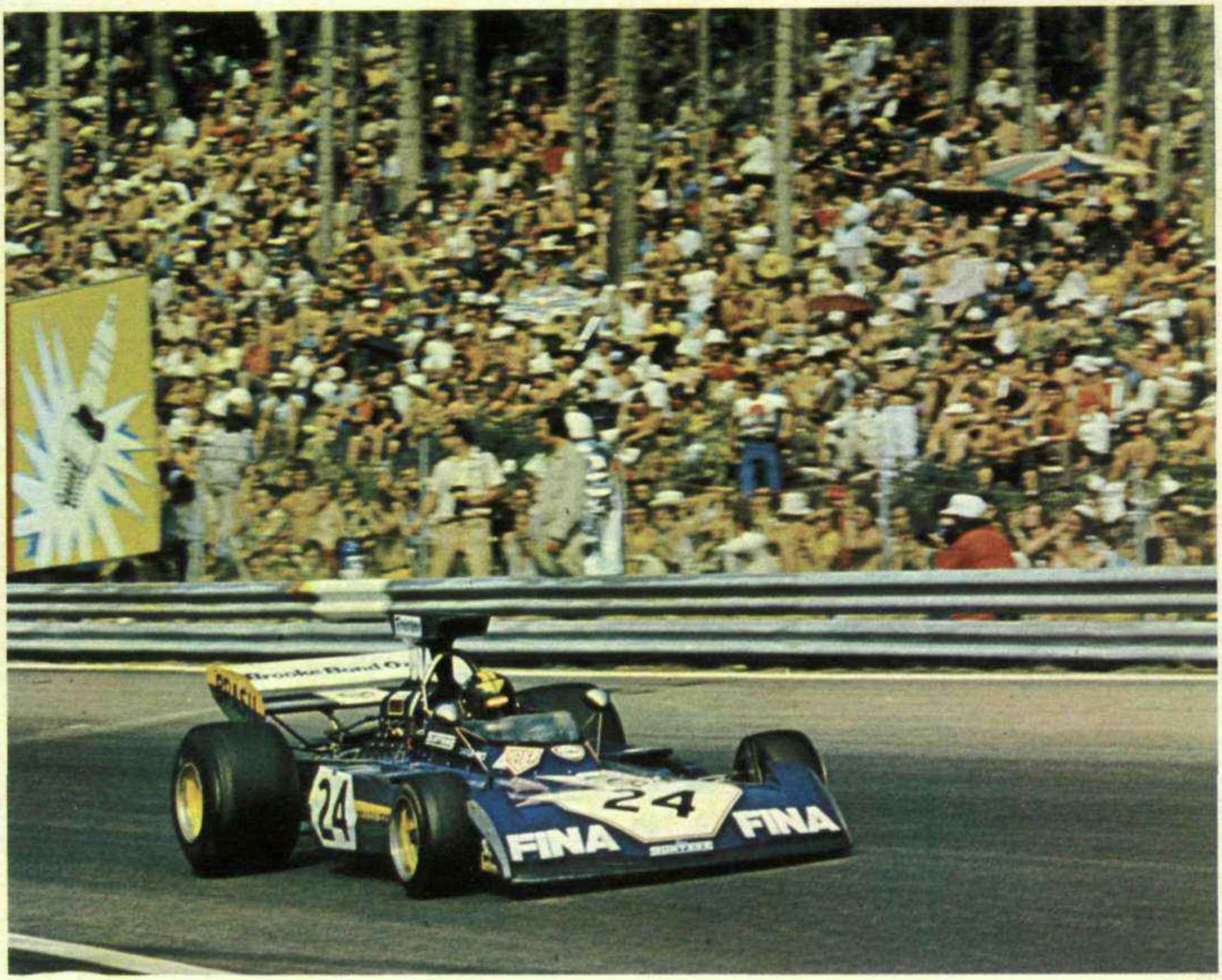
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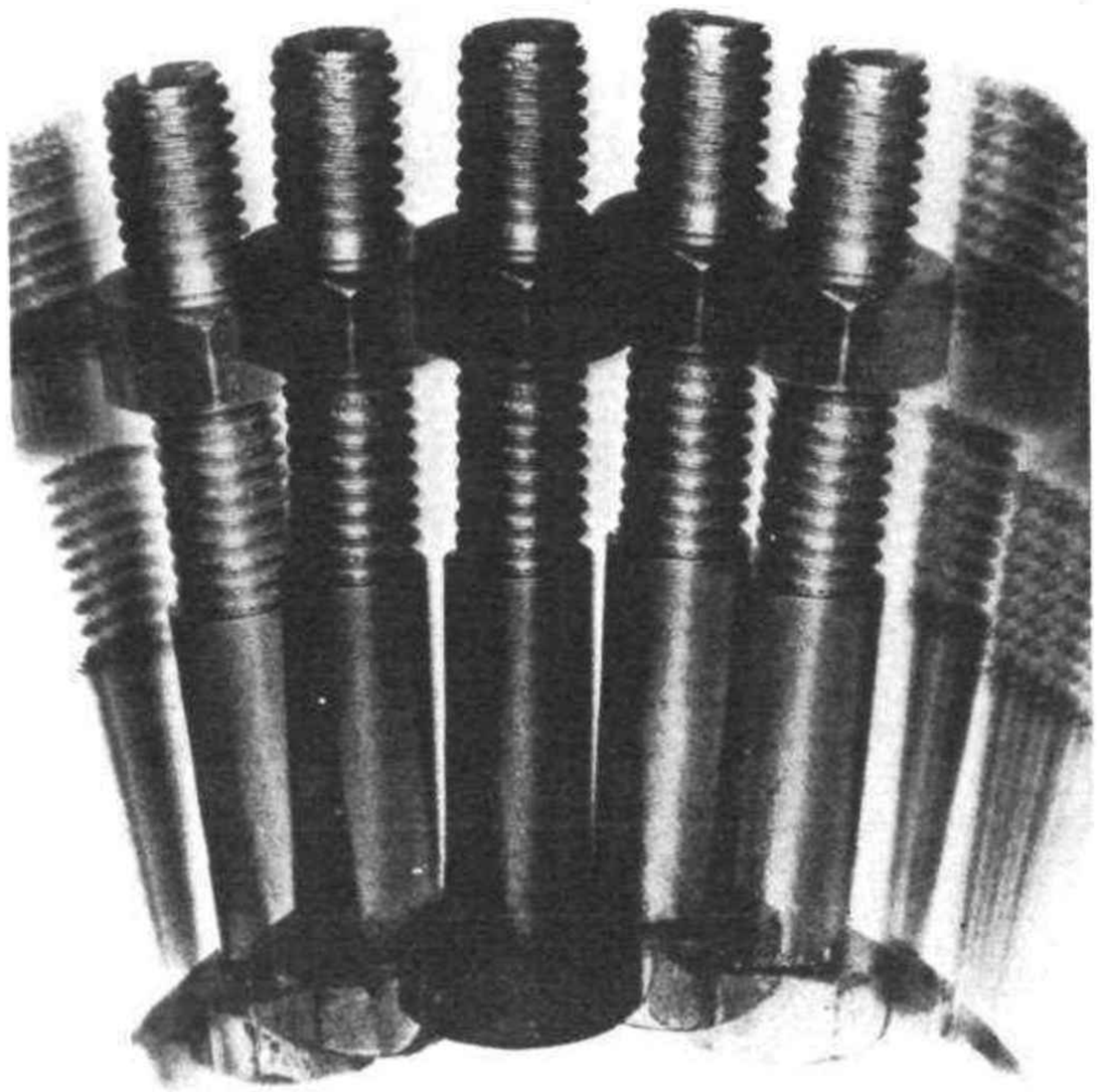
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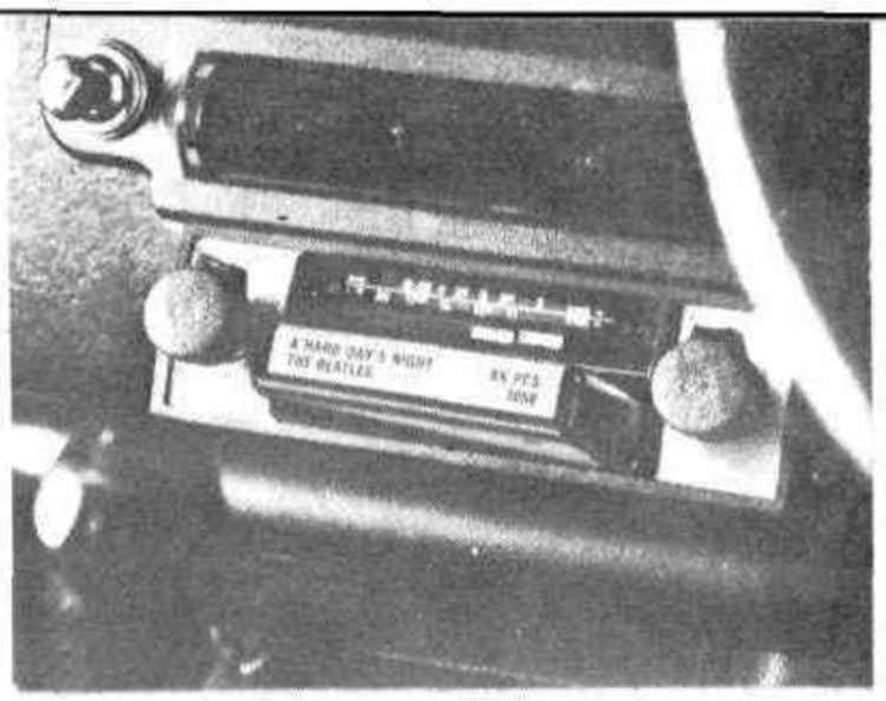
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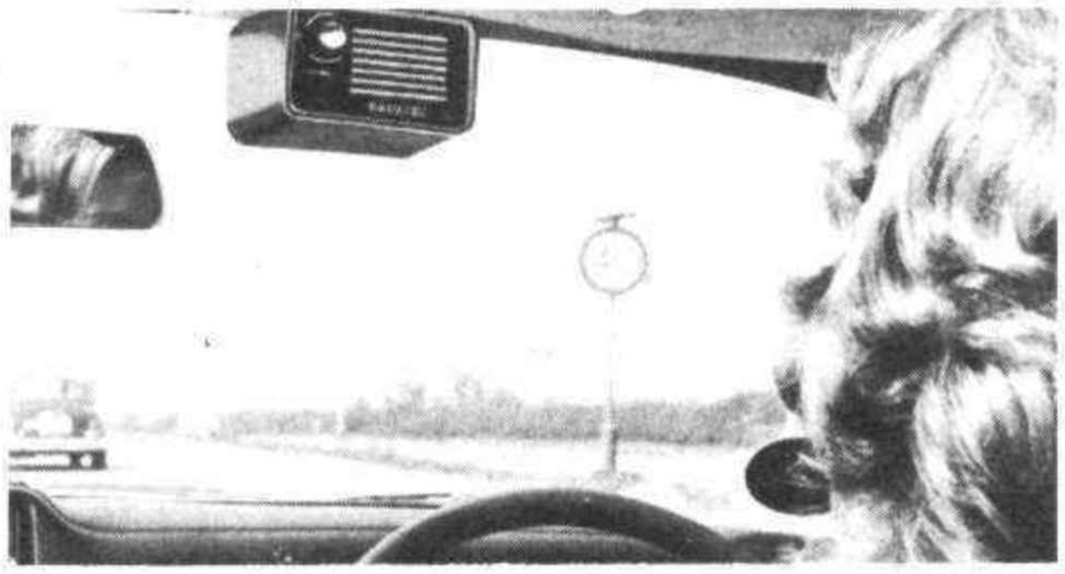
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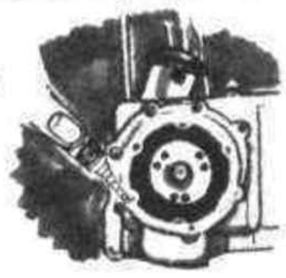
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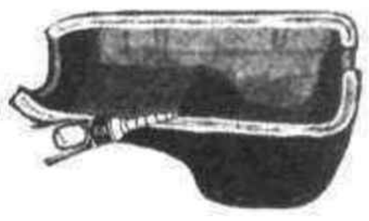
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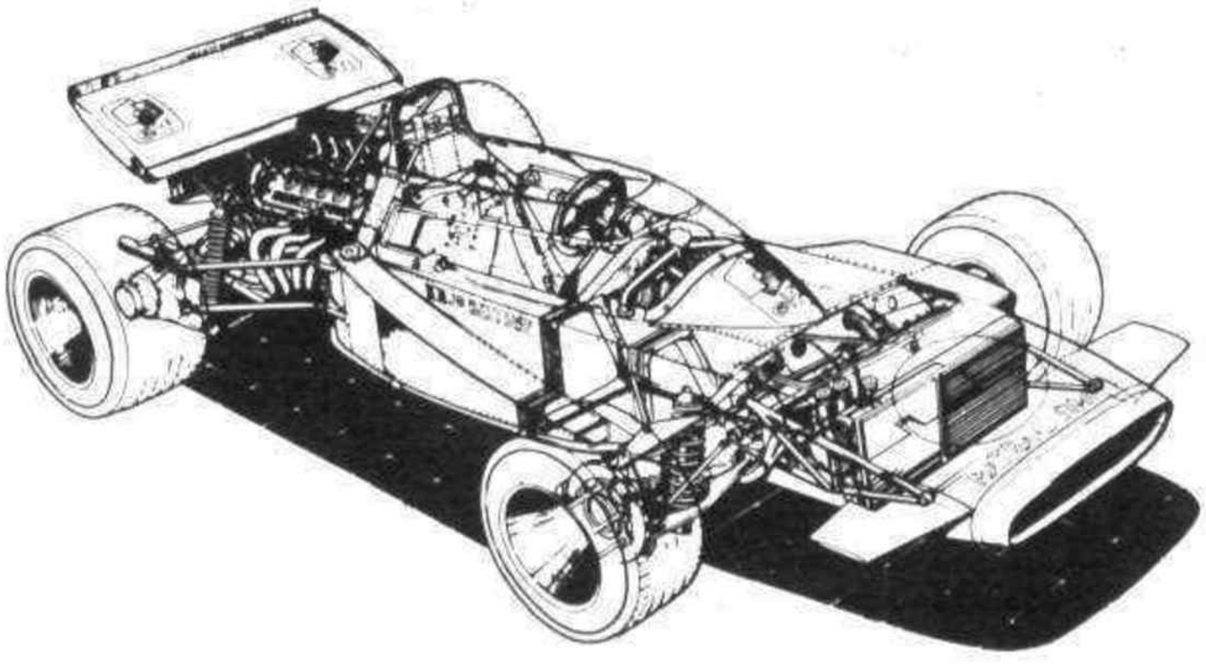
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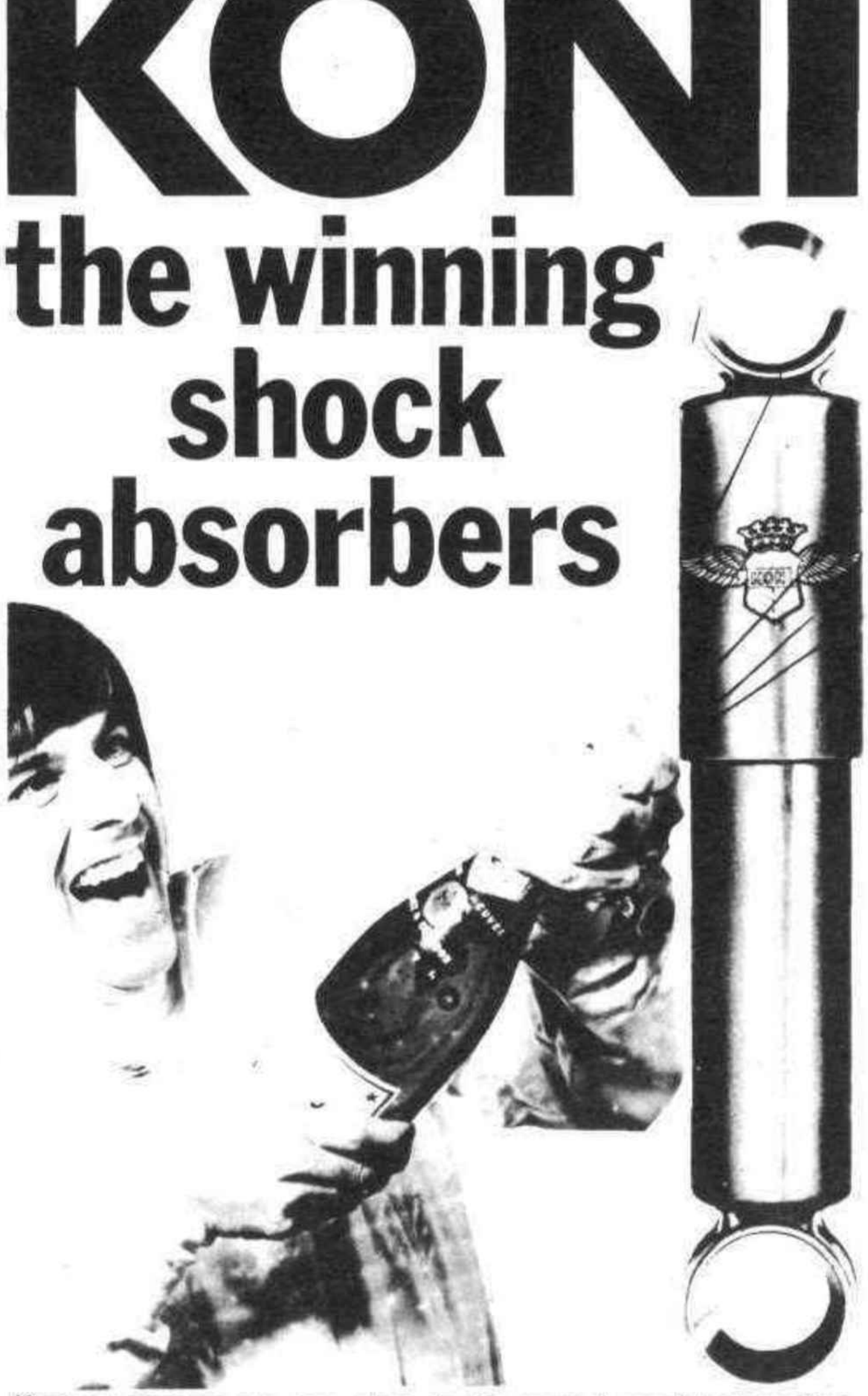
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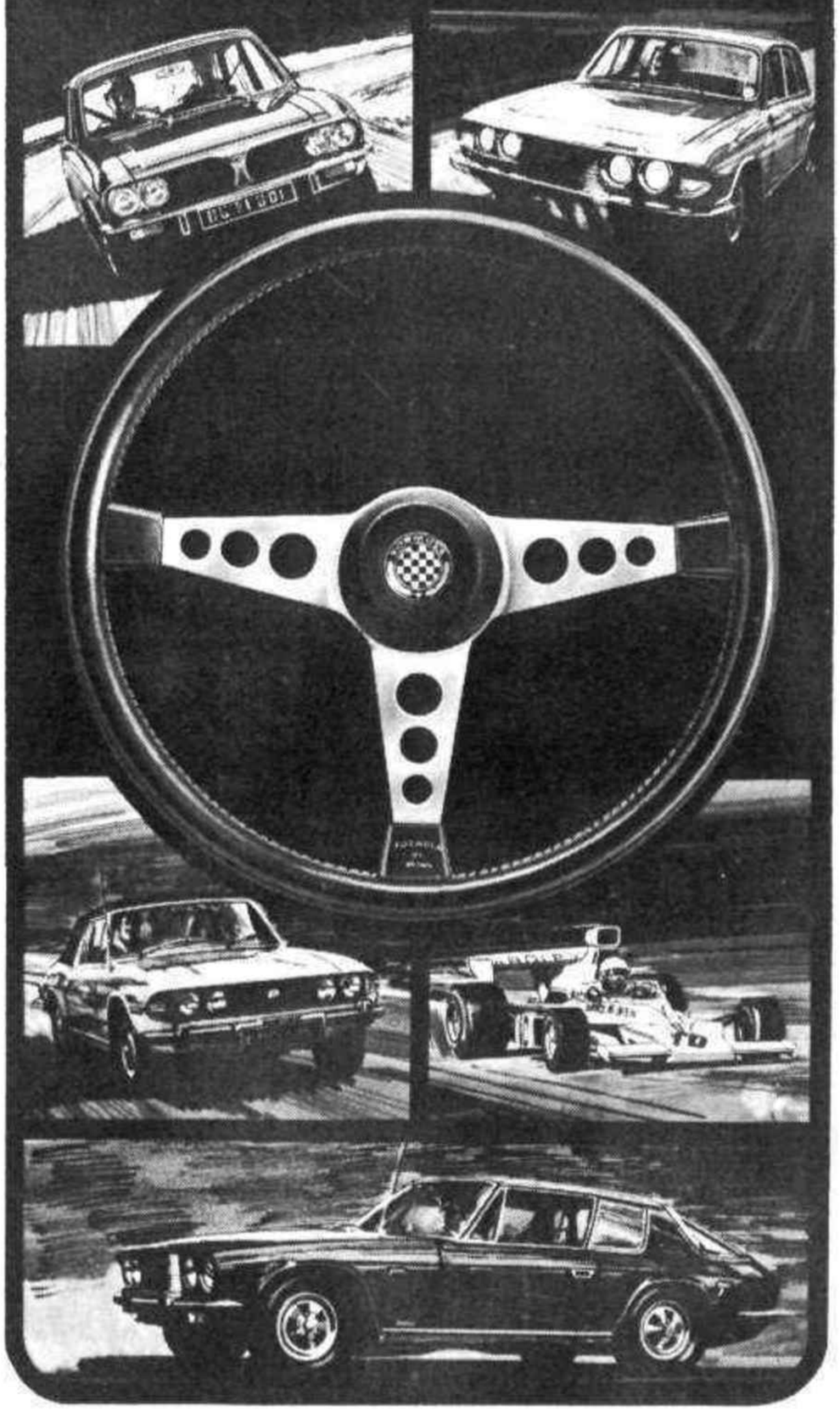
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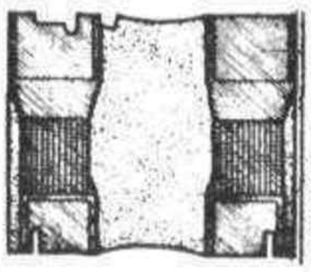


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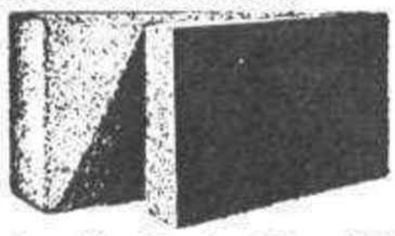
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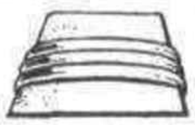
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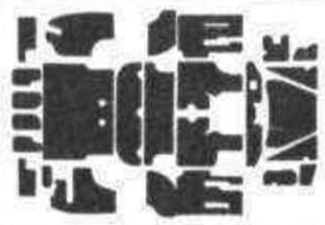
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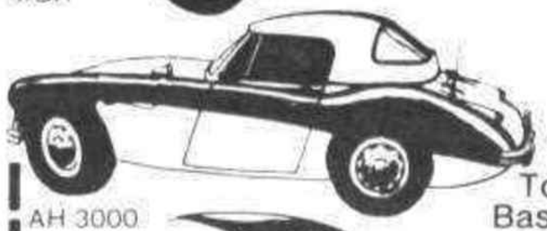
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TRIUMPH TR5 PI, 1968, convertible, Valencia blue, radio. 36,000 miles only. Inspection welcome. MoT May 1974. Offer around £690. Tel.: (Knutsford) 0565-567 2913 (evenings). (4346

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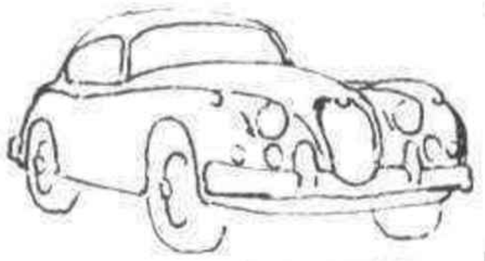
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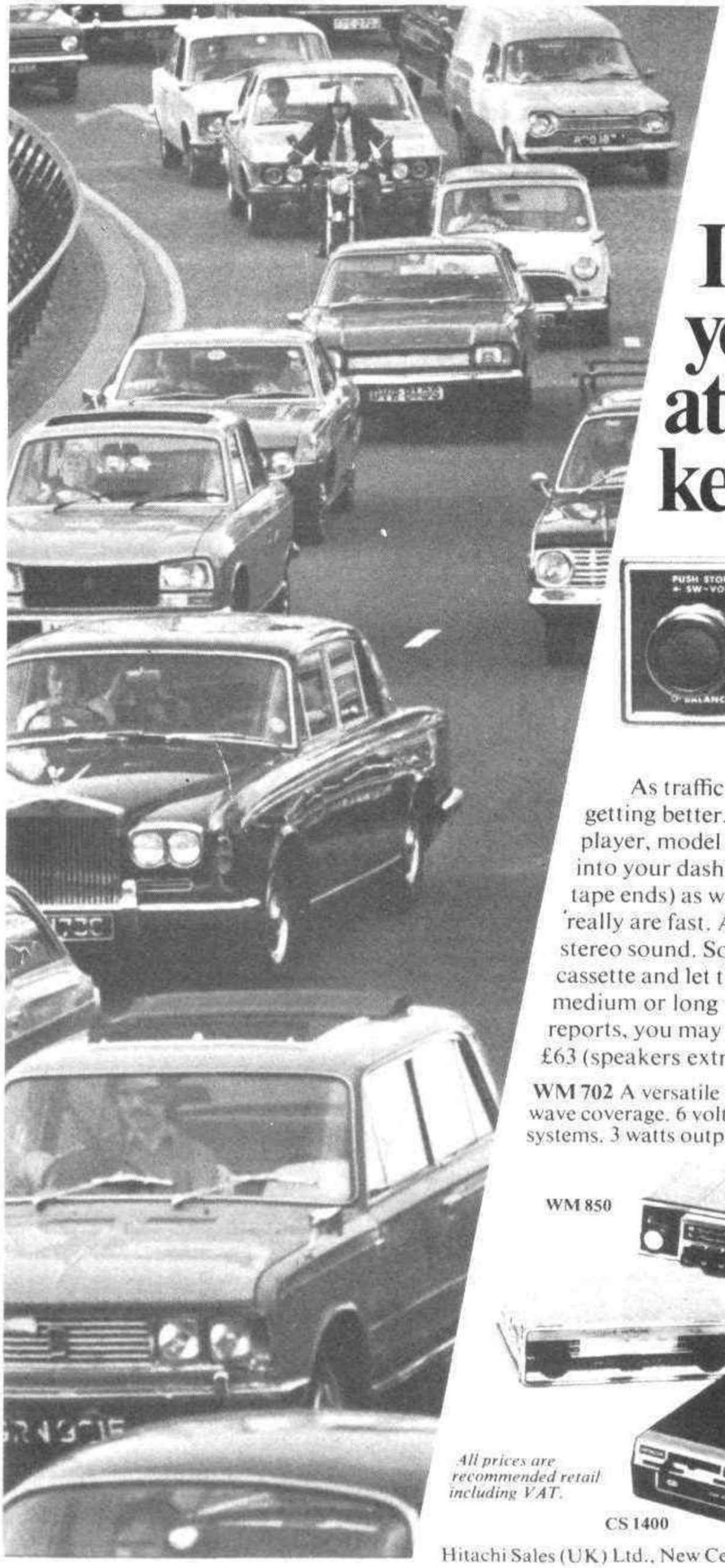
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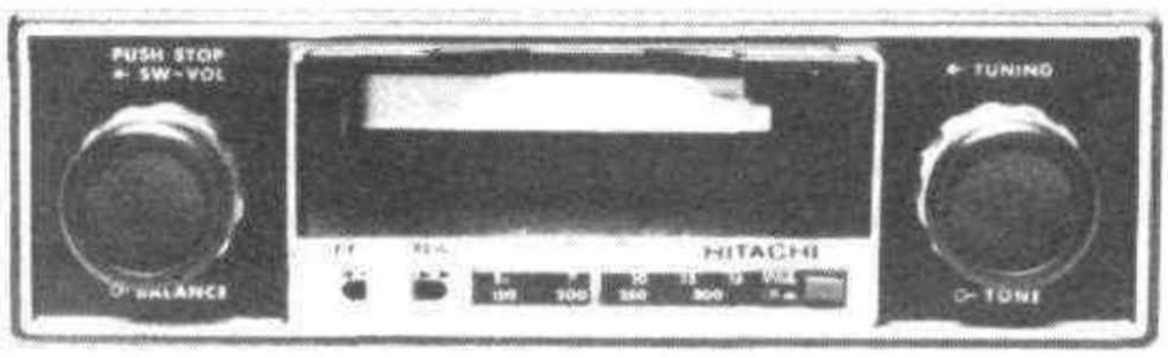
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1972 Lotus + 2'S' 130. Royal blue with black trim. Fitted with radio, tinted front screen, heated rear window and chrome wheels. Recorded mileage 15,000 ..... **£2,150**

1973 Lotus Elan Sprint Fixed Head Coupe. Tawny/white. Fitted with tinted glass all round, heated rear window, radio/cassette and air horns. Recorded mileage 6,000 ..... **£1,900**

1972 (L reg) Elan Sprint Fixed Head Coupe. Yellow over white with black trim. Fitted with heated rear window. A one owner car with a recorded mileage of 7,500 ..... **£1,700**

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1971 Lotus Europa Twin Cam. Yellow with black trim. Fitted with Dunlop alloy wheels. A one owner car with a recorded mileage of 12,000 ..... **£1,495**

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MISCELLANEOUS

1973 Jaguar 'E' V12 Type Roadster. White with black trim. Fitted with radio/8 track stereo unit, electric aerial and chrome wheels. A one owner car with a recorded mileage of 6,500 ..... **£3,300**

1972 Jaguar V12 2+2. Regency red with black interior. Fitted with 8 track radio/stereo. A one owner car, service history. Recorded mileage 10,000 ..... **£3,200**

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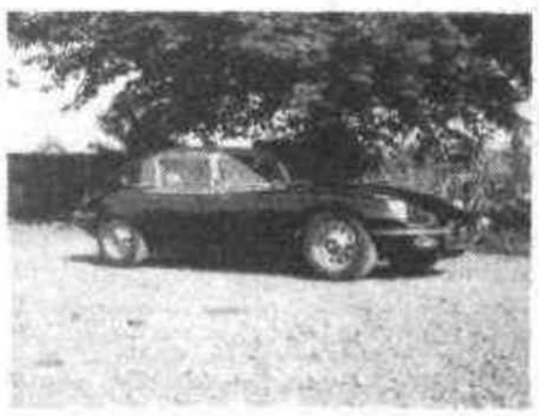
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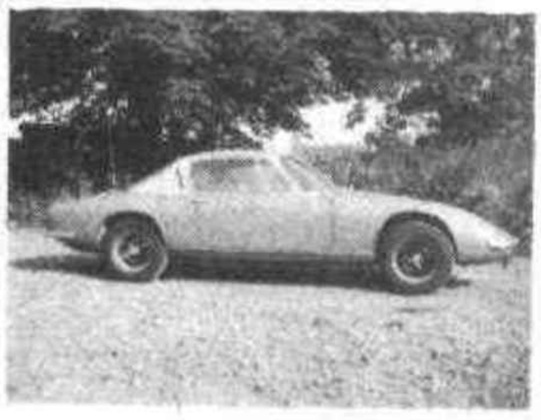


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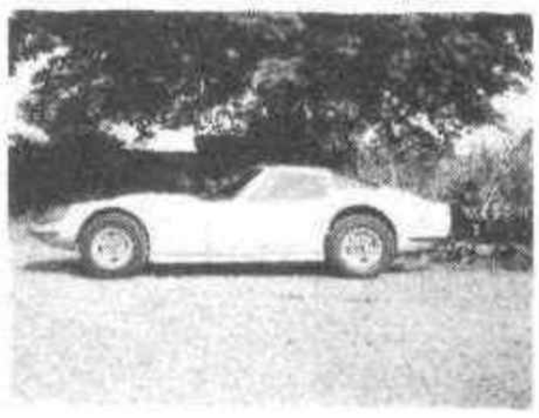


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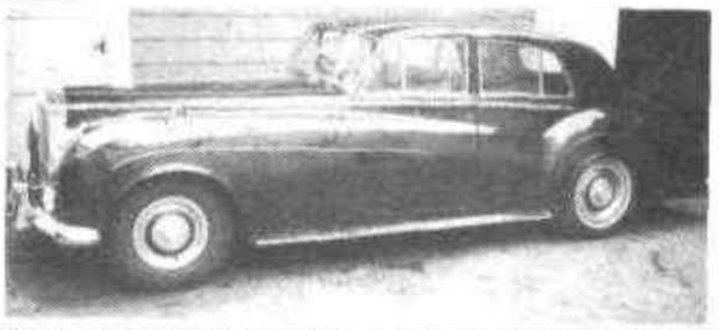
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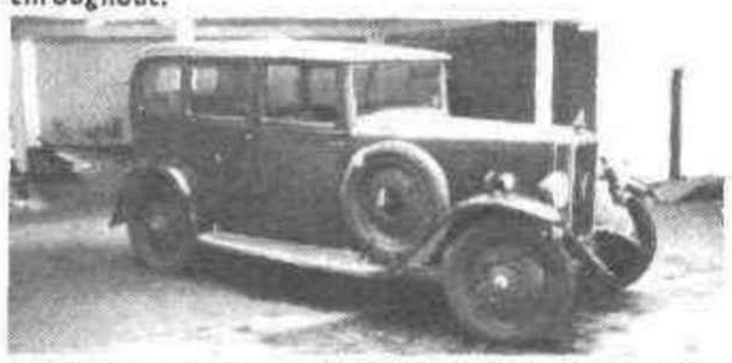
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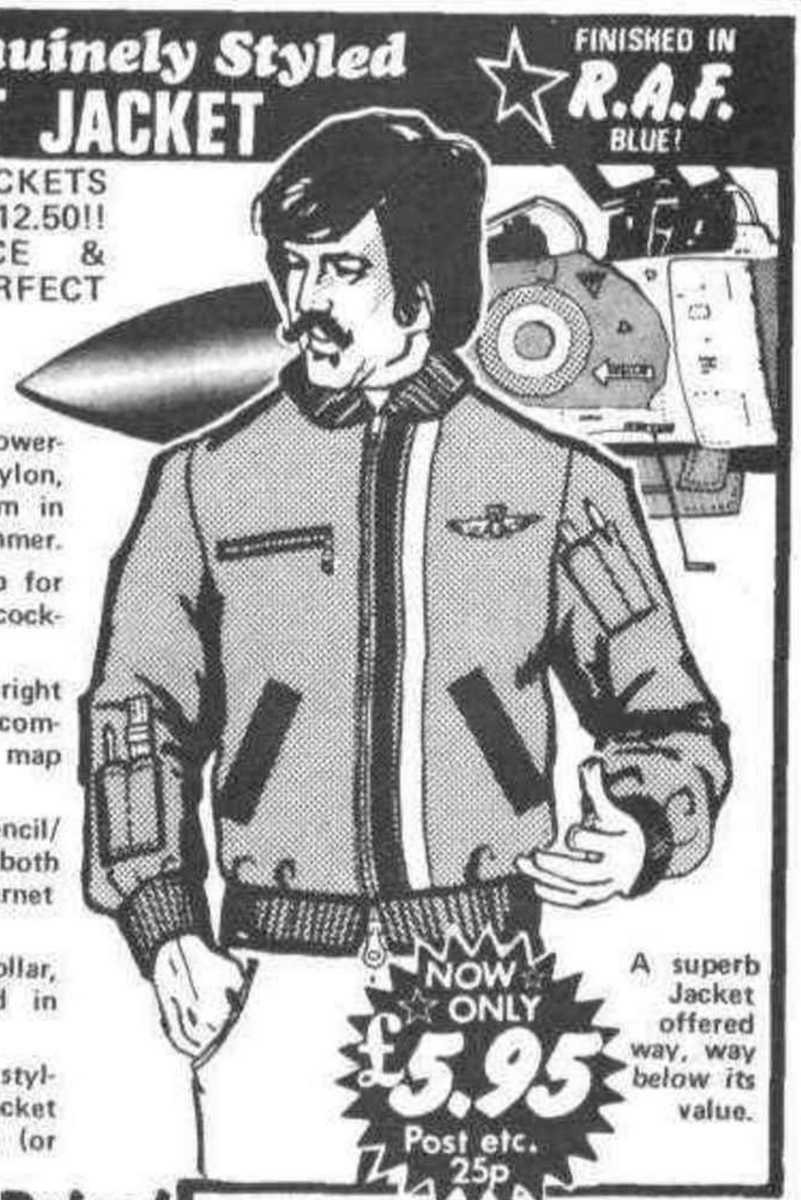
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1972 M.G.-B GT Automatic, teal blue, radio, hot window, one owner, certified mileage 18,679 ..... **£1,365**



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1967 JAGUAR Roadster, white/red, chrome wires, one owner since 1970, recorded mileage 29,365 ..... **£1,145**



1969 FIAT 850, rare 'S' model, red/tan, one owner, certified mileage only 26,200, delightful car **£395**

1966 AUSTIN HEALEY 3000 Conv, BRG/black, hard and soft tops, radio, tonneau, Mich X tyres, sold by us to the last owner, appreciating **£795**

1969 FIAT 850, rare 'S' model with disc brakes and 13" wheels, one owner, certified mileage only 26,200, maintained at same garage since new, delightful car **£395**

1972 'K' FERRARI DINO 246 GT Spyder, silver blue, one owner, 23,000 miles, service history, radio and cassette **£5,100**

1969 LOTUS ELAN S4 Fixed Head Coupé, white, special equipment model, two owners, 36,491 miles, radio, knock ons, 'hot' window, Kenlowe fan, servo discs, a very exceptional example **£1,025**

1968 Nov. LOTUS ELAN 2+2, burnt sand/black, h.r.w., radio, twin spots, servo, air horns, two owners, recorded mileage 41,909, exceptional condition throughout **£1,195**

1968 LOTUS ELAN 2+2, beautiful in red/black, radio, very recent tyres, sold by us to the last owner, recent money spent on it **£1,045**

1963 Sept. LOTUS SUPER V11, yellow/green, rebuilt engine March '73, *recent starter and clutch, oil cooler, discs, cints* **£495**

1968 LANCIA FULVIA RALLY 1.3 Coupe, red/black, rather nice throughout **£745**

1972 'L' 1966 Model LANCIA Flaminia 3c 2.8-litre V6, Superleggera Touring coachwork fixed head coupé, the 2/4 seater model (very rare), silver grey with red, recorded mileage only 39,405 k.m., beautiful classic **£1,195**

1972 M.G.-B GT Automatic, teal blue, one owner, radio, h.r.w., belts, certified mileage 18,679 ..... **£1,365**

1972 M.G.-B Roadster, blaze/blue, overdrive, servo, tonneau, headrests, radial tyres, 49 miles (repeat 49 miles) **£1,365**

1972 'L' M.G.-B, white/navy, one owner, confirmed mileage 8,271, cints (spare unused), tonneau, beautiful car **£1,265**

1971 Nov. M.G.-B Automatic roadster, green mallard, autumn leaf, one owner, chrome rack, headrests certified mileage 16,762, delightful example **£1,095**

1971 M.G.-B GT, midnight blue, one owner, rostyles, cints air horns, hot window, headrests, 22,405 miles **£1,095**

1971 'K' M.G.-B, one owner, midnight blue, confirmed mileage 26,166 radio, heater, tonneau cover **£1,045**

1970 M.G.-B GT, blue Royale/black overdrive, wire wheels, one owner **£1,095**

1969 Sept. M.G.-C Roadster, *tartan red/black, overdrive, two owners* (last one a Dr.), 'H' reg., recorded mileage 44,557 ..... **£715**

1968 M.G.-C Roadster, electric blue, tonneau, attractive example **£675**

1968 M.G.-B Mk. II GT, mineral blue/black, wire wheels, overdrive, servo, recent new radio, sold bu us to the last owner **£775**

1966 Oct. M.G.-B GT, mineral blue/blue, wires, overdrive, G800's, radio, clean example **£595**

1971 PONTIAC FIREBIRD Coupe, off white/white, power steering, hydramatic, power discs, air conditioning, mag wheels, 'fat' tyres, tinted windscreen, centre console, one owner **£1,945**

1969 RELIANT SCIMITAR GTE, *silver/black, overdrive, radio,* cints, £177 spent on engine/clutch 26.6.73 ..... **£1,095**

1969 RELIANT SCIMITAR 3-litre, Exeter green/black, one lady owner (Dr.), certified mileage 25,123, new tyres, overdrive, expensive radio, fog/spot, very pampered and rather delightful **£995**

1968 RELIANT SCIMITAR 2.5 V6 Coupe, Essex green/black, overdrive, cinturatos, last owner Estate Agent P/E our '71 TR6 ..... **£745**

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

1971 Model TRIUMPH SPITFIRE Mk.IV, saffron/black, hard and soft tops, tonneau, two owners both Army Officers, certified mileage 26,262 ..... **£765**

1971 TRIUMPH SPITFIRE Mk.IV, green/black, one owner, radio **£765**

1970 TRIUMPH GT6 MkII, Laurel green/black, h.r.w., 5 p.b., radio, Avon radials, two owners, recorded mileage 27,101 ..... **£845**

1971 'K' T.V.R. 2500, white, mag wheels, cints, one owner, certified *mileage 12,000,* owner gone abroad **£1,195**

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TVR 3000M. *The fire-resistant glass-fibre body is of a quality second to none. Sealed tubular steel chassis, with oil residue inside, rubberised underseal completes the infallible protection. One of the last remaining real sports cars. The only car to remain steerable after a MIRA 30-m.p.h. impact test. In a class of its own. Other than a tape player, it's hard to find anything to boost the price.* (*Quotes from "Motor Sport", Sept.*) **£2,464.**

New TVR 3000M, silver green, standard spec. includes sun-roof, alloys, Sundym, radio, h.r.w. ..... **LIST**

New TVR 3000M, silver bronze.. **LIST**

New GINETTA G21, red, overdrive, tinted screen..... **LIST**

New GINETTA G15, firecracker, heated rear window..... **LIST**

New GINETTA G15, white, h.r.w. **LIST**

New GINETTA G15, yellow, h.r.w. **LIST**

New GINETTA G15, silver, heated rear window, tinted screens sun-roof; special colour..... **LIST**

1972 FORD Mustang Mach 1, bright green gold metallic with avocado 351 engine, Cruise-o-matic, power steering and brakes, radio, electric aerial, sports rear deck, console, sports interior; one owner, 14,000 miles..... **£2,350**

1973 TVR 2500M, Mediterranean blue, overdrive, one owner, 900 miles.. **£1,895**

1970 TVR Tuscan V6, marigold, overdrive, Philips radio and stereo. This was a factory tax paid car, maintained by them and used in the colour literature by Philips in 1970..... **£1,250**

1970 TVR Tuscan V6, white, two owners, alloy wheels, etc. **£1,150**

1971 TVR Vixen S3, black, alloy wheels, two owners, 18,000 miles; sold by us new, really is an eyeful..... **£1,195**

1971 TVR Vixen S3, Mediterranean blue, one owner, alloy wheels, 9,000 miles **£1,195**

1971 TVR Vixen S3, yellow, alloy wheels, 26,000 miles; beautiful car **£1,165**

1971 TVR Vixen S3, white, alloy wheels, two owners **£1,125**

1970 TVR Vixen S2, marigold, two owners; spent most of its life in Germany; burglar alarm system; 31,000 miles **£1,075**

1969 TVR Vixen S2, flame, wire wheels, Vixen-type bonnet, two owners.. **£925**

1971 GINETTA G15, red, alloy wheels, sun-roof, boot rack, heated rear window, stereo and radio; one owner, 14,000 miles **£975**

1973 CLAN Crusader, green, one of the 'Castrol Clans', never raced, full road car with blueprint engine, full seat harness Dunlop alloys adjustable shockers; one owner 2 800 miles..... **£1,395**

1971 MARCOS Volvo 3-litre, red Cosmic alloy wheels; 10 000 miles by two owners **£1,595**

1971 TRIUMPH TR6, white hard-top, overdrive, wire wheels, one owner **£1,275**

1970 TRIUMPH TR6, damson, hard-top, overdrive, stereo and radio; 38,000 miles **£1,095**

1970 TRIUMPH TR6, damson, hard-top, overdrive; one owner, 42,000 miles **£1,075**

1966 TRIUMPH TR4A, British Racing Green, wire wheels, overdrive.... **£595**

1966 TRIUMPH TR4A, red, wire wheels **£565**

1971 TRIUMPH GT6 Mk. II, blue; two owners, 29,000 miles; h.r.w..... **£960**

1969 TRIUMPH Spitfire Mk. III, Valencia blue with tan, hard- and soft-tops; two owners, 40,000 miles.. **£575**

1967 TRIUMPH Herald convertible, red/black **£295**

1966 PORSCHE 912, tangerine, alloy wheels **£1,045**

1969 RELIANT Scimitar GTE, metallic blue, overdrive; two owners.... **£1,350**

1965 AUSTIN HEALEY Sprite, Bahama yellow..... **£285**

1970 FORD Capri 3000 GT XLR, red; one owner, 40,000 miles..... **£895**

1972 MAZDA RX3, rotary that is, yellow, 12,000 miles, radio, stereo.. **£1,250**

1972 MINI 1000, teal blue; one owner, 25,000 miles **£695**

1966 SUNBEAM Rapier, gold/black, what else can you say..... **£250**

1965 SINGER Gazelle, blue duo, similar **£195**

1964 VOLKSWAGEN Beetle, orange **£195**

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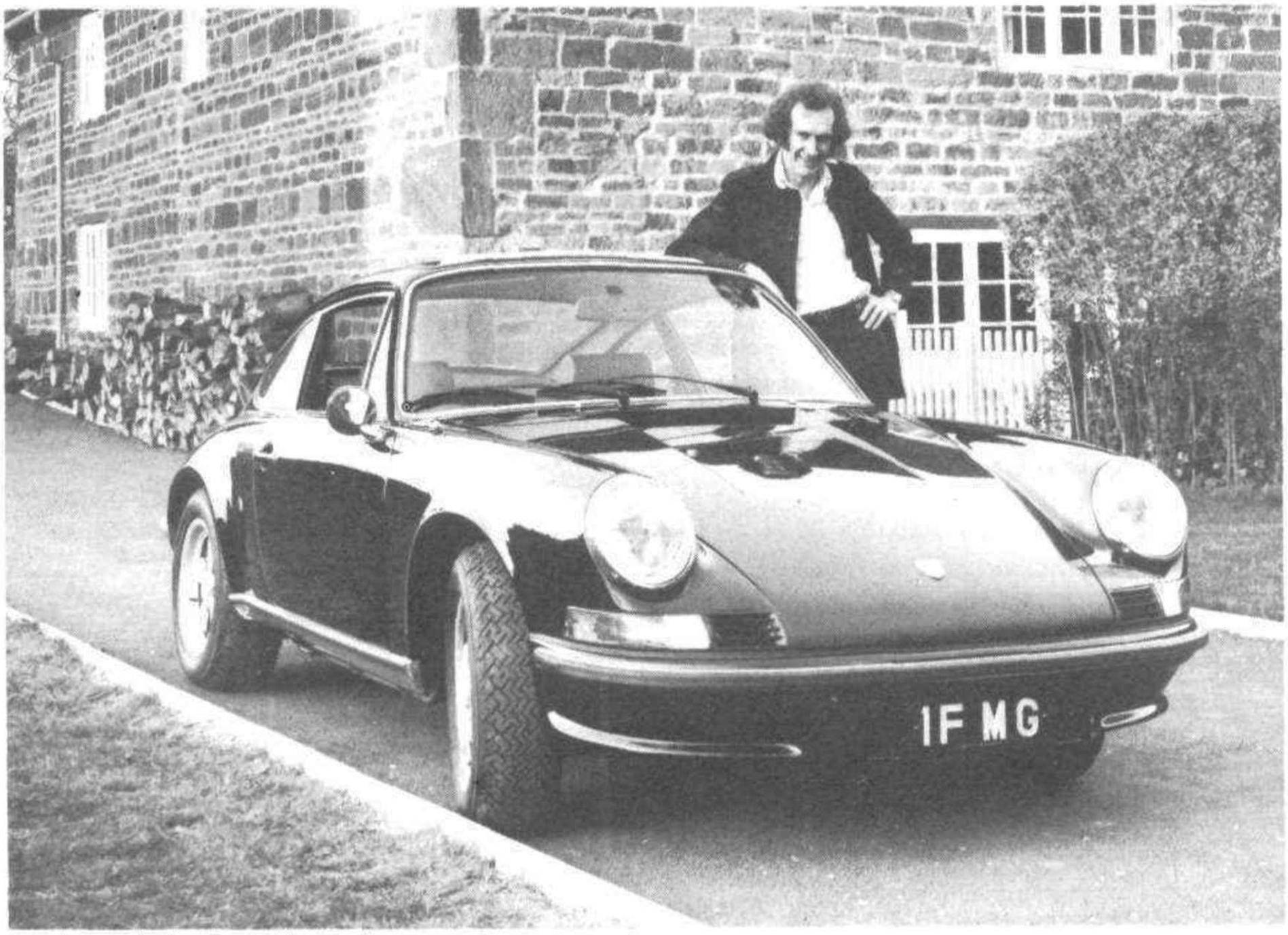


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MOTOR SPORT

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

VOL XLIX No. 10 OCTOBER 1973

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FRONT COVER PICTURE: Carlos Pace had a superb race in the Austrian Grand Prix to finish third in his Surtees TS14 close behind Stewart's Tyrrell. His fine drive earned him fastest lap in the race of 1 min. 37.29 sec. and the Siffert Rouge et Blanc Award.

ANNUAL SUBSCRIPTION RATES

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MATTERS OF MOMENT

■ ON WITH THE SHOW

This is certainly the theme song of the SMM & T, organisers of the London Motor Show which is scheduled to take place this year at Earls Court between October 17th and 27th. It shows no sign of changing this to "The Show Is Over", in spite of advice to hold it bi-annually, outside London, or not at all, the last-named in view of the impossibility of shopping properly for a car when it is static on an exhibition stand, when what you need to do is to evaluate its performance, comfort, its "feel" and its parking ability, etc., on the road.

These considerations notwithstanding, the Show is to go on, and will no doubt be attended by the usual packed crowds of experts, enthusiasts, spectators and rubbernecks, with the bowler hats inexorably heading for the Rolls-Royce, Bentley, Mulliner/Park Ward and Vanden Plas stands. Our advice is not to go there in a car, because you will be unlikely to get into the official car-parks no matter how impressive your pass or invitation, and the normal kerbside parking in sleezy Earls Court will inevitably have been put out-of-bounds by zealous police and wardens. Of course, quite the best time to go is during the Press preview on the day before the Official Opening, when you can watch the most exciting strip-show in Town. Providing you walk in briskly through one of the side-doors, wearing overalls or carrying a bucket, there should be little difficulty. Never mind the unfortunate reporters and picture-makers who were hoping for clear stands on which to carry out their work. Many of those will be unstaffed and unfinished, anyway, some completely devoid of cars . . . .

Yes, the Show's the thing, this month, and it is no less realistic we suppose than looking at aeroplanes inside the old Crystal Palace, as used to happen, or at boats moored under a roof in a tap-water Marina. So, unless it has to be evacuated on account of bombs motivated by the Peace-on-Earth, goodwill-to-all-men boys, or doesn't open on time because of strikes by the chippies and the electricians, and if the Motor Industry works sufficiently long beforehand to have some cars to put on display, the London Motor Show should be pretty much as it always is. You may go there to Buy British, as was once fashionable, in which case you will be buying Leyland, under ten different badges, unless you support one of our microscopic manufacturers. They have our blessing, which is why we published a road-test on the TVR 3000M last month.

What will you see at Earls Court? Well, British Leyland's very latest, much publicised Quartic-controlled Allegro will be there for the first time, a car called, by the way, after a Ford coupé with V4 or six-cylinder engine which was unveiled ten years ago. You will find the best Buick roadster ever, on the MG stand. The Japanese trade steam-roller will be in relentless action. The World's best-engineered cars will be found on the BMW and Mercedes-Benz stands, the most sophisticated on Citroën's stand. Ferrari, in the Dino, will have perhaps the most covetable and safest handling. The Rolls-Royce and Jaguar XJ12 exhibits will uphold Britain's reputation for top-prestige cars. At the opposite extreme, Wartburg will be like a mongrel guarding a bone which officialdom may soon force it to bury and Vauxhall should be attempting to regain its one-time esteem as a general motor for the general public.

Ford of Britain will probably have the greatest area of stand-space. Deservedly, because their recently-further-improved best-selling Cortina is the with-it work-horse and in the current Consul and Granada range Ford continues the long-established tradition of providing comfortable,

Continued on next page





SMM & T MOTOR SHOW posters used to catch the eye without loss of dignity —neither of which applies to their horrible 1973 effort.

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
Oct. 6th	BRDC	Silverstone	Nr. Towcester, Northants.	Championship Race Meeting (*R*)	14.00
Oct. 6th	Burnham-on-Sea MC	Marine Parade	Weston-super-Mare	Weston-super-Mare Speed Trials (*R*)	14.15
Oct. 6/7th	Morecambe CC	Morecambe Promenade	Morecambe, Lancs.	Illuminations Rally (*R*)	22.00
Oct. 6/7th	Bedford AEC	Arlington's Garage	Barbers Lane, Bedford	Pilgrim's Progress Rally (*C*)	22.00
Oct. 6/7th	*Shipley & Dist. MC*	*Vincent Ferrand Ltd.*	*Keighley*	*Vincent Ferrand Rally (R)*	22.00
Oct. 7th	**USAC**	**Watkins Glen**	**New York, USA**	**United States Grand Prix, World Championship Round 15 (INT)**	—
Oct. 7th	**BARC**	**Oulton Park**	**Nr. Tarporley, Cheshire**	**John Player F3 International Car Races (INT)**	**14.30**
Oct. 7th	BRSCC	Croft Autodrome	Nr. Darlington, Co. Durham	Fordsport Day (*N*)	14.00
Oct. 7th	BRSCC	Snetterton	Nr. Norwich, Norfolk	Snetterton Race Meeting (*R*)	14.00
Oct. 7th	Lancashire AC	Longridge	Nr. Preston, Lancs.	Sprint Meeting (*R*)	13.30
Oct. 7th	BARC	Gurston Down	Nr. Salisbury, Wilts.	Gurston Down Hill-Climb (*C*)	14.30
Oct. 7th	173 MC	Dumpton Park	Kent	Ramsgate Cup Special Stage Rally (*R*)	10.00
Oct. 7th	Huddersfield MC	Upper Snipe Farm	Holmfirth, Yorks.	Autocross (*R*)	14.00
Oct. 13th	St. Andrews & Dist. MC	Kinkell Braes	St. Andrews, Fife	Esso Uniflo Scottish Championship Hill-Climb (*R*)	—
Oct. 13th	Shenstone & Dist. MC	Bull's Head Inn	Shenstone, Nr. Lichfield	Buxton Trophy Rally (*R*)	07.30
Oct. 13/14th	2300 MC	Main Street	Tobemory, Mull	Tour of Mull (*R*)	10.30
Oct. 14th	**AC Roma**	**Vallelunga**	**Nr. Rome, Italy**	**Vallelunga F2 (INT)**	—
Oct. 14th	**Club 600 de Barcelona**	**Montjuich**	**Barcelona, Spain**	**European Championship for Makes (INT)**	—
Oct. 14th	**BRSCC**	**Mallory Park**	**Kirkby Mallory, Leics.**	**John Player F3 Championship Round (INT)**	—
Oct. 14th	SMRC	Ingliston	Nr. Edinburgh	Race Meeting (*N*)	14.00
Oct. 14th	Maidstone & Mid-Kent MC	Brands Hatch	Fawkham, Kent	Championship Race Meeting (*R*)	14.00
Oct. 14th	West Essex CC	Lydden	Nr. Canterbury, Kent	Race Meeting (*R*)	14.00
Oct. 14th	BARC	Blackbushe Airport	Hampshire	Sprint Meeting (*R*)	14.00
Oct. 14th	Swansea MC	Penrice Castle	Oxwich, Gower	Autumn Hill-Climb (*R*)	14.00
Oct. 14th	Stafford & Dist. MC	Hixon Airfield	Nr. Stafford	Autocross (*R*)	14.00
Oct. 20th	Ulster AC	Bishops Court	Nr. Strangford, N. Ireland	Race Meeting (*R*)	—
Oct. 21st	**BARC**	**Brands Hatch**	**Fawkham, Kent**	**Motor Show 200 (INT)**	**14.00**
Oct. 21st	BDR & HRA	Santa Pod	Wellingborough, Northants.	Drag Race Meeting (*R*)	13.30
Oct. 21st/22nd	CSMA	*Excelsior Motor Lodge*	*Oxford*	*Starlight Rally (R)*	22.00
Oct. 27th	BRSCC	Oulton Park	Nr. Tarporley, Cheshire	Race Meeting (*R*)	14.00
Oct. 28th	BARC	Thruxton	Nr. Andover, Hants.	BARC Championships Finals (*C*)	13.45
Oct. 28th	London CC	Mallory Park	Kirkby Mallory, Leics.	Mallory Park Race Meeting (*C*)	14.00
Oct. 28th	TEAC	Snetterton	Nr. Norwich, Norfolk	Race Meeting (*C*)	14.00
Oct. 28th	Rochester MC	Brands Hatch	Fawkham, Kent	Race Meeting (*C*)	14.00

MATTERS OF MOMENT

Continued from previous page

spacious high-performance models which offer almost as much as the top-bracket makes, at a far more modest cost. Moreover, if the name Ford is synonymous with dependable every-day transport for the masses, these days it has a very healthy Ford Sport image, with Escorts and Capris from AVO which are instant rally or racing cars at the drop of a flag. Ford also, of course, finance the Cosworth F1 engines which win Grand Prix races. The DAF transmission will be cocking-a-snoot at Borg-Warner and if recent vee-eight and vee-twelve power units have disappointed in not possessing twin-overhead-camshafts, go along to the Aston Martin stand, where the latest 5.4-litre V8 is a great slab of vintage-like engine with two camshafts above each block, four twin-choke Webers, oil-radiators, etc. Aston Martin-Lagonda say they have fewer exhaust emission problems with Webers than with Bosch fuel injection, which is a pointer to the continuing absence of technical stagnation within the Industry. Witness the ingenious valve gear of the new Triumph Dolomite Sprint, already discussed at length in MOTOR SPORT, the growing adoption of multi-valve engines, the under-rocker camshafts of the Opels and much more similar ingenuity on the engineering front. At the age of 14, reading a paper in the alas now-defunct *Automobile Engineer*, we nearly went mad trying to adjudicate between turbulent, non-turbulent and "squidge" combustion chambers. Today, the hemispherical head, of pre-war racing fame, still challenges the pent-roof head, with the BMW 520 having a highly developed version of the swirl heads used on these cars.

Will Lotus present a less sporting appeal this year, now that the well-loved Elan is no more and Colin Chapman speaks of four-seater tycoonism? Who will buy the big American land-cruisers which take up much space at Earls Court? Indeed, who will buy any kind of new car, with further threats of petrol rationing in the wind? Which will not stop the publicity boys from announcing those million-dollar sales which miraculously coincide with the opening of a motor show. Incidentally, the top criteria seems to be not whether you can hear the clock ticking as you drive along but what speed you can do and still be able to converse; Aston Martin set it at 225 k.p.h. . . . .

Yes, for some reason inexplicable to ordinary people the Show will be on again. MOTOR SPORT will be on Stand No. 4 on the ground floor. We keep good company, for we are adjacent to BMW and Lamborghini!

■ COMPUTER SERVICE

Computers are wondrous machines but the results they produce are sometimes far from wonderful. You can for another month renew your driving licence at any Tax Office. This is useful if you have not seen the reminder to renew or have overlooked it and discovered that your licence has expired and you are about to commence a journey, apart from being generally convenient. (We remember once finding ourselves without a licence when on tour and applying for a renewal form at a village PO. Being young and in holiday mood we found the long list of questions on the application form irksome and when it came to saying if we could read a number-plate at *X*-yards, wearing glasses if required, we replied "Yes, *if clean*". We then posted the application, to be sent home, and drove off, thinking we were legally entitled to drive a motor vehicle. (Alas, when we returned to base, there was our application, which had been turned down because bureaucracy did not accept what it called flippant answers to its official questions!) But they did send the licences back by return, in those days.

Normally, however, you can renew a licence across a local tax office counter. Not for much longer, however! After November 1st the Swansea Computer Centre is to do this for you. You hand in your expired licence as before but instead of being issued with a fresh one you will receive a receipt. It will be three weeks or longer before the licence arrives. What if you are going abroad? We are informed that the receipt will enable an International Driving Permit to be issued. But will the receipt be valid in the World's police stations, if you are asked to show a licence?

Thus has another nice simple service become complicated. The DoE say that thousands of applications were delayed after the Swansea Centre opened and that disqualified licences still take longer to renew than others (thereby imposing an extra period to the Court's disqualified time?. But they proudly assure us that 98% of licence applications are now being dealt with within ten days and the rest in five or six days. Computers, phaw! Especially when *we* pay millions for 'em. . . .

BRIGHTON SPEED TRIALS
(Sept. 8th)

THE old-established speed trials along the Madeira Drive on Brighton's sea-front, over a standing-start kilometre, took place in glorious summer weather before a truly immense crowd of spectators who lined the whole length of the course. Sponsored by Shell Sport and organised by the Brighton & Hove Motor Club, the very full day's programme reached a climax at the end of the afternoon when Dennis Priddle made a shattering run in his AA Fuel Dragster, powered by a supercharged nitro-burning Chrysler V8 engine, over a demonstration quarter-mile in 7.97 sec. The sheer bravery and courage of the West Country lad as the Dragster accelerated along the bumpy, cambered road, brought forth the

Continued on page 1140

Recent Releases

New, revised, refurbished cars.

AS THAT gigantic eyesore in Earl's Court Road prepares once more for its annual four-wheeled beanfeast, the MOTOR SPORT office is subsiding gradually beneath a sea of new car/face-lifted car/new ash-trayed car Press Releases which can be doing little to help the alleged worldwide paper shortage.

Fortunately most of it can be consigned to that basket in the corner where begins the paper reclamation cycle. This year's Motor Show features nothing of particularly world-shattering significance and perhaps because their Press Release Kit is of the highest quality as befits an esteemed British marque, Jaguar's up-dating of the XJ series can take pride of place in this resume of manufacturers' recent announcements. Several other pre-Motor Show releases await our next issue, including an interesting, very fast small sports saloon from one of our Big Five manufacturers which owes more than a hint of its performance to America, Holland and Norway. But though we have driven it on a closed circuit we continue to respect embargo dates.

Jaguar Coupé and Series 2 x J

Jaguar's updating of the five-year-old XJ series exterior and interior is of less consequence than the long awaited arrival of the two-door coupe version, the British answer to the BMW Coupes, still at a fraction (albeit now a very large fraction) of the price. We saw, but didn't drive the coupé during an exceptionally pleasant 24 hours spent in Aberdeenshire to try the Series 2 saloons and must confess to finding it exceptionally attractive. Presumably it will prove similar driving characteristics to the mechanically identical saloons.

Available as an XJ6C, XJ12C, Daimler Sovereign 2-door or Daimler Double-Six 2-door, the coupe is based on the standard wheelbase saloon shell and a more accurate description is "2-door, pillarless saloon". The roof line is identical to that of the saloon, so unlike the BMW coupes, rear seat headroom is not sacrificed in the interest of aesthetics. Rigidity lost by removal of the central pillars is replaced by widening the wrap round rear pillars. When the electrically-operated door windows and rear side windows are open the complete glass area above door level is open and doubtless the effect if a sunshine roof were to be fitted (should Jaguar recommend such a thing when pillars are omitted) would be almost that of an open car.

Front and rear seats are identical to those of the saloon and rear seat knee room corresponds to that of the short-wheelbase saloon. Ingress to the rear seats is not particularly easy though the doors are wide.

All appointments and mechanical details are identical to the saloons and a vinyl roof is standard equipment. Prices start at £4,260 for the manual XJC and rise to £5,181 for the XJ12C, this last model including air-conditioning and tinted windows as standard.

The coupes share all the same modifications which have been put into the Series 2 saloon, of which the most noticeable is the front-end treatment. The bumper bar has been raised to 16 in. to conform with American standards and the grille has been reduced in depth accordingly, which makes the car look much lower. A wide grille beneath the bumper bar ducts air to the oil cooler. Increased side impact resistance has been effected by building W-section metal strengtheners into the doors.



The new Daimler Double-Six 2-door in company with a 1931 Double-Six 2-door, special low chassis model.

Inside the most noticeable alteration is the removal of the traditional confusing row of switches in favour of multi-functional steering column switches. The new system may be easier to use, but it leaves the fascia far less imposing, a gaping stowage tray taking the place of that impressive switchgear. Also centrally mounted in the fascia is a new fresh air vent (there are also vents either end of the fascia), a clock and the heater or air-conditioning controls.

All instruments are illuminated by the new system of fibre optics, a central light source feeding illumination through a system of cables, each containing some 500 or so strands through which the light beam is refracted. All the instruments which this system feeds are now mounted directly in front of the driver, whereas subsidiary instruments on previous Jaguars have formed a row in the centre of the fascia.

A less attractive but safety-conscious steering wheel boss is fitted, the bulkhead has been redesigned to assist serviceability, specially moulded floor coverings are added to the bulkhead and floor to decrease noise transmission from the engine compartment and laminated windscreen and heated rear screen become standard on all models.

A useful modification which Mercedes have long since employed is a central locking system, but unlike the Mercedes system, which includes the boot also, Jaguar can contrive to lock only the four doors.

The XJ6 Series 2 is fitted with the ventilated disc brakes previously employed on the Series 2 E-type and XJ12.

The new Jaguar range has also been rationalised. The 2.8 model has been dropped except for certain overseas markets where the taxation system makes it attractive, and the V12 engine is no longer available in the short wheelbase saloons.

Rather more quietly, the fixed-head E-type has been phased out, production being restricted to the 2-seat drophead for which a hardtop is optional.

Impressions of the new Jaguars in Aberdeenshire were of a noticeable decrease in the already low level of noise which accompanies the "grace, space and pace". The front quarterlights are now fixed, which has removed virtually the last vestige of wind noise from these superbly comfortable and relaxing cars. Attempting to drive the XJs on the limit continues to be hampered by the light steering, lack of feel and on the XJ12 with its steel-braced Dunlop SPs there is a noticeable lag before the back wheels follow the command of the steering wheel. Jaguar engineers suggested that this is because the steel radials give more lateral side-wall movement than do the rayon tyres fitted to the XJ6. However, "driving on the limit" is not a habit employed by many XJ drivers — indeed we are amazed at the number of 40 m.p.h. white-line hoggers to be seen in XJs — and driving fast but sensibly is a remarkably satisfying and relaxing occupation in either 6 or 12 versions. The new Delanair air-conditioning is £304 which no XJ customer would regret purchasing. All that the driver has to do is to set one dial to the temperature required and the second dial can be set to automatic, so that the required cool or warm temperature will be maintained whatever the ambient temperature.

Owen Sedanca

A Jaguar XJ6/XJ12-based luxury four-seater touring car on the lines of the Lamborghini Espada has been announced by H. R. Owen Ltd., the Rolls-Royce, Bentley, Jaguar etc. distributors. The Owen Sedanca, named after the same firm's coachwork on Rolls-Royce and Bentley chassis in the '30s, has a hand-built, aluminium body of exotic lines, yet its two doors are so wide that rear-seat passengers can climb in without moving the front seat backrests and 25.38 cu. ft. of luggage can be swallowed up through the rear tailgate without piling it more than 18 in. high or without lowering the rear seat backrests. With the seat back laid flat it is claimed that 34.56 cu. ft. can be accommodated, so this is a functional as well as exotic car. If its mechanical components are not so exciting as say a Ferrari or Lamborghini they should at least ensure that London owners (where most exotica seem to be wasted) should not have to endure plug and maintenance problems, while the V12 option should leave very little to be desired in the way of performance. Automatic is standard on the V12, which sells for £9,500 while presumably

manual or automatic can be specified on the £8,-500 4.2-litre straight-six, in line with the XJ6.

The floor pan and running gear is identical to that of the XJ6/12, but even better roadholding and handling is claimed because of the lower polar moment of inertia.

Design was carried out by Chris Humberstone of SAC Designs Ltd., a member of the SAC Group in common with H. R. Owen. The body is said to exceed all known safety requirements, the entire passenger compartment being protected by a tubular space frame incorporating a double roll-over bar.

Interior appointments are lavish, to say the least, upholstery being in suede, Bridge of Weir leather, and Draylon, while lambswool carpets are fitted. A stereo radio/cassette player and recorder is numbered amongst the long list of standard equipment, along with silver-backed hair and clothes brushes and note-pad!



The Jaguar XJ-based Owen Sedanca

Rover 2000 replaced by 2200

After a run of 10 years the Rover 2000 is no more, superseded by the 2200. The existing Rover owner will not feel too inferior when his old model is parked alongside the new, however, for other than the badges and a door-mounted rear-view mirror there are no obvious exterior changes.

Mechanical changes are the most important features of this revised model. The 10 per cent increase in capacity has been achieved by increasing the bore size from 8.75 mm. to 90.5 mm. Other modifications are larger exhaust valves and SU HIF6 carburettors, single of course on the SC and twin on the TC. The TC has an automatically controlled hot/cold intake on the air cleaner. Compression ratios are now identical at 9:1 in both engines, that of the TC having been reduced from 10:1 to enable the use of lower octane, low-lead content fuels. This exhaust emission-controlled 2,204.4c.c. engine gives 98 b.h.p. DIN at 5,000 r.p.m. and 126 lb.ft. torque at a modest 2,500 r.p.m. in SC form and 115 b.h.p DIN at 5,000 r.p.m. and torque of 135 lb.ft. torque at 3,000 r.p.m. The improvement is thus quite marked for comparative figures for the 2000 are 91 b.h.p. DIN at 5,200 r.p.m. and 112 lb.ft. torque at 2,700 r.p.m. for the SC and 113.5 b.h.p. DIN at 5,500 r.p.m. and 125.8 lb.ft. torque at 3,500 r.p.m. for the 10:1 compression ratio TC. Indeed, the optional export e.g. TC 2000 with 9:1 compression ratio gave only 98 b.h.p. DIN at 5,150 r.p.m. and 114.2 lb.ft. torque at 3, 500 r.p.m.

Other engine changes are the use of a new Lucas 2M100 pre-engaged starter and a modified ignition system to comply with European regulations regulating radio interference suppression. Transmission has been toughened to cope with the improved torque: the clutch has a heavier duty lining and increased load diaphragm spring; first second and third gear pinions are shot-peened on the manual versions; and the four-pinion differential unit of the 3500 replaces the original two-pinion type. The uprated suspension of the 3500 is used also, featuring stiffer mountings, increased rate springs and 1.375-in. diameter shock absorbers in place of the old 1-in. bore units.

Fascia treatment is unchanged, with a ribbon–type speedometer on the SC and round instruments including tachometer on the TC. Front seat backrests have been reshaped and are now thinner to give more rear seat knee room, while upholstery can be had in box pleated-style brushed nylon or leather. Manual gear levers have been extended by 2 in. At last a reasonable field of vision safety mirror has been fitted, though the glass remains convex and this licence and life-protecting item has no dipping facility, an odd situation when one is told the export model mirrors have flat glass and are capable of dipping.

Improved sound-deadening material is fitted below the fascia and around the transmission tunnel, a modified intermediate box has been fitted to quieten the three-box exhaust system and the 3500's system of attaching rear suspension links to a rubber-mounted cross member has been adopted to cut down road noise.

Rover have given in to the long-standing wishes of 2000 owners for a longer fuel range: the 12 gall tank has been increased to 15 gall (as fitted to the 3500) including, as before, a 2½ gall reserve operable from the driving seat.

All the interior modifications, which include the fitment of a heated rear screen as standard, are shared by the 3500 and 3500S. Other modifications to this V8 model are the lowering of the compression ratio to 9.25:1 to allow the use of lower octane fuels, vinyl roof and quarter panel trim become standard on both automatic and manual versions and Sundym glass and headrests also become standard fitments.

The new Borg-Warner Type 65 transmission is fitted to the automatic model, said to give smoother changes and a cable operated selector lever replaces the rod linkage.

Rover become the first motor manufacturer in the world to introduce, as an option on power-steered versions of both the 3500 and 3500S, the new Dunlop Denovo safety tyres. For this one pays £47.66 for one wheel less (though a spare wheel is available to special order at goodness knows what cost) and faces the possibility of having to complete an overnight journey abroad at reduced speed on an uninflated tyre.

Updated Cortina

Ford's best-selling Cortina Mk III range has received endless improvements since the original lemon fell off the Dagenham tree and the net result is a good, comfortable and roomy family saloon. For 1974 Ford have made further useful improvements to handling, interior design and ventilation. and introduced a 2000E model into the 18-car range. The Capri's 1600 overhead camshaft engine replaces the pushrod unit in the 1600 version of the Cortina saloon and estate, from which one can assume that the days of the 1600 cross-flow pushrod engine are numbered, for the Mexico is the only car remaining in the range to use it. Both the 1300 c.c. and 1600 c.c. models have a new closer-ratio gearbox. That of the 106 m.p.h., o.h.c. 2-litre models remains unchanged, a Borg Warner 35 automatic gearbox is optional on all models and a two-piece propshaft becomes standard equipment.

Much better ride and handling is claimed for the revised models. Whereas a front anti-roll bar was fitted previously to the GT and GXL saloons only and no rear bar was fitted all versions now have front *and* rear anti-roll bars, the front being increased in diameter to 16 mm. As a result Ford have found themselves able to reduce spring and shock absorber rates to improve the ride. Steering geometry has been revised, more responsive steering without kickback being claimed as a result. Bigger bushes between the front crossmember and body and microcellular polyurethane bushes for the tie bar bushes are said to reduce the transmission of road noise to occupants.

A redesigned, padded fascia has large, easy–to-read circular dials, rheostat lighting and illuminated controls for the more powerful heating and ventilation system, which we are pleased to see employs the original Cortina's excellent eyeball vents. Three new steering-column levers control lights, flasher, indicators, horn and dual speed wipers. Other features include rectangular halogen headlights on the E, XLs and GTs, coachlines (incorporating a plastic rubbing strip on the 2000E) and a modified front grille.

The 2000E is an obvious attempt by Ford to recapture the success of the 1600E from the Mk II Cortina range, which still contrives to command inflated second-hand prices. This latest 'Executive' Cortina boasts real veneer trim on the fascia and door caps, deep pile carpets, a new type of nylon-based cloth trim (named Savannah) for the seats and door trims, said to resist stains completely, centre console unit with electric clock, push-button radio, vinyl roof, sports road wheels, side mouldings and identifying badges.

Miscellaneous

Mercedes-Benz claim a gain of 4 per cent maximum torque at 12 per cent fewer engine revolutions and consequently improved flexibility and smoothness for the new 230-4 model which replaces the 220. The new 2.3-litre, 4-cylinder o.h.c., carburettor engine is an amalgamation of the earlier 2-litre and 2.2-litre engines, the bore being 5 mm. larger than the 2.2, combined with the shorter 87 mm. stroke crankshaft of the 2.0. Top speed is about the same as the 220 at 105 m.p.h. and 0-60 m.p.h. in 13.7 sec. is claimed. Outwardly the latest lower, wider radiator grille is fitted below the flatter bonnet and 3-pointed star, an aerodynamic cowling fitted under the front bumper and also fitted are the dirt deflecting window blades and ribbed rear lamp lenses of similar design to the 'S'-type devices. The price has not been announced.

Jensen Motors have made detail improvements to the Jensen-Healey for 1974. Most of them are aesthetic ones, designed to make this 16-valve Lotus-engine machine less of a Plain Jane than in its original form.

Bristol Cars have installed a slightly larger version of the big Chrysler V8 in their latest 411, the Series IV. Capacity is increased from 6,277 c.c. to 6,556 c.c. and the new engine is designed to run on 3-star fuel.

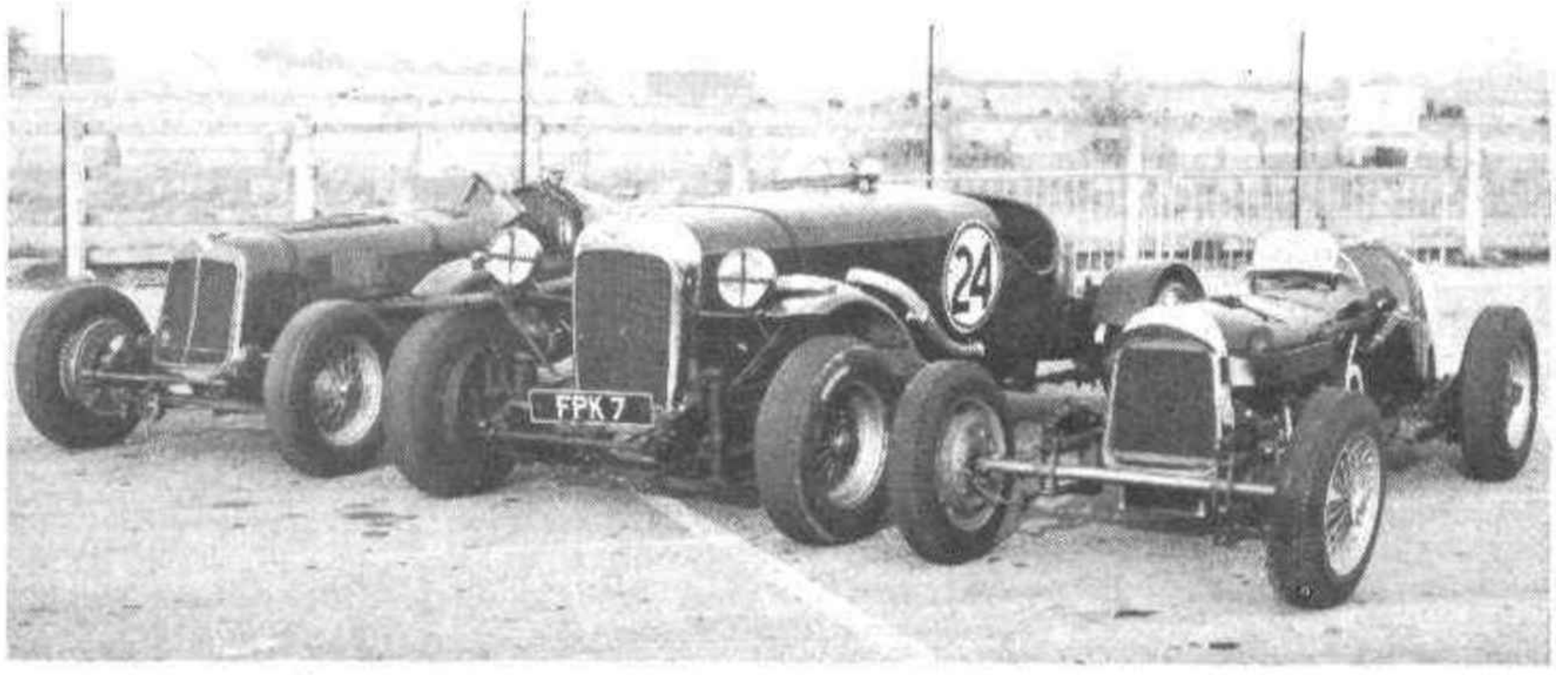
Aston Martin have dispensed with the Bosch petrol-injection system used previously on the DBS V8 in favour of quadruple Weber carburettors. They have found that the 42DCNF27 carburettors give more power and torque than the injection, make it easier to meet forthcoming emission regulations and should generally lead to far less temperament. This latest product from Newport Pagnell can be recognised by a large air scoop in its bonnet.

Citroen have introduced a 2-rotor Wankel-engined GS. Top speed is 109 mph. UK sales commence in late 1974 — **C.R.**

Veteran Edwardian Vintage

A SECTION DEVOTED TO OLD-CAR MATTERS

VSCC Llandow



THE VICTORS —the MOTOR SPORT Brooklands Memorial Trophy winners lined up at Llandow. Macdonald's 4½-litre Lagonda Special occupies the place of honour in the centre, flanked by the historic Arnold-Forster/Moffatt 1½-litre ERA and Footitt's 2-litre AC/GN now known by its pre-war title of Cognac Special and wearing its cut-down Hampton radiator.

THRUXTON being unavailable, the VSCC went to Llandow circuit in S. Wales for its final race meeting of 1973. There was the attraction of no Armco and a spacious Paddock. But the experiment was not altogether a success. Some drivers liked the one-mile oval track but there were many complaints about the bumps, which were damaging to vintage suspension and fuel tanks, and there was a good deal of tyre trouble. Moreover, several of the competitors in the running for the *Motor Sport* Brooklands Memorial Trophy did not attend this distant circuit in another country, although the journey does not involve customs-posts and Passports. Spectator attendance was also poor, on this hot Saturday afternoon, so whether the VSCC will go to Llandow again is open to conjecture. It might do so if a long Welsh week-end could be organised, taking in both this race meeting and a vintage speed hillclimb at near-by Penrice.

However, whatever the Llandow shortcomings from a vintage viewpoint, the racing, which on this occasion was confined to pre-1941 motor-cars, was extremely exciting and was obviously enjoyed by those who spectated. The finale of this year's *Motor Sport* Brooklands Memorial Trophy contest was also endowed with much drama. Up to this meeting the leader had been Iain Macdonald, with Lindsay and Moffatt tying for second place. Lindsay was not racing at Llandow and Moffatt had to scratch Wall's Bugatti with magneto trouble. The wily Hamish, not to lose points, took over Arnold-Forster's ERA which he shares with the ex-President and after an outstanding drive in it, won the All-Comers' Scratch Race. This put him in the lead. Macdonald, however, was down to compete in three races with the Lagonda. In the race Moffatt won he was unplaced. It was now that the drama began. Moffatt only just won the All-Comers', crossing the line in clouds of smoke with a burned-out piston. Obviously he couldn't run again! In the next race, a 10-lap scratch affair, Macdonald stalled on the grid, got away, was passed by Crannage's MG when he knocked the Lagonda's gear-lever into neutral with his leg, re-passed, had the MG come up alongside him later, but went away, to win fairly easily. So he retained his lead, gaining 72 points to Moffatt's 57 (and Hamish had used two cars previously to net *his* points). Coles was well-placed for points but when his MG failed to win the Spero Trophies race his bolt was shot and a neat victory in the John Holland Memorial Trophy Race by Ron Footitt in the Cognac Special gave him third place, with 44 points. The Trophy was presented by Winifred Boddy, together with £75 for Macdonald, £50 for Moffatt and £25 for Footitt. The winner also received a magnum of Cordon Rouge and the others had a bottle ap)ce.

The first race was a 10-lap scratch contest for vintage and pvt cars, of up to 1,500 cc. Fletcher-Jones had no difficulty in making it a Lagonda Rapier victory. He was followed home by Stretton's Meadows-engined GN Martyr, which made fastest lap at 72.87 mph, and Giles in the GN Salome, so called, we were told, after the girl who danced naked in front of Harrods. The 750 cc class winner was Hare, in Nice's Ulster Austin. Mrs. Hogg failed to get to the start in Edwards' Ulster Aston Martin because the magneto drive-shaft sheared. The starters for the Melville and Geoghegan Trophies 12-lap race were quickly brought out and Saunders' Type 35C roller-bearing Bugatti was soon leading on the road, until a burst tyre caused it to spin off at the last corner, on lap ten, after it had made fastest lap, at 73.17 mph. Johnstone's blown Hyper Lea-Francis went into an apparent lead to the end, but the handicap gave the Melville part of the race to Dodds' Brooklands Riley, from Eyre's Austin 7 and Smith's Frazer Nash, and the Geoghegan Trophy to Eyre.

The third race was even more difficult to follow, on account of credit laps, so we contented ourselves with observing how well the Clyno, Clarke's 1913 Singer Ten driven by Chairman Skinner, and Pam Arnold-Forster's GN circulated, this being an outing for sprightly vintage light-cars, and how well Ellison's Riley recovered from a spin at "Saunders" corner. Giliham's Taylor-bodied Austin 7 and Rushton's M-type MG indulged in a duel and the winner proved to be Sant's Clyno. Second place went to Black's Amilcar, third place to the Taylor Austin, which tied for a 63.16 mph fastest-lap with the Riley. Sant took the Light Car Award. As has been said, Footitt in the AC/GN walked right away with the 20-lap Holland Trophy scratch race. At first he was hotly pursued by Johnstone and Arnold-Forster. But the Lea-Francis expired on lap nine with probable gasket trouble and the 1922 Delage lost its n/s front beaded-edge tyre on lap 12, luckily without further incident. Dean's 37A Bugatti had been pressing it hard and now went into second place, but was overtaken by Howell's quite remarkable blown 3-litre twin-cam Sunbeam on lap 16. The Sunbeam then pulled clear of this very close in-fighting. It is said that the supercharger actually helps to keep this notoriously delicate engine in one piece and I bet John enjoyed his drive! Footitt lapped fastest, at 74.38 mph, and Dean won the 1,500 cc class.

Coles in his slab-tank J4 MG seemed to have the Spero and Voiturettes Race of 20 laps well in hand, having won it in 1968, 1969 and 1971. But after gaining an apparently unassailable lead, the MG slowed and allowed Fletcher-Jones' Lagonda to win, and Tieche's slab-tank J4 MG to snatch second place in a photo-finish. Hard luck, Coles! Thus a new make has won the Spero. Dodds' Riley made best lap, at 74.07 mph, in spite of a spinning incident in close company with the winner, on lap four. The Voiturettes section was won by Nice's Austin, after Jack French, who has been trying to win a VSCC race for 40 years, had the dynamo fall of *his* Austin.

The 25-lap Pre-War All-Comers' Scratch Race provided much excitement. Marguilies' Maserati non-started, having been in collision in the Paddock with a Bugatti. For a dozen rounds Venables-Llewellyn in his 2-litre ERA led, going very fast. But Moffatt, in the 1.5-litre ERA, was whittling down his lead. On lap 13 they were very close, passing Barker's SS-Jaguar one on each side, and on the next lap, to cries from the crowd, Hamish took the bigger-engined car on the inside of the home corner. By this time the 2-litre ERA had boiled away most of its cooling water, so it toured home second. A good distance back, Patrick Marsh brought his 1.5-litre ERA in to third place. Moffatt set best lap, at 83.72 mph, but within sight of the finish a new piston fitted recently gave up a close run thing indeed!

The meeting concluded with three more 10-lap races, two of them handicaps. In the scratch race Macdonald led most of the way, to regain his lead in the Brooklands Trophy contest, Cranages' MG NE Magnette which challenged him lapping faster, at 75.31 mph, to win its class. The Lagonda was devised from a crashed 4.5-litre

saloon and is now a stark special with one bucket seat, twin exhaust pipes ending by the cockpit, twin 2-in SUs, a cr of just over 7.0 to 1, outboard 16-in wheels shod with Dunlop green-spot racing tyres, a Sanction-3 head and a "Macdonald" camshaft. The wheelbase has been shortened by some 15 in. Incidentally, the winner of the MOTOR SPORT Trophy has been reading us for some 40 years.

Thus ended an interesting but somewhat fraught meeting. It was a pity that a burst tyre should have caused Clarke's nice little Singer to overturn and damage itself in the Spero race, in which Barry drove it instead of Mrs. Skinner—he escaped with shock and abrasions. It wasn't his day, for his GN-powered-by-Ford caught fire on the grid, in an earlier race.—W. B.

Results :

Pre-War All-Comers Scratch Race : H. Moffatt (ERA), 80.10 mph.
Spero and Voiturette Trophy Race : D. F. Fletcher-Jones (Lagonda), 70.56 mph.
John Holland Memorial Trophy Race : G. R. Footitt (Cognac Special), 71.24mph.
Melville and Geoghegan Trophies Race : P. Dodds (Riley), 69.41 mph.
First 10-lap Scratch Race : D. F. Fletcher-Jones (Lagonda), 70.01 mph.
Second 10-lap Scratch Race : I. Macdonald (Lagonda), 72.87 mph.
First 10-lap Handicap : W. R. Sant (Clyno), 47.37 mph.
Second 10-lap Handicap : S. F. Phillips (328 BMW), 73.20 mph.
Third 10-lap Handicap: T. S. J. Cooper (MG), 56.78 mph.

1973 MOTOR SPORT Brooklands Memorial Trophy Contest : 1st. I. Macdonald (Lagonda), 72 points; 2nd. H. Moffatt (Bugatti and ERA), 57 points; 3rd. G.R. Footitt (Cognac Special), 44 points.

Llandowisms

Edwards' Ulster Aston Martin again broke its magneto drive, in its second race.

* * *

All three of the Brooklands Trophy winners were clearly racers, because they went away on trailers, Macdonald's towed by a 3.8 Jaguar, Footitt's by an M.G.-B.

* * *

More taste was shown by the Cuthbert Riley, a car which finished 4th in the 1932 BRDC 500 Mile Race, for its trailer was towed by a smart modern BMW!

* * *

At one time we thought a wreath rather than the Trophy would be required for Macdonald, because he spun the big Lagonda twice, in his third race! — W.B.

VSCC Madresfield (Sept. 2nd)

The annual driving tests and Concours d'Etat took place on the Earl of Beauchamp's Gloucester Drive at Madresfield Court, where speed trials were once allowed, in which Morgan three-wheelers went very fast – we thought we saw the ghost of one of them perambulating during this year's tamer proceedings!

If the entry was somewhat thinner than usual, there were interesting cars present. Edwardians were well represented, Jeddere-Fisher, Junr. driving the Lancia Theta which lurched through the compulsory slow-fast test, making rude rear-end noises, only to stall just before the acceleration line, the 1911 7.9 Renault which was given to the writer by a retired BMW-riding solicitor back in the dim ages was present, and of the two R-R Ghosts, Fildes had a two-seater body which once graced an air-cooled Franklin, and Neale had his own very creditable replica sporting two-seater body with fold-in-halves screen on his 1911 chassis. Moreover, Hardy's Arrol-Johnston, which has full-elliptic back springs, was there again.

Of vintage cars, Patrick Marsh's splendid 1922 CO2 Delage touring car stood out. Hardy drove his father's later re-bodied open DM Delage, and Austin 7s were well portrayed by Colledge's nice Chummy, Costigan's coupe and Elsom's metal top-hat saloon. In the parking test Fildes was neat with an R-R Phantom 1 two-seater, Heath's very smart Chevrolet coupe was quick, aided by a rolled-up rear "window", but Sant was less successful in the Clyno. We were not certain whether the spare wheel on the 1921 Citroen was so placed to let the driver escape or to hold the back part of the body together. March was applauded for a neat run in the Delage, as was his brother in the Bentley. The Fiat 509A was no sluggard, revving happily, and Cherrett was truly fast in the blown 1½-litre Alfa Romeo. Anson tried driving his 9/20 Humber from the left-hand seat for better vision but without success, Neale was acclaimed for a neat run, Mrs. Bell was neat, after a gentleman had cranked up her 10/23 Talbot, and Arnold-Forster had a discussion with the linesman after just overshooting the finish box, after a rapid arrival in his Frazer Nash. Giles had lost a chain earlier, Tarring seemed to be treating his 'Nash roughly, and Milling was having a lot of fun of the kind which ends soonest the better it is. In other words, his 30/98 was *fast*. Another 30/98, wearing a pre-war Brooklands badge, was obviously unaccustomed to driving tests.

Dickie's MG-M wore MG registration letters, Marshall's 18/80 MG was smoking, and Hancock elected not to use the outside hand-brake of his OM. Knight conducted his smart two-colour OM in a trilby hat, Pack's hybrid Aston went through the slow-fast thing in a series of thrusts, and Hill's Bugatti was quick, inspite of adjusters being required on its brake cables, the Marendaz Special elected not to park.

Of spectators' mounts we noticed an Edwardian Austin, two Humber Snipes in close proximity, could compare an Austin 12/4 with an imposing early Riley tourer and saw a Rudge combination arrive. It was a typically enjoyable Madresfield. – W.B.

Vauxhall Register

The 30/98 Vauxhall Register has issued a most interesting list of these cars which belong to members in the UK, New Zealand, Africa, Canada and Argentina and is working on those in Australia and America. The data sorts out how these cars have changed hands in recent times and which are original and which modified and in what respects. It is nice to learn that 83 of these Vauxhalls exist in the UK alone, made up of one 1919, six 1920, five 1921, eleven 1922, nine 1923, twenty-one 1924, nineteen 1925, five 1926 and six 1927 cars, plus a couple of specials and the Vauxhall Villiers. It is well known that the need for better braking was felt with these cars and Bentley, Delage, Hispano-Suiza, Lagon-Lagonda, Voisin, Fisher (search me!) and Star (unmentioned) front axles are known to have been substituted for the originals. Many of the cars listed have hydraulic brakes, but in some cases these are original OE brakes.

Having compiled this excellent list, the Registrar now wants to learn about lost 30/98s, both those known to have been broken-up and any not yet on the Register. Anyone who can supply such information, especially engine and chassis numbers, and one suspects he would be interested in general 30/98 information, is asked to contact him – David Marsh, Brookhay Cottage, Fradley, Near Lichfield, Staffs. – W.B.

VSCC's new address

THE Vintage SCC has moved from rented premises to its own offices. Its new address is 121, Russell Road, Newbury, Berkshire, RG14 5JX. Its telephone number is unchanged—Newbury 4411.

A Lost Causes Club

THE two-stroke car is not yet quite exterminated, for the Wartburg is still made in East Germany and here the DKW OC caters for owners of these cars and anyone interested, as the Secretary puts it, in the mystique of two-stroke machinery. He is Tony Morris, of 45, Bexley Road, Erith, Kent.

Getting it right

I ALWAYS become impatient when people get the sizes of the W.O. Bentleys muddled. It seems so easy—3, 4½, 6½, 8 and 4-litre. So I was unhappy to discover that I had been made to write of a 6-litre vintage Bentley last month, although it was 6½-litres on another page. Also, I am quite sure I did not refer to the car which followed champion boxer Jack Johnson on his training runs as a "locomotive car". It was, of course, a Locomobile.—W.B.

BRIGHTON SPEED TRIALS—
Continued from page 1136
most incredible spontaneous round of applause heard at a motoring event for many years.

The main events over the kilometre saw the usual interesting array of machinery on two, three and four wheels, and it is this variety of vehicles that is the main attraction at such events. In spite of the fine weather not many class records were broken, although Goddard's turbo-charged 8-litre Bentley took the Bentley Drivers' Club record with 26.07 sec., and Marsland's 2-litre Ford-powered Brabham took the record for Racing Cars 1,101-2,000 c.c. with an excellent 20.81 sec. With no really powerful motorcycles entered the cars came out on top in this annual acceleration contest, the McLaren 5,700-c.c. V8 of Rose just beating the similar car of Jonty Williamson, though neither got near to Patsy Burt's existing course record of 20.21 sec., set up in 1968.

Results :

STANDING-START KILOMETRE

1st : B. Rose (McLaren 5,700-c.c. V8) ..	20.53 sec.	
2nd: J. T. Williamson (McLaren 5,700-c.c. V8)	20.60	,,
3rd : B. Marsland (Brabham BT35) ..	20.81	,,
4th : A. F. Bradwell (Brabham FWD 4,500-c.c. V8)	20.99	,,
5th : A. Hamilton (Ford GT40)	22.56	,,
6th : J. C. Cooper (Ford GT40)	22.66	,,

D. Priddle (Chrysler V8 Dragster) ¼-mile SS—7.69 sec.

MOTORCYCLES — SS KILOMETRE

1st : A. Weedon (Triumph 500 c.c., s/c.) ..	20.79 sec.	
2nd: N. Dodd (Triumph 650 c.c., s/c.) ..	21.00	,,
3rd : J. Cambi (Triumph 500 c.c., s/c.) ..	21.42	,,
4th : B. Keys (Norton/JAP 996 c.c.) ..	22.69	,,

Engines at Bishop's Castle

REGULAR READERS will know that occasionally I like to visit an air-display and a traction-engine rally, to keep a sense of proportion. For anyone with these sentiments living near the Midlands, the August Bank Holiday rally of the County of Salop Steam Engine Society at Bishop's Castle is an excellent means of fulfilling one of these aims.

Nowadays such a rally has not only the tractions but such auxiliary attractions as vintage and veteran cars and motorcycles, fairground organs, historic commercial vehicles, ancient farm tractors, a steam children-carrying model railway, engineering models, miniature steam traction-engines, stationary engines, and even a special service at the nearby Parish Church.

Steam enthusiasts were admirably catered for by Fowler, Garrett, Foster, Burrell, Marshall, Ransomes, Foden, Aveling, Clayton, Wallis, and Sentinel engines and a Ransomes portable steam-raiser. It would be invidious to pick out a "best", but Foden's own 1916 five-tonner waggon with centre-pivot steering always appeals to me. Many of the engines were new to this rally and I see that the 1927 Wallis & Steevens roller, once owned by Christopher Jennings, late of *The Motor*, was entered and that Robert Wynn, the heavy-haulage contractors, had brought their 1920 Fowler. When we drove over to this rural scene in the BMW on the Sunday there was an enormous crowd already present, efficiently marshalled into the car parks by an ample number of police and officials.

These days fewer vintage-car owners go to steam rallies and at Salop there were but eight, one of which was a post-vintage Austin towing a caravan. The parade was led by a 1923 Bean two-seater and a 1928 Standard Nine saloon, which were followed by sound examples of Austin and Morris products. The veterans were not due until the next day. The recognised dates had been changed, extending to 1920, but to no avail, as the nine entries ranged from an 1899 Decauville to a 1915 Ford. The "vintage" commercials were post-1930, mostly coaches, including a Brockhouse-bodied Crossley, but the ex-RAE Leyland fire engine was present. These vehicles are locally owned. The VMCC had put on a good display of motorcycles, which included a fine vee-twin Ariel family outfit with hooded sidecar, gas headlamp and foot-boards, an unusual Johnson Motor Wheel, the horizontally-opposed engine sitting over the bicycle's back wheel, which it drives by chain and spring-cushions, a side-valve Omega, and a veteran Buchet. All the exhibits were properly fenced off, which should encourage more in future. The farm tractors were all post-vintage or post-war, the oldest a 1938 John Deere.

An attraction which rivalled the big engines was the display of working stationary engines, by the Midland Oil-Engine Club. It refuses to allow its exhibits to be judged for "bests", an autocratic if wise attitude, and it has made a corner in engines from Salop and the adjoining Welsh counties, one member collecting as many as nine in one swoop. It had 52 listed in the programme, of which, in car parlance, two were veteran, nine Edwardian, 22 vintage, five post-vintage and two post-war engines, although one suspects that, in the absence of an oil-engine Dennis Field, some of the dating is a bit vague. On the Sunday I counted more than 30 of these engines, so the hobby, to which MOTOR SPORT first drew attention many years ago, after a Sussex rally, is expanding. Fortunately it is still possible to buy these engines, even in running order, for a tenner or less, but monopolies are thinning the ranks, so if readers care to tell us of any such engines, likely to be scrapped, we will do our best to put would-be restorers in touch, as we have done and still do in the case of pre-war vehicles.

Just as gas lamps, chain drive and automatic inlet valves denote the more interesting veteran cars, so the things to aim for in the oil-engine camp are hit-and-miss governors, exposed flywheels, crank-pins and big-ends, and l.t. ignition. It is interesting to find magnetos often driven by 45 deg. skew gears, this apparently being a means of getting the magneto in the confined space between engine and outside flywheel where previously, on models for the American market, ignition had been by trembler coils. I noted that Wipac magnetos are popular, as on one hopper-cooled 3 hp Bamford. A one-owner 1920 Amanco, product of the Associated Manufacturing Co., had a suction inlet valve and the exhaust valve actuated by an angle-iron push-rod some three feet long.

Interesting exhibits included an Avon power saw, "The Victoria" 5 hp engine made by the Bristol Wagon & Carriage Works, a 1924 Crossley of 4 hp, a *circa* 1919 Type Z Fairbanks-Morse on l.t. ignition, and "The Morton", claimed to date from 1890. There was a fascinating 1924 National developing 5¼ hp at 250 r.p.m. – none of the high-speed 450 r.p.m. of some engines! – with hit-and-miss speed control, its magneto driven via an eccentric, which had been used by the East Shropshire Water Board, while a 1920 5/6 hp Ruston & Hornsby petrol/paraffin engine was another with l.t. magneto. There were several two-stroke Petters of various sizes, like the example I had got going the previous Sunday, one having the neat bulbous Petter cooling-hopper, a 1901 Bentall found in a swamp, and a Lion giving 4 hp at 425 r.p.m.

A 4 hp Warwick which cost over £80 new had its cylinder completely surrounded by the hopper and used an exhaust-heated pan-type vapouriser. Two of the bigger and more impressive engines present were a 1916 Hornsby portable oil-engine with exposed big-end, its water tank topped by a cylindrical silencer, and, even, bigger, a similar Nayler Patent Oil Engine made in Hereford but as yet undated, with hot-bulb ignition and ball-governor. A 1923 10 hp Ruston cost £130 new, weighs 25 cwt., and had been used up to 1966 to drive a corn mill, the later Bamfords are of neat monobloc construction, and judging by the similarity of my 1924 Type 2L Lister to a 1918/19 model, the classic design of these engines does not seem to have changed much down the years.

These stationary engines which performed divers duties in factories, farms and country houses have their place in history and it will be most unfortunate if those remaining are scrapped, instead of being restored, as happened to so many of the older cars. So I hope I shall be informed in good time of any which could be saved and made to run again – the Midland Oil Engine Club has done its part in rounding them up! – W.B.

V-E-V Miscellany. In connection with our recent article on Sixty Mercedes, we dropped a clanger in suggesting that the Mr. Higginbotham who owned one of these cars might have been the gentleman who invented the Autovac; as a reader points out, the latter was Mr. Higginson. We well remember the story of how he wanted something faster to drive at Shelsley Walsh than his big La Buire, which led to the advent of the 30/98 Vauxhall. We felt very vexed about the error until we saw in *The Times* that even Bernard Levin is not immune, for in his excellent piece about Post Office inefficiency he inadvertently killed off a living Peer of the Realm. Our same article has led to a reprimand that we made present-day Ireland sound too dangerous, for, says the correspondent making the point, all is quiet in the South of Ireland and around the Athy circuit. He refers to a family friend who took a four-in-hand pantechnicon loaded with friends, tables and chairs, food and much drink to spectate at the 1903 race.

That 1919 GN which has languished near Hereford for years has been given to the sons of the family, who would like a Museum to store and restore it, but it has to remain in the family, The Rolls-Royce Phantom book by John Oldham to which we referred in August is, he tells us, to be called "The Rolls-Royce 40/50" and will cover Ghosts, Phantoms and Spectres, with, we understand, a great deal of unpublished material about experimental cars, etc. It should be published some time next year and should be very well worth waiting for. Christopher Leife, who wrote the Alpine Trial Rolls-Royce book, is selling his 20/25 as he has found a 1910 Ghost chassis minus engine in use as a farm tractor in Oxfordshire, and is busy restoring it.

We are informed that a Model-T Ford raceabout has been put on display at the "History On Wheels" Museum at Syon Park. Not much seems to be known about it but some sources say it was specially assembled for a visit to this country by Henry Ford during the First World War. It has been in the possession of a Brixton collector for many years and we wonder if it could be the car which Dee's of Croydon owned before the war, and which we have never seen since? The wheelbase appears to be longer than standard and there is an auxiliary gearbox, so that there are five forward speeds overall, and an external four-branch exhaust manifold is fitted. Finished in purple with a bolster fuel tank, this Ford does not seem to have been a genuine racer, as it has gas (converted to electric) headlamps and oil side and rear lamps. The Museum's Curator appeals for its history. It was a nice idea for No. 1 ohv racing 12/50 Alvis to invite other vintage cars to attend its 50th birthday party at its owner's house near Wellingborough on August 19th last. Nor can it be regarded as senile, because it has been going very well at Silverstone this year, driven by Wicksteed, and only a week before its party it had taken part in the VSCC Prescott hill-climb, clocking 56.16 sec.

It is a sign of the times that the *Daily Mirror* devoted quite a lot of space to the story of a bullnose Morris which changed hands for 95p when the old ladies who had been using it found cranking it up had become tedious. They had paid £1 for it originally but found a shilling under a seat. Many years ago two other ladies sold their Ariel light-car under somewhat similar circumstances. The Albion Vehicle Preservation Trust, 3, Hamilton Crescent, Bishopton, Renfrewshire, knows of 116 Albions.

The tyres shown in our picture are all victims of the Avon research and development department.

A lot of them, needless to say, are Avon tyres.

But a surprising number belong to our main rivals.

And they're there because we believe that one of the most important stages in developing better tyres is to examine the competition.

To find out just how good they are. To find out exactly what we've got to do to improve on them.

How we go about it can hardly be described as kid glove treatment.

We cut them to pieces. We analyse them with chemicals. We put them under heavy loads and high pressure.

And we run them into the ground on test cars, to see how they react to tight cornering, sudden braking, skidding, fast acceleration and long periods at very high speeds.

So much punishment, in fact, we can wear out even a set of radials in as little as



,000 miles.

It's tough, but it's useful. When we've inished with our rivals' tyres, we know just what we've got to do to make ours better still.

And that's when we really turn on the vorks.

If we give our rivals' tyres a rough ride t Avon, it's a joy ride compared with the reatment we give our own.

Every new tyre we develop has to be put nercilessly through its paces.

We use a lot of different techniques for esting and analysis. Everything from mileage apparatus to electro-magnetic vibration machines.

A lot of them are our own inventions.

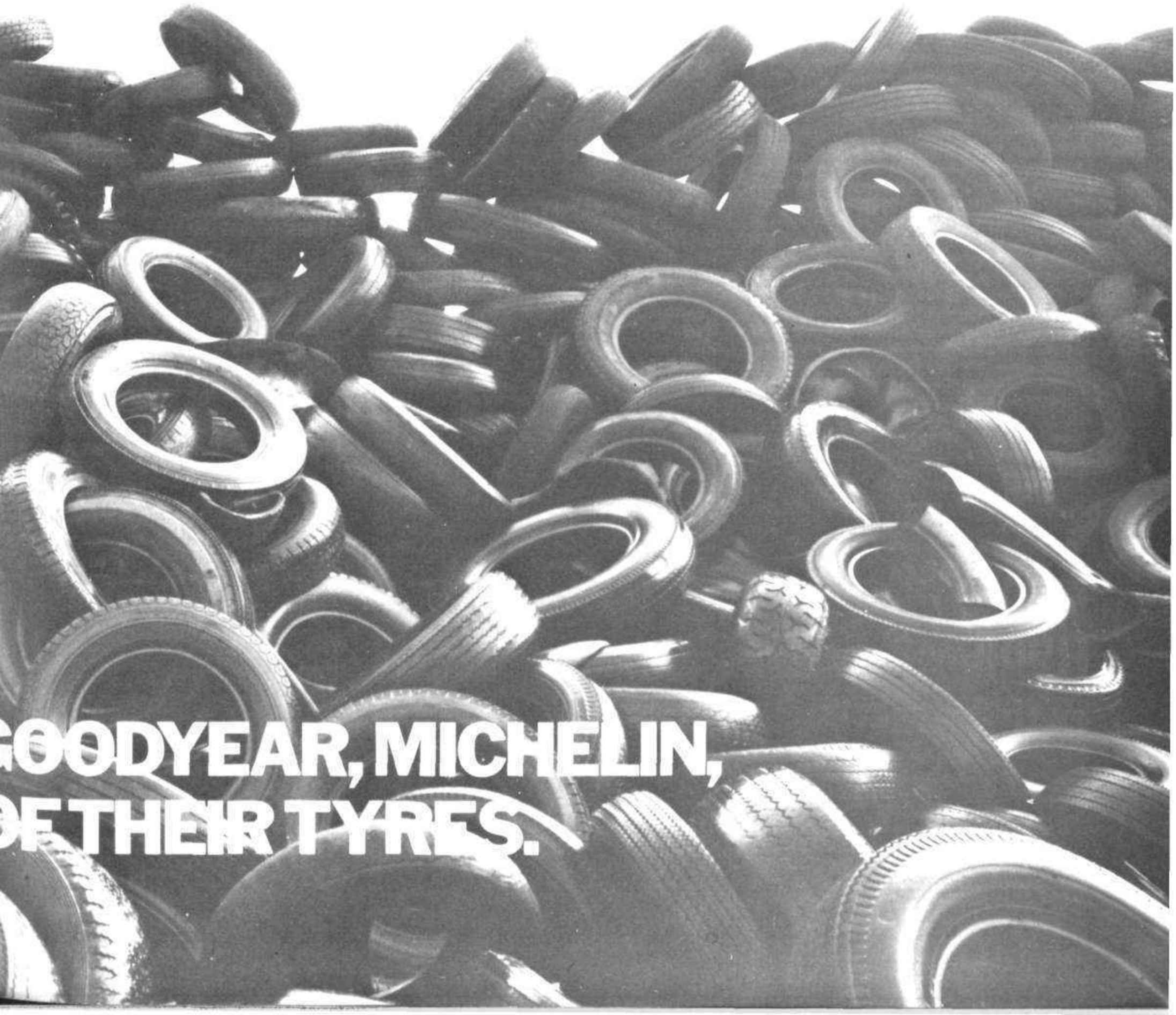
And as well as having our own research and development department, we're involved in projects with various universities and have regular use of their computers and specialised equipment.

It takes time. It costs money.

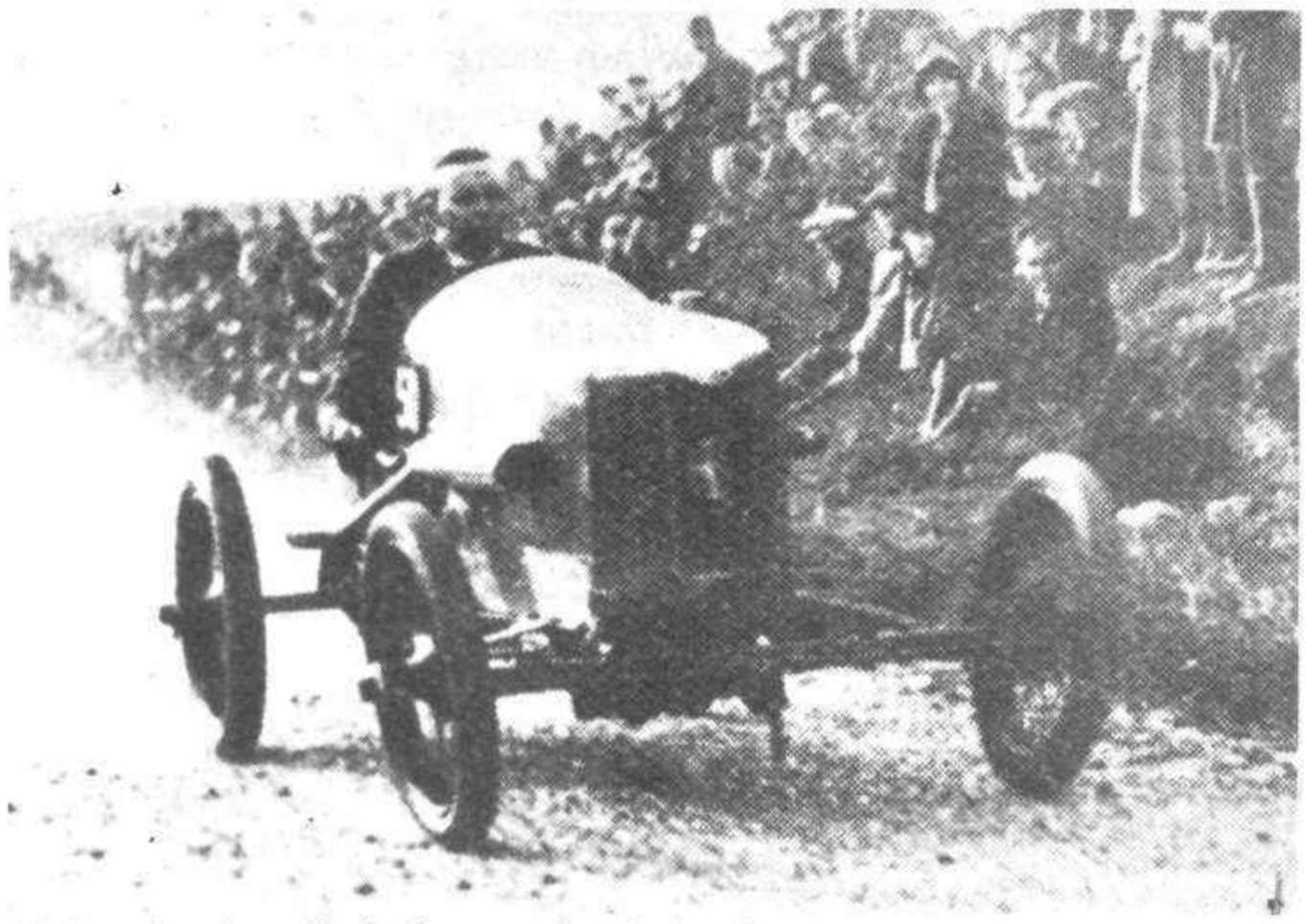
But it's the only way we can keep travelling down the road to perfection.

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Some AC History



J. A. Joyce in action at Kop in the 1924 sprint 16-valve AC, now owned by Mrs. Hewitt. If DSJ works on it to cure its "traditional troubles" he should learn all the details of its unusual design and construction.

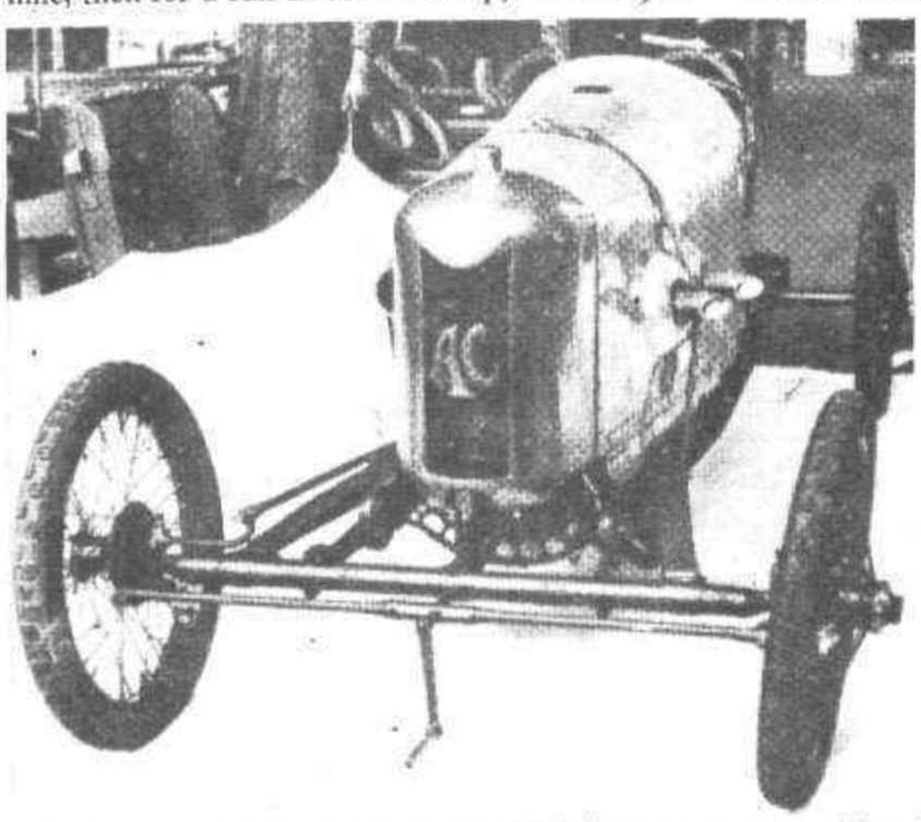
THE PRESENCE of two vintage racing ACs at the August VSCC Prescott hill-climb, as reported last month, prompts a few words on the subject. Willoughby's two-seater has the Anzani-pattern side-valve engine and a replica long-tailed body of the kind used on several ACs at Brooklands and elsewhere. Incidentally, it is so well done that it proves a good replica to be more acceptable than a chopped-about original, whatever the purists may say.

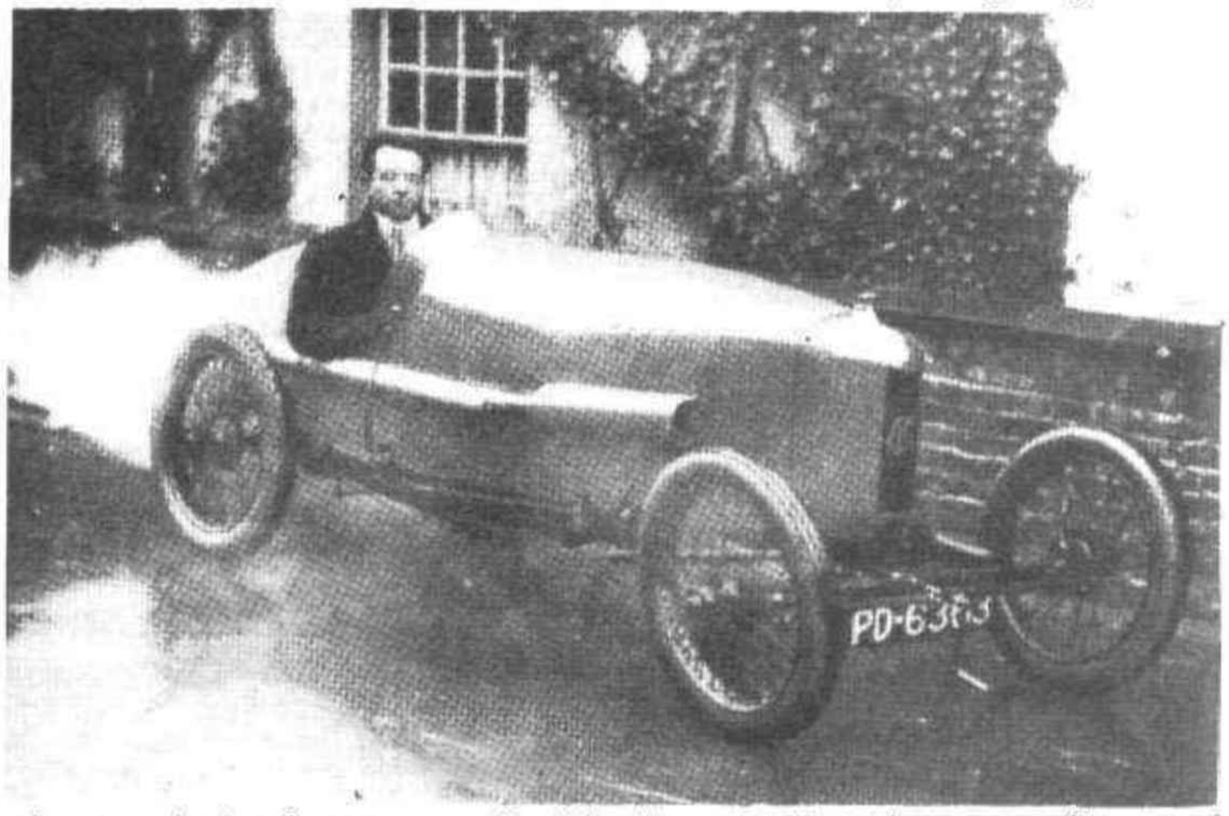
The other AC, which was confined to the Paddock with "traditional troubles", is Mrs. Hewitt's ex-Joyce sprint car, making a welcome re-appearance after having gone to ground for many years, our man DSJ being nominated to drive it. This car is a special racing model, composed of extremely interesting mechanical items at both ends, with nothing very much in between. By this I mean that the engine is a true tool-room job, of advanced but odd design, and that the back axle is equally unusual.

Indeed, with its 16-valve bronze head, chain-driven single-overhead-camshaft, external oil and water pumps driven by exposed chains, and twin distributors for the dual coil ignition system, twin carburetters, this is a decidedly fascinating piece of machinery. The back axle, consisting of a single tubular shaft, both ends exposed, with inboard brakes and the ¼-elliptic springs mounted close together on the front of the bevel-drive casing, is likewise unique. The front axle is wider and also sprung on ¼-elliptic springs. The track-rod is ahead of the axle; there may be no connection but it is interesting that S. F. Edge was responsible for both Napier and AC cars and that Napiers had the steering track-rod in front of the axle. So did most London taxis, but the reason here was no doubt the small turning-circle demanded by Scotland Yard regulations . . . .

To revert to racing ACs, the car Robbie Hewitt has unearthed was built during 1924, at a time when the make held all the records in its class. The AC was, in fact, the first 1½-litre car to exceed 100 m.p.h over the half-mile, then for a mile, then for a full Brooklands lap, and in 1922 it had accomplished this for the hour run, with J. A. Joyce in the cockpit. So many different engines and chassis were used for racing and record-breaking by AC that it will be a courageous man who attempts to sort them out. However, the special racing models, like the Hewitt car, stemmed from the drawing board of John Weller, in preparation for the 1914 RAC Light Car Race, which was never held, due to the war. The design, with an 8-valve head, was revived for the first JCC 200 Mile Race at Brooklands, three ACs of this advanced conception, with streamlined track bodies, starting. All of them retired. In the 1922 "200" two 16-valve cars started but retired, but at the end of that year Joyce used one of the 200 Mile Race 16-valve engines in the old Harry Hawker long-wheelbase AC to put the coveted light car hour record at over 100 miles – actually 100.39 m.p.h. In 1924 his record was broken by a *supercharged* Darracq, so Joyce took the AC, which was *not* blown, out again and set a new hour record, of 104.19 m.p.h. This was an outstanding achievement, even if the Darracq had taken its record during the "200" with other cars on the Track and held to a set speed, whereas Joyce had Brooklands to himself. This AC was then giving about 55 b.h.p. on a mild petrol/benzole mixture.

By this time the short-wheelbase sprint car which Jenkinson should have driven up Prescott this year had been built, single and two-seater bodies being made for it. It was modified extensively in 1925. Joyce made FTD at Porthcawl, Brighton, Brentnor, Colwyn Bay, Bexhill and Kop and in 1925 twice broke the Brooklands Test Hill record. These were good performances but the 16-valve racing AC engine could hardly be called reliable. When I said that DSJ was experiencing "traditional troubles" at Prescott I was thinking of the many retirements from races suffered by this type of AC. Joyce had seven unsuccessful attempts at getting the hour





Left *". . . . . by 1924 this type of AC single-seater was offered for sale new, priced at £1,000 . . . . . ."* **right** *Raymond Mays about to set off in one of the 200 Mile Race 16-valve ACs for Saltersford hill-climb late in 1924, where he made fastest time by a handsome margin. This was preparatory to racing for AC Cars Ltd. in 1925.*

record in 1922 (although tyres were partly to blame) and his first bid in 1924 failed, nor did the car manage a second run. The engines, which originally had cast-iron heads (with a steel head tried, I believe, in 1923) were prone to overheating and porosity. Raymond Mays raced a special version in 1925, modified by Amherst Villiers and supercharged with a Villiers blower, the engine being converted to dry-sump lubrication, using a scavenge oil-pump driven from the nose of the supercharger, as Villiers was to do seven years later on the Birkin blower – 4½ single-seater Bentley – see page ???. This AC was a complete fiasco. However, Joyce did finish 3rd. in the 1923 200 Mile Race in spite of much tyre trouble, and 4th in the 1924 "200" beaten only by the "Invincible" Darracqs, using the 16-valve engine.

The Joyce sprint AC seems to have been retired after 1925 but in October 1930 it turned up at Southport, which, like Brooklands, was a haven for old racing cars. The entrant was A. J. Aked, who had a garage nearby. The body was again a sketchy single-seater and knobbly tyres were used on the back wheels to aid grip on the sand. Before the war Aked again retired the car and it wasn't seen again until it was brought out at Prescott this year. It was involved in an accident at Southport, because the "water tower" radiator filler, another feature AC shared with Napier, has been wiped off. It is good to know that this interesting AC has escaped being incarcerated in the Aked Motor Museum and that its engine, of which the Sydney Smith rocking valve guides and Weller timing-chain tension are other unusual features, is very much as Joyce knew it.

Incidentally, exactly how many of these 16-valve engines were made it is impossible to say, for by 1924 this type of AC single-seater was offered for sale new, priced at £1,000 but I would think that there must have been about half-a-dozen of them, of which that in the Hewitt car seems to be the only survivor. – W.B.

V-E-V Odds & Ends. – Information is sought about the history and testing at Brooklands of the Godsal Special which was apparently made of 1926-1936 components and is almost ready to take the road again, with its original Reg. No. From No. 1 issue of the *Texaco Star*, Journal of the Texaco Oil Co., we learn that the Texaco 13 monoplane with which Capt. F. M. Hawks broke the Los Angeles – New York record in 1930 with a time of 12h. 25m. is preserved at the Museum of Science and Industry in Chicago and that a 72"-span, 1½ hp model of it has been used for making a recent Texaco film. The AA of Rhodesia has commemorated its 50th Anniversary with a special 1923-1973 badge and a booklet which contains some interesting material, including an account of the first car, a 1902 6½ hp Gladiator, to be imported, an article about the first lady taxi driver in Rhodesia, who used a new 1920 Buick tourer after learning to drive with Siddeley-Deasy in Marylebone, in London, and stories of long runs, in a new Model-A Ford sports-roadster and an Essex bought for £16 in 1927. The *Western Morning News* recently carried a feature about the first railway 'bus services, operated by the GWR between Helston and Lizard in 1903 with a Milnes-Daimler. More of these were purchased and a depot was opened in Wellington, Salop, for their assembly. By 1923 a solid-tyred AEC 'bus was among the fleet. A plaque was unveiled at Helston Station in 1953 to recall the able work of the West Country 'bus pioneers. *Quest*, the Duckhams magazine, illustrated an AC Six standing in the Thames Ditton showroom beside a modern AC 428 in its current issue.

Vintage Postbag

Models

Sir,

I have just come across the letter from Mr. G. E. Porrett in the June issue and was very interested to read his comments on toys and models of yesteryear. I wonder how many of your readers remember the Brenco model car in the early 1920s? This was made of quite heavy tin plate and had a winder in the front of the bonnet. I would very much like to have some details on the background and where these are made.

Westcliff-on-Sea. D. PRESTON COBB.

[I don't think I saw them but I do remember having a very realistic 7.5. clockwork Citroen bought for me at the Piccadilly showrooms of Piccadilly (10/6d, in a cardboard box) *circa* 1925 and I still have a larger clockwork Hispano-Suiza tourer and the remains of the aforesaid Citroens, 11.4s in this case. Contemporarily with the toy 7.5 Citroen I had a 14/40 Delage saloon with battery-operated searchlight. Would that toy cars came in similar sizes, like those covetable P2 Alfa Romeo models, today and that one of the miniatures makers would do a series of Brooklands outer-circuit single-seaters. [Ed.]

Sixty Mercedes

Sir,

Your interesting article on the three Mercedes 60s in England reminded me that I had seen another one in the Transportation Section of the Smithsonian Institute Museum in Washington, D.C.

Being there again last week, I had a closer look at it, and it is indeed a 1903 60 h.p., presented to the museum by a man named Gibbs. It has an open four-seater body, but the height of the tonneau and seat backs scarcely rises above the bonnet line, and it could be that the high back, more typical of its day, has been cut down to give a more sporting appearance in later times. It is painted in the traditional red. Numerous oil drip feeds include pipes to lubricate the driving chains while in motion. Front mudguards are simply stretched canvas, but there are flat metal guards over the rear wheels and chains. It is shod with unused Dunlop cord tyres, larger on the rear wheels. Lighting is from a fine pair of brass acetylene lamps, labelled "Rushmore Mirror-lens Searchlight", and made by the Rushmore Dynamo Works, of Plainsfield, N.J. A cylindrical tank on the right-hand side, above and behind the oil tank, houses the acetylene generator, and the rear lamp is oil fed. The brass handle at the base of the radiator, which I took to be a drain tap is presumably the half-compression handle referred to in your article.

There was also an unknown device, not apparent on the cars in England, which looked like a header tank protruding through the bonnet just in front of the scuttle, having a filler cap, a pipe leading into the engine compartment, and a pressure gauge reading, I believe, to 5 p.s.i. Could this be a modified fuel pressure system, replacing the exhaust pressure in the original design? I was not able to see the engine, but the general fine state of the car suggested that it would be very much a runner. It might be interesting to discover more of its history.

Other fine cars in this section include a sporting two-seater 1912 50 h.p. Simplex, the body built by Holbrook of New York, and a 1912 36 h.p. Pierce-Arrow Runabout, a two seater with a quaint single dickey seat behind. And, of course, the inevitable T-Ford tourer, of 1913 vintage. In fact, everything from Stage coaches onwards, the star exhibit being a magnificent Pacific Class locomotive.

This, and the Aviation and Space Section, in a different building, are 'musts' if you are in Washington. Beats Watergate hollow!

Wimbourne Manor. GEOFFREY HALL.

John Gott's Force

Sir,

Like many of your correspondents, my faith in the fairness of police and traffic patrol has steadily been eroded over the past year or so. Finally in February of this year, what little respect I had left disappeared altogether, after a blatantly 'trumped up' and vicious charge resulted in three endorsements appearing simultaneously on my licence, that had, up till then, being completely 'clean' since its acquisition, twelve years ago. It seems that yet another county constabulary is deliberately waging war on the motorist (you ought to see the multitude of hidden radar traps on Sundays, around Hertford!), using dubious methods to bring charges and secure convictions. (I understand that Kent actually advocates the use of motoring 'informers' now.)

However, I am delighted to report an incident which went some way to restoring my regard for police on patrol duties.

Just outside Silverstone on August 19th, I was overtaken and flagged down by a Northamptonshire police '1800'. The driver leaped out of his car and pointed to the near tyre of my 1952 Healey Abbott DHC, which appeared to have lost about half its air pressure. Since I had omitted to bring a spare wheel with me that day(!), the situation seemed a bit desperate, especially as the faulty tyre suddenly decided to eject the rest of its air and a great chunk of perished inner tube as well.

The police, however, couldn't have been more helpful. Although it was against regulations, they gave my wife, two children and myself a lift to Towcester Constabulary, where they telephoned the RAC, gave us cups of tea and generally helped my wife keep the two children amused. They then ran me back to my car to make sure bits weren't removed whilst it was in its sorry plight, and organised the replacement of the inner tube by telephone, with a garage some ten miles away. Everyone at the station was most helpful and friendly and it seems a pity that this should seem to be the exception, rather than the rule. But then, of course, it *was* John Gott's old force!

[Name and address supplied. – ED.]

Sixty Mercedes

Sir,

I have read with great interest your account of your run in the Mercedes 60 and the reference to the Gordon Bennett Race of 1903, held in Athy, Ireland. The Club, of which I am President, the Irish Veteran and Vintage Car Club Ltd., commerorated this event in a small way in July of this year by finishing the "Veterans only" Rally at the Gordon Bennett Memorial at the Moate of Ardscull on the course. We also used the occasion to bestow life membership on the

Road Impressions

The Triumph Dolomite Sprint

IN RECENT months we have had a good deal to say about the 2-litre sixteen-valve Triumph Dolomite Sprint, justifiably so, because this is one of British Leyland's most acceptable new models. Since a colleague tried the test prototypes and I paid tribute to the ingenious overhead-and-rocker valve gear of the Sprint engine I have been able to road-test a production model of this fast, docile, compact and well-contrived car.

The Dolomite Sprint has been compared in some quarters to far more expensive German cars. I prefer not to do this, because I think in this case comparisons are odious and detract from the very real excellence of the Triumph, which is a fine car in its own right, especially remembering its price of £1,740. I prefer the comment made by Bill Davis, Managing Director of Rover/Triumph, when the Sprint was introduced, namely that it "will lay the myth that the Continental manufacturers have a virtual monopoly of fast, medium-sized cars". Incidentally, it was remarkable, at the time, that his PRO Department said that the first Dolomite was a *six-cylinder* 2-litre, obviously having forgotten or conveniently over-looked the straight-eight, twin-cam supercharged 2-litre Triumph Dolomite of an earlier era, which traditionally was nearer to the Sprint's role as a sporting model.

However, all that is very much in the past and in the light of present-day expertise the Dolomite Sprint is a highly acceptable car. It can be driven like any other family saloon, being outstandingly docile. The canted-over, multi-valve engine is very quiet and pulls smoothly in top gear from about 1,500 r.p.m. Driven like this you would never credit the 115 m.p.h. maximum speed and the truly impressive acceleration, in the ss ¼-mile in 16.6 sec. bracket. True, the Sprint seems to be covering the ground well, habitually cruising at an indicated 70 m.p.h. with no effort at all, the 127 (DIN) b.h.p. engine then running at a very modest 3,000 r.p.m. in o/d top gear.

It is when the lower gears are made use of, engaged by the very good if not outstanding, typically Triumph gear lever which slaps so easily when required into reverse, that the Sprint is seen for what it is, a very quick and accelerative compact saloon, able to hold its own with the majority of sporting cars of this size, yet still performing without noise or effort. The somewhat heavy clutch engages smoothly.

The Sprint is immensely controllable, cornering with initial understeer and very accurately placed where the driver intends, the small racing-type steering wheel operating through pleasantly light and consistently taut rack-and-pinion gear which asks only 3⅜ turns, lock-to-lock, and the suspension such that, if it is too lively over the less smooth roads, it kills any excessive roll. There is sensibly mild steering return and the turning-circle is conveniently tight. All this adds up to a safe and "happy" car in which to drive fast. The servo disc/drum brakes are in keeping and the test car had those flat-profile Dunlop SP Sport Formula 70 aquajet tyres for added security, on nice-looking 5½" cast aluminium alloy wheels, made by GKN, not by Dunlop as we inadvertently said in the description of the Sprint. That the new engine is low stressed is evident from the gearing used, which means that at 1,000 r.p.m. in top gear the road speed is nearly 19 m.p.h. That it is also an efficient power unit is emphasised by the notable fuel economy of 97-octane fuel. In ordinary running about I recorded 29.4 m.p.g., and as the fuel tank, which has a secured but not lockable, rather small filler, takes 12½ gallons, the range is likely to be usefully in excess of 300 miles however you drive. The warning light shows some 60 miles before the tank runs dry. Checking the oil consumption with a short angled dip-stick set low down but accessibly beneath the air box on the o/s of the engine, the level in the sump had dropped by approx ½-a-pint after 650 miles.



SMART DECOR – Black grilles and lining on a mimosa body shell distinguish the 16-valve Sprint version of the popular Triumph Dolomite.

The interior and appointments of the Dolomite Sprint belie its sporting pretensions. It is a top-grade family saloon, very similar in its instrument layout, use of a walnut facia, and control arrangements, with rotary lamps' switch, to the Triumph Stag road-tested by MOTOR SPORT last month. There is the same cluster of warning lights, slightly differently located, directly before the driver, the same full complement of dials minus an oil-gauge, the same good stowage facilities, and those convenient, multi-purpose control stalks. There is a centrally-placed Kienzle clock and the recessed interior door-handles and ash-trays exemplify the neat, ungarish treatment accorded to the Sprint's *decor*, which includes "fitted carpets" and wood door cappings. The test car had Triplex toughened Sundym windows, with openable quarter windows in the front doors, and upholstery is in black brushed-nylon which I find rather clinging. But the seats are very comfortable and the rear one has a retractable centre arm-rest. The boot, openable without the use of the key, is shallow but unobstructed and is lit at night even when the car's lighting is off – full marks, Triumph! The body is vented beneath the roof extension and triple fresh air inlets are provided within. Under the front-hinged, self-propping bonnet the small Lucas battery and the fillers and (buried) plugs are all accessible. The exterior paintwork is mimosa, the finish and trim thus following the Triumph pattern for their sports-cars. The full-width front spoiler is in black and presumably helps adhesion at the very high speed obtainable from this quite small car. It is matched by the black radiator grilles, back panel and body lining and matt-black roof – very smart!

This Dolomite Sprint is a car I liked from the moment I moved out of the office car-park and it becomes more likeable the further and faster you drive it. There is very little to fault. On the test car the air volume control, the central one of the three heater/ventilation levers, produced unscheduled hot air after a certain setting, which it shouldn't have done and I had to assist my wife to release herself from the reel-type Britax safety harness, which had a stiff button. During the test the horn ceased to work. The steering wheel transmits no kick-back but some vibration and there are some mild tremors through the body shell, although generally the running is as smooth as the engine, which gets over its diesel-like idling at 750 r.p.m. as soon as it is opened up. Otherwise, absolutely no complaints. The driving position, with well-placed unobtrusive hand brake, the small plastic-bound wheel and adjustable steering rake, is excellent. The engine required a good deal of mixture enrichening of the twin side-draught HS6 SUs to persuade it to pull after a summer night in the open and the close-set twin exhaust tail pipes *look* vulnerable but gave no trouble and are protected by solid-looking rubber-tipped bumpers. The overdrive switch is most conveniently set into the knob of the gear lever, as on other Triumph models. The Sundym glass and the overdrive, by the judicious use of which I achieved petrol economy of nearly 30 m.p.g., adds £91.17, bringing the total to £1,831.01. Seat belts are supplied as standard.

The Triumph Dolomite Sprint is a thoroughly likeable and unexpectedly fast compact saloon, with which I could be very content if buying a car in this price bracket. It should become one of Triumph's most popular models. –W.B.

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

Most people get quite a surprise when they see how many moving parts make up an average engine. And if one of them stops moving, everything stops moving. Then you've got problems.

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If that doesn't worry you, it should. Because it's not easy to make an oil that can hold out until it's taken out. And it's a lot cheaper to make an oil that can't.

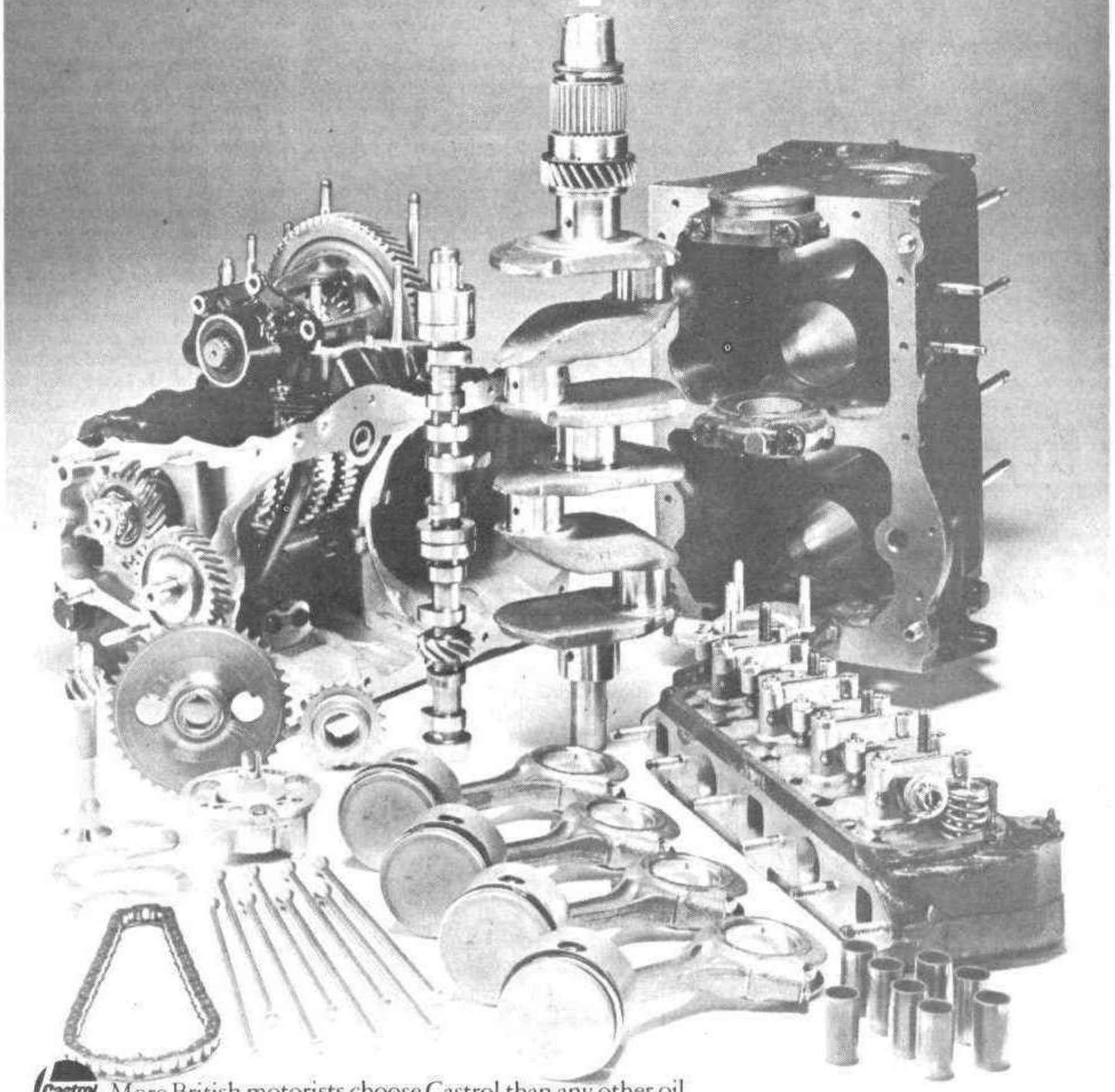
Happily, you can now stop worrying—thanks to Castrol GTX. What ever you get up to, you can rely on Castrol GTX to stop your engine coming to a heartbreaking end.

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The Austrian Grand Prix — The best laid plans go wrong

OSTERREICHRING, ZELTWEG, *Aug 19th.*
IF ANYONE HAS doubts about the popularity of Grand Prix racing they should visit the Austrian Grand Prix, for even though the Osterreichring has only had three Grand Prix races there, it has built up a far-reaching reputation. No-one will ever forget the 1970 event when Ferrari finished first and second, and BRM enthusiasts will not forget 1971 when Siffert led from start to finish, while enthusiasts for youth will remember the smooth and competent performance put up by Emerson Fittipaldi last year. The Austrian organisers started off on the right foot by building their new circuit in beautiful mountain surroundings which encouraged spectators to have an open-air camping weekend, and they followed this up by increasing and improving the facilities each year, and with the backing of the government tobacco company called Memphis, the build-up to this year's event lacked nothing. People came from Yugoslavia, Italy, Switzerland, Germany, France and Great Britain, to form one of the greatest crowds ever seen in Austria. There were an estimated 50,000 for practice and race day estimates varied from 100,000 to 130,000 and it was certainly the biggest crowd seen at the Osterreichring, and they had everything going for them; glorious weather, perfect camping conditions, fairs, markets, beer halls, music, supporting races, parades, flying displays, and as the *piece-de-resistance* the Austrian Grand Prix for nearly 1½ hours. It was a veritable "summer-fest" with activity nearly all the week leading up to the short, sharp Grand Prix.

The McLaren team and the Hesketh team took the opportunity to do some unofficial practice and testing before the official periods began on Friday afternoon so that it was no surprise that they should set the pace when lappery became timed officially. The Hesketh March had been finely tuned aerodynamically in search of maximum speed at the expense of lower cornering power on some corners which were considered to be less important and James Hunt was putting the theories to the test with good results. The revamped Ferrari driven by Merzario did not go far before the engine went sick and it was immediately returned to the paddock and torn apart in order to install a new engine. Not far away the Goral Tecno was strewn all over the place in the throes of an engine change, having arrived directly from a test session at Goodwood, so Amon was driving the earlier car in the meantime. In the BRM pits Lauda had discovered very quickly that his damaged wrist, sustained in the German Grand Prix, was not going to let him race, so his car was put aside as a spare, which was just as well for Regazzoni's engine blew up in a big way, a mangled connecting rod being clearly visible through a gaping hole in the left side of the crankcase! Both McLaren drivers had a go in the spare M23, as well as in their own cars and they were setting the pace in this first part of practice, with Hulme fastest and Revson third fastest, the irrepressible Hunt being between them until his engine broke, which put a stop to his practice for the day.

After a short break practice continued until 4pm, for a total of nearly three hours, and in the second part the Lotus boys began to come into the picture. A sign that Peterson was beginning to get into the groove was seen when he came into the pits with his right rear tyre fizzing and bubbling and covered in blisters. At the other end of the pits Pace was in with a flat rear tyre on his Surtees, not due to heat and speed, but due to a manufacturing fault on the Melmag wheel, the bead-shoulder being low on diameter so that the tyre did not sit down properly. It was not the first one to be discovered, a poor reflection on the standards of Formula One construction that no-one had an inspection department to check "outside manufacture". While the Lotus team were beginning to get down to business, the Tyrrell team were a long way off, and Stewart seemed to be more concerned with counting the number of photographers round the circuit than concentrating on his driving, while Cevert's practice ended with that well-worn Tyrrell phrase "a brake problem". This time the problem was an unusual one in that a rear disc broke. After the pedals on 005 had been reset for the tall Frenchman, having been set up for the Wee Scot, Cevert continued his practice in the spare car, but the very high speed Austrian circuit was too much for him to shine brightly, added to which none of the Tyrrells seemed particularly well balanced to the high-speed swerves and swoops.

In the Brabham team Wilson Fittipaldi's car would not run properly so he took the spare car, which had Stommelen's number on it, and with Regazzoni in Lauda's BRM and both McLaren drivers using the spare M23 there could have been a lot of confusion, but the time-keepers coped admirably. Stommelen was number 9, Fittipaldi number 9T, Regazzoni number 19 and also in 21T, while number 35 was the spare McLaren no matter whether Hulme or Revson was driving it. The day ended with Peterson out in front, closely followed by Hulme and Revson, and the official lap record had long since been improved upon. The Formula One record was set up last year by Hulme with 1 min. 38.32 sec., although fastest time in practice had been Emerson Fittipaldi's 1 min. 35.97 sec. In the 1000 Kilometre sports car race earlier this year, Cevert set up a new circuit lap record of 1 min. 38.30 sec. in a Matra-Simca sports car, and now Peterson was down to 1 min. 35.37 sec. Such is the progress and the reason for all the activity.

On Saturday, with the weather getting hotter and hotter, the crowds getting larger and larger, and the beer halls getting noisier and noisier, it all began again, with most people ready once more. Hunt had another engine in the Hesketh March, the Tecno chaps had finally got the new engine to fit into the Goral chassis, Cevert's car was repaired, Regazzoni's BRM had another engine installed, the Firestone tyre people were muttering about Melmag wheels, the Goodyear tyre people were trying to pretend that they did not have any special short-life qualifying tyres, the CSI and the GPDA were getting up-tight about the social scene in the pits and shortly after midday the circus was in full swing, with the acrobats out to beat the 1 min. 35 sec. barrier, the jugglers balancing "wing drag" against "cornering power" and the clowns keeping everything on the boil and the crowds happy.

Since the Zandvoort accident, when certain drivers thought certain drivers went too fast through the smoke and past the rescue vehicles, the CSI, the GPDA and the F1 Constructors got together and dreamed up a "pace-car control system," and during the first part of practice this was given a "dry-run" (see Continental Notes). Between the fun and games, which included a brief protest meeting by journalists and photographers when they were banned from the pit lane, Team Lotus got down to some serious trying, using all their own tweaks and those of Goodyear tyres as well. The result was that by the end of the three-hour session, with its half-hour break, Fittipaldi had scored the first lap at under 1 min. 35 secs. with a time of 1 min. 34.98 secs. a speed of 224.04 kph (approx. 139.1 m.p.h) and he was alone in the class. Stewart tried too hard, too soon on the special "sticky" Goodyear tyres and returned to the pits with the left rear one flailing great strips of rubber. The McLaren team were still hard on the heels of Team Lotus and the lone Ferrari was well placed, Merzario having made a very respectable time

PRACTICE TIMES

No.	Driver	Car	Friday	Saturday
1	E. Fittipaldi	Lotus 72/R7-Cosworth V8	1. 36.71	**1. 34.98**
2	R. Peterson	Lotus 72/R6-Cosworth V8	**1. 35.37**	1. 35.97
3	J. Ickx	NON - STARTER		
4	A. Merzario	Ferrari 312B3/011—flat-12	1. 36.42	1. 37.09
5	J. Stewart	Tyrrell 006/2-Cosworth V8	1. 36.84	1. 36.44
6	F. Cevert	Tyrrell 006-Cosworth V8	1. 37.98	1. 36.77
7	D. Hulme	McLaren M23/1-Cosworth V8	1. 35.69	1. 35.75
8	P. Revson	McLaren M23/2-Cosworth V8	1. 35.86	1. 36.41
9	R. Stommelen	Brabham BT42/6-Cosworth V8	1. 40.53	—
10	C. Reutemann	Brabham BT42/3-Cosworth V8	1. 36.01	1. 36.29
11	W. Fittipaldi	Brabham BT42/2-Cosworth V8	1. 38.43	1. 38.51 (BT42/6)
12	G. Hill	Shadow DN1/3A-Cosworth V8	1. 40.18	1. 39.50
14	J-P. Jarier	NON - STARTER		
15	M. Beuttler	March 721G/2-Cosworth V8	1. 38.29	1. 36.83
16	G. Follmer	Shadow DN1/6A-Cosworth V8	1. 41.26	1. 38.30
17	J. Oliver	Shadow DN1/4A-Cosworth V8	1. 39.75	1. 37.97
18	J-P. Jarier	March 731/2-Cosworth V8	1. 39.40	1. 36.93
19	G. Regazzoni	BRM P160/09—V12	1. 38.50	1. 37.52
20	J-P. Beltoise	BRM P160/07—V12	1. 37.62	1. 37.46
21	N. Lauda	BRM P160/05—V12	NON - STARTER	
22	C. Amon	Tecno-McCall PA123/6—flat-12	1. 40.39	1. 42.34
23	M. Hailwood	Surtees TS14A/04-Cosworth V8	1. 37.60	1. 38.29
24	C. Pace	Surtees TS14A/05-Cosworth V8	1. 37.55	1. 36.48
25	H. Ganley	Williams IR/03-Cosworth V8	1. 40.75	1. 39.38
26	G. van Lennep	Williams IR/01-Cosworth V8	1. 41.04	1. 41.41
27	J. Hunt	March 731/3-Cosworth V8	1. 36.63	1. 37.47
28	R. von Opel	Ensign MN01-Cosworth V8	1. 38.22	1. 39.29
2T	R. Peterson	Lotus 72/R8-Cosworth V8	—	1. 39.58
5T	J. Stewart	Tyrrell 005-Cosworth V8	—	—
6T	F. Cevert	Tyrrell 005-Cosworth V8	1. 39.49	—
9T	R. Stommelen	Brabham BT42/5-Cosworth V8	—	1. 37.85
9T	W. Fittipaldi	Brabham BT42/5-Cosworth V8	1. 37.81	—
21T	G. Regazzoni	BRM P160/05—V12	1. 41.33	1. 38.55
22T	C. Amon	Tecno-Goral E731—flat-12	—	1. 46.15
35	D. Hulme	McLaren M23/4-Cosworth V8	1. 35.91	—
35	P. Revson	McLaren M23/4-Cosworth V8	1. 36.52	1. 36.84

with it on the first day of practice. Bearing in mind that he is not an outstanding driver and like Cevert, does not particularly like the high-speed Austrian circuit, it looked as though the re-vamped Ferrari 312B3 was going to be competitive, and one wondered what Ickx was thinking about it all while he was "away on holiday". Down at the other end of the field all was not sweetness and bright for the new Tecno was running too hot and the old one had broken its engine, while Hailwood seemed to spend most of his time being towed in by the course car, his fuel system going on the blink continuously. His team-mate was much better off and was up with the fast runners, alongside Stewart on the fourth row of the grid. The Williams' cars were vying with Graham Hill's Shadow for the back of the grid, and as practice ended Ganley's engine blew up and spread mess all along the finishing straight.

On Sunday morning the circuit was packed out and those Formula One Teams who still were not ready or felt they had not done enough practice, had an extra untimed session. Lotus were confident and spent the time on detail preparation and inspection, and Regazzoni's BRM was having its engine changed yet again. Having achieved last position and two from last position on the grid with the two Tecnos, Amon felt he had better things to do and went off home. The jollifications, parades and supporting races kept the spectators entertained from dawn until 3 pm when the serious business of the Austrian Grand Prix was due to start, and be run over 54 laps of the circuit. The heat was terrific and as the cars lined up on the "dummy-grid" drivers and cars were covered with every form of protection from sunshades to tarpaulins. The field was held on the "dummy-grid" for an awful long time before the signal was given that all was ready. The crowd of team managers, mechanics, friends, press, hangers-on and officials finally left the hot track as engines were started and the twenty-three cars moved forward to the starting grid led by the black and gold Lotus 72s of Fittipaldi and Peterson. As the flag dropped Peterson made a superb start, with Hulme tucked in behind him, followed by Fittipaldi and Merzario. In the midst of it all Revson could be seen almost stationary with his arm extended upwards from the cockpit. His clutch had given up and the McLaren crept along the front of the pit wall and expired, baulking those immediately behind him as it went. In the dust and confusion Cevert baulked Beuttler, who had to lift off and Hailwood hit the yellow March in the rear and broke the oil cooler. As Beuttler went up the hill he left a stream of oil behind him, and retired before he had even had a chance to go racing. With the leader not yet half-way round the first lap two cars had retired, which was not a good start to the proceedings.

Swooping and diving round the undulating circuit Peterson led the field on the opening lap, closely followed by Hulme, who looked to be in a belligerent mood; they were followed by Fittipaldi E, Merzario (having a moment of glory in fourth place), Stewart, Reutemann, Pace, Cevert and Hunt, all good runners and going well. Hulme had split the Lotus team and there was not much they could do about it, though the rest of the field were trying to get themselves sorted out. On lap 4 Stewart forced his Tyrrell past the Ferrari into fourth place, but already the leading trio were getting out of sight. At the end of the third lap Hunt had arrived slowly at the pits with a control rod to the fuel metering unit broken and his race was ended, while on lap 6 Cevert ended his own race by misjudging the moment to pass Merzario's Ferrari and the two cars banged wheels together, the blue car suffering a bent front wishbone, while the red one went on its way unharmed. Cevert roared into the pits at an absurd speed, but he didn't roar out again, his race was finished. Almost unnoticed Follmer drifted into the pits the Cosworth V8 engine in his Shadow misfiring, and two laps later, equally unimpressively Oliver joined him with the second works Shadow. At seven laps things looked a bit stable, with Hulme still close behind Peterson and Fittipaldi watching them from a little way off. Then came Stewart on his own, unable to match the pace of the leaders, and then came Reutemann, Merzario, Pace, Jarier, Beltoise, Fittipaldi W., and Regazzoni all within sight and sound of one another. Ganley was circulating on his own, with Hailwood next along and then Hill leading the tail enders, comprising Stommelen, von Opel, van Lennep and the two black Shadows when they could be persuaded to run.

Already the pace was below the old lap record, which was no surprise, but it was nothing like as fast as practice had been. Peterson was clocked at 1 min. 37.39 secs. with Hulme still on his tail and looking like having a go to get by. However, on lap 12 the McLaren went up the hill past the pits sounding less crisp than usual and next time round it was not only on seven cylinders but Fittipaldi had got by into second place. While this was going on at the front of the race, in mid-field Merzario had lost another place as Jarier forced the works March past the Ferrari, and Hailwood was heading slowly for the pits with a flat left front tyre, (another duff Melmag wheel). Peterson ended lap 13 comfortably in the lead, followed by Fittipaldi in the second Lotus, then came Stewart's blue Tyrrell and Hulme was charging into the pits, everyone except van Lennep going by while the McLaren mechanics looked at the engine and found a plug lead had come adrift down in the deep plug recess of the Cosworth engine. It was clipped back on and Hulme took off in a cloud of dust and wheelspin smoke, now in fifteenth position. With the threat of Hulme gone and with Stewart barely keeping pace the two John Player sponsored Lotus cars had things all their own way and Peterson eased up and let Fittipaldi join him. Their pre-race instructions had been to "play it by ear" and see what the situation was, it being agreed that it would be to everyone's benefit if Fittipaldi could win, as it would give him a chance of winning the "points rat-race" for the World Championship title. No matter which car won, the team would benefit in the Manufacturers Championship. In complete command of the race Peterson waved Fittipaldi by into the lead on lap 17 and the two Lotus 72s circulated nose to tail, completely untroubled by any opposition. Behind Stewart there was a stir up as Pace got by Reutemann and drew away from the works Brabham. On lap 18 as Hulme was preparing to pass the tail enders his engine went on to seven cylinders again and he was back into the pits; once again the faulty plug clip was pressed back on, and he was out again without losing a place.

With less than half-distance covered the race as such was all over and the more disinterested spectators began to head off for the car parks, a long crocodile of people streaming down the hillsides. For the enthusiasts there was still something to see for Pace was going strongly in fourth place and Lotus fans basked in the glory of Team Lotus domination, just as the Tyrrell fans had done at the Nurburgring. The pits were kept busy by Ganley whose engine would not work properly, Stommelen whose Brabham had a seized front wheel bearing and Hulme who came in yet again on seven cylinders. This time the McLaren mechanics got really tough with the faulty plug clip and graunched it into place for ever more. Surprisingly the BRM pits were all peace and quiet, both cars running faultlessly, if not very fast, but the Embassy pit received Graham Hill with the information that the Shadow felt funny. This was not surprising as the right-hand radius rod of the rear suspension was pushing its way into the monocoque, just as the left-hand one had done at Monaco! It was said that after the first incident the mounting had been strenghened, but only on the left side! Obviously someone was joking or perhaps the remarks in last month's Continental Notes about the poor standards of engineering in Formula One are true. Wilson Fittipaldi visited the pits as his engine would not run properly and Hailwood came in with a fuel leak under the car. Oliver had already retired with a fuel leak and Follmer had gone out with trouble in his Hewland final drive. The Ensign disappeared quietly with a lack of fuel pressure for the injection system and Jarier retired the works March with a recalcitrant Cosworth engine and a troublesome Hewland gearbox.

Round and round went the triumphant Lotus team, with Stewart settled in third place, but not

STARTING GRID

1 E. Fittipaldi (*Lotus-Cosworth V8*) 72/R7 1 min. 34.98 sec.	2 R. Peterson (*Lotus-Cosworth V8*) 72/R6 1 min. 35.37 sec.
7 D. Hulme (*McLaren-Cosworth V8*) M23/1 1 min. 35.69 sec.	8 P. Revson (*McLaren-Cosworth V8*) M23/2 1 min. 35.86 sec.
10 C. Reutemann (*Brabham-Cosworth V8*) BT42/3 1 min. 36.01 sec.	4 A. Merzario (*Ferrari—flat-12*) 312B3/011 1 min. 36.42 sec.
5 J. Stewart (*Tyrrell-Cosworth V8*) 006/2 1 min. 36.44 sec.	24 C. Pace (*Surtees-Cosworth V8*) TS14A/05 1 min. 36.48 sec.
27 J. Hunt (*March-Cosworth V8*) 731/3 1 min. 36.63 sec.	6 F. Cevert (*Tyrrell-Cosworth V8*) 006 1 min. 36.77 sec.
15 M. Beuttler (*March-Cosworth V8*) 721G/2 1 min. 36.83 sec.	18 J-P. Jarier (*March-Cosworth V8*) 731/2 1 min. 36.93 sec.
20 J-P. Beltoise (*BRM—V12*) P160/07 1 min. 37.46 sec.	19 G. Regazzoni (*BRM—V12*) P160/09 1 min. 37.52 sec.
23 M. Hailwood (*Surtees-Cosworth V8*) TS14A/04 1 min. 37.60 sec.	11 W. Fittipaldi (*Brabham-Cosworth V8*) BT42/2 1 min. 37.81 sec.*
9 R. Stommelen (*Brabham-Cosworth V8*) BT42/6 1 min. 37.85 sec.	17 J. Oliver (*Shadow-Cosworth V8*) DN1/4A 1 min. 37.97 sec.
28 R. von Opel (*Ensign-Cosworth V8*) MN01 1 min. 38.22 sec.	16 G. Follmer (*Shadow-Cosworth V8*) DN1/6A 1 min. 38.30 sec.
25 H. Ganley (*Williams-Cosworth V8*) IR/03 1 min. 39.38 sec.	12 G. Hill (*Shadow-Cosworth V8*) DN1/3A 1 min. 39.50 sec.
26 G. van Lennep (*Williams-Cosworth V8*) IR/01 1 min. 41.04 sec.	

* Time recorded in Brabham BT42/5.

Non-starter: C. Amon (Tecno flat-12) with 1 min. 40.39 sec.

very secure for Pace was going faster and faster as the race wore on. At 43 laps he was seven seconds behind the Tyrrell and by 48 laps he was barely four seconds behind and had notched up a new lap record. While this woke everyone up from the heat torpor a black and gold car was seen to slow right up in the dip in the centre of the circuit. It was Fittipaldi's car and the engine had died. Peterson ended lap 49 on his own, his team-mate stranded by the trackside. The rubber petrol pipe feeding the fuel metering unit down in the vee of the Cosworth engine had come adrift from its union and there was no easy way of putting it back on. Peterson cruised home to a lonely victory while the drama of Stewart and Pace fizzled out about as undramatically for the Surtees car popped and banged on lap 52 as the fuel system failed to work properly and the pressure for the injection system fell. Poor Pace limped along in third place, with Reutemann closing on him fast, but the Surtees completed the race a few yards ahead of the Brabham. They were followed home by the BRMs of Beltoise and Regazzoni, with Merzario a lap behind in the Ferrari, followed by an unhappy Hulme, whose day was completed by the rear aerofoil mounting breaking during his last lap.

As a race this year's Austrian Grand Prix was not a classic event, apart from the vastness of the whole manifestation, the enormous crowd, the superb weather, the happy time the beer drinkers and campers had all week and the profits everyone must have made. Grand Prix racing is good business for everyone and has certainly brought a degree of prosperity to the centre of Austria. Long may events such as this survive, and with lap speeds close to 140 m.p.h. the drivers were impressive to watch.

- DSJ

Results :

AUSTRIAN GRAND PRIX—Formula One—54 laps—Osterreichring—5.911 kilometres per lap—318.194 kilometres—Very Hot

1st :	R. Peterson (Lotus 72/R6)	1 hr. 28 min. 48.78 sec.—214.850 k.p.h.
2nd :	J. Stewart (Tyrrell 006/2)	1 hr. 28 min. 57.79 sec.
3rd :	C. Pace (Surtees TS14A/05)	1 hr. 29 min. 35.42 sec.
4th :	C. Reutemann (Brabham BT42/3)	1 hr. 29 min. 36.69 sec.
5th :	J-P. Beltoise (BRM P160/07)	1 hr. 30 min. 10.38 sec.
6th :	G. Regazzoni (BRM P160/09)	1 hr. 30 min. 27.18 sec.
7th :	A. Merzario (Ferrari 312B3/011)	1 lap behind
8th :	D. Hulme (McLaren M23/1)	1 lap behind
9th :	G. van Lennep (Williams IR/01)	2 laps behind
10th :	M. Hailwood (Surtees TS14A/04)	5 laps behind
11th :	H. Ganley (Williams IR/03)	10 laps behind

Fastest Lap : C. Pace (Surtees TS14A/05) on lap 46, in 1 min. 37.29 sec.—218.720 k.p.h. (*new record*).

Retired : P. Revson (McLaren M23/2) on lap 1, clutch failure; M. Beuttler (March 721G/2) on lap 1, oil cooler knocked off; J. Hunt (March 731/3) on lap 4, injection control rod broken; F. Cevert (Tyrrell 006) on lap 7, suspension damaged in collision with Ferrari; J. Oliver (Shadow DN1/4A) on lap 10, petrol leak; R. Stommelen (Brabham BT42/6) on lap 22, front-wheel bearing failure; G. Follmer (Shadow DN1/6A) on lap 24, transmission failure; G. Hill (Shadow DN1/3A) on lap 29, rear suspension failure; W. Fittipaldi (Brabham BT42/2) on lap 32, injection system failure; R. von Opel (Ensign MN01) on lap 35, fuel pressure failure; J-P. Jarier (March 731/2) on lap 38, engine trouble; E. Fittipaldi (Lotus 72/R7) on lap 49, petrol pipe failure.

23 *starters* — 11 *finishers.*

Notes on the cars at Zeltweg

THE GREATEST interest in the paddock at the Austrian Grand Prix centred around the re-appearance of the Scuderia Ferrari, after being missing from the Dutch Grand Prix and the German Grand Prix. During that time Jacky Ickx more or less severed his connections with the team, so that the appearance of a single car at Zeltweg, with Arturo Merzario in attendance showed exactly how the situation stood. Engineer Mauro Forghieri had been called back from his special projects department and he had taken the second of the 1973 Grand Prix cars, number 312B3/011 and gone to work on it utilizing much of the knowledge gained with the 1973 sports-prtotype Ferrari, and especially the experimental one that appeared at a number of the recent European long-distance races. The front-mounted water radiator of the Grand Prix car had been abandoned and long thin radiators were mounted on each side of the cockpit, lying at a very shallow angle with air entering from underneath and being expelled out of the top of the side sponsors. To further assist cooling, the water from the engine to the top of each radiator passes along finned cooling tubes lying within the sponsons. The oil tank, which previously formed part of the rear aerofoil mounting, was now mounted on the right-hand side of the engine, as tried on one of the sports cars, and the oil radiator was on the opposing side. This re-arranged layout immediately brought two constant weight masses closer to the centre of the car. The flat-12 engine air intakes were no longer fed from two ducts, one on each side surrounding the suspension radius rods, but were fed from an air intake above the roll-over bar behind the cockpit. This air intake took the air in horizontally, turned it down through a right-hand angle and then split it two ways horizontally, to feed the two banks of cylinders; this again had been tried successfully on the sports cars. The nose cowling was of a chisel shape with a single-piece full width aerofoil mounted above it. The rear aerofoil was remounted on a structure from the gearbox, and the suspension geometry was re-designed to suit the new weight distribution and the new aerodynamics.

Another car which had undergone some major changes was the Lord Hesketh March, which designer Harvey Postlethwaite had reworked with some new aerodynamic thinking. A complete new nose cowling was fitted, it having a blunt, sharp profile with a very wide shallow opening feeding air to a very wide shallow radiator. A long lip protruded from under the nose cowling running very close to the ground, this lip being of aluminium, while the nose itself was fibreglass. Working in unison with this new nose the rear aerofoil had been brought well forward, almost over the rear wheel centre-line, and the geometry of the rear suspension had been altered to work in conjunction with the new aerodynamic layout. The sides of the monocoque forward of the cockpit had been cut away, encouraging the radiator air to flow away.

There was some new aerodynamic thinking in the Lotus team. The spare car, 72/R8, designated to Peterson, had a refashioned oil tank at the rear, which formed the mounting for the rear aerofoil and incorporated new oil radiators, giving a much cleaner air-flow over the aerofoil. The two cars used for the race, 72/R7 for Fittipaldi and 72/R6 for Peterson were to the same specification as raced in Germany, there still being no spare car for the Brazilian since he smashed up 72/R5 at Zandvoort during practice.

The Shadow team must be holding some sort of record for rebuilding crashed cars, for Follmer and Oliver have had more than their fair share of minor accidents this season. In the German GP it was Follmer's turn to go off the road, so his normal car was still being straightened out and for the Austrian race he had the latest car, number DN1/6A, with the new rear suspension and now with a new Lotus-like air intake for the engine; Oliver was back in DN1/4A, which he crashed at Zandvoort. It must be pleasant to work for the Tyrrell team as their two drivers seem to be very capable at staying on the road, so that 005, 006 and 006/2 were all in good fettle, with the first of the trio in side-radiators form and with the pedals set up for Stewart, he and Cevert having their usual cars for the race.

The Brabham team had more cars than they really knew what to do with, for Reutemann and Wilson Fittipaldi had their usual cars, BT42/3 and BT42/2, respectively, and BT42/5 was there as a spare. A brand new car, BT42/6, has been built up using such parts as were salvageable from BT42/4, which de Adamich wrote off at Silverstone, and Rolf Stommelen was driving this car. There is something neat and compact about the McLaren team, with their healthy sweet-smelling sponsors Yardley, and Hulme and Revson had their usual cars, M23/1 and M23/2, respectively, with M23/4 numbered .35 and available for either driver. BRM had three cars, P160/09 for Regazzoni, P160/05 for Lauda and P160/07 for Beltoise and all three were fitted with the latest type of tall, narrow engine air-intake. Lauda soon found that he was not fit enough to drive, so his car acted as a spare for Regazzoni.

The Frank Williams team had built up a new car for Ganley, to replace the one he crashed in practice at Nurburgring, using a new monocoque and bits from the crashed car, so that it was a resurrected IR/02, but became IR/03 in fact.The other Williams' car, IR/01, was being driven by the Dutchman Gijs van Lennep.

The Martini-Tecno team arrived with both cars, from different directions, the Goral chassis car having been on test at Goodwood, and arriving on a trailer, the McCall chassis car arriving from Bologna in the transporter. Amon was not very enthusiastic about either of them as the flat-12 Pederzani engines were not getting any development work done on them, the designer seemingly having lost interest. The works March team, no longer with STP backing, were running 731/2, their hire-car still painted dark blue, but with Jarier driving it instead of Purley. The yellow stockbroker March was driven as usual by Beuttler, and the Embassy backed Shadow was driven by Graham Hill, all the restrictions on tobacco companies being removed in Austria, even though the Austrian national tobacco company Memphis were sponsoring the organisers. Team Surtees were unchanged, with Hailwood in TS14A/04 and Pace in TS14A/05, while TS14A/01 was in the transporter but was not used. Finally there was the green Ensign of Von Opel, with its rear suspension mounting redesigned and stiffened.

Shell SPORT news 7

What makes these drivers different?



Bernard Unett – Chrysler Hillman Hunter GLS



Tony Lanfranchi – SHELLSPORT BMW

Apart from using Shell Super Multigrade

they have also scored 80 victories between them so far this season



Nick Faure – Porsche Carrera



Mick Hill – Tricentrol Ford Capri



Only Shell Super Multigrade has the unique 'Muscle Molecule'

TUNING TOPICS

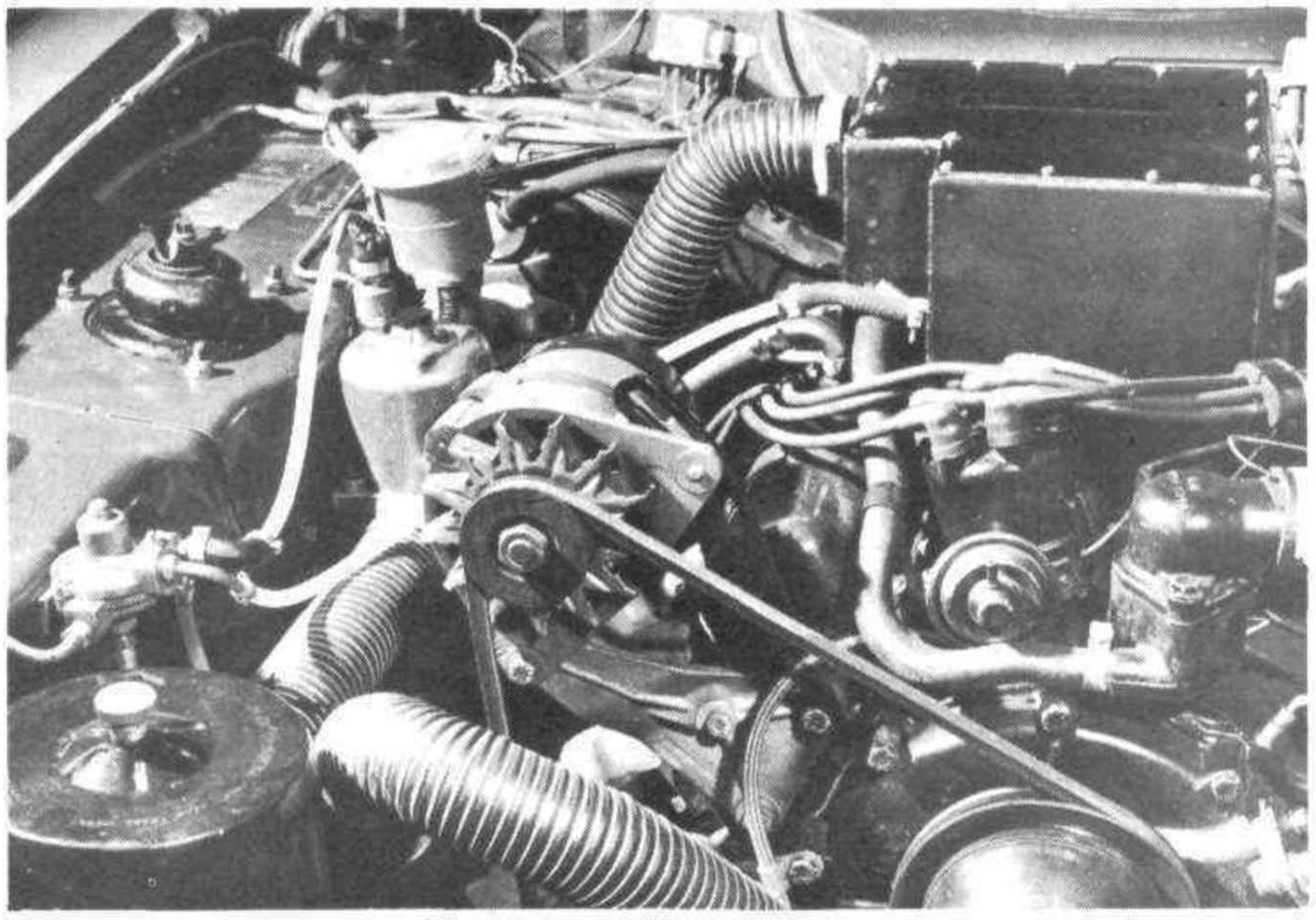
Turbocharging – a future trend?

THE LAST few days in August were quite significant in the life of the European automotive industry, though probably few people realised it. In the space of three days two new turbocharged saloons were announced, one of them, the BMW Turbo 2002 being the first European production car from a major manufacturer to be so fitted. The second, the Broadspeed Consul GT/Granada is an obvious extension of Ralph Broad's already well-known turbocharged Ford Capri 3-litre, the Broadspeed Turbo Bullit, but also significant is the almost parallel thinking revealed by Broad and the Munich engineers led by Alex von Falkenhausen.

Recently I tested the Turbo 2002 on BMW's test track near Munich and Broad's turbocharged Capri and Granadas (manual and automatic) in the Warwickshire lanes and on these separate occasions talked to Herr Helmut Bönsch, a director of BMW formerly in charge of product planning, and to Ralph Broad. What follows is a brief description and impression of the Turbo 2002, a look at the interesting turbocharger arrangement evolved by Ralph Broad around the Ford V6 and a few of the reflections on turbocharging and its possible effect on the future of the internal combustion engine from these two engineers. Hopefully Ralph Broad will be forthcoming with a Turbo Granada for full road test shortly, so descriptions and impressions of the packages containing his engines can wait. The BMW is unlikely to fall into MOTOR SPORT hands for full road test, however, for the Munich engineers have yet to overcome the problem of how to produce this particular 2002 in right-hand drive form for the British market: unfortunately their arrangement places the turbocharger exactly where the steering column should fall.

Turbocharging is nothing new in itself. Used on aircraft piston engines and Diesel engines for many years and more recently on racing cars, notably in CanAm. BMW are no strangers to it either, having won the European Touring Car Championship with a 2002 so equipped a few years ago, and it's from that racing engine that this brave venture at a mass-production turbocharged engine has been developed. Brave particularly because the main reason behind the Turbo 2002's production is to homologate it for Group 1 racing and rallying, for which 5000 separate examples must be manufactured and sold. With such a quantity at risk it's to be hoped that the standard 2002 Tii engine assembly which forms the basis of the turbocharged unit will stand up to having its power output increased from 130 b.h.p. to 170 b.h.p. The racing version in fact gave 270 b.h.p., but with considerably modified internals and Herr Bönsch told the story of how 324 b.h.p. was registered on the dynamometer one day before the cylinder head lifted, after which the engine continued to run for four minutes!

The underbonnet view of the 2002 Turbo looks very little different to the normal Tii, for a very similar Kugelfischer mechanical injection system is used. Bosch, who were deeply involved in the development, manufacture the turbocharger through one of their subsidiary firms, KKK, not to be confused with that other



Ralph Broad extracts 218 b.h.p. from his turbocharged Ford 3-litre V6 engine, seen here in a Capri. The SU carburetter dashpot houses Broad's patented control valve. Below it to the left is the fuel pressure valve.

organisation across the Atlantic. This 'exhaust-driven supercharger' sits deep down below the exhaust manifold on the right-hand side of the engine, almost out of sight and the compressor part of the turbocharger is connected to the fuel injection air box by a pipe over the top of the engine. A relief valve in the air box is set to limit the charging effect to 1.5 atmospheres, though apparently this can be tampered with by knowledgeable customers to raise the blow-off point sufficient to raise the engine's output to 200 b.h.p., which should prove an instant method of legal cheating in Group 1.

So far as I understand the only modification to the standard engine unit is to lower the compression ratio to 6.9:1, a necessary safeguard to avoid detonation when blowing even at moderate pressures. Even the camshaft remains standard 2002 Tii. A larger radiator and an oil cooler are essential additions.

Maximum power is claimed to be 170 b.h.p. DIN at 5,800 r.p.m., with 177 lb ft torque at 4,000 r.p.m., sufficient to accelerate this 2,281 lb, 2002 from 0 to 60 m.p.h. in 6.8 sec. or take it all the way to a 131 m.p.h. maximum speed.

Chassis modifications are of course quite radical to enable the colossal power increase to be handled safely. The McPherson strut front suspension and inclined semi-trailing arm rear suspension remain unchanged in design, but springs and dampers are uprated and the front anti-roll bar increased in thickness by 5 mm. Ventilated front discs are fitted of 10 in. diameter with 4-pot calipers, rear drums are increased in diameter to 9.9 in. and a pressure limiting valve included in the servo-assisted, duplex twin circuit hydraulic system. Transmission too is beefed up throughout, including the clutch, gearbox, albeit with the same wide ratios of all the BMW 2-litre cars, driveshafts and wheel-bearings. The specification even includes a limited slip differential, while the engine characteristics enable a higher final drive to be used of 3.36:1 in place of the Tii's 3.45:1.

Like the latest 3.0 CSL with its amazing collection of wings and spoilers, the 2002 Turbo is not a car for the conservative minded. Aerodynamic protrusions are again much in evidence below the front grille and on the boot-lid, while plastic wheel-arch extensions are screwed on to the shell in order to cover the 185/70 VR 13 Michelin or Pirelli tyres on 5½J steel rims. Functional these additions may be, but they're far from beautiful, while the final touch to the 'cowboy' image is added by a mirror image 'Turbo 2002' sign on the front spoiler for the benefit of drivers in front who happen to be looking in their mirrors, which in Germany they often do.

Bucket seats with built-in adjustable headrests, small leather-rimmed wheel, 240 k.p.h. speedo, tachometer and boost pressure gauge are numbered amongst the cockpit attributes. Just as I thought that the list of alterations to the basic 2002 had come to an end, I see that the fuel tank capacity is increased to 15.4 gall., a final touch to what amounts to a complete redesign to make this machine into the perfect off-the-shelf competition car. Not a detail has been missed and the result is a car which isn't far removed from the normal idea of Group 2, yet as I've said, the intention is to homologate it for Group 1.

On the BMW test track the Turbo 2002 felt exactly as I've suggested: an homologation special with the thoroughbred characteristics of a competition car. Perhaps BMW should be praised for their bold venture into the realms of turbocharging rather than condemned for producing yet another homologations special, however, for even though they admit that the car is designed mainly with successful competition in mind, if they do produce 5,000 for Group 1 homologation, that quantity should automatically negate the criticism. More important, this turbocharged 2-litre car could be a pointer to the future, and its service record will (or certainly should) be watched by other motor manufacturers.

One thing the Munich engineers have not managed to overcome is throttle leg, a well-known drawback with turbocharging which Ralph Broad on the other hand has endeavoured to cut down to a reasonable amount of which more later. The problem occurs when the throttle

has been closed so that exhaust gases are reduced, the turbine side of the turbocharger driven by these exhaust gases is slowed down, and so, consequentially, is the compressor. When the throttle is re-applied there is a slight time lapse while the turbine regains its momentum. No doubt regular drivers of the Turbo 2002 will become accustomed to these characteristics, applying throttle early, but this could be a bad competition drawback, particularly in rallying.

In some ways the engine felt inferior to a turbocharged and carburetted 2002 I tried in England a couple of years ago. This had been modified by Bob Henderson, owner of Minnow-Fish Carburetters, Lochgilphead, Argyll, and what's more it was right-hand drive. I don't think Henderson claimed such a high power output, but I do recall that there was very little throttle lag. The car was more responsive at low revs and the step as the turbocharger came in was less marked. The Turbo 2002 would potter along quite happily at low revs, true enough, yet it lacked any sort of performance until the turbocharger reached full activity beyond 4,500 r.p.m. From then on the performance was stupendous for a 2-litre saloon, spoilt only by the wide gear ratios in the 4-speed box: changing up at the 6,450 r.p.m. red line brought the revs down below 4,500 r.p.m again. For optimum performance the optional 5-speed gearbox would be essential.

Handling and roadholding capabilities were far beyond that of any other production 2002, the car feeling very taut, responsive and predictable, though the steering was surprisingly heavy. Several stops from an indicated 136 m.p.h. failed to make the superb brakes deteriorate, obviously an outstanding improvement over standard 2002 brakes, which are very suspect under heavy abuse.

On the face of it Broad might have faced a greater problem turbocharging a Vee configuration engine, yet the basic plumbing solution worked out very simply. In both Capri and Granada cases, Granada exhaust manifolds are used, switched from bank to bank and thus reversed so that their tail pipes face forwards. The Holset turbocharger, designed orginally for Diesel engines and manufactured by Holmes-Holset of Huddersfield, is mounted centrally forwards of the engine and both manifolds are fed into it through a special twin inlet manifold.

The most interesting feature of Broad's design is his patented air pressure control valve, which is largely responsible for making the system so fool-proof and effective. It is built within and around the dashpot of a 2-in. SU carburetter, in which the damper piston and spring is retained, an ideal basis for Broad's ideas because it is made to high standards of precision. The space in the dashpot above the piston is connected to the inlet manifold by a one-way valve, so that when the throttle is closed on the overrun manifold depression lifts the piston (in this case 'valve'). The effect of this is to create zero boost, for though the turbine is still turning to some extent there is no load on it, greatly reducing throttle lag. The valve in effect opens a new pipeline between the compressor side of the turbo and the air filter through which it breathes, so that compressed air is actually recirculated. Once throttle is reapplied boost pressure shuts the one-way valve, a low pressure area is created above the piston and the valve closes allowing the turbocharger to reach its full boost of 6.5 to 7 p.s.i. When this maximum is reached at high revs the manifold pressure on the base of the piston lifts it against the calibrated spring within the SU damper arrangement. The damper also ensures that there is no flutter in the operation of the valve.

A novel and useful feature of this valve is that it has allowed Broad to build in a switch which enables the turbocharger to be 'switched off' by a key on the dashboard, ideal for when the car is left in the hands of wife, youngest son or garage mechanic. In fact the turbocharger continues to run, but when the key is switched off with the engine on the overrun a solenoid operates a stop to prevent the piston valve falling back into place, so that the compressed air is permanently recirculated and boost is zero.

Another important feature is the complete enclosure of the standard Weber carburetter within a box, whereas most 'blow' type carburetter turbocharger systems I have seen have blown straight into a collector box mounted on the carburetter air intake, leaving the rest of the carburetter exposed. The box is partly a safety feature, for because the carburetter is under pressure, any leaks could blast out an explosive mixture. It has many other functions too, like preventing icing-up.

Fuel systems on turbocharged cars are of necessity quite complex, for fuel pressure must be regulated at high pressure. A normal carburetter needs 4 to 5 p.s.i. pressure to keep the float chamber full; the turbocharged system needs 4 to 5 p.s.i. above carburetter boost pressure. This is effected in Broad's system by inlet manifold pressure by a connection between the carburetter (below the butterfly) and a fuel regulating valve, and similarly between the one-way valve on top of the air-pressure control valve dashpot and the fuel valve. Excess fuel is recirculated back to the tank. There is of course a high-pressure fuel pump to get the liquid moving in the first place.

But Broad's system doesn't simply stop at the turbocharger arrangement: he refused to contemplate turbocharging a completely standard 3-litre Ford V6, considering that the extra loadings would blow it apart, so all his engines are blueprinted, a process which in this case demands cross-drilling the crankshaft also to overcome an inherent lubrication problem. The bowls in the piston crowns are modified to reduce the compression ratio from 8.9:1 to 8.2:1. Even so, the blueprinting process is so effective that the Turbo Bullit/Granada engine produces 149 b.h.p. DIN at 5,300 r.p.m. with the turbocharger switched *off*, compared with 138 b.h.p. DIN at



The Turbo 2002 relies on fuel injection and a KKK turbocharger.

5,000 r.p.m for the standard engine. Benefits with the turbocharger switched on are somewhat more remarkable, Broad claiming 218 b.h.p. DIN at 5,500 r.p.m and 273 lb ft torque at 3,500 r.p.m (compared with 175 lb ft torque at 3,300 r.p.m. with the turbo off), sufficient to give a Capri Ferrari-like performance, or make the Granada capable of disposing of BMW 3-litres with ease, but more of that in a future issue.

Broad appears to be well-advanced with turbocharger theories, but he feels that so far he and others have only scratched the surface: "I've matched the turbocharger to the engine whereas what I should be doing is designing an engine specifically for turbocharging." He steadfastly believes that turbocharging is the answer to future engine designing, not the Wankel or similar projects, and also the answer to world-wide emission problems. Turbocharging is already inherently clean on carbon monoxide and hydrocarbon emission and Broad claims that his own system will meet the 1975 European emission regulations.

With further development he is convinced that turbocharging can meet even the most stringent emission regulations the Americans can devise. He is currently working on a valve to automatically cut out recirculation at 4 p.s.i. and bring in water injection. This would enable the boost to be increased to 14 p.s.i. with gains in fuel economy and clean exhaust gas at the top end of the rev range. Water injection would enable these higher boost pressures to be reached without fear of detonation whereas to raise the boost pressure on his current engine to 10 p.s.i. would immediately cause piston detonation on full-throttle at 5,000 r.p.m. However, Broad is

continued on P. 1168



BMW's "Baby Boy-Racer", brother to the CSL, is significant for its pioneering of turbocharging in production by a European motor manufacturer. The 170 b.h.p. Turbo 2002 is capable of over 130 m.p.h.

Book Reviews

"BLACK LYSANDER", by Wing Commander John Nesbitt-Dufort, DSO, C de G, RAF rtd. 184 pp. 8¼ x 5½ in., *(Jarrolds Publishers Ltd., 3, Fitzroy Square, London W.1. £2.50).*

Flying books are on the increase again, as a change from the interminable flood of motoring books. Wing Commander Nesbitt-Dufort's is one of the best I have ever read. It ranges from the author's first experience of learning to fly with the RAF in 1930 to his post-war aviation as the Captain of York and other large aeroplanes. Because there is a large chunk of between-wars flying in this book I found it especially enjoyable. As the author says, peacetime in the RAF was a pretty marvellous time and he makes the days spent in routine flying and the occasional adventure in Avro Trainer, Avro Tutor, AW Siskins and Hawker Harts into a most fascinating account. This is a period which has at last begun to receive literary coverage and I now await, if it is not too late, the reminiscences of someone who joined the RAF in the early nineteen-twenties.

To return to "Black Lysander", there is something of most things aviational in it, the author capturing exactly the atmosphere of his time, with a notable economy of words, while never omitting relevant and absorbing technical detail. He flew flying boats, instructed on Ansons and other aircraft, spent the war mostly in Westland Lysanders picking up agents in France at night, this being the most significant part of the book, yet again tackled without tedium, over-dramatisation or any of the writing styles which could have detracted from the description of this remarkably exciting aspect of the author's long and varied flying career. He was eventually to abandon his faithful Lysander after an appallingly difficult and dangerous battle against bad weather, being forced to hide in France for a long time to escape the Germans. This is the very stuff of adventure, yet as I have said, most economically told, which enhances rather than detracts from the merit of this quite outstanding book.

Anyone of our many readers who served with the RAF, was associated with flying before, during or after the war, or who just likes aeroplanes must make a point of reading Nesbitt-Dufort at the earliest opportunity.

Apart from the many accounts of the tough training days in the 1930s, the accidents, the cross-country flights without present-day navigational aids, the Hendon Pageants, etc., there are the exciting stories of this experienced pilot's post-war flying, with York freighters under often fearful weather conditions, with defects in the aeroplane to add to the hazards and fire in the air when flying home from the Lebanon with his wife in a York laden with eight tons of silver ingots. Almost every flying happening is there, told in very readable fashion, with none of the stuffy language one might have feared from a Winco.

There are even cars in this excellent book, from the straight-eight Bugatti the author bought for £45 and sold for less than half, while flying Ospreys and Nimrods for the Fleet Air Arm, to the R-R Silver Wraith he owned after the war. There is passing reference to Morris Isis, the Mulliner Daimler sold for £65 in 1941 when the author was posted Overseas and so on. Fascinating! There are also some very funny episodes, such as the end of a HP Hyderabad flown by a single-engine pilot and a case of mistaken identity when Nesbitt-Dufort thought a twin-engine instructor had been sent to initiate him into flying a twin, the AS Oxford, for the first time, only to discover that the circuit and bump was made by a young pilot who had never previously flown a twin-motored aeroplane either!

For me the book is at its most intriguing when the pre-war flying days are unfolding. The days when, as the author reminds us, there were few regular air routes and the air was available for carefree aerobatics which could never be countenanced today. He tries to imply that even in the post-war York days it was still "barnstorming" at times, but the magic for me lies with the Siskin/Hart era of peacetime long ago.

Among the narrow escapes, there is a hair-raising account of a flat-spin in a Tiger Moth, pupil in the back seat. The pupil had nodded (seen presumably in a rear view mirror?) before the aerobatics when he was asked if he could see St. Albans Cathedral to the left of the Tiger's nose? Soon afterwards came the astonishing flat-spin.

This book, with Foreword by Marshal of the Royal Air Force Sir William Dickson, GCB, KBE, DSO, AFC, is thoroughly recommended. Do not misjudge my remarks about the economy of words to mean that detail is skimped – very much the contrary. Excellent stuff! – W.B.

* * *

"Sentencing The Motoring Offender" by Roger Hood. 244 pp., 8¼ x 5½ in., *(Heinemann Educational Books Ltd., 48, Charles Street, London, W1X 8AH. £3.50).*
"Drivers After Sentence" by T. C. Willett. 182 pp., 8 x 5 in., *(Heinemann Educational Books Ltd., 48, Charles Street, London, W1X 8AH. £3.25).*

These two books throw a lot of light on how motoring offences are dealt with in Magistrates Courts and what is thought of the sentences imposed. There is so much research involved that it is not possible to do justice to it in a short review but those with a special interest in the subject will not regret the time spent on reading both works. The general impression is that motorists are usually found guilty when there seems doubt about their guilt, that Magistrates tend to regard as criminals drivers who too frequently find themselves in Court on motoring charges, apart from driving under the influence of drink or drugs, perhaps because they do come up against those with an extraordinary number of previous convictions and that evidence is mostly gone into in much detail, not necessarily without bias.

Those who revel in statistics will find plenty in these books but they present the motorists' side of the problems fairly and clearly and in the light of the prevailing numbers of apprehended drivers. Legal experts will no doubt welcome the findings and may form some opinions which will be of interest to our readers. Every facet of the chosen subjects seems to be well covered. – W.B.

Classic Motorbooks of 3106, West Lake Street, Minneapolis, USA have issued a very comprehensive catalogue of the new and older motor books they supply.

CARS IN BOOKS

READING "The Rise and Fall of Horatio Bottomley" by Alan Hyman (Cassell, 1972) one would dearly like to know what makes of cars the vain millionaire swindler indulged in when all was going well with his financial and publishing empire. But the book gives not so much as a clue, nor are we told the make of the "expensive car bought in Wales" by a winner of a *John Bull* Grand National sweepstake in 1914. The only car named is the "old Ford" in which Reuben Bigland, the man who eventually brought ruin and a prison sentence to Bottomley, drove to the West Country to distribute his pamphlets exposing the swindler. As this was in 1921 it was presumably a brass-radiator Model-T.

Crossley Tenders, Douglas motorcycle combinations and Model-T Ford ambulances feature in "One Spring In Picardy" by William Stanley (Angus & Robertson, 1973), a novel about an FE2b Squadron during the First World War which, so detailed and accurate is it, that my faith in fiction has been largely restored – apart from the grisly ending!

MINIATURES NEWS

RECENT Dinky Toy miniatures of vehicles include a 1:76-scale Atlantean bus in "Yellow Pages" livery, this being No.295 at a recommended UK retail price of 89p while their aircraft series embraces a S.E.P.E.C.A.T. Jaguar in green and blue camouflage with button-operated pilot's ejector mechanism, No.731 price £1.25. The scale is 1:80.

Lesney Products have many new "MATCHBOX" models and it is good to know of another in their "Models of Yesteryear", this time a difficult to execute 1934 Riley MPH. Finished in metallic red, this 3⅞"-long little sports car is to scale of 1:35 and sells here for 60p. The big headlamps, dual wind-tone horns ahead of the radiator, much-louvred bonnet, wire wheels, running boards, "fold-flat" screen and the MPH's distinctive back mudguards and tail, are well reproduced and the instruments are simulated. The Ref. No. is Y-3. A most interesting NEW "MATCHBOX" miniature is No.65, a Saab Sonnet coupe, 2¾" in length, the scale being 1:50, in blue, priced at a modest 17p. It might be thought that no new features could be introduced into the world of such small minitures but Lesney have a fresh gimmick in the form of a "piston popper" to go with their well-known Superfast road wheels. However, as the pistons, which move up and down as the model is pushed along, extend in cylinders projecting far above the top of the bonnet of the No.10 Ford Mustang, this is for the kids, as are some of the other recent Lesney offerings. We try to confine this column to reproductions of full-scale vehicles.

One of those Meccano sports two-seaters of the 1930s was shown to me at VSCC Madresfield, complete with its original driver – W.B.

AVANT YE, PO FACES by Anthony Bird

ON JULY the 28th a sinister little paragraph appeared in *Motor* warning readers that from August 1st, 1973, it will be illegal to fit multi-toned or musical horns to new cars. This new restriction we are told is adopted in order "to align our law with existing EEC provisions". One might think such paltry stuff is not worth making a song and dance about, but it does prompt a two-part question. If somebody actually *likes* a warning device which plays the Dead March or Colonel Bogey, why should this perhaps silly but undeniably innocent conceit be denied him, and particularly why should it be denied at the behest of some dim committee of po-faced bureaucrats in Brussels?

The only reason which carries an ounce of weight is that the warning of a musical horn might possibly go unheeded if a street band were playing the same phase of the same tune at the same moment. If this *is* the reason then it's pretty dam' silly, but our po-faced friends (well, not my friends) were probably influenced by the feeling that musical horns are vulgar (and what business is it of theirs to adjudicate upon taste?) or funny – and fun, of course, is the one thing up with which the po-faces of the world cannot put.

It is no use repining that Great Britain has been hitched to the creaking Common Market band-wagon, but surely some of our native po-faces could make a stand against the sillier aspects of European regulation mongering? We can already see that our ministers and officials are shuffling their feet and, despite their brave words, are about to yield over such matters as lorry sizes and weights. The ban on musical horns is but a straw in the wind and The Editor of MOTOR SPORT is not alone in fearing that EEC Regulations will ultimately force many veteran and vintage cars off the road.

The trouble with regulation making is that the regulation mongers are often too rigid in their approach and pay no heed to the possibilities of future development. Also, they are reluctant to un-make a regulation once the need for it is past. For example, early in the century some cars, Lanchesters in particular, were fitted with very agreeable two-tone, cling-clang gongs, which made a civilised warning in city streets as they were less apt to startle the unwary pedestrian or cyclist than the usual horn. These gongs were banned on the grounds that they might be confused with the bells of fire engines or ambulances; but now all such vehicles, and police cars, have nasty American-style sirens will the po-faces let private motorists have their warning bells back? Not on your Nelly.

The worst aspect of regulation mongering is that there is a growing tendency amongst both home and continental po-faces to make unnecessary regulations, usually framed in incomprehensible language, about matters which would be better left to common sense and the common law. All po-faces should have framed upon their office walls the imperishable dictum of Lord Melbourne: "Let well alone".

A current example of the too-rigid approach is found in the requirement that all motor bicycle and moped riders must wear approved-pattern crash helmets. It would hurt nobody and please many if this regulation stipulated that all riders must wear *either* helmets of approved pattern, *or* cloth turbans of a minimum length of such-and-such, wound in the traditional Sikh fashion and kept in place, whilst riding, by a suitable net and chin strap. Any hope that the po-faces would accept such a simple and common-sensical compromise is little better than a Sikh joke.

A perfect example of the way in which regulation mongers disregard possible future developments, and therefore, in effect, freeze progress, is found in the grand-daddy of all motoring laws. This is the 1865 Locomotives on Highways Act, framed to regulate the use of heavy agricultural traction engines which were occasionally used for road haulage work. The Act stipulated, amongst other things, that each locomotive in motion must have at least three persons "in attendance" upon it. One had to walk ahead with a red flag to give warning and to help control restive horses. In the context of the time this was a sensible provision, though over-cautious, and as the traction engines required two men to drive them, one to stoke and look after the engine controls whilst the other steered, it was also fair enough to insist on having two men on the engine. The po-faces of the time, however, left no loophole for the use of lighter, smaller locomotives, designed for one-man operation and consequently there was little incentive for designers to improve the breed. It was thirty years before the po-faces reluctantly acknowledged that what had made limited sense for a ten ton engine pulling twenty tons of threshing equipment, made no sense for a two hundredweight motor tricycle.

The regulation mongers not infrequently get egg on their po-faces by legislating on technical matters which they clearly do not understand. By the 'Emancipation' Act of 1896 motorists were condescendingly allowed to use tyres of "elastic material", i.e. solid rubber or pneumatic rubber tyres; but they had to be of certain widths in relation to weight of vehicle, and the width was to be "the width when not subject to pressure". For pneumatic tyres this is a pretty odd regulation and would making judging the width a bit hazardous. Worse, the tyres of elastic material had to be "smooth and flat" where they touched the ground; i.e. any form of anti-skid tread pattern was actually forbidden, presumably to avoid damaging the roads although the steel wheels of traction engines were still allowed their bars and projections which really did dig into the surface.

Now, nearly eighty years later, solid rubber tyres are not allowed to be used on motorways. Why? Presumably to exclude the few, the very few, multi-wheeled, solid-tyre low-loaders which Pickfords were still using for exceptional loads until recently. There may be a case for keeping these off motorways, but what harm could be done if somebody drove a veteran Benz or a vintage Trojan car on a motorway? And this regulation prompts the question: "When is a pneumatic tyre not a pneumatic tyre?" When one of the new-fangled total mobility tyres loses its wind and runs with the weight taken on its thick rubber walls, suitably lubricated with the patent gunge, has it not become a solid tyre within the meaning of the regulation? What a nice point for lawyers to grow fat arguing.

In Switzerland I believe it is now illegal to use motor cars without four-wheel brakes. It is all Regent Street to a raspberry ice that the Brussels po-faces will follow suit one day, and after a little more foot-shuffling ours will feel obliged to do likewise; whereupon a great many veteran and vintage cars will be put out of action quite unjustifiably. It is obviously proper for the Regulations to stipulate that every vehicle must have two independent braking systems, as provided in the 1896 Act, and it is equally right to stipulate that they must have a certain standard of efficiency, as required for the MoT test; but it should be no concern of any po-face anywhere how many wheels are braked or in what fashion, provided the required standard of braking efficiency is reached.

It is clear that the po-faces everywhere are becoming more active, and drawing up regulations about anti-pollution and safety measures is going to keep them happy for years. As far as exhaust emissions are concerned I believe it is right to legislate but the American po-faces who are setting the pace have been frightened into going too far in many respects merely because of the climatic peculiarities of a small part of California. Like docile sheep our po-faces will follow suit, and the owners of the few cars on the Isle of Mull will have to pay for all the extra equipment needed to cope with conditions in the Los Angeles basin.

Meanwhile, diesel lorries and buses continue to pour out clouds of dirty, oily, smelly smoke which the po-faces are seemingly happy to ignore. Unlike private motorists, haulage contractors are well organised and represent a pressure group to which po-faces yield. So we are told that diesel fumes are less toxic than those from petrol engines; which may not be so as some medical people suspect they are carcinogenic. Toxic or no, they are undeniably offensive and may sometimes be dangerous as they can obscure one's view when trying to overtake. Well, yes, admit the po-faces, as they have been saying for twenty years, but we cannot frame regulations until suitable standards are laid down and suitable smoke meters are available for roadside tests. Really! Why not re-activate one of the better provisions of the 1896 Act, which simply said that no mechanical vehicle might "show visible vapour" except from "some temporary or accidental cause"? Any old-time copper could see whether vapour was visible and act accordingly.

As for the various proposals floating about to make motor vehicles safer, they mostly seem ludicrous or unnecessary or both. Of course, with so many millions of cars and lorries about the authorities must lay down certain standards of design and construction; but giving effect to many of the new proposals will not only be very expensive, it may also be self-defeating because the po-faces have not yet learnt that there is really no such thing as a dangerous car, there are only dangerous drivers. If you introduce too many devices to help the less-skilled drivers and to protect them from the results of their ineptitude, you insulate them from reality and reduce their skill still further.

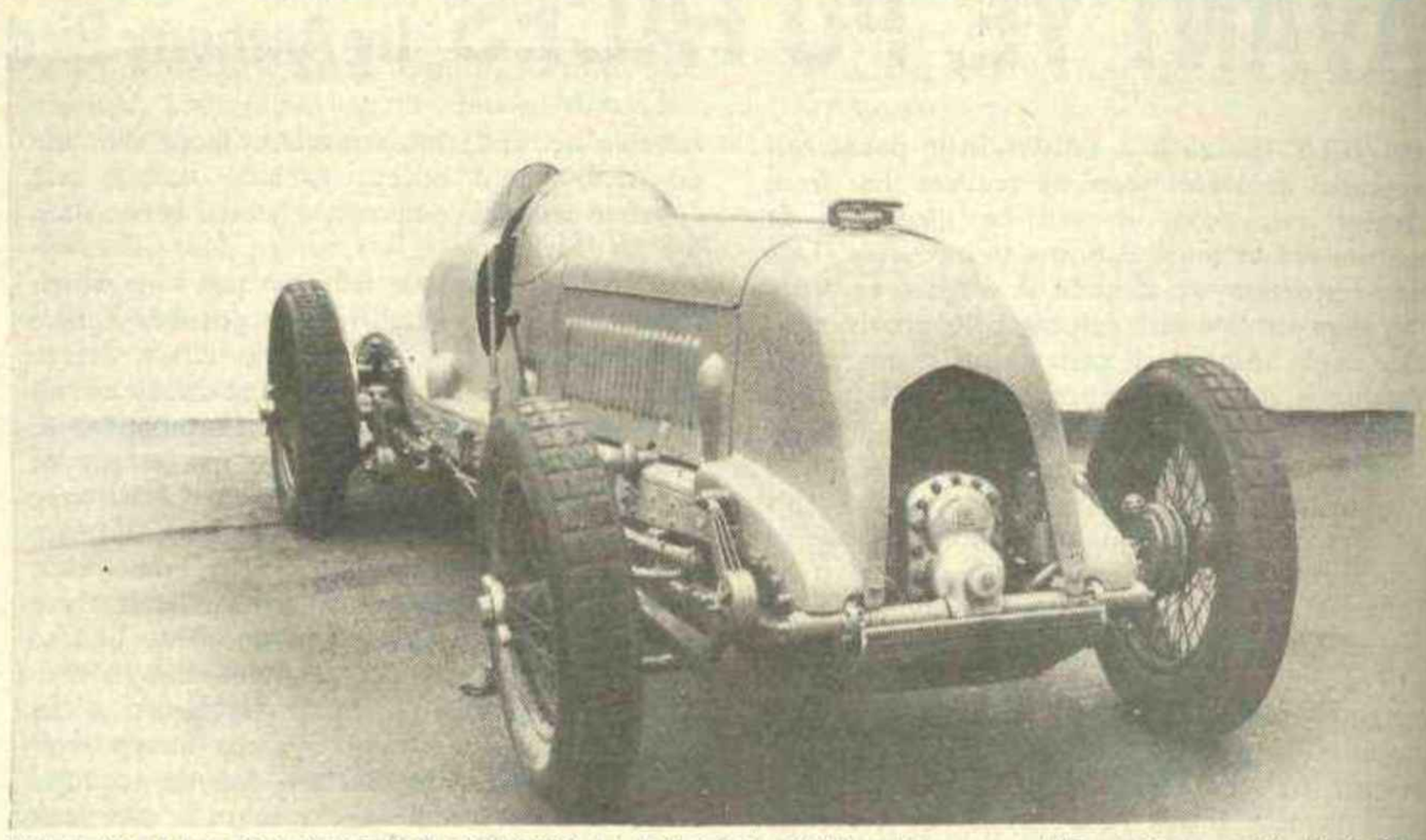
I am certainly not advocating the construction and use of 'bad' cars, which can only be safely coaxed along by skilled specialists. We want the best possible road-holding and braking, adequate margins of strength, protection against corrosion of vital members (sadly lacking on some current designs), reasonable provisions to keep exhaust emissions clean and non-toxic, sensible arrangements of controls and all the rest of it. If

Continued on page 1199

Driving the Ex-Birkin Blower-4½ Single-Seater Bentley

Some History and Road Impressions of Russ-Turner's Famous Brooklands Lap-Record Car

"The Bentley was in grand trim, roaring very high round the Byfleet banking, dropping to the Fork in a puff of dust, clipping the verge of the Vickers' sheds and going on to the Members' banking each time with that characteristic and disturbing little snake that those who saw the car in action are not likely to forget. From the notorious bump it leapt some 70 feet clear of the Track, into the Railway Straight"—from a description of Birkin's first lap-record bid in 1930, as described in Chapter XX, page 219 of "The History of Brooklands Motor Course" by W. Boddy (Grenville, 1950).



THE BIRKIN BENTLEY BLOWER-4½ TRACK CAR as it emerged from the coachbuilders in the winter of 1939/40. Note the cowling under the dumb-irons cross-bar, the wind deflector on the scuttle, and the side-draught carburetters on the Villiers supercharger.

THE BLOWER-4½ single-seater Bentley with which the late Sir Henry Birkin, Bt. twice broke the Brooklands outer-circuit lap-record, was very much in evidence at the time when I was a regular visitor to the Track. Its appearance raised anticipation to high levels, because it was one of the fastest cars racing, effectively taking the place of the legendary aero-engined monsters of an earlier decade. To see the slight figure of the Baronet taking this long, slim, blue (later red) Bentley round the bankings was indeed exciting, his polka-dot scarf streaming out behind his helmet and the big car snaking viciously over the bumps.

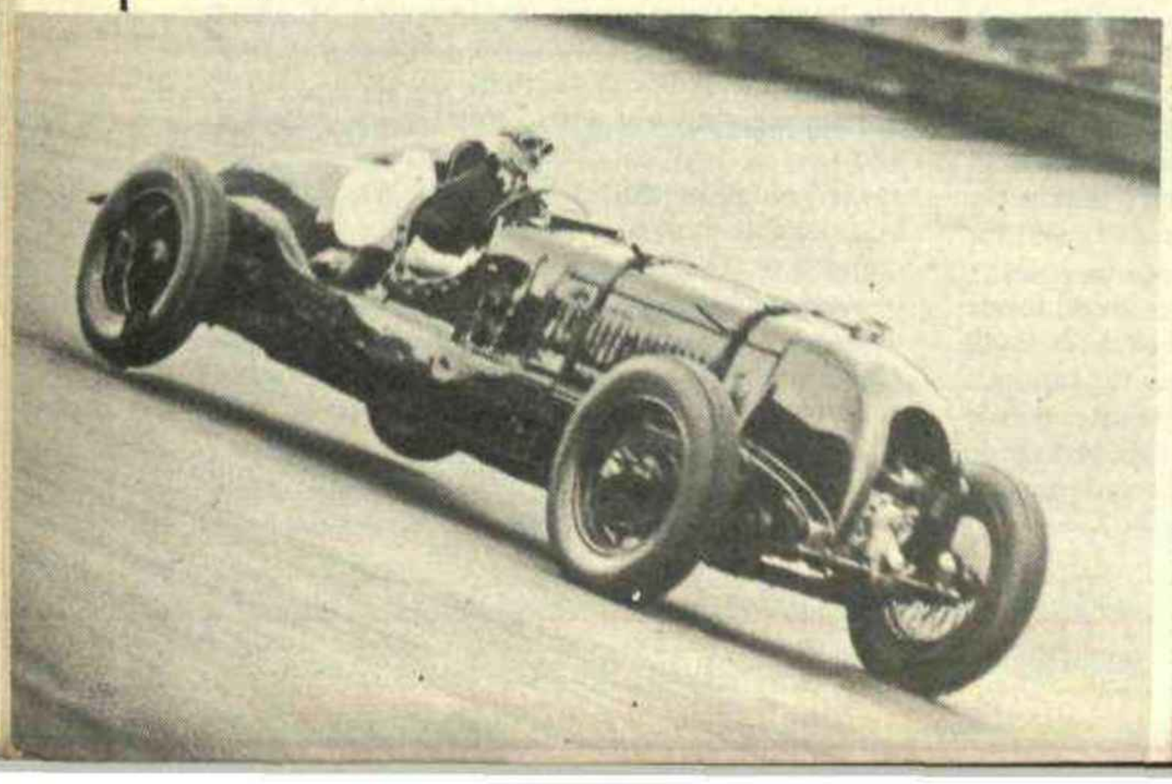
From which it can be seen that I was an avid admirer of this combination of man and machine. I used to watch it in most of its races but on one occasion, when the offer of a holiday with friends in the New Forest in a 9/15 Renault fabric saloon proved a counter-attraction, I can still recall how on the Bank Holiday Monday my thoughts were far away and how earnestly I tried without success to obtain an evening paper, to discover whether or not Birkin had again broken the lap-record.

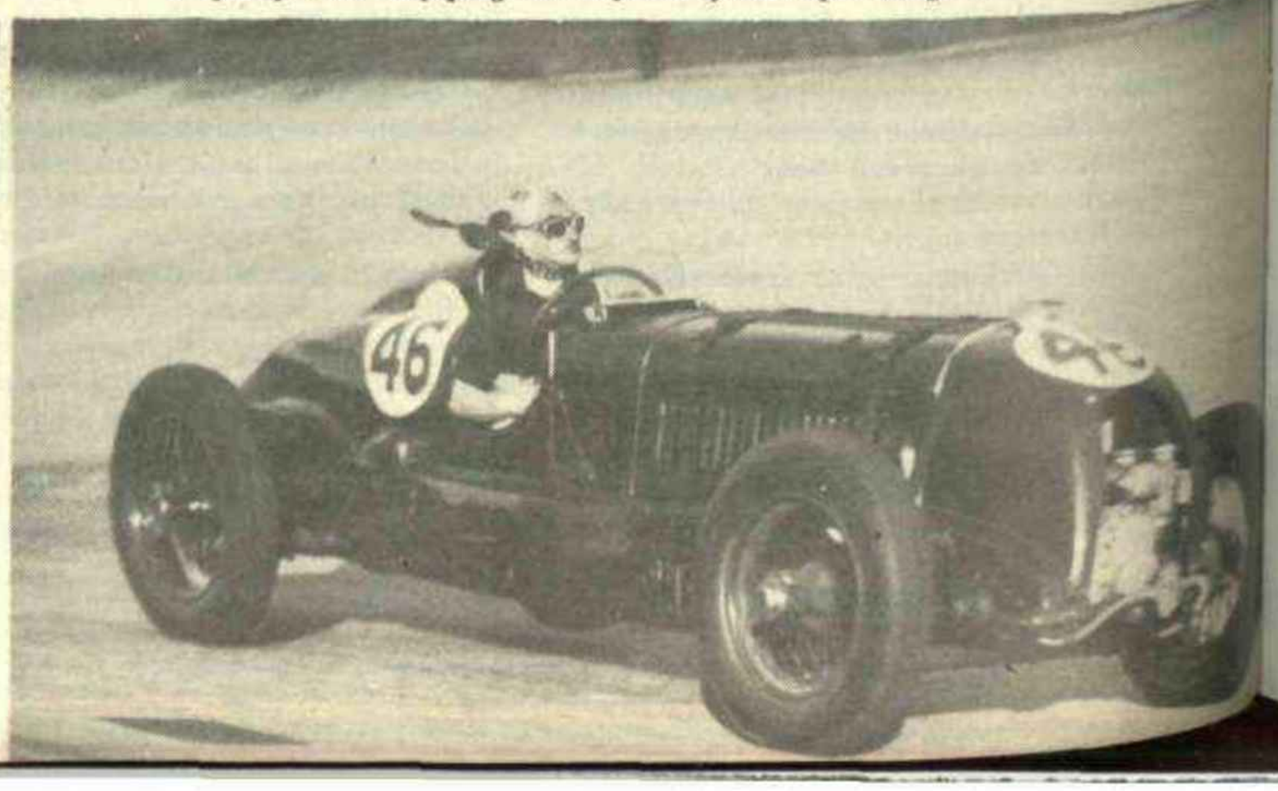
This individual Bentley began as one of the supercharged 4½-litre sports-racing four-seaters which Birkin favoured when he was building the racing team sponsored by the Hon. Dorothy Paget, although W.O. Bentley preferred to stake his faith in the Speed Six. It was later given a two-seater fabric body for the 1929 BRDC 500-Mile Race but retired when the fabric caught alight. It was during the winter of 1929/30 that it was rebuilt as a track car in the form with which we are here concerned. The 10 ft. 10 in.-wheelbase chassis had its front brakes removed. It was chassis No. HB 3402 and the engine, which was the very first blower-4½-litre power unit, was No. SM 3901. The car was prepared in the workshops of Henry Birkin and Cooper Ltd. at Welwyn Garden City and a single-seater body was designed for it by Reid Railton and built by A. P. Compton & Co. of Merton. Originally a cowl was fitted to the scuttle to deflect air over the driver's head but Birkin apparently couldn't see over it and it was soon replaced by an aero-screen.

What could be described as a Thomas-type cowl was fitted over the special, small Aston-Martin-like radiator and front dumb-irons, the hand brake lever and gear lever were outside the cockpit, a headrest was used, and the front axle faired over. The engine was a normal Villiers-supercharged overhead-camshaft, sixteen-valve 100 x 140 mm. (4,398 c.c.) one, but the crankshaft was counter-balanced and special very substantial H-section con.-rods were designed for it by Amherst Villiers. Output was increased to 240 b.h.p. An axle ratio of 2.58 to 1 was installed, and 32 x 6.50 Dunlop tyres were used. This special single-seater Bentley was ready for the opening Brooklands Meeting of 1930. It was entered by Miss Paget and Birkin found himself on scratch in his very first race with the car. The supercharger casing was leaking and had been only partially repaired with Plasticine and there was some clutch slip but nevertheless Birkin finished second, behind Staniland's Bugatti, the Bentley having lapped at fractionally better than 100 m.p.h. on its standing lap and then at 123.89 m.p.h. That was in the Kent Short Handicap. Unplaced from scratch in the Surrey Short Handicap, Birkin reserved his best run for the Kent Long Handicap. As ever on scratch, he increased his s.s. lap to over 101 m.p.h., put in a flying lap at 126.73 m.p.h. and won at 119.13 m.p.h. from a Bugatti and Dunfee's Ballot. This earned a re-handicap of "owes 3 sec." in the Surrey

BIRKIN breaking the Brooklands outer-circuit lap-record at 137.96 m.p.h. prior to the 1932 Easter Meeting. The outsize down-draught SU carburetters are in use, feeding the original Villiers supercharger.

A CHARACTERISTIC picture of Sir Henry Birkin, Bt., driving the Bentley in the 1932 BRDC British Empire Trophy Race, before it blew up. The dry-sump lubrication system is in use, as proved by the presence of the oil-pump with its piping on the front of the supercharger.





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Long Handicap, and Birkin, who was to become very bitter about the Brooklands handicapping, simply withdrew soon after starting.

However, such an excellent performance on its very first appearance promised great things of the Bentley for the Easter races. It was now entered as Bentley I. Inevitably on the scratch mark, and giving the Leyland Thomas an 11 sec. start, there was a stir when Capt. Birkin (as he then was) brought the car out for the very first race, the Bedford Short Handicap, and an even greater wave of enthusiasm when he ran home first, at 117.81 m.p.h., leaving the second man 150 yards behind. The car was really going now. The s.s. lap was completed at over 107 m.p.h., the flying lap at 134.24 m.p.h.

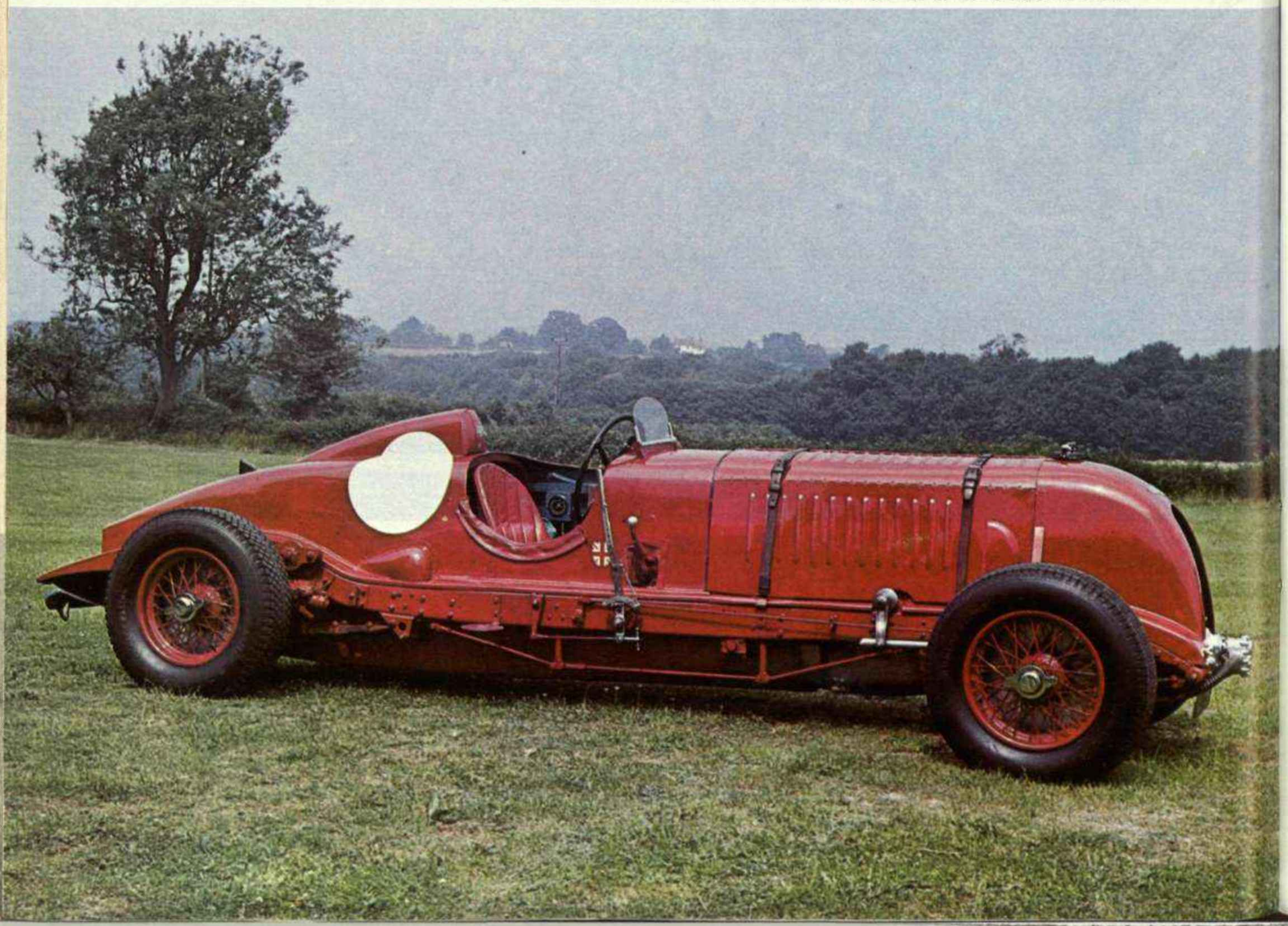
As I have said, the Birkin single-seater Bentley was as great an attraction for the Brooklands crowd as the 350 h.p. V12 Sunbeam had been in the early nineteen-twenties and the Napier-Railton was to become some years later. But, in fact, it was not the fastest of the Track cars when it first appeared, this honour belonging to Kaye Don and one of the supercharged 4-litre V12 Sunbeams. At the Easter Meeting of 1930, Birkin hoped to change that. First, he was to race in the Dorset Lightning Short Handicap and was to have started four seconds after Cobb's old 10½-litre V12 Delage. But once again handicappers Dutton and Ebblewhite put Birkin back to "owes 7 sec.". He pulled in soon after being flagged away, the journalists proclaiming that the plugs were playing up but I think it more likely that Birkin was thinking of his future handicap and his car. He had every reason to do so, because in an hour and 25 minutes, after a Bentley Handicap had been run off (remember?—Hamilton won the Woolf Barnato Cup) and Birkin had driven Bentley II in a Mountain race, the single-seater was to run in a 3-lap Match Race against Jack Dunfee's GP Sunbeam. The Sunbeam was in trouble, which gave Birkin a clear track on which to attempt to raise the lap-record. It stood to Don's credit, at 132.46 m.p.h. But not for much longer! For the Bentley did its first round, from a Pond start, at 133.88 m.p.h. and followed this with three laps, respectively at 134.60, 134.60 and 135.33 m.p.h. The blower single-seater from Welwyn was Brooklands fastest car!

It should have run in the very next event, the Bedford Long Handicap. But the scratch start was changed to one of "owes 20 sec." and although this time Birkin elected to race, and twice equalled his new lap-record (no fluke there!) the best he could do was to run in fourth, a length behind Dunfee's aged Ballot. In a busy day, Birkin had one more race but was again heavily re-handicapped and he slowed after ¾-of-a-lap, convenient for driving into the Paddock up the Finishing straight!

The situation now became dramatic. The Bentley had been right off-form at the BARC Club Meeting (or else was trying to repair its handicap) and Birkin was absent at Whitsun. It was then that Kaye Don retook the lap-record, the Sunbeam clocking 137.58 m.p.h., having equalled Birkin's speed in an earlier race. So interest as to what Birkin would do about this rose to fever pitch. At Easter he had flown to Brooklands, broken the record, then flown back to Le Touquet to have the promised celebration dinner with millionaire Woolf Barnato. At the age of 17 I just lapped it up, and Birkin and the Bentley were my unquestionable heroes!

Thus many eyes were on Birkin and the blue Bentley when it took up scratch position in the Cornwall Senior Short Handicap at the August Bank Holiday Meeting.

THE FAMOUS BLOWER BENTLEY SINGLE-SEATER photographed this summer, in the trim in which it raced at Brooklands, twice breaking the absolute lap-record and following the tradition of earlier ultra-fast outer-circuit cars such as the 350-h.p. V12 Sunbeam, etc. The outside hand-brake, which Birkin used to steady the car before it snaked onto the bankings, the outside gear-lever, and the early-vintage-type chassis bracing-wires, can be seen. Great credit is due to the present owner, "Rusty" Russ-Turner, for re-fitting the racing body and so splendidly restoring the car to its former glory.

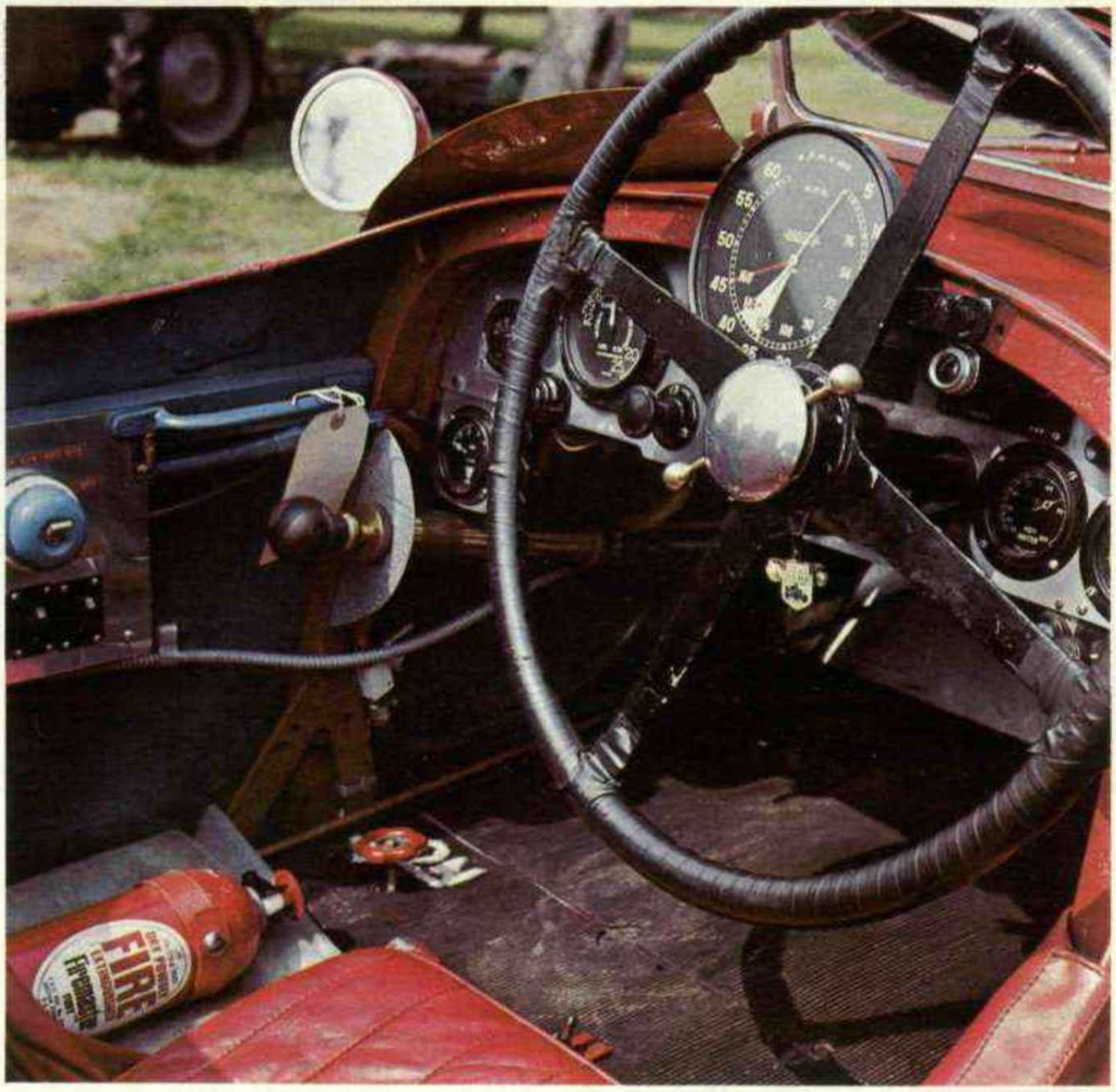


Birkin was content to lap at 127.38 m.p.h. and finished third behind Daybell's 30/98 Vauxhall and Pole's 17-litre Mercedes, although his opening lap had been a quick one, at over 106 m.p.h. He scratched from the next race and, no doubt as a protest against the handicap, substituted Craig's 2.3 GP Bugatti, in which he would have won had he not forgotten that it was a slower car, not allowed the same freedom at the Fork as the Bentley, and been disqualified for crossing the wrong safety-line. However, the 25-mile Gold Star Handicap was to give the Bentley its chance. On scratch, giving the next car to him, Purdy's GP Sunbeam, 58 sec. start, Birkin was expected to regain the lap-record. Unfortunately he found the wind too strong and after going round at 131.76 m.p.h. he pulled in after five laps with the fuel tank leaking. Nor did he start in his next two races, while I do not suppose the "Old Crocks" race which closed the day's sport appealed to him . . . .

Absent from the Autumn races, the single-seater was run in the BRDC 500-Mile Race. George Duller was appointed as co-driver to Birkin but in practice they experienced a front tyre burst and a wild skid and Duller never seemed to like the blower-4½, which he couldn't tame by talking to it, as he did a horse. In the race the Bentley proved it was no marathon runner, making a series of pit stops, and finishing 9th and last. Dorothy Paget withdrew her support for Birkin's team cars that winter but retained the single-seater.

Those who remembered the car in its better days were delighted that it made a re-appearance at the 1931 Whitsun Meeting. Birkin had now come into the title, being nominated by his entrant, Miss Paget, as Capt. Sir Henry Birkin, Bt. Alas, the car was unplaced, its best lap 131.41 m.p.h. In the Gold Star race it was only lapping at around 127 m.p.h., the wind making it, a tricky car at the best of times, difficult to control. Clearly, something had to be done. What Birkin did was to call in G. E. T. Eyston, who recommended one of his Powerplus vane-type superchargers, to replace the former Amherst Villiers Roots-type. This was duly fitted, retaining the 2 in. SU carburetters, and to obviate icing hot water from the radiator was fed to the supercharger casing. On the Saturday before the August Bank Holiday, when Birkin was to make a special attempt on Don's lap record, it was Capt. Eyston who was seen in the Bentley, trying things out. However, the speed didn't want to go above about 134 m.p.h. and in the attempt Birkin did five laps, but never bettered 134.97 m.p.h. He did this on two consecutive circuits, so was presumably flat out. He was entered for only one race—handicap contests never appealed to him—and in this, the London Lightning Long Handicap, in which for once he wasn't on scratch, for Cobb's Delage gave the Bentley five seconds, Birkin managed a fine opening lap at over 108 and then lapped at 136.45 m.p.h., to finish third.

At the Autumn BARC Meeting Birkin found the position reversed, Cobb leaving four seconds before him, in the Cumberland Senior Long Handicap, his only race in the Bentley, although he won the Mountain Championship in a Maserati and drove a 2.3 Alfa Romeo. The Bentley gave him third place, behind Widengren's OM and the big Delage. The "500" was again a fiasco, Dr. Benjafield driving the car but the Bentley retiring with a stretched valve stem.



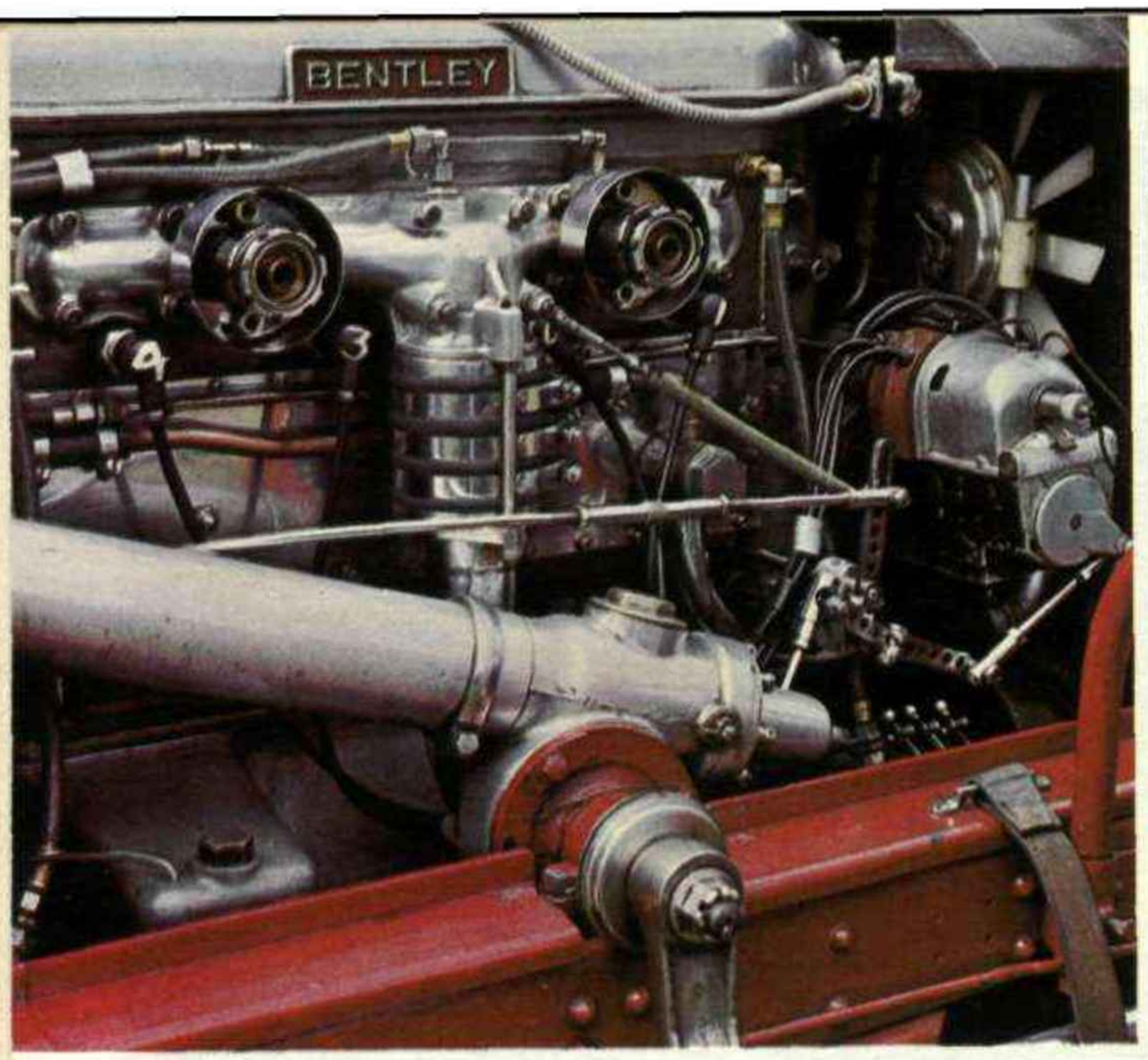
COCKPIT OF THE BENTLEY, with the tachometer well-placed before the driver and the panel well stocked with smaller instruments. The figures, in r.p.m. and m.p.h., on the big dial, give food for thought!

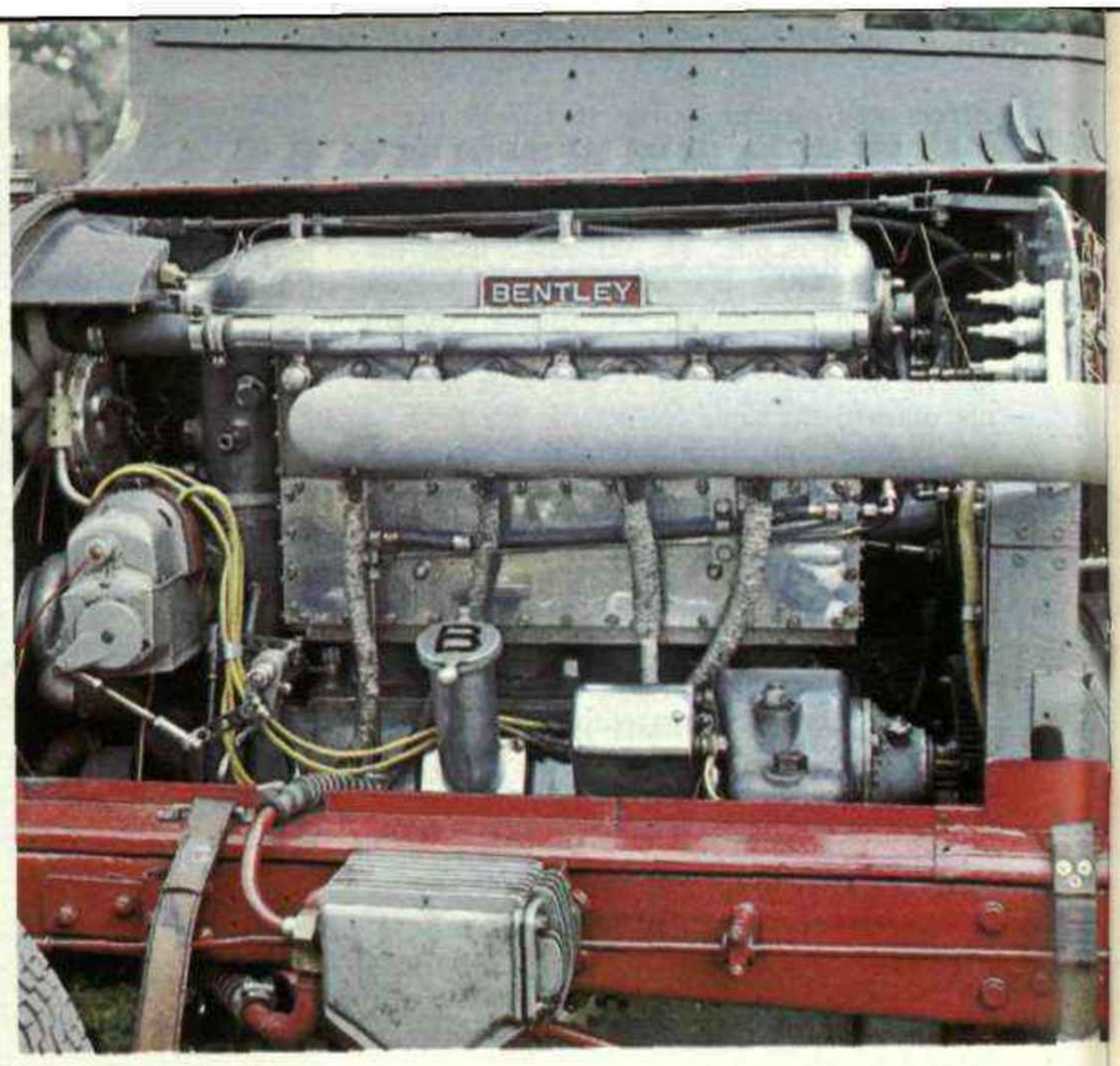
In his book, "Full Throttle", Birkin said he had managed unofficially to equal Don's lap-record a few days prior to the previous season's 500-Mile Race but in trying to better it the next day the Bentley caught fire as it was coming off the Belfast banking and Sir Henry had to stand on the seat and steer as well as he could in a crouching position before coming to rest. What Benjafield thought about such high-speed work before a long race isn't recorded! This, it seems, decided Birkin to revert to the original Villiers blower.

Birkin was disinclined to give up, the Bentley representing his link with the old Bentley days, and for 1932 the single-seater was repainted red and the cylinders were bored out 0.5 mm., raising the swept volume to 4,442 c.c. Later in the season, an extra oil pump was fitted to the nose of the supercharger, scavenging the sump and delivering the lubricant to the oil tank at the rear of the chassis, as the engine had been converted to dry-sump. Incidentally, as Birkin was so keen on "wearing the green" I wonder why the car was painted in the Italian colours?

Before the lubrication system was altered to convert the engine to dry-sump, the Roots-type Villiers had been further modified. The electron centre casing was replaced with an aluminium centre casing and this together with oversize rotors increased the maximum boost to 12 lb./sq. in. The side-draught SUs were replaced by two enormous horizontal down-draught ones. These 62 mm. carburetters passed a gallon of fuel every 59 sec., whereas previously the flow at full throttle had been a gallon every 73 sec. This gave a consumption of approx. 2 m.p.g. at racing speeds, on a 40/30/30 methanol-benzole-petrol mixture. In conjunction with the new lubrication system a small pack-type oil-cooler was located in the oil-line close to the n/s rear front spring hanger. The down-draught carburetters were used for the successful 1932 lap-record run, and the dry-sump lubrication was ready for that year's BE Trophy Race.

The Bentley was going very well indeed by 1932. In practice four days before the Easter Brooklands Meeting Birkin achieved his goal, breaking Don's record by 0.2 sec., setting the lap-record to 137.96 m.p.h. This lent interest to the subsequent race appearances. Birkin was second in the Norfolk Lightning Short Handicap (in which the Bentley and Cobb's Delage had started together from scratch) lapping at 134.24 m.p.h. Although slower in the "Long" race, he won from his old rival, the Delage, at 122.08 m.p.h. in spite of a nasty down-banking skid. In his first race Birkin had apparently caught his foot on the spare oil tank, which spoilt his getaway, for normally the s.s. lap was done at nearly 108 m.p.h.





THE INTAKE AND EXHAUST SIDES of the Bentley's engine, which is, externally, a normal 4½-litre power unit. The cylinder block is prone to crack and has been several times expensively replaced, as recently as the week before we drove the car. The electric fan is a modern addition, as the radiator would otherwise boil in traffic jams.

In the BRDC British Empire Trophy Race, run in a series of heats and a final over the outer-circuit, a splendid coming-together of the fastest track cars (which surprisingly is ignored in "A Racing History of the Bentley", although Dunfee's Speed Six also took part in it), Birkin got to within second place behind Eyston's 8-litre Panhard-Levassor in his heat when a front tyre went to pieces. The pit-stop was a long one but the Bentley eventually finished 4th, at 116.95 m.p.h. Birkin made a bid for victory in the Final but after passing the Panhard and averaging over 124 m.p.h. for 50 miles he came in for water and later retired with a cracked block, ominous white smoke streaming from the exhaust pipe. However, he was out again at the Whitsun meeting, with a standard-dimension cylinder block meeting Cobb's Delage again in the Nottingham Senior Short Handicap. The problem was now passing the Delage, which had to go high on the banking to get by the fast small cars. The Bentley finished two feet behind it, in 4th place, after lapping 8½ m.p.h. faster than Cobb once it got into its stride. The task in the Gold Star race was hopeless and Birkin came in.

At the 1932 Guy's Gala Meeting the Bentley won the Long Handicap under gusty conditions at 124.33 m.p.h. but a tyre tread came off the o/s rear tyre during the Duke of York's race, striking Birkin on the shoulder, but not before he had equalled his lap-record. At the BARC August Meeting Cobb and Birkin raced together in a 100 sovs. Match Race over three laps. The Bentley accelerated more slowly than its older but much bigger-engined rival and was 3.8 sec. behind after the first lap. It cut this down to 1.4 sec. next time round and at the Fork on the last lap was within 1/5 of a sec. of the Delage. Birkin recalls that "As we came off the Members banking I felt the Bentley, as it were, hang above it (the Dalage) for an instant and then shoot ahead". He won the duel by 4/5 of a sec., and did that last lap in a strong wind at 137.58 m.p.h. During this hectic race the streamlined head-rest came off the body and flew high in the air. Later that afternoon he was second in the Hereford Lightning Long Handicap 3/5 of a sec. behind Shuttleworth's

TRULY A SLIM SINGLE-SEATER! Russ-Turner had to alter the cockpit in order to get in, being a bigger man than Sir Henry. The body is a beautiful example of Brooklands streamlining, thought to have been made by Compton's of Merton, although some evidence points to it being an Arrow body.





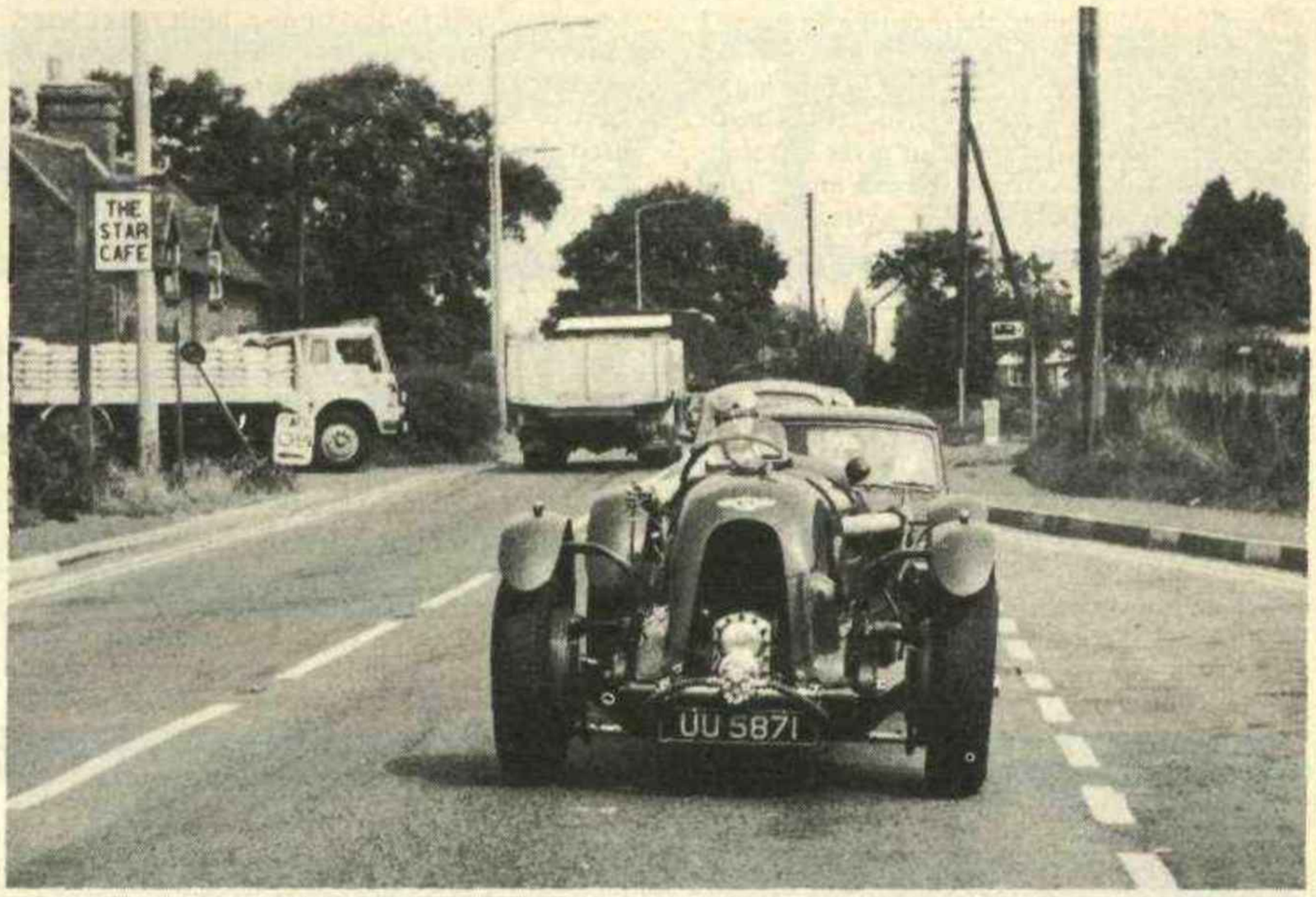
Bugatti, lapping at 136.45 m.p.h., from scratch, of course.

That was the last appearance of this very fast and successful Brooklands car. Birkin was estimated to have done more than 50 laps of Brooklands in it at 135 m.p.h. or more (I can count 11 official BARC race-laps at this speed and 30 at over 130 m.p.h.) and had twice broken the lap-record with it, which he equalled on several occasions, when this was becoming a very difficult task. Sir Henry died in 1933 and surprisingly the Bentley was never raced again before the war, and Miss Paget either wouldn't, or couldn't, sell it. Sir Henry had said it was an extremely difficult car to drive fast so perhaps there were no takers.

In 1939, however, the late Peter Robertson-Roger blew up the engine of his ex-Birkin Pau 4½-litre at Donington and sought out the blower single-seater as a source of spares. He charmed the car's titled owner into parting with the car, which was towed away behind John Morley's Packard and a lorry-load of spares. A two-seater, long-tailed body, made by Chalmers of Redhill, was put on the chassis by Peter and John after the war and when Peter died in 1958 his will left the famous Bentley to John. "Rusty" Russ-Turner bought it and after using it for a while in this form, to his ever-lasting credit he refitted the track radiator, later put the single-seater body back on, and had the original radiator cowl repaired by Caffyns. He had to alter the cockpit somewhat, to accommodate his large frame, but the car looks very decently original and is on its original UU 5871 registration, which Morley had traced to a milk-float in Ireland! It is raced in VSCC, BDC, and other events and used on the road in its old Brooklands guise.

No-one could have been more fitted to acquire and restore the famous single-seater than B. M. Russ-Turner. As a youth I went to Brooklands by train and Austin 7 and he by bicycle and four-push-rod Salmson. We both worshipped the car and its intrepid driver and Rusty in later life owned many special Bentleys. He has spent a vast amount of time and money on restoring the blower-4½ track car and it was a great honour when he invited me to drive it, especially as he had spent the whole of the preceding week replacing yet another cracked block especially for the occasion.

When we arrived at his Sussex cottage in the BMW, there on the lawn was the car I had come down to drive and discuss and the other 4½-litre which now has the two-seater body which was on the single-seater when Rusty bought it and which he hopes soon to supercharge. As the engine of the blower car needs much warming-up and this had been done, I lost little time in going out in it, paced, or more correctly shown the way, by Russ-Turner's open Bentley Corniche. Originally Birkin climbed in by placing a foot on a piece of fairing over the brake gear but a step has since been provided. The cockpit would originally have fitted me as it did Tim but now I needed a thin cushion behind my back. The four-spoke steering wheel is very big, so there were some gymnastics to get both legs beneath it. Seated, the long much-louvred bonnet stretches purposefully ahead and you are confronted by a magnificent array of dials and controls.



THE EDITOR OF MOTOR SPORT *re-lives something of the glory of the past, but on crowded roads instead of on the wide expanse of Brooklands Track. He is using the hand-brake because Russ-Turner's Bentley Corniche was being used as the camera-car and it would have been rather a disaster to have run into it!*

The big Jaeger rev.-counter has pride of place, reading in steps of 500 r.p.m., from 500 to 6,000. To its right are the water- and oil-temperature gauges, with a pull-out knob below them which frees the reverse stop on the gear-lever should one need to travel backwards. To the left of the rev.-counter one finds the oil-pressure gauge, reading to 100 lb./sq. in., and the supercharger gauge giving a minus or suction reading on one side of the dial and the pressure scale, 0.3, 6, 9, 12 on the opposite side. Lower down or under this crowded dashboard, which by the way is the original and took a week to rub down, are a horn-push, Ki-gass, a hand-throttle, and the glass-bowl oil drip-feed for the rear supercharger bearing. What looks like a direction-indicator control is used to test the dual magnetos. Outboard of this is the air pump for fuel feed, no longer used, as electric pumps were original equipment, and above this there is an ammeter, as a starter is now fitted. The smaller gauges are Smiths.

Having assimilated all this, and found the starter button I was shown the little switch for an electric fan which I was to use if the water temperature got. to 90° C (it has a warning light) and told that of the two brass levers on the steering-wheel boss, one is inoperative and the other is the advance-and-retard which, once pushed up, could be ignored.

The body, although a single-seater, is off-set, so there is quite a lot of space on one's left. Here there is the electrical panel, with ignition switches, a boxed Smiths speedometer with mileometer, a hand-grip, and spare goggles hanging-up, etc. Behind the red bucket seat the bulkhead is in the original blue paint, with a Brooklands admission label and a carefully preserved Scrutineer's ticket mounted on it. Even now I have not exhausted the list, because the cockpit floor presents a battery master-switch, a brake-adjuster knob, a long plug-spanner, and a Firemaster Fury fire-extinguisher.

Rusty has made few concessions to road motoring, apart from the obvious items among those mentioned above and the front-brake axle, and the brakes are still cable-operated. Somewhat over-awed, I pressed out the clutch, which has very little movement and feels solid, pressed the starter button, eased in 1st gear with the outside gear-lever and prepared to go motoring! Being conscious that I was privileged to be driving a one-off, very valuable and quite irreplaceable car, and not wishing to write off both the Bentley and the Corniche in one big shunt, I drove very sedately.

There was no need for this, however, apart from caution, because the brakes work exceptionally well, the equal of today's hydraulic brakes, so that one is never conscious that there is nearly two tons of motor car to control from speeds which are deceptively fast, and it steers easily and rides very comfortably. That is one aspect of the single-seater. Do not imagine that it is in any way dull! Depress the central accelerator and things happen. The acceleration is exceptionally good, the response far better than that from most big-engined vintage sports cars, even in top gear, in which I satisfied myself that 3,200 r.p.m. comes up very easily indeed, without need to wait for special conditions or occasions, the Bentley running straight as an arrow.

The long polished brake-lever, outboard of the stuby gear-lever, is easy to reach and just about as effective as using the pedal. To lock its ratchet you pull it back and with the other hand reach down and depress a small catch. The gear-change, once it is realised that only a touch of throttle is needed when double-declutching from top into 3rd, the clutch-stop very effective, is quite easy to accomplish, while the upward change from 2nd into 3rd is one of the most satisfying I have experienced—I found I would snatch my way into second at the approach of a traffic roundabout simply for the sheer pleasure of going back into third! The lever then moves just as nicely into top, but the movement is deceptively short.

Looking ahead over the exciting bonnet, I was not really aware of the length of tail behind me, but in traffic it is reassuring to know that it does not overhang the chassis and that a n/s rear-view mirror gives a reasonable view behind. The typical tangy note from the Brooklands exhaust system on the n/s, the other fascinating noises as the needle of the blower gauge swept towards "12", and the great waves of heat which soon engulfed me, the cockpit side against which the silencer nestles like an oven, added to the excitement of this memorable drive. No wonder passers-by look with clearly-expressed interest at one's swift passage! Traffic was heavy on the hot August day but the Bentley intended for Brooklands proved entirely manageable. The steering does not kick, so that a hand can be nonchalantly lifted to drop or raise one's goggles and there is truly nothing much to do other than change gear and get on with it. I had been instructed either to open or shut the throttle and not to trail it as part throttle soots the plugs. So, on these congested roads it was mostly a case of bursts of exhilarating acceleration, accompanied by the roar of the engine and crackle of the exhaust, or slowing under the influence of the brakes with their big, deeply ribbed drums. . . . Towards the end of the run, when a traffic jam brought me to rest, the heat did rise towards 90° and I duly switched-in the fan. Otherwise, no drama. But it was very satisfying and I am indebted to the Bentley's owner for the experience. I have now tried two of the Brooklands lap-record cars, as the Hon. Patrick Lindsay allowed me to briefly sample the Napier-Railton at Silverstone. . . .

After we had gone to lunch in the Corniche, we chatted about the history and the resuscitation of this historic racing car. It is an enormous tribute to Russ-Turner how much of it is still original. The one-piece body was found in a field and re-painted, deliberately leaving its battle scars on the panels. Incidentally, it bears the original maker's plate. As I have said, Caffyns saved the original radiator cowl, but the bonnet was beyond repair. The No. 1 engine is still in the car, with the prototype Villiers blower and the original twin 2-in. SUs. Even the aero-screen Birkin looked through is there, although Rusty says sadly that he does not know how much longer the strip of oak on which it is mounted will stay put.

The Bentley is now on 7.00 × 17 Dunlops and although Russ-Turner has the original very heavy nose-piece of the 2.56-to-1 axle, he now uses a Speed Six axle with a 3.0-to-1 ratio. This gives 30 m.p.h. per 1,000 r.p.m. in top gear. At Brooklands Birkin could rely on a theoretical 139.12 m.p.h. at 4,000 r.p.m. (off the bankings he probably saw 4,200 = 145 m.p.h.). When he races the car Rusty keeps to a maximum of 3,500 r.p.m. and tries not to spin it in the wet (it once came within inches of damaging itself on the Maggots sleepers at Silverstone in an uncontrollable gyration due to a burst o/s rear tyre. To be competitive it would need to be geared 26 m.p.h. per 1,000 but, even so, it can clock around 82 sec. for the Silverstone Club circuit.

Reverting to originality, the radiator is the Welwyn one, but it took a year to retube. So is the 45-gallon fuel tank in the tail, but the oil tank behind it had to be fabricated. Incidentally, it was there before the engine was converted to dry-sump; both tanks have impressive quick-action fillers. The oil tank holds 7 gallons but is filled with 3½ gallons of Castrol GP50. An under-scuttle oil tank used to replenish the sump and feed the blower drip-feeds, of which there were two, for the front and the back bearing, until, on the advice of Amherst Villiers, the front bearing was lubricated by a greaser to cut down oil loss. A new exhaust system had to be made up but the original was there as a pattern, and I need hardly add that every switch is correctly positioned as far as photographs have been able to provide data. The location of the ignition switches, etc., on the n/s cockpit wall looks like a mod. but that is where it was in Birkin's day. Similarly, the instruments are the originals. Russ-Turner lowered the bonnet line to suit the original radiator cowl and Caffyns did what had to be done to the body and re-wired the car, so that it now has a lighting set, etc. However, the mudguards are quickly detachable, as Rusty demonstrated so that we could photograph the Bentley stripped for action.

Birkin had a special gearbox, with centres different from a standard D-type box and with the very noisy wide-toothed "mangle" gears, said to have been fitted because Birkin liked to push the lever quickly about without much in the way of double-declutching! This was obviously of more use on his road-racing cars. Today a normal D-type gearbox is used. Some of these chamfered-tooth gear wheels are among Rusty's exhibits. He also has the pair of 62-mm. d/d SUs and Birkin's very thin red seat cushion, filled with a bare minimum of strip foam rubber. No wonder he complained of the roughness of Brooklands! Pictures suggest that he must have been about a foot out of the seat in the cramped cockpit at times. . . . This in spite of triple Hartfords and twin B & D shock-absorbers at the rear and triple Hartfords on the front axle—still all fitted.

Some idea of the present capabilities of the Bentley can be gained by Russ-Turner's speeds over the BDC flying kilometre at Ghent, namely 119.2 m.p.h. in 1968 and 123 m.p.h. in 1970. He runs the car on VIP 100-octane from his own garage, getting about 10 m.p.g. on the road, and five m.p.g. in races.

One of the problems has been cracked cylinder blocks. This was not unknown at Brooklands, where with the 12 lb. boost and a 6.0-to-1 c.r. Birkin was placing a lot of stress on blocks with a thickness of only 5 mm. when properly cored. Russ-Turner thinks a 5½-to-1 c.r. is about the maximum with petrol but even so has suffered—and new blocks, only an extra millimetre in thickness, cost some £1,000 to cast, and there is no guarantee!

Having had my drive in the car and looked around it, we fell to chatting about its history. Birkin employed quite a large staff to build the blower-4½ team cars at Welwyn. Clive Gallop was Works Manager, Bertie Browning the Foreman. Bill Rockall was the engine and blower man. Fitters and mechanics included the walker Bert Whitlock, Jock Finlayson, John Logan, E. A. Jennings, Edwards, Lawrence and Jackie, etc. Amherst Villiers designed the Roots-type blower and the counter-balanced crankshaft and heavy H-section con.-rods for the racing engines, of which only three such cranks were built. Very early on it is thought that an oil-cooler was used on the single-seater with the wet-sump engine, placed behind a simple dumb-iron fairing. The Powerplus supercharger used for a while was much lower than the Villiers, which seems to have given rise to the suggestion that the big d/d carburetters were used with it. This appears to be erroneous. They were subsequently part of the reinstated Villiers set up. This put their intakes high up inside the radiator cowl and eventually an air scoop to them was fitted on the n/s of the cowl, but right at the end of the Bentley's career and it was never raced with it.

The dry-sump was probably devised to counter oil surge on the Brooklands bankings, when it was realised that higher speeds were about to be attempted. The car was often reported to have retired with "lubrication trouble" and this probably implied that it had run all its bearings. To get a better feed and cooler oil the dry-sump system was needed, and to obviate re-designing the engine with an extra scavenge pump this pump was put on the nose of the blower, in spite of the long run of piping involved between it and the oil tank behind the fuel reservoir. None of the experts who have described the car seems to have realised that it eventually had dry-sump lubrication and it was only when Louis Giron was building up one engine out of the wrecked No. 4 and No. 1 power units for Robertson Roger that the special sump cast for the No. 1 engine, with its off-takes for the piping, made this apparent. It weighs 50 lb. or some 14 lb. more than a normal blower-4½ sump. Why a tail oil tank was fitted in the wet-sump days is not clear to me.

The magnificent rebuild was finally completed on April 29th, 1971, and John Morley was invited to the champagne celebrations. No doubt at this party the amusing story was recalled of how, when the new owner was seeking to get the original Reg. No. for the car, the suspicions of Surrey CC were aroused. They were told the expert to contact was—Rusty Russ-Turner, none other! The chassis number is on the o/s front dumb-iron, whereas W.O. had them stamped on the n/s dumb-irons. Which is no doubt why the Log Book quoted the Eng. No. as the chassis No. By the way, Tony Fabian had worked on the Bentley when he was at Caffyns and today he is employed by Russ-Turner and is still working on the car.

Incidentally, my drive on the road in this single-seater was really quite appropriate, because Gallop used to drive it thus from Welwyn to Brooklands, pausing, if a plug oiled-up after going through London, on the hill by Putney Cemetery, near the KLG factory. With rear-wheel brakes only, he must have concentrated pretty hard...

W.B.



EDITOR AND OWNER examining the big d/d SU carburetters which were used on the Bentley in its later form and which may one day be re-fitted.

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On Motor Cycles



A DIFFERENT WORLD.—D.S.J. astride the works Norton he tried at Thruxton with Peter Williams (left) *and Frank Perris* (right). *The cast magnesium front wheel has twin disc brakes, hydraulically operated, the slot in the nose feeds air to an oil cooler and engine cooling air and carburetter air enters under the steering head, behind the front wheel.*

OVER THE PAST twelve to eighteen months a great number of people have discovered the motorcycle and it has become quite the "in" thing, as long as the sun is shining. Almost every motoring magazine has featured motorcycles in some form or other in recent months, some of them light-heartedly, others quite seriously, and it would appear that the motorcycle has now become "respectable". Very old readers of MOTOR SPORT will remember that in the nineteen-twenties we featured almost as many motorcycles as we did cars, probably because Arnold Radclyffe, then proprietor, was a keen motorcyclist. When T. G. Moore and W. S. Braidwood took over the ownership, motorcycles began to disappear in favour of Frazer Nash and Lagonda cars, their particular favourites, and when the present proprietors took possession and W.B. became editor at the end of the nineteen-thirties, motorcycles disappeared and the "old car" interest began. When D.S.J. came on the scene in 1945 he brought a motorcycle note back to the magazine on occasions, and has kept this interest and approval of motorcycles in the pages of MOTOR SPORT ever since. So you can see that we have not just discovered the motorcycle, it has always been a good word with us, even when it was a really bad word in the eyes of the public and anathema to Editors of motor magazines a few years ago.

Consequently we view this sudden discovery of the motorcycle by the motoring press with a wry smile on our face, but, nevertheless, pleased about it, feeling that it is "better late than never". As long as the popular media do not take hold of the subject "motorcycle" and flog it to death, as they have done with so many things, all will be well and dyed-in-the-wool motorcyclists, many of whom read MOTOR SPORT, can enjoy the patronising respectability which the motorcycle and the motorcyclist is being greeted with today. In Great Britain a wet, foggy November night or ice and snow in February, will soon put a stop to the motorcycle becoming over-popular and suffering from too much enthusiasm spoiling it.

A lot of this present wave of enthusiasm began when the BMW Concessionaires decided to launch an attack on the motor car market with BMW motorcycles, which they did with a lot of success, even if it caused the 750-c.c. flat-twin to take on a price-ticket more suited to a car, and beyond even the dreams of the average motorcyclist. The era of the Superbike was born by the publicity boys and they wrote starry-eyed prose about all the various 750-c.c. motorcycles, proclaiming the engine capacity as something enormous, and the performance as shattering. It was all good stuff and for those of us who have always liked high-performance motorcycles it was nice that the new image was being projected along our lines, and not in the direction of devices like travelling bedrooms. Those members of the Vincent-HRD Owners' Club who still ride their 1,000-c.c. V-twin bikes regularly, even though they (the bikes) are 20 years old or more, smiled at all this Superbike talk as they romped along knowing that their old machines could still see off most of these new wonders; and whoever thought of 750 c.c. as being a big engine?

The basic conception of the motorcycle has not changed since the day someone first hung an engine on to a pedal cycle, whereas the motor car has gone through complete revolutions. In the racing world the pure racing motorcycle is not really very far removed from its road-going counterpart, whereas the Grand Prix car bears little or no resemblance to a production car, apart from having four wheels, the front ones controlled by a steering wheel. As a reader pointed out to me in the recent discussion on the interest in Grand Prix racing, a great change took place in the period when Grand Prix cars could no longer be driven on public roads. That is not to say raced on public roads, but merely be driven from the garage to the circuit, as for example from Stavelot to Francorchamps, or Zandvoort out to the Dunes circuit. This change came about for a number of reasons, some connected with racing-car design and others with changing circumstances such as traffic congestion and insurance. These things were coupled to the increase in performance encouraged by the 3-litre engine capacity Formula and the development of 450-b.h.p. in cars weighing 11 cwt. In the motorcycle world there has not been this great change and the racing motorcycle can still be ridden on the road, retaining a great affinity to a production motorcycle. In a similar way the racing motor cycle has kept its name and character as the product of a known manufacturer, whereas in Grand Prix racing, apart from Lotus and Ferrari, the cars are specialist constructions having little or no connection with reality. It is possibly for this reason that interest in Grand Prix motor racing has tended to surround the driver rather than the car, whereas in motorcycle racing the make of machine is still predominant, and this is because each machine is the complete product of an individual manufacturer. In the Grand Prix car world only Ferrari and BRM are complete manufacturers, the rest being "assemblers of special components".

Not so long ago I went to a motorcycle race meeting on my own bike, a Norton Commando, and the 750-c.c. event had me rooting for Peter Williams on his works Norton. He didn't win, but that did not matter too much to me as I rode home. The important thing was that the works Norton had been in there battling strongly against Harley-Davidson, Kawasaki, Suzuki, Triumph and the rest and giving as good as it got. That I was on a production road machine of direct parentage to that works Norton gave me immense satisfaction as I rode home. In addition I could sweep round the open bends pretending to be Peter Williams (giving way to the Walter Mitty which lurks in us all) and occasionally clambering off the seat in a "knees-out" Paul Smart stance, just for the fun of it. On that particular journey I had touches of nostalgia and sat back and tucked myself in "doing a Geoff Duke", or took a bend in a determined and forceful fashion imagining myself to be

Bob McIntyre or Mike Hailwood, but all the time I was on my Norton, which to me means motorcycle racing. In consequence of all this I enjoyed my day at the races to the full; in fact, all the way home, and jumped off the Commando and patted its rump, saying "a super day". This is what I call spectator participation, which I think is an important factor in spectating at any activity.

With Grand Prix car racing this is much more difficult to achieve, unless you own a Lotus Europa or a Dino Ferrari, but even then a two-seater coupé cannot possibly feel like a single-seater Grand Prix car, and they certainly do not look alike. If a Tyrrell or a Brabham wins the race there is not much to identify with as you drive home and whatever road car you are in it is difficult to emulate Stewart or Fittipaldi, so you just drive home thinking "that wasn't a bad motor race" and leave it at that. If you are a Lotus owner you can get some satisfaction in knowing that your car and the Grand Prix car were derived from the same brains and enthusiasm that is Colin Chapman and his team, except that you are unlikely to have a Cosworth V8 in your car, or a Hewland gearbox.

While Grand Prix motorcycle racing has been suffering a bit from a lack of factory support, the Formula 750 category has been increasing in popularity, with backing from numerous manufacturers. The basic rules insist that the racing 750-c.c. bike must retain a close family resemblance to the production machine and this is done by restricting any changes to the production castings for engine and gearbox. Last winter the Norton factory team received strong backing from the John Player cigarette people, the same who back Lotus Grand Prix cars, but whereas with the Grand Prix car they overdid their enthusiasm and called the Lotus 72 the John Player Special, in their support of 750-c.c. motorcycle racing the machines were called John Player Norton. While the cars were painted black and gold like one brand of Player cigarettes, the Nortons were painted white with red and blue stripes like another of their brands. At a press gathering to display the 1973 racing Nortons there was the satisfying sight of three bikes lined up showing a remarkable similarity. These were a production 750-c.c. road-going Norton, a racing version of the same thing, on sale for production-bike racing, and the very latest works racing motorcycle, the design and development thinking being clear to see along the line. Now there was only one thing wrong and that was that, on the face of it, the line was the wrong way round for the one-off experimental works bike should have come first, followed by the over-the-counter-sale-to-the-public racing version, and then the production racing version. This used to be the pattern of things, until the works experimental bikes got too far away from the production machines, like the Porcupine AJS, the Moto-Guzzi V8 or the Gilera 4. The present state of affairs is not a bad one at all, and a keen racing and development programme such as the John Player Norton team are carrying out at their race headquarters at Thruxton aerodrome can have far-reaching effects on the production machines. When the 1973 works Norton was introduced it broke new ground in having a monocoque frame constructed from welded stainless-steel sheet and it was running on cast magnesium wheels. The monocoque frame, evolved by Peter Williams and the Thruxton staff, achieved a number of interesting improvements. It saved weight, it increased stiffness, it provided pannier fuel tanks, it allowed better ducted cooling for the air-cooled vertical twin engine, it allowed the ducting of cold air to the carburetters, it reduced the overall height and in consequence the frontal area, and altogether it allowed a notable lowering of the centre-of-gravity. At the time, a small specialist racing firm produced a monocoque framed racing bike that managed to achieve only increased stiffness and lighter weight, missing out completely on all the other aspects.

When the Norton monocoque was introduced some pressmen asked Dennis Poore, Norton-Villiers Managing Director, whether he thought such a construction had a future for road-going machines; likewise the cast magnesium wheels. They missed the whole point of an experimental racing machine, for it need not produce direct results but it can provide direct data that can be transferred to production. Racing the John Player Norton monocoque bikes has provided the Norton racing development team with a lot of knowledge about road-holding, handling, steering and braking stability, and this knowledge must eventually pass through to the production design department. With the 1973 racing Norton has come a new era of motorcycle chassis design for the frame rigidity and the wheel rigidity has allowed suspension units back and front to become much more selective and effective. Peter Williams and his team have been discovering new parameters in the field of spring-rates, damping, stiffness, deflections, torsional rigidity and so on, all things that are well known in the car-racing world, and all important things that contribute to the object of chassis design, which is to keep the tyres in contact with the road at all times and under all conditions.

Although motor-racing commitments did not allow me to follow the progress of the monocoque Nortons at first hand, I kept abreast of their activities in the "weekly comics" and the whole conception of this "modern" racing motorcycle fascinated me. The monocoque sheet steel frame, as such, is not a new idea, having been used on production bikes by Ariel, New Imperial, Francis Barnett and others in the past, but to my knowledge it had not been used on a powerful high-performance racing bike before. But frame construction apart, the Norton was also full of other interesting developments closely allied to improved road-holding.

At the end of the season the friendly John Player PRO asked me if I'd like to ride one of the works Nortons and it did not take long to contact Frank Perris, the team manager, and Peter Williams, the rider/designer, and they thought it a splendid idea. Now this is where the advantage of a racing motorcycle still having a close affinity to a road-going motorcycle came in, for you can get straight off the one on to the other without any re-orientation as regards controls and general layout. You cock a leg over the saddle, put your feet up on the footrests, take hold of the bars, with clutch lever on the left and brake lever and twist-grip on the right, and you are still on a motorcycle. The gear-lever you operate with one foot, the rear brake with the other, and the engine is roaring away between your knees and under your chest. No matter what road-going motorcycle you arrive on, the basics are the same. If you take a test-drive in a modern racing car you are in a very different situation from anything previously experienced. Even if you arrive for the test in an open sports car, you will be sitting fairly upright with a lot of space around you and merely an expanse of metal or fibre-glass in front of you, and most likely the engine will be under it. You step into the narrow confines of a racing car and slide down into a tube with your feet uncommonly close together, the tiny steering wheel a long way in front of you, your position is nearly horizontal and you are in a different world. Ahead of you and at eye level are the front wheels, you see every movement of the front suspension and the steering, directional movements are made by tiny wrist movements, gear-changing is done with a minute lever up near the steering wheel, and all the noise and confusion is just behind your head. Unless you spend your life in single-seater racing cars, and not many of us do, it is not only a different world when you get into one, but a strange world that takes some getting used to. The transformation from a road-bike to a racing bike, as regards the riding position and controls, is nothing like so extreme and the things to get used to are details such as close gear ratios, powerful brakes, narrow rev-bands, tachometer readings that seem impossibly high, and the noise of open exhausts.

Before seting off on the works Norton monocoque I did a few laps on my own Norton Commando, enjoying its handling and performance to the full, and then had a go on Peter Williams' new 850-c.c. road-going bike, enjoying the extra torque of the beefed-up engine, and the general feel of being on a much bigger bike altogether. Then I got onto the works racer and with a quick push in 1st gear I was away, the revs zooming up to 6,000 before I was really seated properly. With its special 5-speed gearbox a self-imposed limit of 6-6,500 r.p.m. was easy to maintain, but the engine was not the point of this ride, it was the handling and general behaviour I was more interested in. Since the introduction of the Norton Commando it has featured a unique form of rear end called Isolastic, in which the engine, gearbox and rear swinging-arm are mounted on a sub-frame which is rubber-mounted to the main frame. This same system is used on the works racing Nortons, its principal function being to absorb the vibration from the parallel-twin engine. It did not require many laps to realise I was in a different sphere, one where the tyres were being kept in contact with the road in a manner I have not experienced before, and where the suspension units back and front were working with the tyres and not merely trying to keep up with their movements over the road surface. Because there was so much unity you got very little feel of what the tyres were doing, and because of the overall rigidity of the bike there was no feed-back of what was going on below the wind-screen and the fairings. As I got more used to the bike and leant over more and more on the fast corners (though never as far as Williams or Croxford lean these racing Nortons), I felt I was treading into the unknown as regards tyre adhesion, in just the same way as in a racing car. You know the tyres are holding on, but you have no feel of how close to the limit they are getting because

Continued on page 1191

Road Test

The M.G.-B GT V8

Six years too late, comfortable seating, poor ride, excessive wind noise , fast and economical



External differences are limited to the badges, twin door mirrors and Dunlop alloy/steel wheels. The bigger tyres (175 instead of 165) and one-inch raised suspension make the V8 tower above the normal GT. Lines are almost dateless, but some detail features are antiquated.

THERE are those who say that certain sectors of the British motor industry would have been in a better state had the formation of the British Leyland Motor Corporation never occurred. Possibly, but in another respect it might have been an advantage if the merger had occurred a couple of years earlier than it did in 1968. The Motor Show of 1967 saw the introduction by the MG Car Company Ltd., then part of British Motor Holdings (the old BMC plus Jaguar-Daimler) of an ill-conceived and ill-received version of the M.G.-B fitted with a seven-main-bearing, reduced power version of the four-bearing, six-cylinder engine which had powered the excellent Austin-Healey 3000. On the Rover stand at the same Show, the Solihull company, part of the Leyland Motor Corporation along with Triumph, introduced an outstanding 3.5-litre V8 engine into the familiar 3-litre bodyshell.

Within a matter of months that enormous merger took place in which Rover and MG plus their existing connections found themselves under the one corporate hat of the British Leyland Motor Corporation. Among the many inheritances to which the then Sir Donald Stokes succeeded were this unpopular M.G.-C and Rover's light alloy V8. The M.G.-C was stifled in late 1969 after 4,542 roadsters and 4,457 GTs had been manufactured, while the Rover engine went on to power the Rover 3500, the Range-Rover, the Morgan Plus 8, and other more specialised vehicles.

Had the merger taken place earlier shrewd engineers might have seen the possibilities of fitting the compact V8 into the M.G.-B bodyshell and the disastrous M.G.-C might have been stillborn. Certainly after the merger there were engineers at Abingdon who saw the possibilities, men who had experimented previously with fitting Daimler V8 engines into the M.G.-B (including the 4½-litre power unit from the Majestic Major with, I think, an extra four inches longitudinally in the roadster shell's middle, though this car never ran). Presumably because the management had been frightened by the M.G.-C debacle, they thought the time was hardly ripe to produce another large-engined M.G.-B, for a Rover-MG mechanical merger failed to transpire.

But one day two or three years ago Ken Costello, a former Mini racing driver from Chislehurst, Kent, arrived at the MG factory to show the aforesaid engineers his Rover-engined M.G.-B concoction, which he subsequently put into small-quantity production. Demand for Costello's V8 M.G.-B proved to be quite high, but he was to strike a problem when his supply of Rover engines from the factory suddenly dried up. Somehow Costello managed to maintain production, but the reason for the cessation of supplies seemed pretty obvious. In August this year MG introduced their own version of the M.G.-B GT V8, eight years after the introduction of the four-cylinder M.G.-B GT, five years since MG and Rover became part of the same firm and six years too late.

Rather than road test this car for the issue immediately after announcement, I chose to wait until an opportunity for a long continental journey presented itself and what better than a weekend visit to the ultra-modern Circuit Paul Ricard, east of Marseille in the South of France, to report a round of the European Touring Car Championship for our associated weekly journal. In all, nearly 1,900 miles of motoring of which 1,566 miles were completed in France, and 1,726 miles were added to the Smiths odometer between leaving our London office on Thursday lunchtime and returning to it 141 hours later.

In between times this remarkable alloy V8 had succeeded in propelling the 110 m.p.h. body design at cruising speeds of 120 to 130 m.p.h. for miles on end, on one occasion a 121 m.p.h. average being maintained for almost 100 miles at night and always the average autoroute speed remaining in excess of 105 m.p.h. In spite of this hard usage the overall fuel consumption worked out at exactly 18 m.p.g., failed to drop below 17 and more representative of what the normal driving customer can expect, averaged 26.3 m.p.g. on one journey of 80 miles which was not on the direct trip, when speeds of 100 to 130 m.p.h. were maintained on an autoroute for 45 per cent of the distance and most of the remainder was in traffic-jam conditions on a main road hampered by road works.

However, even after this experience I am finding it hard to decide whether I really like this latest Abingdon product, or more to the point, whether I would choose one as a replacement for my TR6. It has some excellent attributes, but most of them are marred by some of its more dated features which I have tolerated in the M.G.-B but find hard to accept in a car which is brand-new in price (some £600 more than the 4-cylinder GT) and performance concept, yet is wrapped in the same familiar package.

The package most certainly is the same as the 4-cylinder version, the body being distinguished only by V8 badges on the grille, left-hand front wing and left-hand side of the lift-up tailgate while there is only one exhaust tail-pipe. More distinctive are the new Dunlop 5J wheels with ventilated cast alloy centres riveted to chromed steel rims, most attractive and claimed to be the strongest wheels ever fitted by MG. Like the current M.G.-B wheels they are of 14 in. diameter and have 5J rims, but are fitted with 175 HR 14 tyres rather than the ordinary GT's 165 SR 14 or the roadster's 155 SR 14. The test car was fitted with Goodyear G800 tyres which when checked at Dover proved to be inflated to the 21 p.s.i. front, 25 p.s.i. rear pressures recommended for moderate speed, lightly-laden conditions, though British Leyland had been aware that the car was likely to be driven at very high speed on the continent. Indeed they had kindly fitted yellow beam, correct dipping headlamps and supplied a too bulky continental touring kit, which, incidentally was left untouched other than for reasons of curiosity, for this new British Leyland model remained 100 per cent reliable under the sort of duress to which it could have been forgiven for objecting. Raising the pressures to "gross car weight and sustained speed" settings of 26 and 32 made the car suitable for the intended high speeds, slightly reduced the low-speed steering effort, but had no noticeable effect on the already extremely hard ride.

Opening the heavy bonnet (nowadays fashioned in steel by Pressed Steel Division instead of the aluminium of earlier cars, though given the advantage of a self-propping stay), reveals an awesome sight to 4-cylinder M.G.-B owners or surprised garage attendants. The Buick Special/Oldsmobile F.85 derived Rover V8 sits in there as though the body had been moulded round it. Closer scrutiny reveals that this has been far from a shoe-horning job, there being plenty of room to work on the engine other than the plugs, hidden among the exhaust manifolding down below the air-cleaners. The bulkhead has been slightly modified to make more room and indents in the inner wheel arches ensure the exhaust manifolds don't foul, modifications which will be inherited by the ordinary M.G.-B shells. A modified cross-member is fitted too, while twin thermostatically controlled and slightly noisy electric fans in front of the enlarged radiator allow a reduction in the engine's overall length.

The 3,528 c.c. (bore and stroke 88.9 x 71.1

mm.) V8 engine with an MG octagon on its left-hand alloy rocker box retains the hydraulic tappets and all the other features which we have described many times in relation to Rovers. However, European emission regulations have forced a reduction in compression ratio from 10.5:1 in Rover saloon application to 8.25:1, similar to the Range-Rover. Thus the maximum power is down from 150 b.h.p. DIN at 5,000 r.p.m. to 137 b.h.p. at the same figure, while 193 lb.ft DIN torque at only 2,900 r.p.m. is claimed.

An unusual SU carburetter lay-out enables the powerplant to be accommodated beneath the standard bonnet. The Rover penthouse manifold is dispensed with in favour of a 'low-line' one which mounts the twin SU HIF 6 (horizontal integral float chamber) carburetters at the rear of the engine where they are fed through a single collector box via twin air cleaners. Each air-cleaner includes a bi-metallic valve which draws in warm air from sleeves on the exhaust manifolds when the engine is cold and draws in cool air when the pot is boiling.

The use of alloy makes the basic V8 weigh 40 lb less than the 4-cylinder iron engine, though the addition of an AC-Delco alternator (BL supports GM again – hopefully this item will be more reliable than the AC-Delco distributor fitted to the Dolomite) and other ancillaries raise the weight to slightly above that of the four, to give a front/rear weight ratio of 49.4 per cent/50.6 per cent compared with 47.8 per cent/52.2 per cent.

Transmission has been toughened to withstand the torque. Higher intermediate ratios in the M.G.-C-type gearbox match the power characteristics and reduce the torque load to the box. The gearbox casing is changed to accept a 9.5 in. Borg and Beck diaphragm spring clutch now with a ballrace withdrawal race instead of the rapid-wearing carbon bush found on most other British Leyland cars. Some measure of the V8's increased capabilities (torque is almost double that of the four) comes with a change of final drive ratio from 3.91:1 to 3.07:1 to aid which already high gearing there is a Laycock LH overdrive fitted as standard, operative on top gear only.

Suspension modifications are remarkably slight. Front and rear suspension is raised one inch and the necessarily longer front coil springs in the wishbone suspension are uprated, as are the semi-elliptic leaf springs supporting the live axle. Dampers are exactly as on the ordinary M.G.-B, which means that these lever-type items are likely to be similarly prone to leakage and doubtless the links on the rear ones will be similarly prone to breakage, of which I speak from former M.G.-B-owning experience.

Current 4-cylinder M.G.-Bs have considerably more refined cockpits than their earlier brothers, though the pressed-steel, matt-black fascia remains much the same and in the V8 version reminds one that one is driving basically an old friend. However, on the V8 the Abingdon designers have at last retired that ridiculous hand-pump screenwasher which has been a source of complaint since 1962 and replaced it with an electric variety operated along with the two-speed wipers and the overdrive switch by a stalk on the left-hand side of the steering column. Two or three times I managed to flick on the wipers when flicking the overdrive switch in or out hurriedly and though I became accustomed to the switch eventually, pulling it towards me to switch in the overdrive and out to switch it off felt an unnatural action. A gearlever switch similar to the Triumph-type would be preferable, albeit with an M.G.-B-shaped knob, more suited to the position of the gearlever. Headlight dipping, flashing and winking is carried out by a stalk on the right of the column and the horn is operated by the padded steering-wheel boss. The 15.5-in. steering wheel looks, rather than feels, excessively large on first acquaintance, but I would not recommend the fitting of a smaller one, while the "leather" rim is plastic, yet comfortable.

Instruments are much the same in layout as before though the tachometer and 140 m.p.h. speedometer are reduced in size from 4 in. to 80 mm. to accommodate a collapsible steering column. On a car which is described by name as a Grand Tourer and is so obviously suited to continental touring, the omission of subsidiary kilometre markings on the m.p.h. speedometer is nothing short of disgraceful particularly at a time when most European countries are tightening up on speed restrictions. A poorly-damped fuel gauge lies on the right of the fascia and a combined oil pressure gauge and water temperature gauge to the left below the rocker-type master light switch. Instrument lighting is controlled as always by a rheostat and maximum illumination could be improved.

On the far left of the fascia is a lockable cubby- hole which regrettably needs a key to open it: if the key is left in the lock it constitutes a danger in the event of a crash, though more often than not it will be left on the key ring to give rise to muted curses when it's desired to open the locker when the engine is running. Incidentally, to remove the ignition key from the switch-cum-steering column lock, a button below the key must be pressed with the thumb as the key is turned. This is difficult enough for a sensibly-nailed man, but for a woman with long fingernails is virtually impossible.

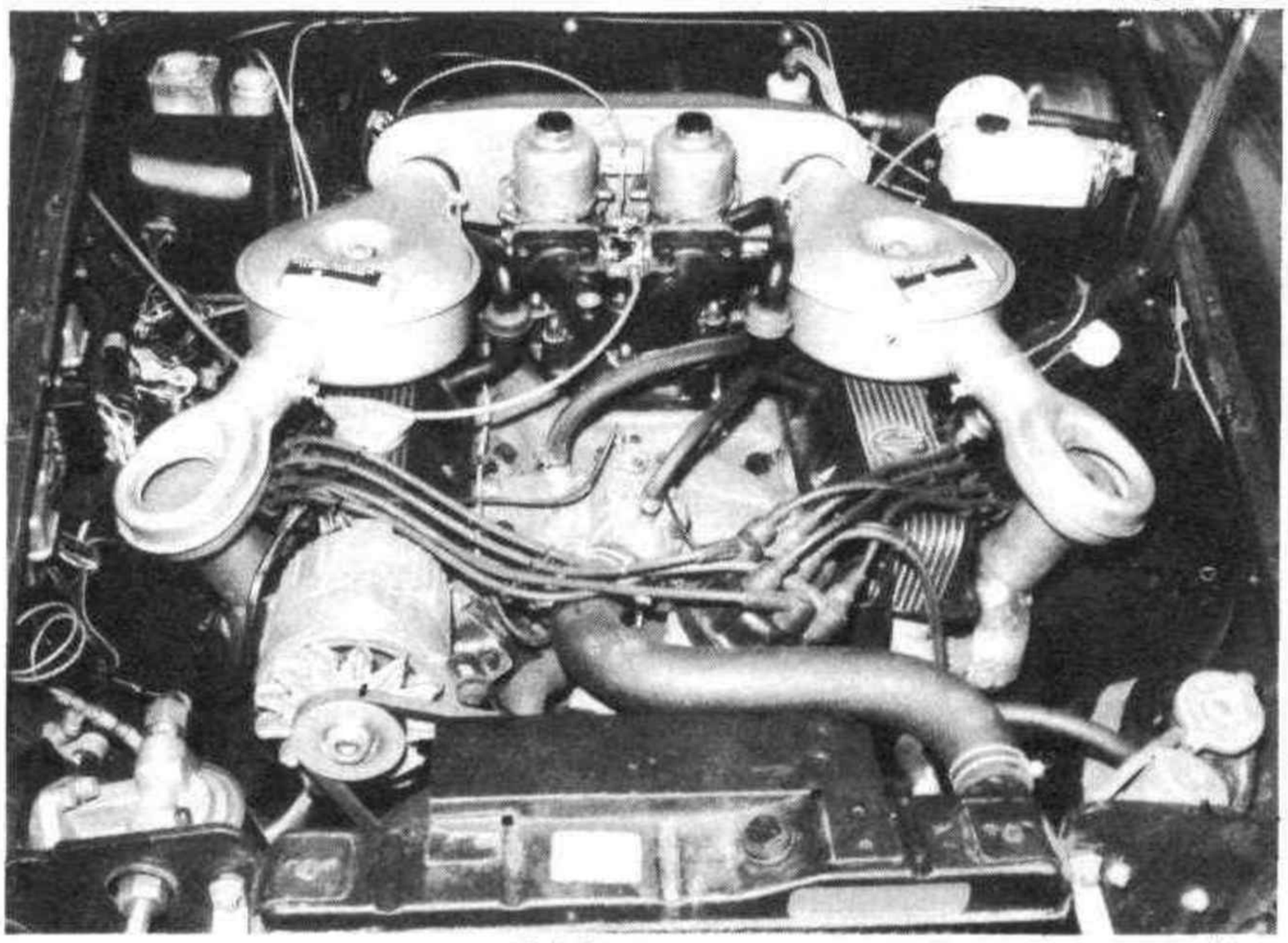
A moulded plastic central console houses the courtesy-switch-operated interior light, an excellent Radiomobile radio on the test car, switches for the standard-equipment heated rear screen and hazard warning lights, a cigar lighter, the gaitered gear-lever, an ash-tray and an arm-rest with lift-up lid to reveal a small yet useful locker.

Other interior features are much as on the existing M.G.-B GT: rubber mats in the front footwells, carpet on the transmission tunnel and side panels, and rear floor area; fold-down rear seat to provide more luggage space when the GT is used as the 2-seater which it is forced to be by lack of rear seat room (although a couple of very young children might be accommodated comfortably enough); a wide-opening tailgate which is difficult to move from the open position; two six-volt batteries continue to lie below a panel underneath the rear seat. Other detailed description of this so-familiar design should be unnecessary. However, worthy of comment is the astonishing fact that after 11 years in production the M.G.-B, even in this latest V8 GT guise, has no keeps to hold the doors open.

The body design may be aged, but the result remains extremely attractive, the sort of shape which cuts across any class barriers. However its age and the stagnation in development since its introduction is indicated by the extraordinary high level of wind noise, the car's worst feature and the one deciding point which would cancel my custom. Even as low as 45-50 m.p.h. there are annoying hisses from the side-window areas, at 70 m.p.h. voice decibels must be increased to keep up a conversation and above 100 m.p.h. the noise is almost deafening. That this should be so is a tragedy for what could be otherwise such a quiet and refined long-distance touring car, for as in its Rover application the V8 remains smooth, silent and unfussed at all speeds. The root of the problem seems to be the roof guttering rather than the front quarterlights, which I would not like to see removed, although the standard twin door-mounted rear-view mirrors (which folded back uselessly at speed) perhaps account for some of the noise.

There will be some potential customers who will dismiss the V8 GT as insufficiently distinguished in appearance from the straight-four. As a standard-production "Q-car" it reigns supreme, however, and left hundreds of amazed faces across the length of France. Often aggrieved faces too, for the fashion in which this big-

Continued on page 1191



The alloy V8 sits snugly in the four-cylinder's place, surmounted by twin SU carburetters with an integral float chamber and capped by smart alloy rocker covers.

TUNING TOPICS—

Continued from page 1153

desperate for help from a manufacturer to help him financially prove or disprove his theories: he estimates it would cost £10,000 and three months to complete development, similar figures to the expenditure in time and money taken to develop his current Turbo engine and in either sense quite fantastically cheap by a motor manufacturer's standards.

The day is coming when the world won't be able to afford engines of high fuel consumption. Broad thinks, and he is convinced that the future will see all cars restricted to a maximum of 2-litres. But these engines will be turbocharged, of very high efficiency, low on emissions and low on fuel consumption. "All we need is a cheap, very robust engine which can be made efficient by turbocharging." Working on those lines, but using an existing engine, not one designed for turbocharging as he would like, his next project is to turbocharge a 2-litre Ford Pinto engine. Judging by his results with the 3-litre engine, the brilliant Broad could produce some startling results.

BMW have almost exactly the same thoughts about the future, according to Herr Bonsch, which is why the Turbo 2002 should be considered more as a pointer to the future than as a contemporary homologation special. Bonsch is convinced that within the next 10 to 15 years the internal combustion engine cannot be replaced for reasons of practicality by any other method: steam engines, for example, are too bulky and run at too high a temperature and pressure, other methods such as the Sterling are too costly and thirsty, while the Wankel engine . . . well, to repeat his views on that would be unfair to another German company. Instead, turbocharged internal combustion engines will gradually take over. As the situation is at the moment, manufacturers need to cut down on emissions, therefore to regain the power lost in so doing bigger engines are required, meaning greater bulk, weight and thirst, with obvious repercussions. So, like Broad he and his colleagues consider that compact turbocharged engines are the answer, of which the Turbo 2002 could be a serious forerunner. –C.R.



The 130 m.p.h. conventionally-aspirated Broadspeed Bullit, left, with Broad's new turbocharged offerings, 140 m.p.h. plus Turbo Bullit and 130 m.p.h. plus Granada.

ETC Round 7

6-hr Grand Prix Paul Ricard

VICTORY for Toine Hezemans/Dieter Quester (BMW 3.0 CSL) in the Paul Ricard 6-Hour race in the Castellet district of the South of France on September 2nd gave BMW an unassailable lead in the European Touring Car Championship. With one round remaining at the time of writing, the Tourist Trophy at Silverstone on September 23rd, BMW held 130 points to the 100 each of Ford and Alfa Romeo, while the maximum points score per marque per event is 20 for a win.

The win confirmed also Hezemans as Drivers' Champion, the Dutch driver having won the previous two rounds with Quester and been placed second with various partners in another three rounds.

Paul Ricard saw BMW dominate a race completely once again, as might be expected when seven CSLs are pitted against a mere three Ford Capri RSs. Four CSLs remained at the finish—in the first four positions—before the remaining one of two works Capri RSs of Jackie Stewart/Jochen Mass limped across the line on five cylinders in fifth position. John Fitzpatrick/Gerard Larrousse had retired the other works Capri with a dropped valve with little more than a third of the race completed.

Jackie Ickx/James Hunt had a good run through to second place, troubled only by fluctuating oil pressure and a flat tyre on the brand-new Jagermeister-Alpina CSL, while Chris Amon/Hans Stuck lost a one-lap lead when their works CSL stuck in fifth gear and relegated them to third. They had enjoyed a tremendous battle for the lead with the Schnitzer BMW CSL of Henri Pescarolo/Bob Wollek until this car's crankshaft broke. Brian Muir/John Miles retired the Malcolm Gartlan Racing Alpina CSL, entered by Jagermeister-Alpina, with a blown head gasket, possibly encouraged by a hectic dice with the Fitzpatrick/Larrousse Capri. The Swiss-pairing of Walter Brun/Cox Kocher finished fourth with a third Alpina CSL, using a 3.3-litre engine rather than the 3.5 of the other CSLs.

Peter and John Hanson, from Ilkley, drove superbly and consistently to finish sixth and win Division One for cars up to 2-litres in their ultra-reliable, Broadspeed-built Escort RS with 2-litre alloy engine.—C.R.

Results :
PAUL RICARD 6 HOURS—Paul Ricard, France
Group 2

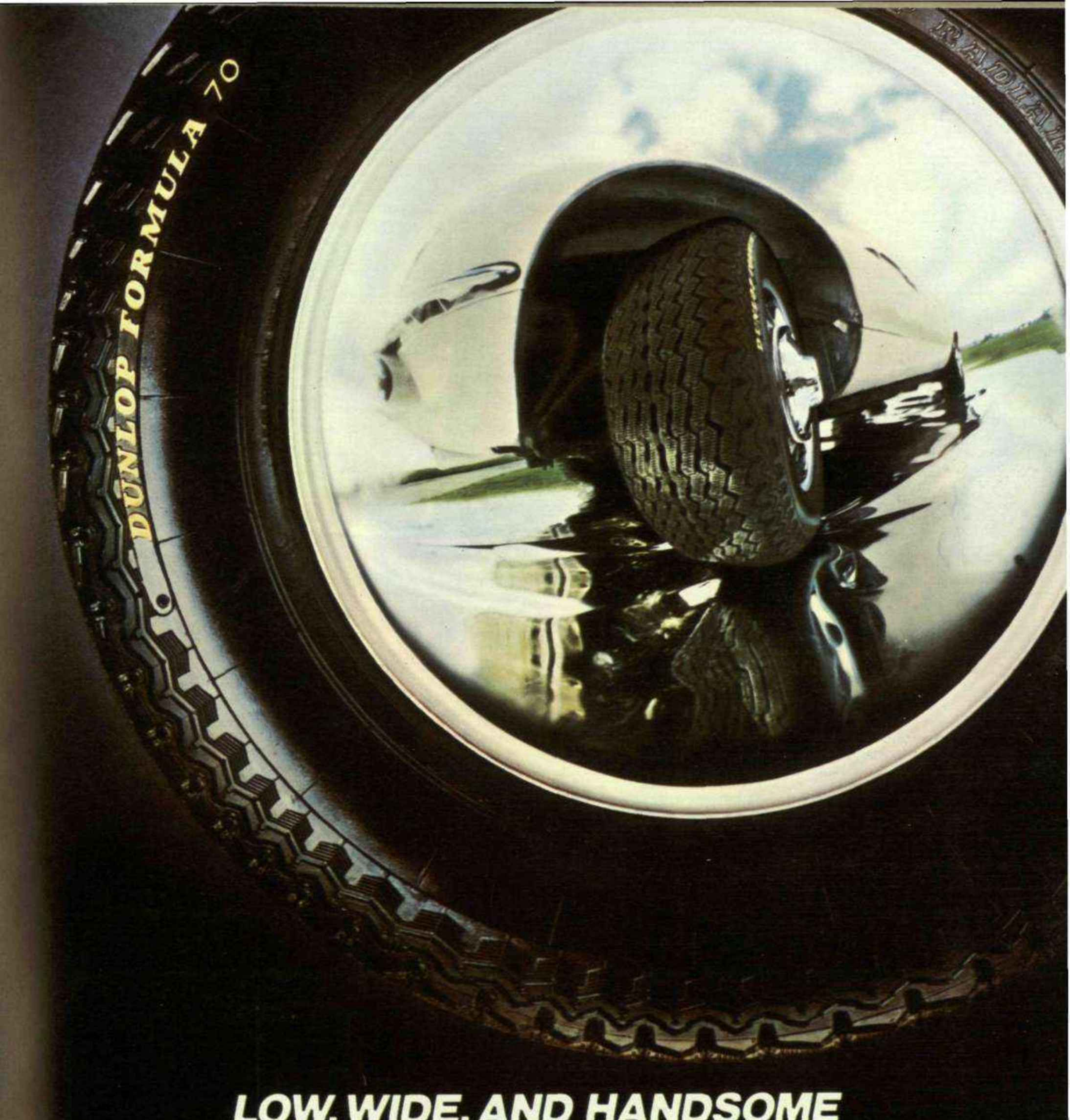
1st : T. Hezemans/D. Quester (3.0 BMW CSL) 924.616 kms. (154.102 k.p.h.)
2nd: J. Ickx/J. Hunt (3.0 BMW-Alpina CSL) .. .. 923.798 kms.
3rd: C. Amon/H-J. Stuck (3.0 BMW CSL) .. .. 895.346 kms.
4th : W. Brun/C. Kocher (3.0 BMW-Alpina CSL) .. .. .. 870.066 kms.
5th : J. Stewart/J. Mass (3.0 Ford Capri RS) .. .. 858.324 kms.
6th : P. Hanson/J. Hanson (2.0 Ford Escort RS) .. .. .. 847.511 kms.
7th : J-C. Geurie/S. Godard (3.0 Ford Capri RS) .. .. .. 846.878 kms.
Fastest Lap : Henri Pescarolo (3.0 BMW-Schnitzer CSL) and Amon, 2 min. 9.9 sec. (161.016 k.p.h.).

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BMW	All models except 2002 Tii
CHRYSLER	180
CITREON	AMI 8 & ESTATE DYANE SM
DAIMLER	DOUBLE SIX & VANDEN PLAS SOVEREIGN 2.8 & 4.2
DATSUN	All models except 2000 & 240C
FIAT	All models except 500
FORD	ESCORT SPORT RS 1600 & MEXICO All current CAPRIS CORTINA MKIII ZEPHYR & ZODIAC MKIII
HILLMAN	All current models except HUNTER GT
HONDA	N600
HUMBER	SCEPTRE
JAGUAR	All current models
JENSEN	All current models (Inc JENSEN HEALEY)
LANCIA	All current models
LOTUS	SUPER SEVEN, EUROPA EUROPA TWIN CAM
MAZDA	1300 & ESTATE RX2
MERCEDES	200 & 220 & 200D & 220D & 230 250 & 250CE 250S 250SE 280S & 280SE & 280SEL & 280SL & 300SEL & 350SL
MG	B & BGT
MINI	All current models
MORRIS	All MARINA models 1800 MK II
NSU	1200 & Ro 80
OPEL	All current models except KADETT 100 CARAVAN 1200 CARAVAN & REKORD CARAVAN
PEUGEOT	404 504
PORSCHE	All current models except 911T
RELIANT	SCIMITAR GTE
RENAULT	12 SALOON 15 16
ROVER	2000 2000TC 3500 3500S
SIMCA	All current models except 1301 ESTATE 1501S ESTATE
SUNBEAM	All current models
TRIUMPH	All current models except 2.5PI & ESTATE and 1300 & 1300TC
TOYOTA	All current models except COROLLA ESTATE CORONA 2000 CROWN CUSTOM ESTATE
VAUXHALL	All current models
VOLKSWAGEN	All current models except KARMANN GHIA
VOLVO	144 1800ES
WOLSELEY	18 85 MKII

For some high-performance cars which require VR-rated tyres, we make Formula 70 with a different tread pattern to the one illustrated. Your Dunlop Dealer will advise you whether you should fit this, the SP Sport Super.

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On the one hand, the Passat is one of the family.

Room to spare for five adults.

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Some particularly advanced safety features. Like a diagonal brake circuit and stabilised steering system.

32.0 miles between gallons and, apart from a single oil change 10,000 miles between services.

On the other hand, the Passat is pretty fast company.

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VSCC LLANDOW THIS MEETING produced a dramatic conclusion to the MOTOR SPORT Brooklands Memorial Trophy contest. Iain Macdonald's Lagonda won, challenged by Cranage's MG (*top*). Cole's MG (No. 18) retired after leading the Spero Trophy Race. Hamish Moffatt, ERA (*bottom left*) scored second best points and won the 25-lap race. The Trophy was presented to Macdonald by Winifred Boddy (*right*).



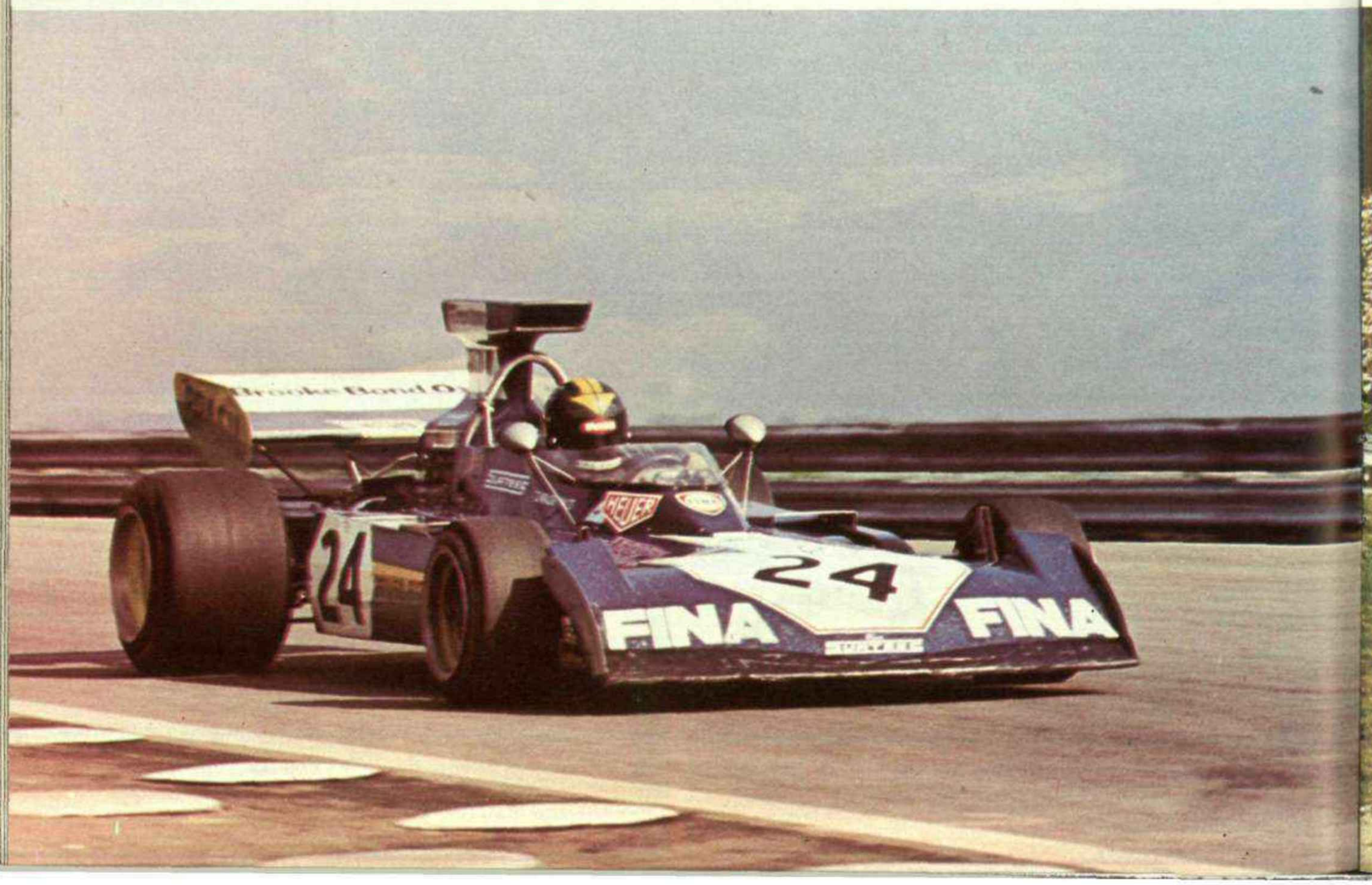






AUSTRIAN GRAND PRIX

THE FERRARI TEAM made a return to Grand Prix racing at Osterreichring with a single, revised chassis. Arturo Merzario (*above*) was at the wheel and he held fourth place in the opening stages and finally finished seventh. Brazil's Carlos Pace took his place on the victory rostrum for the first time, having driven to third place in his Surtees TS14. On the left, Pace is seen with race winner Peterson with his trophy, *while he is pictured in action below.*



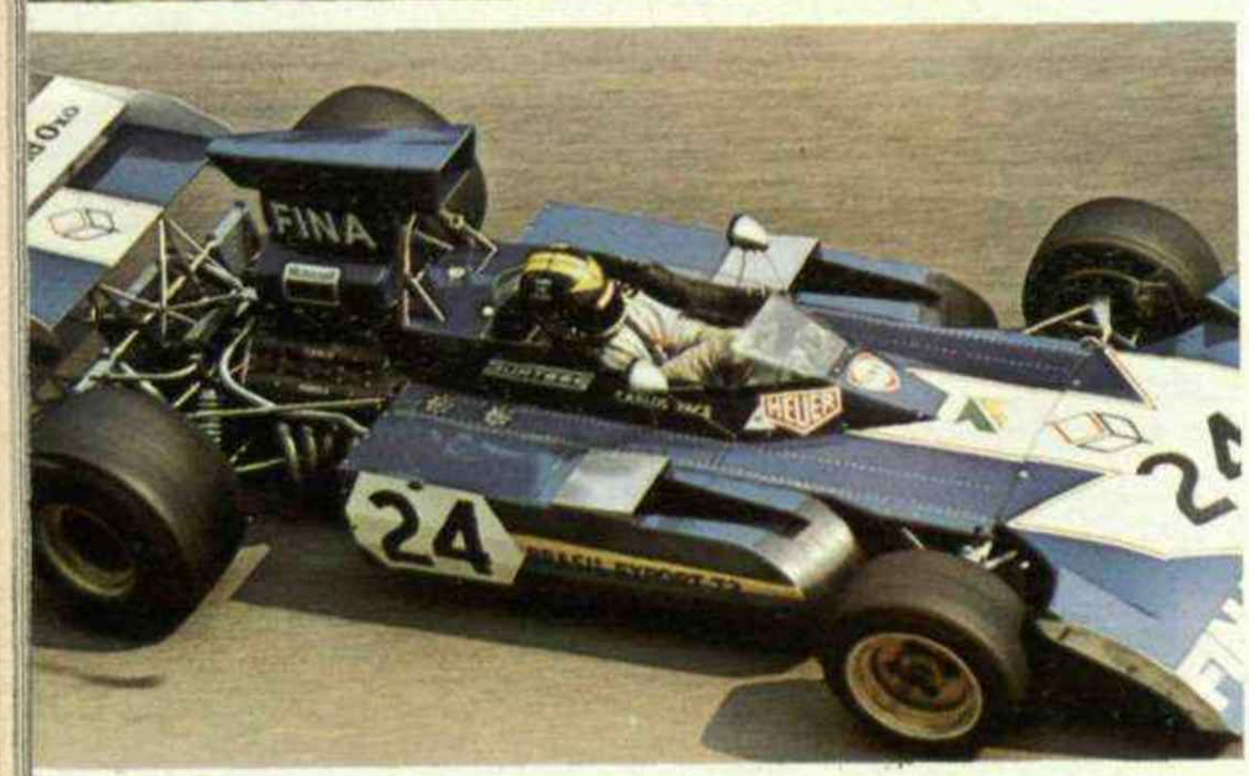




EMERSON FITTIPALDI'S World Championship chances virtually ended when his JPS-Lotus stopped with a disconnected fuel line (*above*), letting Ronnie Peterson through to win. In the early stages Peterson led the race, strongly challenged by Hulme's McLaren M23 (*right*). Below, Merzario (Ferrari) leads Stewart (Tyrrell), Reutemann (Brabham), Pace (Surtees), Hunt (March), Cevert (Tyrrell) and Beltoise (BRM), with part of the huge crowd looking on.







ITALIAN GRAND PRIX RONNIE PETERSON and Emerson Fittipaldi completely dominated the Italian Grand Prix at Monza in the John Player Lotus 72s, the two team-mates taking the lead as they left the starting grid and finishing the 55-lap event less than a second apart with the Swede in front. It was Team Lotus' sixth Grand Prix win of the 1973 season, three each having been scored by both drivers, and it was the first occasion that Lotus cars have finished first and second in a Grand Prix since Jim Clark and Graham Hill at Watkins Glen in 1967. Carlos Pace qualified his Surtees TS14 (*left*) fifth fastest ahead of Jackie Stewart's Tyrrell, but suffered a serious tyre failure while running just behind the leading group and was forced to retire when another helping of Championship points seemed to be a possibility for the Brazilian. There were two Ferrari entries for the Italian Grand Prix, and the Italian team had enticed Jacky Ickx back into one of their cars. But neither the Belgian nor Merzario looked really competitive, the Italian retiring on the second lap with damaged suspension after clipping a *chicane* kerb, while Ickx soldiered on to eighth place. Seen chasing the Ferrari in the lower picture is Mike Hailwood's Surtees which had the first trouble-free run of the 1973 season and finally finished just out of the Championship points in seventh place.





JACKIE STEWART confirmed hi third World Championship at Monz after a determined drive up through the field following a pit stop to chang a wheel after a tyre had started t deflate. The Scot was lying fourt behind Peterson, Fittipaldi and Hulm when he felt the tyre start to go fla and pulled into the pits on his eight lap. He resumed in 19th position an proceeded to carve back through th field to finish fourth ahead of his E Team Tyrrell number two Francoi Cevert, setting a new Formula On lap record for the Monza circui installed with two *chicanes*. Hi Tyrrell is seen above at the Parabolic Curve during his worthy drive. Th works Brabham BT42 of Argentinia Carlos Reutemann finished in sixt place after a steady race, his team mates Wilson Fittipaldi retiring wit an oil leak while Rolf Stommelen wa delayed by a stop to secure a loos plug lead. Braking for the *chicane* o the back section of the Monza circui third place winner Peter Revson keep his McLaren M23 just ahead c Arturo Merzario (Ferrari), Francoi Cevert (Tyrrell), Carlos Pace (Sur tees) and Mike Beuttler (March) Revson lost touch with the Lotu leaders after Denny Hulme had hit on of the *chicane* kerbs quite violently pitching his McLaren into the air an forcing his American team-mate t brake hard. In the closing stage Revson was also troubled by brak fade, but he still clung to a comfort able advantage over Jackie Stewa at the finish.



Six-hour Grand Prix Paul Ricard, E.T.C. Round 7.

CHAMPAGNE CELEBRATIONS for winners Dieter Quester (*right*) and Toine Hezemans (*centre*), while second-placed James Hunt looks on after the BMW walkover in the Paul Ricard 6-Hour Race, the penultimate round of the European Touring Car Championship. *Hezemans/Quester had plenty to celebrate,* the win in a works 3.0 CSL completing the pair's hat-trick of E.T.C. wins ,clinching the Manufacturer's Championship for BMW and the Drivers' Championship for Hezemans. Jacky Ickx (*below right*) co-drove Hunt to second place in a brand-new Alpina CSL. Peter and John Hanson took their Broadspeed 2-litre Escort RS to sixth overall and a resounding Division 1 win, Chris Amon short-cutting the works CSL (*bottom*) during his spectacular 1½-hour dice for the lead with Henri Pescarolo in the Schnitzer CSL. Amon/Hans-Joachim Stuck finished third, with only 5th gear remaining. The Pescarolo/Bob Wollek car's crankshaft broke.









When the prize is an international market you don't take a chance on your oil



The Ford Rally Team uses only Shell Super Multigrade

Only Shell Super Multigrade has the unique 'muscle-molecule'. That's why it always stays 20w/50 no matter what make your car or how hard you drive it.

One of the most dynamic motoring success stories in the last 20 years, the Ford Rally Team Escorts, have helped to give the Ford Motor Company an unbeatable record in the international market. "We apply the very latest evaluation techniques to every supplier item." says team manager Peter Ashcroft. "Shell Super Multigrade is utterly dependable. It always stays in grade, providing our engines with top protection." His rally experience confirmed Shell's own exhaustive testing.

Unique 'muscle-molecule'

Shell Super Multigrade contains a unique polymer additive discovered by Shell and used exclusively in Shell engine oils. It's a styrene butadiene co-polymer, nicknamed the 'muscle-molecule'. It's much tougher than ordinary polymers. Tough enough to hold the oil in grade and give improved engine protection; gives minimum oil consumption too.



BRANDS HATCH ROTHMANS 5000

TEDDY PILETTE'S Chevron (*right*) had its second Rothmans European Formula 5000 win of the season at the Bank Holiday Brands Hatch meeting. The Belgian's win gave him the lead in the £90,000 Championship. Peter Gethin (*centre, right*) leads away from pole position in the works Chevron and had built up a commanding lead until an engine failure on the 57th lap forced him to retire. Frank Gardner took his usual convincing win in the RAC National Saloon Car Championship race but the best contest was between the Escorts of Jonathan Buncombe and Nick May (*centre, left*), which finished third and fourth respectively. In the bottom picture the Lola T330s of Guy Edwards and Ian Ashley lead the Chevron B24s of Chris Craft and Tony Dean at Druids.





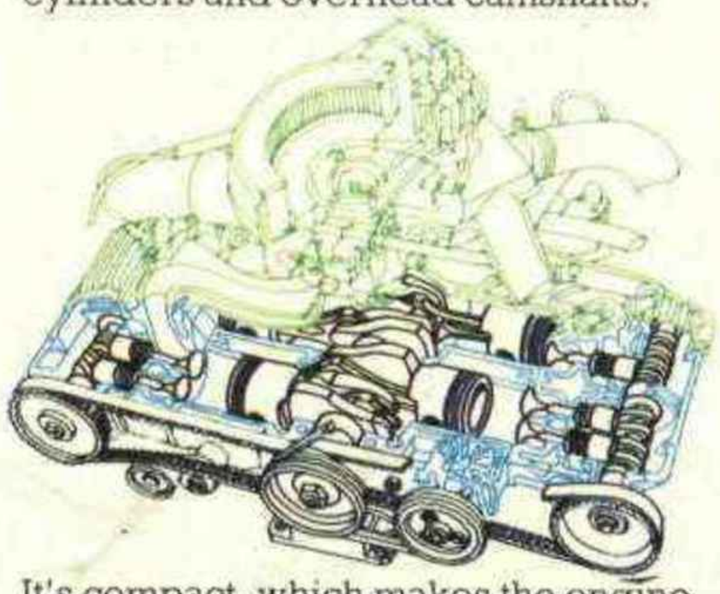




Alfasud.
Totally new, and every inch an Alfa Romeo.

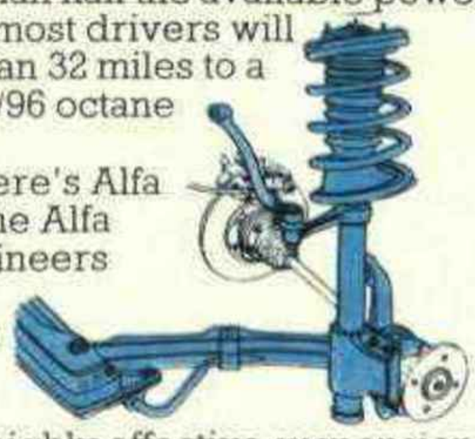
The Alfasud is a new Alfa Romeo. A completely fresh design, conceived and developed to offer the ultimate in 1200 cc motoring.

Alfa performance is one of the Alfasud promises. The new 1186 cc engine has horizontally opposed cylinders and overhead camshafts.



It's compact, which makes the engine unusually accessible and simple to service. And there's 73 bhp SAE, to push top speed into the mid-90s.

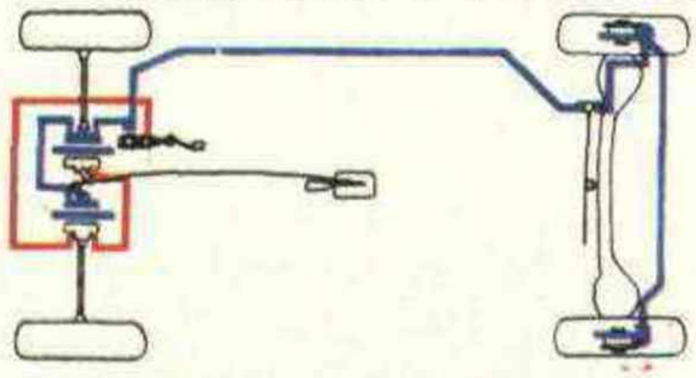
Efficient aerodynamics and gearing make for relaxed high speed cruising, with 70mph on the motorway using less than half the available power. Better still, most drivers will get more than 32 miles to a gallon of 94/96 octane petrol.



Then there's Alfa handling. The Alfa Romeo engineers have used competition know-how to evolve a simple but highly effective suspension system.

With front-wheel drive to improve traction and directional stability, rack and pinion steering and radial ply tyres, the result is roadholding and feel of true Alfa quality.

The Alfasud stops as well as it goes.



Dual circuit 4-wheel disc brakes complement the car's surefooted handling and instant 'swervability', to keep you out of trouble. And you're supremely well protected by the 'differentiated structure' of the body, the collapsible steering column, and many more safety features.



Drive an Alfasud and you'll appreciate the finger-tip control layout; the adjustable-rake steering column; the fully reclining front seats with provision for height adjustment; the 302° visibility.



Alfa comfort is there in abundance: 4 wide doors; ample room for 5 adults; unique double bulkhead to drastically cut engine noise; twin-circuit closed-window ventilation; and a capacious boot of 14 cu ft.



The Alfasud is compact overall, but no corners are cut on comfort or space.

And you have true Alfa style in that perfectly proportioned profile. The Alfasud is easy to drive, easy to park, and looks an Alfa through and through.

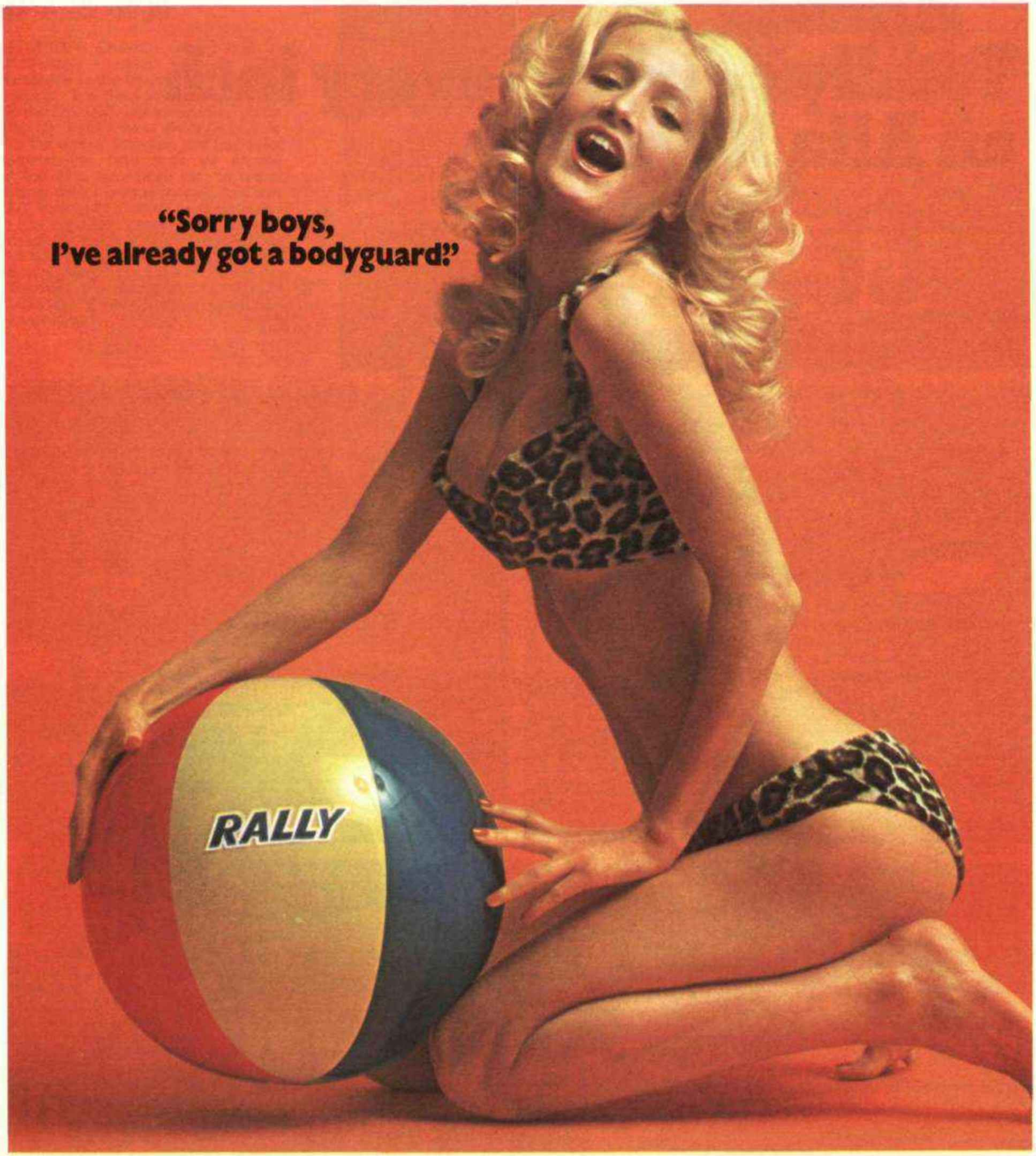
This is the Alfasud. One of the most technically advanced cars on the road. Recommended retail price from £1,399 inc. car tax and V.A.T.



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**"Sorry boys,
I've already got a bodyguard!"**



"No need to flex your muscles boys, Rally car wax gives my bodywork all the protection it needs.

And because Rally's whipped so smooth, it's no sweat to put on. (Even for a girl used to polishing nails, not cars.)

A quick 'once over' seals in the shine. Come rain, come shine.



And they tell me it contains Carnauba wax – the toughest natural wax in the world. No wonder the shine lasts month after month.

What's more, Rally even makes garages more colourful these days.

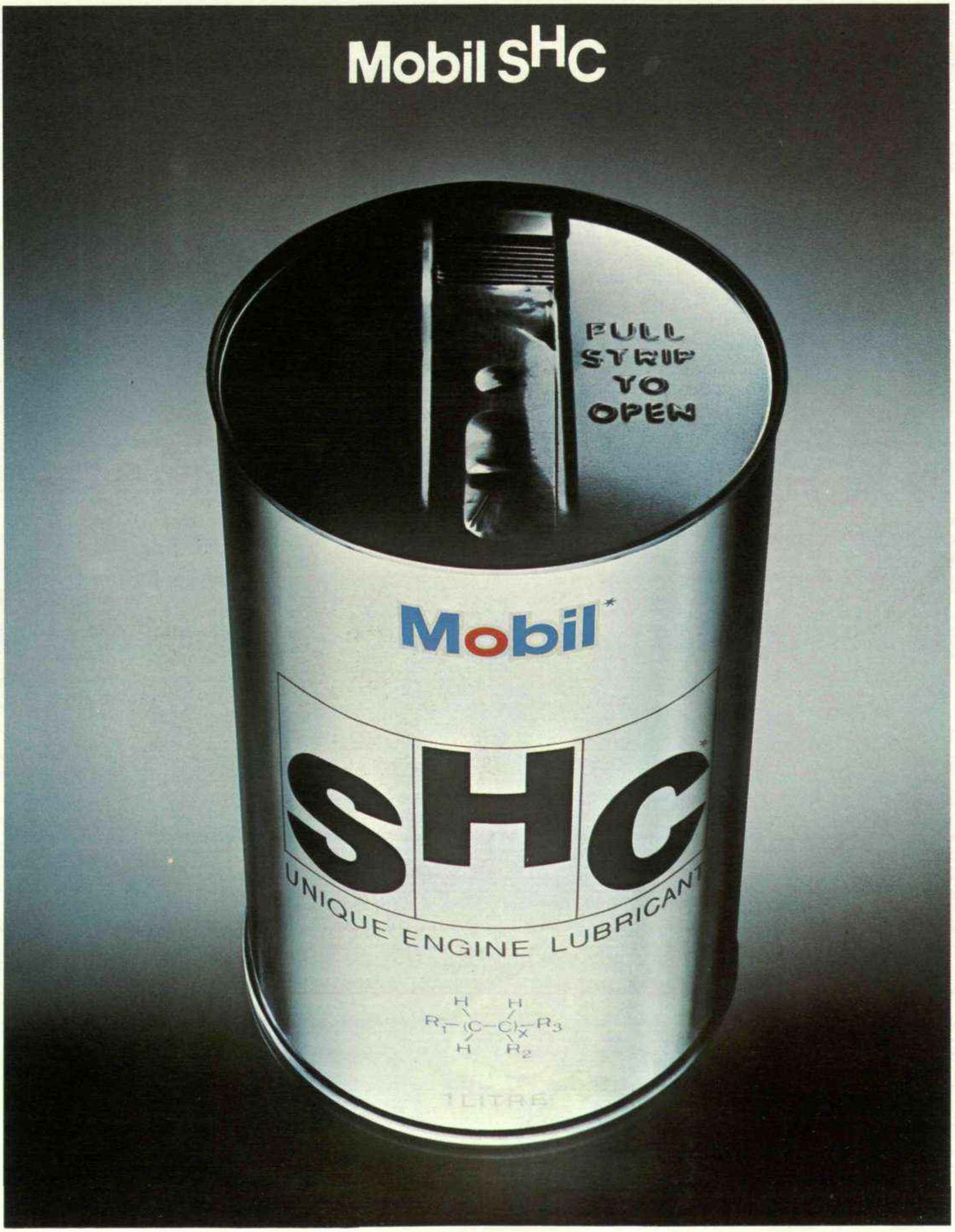
With bright new packs for their whole range. You might say I've got the most beautiful bodyguard around."



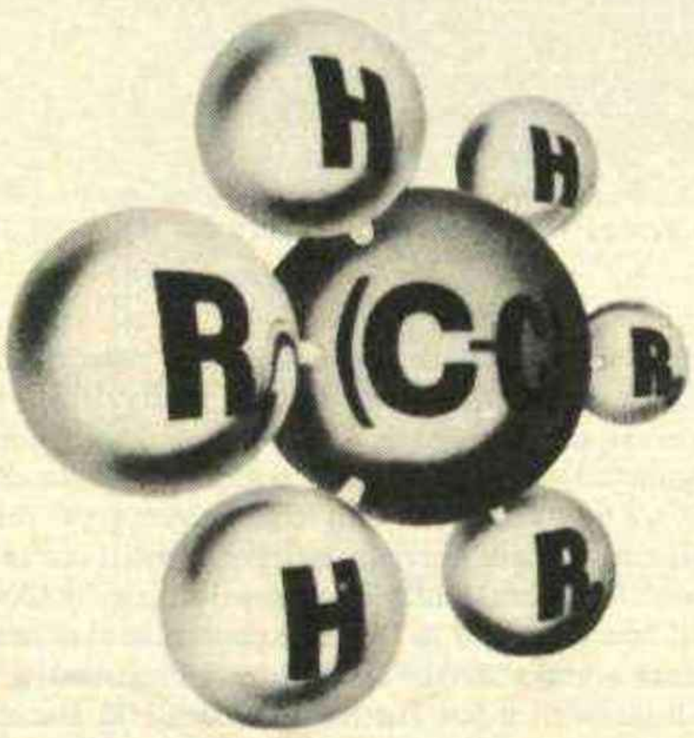
**Rally car care.
For the body beautiful.**



1934 Riley MPH 12/6


Mobil SHC
FULL STRIP TO OPEN
Mobil
SHC
UNIQUE ENGINE LUBRICANT
1 LITRE

The most effective way to improve motor oil is to rebuild it totally. Mobil have.



Mobil announces a great turning point in the history of lubrication technology–Mobil SHC lubricant. A synthesised hydrocarbon base product so outstandingly better for cars that it sets completely new standards of performance. Standards vastly superior even to those of today's best motor oils.

How SHC was created

Mineral oils are made up of a wide ranging mixture of molecules. Some are stable, but others are fragile and unstable. Some give the oil just the right viscosity, but others make it too thick and heavy at low temperatures, or too thin and light at high temperatures. The unstable molecules cause deposits in your engine, while those that make the oil too thin and light increase oil consumption, and those which thicken the oil excessively make cold starting harder. Even the best of motor oils, with the best of refining, contain some of these undesirable molecules.

The ideal motor oil would only have the stable molecules, which give just the right thickness. In developing lubricants to meet extreme requirements, such as for Concorde, Mobil scientists found the answer – make synthetically just those molecules that an engine needs. Mobil have now evolved a process for making Synthesised HydroCarbons which contain none of those molecules which might detract from perfection. Mobil SHC introduces a completely new concept in car lubrication – Synthesised HydroCarbon engine lubricant.

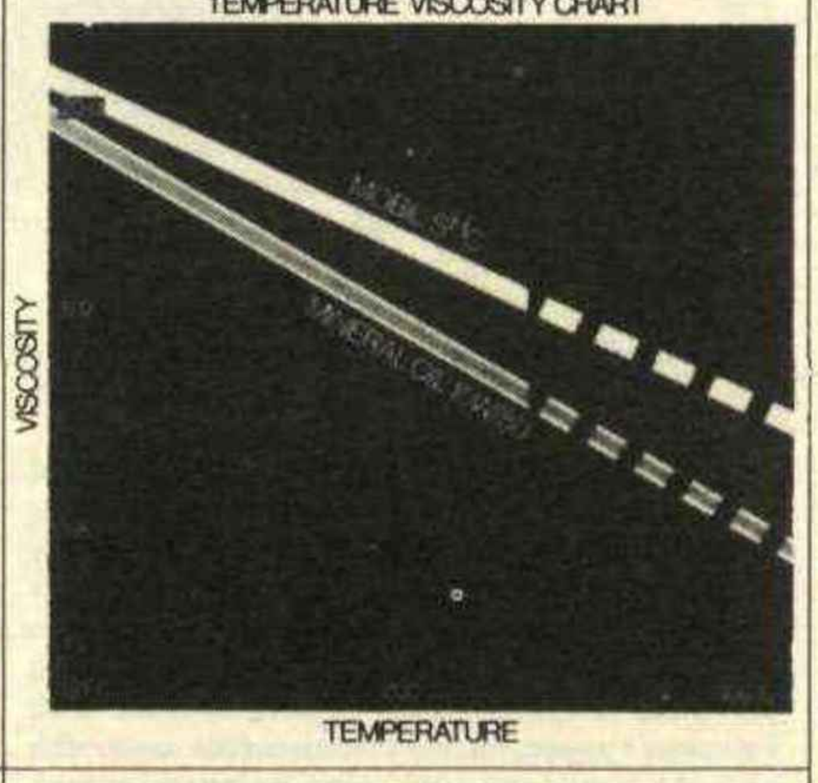
What's in it for your engine?

Protection at high temperatures

Mobil SHC lubricant has outstanding high temperature viscosity, remaining thicker than conventional SAE 50 oils even after thousands of miles of punishing motoring.

That means it *continuously* shields your engine's moving parts with a film of ideal thickness, whatever the temperature, guarding them against wear and tear as no conventional oil ever could.

In fact, tests have shown wear rates of up to one tenth of those for conventional motor oil.

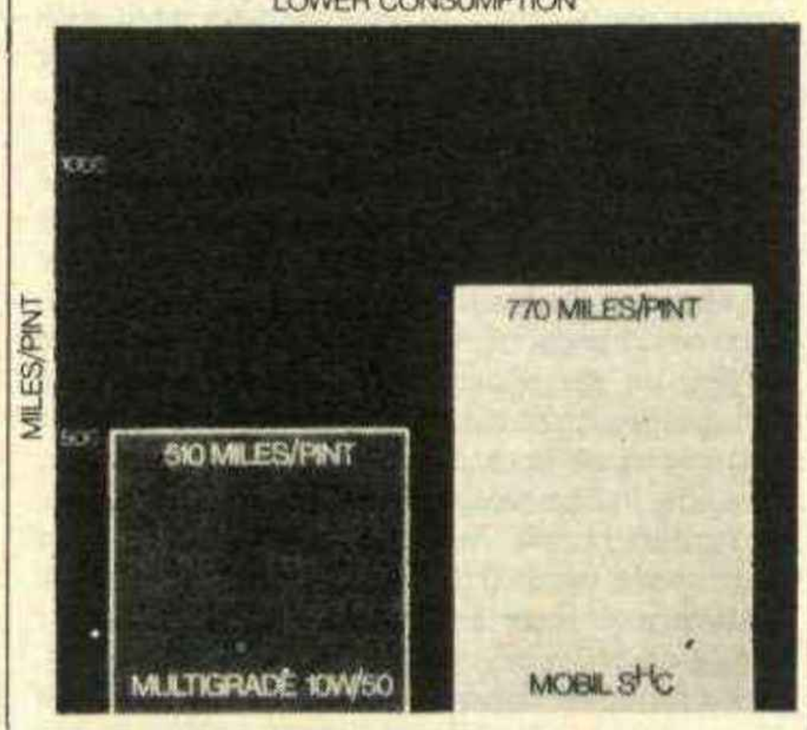


Better cold weather starting

Extremes of temperature that would turn ordinary motor oils totally solid at the cold end and too thin at the hot end, hardly affect Mobil SHC.

This explains why Mobil SHC lubricant, even when tested against an SAE 5W arctic oil, showed significantly better performance.

That means better cold starting, less battery wear and tear and quicker oil circulation – to reduce wear on start-up.



High Oil Pressure

The rise in oil pressure, confirmed by tests of prototype oils in some of the world's most gruelling rallies, the Monte Carlo and RAC among them, is around 40% at low engine speeds. More than enough to keep that red light from ever flashing again, when running hot, and readily noticeable on oil pressure gauges.

Lower consumption

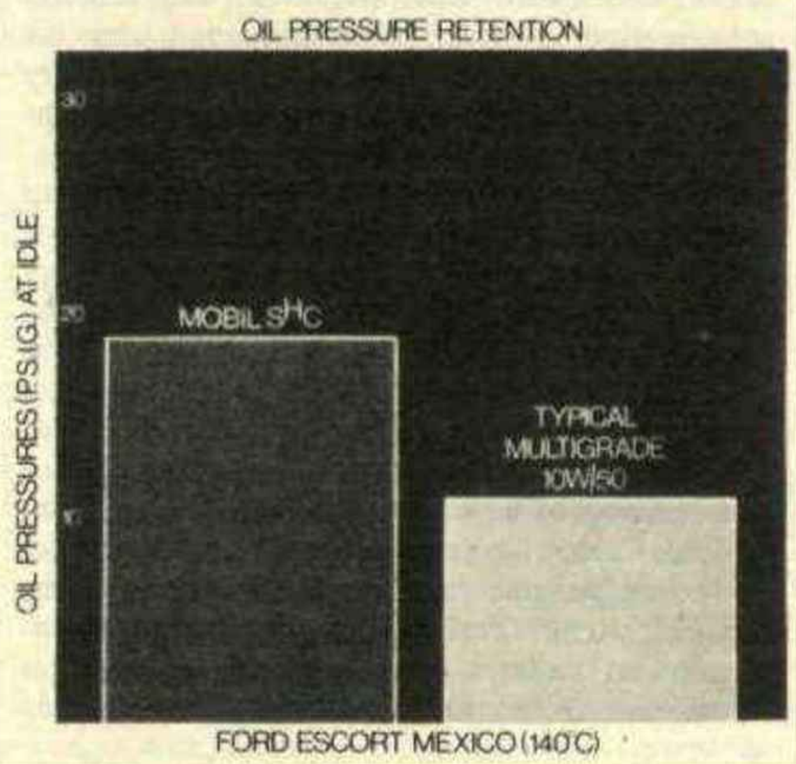
With only 'pure', good molecules to choose from, your engine won't waste oil.

In comprehensive road and engine tests lubricant consumption was reduced by an average of 40%.

Cleanliness

The condition of your engine depends greatly on your lubricant's stability, temperature, level of oxidation, and degree of detergent-dispersancy. The more favourable these elements, the fewer the harmful deposits in your engine.

All tests have shown that the cleanliness of SHC goes well beyond even the highest international cleanliness standards.



Mixes with oils

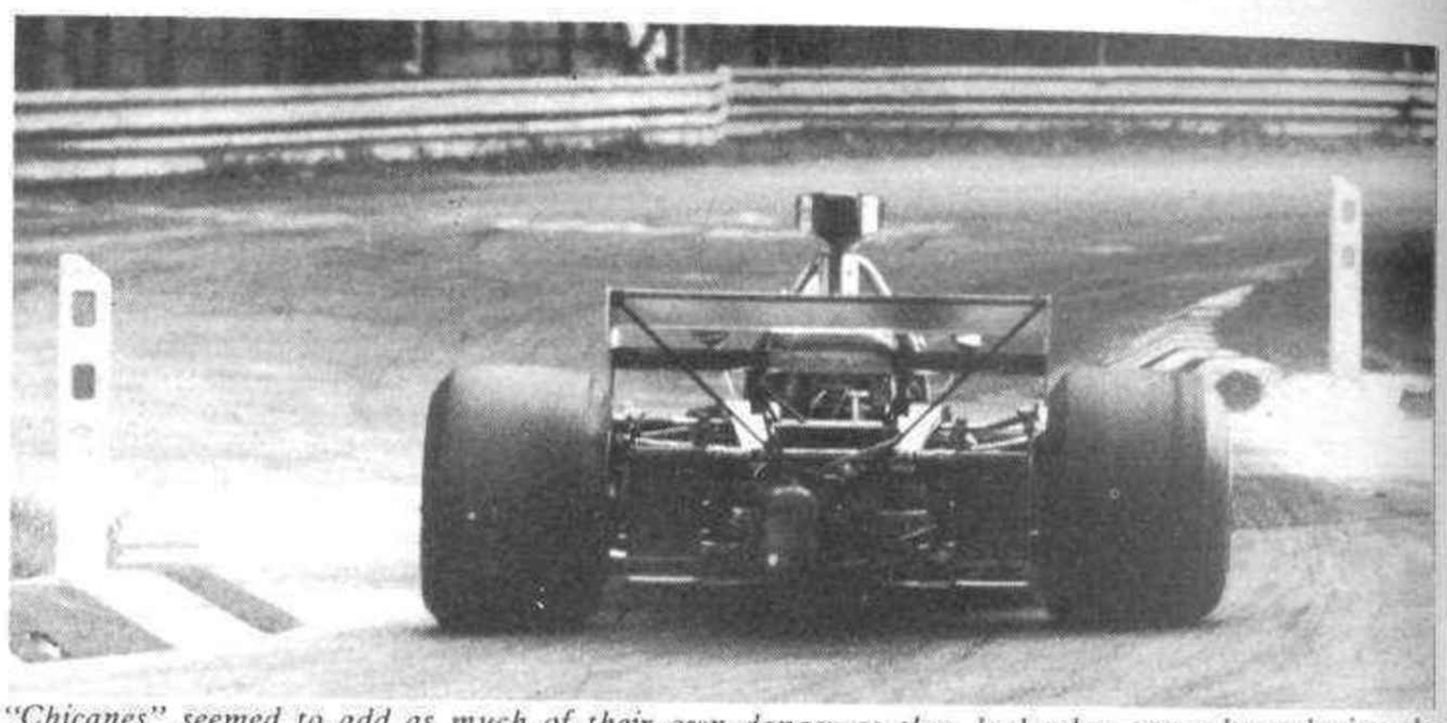
Mobil SHC lubricant mixes in any proportion with all conventional oils. Except that mixing SHC with oil means you lose the full extra benefit that the product offers and your car deserves.

New Mobil SHC is more than just the nicest present you could give your engine. It's the start of a new era in motoring history. Mobil SHC Synthesised HydroCarbon engine lubricant – the most perfect lubricant money can buy.

Mobil SHC The most perfect lubricant money can buy.

Italian Grand Prix

Stewart's Championship



"Chicanes" seemed to add as much of their own danger as they had taken away by reducing the outright top speed.

MONZA, ITALY, September 9th

THE ITALIAN Grand Prix produced the first Team Lotus one-two result for some six years, but the race around Monza's famous, if "chicane" bedevilled track, will be remembered as one of Stewart's classic races. An early pit stop with a flat tyre on his Tyrrell cost him just over a minute and dropped him to 19th place. The Scot refused to accept defeat and with the vainest possibility that he might still that day be able to clinch the World Championship he demonstrated every ounce of his incredible and unmatchable skill to carve back through the field, sending the lap record flying as he went. His reward was fourth place overall which was indeed good enough for the Championship title, as Peterson won the race inches ahead of Emerson Fittipaldi.

Last year we, along with ten of thousands of fans, were disappointed with the effect of the two "chicanes" added by the organisers at the request of the GPDA in an effort to slow the cars down. We felt that one flat out blind a year was worthwhile and when we looked at the "chicanes" they seemed to add as much of their own danger as they had taken away by reducing the outright top speed.

So when the Monza 1000 Kms sports car race was run earlier in the year, without the "chicanes" and with about eight GPDA members competing without complaint, there seemed some glimmer of hope. But the 1973 Italian Grand Prix was run with the "chicanes" and was poorer for it. The most ridiculous aspect of the affair however is that at least 50 per cent of the drivers consider the "chicanes" more dangerous than the slip-streaming, but the balance of power in the GPDA is held by the pro-"chicane" people. Quite what the constructors think about these additional corners we don't know but they must realise it's a costly business - Hunt's March was written off against one, a couple of other cars were quite badly damaged and several others finished up with a collection of bent wheels and suspension components.

There was the day when Monza produced a spate of new cars which would be tested and raced in the Italian Grand Prix, giving the teams the kind of knowledge they needed to develop and perfect the models over the winter break. Now there is no winter break and new cars come along just when they are ready. At present the majority of teams have cars which look unlikely to be swopped for a new model next year - - simply updated. Lotus and BRM are the particular exceptions but neither had their new car off the drawing board by Monza time.

So the main excitement in the paddock was that, after their period in the doldrums, Ferrari were back in force. All three of their B3 models were now updated to the very latest Forghieri specification, and Jacky Ickx was back in the team although on a freelance rather than contract basis. Ickx was allocated chassis 12 while Arturo Merzario (making his Monza F1 debut) was in car 11 used in the Austrian GP with 10 as a spare. However Merzario clipped a "chicane" and asked if he could try Ickx's car which he did while the Belgian moved on to the spare. Incidentally Forghieri is adamant that the Ferrari flat 12 engine uses very little more fuel than a Cosworth V8.

John Player-Team Lotus thought they might be back at full four car strength for this meeting and before leaving England got a brand new chassis 72/9 onto its wheels. However it was decided to leave the car behind and so Peterson had his regular 72/6 with Emerson Fittipaldi in 72/7 and the unpopular 72/8 as a spare with Peterson's name on it. The two race cars both had the new extended wing-stay-cum-oil-tank arrangements fitted, as first seen on 72/6 with Emerson Fittipaldi in 72/7 and the unpopular 72/8 in Austria, although this car had now reverted to the older arrangement.

Elf Team Tyrell tended to their usual trio of blue Derek Gardner designed cars although the absence of Gardner himself suggested he might be closseted belhind his drawing board. There was no change of specificifications, the team relying on the superb preparation of 006/2 to bring Stewart the championship. Francois Cevert was in 006 while the spare development car, 005, was still in the wedge nose trim.

Yardley Team McLaren thought they had some tricks up their sleeve, for Gordon Coppuck had devised some suspension modifications for the already very competitive McLaren M23. However a test session at Silverstone showed that there was no significant improvement so the three cars were put back to the original specification. Denny Hulme remained with his original car, but Peter Revson decided to try M23/4 and leave his usual car M23/2 as the spare.

By the time the Motor Racing Developments huge articulated truck arrived in the paddock it was the centre of a certain amount of abuse for it had given trouble with wheel bearings and missed first practice. It is fine to have the largest transporter in the paddock but it helps if it is reliable. However Brabham now also have a single car Mercedes-Benz transporter as well and that arrived in time. Altogether there were four BT42s, Carlos Reutemann and Wilson Fittipaldi had their regular cars while Rolf Stommelen, running under the Ceramica Pagnossin colours decided on the latest car BT42/6, leaving 42/5 as a spare for everyone. In fact Fittipaldi drove it in the race.

It isdisappointingto see the UOP Shadow team struggling so much in their first Grand Prix season but at least they are trying. They had been to Silverstone just before leaving for Italy to evaluate some new modifications. However after tests with the latest car, fitted with twin radius rod suspension and a longer bellhousing to increase the wheelbase, Oliver decided to run his regular DN1/4A in normal trim while Follmer's DN1/5A was fitted with the newer type rear suspension, thus leaving the development car as a spare. Graham Hill's Embassy Racing Shadow had been stripped to the bare chassis in the three weeks since the Austrian Grand Prix and was re-built with a few further Graham Hill Racing modifications.

There were three Marches on hand, the one undoubtedly attracting the most attention being the Hesketh version, running in the same Postlewaite developed trim seen in Austria. Incidentally Postlewaite is now working on a Hesketh chassis for next season which can be powered by either a Cosworth V8 or a new V12 engine which the Lord has commissioned ex-BRM man Aubrey Woods to design, build and develop. It should be fun to see how the team get on with that. Mike Beuttler had his usual yellow car with a Mk2 nose and Hesketh airbox and David Purley was in the works car, as driven by Jean-Pierre Jarier in Austria, with the original nose design. Designer Robin Herd was again not present - he was more interested in the progress of the Formula 2 cars.

The Marlboro BRM team were somewhat despondent having just tested at the Paul Ricard Circuit. It certainly doesn't help when you can not reproduce the lap times you managed at the start of the season. The car being used for the tests was built up around a brand new chassis, P160/10, which Niki Lauda had for the Monza race - his wrist now recovered after the German jolt. Regazzoni used P160/09 but he obviously can't wait for his contract to expire while Jean-Pierre Beltoise was in P160/07. All three cars were fitted with special small rear wings.

The familiar face of Ron Tauranac, who has his own Formula 1 design completed, was to be seen giving Frank Williams a hand as he did on occasions last year. He had suggested a few modifications to Williams cars mainly to roll bars and wings and Ganley was confident this would improve his lot. Gijs van Lennep was being given his third drive for the team although he will not finish the season with them.

Finally one team whose fortunes have improved dramatically over the last two or three races is Team Surtees. They had the usual pair of TS14A cars for Carlos Pace and Mike Hailwood. Some modifications had been made to the front suspension of Hailwood's car to bring it in line with Pace's and hopefully kill the understeer.

PRACTICE TIMES

No.	Driver	Car	Friday	Friday	Saturday	Saturday
1	E. Fittipaldi	Lotus 72/R7-Cosworth V8	1. 39.43	1. 38.76	1. 36.26	1. 35.68
2	R. Peterson	Lotus 72/R6-Cosworth V8	1. 42.22	1. 36.79	1. 36.08	**1. 34.80**
3	J. Ickx	Ferrari 312B3/012—flat-12	1. 38.98	—	—	—
4	A. Merzario	Ferrari 312B3/011—flat-12	1. 38.34	—	—	—
5	J. Stewart	Tyrrell 006/2-Cosworth V8	1. 37.69	1. 37.32	1. 36.10	1. 36.41
6	F. Cevert	Tyrrell 006-Cosworth V8	1. 37.64	—	1. 38.24	1. 36.58
7	D. Hulme	McLaren M23/1-Cosworth V8	1. 38.90	1. 37.97	**1. 36.02**	1. 35.45
8	P. Revson	McLaren M23/4-Cosworth V8	**1. 36.75**	**1. 36.74**	1. 36.18	1. 35.29
9	R. Stommelen	Brabham BT42/6-Cosworth V8	—	1. 38.03	1. 36.54	1. 37.18
10	C. Reutemann	Brabham BT42/3-Cosworth V8	—	1. 37.81	1. 36.55	1. 37.06
11	W. Fittipaldi	Brabham BT42/2-Cosworth V8	—	1. 38.40	1. 38.23	no time
12	G. Hill	Shadow DN1/3A-Cosworth V8	1. 40.66	1. 40.97	1. 38.88	1. 39.99
14	—	—	—	—	—	—
15	M. Beuttler	March 721G/4-Cosworth V8	1. 43.04	—	1. 36.67	1. 38.49
16	G. Follmer	Shadow DN1/5A-Cosworth V8	1. 42.16	—	1. 39.28	1. 38.66
17	J. Oliver	Shadow DN1/4A-Cosworth V8	1. 39.86	1. 39.08	—	1. 38.37
18	J-P. Jarier	— NON-STARTER				
19	G. Regazzoni	BRM P160/09—V12	1. 37.95	—	1. 37.58	1. 38.50
20	J-P. Beltoise	BRM P160/07—V12	—	1. 37.54	1. 38.07	1. 36.88
21	N. Lauda	BRM P160/10—V12	1. 39.73	1. 38.15	1. 38.26	1. 37.26
22	C. Amon	Tecno NON-STARTER				
23	M. Hailwood	Surtees TS14A/04-Cosworth V8	1. 42.22	1. 38.07	—	1. 36.44
24	C. Pace	Surtees TS14A/05-Cosworth V8	1. 39.02	1. 36.89	1. 39.29	1. 36.06
25	H. Ganley	Williams IR/03-Cosworth V8	1. 47.53	1. 40.23	1. 38.64	1. 38.13
26	G. van Lennep	Williams IR/01-Cosworth V8	1. 42.94	1. 41.07	1. 39.45	1. 39.24
27	J. Hunt	March 731/3-Cosworth V8	1. 39.82	—	—	—
28	R. von Opel	Ensign MN01-Cosworth V8	1. 43.36	1. 40.82	1. 38.97	1. 37.40
29	D. Purley	March 731/2-Cosworth V8	1. 41.12	1. 54.55	1. 39.28	1. 39.75
30	V. Brambilla	Tecno NON-STARTER				
2T	R. Peterson	Lotus 72/R8-Cosworth V8	1. 39.45	—	1. 38.23	—
3T/3	J. Ickx	Ferrari 312B3/010—flat-12	—	1.37.02(3T)	1.36.99 (3)	1.37.46 (3)
4T	A. Merzario	Ferrari 312B3/012—flat-12	no time	1. 37.00	1. 36.42	1. 36.37
6T	F. Cevert	Tyrrell 005-Cosworth V8	—	1. 37.74	—	—
7T	D. Hulme	McLaren M23/2-Cosworth V8	—	—	1. 36.33	—
8T	P. Revson	McLaren M23/2-Cosworth V8	—	—	1. 37.45	—
10T	C. Reutemann	Brabham BT42/5-Cosworth V8	—	—	1. 37.72	—
11T	W. Fittipaldi	Brabham BT42/5-Cosworth V8	—	—	—	1. 37.30
17T	J. Oliver	Shadow DN1/6A-Cosworth V8	1. 38.75	1. 37.81	1. 37.87	—
19T	G. Regazzoni	BRM P160/05—V12	—	1. 38.42	—	—

Rounding off the list of drivers who actually turned up was Rikky von Opel with the so far one-off Ensign, although the second car is almost complete. Morris Nunn had made a few detail changes, but otherwise was leaving von Opel to get on with learning about Grand Prix racing.

The dismal Tecno story did not have another chapter added at Monza. Under the banner of the Martini Racing Team entries were made for both Chris Amon and Vittorio Brambilla, the latter was said to be driving the old space frame car from last year with safety cladding added. However the only glance we got of Tecno was at the end of the meeting when a little Ford Transit lorry appeared and unloaded the Goral chassis, less engine, into Frank Williams' transporter. Two days later it was lying under a tarpaulin at the back of Williams' workshops in Reading.

The times of the practice sessions were swopped around from the original schedule to suit the Constructors. The final timing was for practice to be run in the heat of the afternoon from mid-day to 15.30 with a half hour break.

The problems between the Press and the drivers/constructors was in part resolved by the printing and distribution of special yellow passes without which no one was allowed in the pits. A fair number were allocated to the press while the teams had more than enough to go round their personnel, while quite a few genuine if professional lurkers had also managed to obtain them.

However when practice started the pits seemed almost completely devoid of Press men to faithfully record the scene - the change of timing clashed with the annual Press Union-meeting. Fortunately there was no panic amongst the drivers and they got on with the job without the cars and eyes of the world upon them. What the Press missed was the fact that Peter Revson was setting the pace. In fact he finished up fastest in both parts of Friday's session to record 1m 36.74s.

The nearest to the American was Peterson who had ample time to practise both cars and he finished second fastest at 1m 36.79s. The only other driver under 1m 37s was Carlos Pace who was delighted with his Surtees. Arturo Merzario kept the Italian fans more than happy by lapping in 1m 37.00s after switching to Ickx's car in the afternoon. The two Tyrrell drivers were not entirely happy at 1m 37.32s for Stewart and 1m 37.74s for Cevert who, for once, was slower than brother-in-law Jean-Pierre Beltoise who seemed pleased with his BRM. Both Hulme and Emerson Fittipaldi were in trouble; the Brazilian's ankles were still giving him pain and he had them strapped up by the medical unit while the engine in his car was looked at by the Lotus mechanics as it would not rev. Hulme thought he was happy with his engine, but once a fresh one was fitted he decided the problem was that he was asking the team to try and make the car suit him. On Saturday he decided it would be better to try to adapt himself to the car and immediately he was up near the front. Jacky Ickx wasn't setting the world on fire in his revised Ferrari and seemed content to lap a little slower than Merzario.

The final half hour in practice for the Italian Grand Prix used to see bunches of cars roaring round swopping places frantically as drivers got the effect of a good slip-stream. Other cars could be seen cruising around just waiting to join the right bunch while, in the pits, drivers made agreements to help each other which were usually promptly broken as soon as a better chance appears. Thanks to the "chicanes" it doesn't happen any more although there was a poor imitation of it, with a couple of groups forming in the dying minutes.

Meanwhile Peterson was lapping in his own good time by himself and proved yet again that when it comes to turning on the pole position performance he has no equals. Towards the end of practice,with some "sticky" Goodyears fitted, he slashed his lap time to 1m 34.80s to take pole position yet again Team Lotus. Peter Revson was still showing the previous day's form and stayed on the front row with 1min 35.29s. Hulme, now fully on terms with his McLaren, lapped in 1m 35.45s with Emerson Fittipaldi showing that he is not to be forgotten either with 1m 35.68s.

Carlos Pace was happy with 1m 36.06s so shared row three with Jackie Stewart's Tyrell. Merzario was doing his very best for the home crowd and his 1m 36.37s was a bold effort.

STARTING GRID

2
R. Peterson
(*Lotus-Cosworth V8*)
72/R6
1 min. 34.80 sec.

8
P. Revson
(*McLaren-Cosworth V8*)
M23/4
1 min. 35.29 sec.

7
D. Hulme
(*McLaren-Cosworth V8*)
M23/1
1 min. 35.45 sec.

1
E. Fittipaldi
(*Lotus-Cosworth V8*)
72/R7
1 min. 35.68 sec.

24
C. Pace
(*Surtees-Cosworth V8*)
TS14A/05
1 min. 36.06 sec.

5
J. Stewart
(*Tyrrell-Cosworth V8*)
006/2
1 min. 36.10 sec.

4
A. Merzario
(*Ferrari flat-12*)
312B3/012
1 min. 36.37 sec.

23
M. Hailwood
(*Surtees-Cosworth V8*)
TS14A/04
1 min. 36.44 sec.

9
R. Stommelen
(*Brabham-Cosworth V8*)
BT42/6
1 min. 36.54 sec.

10
C. Reutemann
(*Brabham-Cosworth V8*)
BT42/3
1 min. 36.55 sec.

6
F. Cevert
(*Tyrrell-Cosworth V8*)
006
1 min. 36.58 sec.

15
M. Beuttler
(*March-Cosworth V8*)
721G/2
1 min. 36.67 sec.

20
J-P. Beltoise
(*BRM V12*)
P160/07
1 min. 36.88 sec.

3
J. Ickx
(*Ferrari flat-12*)
312B3/010
1 min. 36.99 sec.

21
N. Lauda
(*BRM V12*)
P160/10
1 min. 37.26 sec.

11
W. Fittipaldi
(*Brabham-Cosworth V8*)
BT42/5
1 min. 37.30 sec.

28
R. von Opel
(*Ensign-Cosworth V8*)
MN01
1 min. 37.40 sec.

19
G. Regazzoni
(*BRM V12*)
P160/09
1 min. 37.58 sec.

17
J. Oliver
(*Shadow-Cosworth V8*)
DN1/4A
1 min. 37.81 sec.

25
H. Ganley
(*Williams-Cosworth V8*)
IR/03
1 min. 38.13 sec.

16
G. Follmer
(*Shadow-Cosworth V8*)
DN1/5A
1 min. 38.66 sec.

12
G. Hill
(*Shadow-Cosworth V8*)
DN1/3A
1 min. 38.88 sec.

26
G. van Lennep
(*Williams-Cosworth V8*)
IR/01
1 min. 39.24 sec.

29
D. Purley
(*March-Cosworth V8*)
731/2
1 min. 39.28 sec.

Non-starter : J. Hunt (*March* 731/3), 1 min. 39.82 sec. Accident in first practice.

Eighth fastest was Mike Hailwood, whose Surtees was dogged with misfiring until ten minutes before the end of the session. In four laps he slashed his time to 1m 36.44s

The fifth row of the grid comprised two Brabhams. Rolf Stommelen surprised almost everyone by lapping in 1m 36.54s faster than team mate Carlos Reutemann who was lower down the grid than usual. Reutemann's engine blew up on the first day and he had a notebook full of other problems too. Cevert's best of 1m 36.58s put him back in the middle of the field and he shared the row with Mike Beuttler, who, as in Austria, was much further up the grid than ever before. Beuttler said that at last he could see light at the end of the tunnel.

Jean-Pierre Beltoise was the best of the BRM drivers and he shared row eight with Jacky Ickx, who had his Ferrari's engine blow up just when he was poised for a fast lap. Then came Lauda who was dogged throughout practice by brake problems and the rest were as per the grid with the Shadows and Isos in their usual rearward places.

One man missing from all this was James Hunt who had the misfortune to hit the second "chicane" early in first practice. The monocoque was damaged and rather than bodge it for the race, and perhaps jeopardise their efforts in North America, the team set off immediately for England to start the repairs. Hunt admitted the fault was his and also said he didn't think much of the "chicanes" either. Merzario was another to clip the Ascari Curve "chicane" in practice but fortunately only sustained suspension



At least Frank Williams took home one trophy– he won a drivers/odd-bods running race!

damage. Just as last year several drivers overshot in practice to the wild cheers of the crowd.

No nation loves its motor racing more than the Italians and throughout the meeting they swarmed all over Monza, few obstacles, even ten foot high fences, getting in their way as they fought to catch a glimpse of their favourite car or driver. At times in the paddock, to which there were various illegal hole-in-in-the- fence entrances, it was worse than being at a pop concert.

The crowd were undoubtedly in force on Sunday packed in much more densely than last year and, as ever, clambering up every tree and hoarding in sight. Apparently after every Italian Grand Prix the local hospital treats over 50 people for the after effects of falling from vantage points, scuffling generally and getting their clothes caught on the barbed wire when climbing those fences.

What they had all come to see was a motor race that promised plenty. There was the chance of seeing Stewart clinch the World Championship; of a tremendous battle between Lotus and McLaren and most important of all the possibility of Ferrari fighting with the best of them. Jackie Stewart's hopes took a dive during the unofficial morning session when his engine went sick with valve trouble. The Tyrrell team had a fresh engine fitted in time for the race but the car still had problems when it came to the line, where brakes had to be bled and the ignition adjusted.

As usual most of the drivers filtered slowly out of the pits for the warming-up lap and made practice starts. On the "cheerometer" Merzario was the crowd's favourite followed by Stewart and Regazzoni while Graham Hill, Mike Hailwood and Jacky Ickx also recorded good readings.

The start was made on the left of the big wide pits straight so that the cars missed the first "chicane" on the opening lap. The Italian flag swept down right on time with Peterson making a superb get-away as did Fittipaldi, both the McLarens being outfumbled. Carlos Pace found himself in a gap which was getting smaller and smaller and had to back off while his team mate Hailwood changed from first to fourth and lost about twelve places in the process.

At the end of the first lap it was the two black and gold Lotus cars powering out of the Parabolica first with Peterson ahead of Fittipaldi. The pursuit was led by Hulme, Stewart and Revson with Merzario right there in sixth place. Then came Cevert, Pace, Beuttler, Reutemann, Ickx, Beltoise, Lauda, Hailwood, Regazzoni, Follmer, Oliver, Stommelen (the engine sounding rough), von Opel, Hill, Ganley, Purley, Wilson, Fittipaldi and van Lennep. Ferrari hopes were dashed the first time that Merzario took the main straight "chicane". He managed to clip it with his right wheel which bent the top rocker arm and he was left to crawl round and back to the pits to explain the sad news.

There was no doubt about it this race was going to have a similar story as Austria with the two Lotuses soon pulling away from the others, led by Hulme and Stewart. The Scot was pressing Hulme hard for third place until about the fifth lap when he started to drop back with the handling feeling peculiar. Revson moved up to fourth place so, at the end of lap eight, Stewart made a pit stop. The left rear tyre had picked up a nail and was deflating and by the time a new wheel and tyre was fitted and Stewart had roared out of the pits he was 19th.

Stewart was able to join the race just in time to see Denny Hulme recovering from a big moment at the first "chicane".Hulme's brakes hadn't reacted quite as expected and he arrived at the "chicane" too fast and caught the kerb which launched him into the air. He landed on two wheels sideways across the track right in front of Revson who had to brake sharply to avoid him and lose a great deal of time in the process. Thus the two Lotus 72s had disappeared into the distance by the time Revson got going again and, assuming Colin Chapman's cars were to prove reliable, the race was all over bar the shouting. Hulme limped round to the pits where a crease in the monocoque was quickly spotted but the New Zealander was sent back into the race rejoining, after losing a couple of laps, just ahead of Peterson and Fittipaldi.

Already there had been several other pit stops - Stommelen had been in to replace a loose plug lead, Wilson Fittipaldi had a bad oil leak which was effecting the brakes. Frank Williams soon had problems on his hands with Howden Ganley pulling in from twelfth place with the rear wing loose which was fixed and Gijs van Lennep followed soon after with the engine very rough and was retired.

By lap 20 the order seemed set with Peterson leading Fittipaldi (although with Hulme between them and two laps behind), Revson third some 14s behind, then Cevert fourth with Reutemann fifth and closing slightly. Hailwood had made up for his early problem by moving up to sixth place, passing Ickx on lap 18, and had been running just behind Pace. On lap 18 the Brazilian's left front tyre fell apart as he braked for the second "chicane", and he took the escape road, parked the car and walked back to the pits. In fact he was the second visitor up the escape road, David Purley taking to it earlier on whilst trying to outbrake Graham Hill. Mike Beuttler had dropped from his high placing with a puncture and von Opel was an early retirement when the engine overheated.

But all eyes were on John Young Stewart who, urged on by the crowd, was driving a race that he later described as "second only to my performance in the fog at the Nurburgring". That he can drive has never been doubted and he was taking more out of Tyrrell 006/2 than has ever been taken out of it before. Almost every lap he picked-off another car and by half distance he was up in eighth place.

However by this stage it seemed that the World Championship would not be decided until the Canadian GP. Peterson and Fittipaldi were running in very close company having dropped Hulme, and it seemed certain that Peterson would wave Fittipaldi through to take the nine Championship points. Stewart looked unlikely to collect more than one point which would still leave the points race open.

BRM were having another unhappy day. Regazzoni stopped with a serious misfire, Jean-Pierre Beltoise had a puncture and Lauda, after a pit stop to have a loose brake duct inspected, crashed heavily at the Parabolica when the car turned sharp left. After a similar incident in Germany he must be wondering if the stars are on his side.

By lap 30 Stewart had Ickx in his sights, the Ferrari having lost some of its radiator ducting and the Scot snatched seventh place on lap 33. Next up was Mike Hailwood who was already slowing, having clipped a "chicane" and badly dented a wheel. On lap 37 Stewart disposed of Hailwood without further ado, but he was not content with that and next in sight was Reutemann, who never did manage to close up on Cevert. The Argentinian is never an easy customer to pass and Stewart trailed him for a lap and a half before moving up to fifth place. Now Lotus would definitely have to move Fittipaldi ahead of Peterson if the championship was to be kept alive. The two cars at the front were still running as sweetly as ever and were rarely more than a second apart. Fittipaldi was definitely quicker into the "chicanes" and on one occasion, looked like taking the lead accelerating out of the first one. But Peterson stayed in front.

Stewart's next on the list to be caught and passed was team mate Cevert. He obviously wasn't going to present any problem and with seven laps to go Stewart was fourth. Peter Revson seemed distant but Stewart certainly had no intention of relaxing. In fact the stop watches showed that despite closing on the American at two seconds a lap Stewart wouldn't make third place.

The pits strained each time to see if Peterson would wave Fittipaldi by. With Stewart now fourth it meant that the Brazilian would have to pass the flag first at Monza and repeat the performance in the two American races with Stewart unplaced to stay in the points race. If this happened Fittipaldi and Stewart would have equal points and the verdict would go to the Brazilian on number of victories. A tall order but still a possibility. However there seemed to be no instructions from the pits for Peterson to give way, apparently he had been told before the race to use his own discretion.

Peterson is the kind of driver who is only interested in winning and, as the two Lotus 72s flashed by the pits with a lap to go, the Swede was still in the lead. As they came out of the Parabolica for the last time he was still there. Peterson said afterwards that he thought of trying to make it a deadheat but then thought better of it. As soon as he saw Colin Chapman leaping in the air however he lifted off the throttle, Fittipaldi very nearly came by and he had to accelerate again to take the flag first, the actual gap being 0.8s.

Peter Revson finished third, 28s further back, after a trouble free run followed by Stewart who was only 4s behind. The rest didn't seem to

Continued opposite

Continental Notes

Safety Measures

APART FROM ALL the unofficial people who makepronouncements on motor racing safety, those people whose jobit actually is, are always discussing the problem and after the big incident at the British Grand Prix and the catastrophe at the Dutch Grand Prix there was a meeting between the CSI, represented by Dean Delamont, the GPDA, represented by Denis Hulme and the F1 Constructors Association, represented by Teddy Mayer. They decided that in future all Formula 1 starting grids will have a 2x2 layout, regardless of the circuit, and that a system of pace-car-control would be introduced when there was a serious accident

On the first point, the majority of Grand Prix races already have a 2x2 starting grid, but in future Silverstone and Brands Hatch will have to conform, which will mean at Silverstone that the tail-enders will be out of sight round Woodcote, and at Paul Ricard they will be running out of room, but it will all be safe. The time must surely be approaching for the single-file grid at Monaco, and the next step will be one car at a time on the circuit, to make it really safe. The introduction of a pace-car to control drivers when there is an accident is a much more serious affair, and a rather sad reflection on the calibre of the world's best racing drivers, for that is what Formula One drivers are usually reckoned to be. This came about following the accident to Roger Williamson at Zandvoort, when the rest of the competitors had to drive through the smoke and dust. After the raceoStewart told Peterson he thought he had gone through the smoke too quickly on each lap, while Cevert told Stewart that he was going too slowly.

Naturally it is all relative and is left to the driver's discretion, so obviously Peterson's idea of safe will differ from Stewart's and Cevert's from both of them. Hulme was all for having the race stopped, but neither Stewart nor Peterson agreed with this.

It has now been decided that if there is a serious accident and "the track is blocked or partially blocked", or "a car appears to need help from marshals, fire or rescue equipment", to quote the official rules, the official in charge at that sector of the circuit will decide whether to put the pace-car rule into operation. If he decides to do so then yellow and white flags will be shown and this signal will be passed all round the circuit in both directions by visual contact between marshals. This immediately "freezes" the race and stops all passing by competitors, and meanwhile the pace-car sets off from the pits, clearly recognisable by flashing lights and bright colours. It circulates round the track at a nominal 60-70 mph and when the race leader catches it up he lines up behind it, the rest of the field catching up and falling in behind. The whole field continues to circulate at low speed behind the pace car until the accident has been attended to. When this is indicated to the pace–car driver he indicates to the race leader, who is immediately behind, that he is returning to the pits. Meanwhile the starter is on his rostrum and if the field looks orderly as they approach he will give a green flag, to indicate that the race is on again. If things do not look orderly he will not give any signal and everyone must follow the race-leader for another lap or until the green flag is waved. Then, like a lot of naughty boys being let out of school, they can start racing again. Anyone passing when they should not will forfeit a lap.

A reasonably workable idea, but what a sad reflection on the mentality of the world's best drivers. If the Grand Prix elite need to be disciplined like this, what of the newcomer and novice driver? There is an interesting footnote to the official Pace Car Rules, which says, "This proceedure is not applicable to Nurburgring". During practice for the Austrian Grand Prix a couple of "dry runs" were made and in the first it was assumed that Emerson Fittipaldi was the race leader (someone remembered he was the reigning World Champion). It all worked smoothly enough, the most impressive part being the speed at which the whole circuit was "frozen" by the displaying of yellow and white flags, the signals going from marshal's post to marshal's post in both directions from the point of the incident. In the second "dry-run" it was assumed that Stewart was the leader and this time the starter did not wave the green flag, so Stewart took his whole school round for another orderly lap, and then they were set free. Naturally there were carpings and criticisms, especially from those not directly involved, and someone suggested that dull processional races could be gingered-up a bit by slipping the pace-car in. A more intriguing question was what would happen if there was an accident in the last few laps of a race; would the pace-car receive the chequered flag and would the driver get championship points! The thought of the Grand Prix of Italy or the Grand Prix of France ending with a crocodile behind the pace-car was almost too much.

This CSI, GPDA, F1 Constructors group also discussed fire fighting and organisers were sent copies of the RAC Fire Fighting Manual, evolved after discussions with marshals and circuit owners and people closely associated with the problem. Unfortunately the RAC recommendations, based on practical experience at British circuits, clashes strongly with the recommendations suggested by an independent group of well-meaning people who have set themselves up as an Advisory Council. Even more unfortunate was the fact the the GPDA had been swept off its rather shaky feet by these people and had sent out a recommendation that all fire marshals should carry a "twin-pack", which is a very heavy pair of fire extinguishers, mounted on a shoulder harness so that the marshal has these two cylinders "at the ready" on his back. This suggestion caused a certain amount of rudery, not to say ribaldry, from marshals who do fire–fighting jobs, so the GPDA backed hastily down and joined forces with the RAC.

Through all this came the realization within the GPDA that one of their major concerns should be Armco barriers and the way they are installed. They now realize that circuit inspection where Hulme or Stewart look at the Armco, or even push and pull it, is no criterion in places where a car might hit it at 130 mph, as in the case of Roger Williamson. Their problem is how to find out how well the installation has been done without being there while the holes are being dug.

All the foregoing makes you realize that there is far more to Grand Prix racing than the Grand Prix cars, which is a pity, for a lot of people are getting so wound up with the administration and internal politics of Formula One that they hardly ever look at the racing cars themselves. If this group is not having a protest meeting, then that group is having an advisory meeting, or those over there are re-organising something, or this lot here is trying to get organised. At every Grand Prix there seem to be more and more union meetings, committee meetings, advisory meetings, protest meetings and so on. It is all too easy to get involved in all this and find you have spent a whole day and not looked closely at a racing car. To me this is defeating the whole object and enjoyment of Grand Prix racing and feeling that the "circus" is losing its sense of propertion I opted out of the Italian Grand Prix, which is why the report in this issue is written by A.R.M.

When some semblance of a sense of proportion returns I shall be delighted and will enjoy the racing cars for themselves, for some of them are very ingenious and very intriguing, and Colin Chapman has now openly said the successor to the Lotus 72 is long overdue and it must be given a run before the end of the season. As the Lotus 72 is still way ahead of its rivals technically, and it is four years old, the new one has got to be exciting. DSJ

ITALIAN GP . contd.

matter but it was Cevert fifth ahead of Reutemann, and Hailwood. Ickx had been lapped for eighth place while Purley drove sensibly to ninth spot after his early slip, passing Follmer only three laps from the end. Oliver was 11th with clutch problems while pit stoppers Stommelen, Beltoise, Hill and Hulme completed the classified fin

The 1973 Italian Grand Prix was certainly a race to remember thanks mainly to the superb driving of Jackie Stewart but not forgetting the dominant performance of Team Lotus.

A.R.M.

Results :

44th ITALIAN GRAND PRIX—Formula One—55 laps—Monza with "chicanes"—5.775 kilometres per lap 317.625 kilometres—Very hot

1st :	R. Peterson (Lotus 72/R6)	1 hr. 29 min. 17.0 sec.—213.449 k.p.h.
2nd:	E. Fittipaldi (Lotus 72/R7)	1 hr. 29 min. 17.8 sec.
3rd :	P. Revson (McLaren M23/4)	1 hr. 29 min. 45.8 sec.
4th :	J. Stewart (Tyrrell 006/2)	1 hr. 29 min. 50.2 sec.
5th :	F. Cevert (Tyrrell 006)	1 hr. 30 min. 03.2 sec.
6th :	C. Reutemann (Brabham BT42/3)	1 hr. 30 min. 16.8 sec.
7th :	M. Hailwood (Surtees TS14A/04)	1 hr. 30 min. 45.7 sec.
8th :	J. Ickx (Ferrari 312B/010)	1 lap behind
9th :	D. Purley (March 731/2)	1 lap behind
10th :	G. Follmer (Shadow DN1/5A)	1 lap behind
11th :	J. Oliver (Shadow DN1/4A)	1 lap behind
12th :	R. Stommelen (Brabham BT42/6)	1 lap behind
13th :	J-P. Beltoise (BRM P160/07)	1 lap behind
14th :	G. Hill (Shadow DN1/3A)	1 lap behind
15th :	D. Hulme (McLaren M23/1)	2 laps behind
16th :	H. Ganley (William IR/03)	11 laps behind

Fastest Lap : J. Stewart (Tyrrell 006/2) on lap 51, in 1 min. 35.3 sec.—218.153 k.p.h. (*new record for "chicane" circuit*).

Retirements : A. Merzario (Ferrari 312B3/012) on lap 2, accident; W. Fittipaldi (Brabham BT42/5) on lap 6, oil leak on to brakes; R. von Opel (Ensign MN01) on lap 10, overheating; G. van Lennep (Williams IR/01) on lap 14, overheating; C. Pace (Surtees TS14A/05) on lap 18, tyre deflated; G. Regazzoni (BRM P160/09) on lap 31, electrical trouble; N. Lauda (BRM P160/10) on lap 34, accident; M. Beuttler (March 712G/2) on lap 35, broken gear linkage.

24 *starters* — 16 *finishers.*

TOTAL RALLY

Chevrolet Firenza 5-litre V8s shine but Fall wins for Datsun

OF ALL THE world's international rallies there are but few outside the World Rally Championship which can really claim to be given a great deal of attention other than in their own countries. The Arctic Rally is an obvious one (it has already been suggested by many as an ideal qualifier for the World Championship) and the British home internationals are others. Yet another is the Total Rally, an event which begins its competitive sections in South Africa and passes through Swaziland to end at the Mocambique seaport capital, Lourenco Marques.

So called because of handsome financial backing by Total South Africa, the event is organised by the Pretoria Motor Club and its 4,500 kilometre route is confined to the northern part of Southern Africa. Unlike organisers of other events in Africa (the Ivory Coast's Bandama Rally, for instance) the Pretoria MC has not made the mistake of trying to emulate the East African Safari by running a virtual road race on open public roads without any special stages closed to other traffic. South Africa has "civilised" its bush far more than East Africa has, and whether that is a good thing for rallying or not it is nevertheless completely impracticable to run high-speed sections on open roads as the only means of finding a winner.

The Total Rally relies on closed special stages, twenty-five of them, and apart from the odd series of comparatively short dirt road sections in unpopulated areas, the transport sections are not at all competitive, although not really slow enough to enable time to be made up for wholesale car rebuilding.

To most South Africans all rallying is judged by comparison with the Monte Carlo Rally. That is the standard which, to them, all other events are measured. Although that is certainly not the case in Europe, one can appreciate the reasons; the connections between Total South Africa and its French parent company and the annual prize given to the Total Rally winners by South African Airways, a return trip for two to compete in the Monte.

For that reason there are some aspects of the Total Rally which compare directly with the Monte. For instance, there are several starting points from which a converging route takes competitors by a long, boring, tarmac meander to a meeting point from which the true competition really starts. It is by no means a popular part of the event, but one which is put in so that competitors coming from distant parts of South Africa will not feel that they have more travelling than those who live nearer Pretoria.

In Europe, the presence of foreign competitors in most events is taken as a matter of course, but in the Total Rally overseas crews are regarded as rather special people. That is not to say that they are given preferential treatment; on the contrary, all crews are treated exactly alike. But South Africa is so far from the areas where rallying is at its greatest concentration that the arrival of competitors from overseas is always something of an occasion. It is hardly a financial possibility for the unsponsored European amateur to tackle the Total Rally, but the event's sponsors do go to considerable lengths to attract a handful of visitors . and not one of these have I heard remark that they did not enjoy the rally immensely.

Unlike most European events, the Total forbids practising completely and makes no announcement of the route, other than a list of Total fuel stations, until the actual start. This can be considered to put a premium on local knowledge, but in practice that isn't the case, for this year the event was won by an overseas driver, Yorkshireman Tony Fall, albeit with a local navigator, Franz Boshoff. The single feature most likely not to be to the liking of European manufacturers' teams is the effect the secrecy has on service planning. In South Africa, no advance planning can be done and service cars usually meet up with their competing crews as and when they can, each point being decided at the previous one. For this reason, rally servicing is in its infancy in South African and if ever the Total Rally provided information in advance to enable service planners to complete their preparations, an efficient outfit from Europe (or even a South African outfit working under the direction of one of their European competitors) would leave the others standing.

South Africa has a thriving motor manufacturing industry, a fact which many people in Europe fail to appreciate. If you buy a Datsun, Triumph, Chevrolet, Volvo, Toyota, Morris etc. the chances are that it will not have been imported but manufactured locally. The models are almost identical with their counterparts abroad, but there are minor differences which could cause considerable difficulty should the Total Rally ever become part of the World Championship, for the market cannot cope with the numbers required for homologation. This, in our opinion, is the only major problem which the Total Rally organisers have to consider when viewing the possibility of World Championship status. Already there is talk of FIA observers inspecting next year's Total Rally, and the chances are that the FIA would give dispensation from homologation requirements for South African made cars, just as they did for American cars in last year's POR Rally, but just for one year. What would happen during the following year? It would be grossly unfair for the Total Rally only to accept cars of foreign manufacture; indeed, it would be a situation which would destroy all the interest which SA Manufacturers presently have in the sport.

For instance, the GM people in South Africa built a racing saloon on a Vauxhall Firenza shell and gave it a 5-litre Chevrolet V8 engine and a number of other refinements. So that it could qualify for "production" saloon races, one hundred of the cars were made for the public sale, and indeed they have been sold. Two such cars appeared in the Total Rally, prepared and entered by what is called the Chevrolet dealer Team. The requirement that 100 cars be built is South Africa's equivalent of the FIA homologation process, but it is unthinkable that such a car could become eligible for Gp 1 categories for many years, for not just 100 but 5,000 would have to be built in that case.

It is a difficult problem, and although I feel that the Total Rally could be a most eminent qualifying round of the World Rally Championship it would be unfair to South Africa's motor industry to impose impossible conditions on the eligibility of their own cars.

Ford, Volvo, Alfa Romeo, Datsun, Toyota, Peugeot and Chevrolet were the main contenders this year, the hottest competition being between Datsun, Toyota and Chevrolet. The overseas visitors included Fall and Boshoff in a Datsun 180B, Per-Inge Walfridsson (Sweden) and John Jensen (England) in a Toyota Corolla, Ove Andersson (Sweden) and Jean Todt (France) in a Toyota Celica, Oda Dencker-Andersen (Denmark) and Charlotte Heuser (Germany) in a Datsun GX, Jorge Nascimento and Jorge Alves (Portugal) in a Datsun 1600 SSS, and half of the crew of a Chevrolet Firenza V8, for I went along to partner the leading South African driver, Jan Hettema.

From the start it was Hettema, Andersson and Fall, in that order, but all three later had troubles. Hettema retired after colliding with a bank in Andersson's dust, Fall had electrical problems, as did Andersson who eventually retired with a broken front suspension unit. Local man Louis Cloute got into the lead in his Firenza V8, but dropped back when his navigator got lost on a special stage. Fall then took over the lead and kept it to head the ten finishers into Lourenco Marques.

It seems rather strange that a South African rally should choose to finish in another country. There is considerable co-operation between the enthusiasts of both countries, even down to combining the resources of their amateur radio enthusiasts to send back information, but it would surely be far easier for the organisers if they were based entirely at the Burgerspark Hotel in Pretoria, which happened to be Rally HQ for one of the stopovers. But tradition demands otherwise. The event has its origins in a trek from Pretoria to Lourenco Marques, and furthermore, South Africa's licensing laws are such that it would be impossible to hold a Sunday evening celebration in Pretoria.

There is no doubt that any visitor to the Total Rally will want to make a return visit. It is a tough, relentless competition across some pretty rugged country, all of which provides its finishers with a feeling of immense satisfaction at the end. Furthermore the helpfulness and welcoming spirit of the organisers are ingredients which no overseas visitor could possibly forget. ← G.P.

GENERAL CLASSIFICATION

1st :	T. Fall/F. Boshoff	Datsun 180B	36512s
2nd :	E. Odendaal/C. Kuun	Ford Escort RS	36981s
3rd :	L. Cloete/M. Hooper	Chev Firenza V8	40125s
4th :	S. van der Merwe/C. Hawkins	Datsun 1600 SSS (S)	43873s
5th :	A. Liebenberg/L. Joubert	Peugeot 504 Inj (S)	45322s
6th :	F. Franz/E. Prytz	Toyota GSL	47584s
7th :	I. Miller/J. Buttress	Fiat 128	47789s
8th :	F. Schürman/M. Oerder	Dodge Colt	48557s
9th :	O. Dencker-Andersen/C. Heüser	Datsun GX	53286s
10th :	D. Gaus/P. Gaus	Toyota GSL	54724s

86 *starters* — 10 *finishers*

(S) indicates cars within SA standard requirements.

M.G.-B GT V8 – contd. from page 1167

engined M.G.-B disposes of Alfas, most Mercedes and BMWs and Citroens is remarkable. British Leyland claim conservatively "120 m.p.h. plus", whereas this particular road test car proved capable of a true 130 m.p.h., 4 m.p.h. more than another example tested by our weekly journal for which the performance figures are appended. The tall gearing gives 28.5 m.p.h. per 1,000 r.p.m. in overdrive top, so 128.25 m.p.h. is equivalent to a mere 4,500 r.p.m. Indeed on one occasion a gentle downhill stretch of autoroute saw the speedometer needle playing somewhere around the imaginary 150 m.p.h. mark and the rev counter into the red, before realisation struck home and the throttle was lifted rapidly.

Straight line acceleration from rest is impressive, but more important is the tremendous urge which the torque gives in the gears, reminiscent of six-cylinder E-types. Gearbox ratios are excellent, offering maxima of approximately 39 m.p.h., 60 m.p.h., 98 m.p.h. and 122 m.p.h. in the gears, at maximum revs of 5,200 r.p.m., overdrive top being very much an electric fifth gear on this car, which comes in smoothly but cuts out with a jerk unless the clutch is dipped. There will always be those who say that the V8 is underpowered in its low compression guise: maybe for the few, but most owners will find 137 b.h.p. more than adequate.

The gearchange seemed quite happy and positive when rushed with the engine working hard, yet notchy and with baulking synchromesh when treated gently. Its worst aspect was an objection to the engagement of first or reverse from rest. To be fair this car had done but 3,200 miles when delivered and I would expect the change to be quite pleasant with 10,000 miles of loosening up.

Credit must be given for the highly effective brakes, which were capable of pulling down this 2,427 lb car plus two people and luggage from 130 m.p.h. several times in quick succession without fade, the only sign of hard work being a slight roughness which disappeared when the brakes had cooled again. Just a hint of instability under such hard braking showed that the brakes are rather more advanced than the suspension. Certainly this is one area in which the B V8 scores over its Datsun 240Z competitor. Surprisingly it has not been found necessary to fit ventilated discs, though diameter is raised to 10.7 in. and they are of greater thickness. Rear drums are of 10 in. diameter and a servo is fitted. Overseas cars will have a twin hydraulic system; the home market purchaser must make do with a single circuit, a somewhat nonsensical situation.

Heavy steering has a lot to do with the handling feeling rather ponderous, a heaviness which fails to disappear at high speed. However, application of bicep strength is rewarded by positive steering with plenty of feel and no free-play. Indeed the whole car feels remarkably taut, as indeed the GT always has. Balance is good, nominally an understeerer but not excessively so like the M.G.-C with its heavy engine and torsion bar front suspension. This degree of understeer makes the car stable and safe on fast bends. Too much application of throttle at the wrong time on low gear tight bends can provoke understeer or oversteer depending on the attitude of the car when the throttle is depressed, but in either case lifting off the power and steering correction returns things to normal. On the whole it seemed a much less "chuckable" car than the M.G.-B, feeling heavier largely, I would imagine, because of revised steering geometry; the rack has been moved forward one inch, reducing the Ackerman angle and making the steering more direct, but somewhat heavier. One thing the B V8 does retain is the general feeling of forgiving handling and consequent safety for which the M.G.-B has always been renowned.

Nylon-covered seats with standard adjustable headrests are exceptionally comfortable, far removed from the flat leather slabs of the early M.G.-Bs. But this seat comfort is necessary, for the stiffer rear left springs have created a dreadful ride at moderate speeds and bumps should be avoided for the sake of one's spine. As speed rises, the ride improves to some extent, on main roads and motorways at least, but this is one of the worst characteristics of the car.

Heating and ventilation is another bad feature – well, certainly ventilation which was more to the point during my test. Fascia vents are fitted, but these are operated only by ram effect, so it was a case of boiling under the hot sun in South of France traffic. When I owned an M.G.-B I grew used to those A55 heater control knobs on the fascia: to return to them was no pleasure. I would have thought that a £2,300 motor car warranted rather more than a one-speed heater fan, which is noisy into the bargain and so out of balance on the test car that at traffic speeds it shook the bulkhead and clutch pedal. A sun-roof would be a welcome extra, which most M.G.-B GT owners seem to have fitted in any case.

The M.G.-B GT V8 is an answer to the oft repeated cry for a mass-produced, reasonably-priced British 2-seater, a neglected field since the demise of the Daimler SP 250 and Sunbeam Tiger. But is it the real answer? I think not. It is not a sports car in the same sense as the aforementioned models, although a soft-top model might have been more so, but is not to be produced, presumably for reasons of torsional stiffness. On the other hand it is a fast, but not so Grand, Tourer. The grandness of the GT is tarnished by the wind noise, the harsh ride, a 12-gallon petrol tank (alright for the British Isles but requiring rather too frequent filling when the full performance potential is realised on a continental trip) and the other more minor dated features. Had the new wine been put into the old bottle a few years ago and a programme of continuous development maintained, then MG could have had themselves another world-beater. As it is, that superb engine and the excellent performance have not received the justice they deserve. It's a likeable car, but has too many criticisms to make it covetable. The price of £2,293.96p plus £16.92 for inertia seat belts is not outlandish, buys many "extras" including tinted glass, overdrive, heated rear screen, headrests and so on, but also buys many 11-year-old features which could have been designed out. – C.R.

Performance

0-30 m.p.h., 2.8 sec; 0-40, 4.0 sec; 0-50, 6.5 sec; 0-60, 8.6 sec; 0-70, 12.1 sec; 0-80, 15.9 sec; 0-90, 19.8 sec; 0-100, 26.9 sec. Maximum speed: 126-130 m.p.h. Fuel consumption: 17-26 m.p.g.

ON MOTOR CYCLES –

contd. from page 1165

the suspension is absorbing most of that feel. My impression of the Norton was that you could go on laying it over until adhesion was lost and you were sliding along on the side of the fairing, and that was something I was not prepared to try, especially with a valuable factory machine. On the back part of the Thruxton circuit is a pair of long fast bends with a very undulating surface, and through these the Norton was incredibly stable and though you could not feel the suspension working you could sense it by the fact that the bike kept on a perfect line and the plastic screen went opaque from the hammering from the bumps, it not being an integral and rigid part of the chassis.

After a few laps I stopped to absorb mentally just what was happening, remarking to Frank Perris that I had been out in a different world, and then had another go. On the road-going Nortons a few laps were enough, for they were both slightly out of their element, leaping and twisting a bit over the undulations and feeling heavy through the sharp corners. On the racer it was different, I could have gone on all day, for the sheer satisfaction I was getting from the feel of a bike being really in its element, and the fascinating thing was that, apart from law-breaking, I could have ridden out of the gate and gone home on it. In deference to local objectors the monocoque John Player Norton had been fitted with standard Commando silencers, so that I really could have ridden it home without attracting any attention, apart from its speed round the swerves on the Andover by-pass. Had I been going round Thruxton in a Grand Prix Lotus I could not have contemplated leaving the circuit and driving it home, which is somewhere about where this article all began!

When people are kind enough to lend me valuable machinery I put a lower limit on things than they suggest and always bear in mind that I might want to borrow it again, so try very hard not to make a nonsense. Having reached the point where I felt I wanted to go round and round the circuit for the rest of the day I muffed a gear-change and arrived at a pair of sharp corners all crossed up, going too fast and on the wrong line. Scrabbling round the first right-hander using all the road, I was then hopelessly lined up for the second one, so there was only one thing to do and that was to go straight on and stop as quickly as possible This I managed but even at low speed the bike did not feel as if it wanted to be flicked back onto line again, the return to normal having to be made gently and not forcefully. As I got going again on the nice normal smooth line I felt that here was a bike that needed to be ridden properly and it did not suffer fools. gladly. I also felt it was time I stopped, so after one more neat and tidy lap I reluctantly took the John Player Norton monocoque back to the racing department.

The bike I rode was one which Dave Croxford has been racing this season, but on a sister machine, with a full racing engine, Peter Williams lapped the Isle of Man TT course at 107.27 m.p.h., the third fastest lap ever made, to win the Formula 750 event, and road-holding, handling, steering and braking are things which really count in the Isle of Man.

This discourse on motorcycles started off with some generalisations and drifted on to the particular, but it was a particular highlight in many years of riding fast motorcycles and I look forward to riding the "new Norton" again when it has a "new engine" for mention has been made that Keith Duckworth and Cosworth Engineering are to design a new power unit for the racing Nortons. The word motorcycle has always been a good word in MOTOR SPORT and I think the word NORTON is a good motorcycle. I must do, or I would not have spent my own money on one!—D.S.J.

Letters from Readers

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

Fiat Experiences

Sir,

Following Mr. P. J. Doyle's letter to you in the August issue regarding his troubles with his Fiat 132 1800 S it may be of interest to your readers to hear of my troubles with my Fiat 124 Special T 1600.

I had previously owned a Fiat 128 with which I had been highly delighted and had virtually no trouble with it. On taking delivery of the Special T, I had only done 246 miles when the speedo cable broke, and by this time I had found the gearbox very noisy, especially when in neutral. This was reported to my local agent where I had purchased the car. The cable was subsequently replaced the following week (the car could only be used illegally in this time!), but I was told this trouble with the gearbox would have to be left until a greater mileage had been covered in the event that it may improve! As can be imagined, the gearbox gradually got worse, a distinct knocking noise occurring in neutral, but disappearing when the clutch was depressed. This would suggest to me that there is something amiss with the layshaft.

Therefore I contacted my supplier once again, but they told me that they had contacted Fiat's Warrington Depot, but were not to proceed with any warranty work. I eventually contacted the Warrington Depot myself and arranged to take the car for test (some seventy miles return journey). They finally agreed that it was noisy and they would strip the gearbox down for inspection. Whilst it was there I asked them to check for a misfire which was occurring at any speed above 4,500 r.p.m. When the car was returned to me after seven days, the gearbox was much improved but the misfire was still present. The car had by this time done approximately 2,000 miles. It is worth mentioning here that the dealer was not prepared to provide me with alternative transport. I was informed that a bearing had been replaced in the gearbox, and the misfiring was due to the engine being overfilled with oil(?).

After only a few days use the gearbox was as bad as ever, and therefore I decided to write to Brentford (i.e. Fiat – England). I received a prompt reply stating that they had looked into my problem regarding the gearbox and had been informed by Warrington that everything was in perfect working order, and the noise could be reduced by setting the idling speed at 1,000 r.p.m. The car had now covered 4,600 very annoying miles and I would respectfully suggest that bearing in mind that I am an engineer myself, I am likely to be able to judge far better than someone who test drives the car for only a couple of miles.

Once again I have reported the trouble to my local agent but I am told that all Fiat 124 ST gearboxes are noisy and therefore I must accept this! I would be interested to hear of other owners' experiences with these cars. When I tell my fellow enthusiasts of this, they burst into fits of laughter and make a note never to buy a Fiat. I must add that I have finally had the misfiring cured, but it has cost me £4.61 at my local agents even though the car is still under guarantee and has only covered 4,600 miles. However, since I change my cars every twelve months (for reliability!) I have only to put up with it another nine months! So, what next? Perhaps a Citroen G.S. for reliability.

Keep up the good work with the magazine which I read with interest every month.

Burnley. R. J. HARDAKER.

Sir,

In answer to Mr. F. H. Stapley's letter in the August issue about foreign car reliability, my experiences with a Fiat 127 may be of interest, especially as they confirm complaints about Fiats in a letter from Mr P. J. Doyle about his 132 model.

I purchased my 127 in March 1972 as a replacement for my excellent 850 saloon which was 100% reliable over 35,000 enjoyable miles. The following faults were discovered or have developed during its life to date.

Delivered with choke and throttle linkage maladjusted (corrected myself).

1,503 miles. Discovered one tyre fitted with tube trapped between rim and tyre bead, checked all other tyres and found two more fitted in the same manner. (Tyres refitted.)

2,750 miles. Windscreen shattered, main distributors unable to supply replacement from stock, local Triplex stockist managed to locate and fit one for me. (Car off the road for one week.)

6,950 miles. Radiator leaking, contacted main distributor who said it was Fiat's policy to repair not replace radiators. (Result car off the road while it was repaired).

7,140 miles. Radiator leaking again, contacted distributors again and requested a new radiator, they still insisted that it must be repaired again, not replaced. I therefore wrote to Fiat's for their opinion, waited 2 weeks for a reply which only referred me back to the distributors. (Result car again off the road while it was repaired.)

10,000 miles. Weak synchromesh on 2nd gear, car now out of warranty. Contacted distributors yet again for their comments who implied that this problem was known and would they replace 2nd gear parts provided Fiat's were agreeable. After a wait of about 2 weeks Fiat's agreed to replace faulty parts. Order placed with distributors' stores as parts not in stock.

12,000 miles. Parts finally arrive, after 3 weeks' wait, and duly fitted. 2nd gear synchromesh now O.K. Service also carried out, oil change and new filter fitted which seems to have cured bearing rattle from engine when starting up from cold, apparently caused by oil filter draining back into sump. Front brake pads checked for wear, still serviceable being 4-5 mm thick (min. thickness allowed from wear being 1.5 mm) but discs were found to be worn down to below their minimum thickness as stated in Fiat's specification. Main distributors when asked for their opinion agreed that this situation was not very satisfactory but could only suggest that I write to Fiat's myself. After checking the price of replacement pads and discs, quoted as £16.65 including V.A.T., I wrote to Fiat's for their comments or suggestions on this highly unsatisfactory state of affairs on the 21.7.73 and so far am still waiting for a reply.

12,264 miles. Clutch action sticky, checked cable and found it to be well worn and binding up at cable stop on transmission casing. None in stock, one ordered.

12,400 miles. New cable fitted, clutch action still slightly sticky.

I can only add that although I enjoy driving my 127 and like its good, if somewhat noisy, performance and good roadholding, I shall think twice before buying another Fiat or recommending one to my friends. Especially in view of Fiat's apparent lack of interest in owners' problems and their miserly 6 months' warranty period.

Disappointed Fiat 127 owner.

Rochester. J. W. BOURNES.

Legislation

Sir,

I have been a keen reader of MOTOR SPORT for a considerable number of years now and provided a useful tally of signatures for your anti-70 petition.

I should like some information on a current subject near to both our minds at this moment – seatbelts.

Having driven every conceivable type of machine, racers excepted, and held a clean 'sheet' since 1954 (less one speeding? 36 m.p.h. to *avoid* a certain accident) I feel that I can fairly comment on the "safety of the belt".

Shortly after their general acceptance accidents increased, most certainly in my opinion due to the "cowboys" feeling that the *strap* was St. Christopher himself, and the "off we go boys, we can't get hurt" attitude. Meanwhile I continued unbelted but accident-free due, I feel, to an ever active interest in my driving and the car I drive (I'm also a qualified mechanic), plus an earnest endeavour to avoid contact with everything else on the road. I also deliberately refrained from going "comprehensive" with my insurance, rightly or wrongly theorising that if I prang through my own negligence, then it serves me right and I'll have to pay. On the other hand I always possess tape-measure and paper so that, should someone prang me, I shall be prepared to see that the offender is brought to heel and that he/she will foot the bill.

However to return to the "belt": two of my own family have been saved – proved by police and witnesses, through *not* wearing belts. My brother-in-law would certainly have been removed from this earth in seconds, had he not been thrown from his Imp which was crushed almost to Oxo cube proportions. He was barely bruised and required no treatment other than the usual check for shock. Now let us suppose Mr. Peyton continues his idiotic purge and compels us to belt up. Can our next-of-kin file a claim against the Government as Roche has done on a different matter?

After all to place a speed limit, albeit a crazy one, is one thing – a politician's palliative – but to compel people to be strapped to a vehicle which could kill them is surely culpable homicide?

A murderer does have the right of appeal and

Continued on page 1198

You're all excited about that new Triumph you want to buy.

Well cool it.



You've decided to buy a Triumph.
Good decision. You've every right to be excited.
But calm down a minute, and look at the list of options.
Triplex Sundym is there,* so you're doubly lucky.
As yet, few other car buyers have the chance.
Restfully green. Easy on the eyes. Cool and comfortable.
Sundym tinted glass will add more than a touch of distinction to your new Triumph.

Ask your dealer about Sundym.

Sundym

The cool tinted safety glass.

*Optional on 2.5 P1/2000 Saloons, Dolomite and Sprint, Stag.
Optional also on all Rovers and Jaguars.

XXX Triplex

First progress c
Then it beat it.

When BP introduced Super Visco-Static last year, we said it beat oil fatigue.

What we didn't say was why your engine was more likely to suffer from oil fatigue in 1973 than in the past.

The reason, in a word, is progress.

In 1972 alone, progress put another million cars on our roads.

Took the number of motorway miles to 1,067.

And played a big part in the worsening traffic congestion in our towns and cities.

Progress has also made the car engine a very different animal than it used to be.

You think jams are tough on you? They're tougher on your oil.



All those new cars with more sophisticated engines need more sophisticated oils.



High-speed motorway driving for hours on end. Yet another cause of oil fatigue.



caused oil fatigue.

How does all this affect your oil?

We'll tell you.

When multi-grade oil is new, it has a thick protective 'body' because of the polymeric viscosity improvers in it.

When the engine gets hot, these tiny molecules expand to slow down the thinning rate of the oil. (The thinner the oil gets, the less it protects and the more you use.)

Until recently, though, these viscosity improvers have been minced up very early in life by the chopping action of your engine.

When that happens (and it can happen to normal high-performance oils only a few hundred miles after an oil change) nothing can stop your oil getting thinner and thinner.

So what started life as a 20-50 oil can quickly become a 20-40, or even a 20-30 oil.

To stop this thinning process, or oil fatigue as technologists call it, BP use a new range of base oils, additives and viscosity index improvers.

A formula that makes Super Visco-Static much tougher than ordinary oils.

And much more resilient.

Instead of being chopped up by the engine action, it remains full-bodied from one oil change to the next.

Having made this breakthrough, we conducted a series of independently observed tests.

Bench tests in America using amongst others an Oldsmobile V8 engine.

A series of RAC road tests over here using a wide range of production cars.

The results were dramatic.

Super Visco-Static not only kept its full strength between oil changes, but cut oil consumption by as much as 15%.

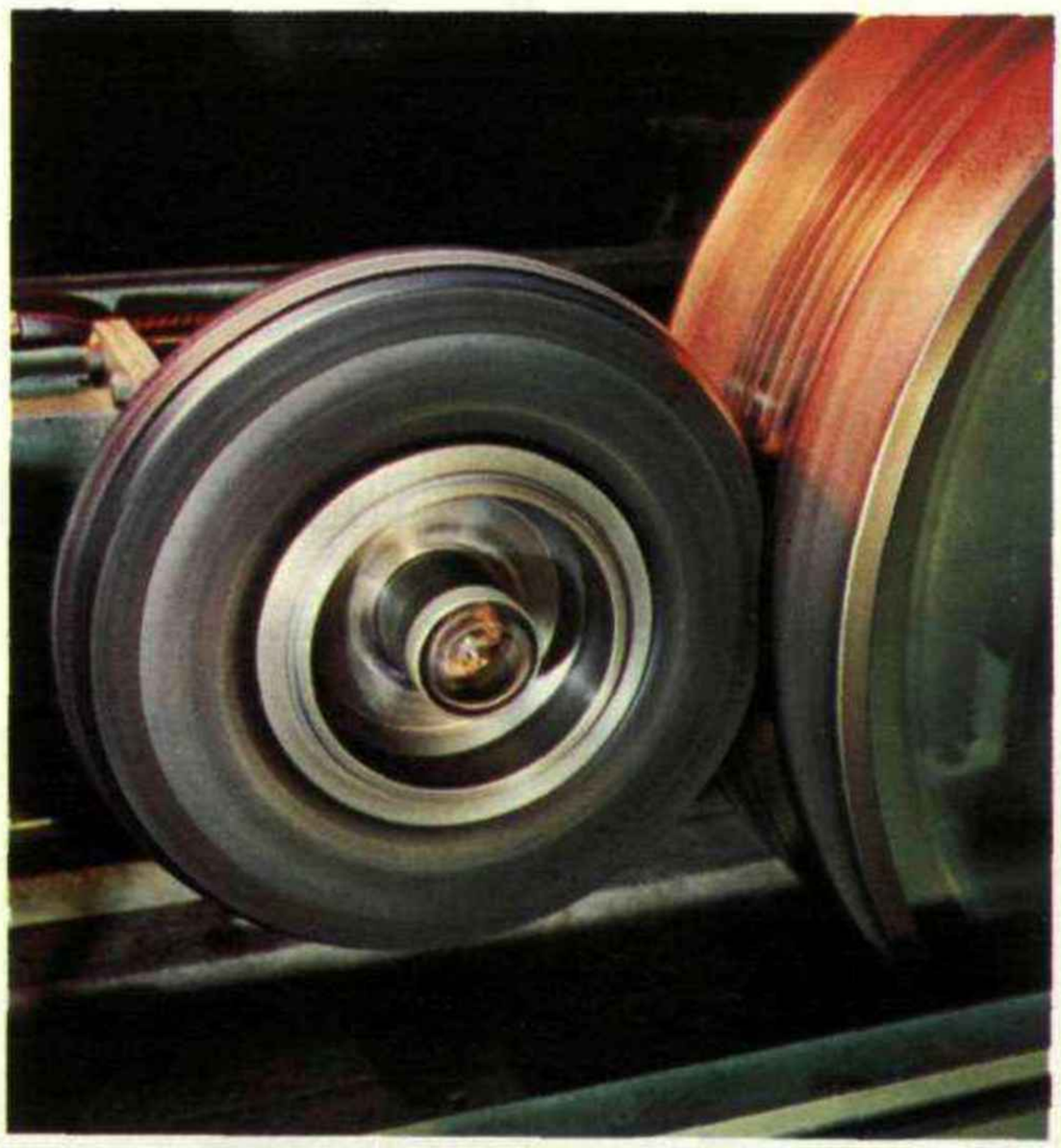
So by using it in your engine, you'll get all the protection of a new oil (and all the economy) not for just a few hundred miles. But from one oil change to the next.

And that, gentlemen, is progress.



It beats oil fatigue.

The Cablon radials.



1964



1969



1971



1973

They're ready for you.

In 1964, Kleber made the first experimental Cablon-belted radial tyre. Now, in 1973, we're selling the first full range of Cablon radials to British motorists.

What took us so long?

The design and launch of any new tyre takes time: but the Cablon radials aren't simply new tyres. They're the biggest single breakthrough in tyre technology since radials were invented. After Cablon, tyres will never be the same again.

Cablonising is a technique perfected by Kleber. It allows us to exactly bond modern, high tensile fibres to tyre rubbers.

Cablon

For our first Cablonised radials, we chose a glass-fibre. By 1969 we had tested several thousand Cablonised radials at our test circuit near Miramas, France, and over hundreds of thousands of miles of Europe's roads and motorways.



We had a cooler, lighter tyre than ever before. (Glass-fibre is one-third lighter than steel tyre cording and pound for pound is stronger. It loses heat faster: the tyre was already outlasting any other we tested).

We had a tyre that absorbed brakeloads evenly, sat flat on the road, gripped better, slipped less, handled crisply and cut hardly at all. (We'd confirmed our lab estimate – Cablonised glass-fibre is more resilient than steel tyre belting).



We thought we had a winner on our hands. And by 1971, when a set of Kleber Cablon radials won their first international rally, we were sure of it. We've gone on winning rallies ever since.

The V10 GTS wide, Series 0.70 Cablon radials hit Britain in March of last year. Hundreds of you bought them, drove them hard and heartily approved.

That's why we're now offering a full range of the greatest tyres we've ever made: the V10 GTS Cablon for GT cars, and a range of standard width tyres, the Kleber V10 Cablons, to fit just about every popular car in the country. (Call any Kleber dealer).



Cablon tyres will change the world of motoring. And wasn't that worth waiting for?

KCT/2

Kleber Tyres Limited, Pump Lane, Hayes, Middlesex. Tel 01-848 0203

Kleber

The French revolution in tyres.

nowadays he isn't killed off for the most heinous crimes.

Why or how then, can the public accept a law which must from proven cases kill hundreds every year, and how can politicians pass such a law? Do they realise they're condoning murder in cold blood in many instances, for with a threat of losing their licence most people will wear a belt for *that reason only* and like my own relative who survived they *must* die in a similar accident.

Will Mr Peyton try to fob the blame on the other party involved? If this be the case I shudder to think of insurance premiums in the future. I'd like to know, please, where one would stand in a court of law after an accident, where the belt is proven to be the killer. Who would we sue?

Keep up the good work Mr Boddy there aren't many of you left I'm afraid.

Hailsham. H. E. Parkin

An Engineering Query

Sir,

I am interested in the comment contained in Mr Stapley's letter regarding the burnt exhaust valves on his Hunter. I am under the impression that the only damage likely to occur through the use of high octane fuel in an engine not designed for it, is to the owner's bank balance!

Is it fact that one can actually do harm to an engine by using a higher octane fuel than the designer intended or is this the start of another "overfilled sump saga"?

Ashford. A. Shapland

Information Wanted

Sir,

I am engaged in restoring a Britannia car which is a vehicle made in very small numbers at Ashwell, Herts in the period 1958 to 1962. The car that I own is index number UNI. 417 and from its original registration in July 1961 until two years ago had been kept in the Hartlepool area. Perhaps some kind reader may know of another Britannia, either derelict or still in use, or he may have some experience of this make of car.

Stockwell, S.W.9. F. Wyatt.

Sales in Cape Town

Sir,

Having just hitch-hiked from the Zambian Copper-belt to Cape Town (about 3,000 miles) I thought you might be interested in the makes and types of vehicles I travelled in, so I compiled the following list.

Zambia
Rover: 2000, Land Rover.
Toyota: Truck (5-ton), truck (5-ton), pick-up (2-ton) pick-up (2-ton), saloon.
Peugeot: Pick-up (1-ton), saloon.
Mercedes: Truck (5-ton).
Fiat: 850 saloon.
Mazda: Pick-up (1-ton), pick-up (1-ton).

Rhodesia
Ford: Falcon pick-up, Falcon pick-up, Cortina saloon, Cortina estate, Fairlane.
Mercedes: Saloon (1956—180?).
Austin: Cambridge (1962), Mini (1962), Westminster (1964).
Renault: 12 saloon.
Diahatsu: Pick-up (1-ton).
Chevrolet: Pick-up (2¼-ton).
Toyota: Saloon.
BMW: Saloon.

South Africa
Citroen: DS19.
Chevrolet: Saloon, pick-up, saloon, pick-up, station-wagon.
Ford: Capri, Zodiac, Cortina, Cortina pick-up, Falcon pick-up, Falcon pick-up.
Peugeot: Saloon, saloon, pick-up.
Toyota: Pick-up, saloon, saloon, saloon.
VW: 1500 saloon, 1500 saloon, Beetle.
Fiat: Saloon.
Opel: Saloon, saloon.
Mazda: Pick-up, pick-up, pick-up.
Land Rover.
Mercedes: Saloon, saloon, saloon.
Datsun: Saloon, saloon, saloon.
Wolseley: 1100.
Dodge: Truck.
Ranger: Saloon.
Jeep: 3-ton truck.

As you can see, of the 67 only 14 are possibly of British manufacture; perhaps British Leyland and Ford may draw their own conclusions!

I'd like to take this opportunity too to register my admiration for the Datsun SSS, in which I covered 267 miles at an average speed of over 70 m.p.h., including mountain passes and a stretch of dirt road and stops for petrol and to collect a cabbage! Also to express my horror of the petrol tank fixing on the Chevrolet Chevelle. It consists simply of two steel straps, one end being hooked in a slot, the other bolted in a downward facing slot under the rear bumper. Needless to say, should these bolts work loose the weight of the tank pulls them down the slot and—away tank. This occurrence is somewhat unnerving when in "rural" Zambia 150 miles from the nearest garage and 40 from the nearest petrol! However, a 5-gall. jerrycan on the back seat with a plastic pipe to the fuel line works wonders, and to my knowledge for the next few weeks that car did at least 1,300 miles with that arrangement. Motoring in Africa has its moments.

My compliments on your excellent magazine.

Newlands, Cape Town. C. Scott.

"Cars In Books"

Sir,

Your MOTOR SPORT apart from being the best 15 pence worth of reading matter anywhere in the country is also very tantalising! Every successive copy brings nostalgic memories of the past in Motoring and Aviation.

I was particularly interested in your review of the book on Vivian Hewitt and although it is often claimed that he was the first to fly the Irish Sea, a prior claim is made for Robert Loraine the actor and pilot who, on September 11th, 1910, flew in a Farman Biplane from Holyhead, Anglesey, but owing to engine failure fell into the sea some 60 yards offshore from the Irish Coast near Baily Lighthouse, Howth, but is considered to have made the first flight across. Hewitt died July 27th, 1965. On December 11th, 1968, a collection of his North American Stamps was sold at Christie's from which a pair of rare "twelve pence" Black Canadian stamps issued in 1851 fetched £17,000.

On the same page, "Cars in Books" reference is made to Jack Johnson. I was born in St. Marylebone and in my student days, when Johnson was in England, he always visited Dick Burge who lived in Nottingham Mansions and always drove up in a white Benz. This car was once overhauled at Mitchell's Garage, Wardour Street, before it was taken over by Shaw & Kilburn and an old friend who was their chief engine fitter, Harry East, did the job and took me round to show me some of the methods then used, dead tight mains and big-ends as an example. Further to the subject of "Cars In Books" maybe one of the most intriguing is "Sicilian Circuit", a novel by Mark Pepys, 6th Earl of Cottenham, Cassell (1933) which describes the invention of a gas turbine racing car, which performs and wins the Florio Targa despite Fascist attempts to sabotage the effort.

I imagine this must be the first fictional mention of the gas turbine as a prime mover for automobiles. I have a copy, found second-hand some 20 years ago.

Shepperton. Vic Butler.

MG-B = Marina?

Sir,

My 1969 MG-B has served me well over the last year, having purchased it from a British emigrant. My problem now is spares.

Fortunately Leyland South Africa has started to produce the Austin Marina which they advertise has "the heart of an MG-B". Would parts be interchangeable? If so, could the Marina engine fit onto the "B" gearbox and mountings?

The specifications differ slightly:

	MG-B GT	Austin Marina
Capacity:	1,798 c.c.	1,798 c.c.
Bore:	80.3 mm.	80.26 mm.
Stroke:	89.0 mm.	88.9 mm.
Compression:	8.8 to 1	9.0 to 1
KW at r.p.m.:	73 at 5,400	72 at 5,500

My perfect pair is, by the way, the "B" and a 1957 BMW Isetta 300. MOTOR SPORT is still the Best on Motor Sport.

Johannesburg. P. J. Jillings.

Misses Overend who own a 1927 Rolls-Royce and a 1935 Austin 18 – both these cars have been owned from new and driven and serviced by themselves only!

I was sorry to note your reference to the unsettled state of our land and the inference that it is not safe to come over here. It is unfortunate that the mass-media have done such a good job of giving the wrong impression of things here in the South to the English people. Despite this we have many thousands of English tourists who have taken their families and cars here for their holidays; also this year your Jumping Team attended the Horse Show in Dublin.

We enjoy MOTOR SPORT and regard it as the only really honest mirror which reflects how good or how bad present cars are with a goodly sprinkling of interest for those interested in cars of the past.

Dublin. Frank E. Cassidy
President,
Irish V & VCC.

A Rare Engine

Sir,

It is, I suspect, a rare enough occasion nowadays to put on record the existence of an engine unit which has long since been out of production, and which to my knowledge has been little, if at all, documented.

My own club – the Vintage Motor Cycle Club – appears to have the only information on the engine which I turned up almost a year ago. It is because there is vague reference to the unit possibly having been incorporated into a motor car that I write to your journal for assistance.

The unit to which I refer is the "Union Unit" produced by the Staffordshire lock and hardware firm of Josiah Parkes & Sons, of Willenhall. Original records of the conception and development are sparse, but to date I have built up a history of this little-known engine, which begins

almost immediately after the end of the Great War.

The Motor Cycle of March 13, 1919 announced that an old established firm were developing a two-stroke engine based on patents registered by Mr. R. S. Whaley, of Edgbaston, Birmingham, and who had been connected with Midland motorcycle firms for many years.

The nominal 2¼ h.p. engine had a bore of 69 mm, with a stroke of 78 mm, giving a capacity of 292 cc. (The bench-model in the Science Museum, however, claims that the measurements are 70 mm by 76 mm.) Equipped with an AMAC carburettor, a Runbaken magneto, and a Union gearbox, the assemblage was marketed as the proprietary "Union Unit". Not until August 1919 was the model offered to the general public, after the engine had been very successfully trialled in the Camarthen Hill Climb on August 4th, 1919. For two years or so the unit was adapted to various now-defunct marques, including the Birmingham built O.K., the Chester built Edmund, the Hoskison, Pearson & Sopwith, the Autoglider Scooter, and several others.

About 1921/22 Parkes' decided – for reasons I do not know – to cease production, and Alfred Wiseman's of Birmingham continued the enterprise, fitting the unit to their own marques of Verus and Sirrah. This lasted until about 1926, after which it appears that production ceased altogether. Wiseman's have since been incorporated into Ruston Gas Turbines Ltd., of Lincoln.

At one stage there was talk of a pair of these engines being modified to fit into a light car; one which may never have been marketed. The firm which experimented with this idea was Black Prince Motors of Askern, near Doncaster, and who attempted to fit the engines side by side into an Ashwood chassis.

Both myself and the firm of Josiah Parkes are keen to know if any of your readers can throw any light on this event. Not long ago, incidently, the firm rediscovered some seven dozen original drawings of the engine parts, and I have copies of these which I am willing to loan to anyone who is genuinely interested, providing they return them to me intact after perusal.

Mowsbury Park — Mike Knight.

Talbot BGH 23

Sir,

As eleven years have now passed since I restored this car as near as was humanly possible to its pre-war specification, and as it has been much written about meanwhile, I am surprised that all of a sudden suggestions are being made in MOTOR SPORT that "it ain't wot it used ter be".

First, you Mr. Editor, who report a rumour that the car "has Jaguar con rods and a light alloy body". This is no rumour, this is recorded fact. The Jaguar rods were used because nothing else would fit the big Brooklands crank. The original Talbot rods had been ruined by a previous owner, and only three or four sets were ever made. Two years ago I managed to obtain one set, which are scheduled for BGH's next engine. They are lighter, shorter and stronger than the Jaguar rods, but will make no difference to the performance whatever. The "light alloy body" is as fitted to the car when it was built in 1934 namely alloy panels on an ash frame with a considerable weight of iron reinforcing brackets. It was repanelled in 1962 with a heavier gauge alloy than the original, which could easily be dented by a misplaced elbow and was prone to splitting. Perhaps the body should now be called "heavy alloy".

Secondly, DSJ in his comments on the Le Mans "Retrospective" says that the first three pre-war finishers (BGH being 2nd) were built to win VSCC races. If BGH was, it has been a complete failure, because after striving might and main for ten Seasons, in which the car has been driven absolutely to the limit at all times, it has yet to win a single VSCC race! Again, if it had been built for such a purpose, it would now be two feet shorter, six inches lower, have 1½ seats, telescopic dampers, hydraulic brakes and all the other modern goodies with which wrong-minded VSCC members destroy the essence of their once nice pre-war motor cars. [Hear, hear! – Ed.]

In fact the purpose of the restoration was to recreate the car, in specification appearance and performance, as it was in its prime between 1936 and 1938. Six years ago I fitted a very mildly reprofiled cam, the twin SU carburettors off Arthur Fox's 1933 saloon and a divided exhaust manifold, in an attempt to obtain the 160 b.h.p. which the car used to have before the War, without having to resort to the 11.4: 1 compression ratio and alcohol fuel then required for this output. Although I haven't quite succeeded, nothing further whatever has been done to the car other than having care and maintenance. During the Le Mans "Retrospective" the car was flat out along the Straight with the rev. counter showing the equivalent of 115 m.p.h. every lap, once flicking up to 118 – exactly what it used to do across the Fork at Brooklands during the JCC. Hour runs, in full sports trim (as it was at Le Mans this year) and a compression ratio of 9:1 only.

I much regretted taking this car to Le Mans instead of the "GO" cars which raced there, but I was determined to get there somehow while some of the old historic course is still left to race on, and as the whole event was never more than a rumour until four weeks beforehand there was no alternative to taking the nearest car to hand. At that time one "GO" was clutchless in Cornwall, another waterless in Warwickshire, and the third engineless in Essex. When asked if BGH had ever run at Le Mans, I replied "No, which is a pity, because if it had it would probably have won". I explained to Stirling Moss (driving the Rob Walker Delahaye), that BGH had always been 5 m.p.h. faster than his car in spite of the latter's "Fastest Road Car" title, but I don't think he believed me (who would, just looking at the two cars!) until the Talbot disappeared from view. In fact, this time the Delahaye was a good 10 m.p.h. slower, because it lacked the necessary high axle ratio.

Whatever "Jenks" may think of the VSCC "racers", the fact remains that it was supposed to be a race, and while most of the others simply polished their cars, we worked night and day for weeks to prepare our cars with the correct Le Mans specification. I shall probably be further than ever from that elusive VSCC race win in future, because I am so smitten with my Le Mans axle ratio that I can't bear the thought of taking it out. To drive BGH on the road now, on a whisker of throttle at 80 m.p.h. and 3,000 r.p.m., then feel the kick in the back when the pedal is floored, is an experience I hope to enjoy for a long time. *That* is what BGH is really about.

Callington. — Anthony Blight.

Raleighs and Reliants.

THE number of one-make organisations is quite prodigious, each one doing good work for its own particular cause. Did you know that Raleigh motorcycles, the Raleigh 5 cwt. commercial vehicles, pre-1953 Reliant commercials and Raleigh Safety Seven tourers, saloons and commercials are catered for by The Raleigh Safety Seven & Early Reliant OC, which incorporates The Historic Raleigh Motorcycle Club? The address of the Secretary is: N. Symes, Mythurst, Leigh, Reigate, Surrey, RH2 8BJ.

AVANT YE—continued from page 1155

the po-faces have their way, however, it looks as though the cars of the near future will be prohibitively expensive and so heavy that they can only be propelled, at rigidly controlled speeds, probably on pre-determined routes, by 'de-toxed' engines of such inefficiency that the consumption of ever-scarcer and dearer fuel will restrict their use to the senior po-faces themselves, as they will then be the best-paid members of the community. Not that the cost will matter to them, of course, as we will pay the bills. Nor will they ever know how nasty are the cars their activities have brought into being, as they will have chauffeurs. . . .

Thank goodness I am as old as I am, and remember the days when motoring was fun and you could actually play Colonel Bogey under the office windows of the po-faces without having your licence endorsed.

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FOR SALE

1933 ASTON MARTIN short chassis Le Mans. 83/236/S. Very original. Very sound. In regular use. £3,000. Offers, exchanges considered. Iver (Bucks) 1990. Tel.: 01-864 4178. (evenings). (3024

TRIUMPH SPITFIRE, 1969. Soft top. 44,000 miles. £495. Tel.: Sheffield 304384. (3025

LOTUS EUROPA S2 J reg. Else conversion, alloy wheels SP sports, radio, 34,000 miles, taxed until April 1974. Workshop manual. Must sell quickly. *Best offer over garage offer of £750.* Flat 7, Kingsgate, Waterdale, Doncaster. (3026

JENSEN-HEALEY. Immaculate 1972 L reg. Blue. 7,500 miles. £1,595 o.n.o. Tel.: Chelmsford 74546 (home), 65155 (office). (1041

RILEY 1½ RME. 1954. Only two previous owners from new. 78,000 miles, exceptional condition, green with tan leather. £350. Volks-Porsche 914, late 1970, 60,000 miles, removable roof, thorough overhaul and respray l.h.d., rare buy at £1,050. Tel., Penryn 3442, Williams (work). (3027

M.G.B./GT, 1969. Low mileage, above average condition. Webasto sun roof, overdrive, wire wheels, radio, grey with red (leather) interior. £890 H.P. may be arranged. Hurtsbourne Tarrant 219. (Nr. Andover). (3029

1928 SUNBEAM 20. H.J. Mulliner (Fabric) close coupled sports saloon, excellent condition. 1926 Armstrong Siddeley 12.8 Doctor's coupe with dickey. Very smart. Offers invited for these two exceptional vintage cars. *Morris*, Tel.: Oswestry 2851 after 8 p.m. (3030

MG Y SPORTS saloon, 1951. In sound mechanical condition but body requiring much attention. £50 o.n.o. Tel.: 061-773 4934. (3031

MG Y SALOON 1948. Good condition MoT. Taxed offers around £200. Tel.: Southampton 68489. (3033

RILEY 1½ RME. 1954 for restoration. Regrettably must sell. Offers. Tel.: Longton (Lancs) 613666. (3034

LOTUS CORTINA. Immaculate car in ermine white. 1968. New MoT and taxed until November. *Excellent radials. £525 o.n.o. Tel.: Holbeach* 23118. (3036

1927 AUSTIN SEVEN Mechanical parts overhauled and replaced where necessary. Body hand painted. New hood and tyres. What offers. Tel.: Guildford 71122 extn. 467 office hours. (3038

TVR VIXEN. 1970, bronze, taxed, MoT, radio, good condition. £895. Tel.: Heywood, Lancashire 60082 (evenings). (3039

LOTUS + 2s 130 1972. 17,000 miles Lagoon blue, alloy wheels, radio, HRW etc. Fully serviced. £2,275. Tel.: Evenlode 371 (day) or Astall Leigh 459 night (Oxford). *Jensen Interceptor Oct 1968. White leather deep maroon coachwork. Only 42,000 miles. Full service history.* Tel.: Evenlode 371 (day) or Astall Leigh 459 night (Oxford). (3040

TRIUMPH SPITFIRE Mk IV 'K' reg. Oct 1971. 11,000 miles. Damson hardtop. Wire wheels. Immaculate one owner. Tel.: 01-998 4266. £835. 3043

GINETTA G15. *Ex Paul Emery, 'J' reg. Modified body. Alloy rims. Spare engine.* £600. Terms. Tel.: Codsall 3038. 11 Wesley Avenue, Bilbrook, Wolverhampton. (3044

1971 BMW 2800 CS, 20,000 miles; excellent condition, Blue Spot P/B radio, PAS electric windows; cloth seats. £3,500 or offer. M T Hilton, Tel.: Haywards Heath 51852. (3045

ALFA GIULIA Spider 1600 1964. £285 o.n.o. Chivers, Tel.: Leicester 871313, ext. 742. (0493

MG A. 20,000 miles since £500 Rebuild including new engine, completely reupholstered, resprayed, completely rechromed, etc., etc. Over £100 extras. *Garaged all life, one owner, meticulously serviced.* A rare and fine specimen, dark metallic blue. £775. Tel.: Esher 65766. (3334

ALFA ROMEO 2000 Spyder a/c. 1963. Taxed August MoT July 1973. New clutch. £210. Tel.: Edinburgh 3348329. (2964

1958 MG A Roadster. Rebuilt by enthusiast. Sprayed tartan red. Excellent condition. Must be seen. £500. Tel.: 061-485 1873. (2951

SUNBEAM TALBOT Alpine 2 seater 2267 c.c. needs respray owned since 1955. £150 Bargain. Bristow, 116A Streatham High Rd. SW16. Tel.: 01-769 1213. (3075

MORGAN PLUS EIGHT, May 1971, 32,000 miles, indigo blue. Luggage rack, etc., offers box 4087. (3078

FOR SALE—continued

1931 AUSTIN 7 Saloon – expensively restored, new wiring, leather upholstery, carpets, tyres, re-chromed. Offers around £485. Tel.: 0202/708696. (3079

MG TDII. Absolutely superb condition throughout. *Features include hydraulic jacks, supercharger and* overdrive, all discreetly fitted. Certainly one of the finest and original looking TD's available. One owner last eight years, following importation. Offers over £1,000. Tel.: Chilton Polden 682. (3080

MG MIDGET BRG. 1966 model. Fastback, hard-top, hood, tonneau – many extras. Recent overhaul. Excellent condition throughout. £325. Tel.: 021-705 7813. (3081

DAIMLER SP250 Dart. Resprayed Ermine white, most parts reconditioned or renewed, H/S tops. Carello headlamps. MoT to May 1974. Beautiful example of rare appreciating model. Offers around £650. Tel.: Ian, Cleckheaton (09762) 2700. (3015

TR3A FOR REBUILD or spares. Rebuild started – no time. Glass panels. Chassis solid. Tel.: Warwick 43079 evenings. (3108

BENTLEY 4¼ LITRE, 1938, saloon bodywork by Parkward blue with brown interior. MoT. £1,250 Tel.: 660 1250. (Surrey). (3109

1957 FORD Zodiac guaranteed as near brand new as doesn't matter. No rust anywhere. 28,000 miles only. Engine treated with Wynns since new. NFRZ registration. £280. Fernhill Cottage, Park Lane, Preesall or Tel.: Blackpool 63026 before 5.30 p.m. (3110

MG YB SPORTS saloon 1953. Specimen small mileage car. £450 o.n.o. McEwen, Ashford, Bakewell, Derbys. Tel.: Bakewell 2747. (3083

HOLBAY-RAPIER H120. 'G' registered low mileage, overdrive, white/black immaculate £700. Tel.: evenings Derby 841439. (3178

JAGUAR 420. 1968. Manual with O/D. Immaculate in willow green with matching interior. PAS. HRW. Radio. Recent £250 overhaul of suspension and brakes. Fitted speed hold for easy high speed cruising. Maintained regardless of expense by JDC and IAM member. Must sell owing to arrival of *company car. Finance up to 100% if required!* Two dealers have offered £700. I want £795. Tel.: Warborough (Oxon) 423. (3179

AUT—UNION Sports car 1955, dark blue, recently overhauled, 896 c.c. engine. New battery, tyres, brakes relined. Offers please. This car has done over 105 m.p.h. Ring 021-777 6467. (3204

1969 V8 ROVER, Oct tax & MoT 33,000 miles, mechanically faultless, bodywork good, includes radio & tape player & tapes worth £150, also head rests. £900 or £300 deposit & take over terms. Tel., Brighton 680405 after 7 p.m. (3205

MERCEDES 190SL Roadster/hard top. One year's MoT. *Quartz-Halogen headlamps. Reluctant sale.* £950 o.n.o. Tel.: Jones, Winsford 2797 (Cheshire) after 9 p.m. (3206

AUSTIN CHUMMY 1930 long scuttle tourer – complete rebuild – new hood/tyres. Excellent condition throughout. Tel.: 01-954 0430. £500 o.n.o. (3207

3000E CAPRI 72K very fast every extra, 25+ m.p.g. & only £1,299. Marriage forces sale. Finance for householders. P/Ex considered. Tel.: Nottm 49843 9-5 p.m. (3209

BOSCH MOTOR HORN, 12v. Excellent condition suit vintage car. Offers. Bassingham 405. (3180

NEW & PART-WORN Tyres: 700/21, 700/17, 600/19, 550/17, 450/17, 500/16, 575/16, 600/18, 600/20, Motor cycle: 300/20, 26/300, 300/21, 325/19, 300/19, 275/18, 225/18, 325/20, 275/21. Particulars from: R Jolly, "Croftlands," Rake Lane, Ulverston, Lancs. (3082

MORGAN SPARES for 1946 4/4 standard engine. *Instruments. Headlamps. Weekends only.* Tel.: York 795949. (3028

AUSTIN SEVEN saloon 1930 (short wheelbase), recently professionally upholstered, trimmed and painted. Concours condition. Offers in £550 region. Taxed, MoT. Box no. 4088. (3212

LAGONDA 4½ LITRE M45 back axle wanted 3.3 – 3.5 or 3.66 ratio – would swap for 4.1 ratio – good condition, or 4 wheels and tyres for above. Shelley, 358 Birmingham Rd., Walsall. Tel.: 28553. (3123

FIAT GAMINE by Vignale 1971, 15,000 miles, ZX's Portobello Yellow. £485 or exchange for Fiat 500 or 4 seater convertible. Tel.: 074-488 3063 (Lancs). (3214

MGA 1600 1960. All steel body, widened steel wings. New clutch and gearbox; engine rebuilt. £400 o.n.o., also four 14 x 7 Minilites plus tyres; suit MGB. £85 o.n.o. Tel.: Accrington 35486 (Lancs). (3215

MG ZB MAGNETTE. Varitone, 1958, 1622 c.c. engine. Undersealed, new sills fitted 1969, 4 good ZX's. New battery. Reliable car in very good condition. Taxed Dec. MoT Jan. 74. £265 o.n.o. or exchange MGA, rough MGB, Spridget, Austin 7, W.H.Y. Irish. Tel.: Fairford (Glos) 762. (3216

RILEY 1½ LITRE 1954. Excellent mechanical order. Coachwork and interior much above average. Many *new parts including rebuilt engine. Taxed and long* MoT. Real bargain at around £250. Tel.: Purton (near M4) 770-785. (3231

YUS 5 registration on delicious Daimler SP250. £700 spent in past year. Surely one of the nicest available offers. View London area. All letters answered. Box no. 4089. (3232

E93A FORD Popular 1955. Body good condition, original Winchester blue, overhauled brakes. Steering (new parts fitted), new roof centre, head lining, floor boards, tidy upholstery, engine, gearbox, back-axle, good condition. Rebuilt radiator, 1 new tyre, 4 good ones, chassis sound, spares. Offers. 20, *Battery Hill, Stanmore,* Winchester, Hants. SO22. (3234

ALVIS TA21 3-litre Tickford 1953 drop head coupe. Blue, nice looking car. £250 or near offer. Tel.: Christchurch 2714. (3469

HEALEY 3000 1967 under 30,000 miles. BRG. £1,275. Phillips, 31 Longfield Avenue, Longfield. Tel.: Longfield 3134, Kent. (3303

JAGUAR XK 150, drop head coupe, 1958. SNV 150, white, very sound, engine completely rebuilt, brakes reconditioned, new batteries. £975. Tel.: Ticehurst 454, (Sussex). (3304

BIRD CAGE Maserati 4CLI Maserati (ex. baird). *These cars will be available for viewing in near future* on completion of reconditioning. Offers invited. Box no. 4089. (3308

FOR SALE—continued

SOMETHING DIFFERENT rare Warwick GT 2+2, 1962 (last year of manf.). All glass fibre, TR3A engine, space frame chassis, de dion axle, o/drive 2nd, 3rd, and 4th, discs, adjustable s/wheel, new exhaust, battery, pads. Drive shafts and suspension rebuild. MoT Feb. 74. £400 o.n.o. Tel.: Oxford 42001 (evenings). (3305

ROLLS PHANTOM 1 chassis 1927. Iron head. Good running order. £1,995. Box No. 4090. (3309

ALFA GIULIETTA l.h.d. H regd. Engine a bit dodgy but bodywork a real eye-catcher – 108 Westover Road, Westbury on Trym, Bristol. Tel.: *623598.* (3310

AUSTIN HEALEY 3000 Mk3. 1965. O/d, wires, new hood, red/red trim goes well must sell. Offers over £750. Tel.: Milborne, St Andrew 363, after 7.00pm. (3311

MGA twin cam, 1960, c/ratio g/box. Last factory exchange TC engine, fitted with high compression pistons. Good tyres. Owner been abroad for 3 years; needs attention. £150. Tel.: Borough Green 2342. (3311

MORGAN 4/4, Series 4, 1962. Fitted with 1500 Ford engine. Weber carb., maintained by enthusiast to a high order and in exceptional condition: air horns; *dark green*; spot fog and reversing. Full and half tonneau; heater. Reluctantly pregnant wife not included. £700 o.n.o. Tel.: Poole 71826. (2078

HEALEY 3000 BT7. New r/springs, brakes, f/tyres, exhaust, h/s tops, wide wheels, overdrive. MoT expired. Rusted f/wings and sills. Hence £340. Tel.: Yeovil 4282. (3312

PORSCHE 356B, rare fixed hardtop, US model l.h.d. Owned by Porsche works undergrad. engineer since 1969 and extensively reconditioned. 912 engine, disc brakes, 5½J 911 wheels, tyres, Blaupunkt AM/FM, new paintwork, carpeting. Numerous extras and spares. Photos and details available. Offers please around £600. Wheeler, 12 Marchfield Road, Dundee. Tel.: 66124. (3313

ALFA ROMEO, 1750 coupe, GTV, 1968/69 model. Racing green, sunshine roof. Owner must sell as going abroad. £1,075 o.n.o. Tel.: Mr Tim Musket: Moore 551 (Cheshire). (3314

MARCOS 1600 GT, 1969, 34,000 miles, radio, *cassette, new engine 2,000 miles ago, beautiful condition.* £975. Tel.: 051-652 0802 evenings. (3315

ALVIS 1930, TJ 12/50, four seat tourer. Offers over £950. Tel.: Fareham 84140. (3316

VOLVO 1800S, 1967 coupe in excellent condition, 49,000 miles. New radio; many extras; turquoise, with black interior. £870. Tel.: Bourne End 21640. (3317

ALFA GIULIA SS, one of the rare r.h. drive versions made. In excellent condition with only 35,000 miles on the clock. '66, Alfa red, 1600 c.c. with 5-speed box. 125 m.p.h. in top and 100 m.p.h. in 4th. This car is already becoming a collectors piece. £950 o.n.o. Write: K.M.Butler, 3 Old Cottages, Cowdale, Nr. Buxton, Derbyshire. (3320

MG TD 11, 1953. Complete body renovation. New hood, screens, rear wheel cover, interior panels. Many new chrome and rubber fittings, five good tyres, wood-rim, luggage rack, tonneau and many extras. Bills and log kept for last 5 years. Beautiful investment at £860. Tel.: Upper Warlingham 4753 (Surrey) (evenings). (2810

TR6 1969. Damson, overdrive, radio, new shocks: Pads, fuel pump. Very nice condition. £845. Todd, 9 Belvedere View, Galston, Ayrshire, Scotland. Tel.: Galston 820127. (2069

LOTUS SEVEN J reg. SIII Holbay 120 b.h.p. IRS CR Box. New Goodyear radials. Chrome wishbones full width roll bar. Full weather equipment. Green/white. 8,000 miles. Cash needs forces reluctant sale of superb car. £870 o.n.o. Tel.: Cardiff 758381. (3399

HEALEY 100/6. 1200 miles only, on fully rebuilt, *balanced and mildly tuned 3000 engine. New clutch,* exhaust, kingpins, disc pads, hardtop, MoT. Recent gear box, suspension, hood and tonneau, roll bar, f/harness, QI, h/lights. Partly retrimmed, body good, some new chrome, inc. luggage rack. £550 but must sell. Tel.: 01-584 6106 (office), 01-370 5115 (home) (Alan). (3400

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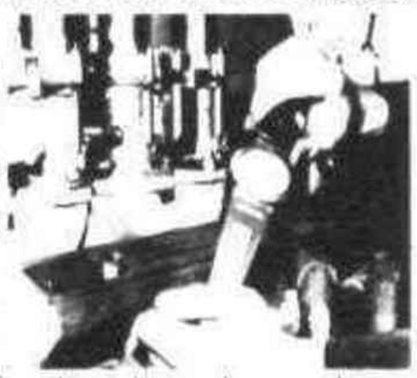
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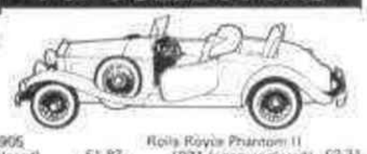
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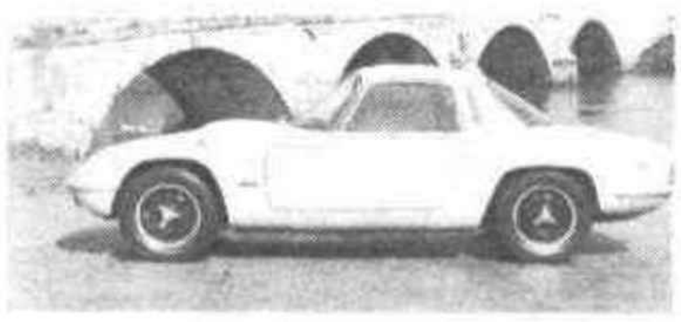
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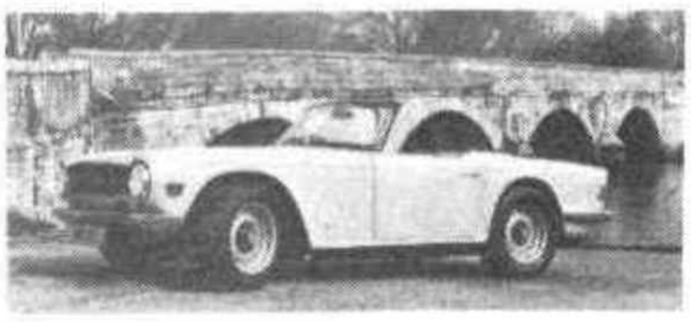
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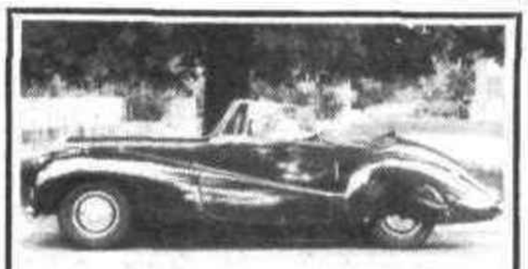
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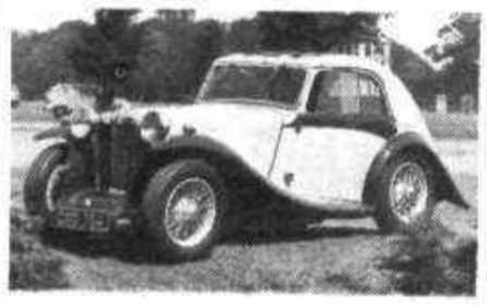
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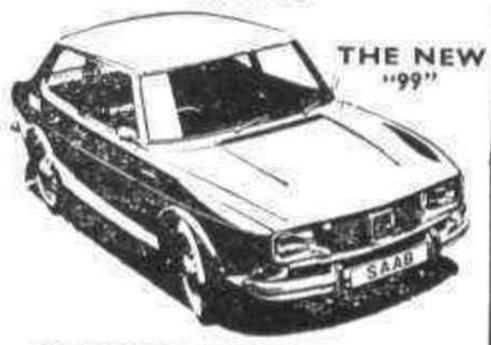
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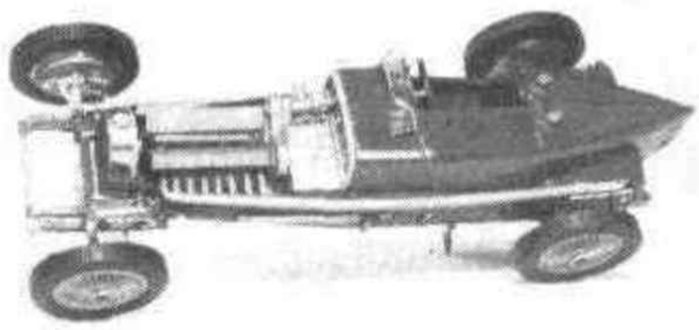
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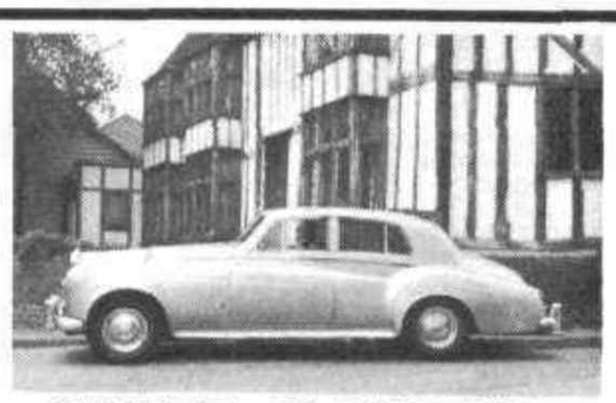


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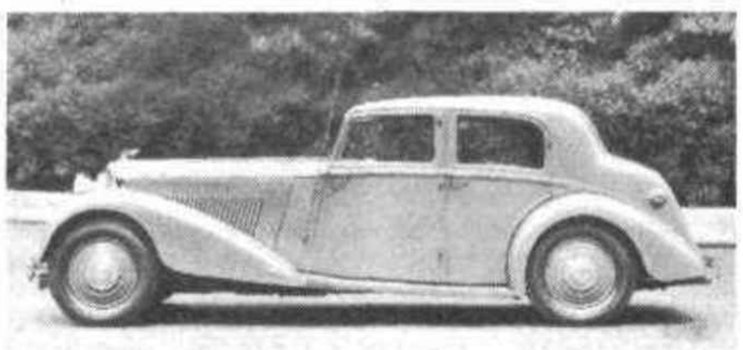
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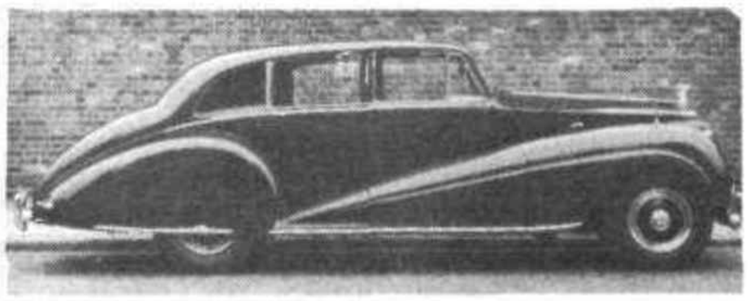
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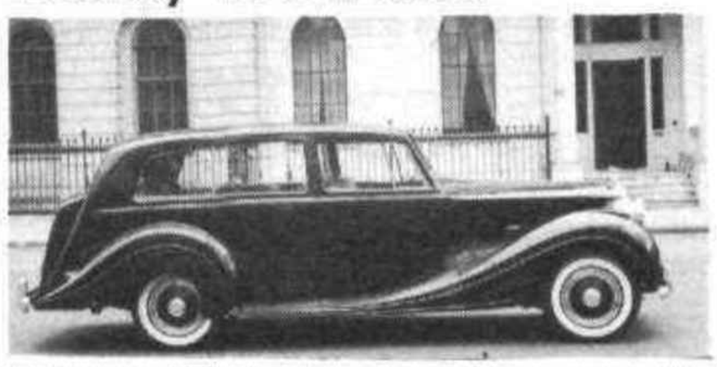
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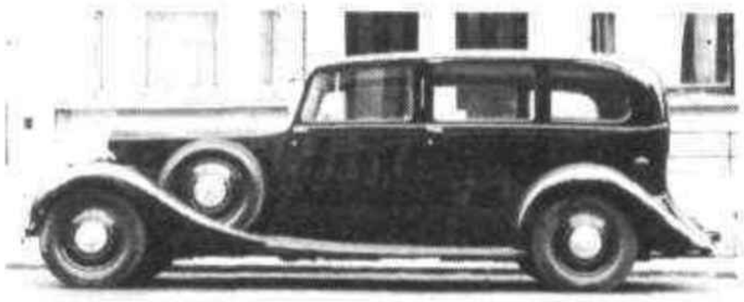
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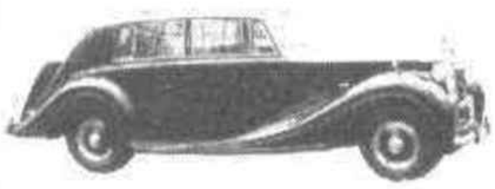
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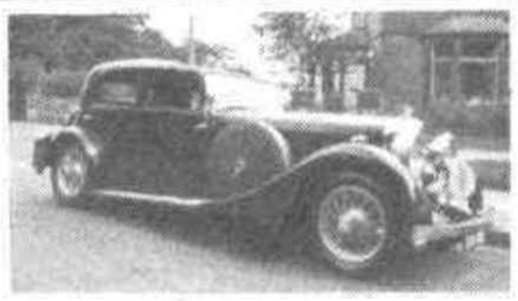
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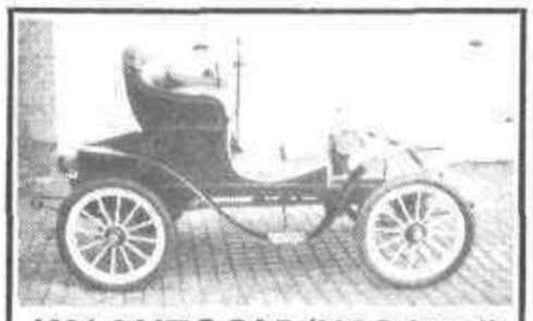
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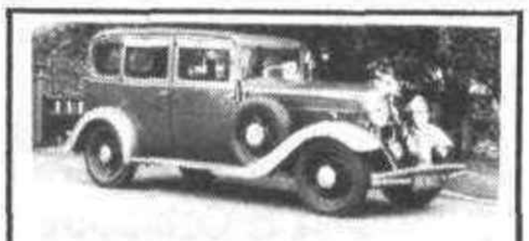
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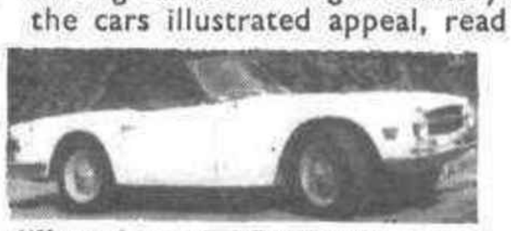
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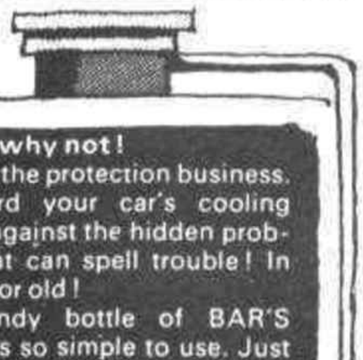
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FOR SALE—continued

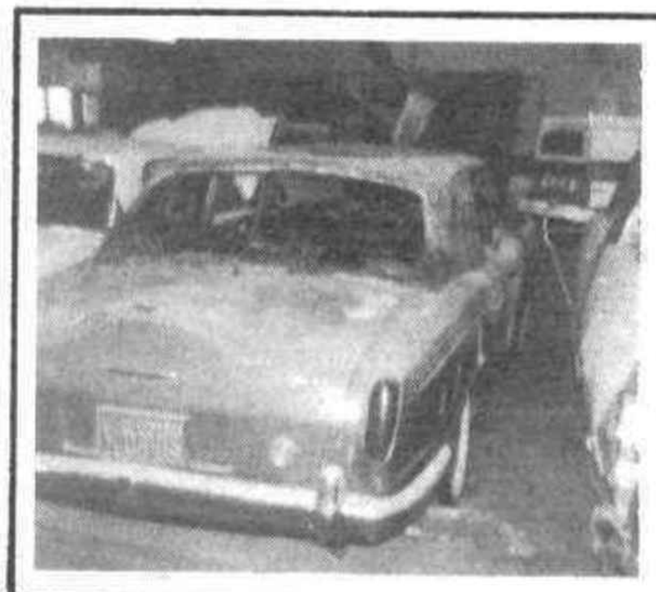
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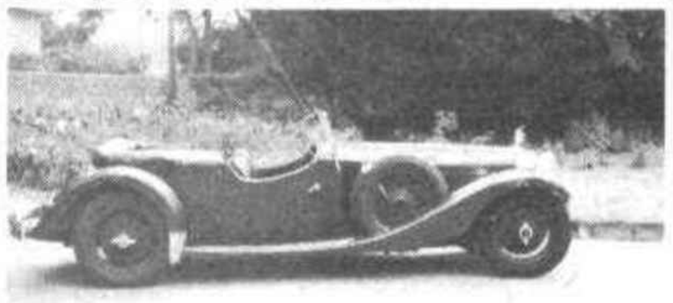


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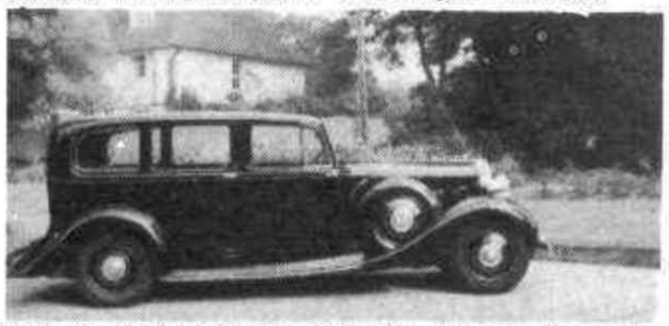
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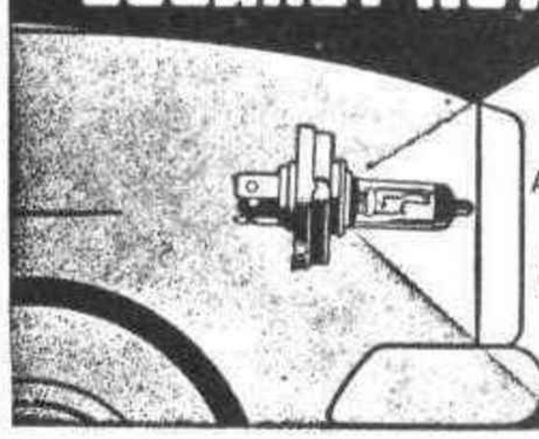
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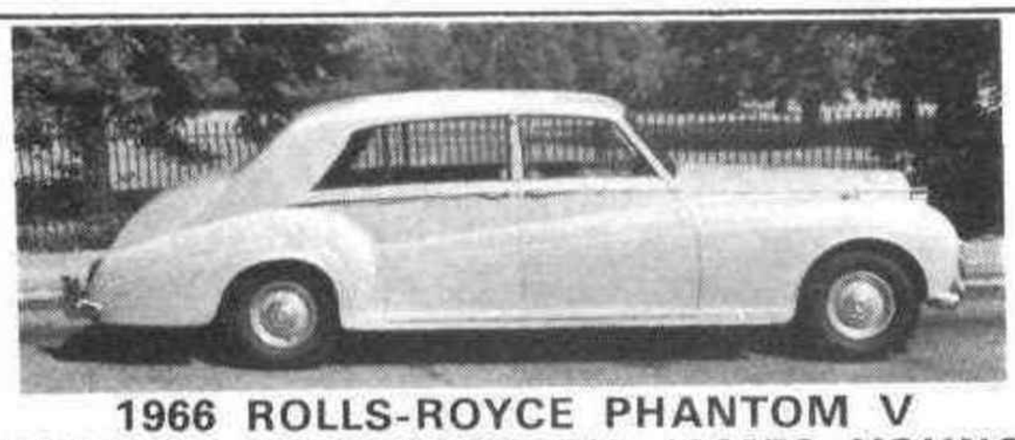
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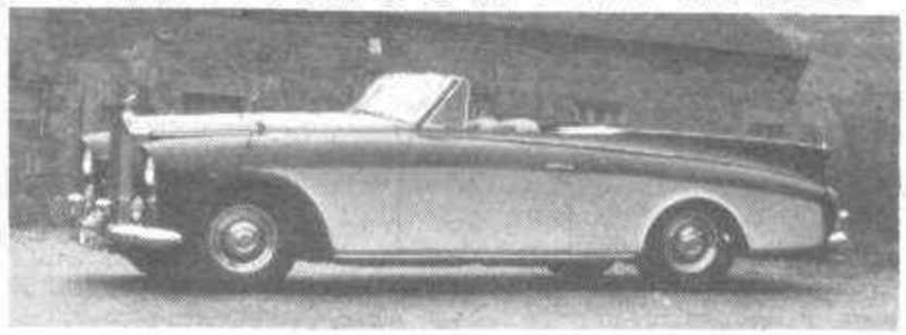
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MERCEDES BENZ 190 SL in perfect mechanical condition, less than 40,000 miles, show me a better chassis. Body has been completely prepared for respray and has no rot anywhere. One previous owner. Hard top. Forced sale, above info not exaggeration. Tel.: Bacon 476 8766 work (E18). (3732

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1933 ALFA ROMEO 8C 2600 with superb new Monza body work and petrol tank. Car complete, but partially dismantled. For sale, or part exchange for other vintage or PVT cars considered. G. W. Woodhead, 62 New Road, Bromham, Nr. Chippenham, Wilts. (3734

LOTUS PLUS 2S June 1970. In immaculate condition throughout with unmarked white bodywork and very clean interior. Recent house purchase forces me to sell this car which really is outstanding. Price £1,525. For details Tel.: M. Wall at Hemel Hempstead 4366 evenings weekends, or at work on St. Albans 61451 Ext. 53. (3735

TOJEIRO CGF 449 Would the present owner please contact me as I would like to own her once again, also TOJEIRO LOY 1 or ROY 1. W. A. Monk, Holmer Green 2214. (3736

LAGONDA 1932 2 litre, low chassis supercharged speed model, four seater Tourer. Body rebuilt, new timber, new fabric, resprayed. New hood, hoodbag, tonneau, trim, carpets, seats reupholstered, lamps, knock ons etc. rechromed. Wheels rebuilt, new tyres. £2,500 including spares. Box No. 4099. (3737

3 LITRE CAPRI MAY 1971 Excellent condition with Lumia 140 engine conversion with suspension modifications to suit. Extras include 7 Minilites. Never used competitively and only as second car. Price £925. M. T. Marsden, Bullhouse Lodge, Penistone, Nr. Sheffield. (3738

FOR SALE—continued

ALVIS 1931 12/60 Beetleback, complete rebuild from bare chassis. Engine rebuilt, mains, big ends, pistons etc. Wheels rebuilt, new tyres, new hood, rewired, coachwork rebuilt and resprayed. £1,750. Box No. 4099. (3737

DAIMLER SP250 1962, in superb original condition. Recent extensive transmission overhaul, new tyres, hard top, re-covered soft top. £1,000. Tel.: Aylesbury (0296) 84971. (3740

JAGUAR XK150 3.4 S roadster. (Rare 2-seater body). Overdrive. Extensive 1972 rebuild including new rear wings. Re-cellulosed opalescent blue. Immaculate chrome. Within last 2 years new discs, hubs, tyres, silencers, rear springs, batteries, steering/brakes overhauled. Engine in excellent condition giving faultless 130 m.p.h. performance. New carpets just fitted. Wire wheels completely rebuilt and stove enamelled. Fitted oil temperature gauge, electric aerial, radio, sealed cooling system. New MoT. One owner last 8 years. Four figure offers invited. Tel.: 021-353 9358 (evenings). (3703

LOTUS ELAN S3 S.E. DHC. Impending work in America forces sale of probably finest S3 around. Metalflake blue, including special coachline. Over £700 of extras including minilites, tinted windscreen, electric aerial, radiomobile, transistor ignition, 8 track 4 speaker stereo. Halogen headlights. 140 b.h.p. 0-60, 5.6, 135 m.p.h. Perfectly tractable in traffic. Complete new suspension front and rear, engine just overhauled, head sent to BRM, warranty available. £950 ono. H.P. possible. Tel.: Dave Wentworth (Surrey) 3359. After 6pm. (3744

GILBERN INVADER Mk II 1971. Dark brown, sun roof, o/d, electric aerial, e/windows, stereo radio, 22,500 miles, immaculate condition. £1,425 ono. Tel.: Canvey Island 61528. (3745

ALVIS TD 21 saloon, 1961, wire wheels, overdrive, radio, valued at £800. Offers around £750 invited. Tel.: Hythe Hampshire 3953, Evenings. (3746

1968 E TYPE JAG FHC. Dark blue, 45,000 miles, Sun roof, radio, wire wheels, good tyres, h.r.w., tinted glass, underseal, no rust, tax, MoT, £1,300. Tel.: Burghclere 487, Evenings. (3739

LANCIA LAMBDA Spares. Engine, gear box, rear axle, Front suspension, electrics, steering gear etc. Prices on request. Box 4100. (3749

ALFA ROMEO 1750, December 1970, Immaculate. Mechanically excellent. Radio. £1,195. Tel.: Worthing 34371. (3750

RAILTON 1937 8 Cylinder Cobham Saloon. Extensively renovated. New MoT. Tax. Offers over £600. Tel.: Bristol 696975. (3751

TVR Grantura Mk 2/3. Exceptional condition inside and out as admitted by TVR themselves. Tinted rear window, radio etc. New Pirelli tyres all round. A more than reluctant sale. £475 or exchange for equally good MGB GT. Tel.: Bham 359 1688, Mr. Barlow. (33815

FACEL VEGA HK-500, automatic, excellent condition. £1,350. H.G. Rohé, Pl Muidergracht 151, Amsterdam-Holland. (3772

1929 AUSTIN Heavy 12/4. Solid reliable, vintage motoring. £700. Tel.: 01-979 1290. (3773

1934 RILEY 9 Lynx Tourer. Taxed, MoT. £750. Tel.: 01-979 1290. (3773

1954 SUNBEAM Talbot Mark III. Good tyres, engine, new battery, brake linings, just MoT'ed, taxed. V. Reliable body defects. Hence £70. Tel.: Mold 4376. (3774

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LOTUS +2S 130/5 in black and gold with gold coachline, champagne interior, tinted glass, HRW, radio, alloy wheels.
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SHELBY GT 500 COBRA JET MUSTANG, Colorado orange, Hurst shift, alloy/chrome wheels, 7-litre engine. A true blood and thunder machine. **£2,095**



JENSEN INTERCEPTOR MkIII 1971 'K' REG. Mag. Wheels, Lear jet Radio/Stereo. Aquamarine with tan trim. **£5,450**



BMW 2800 C.S. COUPE MANUAL GEARBOX Power Steering, Radio/Stereo. Silver Grey with navy trim. **£2,695**

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LOTUS +2S 130/5 Tan with oatmeal trim. Extras include Mag. Wheels, Radio, HRW Tinted Glass. 5,000 miles from new. Managing Director's car **£2,795**
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ALFA ROMEO 2000 GTV. In Monza Red with grey cloth, Tinted Glass, Radio, HRW 1973 'L' Reg. 6,000 miles. **£2,595**
MERCEDES 250 SL ROADSTER 1967 Automatic and Power. Hard and Soft Tops. Powder Blue with dark blue trim. **£2,395**
LOTUS +2S 1971 'K' REG. White with black trim. Fitted Radio. **£1,795**
BMW 2002 COUPE 1972. Metallic Green with tan trim. 21,000 recorded miles. HRW. PB Radio. **£1,765**
ALFA ROMEO GTV 1971 1750 Forest Green with tan trim. One owner. 36,000 recorded miles. In excellent condition. **£1,695**
FIAT FARGO MOTOR CARAVAN OCT. 71 'K' REG 3 + 1 Bertn. Elevating roof, etc. White. **£1,065**
FIAT 128 RALLYE SALOON 1972. White with black trim. One owner **£995**
LOTUS ELAN SIII FH COUPE S/E REG. 1969 Red with black trim, radio. **£945**

TRIUMPH TR6 ROADSTER 1969 White with black trim, fitted overdrive. **£945**
ALFA ROMEO 1300 GT JUNIOR REG. 1968 White with contrasting trim. **£875**
LOTUS ELAN 1967. Finished in blue with black trim. **£795**
JAGUAR E TYPE DHC 1966 Finished in blue with black interior. Fitted chrome wire wheels, radio etc. **£745**
MGC ROADSTER 1968. Carmen red with black trim. Wire wheels. **£745**
GTM COX 1970 'J' REG. COOPER ENGINE Mag. wheels, multi coloured paintwork. **£645**
TRIUMPH HERALD 13/60 CONVERTIBLE 1968 Dark blue with blue trim. **£475**
ASTON MARTIN DB6 AUTOMATIC 1966 Finished in Midnight Blue with tan trim. Fitted Sundym Glass, Radio, Electric Windows, Chrome Wire Wheels, etc. **£1,595**
RELIANT SCIMITAR GTE 1969 Finished in Everest white with black trim. Fitted Overdrive, Radio, etc. **£1,495**
LANCIA 1.3 ZAGATO 1971 'K' REG. Red with black trim, 5 Speed Gearbox, Radio, 13,500 recorded miles. Excellent value. **£1,495**
TRIUMPH TR6 ROADSTER 1972. Finished in Sienna with tan trim. One owner, 9,500 miles. Superb throughout. **£1,425**
B.M.W. 2002 COUPE Finished in Burgundy with contrasting trim. Reg. 1971. Fitted radio, special wide wheels and Bilstein shock absorbers. **£1,365**
MGB GT. 1972 'L' REG. Harvest Gold with navy cloth trim. 9,000 recorded miles, Sundym Windows, HRW, Auto seat belts, Stereo tape player. **£1,365**
ALFA ROMEO 1750 GTV. Finished in Yellow ochre with black trim. Fitted P.B. Radiomobile, HRW, etc **£1,345**
TRIUMPH TR6 1971 HARD TOP COUPE Damson with tan trim. An extremely clean and well cared for motor car. **£1,295**
LOTUS SEVEN 1972 'L' REG. MkIV BIG VALVE ENGINE Finished in red with black trim. Extras include radio with electric aerial **£1,295**
B.M.W. 1600 COUPE 1971 Maroon with black trim. Fitted push button radio. **£1,275**

LOTUS ELAN S4 S/E CONVERTIBLE 1970 'J' REG. Bahama yellow with black trim. 34,000 recorded miles, radio etc. **£1,195**
MGB ROADSTER 1972 Bronze yellow with black trim. Extras include overdrive. **£1,195**
ASTON MARTIN B.D.S. V.8 MANUAL 1972 'L' REG. Carnish Gold with black trim 12,500 miles. Air conditioning, Radio/Stereo. A superb car in every respect. **£6,495**



RELIANT SCIMITAR SOUTH LONDON MAIN AGENTS WE OFFER EARLIEST POSSIBLE DELIVERY OF THE FABULOUS GTE FITTED WITH MANUAL, OVERDRIVE OR AUTOMATIC. DEMONSTRATION CAR AVAILABLE BY APPOINTMENT AT ALL TIMES FOR TRIAL INSPECTION. DETAILS AND BROCHURES SENT ON REQUEST



GINETTA G15 1973 Silver with black trim. Nominal mileage. Substantial saving on new price. **£1,145**



MGA 1500 FH COUPE 1959 Wire wheels, push button radio, an extremely original car finished in Old English white with red leather trim. **£475**



LOTUS EUROPA TWIN CAM NOV. 71 'K' REG. Red with black trim. Woolferace Mag. Wheels. 11,500 recorded miles. **£1,663**

FOR SALE—continued

1930 STANDARD-TEIGNMOUTH, rare 6 light coachbuilt saloon. No expense spared on a complete professional restoration to immaculate condition. Photographs and details available to serious inquirers. Offers over £850. Tel.: Tottington (Lancs) 2052. (3776

TRIUMPH 2500PI saloon 1970. White, automatic, radiomobile, h.r.w., new tyres, exhaust, service history available. £975. Consider P/ex. H120 or smaller potent vehicle. Tel.: Doncaster 840593. (3778

1939 MORRIS 8 Series E 4-seater tourer. Opportunity to purchase excellent example of this rare pre-war model. Two owners only from new. Sensible offers invited. Tel.: Sheffield 730631 or write, Lane, 74 Gell St., Sheffield 3. (3779

ALFA ROMEO GTV 1600cc. 1967. MoT, tax. Green with tan interior. Original Alfa 6 x 14 Magnesium wheels. Very good condition. £665 ono. Tel.: 061-962 5721. (3780

V6 CORTINA GXL 1972, specification includes GT gearbox H/D suspension, special wheels, full GT interior. Main dealer conversion. Cost today £2,400. Only 8,000 miles, condition as new. £1,495. Also MGB automatic roadster 1972 model. Glacier white, sundym, immaculate. £1,145 part exchange, fuller details. Tel.: Danbury 4313 (Essex). (3781

SPRITE Mk III 1965. Taxed, tested, good condition. £245 ono. NV4 Scintilla Vertex little used, offers. Tel.: Rotherham 872154. (3782

1965 MUSTANG V8 Auto PAS power brakes, radio, electric aerial, radials, white/black interior, MoT, respray. £950 ono. Tel.: Wokingham 782430. (3783

MG VA TOURER 1939. This rare four seater MG Tourer has been rebuilt, but after one years continuous use, requires superficial work to the body. The car comes with spare engine, gearbox, differential, and other spares. £975. Tel.: Hallbankgate 405. (3785

ALFA ROMEO 1750 Spider Veloce 1970. White, immaculate. Owner/enthusiast maintained. £1,350. H.P. possible. Tel.: (Day) Farnborough (Hants) 41756. (Evening) Bordon 2417. (3786

SCIMITAR GTE 1972. Highland purple. Black trim, overdrive, h.r.w. cassette, radio. 1 owner, low mileage, finance arranged. £2,150. Tel.: 021-458 3074. (3787

ROLLS-ROYCE Silver Cloud 1 (Converted Bentley). Offers please, consider exchange S1 Bentley and *cash. Tel.: Bloxwich (Staffs) 77476 anytime. (3788*

ASTON MARTIN DB 2/4 Mk 1. Recently fitted 3.4 Jag engine to give extra performance without expensive Aston rebuilds. Excellent condition. Long MoT, taxed. First £500. Coates. Tel.: Middlesbrough 45411, Ext. 310 office hours. (3789

LOTUS ELITE, SI 1959. Extensive mechanical rebuild just completed. Rear early model with single carb. & MG gearbox. £600. Tel.: Kirkburton 2817 (Huddersfield). (3791

LANCIA FULVIA Rallye coupe 1.3 1967, white in beautiful condition, £600 ono. Tel.: High Wycombe (0494) 21301 (day), Gerrards Cross 82558 (Eve) or write Walker, 33 Kingsway GX. (3792

BENTLEY S1 late 1958. Coachbuilt aluminium body by James Young. Regal red saloon. Automatic transmission, power assisted steering and brakes, radio plus many extras. Taxed and MoT. In very good condition, but requires a little work, hence the bargain price of £2,500. Tel.: 01-546 2671. (3793

1903 DARRAQ 8 H.P. 4 str. 10 Brightons. Very original condition. Montgomery. Tel.: Belfast 73121. (3794

UNIQUE OPPORTUNITY to purchase one 'Nova' car kit on chassis with fuel injected 1600cc motor. Needs finishing. Reason for sale genuine. No reasonable offer refused but no time wasters. Tel.: Doddington 652 to view. (3795

1969 JENSEN Interceptor. Dark blue, red interior. Immaculate condition. Electric aerial and windows. Radio/Cassette. 25,670 miles. Reg. Number POP 7G. Price £3,400. Tel.: Stony Stratford (Bucks) 3158. (3796

ALFA ROMEO 1966 Giulia GTC convertible. Mechanically rebuilt to near perfect. Rare and beautiful car. £1,200. Tel.: Harlow (02796) 29454. (3797

TR6 1971 August but 'L' reg. 20,000 miles only. Red, black soft top, overdrive, radio, HR SP tyres. Tel.: Wokingham (0734) 781643. (3798

HEALEY 3000 Mk I, wire wheels, o/d. MoT August '74. Nice condition (recent respray). £375 ono. Tel.: Macclesfield 21727. (3799

1931 Open four seater tourer Alvis TJ. 12/50 model, desirable sports car, unspoilt. PVT. Taxed/tested. £1,250 ovno. Box No. 4101. (3801

1933 AUSTIN SEVEN, chassis engine and wheels only, but completely rebuilt. Needs a body to complete quantity of spares. 125, Great Tong, Headcorn, Kent. Tel.: Headcorn 211. (3802

BMW 2002 May 1973. White/blue cloth, 6,000 miles, taxed h.r.w etc. Superb. Business forces sale. Beat price increase £2,150. Tel.: Crawley (Sussex) 31317. (3804

TR3A 1960. Signal red. Hard/soft tops, tonneau, radio, overdrive (needs attention), other extras. MoT May '74. Some spares. £250 ono. Tel.: York 32127. (3806

ASTON MARTIN 1966 Low mileage, maintained by Aston dealer, all bills available. Good condition. Tel.: Esher 63880. (3803

TVR 1600M Reg Dec '72. White h.r.w. sun roof, alloy wheels, reclining passenger seat with headrest, screened for radio, 3,900 miles only. Excellent condition. Increase in family forces sale. Offers over £1,500. Tel.: Chapel-en-le-Frith (Derbyshire) 3257. (3808

BMW 2002 white, sunroof, radio and many minor extras. G registration (April 1968) 50,000. £925 ono. Larkam, Priorsfield, Beoley, Nr. Redditch, Worcestershire. Tel.: Redditch 62126. (3810

AC 428 Convertible. December 1968. Metallic silver. Low mileage, radio, stereo. Any trial. £2,950. Northleach (Glos) 306 (days) 308 (evenings). (3811

PORSCHE 912 1967 White, black interior. 5-speed box, radio. £1,395. Tel.: Bishops Cleeve (Glos) 3773 evenings/weekends. (3811

FIAT DINO Spyder convertible. 1969. Finished in deep maroon with white trim. Absolutely immaculate condition, both bodily and mechanically. Recently fitted new engine and gearbox. A superb car in every way. Must be an appreciating asset at £1,795. Tel.: 01-398 6606 now for more details. (3812

NODDY CAR One of the few in Britain. 'G' registration. Fiat 500 Gamine French blue. 25,000 miles. Hood, sidescreens, tonneau cover. Offers to Balhomie, Cargill, Nr. Perth, Scotland. Tel.: Meikleour 200. (3813

FOR SALE—continued

ASTON MARTIN DB6 Mkll Vantage 1970 Silver Sundym, radio/stereo, beautiful car, private reluctant sale but P/Ex possible £2,950. Tel.: Milford on Sea 3364/3770. (3814

FROG-EYE SPRITE, 1961. Really excellent condition throughout. Radio, heater, good hood, and tonneau, sliding screens, luggage carrier, radial tyres. £300. Tel.: East Stoke (Notts.) 455. (3932

LANCIA DROPHEAD coupé, 1962. RHD. *Concours* condition throughout, 40,000 miles since new. 100 m.p.h. Detachable hard-top. £1,500 o.n.o. Tel.: Hemel Hempstead 832087. (3816

LOTUS SUPER 7, Mk. IV, 1971, red. Engine rebuilt 16 GT, 1,000 miles only. Taxed. Radiomobile push-button radio. £900 only. Box 4118. (3817

AUSTIN-HEALEY 100/4, v.g.c., virtually *concours*. Undersealed, overdrive, wires, ZXs. Superb performance. Fresh MoT. Investment, £525 o.n.o. Tel.: Reading 694416 (evenings). (3818

MORRIS 8 Series E, 1938. For spares or restoration. £35. Tel.: Twinstead (Essex) 503. (3653

JENSEN CV8, Mk. III, Nov. 1965. Immaculate exterior and interior. Perfect mechanics. Metallic blue, black hide. 38,000 miles. £1,300. Tel.: 01-360 3355 (London). (3655

MG-B GT, "F" regd. Immaculate example. Dark grey, red interior. Overdrive, radio, wire wheels. £700 o.n.o. Tel.: Coleford (Gloucestershire) 2143. (3885

FIAT 124 SPORT coupé, 1968. Navy. Sunshine roof, Motorola radio with twin speakers. Body and paint work excellent. Any reasonable trial agreed to. £700. Knowles, Chapel House, Rivington, nr Bolton. Tel.: Halifax 63521 (day) or Bolton 68919 (evenings). (3886

FAIRTHORPE ELECTRON Minor (modified). Very low-mileage Triumph engine and gearbox. Fibreglass body (no rust) requires painting, few small jobs still to finish, but has new clutch, braking system, exhaust, tyres. Sale by order of the wife. Tel.: Bradford (Yorkshire) 665221, ext. 546 (day), 614568 (evenings). (3882

FORD ESCORT 1600 GT. Immaculate condition. Engine 8,000 only. New Weber, oil-cooler, servo. Fast sports saloon. £700, or swap for same condition 1300 Escort estate. Tel.: 01-500 0455. (3888

BUGATTI TYPE 40 2-seater sports, Carrosserie "Imperia". Full pressure crank with high-pressure oil pump conversion. The engine was completely rebuilt 6,000 miles ago. Offers around £5,000. H. H. Posner, Tel.: Oxford 59677 (home), or during office hours Oxford 42137 or 45788. (3889

1972 MODEL AUDI 100LS. Metallic blue. 26,000 miles. Superb. £1,250, or exchange for something automatic. Tel.: High Wycombe 32067 (after the 9th). (3890

BRISTOL 405. Excellent condition, 56,000 miles only. Recent full service. Low registration number. £1,250 o.n.o. Tel.: Coventry 62809. (3891

LANCIA FULVIA coupé Rallye 1.3S, 1970, "K" registration. White, black trim; seat covers. One owner. Excellent condition. £1,075. Tel.: Cheltenham 29979. (3892

HISTORIC SPORTS CAR. Team Lotus lightweight Elan. Raced by Jim Clark and Pete Arundell in 1964. The only Elan accepted by HSCC. Fantastic specification, for sale with all spares and written history. *Circa* £2,000. Tel.: Dursley 3243 for further details. (3893

MG-B, 1966. W/wheels, radio, tonneau. New shock-absorbers. £495. Booth, 14 Burford Ave., Salisbury. Tel.: 28305. (3894

MG-B, 1967. OE white, w/wheels, tonneau, radio. Many new parts. Only used as second car. Tucker, Tel.: Bournemouth (0202) 45901. (3894

E-TYPE 2+2, Mk. II, 1969. Carmen red, black interior. Really exceptional condition. £1,395. Tel.: Colnbrook 2891 (STD 964). (3895

SUNBEAM-TALBOT Mk. II 90, 1952. Gunmetal grey. One owner, 65,000 mileage. Fully insured. Good running order. Offers over £250. Surrey Area. Box 4119. (3896

1935 AC SPORTS. Running chassis completely rebuilt, ready for coachwork. £450. 1950 Healey Silverstone, ex-Edgar Wadsworth, bob-tailed, 28,000 miles, spares. £1,250. 87 Broughton Lane, Wistaston, Crewe. Tel.: 68623. (3897

IMMACULATE SPITFIRE IV in signal red and black, soft/hard-tops. 19,000 careful miles by one owner/driver, elderly enthusiast. Never exceeded 3,500 r.p.m. 55 lb. oil pressure hot. Over £200 extras including overdrive, twin halogens, radio, outside mirror, oil gauge, ammeter, cigar-lighter, rubber mats, boot and map lights, chrome tailpipe. Cost over £1,250. August 1971 "K" regn. New tyres. Unique condition, therefore high price, £875. No offers, no dealers. Tel.: 0303/69348 (after 6 p.m.). (3898

RILEY ADELPHI, 1936. Pre-selector, centre-lock wheels, four new tyres, new battery. Bodywork restored, new sunshine roof. £275. Tel.: Windsor 67150. (3899

SCOTT MOTORCYCLE, 1934 Squirrel tourer, 6,300 miles since new. Original paintwork and tyres, in excellent condition. Offers over £450. Tel.: Biggin Hill 73629 (after 7 p.m.). (3901

1930 MG M, believed Murton-Neale Le Mans car, with some special parts, and log-book, but dismantled and without bodywork. British offers around £300 required. Tel.: Kegworth 2778. (3902

MG. Very successful racing history. Converted J2 to J4. Stored since "Seaman" Trophy Meeting 1964. Two engines, many extras. Tel.: Hornchurch 49012 (office hours). (3903

1970 GINETTA G4, reconditioned 1500GT, 95 b.h.p. New starter motor, clutch, dynamo, tyres, brakes. £200 less than comparable Seven at £520. Tel.: Kidlington 3838. (3904

AUSTIN HEALEY 3000 Mk. III, 1967. Ice blue. Low mileage, two owners. New soft-top, tonneau and cover; works hard-top, Radiomobile, boot rack, reversing lamp, spotlamp; new carpeting, radials. Recent overhaul. MoT 1974. £1,200, serious enquiries only. Tel.: Southampton 28363 *(working hours)*. (3907

MG-B ROADSTER, 1972 (L). Special black finish, with autumn leaf interior. Overdrive, headrests, tonneau. Ziebart rust-proofed. Cinturato tyres. Over £150 extras. One lady owner, low mileage. Superb car in new condition. £1,285. Tel.: Reading 29945. (3908

FOR SALE—continued

MORRIS MINI-COOPER Mk. II, "H" reg. (August 1969), 32,000 miles. Beige/white, reclining seats. Standard car. Garage maintained. Offers around £500 considered. Tel.: 01-300 6741 (office), 01-300 0509 (home). (3910

TR4A, 1965. Hard/soft Surrey tops, wire wheels, radio. Above average condition. £525. Tel.: Knutsford 3118 (Cheshire). (3911

MORGAN PLUS 8, 1970 (July), blue and black. Konis, new clutch and steering. Long extra, taxed. Fitted 9-in. Woolferace wheels and tyres at a cost of £300, luggage rack. All Morgan extras; radio; spare set of alloy wheels and tyres. This car has been maintained in immaculate condition. Offers around £1,700, part exchange considered. Ron, Tel.: Walsall 27184 (day), Aldridge 56513 (evenings). (3912

ALFA ROMEO Giulietta Sprint, 1961. Classic model. Good running order. 30 m.p.g. Taxed, MoT. £175 or offer. Tel.: Camberley 22561 (evenings). (3913

AUSTIN 16, BSI, 1948. Maintained as new. With sufficient replacements, spares for next 25 years. Seen anytime. Any offer? Barron, 31 Oaklands Ave., Northowram, Halifax. (3914

1936 CHRYSLER Wimbledon, 24 h.p., 66,000 gentle miles in the last 37 years and in superb original condition. Reputed to be the best in England. Handbook, taxed, and 12 months' MoT. An utterly reliable everyday carriage which I will demonstrate on the motorways if necessary. No silly offers, however, and no curious cowboys. £545. Tel.: 01-549 4092. (3916

BSB 888 TRIUMPH razor-edge Renown. £180 spent on new engine, gearbox, clutch, exhaust, whitewall tyres; fitted stereo. Resprayed yellow/black. MoT June. Taxed Feb. Perfect running specimen. Many spares. Interior shabby, hence £225. Tel.: 061-485 7667. (3917

LOTUS CORTINA Mk. I, 1964, excellent, radio. £350. Taxed, long MoT. Tel.: 01-709 9421 (business hours), 01-660 4914 (private). (3918

LANCHESTER 14, 1953. Low mileage. Excellent original condition. Must sell to highest bidder. No wasters. Tel.: Dursley (Gloucestershire) 3787 (evenings). (3919

MARCOS 3-LITRE V6, January 1970. Excellent condition. Chrome yellow. 12,000 miles. Sunroof, electric windows, mag. wheels, overdrive, Spax adjustable shockers, Q/I headlamp conversion. £1,400 o.n.o. Tel.: Wragby 463 (after 6 p.m.) (Lincs.). (3920

FIAT 2300-S. Ghia-bodied coupé, 1966. This very beautiful and fast car is in exceptional condition and includes two twin-choke Webers, discs with dual circuit, reclining seats, electric windows as standard and Webasto and radio. £750. Tel.: Cobham (Surrey) 3122. (3921

TR5, 1968, overdrive, wire wheels; 45,000 miles; Surrey hard/soft-tops, new XASs, undersealed. Immaculate condition. £785 o.n.o. Tel.: Ipstones 372 (Staffordshire). (3922

BMW 328, early model. For details and appointment to view, phone Barton 439 (North Yorks.). (3923

MERCEDES-BENZ 190SL. Beautiful car with reconditioned engine. New hood, radio. Year's MoT. Good history. £675. Tel.: 01-385 1990. (3693

MG MIDGET, 1972, as new. Midnight blue. Every conceivable extra. Cost over £1,200. Taxed. £795. Exchange cheaper small saloon. Tel.: 01-462 4083 (evenings). (3894

AUSTIN HEALEY 3000 Mk. III, 1964. Black. Perfect condition; no f/glass; low mileage. £795 o.n.o. Tel.: 01-986 3131 (office), Hertford 7751 (evenings). (3924

AUSTIN HEALEY 100, 1955, 4-cylinder 2,660 c.c. Overdrive. One owner for last 16 years. Total mileage 74,000. Aluminium body in Old English white. This car has always been nursed and cotton-wooled, and is in virtually new condition. Must be about if not the best example of this model in existence. £995. Kendrick, Tel.: Locksheath 4766 (Hants.) (after 7 p.m.). (3926

ASTON MARTIN DB5 convertible, late 1965. White/black leather and hood. Genuine 64,000 miles. 5-speed ZF box, Selectaride, chrome wires, tinted glass, electric windows/aerial, Radiomobile. New exhaust system (September). *Really excellent condition throughout.* Rare opportunity at £1,595 o.n.o. Tel.: Southport 67296. (3927

TRIUMPH GT6, 1972. Overdrive, undersealed, h.r.w.; 13,000 miles, one owner. Sapphire blue. Superb car in immaculate condition. £1,150. Mr. Smith, Ael.: 01-573 4854 (evenings), 01-863 5611, ext. 2567 (day). (3928

HARRINGTON ALPINE fastback. Black. 5½Js, radials, tinted rear window, new metal wings, reclining seats. Might exchange damaged TR4-4A plus cash. Taxed, MoT. VGC. £400. Tel.: 021-459 3903. (3929

FOR SALE—continued

LOTUS XI Le Mans. Excellent condition, very competitive. Lotus XI Clubman's, no expense spared, very reliable. These lovely matched pair must be sold. Details from T. Dowling, 1 Seafort Ave., Sandymount, Dublin, 4, or Tel.: Dublin 683420. (3930

1972 (K) MG-B GT. Yellow, navy interior. Overdrive, reclining seats, servo brakes, carpets, heated rear window, secret switch, Cinturatos, Rostyle wheels. Guaranteed under 2,600 miles. Immaculate throughout, taxed. One Advanced Motorist owner. For sale due to receiving company car. £1,350, no offers. Tel.: New Romney 2609, or call: 110 Leonard Rd., Greatstone, Kent, by arrangement. (3931

MORRIS EIGHT Series I four-door saloon, 1936. Magnificent original condition throughout. Two owners from new. Sun-roof. Very low mileage. Faultless in every way. Substantial offers invited. Tel.: East Stoke (Notts.) 455. (3932

MG-C GT, "G" regd., white. Overdrive, wire wheels, sun-roof, radio. Excellent condition. £795. Tel.: Welwyn Garden City (Herts.) 20689. (3933

MERCEDES-BENZ 250SL, hard-top, 2+2, "F" regd. Red. Excellent condition. £2,175. Tel.: Iver 1264 or Ruislip 35864. (3934

XK150 "S" FHC. Carmen red. Overdrive, air horns, radio, electric aerial. Good condition. £850 o.n.o. Tel.: Barnoldswick (Lancs.) 3496. (3935

JAGUAR MK. V drophead coupé, 3½-litre, 1951. Beautiful and rare. Serious offers only over £725. Box 4103. (3936

SWIFT FLEETWING, 1930, saloon, one owner, garaged 35 years. Silver Top head, sun-roof, tow bar. 1936 SS Jaguar 2.5 saloon, rough but good spares. Offers. Write for details. Box 4104. (3937

SUNBEAM ALPINE roadster, white. W/wheels, overdrive, reclining seats. 12 months' MoT. VGC. £210 o.n.o. Tel.: 021-459 3903. (3938

1972 RELIANT Scimitar GTE. Radio, overdrive. White, tan trim. Taxed. 10,600 miles only. Best offer over £2,000. Tel.: Penmaenmawr (0492-65) 3296. (3939

RARE 1966 Alfa Romeo 1600 GTC, now with 1750 engine. Good condition. Offers invited. Tel.: Cricklade 318 (evening), 01-387 0898 (daytime). (3940

AUSTIN HEALEY 3000. Complete engine and *gearbox overhaul, polished head, triple Webers,* overdrive, hard- and soft-tops, flared wheel arches, wide wheels. Offers around £500. John Key, Tel.: Mansfield 32561 (after 6 p.m.). (3941

MG-B, 1966. Overdrive, wires, tonneau, air horns, new hood. £275. Makin, 4 Alderwood' Harraton Village, Washington, Co. Durham. (3942

ASTON MARTIN DB6, 1968. Automatic. Very many extras. Very good condition. Tel.: Gamlingay 217 (Beds.). (3943

RILEY, 1954, 1½. Good condition, MoT. Well worth inspection. Genuine reason for sale. £245 o.n.o. Tel.: Bristol 679556. (3944

AUSTIN HEALEY 3000 Mk. III, 1964. 64,000 miles, reconditioned engine. Excellent bodywork, soft-top, radio, overdrive, chrome wire wheels. MoT. £630. Gaunt, Tel.: 01-549 2303 (home); 789 2124 (work). (3945

LANCIA ZAGATO Flavia sports 4-seater, 1965. RHD. Konis, electric rear window, radio. Metallic blue, ivory trim. Offers around £570. Tel.: Derby 23366. (3946

LOTUS EUROPA John Player Special, in black/gold with oatmeal trim. Brand Lotus wheels, Sundym windows, air horns; under 3,000 miles. £2,250. Tel.: Harrogate 81774. (3947

GORDON-KEEBLE, 1965. Superb example in Rolls-Royce regal red, off-white/black trim. Rover steering, front extractor ventilators. Mechanically faultless. £2,250 o.n.o. Tel.: Reigate 48860. (3949

BMW 1800 TI, 1966. White with black interior. MoT. £400 o.n.o. Tel.: St. Albans 55528 (day), Hatfield 63989 (evening). (3950

LOTUS ELAN S/E S4 fixed-head, 1970. Genuine 23,000 miles. Red. Radio. Absolutely superb condition. £1,195. Tel.: Danbury (Essex) 4746. (3951

1934 MODEL Morris "D"-back saloon. Bodywork/interior very good. £60 engine overhaul Only little work required. £150. Tel.: Erith (Kent) 37089. (3952

FIAT 124 Sport coupé. Italian red. "H" registration, 34,000. Five-speed, Webasto, radio. Unblemished condition. £900. Tel.: Welford/Avon (Warwicks.) 343. (3953

COOPER "S", 1966, 2,500 miles annually by wife since 1968. Completely unmodified (rocker box never removed), underside treated annually. Original immaculate red cellulose, sensible extras, no rust. Offers under £499 for this exceptionally low-mileage specimen. View London. Tel.: No wich 867464. (3954

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FOR SALE—continued

JAGUAR 3.8-LITRE. Bills for over £500 spent last 12 months on engine, gearbox, brakes, suspension, exhaust, RS5 tyres. Philips 2-wave radio, h.r.w. Equipped for towing and never used. Taxed, MoT 1974. Change of plans—must be sold to best offer. Tel.: 01-949 3863 (New Malden) for more details. Will deliver 200 miles if necessary. (3955

1925 SUNBEAM, 20.9 h.p.; very good original condition, both mechanically and bodily. Excellent black leather interior. Two owners from new; chauffeur driven. Speaking tube, partition, etc.; brass radiator, lights. Paint faded, otherwise as original order. £2,250. Box 4105. (395

TVR 2500M, Aug. 1972. Immaculate, overdrive. Moss green. Sun-roof, radio. Taxed. £1,550 o.n.o. Tel.: 01-499 0631 (office), 01-789 7285 (home). (3957

HISTORIC SPORTS CAR (Reg. HSCC). Famous Lotus Elite, ex-Julian Sutton championwinning team car. Extensively overhauled (bills £500). ZF gearbox, Climax 100 b.h.p. + engine. Investment £1,200 o.n.o. Tel.: Huddersfield 61540. (3958

ALVIS SPEED 25 saloon, 1936, 3,000 miles since complete overhaul. New tyres, paint, chrome, trim, carpets and headlining. Tel.: Blythe Bridge 2962 (near Stoke-on-Trent). (3959

SUNBEAM-TALBOT, 1952 (23,000 miles), as new. Collector's item. Offers. Fowler, 6 Bellevue Place, Edinburgh, 7. Tel.: 031-663 4979. (3960

MORRIS MINOR, 1930. Running order. Quantity spares. Tel.: Otford 2329 (after 7 p.m.). (3961

LOTUS ELITE, Super 95, 1962. Rebuilt Coventry Climax engine. Excellent condition, metallic green, beige interior. £695. Tel.: West Malling 841071 (Kent). (3962

XK120, 1951, fairly sound condition, 140 S/E engine, modified bodywork. Offers over £400. Turner GT, 1961, 1,800 c.c. Rootes engine, Newman head, twin 40DCOEs, Tuftrided crank, etc. Running but needs conversion completing. Very fast. Offers over £300. Tel.: Darley Dale 2244 (Derbyshire). (3963

AN EXTREMELY impressive motor car. Wolseley 25-h.p. Super Six saloon, 1938. Absolutely superb, totally original condition, one owner till 1972, 89,000 miles only (fully documented). Blue/black paintwork, sun-roof, P100 headlamps, handbook and tool kit. MoT tested. Offers around £525. Tel.: Chelwood Gate (Sussex) 359 (evenings). (3964

MORGAN PLUS EIGHT. New Plus Eight, delivery mileage only. Offers. Tel.: Cheswardine 386 (Salop). (3965

BMW 2002, 1971, Series II. Granada red. 14,000 miles. Stereo player. Spare unused. £1,695. Exchange Healey 3000/XK/Tiger. Tel.: Ascot 24501. (3968

FROG-EYE SPRITE, 1959. MoT end of May 1974. Mechanically very good. Restored underbody. Paintwork needs slight attention. Radio, soft/hard-tops. £190 o.n.o. Tel.: South Benfleet 52568 (evenings and weekends) or Southend 558253 (day) (Essex). (3969

FOR SALE—continued

TR6, 1971, PI roadster, 14,000 miles. Red, black trim. Overdrive, radio. Excellent condition, £1,295. Hardy, Stone Cottage, Long Lane, Beverley. Tel.: Hull 657358. (3970

AUSTIN HEALEY 3000 Mk. III (December, 1965). This car is in superb condition. Specification includes new hood, exhausts, overdrive and wire wheels. £900 or part exchange interesting vehicle. Tel.: Welwyn (Herts.) 4895. (3971

FIAT 850 Sports Spyder, 1968, in excellent condition, two owners. Hard/soft tops. Taxed. LHD. £495 o.n.o. Tel.: Slough 22459. (4037

BMW 2500, 1970, with Mathwall engine and suspension mods., stereo and tow hook. Excellent condition. MLG serviced. LHD. Hence £1,800. Tel.: Slough 22459. (4037

BENTLEY CONTINENTAL S.2 Mulliner Flying Spur. Beautiful condition. Blue with light grey interior. £4,650. Tel.: Reading (0734) 582839 or 472309. (4038

BENTLEY S.3, 1964. Above average condition. Mileage recorded 82,000. Serviced by local Rolls distributor. Elegant in embassy black with beige interior. £3,250. Tel.: Reading (0734) 582839 or 472309. (4038

BMW 2002. "H" registration. This superbly engineered 115-m.p.h. sports saloon is fitted with the excellent ZF automatic box, being equally suited to high-speed Continental touring or city commuting. Finished in Sahara beige with unblemished matching interior, this one-owner car is in near original condition throughout. New Pirelli Cinturatos were fitted 2,000 miles ago and at only £1,175 it represents outstanding value. To view, Tel.: 01-937 4606. (4039

MG-C, 1968, roadster, "G" reg., in exceptional condition. MoT. £575 for quick sale. Tel.: Staines 51107 (evenings). (4040

JENSEN-HEALEY, 1973, in absolutely as new condition, one private owner, low mileage. Finished in unmarked Jensen mustard, fitted with Motorola radio. Tax till May 1974. Only £1,695. Tel.: Woking (Surrey) 67057. (4041

Ro80, "K" reg. 1971. New engine Mk. III fitted September 17th, guaranteed for 12 months. Light blue, red velour interior. Blue Spot radio, 8-track, power steering, tinted, h.r.w. Beautiful fast motor car. £1,775. HP. Tel.: Hemel Hempstead 56974. (4042

AC GREYHOUND, 1961. Bristol engine, immaculate body and interior. £1,495 o.n.o. Ring for details: Tel.: Aldbury Common 205 (Herts.) (4043

FLYING STANDARD. Genuine 1938 9-h.p. saloon. Great little car, member family 26 years, always garaged, full history available plus handbook. Owner, lacking necessary time himself, seeks private enthusiast interested complete restoration already commenced. Bodywork, mechanicals, original chrome all very sound condition. 20,000 miles since engine fully reconditioned. Offers over £150. Seen Tunbridge Wells area. Tel.: Groombridge 540 (or 329). (4044

VOLVO 123 GT, 1968, "G" regd. Red, black interior; overdrive, radio. Carefully used and in immaculate condition. £860. Tel.: Parbold

FOR SALE—continued

ALVIS 4.3 Charlesworth saloon, 1937. New carpets and trim. Repolished woodwork. Good paint and chrome. Engine, transmission, wheels, steering, brakes and electrics in excellent order. New MoT. Any trial. As seen at Crystal Palace and Beaulieu. Fast, comfortable, rare and original. £1,550 or exchange for good thatched roof and £800. Peter Black, Redes, Ford End, Chelmsford, Essex (Tel.: Pleshey 213). (4046

ELAN SPRINT, 1972, "L" registered, f.h.c., 12,500 miles. Carnival red (single colour). 3.55 diff., heated rear window, radio, air horns. Regularly serviced by factory and dealer, in superb condition. Giveaway at £1,690. Tel.: Cranfield (Beds.) 796. (4048
(Lancs.) 2070. (4049

AUSTIN HEALEY 3000 Mk. III, 1964. 30,000 miles only. Ice blue, overdrive. Completely original car almost indistinguishable from new. £1,200. Tel.: Parbold (Lancs.) 2070. (4049

ALPINE MK. V, 1966. Red. Two owners from new, 57,000 miles. New hood and tonneau, good condition. £450 o.n.o. Tel.: Lichfield 53477 (Staffs.). (4050

TR3A, 1962 (overdrive). Body well above average condition, no rot, signal red with matching interior. New discs, exhaust, 4½J 60 w/w., radials. Engine rebuilt 20,000 miles ago, bills for over £200. Extras include fog lights, Q1 headlamps, luggage rack, aero-screen, seat belts, map light, electric screen washers. This is a beautiful car well worth around £400. Tel.: Clun 405 (Salop). Viewing can be arranged within 30 miles radius of Hereford or Shrewsbury. (4051

AUSTIN A40 "Somerset", 1953. For the enthusiast or for someone who wants a genuine, reliable car. 12 months' MoT. Unbelievable 29,000 miles. Excellent condition throughout, has to be seen to be believed. No rust, sunshine roof, all leather upholstery. Two owners, kept in a garage all its life. Tool kit, jack and pump still in their original boxes wrapped up in a 1953 newspaper!! Offers over £200. Tel.: Worthing 47702. (4052

TRIUMPH MAYFLOWER, 1953. Very good condition, 10 months' MoT. Genuine mileage 36,848. What offers? Tel.: Canvey Island 5612. (4053

100-MPH FANTASTIC FIAT 124, special red. One owner from new, Nov. 1969, serviced by Fiat every 6,000 miles. Unused and garaged last 10 months, 36,000 service just completed. Immaculate condition. As seen advertised £650-690 on garage forecourts. Yours with service records £600 quick sale. No offers. No dealers. View Beckenham. Tel.: 01-674 4156 (day). (4054

MG-A 1500 Mk. I, d.h.c., 1960. MoT. Luggage rack, tonneau. Mechanically sound. Michelin ZXs. £265. Tel.: Allhallows 595. (4055

1960 XK150, h/t., 3.4-litre, BR green. Mint condition. Genuine 3,000 miles only. 150 m.p.h. on test. Can be only one of this type in England. Owner ex-Jaguar tester and tuner. Box 4108. (4056

BMW 1800 TI, 1965/6. Superb performance. £400 spent. Meticulously maintained. Happily superseded a Bentley/Porsche combination £550. Primrose Cottage, Old Drive, Gomshall, Guildford. Tel.: Shere 2061. (4057

FOR SALE—continued

MG-B GT, "L", Oct. 1972 (1973 model). Teal blue, ochre interior, overdrive, radio, head restraints, undersealed. One owner, 11,000 miles. £1,425. B. Alsop, 40 Catesby Rd., Rugby, Warwicks. Tel.: Rugby 71380. (4058

AUSTIN HEALEY 3000 Mk. 2, BJ7. Red, with drive, wire wheels, etc. One registered owner, genuine 66,000 miles. Unused since 1967. Over two years spent on restoration including complete body rebuild, refurbished interior, rechrome, overhauled gearbox, steering, brakes, etc. This unique car was the works demonstration model and the subject of *Motor* Road Test No. 14/63. The 1963 "Book of Road Tests" in which this car appears is included in the sale. Offers over £1,000. Tel.: 021-354 9429. (4059

JENSEN CV8, 1966 (Sept.), Mark III, 6¼-litre, automatic saloon, low total mileage with regular maintenance. One of the last CV8s built. MoT tested. For particulars and financial terms, telephone Chapel Brampton 3120 (Northampton). (4060

JENSEN CV8, 1965, Mark II, 6¼-litre automatic saloon, until recently one owner since new. Mark III dual braking; documented mileage and maintenance records available. MoT tested. £1,100, terms available. Tel.: Chapel Brampton 3120 (Northampton). (4060

BENTLEY Mk. VI, 1948. Tudor grey. MoT. £400. Some spares if price met. Tel.: 01-428 6879 (Harrow). (4061

SUNBEAM-TALBOT Mk. III saloon, 1957, two-tone green; overdrive, floor-change, five new tyres. MoT 12 months. Regretfully have to part, going abroad. Tel.: Northampton 880564 (evenings). (4062

1922 DELAGE—complete and original but dismantled. Further details from Tel.: Kilcreggan (043 684) 2215. (4063

FIAT 124 Sport, 1969. 5-speed box. Nice car. £895. HP/PX. Tel.: 01-390 0404. 4064

VOLVO P.1800S, 1967. Recorded mileage 35,000. Overdrive. Red. £895. HP/PX. Tel.: 01-390 0404. (4064

AUSTIN HEALEY 3000, BJ7, 1963. Beautiful condition. £550 o.n.o. Phone for details, Tel. 01-658 0558 (Beckenham). (Away on Sept. 29th-Oct. 7th.) (4065

TRIUMPH VITESSE, 1966, 1,600 c.c., 28,000 original miles, (SAH rear spring, manifold, instrument console), alloy wheels, stereo, radio, servo, Motolita. Fast, reliable 6-cylinder motoring. Exceptional, genuine reason. £495 o.n.o. Tel.: Potters Bar 56213. (4066

BOND EQUIPE, 1965, white, alloy wheels. New suspension, brakes, exhaust, tyres, 4-branch. Taxed, long MoT. £190. Tel.: Bradford 46137. (4067

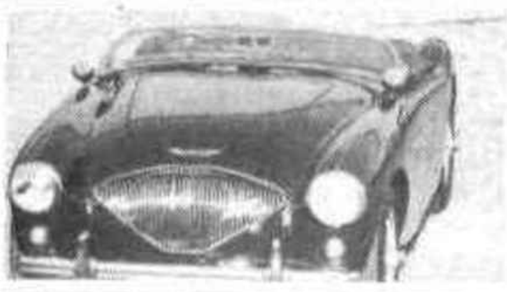
MG-B SPORTS, July 1972. One owner. Overdrive, servo. Superb condition. Finance available, £1,290. Tel.: Bromsgrove 31113. (4068

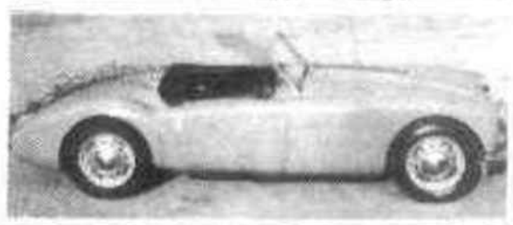
RILEY 1½ Kestrel, 1938. Excellent order throughout. 37 Watford Rd., Crick, nr. Rugby. (4069

MORGAN +8, 32,000 miles. 1969. Orange. Excellent order throughout. Long MoT. Radio etc. £1,495 or might swap +4 4-seater. Tel.: Woburn Sands 2651 (daytime). (4070

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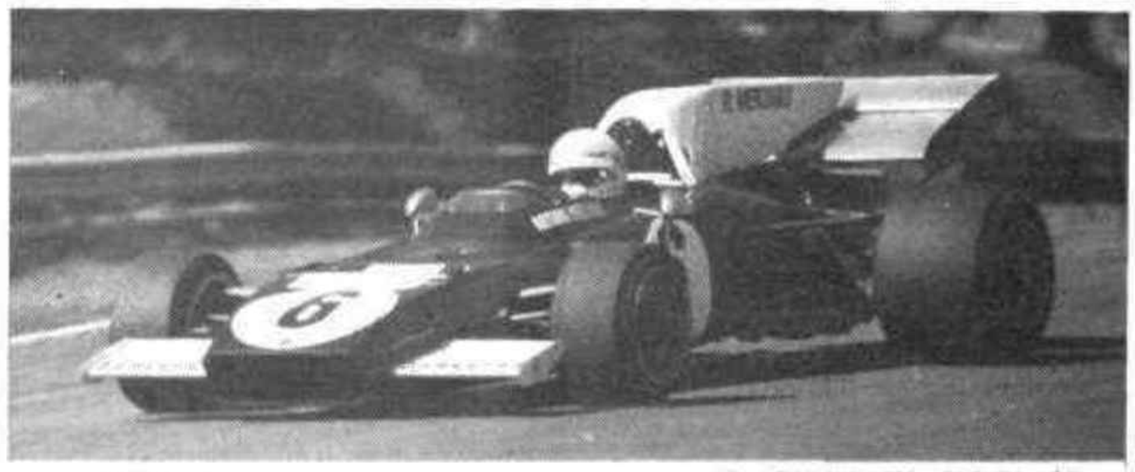




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70 BMW registration on Dec. 1964 1800 TI, 63,000 r.m. MoT. Sun-roof, radio. £350 or car only £250. Also 588 BMW on 1963 Morris Oxford runner £90 o.n.o. Tel.: 01-979 8710. (4071

BENTLEY S.2 Mulliner Continental, in royal red, red interior, four-door. Most desirable car in excellent condition, inside and out. Taxed and MoT'd, investment at £4,250. M. Slay, Field House, Longfield Rd., Twyford, Berks. Tel.: 0734/341390. (4072

ROVER, 1926, 9/20, in superb condition, rebuilt, polished aluminium boat-tailed, 3-seater sports body with blue wings. Recent *concours* winner. Reluctant sale, £2,250. M. Slay, Field House, Longfield Rd., Twyford, Berks. Tel.: 0734/341390. (4072

AC, 1950, 2-litre saloon. Alloy body fair condition. Taxed, MoT 1974. Some spares. £250. Mumford, Rye-Grass, Staunton-on-Wye, Herefordshire. Tel.: Moccas 218. (4073

LOTUS EUROPA Special. Tawny, full gold coachline, oatmeal trim. Tinted glass, 5-speed, special wheels, air horns, big-valve engine. Radiomobile, radio and 8-track stereo if required. Three months' Lotus warranty left. 1,000 miles. Offers. Tel.: Bakewell 2738. (4076

1972 MG-B drophead, "L" reg. Flame red, twin quartz spots, radio + 8-track stereo. Usual extras; overdrive, etc. £1,195 o.n.o. Tel.: Bakewell 2738. (4076

ESCORT GT, 1972 model. Halogen lighting, wide wheels. New tyres. Red, black trim. Taxed. Undersealed. Mint condition. £850. Tel.: 01-599 3457. (4077

VOLVO P1800. Excellent MoT year. New tyres, battery. £270 or exchange. Tel.: 051-648 4387. (4078

TRIUMPH GT6, 1970. Indelectible royal blue. Valuable Reg. No. 2 KOU. New SP Sports. Superb car for £975 o.n.o. May sell registration separately. 6, The Dell, Vernham Dean, Andover. (4079

ALVIS TA14, d.h.c., 1949, average condition, plus spares, £220. Prefer p/exch. with older open tourer or MG TC. Tel.: Faringdon (Berks.) 20459. (4080

LANCIA FLAMINIA, 1964. New engine, gearbox, 10,000 miles. Good condition throughout. This rare and beautiful car will be sold with one year MoT and four months' tax. £350. Mr. Jamieson, Tel.: Winsford 2958 (office hours). (4081

MG-C ROADSTER, 1968. Excellent carefully maintained example in blue with black trim. Only 40,000 miles. Wire wheels with radials, hood, tonneau and bard-top. £695. Tel.: Teignmouth (Devon) 5310. (4082

ALVIS TD21 coupé, good condition, recon. carbs., brake overhaul, many new parts. Long MoT. £375. Tel.: Lindfield (Sussex) 2420. (4083

MG-A ROADSTER, 1956, white. Tonneaux, new hood. Extensively restored. MoT. £190. Tel.: Leire (0455) 209109. (4084

RILEY 1½-LITRE, 1951. Excellent condition bodily and mechanically; owner emigrating. Fine investment at £425. Green, 12 Creighton Close, Wells, Somerset. Tel.: Wells 72845. (4085

ASTON MARTIN DB4 Superleggera, 1962, virtually two owners and below 46,000 miles from new. Minilite wheels and twin-speaker radio. Dark metallic sierra blue, white interior. AMOC member forced to sell. Offers around £1,150. Much recent expenditure. Tel.: 01-658 3221 (evenings). (4086

ROLLS-ROYCE 25/30, Park Ward stand 1936 Motor Show, close-coupled saloon, wind-up division, outswept tail, all aluminium body. Light grey. Handsome car, good condition, 97,000 miles. £2,500. Foers, Old Rectory, Braithwell, Rotherham. Tel.: Maltby 2167. (4087

ROVER 3500, 1971, automatic. Brigade red; h.r.w. One owner. £1,400. Tel.: Hereford 55457. (4088

LOTUS ELAN Sprint, 1972, l.h.c., yellow/white. Radio, Maserati 5-trumpet air horns; 12,000 miles, one owner. Superb condition. £1,750 o.n.o. Tel.: Hereford 55457. (4088

VOLKSWAGEN CARAVANETTE, 12 months old, Danbury 2-berth conversion, 1,700-c.c. engine, power brakes and radial tyres. £1,400. Tel.: St. Albans 52054. (4089

ALVIS TD21 (with TE21 twin headlamp conversion), March 1960. MoT. Wire wheels, new X tyres, radio, twin spots. Gold/black, red trim. Excellent condition, £345. Tel.: 061-928 2922 (Cheshire). (4091

FOR SALE—continued

MERCEDES 220b, 1961, regd. 1965. RHD. 44,000 miles, known history; beautiful condition. Ex-garage proprietor emigrating. £375. Tel.: St. Albans 52054. (4089

MG-C, "F" reg., finished in red, very clean example, well maintained; wire wheels and radio. Low mileage. £750 o.n.o., serious enquiries only. Tel.: Lincoln 27874 (after 6 p.m.). (4090

AUSTIN HEALEY 3000 2+2, March 1961. MoT. Healey ice blue/white, blue trim. Recon. gearbox, complete brake overhaul, new exhaust, new hood. Excellent condition and very good-looking. £575. Tel.: 061-928 2922. (4091

1927 VINTAGE SUNBEAM motorcycle, flat-tank Model Nine, 500 c.c. o.h.v., with load of spares, including engine, gearbox, wheels and forks. £265. Tel.: Gravesend 65332. (4092

RILEY RME, 1955, best model, fine condition, MoT July 1974. Dark green. £295 only. Tel.: Limpley Stoke 2509 (early mornings). (4093

MG-A 1600 Mk. II roadster, 1962, c.r. gearbox, hard/soft-tops; long MoT. £395. Tel.: Swansea 66449 for appointment. (4094

TWO XK140 JAGUAR coupés. One beautifully restored and one for restoration. £1,200. Tel.: 061-434 4005 and 061-224 5387. (4095

1936 AUSTIN Goodwood. Excellent mechanics, bodywork, interior. MoT March 1974. Inspection invited. Sensible offers. Tel.: Canterbury 63561. (4096

TR4, 1963, white. Genuine 28,000 miles. Mint condition throughout. Hard-top, soft-top, tonneau cover, TR6 rims. New Goodyear radial ply tyres. Radio. AA inspection invited. Family forces sale. £595. Tel.: Woodham Ferrers (Essex) 8494; Grays Thurrock (Essex) 71253 (work). (4097

LOTUS +2S, 1970, "J" regd. Metallic blue. Genuine 15,000 miles. Must be sold, hence no reasonable offer refused. Tel.: Grindleford 30114. (4098

998 HARTWELL IMP (aubergine), "J" registration. Engine 18 months old, new tyres, many extras and spares. No competitions. £500. Tel.: 061-428 3361. (4101

MERCEDES 220SE, fuel injection. Special 2/4 hard-top coupé. RHD. April 1960. Bills available showing £700 recently spent on this magnificent car. French grey and gunmetal. Becker Mexico radio, fully reclining armchair seats, shaped dash. Requires small completion including bumpers. All parts available. Business prohibits completion. Will take £750 or do deal with smaller car. 9 Epping Rd., Toothill, Ongar, Essex. Tel.: 037-882 2054. (4108

MG-B, 1964. Absolutely specimen condition after no expense spared rebuild. Exceedingly full specification includes balanced/modified engine, wires, overdrive, works hard-top. Full history. £600, or interesting part exchange. Tel.: Welwyn (Herts.) 4895. (4109

RARE DAIMLER, 1957. Conquest drophead coupé 3-seater. June MoT. Tel.: 01-789 1811 (early and late). (4110

RED MG-B, 1967. Works hard-top, wires, radials, radio, air horns. Engine needs slight attention. £375 or nearest offer. Apply Feetham, 35 Bellsgarth Rd., Burton Pidsea, Yorkshire. Tel.: Burton Pidsea 400 (after 6 p.m.). (4111

BRISTOL 401. *Concours* winner 1971. Re-sprayed and engine rebuilt 22,000 miles ago, rear axle overhauled, new brakes including servo, new carpets, new swivel pins, tie-rod ends, bushes; etc.; inertia reel belts. £750 o.n.o. Tel.: Newport (Mon.) 66993, or write: Smith, 191 Bassalee Rd., Newport, Mon.—after 5th October. (4112

MORGAN PLUS EIGHT, May 1970. Genuine 23,000 miles. Excellent condition. £1,600. Tel.: Bradford 57941. (4113

FLAVIA ZAGATO Sport. Last desperate ad., down £150 on last month's ad. to £500. This rare car is in good condition and bills total £700 spent in last two years. I have nowhere to keep this car now, it lives in the street. So come on you Lancia gentlemen, give it a home, it's worth it. Tel.: Swaffham 21052 (Norfolk). (4115

ROLLS 25/30 sports saloon, £2,500. Daimler Barker Special, £375. Wanted, Mercedes 190SL. Tel.: Sway 2365 (Hants.). (4116

TIGER, 1966, white, soft- and hard-top (with sun-roof), alloy wheels. Long MoT. Excellent condition. £600. Tel.: 01-886 4394; 01-606 7836 (office). (4117

LOTUS ELITE. Built June 1970. Bristol body. Stage II Climax engine, close-ratio box. Genuine car. Low mileage. Tel.: Walsall 33029. (4118

1933 MORGAN Aero Trike, 1,100 c.c. water-cooled JAP engine. Offers. Tel.: Sedgley 76254. (4119

FOR SALE—continued

DAIMLER SP250B, August 1961. BRG, buff interior. One owner 10 years. Superb original condition with rebuilt engine. Sundry new parts include: chassis outriggers, rear spring hangers, exhaust system, 5½J wheels, front trunnions, Konis, carpets, brake pads. Year's MoT. Shop manual, spares. Morgan forces sale at around £960. Suttill, Tel.: Ashby-de-la-Zouch (Leics.) 2923. (4120

FORD PILOT V8. New engine, MoT. Sound, used daily. Apply: Tel.: Brighton 556851. (4121

RELIANT SCIMITAR GTE, June 1972. Overdrive, radio, stereo. Excellent condition. £1,895, no offers. Tel.: 0273 556851. (4121

PORSCHE 356B coupé, red, reg. 1968. Bills for £500 spent, including engine, gearbox, respray. MoT one year, taxed. Blaupunkt radio, XASs. Fast. £565 o.v.n.o. Tel.: 051-339 4558. (4122

TVR VIXEN S3, 1971, "K" reg. 27,000 miles. Sun-roof, radio, alloys. Chassis sprayed with Holt's Zinc Plate. Three new tyres. Must sell, so might drop a little below market price of £1,180. HP available. Tel.: (Brookwood) 9956-4511, ext. 552 (day), 561 (night). (4124

MORGAN, 1973 (May) +8. White/black leather upholstery. Reclining and folding seats, head-rests, air horns. Ziebart proofed. Tow bar. £2,500. Tel.: Dereham (Norfolk) 3396. (4125

MG-A FHC, 1,500 c.c. 12 months' MoT, four months' tax. VGC. Recent G800s. Very fast. £260 o.n.o. Tel.: Silloth (Cumberland) 385. (4126

LANCIA FULVIA Sport Zagato, 1967. Aluminium body. One owner. LHD. Maintained in Italy. MoT April 1974. £500 o.n.o. Tel.: Welford-on-Avon 636. (4127

AUSTIN MINI Cooper "S" Mk. III, July 1971. Completely unmarked throughout. £800. Any part-exchange considered. Ring Sue, Tel.: Worcester 20337 (weekends, evenings, after 7 p.m.). (4128

ONE DB3S, twin-plug head. This car is in exceptional condition having had over 12 months' continuous work spent on it. Offers over £7,500. Aston Martin, *Daily Mail* car DB2/4 Mk. II Spider. This is one of two prototype cars, the other being in the USA. This car has had an extensive rebuild and is in *concours* condition. Offers over £5,750. Telephone between 10 a.m. and 6 p.m., 061-483 5296; after 6 p.m. and weekends, Wilmslow 22343. (4129

1970 "J" FAIRTHORPE TXSS. Factory built on Triumph GT6 chassis with 2.5 PI engine. Unique opening rear window with wiper. Aubergine paint. An extremely quick, interesting car. Offers around £950. Send SAE for photo. Mike Rhodes, 25 Lawrence Rd., London, SE25. Tel.: 01-437 2514 (office); 01-771 9044 (home). (4130

ALFA 1750 GTV coupé, 1970. Yellow/black interior. Radio, h.r.w. Fine body and mechanicals. Brand new XASs, complete exhaust system. Offers? Tel.: 01-300 3913 (evenings). (4131

MG-A 1,622-c.c. engine in 1962 regd. Rochdale Olympic. Reliable "rot-proof" car. £300. Tel.: Chandlers Ford 67372. (4132

CONTINENTAL BENTLEY, 1955, R-type. Of the 207 made, one of the few with automatic transmission. Original black coachwork with contrasting pale blue upholstery, as ordered by the car's first lady owner. A detailed history of the car is available which explains its present exceptional condition. The handling of these cars is vastly different to a normal R-Type and this may be your last opportunity to experience the *marque* before prices take off again. Demonstrated anywhere. Tel.: Holmfirth 2823 (evenings). (4133

ALVIS TD21, 1959. Has been stripped for renovation but now running. Body sound, needs paint and trim finishing. £250. Fewkes, 27 Sandhurst Rd., Leicester. Tel.: 856408 (evenings). (4134

MG-B ROADSTER, 1968. Quite exceptional low-mileage car in genuinely immaculate condition. Special metallic paint, w/w., radials, Motorola p/b. radio, oil cooler, new hood, tonneau. Distinctive registration number, long MoT, taxed next June. Expensive at £795 but worth it—really has to be seen to be appreciated. Might consider cheaper p/ex. Tel.: 01-998 6131 (evenings). (4135

PORSCHE 911T Targa, 1973. Silver and black, tinted glass, h.r.w., push-button Motorola. Indistinguishable from new, less than 4,000 miles. £4,750, or consider substantially cheaper exchange. Tel.: 01-904 1625 (evenings only). (4135

HEALEY 100/4, BN1, 1954. Recently rebuilt. BRG. MoT April 1974. Excellent condition but superficial offside wing damage, hence £125 o.n.o. Tel.: Glossop (Derbyshire) 3955. (4139

FOR SALE—continued

TRIDENT CLIPPER 4.7 V8, 1969. Immaculate. Maroon, black leather. Electric windows, aerial; 18,000 miles as owned on Isle of Wight. A beautiful individual car. Must be seen. Real fast acceleration to top speed 160 m.p.h. Genuine reason for sale by lady owner. Price £2,400. Tel.: Uffington 605 (Berks.). (4137

FIAT 2300S coupé, 1964, metallic bronze, tan interior. Electric windows, reclining seats, fog and spot lights, radio, excellent Pirelli Cints.; new exhaust. Long MoT. Bills available. A classic of the sixties. £375 or offer. 8 Northumberland Ave., Leicester. Tel.: Leicester 64010. (4138

SUPERB MG-B GT, 1967. Sandy beige, overdrive, wires, Webasto sun-roof, radio, Motolita, new Cinturatos, undersealed. Taxed, service history, long MoT. Absolutely pristine condition throughout. Undoubtedly one of the best currently available at £715. Tel.: Dunstable (0582) 601470. (4140

LOTUS SUPER SEVEN, 1969. Immaculate Rolls-Royce blue with polished aluminium body, Cosmics, heater, full weather equipment. Low mileage. Excellent mechanically. A magnificent Seven at £720. Tel.: Wolverhampton 38668. (4141

FROG-EYE SPRITE, 5½Js, excellent radials, Weber carburetter; recent clutch, exhaust and battery. £225. Tel.: Burnham (Bucks.) 2257. (4143

ALVIS TA14, 1948, saloon. Very rare Duncan bodywork. Good condition. Fully documented history. Fitted radio, heater and fog lamps. Must be sold. With some spares, £250 o.n.o. Tel.: Harrogate 85364. (4144

VW-PORSCHE 914/S, "K" registration. Red exterior, black interior. Five forward gears; four new tyres. Regularly AFN serviced; 34,000 miles. Engine and bodywork in excellent condition. One owner. Hard-top convertible; licensed; radio. Offers in region of £1,600. Alwoodley Motor Service, King Lane, Leeds 17. Tel.: Leeds 673733. (4145

LAGONDA RAPIDE, No. 151, third from last made. Dec. 1963. All aluminium. Azure blue. Automatic gearbox, twin servo disc brakes, all electric windows, electric aerial; new tyres and recent MoT. In excellent condition and a good investment. £2,250. Tel.: Hengoed 813301. (4146

"L" REG. 2-seat Sports. Alloy body, 1100 engine. Built from scratch. No test. Classed as new. £475. D. Stenning, West Wolves, Ashington, Sussex. Tel.: 557. (4150

SALE or exchange. Sunbeam-Talbot 90. Very good condition, in daily use. Best offer over £200. 6 Trent Grove, Dronfield, Sheffield, S18 6FP. (4151

JENSEN 541, 1956, fair condition. Recent MoT, taxed. £365, offers? Tel.: 01-460 2348. (4152

ASTON MARTIN DB2 Vantage saloon. Bills and history. Original condition. Original log-book. Taxed March, MoT June. Alfins, new Turbospeeds. Engine rebuilt and brake reline just completed by specialist. £750. Tel.: Kingston Blount (0844) 51543 (Ansaphone) (Oxfordshire). (4153

V8 TIGER, 1966, 4.2. Mexico brown. New hood; h/top, alloys, reclining seats, radio, e/aerial, roll-bar, leather s/wheel, added instruments; new exhaust, brakes, clutch, last six months. Long MoT. VGC. £725. Tel.: 01-803 2753. (4154

ALFA ROMEO Giulia Sprint GT, white with red upholstery, 1964. Genuine 41,500 miles only. Regular *concours* winner, every attention given throughout its life. £600. Ford, Tel.: Crawley 23851. (4155

MIDGET, 1967F, good condition throughout, long MoT. Must sell, £310 o.n.o. Tel.: Fleet 22669. (4156

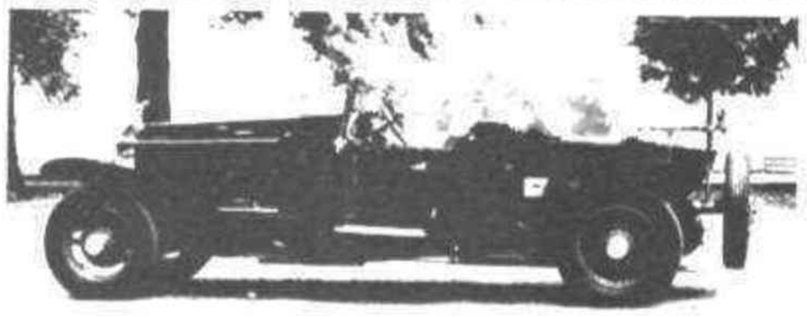
MORGAN PLUS 4 2-seater, 1968, in first class condition. Kingfisher blue, black leather upholstery; 46,000 miles. Two owners. New Cints. Taxed. Servicing bills available. Company car forces sale. £1,095. Tel.: Cuffley (Herts.) 4311 (after 5 p.m.). (4157

1954 POPULAR E93A. Tax, MoT. New tyres, exhaust. Further bills for £68. VGC for year. Appreciating at £135. Tel.: Havant 4096. (4158

ARMSTRONG SIDDELEY Mk. II Sapphire saloon, 1955. Black over fawn. 65,000 miles. Class winner many events. All original vehicle for enthusiast. £600 or offer if faults can be found. Andrews, 4 Birch Ave., Dovercourt, Essex. Tel.: Harwich 2324 (9 a.m. to 5 p.m.). (4159

BARRACUDA, 1965, RDH. 42,000 miles from new. Economical 3.7 six-cylinder automatic. This elegant metallic blue Chrysler looks and goes like new. £700. Tel.: Sapcote (Leics. 3026. (4160

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ASTON MARTIN DB5, 1965 (March). Tastefully finished in golden sand with black upholstery and interior trim. Nearly new tyres on wire wheels. Early inspection advised to ensure availability. **£1,145.**

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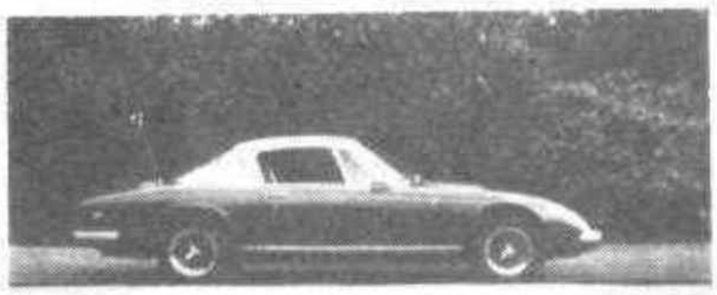
JAGUAR E-type 2+2 fixed-head coupe, 1971 (June), automatic. Dark blue with blue interior. Chromed wheels. **£2,475.**

PEUGEOT 404 Family estate, "K"-reg. Dark green with tan interior. **£1,395.**

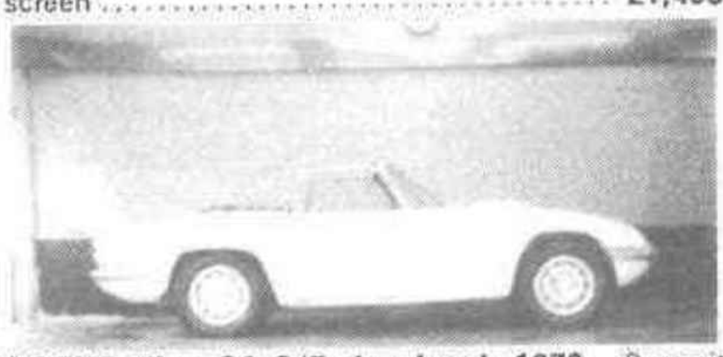
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LOTUS Elan +2S, 1969. Carmen red with black upholstery; fitted chrome wheels, electric windows, radio, knock-on wheels, servo and heated rear screen **£1,495**



LOTUS Elan S4 S/E drophead, 1970. Summit Rallyflek with black upholstery; fitted knock-on wheels, radio, electric windows, brake servo, etc. **£1,195**

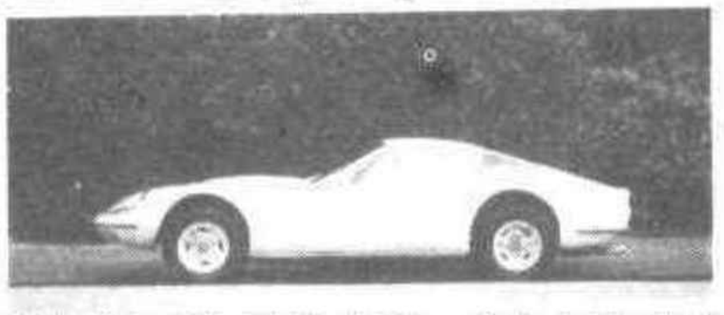
JAGUAR 'E'-Type 2 Automatic, 1967. Primrose yellow with black upholstery; fitted chrome wire wheels and radio; represents good value at ... **£1,345**
LOTUS 7 S. IV, 1970. Orange coachwork; fitted full weather equipment, heater, tonneau and wide wheels; a car we have owned before and are pleased to again **£945**

OPEN 9.30 a.m. TO 7 p.m.



TVR Tuscan V6, 1970. Silver fox and black with black upholstery; fitted mag. wheels, high-back seats and 8-track stereo; quite outstanding performance **£1,195**

COOPER 'S' 1275 Mk. 2, 1968. Blue with white top and black upholstery; fitted Dunlop wheels, Sports, heated rear screen, rear screen wiper, fog and spot lamps, reverse light, twin tanks, oil cooler, etc., etc., etc. **£535**
SUNBEAM TIGER, 1965. Polar white with black upholstery; fitted with the 4.2 V8 Ford engine, hard- and soft-tops, dual exhausts, disc brakes; exhilarating performance **£695**
LOTUS Europa Twin Cam, 1972. Regal red with oatmeal upholstery, JPS coachlines; fitted with mag. wheels, electric windows, etc.; only one private owner from new and 12,500 miles **£1,595**
ASTON MARTIN DB5, 1965. Carmen red; fitted ZF 5-speed gearbox, chrome wire wheels, radio, Selectaride suspension, tinted glass; recent engine overhaul. An investment **£1,295**
MUSTANG V8, 1967. Metallic bronze with black upholstery; fitted 4.7 engine, automatic transmission, power steering and a radio **£995**
LOTUS Elan S2 S/E drophead, 1965. Carmen red with black upholstery; fitted with knock-on wheels, new engine in 1970 and new hood very recently **£695**
LOTUS Elan +2, 1968. Metallic aubergine with black upholstery; fitted knock-on wheels, electric windows and a radio; a pretty car **£1,195**



MARCOS V6, 1970 (mdl). Blue with black upholstery; fitted overdrive, sun-roof, mag. wheels, electric windows and radio; a fine example of this sought-after model **£1,295**



LOTUS Elan S4 S/E fixed-head, 1970. Royal blue with black upholstery; fitted knock-on wheels, radio, electric windows, etc.; only one private owner and 15,500 miles from new **£1,195**

SUNBEAM Alpine GT, 1965. Polar white with black upholstery; needs some mechanical attention, hence **£200**
LOTUS Elan +2, 1968. Fitted knock-on wheels, electric windows, sun-roof and radio; the coachwork is a trifle untidy so we will respray the car to the colour of your choice **£1,295**

SPORTS CARS WANTED FOR CASH OR PART EXCHANGE

FOR SALE—continued

AUSTIN HEALEY 3000 Mk. IV, 1965. Black with red interior. 47,000 miles only. Overdrive, wires, radio, tonneau. Just beautiful. Around £1,000. Tel.: Hertford 4369. (4161

MG MIDGET, 1972, 11,000 miles. Blaze, numerous extras and spares. Immaculate condition. £790 o.n.o. for a quick sale. Tel.: Dartford 21432 (evenings). (4162

1932 AUSTIN 10. Sound investment. Rebored, brakes relined. Good original condition. MoT. Daily use. £200. Tel.: Thornbury (Glos.) 2023. (4163

DAIMLER SP250. Resprayed ermine white. MoT to May 1974. H/s.-tops. O/H headlamps. Most parts renewed or reconditioned. Registration number 3536 HP. Excellent example of fine appreciating car. Offers around £630. Tel.: Cleckheaton 2700. (2613

RILEY 1½, 1954, excellent mechanics and interior, good body. Bargain at £240 o.n.o. Tel.: Mansfield 28756 (after 6). (2612

ASTON MARTIN DBS (Vantage/manual), 1971 July, 13,000 miles, as new. Aquamarine. £4,650, would consider any older Aston in part exchange. Tel.: 061-480 5137 (day); Poynton 2110 (evening). (3699

MG TD, 1,250 c.c. Excellent original condition. Recon. engine and gearbox; new clutch, radial tyres, tonneau. MoT. £275. Tel.: 01-462 4083 (evenings). (1234

1972 VW SUPER Beetle. Silver/black. Alloy wheels and sports trim. Reece Fish carburetters. Inertia belts, radio, etc. Enhanced appearance and performance. £900. Tel.: Wormley (Surrey) 2943 (evenings and weekends). (4164

FORD SPECIAL. All enveloping body. Buckler ladder chassis, i.f.s., Escort axle, 100E with o.h.i.v. head. Fully trimmed. Used only as second car, hence only 10,000 miles since completion. £190. 11 Regency Drive, Broadwey, Weymouth, Dorset. (4165

ALVIS TF 21, 1966, 49,000 recorded miles. Just resprayed in original silver. Maintained to a high standard throughout. £1,350. Tel.: 01-949 4800 (day). (4166

MG TF 1250. Wires. Professional restoration just completed, bills available. Resprayed damask red. New tan hood, tonneau, carpets, leather upholstery and trim. Some spares. Absolutely magnificent example. £1,700. Tel.: Topsham 4305. (4167

MG-A 1622 fixed-head coupé. Taxed, MoT. Many major items recently replaced, crankshaft, clutch, exhaust, brakes; retrimmed. Workshop manual. Well worth viewing. £240. Tel.: 061-723 4104 (Manchester). (4168

DAIMLER SP250, July 1963. Genuine 45,000 miles only, two owners, both women. Full history known. Exceptionally good condition inside and outside. Complete with tools, maintenance manual and spares catalogue. Offers around £1,000. Tel.: Measham (Leics.) 71140. (4169

BENTLEY S.1. Low mileage, really outstanding, original condition. £1,600. Tel.: Crediton 2061 (after 8th October). (4171

ASTON MARTIN DB5, 1965. Low mileage, superlative condition. £1,375. Tel.: Sturminster Newton 72432. (4171

1936 DAIMLER Light Fifteen by Mulliner; restored in Lonsdale yellow and black. Engine rebuilt. Magnificent order. Offers over £1,000. Tel.: Silverton (Devon) 352. (4172

ASTON MARTIN DB2/4 3-litre. Must be one of the best of this classic model available. Colour BRG. Tel.: Bargoed 3860. (4173

£1,500 WILL BUY a beautiful 1954 S.1 Bentley. Interested, apply: Hill, Green Royd Farm, Sykehouse, Goole. (4174

VINTAGE ROVER, 1930—? Enjoyable pleasant motoring. Apply: 3 Copper Beech Cres., Hooton Levitt, nr. Rotherham. (4174

1953 AC Buckland 4-seater tourer. Rechromed, resprayed, beautiful condition. 1937 Delage D6/70 sports saloon, resprayed, rechromed, etc. Magnificent motor car. Ring Stoke-on-Trent 534719 for further details. (4175

BENTLEY S.2, 1960, for sale. Good condition throughout. Air-conditioning and reclining seats as well as the usual refinements. £1,500 o.n.o. Details from Tel.: Penmaenmawr 3237 (evenings), or write: Bailey, "Erw Lydan", Penmaenmawr, N. Wales. (4176

MG-B SERIES II, 1965, v.g.c., 51,800 miles only. Many extras. Reluctant sale. £420 o.n.o. Tel.: 01-393 7595 (Surrey). (4177

CLAN CRUSADER, 1973, similar to Lotus but with economy, 40 m.p.g./100 m.p.h. and 'cheap spares'. Imp Sport engine. Cosmic wheels with G800s. Suedym glass, sunshine roof. Finished in yellow; 7,000 miles. Cost £1,580, will accept £1,260. Tel.: Rossendale (Lancs.) 28770. (4178

MG MIDGET, 1969G. Blue. 40,000 miles. MoT Sept., tax Dec. £495 o.n.o. Tel.: 01-318 0354. (4179

1958 LANCIA Fulvia 1.3 coupé. Metallic blue. 45,000 miles. £750 o.n.o. Tel.: Oakley (Beds.) 3118. (4180

TVR VIXEN S2, 1970. Yellow. Alloys, radio/cassette, sun-roof. Excellent condition, 40,000 miles. £1,050 o.n.o. Tel.: Cardiff 32981, ext. 7 (business hours). (4181

VOLVO 123GT, October 1968, two owners. Distributor maintained, 70,000 miles. Must be one of last produced. £685. Tel.: Sampson, Evesham 6028. (4182

1935 AUSTIN Ascot. Attractively restored, many new parts. Rebuilt suspension, brakes. All original documents, excellent tyres. MoT, tax. £450 o.n.o. Tel.: Gerrards Cross 83999. (4183

ARMSTRONG SIDDELEY Star Sapphire, 1959 (XAO 65), requires good home. Moth and rust have corrupted somewhat. Original log-book. Best offer. Dr. Rycroft, 30 Bassett Heath Ave., Southampton. Tel.: 67647. (4184

SUNBEAM TIGER, 1965. H/s.-tops, radio, special wheels, XAS tyres, tonneau, twin Cibie lamps, leather wheel. Regularly serviced and in excellent condition. £625. Tel.: Stoke-on-Trent 25329 (working hours). (4185

LOTUS SEVEN Twin-Cam, Series IV, May 1971. Registered 999 J. Burnt orange. Spax heater, 6J wheels. Well-kept, one-owner example. £1,000. Tel.: Kilwinning 3814. (4186

BRISTOL 406, 1959. Over £250 spent on recent extensive overhauls. Excellent example. Offers around £950. Tel.: Leeds 784568. (4187

VINCENT. Wonderfully restored 1951 series "C" Rapide motorcycle, 1,000 c.c., in almost original condition. MoT cert. and licence to December. Reluctant sale for financial reasons, nearest £975. Would accept suitable large car (six seats) in part payment. 8 Cottage Lane, Desford, Leicester. Tel.: 2580. (4188

FIAT-ABARTH 595, 1968, 20,000 miles, one lady owner. Abarth 595 engine, white 500 body, sun-roof. Borrani-Milano wheels, wide-track suspension. £385. Harrison, Tel.: Woodhouse Eaves (Leics.) (0509) 890162. (4189

LOTUS ELAN +2, 1968, 49,000 miles. French blue with black trim, electric windows, alternator; new rear axle. Just decoked and four new radials. MoT July 1974. PB radio. £895. Tel.: 01-540 9109. (4195

1938 AUSTIN Big 7, 4-door, sun-roof. Very good condition, 13 years owned by motor mechanic. £275 o.n.o. Box 4115. (4196

DAIMLER SP250, 1960, red. Soft/hard-tops. One careful and loving owner. New suspension, valves (etc.), steering, brake system. Taxed and tested. £695 o.n.o. Tel.: 01-352 3967 (evenings) or Great Ryburgh 237. (4197

LANCIA FULVIA Rallye, 1968, l.h.d., 40,000 miles, radio. One previous owner. Excellent condition. Bargain at £650. Tel.: Slough (75) 22459. (4198

FROG-EYE SPRITE, 1958, very good condition. MoT. Extras: hard/soft-tops (new), wire wheels, tonneau. Taxed. Respray blue. Enthusiast maintained. Investment at £250. Fennell, Milkwall, nr. Coleford, Glos. Tel.: Coleford 3305 (business), 9-4.30 p.m. (4199

BRISTOL 405. Very good all round condition, £650. Wanted, earlier or later Bristol. Tel.: 021-474 4918. (4200

MORGAN 4/4 4-seater, yellow, 1970, 32,000 miles. Wire wheels, tonneau, etc. Excellent condition, £1,250 o.n.o. Tel.: 041-644 3992 (evenings). (4201

PLUS FOUR Morgan, 1965, 55,000, yellow, £790 o.n.o. Balmforth, 4 Melford Green, Caversham Park Village, Reading. Tel.: 01-486 1222 (day). (4202

180-M.P.H., 5-LITRE 400-h.p., mid-engine Chev Special. Alloy body, 12-in. Indy Firestones. A superb sprint or hill-climb car. £1,750 o.n.o. Tel.: Southport 79052. (4203

LANCIA FULVIA 1.2 coupé, 1966. Red/beige. Sun-roof, radio, etc. Truly delightful car maintained in outstandingly good condition. £575 o.n.o. Tel.: 01-866 8318 (Pinner, Middlesex). (4204

MG TD2. BRG/fawn hood and trim. Professionally restored to *concours* condition. Gold Seal engine. MoT, untaxed. Apologies to all last month's enquirers. Can now definitely be seen in Hampshire. £1,300 o.n.o. Tel.: Fleet 4620. (4205

SCIMITAR GTE, overdrive, red. Beautiful condition, 15,000 miles. £1,950. Tel.: Ware 2207. (4206

GILBERN ESTATE Invader Mk. II. Turquoise. One lady owner, used as second car. Oct. 1971. O/d., electric windows, Ford V6 engine. Reg. No. SNH 600K, 29,000 miles. Excellent condition, £1,650 o.n.o. Tel.: Keyworth 2160. (4207

1952 RILEY RMA 1½-litre. Engine rebored and recently mechanically overhauled by the well-known Riley expert, Crosslands of Chesterfield. Offers. Tel.: 031-441 2061. (4208

ABARTH-FIAT 595, 1968, 20,000 miles, one lady owner. Abarth 595 engine, white 500 body, sun-roof. Borrani-Milano wheels, wide-track suspension. £385. Harrison, Tel.: Woodhouse Eaves (Leics.) (0509) 890162. (4189

SUNBEAM TIGER 4.2-litre, 1966, black, exceptional condition. £950. Tel.: Borough Green (Kent) 3000 (evenings), 01-588 7131, ext. 5 (office). (4209

V8 MG-B GT, 1973 BL. Harvest gold. Fitted Radiomobile and road taxed. Immaculate condition, overdrive 3rd and 4th. Reg. No. NDW 33M. £2,390. Bev Luen, Tel.: Newport (Mon.) 58451. (4211

ASTON MARTIN DB2/4 Mk. III saloon, 1959. Triple SUs, twin exhausts. Reutter reclining seats. Reasonable bodily/running order. £900. Box 4116. (4212

V8 MG-B GT, 1973 BL. Harvest gold. Fitted Radiomobile and road taxed. Immaculate condition, overdrive 3rd and 4th. Reg. No. NDW 33M. £2,390. Bev Luen, Tel.: Newport (Mon.) 58451. (4211

JENSEN 541R, 1960. Ivory with black top. Manual, overdrive. Offers over £650. Southworth, 6 Kennet Vale, Brockwell, Chesterfield. Tel.: Chesterfield 79153. (4213

TVR 3000M, 1973, burgundy, sun-roof, radio, h.r.w., Auto Vita conversion, 4,000 miles. Factory built, as new. Seen anywhere in UK. Cost £2,650, sacrifice at £1,995 o.n.o. Chris., Tel.: 01-722 1795 (evenings). (4214

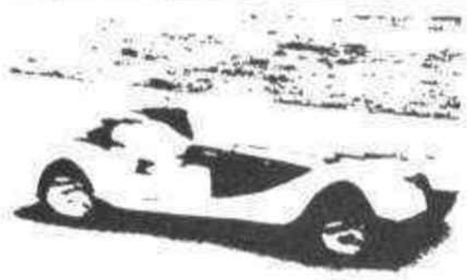
MG-A 1600 d.h.c., 1960. Engine completely rebuilt, with flat-top pistons, 2BY Piper race/rally camshaft, fully balanced, HRG ally Xflow head, compression ratio 10:1, 1¼-in. carbs., Derrington extractor exhaust manifold. Gearbox fully reconditioned. Since rebuild, mileage 2,000. Bills to prove work for £200. Bodywork in excellent condition having been resprayed, red. £440 o.n.o. Tel.: 01-449 8220. (4215

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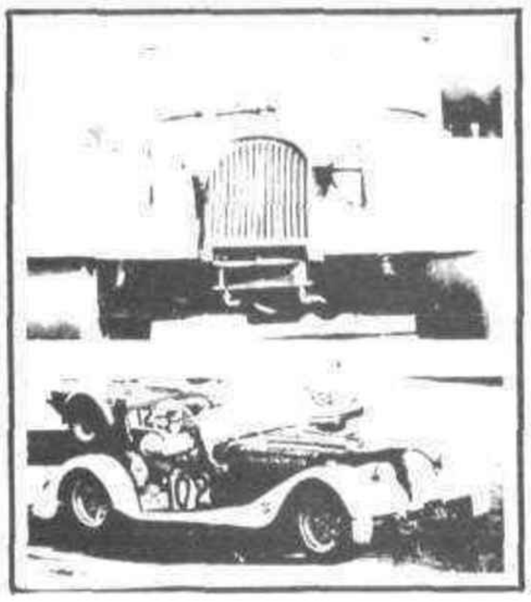
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FOR SALE—continued

C-TYPE ENGINED Jaguar in Mk. 2 1966. Early D-type cam-shafts, treble Webers, w/w, with spare wide set. Full test, mod. suspension for hill-climb or road. Jag signal red. Enthusiast now business man would like to swap for 1967/69 E-type roadster or f.h.c. Engine fully rebuilt, new oil pump, pistons, valves, springs, chains, fitted E-type clutch now at 3,000 miles. Very fast car, with handling to match. Tel.: Skelton (N. Yorkshire) 50049 (days); Hutton Rudby (Middlesbrough) 700013 (evenings). (4215

OHC WOLSELEY, 1935, saloon. Must go. Offers. Stephens. Tel.: Reading 883123. (4217

TR4A, 1966, conifer, black trim, hard-top, soft-top, wide wheels, Kenlowe fan, automatic lubrication; new shock-absorbers. First class condition, beautifully maintained, many extras. £495. Tel.: Winsford 4557 (Cheshire). (4218

ALFA GIULIA Super, 1969. 1971 AROC Giulia concours winner, still superb. Many extras. CD ignition. Long MoT. £835 towards 1750 GTV fund. Hunt, Tel.: Eagle (046-287) 5261 (Beds.). (4219

LOTUS ELAN Spring, 1971, d.h.c., tonneau. Superbly maintained, one owner. £1,400. Tel.: Wickham 3519 (Hants.). (4220

JAGUAR 420 (S-type) saloon, automatic, 1968 ("F" reg.), immaculate white. Absolutely sound body and excellent mechanics. Radio. Quite genuine. £850. Doctor Holmes Pickering. Tel.: 01-493 8040 (office hours). (4221

DAIMLER SP250 sports, ivory. Tan hard-top, 20,000 miles since new. Concours winner, ideal collector's car. Reg. No. 1 RPE. Offers. Tel.: Guildford 73131. (4222

MG-A. Rare 1961 1600 Mk. II roadster, finished in Old English white with red leather trim, one of the few "A"s produced with the twin-cam extras. This car is in really superb condition and would suit the discerning buyer. £595. For full details: Tel.: 01-351 1541 or 01-940 2847 (evenings). (4223

FOR SALE—continued

MG-C ROADSTER, Nov. 1968. Tonneau, radio, w/wheels, extras. 48,000. MoT June 1974, tax Jan. 1974. Primrose. £600. Box 4124. (4230

MG-B, 1966. Beautiful car in red, 51,700 miles. Wires, radials, tonneau, air-horns, boot-rack, anti-theft, special wheel. Three owners, known history. £425. Works hard-top for above, £35. 68 York Ave., Wolverhampton. Tel.: 20681. (4231

MG-C GT, Downton, 130+ m.p.h. Overdrive, chrome wires, special seats, Motolita s.w., QI lights, Sundym h.r.w., p.b. radio, tow-bar. Immaculate condition. £925 o.n.o. Tel.: 01-748 9615. (4232

MG-B ROADSTER, Nov. 1971, Mk. III model, CMA 3K. Mallard green. 31,000 miles. Overdrive, radio. One owner. Race mechanic maintained. £1,080. Tel.: Brailsford 251 (weekends), Grantham 5886 (weekdays). Ref. MTEC. (4233

TRIUMPH GT6, "L" regd., 8,000 miles only. Emerald green. Overdrive and h.r.w. £1,245. Tel.: Brailsford 251 (weekends), Grantham 5886 (weekdays). Ref. MTEC. (4233

A40 PEDAL CAR in near mint condition. Electric lights, horn, opening boot, and bonnet with dummy engine. Best offer over £75. R. Lonsdale, 57 Orchard Ave., Chichester. Tel.: Chichester 82949. (4234

MG-A 1600 Mk. II coupé, 1962. White. Immaculate condition throughout. Two owners and records since new. Low mileage. Nearly new Cinturato tyres, original spare unused. Luggage rack, seat belts, heater demister, adjustable steering column, leather seats, electric screen wash, vacuum gauge, ammeter, aerial, badge bar, maker's tools and halogen headlights. One of the very last MG-As produced. Garaged since new. Can only appreciate if kept in present condition. £650. C. R. Moulton, 18 Broad Street, Ludlow, Salop. Tel.: 2671 (4236

MG MIDGET, 1955. Blue. Immaculate condition, inside and out. MoT, tax Dec. Robin Collis. Tel.: 01-894 0942. (4241

FOR SALE—continued

LOTUS ELAN S2, red, tinted screen, superb mechanics. Ridiculous price of £525. Tel.: Whaddon (Bucks.) 265. (4245

MG TD II, 1953. Black. Original engine rebuilt and balanced by Toulmins. Many new parts. Original and excellent order throughout. Handbook. £800. Tel.: Chichester 84455 (9.00-5.00). (4246

BMW 2002, 1969. Imported "J" registration, 38,000 miles, one owner. Agent maintained since new. Blue. Special wheels, four spotlights, opening roof. New MoT. £995, or would exchange for estate car of comparable value. Tel.: Cosham (Hants.) 79136 (evenings). (4247

LOTUS CORTINA Mk. II, 1970. Fern green metallic, black coachline, five chrome Rostyle wheels, full sunshine roof, Carello headlamps, 5-p.b. radio. Outstanding in every aspect. £795 o.n.o. Tel.: 558201, ext. 143 (9.00-5.00 p.m.), or Wotton-Under-Edge 3638. (4248

FERRARI 365 2+2, 1969, 42,000 miles, two careful owners. Air-conditioning. Dark blue, red upholstery. Offers £4,000 plus. Tel.: Elstead 2217. (4250

1932 MG Magna, very rare pretty coachwork by Jarvis of Wimbledon, believed only original surviving example of seven made. Recently rebuilt. £1,500. Photos, details: Shattock, Bohernabreena, Tallaght, Dublin. Tel.: 500604. (4251

MG TA. Tuned XPAG engine fitted, but original included. Excellent condition throughout. Taxed and tested. £425. Tel.: Northop 232 (Flintshire). (4252

1969 MUSTANG V8 convertible, "K" reg. Mileage 41,000 with present owner since new. Automatic, power steering, brakes, hood. Fitted radio, luggage grid, radials. £1,275 o.n.o. Tel.: Emsworth (Hants.) 2251. (4253

DAIMLER SP250, sports, 1961, Series B. MoT April 1974, taxed. Very fair condition and price. £595 o.n.o. Tel.: Bristol 624648. (4254

FOR SALE—continued

AUSTIN HEALEY 3000 Mk. III, Dec. 1965. Engine overhauled, MoT, new hood, new carpets, wire wheels, overdrive. £575. Tel.: Billericay 4246 (evenings). (4263

DAIMLER SP250B, Nov. 1962. Gold/red trim, h/s.-tops. MoT. 5½Js, servo, Autolube, new radiator, steering. Handsome and reliable. £575. Tel.: 051-525 9726. (4264

NSU Ro80, Mk. III, 1971, Padma green, tan interior, 22,000 miles; radio. Superb condition throughout, dealer maintained. Must sell for house purchase, therefore £1,430 o.n.o. Tel.: Bracknell 27359. (4265

ALFA ROMEO 2600 Sprint, 1965. Rebuilt engine; replacement 5-speed gearbox; replacement steering box; new clutch; new tyres all within last 1,000 miles. Good Bertone body; electric windows. £475. Tel.: 01-464 6184 (after 6 p.m. and weekends). (4266

1966 MG-B, overdrive. Many extras. VGC. Must sell, replacement already purchased. £465. Will haggle. Tel.: Sherborne (Dorset) 3452. (4267

BRISTOL 403, 1955, 100AB2 engine. Rebuilt four years ago, since stored, requires painting. £250. Tel.: 0379-2871 (Diss, Norfolk). (4268

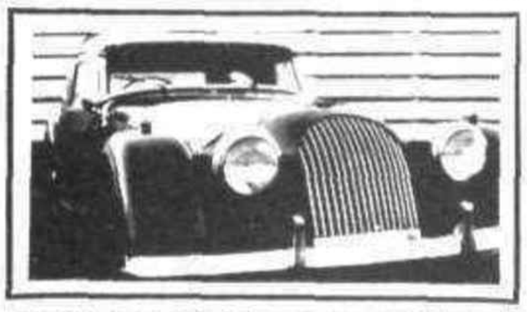
TR6, "J" REG., hard-top, red, black. Overdrive, radio. 1,200 miles. £1,425. Tel.: 01-554 6724 (after 6 p.m.). (4269

1943 HUMBER Hawk, ex-RAF, sound running condition. £100 o.n.o. Tel.: Potters Bar 53968 (evenings). (4270

1275 MINI Cooper S, Mk. I, good condition, extras. Red/black. £210. Tel.: High Wycombe 34350. (4271

AUSTIN SPRITE, 1971, "K" regn. Dark green. One owner, now abroad. Tonneaus, brand new hood. Well maintained. 20,000 miles. £750. Tel.: Rustington 4067 (near Littlehampton). (4272

MG-A 1600 Mk. II. Soft-top. Good chassis; new r/wings, sills; reconditioned engine three years. £210. Tel.: Burgess Hill (Sussex) (044 46) 6662. (4273



1936/37 AUSTIN 12, imported from New Zealand in 1970. One owner till 1970 and owned by me since then. Genuine mileage 53,980. Only used in the UK one summer. Green with black mudwings. Virtually original. Original carpets as new. Opening screen, sunshine roof, roller blinds, etc., as original. Good tyres and new batteries. Recent top overhaul, and MoT. Original Warranty (never completed) and handbooks. £400 o.n.o. Bolsover, 3 Kenton Close, Hartburn, Stockton, Teesside. (4224

JAGUAR XK120 roadster. £250 recently spent. Ice metallic blue. Dual exhaust. Original condition. £1,250. Another XK120 roadster, much restoration done, £850. Pearson, Tel.: Roade 862300. (4225

AUSTIN HEALEY 3000 Mk. II. Hard-top, soft-top, wires, overdrive. Super condition. £699. Worswick, Rosenheath, Simonstone, Burnley. Tel.: Padiham 73407. (4226

BENTLEY R-TYPE Automatic. New two-tone paintwork. Perfect mechanics and interior. Full history. £1,550. Tel.: 01-624 8888 (day), 01-937 8724 (evenings). (4227

AUSTIN SHEERLINE, 1953, original steel grey finish. MoT May 1974. Genuine 70,000 miles. Opportunity for enthusiast. Tel.: Armitage (Staffs.) 490690. (4228

MK. VI BENTLEY, 1950. Maroon over grey. Extremely good mechanics, lovely interior, everything works, 'even clock. New tyres. Smart appearance. Must go to pay for house. £650 o.n.o. Mr. King, Tel.: 061-445 3104 (day), 061-428 5191 (evenings). (4229

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FOR SALE—continued

1972 (APRIL) 1275 GT Mini, black tulip with jet black windows; 12,000 miles, service history; 8-track stereo, push-button radio, stainless exhaust. £900. Tel.: 01-540 9109. (4237

MORGAN 4/4, 1972, 4-seater, in bright orange, wire wheels fitted, push-button radio, and with every conceivable extra available. Under 12,000 miles, genuine mileage. In absolutely immaculate condition, bargain £1,525. Tel.: 01-303 4623 (anytime). (4238

AUSTIN ATLANTIC, 1952, hard-top, black. Genuine 70,000 miles. Absolutely immaculate. Some spares. Offers. Tel.: Canterbury 69104. (4239

MG-A 1600 Mk. II, 1961. This car is in good condition throughout—original trim, engine and gearbox with full synchromesh. The chassis and body being well kept, with inner sills in good condition and only one outer sill replaced. Wire wheels, works badge bar, Kenlowe fan, burglar alarm, etc. Reluctantly for sale due to marriage. £375 o.n.o. due to its fixed-head and the urgent need for cash. Tel.: 01-634 4290 (office) (4240

SPRITE Mk. I, hard/soft-tops, tonneau; recent engine, clutch, shockers, exhaust, battery, etc. Respayed midnight blue. £210 o.n.o. Tel.: Seagry (Wilts.) 594. (4242

MG-B, 1971. Teal blue. Overdrive. Always garaged. £975 o.n.o. Tel.: Cranleigh 2745 (Surrey). (4243

1970J LOTUS Elan +2S. White. Low mileage. Immaculate. £1,500. Selling to support racehorse. Tel.: Knockholt 3058. (4244

FOR SALE—continued

JAG. XJ6 de luxe, auto. 2.8. "H" regn. (Dec. 1969-1970 model). Light blue, h.r.w., radio. P.A.S. New speedo reads 2,000 but actual mileage 27,000 (will certify). Asking nearest £2,000 for this £3,000 motor car. Tel.: 0536 3796 (Northants.). (4255

BENTLEY S.1, 1958. P.A.S., h.r.w., radio. Finished in Tudor grey. New gearbox, axle, tyres, battery, etc., bills for £600 recently spent. Maintained by Rolls Distributor. £1,250. Tel.: Southampton 69582. (4257

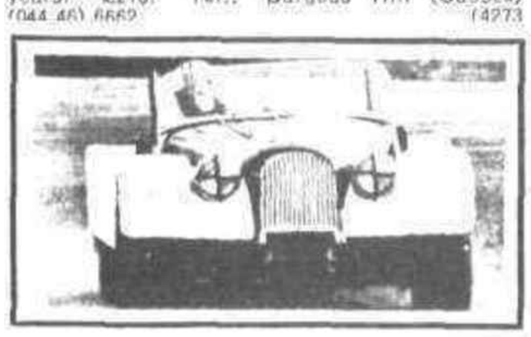
SUNBEAM-TALBOT sports convertible Mk. II, 1951. MoT. Good condition, recent battery, brakes, etc. Offers over £160. Tel.: Chapel Brampton 3013 (Northampton). (4258

TRIUMPH TR3, fitted with 2,138-c.c. engine. In very good condition. Resprayed BRG, undersealed. First registered 1960. Will haggle around £500. Tel.: Farnham Common (Bucks.) 3666 (evenings). (4259

ASTON MARTIN 2LT saloon, 1937 (Jan.), in order, laid up approx. 15 years. Original, easy restoration, very little work. £1,050. Box 4117. (4260

AUSTIN HEALEY 3000 Mk. 3. Absolutely immaculate throughout, finished in Old English white, red interior; wire wheels and overdrive. Privately owned from new. Genuine mileage. £1,200. Tel.: BFD 491004. (4261

1933 MG "L"-type 2-seat sports. Rebuilt body in good condition, fitted 950-c.c. BMC "A" series engine. MoT. £450. Tel.: Clive 373 (Salop). (4262



SUNBEAM-TALBOT "90", 1953. Bodywork, gearbox, interior, tyres, etc., in good condition but blown head gasket, otherwise engine good. Needs good home for restoration. £60. Tel.: Ringwood 4224. (4274

CORTINA GT. Too fast for London. 19,000 miles. Superb order. Radio, heater. Taxed. £500. Miss Villiers, Tel.: 01-937 6721. (4275

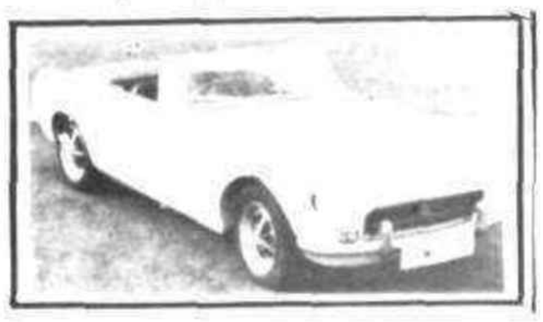
RILEY ROADSTER RMC, 1950, incredible—owner changing to d.h.c. version. For details contact Paul Hackett on Southampton 30611 (day) or 42097 (evening). (4276

124 SPORTS coupé, 1969(H). Truly immaculate, enthusiast maintained. Radiomobile, h.r.w., 5-speed. Company car forces sale, £875. (Banstead) Tel.: Burgh Heath 55071. (4277

SAAB 99, 1970. 36,000 miles, immaculate condition throughout; full service history. £850. Tel.: Langford 457. (4278

1971(K) RELIANT Scimitar GTE, overdrive. Immaculate condition. 21,000 miles. Usual extras plus chrome alloy wheels and Webasto roof. Can be seen London or Godstone, Surrey. £1,895. Tel.: 01-935 6600, ext. 8237 (day), Godstone 2753 (evenings). (4279

UNIQUE. LOTUS Europa first "Special", 1972(L). No coachlines. Pristine white. Factory built with big-valve engine and 5-speed gearbox. Magnesium wheels, l/r. steering wheel, stereo speakers and aerial. 10,000 miles. Immaculate condition. £1,795 o.n.o. Compare with price for Special. Tel.: 01-935 6600, ext. 8243 (office), 01-789 9037 (home). (4280



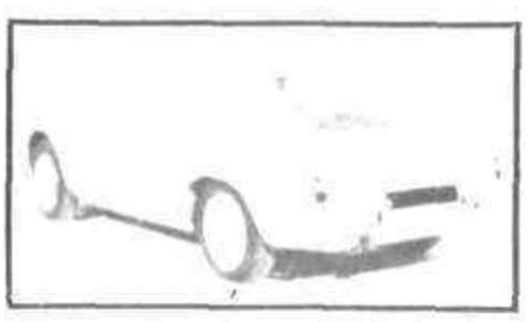
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Revive your jaded motoring palate, with 5 wire wheels and a big copper mallet! **Morgan Plus 8,** 1971, indigo blue, this was his *1st Plus 8, just taken delivery of his 2nd* and ordered his 3rd. **MG-B** roadster, 1971, midnight blue, black interior, Rostyle wheels, supplied new by us, £995. **Triumph Dove GTR4,** 1964 approx., canary yellow, black interior, equipped with Ford 2.5-litre V6 power unit, radio, 185-15s on wire wheels, price £1,000 inclu- in the opposite direction. **Lotus Super 7 Cosworth,** 1,500cc 5-bearing engine, 1964, 2 twin-choke Webers, close-ratio gearbox *(we think), burnished silver body, green* wings, Union Jack, wide rear wheels, complete weather equipment, £695. **Lotus Seven Srs IV,** 1972, yellow, alloy wheels, full chrome exhaust system, in all £280 of extras, £1,195. **MG-B,** 1971K, Bedouin, Rostyles, headrests, 1 owner, £1,070. **Morgan 4/4 Comp.,** 1968, Bugatti blue, compile a new edition of our Unpublished Morgan Extras List. We operate a very just and closely controlled delivery rota, with plenty of stock orders in the pipeline, one of which we could allocate to you. How-





sive of 5 years' insurance for a 17-year-old croupier living in East Ham. **Morgan 4/4,** 1973, indigo blue, rear bumper, tonneau, louvres (Mr Jay did them specially after sale), luggage carrier, wire wheels, strap. **Austin Healey Sprite Mk. IV,** 1967, BRG, black trim, 1275 unit, Ashley fastback hard-top, soft-top, £450. **Dutton 'B' Type,** 1972, GPO red, black trim full weather *equipment, 1,147cc Triumph power unit,* SAH camshaft, branched exhaust, rollover bar, tonneau cover, enclosed luggage boot, £595. **TVR 1600M,** May 1973, white, black trim, alloy wheels, 4,000m, TVR-obsessed owner now running a 2500M, price negotiable. Also an intermediate-model **TVR 1600** with the earlier body but the new "M"-type square-tube chassis, silver with black trim, wide wheels, 1 careful, no



further details but please phone. This sounds like an old car someone fitted with a new chassis, but in fact it's about a '72 and that is the way they built them at that time. Do you know what I mean? **Morgan 4/4 4-seater,** 1970J, indigo blue, luggage grid, rear bumper, engine replaced 500 miles ago. **Triumph TR5,** 1968, midnight blue, overdrive, push-button radio, 6J TR6 wheels with red spot hubs, poncey white hood and tonneau, £895. **Morgan Plus 8,** 1970, signal red, tonneau cover, rear bumper, from the quiet dales. **Triumph GT6,** 1967, Spa white, black trim, radio, high ratio final drive, late-pattern wheel trims, £595. **MG-B** (with Marina body), £790. **MG-B,** June 1971, racing green, wire wheels, new tyres, Downton £65 cylinder-head *conversion, extensively modified sus-*pension (including modified castor angle for less self-centring), the truth is that I've had this car more-or-less from new (except for a few months on a guaranteed-repurchase deal) and *I'm fed up trying to sell it.* The fact that it has a Borg-Warner auto gearbox should appeal to the motorist with the above-mentioned jaded palate, but every prospective buyer we suggest it to says nothing, pulls on his string-backed gloves, adjusts his BARC tie, and walks off

black leather, full and ½-tonneaux, 5pb Motorola, tubular grid. **Morgan 4/4 1500,** 1967, Post Office red, bucket seats. **Morgan Plus 8,** 1969, Westminster green, *radio, luggage grid, air horns.* **Morgan 4/4** 4-seater, 1972L, red, air cleaner, rear bumper, luggage carrier, spot lamps, 1 bank manager owner. **Morgan 4/4,** 1962, Jaguar green. **TVR Vixen,** 1968, buttercup yellow, black interior, wire wheels, leather rim, £825. **MG Midget,** 1967, black, 1,098cc unit, £395. **Morgan 4/4 Comp.,**



1970, orange chrome, wire wheels, bucket *seats, luggage grid.* **Morgan 4/4 4-seater,** 1972, deep Brunswick, underseal, grid, lady. **Morgan 4/4,** 1971K, orange chrome, wires, spots, louvres, rack, tonneau. **Morgan 4/4** Competition model, 1968G, yellow, wire wheels, stereo, grid, tonneau; was informed that this one was being sold due to loss of licence as a result of totting up, took this to be some kind of rum-drinking offence, apparently I was wrong, a mere case of sober suburban speeding. **Morgan Plus 4,** 1966, blue, scoop. **Morgan 4/4,** 1970, royal ivory, wires, grid, tonneau. **Morgan 4/4,** 1971, *nut brown, wire wheels, radio, tonneau,* 1 owner. **Morgan 4/4,** 1972L, indigo blue, wire wheels, buckets, aluminium body. **Morgan 4/4** 4-seater, 1969, crimson, wires, lady. **Morgan 4/4** 4-seater, 1971, orange, rear bumper, tonneau, strap, lady. **Morgan 4/4** Comp., 1969, primrose, wires, leather, grid, tonneau. Expecting a green 1973 **Morgan/4/4,** December 1971 **Lancia Rallye 1.3S,** red **Datsun 240Z** and dark green **V12 E-Type roadster.** Nearly all our 2nd-hand cars have full lubrication service, fresh oil/filter, thorough workshop test and safety check, brake linings inspected, *unserviceable tyres,* exhausts, steering, suspension, shock-absorbers etc. are mercilessly discarded and replaced with new. Written guarantee. Also expecting 1973 **Jensen Healey** (Dec. '72) and 1972 **PI 8 Rvr Bx.** If you're considering a **new Morgan** we have the latest **4/4** and **Plus 8** (Rover box) models for you to see and have rides in, please drop in for latest despatches from Malvern Link, in fact I'm going there myself this week, taking my stick with many cleavages, upon return will

ever, Morgan delivery times amount to many, many months, so please consult with us in very good time. The new **Jensen Healey** has been promised us for late *August, now just the wrong side of* £2,000 but with improved styling as picture, rich



walnut veneers, numerous detail improvements and a superb low-bake paint finish from the new Ovens at West Bromwich. We expect to have our demonstration model on the road about Sept 7th. **Lenham hard-top** for Jensen Healey in stock with heated safety glass rear window, leather *grain finish, colour-impregnated fibreglass,* full head lining. Also Lenham tops for Spitfire, MG-B, Spridget. New **TVR 3000M** for early delivery, we have one 1973 **TVR 3000M** in burgundy with the indispensible **Woolferace wheels** which we might be tempted to part with. The car, that is. **Things:** Sets of old and new-type 4½J × 13" Rostyles for Midget, used, £4 each; new £5.50 each. Selection of towbars for Morgans from £5 to £15. Set of 4 5½J × 13" Minilites with 165/70-13 SP Sports, to fit Austin Maxi, less than a year old, half-price. **Arkley SS kits** in stock, £110 +



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AUSTIN HEALEY 3000 Mk. II. White and blue. Wire wheels. Stored from October to May for four years. Excellent condition throughout. £585 o.n.o. Tel.: Fleet (Hants.) 6904 (evenings). (4283

2.6 RILEY, 1958, in splendid condition. Taxed, MoT July 1974. Sacrifice £95. 45 Silvester Rd., Cowplain, Hants. (4284

1936 MORRIS Eight for sale or exchange Land Rover or larger car. Tel.: Airdrie 63547 (4285

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ROCHDALE OLYMPIC Ph. 2, red, 997-c.c. Growing family forces reluctant sale of rare one-owner car. 56,000 miles; very good condition; extras include burglar alarm and child's safety seat. Taxed and MoT. £425. Tel.: Hawarden 532461. (4287

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MG ZB Magnette, black, 1958. Fitted 1800 MG-B engine, servo brakes, ZX radial tyres. Taxed, MoT. Beautiful condition, must be seen. £225. Private sale. Consider exchange. Tel.: Brentwood 216326 (Essex). (4293

1954 ALPINE IIA. Sound mechanically; body all there, some rust. £450/trade for nice l.h.d. Mercedes. Tel.: 01-444 8308. (3730

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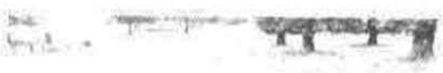
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DELAGE D8s and D8c, VDP type long, long tourers, 40 gallon fuel tanks, four SU carburetters, concours, collectors items. Unique pair with load of spares. Letters or callers by appointment. No telephone. Lt. Guardsman, Phoenix Green, Hartley Wintney, Hampshire (4385

ASTON MARTIN DB5 convertible, hard top, Bonanza radio, MoT. £1250 ono. Tel. Godalming 6164 (4412

MORGAN 4/4 COMP., 2 seater, 1969, 1600cc, crossflow, weber carb, 44,000 mls, crimson with black interior, wood instrument panel with rev. counter - 8 bonnet louvres. Recent respray, new stuff, good all round. Superb. Taxed and tested. Enthusiast maintained in pristine condition, but growing daughter forces reluctant sale. £1,100 ono. Tel. 01 237 3621 (4413

E-TYPE SERIES 2 1969, FHC. Absolutely immaculate. Chrome w.w. Radiomobile PB. 8 track stereo. £1450. Tel. Windsor 64682 evenings, weekends (4414

XK140 roadster, 1955, ivory with proffesionally retrimmed red interior. Steel wheels with rear covers. LHD ex California car in excellent condition. Hood, tonneau, sidescreens, tools etc. No dealers. £1,400. Tel. 01 589 0806 (4415

SUPERB FROGEYED Sprite, BRG, immaculate and original all extras. £30 bargain. Tel. 051 677 7781 (4417

BENTLEY 4¼ owners. Double ended Castellated Hot Tool. Made to high standard. From original pattern. £10.50 each. Tel. Faringham 86366 (4422

LOTUS 7 Series IV. Big valve. Jan. 73. Brand Lotus wheels. 4,000 miles only. Exceptional condition. £1,700 ono. Tel. Oadby 4564 or Kibworth 2141 (4416

GINETTA G15. 72 J. Very low mileage, sunroof. £750 only. Tel. Warwick 43861, Coventry 77354 (evenings) (4418

UNUSUAL AUSTIN 7, 1933 model 76, 2 seater sports nippy, original body, cycle wings, sound and running. Similar to(fore page 1082, September issue. Stored since 1966. Offers over £350. Tel. Harvey, Kenilworth 56423 (4419

TRIUMPH SPITFIRE Le Mans Replica 1300cc. Glass fibre Saloon. Beautifully proportioned. Really exceptional looks matched with terrific performance. 1970. 16,000 miles. Unraced. Wide radials, (duplicates) hydraulics, racing seats, etc. etc. £495. Richmond, Surrey. Box 4122 (4425

REP 3 on Singer Vogue 1963. Offers. D. V. Cutler, 10 Rock Cottages, Connahs Quay, Deeside, Flintshire (4426

GORDON KEEBLE, No. 20. Excellent condition, red/white upholstery, 52,000 miles, £300 reluctantly sacrificed. £1,650. Tel. Bedford 66961 (4420

1971 'K' Fiat 850 sport coupe, 90 m.p.h., 40 m.p.g., excellent condition, nearly new radials, 24,000 miles, Green/tan upholstery. TAxed to 1974. Radio. £785 ono. Tel. Cowbridge (044631) 3405 (4424

LOTUS ELAN SPRINT 1971, FHC, yellow/white, low mileage, stored for 9 months, hence beautiful condition. Genuine bargain £1,275. Consider ex. Chance. Tel. Sheffield 660135 (4421

1955 SUNBEAM Talbot 90. Used daily. MoT and taxed. £125. Tel. Bleaden 812085. (4423

WANTED

BENTLEY WANTED. Private enthusiast wishes to purchase 3-litre W.O. Bentley. Red Label preferred. Must be original. Rough or restored. Cash awaits the right car. Tanner, Tel.: Shalford Green 533 (Essex). (3967

TR4A, 1965-67 coupe, hard- and/or Surrey soft-top. Light colour, preferably sky/light blue. First-class condition only considered. No dealers or agents. M. J. Whitfield, 1 Hughenden Rd., Clifton, Bristol, BS8. (4148

WANTED by foreign buyer: examples of all Rolls-Royce models between 1926-1965, coupés, tourers, sedancas, etc. Must be in good mechanical condition. Box 3896. (6551

WANTED: Any sports cars wanted. Condition unimportant. Also any Rolls-Royce or Bentleys. Cash. Tel.: 01-658 1005 (anytime). (9931

SALES BROCHURES. Manuals on pre-war American cars, one or entire collections. Price, description, Box 3579. (51056

WANTED—continued

ESTATE ? Fast roomy vehicle wanted, in good condition. Up to £600. Details, price and photo if possible. Box 4052. (2080

WANTED: "Number One" registration number on vehicle in any condition. Tel.: 051-428 1517 (evenings). (1628

DARRACQ 15 40: Wanted: Previous owners of NR 5863, spares and literature. J. V. Shaw, St. Edmunds, Old Hall Green, Ware, Herts. Tel.: Ware 821504. (3233

"THE GRAND PRIX CAR", Vol. I, Pomeroy. Will pay £20 for fair copy. Tel.: Ripley (Derby) 3585 (day), 3856 (evenings). (3307

WANTED: ALLARD J2. Suitable for restoration or repair, privately by enthusiast. Tel.: Bourne End 21640. (3317

PRIVATE BUYER wants good Triumph TR3, MG-SA, VA, TC, TD, or Frog-eye. Details, photo to: Manfred Schulz, 5000 Cologne 41, Herderstr. 95, Germany. (53490

1931 SINGER Junior saloon Workshop Manual wanted urgently, plus any other literature. Huxtable, Tel.: Taunton 2978 (business), Taunton 85862 (evenings) (3409

TR3A WANTED. Body No. TS34312 onwards. Engine No. TS12650E onwards. £300 cash for standard no extras car without wire wheels, with good chassis, little rust and no fibreglass. Rattee, 11 Fernwood Court, Park Villas, Leeds, 8. Tel.: 664575. (3405

ARGYLE: Wanted for 1912-14 15/30 or 25-50 sleeve-valve car: Axles, gearbox, steering-box, two wire wheels (820×120) with Dunlop-Rolls-Royce type locking wheel nut. Any clues gratefully accepted. Graham Harper, 24 Falkland St., Glasgow, W2. Tel.: 041-339 3700. (3411

WANTED—continued

ALVIS 12/60 RADIATOR complete with shell; petrol cap and revolution counter. Restoration held up. Position desperate. M. R. Frankel, Homestead, St. Lawrence, Jersey, CI. Tel.: (0534) 26461-2 (daytime), or Jersey North 551 (evenings and weekends). (3414

WANTED: MG TA engine and gearbox, also TA body. H. J. Sibley, Lake House, 3 Flexbury Park, Bude, Cornwall. Tel.: Bude 2182. (3416

AUSTIN HEALEY 100S spare parts, and any relevent information. Also 100M sales catalogue. Replies to Janick, Turonington Farm, 146 Southborough Lane, Bickley, Kent. (3421

WANTED: ROLLS in rough condition by enthusiast, 20 Lannoweth Rd., Penzance. Tel.: 0736 4694 (reverse charges). (3479

SPORTS CARS urgently wanted for cash or part exchange. Tel.: Boughton (022-775) 223. (3478

WANTED: Aston Martin DB4 convertible. Must be excellent all round condition. Tel.: Melbourne 2380 (Derbyshire). (3564

HARD-TOP for Mk. 2 Midget. Preferably Bermuda. Mr. Halliday, 29 Waterslack Rd., Bircotes, Doncaster, Yorks. (3410

WANTED: MG YC-TA or pre-war 2/4-seater MG M, J, L, PA, B, 14/40, 18/80, etc. Also Singer Le Mans, Triumph roadster, Riley MPH, Imp, Kestrel, etc., or other interesting early car considered. Very tempting cash price paid. Please Tel.: 01-521 0520. (9777

PRE-WAR OPEN sports car wanted, running and restorable with complete original equipment. Please write or phone with full details. Smith, 24 Carr Manor Rd., Leeds, LS17 5AZ. Tel.: 681873 (3691

MOTOR MAINTENANCE ENTHUSIASTS

Are you in a boring job, wishing you could carry out your hobby for a living? If so you could be the chap we are looking for, as we have vacancies for men to work on engine and carburetter performance testing. Applicants need only the knowledge and ability to carry out routine overhaul and maintenance of motor-car engines, coupled with an enthusiasm for this type of activity.

These positions could be the stepping stone to more responsible positions within the Development Section of our Engineering Department.

Apply: Personnel Manager,
The Zenith Carburetter Co. Ltd.,
Honeypot Lane, Stanmore, Middx.

ZENITH

WANTED—continued

ENTHUSIAST REQUIRES old interestnig car. Drophead preferred. J. Finch, 423 Chatsworth Rd., Chesterfield, Derbys. Tel.: Chesterfield 1612/71614. (3686

PORSCHE 912. LHD not objected to. Up to £1,000. Thomas, Tel.: East Grinstead 26455 (second week October). (3563

MG-Bs, MG-B GTs, MG-As, TFs, TDs, TCs, wanted urgently. Top cash prices paid for good examples. M. L. Richardson, Main Ave., Moor Park, Nr. Northwood (100 yards Moor Park Tube Station). Tel.: Northwood 25161. (2849

ELAN SPRINTS, Elan S4s, S3s, Elan +2s, Europas wanted urgently. Top cash prices paid for good examples. M. L. Richardson, Main Ave., Moor Park, Nr. Northwood (100 yards Moor Park Tube Station). Tel.: Northwood 25161. (2849

WANTED: ROLLS 20 rolling chassis with or without engine, or 20/25 rolling chassis. Tel.: Harrogate 2029. (3726

UP TO £850 cash offered for Lotus Elan +2 or +2S. Must be in good condition. Details to Box 4101. (3741

WANTED: Master cylinder (double type) for 1961 MG-A 1600. Tel.: Ferndown (Dorset) 2539. (3742

ROLLS-ROYCE. Interesting car of any age wanted by enthusiast. One needing work considered. Silver Cloud particularly wanted. Also any Rolls books, literature or models wanted. Box 4003. (3747

REGISTRATION NUMBER. Short or interesting number wanted on any vehicle. Box 4003. (3747

XK150S D/H. Any condition. Cole, Codford St. Mary, Warminster. Tel.: Codford St. Mary 312. (3752

FERRARI, preferably with aluminium bodywork required by enthusiast. Cash waiting. Details to Box 4102. (3800

BENTLEY MK. 6 or R-type wanted in reasonable condition. Also Rolls 20-h.p. saloon and restorable chassis, 20 h.p., 1926-28. Spares for 20 h.p., P.I and P.II badly needed. Tel.: Milton Abbas 411/675. (3784

MORGAN PLUS 4 two-seater wanted, 1952-67, details to Webster, 113 Elmete Way, Leeds, 8. (3809

VINTAGE SPORTS Car Club member seeks interesting car suitable for club events. Please Tel.: 01-979 1290. (3773

ALVIS TC21 100 drophead or pre-war Derby Bentley saloon in good running order. Cash paid by advertiser returning UK 1974. Details, photo if possible. Wilson, 20 Eden St., Riverside, Tasmania 7250. (3653

1937 MORGAN. Wanted to rebuild of Climax-engined Morgan 4/4 Series I: Meadows gearbox, clutch bellhousing and intermediate driveshaft, pair of headlights, speedometer, handbrake, radiator cap, stoneshield and badge, two 16-in. wheels, hubcaps. Also interested in any other spares. Mills, 19 Primrose Lane, Yeovil. Tel.: Yeovil 24464. (3878

FOR RESTORATION, pre-1918 car or complete chassis, or pre-1930 Bentley, Lagonda, Rolls-Royce, etc. Car or chassis. Garner, Old Mill, Landbeach, Cambridge. Tel.: 0223 860470. (3880

ROLLS-ROYCE in running condition and complete for any reasonable price. Prefer pre-war. Box 4086. (4046

MG T-TYPE, Jaguar 120 or 140, or Morgan three-wheeler, complete and running, for private collection. Box 4086. (4046

MG J2 PARTS wanted—especially Rotax headlights, 8-day clock, temp. gauge, lower front wing brackets, horn-mounted mirror, round J box, tools and many others. Asking price to: 4858 W. 116 St. Hawthorne, Calif. 90250, USA. (53438

WANTED by private collector, pre-war manufacturers' catalogues, brochures, handbooks and other illustrated descriptive material, all makes and types. Also magazines: "Motor", 1927-40. "Autocar", 1927-30 and certain dates 1936-45 (list sent on request). Pre-1940 "Motor Cycle" or "Motor Cycling" magazines also required. Good price paid for suitable material in good condition. Box 4065. (2558

WANTED: ROLLS or Bentley drophead coupé in any condition. Suitable for enthusiast. Riffel Lodge, Woolton Park, Liverpool, 25 6DR, or Tel.: 051-428 1517 (evenings). (2740

PRE-WAR CAR wanted. Any make. Jack Dawson, Casa Nuestro, Sussex Rd., New Romney, Kent. Tel.: 067-93 3327. (2279

LAGONDA 16/80 SPARES required, anything considered, Club member. Kelsall, Maple Court, Hacheston, Woodbridge, Suffolk. Tel.: Wickham Market 746630. (2553

WORKS HARD-TOP or equivalent for Austin Healey Mk. III. Joyce, "Greystones", The Warren, Radlett, Herts. Tel.: 7341. (4045

MORGAN 4-WHEELER wanted for daily use by three-wheeler owner. Some work not objected to. Under £500. Alderson, 8 Hollins Close, Sheffield, S6 5GN. (4074

LOW REGISTRATION number wanted, with or without any vehicle, in any condition. Please phone: 051-428 1517 (evenings). (4075

WANTED: MORGAN Super Sports, any condition. Willing to pay good price for right car. Genuine. Apply Box 4112. (4100

WANTED: FORD E93A engine, new or reconditioned. External bits not important. "Brookside", Mickledale Lane, Bilsthorpe, Notts. Tel.: Bilsthorpe 252. (4104

WANTED: MG open sports, TA, TC, TD. Details to: 7 Midhurst Close, Packmoor, Stoke-on-Trent, Staffs. (4107

LOW-MILEAGE TR3A. Good price given for good car. Box 4113. (4142

COVENTRY CLIMAX FPF twin-cam engine or parts. Tel.: Harvington 500 (Worcs.). (3881

PRE-WAR MORGAN 4/4 4-seater or d.h. coupé wanted in any condition for restoration. Box 4106. (3988

AUSTIN 7. Restored car preferred. Details, price and photo if possible. Borje Olsson, Danska vagen, 136, 521 00 Falkoping, Sweden. (3989

INTERESTING CAR wanted privately by enthusiast willing to restore. AC Ace preferred, T-type MG, XK or similar open car considered. 18 Rosamund Ave., Pickering, Yorkshire. Tel.: Pickering 3478. (3882

WANTED—continued

ROLLS-ROYCE. Speaking tube for 1911 Silver Ghost and a copy of "The Book of the Silver Ghost" by Kenneth Ullyett. Box 4107. (3909

MG PB WANTED by enthusiast. Restored car preferred, will consider anything. Martin, 2 Hazling Dane, Shepherdswell, Dover. Tel.: Shepherdswell 460. (3966

AUSTIN 7 WANTED, Chummy, pre-1930 restored car preferred. Would consider Nippy, Speedy. Martin, 2 Hazling Dane, Shepherdswell, Dover. Tel.: Shepherdswell 460. (3967

MORGAN 4-SEATER. Vanguard or TR-engined version, 1950-1966. Jenkins, 40 Parkside Ave., Winterbourne, Bristol, BS17 1LX. (3883

£500 PAID for any S1 Bentley in good running condition. Cosmetics not important. Box 4114. (2610

FOR A DB5—ZF gearbox; Jensen CV8, V12 Ferrari, 1955 Ariel Square Four motorcycle. Parkwood House, Rhiwderin, Monmouthshire. (3906

PRE-1969 LOTUS 7 or Morgan wanted for cash. Even tatty examples considered. Bengt Eliasson, Hisingsgatan 5, S-41703 Gothenburg, Sweden. Tel.: 031-511360. (4191

BRISTOL. Any condition, any model, also six-port cylinder head and any unwanted spares. Tel.: 021-474 4918. "Peterbrook", Peterbrook Rd., Solihull Lodge. (4200

WANTED: One Meadows 4-cylinder overhead valve sports engine Type 4ED 1½-litre, or any parts, literature, etc., regarding same. Urgent. Tel.: 63489. R. F. Booth, 9 Ferguson Rd., Marton, Blackpool, Lancs. (4300

ASTON DB5. Must be reasonable condition and price. A DB4 or DB6 would be considered. 66 Dalkeith Ave., Alvaston, Derby. (4301

10 BENTLEY S1s wanted by American importer. Would prefer motor cars with stamped log-books and/or no MoT. Appearance immaterial. All cars will be permanently exported from England. Five Mark VIs also wanted. Will pay £400 and £200 respectively. Box 4115. (2611

ROLLS-ROYCE Silver Cloud I. Low mileage, with history preferred. Up to £3,000 available. Bentley S1 considered. Distance no object. Substantial reward offered for information leading to successful purchase. Tel.: 01-668 6523. (4336

MORGAN WANTED by German enthusiast for restoration. Would prefer flat rad. Any type, any condition. Price should not be over £400. K. Witzig, 894 Memmingen, Machnigstr. 35. Tel.: 0811-342347 (Mon.-Thurs., evenings). (4386

HARD-TOP for Daimler SP250 wanted. Lynch, Rhylstone, Moor Lane, Burley-in-Wharfedale. Tel.: Burley 3136. (4397

MAGNIFICENT MONSTERS, beautiful beasts, rotten wrecks and surplus spares wanted by members of The Vintage Transport Enthusiasts Club, anywhere. Write or phone, 4 Victoria St., London, SW1. Tel.: 01-834 9225. (4398

WANTED: JAGUAR XK120 or 140 sports roadster, fixed-head. Reasonable condition please. Smith, Tel.: 01-272 9275. (4372

MISCELLANEOUS

LOW REGISTRATION number wanted, with or without any vehicle, in any condition. Please phone: 051-428 1517 (evenings). (4075

WHEEL BALANCER—Dunlop Mk. III. Suit knock-ons and all others. Little used. £50 o.n.o. F. Giles, Clink Farm, Frome. Tel.: 3104. (4047

SS JAGUAR 1½-litre engine, rebored, reground; also gearbox, radiator, shell, cover. Later type mascot. Reasonable offers. Write: N. Booth, 2 Pirie Rd., Buglawton, Congleton, Cheshire. (4099

LAGONDA SPARES: 2-litre engine block with crankshaft, pistons, sump, £75. Pair Smiths 5-in. dials RPM/MPH, £25. Other parts available. Rapier petrol tank, reconditioned, £8.50. Tel.: Godalming (Surrey) 6834. (4123

FACEL VEGA owners meeting, 28th October, 1973. Mount Hotel, Banbury, all welcome. Also king-pin and bush sets, £25. All other parts and Facel II for sale. Martin Banks. Tel.: Croprepdy 225, or Barry Sanity. 01-540 9109. (4256

NATIONWIDE CAR transport anywhere, anytime. Personal and reliable service. Tel.: 01-540 9670 (24-hr. Ansafone). Wimbledon. (6431

JOWETT CAR CLUB. Surviving link with the famous marque. All areas catered for, magazine, advice, meetings. For details: Secretary, A. N. Wright, Ambleside, Clun Rd., Craven Arms, Shropshire. (9146

PERIOD TOY CARS, planes, etc., wanted by collector for exhibition. Tel.: 01-228 0648 or Box 3893. (6554

YOU DO NOT have to own an Aston Martin to join the Aston Martin Owners' Club: free monthly newsheets, magazines, and privilege passes to Club organised race meeting; Martini Super Sports interserie, St. John Horfall, etc.; monthly area meetings, dances and other social events; compete in hill-climbs and race meetings, etc. Can you afford not to belong to one of the premier cad clubs for only £5 annually? For further information contact Hon. Secretary, 71 Boldmere Rd., Eastcote, Pinner, Middlesex. (5639

AC ENTHUSIASTS are invited to join the AC Owners' Club. Technical advice, comprehensive library, monthly meetings, newsletter and magazine. New membership Secretary, Mrs. I. W. Topping, 47 Grove Rd., Chertsey, Surrey. (7542

MASCOTS, glass or metal makers' radiator badge, trophies, medals, etc. High price paid by collector, 1 Park Rd., Ashford, Kent. Tel.: 0233 21213 (daytime). (1872

168 "MOTOR SPORTS", 1950-1971, offers. Tel.: 01-634 4552 (office) or Byfleet 46095. (3663

XK140 ENGINE with carbs., good condition, £90. XK140 roadster pair of doors, all metal, £40. XK140 gearbox and back axle (not overdrive), £25 each. Cushway, Tel.: Southend (0702) 555485. (3702

STEWART FOR KING! Try "King" for Stewart—Hulme, Hill, Ickx, etc., on large postage stamps. Complete set with lists, 25p. G. S. King, 154 Telfer Rd., Coventry. (3398

"MOTOR SPORTS", clean, from 1956 to 1972. Will separate if necessary. Tel.: 021-777 6467 (after 7 p.m.). (3397

MISCELLANEOUS

"MOTOR SPORT", 1951-1971 inclusive, March and April 1954 missing. Offers for the lot to Tel.: Melton Mowbray (0664) 3855. (3041

INTERESTING: A number of copies of charming illustrated advertisement posters, approx. 12 in. × 8 in. by motor manufacturers *circa* 1927. Subjects: Armstrong Siddeley, Clyno and Gwynne. Three for £1 plus 10p p. & p. Also Maintenance Manual for Alfa Romeo 17/75 Turismo *circa* 1933. F. Edwards, 2 High St., Warboys, Huntingdonshire. (3177

WANTED: PRE-1950 Ford literature and advertising material. Also magazine advertisements for all makes. Brock, 5 Alexandra Rd., St. Albans, Herts. Tel.: 63297. (3208

LEATHER full-length vintage motoring coat, brown, excellent. £45. Tel.: Sunderland 56932. (3217

LEICA CAMERAS wanted. All pre-war models, accessories, lenses, manuals, cases, etc. Will pay cash or exchange for modern equipment or bound volumes of "Motor Sport", "Autosport" and "Autocar" (all early). 17 Petersham Mews, London, SW7. Tel.: 01-584 2055. (2395

"MOTOR" and "Autocar", July 1963 to July 1967, almost complete. Could deliver London area. Offers: 66 Essex Rd., Maldon, Essex. Tel.: Maldon 53660. (3306

2nd GREAT NORTHERN Autojumble. Spares, tyres, books, magazines of pre-war transport: bric-a-brac, and assorted books. Borough Hall, Hartlepool, Saturday, 27th October. Stall bookings and all enquiries to: Stan and Susie Chaffer, 88 Hart Lane, Hartlepool. (3318

"MOTOR SPORT", 1966-68. Best offer. Tel: Royston 44377. (3319

VETERAN/VINTAGE cars on large postage stamps—sets from 12p. Superbly detailed set, 48 different, £1.20. Many racing cars/drivers, rally issues, etc. Lists, 5p. G. S. King, 154 Telfer Rd., Coventry. (3398

JAGUAR "D"-TYPE 35/40 cylinder head. Complete assembly. Little used. £500. Box 4092. (3418

IDEAL PRESENT or spoil yourself to an oil painting of your favourite car. Modern, racing, vintage; second coloured photographs, details, size required, etc. Estimate and sample of work sent on request. Also ink drawings of houses, interesting buildings and steam engines. Miss Mary Smith, Columbyne Cottage, Inworth, Kelvedon, nr. Colchester, Essex. Tel.: Kelvedon 70438. (3419

"MOTOR SPORT" from 1954. To clear at £5 if buyer collects. Tel.: Maidstone 37923. (3457

EARLY MOTOR RACING oil paintings sought, examples by F. Gordon Crosby, Peter of Dalkeith, Bryan de Grineau, Guy Lipscombe. Box 4093. (3459

BENTLEY MK. VII: Engine block £50, head £20, c/shaft £20, sump/oil pump £8, f/wheel £10, bonnet £15, s/panels £5, instruments complete £15, headlamps £5, p/tank £15, replacement shoes/servo £35, wheels £5, shell/grille (poor) £10, set wheel discs £15, w/motor £8, air cleaner £4, bumper/overrider £4, box bits £4, s/wheel £4, column/box £15. Total £272, £260 for lot. Also Riley spares. Engine-rebuilding stand £8 (new). 135 Denton Lane, Chadderton, Oldham, Lancs. (3473

ROLLING CHASSIS, 1964 Morris Minor (Commercial). Complete 1,098-c.c. engine/gearbox. Perfect for nec-vintage classic body. £250 o.n.o. 19 Alpine Grove, Blackburn, Lancs. (3539

"MOTOR SPORT", April 1966-September 1970. Good condition. Offers. Tel.: Halifax 65343. (3540

BOLTON FLEAMARKET and Autojumble, Saturday, November 10th, in the Drill Hall, Silverwell St., Bolton. Something for all the family. Vintage cars for sale, vintage spares, tyres and books. Autojumble, old toys, coins, antiques, model railways, phonographs, postcards, etc. Buy, beg or barter from 10 a.m. to 5 p.m. Admission 15p adults, 5p children. Snacks all day. Licensed bar applied for. Stalls £3.00, over 160 already sold. Details from: Alan Whitehead, "The Lodge", 8 Silverton Grove, Astley Bridge, Bolton. (3554

EIGHT NEW TYRES, 36 in. × 8 in.—12 ply. Bought for my vintage fire engine and found to be wrong size. Reasonable offers to Tel.: Ware 5406. (3644

NEW VALVES, gaskets, ring gears, steering components, filters, fan belts, etc. Cars, commercials, tractors, 1918-63. SAE. R. Padget, Welney, Wisbech. (3662

"VETERAN & VINTAGE", December 1957-June 1964 complete. Good condition. Offers. Tel.: Coventry 464399. (2283

"MOTOR SPORT", May 1955-September 1973, June 1961 missing. Offers. Simpkin, 5 Woodward Rd., Prestwich, Manchester. Tel.: 061-773 6099. (3743

HANDBOOK DATED October 1924 for 20-h.p. Rolls-Royce. Also "Automobile Engineer" Year Book for 1920. Both one owner and in excellent condition. Offers. 4 Pemberton Terrace, Cambridge. (3979

COVENTRY CLIMAX engines—rebuilt, serviced, tuned. Parts bought/sold. Tel.: Harvington 500 (Worcs.). (3882

XK120, 140, 150 chrome wire wheels, 16 in., brand new, works originals. These are now virtually unobtainable. For details, Tel.: 021-559 4433 (day). (3900

YEOVIL AREA. Professionally modernised Regency cottage. Four rooms, kitchen, bathroom, etc. Garage for three large cars, room for several more, paved area, wide entrance. Small garden, all services. Near "picture" village, good shops, schools, etc. £13,000 freehold. Tel.: 093-582 3358. (3884

"MOTOR SPORT", 1961-1972 complete. Best offer secures, buyer collects. Walker, "Rowlands", Westerham Rd., Limpsfield, Oxted, Surrey. (4103

"MOTOR SPORT", May 1947 to February 1960, 17 copies missing, mostly after 1956. Vast majority in good condition, especially earlier issues. Offers invited. Box 4109. (4105

DAVID BLACK for single car transporting anywhere. Tel.: Newington (Kent) 842726. (4106

TR3 OVERDRIVE gearbox, good but cracked bellhousing. New 1,991-c.c. standard Hepolite pistons, £20 pair. Tel.: Silloth (Cumberland) 385. (4126

MISCELLANEOUS

MAURICE TRINTIGNANT. Wines bottled at the vineyards in the South of France of this famous racing driver are now available in this country. Red, rosé or white table wines at £14.65 per case of 16 bottles, VAT and delivery inclusive. Quantity discounts available to Motor Clubs. CWO to Bacchanalia, Dept. MS, Awliscombe, Honiton, Devon. (4136

LANCIA FLAMINIA. Many good spares, including engine. Culshaw, 27 Whiteside Ave., Hall Lane, Hindley, Wigan. (4147

SE LONDON. Lock-up garage for up to five cars for sale; structurally sound, freehold. Offers over £3,000. Box 4111. (4149

1932 ROLLS 20/25 spares, includes: Complete instrument facia (switches and all), generator, starter motor, dipswitch, windscreen wiper assembly, starting handle, pair of P100s and P80s, period woodwork and body fittings; plus other bits and pieces. 35 Poynder Place, Hilmarton, Calne, Wilts. Tel.: Hilmarton 262. (1054

NEW BOOK Bargains: K. Setright "The Grand Prix Car 1954-66", publ. £7.35, our price £1.50; Court "The Power & Glory—A History of Grand Prix Motor Racing 1906/1951", publ. £6.30, our price £2.95; Brindle & May "Twenty Silver Ghosts", publ. £20, our price £9; Georgano's "Encyclopaedia of Motor Sport", publ. £7, our price £3. All books perfect, brand new and jacketed. Prices are for shop trade—mail orders welcome but add 50p surcharge each book. Efficient service: Marylebone Bookshop, 7 New Cavendish St., London, W1M 7RP. Tel.: 01-935 0896. (3805

COSBAY 1,600-C.C. racing engine, all ancillaries, twin 40DCOs, etc. Bullit c/ratio gearbox. VGC. Offers: Tel.: Huddersfield 61540. (3958

MG "M"-TYPE cylinder head, complete less camshaft, £20. 11 Regency Drive, Broadwey, Weymouth, Dorset. (4165

MG-A HARD-TOP, black but untidy; Weber carb., 32 DFM, on Mk. I Cortina manifold; Lucas reconditioned pre-engaged starter, suit Ford Taunus or Marcos. Reasonable offers please. Hibberd, Tel.: Evercreech 341 (evenings). (4170

INTERIOR TRIMMING. Enthusiast offers upholstery service for Rolls-Royce and Bentley, etc. Headlinings, seats, carpets. Complete interior renovations. Tel.: Crowthorne 5162. (4190

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A.H.3000, new BJ8 hood and frame, dark blue. Offers around £25. Tel.: Rhossili 260 (Swansea). (4193

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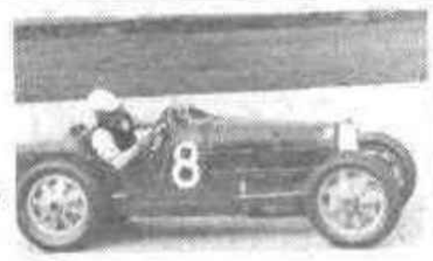


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COB 1 *PLUS...!*



Yes! — it's definitely COBRA month! Apart from my ultimate Cobra (*see right*) which, I'd better state right away, is definitely not for sale, I do have two other superlative examples. More of these later.

Going back to my ultimate machine, you may wonder why I should describe something that isn't for sale. Well, apart from pure chauvinism, the reason is that I don't believe in "hiding lights under bushels", so anyone who wants to come and have a free look (no Donington Museum prices here!) is more than welcome. "COB 1" was built "from the ground up" by AC's over the past year or so to special order (not mine!), and is the only R.H.D. example ever manufactured from scratch by AC's. Everything, except the basic engine block and Halibrand wheels, is new. The chassis was specially constructed from a shortened "428" design; new jigs were made up for the body. The engine is a full Holman & Moody 427 cu. in. giving around 575 b.h.p., but it's amazingly docile, despite the unimaginable performance resulting from a 3.54 : 1 axle ratio (22 m.p.h. per '000 r.p.m. in top!). The materials for the interior were, I believe, specially supplied, and the colour of the body is deep Aston Martin Pacific blue. AC's reckon (and so do I!) that it's the best Cobra anywhere in the world, so come and feast your eyes, or see it at the odd Club meeting. Since it has only covered 414 miles, I don't intend to get around in it that much, though!



Now to the other two Cobras which are for sale. These really would make a fabulous pair for a collector (or anybody!) as one is supposedly the last Mk. III "289" R.H.D. built, and the other is practically the first Mk. II "289" L.H.D. built. The former **AC COBRA Mk. III "289" R.H.D.** is the last car to leave the Ian Richardson stable. Amazingly it has covered just 1,750 miles and is obviously therefore brand new. The chassis is full-race developed, with adjustable suspension, etc., but the engine is the normal 271 b.h.p. 4.7-litre. With beautiful Pearce wheels fitted, and a finish in magnificent metallic Riviera blue, **this Cobra is recognised to be the best Mk. III "289" anywhere (see photo left).** The other car I described in last month's ad., but as it wasn't ready when it was featured on Sept. 1st, it may still be available. I bought this car to keep for myself, but that was before I knew about "COB 1"; so the condition is absolutely superb, naturally. It is an **AC SHELBY COBRA Mk. II "289", 1963, L.H.D.**, the 35th example made (there were 75 4.2-litre Mk. Is built before this one). Guaranteed two owners and 36,000 miles only. Holley carb., Offenhauser manifold, Koni S/As, etc., but never raced. In fact it has been completely overhauled very recently and at present (Sept. 5th) it is being properly resprayed the original red, due to a faded bonnet. There are none of the ripples and dents that so many of the early Cobras are blessed with. The interior has been completely retrimmed in English leather and pile carpeting and this, plus all new weather equipment and lots of little touches — like doors that shut properly with a 'clunk' — **make this Cobra certainly amongst the best Mk. IIs anywhere.**

So follow that lot! — Believe it or not, I can (what a month!). **I have been asked to feature the CAR THAT WON OUTRIGHT THE AVON TOUR OF BRITAIN THIS YEAR.** It is the **CAMARO Z28** prepared and raced by A. J. Rivers Racing. Obviously it is registered and equipped for the road, fully trimmed and fitted with radio, etc. But the car was built primarily for the Avon Tour and Group 1 racing and in those fields it has been supremely successful — 13 outright wins and 5 circuit lap records broken in the past year or so! At present the engine is being completely rebuilt as new by A. J. Rivers Racing, and should be finished about the time you read this and the power output will be about 370 b.h.p. from its 350 cu. in. (5.7-litre) block. **If you want the ultimate Group 1 car, this must be it !**

For the rest, the situation is similar to last month's stock, owing to the holiday season; obviously it may have changed by October 1st. **LOTUS 17, 1959,** with 1,098-c.c. Coventry Climax, very similar in looks to a Lotus 11, and this too has been completely rebuilt, resprayed, retrimmed, etc., with chromed suspension too. Eminently suitable for Historic Racing and now extremely rare and appreciating rapidly. One **FIAT DINO SPYDER, 1968,** is ready as I write this (at last!) and is for sale at £2,000. The other **FIAT DINO SPYDER, 1970,** very slightly more powerful owing to electronic ignition, etc., will probably be back on the road in the first week in October. This will be £2,600. For the definitive "drivers' cars", you just can't beat them, and they are both in pristine condition.

Finally, the most superb **TRIDENT CLIPPER 4.7 V8, 1970.** I sold two more of these marvellous 160 m.p.h. GT coupes earlier this year, and this third one is really the best so far, being fitted with every conceivable extra, and having been maintained meticulously always (*see photo*).

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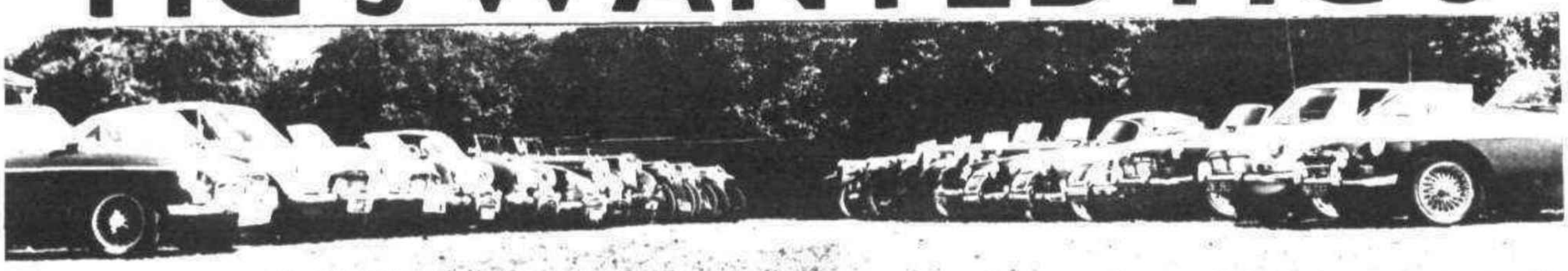
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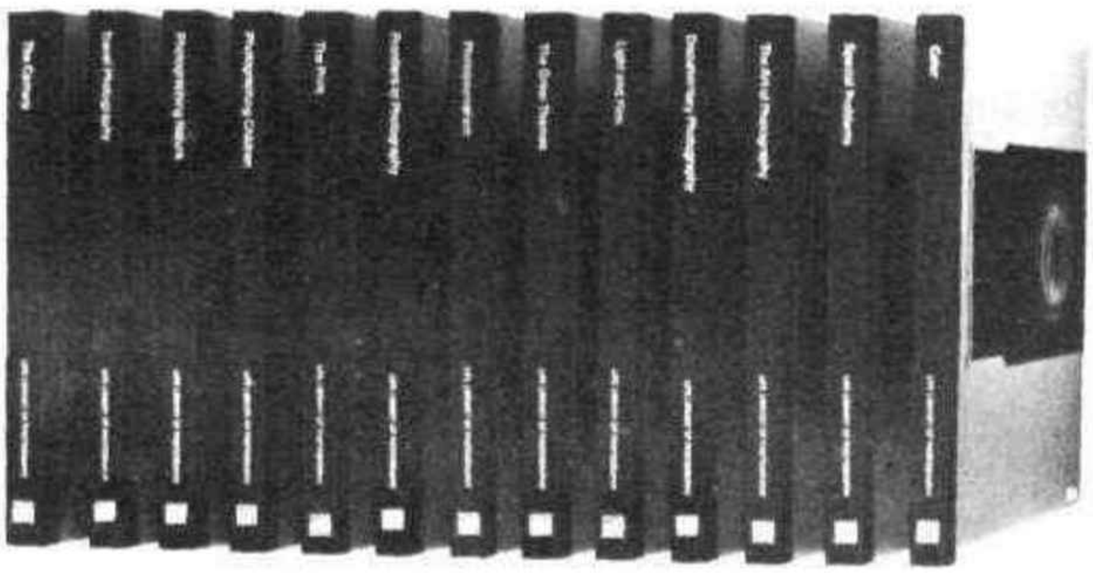
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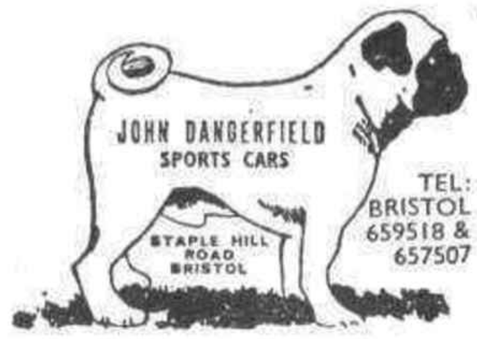
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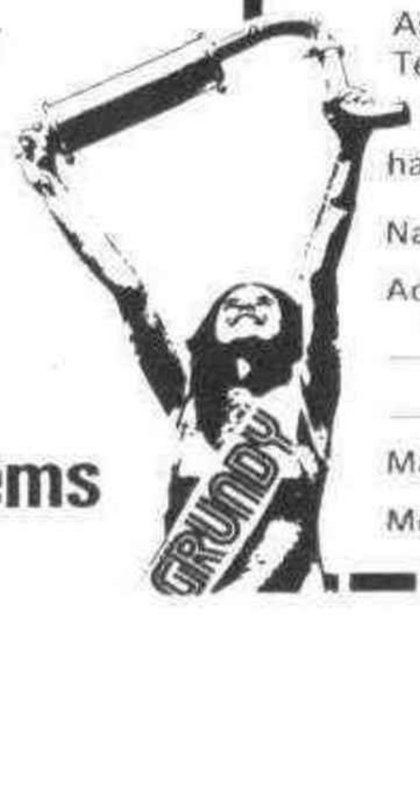
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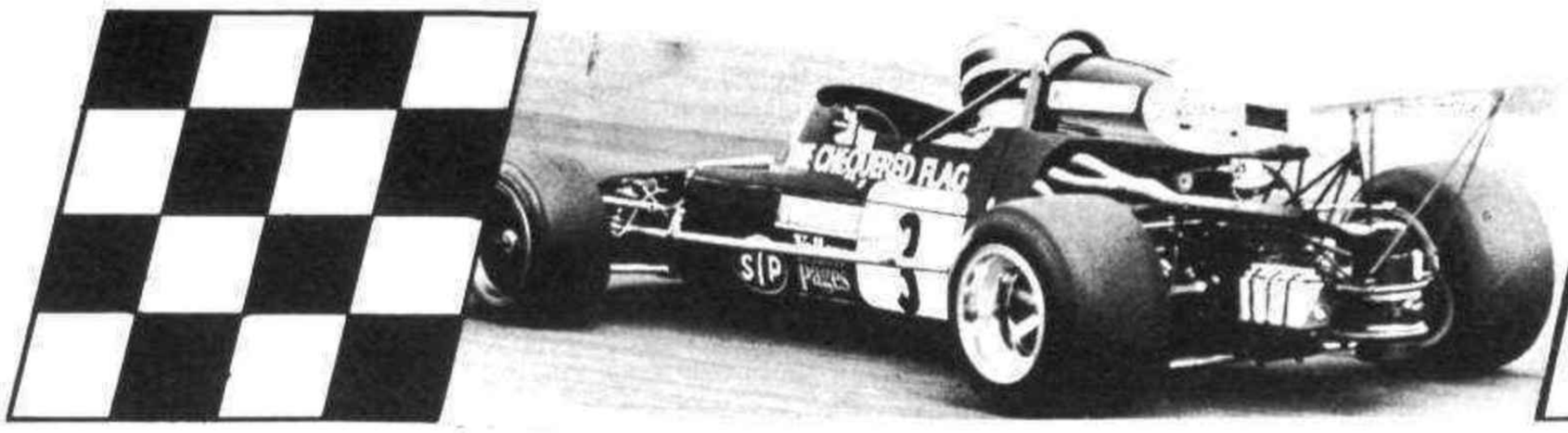
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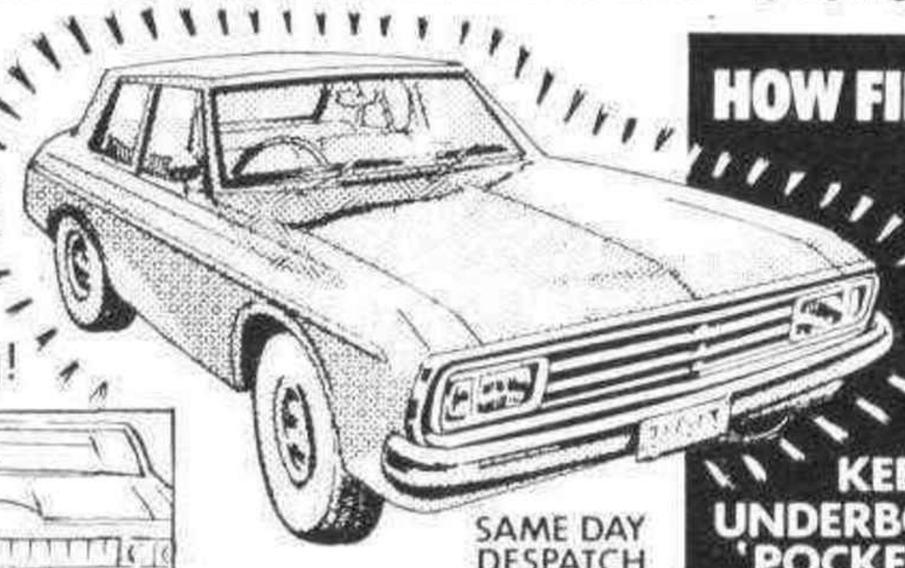
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HEAVY COATING. One gallon is equivalent to THIRTY aerosols. **SELF-HEALING IF SCRAPED.** Punctured area reknits itself as polarised molecules creep over metal surface.

CONTAINS MOST UP-TO-DATE RUST INHIBITOR KNOWN TO SCIENCE. KILLS RUST ON OLDER CARS!
Revives "tired" electrical insulation.

NEVER COMPACTS WITH AGE. Normal underbody seals progressively harden, eventually 'flake' off. Splinter-proof WAXOYL 'flexes' with any surface vibration. Preserves water and radiator hose. **Wonderful lubricant!** Keeps nuts, bolts, etc., forever rust-free!

ALREADY RUSTED CARS MADE SAFE! WAXOYL KILLS existing rust, prevents further rusting. Order now! Forget corrosion.

WAXOYL doesn't just 'slow down' corrosion. Cars rustproofed in 7-year formula testing are still completely rust-free! ORDER NOW!

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

CLEAN, PLEASANT, SAFE TO USE. No black sticky mess; makes hands smooth and soft. Harmless to plastic and leather upholstery.

SPRAY WITH EASE and SPEED
Using Finnigan's Special
NEW DO-IT-YOURSELF APPLICATOR-INJECTOR

KILLS WINTER RUST FROM DAMP & ROAD SALT! To guard against gruelling winter conditions—vicious road salt, as well as wet snow, grit, and condensation rusting—EVEN IN GARAGED CAR—you would be well advised to rustproof your car NOW with Finnigan's WAXOYL. Your car could then safely sleep out! WAXOYL PROTECTS every tiny 'pocket' of UNDERstructure where rust STARTS *even before car leaves factory*—EATS UPWARDS—ruins surface and 'showroom' condition *despite constant polishing!*

BENEFITS PROVED by users: International car club member reports "**. . . lab. tests proved most impressive. Fully endorse statement regarding salt resistance, etc.**" Rover Sports Register member writes: "**. . . has covered 197,000 miles in daily use; approx. 15,000 miles annually. No penetration of WAXOYL coating, despite heavy salting.**" Yorks user: "**. . . a more pleasant and easily applied fluid have yet to find . . . remarkable . . .**" Llandudno user: "**. . . Excellent part-exchange after 50 months. Car remarkably rust free. No garage . . .**" Once it sets into a waxy skin, not even high pressure car wash or steam cleaning can shift WAXOYL (another user reports). FORGET CORROSION!

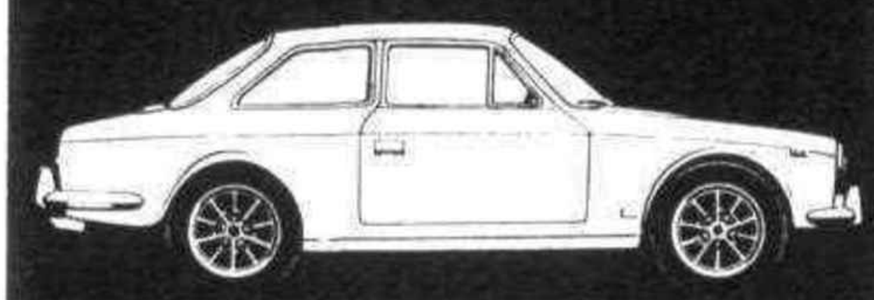
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GILBERN *Invader*



THE INDIVIDUAL

You may have read in the Press that Gilbern Cars Ltd are going through some difficulties. However Ace Motor Company and Gilbern Owners Club will ensure the continuation of spares and help to owners so that in these days of mass production and monotony an individualistic car of charm and distinction shall continue to give enjoyment and satisfactory service. We hold a large stock of Gilbern spares some of which are manufactured by us.

1972	INVADER MK 3 Silver Mink, Titled Owner, Every Extra.	£2,150
1972	INVADER ESTATE Piper engine, S/R, H.R.W. O/D. 7,500 miles. . .	£2,075
1971(K)	INVADER ESTATE White, S/R, O/D, Radio. One Owner.	£1,950
1970	INVADER MK 1 Regal Red, O/D, S/R, E.Aerial, Radio.	£1,485
1969(H)	INVADER MK 1 AUTOMATIC, White, S/R, Radio, E.Aerial, Spots.	£1,450
1968	GENIE ESTATE Sand, O/D, Radio, A Very Rare Car.	£1,150
1968	GENIE Metallic Blue, O/D, Radio, Beautiful Cond.	£1,075
1966	1800 GT Grey, O/D, Genuine 24,000 miles.	£950

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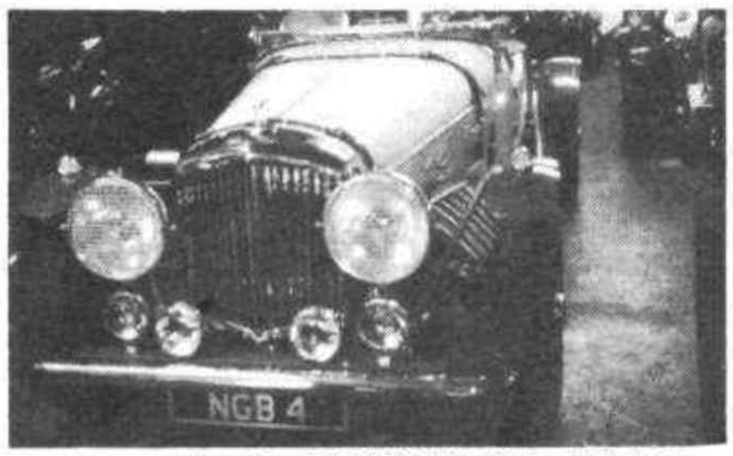
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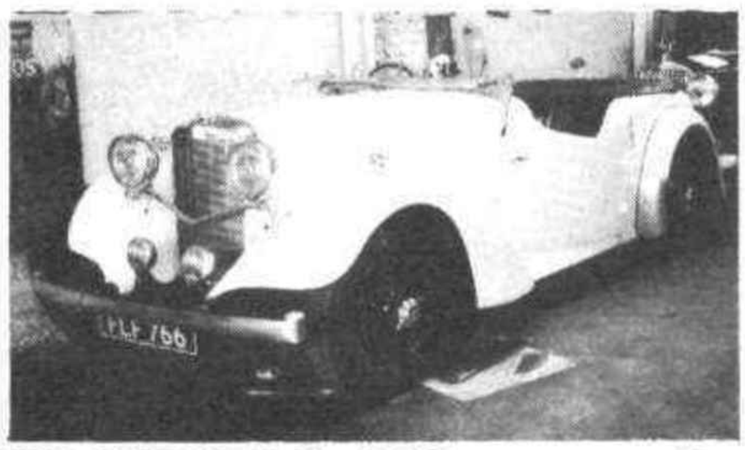
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1939 ALVIS 12/70 Special Sports tourer. One of 12 custom built by Anderson. Low mileage. Engine, etc., just rebuilt.

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26 ft., 3-berth sea-going MOTOR CRUISER, recent refit including £800 Meadows engine, etc. Fully equipped with many extras, **£1,285. A car of the type I sell can be exchanged, cash either way.**

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1927 ROLLS 20 Doctor's coupé by Park Ward.
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1958 BENTLEY S.1 long-wheelbase saloon.
1936 BENTLEY 3½ restored rolling chassis.
1928 BENTLEY 4½ short-chassis Le Mans tourer.
1956 ROLLSCloud I, 1963 Cloud II saloons.
1956 ROLLS Wraith touring limousine by J. Young.
1931 ROLLS P.II 2-seater sports roadster.
1965 A.C. Cobra, L.H.D., sports/racing 2-seater.
1935 TRIUMPH Gloria open sports 2-str.
1929 SINGER 9 open 4-seater tourer.
1929 Brooklands RILEY sports 2-seater.

All the A.C.s advertised in last month's issue have now been sold.

ALWAYS OTHER RESTORED CARS OF INTEREST IN STOCK THAT ARE NOT ADVERTISED. I WILL PAY TOP PRICES FOR CARS OF THE TYPE I SELL. NO "OLD BANGERS" PURCHASED, SOLD OR TAKEN IN PART EXCHANGE.

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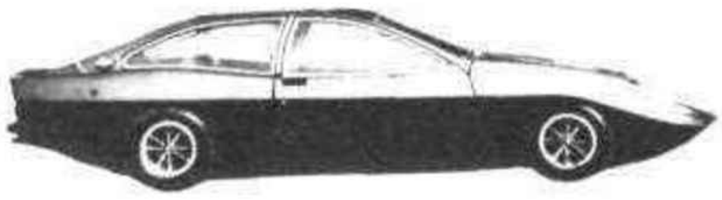
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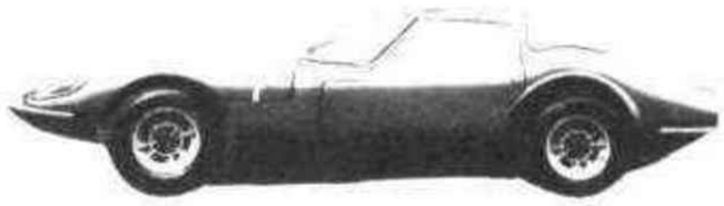
OFFER

1973 ASTON MARTIN V8 Auto, metallic Terracotta/black trim air conditioning, pas, tinted galss, radio/steereo, one owner, 10,000 miles. **£8,395**
1973 ASTON MARTIN V8 Manual, metallic silver/dark blue trim, air conditioning, pas, tinted galss, radio/stereo, headrests, one owner 6,000 miles, supplied and maintained by ourselves from new. **£8,395**
1972 ASTON MARTIN DBS V8 Auto, white/black trim, air conditioning, pas, tinted galss radio/stereo, 17,000 miles. **£6,395**
1971 ASTON MARTIN DBS V8 Manual, metallic silver/dark blue trim, pas, tinted glass, stereo/radio, 12,000 miles, owned by the David Brown organisation from new.**£5,295**
1970 'J' reg. ASTON MARTIN DB6 Mk. II Volante Auto, metallic silver blue/dark blue trim guaranteed 12,900 miles. **£5,495**
1972 'L' reg. ALFA ROMEO 2000 Spider, metallic silver/black trim, radio, one owner, 7,000 miles. **£2,595**
1972 'L' reeg. ALFA ROMEO 2000 GTV, bwhite/black trim, Webasto sun roof, one owner, 12,000 miles, supplied and maintained by ourselves from new. **£2,545**
1972 ALFA ROMEO 200 GTV, red/black trim, radio. **£2,395**
1972 BMW 2500 Auto, white/blue cloth trim, pas, radio/stereo, electric aerial, one owner, 11,000 miles. 'L' registration. **£3,295**
1973 BMW 3.OCSL white/black trim cloth trim, tinted galss, electric windows, 12,700 miles. **£5,495**
1973 BMW 520, white/blue cloth trim, tinted galss, radio, 4,000 miles, supplied and maintained by ourselves from new. **£3,145**
1973 JAGUAR E Type V12 2+2 Auto, metallic silver/black trim, pas, Sundym glass, hrw, radio/stereo unit, chrome pressed wheels, one owner, 4,000 miles. **£4,295**
1972 'L' reg. LAMBORGHINI Espanda, light metallic green/green trim, air conditioning, radio/stereo, 9,000 miles. **£9,795**
1973 LOTUS + 2S 130/5 Tawny gold/silver roof, Oatmeal trim, alloy sheels, Sundym glass, radio, 12,000 miles, radio, 12,000 miles. **£2,595**
1971 'K' reg. LOTUS +2S 130, Colorado/silver roof, sunroof, radio, hrw, one owner, 17,000 miles, supplied and maintained by ourselves from new. **£1,895**
1973 LOTUS Sprint fhc, red over white, hrw, 3,000 miles. **£2,195**
1973 LOTUS Sprint fhc, Tawny gold over white, actual show car, 7,000 miles. **£2,095**
1972 'L' reg. LOTUS Sprint dhc, Pistachio, radio, one owner, 8,000 miles. **£1,895**
1972 LOTUS Sprint dhc, Colorado over white, radio/cassette player, 11,500 miles. **£1,695**
1973 PORCHE 911S, Gemini blue/tan trim, electric sun roof, Recaro seats, radio, one owner, 6,000 miles. **£5,995**
1972 model PORCHE 911E 2.4 Targa, Sepia brown tan trim, radio, 25,000 miles. **£3,795**
1972 RANGE ROVER, Tuscan blue/indigo blue panels, tan trim, blue leatherette roof, radio/stereo, rear wiper, 23,000 miles. **£2,695**
1973 RELIANT GTE Manual, beige/tan trim, tinted galss, alloy wheels, one owner, 2,000 miles. **£2,595**
1973 ROLLS-ROYCE Corniche Convertible, Caribbean blue, red trim and hood, complaint suspension, speed control, radio/stereo unit, 2,000 miles.

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JEM MARSH TVR





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1971 MARCOS MANTIS. Dark silver blue, push-button radio, electric windows, alloy wheels.

1971 MARCOS 3-litre. Tangerine, radio, sun-roof, one owner, low mileage.

1971 MARCOS 3-litre Volvo. Silver, sun-roof, alloy wheels, radio, stereo.

1971 MARCOS 3-litre Volvo. Orange, radio, one owner, low mileage.

1971 MINI MARCOS. Red, beautifully prepared, Cooper engine, alloy wheels, 13,000 miles only.

1969 MARCOS 3-litre Ford. Lamborghini green, push-button radio, sun-roof, alloy wheels.

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1969 MARCOS 2-litre. Orange, sun-roof, electric windows, alloy wheels, Fish carbs.

1969 MARCOS 3-litre. Yellow, alloy wheels, sun-roof, radio.

1968 MARCOS 1600. Orange, radio, wire or alloy wheels, sun-roof.

OTHER INTERESTING CARS

1971 FORD CAPRI 3-litre Broadspeed Bullit GXL. Red with black vinyl roof, radio. Fantastic performance **£1,495**

1971 MG-B. Bronze yellow, Webasto roof, push-button radio, 8-track stereo, heated rear window, tow hitch, laminated screen; one owner, 25,000 miles only..... **£1,340**

1968 MG-C GT. Green, wire wheels, radio, overdrive. A fine example..... **£850**

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LOTUS +2S 130/5. Regency red/oatmeal int., h.r.w., alloy wheels, 5-speed gearbox **£3,137**

1973L LOTUS Europa Special. Tawny metallic/champagne int., 5-speed gearbox, alloy wheels, radio. Cert. 5,000 miles only **£2,395**

1973L LOTUS Sprint d.h.c. Regency red with white lower half. Radio, electric aerial. Cert. 5,000 miles, one owner. Original throughout **£2,295**

1972K TVR Vixen S3 f.h. sports. White/black int. Cert. 9,000 miles. 8-track stereo, alloy wheels, tinted rear screen. Superb condition..... **£1,445**

1972K LOTUS +2S 130. Royal blue. Supplied and maintained by us. Cert. 14,000 miles. Radio, h.r.w., chrome wheels **£2,295**

1972K MG-B GT. Harvest gold/navy int. Overdrive, chrome Rostyle wheels, tinted glass, h.r.w., stereo tape/radio, headrests Cert. 11,000 miles by one owner... **£1,495**

1971K (Nov.) LOTUS Europa TC. White/black int. Cassette player. 18,000 miles only. Spotlamps, etc..... **£1,595**

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NEW SPECIFICATIONS ON FACTORY ORDER

ALSO DEMONSTRATION CAR FOR YOUR INSPECTION & TRIAL

SCIMITAR GTE Overdrive. Capricorn blue/tan int. Alloy wheels, electric windows, stereo/radio, Q.H. lights. **List Price**

SCIMITAR GTE Automatic. Ivory beige-with black interior. Stereo/radio, alloy wheels, Q.H. lights and electric windows ..... **List Price**

1973L LOTUS Europa Special. Carnival red/black int. 5-speed gearbox, tinted glass, air horns. 100 miles only **£2,395**

1972K MG-B GT. Blaze/navy int. One local owner. Supplied and maintained by us. Overdrive. Original condition throughout **£1,395**

1971J TRIUMPH Spitfire Mk. III. Red/black trim. 33,000 miles. Push-button radio. Several extras..... **£765**

1971J TRIUMPH STAG convertible. Hard-top. Automatic. Bronze yellow/tan int. Radio, h.r.w., soft-top. Cert. 33,000 miles from new..... **£2,295**

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1971J ALFA ROMEO 1750 GTV. Alfa red with black int. 25,000 miles only. 5-speed gearbox. Pristine condition **£1,695**

1971J LOTUS Seven 1600 GT. Colorado orange. Lotus alloy wheels, push-button radio, heater, roll-bar. Many extras. Cert. 8,000 miles from new **£1,045**

1969 MG-B sports. Tartan red. Overdrive, wire wheels, radio, undersealed. Genuine 41,000 miles. Carefully kept throughout **£895**

1967F (Dec.) ASTON MARTIN DB6 Volante convertible. Royal blue/grey leather int. Power hood, P.A.S., stereo eight, electric windows, chrome wires, tinted glass. Automatic transmission **£2,695**

1970H MG-B GT. Tartan red/black int. Overdrive, wire wheels, sun-roof, radio. 33,000 miles..... **£1,095**

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1971J LOTUS Europa S.2. Bahama yellow with black upholstery. Servo. Two local owners. Supplied and maintained by us..... **£1,265**

1973L LOTUS Sprint d.h.c. Tawny metallic. 790 miles from new. 3.5 diff., tonneau, radio. Factory-built car **£2,445**

1971K ROVER 3500 saloon. Red with black leather trim, one owner. Radio/tape, h.r.w., headrests. 36,000 miles, one owner **£1,635**

1968 LOTUS Elan f.h.c. Special Equipment model. Burnt sand. Cassette player. 45,000 miles only. K.O.W. Servo brakes **£895**

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New Lotus Europa Special. Full JPS spec. in black. 5-speed box. **List.**

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New Alfa Romeo 2000 GTV. White, metallic blue or red. **List.**

New Alfa Romeo 2000. Blue or metallic green. Both tinted glass. **List.**

1973 Alfa Romeo Montreal. Metallic green, tinted glass, radio/tape player; 6,000 miles only and in as new condition. Mr. Bell's personal transport. **£4,600.**

1972 Alfa Romeo 2000 Spyder, in green, 14,000 miles, one owner. **£2,550.**

1970 Alfa Romeo 1750 Spyder, in white with red trim; 29,000 miles, two owners. **£1,525.**

1970 Alfa Romeo 1300 Ti. Outstanding example in white. One owner, 25,000 miles only. **£995.**

1968 Alfa Romeo 1750 GTV. Special finish in metallic green. Recent service history; radio. **£1,175.**

1969 Lotus +2S, in white, sunroof; recent engine overhaul. **£1,595.**

1967 Lotus Elan S3 f.h.c. Metallic green, radio; 42,000 miles only. **£875.**

1969 Lotus Europa S2, in white, one owner, 23,000 miles; stereo player, tinted glass. **£1,050.**

1969 Jensen Interceptor. Maroon, tan trim. **£2,950.**

1973 Lotus Europa Special. Maroon, oatmeal trim, 5-speed box, alloy wheels, tinted glass. Supplied/serviced by us, under 6,000 miles. Mint condition. **£2,450.**

1973 Lotus Europa Special. Black/black trim, Wolfe Race alloy wheels, tinted glass. Supplied/Serviced by us under 6,000 miles. Mint condition. **£2,350.**

1971 Lotus 7 Twin cam, white/red trim. A very special car with red cloth seats. Full carpeting, alloy wheels, roll bar, heater, etc. Immaculate condition, 20,000 miles. **£1,025.**

1971 Lotus Elan Sprint f.h.c. S.E. in Bahama yellow, radio, 23,000 miles, one owner. Supplied/serviced by us. **£1,495.**

1970 Lotus Elan S.4 in Bahama yellow, radio, one owner. Supplied/serviced by us. Exceptional condition. **£1,250.**

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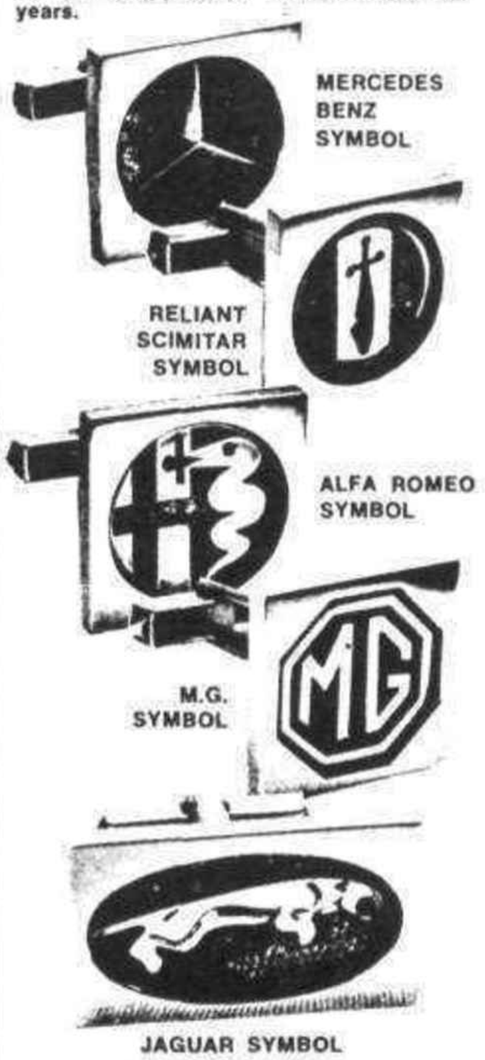
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NEW TVR 3000ML, early delivery.

NEW GINETTA G21, early delivery. From **£1,975**

NEW GINETTA G15, ex-stock. From **£1,395**

1972 LOTUS Europa T/C., one owner 17,000 mls, alloy wheels. Blue... **£1,690**

1969 LOTUS Europa. Well above average. Yellow..... **£1,065**

1969 LOTUS Europa. Similar cond. to the other. Red..... **£998**

1971 LOTUS Elan +2S. Used by our M.D. for 4 months, ex. cond.... **£1,798**

1970 LOTUS Seven S.4, 1600 S/E. Choice of 3, all 2 owners, all supplied by us new. Alloy wheels, etc. Ea. **£795**

1973 TVR 3000M, one owner. S/roof, rdo/tape, t/windows. Arriving 1 Oct.

1972 TVR 2500M, one owner. S/roof, radio/tape, overdrive. Factory maintained from new. Metallic moss green..... **£1,895**

1972 TVR 1600M, one owner. Sunroof, radio, alloys, etc. Red..... **£1,665**

1972 TVR Vixen 1600, one owner. Radio, alloy wheels. Red..... **£1,365**

All above TVRs supplied by us new.

1972 DUTTON 'B', 1500. 1,700 miles since built, one owner. A gift at **£495**

1972 GINETTA G15, one owner. Sunroof, radio. Orange..... **£999**

1971 GILBERN Invader saloon, V6, 23,000 miles cert. Amythest... **£1,250**

1969 COOPER 1,275-c.c., stored for the last 30 months. Blue. **Large offer**

1968 ESCORT, fitted 1600 xflow/ Webers. Full mechanical spec. available **£570**

1971 LOTUS Sevens, choice of two in yellow. 1600 S/Es **£995**

Several others Sports and GTs in stock incl. '73 Triumph 2000 o/d., '72 Dolomite, '71 Triumph 1500, '71 Daimler XJ6, '69 1750 GTV Alfa, '69 Vitesse o/d. conv. '71 Cortina 2000 GXL, '71 1275 GT Mini. '67 Rover 2000.

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smg SLOAN MARSHALL GARAGES



This month's selection:

OCTOBER

1971 July Ferrari Dino, yellow, recondition gearbox, new exhaust, electric windows, PB radio, well above average. **£3,995.**

1970 'J' Triumph GT6 Mk. 2, damson with black interior, h.r.w., radio, etc. **£895.**

1967 MG-B GT White, wire wheels, etc., runs and looks better than usual. **£695.**

1970 MG-B roadster, o/d, w/w., only **£895.**

1967 MG-B GT. Black J.P.s finish, Sundym glass, h.r.w., alloy wheels. Race specification, rebuilt engine, o/d, radio/stereo. Exceptional, **£995.**

1968 'G' Triumph Spitfire Mk. 3 Valencia blue with white hood, "one lady owner" and therefore new clutch. **£475.**

1968 Triumph Spitfire Mk. 3 white, fitted overdrive (a rare extra on these cars), nice tyres. **£525.**

1972 NSU RO80 Mk. 3, light blue automatic (you move the lever), alloy wheels, good radio, definitely the best of the rotary engine cars. **£2,250.**

1970 LOTUS 7 Series 3, red/ yellow wings, wide wheels, racing tyres; flared wing, roll over bar, comprehensive specification. **£775.**

1968 Dec. Ford Cortina Savage V6 engine. Red, 1600E body, special front seat. Exceptional. **£795.**

SMG RACING NEWS

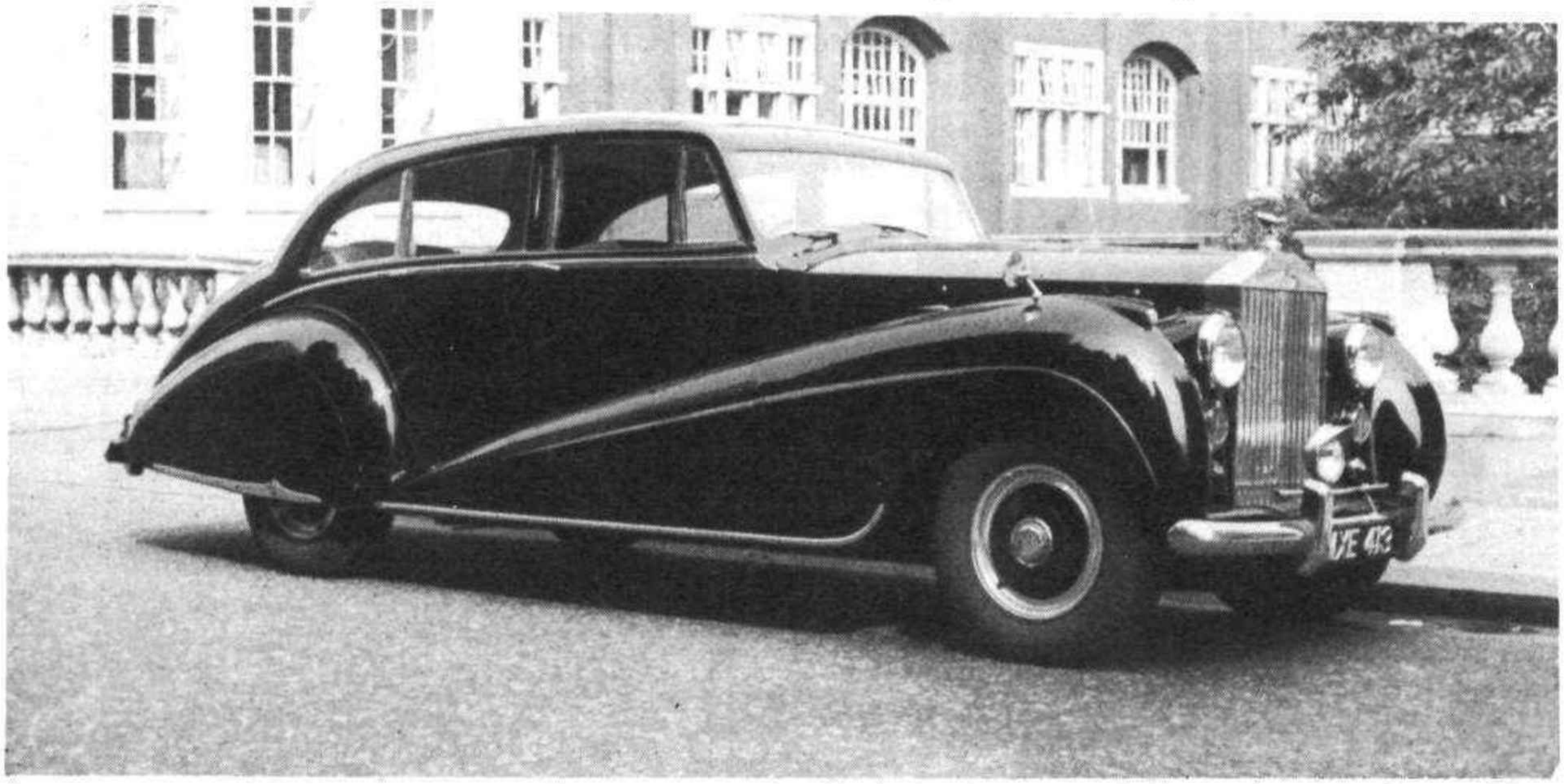
Congratulations to Ian Taylor in our Baty Dial Gauge sponsored Works March. Two fine wins at Brands Hatch and Castle Combe making him uncatchable. Being unbeatable in Forward Trust Championship. We are racing every weekend now until Nov. 4th so will be pleased to meet customers old, new or potential in the paddock. Ask for Chris Marshall at our large white transporter.

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1952 *Rolls-Royce Silver Wraith Park Ward 4-door saloon. A very well maintained example painted black with green leather. Sunshine roof. Manual gearbox. Previous titled ownership, if you are impressed by that sort of thing. A very sound and usable car.*

1929 4½-litre BENTLEY with original scarab-tail Vanden Plas 2/4-seater touring coachwork. This car is painted in British Racing Green and has its original grey-blue leather upholstery. New hood, tonneau and sidescreens. Fold-flat windscreen, aero-screens. Very comprehensive and original instrument panel. This car is very good mechanically and represents good value.

1926 BUGATTI Type 35A Grand Prix 2-seater. Chassis no. 4662, engine no. 59A. Originally sold to M. Ollivier of Marseilles. This car is in exceptionally good condition both mechanically and bodily and is very authentic in detail. Bugatti blue with red wire wheels. White trim with red piping.

1947 H.R.G. 1,100-c.c. 2-seater sports. Very well restored by H.R.G. enthusiast. Delightful to drive. This car is painted navy blue with beige trim.

1939 BENTLEY 4¼-litre overdrive 4-door pillarless sports saloon by H. J. Mulliner. This semi-razor-edged sports saloon with sunshine roof is in truly immaculate condition in every respect. Finished in pale green with, we believe, original grey leather upholstery. Immaculate woodwork, carpets and roof lining. The recorded mileage is 54,000, which we have every reason to believe is correct. This car is probably capable of maintaining higher cruising speeds than many pre-war out-and-out sports cars and is a wonderful investment.

1959 BENTLEY S1 Continental 2-door H. J. Mulliner. This car is probably the finest post-war Bentley available anywhere at the moment. It has had one owner from new and has complete Jack Barclay service history covering the whole of its life. The mileage, which is guaranteed correct, is 51,000. Power steering, automatic transmission. The car is finished in silver grey with grey leather upholstery. Beautiful woodwork and carpets. A superb car to drive.

1934 3½-litre BENTLEY Vanden Plas tourer. An attractive and original car with superb-sounding engine. Repainted regal red, original slightly tatty red upholstery. Delightful to drive.

1938 PACKARD 8 4-door convertible sedan. Off-white with black wings and original dark blue leather. A most impressive open American classic believed to be the only one in the U.K. L.H.D. Mechanically sound. A quality motor car.

1937 ROLLS-ROYCE Phantom III sedanca-de-ville by H. J. Mulliner. This semi-razor-edged car is quite the most elegant and attractive Phantom III we have ever seen and is in very original condition. A great classic car

1936 ROLLS-ROYCE 20/25 H. J. Mulliner 4-door sports saloon. A most attractive and useful car representing true value.

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BENTLEY S.I four-door saloon. Finished in black pearl over shell grey with red leather upholstery. First registered 1957. Power-assisted steering. Recorded mileage 26,000 miles since new. (Repeat, Twenty-six Thousand!) All original tools, instruction manual, radio, etc., etc. Original Rolls-Royce Warranty Scroll (framed). Set of Bedford Cord seat covers. Whole car in almost unmarked condition. One private owner since new. **£4,250**

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ROLLS-ROYCE

1957 SILVER CLOUD I with power-assisted steering' Sage over smoke green with beige hide interior. Choice of two.

1954 SILVER DAWN special coachbuilt four-door saloon by Hooper: their famous "Empress" style of bodywork. Finished in burgundy over dusk grey, wine red leather and the usual fine veneers associated with Hooper, the Royal coachbuilders. This extremely rare car has undergone entire restoration in our workshops. It is unlikely that we will have a similar specimen for some time.

1951 SILVER DAWN sports saloon, black with beige hide. This rare small-boot, big-bore Dawn is entirely restored, in our workshops, and is highly recommended.

1950 SILVER WRAITH limousine by Park Ward, unusually finished in china white with mid-tan hide interior throughout. Full-width occasional seats make it possible to seat nine people and the car has a small enclosed trunk.

1939 D.L. Series PHANTOM III touring phaeton by Thrupp and Maberly. We have spent three years on the entire chassis and coachwork restoration of this car, which is now finished in ivory white with mulberry fenders, trimmed in magnolia hide piped in mulberry and incorporating full cocktail equipment behind impeccably finished shellac woodwork. All chromium plate and folding head mechanism is new. The detailed attention which has been paid to this magnificent car is too extensive to list here.

1933 PHANTOM II short-chassis Continental with replica dual-cowl touring bodywork. Finished in burgundy over black with mid-tan hide, fitted with fold-flat and "aero" screens and detachable rear windshield on the hinged metal decking. Superb.

1935 20/25-H.P. saloon with divider by Park Ward. An individual design with full complement of suitcases, fold-out picnic tray and disappearing divider. Fitted with sliding sunshine roo and side-mounted spare wheel, with faired-in sidelamps. Excellent mechanical condition and reasonably priced.

1935 PHANTOM II four-seater, four-door touring car built to a design of James Young Limited, having been newly built from the chassis frame up. In regard to its external features, this car is a copy of that illustrated on page 253 of "Those Elegant Rolls-Royce".

1927/8 PHANTOM I dual-cowl touring car by James Young. Finely finished in metallic silver over royal blue, with black fenders and indigo hide interior. Excellent all-weather equipment, having been well cared for by an enthusiastic private owner. A magnificent machine which drives in every way as well as it looks and is a credit to its former owners. Fitted with a rear-mounted detachable trunk, side-mounted spare wheels, three doors and an ingeniously designed folding windscreen for the rear-seat passengers, who have their own metal decking for added weather protection.

1935 20/25-H.P. drophead coupé by Vanden Plas. A beautiful two-door car fully restored in our workshops and in two shades of grey with brilliant red hide interior with matching Wilton mats. Wire wheels are stove enamelled in cherry red and the pin striping to the body is in a matching shade. All chrome is new, and the mechanical condition is beyond criticism.

BENTLEY

1963 BENTLEY S.3 Continental two-door power-operated convertible by Mulliner/Park Ward. Beautifully finished in ivory white with grey hide interior, this car has just completed an extensive Continental tour without any trouble whatever, having been recently fully serviced in our workshops.

1959 S.I six-cylinder all-steel saloon, finished in grey over blue and in beautiful order throughout, having covered 140,000 miles in the hands of two owners since delivery. A much above average Bentley fitted with sliding roof.

1956 S.I saloon, with considerable mechanical history and three owners from new. Sage over smoke green with fine green hide; an excellent specimen.

1954 BENTLEY four-door sports saloon by James Young, automatic gears. Nicely finished in sable over sand, light tan hide interior and the usual very high standard of woodwork that James Young cars have. An excellent example, now becoming scarce.

1951 BENTLEY Mark VI 4½-litre all-steel saloon. Black, tan hide. Nearing completion of a comprehensive checkover in our workshops. This delightful car, having been maintained in the hands of a careful owner for a number of years, is highly recommended. We have the original log book — four private owners.

1938 BENTLEY 4¼-litre M.R. series "overdrive" drophead coupé by Vanden Plas. Indigo, black fenders and medium blue hide throughout. An outstanding car which has just had a complete overhaul to the steering, brakes, and a full scheduled service in our own workshop.

1935 3½-litre BENTLEY semi-airline saloon by Thrupp and Maberly. Beige with brilliant red hide interior, thought to be original. Believed to be unique in styling. Mechanically first class.

1934 BENTLEY 3½-litre "Fisherman's" saloon by Hooper. This well known car, silver over blue with blue hide interior, is a very practical Bentley with body styling reminiscent of an early 30's Rolls-Royce; very square in outline with many special features including removable seats, opening back window, pipe rack, etc., etc. A most unusual small Bentley.

PLEASE NOTE THAT SATURDAY MORNING VIEWING IS BY APPOINTMENT ONLY

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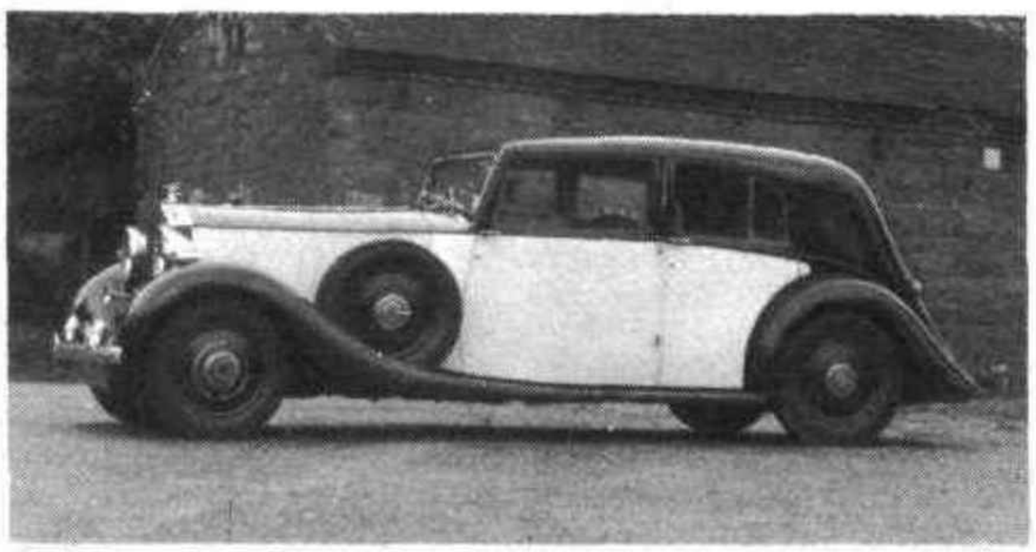
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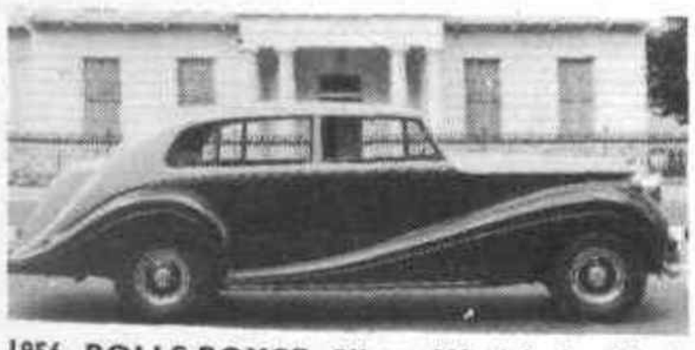
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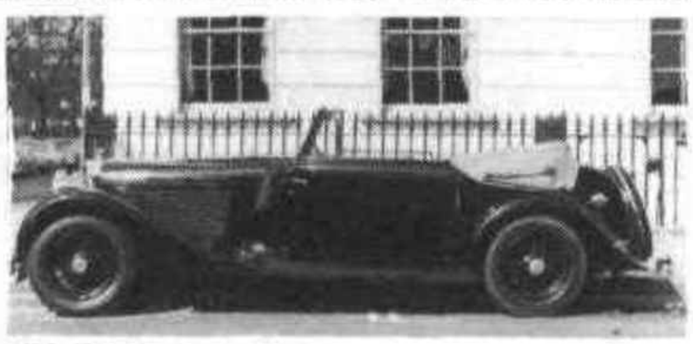
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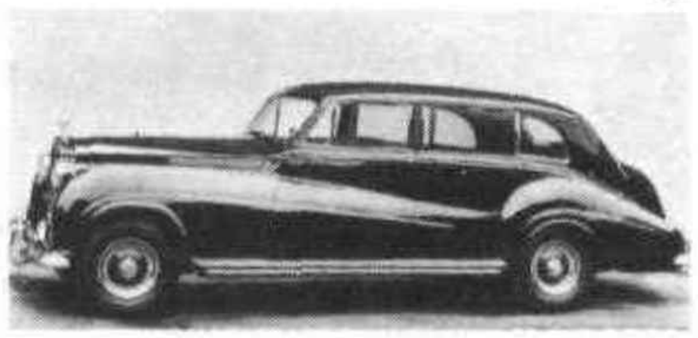
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1956 ROLLS-ROYCE Silver Wraith by H. J. Mulliner. P.A.S. Automatic.



1938 BENTLEY 4¼ Overdrive. Coachwork by V.D.P.



1956 ROLLS-ROYCE Silver Wraith by James Young. Division. Automatic.



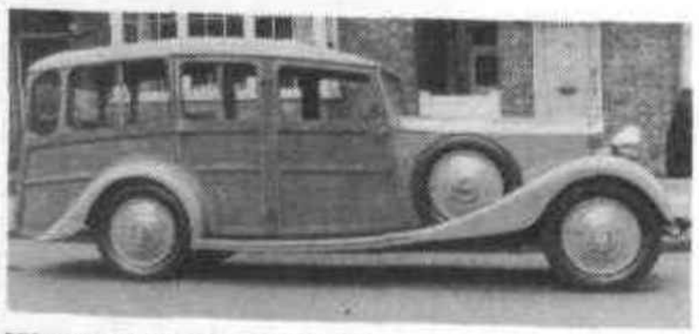
1959 ROLLS-ROYCE S.C.I standard saloon. Choice of two.



1965 BENTLEY S3 Continental by H. J. Mulliner. 67,000 miles recorded. Air-conditioning.

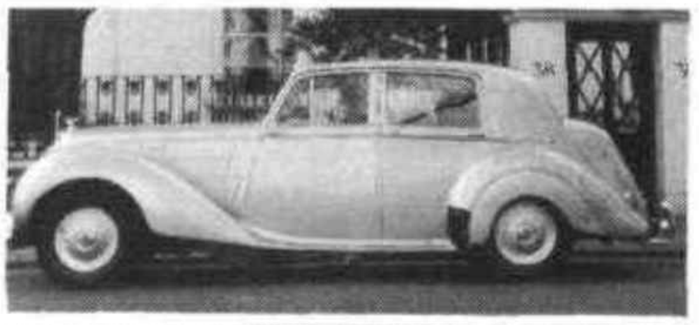


1954 ROLLS-ROYCE Silver Dawn by Hooper (as above with R-R radiator).



1935 ROLLS-ROYCE 20/25 estate car as above. **Also Bentley estate.**

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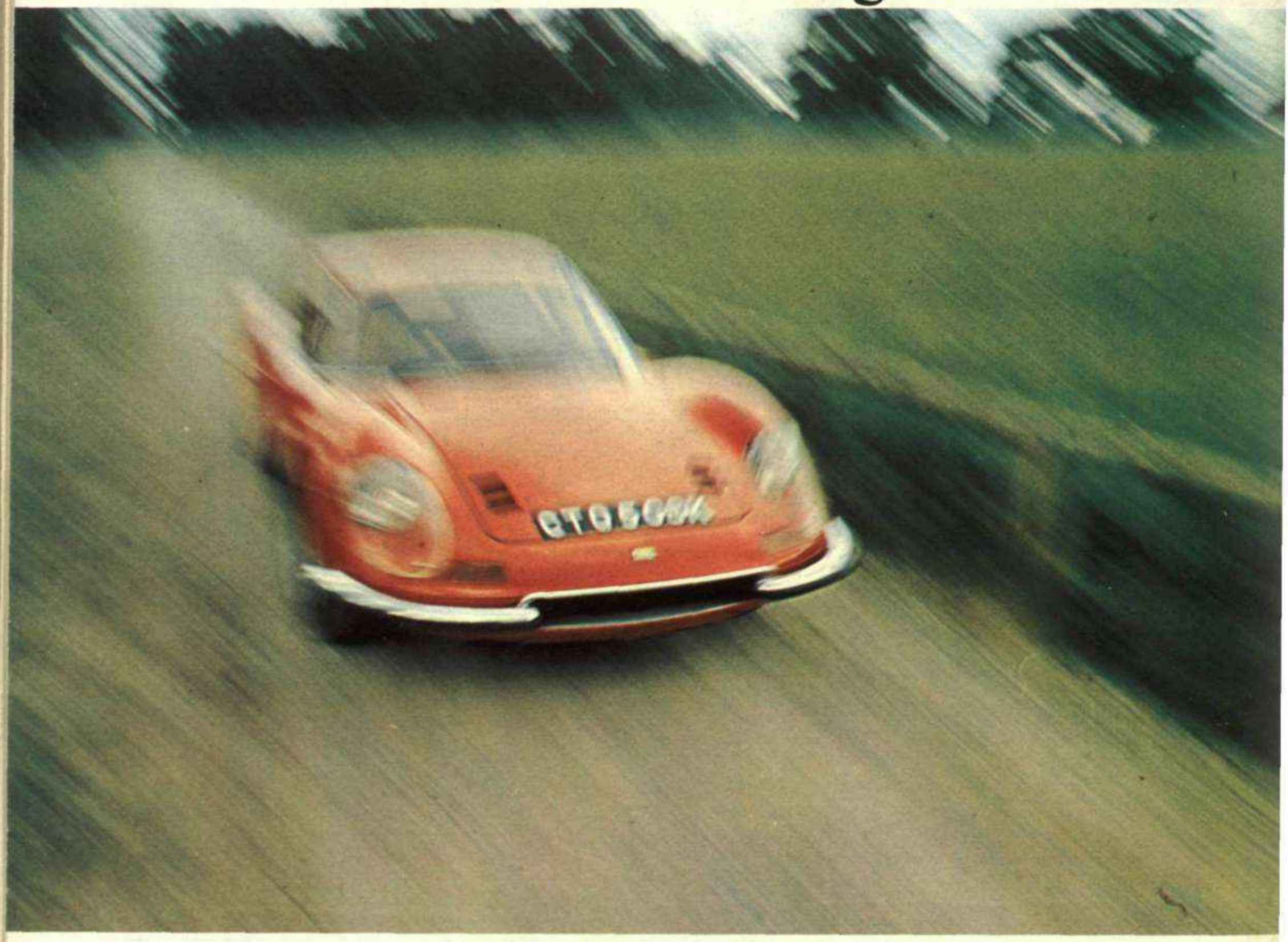


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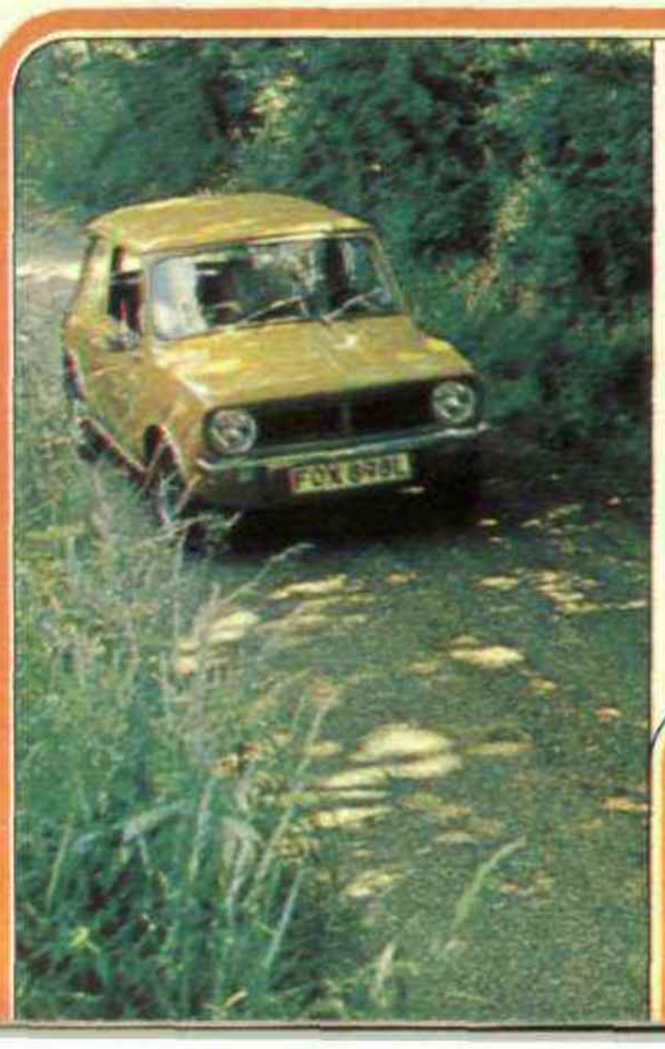
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