mainly those with not-so-rugged cars at their disposal. The main defect, however, lay in the average speeds set for open road sections. This was generally too high, not because they were impossible but because drivers feel that any antagonisation of other road users or of the authorities tends to bring the sport into disrepute and to create difficulties for the future. The real, hard competition should be confined to the special stages, and any high road averages (designed to prevent major servicing) confined to the night time. All these points will be rectified for next year, when the event is likely to be a qualifier in the World Rally Championship for Constructors.

The fortunes of the factories were not the best, and of the eight finishers only two were actually works-entered. All three BMWs retired, Warmbold after rolling when, as on the Olympia Rally, he was leading. The other two succumbed mechanically, like the three Lancias. One of the two Saabs lost a wheel and was actually driven at considerable speed back to the crew's hotel on just three wheels, saying much for the car's stability and aerodynamics and the skill of driver Stig Blomqvist.

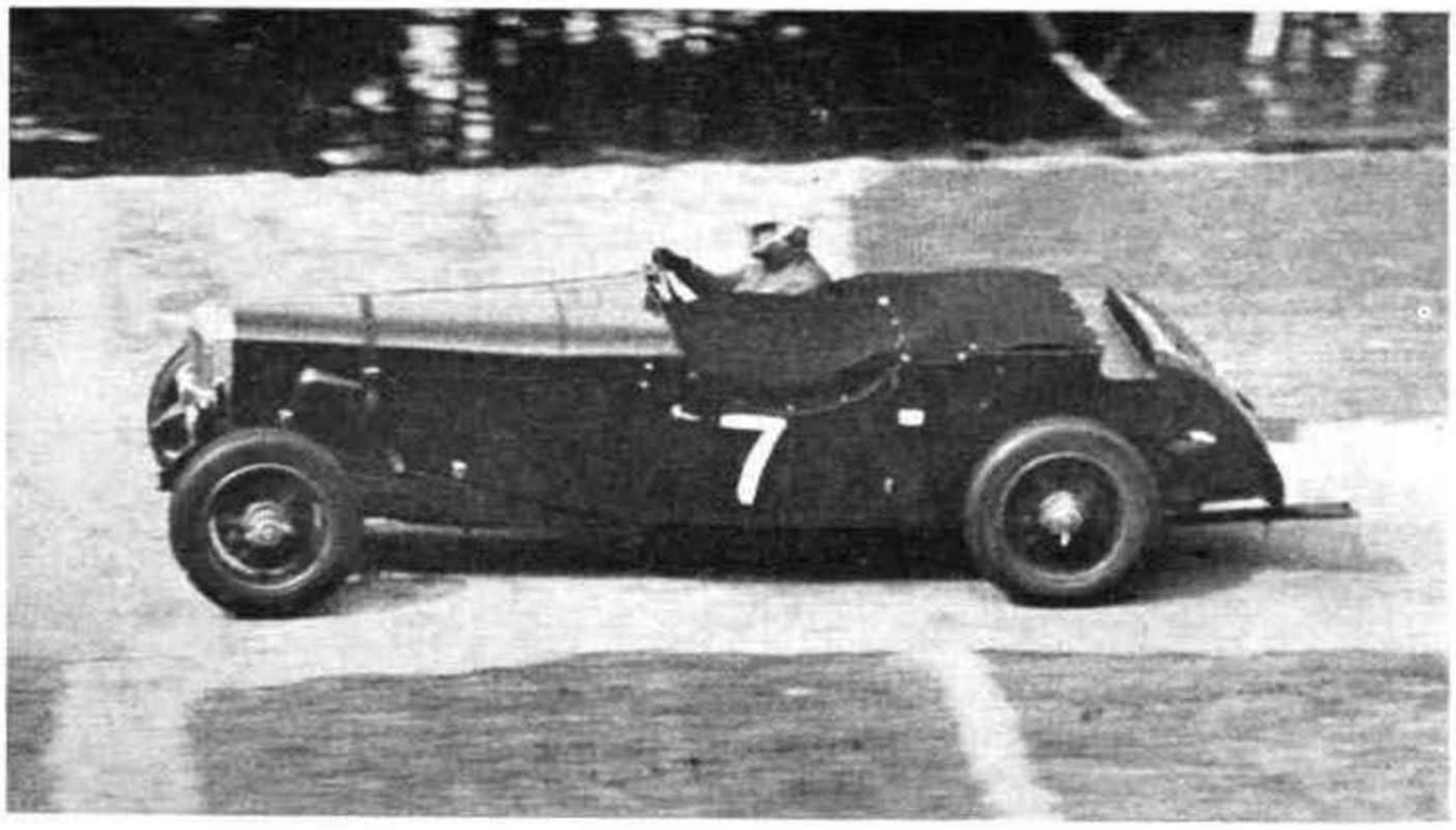
It's true that Lindberg's Fiat 124 Spider only moved into the lead after Warmbold (BMW) and Lampinen (Lancia) had retired, but mechanical reliability is as much of the game as driver skill, and it would be completely wrong to dilute the success of the Fiat team with theories as to what might have happened had the opponents' differentials, oil filters, connecting rods and distributors not broken.

The second outright victory brings Fiat up to third place in the championship after six events. Presently leading is Lancia, also with two wins, the two Italian makes being separated by Porsche, the German factory having gained most of its points as the result of good places achieved by private entrants. Three events are left in the series, the Sanremo Rally, the Press-on-Regardless Rally and the RAC Rally. Present positions are shown in the accompanying table.—G.P.

	Monte-Carlo	Sweden	East Africa	Morocco	Greece	Austria	Total
Lancia	20	12		20	15		67
Porsche	15	15	15			8	53
Fiat	3				20	20	43
Saab		20				12	32
Ford	8		20				28
Datsun	12		8		6		26
BMW		6			12	4	22
Opel	2	10			2	6	20
Citroën				15			15
Volkswagen						15	15
Peugeot			4	8			12
Renault				10			10
Alpine	4				3		7
Alfa Romeo						3	3

Chatting with Charles Follett

The Editor interviews a well-known Motoring Personality



BIG STUFF.—Charles Follett driving the 2.7-litre Alvis Speed -20 at Brooklands. It eventually lapped at over 108 m.p.h.

BEFORE AND AFTER the war Charles Follett was one of the great figures in motoring, both in Trade circles and in racing where he was an official and a competitor. The other day I tracked him down, a non-stop 74, who farms in Wiltshire in his retirement, and talked with him about how it all began.

During the early 1920s Follett had built up a lucrative business in the better used cars, which he would search out all over the country and dispose of to dealers in the Great Portland Street area of London. He developed this to a fine art, to a situation where his cars were bought by one firm at an agreed price, with no stipulations, because they knew Follett would sell them good vehicles which they could dispose of at a useful profit to satisfied customers. Around the latter part of what we now call the vintage years these used-car partners with whom Follett was doing business on this agreeable basis rang him up and asked him to have breakfast with them. He went along to see what was afoot and was told they had bought a showroom in Berkeley Street from where the Lancia Concessionaire-ship operated and wanted him to run it for them. At first Follett was disinterested, because he enjoyed travelling far afield looking for suitable vehicles to sell them and had no wish to be tied to working in London. However, he knew these used-car dealers would never be able to run a new-car agency on their own and the next day he agreed to do the job for them, on his own terms.

Follett thought the current Lancia Lambda "looked hellish", and he decided that as he was to sell them, he had better do something about it. So he went to the Albany Carriage Co. and persuaded their Mr. Button to make him Weymann bodies of improved appearance. With more rounded lines than the detachable-top Lambda had ever possessed and revised dashboards, etc. the advanced Italian product began to appeal to British tastes. Unfortunately Lancia's were lumbered at the time with Sixth Series cars which they could not sell and were therefore reluctant to supply Follett with the Seventh Series chassis which was the only Lambda to which special bodywork could be fitted.

This constituted a deadlock and while he was pondering this difficulty Follett went to the current Olympia Show where the dealers met their many friends, and was told that Alvis Ltd. were in financial trouble and that their Distributors, Henlys Ltd. were unwilling to pay their Show expenses, so that the SMM & T might withdraw the allocated stand space. Follett was persuaded to meet Tommy John and discuss Alvis cars with him. Now it so happened that after severing his connection with the Berkeley Street showroom and Lancia business, Charles Follett had a special drop-head coupé body put on a Speed Six Bentley chassis for Capt. Eric Smith, then of Thom. Cooks and destined to go on the board of Rolls Royce Ltd. and important banking concerns, etc. At the time no-one, in Charles' opinion, knew how to build a decent body; they would point to the enforced low fulcrum-point of the hood-irons as an excuse for an untidy hood. He took his problem to Maythorn's and told them to build the body with the hood down and, after he had approved the lines, it would then be their problem to erect it. This strategy worked and Capt. Smith was very pleased with the car. Some time after this Follett's bank manager asked him to call. He was disinterested but as a personal favour eventually agreed to a meeting, at which he was told that a very sizeable sum of money was to be made anonymously available to him, to run a motor business. He disliked this kind of approach but elicted from the Manager that the Bank was behind the intention. When the Alvis problem was presented to him he remembered this financial offer and rang his accountant at 2 a.m., telling the unfortunate man to get dressed, as they were about to leave in Follett's 36/220 Mercedes-Benz for Coventry, planning to arrive at 8 a.m.

The outcome was that Follett bought the showrooms at 18, Berkeley Street and took on the London Distributorship for Alvis. He recalls the first 14/75 with blue body and yellow wheels that he took away. Forming the Company of Charles Follett Ltd. he found Alvis cars reasonably easy to sell, but considered their body lines terrible. He had stormy meetings with a very stubborn T. G. John and a difficult Smith-Clark whom he had to fight about improving the lines and putting a bigger engine into the Alvis. But he took cars as they were finished buying 100 in a batch. In a couple of months there was a new Speed-20 for him to try but John didn't enjoy all their hustle! This was the time when the specialised coachbuilding trade was in a sorry plight and Vanden Plas were desperate. Follett went to their Mr. Fox and told him to prepare to make money. He told him he was going to make the best-looking dh coupé and open tourer bodies yet, and at £195 each instead of the customary £600 to £800. If they would do that, Follett explained he would order 100 right away. Young Fish of Vanden Plas went to work with cardboard and black paint and designed bodies round Follett's big frame and soon splendid spray-gun drawings had been made of light bodies with thin pillars and Follett's favourite one-piece front wings. He considered that wings "were so expensive they made or broke a car," and soon his special Alvis bodies were being widely copied.

He tells the story of how he drew £895 from his bank in nice clean new £1 and 10s. notes, went to Coventry, and told John he wanted his board-room and to be left alone in it until he rang. This did not go down at all well but Charles had a forceful manner and his request was granted. He arranged the notes all round the table, then summonsed in the Alvis top-brass. "That" he told them "is what a customer has to lay out on one of your cars. Isn't it important that you offer them everything they want, and of good quality?". Having made his point by these spectacular methods, Follett proceeded to point out that leg room, headroom and plenty of luggage space must be provided, and production costs not allowed to interfere. The car had got to be worth its price.

Things progressed well. Smith-Clark was a very capable engineer, responsible for the impeccable Alvis all-syncromesh gearbox and the leaf-spring i.f.s. of the later Speed-20. The latter gave initial bothers with wheel tramp, cured by fitting harmonic front bumpers, but Follett regarded Alvis quality as very high, although they might not take quite as much trouble as Rolls-Royce. The 4.3 Alvis could have been their best line, given a little more development, but Follett considers the bigger-engined Speed-20 to have been the best model. Of earlier Alvis cars, he regarded the 12/60 highly but says it was tied up with so many patents that development was restricted. The Silver Eagle was the modernised version, good but heavy, and the later Speed-25 engine was very good. Dunn, says Follett, was an extremely fine engineer, responsible for the Alvis military vehicles.

Reverting to the body situation, eventually Follett got Vanden Plas onto flow production, but then the wood mills suffered and they wouldn't

wear his idea of a common mill supplying all the specialist coachbuilders, to keep them in continued production. "But I even got Thrupp & Maberly to build bodies for £200 each", Follett told me . . .

For publicity purposes he decided to race Alvis cars in those races which were for cars similar to those in his showroom. If customers then wanted the extra performance, it could be provided. He had had long experience of the Sport, having been an official at Brooklands in the Parry Thomas days and was on the Council of the go-ahead Junior Car Club, etc. Now he saw a way of being elected to membership of the exclusive BRDC; but it was to cost a fortune before he qualified! He had workshops at Hammersmith, and here R. F. Oats did miracles on the cars Follett proposed to race, aided by Zéré. Their first venture was with a 1,496 c.c. 12/50 Alvis. The Alvis works insisted on preparing it and it was intended for the JCC "Double-Twelve", with Lord Settrington (now the Duke of Richmond & Gordon) sharing it with Follett. But when they saw the ungainly body, so high that Settrington could not see out of it, the project was abandoned. But for the 1933 Brooklands season Follett ran this 12/50 with the body shortened by Oats, a narrow red racing two-seater with cowled radiator. This Alvis won its first race at the 1934 August Brooklands Meeting, driven by W. E. Humphries, a Junior Long Handicap at 87.2 m.p.h. At the Easter Meeting of 1935 Oats drove it into second place in the Junior Short Handicap, almost tying with a Frazer Nash, and Follett drove it himself at the August Meeting, coming in second to Harry Bowler's 3-litre Bentley and only a fifth of a second between them, although the bigger car had had three seconds' start. Follett often used to go down to Brooklands late in the day to practise, paying the half-crown fee for the Track to be kept open. Oats tuned the engine of the 12/50, using a c.r. of 8 to 1 and alcohol fuel.

At the 1935 Autumn BARC Meeting Follett ran a green 2.7-litre Type SC Alvis Speed-20 with full touring body, which won the October Long Handicap from Baker's Graham-Paige, lapping at 104.63 m.p.h. It was this car which, when Bradley was asking selected drivers to tell him the location of the notorious Brooklands bumps, caused Follett to look him straight in the eye and say "Percy, *what* bumps?", because, for its day, the i.f.s. gave a very good ride. It was then raced on some occasions with its front bumper in place, perhaps to damp the i.f.s. oscillations. This big Alvis secured a second place at the Easter 1936 races, and later in the season gained a third place, its best lap being at 108.57 m.p.h. In order to beat its handicap, the 1½-litre Alvis was given a light-alloy flywheel made from a billet of Y-Y metal which someone had recommended. Follett recalls that it burst soon after he left the start! He has a big lump of the stuff, which entered the cockpit, to this day. . . . This 12/50, however, had lapped Brooklands at 96.71 m.p.h. in 1933 and was driven on that occasion by the Hon. Brian Lewis.

It was perhaps inevitable that in the end a rift should occur with Alvis Ltd. They were very single-minded and when Follett won the Torquay Rally with a Speed-20 saloon of his own conception, against the works cars, he was not much loved. So he turned his attention to other makes. He quite liked the Railton and took on the agency. His black 1935 Light Sports Railton became a very famous car indeed. As first used in competition it went well, Oats having hastily revised the exhaust pattern, and later, with a special head, it was one of the most versatile cars ever. Its achievements have been well documented elsewhere; suffice it to say that it was equally useful in the Brighton Speed-Trials, at Shelsley Walsh, at Donington and on all the Brooklands circuits. It gave Follett the Shelsley Walsh sports-car record, fastest time at Brighton and it just failed to do a *standing* lap at Brooklands at 100 m.p.h. At the 1938 Dunlop Jubilee Meeting it clocked 98.43 m.p.h. for the first lap of the Outer Circuit Handicap and did its two flying laps at 111.17 m.p.h., to finish third. Later it lapped in a BRDC race at 112.7 m.p.h. Follett had great hopes of this accelerative car in the LCC Three Hour Sports Car Race but its weak gearbox selectors broke up, leaving him mainly with only top gear, and as it soon lost its brakes, the position was hopeless, although the Railton finished in 7th place. This fast Railton was so light on tyres that it would do two seasons on one set, and it was run on pump Discol. It was the sort of car in which its driver could leave the West End, detained by work, about 1 p.m. and arrive about an hour later just as the Brighton Speed Trials were starting, driving straight through the Paddock to the line. It was an exciting car round Brooklands, where you had to know all the tricks, driving straight at the Vickers Sheds, for instance, so that the air pockets would bounce you off, and where the wind was always very dodgy to contend with. Railtons sold well in saloon form, and might have done even better had Noel Macklin been less pessimistic.

Follett also took up the Lea-Francis, being on the Company's Board for a time, when the model with the two-camshaft Riley-like

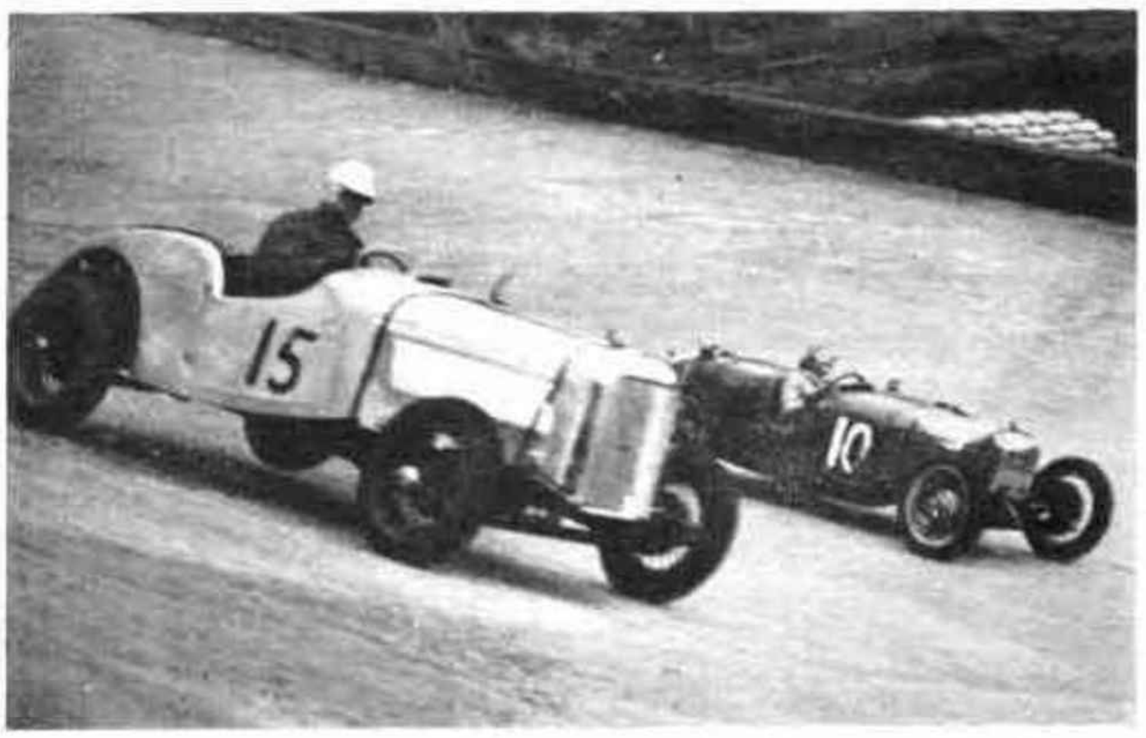


SUCCESSFUL ALL-ROUNDER.—The black Light Sports Railton which provided Mr. Follett with an excellent universal competition car. It is seen lapping Brooklands at more than 111 m.p.h. during the 1938 Dunlop Jubilee Meeting. It could do a standing-start lap at almost 100 m.p.h. and it broke the Shelsley Walsh sports-car record.

engine was in production. He entered a silver 1½-litre at the Track in 1938, without success, although he lapped at just over 93 m.p.h. He recalls that, like Alvis, Lea-Francis were difficult about bodywork. He pressed them for a roomy 2/4-seater coupé with room for all the usual impedimenta, including grandma, the kids and the dogs. But no one at Lea-Francis apparently had a grandmother . . . Union troubles, body problems and no money killed that project.

Lord Avebury had come along with the American-base Lammas-Graham with its centrifugal supercharger. The latter ran at stupendous speeds and was in line with the occupants' necks if it should disintegrate but, asking Oats' advice, Follett decided to take it up. They ran a long-duration test at the Track, engine speed having to be kept down in deference to a difficult oil pump, although Avebury let the bumps send the revs up, with disastrous results. The unusual blower allowed power to build up after lift-off, like a turbine, but the car wasn't too bad and one or two saloons were sold, and on Brooklands in 1936 this 3½-litre car lapped at 96½ m.p.h.

After the war Follett realised that to get into the Bentley market, in competition with Jack Barclay Ltd., at the time of the steel-bodied Mk. IV he must devise a special body. So he persuaded Maythorn's to make him a sportsman's coupé with stowage for fishing rods, guns, etc. and sold six of them. Much of the fun vanished with the demise of the coachbuilder's art and one-off cars for individual clients and when a take-over bid ensued Charles Follett got out. Today he farms and breeds pedigree cattle and his wife breeds pedigree dogs. He motors in a much-liked, regularly serviced Daimler Sovereign and speaks with high praise of the economy and reliability of the Ford Cortina 1600 estate-car he uses as a hack. His son now manages the Company, at the same premises in Berkeley Street, the emphasis being on Jensen cars.—W. B.



RARE RACER.—Charles Follett passes a Brooklands-model Riley Nine on the Brooklands banking in the centrifugally supercharged Lammas-Graham.

ROAD IMPRESSIONS OF:—

THE M.G. MIDGET Mk. III

and

THE VAUXHALL FIRENZA SPORT SL



The compact 2.3-litre twin-carburetter Vauxhall Firenza SSL is Luton's latest offering to the sporting driver.

I LET A colleague collect the new Jensen-Healey sports-car and write the test report on it last month because it had to be gathered in from West Bromwich, which meant travelling there by train, and as a motoring writer I have an objection to this form of transport. But curiosity decreed that I drive the car, and having agreed to return it to its makers, how was I to get home to remote Wales? It was Ivor Greening, obliging Press Officer at British Leyland's Austin/Morris Division, who came to the rescue. I had asked if I could sample the newest MG Midget and when he promptly agreed and as promptly said it would be delivered to our offices in London, I countered by saying I would collect it from Longbridge.

So it came about that Jensen's well-known delivery driver wafted me across to the great Austin plant on the outskirts of Birmingham, a place which seems to me the true home of the enormous BL empire and where I once used to go for the release of so many then new BMC models, the revolutionary Mini included—there was even one visit, just after the war, when I went to collect a road test A40 in my own car, a 1934 Austin 7, and the chap on the gate directed me to the *museum*, believing that anyone in such an old Austin must be delivering it thereto!

Anyway, that is how I came to be driving away from Birmingham in an MG Midget III, with its safer minor controls on the facia but otherwise the same little Midget we have known for many years. Hood high to an Alvis 12/50 (really, as you would know if you saw it parked behind Tom Rolt's duck's-back at Prescott), this is a *small* sports-car, but it rides very well, remembering the ever-present problem of making a light, fast car hold the road, although I concede that somewhat stiff half-elliptic back springs make it weave a bit on rough surfaces. But it hangs on well round fast bends, helped in the case of the test car by Michelin "X" tyres, and if the 1,275-c.c. engine is rather noisy and there is some whine from the gearbox, how can you complain, for this is a no-nonsense sports-car and these intrusions merely enhance the pre-war tradition of such cars? The gear change itself is good, if you overlook a baulky first-gear, the driver's seat was unexpectedly comfortable, and as the miles went by at mostly an indicated 65-70 m.p.h., I grew to enjoy the MG more and more. The hood clips securely to the screen rail and does not drum but its poppers make it difficult to erect or stow in a hurry—you tend, therefore, to drive the Midget in open guise only if the weather is "set fair". In absolutely torrential rain of cloud-burst proportions the hood kept all the dirty weather out, which was more than could be said in the case of the more expensive Jensen-Healey, and it scarcely restricts rearward vision, as the rear-quarters have transparent panels.

I suppose many readers will think it folly to invest in such a car when you can enjoy more scientific handling from a Mini. But if you are young enough not to be encumbered with the clobber older people accumulate and seem to want to carry in their cars, if there are just two of you and you want fun, the MG Midget provides it. There is not room for much luggage in the lockable boot and the angled shelf behind the seats is for baggage, not a third human. Accept that, and the Midget somehow seems a more eager car to drive, to handle more tautly than a saloon and its disc front brakes made it safe to drive quickly, nor did it seem as vulnerable in heavy traffic on account of its diminutive size as I had expected.

In sober fact this MG is flat out at a bit more than 90 m.p.h. and the 0-60 acceleration time isn't scintillating, being in the order of 14½ seconds. But that there was something essentially likeable about this unpretentious miniature two-seater, BL's toy fun-car, was emphasised by the difficulty I had in keeping the Production Manager's and my assistant's hands off it, although normally they are, respectively, Alfa Romeo 2000 GTV and Reliant Scimitar mounted . . . Certainly this friendly little MG served us well, and gave me an economical 36.7 m.p.g. of 4-star petrol in fast main-road driving. The only fly in the proverbial ointment is that it now requires as much as £1,103 to acquire one. A.R.M. says of the car:—

For some years I have turned my nose up at the MG Midget—mainly because it can boast of no technical ingenuity whatsoever, the engine is frankly outdated by a decade and the performance leaves it struggling to keep up with a number of saloons. When I have seen young men driving about in shiny new M.G. Midgets I have thought "what stick in the muds they must be". For the same money they could have built themselves something like a Ginetta G15, rear-engined, overhead camshaft, performance with economy and superb handling. So, once in a while, the choke comes away in your hand but to my mind the 1970s idea of a sports car is something in which you lie back in the cockpit, with finger tip steering, lightning brakes and some stylistic flair. Definitely not a solid old Midget which has hardly changed in ten years.

Having said all that I must say that I enjoyed driving the Midget far more than I ever expected. British Leyland have had a fair bit of experience at building the machines and they have certainly got them as right as they will ever be. For a start the car is now very much more comfortable than in the early days. However, the door catches on the inside are still extremely nasty and are ideal for breaking your finger nails on but otherwise the fixtures and fittings give no cause for complaint. I had the hood up and down a couple of times and found that on erecting the weather protection a quick application of the right foot in the appropriate place speeded up the proceedings!

The performance was very much better than I had remembered. That A series engine in 1,275 c.c. form may be old fashioned but it still does the job extremely well, if a little harshly. The gearbox proved an absolute delight to use being extremely quick apart from the lack of synchromesh on first, while the brakes stop the car well. Considering its lack of sophistication the suspension works effectively, the low centre of gravity obviously helping.

My re-acquaintance with the Midget allowed me to see this little car in a new light. I still would advise any young man who wants a small sports car and has some spirit and adventure left in him to look at the machines produced by the smaller manufacturers but there is no doubt that the Midget will provide reliable, sporty, open air motoring.—A.R.M.

If the interior décor of the Ford Granada struck me as vulgar, the entire car which the enthusiastic Derek Goatman of Vauxhall Motors suggested I should try left me almost speechless. It was a Firenza SSL

and, overlooking the fact that when Mercedes-Benz dubbed one of their cars an SS(K)L the letters stood for "Super Sports Kurt Leicht", whereas those on this Vauxhall stand for "Sports Super Luxury"; this is a coupé with oddly changing curves at the rear, a bonnet with a raised vee-stiffener reminiscent of an ancient Wyvern-bearing Cresta, dividing pronounced air-inlets, an uninspired boot like that of an old Viva, a triple light green/orange stripe along the olive-green body flanks, plastic pudding basins over its Carello spotlamps, and some very unfortunate, to my way of thinking, ideas within. For instance, the ginger upholstery is matched by a ginger plastic facia, the warning lights take the form of half-a-dozen mediocre labels, one above the other, in the centre of the dash, for High Beam, Left/Right, Ignition, Oil Pressure, Brake and Rear Demist, and the needles of the seven instruments are bright orange in hue!

However, they say that appearances are but skin deep, and this frenzied-looking Firenza Sport SL with a twin-carburetter 2.3-litre overhead-camshaft engine in a car weighing less than a ton unladen, has an impressive performance without much need, once out of built-up areas, to come off the 3.45 to 1 top gear. This does not altogether excuse a rather unpleasantly shaped gear lever knob controlling a somewhat slicy, long-movement gear change, which, however, cannot otherwise be unduly criticised. Reverse is guarded by a Rover-like lift-up catch. The cast-iron slant-four power unit could no doubt be made to give better than the 110 (net) b.h.p. it now develops at a sober 5,200 r.p.m. on a car of 8.5 to 1. It will run unharmed up to 6,200 r.p.m. but does not need to be taken beyond 5,000 r.p.m. for effective acceleration, 0-60 m.p.h., for instance, in 10.8 seconds, so this 8 ft. 1 in.-wheelbase coupé Firenza conforms well to the big-engine-in-modest-weight-car formula.

The ride is certainly not outstanding, road-clinging hardly the equal of that of a Ford Mexico, which is a more taut, smoother fun-car, although Vauxhall have had the good sense to endow their SSL with those admirable Goodyear G800 Grand Prix 70 tyres for effective wet-road control. The Firenza has reclining front seats in the two-door body, which I found of only average comfort, and the plastic upholstery sweaty. This Vauxhall is noisy in several respects too, including zizz from the gear lever. But for all that its notable top-gear acceleration is pleasant and if pushed to the limit of engine speed it will go to 87 m.p.h. in third cog, with a maximum speed of around the ton.

The vivid needles of the instruments at all events made them singularly easy to read, especially as all the dials are before the driver-speedometer, tachometer, clock, oil, fuel, heat and ammeter gauges However, this commendable aspect is off-set by little switches for wipers, main and auxiliary lamps set down on the central console. They function nicely as the left hand drops to them but at night their illuminated presence reflects in the windscreen and the positioning is fumbly, while the press-knob for screen-washing is remote on the facia. The three-spoke steering wheel is pleasantly small and leather-gaitered but the pedals are badly positioned above the floor for fast driving, and the take-off can be sudden. There is plenty of cubby-shelf stowage and a lockable cubby hole (the barrel of which was apt to plug up), a hand-throttle-cum-choke knob, cigarette lighter, knobs on the steering column casing for hazard warning and to permit the ignition-key to be withdrawn from the steering lock, and a simple rh stalk controls turn-flashers, lamps dipping and flashing and the horn. Items such as a vanity mirror and anti-dazzle central rear-view mirror are omitted but external mirrors on each side of the car made for excellent daylight driving vision rearwards. The boot is large and the rear compartment not too congested. The steering is free from lost motion, being of rack-and-pinion pattern, and at 3½-turns lock-to-lock it controls the car promptly, but is heavy for parking and not otherwise outstanding. Cornered with enthusiasm there is considerable understeer which will eventually change to rear-end breakaway but roll is well restrained. The coil sprung well-located back axle behaves well, however, and in normal driving there is satisfactory and fairly neutral cornering.

Pricewise, this Firenza Sport will be compared to Ford Mexico, Hillman Hunter GLS, Fiat 124St and similar cars and will show up best on acceleration, particularly in top gear, in which it pulls away from 1,700 r.p.m. But its engine capacity is such that it can also be grouped with cars like the Ford Capri 2000GTXL and the more sporting Opels.

In lining the Vauxhall up with the confusing range of German GM coupés, the Opels have a decided advantage, for although the Firenza out-performs the Rekord II, which I also regard as an undistinguished car, it cannot compete with the GT version, which the SSL should do. This is a pity, because in saloon-car racing the Vauxhall has been doing well and it is time the catalogue versions were provided with a higher boiler pressure. The Firenza coupé has smart Rostyle 5J wheels but



Still a sports-car—the long-lined MG Midget in cleaned up 1,275c.c. Mk. III form

these look too small for the wheel arches on the 13 in. tyres; the wheel nuts are uncovered, in the manner which has suddenly become fashionable without much comment, although this move, presumably a money-saver for the manufacturers, is an interesting throw-back to vintage days. The heating and ventilatory arrangements of the Firenza coupé are good, with powerful fresh-air vents on the facia extremities (how do they contrive to get around the Ford "Aeroflow" patents?) and the test-car had a Vauxhall radio and a Triplex Hot-Line back window. It gave 28.0 m.p.g. of 4-star and the sump dip-stick, which is detrimental to clean cuffs, showed no oil to be needed in 1,000 miles. The 12-gallon tank is closed with Vauxhall's jaunty but flush fitting filler cap. I decided to take a second opinion in my diagnosis of the sporting 2.3-litre, £1,313.45 Vauxhall, so A.R.M.'s comments follow:—

I was particularly keen to try the 2.3-litre Firenza SSL on two counts. The first one was that I went to the original launch of the Firenza and agreed with everyone over the fine lunch, that was provided up in Oxfordshire, that Vauxhall's new sporting model was a true competitor to some of Ford's high-performance saloons. The problem was that I meant what I said but some of the others didn't and when their road tests came out they decried the car. This in itself is unusual for so often one hears a journalist spouting off about a car, "it broke down twice when I had it and let in water", and when the road test is published everything is sweetness and light. That aside, the other reason I was keen to try the SSL was as a result of Group 1 racing, for it seems that the 2.3-litre version is the first real product of that. Perhaps Vauxhall would have introduced it anyway—I don't know—but certainly it was speeded up to help the competition cause.

The £800-£1,100 category in Group 1 racing has been the closest fought of the four classes. It started off with the Firenza in 2-litre form being very closely matched with the Avenger GT. In fact Gerry Marshall, supporting the Luton cause, had many exciting and close battles with Bernard Unett driving the Mopar-entered car from Ryton. Both enjoyed a degree of works backing. Then the Ford Escort Mexico was homologated for Group 1 and that put the cat amongst the pigeons and Ford started to clean up this class as well. But General Motors did not take this lying down and were able to homologate the 2.3-litre version. Now Gerry Marshall is back on terms and beating the Escort Mexicos again and several other Firenza SSLs in the hands of Marshall's Dealer Team Vauxhall team-mate, and former mechanic, Gerry Johnstone, Tim Stock and lady racing driver Jenny Dell have all featured in the results.

I agree entirely with W.B. about the interior—it is most unpleasant—but not about the handling. Taken to the ultimate limit I would suggest that this Vauxhall would corner as well, if not better, than the Escort Mexico. Furthermore it has many more creature comforts than the Ford.

When I had an opportunity to open the car up I found that it had a misfire at high revs which restricted the top speed quite considerably. On song the SSL would obviously top 100 m.p.h. quite easily. In the lower range the car revs freely and is particularly fast off the mark, much to the chagrin of those alongside who thought the car was just a Viva!

This latest sporty Vauxhall works out some £90 more expensive than the Mexico but it is still a worthwhile alternative for someone looking for that kind of motor car. But be careful about ordering the trim!

VSCC Thruxton Final

Llewellyn—MOTOR SPORT Champion

THE 1972 "MOTOR SPORT" Brooklands Memorial Trophy Contest was decided at this final VSCC race meeting of 1972. David Llewellyn was in an unassailable position beforehand and to show it was no fluke gained further points, ending with the record score of 103. Calvin Gunn (MG) had been in second position with 44 points but did not score again, and as Randel Stewart, who started with 34 points, won a further 13, he moved up ahead of Gunn. Then, in the last race of the day, Bernard Kain finished third, which increased his score to tie with Stewart's, so the money prizes for 2nd and 3rd places were added together and the total divided, no third place being declared. Mrs. Winifred Boddy presented the Trophy and £75 first prize to Llewellyn, whose Bentley has a 1930 8-litre engine enlarged to 8.3-litres by the expedient of removing the cylinder liners, in a 1926 3-litre chassis. It breathes through SU carburetters, burning any cheap petrol, is lubricated with Mobiloil Delvac, and its owner puts in Lodge plugs "when I can get them". The front wheels were shod with 6.00 x 18, the back ones with 7.00 x 19 Dunlop racing tyres, and the axle ratio is 3.0 to 1. R. M. de Stewart's Bentley has a 1922 3-litre chassis in which he has installed a 1928 4½-litre engine, the car having an aluminium body with a tail rather like that of a beetle-back Alvis. It is not fussy over fuel or plugs but is run on Duckhams oil and had RS5s on its back wheels, Avon Turbospeeds on the front. Kains' well-known Type 35B Bugatti had the 15:54 axle in conjunction with 670-16 RS5 rear tyres on non-Bugatti wheels and ran on Newton's Methanol, Newton-R oil and Champion plugs.

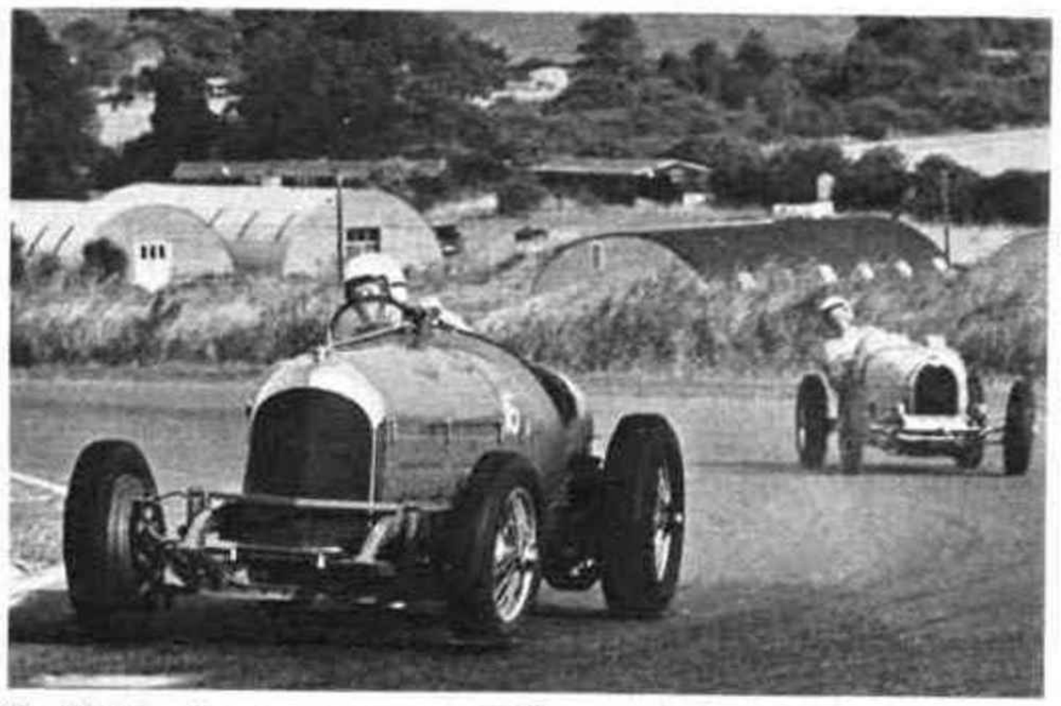
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Racing opened in cold but dry weather with a 4-lap handicap which had seventeen Austin 7 entries in honour of the Jubilee of these cars; there was also a special car park for them, as there was for Hispano-Suizas, of which three turned up—something to do with so many babies the VSCC thought there had better be some storks around! Fittingly, Cooper's replica 1923 racing Austin, sounding very crisp and going faster surely than the cars it is a copy of, came through to win, from Mrs. Golder's Riley Lynx and Mrs. Cherrett's blown 1½-litre Alfa Romeo. Cooper took both Light Car and Austin 7 Awards. An interesting runner was Gillham's 1928 Austin with alloy head, coil ignition engine and Taylor fabric two-seater body.

Mike Eyre's Ulster Austin looked for a time like winning the 6-lap Melville & Geoghegan Trophies Race but Llewellyn polished him off in the stupendously fast Bentley. Stewart's Bentley followed the bigger car over the line. In the next 4-lap handicap C. A. Mann had an easy win in the ex-Mudd Monza Alfa Romeo which Chiron drove in the 1934 Mille Miglia, Blight taking second place in Talbot BGH 23. Morley had undertaken to drive Llewellyn's 24-litre Bentley Napier which he did with great spirit and considerable bravery, coming up to pass Blight on the inside at the close of the first lap, before lifting off for Allard Corner with a crackle from the exhaust stubs. The engine now hits on all twelve, causing the big car to snake on getaway, while the handling is by no means sorted out. The Lion was taken up to 2,400 r.p.m., with something in hand, and as the axle ratio is 2.4 to 1 and the back tyres were 9.50 x 20s, those readers who can do sums or have slide rules can form a good idea of the terminal velocity, because Morley could surely only have looked at the tachometer on the straights . . . I believe the Napier-Railton developed maximum power at about 2,200 r.p.m., so Morley was well wound up. Mann, however, lapped faster, at 77.25 m.p.h.

After the pleasure of seeing an aero-engined car placed in a VSCC race we had the smaller stuff contesting the 8-lap Spero & Voiturette Trophies Race. G. V. Coles, in that very nice J4 MG which has won the Spero three times, looked all set to do so again but after three laps he stopped at the chicane enveloped in smoke, a rocker-box gasket being said to have developed a leak. This let Fletcher-Jones' Lagonda Rapier into the lead but with a couple of laps to go he was overtaken by Farquhar's Dixon Riley and Barbet's Riley. However, Barbet failed to complete another lap, so the pointed-tail Rapier took second place and third place was occupied by Tieche's J4 MG, some way behind. On handicap Mrs. Drake's Amilcar was first, Cooper's Austin second, Smith's Riley third.

The 10-lapper for Historic Racing Cars suffered from non-runners. Only eleven got away, Hanuman badly. Corner was absent on business and Lindsay had failed to aviate in. The race was still worth watching, because a fine ding-dong developed between Wilks' Lotus and Cottam's Connaught. The latter led laps 4 and 5, otherwise it was Wilks' race, with Cottam closing the gap at the end, to lose by about three lengths. Keeping station behind were Moffatt's ERA and Bergel's Maserati, pre-war car leading the bigger post-war job, to give Hamish the Pre-War Award; he lapped at 83.48 m.p.h. to Wilks' best of 88.53 m.p.h. Up to this point there had been a good deal of mayhem, Giles poking a rod out of the AC/GN, Stirling having clutch failure in the Frazer Nash "Patience" and Moores (Austin) stopping when water ran down his legs.



David Llewellyn won two races at Thruxton in the 8.3 litre Bentley and another race in his 24-litre Bentley Napier, a splendid finale for this driver at the close of the VSCC racing season.

The handicappers made Tomlin work for his win in the following 4-lap handicap, as he had to make fastest lap to do it, Still's Frazer Nash taking second place, ahead of Cann's 2-litre Aston Martin. The John Holland 8-lap race for Vintage Racing Cars was perhaps a foregone conclusion, especially as Llewellyn had removed his Bentley's mudguards! He won most impressively, being 3.29 m.p.h. faster than in his previous race. Kain, who had put new valve guides in his engine for the occasion, managed second place in this scratch event, the Bugatti emitting ominous puffs of smoke, and Morley again got the Bentley-Napier home in third position. It was a race with a flavour of Brooklands, Le Mans and the 1922 and 1928 TTs, and with a bit of fun as the Straker-Squire, the TT Sunbeam and Delage 11 contested the Half-Century Prize, which the Delage had no difficulty in claiming.

That left two more handicaps, in the first of which for Coventry-built cars, Barbet's Riley, recovered from its Spero mishap, won from Smith's Riley and the blown Lea-Francis of Elliott-Pyle, which was going very well. The last race went to Llewellyn, who now drove the Bentley-Napier himself and disposed of Mann's Alfa Romeo from the same mark, a grand victory, at an average fractionally quicker than his 8.3-litre Bentley had managed when road-equipped, although Mann was credited with a faster lap. From further back Kain came through to third place, Blight being fourth. Thus ended the VSCC Thruxton era, as next year they move to Llandow.—W. B.

Results :

Melville & Geoghegan Trophies Race :
1st : D. W. Llewellyn (Bentley) .. .. 76.27 m.p.h.
2nd: R. M. de Stewart (Bentley).
3rd : M. Eyre (Austin).

Spero & Voiturette Trophies Race :
1st : A. N. Farquhar (Riley) .. .. 72.79 m.p.h.
2nd: D. F. Fletcher-Jones (Lagonda).
3rd : C. E. Tieche (MG).

Historic Racing Cars Scratch Race :
1st : W. E. Wilks (Lotus) .. .. 84.75 m.p.h.
2nd: A. S. Cottam (Connaught).
3rd : H. F. Moffatt (ERA).

ohn Holland Vintage Racing Cars Scratch Race :
1st : D. W. Llewellyn (Bentley) .. .. 79.56 m.p.h.
2nd: B. B. D. Kain (Bugatti).
3rd : F. P. Morley (Bentley-Napier).

First 4-lap Handicap : P. M. Cooper (Austin) .. .. .. 63.56 m.p.h.
Second 4-lap Handicap : C. A. Mann (Alfa Romeo) .. .. 75.22 m.p.h.
Third 4-lap Handicap : M. D. Tomlin (Lagonda) .. .. 67.66 m.p.h.
Fourth 4-lap Handicap : D. G. Barbet (Riley) .. .. .. 71.05 m.p.h.
Fifth 4-lap Handicap : D. W. Llewellyn (Bentley-Napier) .. 77.04 m.p.h.

1972 MOTOR SPORT Brooklands Memorial Trophy Contest :
1st : D. W. Llewellyn (1926/30 8.3-litre Bentley), 103 points: Trophy and £75.
2nd: Tie between R. M. de Stewart (1922/28 4½-litre Bentley) and B. B. D. Kain (1929 s/c 2.3-litre Type 35B Bugatti), 47 points each: £37.50 each.

RACING USA

News of USAC & SCCA events



JOE LEONARD leads a group of USAC cars during the recent Ontario 500. Leonard, who drives a Parnelli, looks assured of the USAC Championship for the second year running.

THE PAST few weeks have seen a good deal of action in three of the United States major motor racing championships. In USAC racing the third of the three big 500s was run at Ontario and Roger McCluskey scored a surprise win in his last year's McLaren when the favourites all dropped out. In the Can-Am series the L. & M. Porsche of George Follmer seems to have the advantage over the works McLarens, which are now proving unreliable, and in the Formula 5000 Continental Championship American Brett Lunger has scored two straight wins and could just snatch the title from New Zealand's Grahame McRae.

USAC

After Joe Leonard's three straight victories for the Vel's Parnelli team wins including the big Pocono 500, the attention turned to that mammoth stadium at Ontario near Los Angeles in California. This was the final round of the big three and one of the richest races of the season.

Some of the practice speeds were fantastic and the fastest ever recorded in the history of USAC racing. Pole position was taken by Jerry Grant in his works Eagle-Offy at an average speed of 199.6 m.p.h. and the front row was completed by the two works McLarens of Peter Revson and Gordon Johncock. But on the eighth row of the grid, having qualified later on, and, in European terms, "out of session", was Bobby Unser's Eagle-Offy. He turned an incredible time of 2 min. 58.77 for the three laps of the 2½-mile Ontario track and that is an average speed of 201.374 m.p.h.

The race itself was something of a disappointment with a halt at one stage for rain, a resultant squabble over who lay where, and several yellow caution lights when rabbits ran on the course! In the Ontario 500 cars have to make at least four compulsory pit stops, so the lead changes regularly. However, the consistent leader for much of the distance was the works McLaren driver Gordon Johncock. But with only 31 laps to go and a long lead he had a tyre burst and he crashed into the wall damaging the car badly. Pole man Grant retired during the warm-up laps with engine trouble, Al Unser with his Parnelli stopped in the opening laps with a broken throttle and early leader, A. J. Foyt, didn't get far either due to transmission problems. Mario Andretti's engine blew on lap 52 and Bobby Unser was out with a similar problem before half distance. Peter Revson lost his oil pressure and was also eliminated before half distance. Thus most of the top names were eliminated although Leonard was still going well and his fifth place looked good enough to ensure him of the USAC Championship for the second year running. But in the closing stages a piston broke and he was out of the race.

Coming out of all this after a steady drive in his last year's McLaren was veteran Roger McCluskey and, in so doing, he scored his first ever major USAC victory. Second a lap behind was Rookie of the Year Mike Hiss who was deputising for the injured Mark Donohue in the Penske McLaren. Billy Vukovich finished third in his Eagle.

Can-Am

In last month's issue we left the Can-Am with Denny Hulme in his Gulf McLaren and George Follmer in the turbo-charged Porsche 917/10 of the Roger Penske team more or less level with two wins each. Round 5 was at the Road America track in Wisconsin and here Follmer rubbed home his advantage by winning with a lap to spare and both the works McLaren of Revson and Hulme retired. Because of a heavy schedule Follmer missed most of practice and started from half-way down the grid.

So Hulme accelerated off pole position and immediately started to pull out a lead on Francois Cevert, driving one of last year's McLarens sponsored by Mrs. Irene Young. But Follmer was charging through the field and, by lap ten, he was second and closing on Hulme who was experiencing some brake problems, while Revson had dropped back with clutch and brake problems having started from the back of the grid. Two laps later Hulme's magneto failed and he was out of the race. Follmer went on to complete the 50 laps with never a problem and is now firmly at the top of the championship table. Cevert finished second but the other European drivers, David Hobbs in the works Lola and Jackie Oliver with the Shadow, both failed to finish. Peter Gregg took third place in his non-turbo-charged Porsche ahead of Frenchman Jean-Pierre Jarier, who drove an excellent race in the old NART ex-Amon Ferrari 712P.

The big question now is whether Team McLaren can catch up lost ground. The Penske Porsche effort is gathering momentum and, for the final four races, Mark Donohue will be back in action so that the team will run two cars.

Continental

In the American Formula 5000 Championship the young 26-year-old Californian driver Brett Lunger has been making the headlines in recent weeks. Lunger is the man who commutes across the Atlantic to take part in European Formula Two races with a March. He says this form of competition has helped him tremendously with the more powerful cars although, as yet, his best F2 position was a fourth at Mantorp Park in Sweden.

After starting the season well with the Hogan Racing, Haggar Slacks sponsored Lola T300 Lunger hit a patch of mechanical failures. But everything came right at Road Atlanta in late August, the sixth of the eight race series. Brian Redman's Chevron won the first heat with Lunger second but the decision was reversed in the second heat, which was prematurely halted by a downpour. Lunger came out the winner from Redman and Skip Barber's March.

The penultimate round of the series was at the little 1.5 mile track at Lime Rock in Connecticut and, this time, Lunger won both the heats. In the first, the Lola of John Gunn led and then spun off on the oily track giving Lunger victory and, in the second, it was the same story although this time it was Redman who spun off when leading. So Lunger added another 20 points to his score and as championship leader Graham McRae only managed one point out of both meetings. Lunger now has a slim chance of overhauling him. But to do so he must win with McRae out of the first eight. Second at Lime Rock was Brian Redman's Chevron and third was Sam Posey's Surtees which was pictured last month.

LETTER FROM EUROPE

[By means of which the Continental Correspondent, while he is motoring abroad, keeps in touch with the Editor.]

Dear W.B.,

It was just as well that my Letter from Europe was squeezed out of last month's issue of MOTOR SPORT, because I seemed to spend more time in England than in Europe during the latter part of August and early September. Apart from having to return for the Rothman's 50,000 race at Brands Hatch it was also an excuse to borrow a 750 c.c. Norton Commando motorcycle from my old two-wheeler chum Bob Manns, at Norton-Villiers at the very moment when the summer appeared in the form of warm sunshine, which was very welcome after one of the worst trips in my memory across Europe from Austria. The whole of the central and north-western part of Germany was awash and after 15 minutes on the Frankfurt-Cologne Autobahn I gave up and took to the bye-ways. Traffic congestion was at its height in mid-August and the solid stream of traffic was splashing along at 60-70 m.p.h., nose-to-tail in zero visibility without a hope-in-hell of stopping or changing direction. That is my idea of suicide, so I turned off the Autobahn and found country roads just as wet but I was able to cruise at 60-65 m.p.h. in the torrential rain on my own, which I prefer. Earlier, on the way to Austria, the weather had been superb but the Autobahns were chock-a-block with holiday traffic and heavy transport and down in South East Germany I found my cruising speed was restricted to under 60 m.p.h. at times because of the congestion. Traffic on the other side of the Autobahn was just as heavy and in one morning I passed three minor "prangs", but such is the morbid curiosity of other road users that a five mile blockage was building up while those at the front crept round the wreckage ogling at it and looking for blood. It was clearly only a matter of time before we had one on our side of the Autobahn, so coupled with the under-60 m.p.h. procession I took to the bye-ways and found some super empty roads where I could cruise at 80 m.p.h. This sort of deviation is not simple, for first you must have a car with good suspension and ride, or your teeth will fall out, and it is not recommended for Fords or Hillmans or Minis, and your car must be strong or the doors will rattle and the shock-absorbers will fall off. Next you must either have an excellent map or navigator, or an instinctive sense of direction, and fortunately I have developed the latter over the years, and thirdly you must not mind "getting mislaid" occasionally.

On the return trip to England, when I turned off the suicidal rain-soaked Autobahn, I cut directly across the Eifel mountains, not far from the Nurburgring and the clouds were right down on the road, necessitating the use of headlamps. During the run to Belgium I got mixed up with a local rally that was starting, and I did not envy them their motoring when darkness fell, for conditions must have been impossible, as they were bad enough at 3 o'clock in the afternoon. These terrible conditions continued across Belgium next day, almost to within sight of the English Channel, when blue skies and sunshine appeared and I felt sorry for all the British holiday-makers crossing the Channel; they were going the wrong way.

I mentioned earlier that I borrowed a Norton Commando to avoid the August Bank Holiday traffic, and I was delighted to see that Graham Hill has got himself a 750 c.c. Norton. He is most impressed with the performance and handling, though he finds a lot of vibration unless the engine is buzzing at around 5,000 r.p.m. He took one of his children for a ride on the pillion, and she was not wearing shoes, and complained that the footrests "were tickling her feet"! From 4,500 r.p.m. the Commando really gets up and goes and 100 m.p.h. comes up in around 14 seconds with no real effort. What I like about the Norton is that everything about it is right; all its qualities are good, some are terrific, but none is poor. I have tried most of the other "Superbikes" as they are called in the motorcycle world and they all have a major drawback, which detracts from their really excellent points. The BMW has a dreary gearbox, the Honda is too big, the BSA-Triumph too heavy, the Kawasaki too thirsty, and so on. Talking to Graham Hill about his Norton Commando I happened to ask why he chose a Norton. He looked at me very sternly and said "I couldn't be seen on a Japanese bike, could I?"—Good on you, mate.

Before leaving the Norton subject, one of the questions that I was continually asked by the motoring fraternity was how big it was, and when I said 750 c.c., the response was invariably surprise that motor-



". . . Graham Hill has got one . . ."

cycles had engines that big. I had to smile, especially when the "nouveau motorcyclist" talked about Superbikes, for in my shed I have two fairly ordinary English motorbikes of a bye-gone era, and they are both of 1,000 c.c. One is a V-twin 998 c.c. Vincent, and the other is a 4 cylinder Ariel Square-4. While bowling along at "around 70 m.p.h." on the Norton Commando I was conscious of another motorcycle closing up on me in the mirror and by its silouhette it was too purposeful to be a "bogyman". I throttled back slightly and a Vincent "Black Prince" came alongside and wuffled gently by, the rider giving me a look that was a mixture of satisfaction, pity and tolerance, as he lolloped along with power to spare. He probably knew, like I do, that there is a fellow with a fully-equipped road-going Vincent of 1950/51 that has yet to be seriously beaten over the standing ¼-mile acceleration test by any of today's Superbikes.

Talking of acceleration, while I was back in England I went to see the drag-racing at Blackbushe Aerodrome, in order to keep a sense of proportion on power, acceleration and courage and bravery. Watching Dennis Priddle cover the standing start ¼-mile in 6.95 seconds, with a terminal speed of 211 m.p.h. made me rise up on my toes and mutter "— me!" just as it did in 1965 when the Americans showed us 8 seconds and 201 m.p.h. A supercharged, nitro-burning, 8-litre Chrysler V8 on full power is a shattering sight and sound, especially from close quarters.

At the other end of the scale I spent a very pleasant weekend in Sussex in a 1928 Amilcar, whose acceleration is negligible and whose speed is only just discernible. In company with a dozen or more similar small French sporting cars we had a most enjoyable time, it being the annual rally of the Amilcar/Salmson clubs. Many members and cars came over from France to make a gathering of some 85 people, the climax being a splendid dinner party in the great dining hall of Goodwood House, home of the Duke of Richmond and Gordon, a setting the equal of any similar gathering in France.

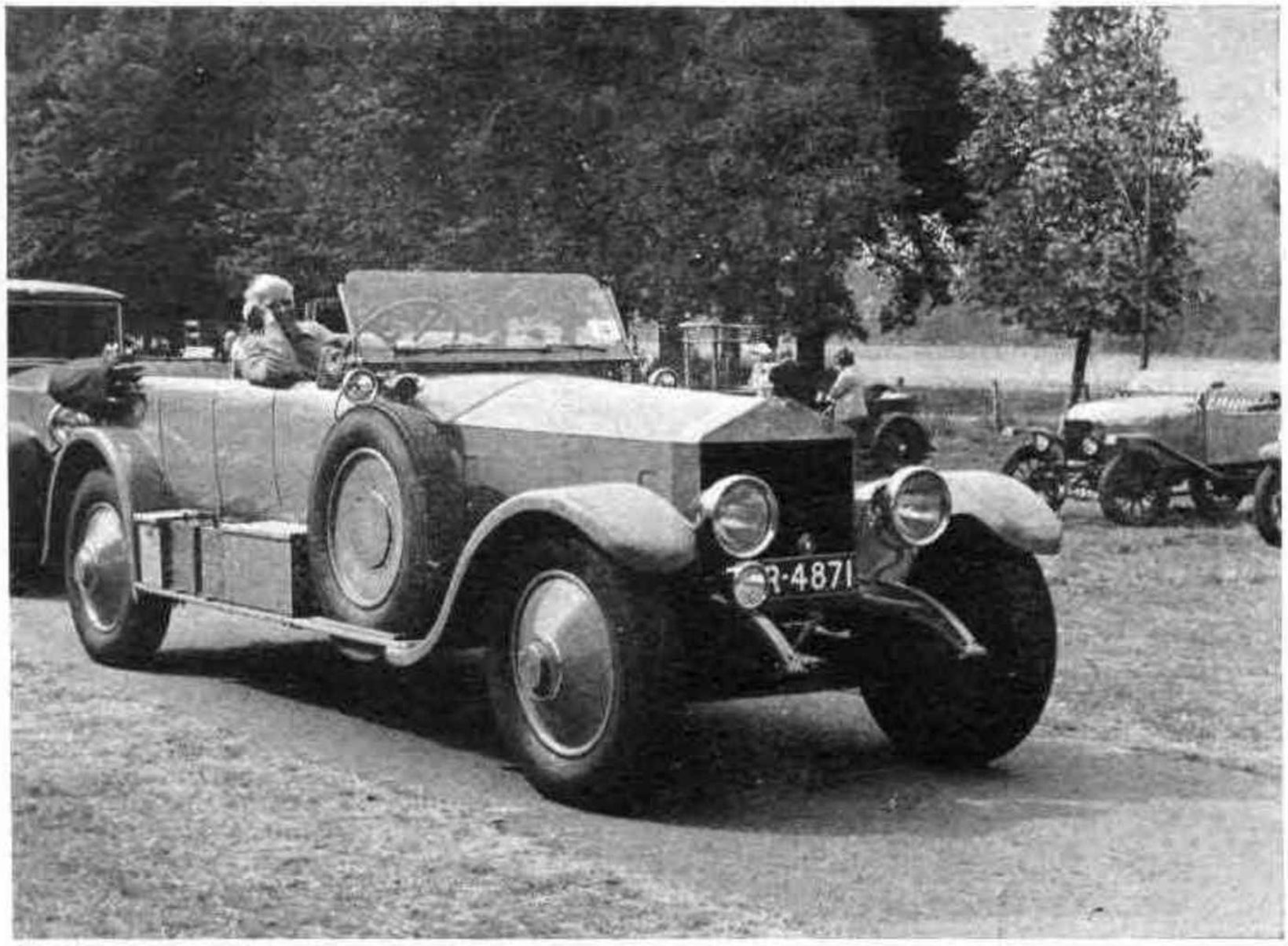
When I was at school I used to walk around London through the centres of the used car trade, hoping to see interesting cars in showrooms or at the kerb-side. Presumably there are school boys today who still do this and had any of them been in South Kensington recently, near H. R. Owen's, the London Jaguar and Aston Martin dealers, they would have had their cup of joy filled. The Owen's management were holding a small private party to present their cup to a member of the Aston Martin Owners Club and the nearby streets were filled with an imposing array of high-performance cars, from Dino Ferraris to 6.3-litre V8 Mercedes-Benz, Daytona Ferraris and V12 Jaguars, and V8 Maseratis, while Lamborghinis, de Tomaso Pantera, V8 Aston Martin and many more were gathered in the showroom. The gathering ended with the Aston Martin Zagato which had won the cup being driven out of the showrooms, to return to its private home.

At the moment I am in Italy after the Italian Grand Prix and the sun is shining, but all the signs of winter are approaching, so I will not stay for long.

Yours, D.S.J.

VETERAN — EDWARDIAN — VINTAGE

A Section Devoted to Old-Car Matters

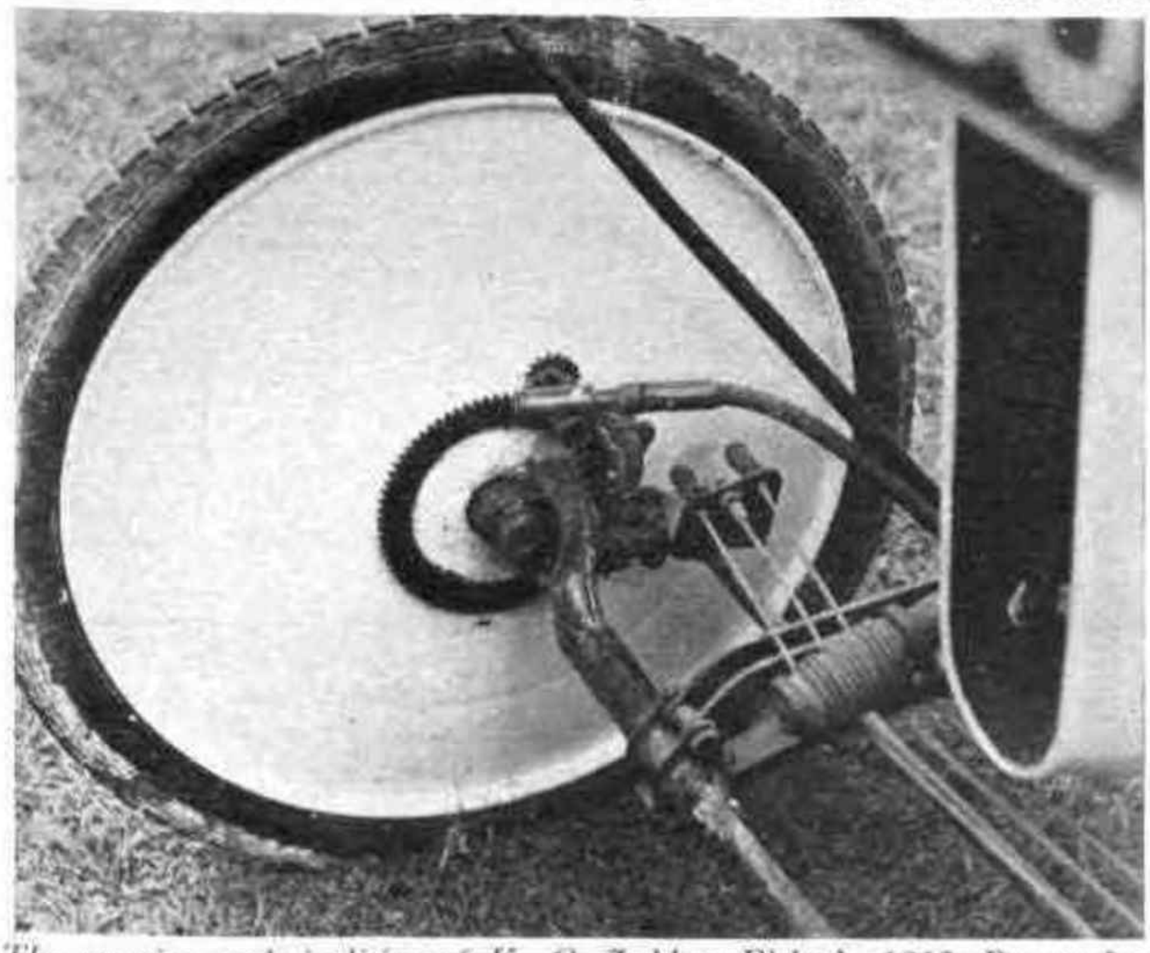


IN GHOSTLY SILENCE S. R. Southall's 1920 Rolls-Royce moves up to enjoy the first driving test frolic at Madresfield.

THE VSCC AT MADRESFIELD (SEPT. 3rd)

WHAT A pleasant event the annual driving test meeting at Madresfield is! Competitors and spectators park on the wide grass verges flanking the long drive leading to Lord Beauchamp's house and during the afternoon leisurely manoeuvres take place which try to a mild extent the prowess of machinery and drivers. It is a pity that the RAC no longer permits speed trials to happen at this venue but the cars of those who turn up, to meet friends and enjoy vintage cars rather than to indulge in frantic activity, form a fine open-air motor show, ranging this time from an immaculate Sunbeam motorcycle combination to a lengthy Delage.

Under the circumstances detailed reporting isn't called for. Let us just say that we happened to observe Mrs. Cherrett (1928 1½-litre Alfa Romeo) smoking heavily—we hear she is now driving a BMW, but not for this reason—appreciated the silent functioning of Southall's 1920 Rolls-Royce Silver Ghost tourer with its Pratts cans on the running board—until it put on its brakes—and were pleased to see an Edwardian Arrol-Johnston competing against a 1911 Renault. Watson led off in his 1926 Armstrong Siddeley coupé, so excellently restored that we should never have recognised it as the car we discovered in Margate years ago when salvaging a Rover Eight, had he not reminded us. Baker drove a neat Fiat 509A coupé, the Costigans were out in force, R.C.G. in a handsome Talbot which looked like a 105 tourer but is in fact a 1933 65 on Nokia back tyres, and M.J. with spanners strategically placed to deal with the Autovac of his 1927 Austin 12/4 saloon should it become recalcitrant. Percival and Bullett were in nicely original 1928 12/50 Alvis tourers, followed by Mrs. Thetford in a 12/60 Alvis Special with man-size external handbrake. Not all the Amilcars were indulging in European fraternisation on the South Coast, for Payne's CGS was present at Madresfield. Buckle was seen to have incredibly new tyres on the front wheels of his Lancia Lambda and we had scarcely recovered from that when there was the shock of seeing President Arnold-Forster break the transmission of his 14/40 Delage—in the slow-running test. In this, Cann's 15/98 Aston Martin stopped its engine. There was plenty of variety—Mrs. Bell's nice 10/23 Talbot two-seater, Hardy's Delage DM, Mrs. Binns driving her husband's HRG, Hill's Type 49 Bugatti, the Straker Squire, Shaw's 1933 Marendaz Special, several 18/80 MGs and Mrs. Arnold-Forster's game GN. And talking of cyclecars, the star turn was Kenneth Jeddere-Fisher coping with his father's Baron Lee Ackroyd, *née* Il Pampero, hand throttle, wire-and-bobbin steering, cantilever front springs, belt drive, and the rest, a brave effort in a driving test frolic and a nice example of how VSCC tradition is handed on from father to sons, K.C.'s brother having driven this fearsome machine at Madresfield last year.—W.B.



The steering technicalities of K. C. Jeddere-Fisher's 1913 Baron Lee Ackroyd cyclecar, which took part in the VSCC Madresfield Driving Tests.

Results:

First Class Awards: P. W. Still (1937 Frazer Nash), H. P. Milling (1924 Vauxhall), S. R. Waine (1934/6 Riley), G. M. Tomlin (1929 Rolls-Royce), and M. J. Costigan (1927 Alvis).

Second Class Awards: P. J. E. Binns (1939 H.R.G.), P. Selwyn-Smith (1937 B.M.W.), M. Cann (1937 Aston Martin), R.C. G. Costigan (1933 Talbot) and S. E. L. Hardy (1914 Arrol-Johnston).

Third Class Awards: D. R. Marsh (1922 Morris), F. Keogh (1936 Riley), B. Gray (1925 Austin) and M. I. Hardy (1926 Delage).

Concours d'Elegance Award: J. A. Reece (1911 Renault).

Best Lady: Mrs. I. E. Binns (1939 H.R.G.).

AUSTIN REGISTER RUN

THE Vintage Austin Register is having a run on October 15th with, as the Register tells us, "no more serious an intention than to enjoy driving our cars through 35 miles of Hampshire countryside". Assembly is between 10-11 a.m. at the Le Court Cheshire Home, Liss, and will terminate at a steam collection. It is hoped to be able to offer rides to those residents of the home who are willing and able to participate. All suitable Austins—members or not—will be most welcome.

TIDYING UP BRITAIN

YOUNG Robin Townsend, who runs the Jarrott Engineering Co. and who has restored a Gwynne Eight and endowed it with a very presentable and sporting replica body, has kindly donated to the Editor's collection of off-beat motoring literature a most unusual little booklet. It is called "The Village Pump" and was issued by the Design and Industries Association, apparently in the very early 1930s, as a guide to better garages. It is full of photographs of 1920s garages and petrol stations, both ugly and improved, pointing the way to better-looking service stations. Pictures of traffic in towns and country roads of long ago are notably fascinating and these pictures of ancient petrol stations are similarly nostalgic, although how the publishers avoided libel actions on behalf of the owners of the uglier ones we cannot conceive.

There is, for instance, a garage on the Yorkshire Moors, a litter of pumps and bins before a shack building, with a big Raleigh sign in the foreground labelled "Typical and tragic", and a garage in Dunstable littered with signs, Power petrol being prominently advertised. A "Mr. Bibendum" sign hung from a tree outside Stratford-on-Avon is condemned and there is a Midlands filling station still very ugly after a partial clean-up order by the local council although this has not prevented a motorcycle combination and an angular Austin saloon from stopping there. Conversely, Colnbrook station near Petworth is commended but we doubt if you could find it or the adjacent neat signpost today. Two photographs are used to depict how a big sign advising motorists to "Fill Up at the Blue pump with Dominion Motor Spirit and save 2d per gallon" had disfigured a village in Nottinghamshire where a Shell sign was also to blame, and T. Armstrong's Wolston Garage tacked onto a house in a pleasant Warwickshire village and covered with signs for Pratts, Mobiloil, Vacuum Oils, Glico, etc., is shown without a pithy caption, perhaps because of feared libel action. Then we see Shell-Mex's reps, casting away ugly signs from the Light Car and Motor Cycle Garage in Theale, Berkshire, along, apparently, with those for BP and Mobiloil! The same garage is then depicted with its "clean face", a bull-nose Morris-Cowley two-seater, an early Austin Twelve tourer and a Cotton motorcycle supporting it, and finally it is seen painted in a cream and black colour scheme, with a plus-foured gentleman, his dog, and what looks like a sports Marendaz Special on the forecourt. What, we wonder, does this country garage look like now?

Oxford, "the city of culture", was disgraced by the Summertown Garage, but the treatment of a garage below the Liberal Club in Newbury is commended and Shell praised for having later removed a "Fill Up Here With Shell" sign in Shakespeare's country, although in Stratford itself huge Redline and BP signs are shown, with the comment "What do American visitors think?". Then come the better ones, including a filling station at Muswell Hill which won the National Gardens Guild Competition, a tidy one at Hamilton in Scotland, and modern garage architecture at Taskers Garage at Dorchester, Dorset, while the Five Way Garage at Norwich was approved. There is an imitation half-timbered garage on the Kingston By-Pass where a Chrysler roadster is a visitor and a Dodge appears to be patronising a "little brick station" at Popham Lane, Hampshire. A tidy layout based on an ordinary bungalow is shown at Mill Brow, Barrow-in-Furness and what is, we think, the Fox and Nicholl garage at Tolworth is described as "well conceived". The Esher Filling Station got the top accolade in this curious little book, as "perhaps the best-designed filling station in the country". A sort of pagoda for the pumps was liked at Cheltenham and the book closes with garages in Germany and America. The last picture is of a horrid mess of signs at a garage selling Pratts for 1/2½d. a gallon.

We mention this 6d. booklet from the age of Super Redline and the new Power petrol because some MOTOR SPORT readers may be amused to seek out these old service stations today. And as Mr. Townsend so generously donated it, we would remark that in this present day and age his Company does its best to supply those difficult-to-obtain items for the restoration of the older cars, such as taper pins, Whittle belting, cotter pins, double-pole bulbs, etc., that we were on about some months ago.—W.B.

V-E-V Odds and Ends.—An Edwardian Sunbeam is reported to languish in an E. Anglian garage but is not for sale. What appears to be either a once-armoured or aeroplane-engined Rolls-Royce (see picture) took part in a recent rally at Wollongong, NSW. A 1922 4½-litre Sizaire-Berwick is being restored in Canberra and is said to have a very light clutch and steering. A reader seeks data on all known Riley Imps. What is thought to be the last Sentinel steam waggon in



commercial use is owned by Lloyd Jones Bros. of Llanfair. It is a 1929 DG4 Super engaged in tar-spraying and got its picture in the *Denbighshire Free Press*. Woodmansterne Ltd., Holywell Industrial Estate, Watford, do a set of colour slides, Nos. Y50, Y51 and Y52, depicting cars in the National Motor Museum; at the other end of the scale they list moon-shot transparencies, No. MN05. Old cars still turn up—a *circa* 1906 Rover Eight was auctioned not long ago at a furniture sale in Wolvey, and a 1931 Singer Eight saloon has been unearthed from beneath seed boxes in an old farm shed, where it had languished, a two-owner car, since 1949, with 7,000 miles run. It seems that the Maudslay Motor Co. of Alcester is still in business.

A 1930s Albion GPO van has been saved in Shropshire. The August 18th issue of *Model Engineer* contained an interesting article about a model Gnome Monosoupape rotary aero engine which won the Bradbury Winter Memorial Challenge Cup for its builder, J. London, at the last Model Engineer Exhibition. It runs at from 800 to 1,400 r.p.m. and did so throughout most of the "Battle of Britain" day at RAF Leuchars. We have encountered two Austin Ruby saloons advertised at the roadside recently, both being priced at over £200, but not by any means making an early sale! One had no MoT, a non-standard head and the dynamo wasn't charging . . .

HOMES OF THE RACING DRIVERS



The house at Gwernyfed Park, Glasbury, near Brecon, where Commander Glen Kidston, RN, who served in submarines, was brought up, and where he presumably tuned the motorcycles, ranging from four-cylinder FN to his favourite Sunbeam, which he rode in sprints and MCC trials. It is not known whether his GP Bugatti was kept here but no doubt fast journeys to and from the Admiralty were undertaken by Kidston in his 3-litre Speed Model Bentley, Chrysler and Boulogne Hispano-Suiza cars. He died while flying in Africa in 1931. His body was brought home for burial in the local churchyard beside the grave of his father and mother, the church to which the Kidston family had given the organ and bells; the house is now a comprehensive school.

The Blaupunkt sound travels sweetly

We have a passion for precision. That's why when you buy a Blaupunkt car radio, you get precisely what you expect – unequalled quality of reproduction.

The Sandringham, for instance, could easily fool you into thinking you had the entire orchestra or group or play travelling with you – every instrument, every voice is so distinct, so perfect.

Even after thousands of miles of listening the tone is beautiful. Blaupunkt radios have special features built in which mean there is maximum signal reception and selectivity with the minimum of sound distortion – however far you go. And that's just what you need – a radio to soothe your nerves not put them on edge again. With the traffic as it is, it's more important than ever to have a really high quality radio. And, together with a Bosch stainless steel aerial, you have the perfect combination.

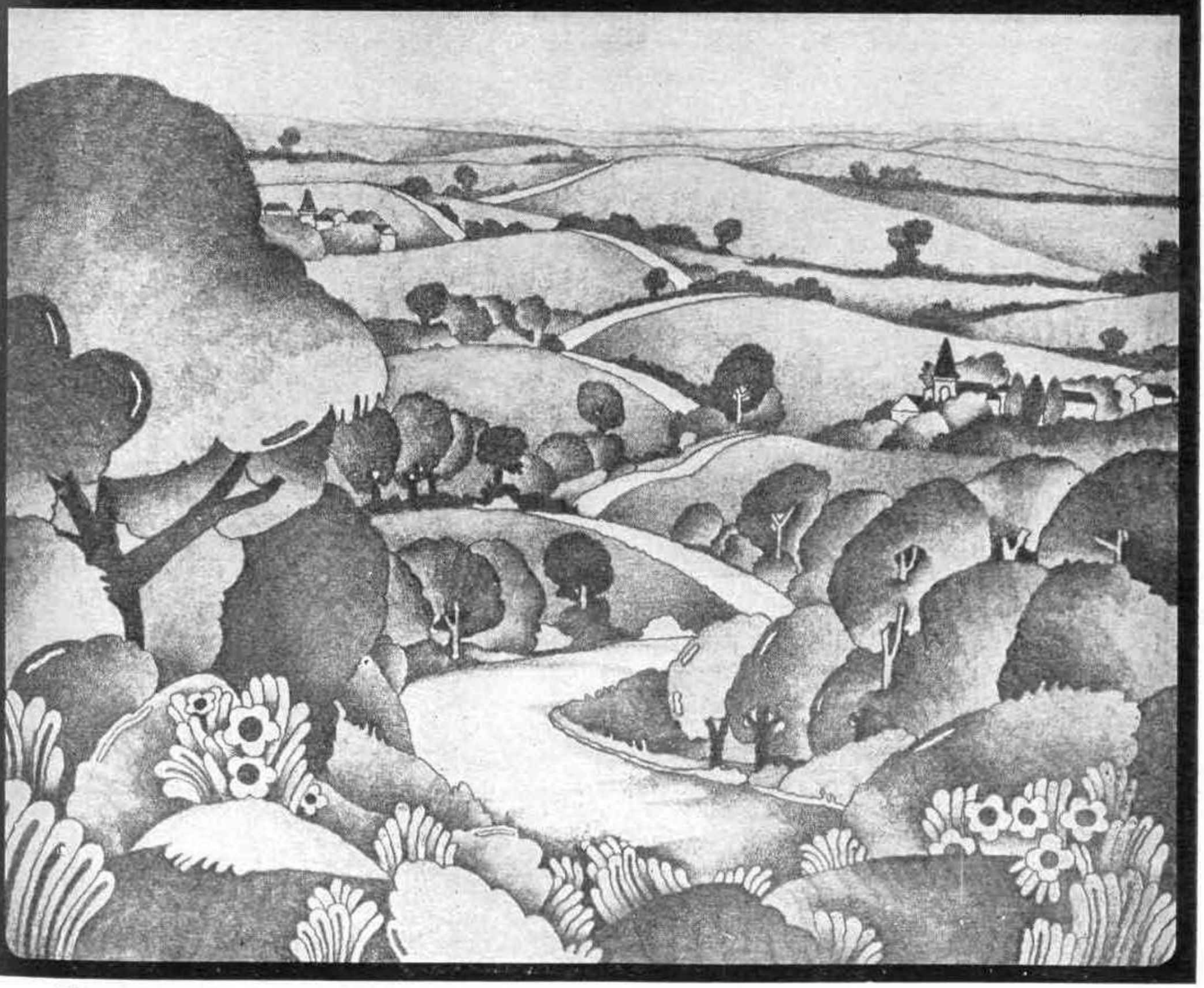
With Blaupunkt, you travel sweetly ,too.



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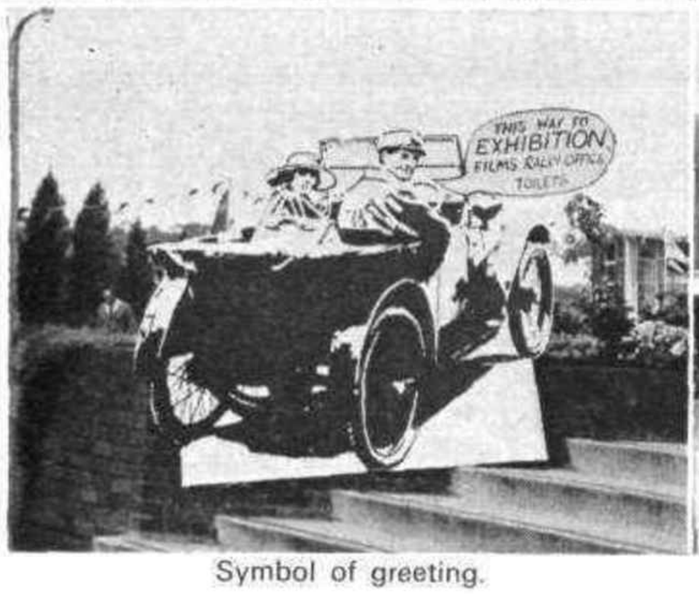
THE FINEST RADIO ON FOUR WHEELS



Blaupunkt Sandringham—recommended retail price, exclusive of fitting kit, fascia and knobs, £33.13 incl. P.T.

The Austin Seven August Holiday Jubilee Celebrations

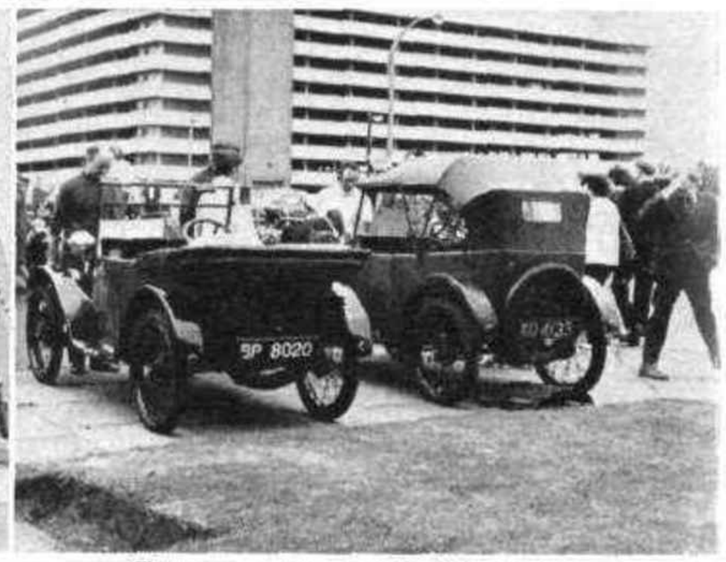
THE 50th anniversary of the Austin 7 has been well celebrated throughout the year, but never more so than over the week-end of the Late Summer Holiday, when the Austin Seven Clubs Association took over the Austin works at Longbridge and some 450 Sevens rallied there, from bare chassis to immaculate Ruby saloons, very early Chummies to serviceable tradesmen's vans. Camping nearby was willingly allowed by Birmingham City Council, a splendid display of Austin Sevens and their components down the years was arranged in one of the Longbridge exhibition halls, they had a barbecue, 1,000 lunches were served in the Austin canteen, and on the Monday there was a grand cavalcade through Birmingham, into the factory and up the old test-hill, and out past Lickey Grange where Sir Herbert Austin conceived the immortal Seven, and past Lickey Churchyard where his Lordship was laid to rest in 1941. To commemorate part of this stupendous one-make gathering, for which an excellent illustrated programme was prepared, we offer the following pictures, together with a few more in the colour section.—W.B.



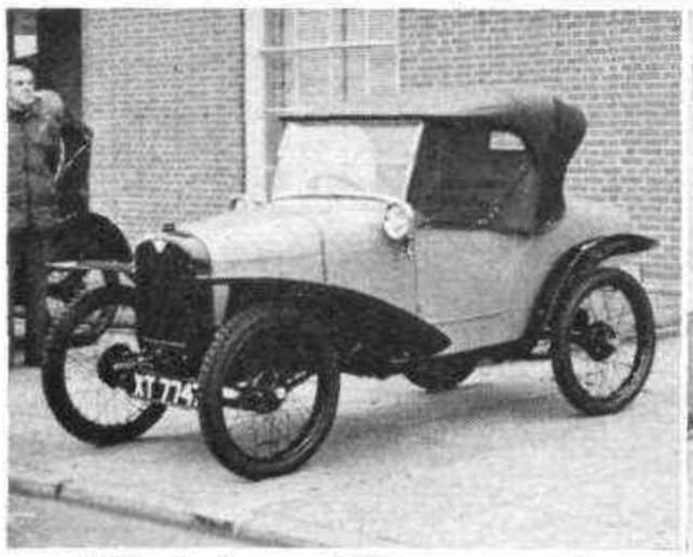
Symbol of greeting.



An early Chummy acts as host at the headquarter's building.



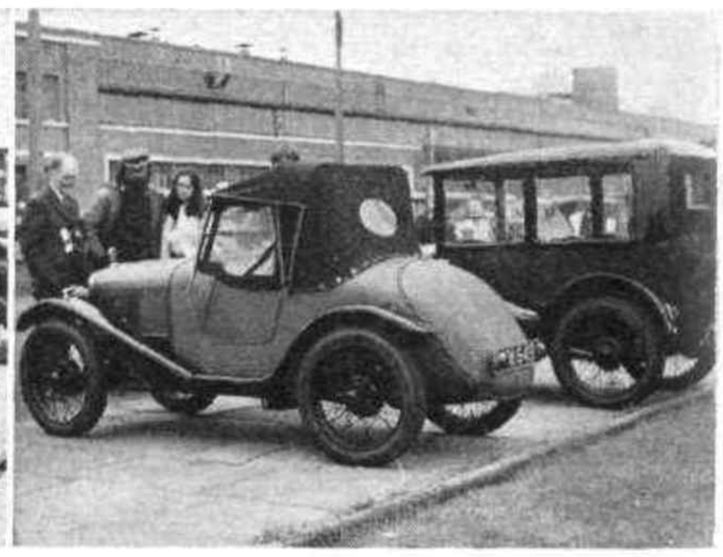
Two more very early Chummies.



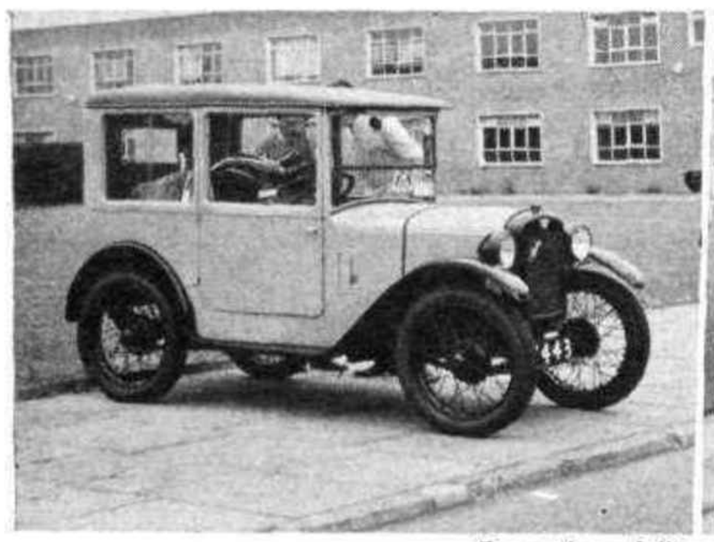
Mike Eyre's rare 1924 sports model.



An unusual coupé.

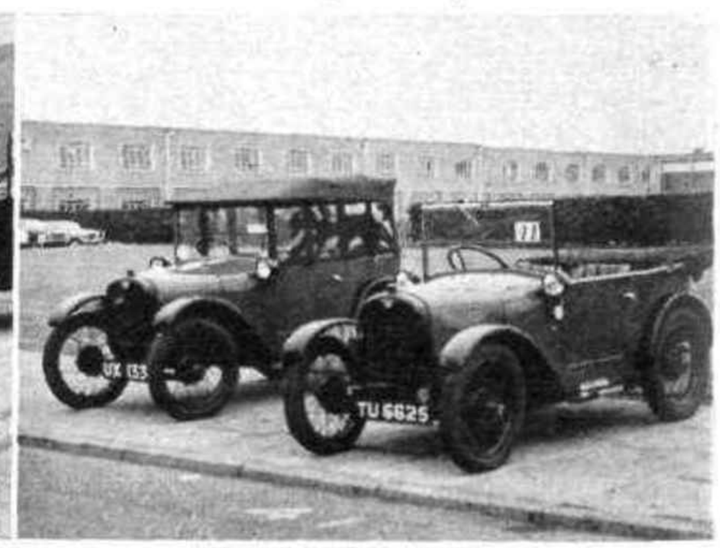


A Gordon England Cup Model.

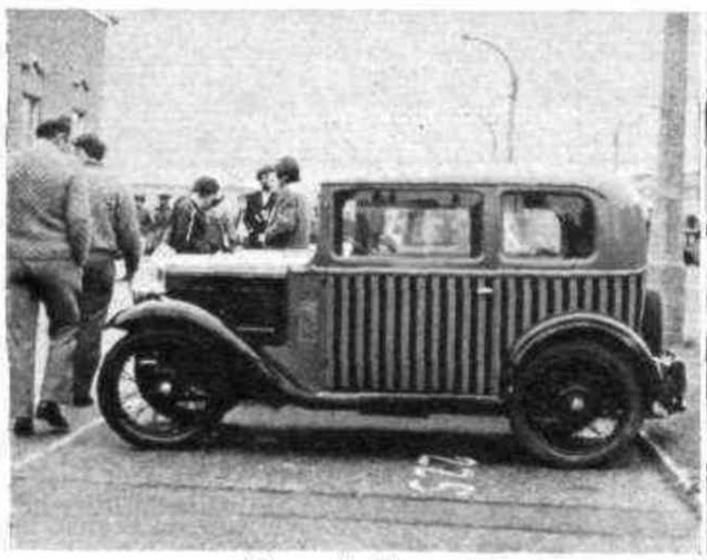




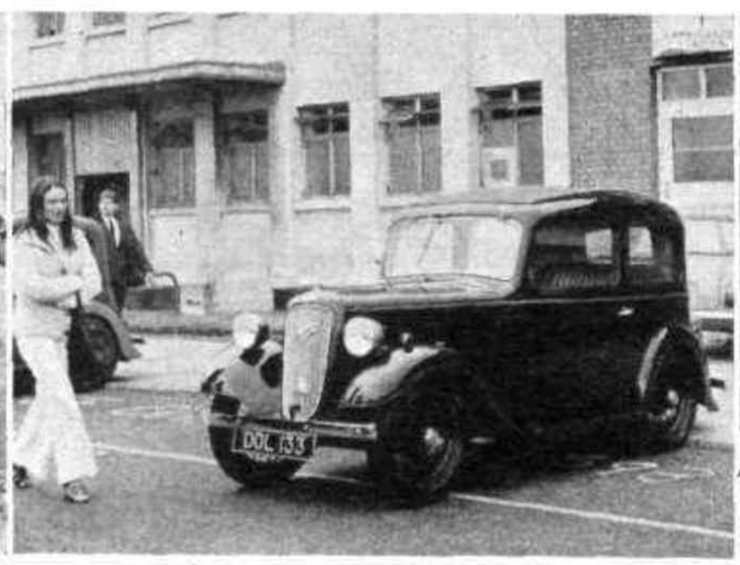
Examples of "top-hat" saloons.



Two late Chummies.



Unusual *décor*



A very presentable Ruby.



There were even stripped chassis to maintain interest. . . .



There's a lot of money to be made out of inexpensive brakes.

The Lockheed brakes originally fitted to your car were designed to match the car's weight, speed and performance.

Those inexpensive brakes which you could be tempted to replace them with were designed primarily to suit your pocket.

The people who made your car would never fit these sort of brakes.

And since Lockheed replacement brakes are readily available, there's no sane reason why you should fit them either.

Lockheed

VINTAGE POSTBAG

Bean Factory Methods

Sir,

I was interested to read your article on Bean production methods. I enclose a photograph, taken in 1920, just after Harper Bean's moving track assembly line had been laid down. This picture is a bit of a fraud, as it shows "fully-fledged" Beans complete with bodies, in the Tipton assembly shop. As you rightly point out, the cars were only produced in chassis form there and then driven up the Tipton Road to the Dudley works for bodywork and finishing.



Unfortunately, the Company's high hopes of 50,000 cars a year were never realised, despite this sophisticated production technique. None the less 1920 was Bean's best year so far as output was concerned, their peak month being July, when 505 chassis were said to have been made. This level of output was regrettably never maintained, and by November of that year production ceased due to the Company getting into financial hot water.

This respite lasted for most of 1921, but production perked up again towards the end of that year, and, as you mention, chassis were being churned out at a rate of some 80 a week in 1922. This state of affairs (with production often touching the 100 a week figure) continued until the spring of 1924, when the 11.9 model ceased manufacture.

In fact this car, based as it was on the pre-war Perry, was the Company's best seller, and although the subsequent 12 and 14 h.p. models were manufactured in this same Tipton factory, the "moving track" became a very static affair, the chassis being pushed along manually.

It would be interesting to know how this layout compared with the production techniques of Bean's contemporaries, namely, Austin and Morris?

Farnham. JONATHAN WOOD.
Historian, Bean CC.

* * *

That 25/30 Maudslay

Sir,

I like your Maudslay piece very much. Incidentally, did you know that the first o.h.c. Maudslay engines had atmospheric inlet valves, and that the chief merit of the o.h.c. was thought to be its accessibility? The Maudlsay silent-chain constant-mesh gearbox was an absolutely splendid device and was taken up by the LGOC for the X and B type buses. Transmission trouble had been a great source of weakness on early motor buses (hence the Fischer and Tilling petrol-electrics and the considerable success of National Road Car steamers, etc.), but the silent chain gear proved so successful at standing up to stop-start traffic work that the cost of motor traction at last fell below horse traction. It wasn't the only factor, of course (reduced tyre costs had a lot to do with it), but it was an important one and in 1913 the LGOC B-type buses covered 55½ million route-miles and lost only 0.02% of scheduled time from mechanical defects. As a schoolboy I remember going over the LGOC works at Chiswick about 1927 and they were still making these Maudslay silent chain constant-mesh boxes for the then current series of buses. I would like to have seen that Maudslay paddle engine at work in the Great Eastern. There can have been no substitute for litres with four cylinders of five feet three inches bore and fourteen feet stroke.

I notice a passage in your September Editorial, which implies that the epicyclic transmission of the Lanchester Forty was a "new" feature. You will recall, I am sure, that all pre-Kaiser-War Lanchester models had the patented compound epicyclic gear with pre-selector control (no "clutch pedal") up to 1909, when they fitted a conventional-seeming gate change gear lever and "clutch" pedal to suit what Fred Lanchester called "the standardised chauffeur". The small Lanchester Twenty One was the first model with conventional sliding-gear change-speed; but, as you say, the Forties had the epicyclic box until the end.

There was a difference, and elsewhere you have referred to the "epicyclic whine" of the Lanchester Forties; but the pre-war Lanchester cars do not have this characteristic sound when idling in neutral. This was made possible by arranging the gearbox with the direct-drive clutch for top gear at the back end of the business with the epicyclic trains between the engine and the direct drive clutch; this necessitated having the "tail end" of the crankshaft elongated to pass right through the hollow first motion shaft of the epicyclic gears. This made for considerable expense in manufacture as the cranks were not forged but machined from the solid and the 38 h.p. crankshaft started life as a seven foot long billet. Without going into several thousand words and a lot of illustrations I cannot explain the whole arrangement but it gave the advantage that in neutral, with engine ticking over, the planet pinions revolved very slowly whereas with the usual layout they turn very fast and set up the characteristic whine; and furthermore the arrangement allowed the cars to coast in neutral downhill, or to be towed without damage to the gearbox. Again with the normal layout the effect of coasting or towing at more than a walking pace is to cause the planet pinions to turn at anything up to a hundred times their normal pace when transmitting power and this will bust the transmission up most expensively. This is why Daimlers, Armstrong Siddeleys and other cars with Wilson boxes always had to have their propeller shafts removed if they were to be towed any distance at more than walking pace.

George Lanchester adopted the "normal" epicyclic layout on the Forties partly to reduce costs but largely to make the gearbox-cum-clutch-cum-brake unit shorter. On the pre-war cars, which had multi-plate direct-drive clutches and multi-disc-brakes all in unit the complete housing was very long. George wanted to shorten it in order to lengthen the propeller shaft so as to reduce angular movements to the point where it was proper to use a torque tube. Though theoretically inferior to the original parallel-motion links the torque tube was necessary on the Forties as the old arrangement of links interfered with the new body styles. So, all this long spiel to say why pre-war Lanchesters did not "moan", but post-war Forties did.

Potbridge. ANTHONY BIRD.

* * *

Buying for Investment

Sir,

The letter from Mr. Anthony Bird is of great interest to all who love old and rare things but I feel I must express my disapproval of his reference to the antique trade when he refers "to what the antique trade (in its honest moods) would call the construction of a fake".

The members of my Association have for many years taken very positive (and successful) steps to improve the image of the dealer in antiques by fighting malpractices such as "faking", the illegal "ring", knockers and misrepresentation of goods as to period, original condition and restoration. To a very large extent we have succeeded in eliminating a great majority of the sharp practices of the past, yet every barrow-boy convicted of a crime is described as an antique-dealer by the popular press. Why this term should be treated with such approbrium, even malice, when one considers some of the highly illegal actions of some car dealers, is beyond comprehension and I would urge Mr. Bird to attempt to put the latters' house in order before maligning the former.

It may be of interest to Mr. Bird to know that "buying for investment" has always been thoroughly discouraged by our members who have always urged collectors to buy the things they love rather than those which may or may not appreciate in value.

Finally may I add that we believe that the true "craftsman made" antique more or less finished at the beginning of the machine-age, which is why the date line for goods at many of the premier fairs such as Grosvenor House, is 1830 and that they do not therefore consider Stevengraphs to qualify as proper antiques!

London, SW7. GEOFFREY MOSS, *President*,
The British Antique Dealers' Association Ltd.

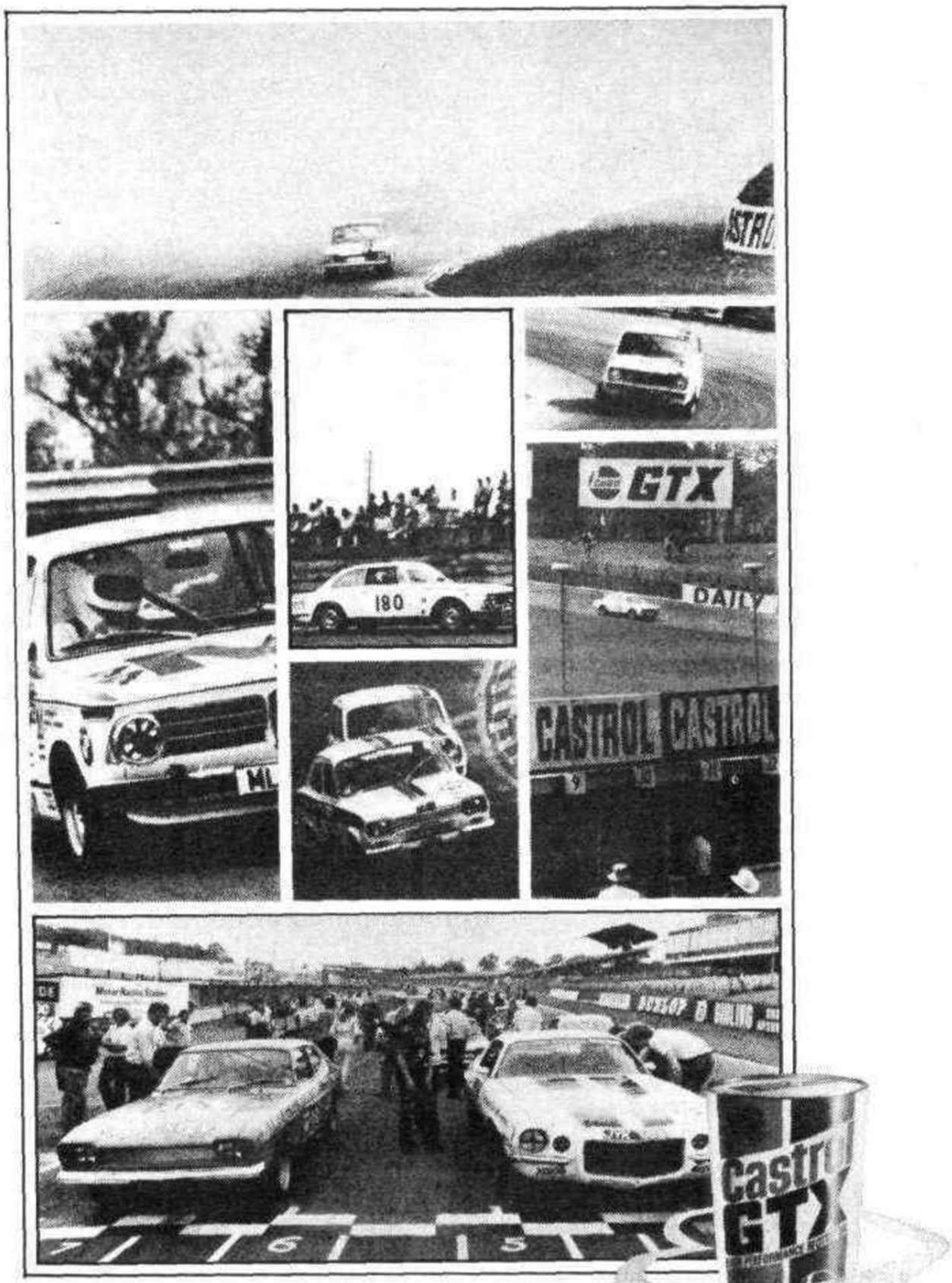
* * *

Puzzling!

Sir,

Suppose a motorist has travelled several hundred miles from the West Riding of Yorkshire (and who wouldn't?) and suppose he has edged through Abingdon on his way to the Beaulieu Museum, it would then be reasonable to suppose that his thoughts should turn to the splendid early days of the MG car, when William Morris first established a separate factory for their production.

Continued on page 1126



What's a nice car like yours doing in a race like this?

One of the things we've tried to do at Castrol is help all you people who want to go racing, to go racing. Unfortunately, we couldn't give everyone a special car just to go racing in.

So we did the next best thing.

We gave everyone a special race to put ordinary cars in.

Called the Castrol Group 1 Production Saloon Championship, it's just about the only place you'll see bog-standard saloons having a go at each other. Apart from the North Circular Road, that is.

The only permitted tweaks are safety things, like roll bars and racing rubber. Otherwise they've got to be as shown in the glossy brochures. Almost the only way a driver can be different is by choosing a different oil from the next bloke.

So what do they do?

Most of them go and choose Castrol. Roger Bell for his BMWs, for example. Stan Clark and John Handley fo their 2000 GTV Alfas. Or back down the grid, there's Jeremy Walton's Escort, John Rhodes' Opel Ascona and Andy Slaughter's Imp.

Of course, no-one *has* to use Castrol.

All we did was point out that they'd be wise to use the best.

Or things could get broken.

Next time you see a car like yours, in a race like ours, it's something worth remembering.

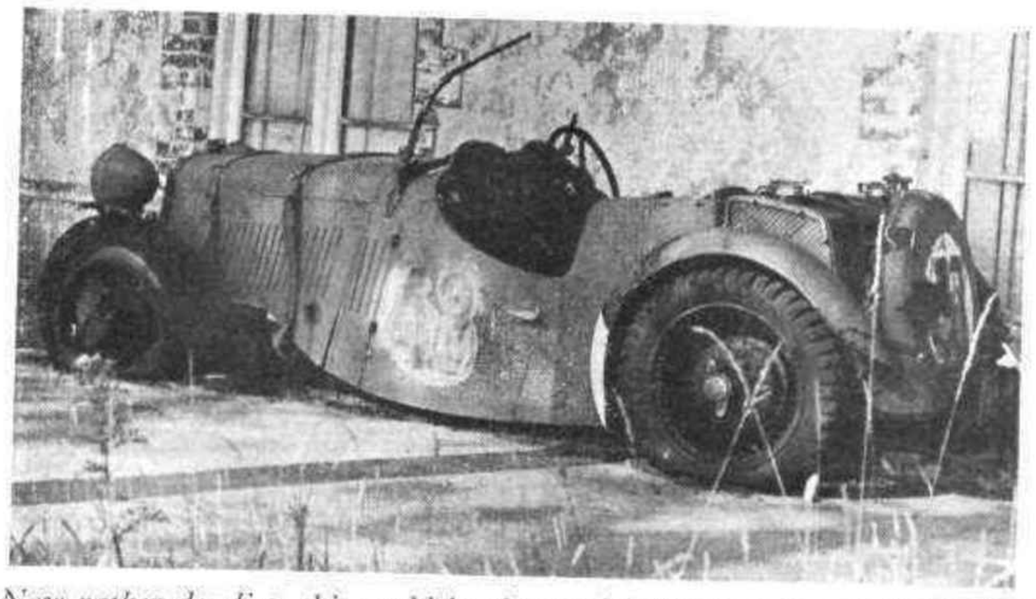
Put heart in your car with Castrol GTX.

Castrol Britain's biggest selling motor oil.

SINGER SEQUEL

THE ARTICLE last May headed "The Adventure of the Ill-Fated Singers" ended with the admission that I had been foiled in trying to locate three racing Singer Nines alleged to have gone to earth in a barn somewhere near the South Coast. However, "Dr. Watson" was promised that there might well be a sequel to the case of the missing Singers and meantime much interesting correspondence came in, from which it was apparent that, whatever these elusive Singers were, they were unlikely to be the remnants of the special lightweight team-cars which came to grief so spectacularly during the 1935 TT.

If you wait long enough . . . and the other day I was able to resume pursuit of these cars and clear up some of the mystery. It seems that they are earlier Singers, but registered by the works in Coventry, and clearly competition cars. Four of them were acquired by a Singer Distributor, one being sold after the war. This must, I think, have been one of the team of red, white and blue Singers run in trials during the 1933 season by Barnes, Baker and Langley, although it may have been the year after; I am sure the Singer OC will put me right about this. The Singer which was sold was red and the two which have been retained are white and blue respectively. They are identical to normal Le Mans Singers, with slab fuel tanks and twin spare wheels behind, but have doorless bodies, now bearing racing numbers 19 and 31 respectively, a legacy of some sand-racing.



Now rather derelict, this could be the special Singer Nine which finished the 1935 Le Mans race, driven by Gordon Hendy and James Boulton.

The other Singer is more intriguing. It, too, looks like a Le Mans two-seater, except that it has a larger slab-type petrol tank, so that only one spare wheel will fit between this and the rear cross-member. Petrol feeds and other essential services are duplicated, suggesting a Le Mans car. It is definitely a Nine and was registered by the works in May 1934, painted green. It has a chassis number earlier than those of the 1935 TT cars, so the inference is that it was raced at Le Mans in 1934. Indeed, it is described as having won that famous race. This, of course, is nonsense, but may have arisen from the fact that the Singer which ran at Le Mans in 1933 was the first British car of under 1,100 c.c. to qualify for the Rudge-Whitworth Cup, which could have given rise to the rumour that Singer "won Le Mans". This performance was put up by the Barnes-Langley car that came in 13th and last, but was nevertheless a qualifier. It was, however, a four-seater, so is not the car we are here concerned with. A whole host of Singers (or do I mean a chorus?) competed at Le Mans in 1934, some Nines, some 1½-litres, and it is likely that this is one of them. It bears the racing number 48, so there is good reason to think that it is the car driven by Gordon Hendy and James Boulton in the 1935 Le Mans race, in which the lightweight pointed-tail Singers also competed, and in which it finished 19th overall.

"And now", asks Dr. Watson, "where are these Singers to be found?" The answer is that wild horses will not at present drag that information from me, because the cars are not for sale and are, indeed, in a sorry state, the possible Le Mans Singer in particular having been ravaged by sea air and exposure to the weather of many winters. But if anyone is prepared to make a decent offer for them and restore them properly, they might just be procurable. Any interest in this direction should be intimated to the writer, preferably through the Singer O.C.

W.B.

ANOTHER AUSTIN SEVEN CELEBRATION

CELEBRATIONS of the Jubilee Year of the Austin 7 continue. For instance, the 750 MC is to have a five-lap race for these cars at Silverstone on October 7th, the winner to receive the Esso Uniflow Trophy, and on this day all spectators who arrive in pre-war Austin Sevens will be admitted for 25p instead of 50p, while the driver of the Austin 7 coming the longest distance is to be given a bottle of champagne—don't ask us how this will be computed and we hope the lucky recipient will wait to get home before draining the bottle!

V-E-V Miscellany.—A three-wheeler, probably built as a one-off in Yorkshire in about 1929, and apparently embodying Blériot-Whippet running gear, has come to light in Bedfordshire and is to be converted into a four-wheeler. A one-owner Riley Kestrel saloon changed hands recently in Berkshire for the purpose of renovation. Two chauffeurs, both approaching 90, are living near Newbury, one claiming to have driven the first car to enter China, a Renault in 1905, owned by the McBain family, two of whose sons raced at Brooklands, and the other having driven for Mr. Palmer of Huntley & Palmers, in such cars as Rolls-Royce Silver Ghost, Metallurgique, etc., and having attended the opening meeting at Brooklands in 1907. Referring to the claim made in a recent advertisment, Val Zetherin says more than two Squire cars still exist in the UK, and having taken over the Squire Manufacturing Co., he would like to know of any he has not traced. *Steaming*, Journal of the National Traction Engine Club, contained the usual interesting material in its August issue, including pictures of two Fowlers of No. 1 Ordnance Workshops returning from Denain to Dunkirk at the end of the 1914/18 war, a journey of at least 95 miles, which occupied five days. The latest issue of the *Magazine of the Austin Seven Club's Association* has articles on the military Austin 7, the exploits of Bill Scriven in pre-war trials, and the Austin 7-engined B4 Brough-Superior motorcycle. An Austin six-cylinder 18 or 20 with home-made truck body was encountered near Milton Common on the A40 road recently—could it be the saloon which we used to see in this area last year? A Worthing Austin 7 enthusiast is hoping to attack Class H records of up to 10,000 miles at Monza with a replica-bodied Ulster, if sponsorship is forthcoming.

From a report in the *Oxford Mail* we learn of the death, at the age of 88, of Ted Thornton, who worked for Lord Nuffield from the days when he was plain Mr. William Morris and who returned to Morris Motors, working as a tester until his retirement in 1950, with a break from about 1904 until 1914 when he was head chauffeur to Lord Bullough in Scotland, His Lordship apparently having fourteen cars. Mr. Thornton seems to have been associated at one time with R. W. A. Brewer, who conducted carburation experiments at Brooklands with a Decauville.

VINTAGE POSTBAG—Continued from page 1124



Suppose then that the motorist is suddenly faced by a sight such as that depicted in the enclosed pictures, he would have just cause for being thoroughly startled.

Regrettably, the motorists's camera was a Brownie and it was raining at the time for which reason he will be grateful if you will refrain from sending his pictures back to him.

Ilkley. GEORGE SCOTT.

[Wilson McComb's great new book on MG History has arrived at an opportune moment, for checking up on this puzzling notice. It will be reviewed next month.—ED.]

Just over £100 for a 110 mph plus Cortina 2000



ON THE LIMIT—The Cortina Mk 3 displays spectacular handling characteristics with help from its Super Speed tuned Pinto engine.

EARLIER THIS YEAR, in the February issue to be precise, we looked into the prospects of enlivening the Cortina Mk. 3. Then, as now, there were two distinct approaches: insert a V6 engine, or increase the power output of the most powerful Cortina unit offered from the production line, the 98 b.h.p., 2-litre, single overhead camshaft engine often referred to as the Pinto, because the engine also powers the US compact of that name. At the time we commented that Janspeed were to develop a 2-litre Cortina (which they have now successfully completed) whilst Super Speed at Ilford were covered by a 3-litre version of the Mk. 3.

A few months ago the Super Speed premises, adjoining Youngs Garage in Ilford, a major Ford dealer, reverberated to the sound of a more powerful 2-litre Ford, the result of a four month "on the road" development period.

Work started on Super Speed's version of the 2-litre shortly after the announcement, but there was little interest, so plans were temporarily shelved until customers actually started asking for kits. Judging from the performance figures, the Company was astonishingly successful in its development aims as well, providing at least an extra 30 b.h.p., which brings the Cortina very firmly into the old 3-litre Capri bracket. In fact the figures were nearly as good as the 3-litre Cortina which Super Speed loaned us for that February feature, suggesting that John Young's dismissive "Well, we've done a little bit of headwork" falls well into the understatement department!

The head changes are centred around accurate balancing of combustion chamber volumes, both in head and piston, alteration to intake and exhaust porting for easy mixture travel, plus a number of modifications to the production valve gear to make those components lighter and more efficient in the passage of petrol/air mixture and burnt gases. Valve springs are stronger and we found that the 6,500 r.p.m. used for performance figures was easily in reach, with enough in hand to take one to 7,000 r.p.m., nearly 1,000 revs. above the official redline. The inlet manifolding and Weber twin choke carburetter are basically standard components with a good finish in the case of the manifold, and larger jets for the carburetter.

Sperex coating drew a spectator's eyes quickly to the freshly fabricated steel exhaust manifolding, chromed rocker and cam drive belt covers complementing the elbow grease expended on the top half of the engine's interior. The rest of the Cortina was as envisaged by Ford when they were first manufacturing the breed. It's difficult to say whether Ford's famed PR work in Belgium at the initial launch covered all the origianl car's blemishes, or if the cars for assessment in Belgium were totally different from Super Speed's KEV 112J, whatever the reason—eveu bearing in mind the passage of 2 years, poor KEV summed up all the bad features of the original Mk. 3 Cortina. Even the extra power offered couldn't persuade the Mk. 3 to do anything but understeer like a blancmange, all to the sound of smoking axle tramp and assorted bodywork moans. We have tried many Mk. 3 Cortinas since their introduction in the autumn of 1970, but we cannot recall one with such diabolical handling: in fact it is possible that KEV 112J went to Belgium with the other press demonstrators, so I can only assume that somebody did something very nasty to it, because the other cars we tried around the Belgian handling course all seemed a distinct improvement over the preceding model.

So, the Super Speed conversion got off on the wrong foot thanks to the motor car it was installed in, but we fared little better ourselves, for our original performance figures were taken using the 6,200 r.p.m. redline as the limit. The result was a set of runs that Super Speed didn't like at all, so we called in our resident ace and ran another set with complete disregard for the mechanical future of KEV 112J. The drop in times throughout was enough, ranging from 9.4 secs. to 60 m.p.h. to the best part of 1 second!

Although the acceleration is really startling by the standards of bulky 2-litre saloon, as is the top speed genuinely exceeding 110 m.p.h., I don't think that it will appeal to the same sort of people who would normally buy a saloon of these capabilities. The snag is a rather harsh noise level when accelerating hard: certainly you would not fool anyone that it was not a small (comparative term in this application) engine working honestly and hard for its living. The 50-70 m.p.h. figure in top gear of just over 9.5 secs. betrays the engine's size as well,



BIG BOLD & BEEFY!

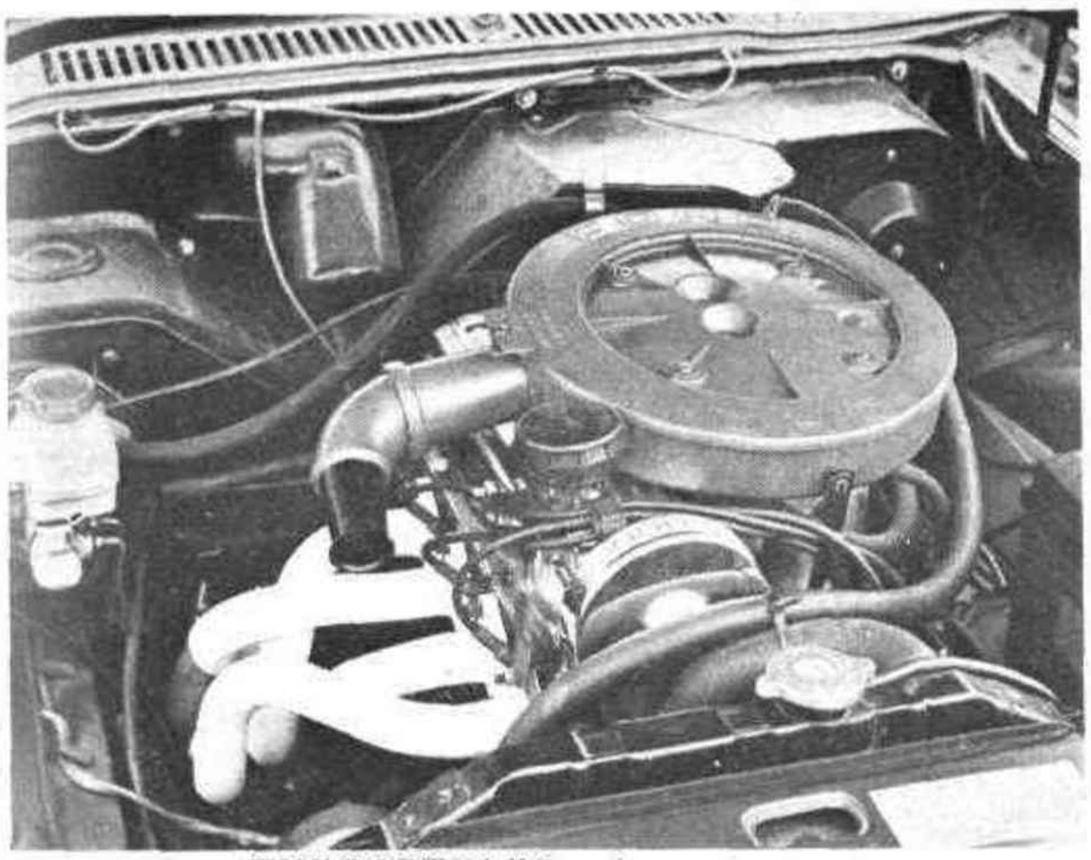
Dunlop Formula 70 – a man-sized radial tyre that makes your car look hotter, perform even better! Because Dunlop Formula 70 is not just a pretty face.

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If you're thinking about wide wheels and wide boots, think Dunlop Formula 70 – the big, bold and beefy radial.

Dunlop Formula 70 SP Sport



THE CORTINA'S engine compartment

for a Capri 3-litre records 7½ seconds for the same exercise. In other words, if you are prepared to work the engine hard, this Super Speed conversion will repay you with a very high level of performance for the money expended.

It is not just the initial exchange price of £88 (plus £25 fitting, if required) that recommends the Super Speed kit as good value for money though. Fuel consumption is, if anything, slightly improved in overall use, while conscious restraint will actually bring with it a fuel consumption bonus. At high speed, or full throttle openings in the intermediate gears, there's little difference between standard and Super Speed converted, but at a constant 70 m.p.h. the car will travel about 2½ miles farther on each gallon of fuel.

Customers who do not want to exchange parts when purchasing the kit can buy on an outright basis, when the total charge will be £168; a deposit of £40 is payable pending the return of the customer's standard engine parts. As usual Super Speed offer a 12 month/12,000 mile guarantee.

With strong points in its favour such as the useful 80-90 m.p.h. light throttle cruising, good economy in operation and reasonable initial cost, Super Speed should gain yet more customers who like their conversions to be economically effective.—J.W.

PERFORMANCE:

m.p.h.	*Seconds*	*Gear Speeds:*	
0-30	2.8	First	36 m.p.h.
0-40	4.8	Second	60 m.p.h.
0-50	6.9	Third	80 m.p.h.
0-60	9.0	Fourth	112 m.p.h.
0-70	12.7		
0-80	16.9		

Overall fuel economy: 22.8 m.p.g.
¼ mile: 17.05 secs.
Conversion cost: £88 on exchange (£168 outright) plus £25 labour charge for installation.
Converters: Super Speed, 482 Ley Street, Ilford, Essex (Tel.: 01-554 8307).



THE HANDLING left something to be desired

ADDED PERFORMANCE FOR LOTUS

HOT ON the heels of Lotus clinching the World Championship for the fifth time comes the news that they have also introduced a fifth speed for both the Europa and the plus-2S 130 as options. Coupled with this announcement is the fact that the Europa will now be available with the Big Valve twin cam engine. The new gearbox on the Lotus plus-2S is particularly interesting for it is the first gearbox to be designed and built by Lotus themselves, bringing them nearer to producing a complete car at Hethel. The rear-engined Europa is now available with a Renault five-speed box although this uses Lotus designed fifth speed gears.

The new five-speeder for the S130 is offered as an option at present although its use will certainly cut petrol bills, particularly for those using motorways to any extent. Fifth is intended virtually as an overdrive. The box has been designed by a member of the Lotus engineering staff—Brian Spooner. In true Lotus tradition it is lighter than the Ford box it replaces thanks to the aluminium casing but the designer says it is also more rigid. The lay-out is similar to the Alfa Romeo box with the first four gears in their usual positions and fifth being forwards and towards the driver on right-hand drive cars.

In a brief test drive around the Norfolk lanes we found the box a little tricky to get used to at first. Particularly the second to third change took some mastering but this was an early prototype box and the distance between the first/second and third/fourth planes is being altered for production boxes. Incidentally a little bird whispers that the actual cogs are being cut not a million miles from Longbridge.

This Lotus five-speed box will be offered as an option on the Elan Sprint in the future and it seems certain we will also see it on the new four-seater Lotus which will not appear, we are told, at least until the Geneva Show. However by all accounts the new car, which will be powered by the Hethel designed and built 16-valve engine, is going to be something pretty special.

Talking of specials, the new Big Valve Europa is to be called the Europa Special and supplements the Europa Twin Cam in the range. The first 100 will be finished in black with gold lining although the words John Player Special have been spared us. In fact all the 126-b.h.p. cars will have gold lining whatever the colour (others will be available and black will be dropped after the first hundred), and there will also be attractive silver sills.

The Europa Special also features improved rear brakes and hubs and better electrics as well as the option of the latest Renault five-speed gearbox. The extra horse power has boosted the top speed to around 125 m.p.h. (the same as the S130/5) and Lotus say it will accelerate from 0-60 m.p.h. in 7.05 sec. and to 100 m.p.h. in 21.15 sec. It makes the Europa an even more attractive machine than when we last tested it. No prices have been announced for these additions to the Lotus range yet.

While at Lotus for these new car arrangements we asked about the situation regarding kit cars and the impending VAT regulations. As most readers will realise this new piece of legislation will virtually kill kit cars as it takes away the advantages of avoiding paying purchase tax. Already Gilbern have announced that they have ceased production of kit cars but Lotus Sales Manager Barry Carter tells us that they will continue to offer kit cars until the very last moment. Everything is looking rosier at Lotus than for a long time and we can't wait for that new car.—A.R.M.



NEW INVADER.—The new Gilbern. For further details see overleaf

THE ROTHMANS 50,000

BRANDS HATCH, *August 28th*

EARLY in 1971 John Webb and his band of merry helpers at the Brands Hatch racing circuit announced that they would hold a special race on August Bank Holiday 1972. It was to have two outstanding features, (1) it would be open to any type of racing vehicle, and (2) first prize would be £20,000. There were numerous other interesting details, such as the length being 118 laps of the full circuit, other prize moneys making the total up to £50,000, regulations would be FIA Group 9, which is Free-Formula, 100 entries would be accepted, 30 starters would be allowed, the selection being the 30 fastest, and the next 30 fastest would get a consolation race, the final 40 entries would have wasted their time. Promise was made of a small bag of gold for the leader on each lap, and MOTOR SPORT offered £25 a lap for the first 10 laps, but none of the other motoring publications supported Webb in this ambitious venture. Overall everyone seemed keen on the idea and very grateful for the long period of warning, more than 18 months. The whole thing seemed a bit like a Kentish version of Indianapolis, but at least it was something different from the usual segregated races for Formulae 1, 2, 3, 4, 5, 6, 7, 8 and so on, and so on. Put the whole boiling lot into one big race and may the best combination of car and driver win was the general idea.

There were general mutterings about building specials for this one race, with unlimited engine power and unlimited streamlining, and so on, and some European organisers became sufficiently interested in this idea of a Free Formula race that they suggested that they might organise further events for the unregulated specials that were visualised, After that everything went quiet and everyone got on with their normal racing to the existing Formulae and to the various categories of sports cars and saloon cars, and time went by very quickly. The British Grand Prix was held at Brands Hatch in July, with a lot of high-pressure publicity before the event, and the Rothmans 50,000 seemed to get overlooked. Suddenly it was all too late, entries were scarce, no one had built specials, few of the big names were interested in taking part, and the whole thing looked like fizzling out. Everyone made excuses and blamed this or that, some saying that they could not hope to win so what was the point of entering, as most of the money was for first place, so the £20,000 prize was halved and the second £10,000 was spread down the line from second place, but that did not help much. Others found they were already committed to races elsewhere, even though the Rothmans 50,000 had its date long before the 1972 International calendar was drawn up, others said they were too busy on the existing Formula One season or the World Championship, or something.

In the end the British racing team sponsors came to the rescue of the sponsors of the event (honour among thieves?) and the three major Formula One teams from England entered to represent John Player, Yardley and Marlboro, with standard Formula One cars slightly modified in order to carry a bit more fuel and run the 118 laps non-stop. The rest of the scene was private and amateur teams, individuals, and a few hopefuls making around 65 entries.

It did not need much imagination to see the pattern of things for lap speeds are known for almost any form of racing vehicle at Brands Hatch, and it does not need much in the way of pencil-and-paper work to decide upon the optimum vehicle speed and endurance round the Kentish circuit. Emerson Fittipaldi in a Lotus 72, Stewart in a Tyrrell or Ickx in a Ferrari must be the choice and a Formula One car is quicker than anything else round the circuit, as shown by times of Porsche 917 and Ferraris in the BOAC sports car race, while no type of saloon could get near them and more powerful things like Can-Am cars are too big for the little circuit. As Stewart and Ickx did not enter, and Fittipaldi did, the result was a foregone conclusion, providing the Lotus would keep going for 118 laps. This is exactly what it did, and Fittipaldi led from start to finish, running through non-stop at a fairly leisurely pace, driving the spare works Lotus, number 72D/R5. The McLaren team entered their spare Grand Prix car, number M19A/1 and Redman drove it equally effortlessly into second place, also from start to finish and these two were the only ones to complete the 118 laps. BRM entered two of their Grand Prix cars, fitted with bulging cockpit sides to carry more fuel, but they both fell by the wayside, Beltoise having fuel-pump trouble on his car and Ganley having the rear suspension break. The Frank Williams team entered its March 711, normally raced by Pace, and Pescarolo drove it, keeping the engine revs down below 10,000 and it lasted the distance, though it had to make a stop to refuel. In consequence it was hampered throughout by the faster Formula Two cars, in particular those of Gerry Birrell, Hunt and Watson, the first-named running a beautifully regulated race knowing he could not match the performance of the Formula One cars, and he finished on the same lap as Pescarolo's March 711. A very large contingent of Formula 5000 Chevrolet-powered cars entered the race, a good number qualifying in the fastest 30 cars, but round the twisty Brands Hatch circuit they were left behind by the more nimble Formula Two cars, who were themselves left behind by the better Formula One cars, so that the whole event was in effect three races in one, and Rollinson won the F5000 category. Only one sports car qualified for the main event, that being the Lola T280, with Cosworth V8 power, driven by Casoni, and it only just scraped in. During practice Fittipaldi lapped in 1 min. 22.5 sec., just one tenth of a second faster than his best practice lap in the British Grand Prix, and qualifiers were all well under 1 min. 30 sec., so it was easy to see why a lot of people did not bother to enter.

Looking back on the event it would appear that it suffered mainly from being held at Brands Hatch as everyone knows exactly what their drivers and cars are capable of round the full circuit, and in addition the circuit is not fast enough for sheer power to overcome sophisticated cornering power. Had it been held at Silverstone there might have been a different scene, or had it been held on a new circuit with no known facts and figures, more people might have taken a gamble. The facts and figures at Brands Hatch are too well known for the professionals to gamble, and presumably £20,000 was not enough to justify the building of a one-off special, though quite what it could have been to beat Fittipaldi in the Lotus 72 is difficult to see. Had the race been for 1,000 kilometres, or even 500 miles, there might have been a different story. As it was it did not quite come off as hoped for, but it was a brave effort and nobody can say that the Brands Hatch people and the BRSCC do not try. D.S.J.

Results:

ROTHMANS 50,000—Free Formula—Brands Hatch—118 laps—503.24 kms.—Warm and dry

1st :	E. Fittipaldi (Lotus 72D/R5)	2 hrs. 50 min. 49.1 sec.—176.769 k.p.h.
2nd:	B. Redman (McLaren M19A/1) ..	2 hrs. 51 min. 36.7 sec.
3rd :	H. Pescarolo (March 711/3)	2 laps behind
4th :	G. Birrell (March 722—2-litre) ..	2 laps behind
5th :	J. Hunt (March 712M—2-litre) ..	3 laps behind
6th :	J. Watson (Chevron B20—1.8-litre) ..	3 laps behind
7th :	A. Rollinson (Lola T300—F5000) ..	6 laps behind
8th :	T. Belso (Brabham BT38—1.8-litre)	8 laps behind
9th :	D. Prophet (McLaren M10B—F5000)	9 laps behind
10th :	C. Bourgoignie (GRD 272—1.9-litre)	10 laps behind

Other finishers: S. Thompson (Surtees TS8—F5000), M. Casoni (Lola T280), K. Holland (Lola T192—F5000), R. MacKay (Brabham BT30), J. P. Beltoise BRM P160/01), T. Schenken (Brabham BT38), R. Scott (Brabham BT38), R. Allen (McLaren M18—F5000), J. Wingfield (Brabham BT36), A. Jones (GRD 272).

Fastest Lap: E. Fittipaldi (Lotus 72D/R5) in 1 min. 25.1 sec.—180.41 k.p.h.

Retirements: J. Cannon (March 725—F5000), V. Schuppan (March 722), G. McRae (McRae GM1—F5000), J. Scheckter (McLaren M21), G. Spice (Kitchmac—F5000), P. Westbury (Brabham BT38), G. van Lennep (Surtees TS11—F5000), H. Ganley (BRM P160/04), D. Purley (March 721G/1), C. Reutemann (Brabham BT38).

30 *starters*—20 *finishers*

CONSOLATION RACE—24 laps—101.7 kilometres—(for the second thirty qualifiers)

1st :	D. Morgan (Brabham BT38)	36 min. 04.6 sec.—170.219 k.p.h.
2nd:	I. Ashley (Lola T191—F5000)	36 min. 12.2 sec.
3rd :	A. Dean (Brabham BT36)	36 min. 16.2 sec.
4th :	A. Lanfranchi (McLaren M10B—F5000) ..	36 min. 20.7 sec.
5th :	A. Trimmer (Brabham BT38)	36 min. 21.1 sec.
6th :	C. Santo (McLaren M10B—F5000)	36 min. 41.0 sec.

Fastest Lap: D. Morgan (Brabham BT38) in 1 min. 28.5 sec.

Fourteen finishers:

WELSH INVADER

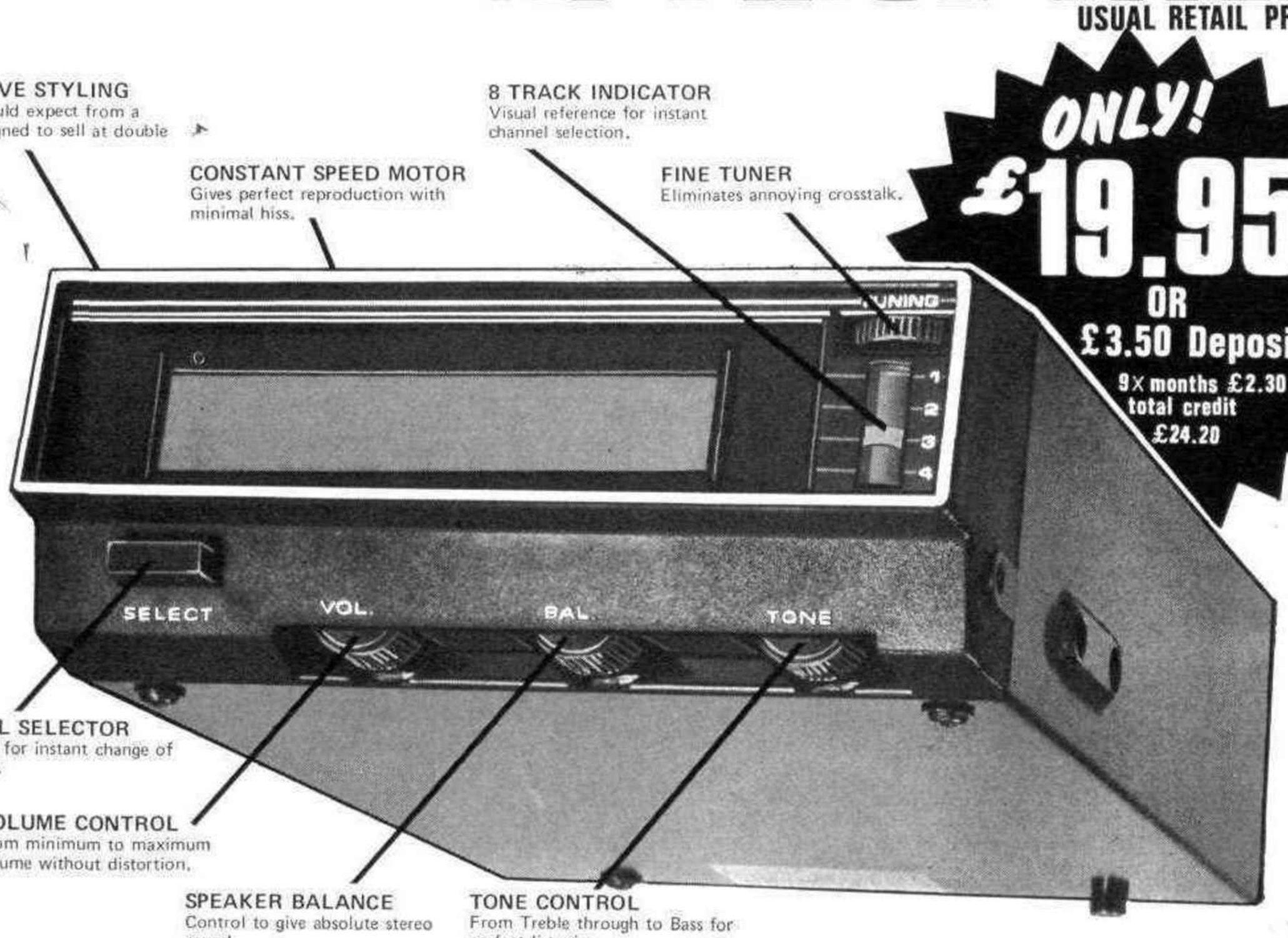
Wales' only car manufacturer, Gilbern, have announced a Mk. 3 version of their Invader. The new Gilbern retains the characteristic look but is much lower and flatter and has flared wheelarches rather like Lancia Fulvia. The handling has been improved, power comes from the latest uprated Ford V6 engine and the price is £2,493.

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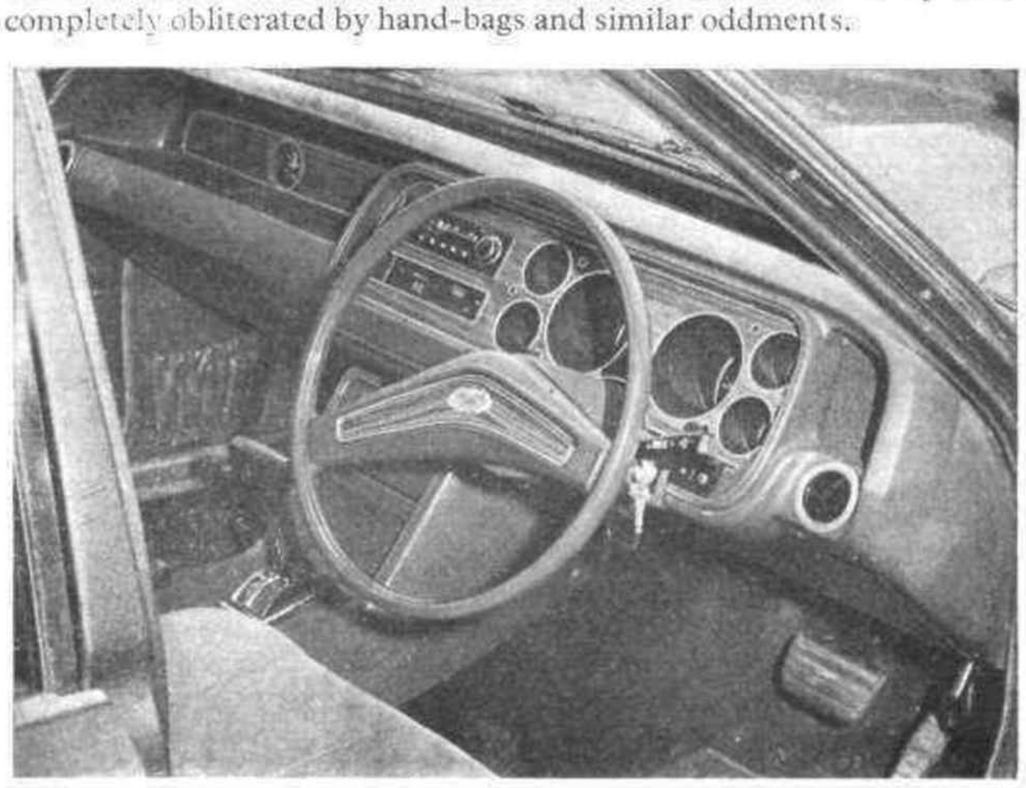
The Ford Granada GXL Automatic

New Standards of Quiet-Running, Handling, Ride and Convenience. Notable Value-for-Money in the £2,000 Class

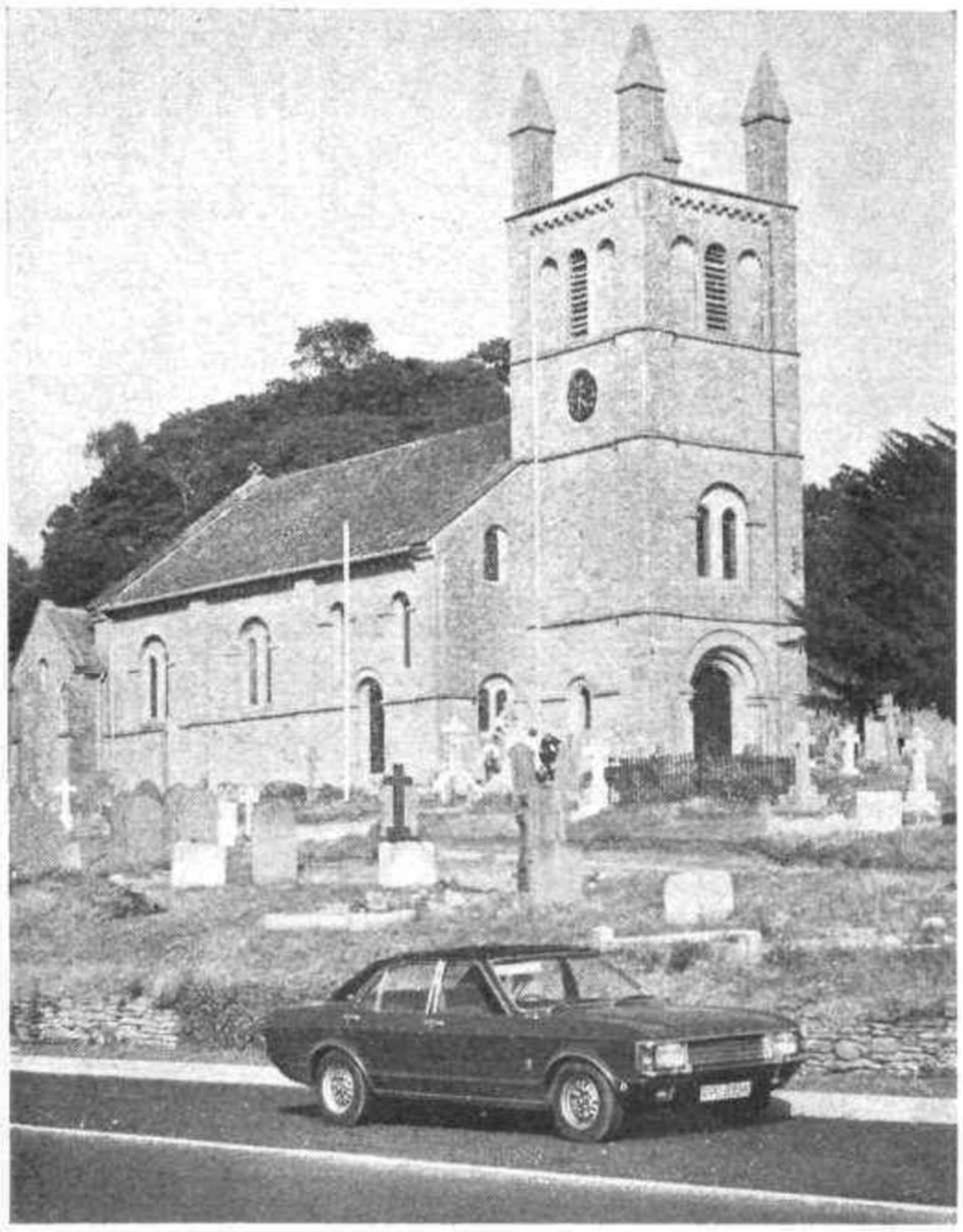
AS MOTOR SPORT has implied in past write-ups, the latest version of big Fords, the new Consuls and Granadas, has set high standards in respect of important qualities which are looked for in cars of their price-class—quiet functioning, full equipment, safe fast cornering, a comfortable ride, and overall convenience in day-to-day, big-mileage driving.

At last Ford have got the independent rear suspension for their biggest models right, and the result is cornering power like that of a good Continental car without recourse to a harsh ride. This and the quiet running both of the road gear and the well-tried 60 deg. V6 3-litre engine, at least when it is cruising in the 3.45-to-1 top gear, are the outstanding impressions I got after testing the top-model of the Granada range, the Automatic GXL. I thought that the coil-spring all-independent suspension was about as supple as could be contrived for the very good road-holding it affords. The Granada rides bad surfaces with no conveyance of road shock, with a floating rather than jerky motion, yet its cornering qualities are excellent. I thought it was easier to set-up for awkward fast bends than the bigger BMWs, with a contrasting complete absence of discernible roll, and that it coped with sudden changes of surface better than a Citroën DS, for although the back-end would sometimes smack back onto the road, there was none of the "caught-out" sensation Citroëns give over hump-back bridges.

So from the beginning of the faster, less straight roads the Granada surprised and pleased me. I had taken it over immediately after a quick run up the M40 Motorway in the BMW 2500 and the initial impression was "What have I let myself in for? I want the BMW back!" This was caused by the lowness of the driving position, so that I could only just see the n/s front wing, the rather coarse adjustment of the lever-controlled seat back-rest, a slight feeling of roughness when the brakes were lightly applied, but, above all, by the vulgarity of the things immediately facing me. There is glistening "wood" on facia and doors and the instrument dials are buried far away at the bottom of long tunnels, their calibration confined mainly to lines and colours, with the speedometer speed divisions marked every 20 m.p.h., although also calibrated in k.p.h., and the tachometer engine-speeds in steps of 1,000 r.p.m. The small instruments dealt with oil-pressure, heat, fuel-level and alternator output, but seemed so remote that I contemplated keeping sweets in the latter aperture. I know the idea is to obviate reflections but I did not think them very easy to read, while the clock was located in the centre of the passenger's facia shelf, where it was hard to see at the best of times and all too likely to be completely obliterated by hand-bags and similar oddments.



The least attractive aspect of the Ford Granada is the depth to which the instruments have sunk. Note the ridiculous remoteness of the clock, in the centre of the facia shelf.



However, you can be too finicky about detail in an unfamiliar car, so let me say straightaway that after a day or two I felt I could very easily live with a Granada and even enthuse over it. This stems from the aforesaid excellent combination of good ride and excellent handling, on the also excellent but rather "talkative" 185-14 Michelin ZX tyres, the quite adequate performance, and the unobtrusive running of the V6 power unit, except that when instant acceleration is called for you kick-down frantically, dreading the lag, and the engine then hurls the Granada forward with a contrasting frenzy of revs. I would have preferred to have tried the car in manual transmission instead of "think-for-itself" form, but Ford decreed otherwise, and it has to be said that there is a "hold" for bottom and second speeds, if you want jerk-free pick-up. The T-handle controlling these selections, and the D, N, R, and P business falls, as they say, nicely to hand, but moves horridly reluctantly from N to D or R, and was sometimes casual in its selection of "D". This caused lag before moving off and the hill-hold then became inoperative. But the changes go through on the whole in a fairly smooth manner, aided by part-throttle down-shift, and I was glad of the automation as I edged this big and very smart marine blue Granada slowly from Brentford to the office in the thick of London's crawling traffic. This three-speed C4 transmission is made by Ford in America and is not a bought-out gearbox.

Another very praiseworthy aspect of the GXL Granada is its steering. It has such a reasonable feel of the road that at first I thought it was manual steering. In fact, it is power steering with rack-and-pinion mechanism, geared just about right at 3½-turns lock-to-lock, with a turning circle which is neither remarkable nor cumbersome for a big car and, which is the important point, not of that "flick-the-finger-and-it's-off-the-road" lightness which characterises all too many "help-you-turn-it, sir" steering systems. No road shock, practically no vibration, is transmitted *via* the man-sized wheel, which has a rather nasty cross-spoke decorated and "upholstered" to match the body *décor*. If the engine isn't warm you can stall it by trying to turn on full lock, however.

Having approved of the ride, road-holding, hush and the steering of the Granada I also came to appreciate its lack of road and wind noise. The former has been really well-damped, so that quieter-cornering tyres would have been a slight improvement, and apart from a noticeable zizz rearwards, the atmosphere around the car

seems comparatively undisturbed. Reverting to performance, you pay a penalty for resting the left foot and left hand through the absence of a normal gear-lever, because the Automatic Granada is about half-a-dozen m.p.h. slower than the manual gear-shift version, takes nearly three seconds longer to attain 60 m.p.h. from rest, and is slower by 1.3 sec. over a s.s. ¼-mile. This means that you can wind the fully-equipped 3000 GXL up to around 107 m.p.h., get it to the legal British top-pace from a standstill in 15½ seconds, and do 64 m.p.h. in middle speed. The 0-60 m.p.h. and ¼-mile acceleration times are, respectively, 12 sec. and 19 sec. or thereabouts, depending on load and conditions. This, admittedly, puts the top Ford in the luxury rather than the sports-saloon category, but only if you specify Automatic, because the target 0-60 in less than 10 sec. is comfortably exceeded by the 4-speed manual-gearbox car, which will also do 110 m.p.h. or more.

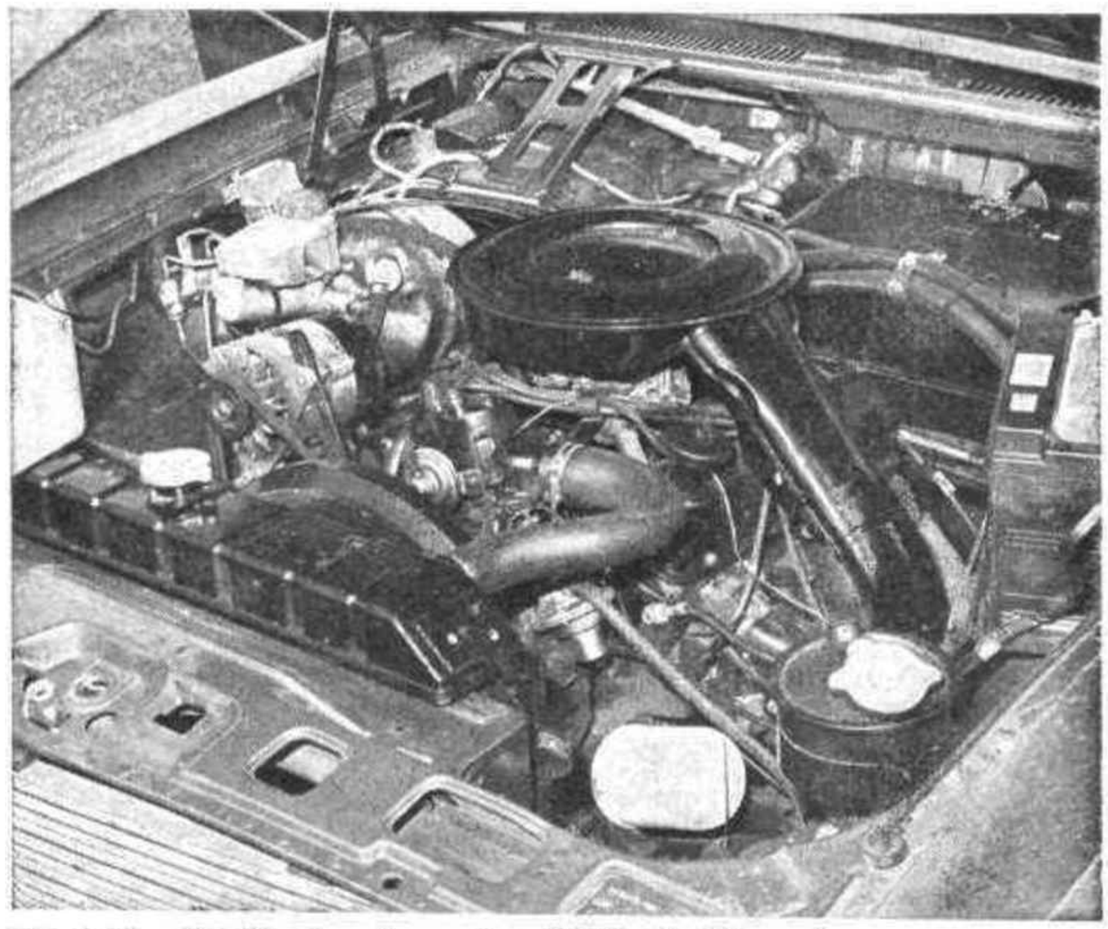
Leaving generalities for detail, the front seats are shaped and of generous size but I found them a thought uncomfortable and the special Ford cloth upholstery, which has a more open weave than that used on the Cortina, too clinging. A case, perhaps, when I would settle for plastic, if I couldn't have real hide. The central handbrake has small movements and couldn't be better situated. Which reminds me that I have forgotten to remark on the splendid brakes, with ventilated discs at the front, drums at the back, servo-assisted. This is because they are easily overlooked, functioning just as the driver requires and being very powerful in an emergency. The external lift-up door handles are awkward rather than stiff to operate but on the insides of the doors everything is nicely contrived, with plated upper panels, sill locks, polished "wood" inserts, grips, small arm supports and recessed pull-out handles, although the window winders are set a trifle low down. Heating is presumably to Ford's high standards; in the belated 1972 heat-wave I didn't test it. Aeroflow ventilation *via* facia-end inlets closed by flaps is powerful, and the wind-open sun-roof a most worthwhile fitting, it having an extractor effect in its second setting.

A multi-purpose l.h. control stalk is used (indicators, lamps dipping and flashing, parking lamps and clonking 2-speed wipers), with foot screen-washing and wiping, and there is nothing to carp about over minor controls or instrumentation, with the earlier reservations about the latter, except to say that if people would give up the filthy smoking habit the clock could be mounted on the central console, instead of which this is devoted to lighter and lidded muck-tray. The facia shelf on the left is like a table-top and below it is a lockable drop-tray of good size. Then there are elastic-topped scuttle pockets, the Ford lidded cubby between the front seats, and a small open cubby for the driver. The large but not overhung self-locking boot has the spare wheel upright on the n/s, the heater quadrant levers are below the powerful dual-speaker radio on the facia to the left of the dials, and neat push-buttons look after lamps, rear-window de-misting, and in-built fog lamps, with an over-riding action so that cancelling the side-lamps button douses all the lamps. The rather subdued wind-tone horns are blown by depressing the steering-wheel spoke and the instrument panel is studded with warning lights. The starter, although pre-engaged, is noisy, like most Ford starters.

Apart from saying that the Granada 3000 GXL has slightly tinted glass, front-seat squabs that recline to form beds, inertia-reel safety belts and a vinyl-covered roof, I do not intend to detail all the equipment you find from the Triplex laminated screen in front to the Triplex Hot-Line window at the back because everything one expects to find in a high-class car is there.



Good lines—the frontal aspect of the Granada is particularly neat.



The 3-litre V6 Ford engine as installed in the Granada.

Night motoring is looked after by Lucas rectangular headlamps incorporating the sidelamps (I see they have foreign glasses), which enhance the good styling of the Granada. There are various badges about the body, including the GXL label and a 3000/V6 motif, and the back panel carries the overlarge word FORD—but if Rover can do it, why not Dagenham, and, anyway, this adds a touch of the Trans-Atlantic to this very modern British Ford? I do not wholly approve of the style of the undistinguished pressed-steel wheels but they do have the now fashionable exposed nuts, five per wheel. The engine may look puny beside sophisticated o.h.c. power units but it is well contrived, the h.t. leads led neatly through clips on the enamelled valve covers, and all services easily inspected after the heavy bonnet has been propped open. This V6 push-rod 93.7 × 72.4 mm. (2,994 c.c.) engine with its 40DFA Weber carburetter may look puny against more sophisticated power units but it pokes out 138 (DIN) b.h.p. at 5,000 r.p.m. and does not begin to rev. over-fast until 5,750 r.p.m. is exceeded. The c.r. is 8.9 to 1, so 97-octane petrol can be used. The tank holds about 14 gallons and I got an absolute range of 282 miles. A consumption check showed average fuel thirst to be at the rate of fractionally more than 20 m.p.g.; a flap covers the unsecured filler cap and feed is by AC mechanical pump. The bonnet has to be propped up. The strip dip-sticks are easy to use and no engine or gearbox oil was required in 1,200 miles. The Granada needs servicing only at 6,000-mile or six-month intervals.

During my spell with an example which had apparently run 8,520 miles and had needed a new speedometer before I took over, a front splash shield apparently made of compressed cardboard fell down and had to be torn off, the back-compartment ash-tray fell out, and then the FoMoCo rubber cap on the water pump split and let out all the coolant—there wasn't a screwdriver in the car and one Ford dealer had never seen the part required, but it was efficiently replaced by Ravenhill, the Hereford Ford dealers.

To sum up, the Granada created a very favourable impression, writing before the breakdown, and it is clear that Ford of Britain has entered a fresh market with this highly commendable car. As I had but twelve days' experience of it, I am not yet prepared to say whether it can be regarded as the patriot's substitute for a BMW but it could well represent the thrifty man's XJ6, for those prepared to overlook the vulgarity of its interior *décor*. For Ford, the Granada sets new levels of road-holding, ride and handling which are most welcome, and these qualities are allied to the quiet running of the true luxury car. As the Granada GXL is particularly full equipped, the value offered for £2,091.61 is indeed remarkable. And remember that this is the top-model of the range. If the manual transmission version of the Granada is preferred, there is a saving of £100, and then there are the Ford Consuls, which offer the same standards of handling and ride at much lower prices. It seems that Ford cannot fail to do extremely well with these new cars, because they are so enjoyable to drive and to ride in.

W.B.

BOOK REVIEWS

"Air-Cooled Automotive Engines", by Julius Mackerle, M.E. 518 pp. 8¾ in. × 5⅝ in. (*Charles Griffin & Co. Ltd., 42, Drury Lane, London, WC2.* £8.00.)

This is the second, fully revised edition of a truly comprehensive work which looks at every aspect of the air-cooling of automotive internal-combustion engines and thereby makes out a strong case for dispensing with coolant fluid and radiators and water jackets which add weight, complication and vulnerability to any engine. The first edition of the book appeared over a decade ago and was well received, and this fresh edition, edited by Keith Alderton, (whom we remember as a past owner-enthusiast of Lanchester Twenty-One and Trojan motor cars,) has been translated from the Czechoslovakian by K. Caslavsky.

The book is special pleading by the late head designer of Tatra, who built their first air-cooled cars in 1923. He took this position in 1948 and has a very thorough knowledge of how an air-cooled engine should be constructed. After the vast success of Volkswagen (we still remember British automobile engineers telling us that our funny nature-fanned contraption wouldn't work, at a time when the 1955 Editorial Beetle was working very well!) and the great Fiat engineer's confession that had he planned the Fiat 600 before the 500, both his small-car engines would have been air-cooled (and the 500 has outlived the 600) there seems little need to vindicate air-cooling. But this book shows how it must be contrived for the best application.

It deals with general principles, fundamentals of heat transmission, heat transfer from hot gases to cylinder walls, heat transfer through the cylinder walls, thermal balance of the engine, the finned surfaces, the quantity of cooling air, the control of the cooling system, utilisation of exhaust gas energy (including turbo-blowers), general engine layout, the cylinder head, the cylinder barrel, the crankcase, the valve gear (including rotary and sleeve valves), the cooling fan, the crank mechanism and lubrication, engine starting, the two-stroke engine, rotary piston engines, the noise of air-cooled engines, and examples of engines produced, both petrol and c.i., to quote the headings of the 21 chapters.

As we have said, it is all there. Perhaps if the early designers of air-cooled cars had had access to this book, the Rover Eight and GN and ABC, etc., might have been even better than they were. It is, anyway, never too late to learn. . . .—W.B.

"Flying Wartime Aircraft", by Hugh Bergel, O.B.E. 193 pp. 8½ in. × 5¼ in. (*David & Charles, South Devon House, Newton Abbot, Devon.* £3.25.)

I knew Hugh Bergel as the enthusiastic owner of a Type 35 Bugatti, driven in VSCC events by his son, Dr. Bergel, until he graduated to the 250F Maserati, but until I received for review this fascinating book I did not know that father Bergel had been CO of No. 9 Ferry Pool, ATA, during the war and was obviously a very accomplished, not to mention brave, aviator.

The book gives verbatim the ATA Pilot's Handling Notes as issued to ATA personnel, covering such exciting aeroplanes as the immortal Hawker Hurricane, the difficult Bell Airacobra, the powerful Hawker Typhoon, the beautiful de Havilland Mosquito, the tricky Bristol Beaufighter, the great Vickers Wellington and the impressive Consolidated Liberator. The notes on these now historic aircraft are decidedly technical and recall another age of aviation—they also remind me that for my sins I spent an uneventful war writing similar notes for the Ministry of Aviation, in between editing the war-time MOTOR SPORT.

What is such fun about Bergel's book is that he puts in personal reminiscences of the machines, pithy, honest and usually very funny—such as, when writing of the Airacobra, "Below 1,000 r.p.m. the vibration was such that the whole outline of the aircraft dissolved into a shimmering blur. Some of this may have been due to the pilot's eyeballs vibrating in sympathy". This unusual but welcome book enables you to ascertain such unlikely things as the stalling speed of a Mosquito in straight flight with power off, how to crank up a Hurricane, why if your port engine packed up in a Wimpey you would most likely have to make a belly landing, etc. It is interesting that ATA pilots had to keep below 5,000 ft. at all times, and navigate "by Bradshaw", as they had no radio and nothing more sophisticated than a compass and directional gyro. One in eight of ATA pilots and flight engineers were killed, mostly due to bad weather. The author says that when he was in ATA he used to discourage himself from thinking too deeply about the job he was doing because the only result would have been the conviction that it could not be done. "But", he continues, "the job *was* done, thanks to the audacity of ATA's founders, the brash confidence of its pilots and the brilliant work of its Technical Department. These notes are the stuff of aviation history; they well deserve to be reprinted." A different age, when men gave of their best, sometimes their lives, for Britain, and aeroplanes had become complicated but were still aeroplanes!—W.B.

"History of the Traffic Department of the Metropolitan Police", by Detective Chief Inspector K. Rivers. 63 pp. 9½ in. × 6¼ in. (*Available from P/C D. H. Marrable, Room 1011, New Scotland Yard, Broadway, London, SW1.* 32½*p, post paid, soft-cover edition;* 60*p, post paid, hard-cover edition. All proceeds to City & Metropolitan Police Orphans Fund.*)

This is a quite remarkable slice of motoring history, which all students of the past will wish to have, although, in fact, it covers the period 1761 to 1968. It occupied three years' spare-time research on the part of the author, who is to be congratulated not only on compiling a very well-balanced history of the work of the Traffic Department of London's great Police Force but, from our point of view, of dealing in commendable detail with the many motor vehicles used by the Force, even to identifying them by taxable horse-power and body type.

This makes the book of vital interest to motoring historians and they should not be misled by its limited number of pages. A small type-face enables a great deal of information to be packed in. The book has some interesting pictures, from Bean vans and Chater-Lea motorcycles being serviced at the Police workshops in Barnes, and the Flying Squad's original Crossley tenders, to the BSA 3-wheelers and a 4½-litre Invicta used later. There are cartoons by P/C T Chicken, which show that the Police do not mind laughing at themselves, and a colour frontispiece of Piccadilly Circus in 1886. The text has the stamp of one who understands cars.

It is impossible to reveal all the interesting data this book uncovers. There is reference to the birth of mechanisation, with a fleet of Douglas solo motorcycles in 1920, replaced in 1924 by Chater-Lea combinations while in 1919 there were the Crossleys purchased from the RAF and War Office. Thereafter the annual changes made in the fleet are an enthralling study. It is significant how Bean had a large share in this business, how the pros and cons of solo motorcycle *versus* sidecar outfits ebbed and flowed, interesting that the large number of 7-h.p. Jowett tourers which eventually replaced the combinatinons had to be abandoned because of fierce clutches which broke their back axles, and how 3-wheeler BSAs were found too unstable for Police work. The book tells how the Hillman Minx was adopted when the Morris-Cowley, formerly the standard Police issue, went out of production, and so on. Apart from all these gems of information in the text, there is a 15-page appendix listing all the vehicles used by the Metropolitan Police from 1919 to 1969, commencing with a Vauxhall cabriolet for the Commissioner and Tilling Stevens prison vans, and ending with Wolseley 6/99s and Morris vans. The diversity of makes is quite astonishing and it is emphasised that the Police had to buy and tax all their vehicles, although later there was a subsidy scheme. Details are even included of prices paid, how unwanted vehicles were sold off, and of how the subsidy worked. In all this detailed motoring data I can find but two errors, an MG Magnette referred to as a "Magnet" and a Jowett Javelin as a Jowett ERA saloon. There will be interest in putting types to h.p. ratings in the case of some of the early Police cars, when pre-war models were presumably being used in 1919/20.

The Hendon Driving School is described, with the remark that very few officers passed first-class after being tested on a 3½-litre Lagonda and a 4½-litre Bentley, both with crash gearboxes and the latter with central accelerator! The high mileage covered by Police cars in London comes over and the locality of the depots and repair shops, how the Traffic Department was formed and how it developed, how traffic problems were resolved, the work of the "courtesy cops" whose task was to advise rather than punish, the acceptance of the MG Midget as a useful Police car, early experiments with radio communication, all this and much more besides is covered in this remarkable work, which is straight history and in no way propaganda for the Force.

It is amusing that the Derby was used year after year to try out new traffic-control methods, an aeroplane, an airship, a static balloon and an auto-gyro being employed, those early Crossleys with radio assisting. When finance was a problem the Ford V8 was the only appropriate saloon available for under £500 and 55 were bought, while the Lagonda Rapier at £368 was recommended by the then-Traffic Officer, Capt. Minchin, as fast enough for Police service, and two used Roesch Talbot saloons and a used Humber Super Snipe were bought at this time. Racing personalities who advised the Metropolitan Police were Sir Malcolm Campbell, Lord Cottenham and Graham Walker. I could go on and on lifting fascinating items from "History of the Traffic Department of the Metropolitan Police" but the best thing you can do is to get yourself a copy. Drivers who have been caught in a radar-trap may not feel particularly kindly disposed towards the Police (there *are* braver ways of catching bigger criminals!) but in view of the very courageous work the Force has been doing during the recent rough Industrial unrest, it will surely please most of our readers who buy the book to know that the proceeds go to the Police Orphans Fund.

The advertisements (from which we note that the Metropolitan Police Motorcycle Patrols use Everoak GP Racing Helmets and that Brands Hatch has supported them) are grouped at the back and the stiff-cover edition has the title nicely embossed in gold, on a blue background. Early application for Det. Chief Inspector Rivers' commendable work would seem desirable, in case supplies run out. . . .

With this book came a copy of *Clearway*, the Traffic Magazine of the Metropolitan Police, from which I was intrigued to discover that they are not averse to road-testing hairy vehicles such as Uren Fords and BMW R60/5 motorcycles. The Police testers may have to wrap their comments up a bit for the benefit of Senior Officers—of the Uren Ford, ". . . I was conscious of the feeling that the extra power under the bonnet, if not used properly, would get you into trouble quite easily, particularly on the public highway where there is little or no room for drifting" (they tried it on the MVRE track at Chobham), and of the BMW motorcycle "Cruising at 80 was effortless. The clock fitted to this machine was calibrated in kilometres and when I did the conversion later it was quite a shock, for I would not have estimated the speed to be so high, such was the smoothness of the BMW" (he had been riding it along the M6). But both these publications show the Police in a new light, keen and knowledgeable about fast machinery, and thus both represent good Police propaganda, though this is not the intention behind either of them.—W.B.

"The Automotive Nightmare", by Alisdair Aird. 301 pp. 8½ in. × 5⅛ in. (*Hutchinson & Co., 3, Fitzroy Square, London, W1.* £3.50.)

This gruesome title would not have merited a review had it been merely a British imitation of the Nadar scare—for look what that has cost the British Motor Industry and the pockets of ordinary car owners! But it goes a bit beyond the death and disaster theme. The author works for *Motoring Which?* and has been able to draw on many irrefutable statistics when posing such questions as does motoring cost too much, are repairs too costly, and is car insurance a swindle? He cites cases of cars breaking down all too soon from new and being delivered in poor order, such as Consumer Association members have been aware of for far too long. Incidentally, the only contribution MOTOR SPORT makes is a quoted reference to the Maxi not living up to its publicity promises, although the author has ranged wide in his search for appropriate quotes.

He has chapters headed "Strangled by Roads", "Noise", "Pollution", "Why Cars Are Too Dangerous", "Licensed to Kill" and "Scrap-iron Economy", which would warm the Nadar cockles. He thinks the solution, if there be one, is to investigate alternative prime-movers which will replace the i.c. engine and to develop public transport at the expense of the private car. Aird's indictment of the Industry for selling shoddy, sometimes dangerous, and often badly turned-out cars may get a hearing; the rest of his book is panic stuff. He belongs to the growing band who dislike cars and hope that if they yell loudly enough the motor car will fade quietly (or noisily) away. The fact is that this is most unlikely to happen and that some of us even *like* motor cars.—W.B.

The Rolls-Royce "bible", that glossy volume "The Rolls-Royce Motor Car", by Anthony Bird and Ian Hallows (328 pp., 9¾ in. × 7¼ in.; B. T. Batsford Ltd., 4, Fitzhardinge Street, London, W1H 0AH; £6.50), has gone into a third edition eight years after it first appeared and made publishing history, and now includes the Silver Shadow. Bird had the difficult task of contributing this Postscript and it is typical Bird writing, rather out of keeping with the undisguised Rolls-Royce praise and esteem expressed elsewhere. Indeed, Bird has a high old time at the conclusion of this weighty and dignified book taking the *Motor* to task for saying the Silver Shadow has a spacious back compartment, for to Bird it is cramped laterally and vertically and provides insufficient leg-room, thus treating the back-compartment occupants as second-class citizens. This is only the beginning. He then compares the modern Rolls-Royce, with American luxury cars, admits he would not wish to *own* a Silver Shadow, implies that the Mercedes-Benz 600 is superior. Yet Bird has been scrupulously fair, within the confines of a personal assessment. He quotes liberally from the better parts of the *Motor* and *Road & Track* road-test reports on the Silver Shadow (what, I find myself wondering, did he think of MOTOR SPORT's findings?), explains why even R-R had to abandon self-made components and change their styling, and devotes warm commendation of the Silver Shadow's more outstanding aspects, although he expresses dislike of the tape-worm used to check oil-level, and wonders how Sir Henry Royce would have reacted to a hand-brake unable to restrain the Silver Shadow on a 1-in-3 hill. Rather out of context, but delightfully nevertheless, Bird hammers *Motor* for saying that Rolls-Royce, more than any other manufacturer, showed that cars could be reliable and practical transport rather than a joke—what, he thunders, of de Dion Bouton, Renault, Ford and Oldsmobile?—and reminds us that the best automatic transmission of them all is found on the DAF.

Bird gives a delightful picture of the changes that have overtaken factory economics since Royce first built Silver Ghosts and, if he leaves the impression that he is pro-Mercedes 600 at the expense of the Silver Shadow, he is honest enough to remark that the latter has been a commercial triumph for Rolls-Royce Ltd., whereas the 600 has been a relative failure for Mercedes-Benz AG. His conclusion is that the latest Rolls-Royce is "the triumph of the intangible over the impeccable" and those who do not like this assessment will be able to console themselves that this is a conclusion reached by one who confesses that motoring has lost its charm for him and who admits to only 150 miles' experience of a Silver Shadow from the back seat. . . .

* * *

J. H. Haynes and D. H. Stead have produced a workshop manual for the VW 1200 available for £2 (UK only) from 24, Lower Odcombe, Yeovil, Somerset.

* * *

The comprehensive "Observer's Military Vehicles Directory", by Bert Vanderveen, of post-war types, is available from Frederick Warne & Co. Ltd., at £2.50.

* * *

Arlington Books, 38, Bury Street, St. James's, London, SW1, have published an illustrated book by Jim Gavin about tuning all marks of the Ford Cortina, priced at £1.75.

CHANNEL TUNNEL NEARER?

MR. JOHN PEYTON, the British Minister for Transport, and his French counterpart M. Robert Galley have agreed with the international group responsible for the Channel Tunnel studies the basis upon which these studies should continue. Under the agreement the studies will be completed by the middle of next year at a cost of £5 million, approx. half of which is guaranteed by the two governments and the remainder from private sources. It is expected that a decision whether or not to undertake the further work leading up to the actual construction will be taken as soon as possible after the results of the studies become available.

MINIATURES NEWS

THE range of good racing-car miniatures is continually being extended. One of the best F1 models we have seen is the latest die-cast Corgi of a Rob Walker Surtees TS9 in the Brooke Bond Oxo and Duckhams colours, the little car being very fully detailed and measuring 4⅝ in. in length, with a realistic reproduction of the engine in its tail. The makers are Mettoy Playcraft Ltd., Euston Centre, 374, Euston Road, London, NW1.

Lesney continue to concentrate on rather nonsensical miniatures but this does not apply to their "MATCHBOX" Mercedes-Benz C111, which is scaled 44 : 1, so is 4 in. long, and sells for 45p. Details embrace purple-tinted windows and gear-lever, etc.—W.B.

RUMBLINGS

■ **75 YEARS OF THE RAC.**—To celebrate its 75th Anniversary the Royal Automobile Club has been holding a series of exhibitions round the country. We went to the one staged at Jeremy's Garage, Tenby, late in August, coping with the congestion in this popular Welsh seaside resort with its fine views and vast sandy beaches, with the willing assistance of a Ford Granada Automatic. The opening ceremony was performed by Nicholas Edwards, Conservative MP for Pembrokeshire, who arrived in Chester Smith's 1903 Oldsmobile, which had started from a near-by Country Club, and had only just made the intervening gradient, due to oil causing the clutch to slip. But the quietness and docility of this single-cylinder tiller-steered veteran was most noticeable.

The Exhibition has many fine paintings of early motor-races and some of the RAC's models, of which the writer coveted most the Duesenberg which won the 1921 French GP and the one of a 1922 TT Vauxhall. There was a bigger model of the Golden Arrow LSR car and an even larger one of Cugnot's steam vehicle of 1858, beside which the RAC's model of the 1907 Rolls-Royce Silver Ghost was quite dwarfed. A real motor vehicle was included, in the form of a recently-restored Arielette tricar, now owned by the Pembrokeshire Motor Museum, Chester Smith having bought it from the Williams collection at Bromyard.

A number of very early accessories were shown, but the Editor's collection of sparking plugs, display-cased by Champion, was absent, although requested, because the best the RAC in Cardiff could find in which to transport them was a Minivan, which was far too small! The Oldsmobile which transported the MP was appropriate, as this make also celebrates its 75th Anniversary this year.

The guests had lunch at the Imperial Hotel, in the very pleasant Cliffhanger restaurant, from which a fine view of the beach and sea is available. It was a pleasant gathering, compered efficiently by Phil Drackett.

■ **A NEW BORG-WARNER AUTOMATIC GEARBOX.**—We went down to Port Talbot, braving the distinct possibility of getting irretrievably lost in Swansea on the way home, to see the impressive factory which Borg-Warner have erected on the new Kenfig Industrial Estate just off the A48 (M) road, where they are introducing new methods of production of their automatic transmissions in a fine new building of some one-million square foot floor space.

The main purpose of this move to Wales is manufacture of the new Type 45 four-speed Borg-Warner automatic gearbox, for cars of up to 2-litres, which will eventually supersede the well-known Type 35 three-speed box. We were able to sample the Type 45 transmission in a fuel-injection Volvo 144 which, together with a 1.3-litre Morris Marina, are being used for development and demonstration purposes, and the smoothness of the changes in this closer-ratio gearbox was most apparent. It marks a notable step forward in using plate clutches instead of the difficult to keep in adjustment band brakes of the earlier gearbox and it is significant that pressings replace castings for many of its components. The design, it is pleasing to note, stemmed from this country rather than from America and the new Type 45 box will also be made as a three-speed Type 55, which Toyota are using at present, the casing being sent to them from the Welsh factory.

The production methods at this impressively spacious factory, where 1,500 operatives work, a number to be doubled when the full production of 1,000 Type 45 and 500 Type 55 gearboxes per day is achieved, are most interesting. For instance, there will be an 83-stage transfer machine, supplied by Lamb of Ontario, for machining the aluminium gearbox casings, which needs but three operatives to oversee it. Two 1,000-ton Wilkie & Mitchell presses stamp out clutch cylinders, to a ready-to-use state, with no subsequent machining involved. There are nine stations per press. In contrast to this automation, women operatives fit the rotor blades by hand. Components will be conveyed about the factory on roller-coasters, and J-pattern travelling jigs will facilitate assembly, right up to the dispatch stage. Completed gearboxes are all tested on A. T. & T. dynamometers, having been balanced electronically while revolving at 1,100 r.p.m., their heavy-point marked with a blue spot for the guidance of the car manufacturer fitting the box to his engine.

The gear assemblies are electron-beam welded, each being completed in 4½ seconds, the weld being made in a vacuum, using Scieky apparatus, which obviates any distortion or interference with the heat treatment of the gear pressings. Before welding, the components pass through a Raydne washing vat.

Even a brief inspection of the new Borg-Warner plant shows that the company plans a big expansion. Apart from the new gearbox, it supplies BMW, Saab and Citroën with automatic transmissions, while the applications of the Type 35 B-W box to British cars are too well known to need enumeration. B-W claim to have well over 5-million units in use and to serve more than 80 manufacturers in eight countries. They are seeking customers for the new Type 45 transmission, which has ratios of 3:1, 1.94:1, 1.35:1 and direct-drive, against those of 2.39:1, 1.45:1 and direct drive of the Type 35 box. Aluminium is now used for all automatic gearboxes intended for cars of up to 4-litres, although cast-iron casings are found in the XJ6 and XJ12 Jaguar transmissions.

● During mid-September Austin Morris announced an estate version of the Morris Marina with very attractive styling. The estate bodywork provides a payload of 8 cwt and a load space of 58.4 cu. ft. The Marina Estate will only be available with the 1.8-litre engine. Austin Morris division of British Leyland feel this new model will replace the gap left in their range by the Morris Oxford and Austin Cambridge Estate cars. A brief run in the car served to illustrate that the Marina handling is now all sorted and, if anything, the Estate handles better than the saloon. The top speed is 95 m.p.h. with good acceleration. The vehicle should appeal to Estate car buyers.



MARINA ESTATE.—Pictured alongside a couple of traction engines is the new Morris Marina Estate which should find a ready sale.

● The Motorists Discount Club recently held a pleasant function on a barge in the Regent's Canal to announce their latest 120 page catalogue. This mail order firm now has 130,000 members and a members' shop in Hammersmith. Details of membership from Box 162, Hendon, London, NW4.

● Trojan Ltd. of Croydon, Surrey, who have been UK concessionaires for the past 6½ years for the specialist Italian *marque* Iso have decided to drop the agency. The Company will continue to carry out Iso servicing until such time as a new concession is appointed. Trojan, naturally, continue to operate as concessionaires for Lambretta and other products and to manufacture McLaren racing cars.

MORGAN REGISTERS

FORMED under the auspices of the Morgan Sports Car Club are two new registers. One is for Morgan 4/4 Series 1 (1936-1950) cars and the other for Plus 4 Morgans from 1950. The registers will provide information, advice, help with spares and so on. The Registrar, Mr. T. H. L. Cree of 3 Ashendon Close, Droitwich, Worcs. would like to hear from anyone owning these cars at present, together with a note of the chassis number.

India GT Radials: The trouble-shooters

EN ROUTE TO CANNES MICK AND MELANIE WITNESS A DARING KIDNAPPING!

DO YOU SEE THAT MICK?

I'M GOING AFTER THEM!

THEY'VE GOT A MORE POWERFUL CAR!

BUT WE'VE GOT INDIA G.T. RADIALS!!

WHOOSH!

WATCH THAT BEND MICK!

COOL IT! ---THESE TYRES ARE GREAT ON CORNERS!

BOY! I THOUGHT WE'D NEVER STOP IN TIME!

BRAKING'S A WHOLE LOT BETTER WITH INDIA G.T.S!

WOW! SOME ROADHOLDING!

BUT THE TRAFFIC LIGHTS HAVE LOST OUR HEROES VALUABLE TIME! ---HOWEVER--- MICK HAS A PLAN!

YOU CAN'T CUT ACROSS THE MOUNTAINS!!

I'LL MAKE IT! ---YOU PHONE THE POLICE!!

MICK'S SHORTCUT ENABLES HIM TO BLOCK THE PATH OF THE KIDNAPPERS--- WHO, UNABLE TO BRAKE IN TIME, OR HOLD THE ROAD SWERVE INTO A DITCH!

SACRE BLEU!!!

MICK! YOU'RE THE GREATEST THING ON WHEELS!

SO ARE MY INDIA GT'S!

THE GROOVIEST RADIALS AROUND!

INDIA RADIALS

India GT Radials

Join the club

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

A look at the Panther

"THE PANTHER is not a replica. I have tried to conceive a car along modern principles of engineering and performance but with the styling of an era I always admired. I was obviously influenced by the Jaguar SS when I designed the Panther but I do not want people to think it is a copy." So says Robert Jankel, managing director of Panther Westwinds Ltd, of Weybridge, Surrey.

Bob Jankel's name may ring a distant bell in the ears of those interested in club racing in the early 1960s. He won a good number of races with Ford Anglias in those days. He was instrumental in forming the Ilford firm of Super-Speed, having previously studied at Chelsea College of Aeronautical and Automobile Engineering. But primarily he was in the fashion industry and became very successful at it too. But a couple of years ago all the challenge had gone and he returned to his first love—motor cars.

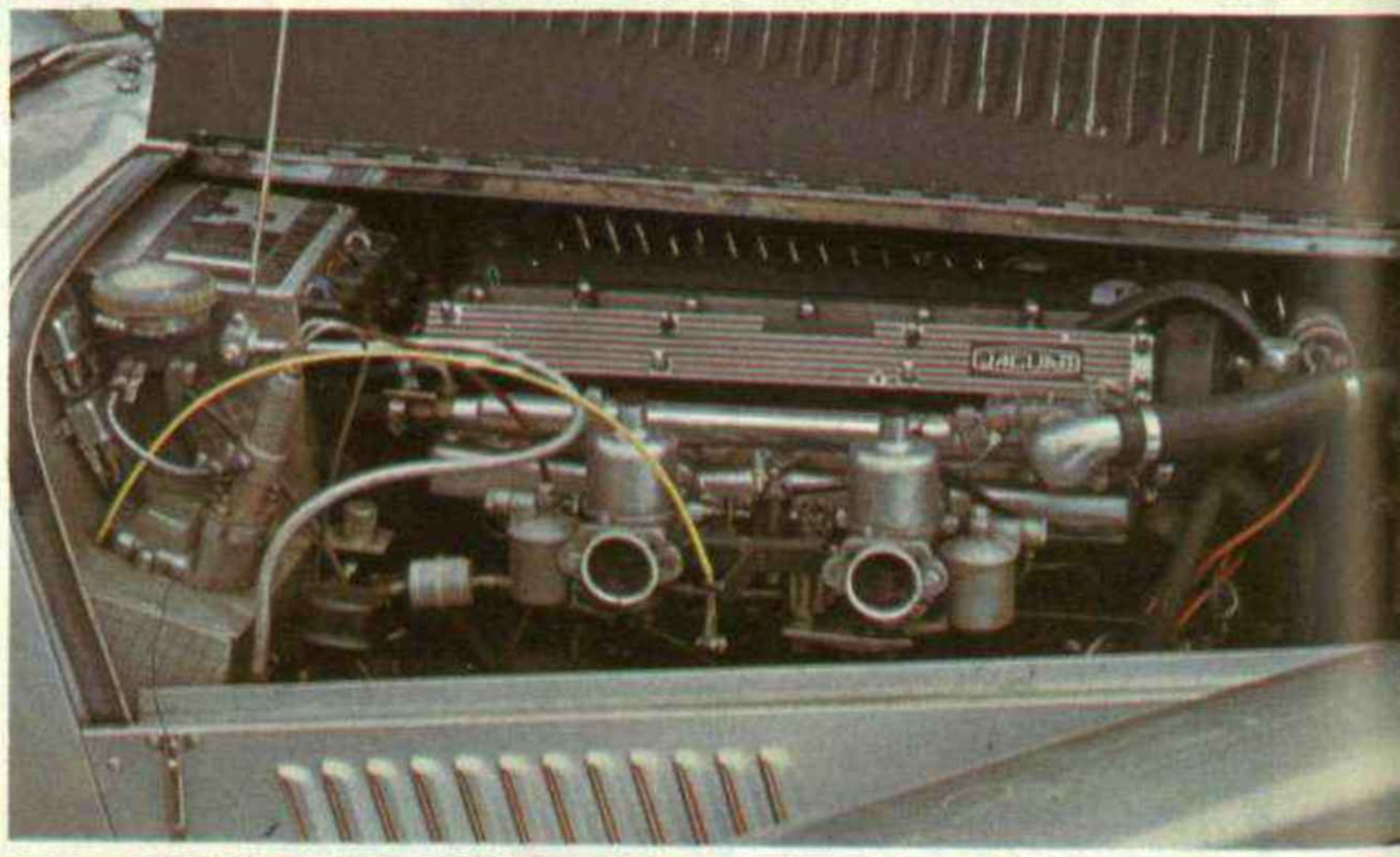
Fortunately, with sufficient capital to go it alone he conceived the Panther and worked on the idea. It occurred to him that perhaps he could even put the car into limited production and that is just what he did this June. Jankel hopes to build 70 cars a year.

Similarities with the SS do not end with the shape, for the power unit is Jaguar in what is 3·8 Mk. 2 saloon trim giving about 240 b.h.p. gross. This drives through the latest XJ6 gearbox. The chassis is a robust tubular design separate from the hand-beaten aluminium body. There are beam axles both front and rear located by a five-link system and Armstrong co-axial spring damper units. The 6J Jaguar spoked wheels complete the picture while disc brakes are used all round. This set-up gives superb handling on smooth surfaces although, naturally, things tend to get rather hectic when the going is rough. Undoubtedly the Panther is tremendously exhilerating to drive. The power-to-weight ratio is fairly dramatic and so is the acceleration. The 0-60 m.p.h. is a staggering 6.4 sec. with the help of a limited slip differential–that is quicker than a Morgan +8– and a standing quarter-mile can be covered in a fraction over 15 sec. The top speed is not so impressive for the frontal area (see top photograph) takes over and the Panther is unlikely to exceed 115 m.p.h. For that matter the Panther likes fuel and its 14 m.p.g. seems even more thirsty than we had expected.

Naturally a good number of members of the VSCC will view the Panther with an extrme degree of distrust. But the only way to judge the car is to drive it and that is certainly an unforgettable experience.

One hopes that the customers which the car attracts are not all pop superstars, football heroes and King's Road boutique entrepreneurs. Certainly, at £4,380 tax paid, only those with extremely healthy bank accounts can afford to be genuinely interested. If I won the pools I would add the Panther to my dream stable. A.R.M.







For the man who cares for his car more than anything else in the world

From the House of Turtle Wax come Crown Turtle, the finest car wax in the world, for the man who cares for his ca more than anything else in the world. This is the car wax we always wanted to make, regardless of expense. The brilliance is breathtaking, the protectio is ultimate, and it is very expensive. But then the best things in the world usually are.

Crown Turtle

The world's finest car wax

CROWN
TURTLE
car wax
FROM THE HOUSE OF TURTLE WAX

Recommended price £1·50. Available from Halfords.





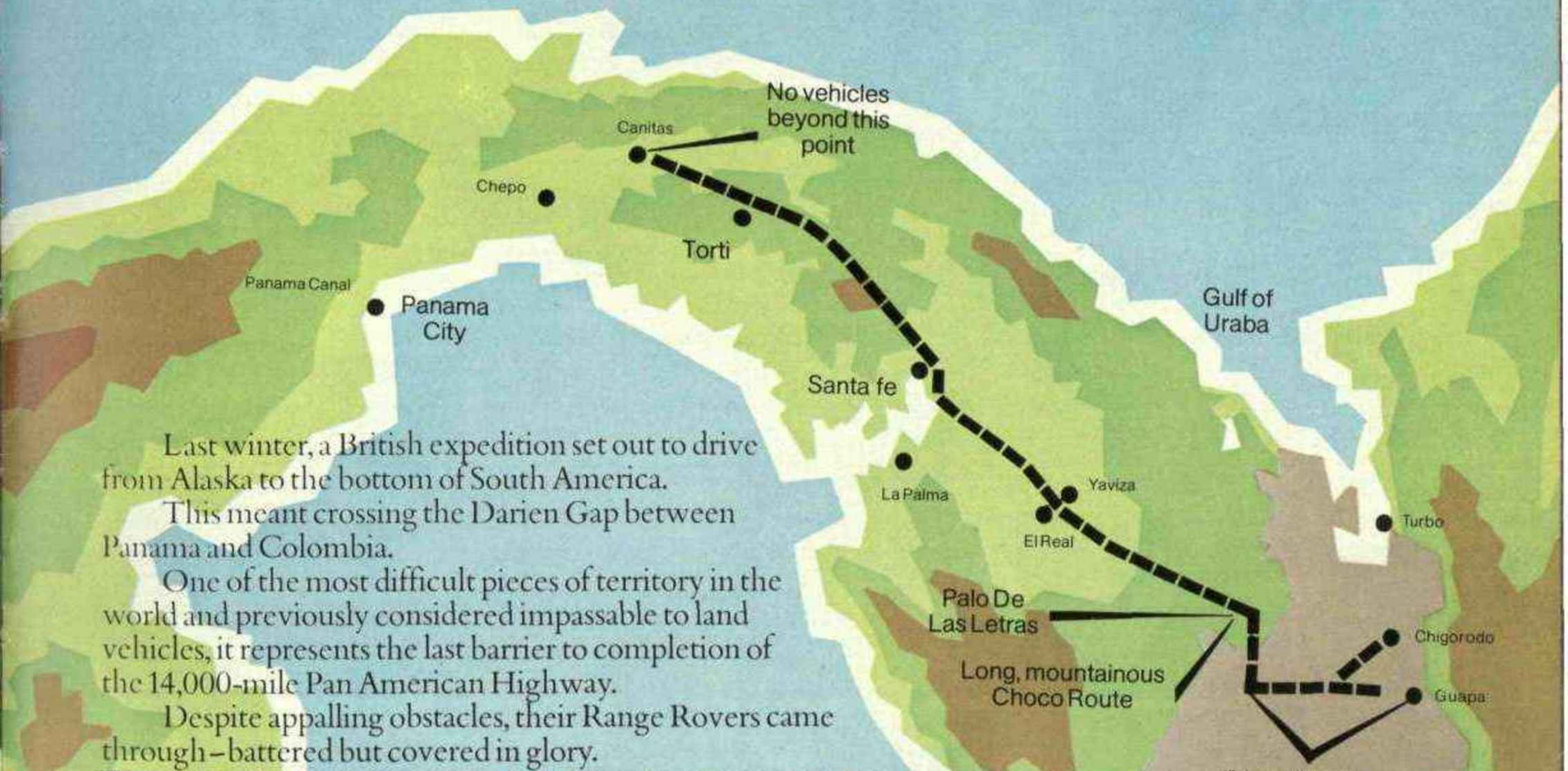
ROTHMANS 50,000

Even on the pace lap (*above*) Emerson Fittipaldi is in the lead with his Lotus 72 sponsored by John Player. He was never headed. Brian Redman's McLaren, the two BRMs and the rest of the field follow on Brands Hatch's Bottom Straight. The young Bognor Regis driver David Purley raced a Formula One car for the first time in the Rothmans 50,000. He drove the spare March 721G (No. 41) and moved up to fourth place before trouble intervened. Here he is chased by James Hunt's March 712 and Gijs van Lennep's Formula 5000 Surtees. Irishman John Watson deputised for Peter Gethin in the works Chevron B20 Formula Two (No. 48) and, but for a sticking fuel valve which necessitated a second pit stop, would have finished fourth overall. He drove back to sixth position and is followed by David Prophet's elderly McLaren F5000 which was fitted with a huge wing specially for the race.



MOTORING STORY OF THE YEAR

How Range Rovers conquered the Darien Gap "This hellish obstacle."



Last winter, a British expedition set out to drive from Alaska to the bottom of South America.

This meant crossing the Darien Gap between Panama and Colombia.

One of the most difficult pieces of territory in the world and previously considered impassable to land vehicles, it represents the last barrier to completion of the 14,000-mile Pan American Highway.

Despite appalling obstacles, their Range Rovers came through – battered but covered in glory.



1. Setting off to cross the Darien Gap: ahead lie 250 miles of snake-infested jungle, swamps and mountain ridges – and no roads.



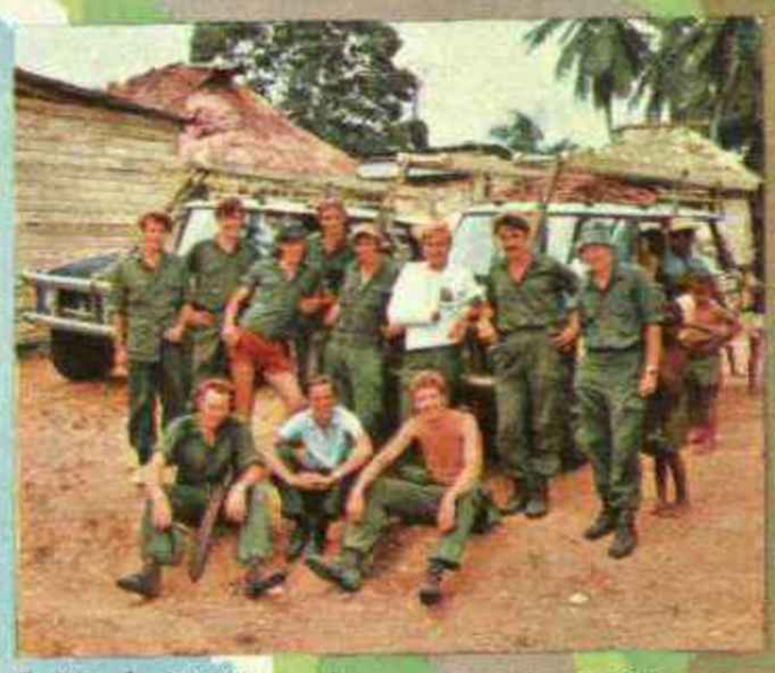
2. Sometimes the only way through was up the river. The Range Rovers were as much at home in deep water as on land.



3. The Devil's Switchback – a nightmare of slippery mud, sticky clay and 75° slopes. The winches were in use nearly all the way.



4. Getting out of the water could be more of a problem than getting in. Even a Range Rover needs a helping hand sometimes!



5. Made it! Now there are only 8,000 miles of roads and tracks to cover.

The Range Rover is the result of years of research and development – and the most rigorous possible testing. It is from this same background that all Rovers derive their strength, reliability and outstanding safety.

See one of the actual vehicles that covered this arduous journey on display at Stand No. 114 (London Motor Show).

If you are unable to attend the Motor Show write in for a copy of our brochure entitled "The Darien Breakthrough" from Marketing Services Dept., Rover, British Leyland UK Ltd., Solihull, Warwickshire.



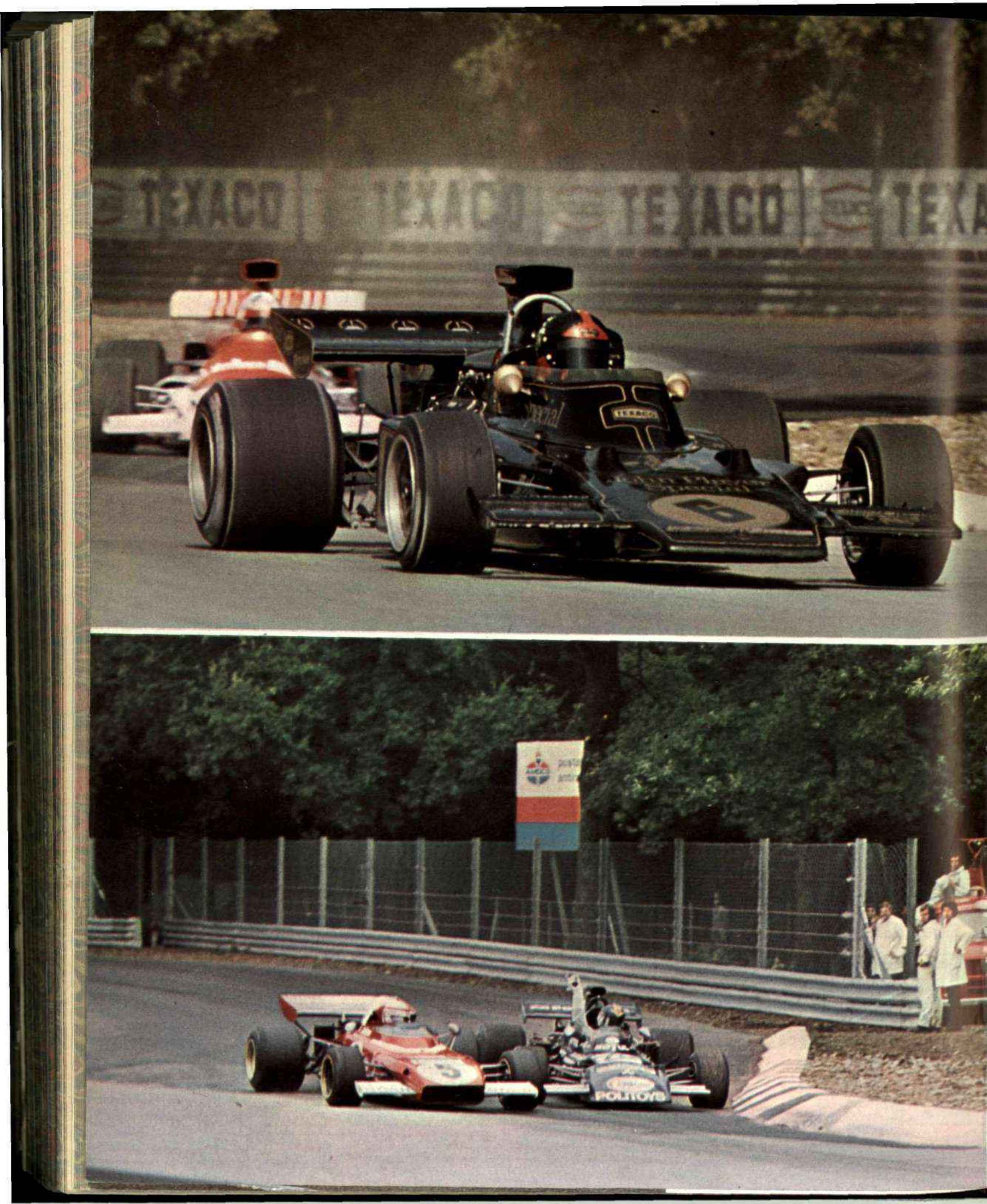




PAUL RICARD 6-HOURS

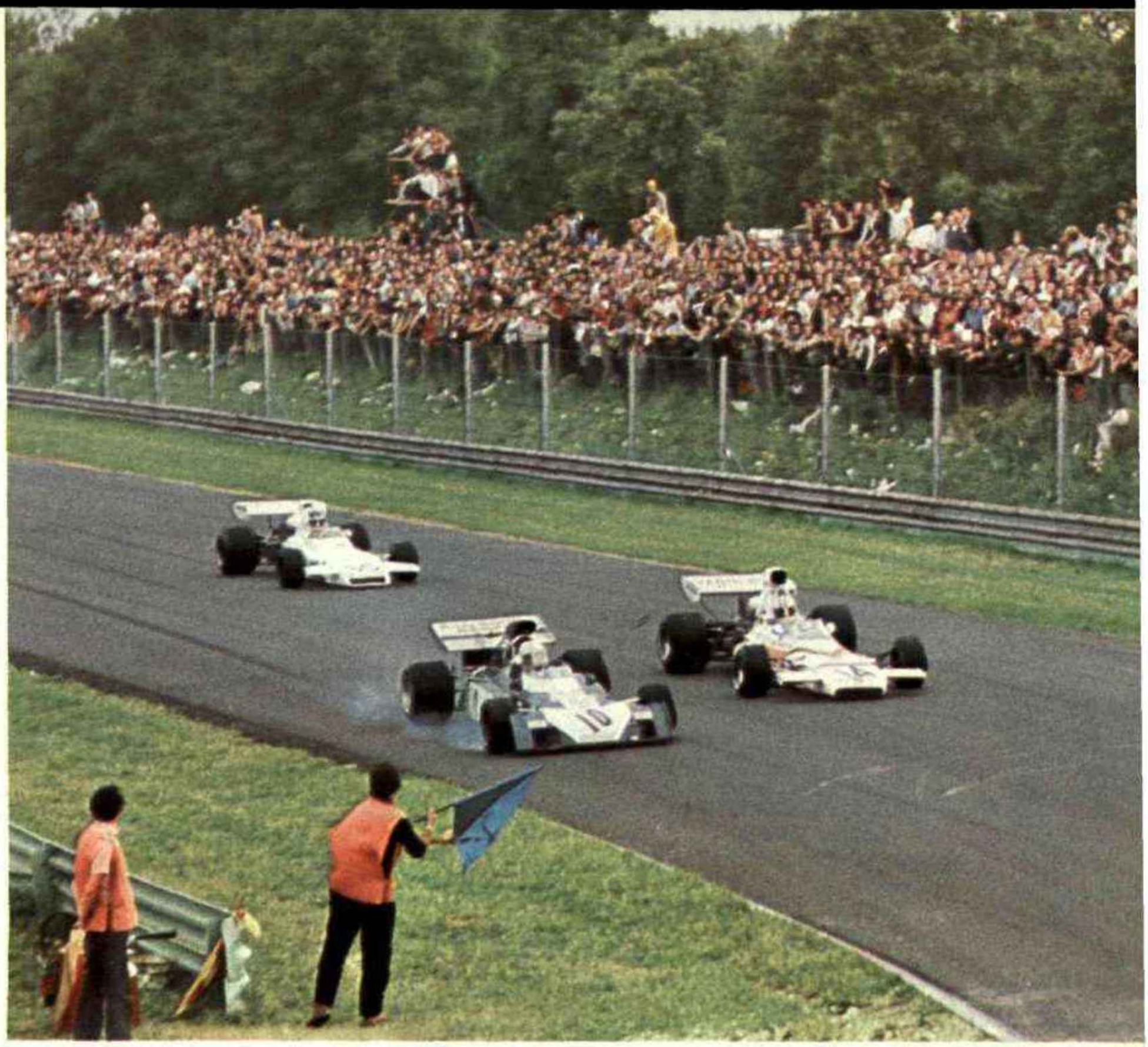
RICARD SALOONS.—In the first week of September the mammoth stadium circuit of Paul Ricard was home to the seventh round of the European Touring Car Championship and the best entry of the series was attracted. As usual the Alfa Romeo GTAj's dominated Division 1 (up to 1,300-c.c. class) and, above, the Ertl/Larini car leads eventual class winners Carlo Facetti/Gianluigi Picchi, the former car having received some bodywork damage. Pit stops were a feature of the race, which was watched by a small crowd despite the presence of Jackie Stewart and Francois Cevert, who shared the Ford Capri pictured in the pits. Division 2 (1,300-1,600 c.c.) was won gy the Broadspeed Escort (No. 26) driven by Dave Matthews/Andy Rouse, giving Ford a conclusive lead over BMW in that category. Ford also handed out defeat to the Bavarian firm in the largest capacity class. On the right the Rolf Stommelen/John Fitzpatrick BMW 3.0 coupé leads Jackie Stewart in the Capri RS he shared with Cevert, the Birrell/Franc Belgian entered, Kent backed RS, eventual winners Brian Muir/John Miles in the Malcolm Gartlan/Wiggins Teape Capri RS and the BMW of Hezemans/Pankl. International saloon car racing can get rather rough at times as the bottom photograph shows. Quite whether Gerard Larrousse is helping his Ford Germany Capri RS team-mate Dieter Glemser to push off the rival BMW of Toine Hezemans we are not quite sure but, anyway, they all seem to be far too close for comfort.

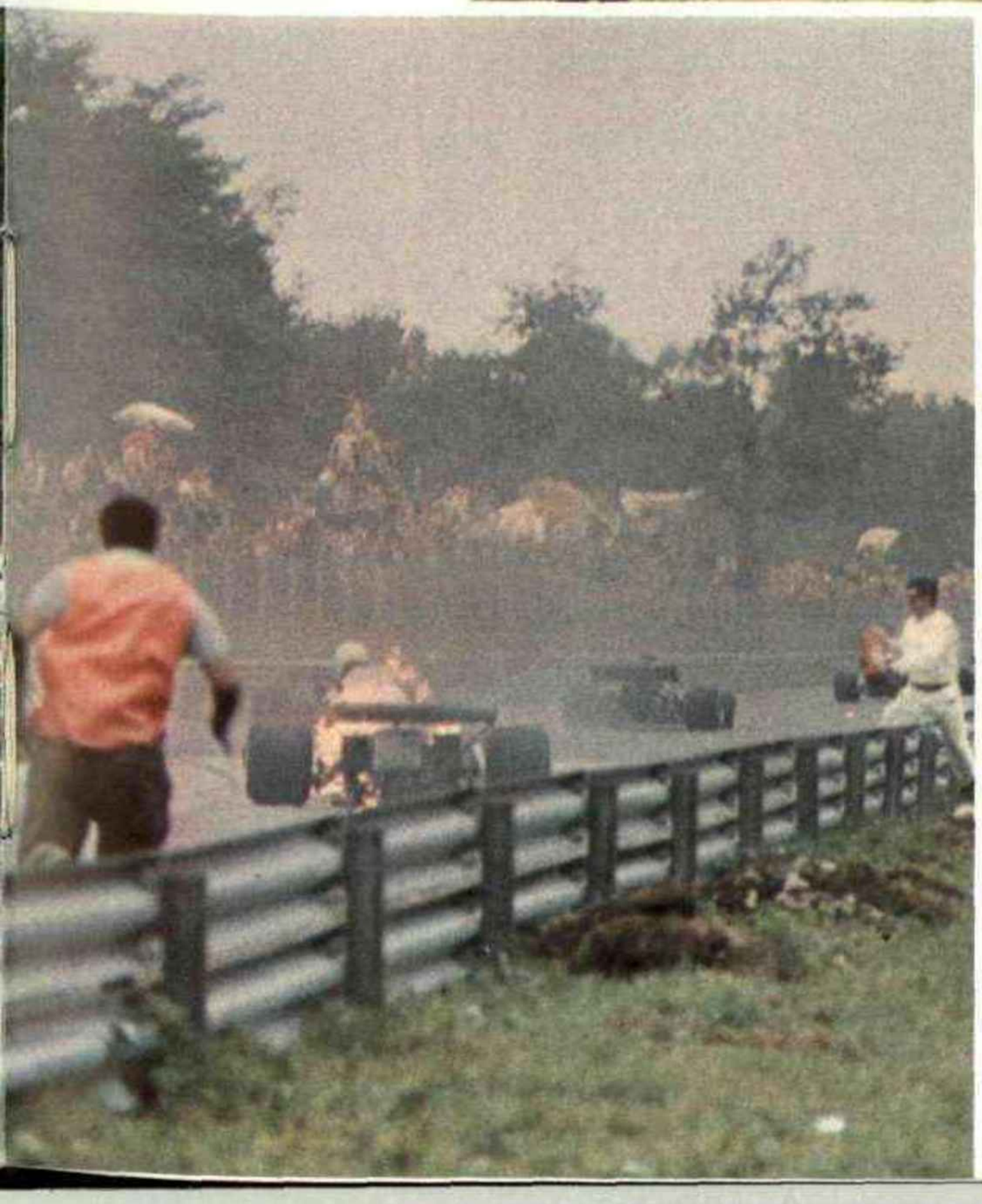

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ITALIAN GRAND PRIX

MONZA MONTAGE.—Emerson Fittipaldi assured himself of the 1972 World Championship in fine style at Monza when he drove to victory in his Lotus 72. In our close-up photograph the Brazilian has just lapped Jean-Pierre Beltoise in the BRM P180. Early leader Clay Regazzoni was eliminated in an accident at the Vialone Curve chicane, as our photographs show. He clipped the limping March 711 of Carlos Pace on the exit of the corner and his Ferrari burst into flames. However, the fire was quickly extinguished and the Swiss driver was unhurt by the incident. Mike Hailwood drove to an excellent second place behind Fittipaldi. His Surtees TS9B is pictured in a rather dramatic out-braking manoeuvre entering the Parabolica. Hailwood passes Denny Hulme's McLaren in the process while Carlos Reutemann in his Brabham has a first-hand view. John Surtees made a return to World Championship racing, driving the brand new and previously unraced, Surtees TS14 which has been built to the new 1973 safety regulations.











ANNIVERSARY OF AUSTIN SEVENS. Over 450 Austin Sevens assembled at Longbridge in Birmingham over the Summer Bank Holiday to celebrate the 50th Anniversary of the popular little small car. Our two colour photographs show a parade of open and closed cars near the factory during the activities on Monday.

OLYMPIA RALLY. Scattering the rough stuff is Swedish Group 2 Champion Anders Kullang in the Opel Manta which he drove to an excellent second place in the Olympia Rally. The car was entered by the Swedish GM rally team rather than the actual works due to General Motors' policy of non-participation in competition.





Cheap thrill.

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

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

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

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

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

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

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

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

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

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

Power assisted discs up front make sure of that.

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

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

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

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

Give your nearest Austin or Morris dealer a thrill.

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

BRITISH LEYLAND **Mini**

Maserati Bora. 0-60 mph, 5·8 seconds. Clutch, Borg & Beck.

With its top speed of 174 mph, the Maserati Bora is currently one of the fastest production cars in the world.

So it won't surprise you to learn that its clutch has to cope with up to 310 bhp.

What might interest you though, is that the same make of clutch is fitted as standard to 9 out of 10 British cars.

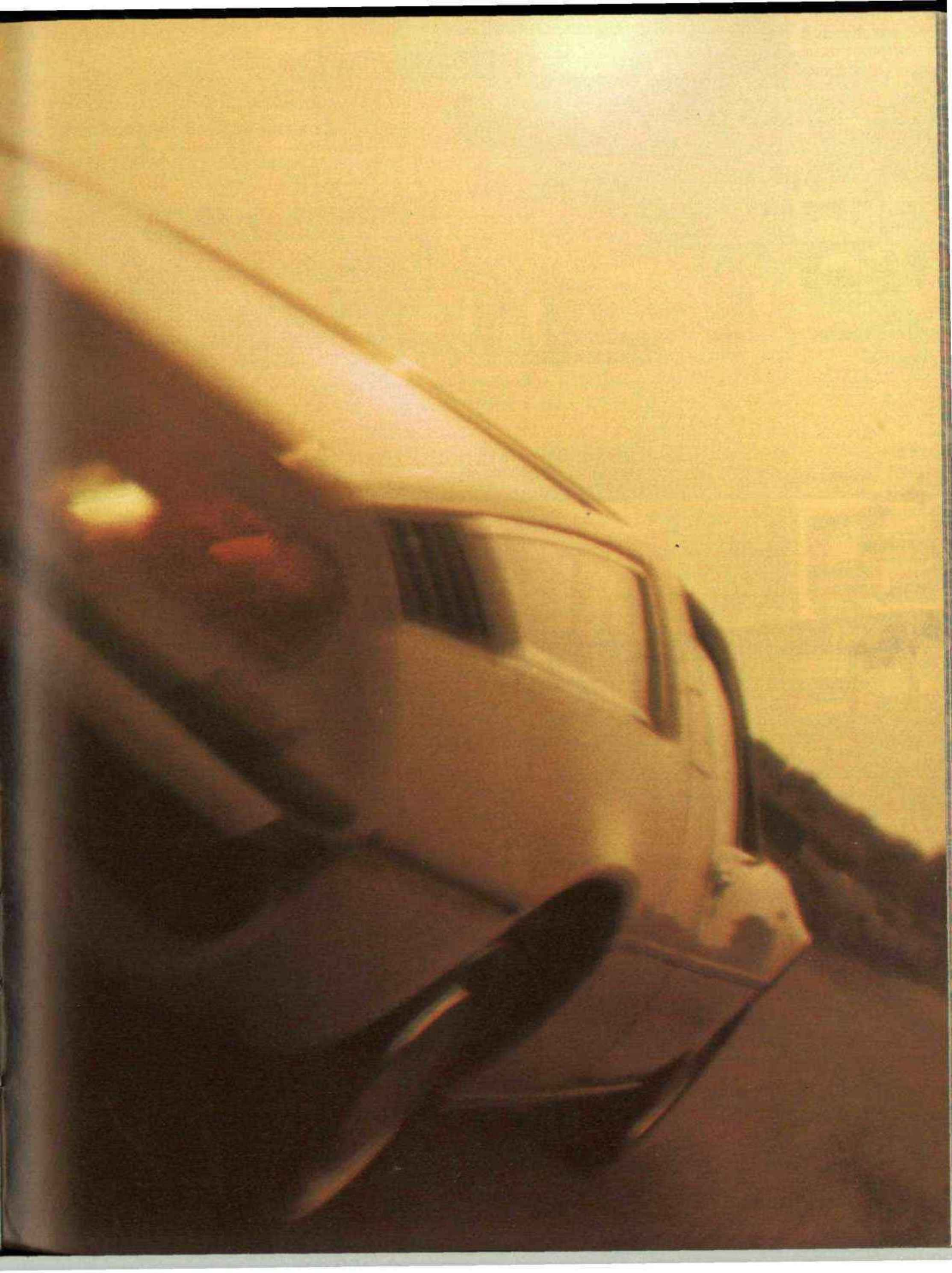
And that replacement clutches of the same make are available through virtually every garage in the country.

So next time you fit a new clutch to your car, there's no earthly reason why you shouldn't do what Maserati does.

Put in a Borg & Beck.

BORG & BECK

Automotive Products Co. Ltd., Banbury. AP



VSCC THRUXTON RACE MEETING

THE LAST VSCC meeting to be held at the BARC circuit took place in fine weather on September 10th. The longest race was the 10-lap scratch event for Historic Racing Cars, in which Bill Wilks, in his well-known 1959 Lotus 16, led for most of the way, closely pursued by Alan Cottam's 1953 Connaught. The Lotus finished a few lengths ahead of the smaller-engined car at an average speed of 84.75 m.p.h., having made fastest lap at 88.53 m.p.h.

In the 1972 MOTOR SPORT Brooklands Memorial Trophy contest, David Llewellyn was well ahead with 103 points. In the bottom picture Peter Hull, the VSCC Secretary, pours the bubbly into the Trophy held by Llewellyn. The presentation is taking place beside Llewellyn's notably potent 8.3-litre Bentley. This consists of a 1926 3-litre chassis with an oversize 1930 8-litre Bentley engine.



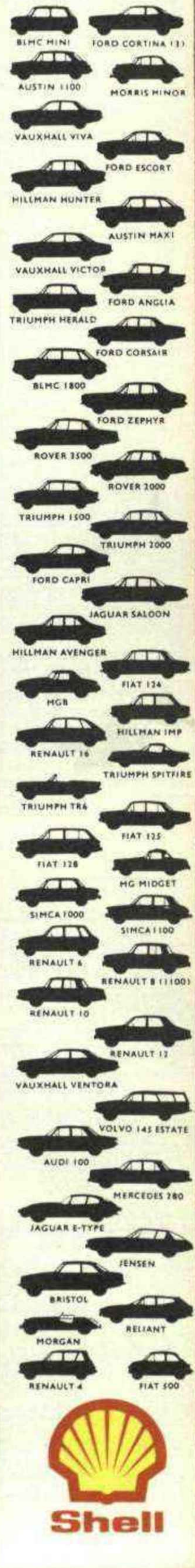
A NEW OIL to give you Le Mans performance

NEW

SHELL SUPER MULTIGRADE

Shell's outstanding oil record at Le Mans–
11 victories out of the last 13
28 victories out of 36
1927-1934 · 1937 · 1939 · 1949-1951
1953-1955 · 1958 · 1960-1967 · 1970-1972

Exceeds the requirements of leading motor manufacturers



Shell

1972 2·7 litre Citroën S.M.

LETTERS FROM READERS

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

THE "70"-LIMIT

Sir,

It would appear that the general motoring public is getting sick of (a) the 70 m.p.h. speed limit and (b) the frustrating bunching which takes place, for example, in and out of London on the M4.

I was so annoyed recently that I utilised the emergency telephone to report the fact that the overtaking lane was being continually blocked although both the middle and nearside lanes were empty. The information was received in a most courteous and co-operative manner and I was assured that the police would attempt to intercept the offenders.

Do please continue to try to obtain the removal of the 70 m.p.h. limit and the insistence that drivers must use all lanes on motorways.

Maidenhead. JOHN KELLETT.

[To impose a 70 m.p.h. speed limit on an excellent motorway like the M4 is an appalling waste of public money—it does nothing to prevent accidents in conditions of good visibility and the authorities have proved they are incapable of preventing fog accidents, when 17 or 7 m.p.h. can be hazardous, on a motorway or any other road. The change from three to two-track carriageway on the M4 as it enters the Metropolis and the traffic converging onto it from London Airport and other busy areas remains a disgrace and a tragedy. We would settle for a drop from 50 to 40 m.p.h. hereon if the motorway speed limit were to be rescinded on the more Westerly stretches of M4.—ED.]

* * *

VW BEETLE DEFENDERS

Sir,

Ever since quantity car production began there have been sub-standard cars and better-than-average ones. Forty years ago I was exchanging an exemplary Ford AF for a new one which definitely wasn't.

My first VW was a 1600 fastback which after ten months I had to dispose of because it fell short of the customary VW standards of economical and trouble-free motoring. I now have a 1500 Beetle which after 2½ years and 47,000 miles motoring would pass for a six-month old car in every respect and is a credit both to Wolfsburg and the garage which has maintained it. I feel Mr. F. G. Clarke (August issue) must have been unlucky with his 1500 Beetle because I know two other owners of the same model and year who have nothing but praise for their cars. I note he was critical of his car's petrol consumption and feel he ought to have had his carburation attended to: over the past 2,300 miles' motoring under varied conditions including daily commuting, shopping and pleasure runs, my 1500 has averaged 40.4 m.p.g. On a recent 300-mile to the North with four occupants, three suitcases and other impedimenta to scale (two cases on a roof rack) the car averaged 41.6 m.p.g. The other two owners claim very smilar figures.

Mr. Clarke also refers to "dear" petrol. I thought all petrol was far too dear, but I assume he means the higher-octane grades. VWs recommend a minimum of 91-octane fuel for this model and I have always used the 92-octane grade with complete success both winter and summer. It is wasteful and often harmful to use one kind of fuel in an engine designed to run on another.

On the subject of general finish (Mr. A. C. Bucknell) as I write this, my 1970 car is parked outside by a 1964 1200 and an even earlier 1,131-c.c. model. Taking into account their respective ages and mileages, I cannot see any respect in which the 1970 car is inferior to its predecessors. There is of course the point that when those earlier cars were put on the road, this appalling road salt was not spread around so lavishly, nor did local authorities use the young boulders for road gritting each summer that they now seem to do. Nowadays cars suffer chemical attacks each winter and the hurling of sharp stones each tarring and gritting season, no wonder their outward appearance suffers.

I joined the VW brotherhood rather late in life, to be precise in my 42nd year of car ownership and after about the same number of cars: when I began back in the twenties it was a common and pleasant habit for drivers of similar cars to greet each other on the road but I thought this like many other examples of good road manners was virtually extinct. Since I became a Beetler I have been amazed by the number of other Beetlers who wave as we pass each other, and the number of owners, both British and foreign, who have come up and chatted about their cars and mine. This is the kind of camaraderie which makes motoring very pleasant and it seems to include all groups from the young enthusiast to senior citizens (like myself).

The acquisition of a Beetle caused a mild family furore since the ladies said they didn't like such an outdated outline: however they have now come to acknowledge the car's many virtues and to admit that on this occasion at least, the old man was right!

Lincoln. N. H. FOWLER.

* * *

VWs AND INFLATORS

Sir,

Re the letter on Tyre inflation in Vintage Postbag, my earliest recollection of an inflator of the sort was in 1943 when I was in the Royal Signals at Haywards Heath. Our unit had a 15-cwt Guy truck that had an inflator which one screwed into one of the plug holes in place of the plug. What make this was I cannot remember, though I have an idea it was a Schrader. I saw a similar one in India in 1945, also on a 15-cwt Guy, so whether they were issued as part of the normal tool kit of these vehicles at that time I do not know.

Regarding letters concerning VW's triggered off by Mr. Thomas's VW sorrows, all I can say is that after 30 years of motoring I have yet to find anything more reliable. I have owned 3 Volkswagens, a 1961 Beetle, a 1962 Beetle and my present vehicle a 1960 Karmann-Ghia, which now has 109,000 miles on the clock. There are plenty of faster, more exciting vehicles around but I can't afford them, if I could I'd be running a 911E Porsche.

Some years ago when the Editor was running a Beetle as his personal transport and singing its praises, I decided if it was good enough for him it was good enough for me. I do not regret my decision. My old KG goes on and on, day in day out with little attention, it does about 34 m.p.g. on short runs and 40 m.p.g. on long ones and despite its age can still exceed the legal limit. What more do I need?

Thanks for many years of interesting reading and for some truly beautiful photographs in your colour section.

Tiverton. BRIAN HOINVILLE.

* * *

ALFA/JAGUAR MATTERS

Sir,

It was a coincidence that Mr. Goulburn should have written about the resemblance of the XJ6 body to the Alfa Romeo Giulia coupé, as I too had just been struck by this, particularly after taking off the rear bumper of my 1750 GTV. From the back the profiles are alike indeed and, as he says, we all know which came first. But to be fair, if Sir William Lyons did unconsciously crib Bertone's shape, he has done a good job with it. The rear lamp cluster on the XJ6, for instance, is surely a sweeter design than the Alfa's, and those big fat tyres have enhanced, as always, the dynamic appearance of the XJ6 to a degree which Alfa might usefully emulate.

I took the bumper off my Alfa Romeo, by the way, to get at the rust, and on this point, and on the altruistic assumption that one day Mr. Goulburn's nice new 2000 GTV will get in the hands of someone like me, might I intrude a little further on your space, and appeal to him to take precautionary measures now against what is in my experience a tendency of Italian cars to premature corrosion. I do not wish him to break out in a sweat, or start plastering bitumen compounds all over the undersides. Far from it, I would wish him simply to be aware that the body panels really are thin in places—are they so short of iron in Italy?—and what is perhaps more significant, there are one or two gaps on the bottom edges of the body through which, doubtless, Italian dust blows in and then out again, but where the winter sludge of this country can pack solidly with ruinous consequences. For a start, he could take a squint at the cavity at the rear bottom of the front wheel arches. It is astonishing just how much stuff can get itself rammed in there.

But, Fe_2O_3 apart, it is a magnificent motor car and, for me, quite worth the effort of restoration. Indeed, at times I liken myself to an

expert from the V & A working on damaged art treasures in Florence, though at others, I begin to suspect the Alfa was in the Floods.

Northop. E. TREVOR JONES.

* * *

MORE GOOD CHRONOSPORT SERVICE

Sir,

Having read Mr. Whale's letter about Chronosport's service, I would like to add my own praise.

Recently my watch was damaged and I sent it back to Chronosport to be repaired. Before sending it I went to a local watch repairer who said that he would charge £4.50 to mend it. Chronosport in fact mended it for £2.50. The work involved included fitting a new balance staff, new glass, new sweep hand, new second hand wheel spring and electronic test.

Canterbury. P. J. WOOLEY.

* * *

VOLKSWAGEN MATTERS

Sir,

Is Chris Meakin really a Volkswagen PRO man—or is he a British agent infiltrated into the organisation to alienate customers?

Not content with writing a patronising letter to a dissatisfied customer explaining that the £172 he has lost, is not really lost at all, he bases his entire letter on a totally spurious argument, the like of which we have not heard since Mr. Wilson's devaluation broadcast!

Perhaps we should acquaint Mr. Meakin with the facts of life. The resale value, and the depreciation of any newish car must always relate very closely to the current purchase price of a similar new car which necessarily includes tax. What proportion of this purchase price is allocated to purchase tax, what proportion to materials, or for that matter, what proportion is spent on puffed wheat for Mr. Meakin's breakfast, is totally irrelevant! To suggest as Mr. Meakin does, that any car automatically and immediately drops in value by the amount of purchase tax paid, is absurd—study of resale prices will very quickly show that most used cars, sold within a year or so of purchase, sell for prices higher than the untaxed cost!

And the reason? The reason, Mr. Meakin, is that a car on which tax has not been paid, is as useless as a car which has no wheels or a car which has no brakes—none of them can be used on the road without serious consequences! May I suggest that Volkswagen (UK) Ltd, who can surely have had no knowledge of Mr. Meakins letter, be invited to publish a retraction?

Hounslow. I. R. FRANCIS.
Director, Flight Link Control Ltd.

Sir,

Your correspondent (August issue) Chris Meakin, Assistant Public Relations Officer of Volkswagen (GB) Ltd., must be a very young man to think that he can get away with a cheap sneer based on that old fallacy about purchase tax.

The value of a second-hand car is governed by 4 factors:

1) The popularity and availability of the model. ("supply and demand")
2) The full retail price when new.
3) Its condition.
4) The avidity of the dealer.

The amount of purchase tax included in the retail price when new is completely irrelevant.

West Wickham. P. BAKER.

* * *

SATISFACTION FROM A BMW 2002

Sir,

As a sports-car enthusiast who has read your magazine avidly for many years, I have recently been forced to give up 2-seater motoring and purchase a conveyance with 4 real seats.

Previously I have owned a variety of vehicles including the MGTC, TR's, SP250, Austin-Healey 3000, MGB and MGC, etc., and have particularly enjoyed motoring quickly for long distances in some of these uncomplicated low-revving machines. To my mind the MGC GT which I last owned is a most under-rated car which is too often condemned by people who haven't even tried one. Bought secondhand it is particularly "good value for money" and not uneconomical to run.

It was not until I started looking for a fairly quick, reasonably economical and well-designed saloon that I realised how few cars fit into this category. My final choice lay between a second-hand Triumph 2.5PI, Rover 2000TC, Rover 3500—all fairly thirsty—and the more economical BMW 2002.

Although I have never considered a foreign car before, I bought the BMW because I like its design and in fact it probably has as much accommodation internally as the Rover.

On paper the BMW looks like less car for your money (produced in UK it would obviously cost far less) but forgetting for a moment the traditional yardsticks of cubic capacity, amount of road space taken up, acreage of leather and woodwork, etc., what British car has a specification similar to that of the BMW? I cannot think of one, but judging by the increasing popularity of this marque, many people require a car with this specification; they are bored by gimmicky and constant styling changes.

At the moment I am well pleased with my 2002; it is well-endowed with road-holding capacity and only consumes a gallon of petrol every thirty miles, even when driven hard. Possibly when I become old and grey-haired I will settle for the Rover 3500.

Great Chesterfield. S. J. ROBINSON.

* * *

JAGUAR MATTERS

Sir,

How totally I endorse the comments on the Mk. 2 Jaguar 2.4, made by J. R. B. Mackie, in the August edition; such reliability, construction and value (my own depreciation was £725 for 5½ years' ownership, very fair for this quality of motoring). His point on slow warming up was true, and this was remedied on the "S" Type range. I had the privilege of owning both at the same time and making side by side comparison, and I say to anyone dithering on "moving up" to an "S" not to hesitate as they will find the petrol consumption on the 3.4-litre anyway fractionally better, with much better acceleration.

Now in return for that little Jaguar info. will someone give me any acceleration/petrol consumption comparisons on the 2.8 against the 4.2 XJS, as no magazine appears to be interested in the lower capacity, which I find hard to understand as there are many on the road? I know many 2.8-litre owners have dropped their model for a 4.2, (one told me he did this because he was not going to stand for Ford Corsair 2000Es leaving him at the lights in his 2.8). Please don't tell me the old Rolls' answer to the prospective buyer of "If you're concerned with the petrol, sir, you aren't ready for a Rolls", as there must be other Jaguar fans like myself who are just affording the Grace Pace and Space life of motoring by every means short of putting the wife on the streets.

Compton. D. F. AMOR.

BE CAREFUL!

Sir,

I recently bought a copy of Guide to Brake Servicing published by Girling and was absolutely shattered to note that they advocate where axle stands are not available that the car should be blocked up on house bricks.

This is a very dangerous practice as house bricks are brittle and liable to sudden collapse. Most of your readers will know this already but newcomers should be warned. If stands are not available wood blocks should be used, due regard being given to the direction of the grain.

Ironically, Girling state that they have the reader's safety in mind.

Stansted. E. MADDOX.

* * *

AA INEFFICIENCY

Sir,

I note that your correspondent L. R. Blewitt of Fowey would like to know of other readers who have had "frustrating experiences" similar to his own. I have, for one!

Unfortunately I have not kept a record of all the bumph, postages and waste of time etc. involved, but mine started on July 11th, 1971 and continued until January 6th, 1972. During this time I twice had occasion to comment that it was obvious that one half of the Association "knew not what the other half doeth"!

I know little of the technicalities of computers, but I believe it is a fact they only digest that which is put into them!

Enough said, what?

Poole. E. P. (Joe) HUXHAM.

* * *

WASHERS NOW

Sir,

I was interested to see your comments on page 995 of the last issue concerning the new windscreen washer regulations and I entirely agree with what you say. Surely the absurdity of the situation is that certain cars that do not require indicators, brake lights, speedometers, seat belts, etc, are now compelled to have windscreen washers fitted.

Even if the Government is not going to ban all cars over fifteen years old, they may still introduce so much new legislation that these cars will be forced into an early retirement from economic reasons.

I am fortunate enough to escape this regulation since my 1934 car has a folding windscreen but I am apprehensive of future legislation.

London, SW10. S. J. FISHER.

[At first this could be misconstrued as Government appreciation of the older sports cars, with fold-flat windscreen, behind which, of course, goggles or vizors will be compulsory. But then one supposes they will ban all open cars in a few years time, on safety grounds, of course!—ED.]

* * *

VALUE FOR MONEY

Sir,

Having read your rather cursory report of the Alfa 2000, I see that you consider it rather expensive at over £2,000.

I would be interested to know what you would consider to be better value for money in its class. This must be a 4/5 seat saloon with luggage room for 4 people and ability to cruise all day at its maximum recommended speed of 115 m.p.h. effortlessly and in more silence than most, have excellent acceleration etc., etc.

Incidentally, my car, delivered in March, has got door keeps, admittedly the first of 4 Alfas that have had this very necessary feature.

My 1750 did 62,000 miles, fairly hard driivng ones, had one new exhaust system and 2 new rear shockers, was rust free, never had anything else replaced except brake pads, plugs, etc. at routine servicing, was going as well as ever when I sold it and cost me £250 per annum in depreciation.

Lyonshall. R. C. GREEN.

[What do other readers suggest?—ED.]

* * *

THE CUSTOMER'S VIEWPOINT

Sir,

Having read D.S.J.'s eulogistic account of the Austrian Grand Prix, no doubt written through a champagne haze in the sanctuary of a members' pavilion, [I think not!—ED.] I feel the need to redress the balance by presenting the picture from a paying customer's point of view in order that the "growing band of enthusiasts" who make the long journey out from Britain next year will not be too disappointed if they find that it is not all beer, hot-dogs and roundabouts—with a little racing thrown in of course!

I was staying at Mondsee, near Saltzburg, and a day at Zeltweg was to be a highspot of the holiday, especially for my teenage son. It was a four-hour drive, but that was no prob em as we are quite used to that sort of journey to Brands Hatch. Indeed, it was an easier journey in that the mountain roads were well engineered, the scenery infinitely more enthralling than Reigate High Street from the middle of a traffic jam, and there was very little traffic to bother us.

We passed the hundreds of people who had parked at the roadside several kilometres from the circuit, or in the fields of entrepreneur farmers at a charge of twenty-five schillings per car, to continue their journey on foot, and pressed on into one of the free official car parks, remarking on the prodigality of the walkers. We paid our enclosure fees and clambered up the side of a hill—a climb roughly equivalent to the first stage of Snowdon, and in a temperature of 90 degrees!—to get to the nearest trackside vantage point. But no view! The early risers were lining the fence three deep, and as the fence was obligingly about twelve feet tall, further vast numbers were clinging to its higher meshes like monkeys. The problem was exacerbated by the sharpness with which the ground fell away from the track. To have seen anything one would have had to have been sixteen feet tall, or have had the foresight to take a tower ladder.

We wandered around, without much success, looking for good vantage points. Most of the trackside fences were plastered with monkeys and, where this was not so, the area was "prohibited". There were several slopes where one could command a key hole view of a few hundred metres of track before it dipped behind an embankment or snaked out of sight behind a copse, but the strain of keeping in coherent touch with the race in these conditions was too much. We finally settled for a slope inside the circuit where we could see longer stretches of the track, even if they were far distant and the cars looked like toys.

Another discovery was that our programmes contained everything except the names of the day's actual competitors, cars or numbers, and as the public address system was somewhat capricious, no help came from that quarter. A further consequence of this was that we were unaware of developments during the race, except so far as our own eyes and intelligence served us.

So far, so good—we have had similar experiences, in varying degrees, at Brands Hatch and Thruxton. Our real troubles began when we tried to get away from the place. It took two and a half hours of stock car-type driving just to get outside the car park! Courtesy was abandoned and chaos reigned. Motorists barged about from exit to exit, made new exits, broke into queues in dozens of places, and drove across adjacent fields in attempts to gain advantages. Even coaches joined in the hurly-burly. Add to this the heat, noise, dust, exhaust fumes, overheating engines, flat batteries from repeated stopping and starting, and fraying tempers. And not a policeman or car park marshal in sight!

After three hours have elapsed we were still in the village of Zeltweg; after three and a half hours we had travelled a total of three kilometres. It took nearly another hour to reach Judenburg three km farther on, by which time darkness had fallen, so virtually the whole of the return journey was made during the hours of darkness, and we were in a slow moving continuous stream of traffic for at least a further hour. Now we knew why there was a continuous stream of people away from the enclosures before the race had ended, and why so many had parked well away from the vicinity. To get away unscathed, I consider that harder than any of the competitors that day, and displayed skill at least equal to that of Fittipaldi. [Oh!—ED.]

I could go on and give a gruelling account of our unsuccessful attempts to get a restaurant meal at that time of night, and of our arrival back at Mondsee at one o'clock in the morning, but I won't. I think I have made my points. Not all jolly revelry, was it?

It is time that the interests of the great, uncomplaining, paying public are considered in this and similar sports. Courses should be designed so that the mass of the spectators have a substantial view of the events without recourse to balancing acts and feats of climbing; programmes should contain the information required for the events: additional information and adjustments should be displayed visually, with repeater boards at various points around the track; public address systems should perform their functions adequately in all enclosures; and departure should be as well supervised as arrival. These are a few main points—no doubt your readers can think of others.

Basingstoke. J. G. WEBB.

[This is partly the penalty of the present great popularity of good motor racing but can also stem from circuits lacking in bridges or underpasses, etc. I do not know about Zeltweg but feel that the reverse applies to Thruxton, where the spectators fare better than those on the inside of the circuit, which is, perhaps, as it should be.—ED.]

* * *

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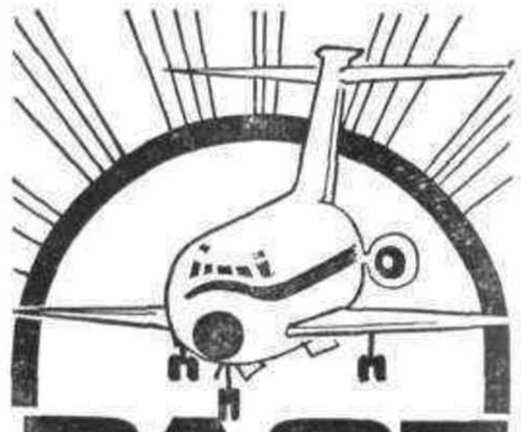
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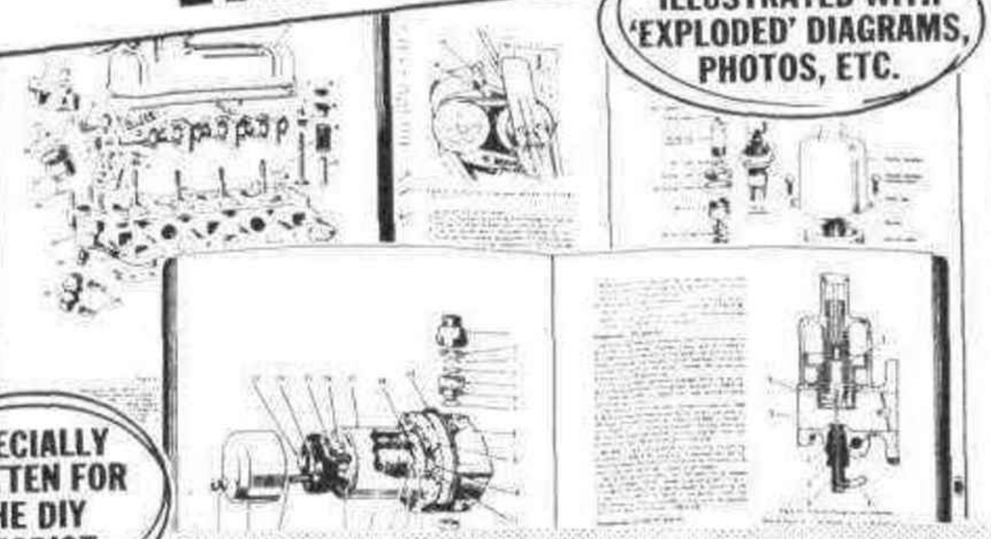
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R4, R4L, 4, 5, 1961-72
8, 8S, 10, R8, R10, 1100, '62-72
12RL, 12TL, 1969-72
16, 16TS, 16TA, 16TL, 1965-72
RILEY
1·5, 1957-65
4/68, 4/72, 1959-69
Elf Mk 1 to 3, 1961-70
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ROVER
60 to 110, 1953-64
3500, 3500S, 1968-72
3 Litre, 2000, 1958-72
SAAB
95, 96, Sport, 1968-72
99, 1969-71
SIMCA
1000, 1961-71
1100, 1200, 1967-71
1300, 1301, 1500, 1501, '63-72
SINGER
Chamois, Sport, 1964-70
Gazelle Series 2A to 6, '58-67
New Gazelle, 1966-70
Vogue Mk 1 to 4, 1961-67
Vogue 1725, 1966-70
SKODA
440, 445, 450, 1957 on
SUNBEAM
Alpine, Rapier 1 to 5, 1955-67
Rapier, H120, Alpine, 1967-72
Imp, Sport, Stiletto, 1963-72
TOYOTA
Corona 1500, 1900, 1965-72
Corolla 1100, 1967-70
TRIUMPH
Herald, 1959-71
Spitfire Mk 1 to 4, 1962-72
GT6 Mk 1, 2, 1966-72
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TR2, 3, 3A, 4, 4A, 5, 6, '52-72
1300, 1500, 1965-72
2000, 2·5 PI, Mk 1, 2, 1963-71
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Velox, Cresta, PA, PB, '57-65
Cresta PC, Viscount, 1965-72
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Tptr 1600, 1968-71
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1600 Fastback, 1965-70
VOLVO
120, 140 Series, 1961-70
160 Series, 1968-72
1800, 1961-72
WOLSELEY
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15/60, 16/60, 1958-69
18/85 Mk 1, 2, S, 1967-71
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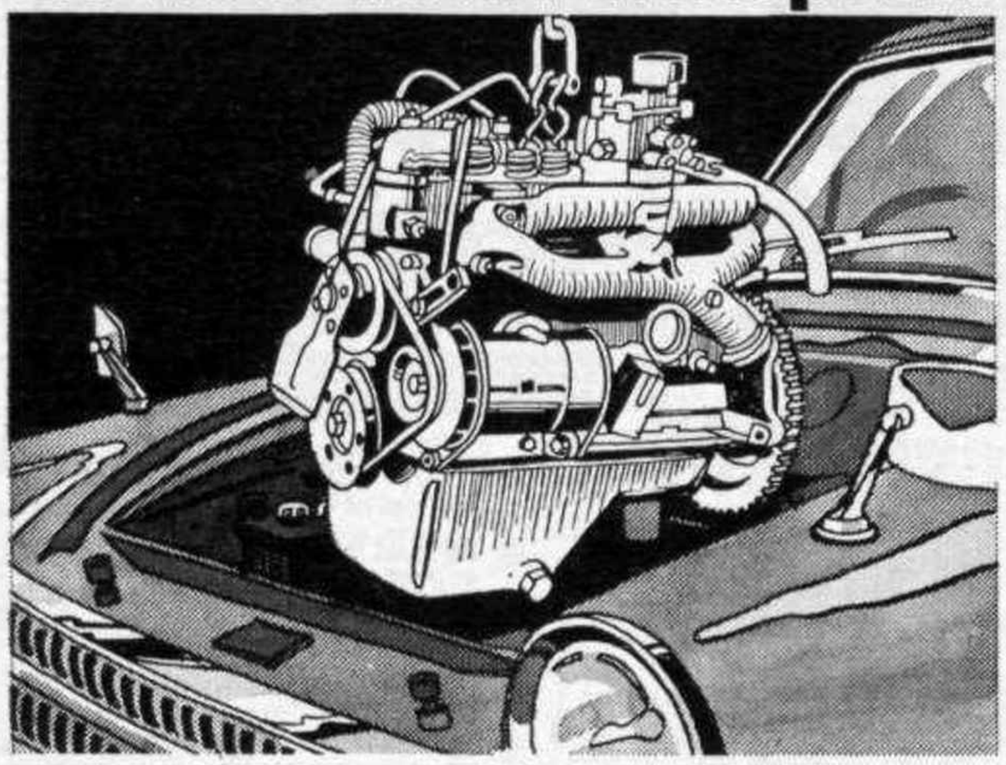
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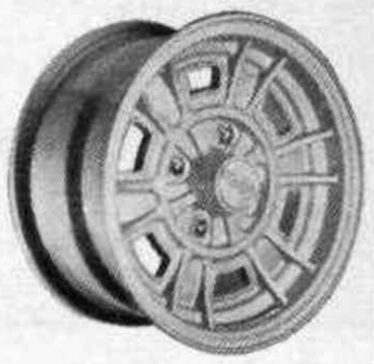
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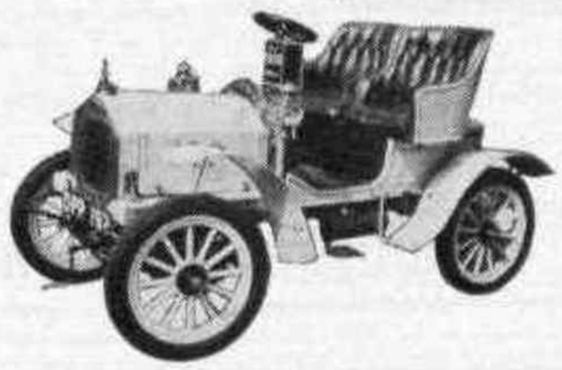
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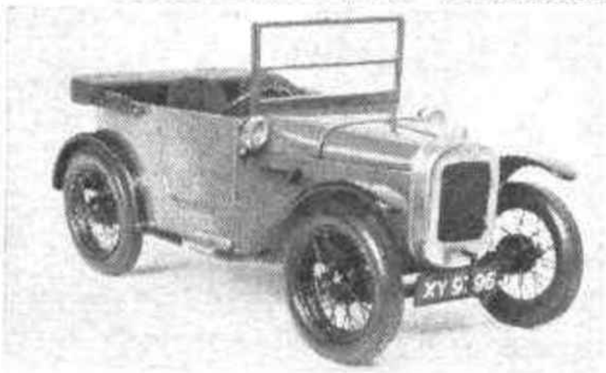
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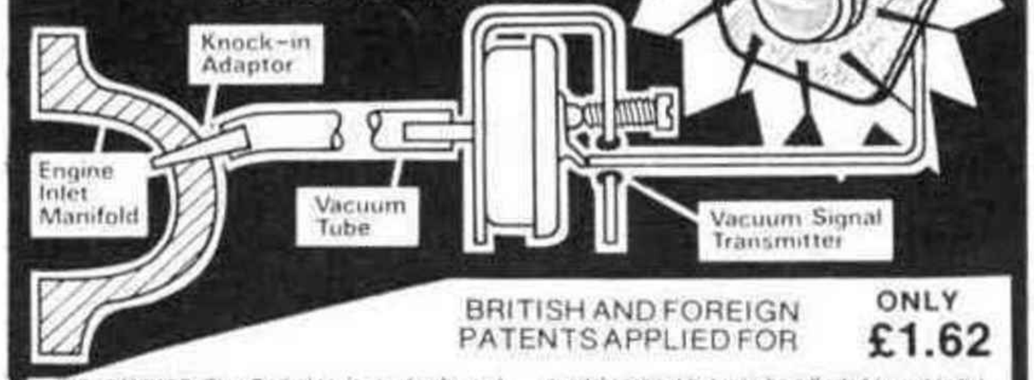
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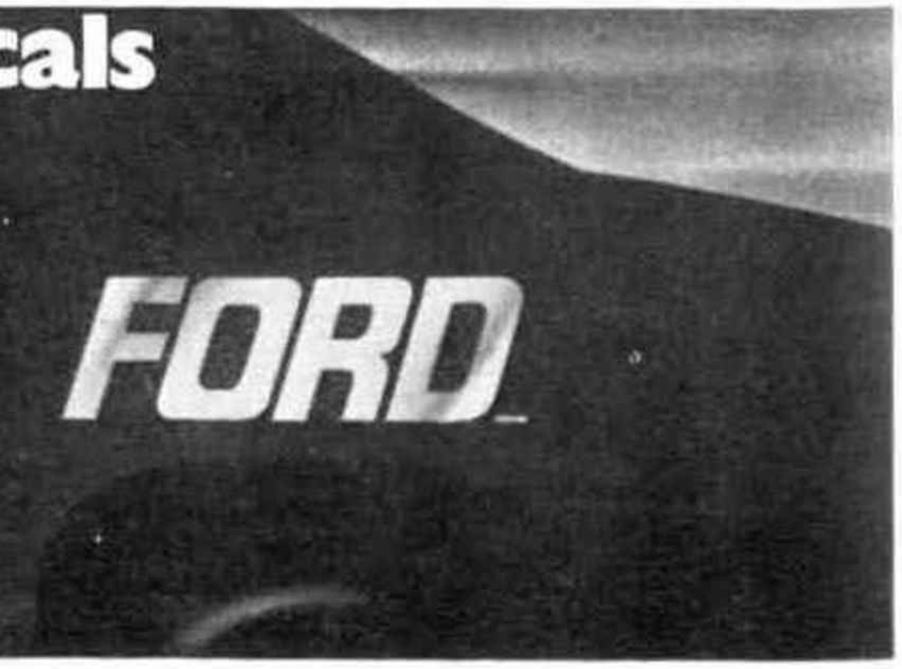
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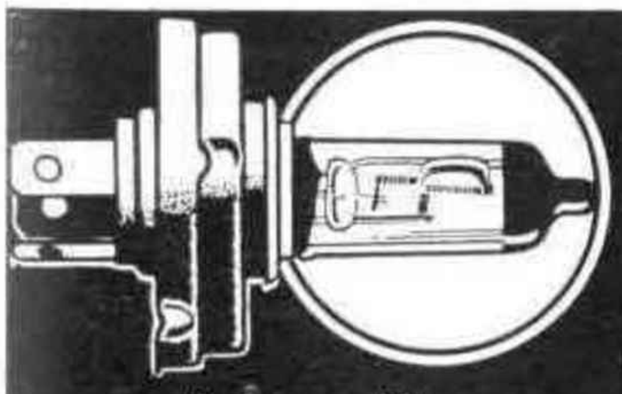
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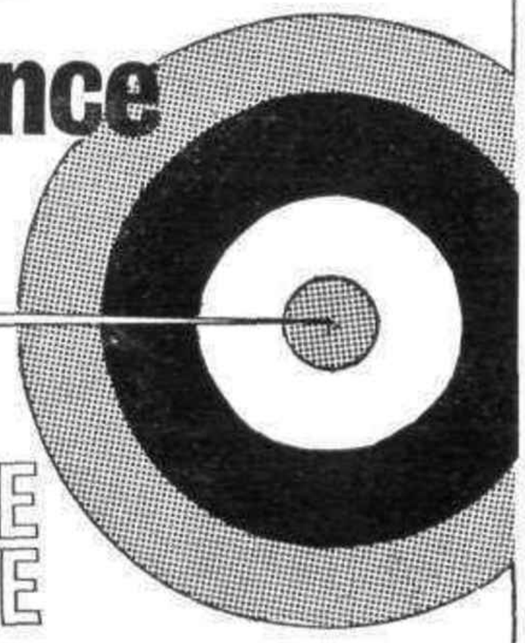
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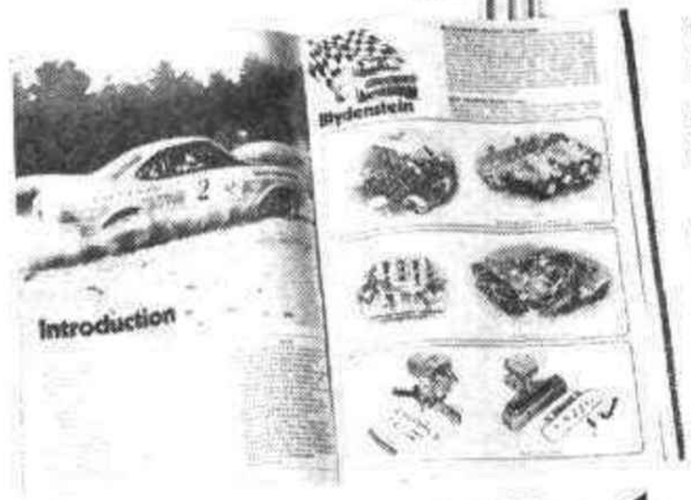
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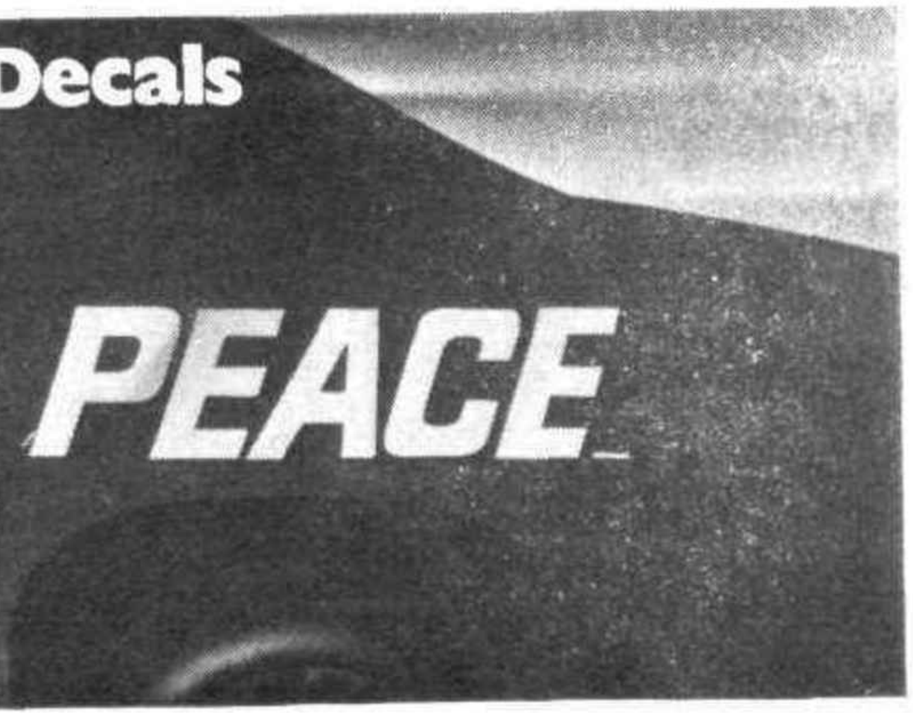
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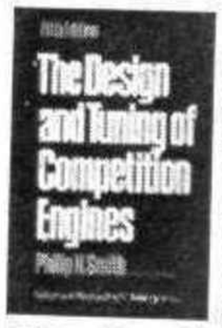
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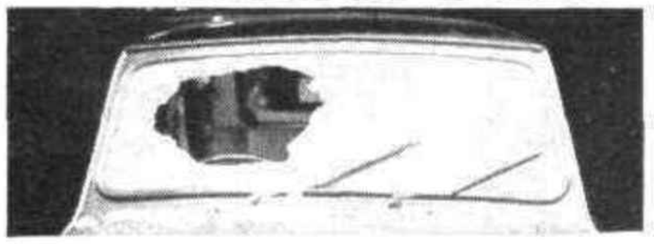


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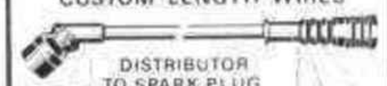
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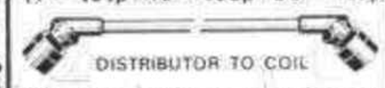
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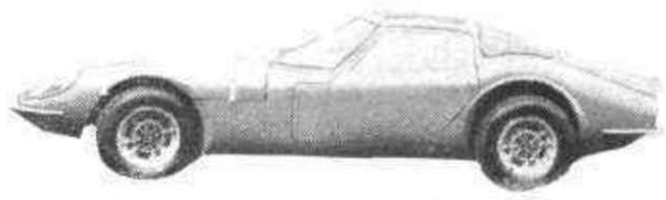
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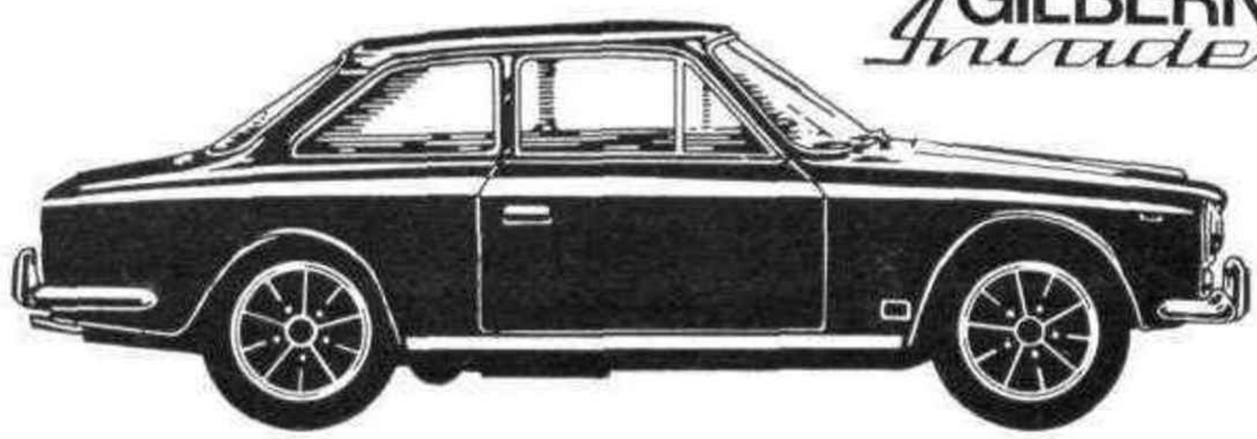
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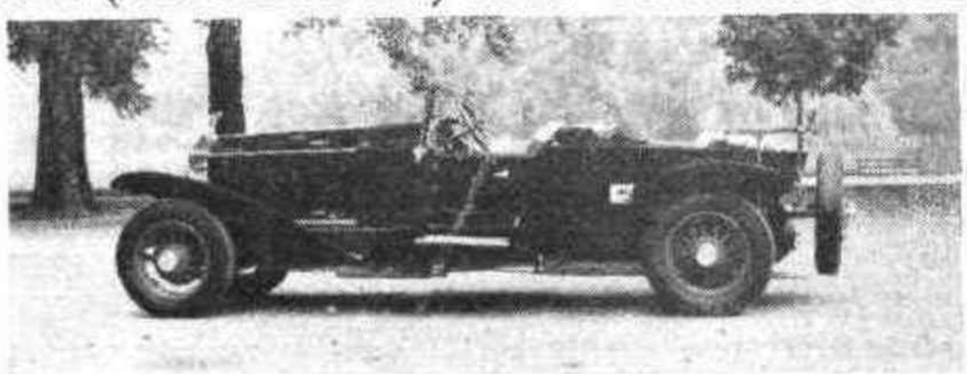
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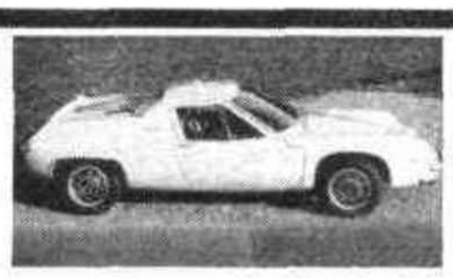
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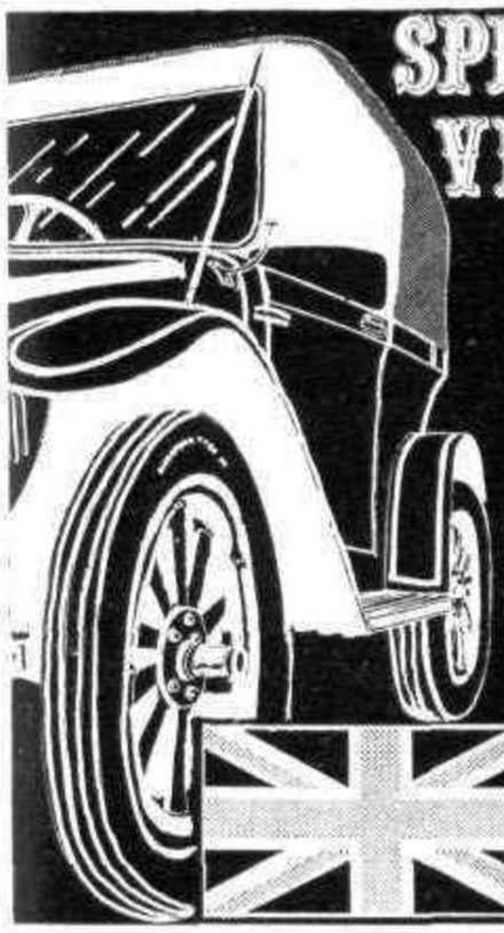
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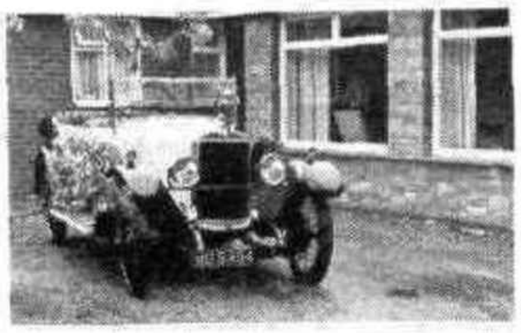
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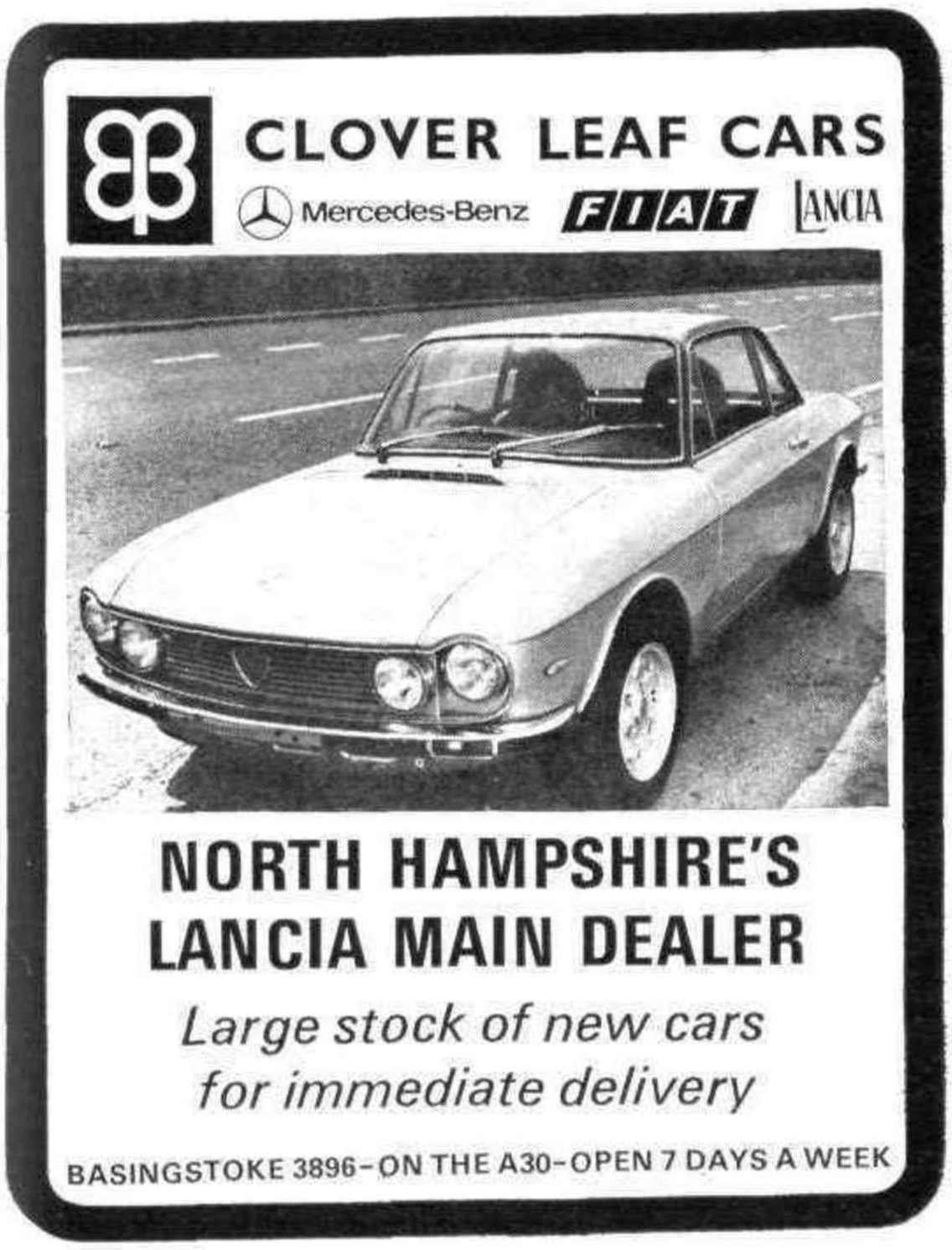
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1969 M.G.-B GT, o/d., w/w., white. **£1,025.**
1964 MORRIS Mini Cooper, 39,000 miles. **£375.**
1971 MUSTANG Boss 351 4V V8. Yellow. **£2,950.**
1970 JAGUAR XJ6 4.2 auto. P.A.S., extras. **£1,999.**
1972 JENSEN Interceptor wanted. Also 1970-72 ROLLS-ROYCE and XJ6 required.
★ **1955 CONSUL I** convertible, **£195.**
★ **1933 Model Y FORD, £395.**
★ **1960 XK150 rdstr.,** *concours*, **£2,500.**
★ **1915 FORD Model T,** unique, **£10,000.**



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LOTUS SUPER SEVEN, 1962. 1,340 Cosworth twin-choke; Webers and comp. clutch, very good. £510. Tel.: Holbeach 3203. (3334

1930 INVICTA 4½-litre, Mulliner saloon. Chassis no. NLC 394. Exceptionally sound bodily and mechanically. Interior original but untidy. Most exciting car to drive. Complete with many bills including original sales invoice; drivers handbook; 12 months M.o.T. around £1,400. Tim Frost. Tel.: Wickham (Hants.) 3031. (3339

1939 WOLSELEY, 25 h.p. Open tourer. Believed one of only sixteen ever built, and in magnificent order throughout. A winner of many awards. A truly impressive carriage. Complete with drivers instruction book; 12 months M.o.T. £750. Tim Frost. Tel.: Wickham (Hants.) 3031. (3339

CAPRI 3-LITRE, 1970 XL model with sports wheels. White with black vinyl roof. Excellent condition with radio and new tyres. Company car forces sale. £975. Tel.: Great Dunmow 2279. (3340

AUSTIN SEVEN, 1932 saloon. Grey/black, al complete, though brakes poor. Spare doors; petrol tank; rear axle; prop. shaft; rear seats; cylinder heads and bits. Reluctant sale, hence £150 o.n.o. Tel.: Bampton Castle (Oxon.) 218. (3342

1953 BENTLEY R-type manual. Black over regal red. Excellent condition throughout; taxed and M.o.T. £1,150 o.n.o. Tel.: Bolton 41586. (3348

1968 M.G.-C roadster. W/ws; o/d; bermuda hard-top. Ex. condition. £750. Tel.: 061-485 1873. (3349

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1964 ROLLS-ROYCE Silver Cloud III. Low mileage. Shell and Tudor grey. Fine condition throughout. Taxed, M.o.T.

BENTLEY Mk. VI, 1950, drophead. This car is being completely restored. Paint, leather, hood, trim, etc. colours to customer's choice. At present approx. **£2,000** when complete.

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BENTLEY, 1937, 4¼ Continental-styled sports saloon by Park Ward, top overhaul just completed. Recently repainted in B.R.G., nice original interior, sound investment.



ROLLS-ROYCE, 1921, Silver Ghost 3-position, open touring car by Park Ward. Superbly restored, both mechanically and bodily. Outstanding example of this famous series. Further details on request.



BENTLEY, 1958, S.1 Automatic sports saloon, P.A.S., electric windows, high-compression engine. Recorded 106,000 miles, finished in midnight blue with contrasting hide trim. Just fully serviced.



ROLLS-ROYCE, 1938, P.III, rare DL overdrive series with nice original touring limousine coachwork by Park Ward. Known history from new. Very low recorded mileage (67,000), extensive mechanical overhaul recently completed. All tools, mascot, etc.

BENTLEY, 1934, 3½ close-coupled 4-door sports saloon by Barker. Extensive mechanical overhaul with new clutch and tyres just fitted.

ROLLS-ROYCE, 1954, Silver Dawn Automatic sports saloon, known history, recorded mileage 117,000, velvet over shell grey coachwork, blue grey hide trim. Fully serviced with front-end overhaul just completed.



BENTLEY, 1954, R-type Automatic sports saloon, recorded mileage under 70,000. Nice example in ebony black with plum hide trim.

BENTLEY, 1938, 4¼ MX. Rare and sought after overdrive series with rakish sporting coachwork by Park Ward. Interesting history and reputed very low mileage.

ROLLS-ROYCE, 1935, 20/25 landaulette with classic "D"-back coachwork by Barker. Fully restored both bodily and mechanically, absolute specimen in all respects.

BENTLEY, 1955, R-type Automatic, finished in shell over tudor grey with grey hide trim. Just serviced and in quite good order throughout.



BENTLEY, 1964, S.III standard sports saloon, shell and tudor grey with blue hide trim, electric windows, recorded 80,000 miles. Nice example, just fully serviced.

BENTLEY, 1951, Mk. VI 4-door coachbuilt sports saloon by James Young, sound and original.

BENTLEY S.2, choice of two, both in above average order—1960 painted shell over tudor grey—1961 painted black over sand. Both cars company maintained.

ROLLS-ROYCE, 1960, Silver Cloud II, shell over steel blue with blue hide trim. Two owners, recorded mileage under 100,000. New tyres and brakes just fitted, electric windows.

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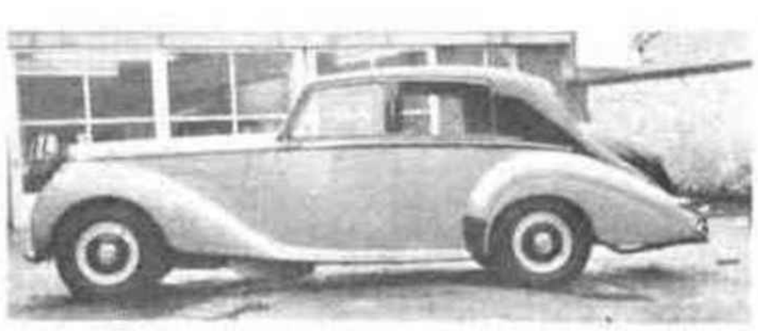
HITCHIN 3445



(*Top left*) **ROLLS-ROYCE Silver Wraith,** June 1955, James Young sports saloon (division but no occasionals), automatic; black, brown hide and cloth in rear, cocktail cabinets, radio, etc. In one titled family since new and the recorded mileage of under 50,000 is believed genuine and the general condition of the car supports this. A quite outstanding car. **£2,950**

(*Top right*) **BENTLEY 'R'-Type Standard Steel saloon,** 1953, manual; midnight blue, blue interior; good ownership history, very fair mechanically and bodily sound but somewhat scruffy, hence sensible price. (*Similar to adjacent photograph*). **£590**





(*Bottom left*) **BENTLEY 'R'-Type,** manual change, Oct' 1952, black and golden sand; new clutch just fitted, exhaust and brake overhaul, etc. new tyres; very sound mechanically, present paintwork fairly recent and quite good but there are blemishes, nevertheless altogether an above average car for its year. **£790**

(*Bottom right*) **ROLLS-ROYCE Silver Wraith,** Oct. 1949, Park Ward owner/driver sports saloon (no division), chocolate brown, beige hide interior; three owners from new; documents and general original condition support belief that mileage of 85,000 is genuine. Again a very nice motor car. **£1,675**



BENTLEY S.III, 1963 model (Reg. Oct. 1962). Electric windows; silver grey on Tudor grey, blue interior. Two owners only, reasonable mileage for year. Distributor-maintained (history may be available) and obviously a well-cared-for car. Is being completely serviced, etc. by us. **£2,100**

HWM-JAGUAR GT coupé, built 1961 by George Abecassis; space-frame, de Dion-type rear end, "D-Type" head and camshafts, triple Webers, oil-cooler, etc., Alfin drums; engine just overhauled, differential unit rebuilt by makers; blue with blue and grey leather trim, electric windows and aerial, chrome wire wheels.

Very rare LANCIA Aurelia Spyder GT, 1956, red with dark red trim; indicated mileage 55,000 and considerable mechanical and coachwork repairs have now been completed; this car is most attractive both to look at and to drive and is certainly unusual. **£675**

ROVER 2000, March 1968, manual gear-change, Arden green with beige interior, matching carpets; mileage of 45,000 believed genuine, first-class tyres and very few blemishes on paint. Not the usual type of car featured in our advertisement, but one we can thoroughly recommend to a discerning buyer and it is an extremely attractive proposition for ordinary transport at **£925**

VINTAGE:
Rare semi-Commercials: PATTERSON GOLF COURSE tractor, a cross between a Model-A and a Model-T Ford, very rough, but complete and apparently quite sound. The remains of a **GRAHAM BORS,** van, *circa* 1925, chassis has rotted through and is in half and radiator and bonnet are missing, but all other mechanical components including the most unusual cast spoked wheels with 20-in. tyres are there and it is certainly worth restoring.
We cannot undertake any work on these last two vehicles. They are rough but are correspondingly cheap.

VETERAN:
A charming small French veteran, *circa* 1912, **HURTU 1,600-c.c.,** 4-cylinder, nicely restored, completely overhauled engine, rebuilt wheels, new tyres, etc. Royal blue lined yellow and blue trim. Ready to drive away.

We are currently completely rebuilding a very early (1912) **Model-T FORD** with the 4-seater 2-door touring body. Colour and trim at this stage could be to a customer's choice.

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1969 ALFA ROMEO 1300 Sprint GT with 5-speed gearbox and h.r.w. White with black trim..... **£1,149**

1968 ALFA ROMEO 1750 GTV. 5-speed box, Webasto roof. Blue and white with black interior. A specimen car **£1,349**

1970 ALFA ROMEO 1750 GTV, a most attractive 2+2 Grand Tourer, this example in yellow with black trim, and fitted with radio **£1,729**



1970 ALFA ROMEO 1300 Spyder Sports Convertible. White with black hood and interior. Very pretty car **£1,449**

1964 AUSTIN HEALEY Sprite Mk. III. Above average condition for the year. White with black interior trim **£279**

1969 AUSTIN HEALEY Sprite Mk. IV. Blue with black upholstery. Detachable hardtop. Very nice example **£599**

1970 AUSTIN HEALEY Sprite, fitted with radio, and finished in red with black trim..... **£729**

1972 B.M.W. 3.0CS Coupé. High performance luxury car, in Malaga with grey trim. Manual gearbox, h.r.w., alloy wheels **£4,999**

1969 BOND Equipe 2-litre GT Coupé, in white with black interior. Overdrive, radio. Practical performance car for the family man **£699**

1972 CITROEN SM. Fabulous specification, with V6 Maserati engine, 5-speed gearbox, air conditioning, leather upholstery, sundym glass, radio, h.r.w., silver grey **£4,849**



1969 FIAT 124 Sport Coupé. 1-owner, fitted with 5-speed gearbox. Blue with black trim **£1,099**

1969 JAGUAR 'E'-Type f.h.c. A very impressive car, with distinctive registration number. Chrome wire wheels, radio. Dark green with beige trim **£1,849**

1970 JAGUAR 'E'-Type 2+2. B.R.G. with tan. Automatic, p.a.s., headrests, radio, h.r.w. Very rare and complete spec. **£2,199**

1970 JAGUAR 'E'-Type Sports Roadster. Pale blue with navy interior. Chrome wires, radio **£1,999**

1970 JAGUAR 'E'-Type Fixed head Coupé. Superb in white with black interior. Alloy wheels, radio. Very attractive car..... **£1,999**

1969 LANCIA Fulvia Rallye 'S' 1.3 Coupé. Italian red with black. A really attractive car..... **£1,249**

1970 LANCIA Fulvia 1.3 Rallye 'S'. As near to new condition as is possible for its year. Silver grey with blue interior **£1,399**

1970 LOTUS 7 Series 4. Latest, and much improved, version of this very masculine sports car. Yellow with black upholstery **£849**

1967 LOTUS Elan Convertible, fitted with K.O. wheels. Tonneau cover. White with black trim..... **£799**

1968 LOTUS Elan Fixedhead, S4 Special equipment. Red with black interior trim **£999**

1969 LOTUS Elan d.h.c., a refined fresh-air sports car, in Lotus yellow with black trim **£1,099**

1969 LOTUS Elan f.h.c. SE model, with h.r.w., servo brakes and K.O. wheels. Blue with black trim..... **£1,079**

1970 LOTUS Elan d.h.c. 1-owner car in green with black interior. Extras include radio and tonneau cover... **£1,249**

1970 LOTUS Elan f.h.c., attractive in white with black upholstery. H.R.W. and usual comprehensive specification **£1,229**

1971 LOTUS Elan Sprint Coupé. Big valve engine, radio, tinted screen. Blue and white, black trim..... **£1,549**



1968 LOTUS Elan +2, this practical model offers occasional rear seating, but the usual Lotus performance and road holding. Burnt sand with black... **£1,099**

1969 LOTUS Elan +2S, luxury specification in a compact, high performance sports car. Radio, h.r.w., electric windows, K.O. wheels, etc. Lotus yellow **£1,649**

1971 LOTUS Elan +2S 130. Big valve engine, radio, chrome wheels. Yellow with black interior **£2,099**

1972 +2S 130. White with black interior, h.r.w. and radio. Superb example **£2,249**

1970 LOTUS Europa. Superb road-holding and excellent performance from this low and sleek mid-engined GT. Red with black **£999**



1968 M.G. Midget Mk. 3. Finished in white with black trim. Tonneau cover, and wire wheels. Most attractive **£549**

1969 M.G. Midget in blue with black interior. Radio, tonneau cover and spot lamps **£649**

1971 M.G. Midget, fitted with radio, and finished in yellow with black trim. 1-owner car in very good condition **£799**

1972 M.G. Midget, superb in blaze with navy interior trim. Extras include radio and tonneau cover..... **£969**

1969 M.G.-B roadster, manual with overdrive, and attractively finished in primrose yellow with black..... **£929**

1969 M.G.-B roadster. 1-owner car fitted with wire wheels. Red with black interior **£949**

1970 M.G.-B roadster, a particularly nice car in flame red with black trim, fitted with overdrive and radio **£1,099**

1970 M.G.-B roadster automatic. Effortless and practical sports car motoring. White with black trim **£1,199**

1971 M.G.-B roadster, fitted with overdrive, headrests and roll-over bar. Blaze with navy interior..... **£1,249**



1972 M.G.-B roadster, overdrive, tonneau, Rostyle wheels. White with navy interior **£1,349**

1967 M.G.-B GT. Manual with overdrive. Finished in green with black trim. Radio **£849**

1969 M.G.-B GT. Extras include overdrive, radio and wire wheels. White with black upholstery **£1,099**

1971 M.G.-B GT. 1-owner car with overdrive and h.r.w. Finished in antelope with tan **£1,349**

1971 ('K') MARCOS 3-litre Volvo. Automatic, sunroof, alloy wheels, 3,000 recorded miles. Orange with black trim **£1,799**

1970 MORGAN +8 sports roadster in cream with black. Rare model with fantastic performance. Radio ... **£1,599**

1971 OPEL Manta 1.9, a GT coupé with very impressive performance and full 4 seat saloon accommodation. Radio, sunroof, h.r.w. Yellow **£1 249**

1968 OPEL GT 1900, a chance to acquire one of these rare and most attractive cars. Aerodynamic styling. Radio, h.r.w. Red with tan **£999**



1971 PIPER P2 1600 GT engine, limited-slip differential, sundym glass, radio, alloy wheels. Pink metalflake with black trim **£1,499**

1965 ('66 model) PORSCHE 912. White with red upholstery. The more economical version of this stylish vehicle with most impressive performance **£1,099**

1969 (Series) PLYMOUTH Barracuda convertible. Right-hand-drive. Automatic gearbox, power hood, radio. White with black **£1,499**

1970 ('K' Regd.) PONTIAC Grand Prix. Blue with white vinyl roof and blue trim. Auto., p.a.s., radio, electric windows. Impressive American sports coupé **£2,499**

1968 RELIANT Scimitar GTE, manual with overdrive. Blue with black upholstery. GT performance with estate-car convenience..... **£1,399**

1969 RELIANT Scimitar GTE, Manual with overdrive, radio and sunroof. Metallic silver, black interior..... **£1,499**

1970 RELIANT Scimitar GT coupe. Metallic gold with black. Overdrive, radio and h.r.w..... **£1,299**

1970 RELIANT Scimitar GTE. Automatic gearbox, radio and h.r.w. Nevada yellow with black..... **£1,699**

1970 RELIANT Scimitar GTE. Manual with overdrive. Red with black. Also fitted radio and h.r.w..... **£1,649**

1970 RELIANT Scimitar GT coupé. Metallic silver blue with black. Overdrive and radio **£1,249**

1971 RELIANT Scimitar GTE. Green with black interior. Overdrive, h.r.w, and sunroof **£1,999**

1968 TRIUMPH Spitfire Mk. 3, in red with black trim. Radio, spotlamps and radial ply tyres **£529**

1969 TRIUMPH Spitfire Mk. 3, fitted with hardtop and radio. Green with black trim. Very popular model **£639**

1970 TRIUMPH Spitfire Mk. 3. Overdrive, hard top and radio. Very pretty car in white with black trim **£769**

1971 TRIUMPH Spitfire Mk. IV, a one owner car in damson with tan upholstery. Below average mileage..... **£849**



1971 TRIUMPH GT6 Mk. 3. Immaculate in saffron with black trim. Radio, overdrive, and h.r.w. Must be seen **£1,249**

1966 TRIUMPH TR4A roadster, finished in white with red upholstery. Fitted with overdrive, very nice appearance **£699**

1968 TR5 roadster with Surrey-top, and wire wheels. Blue with black interior trim **£899**

1970 TR6 roadster. Powerful PI engine with manual gearbox and overdrive. Yellow with black trim **£1,249**

1971 TRIUMPH TR6, a thoroughbred sports car, with powerful fuel-injection engine. Red with black interior. 1-owner **£1,399**

1971 TRIUMPH Stag convertible. Manual with overdrive, p.a.s., radio. Blue with matching interior **£2,199**



1966 T.V.R. 1800S. Overdrive, wire wheels. Much above average. Orange with black **£699**

1968 T.V.R. Vixen 1800. Metallic blue with black trim. Radio **£899**

1969 VOLVO P 1800 'S'. White with red interior. Radio, h.r.w. Below average mileage..... **£1,549**

1971 VOLVO P1800E. Yellow ochre with black interior. Specimen condition, alloy wheels, h.r.w. **£1,999**

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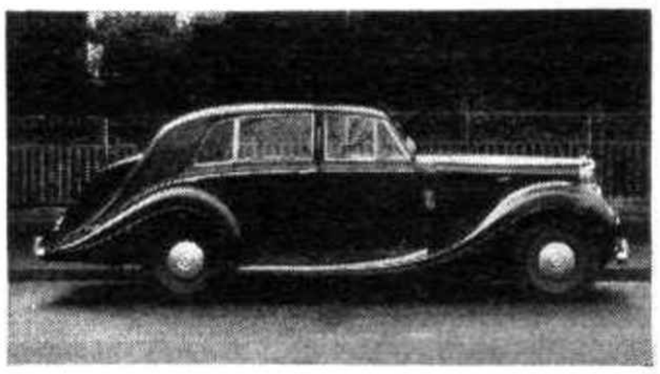
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VERY DESPERATELY WANTED, ANY SPORTS CARS IN GOOD CONDITION. PLEASE RING US FOR VALUATION.

This month's selection :

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

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

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

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

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

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

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

1968 Jaguar 'E'-Type 2+2. A very nice car with many extras. **£1,495.**

1971 M.G. Midget. A good example of this car. **£845.**

1969 Lotus Elan S/E drophead, finished in yellow with black trim. **£1,095.**

1966 Austin Healey 3000, finished in metallic blue, o/d., wire wheels; many other extras. **£895.**

1972 Mini 1275 GT, finished in black, this car is quite immaculate and has only 4,000 miles. **£895.**

1967 Ford Mustang V8 convertible, finished in blue. Automatic, p.a.s., power hood, power brakes and radio. **£1,395.**

Wanted for our Director, a Penny-farthing as Chris Marshall has sold his XJ6

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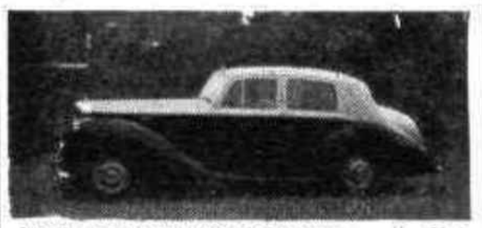
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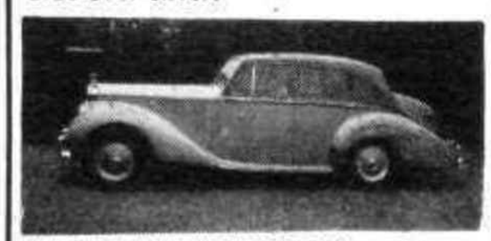
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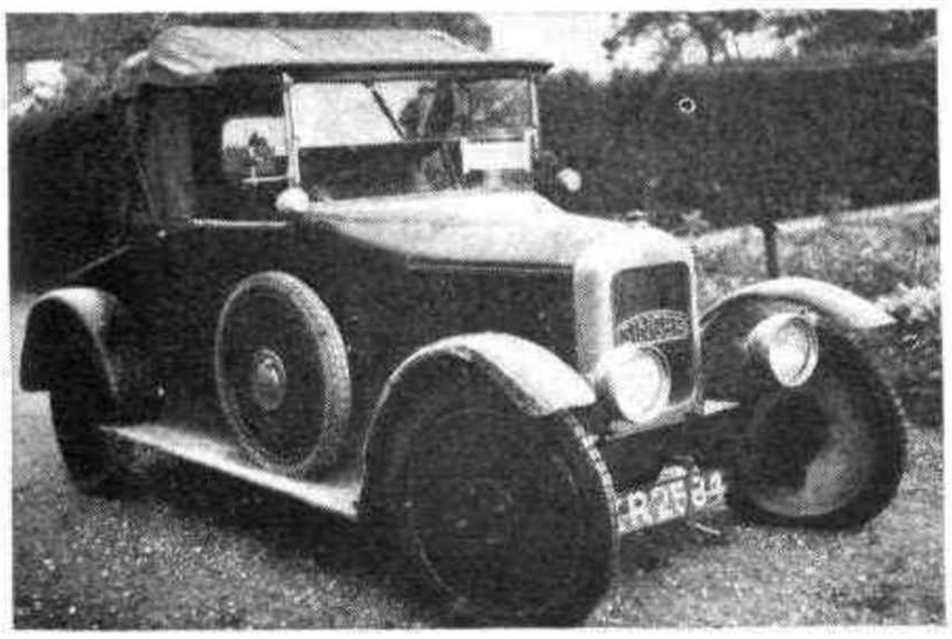
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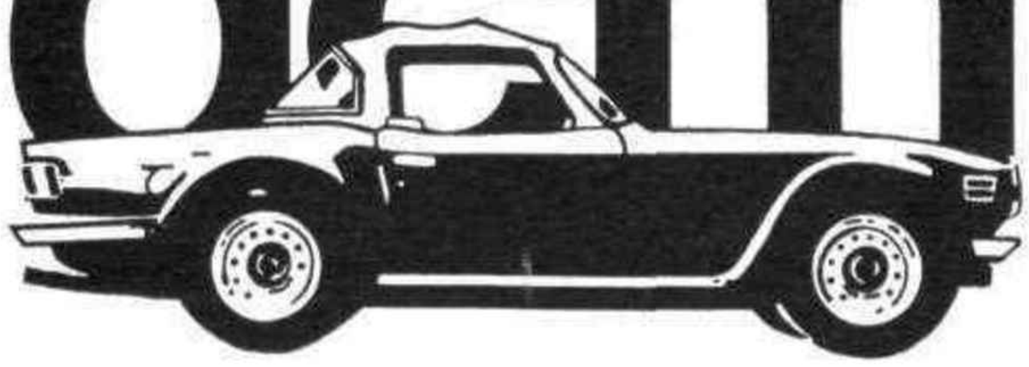
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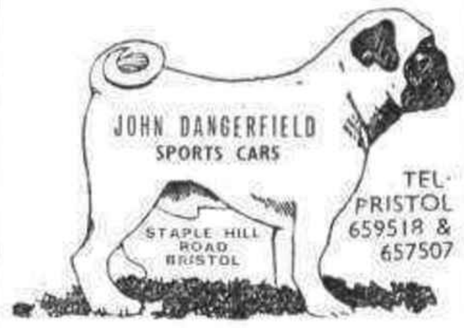
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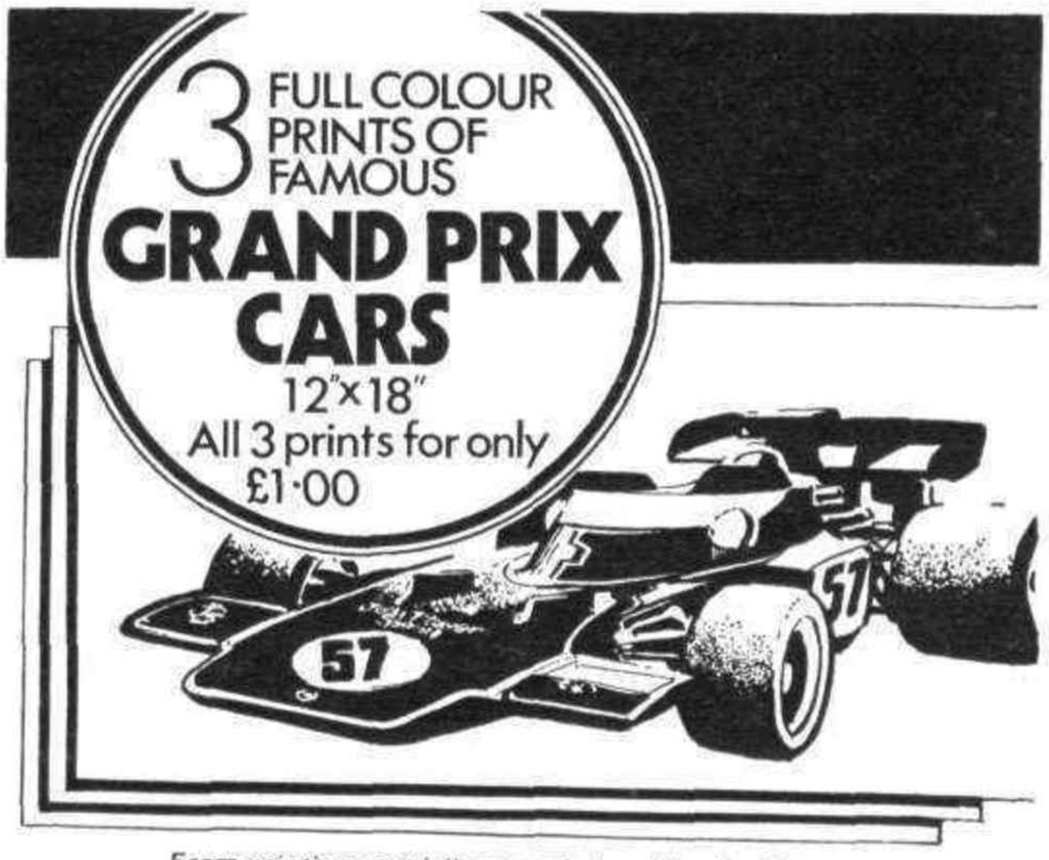
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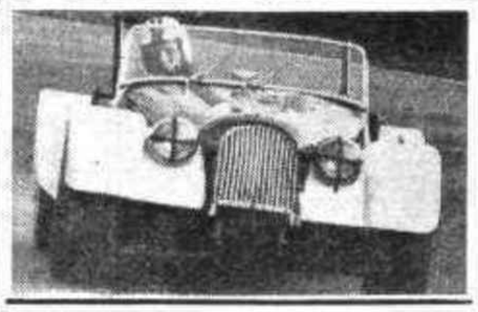
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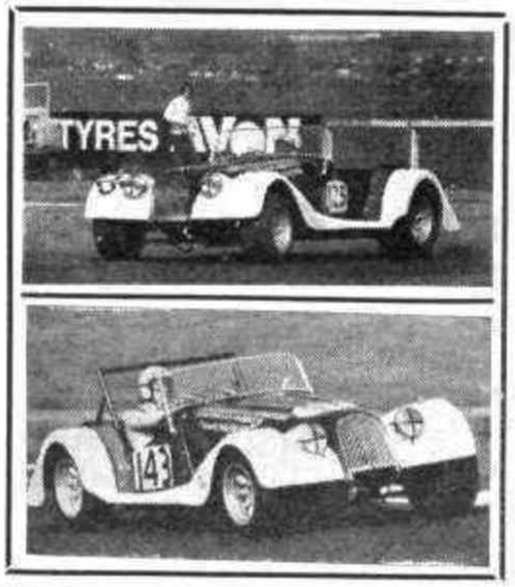
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FOR SALE—continued

T.V.R. CONCOURS winner. All chrome engine chassis; 4 branch stainless exhaust. Many extras; 25,000 miles; 1 owner; £1,200. Write B. Knight, 23 Maltward Ave., Bury St. Edmunds Suffolk. (3927

JAGUAR 2.4, Mk 1, 1956; 20,000 miles. Original showroom condition, black coachwork with brown leather interior. Must be the finest remaining example. Second owner invites offers. Tel.: 01-550 0797 (Ilford, Essex). (3923

1965 JAGUAR 4.2 E-type coupé. Carmen red; c.w.w.; luggage rack; recent M.o.T. An attractive tidy car which performs as an E-type should with incredible fuel economy. Always serviced and tuned by Jaguar specialist. £800 o.v.n.o. Black hard-top available if required, £50. Bird. Tel.: 051-489 0802 (Liverpool), 0452-81 2571 (Gloucester) (most weekends). (3930

LOTUS ELAN +2S. "H" registered, white. Very low mileage; radio; electric windows; rear screen demister, etc. Taxed July 1973. £1,595. Tel.: 01-485 5747 (office), 01-204 3148 (home). (3931

ANY ONE interested in an Austin 16, 1946. In excellent condition in regular use. Offers please to Board, South View, Biddesden Lane, Ludgershall, Andover, Hants. (3934

M.G. TF 1250, 1954. Cream, red upholstery; tonneau; Concours condition. Must be seen to be appreciated. Serious enquiries only. £1,350 o.n.o. Tel.: Brent Pelham (Herts.) 470. (4038

MARK V JAGUAR 1½-litre, 1947 in nice condition throughout; M.o.T. till Aug, 1973, taxed Nov. Used daily 3 owners from new. Believed 66,000 miles genuine. Offers around £350 or exchange quality sports car (cash either way). Mr Saunders. Tel.: Wishaw 78822 (9-6) or Holytown 833095 (in evening). (3632

LAGONDA. Body for 1930 3-litre required. Also windscreen. Must be original. Condition unimportant. Tel.: Gainford 350. (3873

XK140, 1956 3.8. F.h.c., overdrive; M.o.T., Fully restored. £835. Tel.: Eastbourne 51646. (3357

A.C. ACE. 2.6 Rudspeed, 1963. Superb condition. Believed to be last but one built. £1,285. For full details Tel.: Fleet (Hants.) 21684. (3355

1934 MORRIS Isis gearbox. Consider other parts and "25" or Wolseley 18 box. Hagger, Rosemary, Porthpean, St. Austell, Cornwall. (3619

"ALL SPEED", and "Vintage and thoroughbred" and picture 1954 "Motor Sport". Old "Motor" w.h.y Box 3591. (9010

SILVER GHOST parts (pre-1915) urgently required. Will pay full market value for following in good or better condition. Two Trembler coils; four or more small-spline clincher rim wire wheels for 8.95 x 13.5 tyres; transmission pump for petrol tank air pressure. C. W. Buck, 3775 Ridge Rd., Cleveland, Ohio, 44019. (50762

PORSCHE 912 enthusiast's car in white. 1966 "J" regn. with 5 new tyres; exhaust system and clutch. £1,100. Tel.: Draycott 2742. (4307

1963 E-TYPE Jaguar. Red, just resprayed; smart clean car. £575. Fairclough, 49 Milton Rd., Weston-super-Mare, Somerset. Tel.: 23922. (4306

1947 SINGER Nine roadster and spares. Mechanics good, body fair. Vanes, 25 The Maries, Exmouth, Devon. (4301

ASTON MARK III, 1958. Basically sound but needs some attention. Offers to Sankey, 10 Balcaskie Close, Birmingham, B15 3UE. Tel.: 643 1562 (office), 454 7114 (home). (4300

FOR SALE—continued

OGLE SX 1000. The best Mini derivative ever made, 1275 Cooper S, engine and gearbox; resprayed in Renault yellow; professionally retrimmed in black; bucket seats; Cosmic wheels with ZX tyres; oil cooler; alternator; air horns; electric screen washers; brake servo; hazard lights; two speed wipers. Bills for over a thousand pounds. Now a very rare car and a collector's place but ideal for fast everyday travelling. Beautiful condition. Haggle around £760. Tel.: Oxford 79131 (evenings, weekends). (4305

M.G.-B, 1967 "F". Black overdrive, wires; tonneau, etc. Theft alarm, good condition. £695 o.n.o. Tel.: Milland 344. (4304

NO LONGER available in kit form or as an estate. 1972 Gilbern Invader estate. White/black vinyl roof; sun-roof; overdrive; E/windows; mag. wheels and all usual extras. Must sell. Offers. Tel.: Dewsbury 2332 or 61577. (4303

BENTLEY R-TYPE, 1953 manual. Black over Regal red, just decoked; new radiator; king pins; exhausts, etc.; in excellent condition; M.o.T., taxed. £1,350 o.n.o. Apply after Oct. 12th. Tel.: Bolton 41586. (4302

TR2/3 BLACK/red wire wheels; overdrive; M.o.T. July. £210 o.n.o. Watts, 459 Streetsbrook Rd., Solihull. Tel.: 021-705 2855. (4299

RARE 1958 Peugeot 403 Coup-Leur Jaeger; drop-head coupé; "H" reg.; I.h.d.; autoclutch; runs well. Offers. Tel.: 01-435 6924. (4297

LOTUS ELITE, 1963. Bristol body. Yellow/silver. Probably best Elite available; sports exchange considered. £895. Tel.: Holmewood (Chesterfield) 559. (4296

M.G. J2, 1932. M.o.T., tonneau; not restored but tidy. Offers around £300. Tel.: 021-455 7387 (Birmingham) (4295

LOTUS ELAN +2, Dec. 1968. 33,000. Red/black trim; one owner; radio. Immaculate condition. £1,050 o.v.n.o. H.P. arranged. Tel.: 0270 65027 (evenings). (4291

M.G.-B ROADSTER, August 1970. One owner. Genuine mileage 13,063; B.R.G.; wire wheels; tonneau cover; folding hood; headrests. Pushbutton radio. £1,150. Box 3586. (3353

M.G. VA Sports saloon. Aug. 1939, 1¼-litre. Continually used 17 years. Genuine offers please. Box 3587. (3358

TRIUMPH TR6, P.I., "J" registered. 1,700 genuine miles; one lady owner; serviced. Absolute mint condition. £1,300 nearest. Tel.: Willenhall (Staffs.) 66198. (3352

ALVIS TD21, 1962 saloon. Grey with pale blue interior. Offered at bargain price for quick sale. £450. Tel.: Windsor 68597. (3356

M.G. J2, 1932. This must be the best and most original J2 in the country. Completely rebuilt from the chassis upwards. Professionally re-upholstered. Re-chromed and re-sprayed. M.o.T. and taxed. Offers around £650. Tel.: 061-445 8921 or write Bolan, 106 Barlow Moor Rd., Didsbury, Manchester. (Export can be arranged.) (3351

RILEY 1½, 1951. R.M.A. Engine recently overhauled; interior good, bodywork needs attention, good tyres; tax April, M.o.T. February. £200. Tel.: Hadleigh (Suffolk) 2174. (3347

UNIQUE, IMMACULATE appreciating M.G.-A 1600 Registration number SFR 33. £300 worth extras. £500. Want Elan or E-type, may do deal. Write details and photos, Browse, Gaerwen, The Roe, St. Asaph, Flints. (3308

FOR SALE—continued

1949 RILEY 1½, M.o.T. July 1973. Roof as new; many spares. £100 o.n.o. Tel.: Bodmin 2928. (3319

MASERATI 3,500 GT. Superlegera; closed coupled 45 coupé, 1961. Immaculate Italian red, pig-skin upholstery. Accept £950. Weeting Rectory, Brandon, Suffolk. Tel.: Thetford 810265. (3321

SCIMITAR G.T.E. Miura lime green/black vinyl roof; o/drive; Motorola; h.r.s. This unique low mileage grand tourer estate is in pristine condition throughout. See this one first at £1,450. Tel.: St. Annes 23025 (Lancs.) (3323

M.G. J2. Cycle wing model. AMY 217. Fitted with PB engine. Decoked and new clutch; re-sprayed; re-chromed. Good chassis, bodywork; oil pressure. Hydraulic brakes. £450. 90 High St., Gosport, or 83768 (after 8 p.m.). (3317

PROLEGOMENA of a Packard palingeneticism, 1937 Packard Straight Eight. Full mechanical rebuild; rebore, new mains, pistons; electrics; brakes, etc., etc. Unoriginal 2-seat boatdeck body, needs finishing. New tyres; taxed, M.o.T. About £850. David Hall. Tel.: Bagshot 8299 (24-hour tape) or 2382. (4315

1932 RILEY Nine gamecock, 2-seater. Good all-round condition. Carefully and expensively maintained by register member; M.o.T. Many spares, £575. Tel.: Rickmansworth 74236. (4310

1934 ALVIS Speed 20. Handsome Vanden Plas sports saloon. Very good condition throughout. Apply Price, Gable cottage, Binfield Heath, Henley-on-Thames, Oxon. (4309

MUSTANG Mach. 1, 1970. Never raced; automatic; all power; 20,000 miles, 52,600. Also 1967 Pontiac Firebird 326, exceptional condition, $1,700. Inspection invited. All prices delivered Liverpool docks. Inquiries to Taylor, Box 261, Brighton, Mass., USA (50897

MASERATI SEBRING, G.T.I.S. R.h.d.; Silver; black leather. Recent bills £800. New gearbox, tyres. £2,250. K. S. Jeffery, Mullacott Farm. Tel.: Ilfracombe 2546. (3346

1948 ALVIS, TA 14. D.h.c.; 3 owners. Good mechanical order, sound body; new hood. Red Mulliner coachwork. £500. Worthington, "Hillsby", Greenfield, near Oldham. Tel.: Saddleworth 2633. (3306

LOTUS ELAN, 1966, S2. Hard/soft-tops; radio; new Cinturatos; shockers/springs and exhaust fitted. Bills available. Tax and M.o.T. £625 o.n.o. Tel.: Northwich (Cheshire) 76289. (3307

ALFA ROMEO 1600 GT sprint, 1964. Absolutely beautiful in white with blue interior; new clutch; tyres; M.o.T.; radio; spots. £525 o.n.o. Ireland. Tel.: Reading 585791. (3309

LOTUS ELAN, S2, 1965. Good condition; new M.o.T. Recent extensive suspension and brake overhaul. £660. Tel.: Histon 3024 (evenings). (3311

1935 WOLSELEY 14 h.p., not original but attractive looking car; spares; M.o.T. £325. 1950 Mercedes-Benz, 170V; I.h.d. Tatty £70. Jack Rundle, New Bolingbroke, Boston, Lincs. Tel.: Stickney 260. (3312

FOR SALE, BO 66 on 1961, Mk. 9 Jaguar. Fair condition very good runner; taxed. Sensible offers please. Box 3585. (3313

TVR VIXEN, S1, 1968. Florentine blue. Absolutely immaculate. £820. Tel.: Grindleford (Derbyshire) 30114 (evenings) (3315

CORTINA GT, 1966. Red, immaculate throughout; radials; Selmar radio, etc. Recent M.o.T. £400. Tel.: 01-841 8047 (Northolt, Middlesex) (evenings/weekend. (3316

FOR SALE—continued

RILEY'S, R.M.E. 1½-litre, 1954, 1955. Both complete. One nearly ready for the road. Other repairable or spares. Space urgently needed. £65 the pair, o.v.n.o. Call after 6 p.m. 137, Hunt Lane, Chadderton, Oldham, Lancs. (3322

M.G.-B 1963. Overdrive, hard- and soft-tops; tonneau; wires; radio; oil cooler; servo; tow bar; boot rack; Kenlowe fan; electric washers, reverse lights, air and electric horns, clock, oil temp. and pressure ammeter, vacuum and more. Recent new suspension and discs. All excellent for year. Must be best in S.E. £425. Tel.: Burgess Hill 41454 (after 6 p.m., weekends). (3324

AUSTIN HEALEY 3000, Mk. I, 1960. Fast red; overdrive; w/wheels; hard/soft-top; M.o.T. May 1973. £325 o.n.o. Tel.: Weedon (Northants) 670. (3314

1936 MORRIS 8, two-seater tourer. One owner until January this year. Outstanding car. Offers around £250. (Staffs.) Box 3609. (4469

AUSTIN DEVON, 1951. Well preserved, excellent mechanics, £95. Tel.: Brighton 71135, 23760. (4470

"E"-TYPE ROADSTER, 1967. Silver grey; radio; nudge bars; gas flowed head. Excellent condition. £1,200 o.n.o. Tel.: Bristol 624020. (4472

SPITFIRE 1967; 44,000 miles; royal blue; overdrive; tonneau; radio; M.o.T. £430. Tel.: Welwyn 5080 (home), Ware 870567 (office). (4473

DAIMLER SP250. C specification. Mountain blue. Low mileage since new engine and gearbox. New hood; tonneau and battery. Several extras including radio. £695 o.n.o. Tel.: Offley (Herts.) 295. (4474

DISTINCTIVE MUSTANG, 390 GTA "L" registration; power-hood; chrome sports wheels etc. Under 35,000 miles. £950 o.n.o. Tel.: 01-622 1811 (S.W. London). (4475

DAIMLER DB18, 1939. Excellent condition; daily use. Ill health causes sale. £250. Tel.: Berkswell 32465 (Warwickshire). (4476

HEARSE 1953; Austin Sheerline. One owner from new; M.o.T. 1 year; P100 lights. Mechanically and bodily sound; delightful to drive. Offers in the region of £150. 5 Springholes Lane, Thornton, Bradford, Yorks. Tel.: Thornton 3070 (daytime). (4477

CHEAPEST FERRARI ever? 250 GT, 2 + 2, 1961. Left hand drive. 1972 "L" registered. Requires tuning. £750. Exchange? Tel.: Colnbrook 2891. (4479

FEB. 1972. Mini 1275 GT. White/Navy. As new only 9,000 miles, never raced. Completely standard. £885. Mr. D. Denby, 38 Cord Rd., Bowerham, Lancaster. (4480

TR3A, 1960. Red; overdrive; hood; tonneau. Recent overhaul of brakes, front suspension; gearbox; o/d; rear axle. Very good all round condition; M.o.T. Feb. 1973. Offers over £250. Tel.: 0702-351412 (Southend) (after 6 p.m.) or 43817 (office hours). (4481

MINI COOPER 1275 "S", May 1970. Red with white and black top. Over £250 extras. Showroom condition; 13,200 miles only. Possibly the finest example of this rare car. £895. Tel.: Wokingham 1643. (4488

M.G. TF, 1954, 1,250 c.c.; B.R.G. Immaculate condition, many extras and spares. £925 o.n.o. Tel.: 021-705 0043. (4483

MORGAN plus Four, plus glass fibre sports coupé, 1965. A very fast example of this rare car. Finished in red with wires; radio, etc. In very nice condition. Enquiries to Walton, 38 Albatross Way, Blyth, NE24 3QH. (4485



— SPORTS CARS FOR HIRE —

M.G.-Bs, M.G.-B GTs, 'E' Type Roadsters

Comprehensive insurance, A.A. membership. Radios, overdrive, etc., fitted

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AND ALSO AT SOUTH KENSINGTON **01-589 8309**



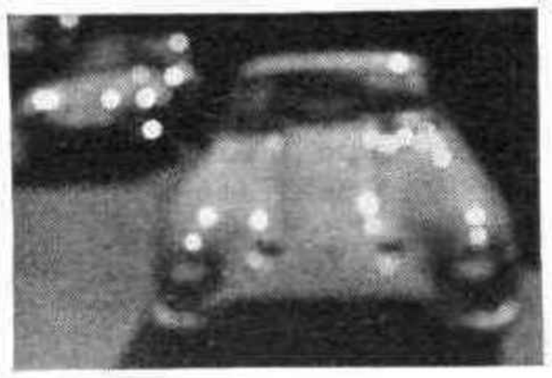


John Britten

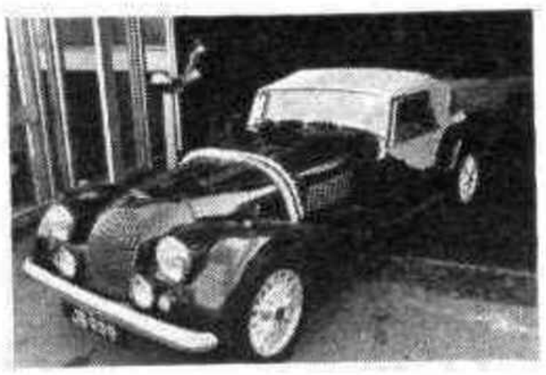
Sporting vehicles new and old; each one with a heart of gold. **Morgan 4/4,** 1965, yellow, wire wheels, 1500 engine. **Triumph GT6,** 1967/68F, indigo blue, wire wheels, radial plies, wireless, £610. **TVR Vixen,** 1971, lime green, will know more next week. **MG-B GT,** 1967/68F, mineral blue, overdrive, wire wheels, new SP Sports, Webasto roof, £855. **MG Midget,** 1967, BRG, 1275 engine, radio, wire wheels, G800s, leather rim, £530. **Morgan 4/4 Comp.,** December 1968, truck yellow, wire wheels, 1600 engine, Kenlowe fan, bucket seats, rollover bar, radio, £1,095. **TVR Vixen S2,** 1969, orange, wire wheels, Motorola, leather rim, £995. **Triumph TR4A,** 1965, signal red, overdrive, wire wheels, twin-choke Webers, burglar alarm, £675. **Morgan 4/4** Competition 2-seater, 1968, glacier white, radial tyres, rear bumper. **Triumph Spitfire,** 1964, signal red, wide wheels, tyres to match, wolfish whistle, additional gauges and switchgear, £295. **Morgan Plus 8,** 1971K, indigo blue, deposit taken unseen so probably sold. **MG-B,** 1965, blue, wire wheels, radio, 5-bearing crank, £490. **Morgan Plus 4,** October 1968G, yellow, wire wheels, one owner. Hoping for another identical one



next week but with 4 seats. **Morgan 4/4** 2-seater, 1966, red engine, 1650 Holbay gearbox, close-ratio wheels, Cobra horns, musical carburettors, Weber strap, bonnet cooler, oil rack, luggage seats, bucket cover, tonneau gauge, oil temperature headlights, Ol bumper, rear rocker cover, alloy owner, one alarm. . . . **Morgan 4/4 Comp.,** Oct. 1970J, indigo blue, wire wheels, Cinturatos, 5-p.b. radio, fogs and spots, air horns, much else, one owner. **MG-B GT,** 1970, bronze yellow, black interior, wire wheels, overdrive, spots, £1,195. **Lotus Elan S4,** 1970, dark metallic silver with black wheels, Spl. Equipt. model, radio, £1,225. **Austin Healey Sprite Mk. 3,** 1965, dove grey, £345. **Morgan 4/4,** 1968 (June), wire wheels, radio, and many small knick-knacks, some of them specially made by devoted owner **Morgan Plus 8,** 1969H, yellow, June regd., slot stereo, dual exhaust, has averaged less than 1 mph for the whole of its life. **TVR Vixen,** December 1967F, aquatic jade, black interior, wire wheels, one careful, MG-B power unit, £890. **Lotus Seven SIII,**



all white, extra wide wheels and tyres, 12" steering wheel, one owner, £825. **MG-B,** 1969, mineral blue, black leather, works hard-top, wire wheels, radio, £950. **Arkley SS,** pepper red, 1275cc unit, reclining seats, ultra-wide wire wheels, front bumper. **MG-B,** 1965, red, overdrive, wire wheels, 5-brg crank, radio, £495. **Morgan Plus 4,** 1967/68F, crimson, bucket seats, wire wheels, aluminium body, Selectaride shock-absorbers, Kenlowe fan, Ql spotlamps, Lawrencetweak engine. **MG-B,** 1969, tartan red, black leather, reclining seats, overdrive, wire wheels, Sundym screen, Motorola, £975. **Triumph TR4,** 1965, conifer green, Surrey top, wire wheels, radials, overdrive on 2, 3 and 4 giving a total of *nine possibilities* (including neutral and reverse); this is the well-known ex-George Nardell car and is accordingly priced at £625. **Morgan Plus 4 4-seater,** 1968G, white (as opposed to broken ditto), wire wheels, black leather. **Morgan 4/4,** 1970, Westminster green, Cinturatos, radio, rear bumper, tonneau cover, one owner. **MG-B GT,** 1966, mineral blue, black leather, wire wheels, radio, spotlights, £680. **Lotus Seven SIII,** 1969H, vermilion with polished alloy, £790. **Arkley SS,** newly built on 1968 1275 chassis, brown with harmonising hood, 7J Rostyle-type wheels, front bumper, £820. **MG-C GT,** 1969, sandy beige, black vinyl top, chrome wire wheels, overdrive, leather rim, radio, £1,050. **Morgan Plus Four,** late 1968 (almost didn't make it), royal ivory, wire wheels, luggage grid, Underseal, Kenlowe fan. **MG-B,** 1966, mineral blue, radio, folding hood, £560. **MG-B,** 1971 (June), racing green, autumn leaves, automatic, high ratio rear axle, radio, tonneau, wire wheels, Downton head, modified suspension, £1,175. **MG-C,** 1969, mineral blue, overdrive, wire wheels, Classic Bermuda hard-top, radio, £940. **TVR Tuscan V8,** 1968, 4.7-litre Cobra engine (approx. 306 bhp), aubergine, knock-on Minilite wheels, radio,



electric aerial, SP Sports, air horns, £1,850. Expecting a very unusual 1960 Morgan + many more by Oct. 1st. All but the most elderly and infirm secondhand cars have full service, workshop check, unsound brake linings, tyres, exhausts and batteries straight to dustbin, fresh oil and filter, triple road test before released for sale, carefully worded guarantee printed in grey (on grey paper). Got some new cars too, **new MG-Bs** in stock in several colours. **New green Mini 1000.** We have been standing in the **new Morgan** queue on your behalf



for a long, long time, very tired but still wanly smiling, please call in for trial run or delivery info. There is now word from our correspondent in Blackpool that a few more **component-form TVRs** are going to be made; only applies to some models, details on request. And we have two in stock. **Arkley SS** now in stock again, from £98 to



transform your ugly, bashed, slab-sided, rotting, tattered, dull, overhung, tail-heavy, commonplace Spridget to a sleek, sporty, stubby, wide-rubber catspawed, exposed-spare-wheeled, individual, separate-winged, rustproof-bodied Arkley SS!! Also have one new complete **Arkley SS** car for those with more money than manual dexterity. Full details and *Autocar* road test report available. 1967 Mini Trav. Triumph Herald 12/50 skylights, 1964 and '65, matched pair in fitted plush-line travelling case (extra). Lost: L.H.D. Morgan tonneau cover. New MG-B diff. half price. TR4 metal Surrey top bit £7. Wooden mechanic wanted to stand outside our gates like wooden chefs outside French cafes, consider real one. Triangle steam cleaner for sale. HP with tax relief on any car. We're on main road from Barnet to Elstree. 30 sec from the A1, nearest tube High Barnet on Northern line. Open to 7 pm, closed Sundays.

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

FOR SALE—continued

1939 STANDARD 8 de luxe saloon, 12mts. M.o.T.; one lady owner from new. Licensed intermittently to 1970. Reg. No. BPM 576. Offers to Stubberfield, Delmonden, Sedlescombe, Battle. Tel.: Sedlescombe 202. (4021

1968 FIAT 124 engine assembly and P100 (2). Any offers. Tel.: 041-956 1126 (anytime). (4022

1932 JOWETT 7 h.p. less coachwork, £30. 1937 Austin 10 saloon. Good mechanically, tatty body, £25. Many Jowett 7 h.p. spares. Tel.: Millom 2709 (evenings). (4026

1966 MORGAN +4. K/f blue; 2,138 c.c., 2 owners; 49,000 miles; many extras; very good condition. £800. Ian, Bromley, Kent. Tel.: 01-460 0902. (4027

XK150 JAGUAR. Fixed head coupé 3.4 engine; overhauled 6,000 miles ago with new cylinder head complete. Fitted with overdrive and special chrome wire wheels; light blue coachwork in very good order. A sound investment at £1,095. Tel.: 01-668 3185. (4028

RELIANT SCIMITAR estate. "H" registration; 14,000 miles only. Silver paintwork with special coachlines black trim. Extras include overdrive; radio; special wheel trim; h.r.w. £1,745 o.n.o. Tel.: 01-668 3185. (4028

TR6 1971, "K". Excellent condition overdrive; spot lamps; Radiomobile; tonneau. £1,470. Tel.: Steer-Burnham-on-Sea 4379. (4047

LOTUS ELAN, +2. November 1968, "G" reg.; two owners; B.R.G.; electric windows; h.r.w.; radio. Maintained by Lotus agent. Superb condition. £975. Tel.: Leamington Spa 23668 or Kenilworth 56781 (office hours only). (4029

GINETTA G4. Red, Ford 1600 Crossflow. Twin Webers, full instruments; 0-50 5 sec. This rare car has just been fully rebuilt and is now as new. Change of job forces reluctant sale of a superb motor. £775. Enquiries and trials. Tel.: 01-727 1578. (4032

WE'RE MOVING and are forced to sell our beautiful, two-month old Gilbern estate. Many extras include overdrive; sunroof; radio etc. Not yet run in. Offers around £2,000 considered. Tel.: 01-348 2248. (4033

JENSEN 541. Complete original condition. Disc brakes all round; overdrive. Spare gearbox, heads, etc. Reg. No. 541. White with brown leather upholstery. Full documentation; handbooks, manuals etc. £500. Tel.: 01-979 0371. (4034

1968 "G" M.G.-B GT. L.h.d. Taxed and tested; wires; radio; overdrive; new tyres and full exhaust. £725 o.n.o. or part exchange; V.W. preferred. Tel.: Doncaster 54613. Apply 23 Answell Rd., (Off Askern Rd.), Bentley, Doncaster, Yorks. (4046

M.G.-A 1622 C.C. Mark II, v.g.c. White with black interior. £350 o.n.o. Tel.: 01-549 0480 (evenings). (4035

1958 M.G. ZA. One lady owner from new. Warranteed mileage 28,400. £300. Tel.: Brighton 773055, 71278. (4036

T.V.R. VIXEN, S2. 1970 "J" registration. Flame; sun-roof; alloys; steering damper; leather wheel; mirrors; map pockets. Recent new tyres, discs/pads shockers. Regular T.V.R. maintenance. Below average mileage. Absolutely immaculate. £1,175 secures. Tel.: Knaresborough 2151. (4037

DAIMLER, DB18 coupé 1949. Two tone, dark blue on silver grey; Barker alloy body and engine good condition. Taxed. M.o.T. £525. Ross, Glenord, Newburgh, Aberdeenshire. Tel.: Newburgh 232. (4039

1932 LAGONDA 2-litre semi-panelled saloon £1,175. 1935 Avon Waymaker saloon; bodywork needs restoring; spare engine and gears. £295. 1964 Alvis TE21, registration number 4 VP. £1,000. Tel.: Wombourne (Staffs.) 2765 (evenings). (4040

ALFA ROMEO, 1600 Giulia Spider, 1966. Red; 60,000 miles; new hood; M.o.T.'d May. £350. Tel.: Bollington (Macclesfield) 2316. (4041

LOTUS 7, SIII, 1969. £695. (John Britten £780+); 1600 GT; roll bar; heater; alarm; ignition cut-out; map; light; oil cooler; air horns; weather equipment. Tel.: Wakelin 01-499 8374 (office), 01-897 1194 (home). (4042

AUSTIN 7 RUBY, 1937. A little beauty plenty of spares. Offers, evenings/weekend, 31 Middle St., Foxton, Market Harborough, Leics. (4043

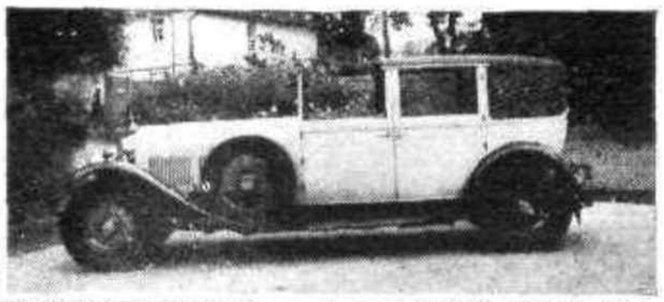
CANNON TRIALS car. Fiddle brakes; E93A, 100E engine. All fit 3 sets tyres; c/w wheels; spares. Too many to list. Haggle around £150. "Grayville", Mill Hill, Kingsnorth, Ashford, Kent. (4044

CLASSIC LANCIA. Ex Spero 1962 open Flamina V6 engine; 46,000 miles only since new, certain concours winner. Detachable hard-top, soft-top real leather tonneau. Immaculate throughout; cruises comfortably at 10 m.p.h. £1,750 o.v.n.o. Tel.: Bovingdon (Herts.) 2087. (3879

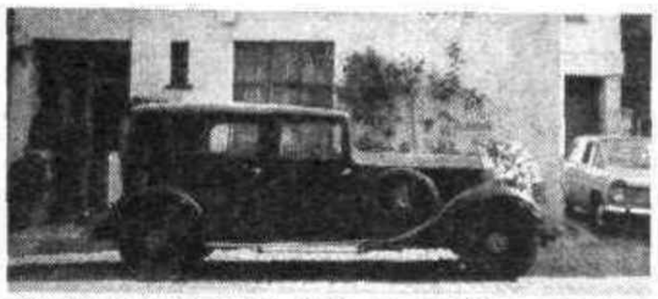
AC 2-LITRE, 1951. Fitted AC type CL engine. This very rare car is superb mechanically and bodily and has been maintained since new by the makers regardless of expense. Many useful extras. Owner now emigrating offers this much admired car at realistic £1,250. Box 3600 or Tel.: Sunbury-on-Thames 82101. (4031

DUTTON, APY 998K, July 1972. Very attractive Lotus 7 type sports with spoiler boot lid. Yellow/aluminium. Ford 1500 GT-tuned engine; Kenlowe fan; Weber; New GT6, 3.27 diff. (two 4.1 spares). New hood, sidescreens; G800s. 11 plate battery. Chrome headlamps; under 1,000 miles. About £775 or part exchange good Gilbern or interesting car, cash either way. Tel.: Pickering (Yorks.) 3478. (3935

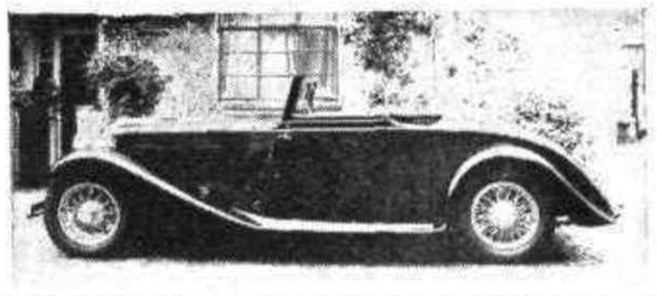
D. MARGULIES LTD



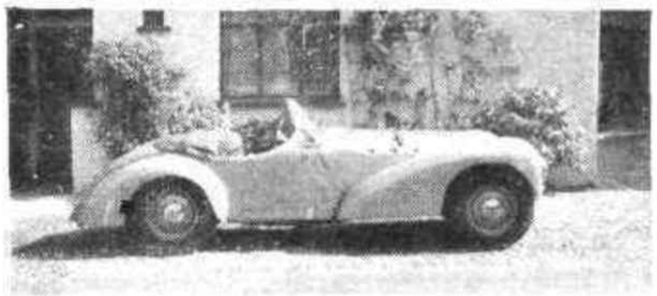
1929 BENTLEY 6½-litre sedanca de ville by H. J. Mulliner, full history. Rare **original** vintage Bentley.



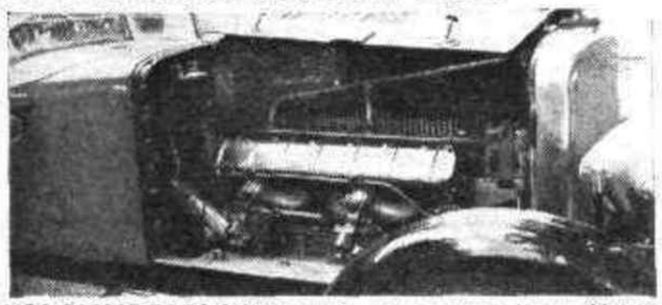
1934 ROLLS-ROYCE 20/25 owner-driver saloon by Park Ward, sun-roof, good order. **£1,350.**



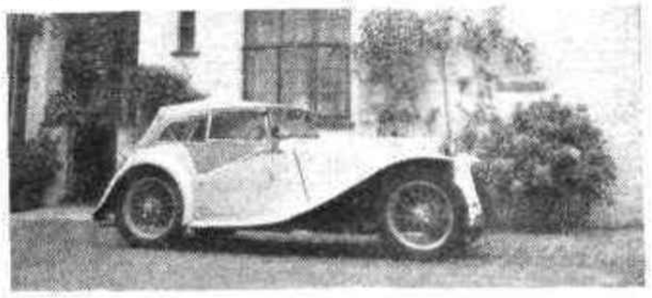
1935 BENTLEY 3½-litre 2-seater drophead coupé by Hooper, full restoration, chromium-plated wheels; unique example.



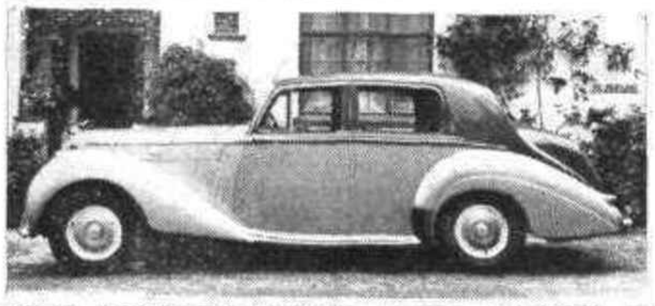
1951 ALLARD "K2" sports 2-seater, alloy coachwork, new trim and weather equipment.



1926 SUNBEAM 3-litre twin-cam tourer, James Young coachwork rebuilt to mint condition.



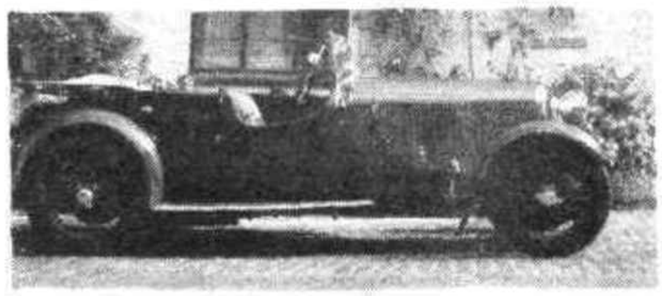
1948 M.G. TC 2-seater, excellent example.



1953/54 BENTLEY "R"-type saloons, Automatic and Synchromesh from **£950.**

ROLLS-ROYCE : 1924 Silver Ghost, 1927 20 fixed-head coupé, **1934 P.II Continental** sports saloon **1939 Wraith** limousine, mint condition, **1934 20/25** limousine **£1,250, 1935 20/25** 2-door saloon by Windover **1935 P.II** limousine by Park Ward, **£1,650.**

BENTLEYS : 1930 4½-litre (heavy crank) tourer, **1935 3½-litre** Park Ward sports saloon, exceptional **1951 Mk. VI** saloon **£850, 1953 "R"-type** James Young saloon **£1,100.**



1931 LAGONDA 2-litre low-chassis Continental tourer recent engine overhaul.

Cars undergoing restoration: 1935 BENTLEY 3½-litre 2-seater d.h.c. by Hooper. **1938 AC** Supercharged Competition 2-seater. **1928 ALFA ROMEO 1½-litre** Zagato 2½-seater Choice of two **ALVIS** tourers, exceptional **1951 BENTLEY Mk. VI** saloon.

36 & 12 QUEEN'S GATE PLACE MEWS (off Cromwell Road), LONDON, S.W.7 01-584 7332/01-584 7472

FOR SALE—continued

SUNBEAM ALPINE, 1967 "F". Good condition; extras. £450 for quick sale. Tel.: Princes Risborough 5530 (Bucks.) (4430

M.G.-A 1600, Mk. II. F.h.c. engine rebuilt. Good condition, fast car. £300 o.n.o. 16 Windmill Terrace, Norton, Teesside. Tel.: Stockton 556934. (4420

SUNBEAM ALPINE, GT, "F" reg. B.R.G.; hard-top; M.o.T. August, 1973. £650 o.n.o. Genuine reason for sale. Tel.: Newcastle (Staffs.) 617566 (evenings). (4421

LOTUS ELAN sprint. Lotus yellow; "K" reg. £1,450. Tel.: Freckleton (Lancs.) 633096. (4422

AUSTIN SEVEN, 1936 Ruby saloon. Reputed 14,000 miles. Mechanics very good, body needs some attention. £175. Dixon Smith, 187 Henwick Rd., Worcester. Tel.: (0905) 423058. (4425

AUSTIN HEALEY Sprite, June 1971. White, 11,000 miles; w/wheels; tonneau. £730 for quick sale. Tel.: 01-868 3876 (after 6 p.m.). (4431

HEALEY 3000, Mk. III, 1966. Red, black upholstery; wire wheels; immaculate condition throughout. Reluctantly offered at £950 to finance new house. K. Mitchell. Tel.: Watford 20766 (after 6 p.m.) or Kings Langley 64147 (office hours). (4426

SUNBEAM TIGER, 4.2 V8, 1965. Midnight blue interior; H/t, s/t; tonneau; radio; full instrumentation; hazard warning flashers; q/h fogs; q/h headlamps; laminated screen; "Magic eye" automatic side lights; reversing lights; fire extinguisher. Ro-styles with near new ZX; underseal and interior panel spray; low mileage; history available. Maintained regardless of cost, hence £900 o.n.o. asked. Tel.: Bagshot 2437. (4424

FOR SALE, Mark II Gemini; front engine 997 c.c.; Cosworth Ford; 2 x 38 DCO3. Also spare 1,500 c.c. Cosworth Ford engine, complete with Parker trailer. £450. Goodwin, Queen's Oak, Henley Rd., Marlow. Tel.: 4441. (4427

ROVER 14. First Regd. 1938. Very good original condition with gleaming black paintwork and sparkling chrome. 1 years M.o.T. £395 o.n.o. R. Lonsdale, 57, Orchard Ave., Chichester. Tel.: 82949. (4428

A40 PEDAL car, in near mint condition. Ex motor showroom; opening boot; bonnet; dummy engine with working lights and horn. Ideal for Xmas. Best offer £60. R. Lonsdale, 57 Orchard Ave., Chichester. Tel.: 82949. (4428

M.G.-A FIXED-HEAD coupé, 1,600 c.c., 1960. Extensively renovated throughout; new wire wheels; bumpers; grille; respray. Finished in Aubergine with black interior. Fitted radio. £600 o.n.o. Tel.: 01-393 7591 (Ewell, Surrey). (4429

Genuine and Original
MOHAIR HOODING
Beige or Black.
As used by Daimler-Benz and leading European coachbuilders for 50 years.
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VF 3	Rover	**20 WJ**	Ford	**66 TE**	Morris	**45 D**	Hillman
JA 85	Ford	**28 KW**	Morris	**12 U**	Moped	**54 F**	Austin

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84, MILL LANE, KIRKELLA, HULL, E. YORKS. Tel.: HULL 658206 (Evgs.)


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FOR SALE—continued

ELAN +2, 1968 "G". White; 35,000. £1,050 or exchange earlier "E"-type with cash. Tel.: Nottingham (0602) 257131. (4418

ROVER 12 tourer, 1947. Offers around £200. May be viewed in England by arrangement. Write: J. Burnett, 15, Thomson Drive, Currie, Midlothian. Tel.: 031-449 2760. (4432

1951 ARMSTRONG-SIDDELEY Lancaster. Very sound; 12 months M.o.T., needs tidying. Also TWS4 on fair 1000 Traveller; M.o.T., both must go. Offers: Osmotherley, 343 Drysdale, Hawnby, Helmsley, York. (4433

DAIMLER 1955. 2-door; power hood; 4-seater; v.g.c.; 3 owners. Only 235 built. Regrettably must go. Tel.: 01-874 5914. (8012

BUGATTI B.S.A. Ferrari, 250 GT Berlinetta; ex Le Mans, both concours condition. Serious enquiries only; exchange considered. De Cremer, 48 Manoir d'Anjou, Brussels, Belgium. (8013

BENTLEY "R"-TYPE, 1953 manual. Finished in black with beige interior. Good body and mechanics. Delightful to drive. £850. Mr. Etherton. Tel.: Epsom 25611. (4444

FOR SALE—continued

1948 TRIUMPH roadster 1800 with 2000 engine. Taxed, tested. Used regularly. £250. Tel.: Caistor (Lincs.) 414 (9 a.m. or 6 p.m.). (4435

JENSEN, CV8, 1965, Mk 2. 45,000 miles only and in splendid condition. Known history; light grey with light blue upholstery. £850. Tel.: Chieveley (Berks.) 279. (4436

1952 A.C. 2-litre sports saloon. Find of a lifetime; immaculate condition; aluminium coach built body. One owner; 1,600 miles from new; new tyres; batterys. M.o.T. stored for past 11 years. Good investment, offers around £1,000. Tel.: Oakham (Rutland) 2961. (4437

DAIMLER SP250. Hard-top with specially fitted tinted roof panel. Very good condition. £45 o.n.o. Tel.: Horsforth 6315 (Leeds). (4438

M.G.-B GT, 1969, 39,000; white; wire wheels; h.r.s.; radio; very good condition. £960 Douglas. Tel.: Gosport 85836 (evenings). (4439

M.G. TF 1250. Outstanding example. Offers over £650. Alvis TD21. Graber saloon. Unmarked bodywork and interior; hide upholstery. An unusually fine example in outstanding condition. £575. Tel.: Wymeswold 880067 (4441

FOR SALE—continued

ROVER 75 "Cyclops", 1950. Low mileage; truly mint condition throughout. Must be seen and tried. £225 or offer. Mr. Parker. Tel.: 01-399 3525 (4440

CAPRI 1600, GT XL automatic. 1970, 30,000 miles. One owner; aubergine; Taxed May 1973. Excellent; any trial. Radial tyres; radio. £825. Tel.: Waltham-on-the-Wolds 807 (Leics.). (4442

M.G.-A TWIN-CAM. Beautiful condition. Reconditioned balanced engine, 4,000 miles only; close ratio box; new hood; screens; batteries. Expensive respray. All bills available from 1961. Investment. £450. Tel.: Oxshott 2584. (4443

BENTLEY 1937. 4¼ Park Ward sports saloon, 1 year M.o.T., etc. Superb original condition £1,400. Tel.: 01-229 1951. (4434

M.G.-B ROADSTER, 1966. Mineral blue; overdrive; wires; Cints.; triple air horns; centre console; tonneau, etc. Offers invited around £500. Makin, 23 Sherfield Drive, Cochran Park, Newcastle/Tyne, 7. (4213

CONTINENTAL BENTLEY, 1964. S3 Park Ward/Mulliner, 2-door saloon. Full history, just completed very expensive repaint; new tyres. Offers or exchange considered. Tel.: Ascot 23018. (4217

FOR SALE—continued

1929/30 VAUXHALL Hurlingham Eighty Sports; 90 per cent restored. Excellent example. Allart, P.o. Box 105, Rose Bay, N.S.W. 2029, Australia. (4401

A.C. GREYHOUND, 1961. A super specimen. Fitted new Dunlop, 15 x 5½ J-spoke wheels and S.P. sport radials. This car has just returned from Thames Ditton where new carpets and door trims were fitted in the original materials. Transmission brakes etc have all been overhauled and paintwork renewed. In general this must rate as one of the finest examples of the Greyhound still in existence and is offered for sale with sincere reluctance at £1,750. Apply: M. J. Waite, Claydon Kennels, Lechlade, Glos. Tel.: Faringdon 20450 (daytime), Lechlade 325 (evenings). (4045

REG. NO. 242 BYE on Scooter for sale. Offers to P. Fairbank, 66 First Ave., W. Molesey, Surrey. (4400

BENTLEY R-TYPE. Automatic November 1953. Beautiful condition throughout, Embassy black; coachwork; dark red interior. Four new tyres, just fitted. Alas will not be able to keep under cover at new house. So reluctantly parting. Asking price £825. No offers. No time wasters. Please Tel.: 01-393 2513 (for appointment). (4351

ASTON MARTIN special series, DB4 drophead, November 1963. Beautiful condition, metallic blue coachwork, dark blue interior; electric windows included in extras. Maintenance carried out too numerous to mention here. Genuine enquiries only. No time wasters please. £1,295. No offers. Tel.: 01-393 9420 (for appointment to view). (4351

1935 14 H.P. 6-cylinder Vauxhall for sale. Engine, gearbox excellent. Body needs attention. Offers. Tel.: Ashbourne 2928 (Derbys.) (4355

TR5, 1968, July. This truly beautiful one owner car is finished in red with beige interior; extras include radio, wire wheels; air horns; twin spots, etc. Only £795 for this superbly maintained low mileage car. Tel.: Woking (Surrey) 67057. (4356

1935 MORRIS 10/4, 2-seater tourer Dickey seat. Immaculate. £220 spent 1968 on bodywork; hood; screens. M.o.T. August 1973. £675. Tel.: 01-594 2410. (4357

M.G. TF 1,250 C.C., 1954. Magnificent condition; 2,000 miles since engine and gearbox stripped and rebuilt by M.G. specialist. Body restored professionally. History last 9 years. Bills available. £550. AA report available. £1,250. Tel.: Whalley 3278 (day), Clitheroe 3247 (evening). (4398

DAIMLER CONQUEST, Reg. Sept. 1955. One family owner from new reputed 23,300 miles. Black with beige interior. Absolute specimen example. Offers? Tel.: Bournemouth 33232. (4360

TRIUMPH SPITFIRE, 1970 "J". 16,500 miles, one lady owner. Attractive Mk. III in saffron with tonneau and recent SP sports. Save £300 or near. £765. Tel.: Kingskerswell (Devon) 3308. (4361

E-TYPE JAGUAR 4.2 convertible, June 1969. White with fitted optional extras. Domestic reasons force sale of this excellent vehicle used for pleasure only. £1,625 but negotiable. Reverse charge phone call welcomed. Tel.: 051-428 4164 (4362

1928 LEA-FRANCIS. Doctor's coupé. Excellent condition. £600. Harding, 12 Alexandra Rd., East, Spital, Chesterfield. Tel.: Chesterfield 2688 (after 6 p.m.) (4363

BRISTOL 405. Excellent condition; taxed. M.o.T.'s; 4 new tyres. Aluminium body. £600 o.n.o. Tel.: Milton Damerel 208 (Devon). (4364

LANCIA FLAVIA Zagato sport. Universally admired; styling, in attractive deep blue; tan upholstery; black carpets and facia; stainless finishings; radio; reclining seats electric rear window; aquajet tyres. Full M.o.T. £725 or offer. Youell. Tel.: Botesdale 536 (Suffolk). (4367

1967 TR4A. White with black interior; overdrive; servo; radio; Groundhogs; new hood and carpets. Enthusiast maintained and in superb condition. £750. Tel.: Bracknell 23390 (4368

AUSTIN HEALEY, 100/4M. Very rare, 2 + 2 conv.; 4-speed; o/drive; w/w; Selecta ride; R/susp.; new hood carpets; trim etc. Resprayed shadow blue. Well maintained. Immaculate condition; excellent performance and petrol consumption; 12 months M.o.T. £625 o.v.n.o. Guy. Tel.: 24938 (days), St. Albans 60584 (evenings). (4369

1937 WOLSELEY 12 h.p. Good condition; M.o.T.; full history known. Offers. Tel.: Southrepps 388 (Norfolk). (4370

DAIMLER DART, SP250, 1960. Green soft-top; 38,000 miles only; as original, clean, mechanically excellent. Tel.: Salisbury 3571. (4371

M.G.-A 1500. Completely restored by M.G.C.C. member. Reluctant sale due to company car; black; w/wheels; 4 new Cints.; h/soft-tops; radio l/rack; spot/fog lights; M.o.T./taxed February 1973. £375 which includes numerous spares. White, Anchor Inn, Barcombe, Lewes, Sussex. Tel.: Barcombe 414. (4372

SUNBEAM TALBOT IIIA, 1957. First class condition throughout; overdrive; sunroof; radio, etc. Taxed, M.o.T. Owner emigrating. £270. Mr. White. Tel.: Portsmouth 27361, ext. 33. (4374

HEALEY JAGUAR. 2.4 engine; gearbox; overdrive; 5½ x 72 spoke wires; new hood and frame; T.T. £225 o.n.o. Drew. Tel.: Dinnington 3837 (Yorks.) (4375

862 EF 1936. 3½-litre Bentley Park Ward sports saloon in process of being restored, but now for sale due to impending house purchase. Offers around £500. Tel.: Bowmans Green 2187. (4376

FOR SALE—continued

BRA for sale. £1,800. BRA registration on E-type, series II roadster in regency red with tan interior and hood. Extras c.w.w., hard-top; w.w./s.p.'s; radio; leather wheel. Specially built 5 pipe exhaust. Mileage 30,000. A genuine car. Terry Tremerry. Tel. Kings Lynn 2757 (office). (4359

M.G.-A 1600, D.h.c. 1961. Old English white; immaculate throughout; new M.o.T.; taxed. New engine; suspension; paintwork beautiful; recent hood; screens; Pirellis; 4-wheel discs garaged. £365 o.v.n.o. Crispin. Tel.: 01-942 3433 (4377

1934 M.G. PA. Good condition. £650. Tel.: Durley 393 (night). (4378

1935 BENTLEY Park Ward sports saloon. £1,100. Tel.: Durley 393 (night). (4378

AUSTIN HEALEY 3000, 1965. Mark 3. Classic Healey blue with white side panels; overdrive; wire wheels; radio; luggage rack; spot lamps; pounds spent keeping this car faultless and in 1st class condition. M.o.T., tax. £825 o.n.o. Tel.: 01-948 1671, 54 Friar Stile Rd., Richmond, Surrey. (4379

MORGAN +8, 1969. Good condition; orange; low mileage. Must sell £1,200. Tel.: Lymington 2477. (4380

1928 SUNBEAM 16.95 Weymann saloon. One owner, very original. Needs some work. Offers over £500. 1919 Levis, fully restored £165. Tel.: Wymeswold 880067.

SUNBEAM TALBOTS 90, 1954. Mk. IIA and Mk. III. Both excellent; low mileage cars. £300 and £175 o.n.o. Tel.: Willenhall (Staffs.) 65584. (4382

M.G.-B GT, 1971. Bronze yellow; overdrive; heated rear window; underseal; taxed April 1973; 17,500 miles; meticulously maintained and carefully driven by one owner. £1,255. Tel.: 01-589 1242 (day), Leatherhead 72959 (evenings). (4383

LAGONDA 3-LITRE, 1931 chassis. Concours condition with mudguards; bonnet and all body fittings. Offers over £750. M.G.-A twin-cam roadster; sound fast and reliable. £275. Want TA, TC or V-twin Morgan. Tel.: Wymeswold 880067. (4384

RELIANT SCIMITAR, 1964. Ex. Reliant car; ZF gearbox; overdrive; new radials; rear dampers. Re-chromed, good condition. £465. Tel.: 021-705 5321 (evenings). (4385

TVR GRANTURA, 1961. Good condition and reliable; M.G.-A engine; 5 good tyres. Taxed, M.o.T. June 1973. £290. Tel.: Warrington 65201. (4386

BRISTOL 401, 1952. Fine example, fully maintained mechanically; coachwork very fair. Bought 1964 from Anthony Crook Ltd. who had fitted 100 A-type engine. Mileage present owner 44,000, total 114,000. In daily use and carefully driven; taxed Dec. 1972; M.o.T. April 1973. Offers around £550. Seen by appointment only. Full details on application to Colvill, Cornerfield, Fox Pond Lane, Lymington SO4 8FW or Tel.: Lymington 3693 (4 to 7 p.m.). (4387

TR4 1964. Just had money spent bringing bodywork to very good standard. Hard- and soft-tops; overdrive; radio; taxed and M.o.T.'d. £430. Tel.: 061-789 6672. (4388

S.S.I. TOURER, 1935. One owner last 20 years. Very good condition; 2½ overhead engine; hard-top. Offers wanted. View S.E. London. Tel.: 01-735 5253 (10 a.m.-6 p.m.). (4389

XK140, 1955. D.h.c., good condition. Guaranteed mileage 49,900. Two owners (friends); negligible oil consumption; new radio; M.o.T. Regularly used. £495. Hole, Crowthers Hall, Welshpool. Tel.: Guilsfield 257. (4391

M.G.-B. WOMAN driver must sell cherished 1966 model. M.o.T. 1973. Silver metallic from new; no reasonable offer refused. Tel.: 01-852 3732 (evenings). (4393

DAIMLER SP250, 1964 (Sept.). Mountain blue; one owner. Hard- and soft-tops; brake servo. Agents overhaul, Oct. 1971 after 3-year lay-up. £950. Tel.: Cranwell (Lincs.) 471. (4394

ALFA ROMEO, 1750, GTV, 1971. "K" reg., 15,000 miles. Immaculate ochre with black. Near new 165HR, Cints. h.r.w.; radio. Genuine reason forces very reluctant sale. £1,999. Tel.: Freckleton 01-633 485. (4395

ASTON MARTIN, DB2/4; 2.6 Vantage. Immaculate red paintwork and light tan interior; twin exhausts; Alfin drums. Many spares within 10,000 miles. Taxed, M.o.T. A fast reliable eyecatcher with real character. £780 o.n.o. Tel.: Woodhouse Eaves 890 308 (Leics.). (4396

1955 ZA Magnette. Well maintained, smart years M.o.T.; radio. Many spares; good investment. £145. Tel.: Tunbridge Wells 24076. (4397

1949 2½-LITRE Riley, 3-seater tourer. Magnificent example of rare model over £500 spent on bodywork and mechanics. Offers. Tel.: Redhill 63237 (Surrey). (4398

MORGAN 4/4. Competition 1968; 30,000 miles. Brilliant white; wire wheels; new tyres; extras. Garage kept and regularly serviced. New Morgan arriving imminently. £975. Tel.: 01-979 0041. (4738

ARMSTRONG SIDDELEY Sapphire, 1954. Beautiful condition. Black over Gazelle fawn. Many extras. £240. Tel.: Sonning 2652. (4739

FORD, 1936 "Y"-type. Reconditioned and resprayed. M.o.T. and taxed December. £225. 1937 Riley Falcon. Good original condition, extras. £495. Tel.: Blythe Bridge 2962 (Stoke-on-Trent). (4741

AUSTIN HEALEY 3000, Mk. II, 1963. Red; overdrive; wires; new hood; reconditioned engine and Mark III gearbox recently fitted. New shockers; nine months M.o.T. Excellent condition. £475 o.n.o. Tel.: 021-350 1196. (4743

FOR SALE—continued

DELLOW MK. II. Taxed, M.o.T.; new hood; seats; dashboard; rewired. Own business forces sale. £200 o.n.o. Tel.: 01-504 1200. (4742

M.G.-A TWIN-CAM. Excellent condition throughout; reconditioned engine; wide wheels; new radials; airhorns; works hard/soft-tops; new interior; year's M.o.T. Very original only £425. Tel.: Toddington (Bedfordshire) 2076. (4744

PORSCHE 356C, 1964. Very original in Slate grey with red interior; body rust free; mechanics first class. The engine was completely rebuilt 1,500 miles ago. Always well maintained; Blaupunkt radio; Cinturatos. £765 o.n.o. Tel.: 01-979 3856. (4745

MERCEDES-BENZ 190 saloon, 1960. Dark blue, possibly the finest in existence. Thoroughly overhauled and repainted. Bills available. Immaculate condition. Offers around £650. Tel.: Nelson (Lancs.) 62516 or Box 3617. (4747

TR5, 1969, June. Royal blue; 23,000 miles; Radiomobile; air horns; leather wheel, etc. X.A.S. tyres; wire wheels; new exhaust just fitted. This car is in superb condition both bodily and mechanically. Any trial welcomed. £950 or exchange for saloon w.h.y. plus cash. 155 Shirehall Rd., Sheffield, S5 0JL. (4748

1962 SUNBEAM Alpine. Hard/soft-tops; w/w; radials; new M.o.T. Body/mechanics good, used daily. £225. Tel.: Ashford (Middlesex) 52829. (4749

FROGEYE SPRITE, B.R.G. body in good condition, new sills; refurbished interior; hard/soft/tonneau; Cinturatos. Mechanically excellent being low mileage; good investment at £220. Tel.: 01-302 3978. (4750

VOLVO 1800S, 1965. Pale blue, v.g.c.; M.o.T.; 2 previous owners. Serviced regularly by Meads of Maidenhead; tyres, good, not remoulds. £650. Sargent. Tel.: 01-493 7852 (10 a.m.-5 p.m.). (4751

RELIANT SCIMITAR, 3-litre GT, 1968. White; overdrive; radio; h.r.w.; Kenlowe fan. Only 33,000 miles. Immaculate condition. £920. Tel.: Wickford 61772. (4752

ITALIAN JOB, 1300 GT, Junior 1967 "F". Blue; radio. £675 quick. Tel.: Harpenden 61034. (4753

DAIMLER DART, SP250C. Really perfect, late example in midnight blue. Extras include h/s-tops; alarm; belts; etc.; low mileage. Reasonably priced at £790 o.n.o. Tel.: 01-727 1560 (evenings). (4754

PORSCHE 356B, super 75, 1960. Oscars; biodes; radio. £350. Clerk, 8 St. Leonards Rd., Highcliffe, Winchester. Tel.: 67466. (4755

MASERATI SEBRING, 1966. A search lasting over a year resulted in the present owner buying this rare car. Apparently there are only 4 manual r.h.d. cars of this model, and year in the country. Concessionaire maintained and reluctantly offered for sale for £1,750. Tel.: Beaconsfield 31917 (after 7 p.m.). (4756

FACEL VEGA, HK500. 2-door coupé; 625 c.c.; reconditioned gearbox just fitted; brakes steering etc. Recently overhauled. Fantastic performance. Illness forces sale at £1,100 or best offer by Oct. 21st. Tel.: 01-286 2319. (4757

AUBERGINE MINI super, rally prepared, new sub-frames; gearbox; engine; brakes etc. Weber; radio. Bargain for someone at £170, or best offer by October 21st. Tel.: 01-286 2319. (4757

M.G. TC 1946 and YA saloon, 1952. Offers Tel.: 01-348 3069, 34 Milton Ave., N6. (4758

M.G.-C GT, 1969, "H" reg.; 21,000 miles as new condition; wire wheels; blue. £1,090 o.n.o. Tel.: East Horsley 3309. (4759

M.G.-B MK. II "G" regd. Bermuda hard-top; chrome wires; Snowberry white. Immaculate condition; extras. £850. Part exchange considered. Tel.: 0274 52494 (Yorkshire). (4760

FROGEYE SPRITE. Hard/soft tops; 5½Js; engine; clutch; king pins at 4,000 miles; taxed, M.o.T.'d. Stork forces reluctant sale, £195. 8 Haydock Rd., Hala Carr, Lancaster. (4761

ALFA ROMEO Giulia super, 1967 "F". Red, 12 month M.o.T.; 60,000 miles. £700. Tel.: Henfield (Sussex) 3600. (4762

998 COOPER, 1966. Webasto sunroof; Cints; 50,000 miles. Not one of your boy-racer Minis but a well kept and driven motor car. £325 o.n.o. Wise, 6 Langham Court, South Ruislip, HA4 6RX. (4763

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M.G.-B, 44,500 miles; close ratio box; overdrive; radio; servo; wires. Folding hood; taxed Nov., M.o.T. Feb. Registered 1966. £640 o.n.o. Fairclough, 29 Brockington Rd., Bodenham, Herefordshire. (4765

ASTON MARTIN, DB5, 1964. 5-speed gearbox; radio; Sundym glass; chrome wires. Offers, part-exchange considered. Tel.: 0782-720137. (4767

ROVER CYCLOPS 75, blue. Elegant; quiet and fast. Original tool kit and manual. Engineer sells reluctantly after 16 years. Rare collector's bargain at £100. Trial will convince. Tel.: Colchester 79797. (4769

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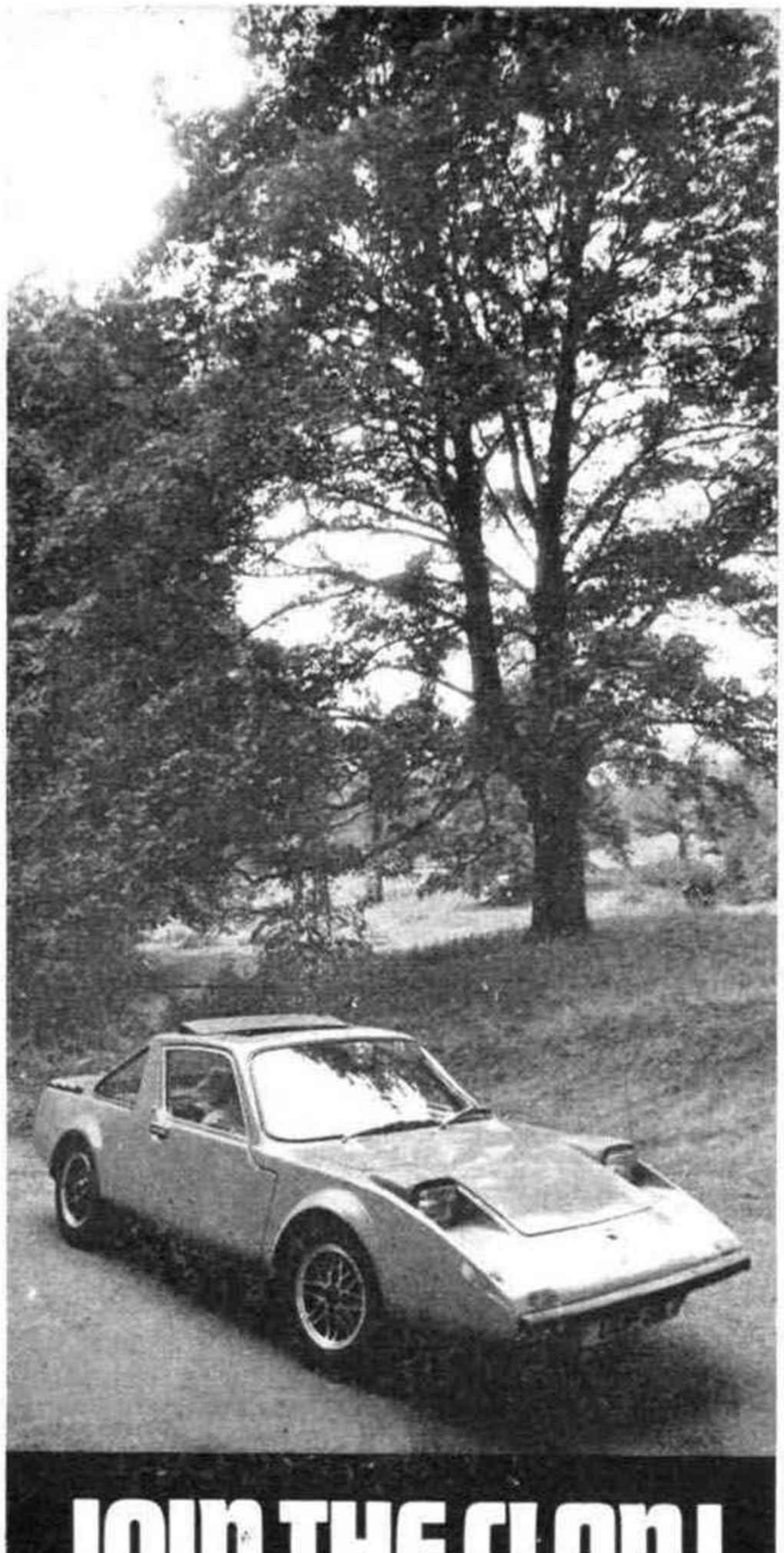
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1970 'E'-Type roadster Mk. II. 19,000 miles with one owner. Chrome wheels, luggage rack ... **£2,195**

1970 'E'-Type f.h.c. Mk. II. Regency with grey trim. Fitted chrome wire wheels, h.r. window **£2,145**

1970 'E'-Type f.h.c. Mk. II. Extras include wire wheels, SP sport tyres, h.r. window, radio ... **£1,995**

1969 'E'-Type roadster, Mk. II. 14,000 miles with one owner from new. Chrome wire wheels, detach. hard-top **£1,945**

1969 'E'-Type f.h.c. Mk. II. White, black trim. Fitted sun-roof, radio, h.r. window **£1,895**

1968 'E'-Type f.h.c. Open headlight bonnet, wire wheels. Front suspension and brakes o'hauled **£1,495**

1967 'E'-Type 2 + 2. Extras include chrome wire wheels, h.r. window, radio **£1,295**

1966 'E'-Type f.h.c. Silver grey with red trim. Sun-roof, radio, SP sport tyres **£1,095**



1969 'E'-Type 2 + 2 Mk. II (*similar to above*). Primrose with black trim. Chrome wheels, radio, elec aerial **£1,895**

MG

1969 M.G.-C GT, 28,000 miles from new. Black with black trim. O/drive, w/wheels, h.r. window **£1,195**

1969 M.G.-C GT. Mineral blue. Fitted overdrive, h.r. window, wire wheels **£995**

1968 M.G.-C roadster. Tartan red, black trim. Wire wheels, tonneau, radials **£795**

1972 M.G.-B GT, Ser. III. Mallard with tan trim. 8,000 miles. Fitted o/drive, h.r. window, radio **£1,495**

1971 M.G.-B GT. Blaze with black trim. Extras include overdrive, Rostyle wheels, headrests ... **£1,375**

1970 M.G.-B GT. One owner, 16,000 miles. Fitted overdrive, wire wheels, rec. seats, seat belts **£1,295**

1970 M.G.-B GT. B.R. Green with black trim. Overdrive, Rostyle wheels, radio **£1,195**

1968 M.G.B GT. Snowberry white; two owners from new. Fitted overdrive, h.r. window ... **£925**

1967 M.G.-B GT. Fitted wire wheels. Front suspension just overhauled. Michelin radials ... **£865**

1972 M.G.-B roadster, Ser. III. Aqua, black trim. 8,000 miles. One owner. Overdrive, radials **£1,345**

1970 M.G.-B roadster, 'J' Reg. 19,000 miles. Fitted overdrive, Rostyle wheels, seat belts ... **£1,145**

1969 M.G.-B roadster. All synchromesh gearbox, folding hood, wire wheels, radials **£995**

1967 M.G.-B roadster. O.E. white with black trim. Fitted overdrive, radio, wire wheels **£745**

1970 M.G. Midget. Bronze yellow. Fitted Rostyle wheels, tonneau, radio, headrests **£775**

1965 M.G. Midget. Fitted detach. hard-top, soft-top, radials, seat belts **£395**

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LOTUS + 2S 130. Lagoon blue, black trim. H.R. window, radio ... ... **List**

LOTUS Europa Twin Cam. Regency with tan trim. Brand Lotus wheels. (In component form) **List**

LOTUS Europa Twin Cam. Carnival red, black trim. Tinted screen (In component form) ... **List**

LOTUS Elan Sprint f.h.c. Carnival red over white. (In component form) ... ... **List**

LOTUS Elan Sprint d.h.c. Colorado over white. (In component form) ... ... **List**



1971 LOTUS + 2S 130 (*similar to above*). 'K' Reg. Pistachio with black trim. 10,000 miles. Radio, h.r. windows **£2,145**

1970 LOTUS Elan + 2S. One owner from new. K.O. wheels, radials, radio, seat belts ... **£1,745**

1972 LOTUS Elan Sprint d.h.c. 7,000 miles with one owner. Fitted radio, tonneau **£1,745**

1969 LOTUS Elan + 2. Carnival red, black trim. Fitted SP sport tyres, radio **£1,425**

1968 LOTUS Elan + 2. French blue. Fitted radials, wing mirrors, radio, seat belts ... **£1,295**

1972 LOTUS Europa Twin Cam. Lagoon blue, oatmeal trim. 6,000 miles. Tinted glass ... **£1,695**

1970 LOTUS Europa S2. Medici blue. Fitted radio, power windows, seat belts **£1,295**

1970 LOTUS Elan S4 f.h.c., S/E. 'J' Reg. 14,000 miles. One owner. SP sport tyres **£1,325**

1970 LOTUS Elan S4, Special Equipment. Cirrus white, black trim. K.O. wheels ... **£1,295**

1969 LOTUS Elan S4 f.h.c., Spec. Equip. K.O. wheels, radio, power windows **£1,145**

1969 LOTUS Europa S2. Bahama yellow, black trim. Fitted SP sport tyres, seat belts ... **£1,145**

1966 LOTUS Elan S3 f.h.c. Medici blue with black trim. K.O. wheels, electric windows ... **£795**

1971 RELIANT Scimitar GTE. Nevada yellow with black trim. O/drive, h.r. window, radio **£1,945**

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1967 ASTON MARTIN DB6 Volante. Extras include power-operated hood, chrome wire wheels, radio **£2,995**

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1965 ASTON MARTIN DB5 (*similar to above*). Fitted chrome wire wheels, tinted glass, h.r. window, radio **£1,595**

TRIUMPH

1972 TRIUMPH Stag. 5,000 miles from new. One owner. Fitted overdrive, p.a. steering, h.r. window, radio **£2,395**

1971 TRIUMPH TR6 PI roadster. 'K' Reg. One owner. Fitted overdrive, w/wheels, tonneau **£1,495**

1970 TRIUMPH TR6 PI roadster. July Reg. Royal blue. One owner from new. Overdrive, radio **£1,295**

1968 TRIUMPH TR5 PI coupe. One owner. Navy with light blue trim. Overdrive, new clutch fitted **£1,025**

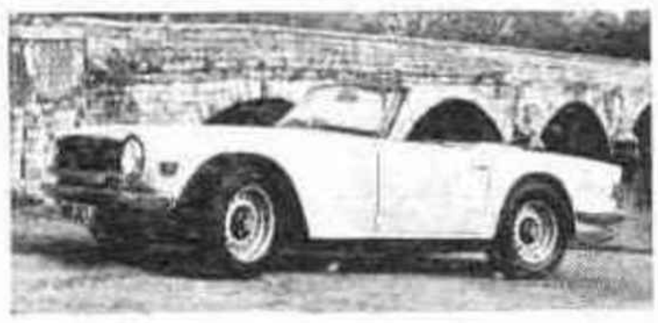
1968 TRIUMPH TR5 PI roadster. 'G' Reg. Fitted overdrive, wire wheels, air horns **£1,025**

1967 TRIUMPH TR4A coupe. Extras include overdrive, Surrey tops, wire wheels, radio **£765**

1971 TRIUMPH GT6 Mk. III. 'K' Reg. One owner. H.R. window, radials, rec. seats ... **£1,245**

1970 TRIUMPH GT6 Mk. II. Sienna, black trim. Fitted overdrive, h.r. window... ... ... **£1,025**

1967 TRIUMPH GT6. Signal red. Fitted overdrive, h.r. window, radio, seat belts **£745**



1970 TRIUMPH TR6 PI roadster (*similar to above*). 'J' Reg. White with black trim. Overdrive, SP sport tyres, seat belts **£1,325**

1971 TRIUMPH Spitfire Mk. IV. One owner. Fitted overdrive, radials, tonneau **£945**

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1971 AUSTIN HEALEY Sprite. 'K' Reg. Fitted Rostyle wheels, tonneau, radio **£875**

1968 AUSTIN HEALEY Sprite. B.R. Green. Radial tyres and tonneau; new clutch fitted ... **£585**

1969 MARCOS 3-litre, Ford V6 unit. Regal red, black trim. Overdrive, alloy wheels, sun-roof **£1,295**

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DAIMLER CONSORT saloon, 1952. M.o.T. still a very good runner in fine condition. An investment. Details and offers around £425. 14 Diamond Close, Ipswich. (3494

PORSCHE, 911S Targa 1968 model. This superb car, coloured polo red with black interior, is in absolutely mint condition bodily and mechanically. One previous owner. Regularly serviced at A.F.N.; Blaupunkt radio; seat belts; alloy wheels, etc.; photograph available. Garaged London. £2,450 or offer. Tel.: 01-235 7435 (evenings). (4158

AUSTIN HEALEY 3000, Mk. III, 1966. Beautiful aubergine coachwork with contrasting black interior. Fitted with wire wheels. Motorola radio and many other extras. 55,000 miles from new. This car has been well looked after and is in exceptionally clean condition and is a genuine bargain at £875. Tel.: Winkfield Row 4719 (Berkshire). (4159

LOTUS ELAN, d.h.c., 1967. Sprayed Sprint colours; engine overhauled. Immaculate condition; many extras. £750 o.n.o. 81 Jenifer Grove, Newcastle-on-Tyne 7. (4160

1946 JOWETT Bradford. One owner since 1953. Chassis carefully maintained and rust free. GRP replica body, minimum thickness, 3/16 in. Large collection o' spares. £100 o.n.o. Birch, 101 Richmond Park Crescent, Sheffield, S13 8HF. (4161

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"ALVIS" FIREBIRD, 1935. 4 cylinder, 13.22 h.p. Almost complete restoration before owner died. Perfect workmanship. Offers. Tel.: Guiseley (Leeds) 3456. (4164

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1960 JAGUAR, Mark IX saloon. Black with grey interior, one lady owner; 24,750 only from new. Full service record and history; M.o.T. August 1973. Taxed December 1972. £950. No offers. Tel.: Nutley (Sussex) 2401 (7 to 9 p.m. or as available). (4166

1947 SUNBEAM-TALBOT 10 h.p. saloon (pre-war shape), sound; running; needs respraying. £65 o.n.o. Tel.: Graffham 398 (Sussex). (4167

"E"-TYPE 1966. F.h.c. White/black trim. £250 worth extras, £250 worth new parts. First class condition throughout. £1,250 h.p. arranged. Tel.: Great Missenden 3847 (evenings). (4168

LOTUS S3. Elan. D.h.c., 1966. Engine completely reconditioned; new hood and clutch. Very good condition. A bargain at £699. 29 Maypole Knapp, Somerton, Som. Tel.: Ilchester 551, ext. 427. (4169

RILEY 1½, 1951. Excellent condition; Taxed; new roof; original log book. £300 o.n.o. Box 3601. (4170

HEALEY 3000, June 1967, Healey blue. Excellent condition; overdrive; wire wheels; radio. Recent replacement of Big ends, piston rings and valves. New clutch and wire wheels all within previous 18 months. £950 o.n.o. Tel.: Carlisle 23444. (4172

RILEY 1½, 1953. Mechanically excellent; bodywork good; M.o.T.; spares. £150. Tel.: Hatfield Heath 250. Tel.: Guildford 70230. (4173

VERY SCARCE, 1931 Singer junior saloon. M.o.T., tax. Beautifully restored. Recent coach paint and new clutch. Sound investment. £600 o.n.o. Tel.: Coventry 592535. (4174

ALFA ROMEO, 1750 GTV. "G" registration; red with black trim; 2 owners and 1 years M.o.T. £1,050 o.n.o Tel.: 021-449 1716. (4175

AUSTIN HEALEY 3000, Mk. III, Red, 1965. Excellent condition throughout. Hard/soft-top; twin spots; o/d; w/w; radio; M.o.T. Sept. 1973. Service record available. £795. Tel.: Congleton 5756. (4178

SUNBEAM TIGER, 4.2-litre, V8, 1965. Forest Green; hard, soft-tops; black interior; leather steering wheel; radio; Konis; Dunlop mags.; SP sport tyres; fog and spot lights. Years M.o.T. Fine example of this thoroughbred motor car. £600 o.n.o. Tel.: 021-454 0543 (evenings). (4179

NO, MY WIFE'S not expecting (we're both over fifty!) Nor are we buying a house. I just want some money, which is why my June 1969, TR6 is for sale. Red/black, 28,000 miles on the clock; soft-top; full tonneau; wires. Just about as immaculate as a fusspot can keep it. £995 for quick cash sale. "High Gables", Bourton-on-the-Hill, Moreton-in-Marsh, Glos. Tel.: Blockley 427. (4180

JENSEN INTERCEPTOR, Mark I, 1967. An outstanding car maintained and improved regardless of expense. Cassis (Aubergine) with black trim; automatic; stereo tap set, four speakers; radio; heated rear window. Tel.: Cardiff 498681 (day) or 754081 (evening). (4181

FOR SALE—continued

LANCHESTER LD10 saloon, 1951. Beautiful Barker body and excellent engine; known history, virtually 2 owners. £190. Bennett, 62 Summerland Ave., Minehead, Somerset. (4177

M.G.-B GT, 1967. Lagoon blue metallic; sun-roof; wires; new tyres and batteries. Front wings need attention. £680. 9 Glenhurst Drive, Park Lane, Keighley, Yorkshire. (4182

BMW 2002, July 1968. Superb condition throughout; 47,000 miles; Minilites; sun-roof; Konis; spots. 8-track stereo. £995. Tel.: 051-526 0363. (4183

ASTON DB2/4, Mk. 1, 2.6 Vantage. Original throughout. Much work recently carried out steel eye ends; re-chromed £500. 3-litre Vantage engine available extra if required. Tel.: Hathern (Leics.) 270. (4184

JAGUAR XK140, D.h.c., carmen red. Only 900 miles since completion of rebuild regardless of time and cost by JDC engineer owner. Now in absolute concours condition. All bills and inventory available, valued £1,000+, except highest offer. Part exchange considered. House purchase forces sale. Tel.: Plymouth 701773 (evenings). (4185

ALVIS TD21 drophead coupé; 38,000 miles only; exceptional original condition; new M.o.T.; used as second car. £850 or may exchange for interesting sporting motor car. Tel.: Clevedon 2233 (4186

DAIMLER, 1937, 15 h.p. Mulliner Sports saloon. Completely re-furbished; concours condition. £800 o.n.o. "Barnfield", Bartle, Preston, Lancs. Tel.: Catforth 294 (evenings). (4187

LANCIA FLAVIA saloon, 1968. Current shape; 1,800 c.c. carburetter engine, right-hand drive; really outstanding condition; lustrous gunmetal paintwork; stainless brightwork; Opulent interior. This super quality sports saloon has been maintained to a very high standard and provides swift transport with exceptional fuel economy and superlative refinement. All usual Lancia features, taxed and M.o.T. tested; tremendous value at £785 or nearest; willing to deliver to genuine buyer. Please Tel.: 01-658 3221 (evenings and weekends). (4188

MORGAN PLUS 4 supersports, 1961. Superb condition. £950. Pete Brannan. Tel.: Colchester 44503 or 01-628 4400, ext 247, (office hours) (4189

BENTLEY R-TYPE, 1954. Automatic; tested, taxed; black. A lovely car and a genuine investment at £800. Tel.: Waltham-on-the-Wolds 807. (4190

VANDEN PLAS Princess 4-litre Rolls; 7 main bearing aluminium engine, July 1965. Excellent condition throughout; power steering; Motorola radio; M.o.T. May 1973, taxed end January 1973. Luxury motoring for £345. 561, Barlow Moor Rd., Chorlton, Manchester 21. Tel.: 061-881 1393 (daytime), 061-437 1510 (evenings). (4191

M.G.-B GT, 1968. Excellent condition; metallic beige; 33,000 miles; overdrive; wire wheels; M.o.T. £880. Edmonds Tel.: Comberton 2413 (evenings), Cambridge 65151 (day). (4192

E-TYPE, "H" registration 1967. Imported from Ireland; 42,000; blue; chrome wires; Sundym; radio; new SP sports hood. Excellent throughout. £1,150 o.n.o. Part exchange considered. Tel.: Hexham 2287 (Northumberland). (4193

BENTLEY MULLINER, Mark VI. Alloy six-light sports saloon. Built for Sir Leonard Lord of Austin Motors. Full history, carefully maintained throughout new black paintwork as original; interior as new. Full-flow engine. Excellent mechanical order, year's M.o.T. Photographs available. Best offer over £1,000. Tunnicliffe, 4 The Square, Clun, Craven Arms, Shropshire. Tel.: Clun 398 (4194

RELIANT SCIMITAR coupé, 2.5, 1967. Overdrive; wire wheels; radio; metallic blue. Excellent condition. £745 o.n.o. Butler Tel.: 01-505 0783 (evenings) (Woodford). (4195

AUSTIN 20 (4 cylinder), 1927. Six-seater saloon with division, car completely original, but paint dull. This is the ex-John Oldham car, (KO 870). Genuine reason for sale, it is too tall to enter my garage. Chance to acquire one of the best 20s in the world. Offers over £1,000. Tel.: Jack Collinson, Hayle, Cornwall. Tel.: 2298 (4197

JAGUAR 1½ saloon, 1948. Original toolbox complete; 48,000 miles; M.o.T. Excellent condition. One very careful owner since 1954. Offers over £365 invited from genuine enthusiast. Tel.: 01-886 2445 (after 6.30 p.m. except weekends) (4198

1968 ELAN +2. Blue. Recorded mileage 34,000. Carefully maintained by our own mechanic; twin Webers "S" conversion; fog lights. Twin windtone horns, etc. Price £1,050 o.n.o. H.P. available. To view Tel.: Staveley 2112 (day), Chesterfield 863442 (evenings). (4200

RILEY 1½-LITRE, R.M.E., 1954. Body, engine and tyres in excellent condition; M.o.T. certificate. Could be driven anywhere immediately. Price £300. Tel.: Hawkshead 328. (4201

ALVIS TD21. Drophead coupé, excellent order throughout; radio; Cinturatos; 61,000 miles, believed genuine. £525 o.n.o. Also 1953 saloon Reuter, reclining seats; Webasto roof; wire wheels; M.o.T., tax. Requires respray £295 o.n.o. Tel.: Saffron Walden 2330. (4202

MORGAN plus four, 1965. Excellent condition; wire wheels; Cinturatos; oil cooler; bucket seats; tonneaus; sliding screens; new hood, brakes and king pins; gearbox rebuilt; 75,000 miles; taxed December. Stork forces sale. £750. Tel.: Weybridge 43877 or Walton 41362 (office). (3948

FOR SALE—continued

ALFA ROMEO, 1750 GTV. Blue with beige; radio; first class condition; low mileage; first reasonable offer accepted. Tel.: Blakesley 260 or weekends Stratford Cottage, Stratford Bridge, Ripple, Tewkesbury, Glouc. (4203

SPRITE, 1963. Exceptional yellow bodywork; black interior and hood. £100 recently spent on mechanics, M.o.T. June 1973. Radio and Cinturatos. £195. Smith. Tel.: 01-674 0117 (office). 76 Clapham Common West Side, S.W.4. (4204

LANCIA AURELIA, B20 GT. Sound basic condition. Mechanically and bodily. Offers. Ayre. Tel.: Buckingham 3559. (4205

LOTUS EUROPA, twin-cam, 1972. One owner 5,000 miles; radio, taxed. £1,495. Tel.: Ripley (Derbys.) 3304. (4206

M.G. TF, 1954, 1250, new clutch; brakes; exhaust; Cinturatos; battery; new hood. All new chrome British Racing Green, very clean. Offers. Tel.: Doncaster 841175. (4207

ROVER 100, 1960. Mech's and body completely overhauled; 5 good Cints.; hazard warning system. One of the best 100s left. An investment at £375 o.n.o. Tel.: North Luton Reds. (4208

WOLSELEY Six Eighty, 1952. Offers invited. 24 Richmond Court, Richmond Hill, Shields 76247. (4209

ALFA ROMEO, 1,600 9 TV. "L" reg. A beautiful specimen in purple metallic; part-exchange considered; H.P. arranged. £1,150. Tel.: Salisbury 28175. (3963

M.G. TD/11, 1953. Good mechanical condition; 9 months M.o.T. £350. Tel.: Hathersage (Sheffield) 231. (3964

VOLVO P1800. White; sunshine roof; all extras; above average condition. £525. Also, Honda S800 coupé; grey; under 30,000 miles. Very nice condition. £375. Tel.: Halfway House 483. (3959

1956 ASTON MARTIN, DB2/4, Mk. I saloon; 3-litre vantage; 118 m.p.h.; re-trimmed; resprayed; chrome wheels. Fine appearance throughout. £600 o.n.o. Lt.-Cdr. Pack. Tel.: Farnborough (Hants.) 41729 or 44411, ext. 212. (3944

"E"-TYPE JAGUAR, 1969. Series II. F.h.c.; sunshine roof; radio; Primrose yellow; very good condition throughout. £1,775. Tel.: Portsmouth 23884. (3945

TR34. Outstanding example. Bodywork professionally rebuilt to original and re-trimmed in black including new seats; superbly finished in regal red metallic. All factory fitted optional extras included. Mechanics first class; many new parts fitted. Bills and history available. No sightseers. Price reflects condition. £595. Tel.: Abbotts Ann (Hants.) 444 (evenings). (3946

M.G. TD, 1952 (hand built). One owner from new; aero screens; fitted carpets; spring gaiters; ace wheel discs; wing mirror; flashing lights; workshop manual, etc. Car as new, must be seen to be believed. Reason for sale failing sight. Walton, Tittensor, Stoke-on-Trent. Tel.: Barlaston 2642. (3947

B.M.W. 2002, 1968 "G". White; Webasto roof; radio; 2 owners; 46,000 miles. Exceptional condition; exchanges. £1,065. Bowler, "Westwinds", Rectory Lane, Duckmanton, Chesterfield. Tel.: Bolsover 3302. (3949

M.G.-B PERFECT in every detail; radio/tape. Recent rebuild; many sensible extras £650. Tel.: Ellastone (near Derby) 427. (3950

1950 AUSTIN Sheerline, limousine; M.o.T.; radio; good original condition. Also 1952 Triumph Razeredge; new engine; taxed; M.o.T.; good condition. Many spares. £250 o.n.o. each. Tel.: 061-485 7667. (3951

TR5 SURREY coupé. Red. Overdrive; 6J Cosmics; radio; spots; aley rollover bar; anti-roll bar; hard shockers; 37,500 miles. £825 o.n.o. Hargreaves, 175 Half Moon Lane, S.E.4. Tel.: 01-733 4677 (3952

AUSTIN A40 Somerset M.o.T. for enthusiast; no rust; 38,000. Showroom condition, both inside and out. Engine spotless; radio. £280 o.n.o. Tel.: 01-459 5970. (3953

ALFA ROMEO Giulia Super, March 1972. 3,000 miles only, as new. White with black upholstery; Radiomobile. £1,650. Mr. Rose, 28 Circus, Bath. Tel.: Chippenham 4141 (day), Bath 27872 (evenings). (3954

ARMSTRONG SIDDELEY Whitley, 1951. Immaculate bodywork; interior and mechanics excellent; good tyres; M.o.T., taxed. £250 Plummer. Tel.: 01-863 2341 (day) (Harrow, Middlesex). (3955

SUNBEAM ALPINE, Dec. 1964. W/w, tonneau automatic; new hood; carb.; brakes. Engine, axle overhauled; spots. White, black trim. Excellent car. Reason for selling "wife problems". £345. Tel.: Godstone 2377. (3957

M.G.-B 1965. Iris blue. Excellent condition; M.o.T. April 1973. Radio. w/w cints. £525. Tel.: Whittington 664 (Lichfield, Staffs.) (3958

M.G.-C/GT, June 1969. Primrose yellow. All extras. Offers £925. Tel.: 01-445 6853. (3960

AUSTIN SEVEN, Pearl, 1938. New M.o.T., fair condition. £145. Lee, Miles Hill Crescent, Leeds, 7, Yorks. (3961

UNIQUE ROVER 2000 convertible. Built by Panelcraft for the Rover Company. Beautiful condition. Box 3599. (3962

RARE 1950 Riley/Healey Westland. Extensive structural rebuild. Recently completed and mechanics completely overhauled; original in every way. Jewell, Gardener's Farm, West Wellow Romsey, Hants. Tel.: West Wellow 363. (3255

TR4, 1963. Black, Surrey, h/new soft-top; o/d; Motorola; TR6 wheels; leather s/w; new body panels. Complete suspension overhaul. Owner for 8 years £420 o.n.o. Tel.: Southam 3339. (3265

FOR SALE—continued

AUSTIN SHEERLINE, 1950. 60,500 miles only from new. Collectors investment. Available for inspection after September 3rd. Coachbuilt Bentley luxury at Austin price. £365 o.n.o. Also most Sheerline spares available. Tel.: Fulbeck 674 (5 p.m. till 9 p.m., most evenings). (3257

RILEY R.M.E., 1½-litre, 1953. Chassis and engine very good. Body very sound, but could use work around boot and a respray. Interior complete but needs work; chrome good; a good sound proposition for re-build. Preferably to enthusiast at £85. Tel.: Burgess Hill (Sussex) 3477 (3258

UNUSUAL and exciting Sirrocco GT Special with 105E and Weber. All coil suspension; w-rims and shapely fibreglass body, recently resprayed white. Fast, comfortable and reliable; vintage Rover forces sale. £225. Rosenthal 44 Park Meadow, Hatfield, Herts. (3260

1968 E-TYPE Roadster. Original purple; chrome wires; whitewalls; Sundym windows; radio; stereo. £1,375. Tel.: Southend 41092. (3261

LOTUS Super Seven, Series II/III. Full Cosworth 1500 engine. Heavy crank rod, gas-powered head etc.; Martin Rocker gear. Just rebored with new racing pistons and bearings at cost of £100. Later modifications include external filler, fuel gauge, twin electric pump, etc. Excellent tyres, unused spare; wide rears; colour: Lotus green, alloy whole car in excellent condition and tractable on road; M.o.T. History from new. Kept as toy by wealthy architect. £550. Tel.: 01-748 1568 (London). (7e35

TR6, 1971. "J" regd. Overdrive; radio; tonneau; undersealed. £1,225. Tel.: 051-228 1645 (3263

PROBE white with deep purple interior. Stunning appearance. Uniquely VW based. £1,500 o.n.o., part exchange considered. Jonathan Wilde. Tel.: (022 122) 2538 (weekends), Leicester 50791 (weekdays). (3264

WOLSELEY 6/80, 1952. M.o.T., good general order increasingly rare 6-cyl. o.h.c. model. Spares and manual. Around £60 for quick sale. Tel.: 01-892 4650 (Twickenham) (3266

TR4 1964. Registration SCN 4, immaculate white; engine 28,000; recent hood sills; exhaust; good Cints. £420 o.n.o. Tel.: Newcastle-upon-Tyne 33561. (3267

SUNBEAM ALPINE, 1967. Good condition; 45,000; overdrive; tonneau; radio. Selmar alarm. £575. Tel.: Princes Risborough (Bucks.) 5530. (3268

HEALEY 3000, Mk. II. H/s-tops; red wires; new interior; trim; nice condition. £550. Tel.: Hinckley 2870. (3269

PORSCHE Cabriolet 356A. Beautiful condition. Resprayed. Recent engine rebuild; much work by A.F.N.; radio; daily use. Move forces sale. £385. Tel.: Ashtead (Surrey) 72326. (3270

M.G. VA, 1937. In need of some restoration but complete and in quite good order. £250. Copy works manual. Tel.: Melksham 2375. (3271

ALFA ROMEO Giulia sprint GT, 1967. 1,570 c.c.; yellow ochre; Bertoni design; 5-gear; radio; second family car. View in London possible. Offers around £900. Tel.: Oakley (Beds.) 3632. (3272

SAVE £235 on list price 1971 "K" Triumph Spitfire in unmarked white with red trim; overdrive. £895. Tel.: Headley Down (Hampshire) 2400. (3273

M.G.-B ROADSTER, 1967. Mineral blue; wire wheels; tonneau; Radiomobile; only 41,000 miles. Superb condition. £685. Tel.: Warwick 42564. (3274

LANCIA AURELIA, GT, 1959 model. Probably one of the best of this marque left in the country. Finished in bright red; re-chromed and retrimmed. An exciting car that is appreciating in value fast. Offers around £500. Tel.: East Grinstead 21615. (3276

V8 PILOT, 1951. 3.6-litres. Very good condition; Midnight blue, well maintained; M.o.T. Needs good home. £275 o.n.o. Sumner, 9A Bourne St., Wilmslow. Tel.: Wilmslow 23035. (3262

PORSCHE 356A, 1600S, 1956. Konis; Cibies. Red, good condition; M.o.T. £250. Exchanges. Tel.: Buckley 2220 (Flintshire). (4520

PEERLESS 2-LITRE, 2 + 2 fibre glass body, overdrive; wire wheels. A TR3 without rust, factory made, not a special. Fast reliable transport. Family reasons force sale. No reasonable offer refused. Miller, 14 Main St., Middleton-by-Wirksworth, Derbys. Tel.: Derby 61422, ext. 797 (office). (4521

M.G.-A 1600, Mk. II. D.h.c. Immaculate condition; low mileage. £450 o.n.o. Tel.: Spofforth 240. (4522

M.G.-B GT 1966. New gearbox; clutch; overdrive (guaranteed 6 months); chrome wire wheels; Burglar alarm; 45,000 miles. £750. Tel.: 01-935 7826 (after 6.30). (4532

ASTON MARTIN, Mark II, 1935. Long chassis, as original. In daily use by private owner. £2,300. Box 3611. (4482

1970 "J" MORGAN, 4/4 2-seater, 18,000 only. Full tonneau. Tel.: Tenbury Wells 377. (4487

IMMACULATE WHITE Hunter, GT, 1970. One previous lady owner; electric windows; radio; taxed; low mileage; guaranteed. Quick sale due to house purchase. Nearest offer to £800. Tel.: Colchester 42487. (4484

LOTUS SEVEN 1500 Cosworth. Engine just rebuilt. New clutch, oil pump etc. Nine months M.o.T., roll-over bar; 5½Js; full weather equipment. House purchase forces sale; £575 part-exchanged considered. Scowcroft, Tel.: Barnstaple 3064. (4771

FOR SALE—continued

PORSCHE LOVER. Must sell 911. Spotless white; chrome wheels; new tyres; five-speed; undersealed; radio. Really superb condition; AFN check-over found car almost faultless. Very fast, very sophisticated. Ridiculous price. £1,575. Box 3612. (4486

1972 GILBERN Invader Estate. Regrettable sale due to owner emigrating. Extras include overdrive and factory fitted sun-roof. Finished in sparkling white with black vinyl roof. This low mileage, 2 + 2 express is offered with considerable saving at £1,795 o.n.o. Tel.: Wilmslow 20023 (evenings). (4489

BENTLEY. 4¼-LITRE Mark VI, 1951. In most excellent condition. Recently re-sprayed. Complete new clutch. Tel.: Leeds 813271. (4490

BRISTOL 403. First class condition throughout; ex B.O.C. concours car; history. Bills M.o.T. Tel.: Sutton Scotney 631. (4491

TVR VIXEN, S1, 1968. White; wire wheels; stereo. £800 o.n.o. Mike. Tel.: 01-689 2791. (4492

ALVIS Silver Eagle, TD 16.95, 1932. Elegant concours condition, vintage tourer. Triple carbs., excellent mechanics. Most practical car; taxed Dec., long M.o.T. £1,650. Tel.: Ashurst 2877 (Southampton). (4493

ALVIS TE21, October 1964. M.o.T. July 1973; taxed. Wire wheels; radials; Webasto sun-roof; power steering. Carefully maintained; mechanics and body above average. £800 o.n.o. Tel.: 031-332 3021. (4494

XK150 F.H.C. Good white bodywork; fair trim; sound chassis; good mechanics; overdrive; long M.o.T. Easily made immaculate. £545 o.n.o. Tel.: Bromsgrove 73124. (4495

1932 RILEY Nine Monaco. Clean, rust-free body and chassis; 12 months M.o.T.; some spares. Drive away, £295. Tel.: 01-397 6067 (Surrey). (4496

1913 PANHARD rolling chassis. £595 or nearest offer, must sell. Tel.: 01-834 9225. (4497

1910 DELAGE rolling chassis. £675 or nearest offer. Must sell. Tel.: 01-834 9225. (4497

SPITFIRE 1966 model, Mk. II; wire wheels; 48,000. £345. Exchange possible. Tel.: Uxbridge 32624. (4498

TRIUMPH GT6, June 1970 without doubt must be finest available having covered only 11,000 miles; fitted overdrive; heated rear window; radio; twin spots; dark blue with contrasting blue trim. £965. H.P. available. Tel.: Hornchurch 44943 (Essex). (4499

PORSCHE TARGA 911, 1968. Excellent mechanical condition; rust free bodywork; immaculate throughout; bluespot radio, any trial. £1,975. Tel.: (London) 01-579 4999. (4500

PORSCHE 911S, 1968. Recent engine overhaul; radio; electric roof; good bodywork. £2,250 o.n.o. Tel.: (London) 01-579 4999. (4500

MARCOS 1600 GT, 1968. Recently re-sprayed lime green; extensive engine overhaul; new clutch; Minilites; Motorola radio; record player sun-roof; adjustable suspension. £995. Holmes. Tel.: (Workington 3966). (4502

M.G.-B GT, "F" regn.; overdrive; wire wheel; Cinturatos; radio; air horns. Excellent condition. Moderate mileage taxed and M.o.T. July 1973. £795. Tel.: 01-462 4083. (4503

2-LITRE VITESSE convertible; plus overdrive; many new items and extras. Good condition throughout. £380. Tel.: Shipston-on-Stour 61680 (evenings). (4504

JAGUAR XK150. D.h.c.; w/w; l/rack; new braking system; hood; battery boxes. M.o.T., taxed. Very clean original car. £650 o.v.n.o. Tel.: 01-759 1780. (4505

1938 MORRIE 8 4-seater tourer. Many spares, some new. Two owners from new. £180. Would make cash adjustment for M.G.-B with overdrive. Tel.: Woking 66833. (4507

MORGAN 4/4 Competition, 1969. Yellow; w/w; luggage rack; new tyres; tonneaux; excellent condition. £1,050. Tel.: Wormley (Surrey) 2943 (evenings). (4508

1953 ASTON MARTIN. DB2/4 saloon. 3,000 c.c. engine; clean body, M.o.T. June 1973; taxed; offers. May accept small modern saloon, part exchange. Tel.: Haslam 172 Carr Lane, Grimsby, Lincs. Tel.: 64792 (evenings). (4509

MORGAN plus Four. Completely rebuilt Morgan Works, May 1970 inclusive; new chassis; new 2-seater body; leather cloth trim; plus 8 seats and steering wheel; overhaul mechanics; TR3 engine professionally rebuilt mildly tuned August 1971 inclusive gas flowed head; 4 branch exhaust; balance etc.; won class Prescott Concours 1970; works maintained since; many extras. Offers. Gutteridge, 99 Green Lane, Buxton, Derbyshire. Tel.: 061-368 2707 (office), Buxton 3572 (home). (4510

BEAUTIFUL BLONDE body, TR4A "F" registered; Cosmics; new wide Cinturatos; Motorola; stereo; radio; Surrey tops; full hood; tonneau. Special exhaust; servo; Halogens; leatherim, including flared racing wings; overdrive and gearbox. £795. Photographs. Possibly exchange 1600E, Rapier etc. Tel.: 078-16 4767 (Stoke-on-Trent) (anytime). (4511

PORSCHE 356SC, 1965. Immaculate; engine/clutch overhauled; cible headlamps; fog/spot/rearguard lamps; radio. £950 o.n.o. Tel.: Wentbridge (Yorkshire) 362. (4519

SPRITE MK. II, 998 c.c. White, Ashley bonnet; faired in lights; M.o.T. £150 o.n.o. Also 1965 Cortina, automatic. £200 o.n.o. Alasdair MacGregor, Birmingham. Tel.: 021-454 7747. (4518

FOR SALE—continued

SINGER LE MANS, 1935 coupé, 9 h.p. Aluminium body; sun-roof; 2 owners from new; unused since 1957. This car is in outstanding condition. Lovely red cellulose. Red leather interior. Now famous by its appearance in TV series. £435. 1936 Ford "Y"-type saloon. This car is in original condition, having now completed 19,400 miles. The only owner being the Earl of Caledon. The paintwork is black, with red interior. £450. Colne Cottage, Waterside, London Colney, Nr. St. Albans, Herts. Tel.: Bowmans Green 3315. (4512

LOTUS CORTINA, 1966. Immaculate, recent engine rebuild. Many extras. Must be the best Mk. I around. £500. Tel.: Chiselborough (Somerset) 267. (4513

TRIUMPH TR5, 1969. Excellent condition. White with tonneau and hood covers; wire wheels; overdrive. £995. Newman. Tel.: Bristol 674596. (4514

1939 ALVIS speed 25. Charlesworth drophead coupé. Absolutely complete but requires full restoration following severe impact centre offside. Body and engine removed from chassis, ready for restoration but no work yet carried out. Offers. Wilson, Manor House, Newton Valence, Alton, Hants. Tel.: Tisted 336 (evenings). (4515

OPPORTUNITY for enthusiast to acquire Daimler Dart SP250 at realistic price. 1960, bright red, black hard-top, soft-top; tonneau etc.; year's M.o.T.; gift at £475. Tel.: 0584-3568. (4516

LOTUS ELAN S3, 1967. D.h.c.; radio; servo; tonneau. £800. Tel.: Leeds 56807. (4517

BRISTOL 405, 1956. Excellent condition; power disc brakes; o/d. £575 or offer. Tel.: Abingdon 326. (4684

FIAT 1500S Cabriolet. Hard- and soft-tops. This d.o.h.c. osca engined sports car is only £295 as space needed. Tel.: 01-398 4815 (Hampton Court). (4691

FACEL VEGA, 1962. 6.3 Facel II automatic; power steering; Selectaride; push button radio; electric aerial; stored last five years, 30,000 miles only; new M.o.T., just serviced. Offers around £1,500. Tel.: 01-540 9109 (Ansafone). (4692

SILVER WRAITH, 1956. L.w.b. saloon; no division; automatic transmission; rust proof alloy body by James Young; dark green, beige leather upholstery; radio; TV. Private owner. £2,950. Tel.: 0723-63071. (4693

M.G. TD, 1952. Very good bodywork; M.o.T. for 1 year; TR engine. £500. Fen Farm, Frampton Fen, Boston, Lincs. Tel.: Hubberts Bridge 271. (4694

AUSTIN-HEALEY 100/4, 1957. Extensive overhaul 2½ years ago; stored since. L.h.d., louvred bonnet; w/wheels; o/drive. First offer over £300 secures. Tel.: 061-224 5878. (4695

2-LITRE, 1927-28. High chassis, open 4-seater Lagonda speed model. Complete overhaul almost complete. Realistic offers only, excellent investment. Box 3627. (4696

M.G. TC 1949. Extensive restoration recently completed; stripped and resprayed in "Ermine" white on a flawless body. Re-chromed; engine rebuilt 12 months ago. A truly reliable and exciting car. £600. Tel.: Ashton-in-Makerfield 77340 (near Wigan) (before 11 a.m. or after 10 p.m. any day). (4698

RILEY 1½, 1954. Used regularly, good condition throughout and extremely reliable. Any inspection invited. Offers around £275. Tel.: Dudley 52050. (4697

OFFERS INVITED for Anglia, 1957; M.o.T. until February. Registration number PBE 2. Box 3616. (4699

1966 JAGUAR 3.8 "S" type. Finished in dark blue with black interior. A most impressive car fitted with chrome wire wheels; overdrive; radio; reclining seats, etc. M.o.T. June 1973. £425. Tel.: 061-273 5472 (daytime). (4700

1965 MERCEDES-BENZ 220. Fitted floor change, manual gearbox. Year M.o.T. for quick sale offered at the very low price of £395. Tel.: 061-273 5742 (daytime). (4700

M.G. TC, 1948. Yellow; T-register car. Good condition; 5 good tyres; new SUs; hood; King pins; exhaust; coil; instruments; w/wiper motor and arms; door handles and hinges, etc., within last 2 years; rewired; flashing indicators. Might need new (or work on) h/brake assembly to pass M.o.T., which expires Oct. 20. £475. Four new R/springs and two h/brake cables, also other pieces available extra. Tim Knaggs. Tel.: West Malling (Kent) 843118 (between 7 and 7.30 p.m.). (4701

LOTUS ELITE, hot conkers, no trouble. Series II, 1961. Original engine; good bodywork; white. Never shunted. Good example of classic car. £600. Tel.: Brookwood 2384. (4702

1938 ROVER 14, sports saloon. Outstanding original condition. Probably one of the best in the country. £350 o.n.o. Taxed; M.o.T. H.P. available. Dolby, 21 Lansdowne Ave, Grimsby. Tel.: Grimsby 77404. (4703

PORSCHE 911S, 1969. Silver "G" registration; 32,000 miles. Maintained by AFN from new. Complete service records; brand new clutch assembly. Coachwork immaculate. £2,900. Tel.: Lingfield 534. (4704

BENTLEY 1934, 3½, 2-door sports saloon. Totally restored. Believed unique; concours contender. Finished in original colour scheme. Black with red trim. Offers. Tel.: New Mills (Derbyshire) 42959. (4705

BENTLEY S1, 1956 series. Silver grey. Fitted usual refinements. £500 spent on car this year. Good condition throughout. £725 New Mills (Derbyshire) 42959. (4705

FOR SALE—continued

ASTON MARTIN, DB3, 1959. New Dubonnet rosso paintwork; rechromed; recent top overhaul and new clutch; new M.o.T. and tax to end November; p/b radio, good Cinturatos and wires. New sills £725. Rear Sundym screen for DB 4/5, £10. Ross 8-track stereo tape player with AM/FM radio, still boxed, £45. Morris Traveller, 1959. Long M.o.T. and taxed. Recent re-conditioned engine and box, £100. Tel.: Lee-on-Solent 550770 or Gosport 87816. (4706

M.G. PA, 1935. Red. Tatty but complete and original. One owner 10 years. Offers over £200. Tel.: Knowle 6452. (4707

BRISTOL 406 saloon. Metallic blue/grey white hide interior. Exceptional condition. Aug. 1960, 2 owners; 79,000 miles; taxed, M.o.T.; radio. Reg. no. MXG 406. £995. Tel.: 061-928 2922 (Cheshire) (10 minutes from M6). (4708

DAIMLER 104 Regency saloon, 1958; 16,000 miles since Daimler works engine fitted in 1961. Superb condition. Maroon/grey. Red interior; taxed; M.o.T.; radio, etc. Bargain. £450. Tel.: 061-928 2922 (Cheshire) (10 minutes from M6). (4708

1931 AUSTIN Seven saloon; nice condition all round; tax, M.o.T. Various spares; sensible offers, write to C. Bayley, 381 Burgess Rd., Swaythling, Southampton. (4709

TVR VIXEN, S2. Silver Fox. Excellent condition; usual goodies; 4 new Avon radials. £1,000 o.n.o. Tel.: Southport 59035. (4710

ROVER 80, 1961. One owner; 33,000 miles only; radio; safety belts; dual grey. £150. Tel.: Brighton 735533. (4711

TR4A SEPT. 1965. Overdrive; wire wheels; Taxed; year's M.o.T.; recent overhaul including factory reconditioned engine. Excellent condition, must sell. £470 o.n.o. Tel.: Doncaster 67106. (4712

XK150 1960, 3.4 overdrive; wires. Reconditioned engine, steering. Immaculate interior. Completely rust free bodywork. A real beauty. £900. Tel.: Colchester 210256 (evenings). (4714

BEACH BUGGY, 1971 "K" registration. Blue opalescent impregnated finish; 9,000 miles. Extras, special exhausts; wide wheels, complete with hood and side screens; taxed. Immaculate condition. £500 o.n.o. Fabian. Tel.: South Cockrington (Lincs.) 380. (4715

1936 SINGER Bantam. Good solid condition. Offers. 553 High Rd., Ilford. (4716

M.G. VA 1½-litre engine and gearbox. Offers over £30. Tel.: Sticklepath 394 (Devon). (4717

1937 AUSTIN Ruby. Engine just reconditioned; bodywork needs restoration. General good condition. Highest bidder. Charman. Tel.: 01-228 8151. (4718

1969 SPRITE, B.R.G., one owner; tonneau; mirrors; undersealed. Genuine 30,000 miles; M.o.T. June 1973. Always garaged. £635 o.v.n.o. Tel: Newmarket 741782 (evenings). (4719

E-TYPE JAGUAR, F.h.c., registered 1965. Wide chrome wire wheels with new SP sports; radio; racing mirrors; Astrali leather wheel; tow bar; new clutch, brakes; M.o.T. 12 months. Now de-tuned to standard specification. Immaculate in midnight blue/red interior. Previous callers welcome as car is now insurable! £825. Tel.: Huddersfield 23775. (4720

FIAT 124 saloon. Registered October 1970 but only 13,000 miles. Green with tan interior; perfect condition throughout, many extras. Private sale because of death of owner. £800. Also offered, Early Citroen 2CV, average condition. Taxed and M.o.T. Used daily £100 o.n.o. Tel.: Plumtree (Notts.) 3045. (4721

RILEY 1½, 1952. RMA. A really excellent and reliable specimen in regular use. Spare engine. Tel.: Bristol 39711. (4722

M.G.-B GT, 1969. Excellent condition; wire wheels; overdrive; beige. £1,025 o.n.o. Tel.: 053722-4708 (evenings). (4723

ASTON MARTIN, DB6 Volante. Dec., 1967. Automatic, dark blue; stereo. Excellent condition throughout. £2,500. Tel.: Gt. Bardfield 669 (evenings/weekends). (4724

LOTUS 7, S3, 1970. 1600 GT Crossflow. 17,000 miles; one owner. Every extra. £700 o.n.o. 130 Hunts Pond Rd., Park Gate, Southampton. Tel.: Locksheath 2925. (4725

SUNBEAM TALBOT, 1954. One owner, mechanically like new. Reg. No. ECP 121. Offers over £100. Max Rostron. Tel.: 0274-630631. (4726

TR6, 1971. Red; overdrive; owned by company executive; works staff maintained. Excellent condition. Viewable Coventry or London. £1,345 o.n.o. Tel.: Coventry 463878 (evenings). (4727

LOTUS EUROPA, twin cam, 1972. Yellow with many extras including tinted glass and special trim. £1,595. Tel.: Canford Cliffs 78209. (4728

E-TYPE JAGUAR, 1963. Metallic blue; brakes, tyres, good; Mileage unknown. Bills for £250 last 6 months. £550 o.n.o. H.P. can be arranged. Tel.: Cosham (Hants.) 79136. (4729

BOND EQUIPE, Oct. 1969. "H" reg. 2-litre; 16,000 miles. White, appearance and performance as new; sunshine roof; heated rear window. £700 o.n.o. Tel.: Cosham (Hants.) 79136. (4729

M.G.-B. One careful owner from new, 1964. No accidents; undersealed; hood; upholstery excellent, far above average condition for year. £425. H.P. possible. Tel.: Chester 22487. (4730

LANCIA FLAMINIA 3C, 2.8-litre; 2-seater GT. Immaculate blue alloy body by Touring. First registered Italy 1968. "L" registration; L.h.d.; very low mileage. £1,350 o.n.o. Tel.: Chieveley (Berkshire) 420 (evenings). (4731

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RILEY 2½-LITRE Drophead coupé 1951. Beautiful example of this exceedingly rare model. £850 o.n.o. Also 1952 2½; sunshine roof; two owners; superb condition. £425 o.n.o. Tel.: Saffron Walden 2330. (4733

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MARCOS 1600 GT. "G" registration; 38,000 miles; engine recently serviced, electrics overhauled. Bodywork excellent. Fitted sun-roof and wire wheels. £1,100. Tel.: 01-997 9092. (4735

WHITE GT6. 28,000 miles; radio; h.r.w.; o/drive, sun-roof. All black interior. £750 no offers. Pamela Sheel. Tel.: 01-789 5188. (4736

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MORGAN 4/4 Competition 1969. 4-seater. Ivory with black leather. Tel.: Reading 883812. (4448

PORSCHE 356A. F.h.c., 1957. Two owners; 85,000 miles; radio; M.o.T., taxed January. £295. Tel.: Galston 811 (Ayrshire) (after 6 p.m.). (4449

"K" 1966 SUNBEAM Rapier. Imported Jersey; radio. 26,000 miles only. Taxed; beautiful. £499 o.n.o. Dr Steiner. Tel.: Ormskirk 75471. (4450

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LOTUS ELAN, S3, 1966 S/E coupé; Fern green; 32,000; radio; knock-ons; belts; electric windows new M.o.T. £780. Tel.: Worthing 40666. (4454

SUNBEAM Le Mans, Harrington body, 1962. Overdrive; present undergoing complete overhaul; engine; exchange; respray. £350 o.n.o. Tel.: 01-204 7868. (4455

1968 M.G.-C. Overdrive; w/w; Downton triple; carburetter; 185 b.h.p.; engine conversion; modified suspension. £715. Tel.: Luton 26536 (after 6 p.m.). (4456

LOTUS 7, Series 4, 1971 "K" registered; 1600 GT; red; 12,000 miles. Excellent condition. £840 o.n.o. Tel.: 061-430 2967. (4457

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SUNBEAM TALBOT, Mk III, 1957. Looking for good home, head recently overhauled; new King pins fitted. Bodywork needs attention. No reasonable offer refused. Tel.: 041-339 1564 (Glasgow). (4460

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M.G.

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1972 Ford Mustang Mach 1. Metallic bright blue, black trim, 351 4.V V.8 engine, full specification..... £3,295

1972 Pontiac Firebird Formula 400. Yellow with black vynil roof and interior trim. Fitted with 400 cu. in., 4.V V.8 power unit, automatic transmission. Recorded mileage 6,000..... £2,985

1969 Buick Riviera G.S. Nordic blue with black vynyl roof and blue trim. 450 V.8 engine, automatic transmission £2,495

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1971 'K' Registered BMW 2002 Tii. Lemon yellow, black trim. Fitted push button radio, 8-track stereo, alloy wheels, radials. Recorded mileage 11,000 £2,165

1971 Alfa Romeo 1750 GTV. Red, black trim. Fitted push button radio, heated rear window. Recorded mileage 16,885 ..... £1,995

1971 Alfa Romeo 1750 GTV. Red, black trim. Fitted Cosmic alloy wheels, radial tyres, heated rear window. Recorded mileage of 14,000..... £1,995

1971 Triumph TR6. White, black trim. Fitted hard top, wing mirrors, recorded mileage of 12,000.. £1,445

1968 Ford Cortina Savage 4-door. Saluki bronze, black trim. Specification includes, radio and 8-track stereo, reclining seats, chrome Rostyle wheels, luggage carrier, G.800 tyres, and Q.I. Spotlamps. Recorded mileage 36,000 ..... £865

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Ford Mustang Sprint Fastback. White with Sprint package..... £3,295

1972 Mustang Mach 1. Choice of colours: medium yellow gold, grabber blue, dark metallic green, and pewter, 351 V.8 engine, automatic transmission, £3,095

1972 Mustang Mach 1. White with black trim. 302 V.8 engine, automatic transmission..... £2,995

1972 Mustang Mach 1. Pewter, red trim. 302 V.8 engine, power steering, power disc brakes. £2695,

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1972 Chevrolet Camaro sports coupé. Sequoia green, pale green trim. 307 cu. in. V.8 engine..... £2,895

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LOTUS: Lotus Elan +2'S' 130: yellow, black trim, tinted front screen, heated rear window, chrome wheels. **Elan Sprint fixed-head coupé:** regency red/white, heated rear window, tinted front screen. **Europa Twin-Cam:** Lime green/oatmeal trim, tinted glass; lagoon blue, oatmeal trim; white, black trim.

M.G.: M.G. 'B' GT: green mallard, ochre trim, automatic transmission, servo brakes, heated rear window, head restraints. **M.G. 'B' roadster:** white with navy, fitted with overdrive, (2); harvest gold; blaze; bronze yellow. **M.G. Midget:** Teal blue, autumn leaf trim and bronze yellow/navy trim.

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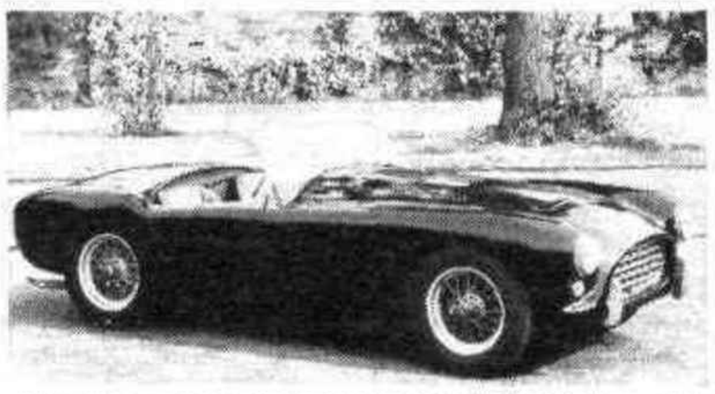
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M.G.-B roadster, 1969, 'H' Reg. Finished in B.R.G., black trim. Fitted wires, Bermuda hard-top, soft-top, radio, twin spots, Motolita..... **£1,045**

M.G.-B roadster. Old English white with black trim, wires, o/d., radio..... **£995**

M.G.-B roadster. Red with black trim. Extras include w/w., o/d., folding hood, radio..... **£995**

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M.G.-B roadster, 1967. Mineral blue with black trim. Wire wheels..... **£745**

M.G.-B roadster, 1966. Extras include o/d., hard-top, radio. In black with black trim..... **£695**

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M.G.-B. White or gold, servo, o/d.
M.G.-B. Yellow, chrome wheels.
Midget. Choice of yellow/white/black, all with a.r.b., radials.

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AUSTIN HEALEY 3000, 1966. Overdrive; w/w; radio. Superb condition. £890. Tel.: Bookham (Surrey) 3223. (4221

XK140, 1956. Overdrive. F.h.c.; M.o.T. July 1973; 3.8 engine. No rust on body or chassis; undersealed. Immaculate condition. £820 o.n.o. Tel.: Eastbourne 51646. (4222

BENTLEY MARK VI, 1950. Black with tan hide upholstery. Replacement full flow engine maintaining manufacturers oil pressure in all conditions. All good mechanically with M.o.T., May 1973. Interior and chromework in really excellent and original condition with tools and handbook. Body and paintwork good and rustfree. £395. Only as quick sale definitely wanted. Tel.: 01-722 2914. (4223

1947 ROVER 12. Fantastic condition, £500 spent in last year to bring it up to showroom condition. New leather seats, sunroof; Wilton carpets; three coat respray; complete re-chrome and re-wiring. Truly a collector's item. What offers? Mike Holmes. Tel.: 01-807 7001 (office hours) or write 33 Southwood Park, Southwood Lawn Rd., London N.6. (4224

TR5 NOVEMBER, 1968. B.R.G.; 41,000 miles. Extras include wire wheels; P/B Radiomobile; air horns, etc.; new SPs; exhaust and front suspension overhaul. £795. Tel.: Pantymwyn 369. (4225

SCIMITAR G.T.E., 1970. Silver-grey; manual with overdrive, Radiomobile; h.r.w. and all usual GTE equipment. £1,445. Tel.: Kimpton (Herts.) 620 (after 6 p.m.). (4226

ROLLS-ROYCE 20/25 Bromley Sports saloon, 1955. Completely restored including mechanical reconditioning; new Connolly hide; headlining; carpets; woodwork refinished; rechromed, resprayed black and café-au-lait all new tyres; virtually concours at £2,800. Call Peter Hammond, Tel.: 01-642 2206 (Sutton) weekdays for appointment to view. (4227

TRIUMPH TR4A, IRS, 1966. Finished in signal red and scrupulously maintained by present owner. Features include overdrive; Surrey h/s-tops and radio. New Cinturatos fitted this year. Taxed until November, M.o.T. August 1973. £675. Hunt, "Cranstone", Rushwick, Worcester. Tel.: Worcester (0905) 423547. (4228

M.G. TF 1954, 1,250 c.c. blue. Good condition, all round. £650. Cash needed quickly, might haggle. Tel.: 01-527 1705 (Chingford). (4229

LOTUS SUPER 7. Yellow 85,000 miles; 1600 GT in superb condition or Opel Manta, 1600S yellow, 17,800 also in superb condition, any test on either car one must go. Tel.: Market Deeping 3525 (for appointment). (4230

LANCIA AURELIA B12 pillarless saloon, 1956. Maroon coachwork; Bedford cord upholstery; tinted glass; steel body; aluminium doors; bootlid; bonnet. Mechanically very good. This car is in very original condition, inside and out, including toolkit, jack etc. Offers. Tel.: Ridgeway Cross (Worcs.) 387. (4231

ELAN S3, d.h.c., 1966. Very good condition. £675. Manners, 69 Curley Hill Rd., Lightwater, Surrey. Tel.: 0256-26261 (office hours). (4232

AUSTIN NIPPY, 1934, in v.g.c. after extensive rebuild rechromed; reupholstered. Many new parts; some spares. £250. Tel.: Reading 472678. (4233

LOTUS EUROPA S2, 1971 "J", in carnival red. Maintained by Lotus specialists and in excellent condition; fitted radials and brake servo. Usual power windows. £1,125. Tel.: Southend 49451, ext. 454 (office). (4235

ENTHUSIASTS NOTE! TVR Grantura, Mk. II, requiring slight mechanical work to pass M.o.T.; respayed and retrimmed recently. Due to unforeseen circumstances must sell immediately. Contact Ron Stokes. Tel.: Bristol 421641 (business) or Long Ashton 2502 (evenings or weekends). (4236

M.G.-B 1966, B.R.G.; Motorola radio; M.o.T. July; taxed January. Recent new clutch. £525 o.n.o. Tel.: Harpenden 4600. (4237

FROGEYE SPRITE, 1961. One owner; hard- and soft-tops; new factory bonnet; reconditioned engine. Excellent mechanical condition; M.o.T., taxed March 1973. £300. Dr. Parker, Queen's College, Oxford. Tel.: 48411. (4238

M.G.-B MAY, 1971; overdrive; Radiomobile Motorlita; Centre console; tonneau; headrests. A superb 13,500 mile car in bronze yellow. Four new unirdyal radials; original spare unused £1,145. H.P. possible. Tel.: Ashford (Middlesex) 55640/ Sunbury 88481. (4239

LANCIA FULVIA front-head coupé, 1966. Very attractive and lively car with good history. £695. Tel.: Southampton 69582. (4240

ALVIS 1965, TE21. Blue, new exhaust system; new tyres. Complete respray and new rear wings. £985. Tel.: Milton Abbas 411/675. (4256

FOR SALE—continued

BENTLEY. Beautiful Le Mans replica body, two seats; B.R.G. red leather on 1938; 4¼ chassis; good order throughout. Best offer over £1,250. Tel.: 01-992 0735. (4241

TR5, FUEL injection, 1968 "G". White coupé; Surrey top; overdrive; 5½Js. Halogen headlamps. Beautiful condition. £820. Can be seen London weekends. Tel.: Garforth (Yorkshire) 6951. (4242

1968 M.G.-C GT. Metallic blue; wire wheels; overdrive; radio. This car is in remarkable condition. One discerning owner; chauffeur maintained. £850 o.n.o. A. N. Battle, The Old Hall, Potterhanworth, Lincoln. Tel.: Lincoln 791338. (4224

BARGAIN! 1600E Cortina, 1968. With 3 months guarantee; new brakes; new exhaust. Beautiful condition, reclining seats; new tyres; Silver fox. £725 o.n.o. Genuine car throughout. Tel.: Medway 78128. (4245

XK150S ROADSTER. Very good condition, imminent emigration forces sale. M.o.T.; tunnel mounted overdrive; wire wheels; radio. £850 o.n.o. Box 3625. (4248

HILLMAN SUPER Minx, 1965. One careful owner. £245 o.n.o. Tel.: Fleet (Hants.) 22669. (4249

M.G.-A 1500. Good condition; recent overhaul; M.o.T. £250 o.n.o. Also Porsche 356B, S90. One has to go; J. Couch, 76 Berryfields, Melksham, Wilts. (4250

LAMBORGHINI 2 + 2, F.h. coupé, 1967. 28,000 miles; l.h. drive; unused for last 2 years. Regal red, black interior; radio. £2,900 n.p., part-exchange. Emms, 16 Home Park Rd., Wimbledon, London S.W.19. Tel.: 01-946 7875. (4251

ALVIS 1966, TE21 drophead. Green, excellent original order. Offers around £1,700. Tel.: Milton Abbas 411/675. (4256

PORSCHES. Must sell either 1965, grey 356C; 40,000. £975 or 1968 911 'L', red; Sportomatic coupés, 33,000, £1,975. Radios, extras. Both excellent, no accidents. Details Lake, Chestwood House, Barnstaple. Tel.: 2620 (evenings). (4252

ASTON MARTIN, DB4, 1961. Tinted screens; p/button radio; immac. condition throughout. Recent decoke; a really fine example of this rapidly appreciating car. £1,250. Tel.: Littlehampton 3557 (day), Rustington 71778 (evening) (Sussex). (4253

FERRARI 275 GTS Spyder Convertible, 1966, series 2. Recent extensive overhaul. Bodywork excellent; Borranis radio; new hood. Accept £2,775 o.n.o. Exchange considered (London) 01-579 3538. (4254

DERBY BENTLEY, 1939, 4¼ Continental Park Ward sports saloon. Excellent mechanics, bodywork sound; radio; M.o.T. Any trial. £1,475. Consider exchange. (London). 01-579 3538. (4254

SPITFIRE MK. III. "H" registration; Sebring fast-back. £650. Faller. Tel.: 0203 23176 (Coventry). (4257

LOTUS EUROPA, S2, 1971. Bahama yellow. Superb condition. Redundancy forces sale. £1,075. Tel.: Worcester 640323. (4258

1950 1½-LITRE Riley. Excellent condition throughout. Taxed and M.o.T. Bargain £275. 7 Orchard Rd., Thundersley (Essex) or 01-520 8573. (4259

XK120 DROPHEAD. Perfect rechromed, etc. £600. Ford Y, good runner, £65. Tel.: Fromes Hill 244. (4261

TR4, 1964. Superb condition. Surrey top/hard-top; mechanically and bodily perfect; new carpets, etc. Year's M.o.T., taxed. £450 o.n.o. Tel.: Blunsdon (Swindon) 501. (4263

XK150, 1959. Wire wheels; overdrive. Very sound body, good oil pressure; needs clutch; exhaust. £230. Tel.: Horsforth 4046 (Yorks.). (4264

ROLLS-ROYCE, 1934, 20/25 by Thrupp & Maberley, 7-seater limousine. Immaculate. Offers. Tel.: Frome 4232 (Somerset). (4265

M.G.-B GT, 1967. Undersealed; 41,000 miles. One owner; wire wheels. Genuine unmarked condition. £825. Tel.: Cuffley (Herts.) 3462. (4266

SP250C NOVEMBER, 1964. Hard-top; taxed; M.o.T. Original. £595. Tel.: Hythe (Kent) 69303. (4267

LOTUS ELITE, 1962 S2. Superb condition. Recent complete overhaul; C/w, many spares. Tel.: Wrexham 52747. (4268

DAIMLER SOVEREIGN, 4.2 automatic, 1969. Powered steering; radio; heated rear window; new tyres; first class condition; taxed March 1973, tested May 1973. £1,275, hire purchase available. Apply J. Davies, 69 Uppingham Rd., Leicester. Tel.: Leicester 760467. (4269

MAYFLOWER. Good original condition; engine stuck; towable. Lost interest. Offers. Tel.: 01-504 2262. (4271

1970 MERCEDES-BENZ automatic 250/8. Power steering, push-button radio. White with navy interior; 27,450 miles. Open to AA or RAC inspection. Price £2,190. Tel.: Chapel-en-le-Frith 3511. (4272

TWO AMERICANS wish to sell their Mustangs and go home. 1969 Mach I, 351 V8. £1,595. 1970 Convertible, 302 V8. £1,850. Both automatic, stereo radio/tape; PAS/PAB. Immaculate condition. Tel.: 061-445 2876 (Manchester) (No dealers please). (4273

SCIMITAR G.T.E., 1970 automatic. This truly beautiful one owner car is finished in unmarked satan silver with black trim and fitted with all the usual GTE extras. A really superb bargain for one of these rare automatic Scimitars. £1,595. Tel.: Woking (Surrey) 67057. (4219

BENTLEY 1952, Investment and bargain. £150 spent recently; new rings; resprayed. Constantly reserviced and treasured. £600 o.n.o. Tel.: Swanage 2878. (Can be seen in London also). (4770

FOR SALE—continued

MINI COOPER, Mk. II, 1969. Red/black. Reclining seats; heated rear window, other extras. House purchased therefore must sell. Simply superb. £475. Tel.: Carnforth 3556. (4766

M.G.-B ROADSTER, 1967. Mineral blue; Radiomobile, wire wheels; tonneau; only 41,000 miles. Superb condition with exceptional performance. £670. King-Smith, 1 Emscote Rd., Warwick. Tel.: 42564. (4772

LE MANS HARRINGTON Alpine in splendid order. Rare attractive sports car. New engine; clutch; gearbox; tyres; M.o.T., Tax; w/w o/d. £425. Details, Tel.: 01-863 3701. (4773

ABARTH 1300, 1968. Radbourne built and maintained Cromodora wheels; sun-roof; immaculate; rare; reliable. £895. Ginetta G4 hard-top wanted. Tel.: Deal 61717. (4774

LOTUS ELAN, S3, 1967. S.E. Many new parts; 33,500. £800. Tel.: Sheffield 29291. (4775

A.C. 2-LITRE saloon, 1949. Not running. Reasonable offers. Tel.: 0274 58619 (Shipley, Yorks.). (4776

BRISTOL 405. Late 1957. Dunlop discs. Considerable expenditure on mechanics including rebuilt front suspension; exchange gearbox; new valves; exhaust guides and water pump. Good tyres and battery, in daily use; M.o.T. June 1973. Basically good condition but interior needs tidying and diff. noisy—hence £475 o.n.o. Tel.: 01-262 9813 (after 6 p.m.). (4777

M.G. PA and J2. Very incomplete; no engines. Reasonable offers to clear. 1 Station Rd., Ruabon, Wrexham. (4778

M.G. TC partially dismantled; bodywork requires restoration. Offers. Harrill, 1 Station Rd., Ruabon, Wrexham. (4779

1932 M.G. FI Magna saloonette extremely rare. 40 per cent rebuilt to high standard. All original parts, serious offers only. Possibly exchange for "L", "K" or w.h.y. Harrill, 1 Police House, Station Rd., Ruabon, Wrexham. (4780

BENTLEY S2 Continental. Rare park Ward, drophead model. £4,250. Also very pretty 1954 R-type automatic. £1,350. Both superbly maintained. Private sale. Tel.: 01-628 5870 or 626 7848, ext. 359. (4781

BENTLEY R-TYPE, 1953 manual standard saloon in excellent condition throughout. Black/blue; red trim; first registered Jan. 1st, 1953. Good history. Enthusiast owned and must go to good new home. £1,250. Tel.: 01-460 5919. (4781

XK120, ALLOY coupé, 1953. Superb condition throughout; specification as follows: Enlarged 3½-litre engine; "C" type head; "D" type cams; racing pistons; triple 2 in. S.U. carbs.; special exhaust system; XK150 front disc brakes; Koni suspension; 8 in. wheels and tyres; Quartz iodine lights; close ratio gearbox; limited slip differential. Shattering performance. Excellent history. A thoroughly reliable car with tremendous potential. £1,375. Part exchange considered. Harvey Williams, Tel.: 021-747 9698. (4782

M.G. TC. Absolutely as new in every detail, and possibly the finest example available in the country. Not an amateur rebuild. Tel.: for full specification. £1,000, will export. Tel.: 021-706 9622 (Birmingham). (4783

M.G.-B 1967 Roadster. Mineral blue; overdrive; 5½J's new tyres; mirrors; leather s/wheel; Radiomobile; boot rack; low mileage; Tax, M.o.T. Regularly garaged and serviced at £685. Tel.: Littlewick Green (Berks.) 4275. (4784

GINETTA G15, 1970. White, sun-roof; radio; low mileage; good condition. £750. Tel.: Gerrards Cross 83324. (4785

M.G. YA, V.g.c., long M.o.T., £225. Restored PA chassis; axles. Write Harrison, 89 Sherbourne Rd., Peterborough. (4786

M.G.-B GT, 1967. White/black interior; wire wheels; radio; good condition; new engine/clutch; lady owner. Reluctant sale; £725. Tel.: 01-947 1835 (evenings). (8038

VITESSE, Mk. II convertible, 1969. Superb Valencia blue; rustless bodywork; new tyres; exhaust; top end overhaul. Wife's 4th hound forces sale around £650. Tel.: Tonbridge 5737. (4937

REALLY SWEET and cuddly little 1930/31 Morris Minor saloon. Excellent condition and appearance, new tyres, spare engine. Economical and totally reliable. £265 o.n.o. Must sell, going to Brazil. Tel.: 01-894 6317. (4787

ALVIS TD21, 1961. Alice blue. Good condition. £400. D. P. Crow, Wappenshall Farm, Wellington, Telford, Shropshire. Tel.: Wellington 55650. (4788

UNIQUE. Silhouette G570. The original prototype car; racing style sports body; similar GT 40. Based on VW 1200; "K" registration; five new 7-in. SP Sport radials; engine two years old; 45+ m.p.g. Motolita steering wheel, tinted windscreen; extras. Striking, original car. £600. Simon Albu. Tel.: Guildford 64873 (after 7 p.m., or any time weekend). (4789

MINI 1275 GT. 1972. 8,000 miles only. Taxed till March. White, navy interior, heated screen, reclining seats, undersealed from new and fitted with sound-deadening kit. Carefully run-in and condition as new. £865. Tel.: Bookham 2110. (4790

RILEY 1½, 1954. Mechanically good, new rear springs and roof. Coachwork average. New M.o.T., taxed. Second owner. £165. Tel.: Nottingham 252706 (evenings). (4791

BENTLEY Mk. VI, 1948. Basically sound, needs some paintwork. £195. Will exchange. Tel.: Bishops Cleeve 3134 (Glos.). (4792

JENSEN INTERCEPTOR, 1957, excellent condition. M.o.T. £350. Tel.: 01-870 3941. (4824

ASTON MARTIN DB4. Superleggera, 1961. Under 30,000 miles. Two cars kept and unused whilst frequently abroad. £850. Tel.: 01-340 5479 (after 7th October). (4825

FOR SALE—continued

M.G.-A 1500. Owned and maintained by enthusiast. Totally rebuilt in almost every detail to the highest standard. £395. Private sale, enthusiasts only please. Tel.: 021-705 7813 for full specification. (4793

ALFA ROMEO 1600 Super Giulia. First registered January 1968, 55,000 miles. Pine green with cream upholstery. Radiomobile radio. Full service history, maintained to the standard one would expect from this car by Alfa Romeo agents. Recent full service, licensed up to March 1973. £700 o.n.o. Tel.: Malmesbury (Wilts.) 2516. (4794

1964 LANCIA Flavia 1800 coupé, Italian red. One owner. Regularly serviced. M.o.T. March 1973. £450 or near offer. Tel.: Bourton-on-the-Water 20856 (evenings). (4795

TR6, 1972, white. Overdrive, tonneau, radio; taxed; 5,000 miles. £1,595. Finance arranged. Pt.X considered. Tel.: Poole 5536. (4796

JENSEN 541, metallic green. Wire wheels, Cinturatos, radio. Maintained in excellent condition regardless of cost. £400 o.n.o. Tel.: Chelmsford 71764. (4797

H.R.G. AERODYNAMIC, 1947, M.o.T., B.R.G. H.S.C.C. registered. Some spares available £650. Tel.: Chelmsford 63964. (4798

GILBERN 1800 GT, 1963, bottle green/tan interior, five excellent Cints., new king-pins. Beautiful condition. £425. Tel.: Ruabon 3806. (4799

LAGONDA 2.6-LITRE saloon, pale blue (metallic). Exceptional condition. £450. Tel.: Moulton (Lincs.) 596. (4800

MORGAN +8, "J" reg., indigo blue/black wings. Very hairy. £1,395. (Firm's car imminent.) Tel.: Kimberley (Notts.) 3440. (4802

JAGUAR "E"-TYPE 2+2, 1969 ("H" regd.). Sable, sun-roof, chrome wire wheels, h.r.w.; manual transmission. 36,000 miles. Taxed 1973. £1,795. Tel.: Hockley (Essex) 4501 (aftr 7th Oct.). (4803

BOND 2-LITRE, Reg. 1968G, saloon, 32,500 miles. Overdrive, heater, window. M.o.T. and taxed August 1973. £400. Tel: Walton-on-Thames 41906. (4805

SPITFIRE Mk. IV, 1971 March. One owner., Extras. £775. Tel.: Lutterworth (Leics.) 3515. (4806

1921 AUSTIN 20-h.p. sports. Rebuilt completely three years ago as replica of Felix Scrivens' well-known Brooklands car "Sergeant Murphy". Used with great enthusiasm in all types V.S.C.C. events. Completely refurbished during last winter. Cost in materials over £200. New deep button leather seats, new burr myrtle dash, every bright part re-nickelled, etc. Reason for sale, wanting another car. £950 o.n.o. Whittaker, 8 Oakburn Rd., Ilkley, Yorks. Tel.: Ilkley 2392 (home), Keighley 62644 (office). (4807

TR3A, 1962, B.R.G. Really exceptional original condition. Works hard-top. Hood, tonneau, overdrive. Engineer maintained. Taxed, M.o.T. Sept. 1973. £600 o.n.o. Seen London or Birmingham. Tel.: Bloxwich (Staffs.) 77569 (office hours). (4808

1966 TR4A. Superb low-mileage car, one previous owner (rich). Overdrive, oil-cooler, brake servo, new exhaust, XAS tyres. All bills available. Tax, M.o.T. £550. Tel.: Farnworth (Lancs.) 77362 or 78937. (4809

BRISTOL 403, 1954. New tyres, battery. Generally sound, but block cracked. Offers. Tel.: Button (Westmorland) 572. (4810

1932 CITROEN. Very fine condition. Bromfield Manor, Bromfield, Shropshire. Tel.: Bromfield 279. (4811

1954 XK120 drophead, very nice condition. Bromfield Manor, Bromfield, Shropshire. Tel.: Bromfield 279. (4811

HEALEY 3000 Mk. III. "Works" replica engine: triple Webers, special head, etc., etc.; brand new Tuffened crank, clutch and special exhaust. Engine and gearbox recently rebuilt and properly assembled; 5½-in. 72-spoke wheels, Pirelli HS 185 VR tyres almost new, stiffened suspension, excellent bodywork. A truly splendid sports car. £750. Schofield, Tel.: Amersham 5608 (after 7 p.m.). (4812

CLASSIC ASTON-MARTIN DB3 drophead, fine condition, engine overhauled. £975 o.n.o. Tanglewood Lodge, Common Rd., Stanmore, Middx. Tel.: 01-950 1019. (4814

HIS AND HERS "B" GT, 1970. Bronze yellow. One owner. Immaculate. Extras include overdrive, sun-roof, electric fan and radials. £1,125. Also Sprite, 1,098 c.c., 1965, wires, Cinturatos, radio, reverse lamps. Excellent for year. £300. Or, both for £1,400. Finance available. Tel.: Bromsgrove (Worcs.) 75181. (4815

M.G.-B ROADSTER, 1964, overdrive, radials, roll-over bar, high-lift cam, and more extras. Never been raced, fine condition. £485. Tel.: Comtwich 248 (Somerset). (4816

LAGONDA, 1931, low-chassis 2-litre, fabric tourer. Taxed. M.o.T. Good condition. Offers £1,500? Tel.: 031-336 4639. (4817

ROVER 3500 V8 auto. Fitted Radiomobile Stereo 8, h.r.w., spare wheel carrier on the boot lid, etc. Excellent condition. P.E. considered, vintage or otherwise. Tel.: Worcester 424208. (4818

LOTUS ELITE, Coventry Climax, ex-Sid Taylor car. Twin Webers, ZF gearbox, fully trimmed interior. Recently entirely rebuilt, resprayed to original racing colours. Offered with great regret at £1,100, but all offers considered and acknowledged. Robert Ingram, 4a Bourne Place, Chiswick, W.4. (4819

ALVIS, 1952, 3-litre drophead, sound. Ideal for restoration. Offers. Tel.: Oadby (Leicestershire) 7739. (4820

LANCIA AURELIA Series III. Good body and mechanics. £300 o.n.o. Ward, 4 Vale Close, Dronfield. Tel.: 5254. (4821

PORSCHE 912, 1966. White. Radio. All bills. Excellent condition. Must sell. First sensible offer over £1,000. Tel.: 01-636 2336. (4822

LOTUS EUROPA, 1970H, red/black; 30,000. O.I. lights, electric windows, new suspension. Lotus maintained. Minor dent front, hence only £950. Tel.: Redditch 68652 (after 7.30 p.m.). (4823

M.G.-B GT, 1970. W/w.; 29,000 miles. Good condition. £1,050. H.P. arranged. Tel.: Newport (Mon.) 55481. (4838

FOR SALE—continued

ENTHUSIAST'S 1948 M.G. "Y"-type saloon (maroon). Subject of major engine overhaul and extensive renovation. New M.o.T. Must be sold. Offers to Roche, 111 Hollybush Rd., Cyncoed, Cardiff, Glamorgan. (4826

AUSTIN HEALEY 3000 Mk. I, 4-seat, overdrive soft-top, tonneau. Very good body and chrome. Mechanically perfect, excellent tyres. Complete history last four years. Original. Rare in this condition. £375. Tel.: Knowle 6345 (home) or 021-454 7101 (office). (4827

M.G.-C, 1968, C/B.R.G. Wire wheels; 29,000. Showroom condition. 8-track stereo. Genuine sale, P/exchange considered £815 o.n.o. Tel.: Kempsey 362. (4828

SUNBEAM TIGER V8 1966. Fully equipped, good condition. £600. (Company car forces sale.) Tel.: Torquay 63166. (4829

ROVER 3500, September 1968, Valencia blue. Automatic; 40,000 miles only. Radio, h.r.w. seat covers. Immaculate condition, most carefully maintained. £1,150. By Appointment, Tel.: Bookham 5295. (4830

1937 25/30 Rolls-Royce Sportsman saloon by Cockshoot. Two-tone grey. Complete original tool kit, heater, radio. Total recorded mileage 72,652. Exceptional condition. £1,950. Tel.: Burnham (Bucks.) 4664. (4831

SACRIFICE at £895 for 1968 Lotus Elan S4, drophead in red, very good condition. Gardner, Tel.: Leatherhead 76633 (business), Shere 2046 (home). (4832

MORGAN 4/4 Competition Model, "J" registered. Orange; w/w., alarm. Just resprayed. Low mileage. Excellent condition. Genuine reason for sale. £1,180 o.n.o. Tel.: 021-552 1064 (day). (4833

AUSTIN SHEERLINE, 1949, 4-litre. Elegant. Collector's piece. v.g.c., radio, etc. Owner emigrating. £150. Tel.: Ruislip 34810. (4834

"E"-TYPE SPORTS roadster, 1962 M. Ochre with black trim. Brabham balanced. An exceptional example offered at £625. Tel.: Mevagissey 3570. (4835

JENSEN CV8 Mk. II automatic. Sand/sable. Tinted windscreen, 8-in. American alloy magnesium wheels with Dunlop SP radials. New rear axle and starter motor fitted. Jensen Owners' Club registered. Regularly serviced. Low recorded mileage. Taxed November. Twin-speaker Motorola, etc. Low registration number. Car in excellent condition for year and admired everywhere. Family necessitates reluctant sale. £350. Tel.: Burnham (Bucks.) 2455 (nr. Maidenhead). (4837

THE PENULTIMATE Jensen CV8 Mk. III. First registered 1967. 6½-litre automatic saloon, in unblemished Jensen princess grey, black hide interior, low total mileage; service history, one lady owner from new. For sale at just above average figure in view of its vintage and superb condition. Finance available. Full particulars and price from Box 3618. Tel.: Chapel Brampton 3120 (Northampton). (4839

ALFA ROMEO GTV 1750, new April 1971. Dark blue. With extras. Excellent condition. Write Flat C, Priors Barton, Winchester, or Tel.: 67049. (4901

1930 **AUSTIN** 7 short-scuttle box saloon. Extensively rebuilt, retrimmed, resprayed. Not yet run, £295 o.n.o. Tel.: 01-864 4178 (Harrow). (4902

1933 **AUSTIN** 7 box saloon. Very sound body, 100% complete. Towable. Needs only some mechanical assembling. £150 o.n.o. Tel.: 01-864 4178 (Harrow). (4902

JAGUAR XK140 f.h., British Racing Green. 1955. Tax and M.o.T. March 1973. £495 o.n.o. Tel.: 021-777 4143 (office hours). (4903

M.G.-B, 1965, blue, 5-bearing engine, oil-cooler, radio; new tyres. Good hood, sound condition all round. M.o.T., taxed. With engineer's report and guarantee for £475. Tel.: Ware 870319. (4904

TR3A, 1960, Red. Overdrive, wire wheels, steel hard-top, soft-tops. This car is in absolutely superb condition. £550. Full details, Tel.: Longfield 5515 (Kent). (4905

MORGAN PLUS 4, 4-seater, yellow. Excellent condition. Bargain, £995. Tel.: 01-580 3694 (day), 01-459 3628 (evening). (4906

JAGUAR "E"-TYPE 2+2, 1968, metallic blue. Konis; heated rear window, radio. Tel.: Ilkeston 6022. (4907

LOTUS SEVEN, 1968, yellow and green. Overhauled 1200 Ford engine, Fish carb., de Dion rear. Tax, M.o.T. till June 1973. Investment at £425. Lesley Tel.: Bracknell (Berks.) 24842, ext. 2712 (9-5). (4908

ASTON MARTIN DB4, 1961. A superb example maintained regardless of cost. Company director's car. Offer nearest £1,000 secures. Tel.: Biggin Hill 5575. (4909

TR4A, 1966. Royal blue. Chrome wires, overdrive; new hood, gearbox, clutch, exhaust. Excellent condition bodily and mechanically, looks superb. Full year's M.o.T. £685. Duncan, 71 Storrs Rd., Brampton, Chesterfield. (4910

1962 **MORGAN** 4/4, 1,350 c.c. Taxed, tested. Good general condition. £450 or swap M.G. TC etc. Tel.: Woburn Sands 2651 (daytime). (4911

1948 **H.R.G.,** 1,500 c.c. Excellent order. £650. Tel.: Woburn Sands 2651. (4911

XKM 1 on 1961 Ford Galaxie Sunliner convertible, R.H.D., automatic, power steering. Tax and long M.o.T. £175 o.n.o. Tel.: Southampton 58867. (4912

ASTON MARTIN DB2/4 Vantage, registration OYL 7. Completely overhauled by fastidious engineer, immaculate "gunmetal" coachwork. Offers around £550. Tel.: 01-504 9989. (4913

BEAUTIFUL TR5, 1968, w/w., o/d., nominal mileage. Offers around £850. Further details, Tel.: Ascot 21832. (4914

M.G. MIDGET, 1964, red. New hood. Excellent all round condition. For quick sale, £225. Tel.: 01-580 3694 (day), 01-459 3628 (evening). (4906

M.G. MIDGET, 1970 model, dark blue with matching works hard-top, new ZX radials on wire wheels, Radiomobile; nominal mileage, taxed, one lady owner. £725 o.n.o. Tel.: Ascot 21832. (4911

LUMO CAPRI 1705 (1970), high-performance 3000 GT XLR. 130 m.p.h., 0-50 5.5 sec. Many extras including special finish. Very low mileage. Absolutely superb condition throughout. £1,190. Tel.: Camberley 21758. (4916

FOR SALE—continued

ROLLS, 1936, 20/25 chassis. 19 Oakleigh Park North, N.20. (2605

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

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

"E"-TYPE JAGUAR 3.8 d.h.c., 1963. Only 35,000 miles. Reg. No. 8 PG. I have owned car for last 4½ years, only one previous owner. The car is in extraordinary condition bodily and mechanically. Maintained regardless of expense by Jaguar specialist garage of which my father is a Director, same staff also maintained car for previous owner. Open to any inspection. Only seeing the car can do it true justice. Offers over £900 invited. Tel.: 01-603 7296 (work), 01-602 1846 (home). London, W.6. (4867

BENTLEY "R"-TYPE, manual. Green body. Pretty good and engine recently overhauled. £590, will haggle. Tel.: Stoke Mandeville 2366. (4863

M.G.-B ROADSTER, "F" Reg. Racing Green. Motorola, overdrive, wire wheels, XAS tyres, tonneau. £750. Wright, "Sandham", Braintree Rd. Felsted, Essex. Tel.: Gt. Dunmow 820553. (4873

M.G. YB, 1953, mileage 24,000, B.R. Green. M.o.T., taxed. Good condition, four new tyres, spare original. £350. Tel.: New Milton 0425-614758. (4873

1960 M.G.-A coupé, Racing Green. Two owners. Excellent condition throughout. M.o.T. August 1973. £250 recently spent. Worth seeing. £240 o.n.o. Tel.: 061-723 4104. (4874

FIAT 850 Sport coupé, 1970. Positano yellow. Taxed. Good condition. Full service history available. Extras include sunshine roof, radio. £800 o.n.o. Tel.: 051-342 1873. (4875

JUNE 1966 Alfa Romeo GTC. Special four-seat convertible, body built by Touring of Milan in limited quantity. This is a fast car of considerable character which has recently had a great deal of work done to it. Genuine reason for sale. Serious offers please. H.P. arranged, part exchange considered. Tel.: 0432 66873 (Hereford). (4876

VITESSE 2-LITRE saloon, 1967. Good condition, many new parts recently fitted. Long M.o.T. Radio. £390 o.n.o. Tel.: Dymchurch (Kent) 2421 (evenings). (4877

LOTUS CORTINA Mk. 1, 1966, superb example. Maintained regardless of cost. Over £300 spent on recent rebuild. Many sensible extras. £675. For full details write: 9 Deverill Point, Trowbridge Rd. Hackney, London E9 5LE. (4878

ALFA SPYDER 2600, 1966. Two plus Two drophead, nice condition. £600. Also some spares for Sprint. Tel.: Kinnersley (Telford) 271. (4879

XK150S, JULY 1961, registration number 444 BZ; w/w., o/d. Tax and M.o.T. £600 o.n.o. Tel.: Sandbach 4755. (4880

1969 CORVETTE Stingray. Fabulous "Mako-shark" roadster in red, with white hood. 350 unit, close-ratio gearbox. Limited-slip axle. Fitted AM/FM radio, 8-track stereo, tinted screen. Beautiful low-mileage car. £2,600. Finance arranged, part exchange considered. Tel.: Botley 3780. (4881

3½-LITRE JAGUAR, 1951, very good condition. Must sell urgently, moving house. Genuine offers only. Holton, 13 Rowan Way, Yeovil, Somerset. (4882

ALVIS 12/60 saloon. Very original. Believed 40,000 miles from new. Excellent basis for concours rebuild. M.o.T. August 1973. £550. Tel.: Sheffield 302676. (4883

BENTLEY MK. VI, 1950. Second owner, oppressed by rising cost of building new home must reluctantly part with beautiful model. General condition very good indeed. New shock-absorbers, new clutch. Lights overhauled and superior indicators added. Sun-roof and original tool kit. £900. Tel.: Henley-on-Thames 2534. (4884

1951 **SUNBEAM-TALBOT** 90, one previous owner. Good original condition throughout. M.o.T. Offers around £150. Tel.: Poulton-le-Fylde (Lancs.) 6606 (evenings/weekends). (4885

AUSTIN Mini-Cooper, Mk. II, 998 c.c., Oct. 1968, "H" reg. Regularly serviced and maintained by owner, unmessed and in excellent condition. £525 o.n.o. 31 Picton Grove, Birmingham B13 0LP. John Newman. Tel.: 021-772 8271 (office). (4886

HEALEY-ALVIS 3-litre sports, aluminium bodywork, recent engine overhaul, near-new Cinturatos. Rare and interesting car. £375. Poyntz Caerwood, Tidenham, Chepstow, Mon. (4887

1932 M-TYPE M.G. Rare boat-tail 2-seater, red. Rebored, rebuilt radiator. Fair condition. Offers Box 3620. (4888

1961 M.G.-A 1600 Mk. II roadster, concours condition, rebuilt over last three years. Many extras: radio, seat belts, close-ratio gearbox, adjustable steering column, heater, windscreen washers. Re-sprayed white with red trim, completely de-rusted, red oxided and undersealed. New hood, sidescreens. Everything in first class order, mechanically bodily. £545. Marsh. Tel.: 01-458 2272. (4889

ALVIS 3-LITRE TD21, automatic, 1963, impeccable condition throughout. Motorola radio, wire wheels, radials. £650 o.n.o. Tel.: Radwinter 396. (4890

1971 (SEPT.) Alfa Romeo Berlina 2000. Piper yellow with black upholstery; 18,000 miles. Left-hand drive. One owner from new. £1,200 plus U.K. import and purchase tax to be paid by the buyer. Can be seen in U.K. early October 1972. Box 3630. (4891

M.G. MIDGET, 1963. Red/black interior. Extras. M.o.T. Low mileage. £265. Tel.: Sevenoaks 58628. (4892

JENSEN CV8, Mk. II. 67,000 miles. Grey/red. One owner. Chauffeur maintained. Excellent. Offers over £700. Barham, Hole Park, Rolvenden (Tel.: 251), Kent. (4893

FOR SALE—continued

ALVIS. First TD21 d.h.c. Believed 1958 Moto Show model. Very good condition. Exciting reliable, economic motoring. M.o.T. June 1973. £425. Tel.: Shrivenham 782374. (4895

1929 ALVIS TA 16.95 6-cylinder, fitted three-quarters coupé by Carbodies, near concours. £950. Tel.: Kimpton (Herts.) 563. (4896

LOTUS ELAN S.3/S.E. f.h.c., silver. Usual extras. Radiomobile. Excellent condition. £800. Tel.: 01-858 4638. (4898

M.G. Y, 1951, running order but needs some attention. Offers. Tel.: Tunbridge Wells 20924. (4899

BRISTOL 406. Due to unforeseen domestic circumstances the buyer of my car has been forced to withdraw. Would those others who contacted me in response to my advertisement last month and are still interested get in touch. Due to garage rebuilding I must sell this car this month and I will accept the best offer I receive. Tel.: 0632 29083. (4900

JENSEN HEALEY delivery mileage. White; taxed August 1973. £2,150. Tel.: Godstone 2777. (4871

DAIMLER 2½-LITRE; twin carbs., 1956. Green, in fair running order. Licensed; M.o.T. £175 o.n.o. Spa Garage, Tunbridge Wells. Tel.: 20505. (4841

SUNBEAM TIGER, 1965. White, red upholstery, hard- and soft-top; taxed till January; low mileage, well maintained. Bargain at £625. Tel.: Hereford 65902. (4842

RARE 1948 Singer 9 Roadster. Extensively rebuilt 5,000 miles. Best offer. Fender, 14 Brixton Avenue, Manchester 20. (4843

SUNBEAM TIGER, 1965. Good condition. £545. Skew Bridge Cottage, Yelvertoft, Nr. Rugby. (4844

1955 JAGUAR XK140 coupé; year M.o.T. Above average condition. For quick sale offered at the very low price of £175. No offers. Please Tel.: 061-437 7462 (any evening). (4846

1962 JAGUAR, "E"-type coupé. Reg. No. 226K; M.o.T.; red with black interior. Bargain of a lifetime at only £345. Might consider cheaper car in part-exchange. Tel.: 061-437 7462 (any evening). (4846

FIAT 124 Sport coupé, 1968. Alloy wheels. Push button Motorola; Webasto sun-roof; Maserati horns; Quartz-Halogen spots; new SP's; new clutch. Dark green with tan trim; Motolita; 35,000 miles; undersealed. Excellent condition. £960 o.n.o. Hunt. Tel.: Churchdown (Glos.) 712865 (STD 0452). (4847

SWALLOW DORETTI. Rare sportscar similar Healey 3000. Aluminium body; tubular chassis. Red, black interior completely rebuilt; new condition; engine reconditioned; radials; overdrive; good hood; tonneau. M.o.T. Investment, £395 o.n.o. Tel.: 01-748 4756. (4848

LAMBORGHINI 400 GT, 2 + 2. Superb example of this most rare and exotic vehicle. Magnificent 4-litre, V12, 4 overhead camshaft engine with 5-speed gearbox giving reputed 160 m.p.h. performance. Finished in Italian racing red with luxurious pigskin interior. Borrani wheels. An opportunity to acquire one of the most exclusive cars on the road for £2,495. Might consider part exchange. Tel.: Romsey 512149. (4849

MUSTANG 351 special equipment. A real black beauty, fabulous lambswool trimmed white sports interior with numerous extras; 4-speed Hurst manual gearbox; sports suspension; latest "diamonds are forever" shape and almost as new. Quite unique and perhaps the most attractive Mustang in the country. £2,295. Cheaper part exchange considered. Tel.: Romsey 512902. (4849

DAIMLER SP250B. Extensive overhaul to engine, body, brakes, suspension and steering. Hard- and soft-tops. Excellent. £600 o.n.o. Tel.: Hemel Hempstead 4833. (4850

LOTUS ELAN, S4, D.h.c. "J" registered. K.O. wheels; servo; 4 new tyres; Lotus yellow with black trim. Very good condition. £1,265. 4 Quarry Mount, Yeadon, Nr. Leeds. (4851

SUNBEAM "25" saloon, 1934. Reg. No. JW 5931; aluminium body; twin wing-mounted spare wheels; seems good mechanically but interior and upholstery requires restoration. Impressive vehicle. What offers? G. Waters, 90 Manse Rd., Motherwell, Lanarkshire, Scotland. Tel.: Motherwell 62027. (4852

AUSTIN HEALEY 3000, July 1967. O/d; w/w. Immaculate paintwork; mechanically excellent. One of the latest and best examples of a rare car and must be inspected to appreciate why offers of £1,190 are confidently invited. Tel.: 021-454 7154 (evenings). (4853

SUNBEAM TALBOT, 90 IIA. First-class car with o/drive; sunshine roof; spot lights. Spare set of radials, with wheels, record of bills for the past 10 years. M.o.T., tax. £260 o.n.o. Tel.: 01-337 3197 or 01-670 2101 (day). (4854

GORDINI RENAULT, R8, 1965. Showroom condition; recon. engine; 95 b.h.p.; 106 m.p.h. A wolf in sheeps clothing to show any Promenade Percy the way home. £390 o.n.o. Tel.: Chewton Mendip (Somerset) 463. (4856

LOTUS ELAN +2, 1968. Immaculate condition; special colour; radio; electric windows; black trim. £1,050. H.p. arranged. Tel.: Watlington (Oxon) 2705. (4859

FORD ESCORT, 1300 GT. Four-door saloon, one owner, low mileage. Excellent condition; Aquatic jade with black interior. £695. Tel.: Hitchin 4588. (4865

TF M.G., 1954, 1,250 c.c. B.R.G. Two owners last sixteen years; 10,000 miles since restoration. Bills for £600. Complete history available. Beautiful condition. £1,000. Tel.: 01-858 9622. (4861

FOR SALE—continued

BENTLEY MK. VI. One owner; moss green. Exceptional, 1951. 56 Highfield Rd., Littleover, Derby. (4860

BENTLEY S2, 1959. Grey over steel blue; P.A.S.; electric windows; taxed and M.o.T. £975. 1926 Ford T Tudor sedan; l.h.d. A genuine Detroit built export model in most excellent condition; taxed and M.o.T. £995. Anderson, 9 Porton Court, Portsmouth Rd., Surbiton. Tel.: 01-390 1648. (4857

WANTED

ENTHUSIAST, not speculator, requires pre-war or early post-war sports or tourer to rebuild and cherish. M.G., Riley, Lea-Francis or similar. Details and sensible price please. All replies acknowledged. Box 3615. (4685

FRONT WINGS, V.g.c. for 1964, VW, 1500S saloon. 41a High St., Cranfield, Bedford. (4813

SPARES NEEDED. Any Lagonda 3-litre, 4½-litre (1930-39); Aston Martin, Mk. II (1935-36); Talbot (Roesch) 105, 95, 110; Alvis 12/50. Complete cars considered. Tanglewood Lodge, Common Rd., Stanmore, Middlesex. Tel.: 01-950 1019. (4814

BENTLEY R-TYPE Continental; history; manual. Immediate cash decision. Tel.: 061-428 6301 (office), 061-224 5878 (home). (4698

DISTINCTIVE VINTAGE tourer like Alfa OM Delage. Bentley boat deck preferred, cash or part exchange any of my cars. Send photo Gausden, 17 Bracebridge Rd., Four Oaks, Sutton Coldfield, Warwicks. (4689

WANTED: VINTAGE tourer for restoration. Alvis, Lagonda, etc. Also sidecar to suit 1925 Sunbeam 3½ h.p. motorcycle. Please give fair description and state asking price. Box 3623. (4836

WANTED PRE-WAR Speed, Nos. 5, 9, 11 and 16. Road and track also wanted. Tel.: Combe Down 3156 (evenings). (4840

AUSTIN SEVEN 1924/26. Your price paid for 3-piece bonnet. Also required parts lists, handbooks, literature for all years. Other early spares especially open centre wheels required. Perrott, 34 Glen Drive, Bristol, BS9 1SB. (4858

ALVIS SPARES for 1929, SA16.95. Would consider whole or partially complete car but urgently require instruments and panel; dashboard; radiator; carburettors; magneto; gearbox; 4.77 differential; autovac; crankcase; seats; trim; hood and windscreen for tourer body. Also sports body or body parts for Firebird or Firefly. Will collect. Marsh, Muckley, Longhorsley, Northumberland. Tel.: Longhorsley 361. (4889

WANTED: DOCTORS coupé, type vintage or late Edwardian, by private buyer, Yorkshire. Must be mechanically perfect, any make considered with exceptional character. Box 3622. (4934

AUSTIN HEALEY, Mk. III. Must be in good condition wire wheels; overdrive. Details to R. Hampson, Radnor Hotel, Sandown, I.o.W. (4962

LOTUS SEVEN. Up to £550. Cash for clean unbent S II/III. Tel.: Great Ayton (Yorks.) 3119. (4961

WANTED: EXAMPLES of all Rolls-Royce models between 1920-1959. Coupés, tourers, sedancas etc. Must be in good mechanical condition. Box 3564. (2840

PRIVATE ENTHUSIAST requires exceptional coupé bodied Derby Bentley in faultless mechanical condition. Tom Brahmer, 1678 Prez-vers Siviriez, Fr., Switzerland. (3666

WANTED: OPEL Rekord, 2-door model, 1969. Body shell with o/s damaged and n/s. Good or will buy full car. Tel.: Middleton (Manchester) 061-643 7422. (3669

HEALEY 'SILVERSTONE' wanted urgently by private buyer any condition considered. Tel.: Kingswinford 5134. (3625

TALBOT AIRLINE saloon. Preferably superior condition. A. C. Hull. Tel.: Ely 2787 (Cambs.) (evenings). (3636

LAGONDA. 2- or 3-litre original tourer body required. 1929-1933 period. Condition unimportant. Tel.: Gainford 350. (3873

WANTED BUY. Model J Duesenberg, V12 Hispano-Suiza (even less engine and gearbox); DV32 Stutz; 770 K Mercedes. Or other exotic car, preferably unrestored. Also electric car. Please write air mail with full particulars, price and including photos if possible, (will return) to Len Southward, Main Road North, Paraparaumu, New Zealand. (3773

WANTED. Rolls-Royce late 12 cylinder not automatic; first class mechanically; trim, paint; preference division cocktail cabinet; radio, etc to rear. Subject close inspection and long trial. Offers to Box 3594. (3775

WANTED: 4.2 Jaguar E-type open two-seater. Preferably not dark blue. Must be good general condition. Preferably one owner. Mileage not important. Buyer will require to vet car. Details and price asked to Box 3593. (3774

WANTED: M.G. J4, Q-type, R-type or any other early original competition M.G. Must be complete. Details and price to Noble, 2, Cambridge Crescent, Binbrook, Lincs. (3891

WANTED: part-time, discernible literature and spares buyer, principally Cadillac, La Salle, Packard, Lincoln, Pierce-Arrow, Rolls, Bentley, Hispano and the like; Commission basis. Box 3598. £50842

FOUR GOOD Sheerline hub-caps. 135 Denton Lane, Chadderton, Oldham. £3641

A.C. ACECA rough? Possible exchange 1968 M.G.-B, good. Brown, 57 Bassett Rd., W.10. Tel.: 01-969 3620 (evenings), 01-589 0091 (day). (4928

1953 Austin Healey 100 M

Finished in red with black upholstery and fitted with wire wheels and disc brakes. Two owners from new. Probably one of the finest examples of this rare model in the country. **£1,000.**

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1965 JENSEN CV8. Coppertone/red trim; 47,000 miles. M.o.T.; radio; excellent condition; terrific performance. £1,350 o.n.o. Tel.: Havant 6400, ext 0 or Fareham 2191 (evenings). (3956

XK150S JULY, 1961. Registration number 444 BZ; o/d; w/w; tax and M.o.T. £750 o.n.o. Tel.: Sandbach 4755. (3957

1953 RILEY, 1½-litre. Recently overhauled. Beautiful condition; long M.o.T. Offers over £200. 8 High St., Castleford (Yorks.). Tel.: 57379. (2881

M.G. PA 1934. Superb condition, completely original; gleaming white; blood red upholstery; black weather equipment; fully restored. Also second PA as spares. Both £800 o.n.o. Tel.: 01-868 5210 (after 6 p.m. or weekends) or write, 95 Clitheroe Ave., Rayners Lane, Harrow, Middlesex. (4339

1969 GT VIVA, blue; low mileage. Superb condition. £600 o.n.o. Tel.: Luton 24077. (4336

ALVIS TD21, 1959 manual saloon. Regal red. Excellent order throughout. £475 o.n.o. Further details Tel.: York 0904-23684 (anytime). (4335

FOR SALE—continued

RILEY 1½-LITRE saloon. R.M.E. Feb., 1955. A remarkably well preserved example. Original metallic blue with grey leather interior. Excellent mechanically on moderate mileage. Present owner 8 years. £500. For further details, Mr. Root. Tel.: Sudbury (Suffolk) 4956. (4334

1937 VAUXHALL, 25 h.p. limousine. Body by Grosvenor. Good condition also S.W.B. Land Rover, reg. no. RBH 999. Must sell to highest offer or will exchange for small interesting car. Tel.: Corby (Northants) 3573. (4333

RILEY NINE. Original, some spares. £300. Brough SS80, original, shabby. £250. "Speed", "Motor Sport", "Brooklands Track and Air". Offers: Horn Gramophone, 1906, £50. Edison Phonographs from £45. Box 3604. (4332

CLYNO 1924 model. Rare early model in concours condition. Current M.o.T., £850. 21 Charlton Grove, Chilwell, Notts. Tel.: Nottingham 250646. (4331

AUSTIN 10/4, 1935. Litchfield Sportsman saloon; sunshine roof; opening screen. One owner to 1972; mint condition. Tel.: Cleobury Mortimer 218. (4329

ARCHITECT'S "E" TYPE, 2 + 2, late 1969 "H"; carmen red/red; chrome wire wheels; h.r.w.; radio, power steering; 31,000, genuine outstanding condition. Jaguar engineer maintained. £1,875. Terms possible. Cook. Tel.: Coventry 24722 (evenings). (4328

FTT 1D on 1966 Honda 90. Under 10,000 miles. Offers. Tel.: Newton Tracey 284 (Devon). (4327

PORSCHE 912, 1966. White, 5-speed; gearbox; immaculate. £1,200. Tel.: High Wycombe 32972. (4326

BENTLEY, 1953, R-type. Excellent condition. Just resprayed silver/blue, wood repolished. £985 o.n.o. Owner going abroad is only reason for sale. Tel.: Aldershot 26353. (4325

UNIQUE APPRECIATING, M.G.-A 1600. In excellent condition. £300 worth extras. £500. Write full details and photos. Browse, Gaerwen, The Roe, St. Asaph, Flintshire, N. Wales. (4324

IMMACULATE LATE 1963 E-type convertible. Hard-top, Motorola, new SP sports; tow bar; wires; taxed, tested. Superb condition. £575. Browse, Gaerwen, The Roe, St. Asaph, Flintshire, N. Wales. (4324

FOR SALE—continued

1960 MARK IX Jaguar, automatic; cream with blue interior. This car is superb inside and out. With 29,000 original miles it is an outstanding example of this sought after motorcar. £600. Also available, 1959 Mark IX manual with overdrive in immaculate condition. This car, with 58,000 miles, passes all the tests. Chrome; body; mechanics; interior; originality, etc. £500. Both cars taxed with M.o.T. A matched pair? £1,000. Private. W. Ogley, Alresford, Hampshire. Tel.: Alresford 2018. (4322

MERCEDES 190SL. Universally admired. A rare beautifully engineered and most attractive thoroughbred 3-seater sports touring car. Immaculate throughout, excellent red coachwork; perfect chrome; new beige hood; leather trim; radio, etc. Really must be seen. Reluctantly offered at £750 o.n.o. Backen. Tel.: West Drayton 4077, ext. 2794, Slough 44994 (evenings). (4321

M.G. Magna, 1932. Green two-seater sports 12/70 Magna six engine. Completely rebuilt. Registration MG 1921. Offers over £750. Wilson, 25 Dradishaw Rd., Silsden, Yorkshire. Tel.: Steeton 52702. (4318

LOTUS EUROPA, 1971. 13,000 miles only. One owner; Radiomobile; P.B. radio. In Lotus yellow. £1,100. Tel.: Tadcaster 3549. (4317

RILEY 12, Adelphi 1936. Good original condition; low mileage; M.o.T. tested. With present owner 22 years. £150. Ellis, 2 Whirlowdale Cres., Sheffield, S7 2NA. (4316

PORSCHE 911E, 1970. Electric sun-roof, windows; rear wiper; radio-tape; Conda green, beige cord trim. A.F.N. report and history available. Jane. Tel.:01-748 4357 (after 7 p.m.) or 39 Defoe Avenue, Kew, Surrey. (4314

1928 STRAIGHT 8 minus bodywork; ideal vintage racing; some spares. £410. Box 3605. (4313

M.G.-B ROADSTER, 1967. 12 month M.o.T.; wire wheels; radio; tonneau; new hood. £625 o.n.o. Will haggle over a pint. Tel.: Lytham 6810. (4312

JENSEN INTERCEPTOR, 1967. Automatic well above average condition, radio; M.o.T., taxed; electric windows. £1,975 o.n.o., consider exchange. Tel.: 01-579 4999 (London.). (4311

JENSEN 541R, 1959. Webasto; G800s. Some spares, reluctant sale, £850 o.n.o. Tel.: 01-890 5505 (Feltham). (4308

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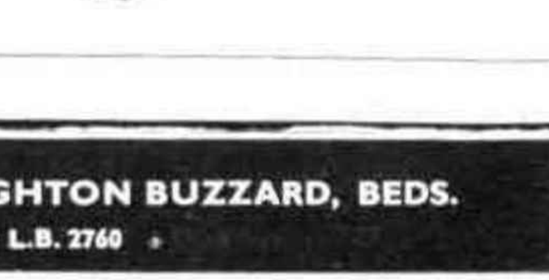
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TRIUMPH TR5, '68. Overdrive, wire wheels.	*	**LOTUS 7 Series III,** 1969. Excell. spec.	**£780†**	**M.G.-B GT,** '67. Overdrive, wires, etc.	*
TRIUMPH TR4A roadster, 1967. Extras	**£735***	**HEALEY Sprite Mk. IV,** '69, 1,275 c.c. unit	**£620***	**M.G.-B,** '67. Overdrive, wires, radio	**£725***
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TRIUMPH GT6, '67. Radio, etc.	**£595***	**JAGUAR 3.4S sports saloon,** '66, o/d., etc.	**£595**	**M.G.-B,** '65. Overdrive, radio, etc.	**£545†**
TRIUMPH Spitfire III, '70. Det. hard-top	**£795***	Probably coming: **M.G.-C GT,** '68; **SUNBEAM Tiger/ M.G.-B,** '70; **LOTUS Elan/ TR6** '69; **Sprite SI & II.**		**M.G.-B,** '64. Overdrive, etc., etc.	**£460†**
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1972 M.G.-B, blaze/blue, overdrive, servo, tonneau, headrests, radials, 49 miles **£1,445**

1972 'L' M.G. Midget Mk. III, flame red, 26 miles, Mich X tyres, oil cooler, anti-roll bar, tonneau cover, manufacturers guarantee **£995**

1971 Model M.G.-B GT, flame red, one owner, confirmed mileage 15,458, overdrive, wire wheels, radials, 'hot' window, new sun roof just fitted **£1,345**

1971 M.G.-B, white/black, one owner, overdrive, wire wheels, tonneau, SP 68's, undersealed, mile by mile history **£1,225**

1970 M.G.-B GT, flame red, golde sun roof, overdrive, chrome (wide) wire wheels, Abarth exhaust, Maserati horns, aerofan, Hella headlamps, quartz halogen fog/spot, certified mileage 18,782 ..... **£1,275**

1970 M.G.-B GT, primrose/black, wire wheels, overdrive, confirmed mileage 22,599 ..... **£1,195**

1970 'J' M.G.-B GT, bronze yellow, overdrive, 'hot' window, wire wheels, 5-push button radio, wood wheel **£1,165**

1970 M.G.-B Roadster, white/black, wire wheels, overdrive, leather wheel, tonneau, certified mileage 19,100, owner gone abroad **£1,145**

1970 M.G.-B, flame red, wire wheels, chrome rack, radio, Cinturato's, one owner, 16,565 miles **£1,095**

1969 M.G.-B, red/black, overdrive, tonneau, gearbox/overdrive overhaul (cost £123), one owner, nice condition **£925**



1972 M.G.-B GT, green mallard/autumn leaf. One doctor owner. Confirmed mileage 6,900, Webasto sunroof, o/drive, h.r.w., radio, head rests, servo, tinted windscreens **£1,465**

1969 'H' M.G.-B, red/black, one lady owner, confirmed mileage 25,613, tonneau **£895**

1969 M.G.-B, blue, one Dr. owner, wire wheels, steering lock, fog/spot, Marchal headlamps, XAS's, side flashers, well maintained **£845**

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1968 'G' M.G.-B GT, green/black, G800's, two owners only, reputed 25,873 miles, exceptional condition **£845**

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1934 M.G. 'PA' 4-seater Tourer, blue, last owner for 12 years, possibly best example left **£895**

1968 MORRIS 1300, 2-door deluxe, connaught green, one owner, good condition throughout **£395**

1968 RELIANT Scimitar 3-litre, orange, one owner, confirmed mileage 31,913, overdrive, radio, Cints., servo **£875**

1967 SUNBEAM Tiger Mk. II, very rare 4.7-litre model, made for export only (this one must have been hiding), finished in beautiful red with black hardtop + soft top, Koni shocks, stereo, oil cooler, SP sports, "Don't Arf Go" **£1,295**

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1963 SUNBEAM Alpine Mk. III, green/black, overdrive, radio, Mich X, tonneau, last owner for 5 years **£245**

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1970 TRIUMPH Spitfire Mk. III, damson/black, hardtop, tonneau, chrome rack, G800's, one owner, 21,186 miles **£775**

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1969 'H' TRIUMPH Spitfire Mk. III, Valencia blue, two owners, reputed 21,708 miles **£625**

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1972 ('L' just imported) 1966 model LANCIA Flamina 3C 2.8-litre V6. Superleggera touring coachwork. Fixed-head coupé. The 2/4 seater model (very rare). Silver grey/red. Recorded mileage only 394.75 kilometres, beautiful, classic **£1,295**

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MISCELLANEOUS

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HANDBOOKS, 1 copy each: "R-R Silver Cloud II" "Bentley 'S' Type", "Jaguar 2½/3½ 1947/8. Written enquiries/offers only to J. McMurtrie, Foden Bank Cottage, Byrons Lane, Macclesfield, Cheshire. (4020
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HANDBOOKS: Rolls-Royce, Phantom II, No. VII; Bentley 3½, No 11; Rolls-Royce 20/25, No. XIV. Offers to G. Reddy, 41 Brookwood Heights, Artane, Dublin, 5, Ireland. (4330
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S1, WANTED. Will straight exchange my beautiful R-type (bills for £550!). Unique opportunity, might sell. Lengden, 135 Denton Lane, Chadderton, Oldham. (3490
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TVR

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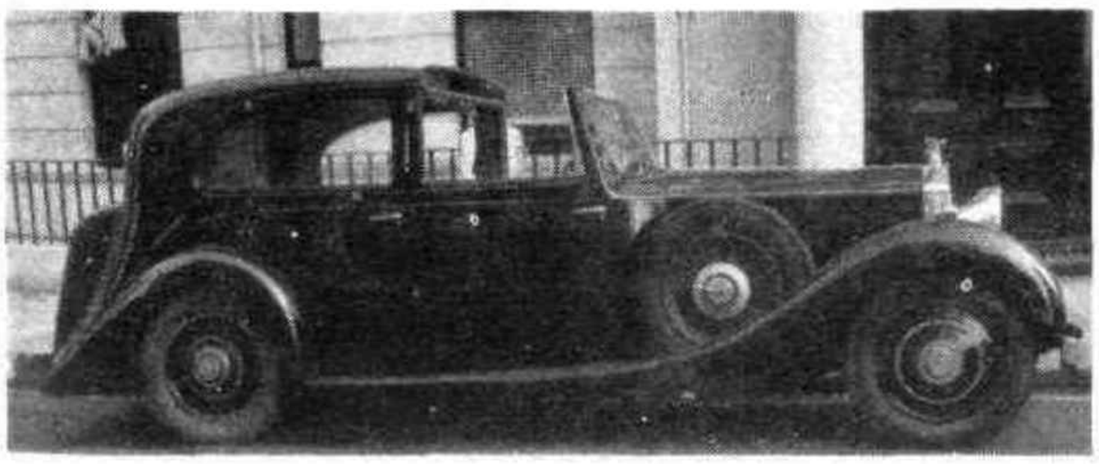
This month will be an exciting month for me as our new factory built **TVR 3000M** demonstrator will be on view and available for drive by appointment. With any luck the car should be on Wolfe race wheels with the new 14 × 195 Avon radials. If Martin Lilley has done his paper work right, 0 to 60 m.p.h. should take six-and-a-half seconds. **1968 S.III LOTUS 7 1600. 1968 S.II LOTUS 7 1500. 1966 1500 Cosworth. 1965 LOTUS 7 1500. 1967 GINETTA G4 1500. 1971 TVR Tuscan V6,** bargain of the year, **£1,299. 1972 TVR 2500M, £2,090.** Collector's item this month is my personal hack, the **TVR Tuscan V8 S/E.** I don't really want to part with her, but pound notes might persuade.

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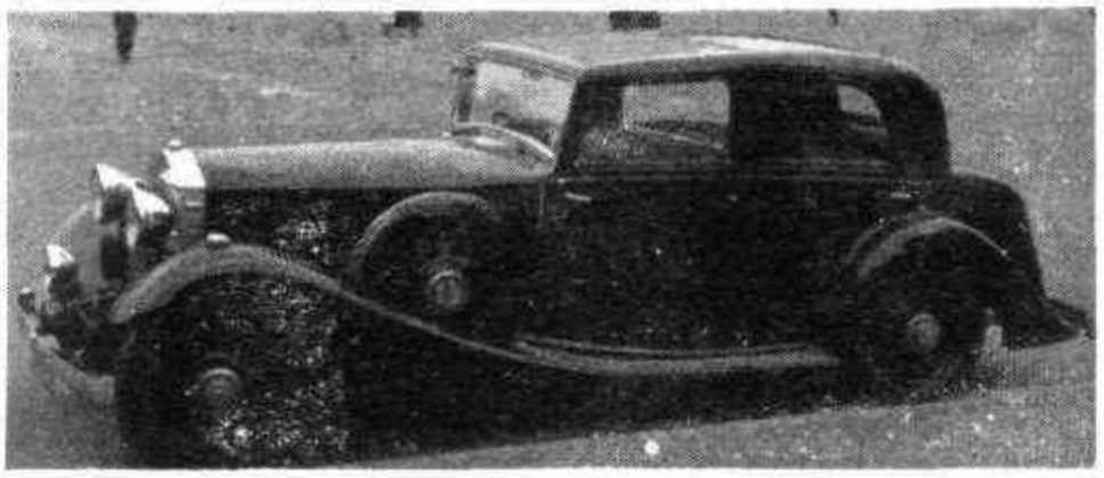
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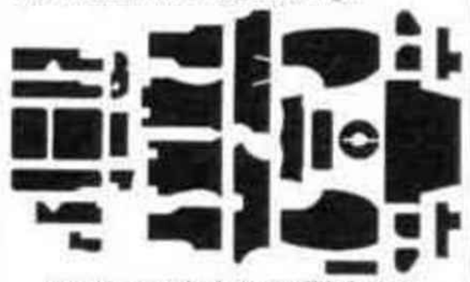
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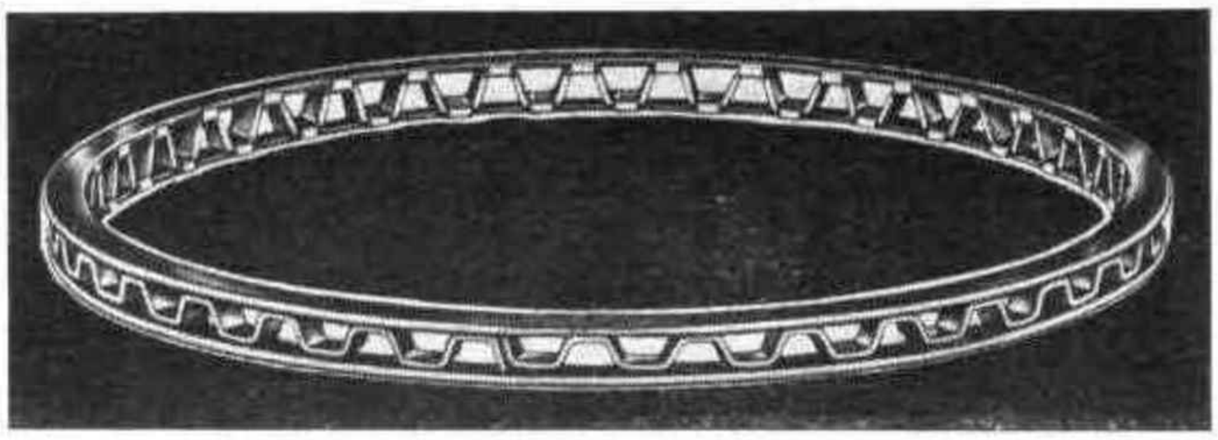
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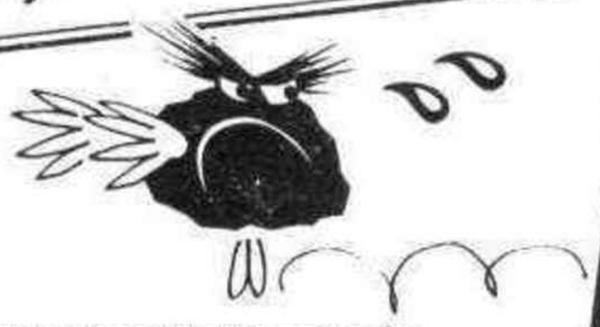
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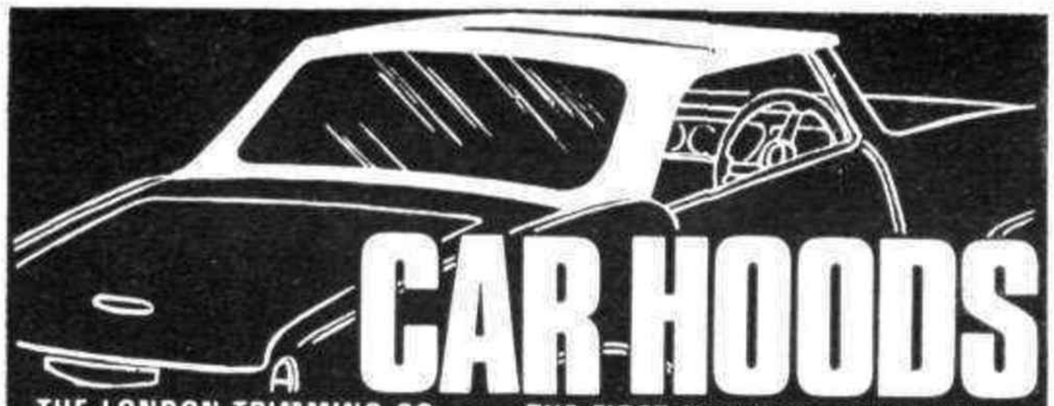


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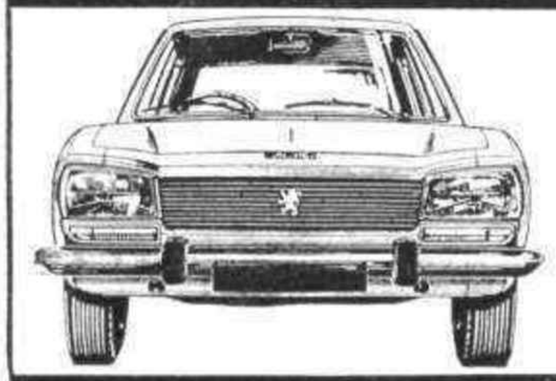
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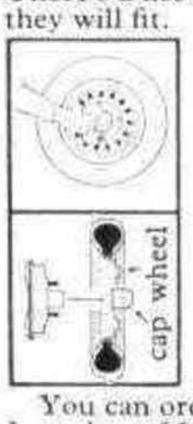


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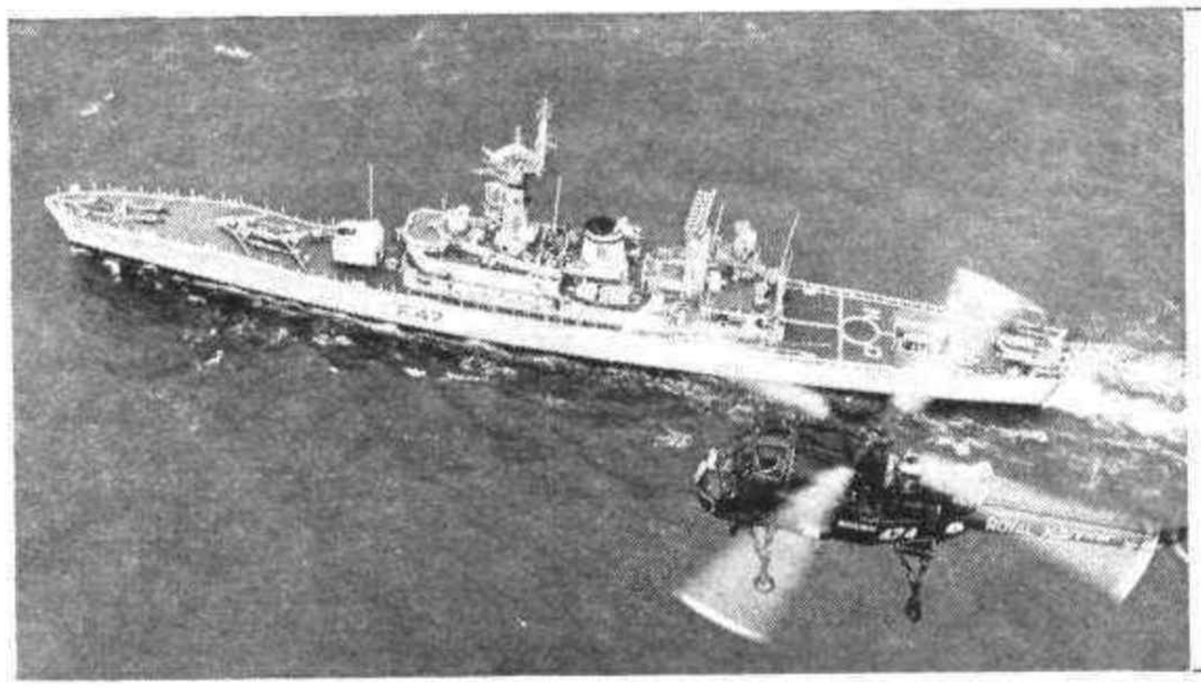
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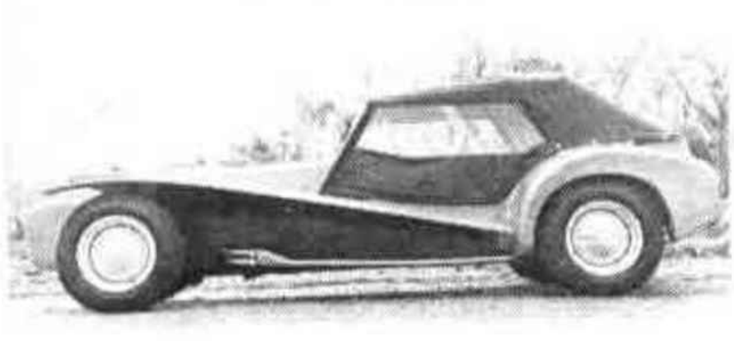
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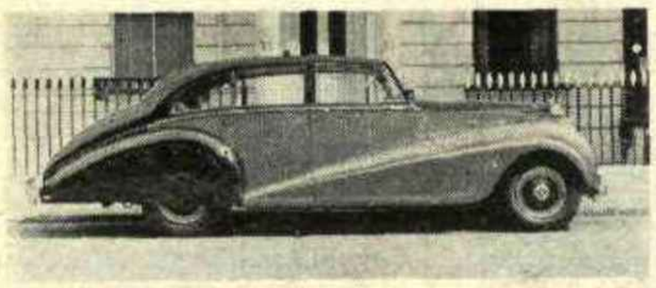
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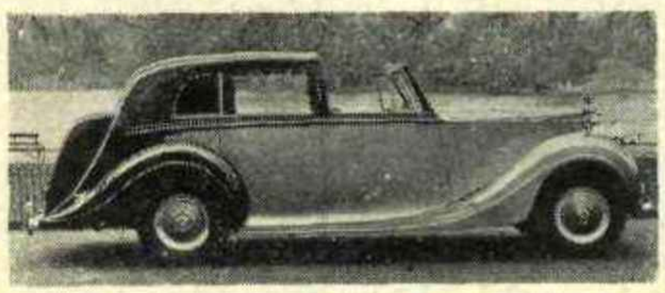
1951 SILVER WRAITH sports saloon by Park Ward. Velvet green over sage, grey hide throughout.



1953 BENTLEY Continental with manual gears. Metallic Alice blue with grey hide. A fine example: no others at present in stock.



1938 25/30 touring saloon by Freestone and Webb, built as above but finished in black over Lonsdale yellow. Formerly property of an R.R.E.C. member; proof of much recent expenditure and an excellent vehicle.



1948 SILVER WRAITH sedanca de ville by H. J. Mulliner. Black over dusk grey. One other, identical, but newly re-finished in garnet.

The kindly response of readers has enabled us to settle the body style to be built on the 3½-litre Bentley chassis — thank you, all.

We are now very low on pre-1940 cars, especially Phantom II and III. Owners disposing of these will receive particularly generous treatment at this time, and we wish to expand our activities relative to the continued import of cars from Europe and the U.S.A.



1959 BENTLEY S1 touring saloon with electric divider by Hooper. Black over opal with faultless hide throughout, interesting veneer cappings. Beautifully maintained by a fastidious merchant banker.

1930 PHANTOM II "Huntingdon" by Brewster. Described and illustrated last month.
1963 SILVER CLOUD III : Two cars, one in B.R.G. with unmarked mid-green interior and replacement transmission; the other in sage over smoke green—also a fine specimen.
1965 SILVER CLOUD III L.W.B. James Young saloon. No division. An exceptionally rare car in Tudor grey with pearl grey hide throughout.

1952 BENTLEY 4½-litre all-alloy "Countryman" 4-door saloon. Described and illustrated last month.
1937 BENTLEY 4¼-litre all-steel standard saloon by Park Ward. A very fine driving example in black; coachwork exceptionally sound—but in need of re-finishing to buyer's choice of colour. Also a rare **1937 Bentley** estate car by Vincent of Reading.
1934 BENTLEY 3½-litre : Two all-alloy 4-door saloons by Park Ward.

1954 SILVER DAWN automatic all-steel saloons. Choice of two cars in shell over Tudor with light grey hide.
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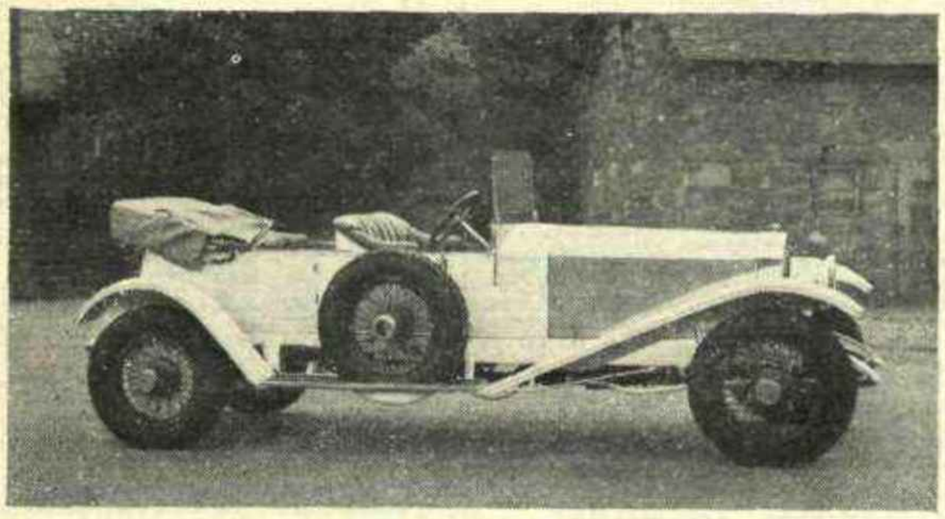
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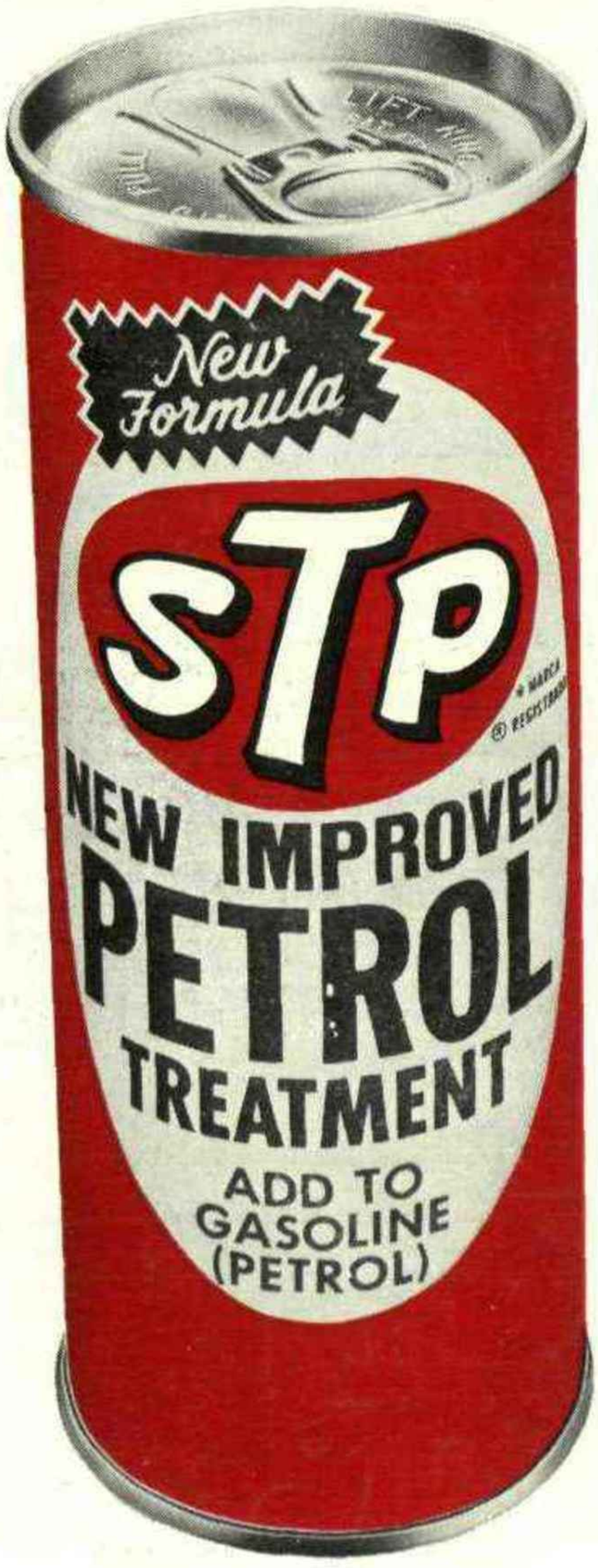
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