

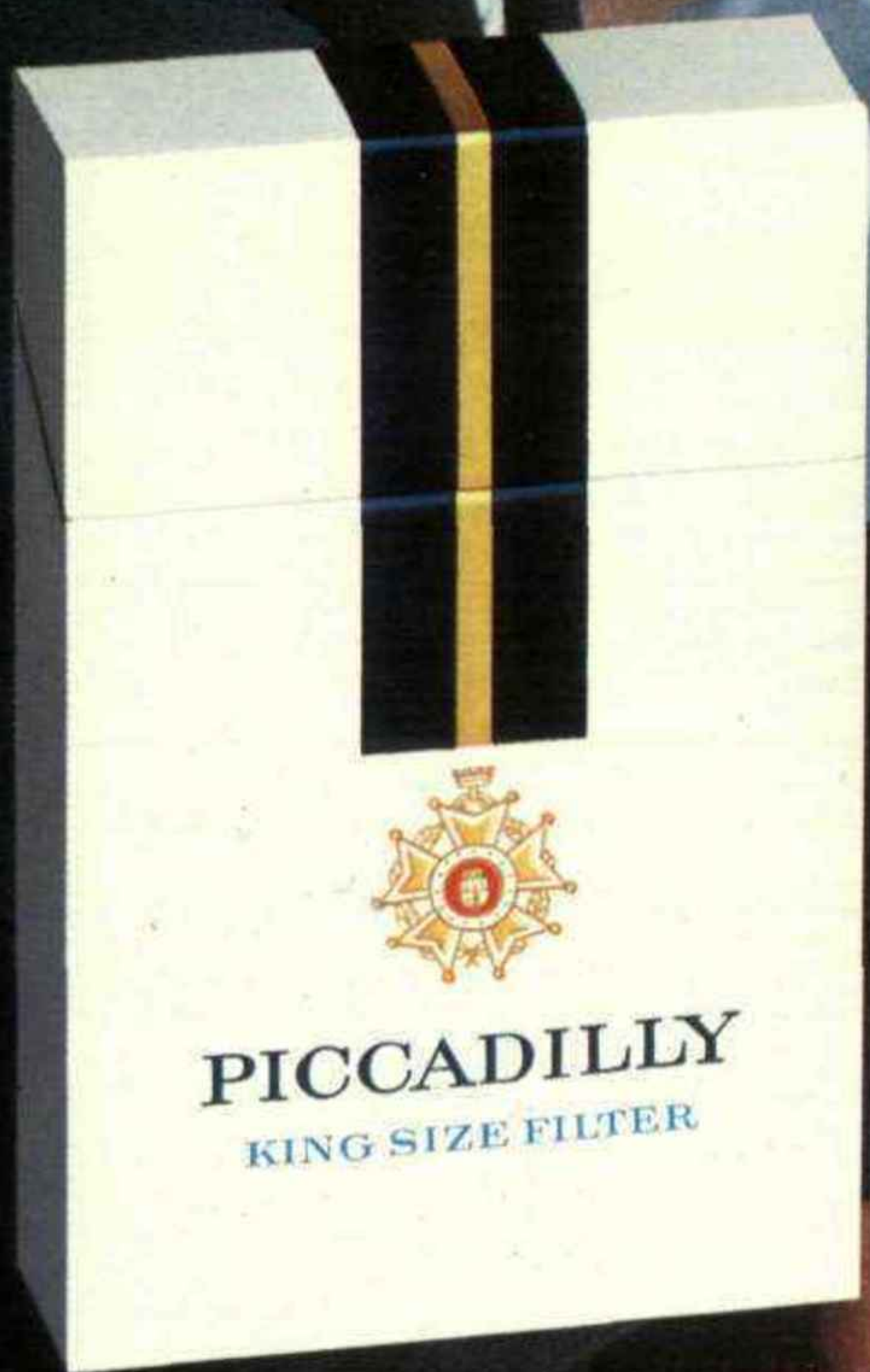
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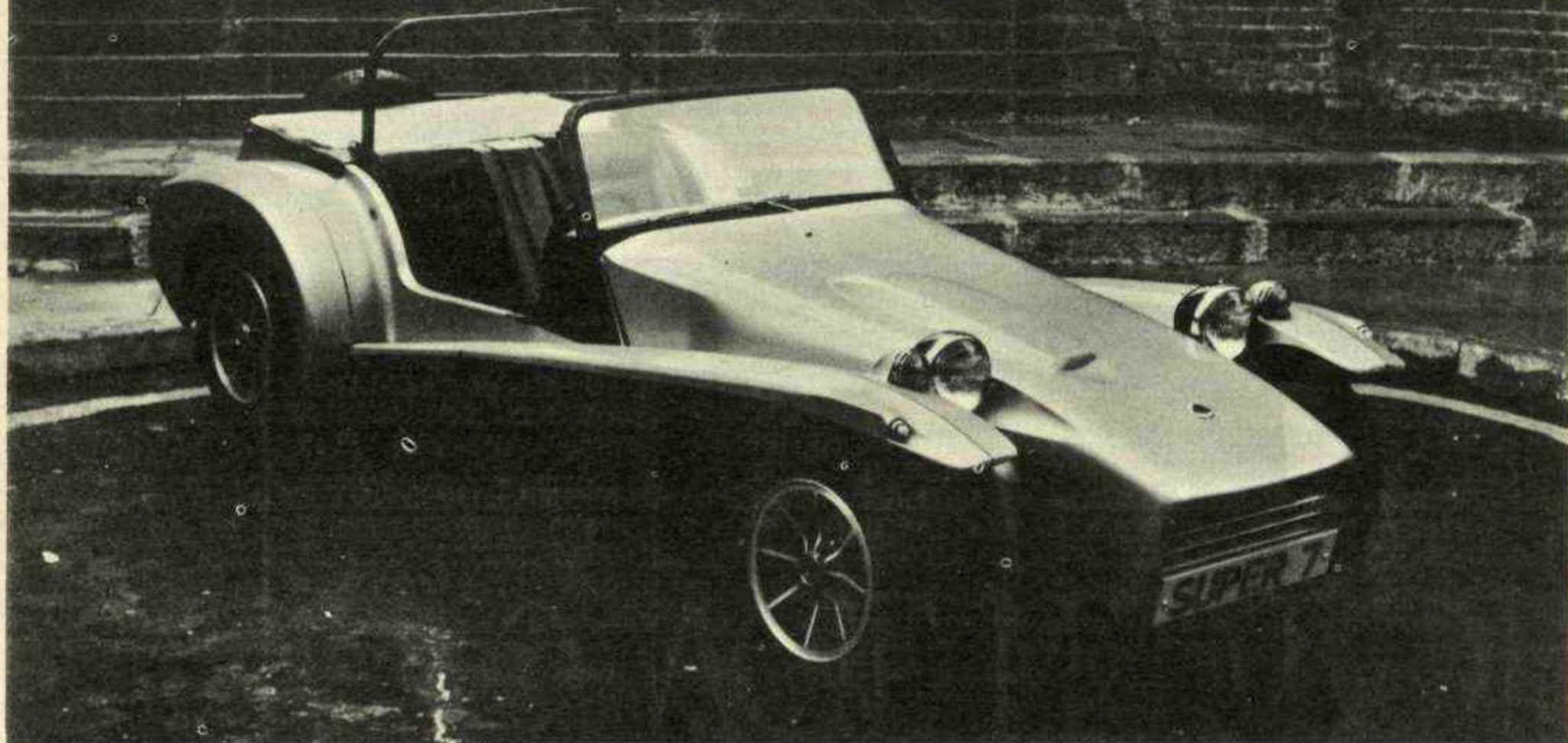
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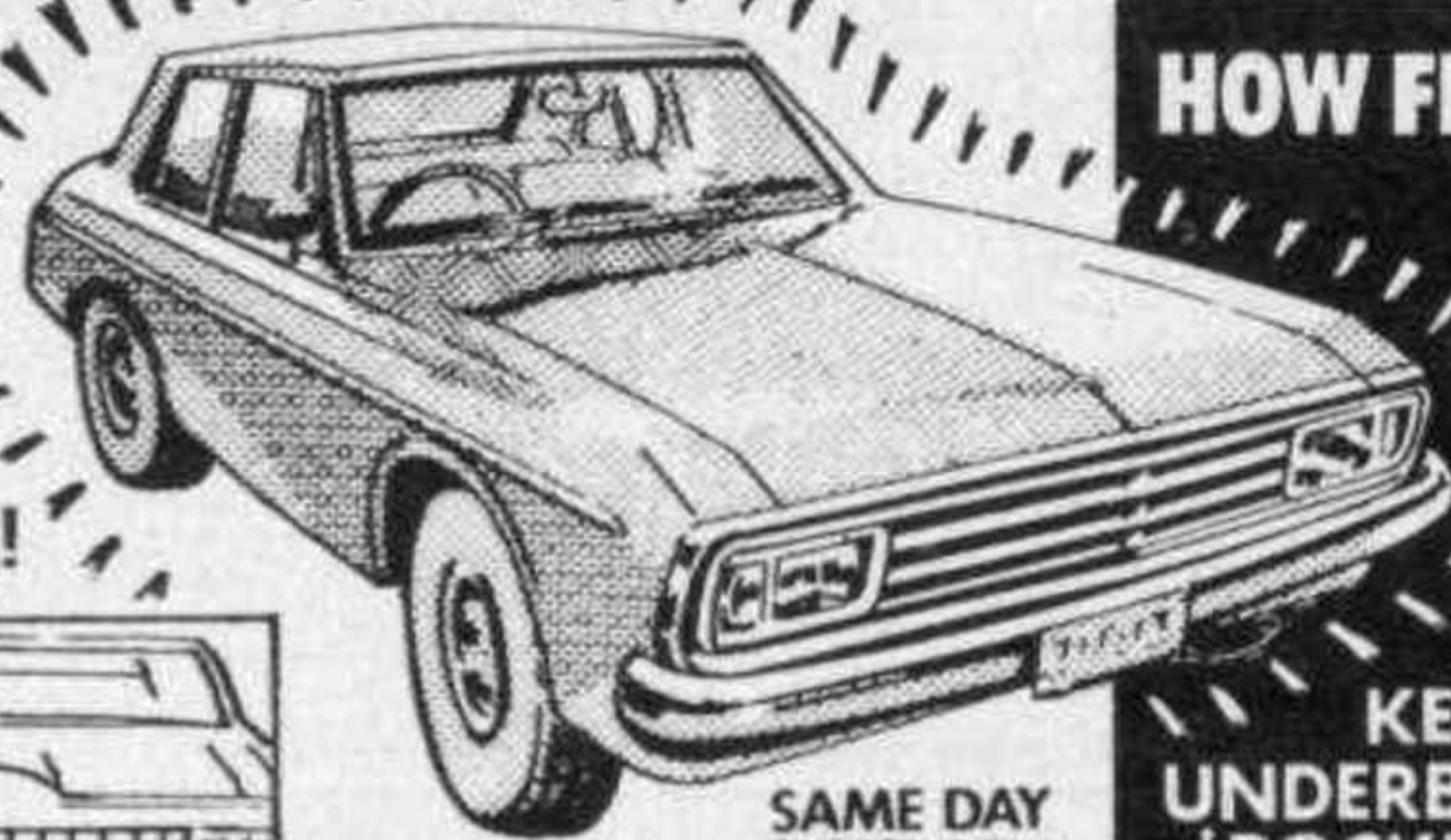
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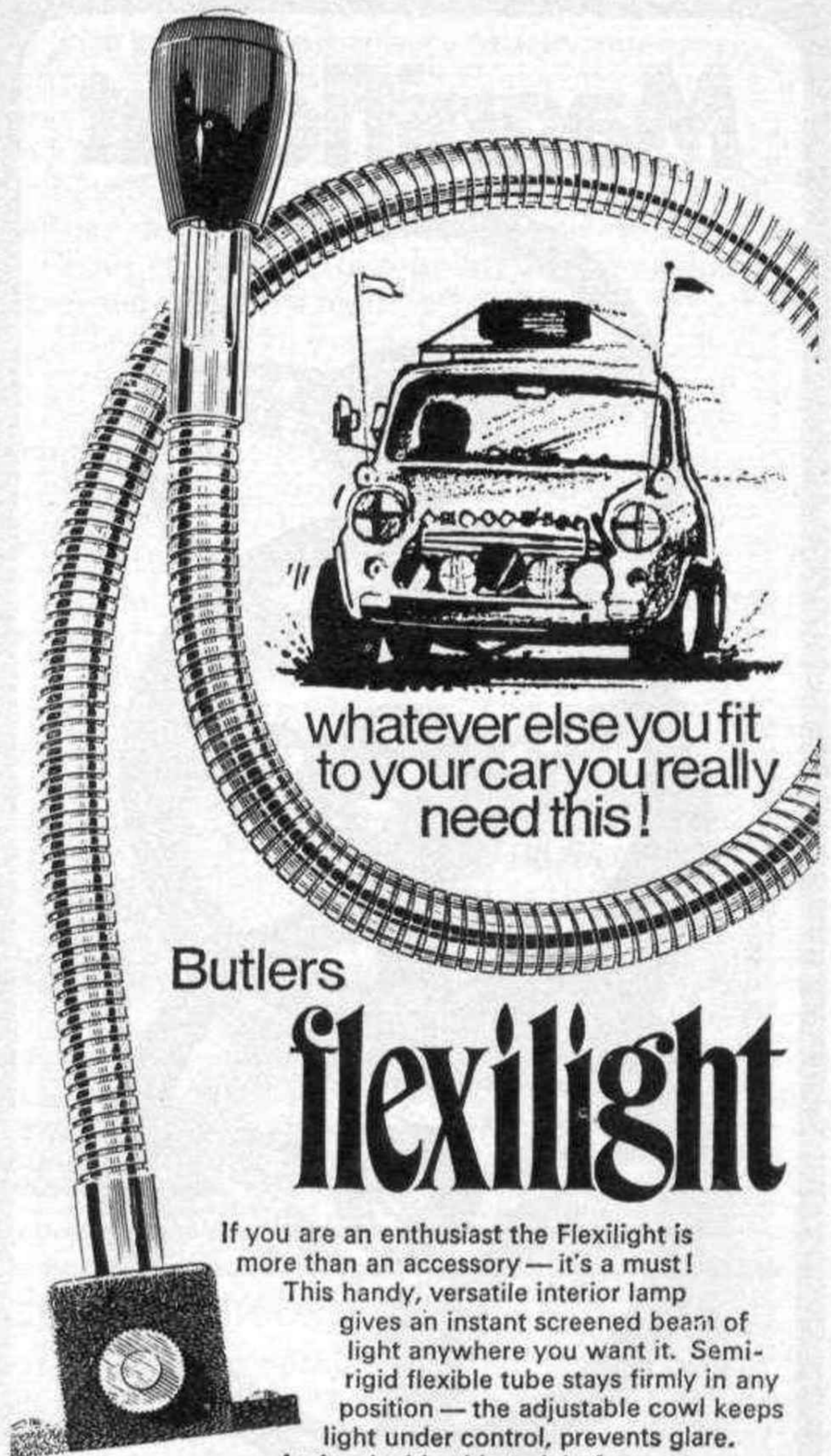
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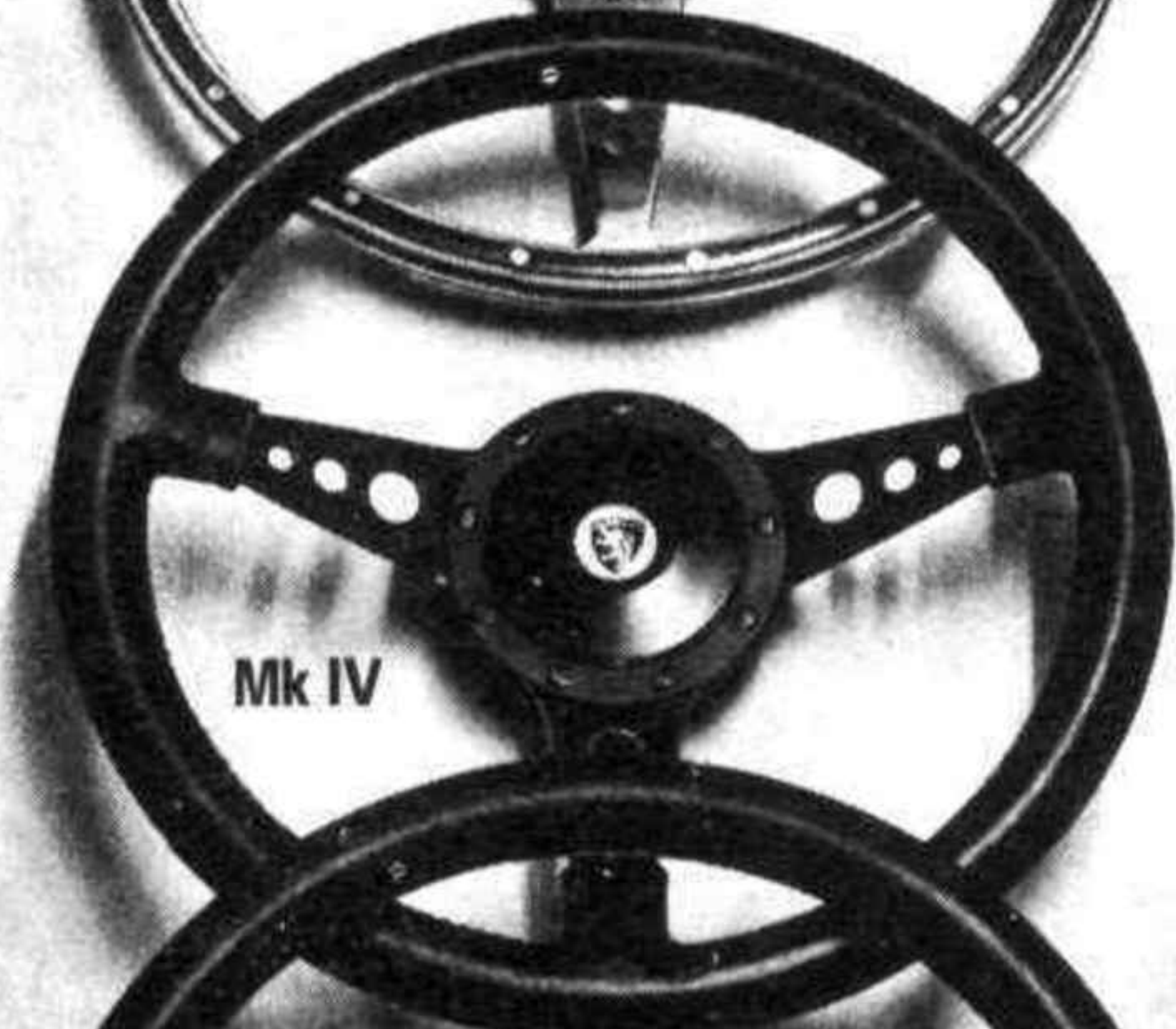
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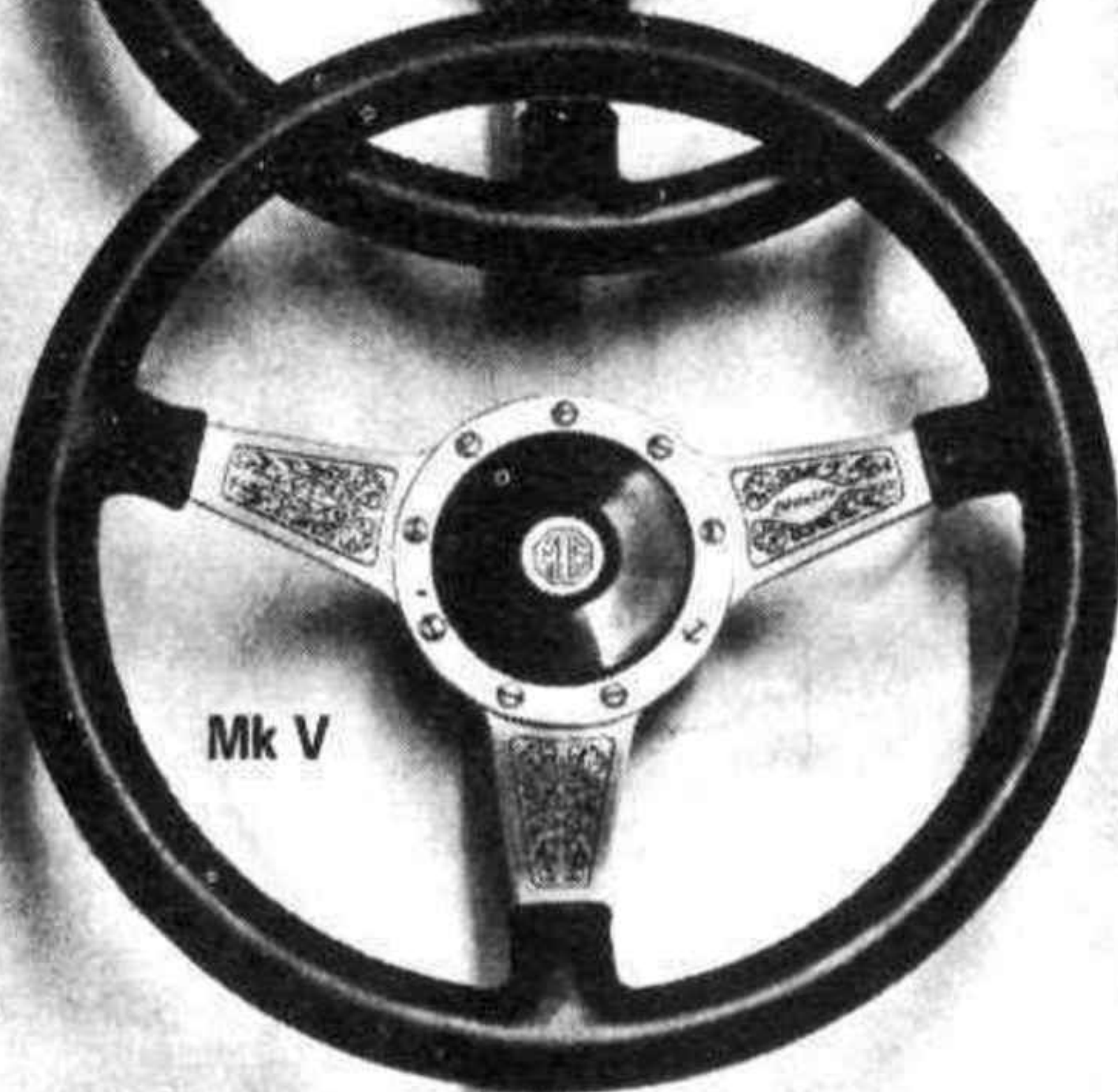
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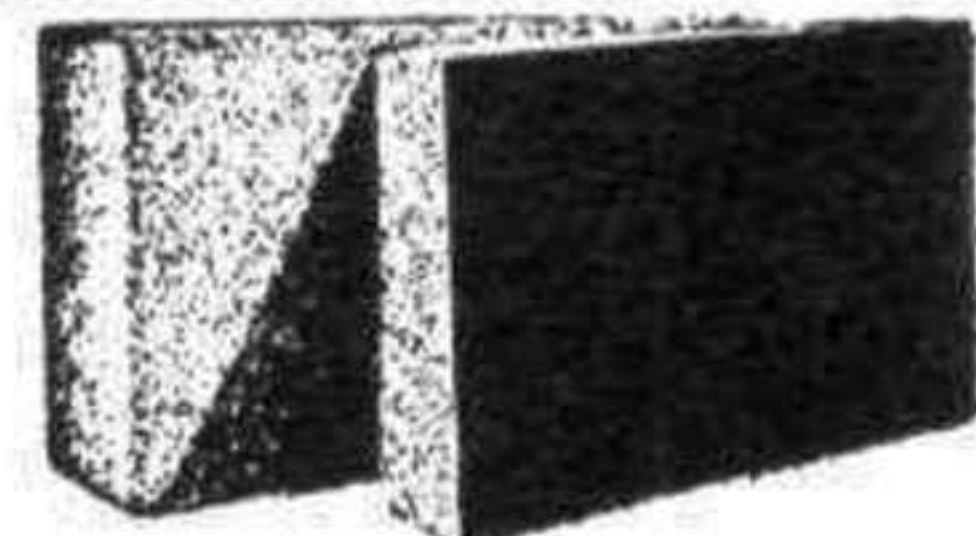
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A highly efficient, national service that will rescue you, wherever you are broken down, and take you and your car home or to your own garage.

This applies to your car, your car and caravan, your car and trailered boat, van or motorbike.

Without limit. A remarkable feature of the service is that you will be picked up anywhere in England, Scotland and Wales – and delivered anywhere in the same area.

Even if you are stranded in the Cairngorms and want your car returned to Torquay.

Once you are a Member there are no distance limits, and no extra payments.

And no matter how many times you are unlucky enough to want to call us out in the year, we will come.

Without argument.

The garage you trust. An obvious advantage of Membership is that you can always have your car repaired at the garage you know and trust.

Nor do you have to worry about damage to your car in transit. We do not tow vehicles.

Your car is carefully hoisted onto a trailer by trained recovery men.

It is secured in place and protected by a tail ramp.

We also cover it with our own insurance during the whole journey.

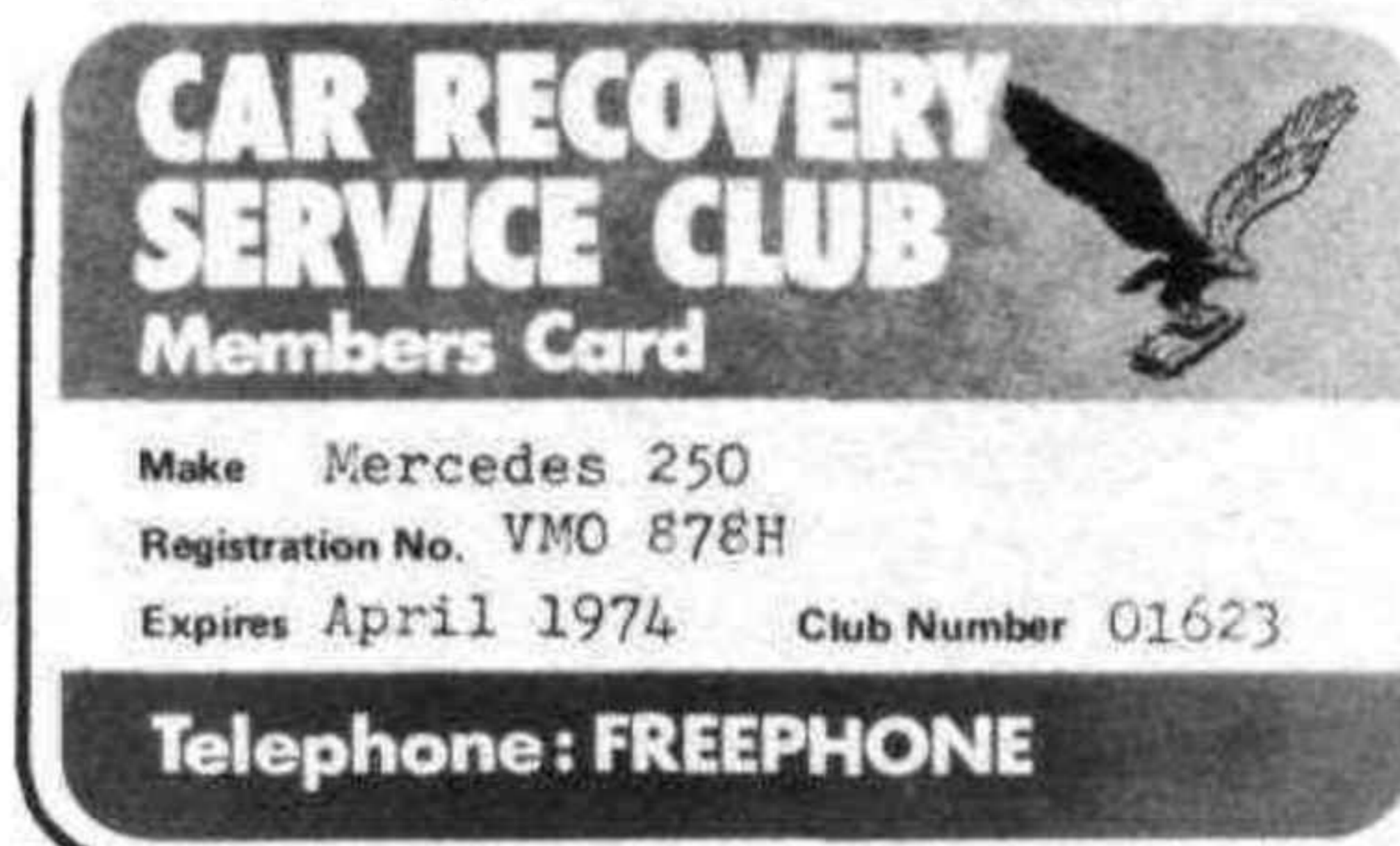
A better service. There are 42 Car Recovery Service Club teams.

And the Club is on 24 hrs, 365 day alert.

So that even if you breakdown or have an accident in the pre-dawn hours of New Year's Eve there will be someone to help.

All you have to do is ring the special Freephone number on your Membership Card. The nearest team will be alerted, and on its way to you without delay.

The Car Recovery Service Club is the largest organisation of its kind in Europe. Today we invite all farsighted motorists to fill in and post the Membership Form and Bankers Order below, and we will enrol you immediately.



There's no limit to how many times you use it.

BANKERS ORDER

Please return complete with membership form.

Bank _____

Name _____

Account Title _____

Account No. _____

Please pay on _____

To Barclays Bank Ltd.,
29-31 Upper Tooting Road, London, S.W.17
Code No. 20-87-04,
the sum of **£6.50 + 65p. VAT** for the credit of the
Car Recovery Service Club Ltd.,
Account No. 60237094,
quoting membership no.

and make similar payments annually or until this order is cancelled in writing, charging such payments to my/our account.

Signature _____

Date _____

MEMBERSHIP FORM

To: Car Recovery Service Club Ltd
Unit 10, Trumpers Way, Hanwell, London W7
Tel: 01-574 8111

Make of Car _____

Reg. No. _____

Key Nos. _____

Year _____

Colour _____

Name _____

Address _____

Telephone _____

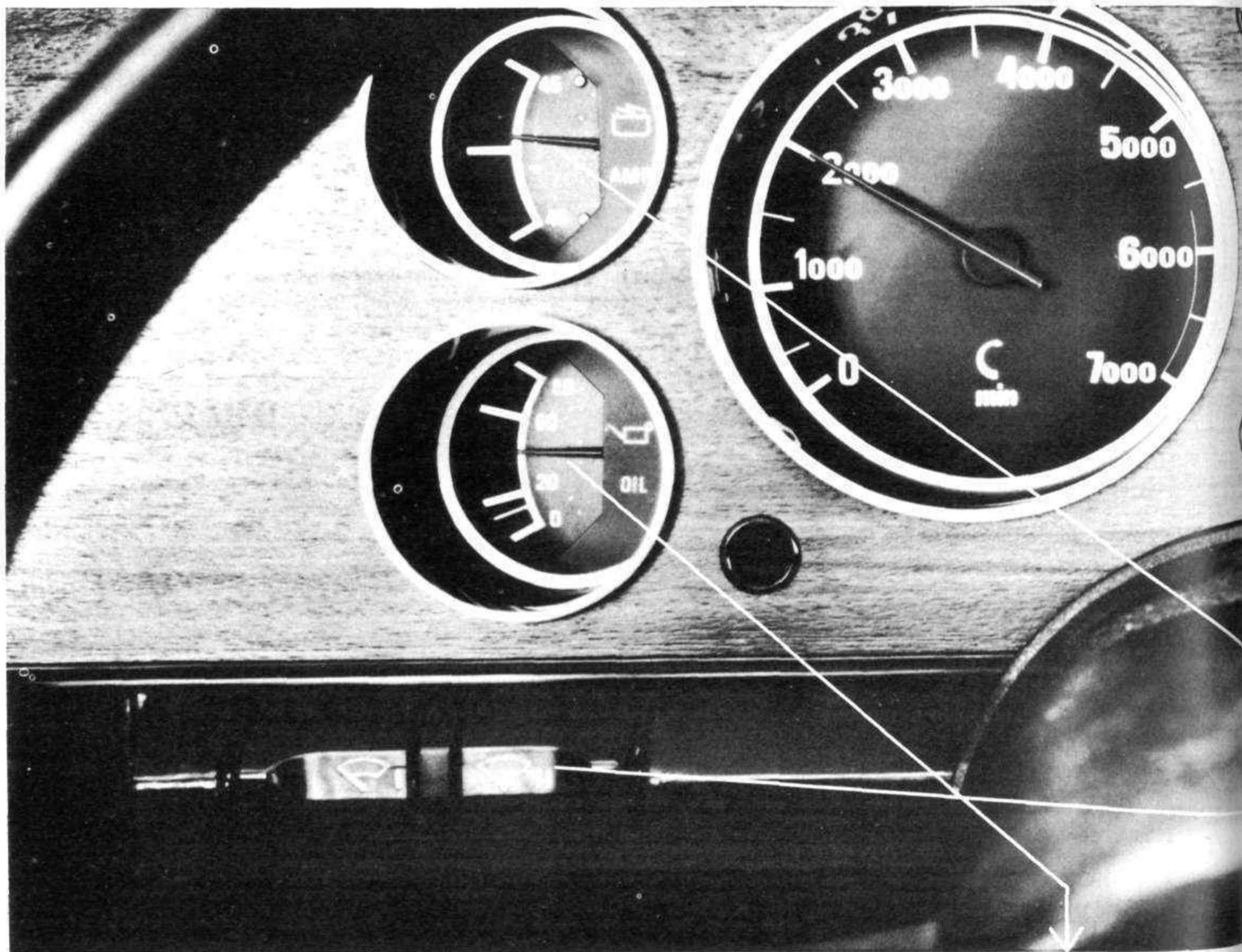
Enclosed **£6.50 + 65p. VAT** for Nationwide Membership. I declare at the time of joining the above, my car is roadworthy.

Signed _____

Date _____



Fit Motorcraft parts. And gauge t



Our programme of continuous research means that we're consistently improving the quality of parts available to the motorist.

All of which means that the Motorcraft replacement parts you fit to your car today may be even better than those fitted to it as original equipment.

And that's something you can probably tell for yourself, without knowing anything at all about engineering.

Because the improvement in performance is something you may notice almost as soon as you sit behind the wheel.

There are Motorcraft parts to fit most British Leyland, Ford, Chrysler UK, and Vauxhall cars, plus many VW, Renault, NSU, Fiat, Simca, Volvo, Daf, Opel, Toyota, Datsun, Citroen and other important models.

Insist on Motorcraft parts whenever and wherever you need replacements.

And gauge the improvement for yourself.

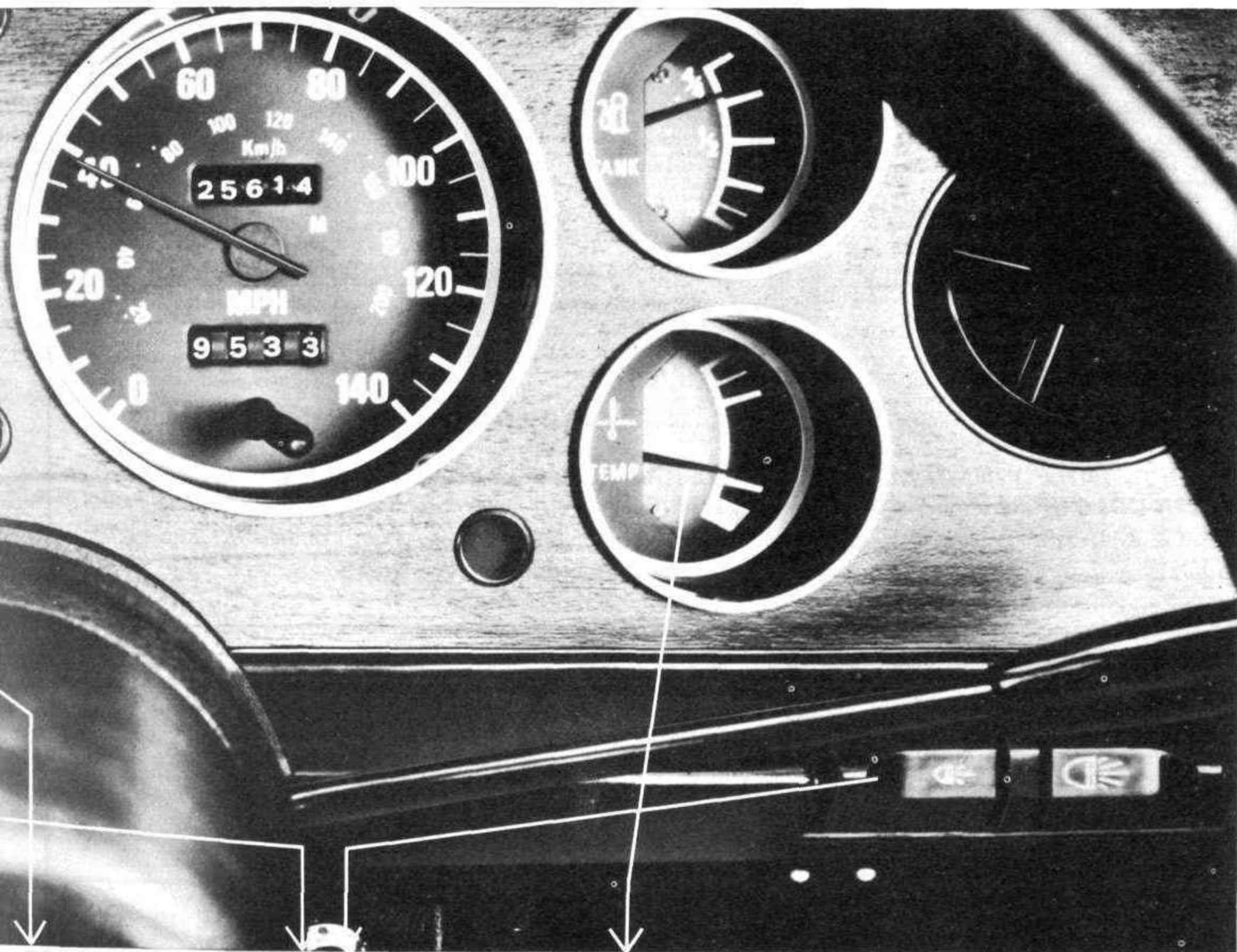
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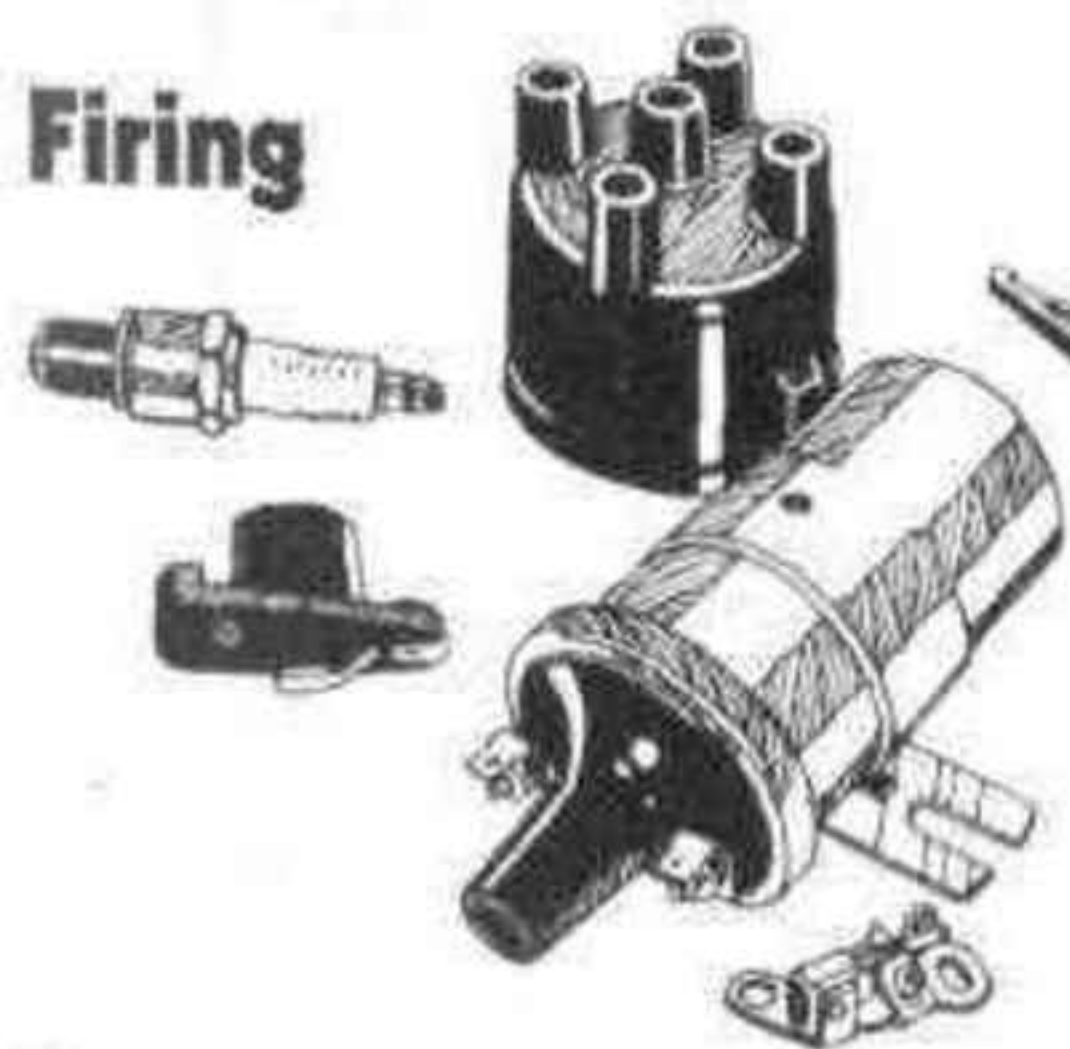
Our Air Filters are designed to help your engine breathe easy, letting in all the air needed for full-blown firing but keeping out the dirt and dust.

And our Oil Filters are made in line with modern oil technology, to fully protect today's and tomorrow's engines. Our range guarantees accurate fitting in most popular models and makes of car.

the improvement for yourself.



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Self-cleaning Motorcraft Spark Plugs are longer-lasting and made to a new thread standard that gives you better fit (and easier installation).

And because all important items in an ignition system need to work together efficiently, there are Motorcraft Distributor Caps, Rotor Arms, Coils and Contact Points. All to the same high standards.

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We've tested our Windscreen Wipers over millions of wipes to make sure your view stays clear in the murkiest weather.

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And our Sealed Beam Headlamp Units are designed to make sure you get the maximum light in the right place, so you're always able to see safely ahead.

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1972 L ALFA ROMEO 2000 GTV, White/black trim, Webasto sun roof, 12,800 miles, supplied and maintained by ourselves from new £2,545.
1972 L ALFA ROMEO 2000 Spider, Red/black trim, 6,000 miles £2,595.

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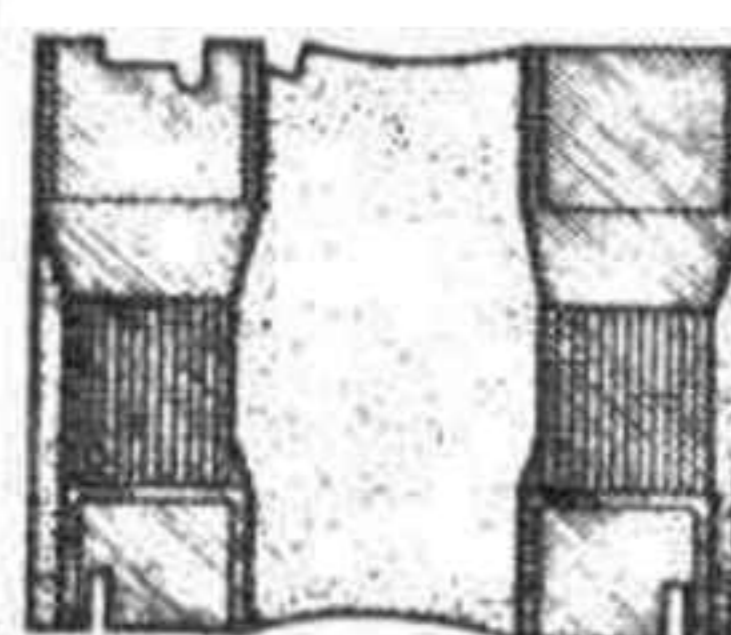
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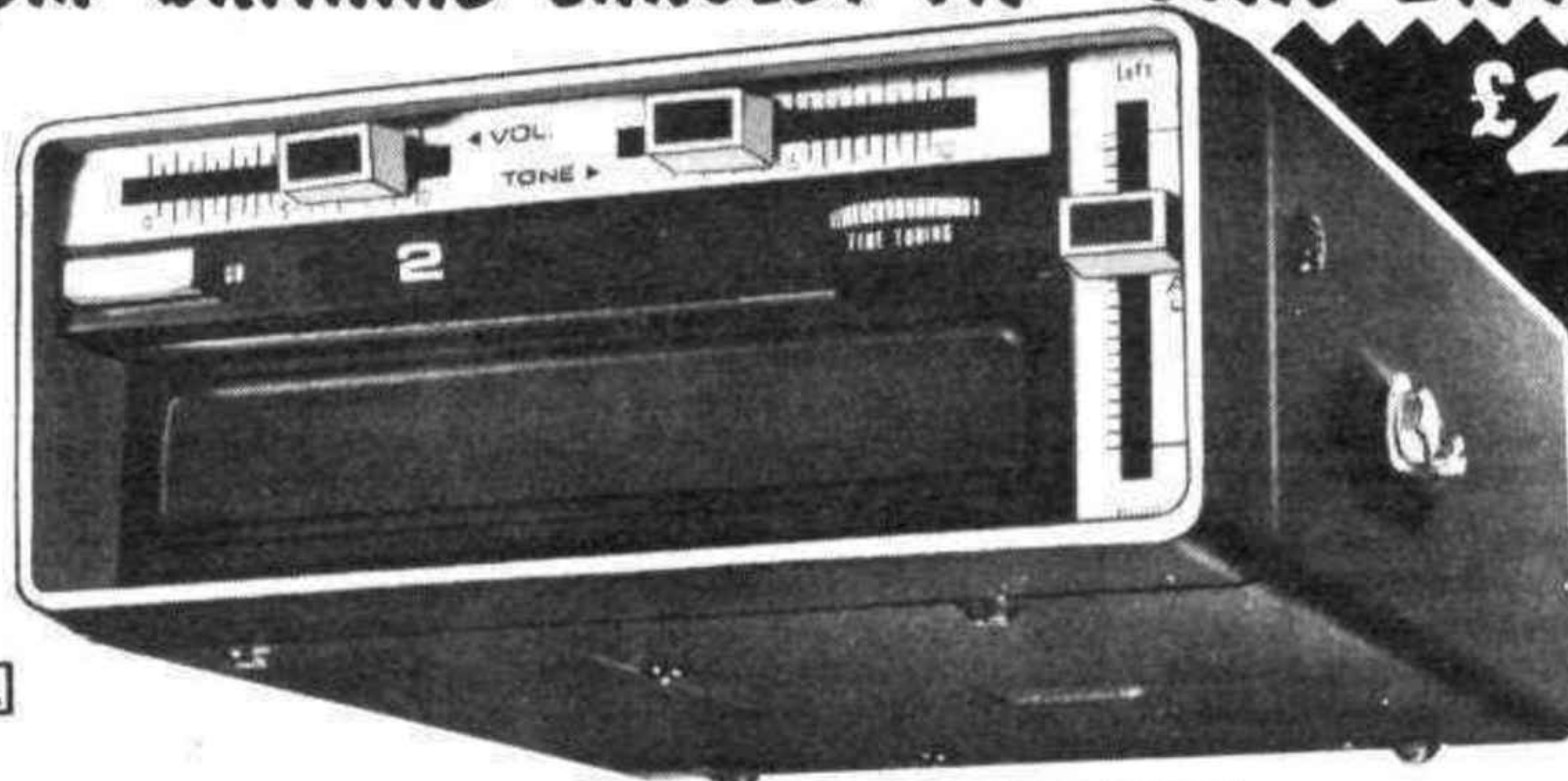
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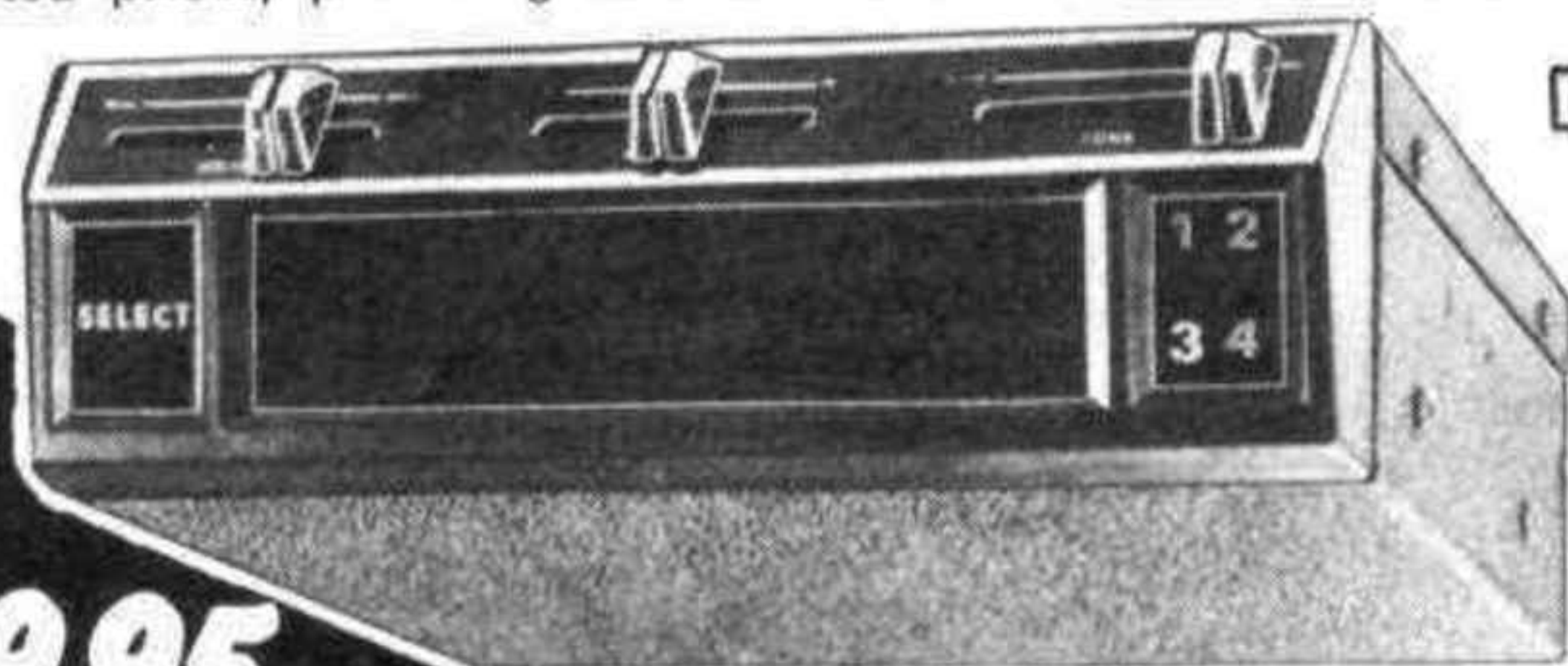
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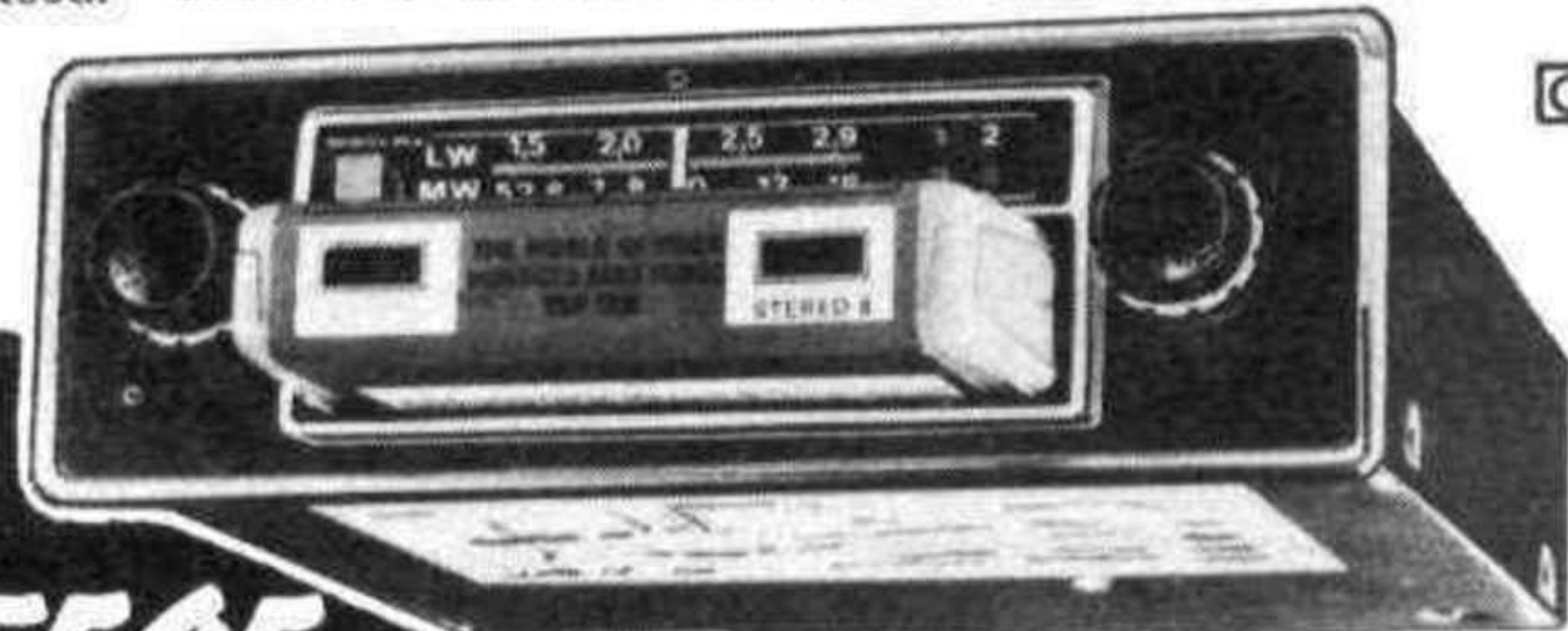
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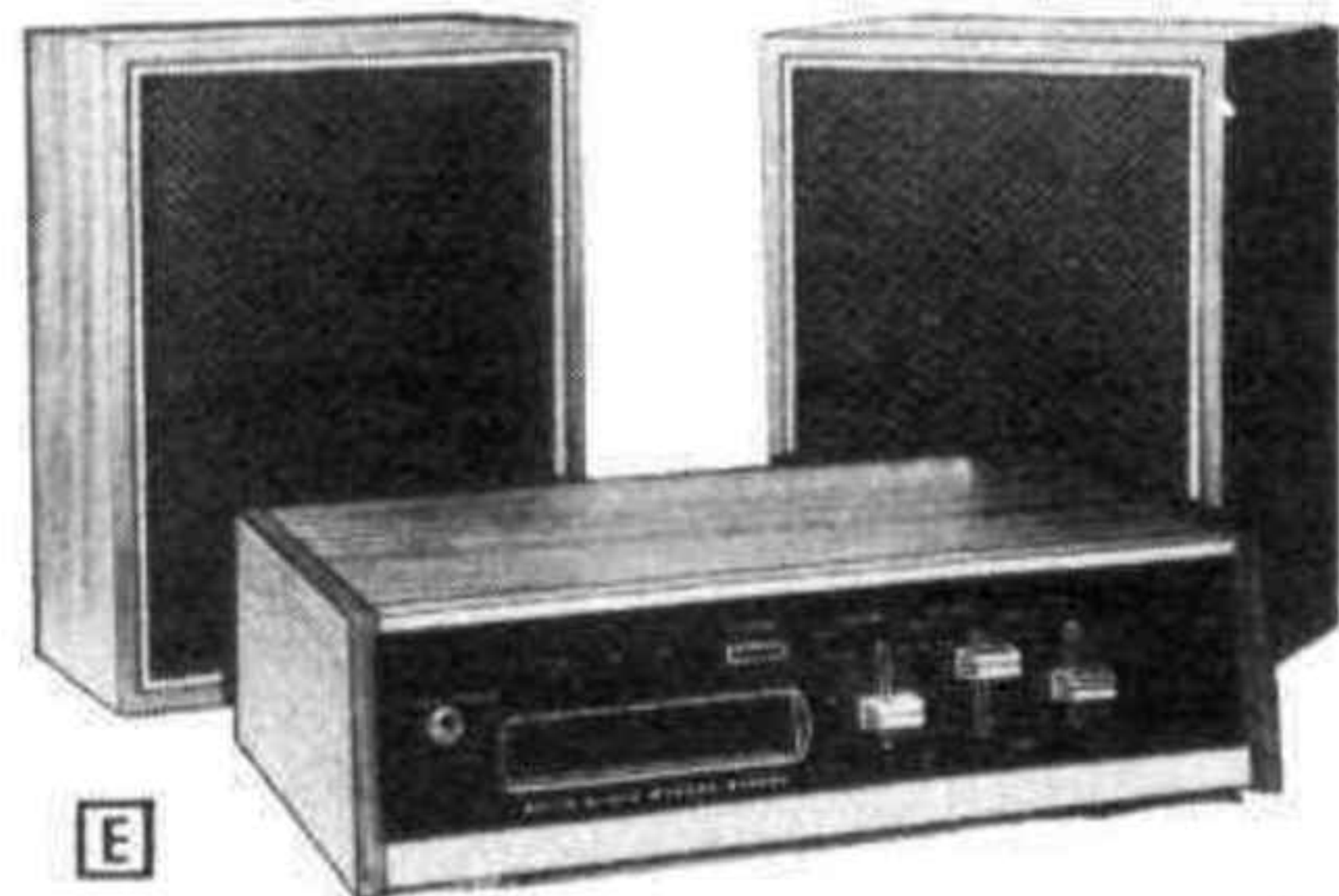
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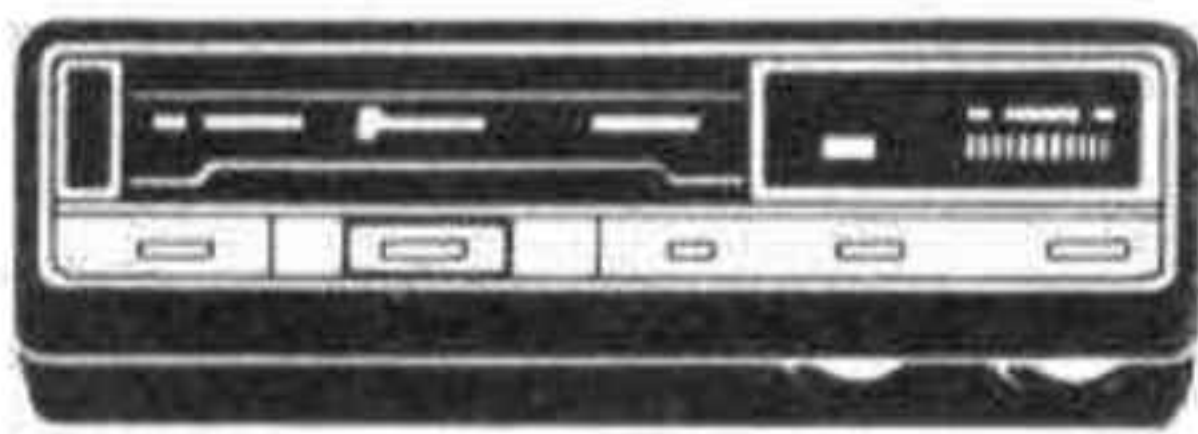
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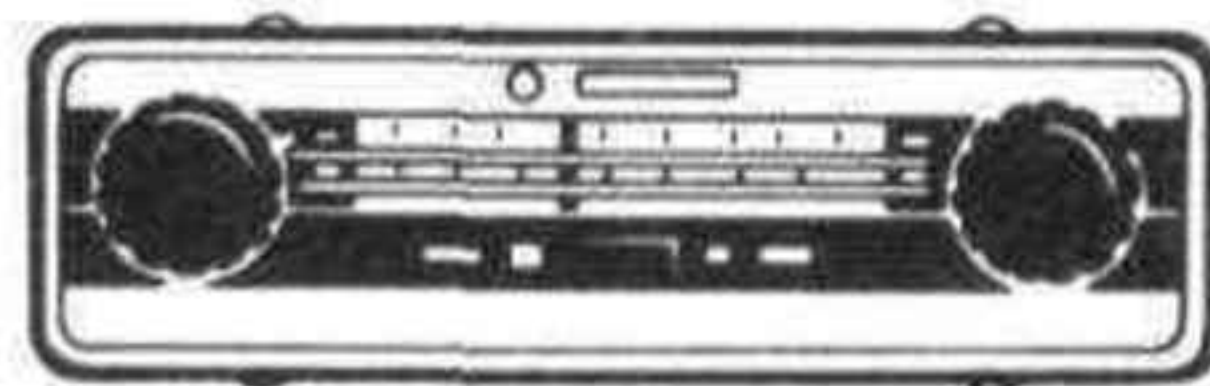
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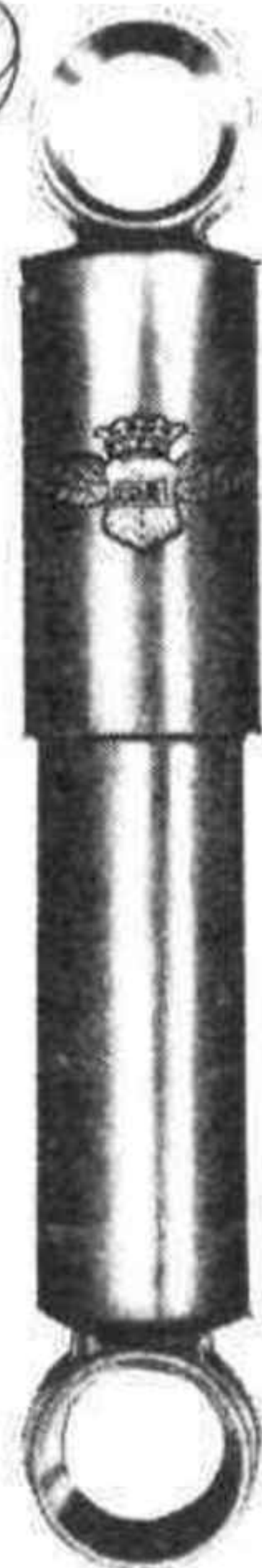
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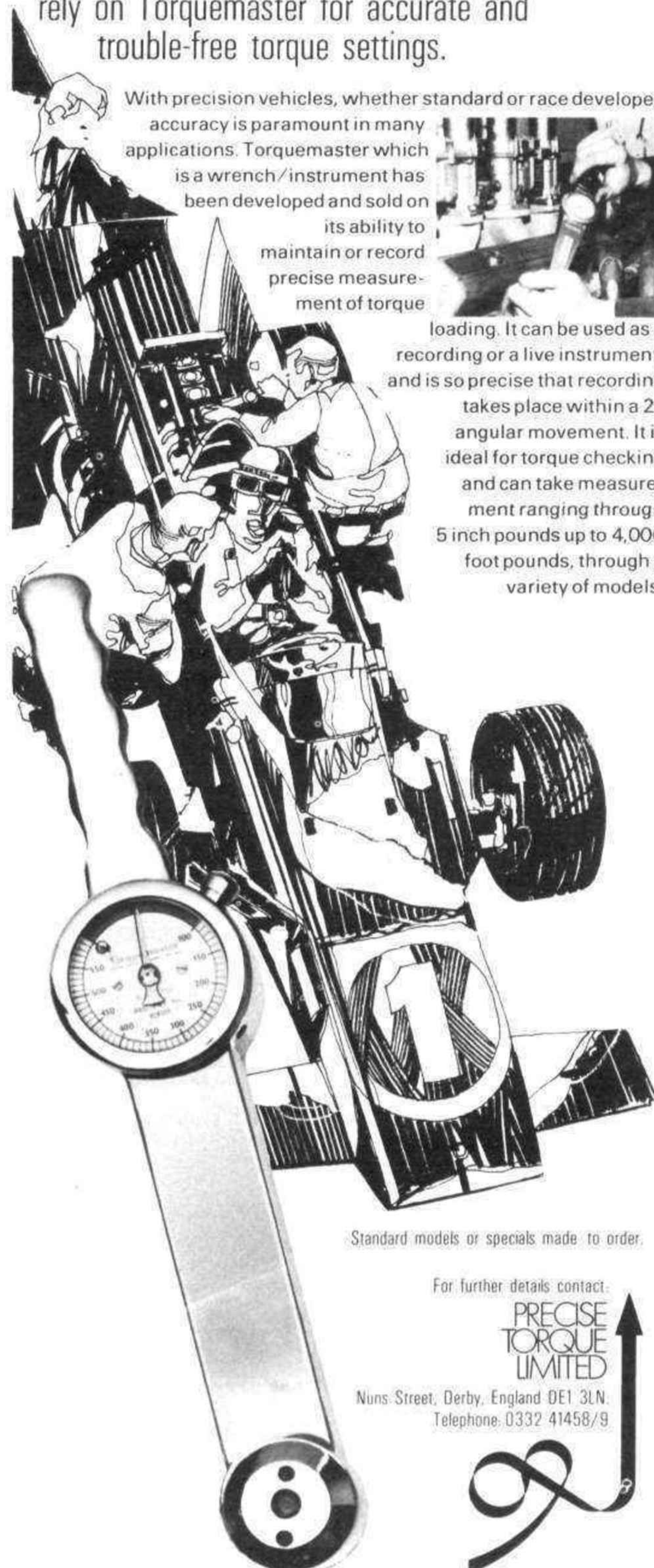
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NOSTALGIA

A STEP BACKWARDS ...

... into the delightful world of vintage and post-vintage thoroughbreds this month, in the form of two or possibly three classic tourers. I must confess to never having been driven in a Pre-1930 motor-car before last Sunday week (June 24th), but it took just a few seconds to become absolutely captivated by a LEA-FRANCIS 2-STR.

TOURER, 1929 — the rare model with 2½-seat dickey in the boot, 1,496-c.c.

Meadows engine, etc. Condition is really splendid, and all the mechanics have been completely overhauled recently. Spares are available through the Lea-Francis Owners' Club, etc., and with its excellent hood and screens and 40-m.p.h. touring speed, this car is completely practical for everyday or holiday use.

The second offering is an immaculate (for definition of this adjective see last month's ad!) HEALEY ABBOTT 4-S+R, D.H. COUPE, 1952 — one of thirty-six, with the original 2½-litre Riley engine giving 104 m.p.h., and 0-60 in 14 sec. Substantial restoration has been carried out on the original body, trim and mechanics, etc., and this example is a real beauty. Open air family motoring in genteel fashion! The car is located near Bury St. Edmunds although it may be possible to view it here or elsewhere by appointment.



For slightly more modern fare, I have a FULL RACE ELVA COURIER, 1961, in genuinely "con-cours" condition, 1,655 c.c. M.G.-A power, special chassis and suspension, developed for Spreckley Formula and therefore taxed, M.O.T'd (D. of E'd?), etc., and complete with trailer, road and race wheels and tyres, full weather equipment, carpeting, etc. At Silverstone yesterday, in the Cusson's Trophy, the EX-DICK PROTHEROE E-TYPE, 1962, lost all its brakes on the 2nd lap but nevertheless still made sixth place in a large field; after that it was driven straight back here down the A5, which can't be bad considering it has a 305 b.h.p. full race engine, wide angle D-Type head, etc. Viewable here or at any meeting featuring Cussons.

TRIDENT CLIPPER 4.7 V8, 1970, my third in three months and possibly the best, with £300 opening rear window conversion, sun-roof, stereo 8/radio, electric everything, chrome wires, etc., etc.; and a really superb respray in metallic silver and black. I don't usually advertise M.G.-Bs, but an exceptional M.G.-B — WORKS TUNING STAGE IV, 1964, has come to my attention, with 120 b.h.p. fully balanced (and tractable) engine, c.r. box with o/d., properly modified suspension, hard/soft-tops and dozens of other extras; every thing overhauled and rebuilt in the last few weeks including respray; a really exceptionally good and quick 'B' for £750.

POSSIBLY STILL AVAILABLE — FIAT DINO SPYDER, 1968 — superb "driver's car" for £2,000; OGLE SX 1000, 1963 — mint condition and the perfect "second car" for £900; SUNBEAM TIGER Mk. II "289", 1967 — absolutely immaculate, with V12 E-Type performance for £1,500; FERRARI 330 GT Mk. II, 1966 — completely rebuilt engine at a vast personal cost! A real beauty for £2,750; and lastly the unique TRIUMPH TR FURY, 1965 — this car is a real showpiece in every sense of the word, and I must say I find it astonishing that it hasn't been snapped up at £3,500. Just think what it will be worth in a few years' time! POSSIBLY ARRIVING — I'm sorry that neither the Healey Silverstone nor the Excalibur SS have yet arrived (as at July 8th), but I'm still hopeful. There may just be one other 1954 P.V.T. in original but better-than-brand-new condition, but I'm keeping my fingers crossed about this one! And another Fiat Dino Spyder 1970, and a Lotus Elite 1962.

POSTSCRIPTS
STILL WANTED: A house with private garaging for six cars or more, somewhere around the Bucks/Northants borders (guess why there!). The garage could well be an old barn, etc.
STILL WANTED: An A.C. COBRA, for which I've now waited 5 years and 1 month.
PLEASE! PLEASE! If you've made a definite appointment to visit, or agreed to buy a car, etc., if you change your mind then please let me know in advance. A quick telephone call is easy to make and I shan't be offended and don't expect a reason. But if I stay in for a whole day waiting for someone who has promised to call, then doesn't let me know if he decides not to, I really do get bloody annoyed!

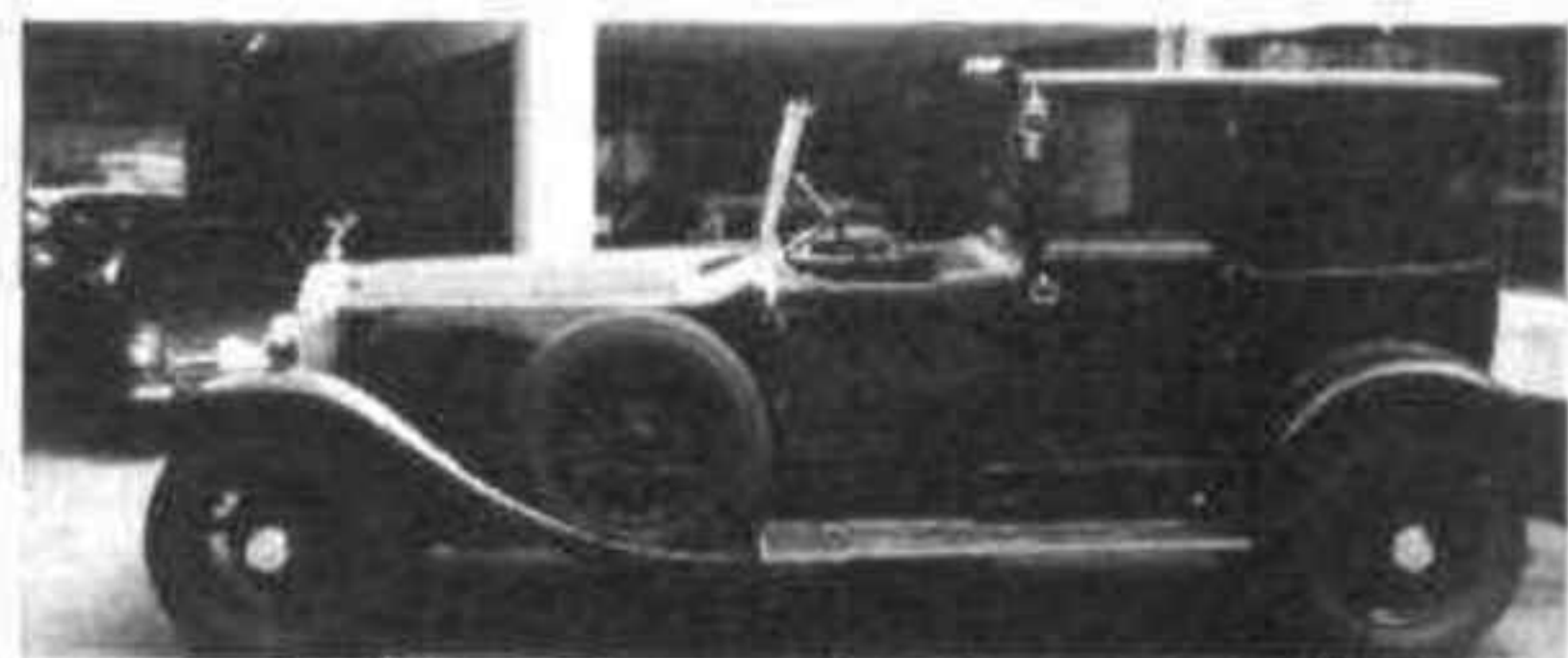


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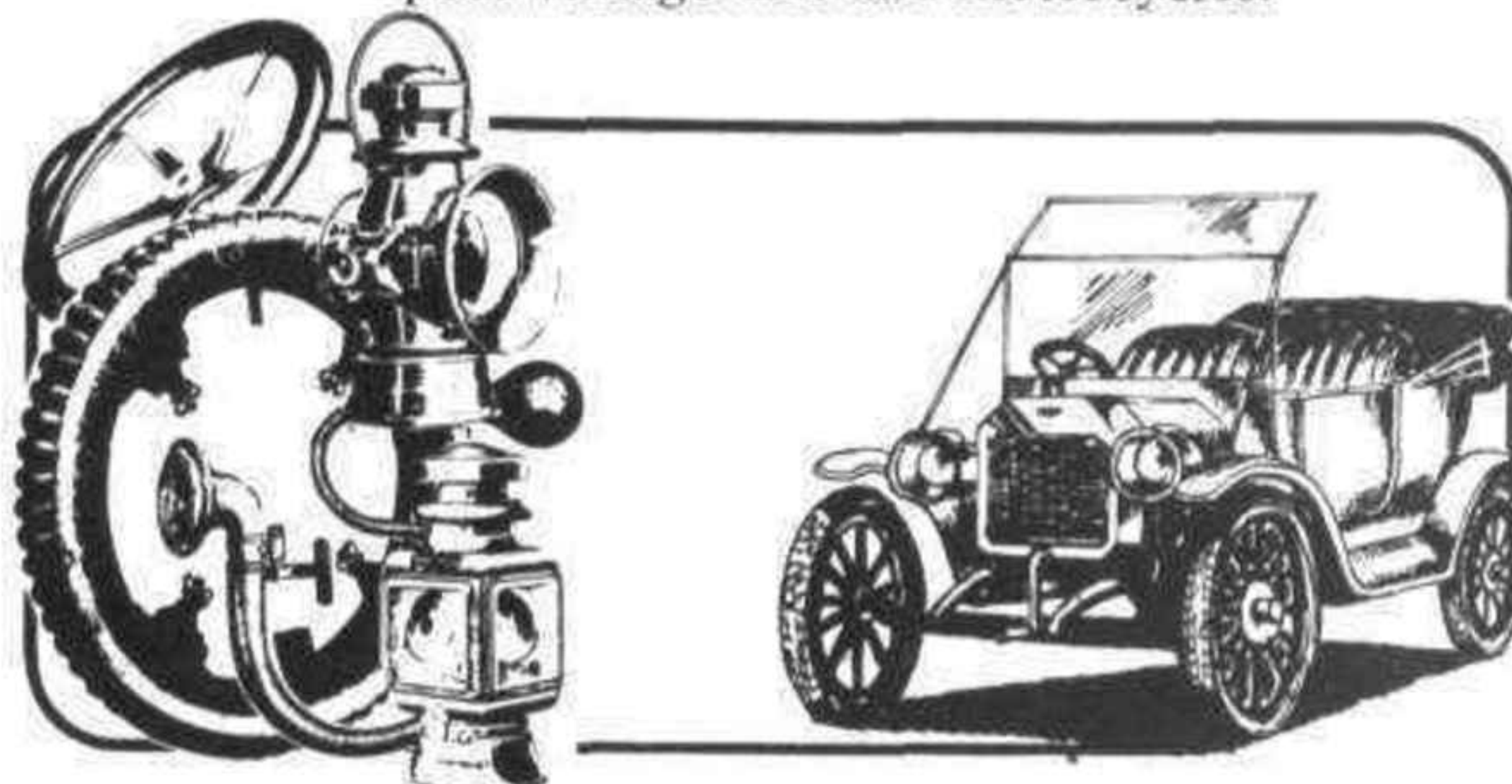
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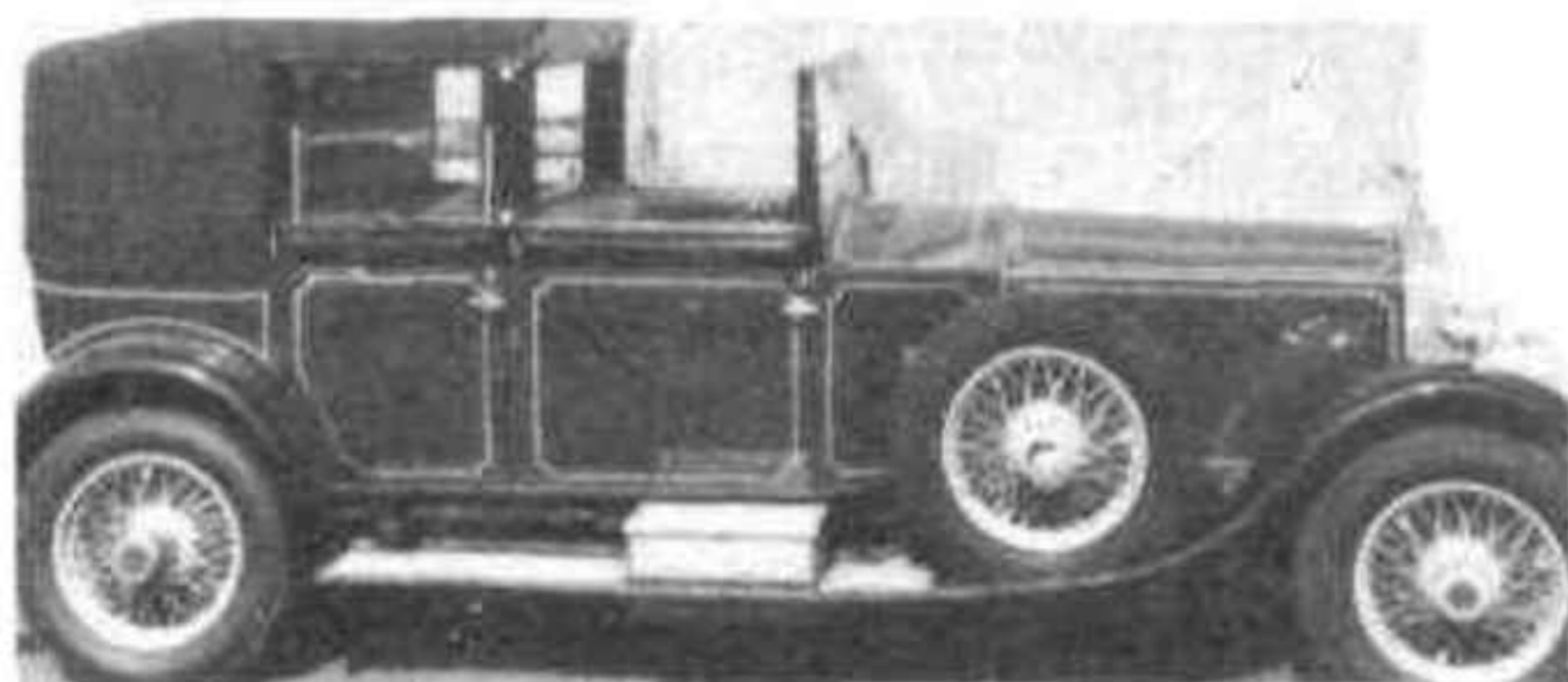
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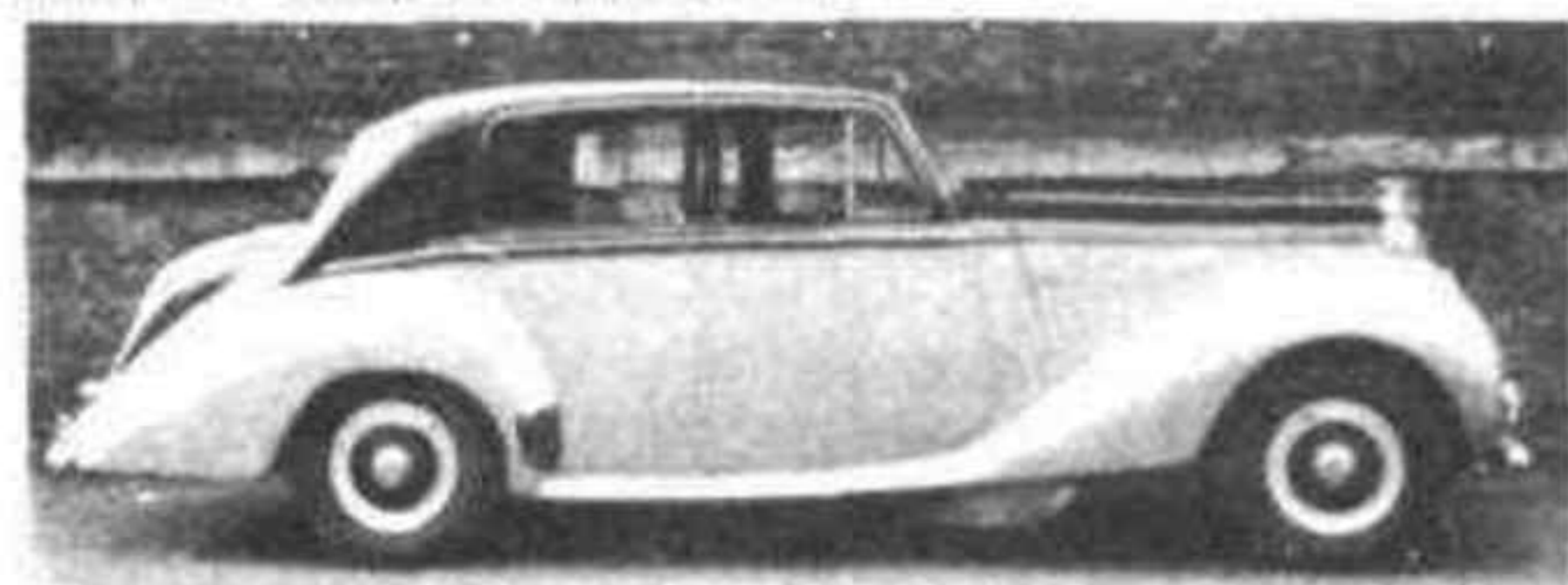
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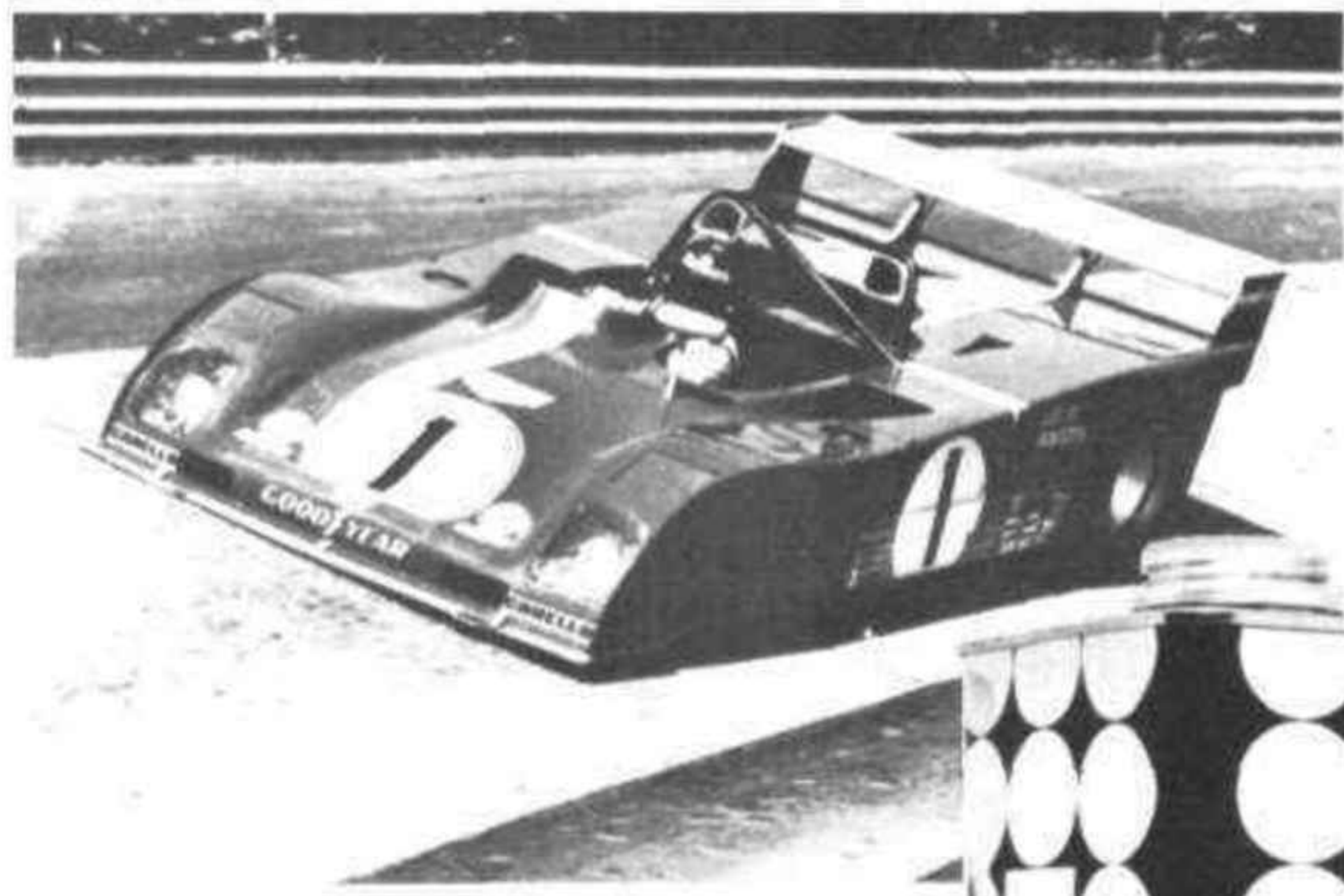
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FERRARI 312P Winners of the 1973 1000 km races at Monza and Nurburgring driven by Ickx and Redman.



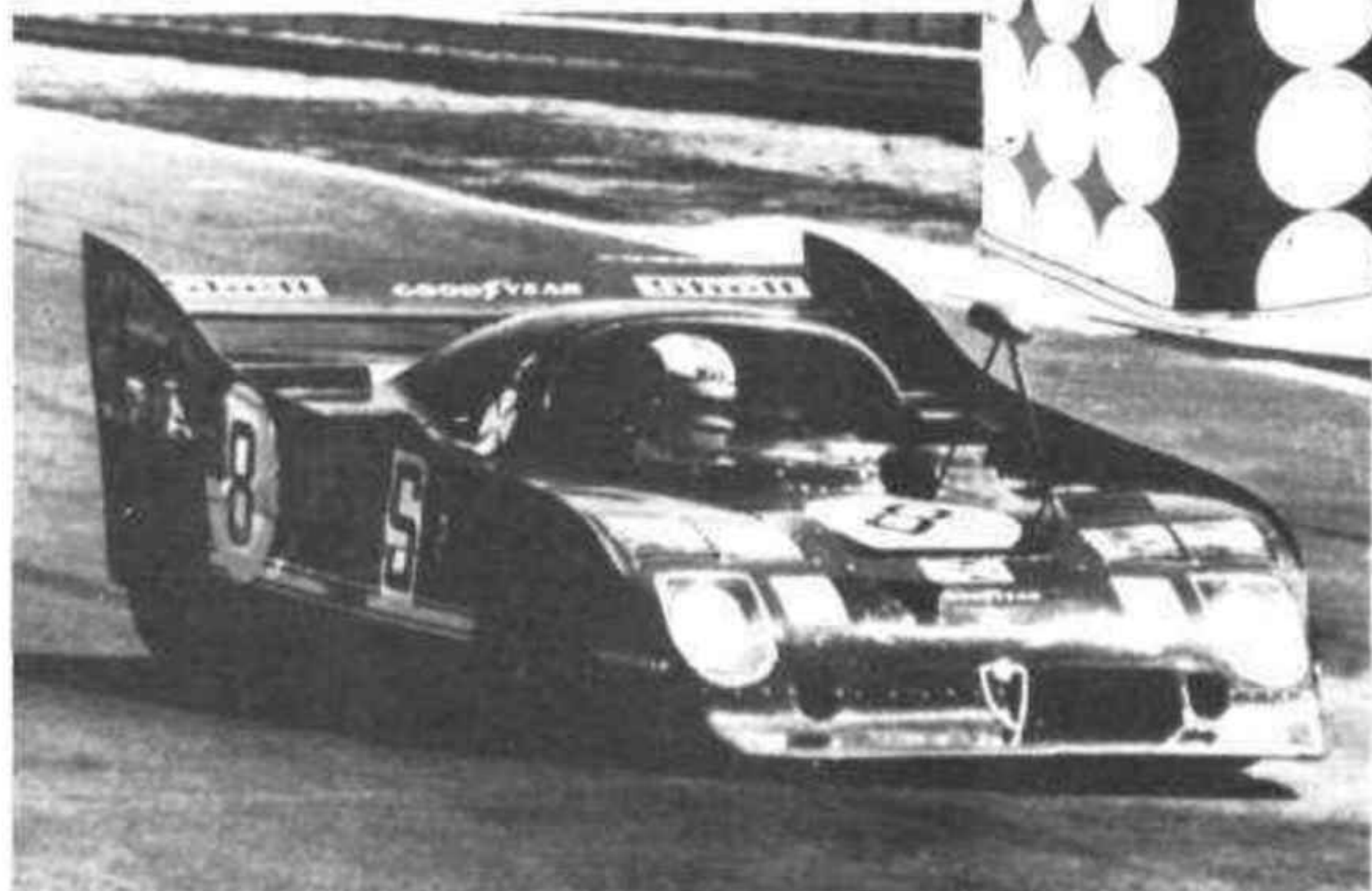
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FRONT-COVER PICTURE: Through the absurd polystyrene block *chicane*, erected at Rouen after Gerry Birrell's fatal practice crash, Reine Wisell's GRD leads Wilson Fittipaldi's Brabham-BMW and Patrick Depailler's Elf. The race was won by Jarier's March-BMW.

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All prices include postage

MATTERS OF MOMENT

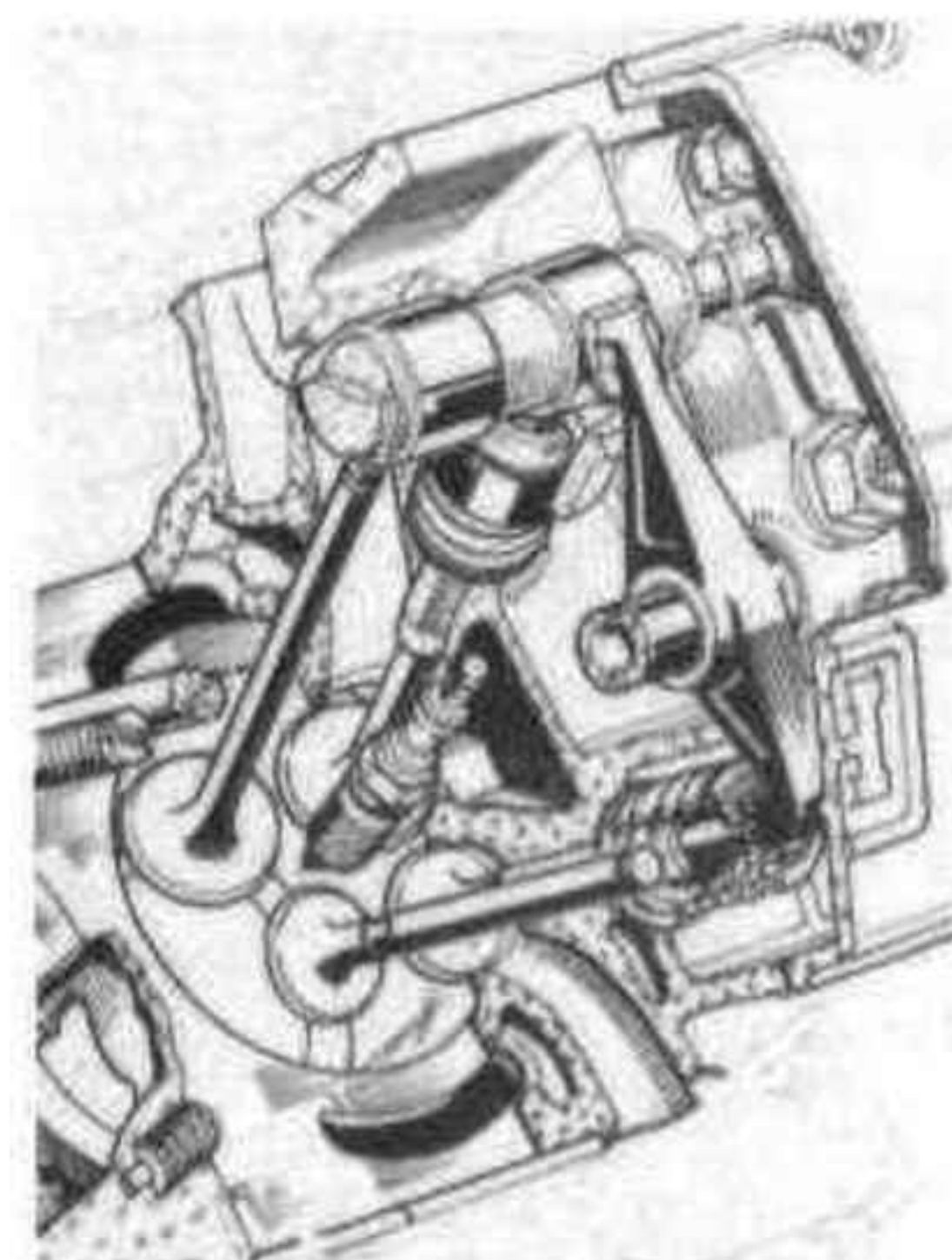
■ TRIUMPH'S TRIUMPH

Last month we wrote enthusiastically about the new Triumph Dolomite Sprint. This new British Leyland model has a 16-valve engine, thus taking the monopoly of this classic racing-type cylinder head away from Ford and Jensen-Healey. Much more significant, however, is the ingenious manner in which the multiple valves of the Sprint are actuated by a single o.h.-camshaft and eight rockers. When Henri introduced his famous Peugeot, 16-valve GP engine over 60 years ago he used twin o.h.-camshafts to prod the poppets, thereby obtaining optimum breathing, efficient valve operation, and correct firing from a sparking-plug placed vertically in the head. True, Mercedes did very well in 1914 with a single o.h.c. 16-valve engine, but they provided for three plugs, set horizontally. The 16-valve head has now come back into use for power in top-class racing engines and to reduce emission problems in production cars. But it is the Triumph engineers who have contrived to retain a central sparking-plug without the use of push-rods or the complexity of twin o.h.-camshafts.

When one remembers the many methods adopted in the past to simplify the actuation of inclined o.h. valves it would be excusable to imagine that there is nothing more to be done. For instance, Sunbeam with a 'bus engine, Peugeot, Lago-Talbot, Humber and Armstrong Siddeley had angled push-rods from a "below stairs" camshaft. The 328 BMW used a clever cross-push-rod head, cribbed by Bristol, which Rover had pioneered in a clumsy form years earlier, about the time Dorman and others led Riley to the famous high-camshafts/short push-rods system, later adopted by ERA and Lago. Lancia copied the motorcycle push-rod layout for some of their car engines. Lagonda placed twin camshafts beside instead of above the head, and Opel have it beside the valves today. If you wish to pursue the matter, MOTOR SPORT published a long discourse on the subject, in March 1959. Now Triumph have come up with another simple means of obtaining twin-cam efficiency without the complexity. Quite apart from the high-performance, flexibility, low fuel thirst and good emission factors with which this clever design has endowed the Triumph Sprint, we think that, although theoretically if the desired end is attained it shouldn't matter a hoot what is under the bonnet, there will be many people who will like the idea of motoring behind a 16-valve engine. So, on all counts, this new Triumph should do well for British Leyland. Which to some extent makes up for disappointment over the Allegro not being quite the great new car we had hoped it would be.

The astonishing thing is that BL have just announced what could well have been their brave new British car. This is the Leyland P76, a strikingly-styled rear-drive car with a 2.6-litre o.h.c. six-cylinder or a light-alloy 4.4-litre V8 engine. It is claimed to be lighter, more spacious, to turn tighter and have a better ground clearance than others in its class. *But it is made by Leyland-Australia.* It is all very well to tell us that its power-packs stem from those of the Wolseley 2200 and Rover 3500 and that it will be imported next year at the rate of 3,500 per annum. This P76 is apparently so good that one well-known motoring journalist seems to have jumped the release-date and why it cannot be made in Longbridge or Cowley is beyond us. Clearly, it has been introduced to combat the 60% grip which Holden, Ford and Chrysler have on the Australian market. But it would seem that such a loudly-proclaimed, nice-looking, big-engined car would have been acceptable as a home-built product. Why they can do "down-under" what BL should be doing here, is something Lord Stokes presumably understands. He proudly points out that this P76 is the first car to be called a Leyland since the great Parry Thomas Leyland Eight of 1920—but who in history's name told him that one of those cars ever held the World's Land Speed Record? And why, with Leyland-Australia taking this bold step

Continued on next page



Ingenious valve gear of the Dolomite Sprint.

Motor Sport Fixture List For August

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

| DATE | CLUB | RENDEZVOUS | NEAREST PROMINENT TOWN | CATEGORY | TIME |
|--------------|------------------------------------|--------------------|----------------------------|---|-------|
| Aug. 3rd/5th | ATC of Finland | Jyvaskyla | Finland | Rally of the Thousand Lakes (INT) | 18.00 |
| Aug. 4th | Hants. and Berks. MC | Great Auclum | Burghfield Common, Berks. | National Speed Hill-Climb (N) | 14.30 |
| Aug. 5th | AC von Deutschland | Nurburgring | Germany | German Grand Prix (World Championship Round 11) (INT) | — |
| Aug. 5th | BARC | Thruxton | Nr. Andover, Hants. | Alcoa European GT Motor Race Meeting (INT) | 12.30 |
| Aug. 5th | BRSCC | Silverstone | Nr. Towcester, Northants. | European Formula 5000 Championship Meeting (INT) | — |
| Aug. 5th | BARC (East Midlands) | Mallory Park | Kirkby Mallory, Leics. | Championship Car Races (R) | 14.30 |
| Aug. 5th | 750 MC | Snetterton | Nr. Norwich, Norfolk | Snetterton Race Meeting (R) | 14.30 |
| Aug. 5th | TEAC | Lydden | Nr. Canterbury, Kent | Lydden Race Meeting (R) | — |
| Aug. 5th | Redditch & Dist. MC | Belfry Hotel | Nr. Sutton Coldfield | Esso Uniflo Stages Rally (R) | 09.00 |
| Aug. 11th | Ulster AC | Craigantlet | Belfast, N. Ireland | Carlsberg Craigantlet Hill-Climb (N) | 14.00 |
| Aug. 12th | Karlskoga MK | Karlskoga | Sweden | European Formula 2 Championship Round 13 (INT) | — |
| Aug. 12th | Nederlandse AV | Zandvoort | Holland | Zandvoort Trophy ETC Championship Round (INT) | — |
| Aug. 12th | BARC | Croft | Nr. Darlington, Co. Durham | Formula 3 Championship Race Meeting (R) | 14.00 |
| Aug. 12th | Sutton & Cheam MC | Brands Hatch | Nr. Fawkham, Kent | Brands Hatch Race Meeting (C) | 14.00 |
| Aug. 12th | Falcon MC | Knebworth Park | Stevenage, Herts. | Autocross (R) | — |
| Aug. 15th | AC Enna | Enna | Sicily | Copper Citta 2-litre Sports Car Round (INT) | — |
| Aug. 18th | British Motor Racing Marshals Club | Silverstone | Nr. Towcester, Northants. | Silverstone Race Meeting (C) | — |
| Aug. 19th | STMSC Sektion | Osterreichring | Knittelfeld, Austria | Austrian Grand Prix (World Championship Round 12) (INT) | — |
| Aug. 19th | Scottish MRC | Ingliston | Nr. Edinburgh | Ingliston Race Meeting (N) | 14.00 |
| Aug. 19th | 750 MC | Mallory Park | Kirkby Mallory, Leics. | Mallory Race Meeting (R) | 14.30 |
| Aug. 19th | BARC | Brands Hatch | Nr. Fawkham, Kent | Clubman Car Races (C) | 14.30 |
| Aug. 25th | Bentley DC | Silverstone | Nr. Towcester, Northants. | Historic and Vintage Race Meeting (C) | — |
| Aug. 26th | AC Enna | Enna | Sicily | European Formula 2 Championship Round 14 (INT) | — |
| Aug. 26th | BRSCC | Mallory Park | Kirkby Mallory | Fordsport Race Meeting (INT) | 14.00 |
| Aug. 27th | BRSCC | Brands Hatch | Nr. Fawkham, Kent | European Formula 5000 Race Meeting (INT) | — |
| Aug. 27th | BRDC | Silverstone | Nr. Towcester, Northants. | Championship Race Meeting (R) | 14.00 |
| Aug. 27th | BRSCC | Snetterton | Nr. Norwich, Norfolk | Snetterton Meeting (R) | 14.30 |
| Aug. 27th | BARC | Castle Combe | Nr. Chippenham, Wilts. | Formula 3 Championship Race Meeting (R) | — |
| Aug. 27th | DDMC | Croft Autodrome | Nr. Darlington, Co. Durham | Croft Race Meeting (C) | 14.30 |
| Aug. 27th | SWAC | Llandow | Cowbridge, Glam. | Race Meeting (C) | 14.00 |
| Aug. 27th | Surrey Sporting MC | Burstow Lodge Farm | Smallfield, Horley, Surrey | Summer Autocross (R) | 14.00 |

MATTERS OF MOMENT

Continued from previous page

forward, cannot British Leyland get new bodies onto the E-type Jaguar and XJ12, rework the great Land Rover so that it will not be blotted-out by the Jeep CJ-5 and Toyota Land Cruiser, and even restyle and modernise in detail the Dolomite Sprint, which is where we came in with our praise, if that could be done without increasing the price above the present competitive £1,740.

JOIN THE GESTAPO!

Last month we deplored the suggestion of a Kent Police Inspector that drivers should be encouraged to report on those they think are transgressing the rules and to jot down the numbers of any cars they think might contain witnesses who would assist them in Gestapo intentions. Now the thing has spread to Liverpool where, *vide* the *Liverpool Echo*, Mr. Lionel Piper's Road Safety Observer Corps, recruited by the City's Road Safety Liaison Committee, were out and about last month reporting to the Police anything they thought was unsafe driving. Mr. Piper, who compares bad driving with "being in charge of a loaded gun", is recruiting between 50 and 100 of these snoops and giving them badges of authority.

In the past we have expressed the idea that members of recognised motor clubs might usefully aid the Police, as Special Constables do in other spheres. But we meant in cases of freak weather, extra heavy traffic, etc., to help vehicles to keep moving or aid those in trouble, not as "simulated informers", which is how Liverpool's Road Safety Officer sees his band of number-takers.

To his credit the Chief Constable, Mr. James Houghton, is quoted as saying that the Police had not been informed and that there are snags, such as careless driving being a matter of opinion, and the number of witnesses who would have to attend Court. Clearly he is not in favour—perhaps, like us,

he remembers from what small acorns the Nazi Movement grew . . .

DISPELLING DEPRESSION

In the face of the dwindling dollar, the downwards-floating pound, the little Hitlers (see above), the scare about fuel supplies running dry, Anthony Blight wanting the VSCC to take in 1950s cars because he thinks, the older cars are, the more difficult it is to get any pleasure out of driving them on the road (Lord Montagu, too, is seeking to uplift, but thereby inflate the prices of, the 1945-1960 cars, by forming them into an English "Milestone Group") and similar pessimisms, it is good to note that real enthusiasm is far from dead.

There was our Gordon Bennett commemoration, involving over 300 miles in an easy day's driving, largely on traffic-busy roads, in a 1903 motor-car, about which you can read on pages 894-899. Then we hear that the Munster MC & CC has an annual Speed Week in Cork with a flying kilo. contest over the very road where Joe Wright once took the World's Motorcycle Speed Record and that they close public roads for a hill-climb. And we learn that six motorcyclists rode their machines, ranging from a 1920 vee-twin BSA to a 1930 Rudge, over the End-to-End route last May, just for the pleasure of seeing what it must have been like in the early days, and that the previous month ten cars of the Frazer Nash Section of the VSCC set out to repeat the 1,000 miles in 24 hours runs of 1936 and 1963 accomplished in similar Chain-Gang cars. Moreover, six of them made it, including two Anzani 'Nashes. You, too, will no doubt be making the most of your motoring, in what remains of the summer . . .

Sixty Years of Morris

TO celebrate the sixtieth year of Morris cars the Morris Register has published a fascinating and well illustrated "Story of

Morris", a 48-page booklet covering the full history of this so-British of cars, details of the accessories sold for it, pictures of typical scenes at recent Morris Register rallies, the different Morris radiators, and a fine collection of Morris models down the years, contemporary photographs mixed with recent ones. The Foreword is by Michael Sedgwick. It is available for 60p from the Registrar, F. Ashley, 99 Martin Lane, Bilton Park, Rugby, Warwicks. Other celebrations included the Morris convoy which went to a Belgian Rally in June, the Stanford Hall Rally last month, and, also last month, a 12-hour demonstration of the reliability of old Morris cars at Silverstone, when five of them set out to cover 500 miles each, within 12 hours.

Cars and Canals

THERE might seem little connection, but in a book "The Canals of Britain" by D. D. Gladwin, published by B. T. Batsford at £2.95, we learn that on the Worcester and Birmingham Canal a very early 2½ h.p. De Dion engine, procured from the car of a local schoolmaster, was adapted to drive a pump for sucking water from the lock chambers. Later an Aster engine from another old car was used in this way, to be followed by a BSA car engine. Veteran car folk had better investigate, to see what remains! The book also refers to Petter, Lister and Armstrong Siddeley diesel engines found in canal craft and there is a fine picture of a traction engine launching on the River Lea about the year 1924.

VMCC SILVER JUBILEE BANBURY RUN

Results:

Feridax Trophy: S. Greenway (1912 Scott).
Sheldon Trophy: D. French (1900 Singer).
Percy Wheeler Trophy: A. J. Targett (1911 Rudge).
Joe Tite Trophy: M. I. Wills (1914 Bradbury).
Rotherham Cup: Miss Hyatt (1901 Dart).
Scott Trophy: D. Harris (1930 Scott).
Brough Trophy: J. Wallis (1924 Brough Superior).
Twycross Trophy: J. Caunt (1914 New Hudson).
Best Overseas Rider: P. Holm (1923 Harley-Davidson).

RAC BRITISH GRAND PRIX — A Momentous Occasion

SILVERSTONE, ENGLAND, July 14th
THERE MAY BE a lot of things wrong with the Silverstone airfield circuit, but one thing is definite, it is not a "Mickey-Mouse" circuit. Flat it may be, wide it may be, and fast it most certainly is, but at the lap speeds of today it produces almost knife-edge situations and calls for a finesse in driving and a skill to go with bravery that sorts out the top Grand Prix drivers. If you are going to lap at close on 140 m.p.h. then there is no place for untidy driving, raggedness or poor judgement, which is why there is a span of more than four seconds between the fastest and the slowest in a Formula One field at Silverstone. With the performance of today's 450 horsepower, lightweight cars, with their phenomenal cornering powers produced by modern tyres and aerodynamic downthrust and today's outstanding braking capabilities, the Silverstone circuit has become almost a Speed-Bowl rather than a road-racing circuit, yet the shape of the circuit has remained unchanged since 1949.

With Great Britain being the home of most of the teams involved in Grand Prix racing today, as well as many of the drivers and the people putting money into the racing, it was no surprise to find one of the largest entries ever seen, arriving for practice. There were no fears about having to qualify for a starting grid place, for they could all be accommodated on the wide 4.71 kilometre circuit, so their only problem was exactly where they would be on the grid. Official practice took place on Thursday from 11.45 a.m. to 2.15 p.m. and again on Friday from 1.30 p.m. to 4 p.m., a total of 5 hours practice for a race that was going to last for less than 1½ hours, being run over 67 laps. In case this was not enough there was an unofficial practice day on the previous Tuesday, and if this still was not enough there was a further 30 minutes available on the morning of the race, which was Saturday July 14th.

As the John Player cigarette firm were backing the meeting and doing all the high-pressure publicity to bring the required crowds to buy the very expensive tickets to pay for the enormous field of Grand Prix cars, to say nothing of the Formula Atlantic cars, the Formula 3 cars, the Saloon cars and the Historic cars, the John Player backed Lotus team were out to win. They were more determined than before, if that was possible, and Fittipaldi and Peterson had their two cars each in the same condition as used at the Grand Prix of France, with the rear aerofoils mounted well back, the Brazilian having R5 and R7 and the Swede R6 and R8. In order to avoid the confusion that nearly all other organisations suffer from when a driver has two cars at his disposal, the first cars were given the normal racing number, and the spare car an entirely different number. In Fittipaldi's case R5 was race number 1 and R7 was number 40 and Peterson's pair were 2 and 41, respectively. This sensible system avoided the use of 1T or 2T which invariably confuses the timekeepers. The poor old muddled Ferrari team arrived with two cars for Ickx and no sign of Merzario, even though he was entered. The Belgian was using 010

as his number one car and had 012 as a spare. Tyrrell's smart blue cars were his usual trio, the spare car having the chisel-nose and side water radiators, but there was no question of having any drivers other than Stewart or Cevert in the car. On the other hand the McLaren team had all three of their M23 models entered and ready to race, with Hulme as usual in M23/1, Revson in M23/2 and Scheckter in M23/3.

Ecclestone's Brabham team surprised everyone when they unloaded four BT42 cars, 42/2 for Wilson Fittipaldi, 42/3 for Reutemann, 42/4 for de Adamich and a brand new one, 42/5 as a spare for Reutemann, it being finished off in the paddock. In addition the modified 1972 car, BT37/2, previously raced by de Adamich, was now being driven by John Watson, backed by Hexagon of Highgate, the used-car dealers, and it was painted chocolate-brown, though some people called it another sort of brown. The UOP-Shadow team were unchanged from previous races, with Follmer and Oliver driving, and Graham Hill with his Embassy-cigarette backed Shadow was there to support and oppose the works team. BRM produced a brand new P160, number 9 in the series, for Regazzoni, while Lauda and Beltoise had their usual cars. John Surtees entered his full set of TS14A cars, with Hailwood in 04, Pace in 03 with the vented side sponsons, and the German saloon-car driver Jochen Mass in the oldest car, number 01, and not being involved in any complicated sponsorship programme it was painted white. Frank Williams had both of his Marlboro and Iso Rivolta backed cars in side-radiator form, and co-opted the New Zealand Formula 5000 driver Graham McRae into the team to join Ganley. There were four March cars entered, the works car, the Stockbroker car, Lord Hesketh's car and David Purley's car, and since they were built as new cars for 1973, from the basics of the 1972 cars, some new chassis recognition plates have been made and riveted onto the monocoques. The works car is 721G/4 or 731/4, the Stockbroker car 721G/2, the Hesketh car 731/3 and Purley 731/2, which give slight variations on the original designations and definitions. There were two important moves within the March camp, one being that Jean-Pierre Jarier was no longer in the works car, due to the ending of various complicated deals, and Roger Williamson took his place, due to the commencement of even more complicated deals. Beuttler was fully recovered from his Formula 2 accident and was back in the yellow Stockbroker car, Hunt was driving for Lord Hesketh in the car modified by Harvey Postlethwaite, and Purley had his car back after its brief loan to Wisell for the Swedish Grand Prix. The smooth green Ensign was having another stab at this Formula One business, driven by von Opel and last, and unfortunately least, was the trouble-torn Martini Racing Tecno team with Amon as driver. They had their original 1973 car, designed by Alan McCall, before he disappeared and left them high and dry, and the brand new car designed by Gordon Fowell and his Gore Design firm. The new car was very smooth, but angular-looking, monocoque with orthodox suspension and the

flat 12 Pederzani engine and Hewland gearbox cantilevered out the back of the cockpit structure. The water radiator lay very flat at the front with air for it being taken in through a duct under the wedge-shaped nose cowling.

With 35 cars in the paddock there was much to see and in the tiny Silverstone pit lane there was as much confusion as there is at Brands Hatch, even though all 35 were never out at the same time. Fortunately Lotus were able to overflow into the area beyond the pits, Ferrari did not use their spare car, Brabham's spent most of the time finishing off their latest car and Tyrrell put one of his away when he brought out his spare, but even so the tail end of the entry overflowed into the Trade drinking pits.

The GKN-Daily Express meeting back in April gave a good indication of what to expect as far as the top drivers and cars were concerned. The two Lotus drivers and Stewart could be guaranteed to go quickly, even though the Tyrrell does not seem to handle too well on the flat airfield circuit, while the McLaren's were sure to be deceptively fast, being very stable and giving their drivers a comfortable and confident ride, Hulme being belligerently fast providing conditions were good, and Revson's smooth driving and USAC high-speed experience paying dividends on corners like Stowe or Woodcote compared to the Harbour front at Monte Carlo, for example. Cevert always seems to get left behind on corners calling for bravery and finesse, and none of the other teams ever seem to look like providing a natural winner or a serious challenger. However, there were a number of interesting asides and these were to see how Scheckter would perform after his meteoric drive at Paul Ricard, how Williamson would get on in his first drive in a Formula One car, how Mass would fare in the Surtees, how McRae would go in the Williams car, whether Ickx would get anywhere with the Ferrari, and how the new Tecno would perform.

Just as everyone was getting ready for the first practice a summer shower of rain fell lightly on the scene and while everyone went into a flap it stopped and dried up almost instantly. As the skies were still overcast and the overall weather forecast for the next three days was uncertain, one driver in particular was determined to get in a quick lap before rain slowed everyone up. This was Stewart, and as soon as the circuit was open for practice he was away like a jack-rabbit. The weather stayed dry, though threatening, and for two-and-a-half hours everyone went round and round, some going faster and faster, some going slower and slower, and some coming to a grinding halt. One of these was Regazzoni, who did a mere 16 laps with his brand new BRM and brand new engine, before all the bearing metal ended up in the oil tank. Others stopped and were able to get going again, thanks to some speedy work by their mechanics, like Scheckter, whose Cosworth engine in his McLaren sprung a leak in its high-pressure mechanical petrol pump. Replacing it meant removing the exhaust system and water plumbing from the left-side of the engine, so the South African lost quite a lot of practice time. Williamson went grass-

cutting out of Abbey Curve after trying to take the bend without lifting off, and made a mess of the nose cowling, and Peterson had a lot of oil leaking out of the gearbox on his spare car which he was using until his first choice was ready. Hunt spent a long time in the pits while his gearbox was made to work, an incorrect spacer allowing the gear cluster to float about, and when he did get going he not only went very fast, but put himself up with the fast Goodyear-shod runners, even though he was on Firestone tyres, which BRM and Team Surtees have been telling everyone are no good. While he was busy winding himself up to even greater things the front suspension of the March collapsed at Becketts Corner and with the left wheel turning itself on full left lock, and Hunt turning the right one onto full right lock to counteract it, the car slid straight on and stopped on the grass, luckily without any serious damage.

With little fuss and a lot of determination Hulme made fastest lap, the McLaren handling so nicely that it never looked very fast, and he was a whole second faster than his team-mates. As expected Peterson, Fittipaldi and Stewart were hard on Hulme's heels, the primitive RAC timekeeping unable to decide the differences closer than one-tenth of a second. Peterson never did go out in his number one car, while Fittipaldi never went out in his practice car. Cevert tried the spare Tyrrell briefly, but Amon was stuck with the earlier Tecno as the new one had something wrong with its engine and kept blowing all its oil into its catch-tank instead of returning it to the oil tank even when warming-up in the paddock. Mass was getting the feel of the Surtees so well that he was as fast as Pace, and they were both fractionally faster than Hailwood, and de Adamich was taking time to get used to the more forward driving position of the BT42 and the different feel, compared to the old BT37. Watson was making the best of what he had got in the way of a Cosworth engine in the brown Brabham, but McRae could not get much joy with the Williams car and was wishing he had his Formula 5000 car to drive. Ickx and the Ferrari were an embarrassment to all the Ferrari enthusiasts, though the noise was some consolation, but he seemed unwilling to hurl the car into the corners with the sort of carefree abandon that the McLaren and Lotus lads were displaying, yet it was arriving into the braking areas as fast as any of the cars. By the time this first practice session finished Stewart had completed 66 laps, Hulme 60 laps, Fittipaldi and Ganley 59 laps, Peterson 51 laps, and Wilson Fittipaldi 50 laps. Saturday's race was to be over a mere 67 laps, and there was another 2½ hour practice session yet to run. One could not help feeling that either there was an awful lot to learn, or they were slow at learning!

On Friday it all started up again, with the same people being fast, the same ones being courageous, the same ones being slow and many of the same troubles appearing, as well as some new ones. Regazzoni had another engine in his BRM and was going well, Lauda was still driving hard and bravely, Peterson got his hands on his proper car and Fittipaldi tried his spare one briefly. Poor Amon did one lap in the new Tecno before the catch-tank was full of oil and then returned to the old Tecno, and Stewart had a brief go in the

chisel-nose Tyrrell. He did this while 006 was being repaired, for he had taken to the grass in a big way at the exit of Woodcote Corner on one lap and damaged the nose-cowling and the left-front suspension. A new nose cowling was fitted and a new lower wishbone member, and he was away again. Williamson was also on the grass at Woodcote, but at least he was in good company, but Purley went off at Becketts and bent his March too badly to continue or even repair it in time for the race. The McLaren team were very happy for Revson equalled Hulme's time of yesterday and Scheckter was less than half a second behind them, so the Yardley firm who back the McLaren team with money, were even happier. Colin Chapman was not at all happy that his ace-drivers were not up at the front but as practice drew to a close Peterson rose to the occasion and in a display of driving that gladdened the hearts of Silverstone "old timers" who thought the spectacle disappeared with Fangio and Gonzalez, he snatched pole position away from the McLaren team with a lap in 1 min. 16.3 sec. compared to their 1 min. 16.5 sec. The first time the Lotus went through Woodcote Corner at 145-150 m.p.h. in an opposite-lock slide on full power, everyone said "Good Lord!", the next time they said "Cor" and when he did it on every lap even the most anti modern-racing enthusiast said "Good Grief! it's fantastic" and it was, because if he was driving like that on Woodcote Corner he was obviously doing the same thing on Copse, Stowe, Club and Abbey. The pale-faced Peterson was fully wound up and it was terrific to see it happening. While the Lotus enthusiasts were bubbling over with joy, the Ferrari fans were hiding their heads in shame for Ickx with the 312B3 flat-12 was only as fast as the newcomers von Opel and the Ensign, and no Ferrari can possibly be that bad. It was obvious that McRae should have stuck to Formula 5000 for he was not as fast as his team-mate Ganley, but the works Shadow drivers were over-joyed for they were a full three-tenths of a second faster than Graham

Hill. There was some slight consolation for Amon when he saw the newest Brabham BT42 set off from the pits with Reutemann and not reappear, dying out on the circuit.

When it was all over and the timekeepers had sorted it all out into some semblance of order and a starting grid, everything was in its right perspective. The front row was Peterson, Hulme, Revson, the second row Stewart and Fittipaldi, the third row Scheckter, Cevert and Reutemann and then the miscellaneous lot that make up the field but seldom look like winning, and there were 28 all told, for Purley's March was beyond immediate repair.

On Friday there had been the sort of public attendance that would have gladdened the hearts of most race organisers, but on Saturday there was an enormous crowd, proving that motor racing needs to be in the centre of a country, attainable from North, South, East and West, not tucked away in an inaccessible corner. The gates opened at 6.30 a.m. and from that moment on there was a continuous scene of activity, both racing and non-racing so that anyone who participated in it all must have been completely worn out by 2 p.m. when the British Grand Prix was due to start. For those whose only concern was the Grand Prix the real activity began to occur about 1.30 p.m. when the cars and drivers began to gather for the entrance into the pits, with the lucky chief mechanics having the honour of driving the cars from the paddock round to the pits. The drivers then drove round the circuit to the starting grid, where everyone was marshalled into their grid position, and then a fine parade was carried out in front of the main grand-stand. Row by row the cars were wheeled along the track by the mechanics, while the drivers and the team-managers or team owners walked alongside and the commentator "presented" the contestants to the "Tribune d'Honneur". It was as good as a bull-fight and gave you the feeling of participating in the great manifestation that was about to begin. The drivers then donned their helmets and gloves, were strapped in their cars by their mechanics and set off on a serious

PRACTICE TIMES

| No. | Driver | Car | Thursday | Friday |
|-----|---------------|------------------------------|-------------|---------|
| 1 | E. Fittipaldi | Lotus 72/R5-Cosworth V8 | 1. 16.9 | 1. 16.7 |
| 2 | R. Peterson | Lotus 72/R6-Cosworth V8 | — | 1. 16.3 |
| 3 | J. Ickx | Ferrari 312B3/010—flat-12 | 1. 18.9 | 1. 19.2 |
| 4 | A. Merzario | | NON-STARTER | |
| 5 | J. Stewart | Tyrrell 006/2-Cosworth V8 | 1. 16.9 | 1. 16.7 |
| 6 | F. Cevert | Tyrrell 006-Cosworth V8 | 1. 18.2 | 1. 17.3 |
| 7 | D. Hulme | McLaren M23/1-Cosworth V8 | 1. 16.5 | 1. 17.2 |
| 8 | P. Revson | McLaren M23/2-Cosworth V8 | 1. 17.5 | 1. 16.5 |
| 9 | A. de Adamich | Brabham BT42/4-Cosworth V8 | 1. 20.6 | 1. 19.1 |
| 10 | C. Reutemann | Brabham BT42/3-Cosworth V8 | 1. 17.9 | 1. 17.4 |
| 11 | W. Fittipaldi | Brabham BT42/2-Cosworth V8 | 1. 18.5 | 1. 18.1 |
| 12 | G. Hill | Shadow DN1/3A-Cosworth V8 | 1. 20.5 | 1. 20.6 |
| 14 | R. Williamson | March 721G/4-Cosworth V8 | 1. 20.2 | 1. 19.5 |
| 15 | M. Beuttler | March 721G/2-Cosworth V8 | 1. 20.4 | 1. 20.1 |
| 16 | G. Follmer | Shadow DN1/5A-Cosworth V8 | 1. 20.6 | 1. 20.3 |
| 17 | J. Oliver | Shadow DN1/4A-Cosworth V8 | 1. 21.7 | 1. 20.3 |
| 18 | D. Purley | March 731/2-Cosworth V8 | 1. 18.5 | 1. 18.4 |
| 19 | G. Regazzoni | BRM P160/09—V12 | 1. 18.8 | 1. 17.5 |
| 20 | J-P. Beltoise | BRM P160/01—V12 | 1. 19.0 | 1. 18.4 |
| 21 | N. Lauda | BRM P160/08—V12 | 1. 18.2 | 1. 17.4 |
| 22 | C. Amon | Tecno-McCall PA123/6—flat-12 | 1. 21.0 | 1. 21.2 |
| 23 | M. Hailwood | Surtees TS14A/04-Cosworth V8 | 1. 18.5 | 1. 18.0 |
| 24 | C. Pace | Surtees TS14A/03-Cosworth V8 | 1. 18.3 | 1. 18.5 |
| 25 | H. Ganley | Williams IR/02-Cosworth V8 | 1. 18.6 | 1. 19.3 |
| 26 | G. McRae | Williams IR/01-Cosworth V8 | 1. 20.8 | 1. 21.3 |
| 27 | J. Hunt | March 731/3-Cosworth V8 | 1. 17.7 | 1. 17.6 |
| 28 | R. von Opel | Ensign MN01-Cosworth V8 | 1. 21.1 | 1. 19.2 |
| 29 | J. Watson | Brabham BT37/2-Cosworth V8 | 1. 20.1 | 1. 20.5 |
| 30 | J. Scheckter | McLaren M23/3-Cosworth V8 | 1. 17.5 | 1. 16.9 |
| 31 | J. Mass | Surtees TS14A/01-Cosworth V8 | 1. 18.3 | 1. 18.4 |
| 40 | E. Fittipaldi | Lotus 72/R7-Cosworth V8 | — | 1. 22.9 |
| 41 | R. Peterson | Lotus 72/R8-Cosworth V8 | 1. 16.7 | 1. 17.8 |
| 42 | J. Stewart | Tyrrell 005-Cosworth V8 | — | 1. 19.0 |
| 43 | F. Cevert | Tyrrell 005-Cosworth V8 | 1. 19.4 | — |
| 46 | C. Amon | Tecno-Goral E731—flat-12 | — | no time |
| 47 | C. Reutemann | Brabham BT42/5-Cosworth V8 | — | no time |

STARTING GRID

| | | |
|--|--|--|
| 8 P. Revson (McLaren-Cosworth V8) M23/2 1 min. 16.5 sec. | 7 D. Hulme (McLaren-Cosworth V8) M23/1 1 min. 16.5 sec. | 2 R. Peterson (Lotus-Cosworth V8) 72/R6 1 min. 16.3 sec. |
| 1 E. Fittipaldi (Lotus-Cosworth V8) 72/R5 1 min. 16.7 sec. | 5 J. Stewart (Tyrrell-Cosworth V8) 006/2 1 min. 16.7 sec. | |
| 10 C. Reutemann (Brabham-Cosworth V8) BT42/3 1 min. 17.4 sec. | 6 F. Cevert (Tyrrell-Cosworth V8) 006 1 min. 17.3 sec. | 30 J. Scheckter (McLaren-Cosworth V8) M23/3 1 min. 16.9 sec. |
| 19 G. Regazzoni (BRM-V12) P160/09 1 min. 17.5 sec. | 21 N. Lauda (BRM-V12) P160/08 1 min. 14.7 sec. | |
| 11 W. Fittipaldi (Brabham-Cosworth V8) BT42/2 1 min. 18.1 sec. | 23 M. Hailwood (Surtees-Cosworth V8) TS14A/04 1 min. 18.0 sec. | 27 J. Hunt (March-Cosworth V8) 731/3 1 min. 17.6 sec. |
| 24 C. Pace (Surtees-Cosworth V8) TS14A/03 1 min. 18.3 sec. | 31 J. Mass (Surtees-Cosworth V8) TS14A/01 1 min. 18.3 sec. | |
| 25 H. Ganley (Williams-Cosworth V8) IR/02 1 min. 18.6 sec. | 20 J-P. Beltoise (BRM-V12) P160/01 1 min. 18.4 sec. | 18* D. Purley (March-Cosworth V8) 731/2 1 min. 18.4 sec. |
| 9 A. de Adamich (Brabham-Cosworth V8) BT42/4 1 min. 19.1 sec. | 3 J. Ickx (Ferrari-flat-12) 312B3/010 1 min. 18.9 sec. | |
| 29 J. Watson (Brabham-Cosworth V8) BT37/2 1 min. 20.1 sec. | 14 R. Williamson (March-Cosworth V8) 721G/4 1 min. 19.5 sec. | 28 R. von Opel (Ensign-Cosworth V8) MN01 1 min. 19.2 sec. |
| 16 G. Follmer (Shadow-Cosworth V8) DN1/5A 1 min. 20.3 sec. | 15 M. Beuttler (March-Cosworth V8) 721G/2 1 min. 20.1 sec. | |
| 26 G. McRae (Williams-Cosworth V8) IR/01 1 min. 20.8 sec. | 12 G. Hill (Shadow-Cosworth V8) DN1/3A 1 min. 20.5 sec. | 17 J. Oliver (Shadow-Cosworth V8) DN1/4A 1 min. 20.3 sec. |
| | 22 C. Amon (Tecno-McCall flat-12) PA123/6 1 min. 21.0 sec. | |

* NB.—D. Purley was a non-starter.

In the restart of the race the following were missing from the grid: 30, J. Scheckter; 23, M. Hailwood; 24, C. Pace; 31, J. Mass; 20, J-P. Beltoise; 9, A. de Adamich; 14, R. Williamson; 16, G. Follmer; 17, J. Oliver.

warm-up lap in grid formation, led by Peterson. It was a splendid sight as the 28 cars in rows of three-two-three appeared under the bridge before Woodcote Corner in an orderly array, just like an Indianapolis rolling-start. They paused on the dummy-grid and then moved forward to the starting grid, the Union Flag went up, was lowered and amidst smoke and rubber dust the British Grand Prix was under way with at least five drivers determined to win, another half dozen out to profit from any weakness amongst the five, many more hoping to keep up the pace, and the rest just hoping. Two drivers gave up hope almost before the flag had reached the ground, one being Lauda whose BRM broke a drive-shaft as he let the clutch in and the other was Oliver who charged through the smoke from the back of the grid and hit the back of the stationary BRM. The Shadow limped away along the pit straight with its front end damaged, while Lauda's mechanics hustled the BRM across the track and into the pits.

Peterson had got away first, but at Becketts Corner Stuart nipped by into the lead and by the end of the opening lap he had pulled out a phenomenal lead. Peterson was next into view, then Reutemann, then Scheckter followed by Hulme, Cevert, Hunt and Revson. As they streamed through Woodcote Corner, nose to

tail, it was the tail of Scheckter's McLaren that began to slide out and he was too late in applying correction. In a graceful pirouette the McLaren spun right across the track and it hit the retaining wall of the pits and bounced back into the middle of the track. While it was in this long-drawn-out classical spin Hulme, Cevert, Hunt, Revson and Regazzoni went by, but as it ricocheted back from the pit wall the McLaren of Revson struck the tail and then all hell broke loose as the rest of the field crashed into the wrecks or dodged about to miss the wreckage. The race organisation acted instantly and the officials appeared with the chequered flag, and red flags, indicating without argument or discussion that the race was stopped and would be re-started at a later time. Meanwhile, those ahead of the accident were still racing, until they ended the lap, when they all came to a rapid stop at the scene of the crash.

When the dust had settled it was seen that nine cars were involved in the pile-up, the Brabham of de Adamich had crashed head-long into the barriers on the outside of the track and he was trapped in the cockpit with a broken ankle. Apart from minor bruises and shakings no-one else was hurt, but the Surtees cars of Mass, Pace and Hailwood were smashed, the Shadow of Follmer was ripped open, the BRM of Beltoise was wrecked, the

March of Williamson was wrecked, as was the McLaren of Scheckter. The Shadow of Hill had been struck in the rear and a wishbone broken, but it was limping round to the pits under its own power. It took some 40 minutes to release de Adamich from the wreckage of the Brabham and even longer to clear away the wrecks and the debris. In the meantime those cars that escaped were wheeled back to the starting grid and Hill's car was repaired in the pits, and Lauda's BRM that had been in the pits all the time had a new drive-shaft fitted.

To all those who saw the cause of the accident it was obvious that Scheckter had "over-cooked" it and had a classical Woodcote Corner high-speed spin, in just the same way that Mike Hawthorn had done in 1953 with his Ferrari, and many years later Christobel Carlisle had done with a BMC Sprite when she killed one of the scrutineers. It was a simple matter of "too fast without the reflexes and skill to catch the rear-end breakaway". There were those who said the left-front tyre had burst and others who said the right front tyre burst, but a pause for thought would have put them right. Agreed the *left* front tyre was developing most of the cornering power to absorb the cornering force, and could quite reasonably have collapsed under the strain, but had it done so it would have reduced the cornering power of the front end of the car almost to zero and nothing on earth would have made the tail of the car slide out and overtake the front end. The car would have slid more or less straight off the corner at a tangent. For those who suggested that the *right* front tyre burst there are two answers, one that it was lightly loaded and would not have upset the balance so dramatically and the other was the photograph in the *Daily Express* of the McLaren on the rebound after striking the pit wall and quite clearly the *right* front tyre is sound in wind and limb, even though the accompanying text said it was punctured. John Surtees summed the whole thing up when he said "a certain driver thought he was going to win the race on that opening lap". Bravado and enthusiasm may be all right round the stop-and-go corners at low speed at Paul Ricard, but on the 145-150 m.p.h. knife-edge of Woodcote Corner a certain amount of finesse and fine judgement is needed, especially on new and un-warmed sticky tyres.

It was 3.30 p.m. before the track was cleaned up and there were nineteen out of the original twenty-eight cars available for the restart, Lauda's BRM and Hill's Shadow having been repaired during the lull. The unfortunate de Adamich had been taken to hospital with a broken ankle and everyone was marvelling that there had not been more personal injury and designers were feeling justifiably pleased with the crash-resistant properties of their monocoque structures as far as the drivers were concerned. John Surtees was nearly in tears at the sight of his entire team wrecked almost beyond repair, but was thankful that Hailwood, Pace and Mass were unhurt. The Shadow team were taking a resigned attitude, having become used to the sight of their cars being wrecked during their short time in Formula One, and others were making some pretty caustic remarks to the McLaren team about their hot-headed young South African charger, but secretly wishing they had a driver with as much fire

in their own team. The onlookers in the start area were beginning to realise exactly what the Indianapolis 500 Mile race is like, and at 3.35 p.m. the depleted field moved up on to the starting grid. Everyone took up their original positions, leaving gaps for those who had been eliminated. Purley was missing anyway, Oliver had eliminated himself on his own, but Scheckter, Hailwood, Pace, Mass, Beltoise, de Adamich, Williamson and Follmer were missing as a result of the pile-up.

On the second Grand Prix start of the day there wasn't quite the same tension and excitement, even though all the principal contenders were still there, and while Peterson led away Lauda shot through from the fourth row, using the vacant grid position in front of him to advantage and was into second place behind the Lotus, followed by Stewart, Fittipaldi, Hulme, Revson, Cevert, Regazzoni, Hunt, Ganley, Reutemann and the rest, except for McRae whose throttle slides became jammed with dust from the cars in front and the Williams expired on the opening lap. Nose to tail they charged round on the opening laps, Ickx getting ahead of Ganley and Stewart passing Lauda on the second lap. It was clear that the young BRM driver was not going to keep up this pace, and while Stewart closed up on Peterson the rest were lined up behind the BRM. On lap seven Stewart was attempting to pass Peterson and made his bid at Stowe, but it didn't come off for he muffed his gear-change, struck the rubber markers on the inside of the corner and went spinning off onto the infield. This left Peterson on his own, Fittipaldi had got past Lauda, so Team Lotus were first and second in their sponsors Grand Prix and everyone was happy. Not so the rest of the challengers for Revson and Hulme were soon past Lauda, while Hunt had passed Cevert, taking sixth place. Stewart's spin had dropped him to thirteenth place, but he was going again and about to start another handicap race like he had done at the GKN meeting earlier in the year and recently in the French Grand Prix. Peterson was well out on his own, followed by Fittipaldi who was in a nice position to apply some "team-driving" and prevent Revson and Hulme getting at the Swede, while behind them Hunt was preparing to take fifth place from Lauda, and Cevert was tailing along at the end of the leading bunch. Reutemann was leading the next group which consisted of Regazzoni, Ickx, Ganley and Fittipaldi W., and then Stewart was seen heading for the pits, with the nose of the Tyrrell coming adrift. It was refixed and the earth and grass removed from the radiator and he was back in the race, but now a lap behind the leader. He joined in again just behind Hunt, but a lap down, and was circulating at the pace of the leaders, but no more. Of the rest of the runners the dismal Tecno effort expired on lap 6, Graham Hill had a pit stop to change a tyre on his Shadow and Watson was in trouble with the Hexagon Brabham with sticking throttles, so this left Beuttler and von Opel bringing up the rear. Lauda was being steadily elbowed back down the field, first Hunt passing him, then Cevert, then Reutemann and then the BRM found its proper level in company with its fellow driven by Regazzoni.

Up at the front of the race Stewart had passed Hunt, then he passed Hulme and was between the two McLarens, but Revson was putting the pressure on Fittipaldi and they

were closing up on Peterson. Hulme had dropped back but could not relax for Hunt was right behind him, going splendidly and refuting all the stories about what was wrong with March cars and Firestone tyres, and the Hesketh team were enjoying the whole thing. At 25 laps the situation was unchanged, except that Lauda had stopped to have a tyre changed and Graham Hill had disappeared from the back of the field, but Peterson's lead was not so secure for his team-mate was getting closer due to the pressure that Revson was keeping on the second Lotus. By 30 laps they were right up with the Swede, and as Stewart was not making much progress as regards regaining the lap he had lost he eased his pace only to find Hulme up close behind him because Hunt was on his tail. So we had the interesting situation of a Lotus out in front, closely followed by another Lotus with a McLaren breathing down its neck, followed by the second McLaren being lent on by a March, with a Tyrrell unintentionally in the middle of it all, the second Tyrrell having been left behind on the high-speed corners. In modern motor racing jargon the situation was that a John Player was leading, but the second John Player was being pressured by a Yardley, while the second Yardley was being hard pressed by Lord Hesketh's chauffeur, and there was an ELF mixed up in it all through no fault of its own, while the second ELF was doing nothing to help.

Realising he was getting nowhere Stewart got out of the way of the Hulme/Hunt battle and let them go by and they began to close up on the leaders. Peterson had a bare two seconds lead at 34 laps and Revson was looking for a way by Fittipaldi. Then there came a light shower of rain; not enough to cause a panic, but sufficient for everyone to exercise a certain amount of discretion, but just as this happened, on lap 37, Fittipaldi pulled off to one side of the track with the drive to the Lotus rear wheels gone, and Revson had a clear view of the leading Lotus. Not being a wet weather enthusiast Hulme eased right off, and Hunt, who doesn't care whether it's wet or dry, shot past into third place. Revson's smooth and relaxed high-speed driving (high-speed for Grand Prix racing, but slow compared to Indianapolis or Pocono) was now paying off and on lap 39 he went by Peterson into the lead, and Hunt was now pressing hard on the tail of the Lotus, while Hulme had dropped a long way back. Down at the back of the field Cevert was just circulating, Reutemann

and Regazzoni were racing with no-one in particular, but Ickx, Ganley and Fittipaldi W., were having a splendid scrap together with no real result in view, and then came Stewart, followed by Beuttler, with von Opel, Watson and Lauda still going round. Luckily the rain shower did not develop or wet the track badly, and serious racing was soon resumed, the order now being Revson, Peterson and Hunt one behind the other, a small gap and Hulme, a much longer gap and Cevert, another gap to Reutemann and Regazzoni and a further gap to Ickx, Ganley and Wilson Fittipaldi, who were still racing each other. Stewart and Beuttler were a lap behind.

As Wilson Fittipaldi came into Woodcote to end lap 44 there was a cloud of smoke from the back of the Brabham and he laid a stream of oil all round the corner as he coasted to a stop beyond the pits. When the leaders came round next time the oil flags were waving furiously and they all picked their way gingerly across the slippery surface, and for two or three laps they had to be extra careful. It was noticeable that Revson was much faster and more stable than anyone across the skating rink and this let him pull out quite a lead over Peterson. By the time everyone had soaked up some of the oil in their tyres, and disposed of it round the circuit, Revson had pulled out a five second lead by lap 50, but Peterson still had the irrepressible Hunt pressing him hard. As the surface dried up Hulme got back into his stride and zoomed up behind the Lotus and the March, and on lap 56 he went by Hunt, into third place and began attacking Peterson, spurred on by the knowledge that Revson was still out in front. Hunt was now in trouble with a large blister appearing on his left front tyre, but undeterred he hung onto Hulme's tail, as he and Peterson chased after the elusive American driver. At the back of the field Ickx and Ganley were still battling away and it could be seen that the leaders were going to lap them before the end of the 67 laps. Sure enough, on lap 63 they were behind Ganley and on the next lap were by as he moved out of the way, so that their progress was not impeded. There was no way Peterson was going to let Hulme by into second place, and while Revson came home to a well-deserved and popular victory, Peterson led Hulme across the line by mere inches, with Hunt right behind them, and a truly momentous British Grand Prix was over.—D.S.J.

Silverstone Snippets — See page 868

Results :

RAC BRITISH GRAND PRIX—Formula One—67 laps—Silverstone—4.71 kilometres per lap 315.57 kilometres—Dull and Overcast

| | | |
|--------|-------------------------------|---------------------------------------|
| 1st : | P. Revson (McLaren M23/2) | 1 hr. 29 min. 18.5 sec.—212.03 k.p.h. |
| 2nd : | R. Peterson (Lotus 72/R6) | 1 hr. 29 min. 21.3 sec. |
| 3rd : | D. Hulme (McLaren M23/1) | 1 hr. 29 min. 21.5 sec. |
| 4th : | J. Hunt (March 731/3) | 1 hr. 29 min. 21.9 sec. |
| 5th : | F. Cevert (Tyrrell 006) | 1 hr. 29 min. 55.1 sec. |
| 6th : | C. Reutemann (Brabham BT42/3) | 1 hr. 30 min. 03.2 sec. |
| 7th : | G. Regazzoni (BRM P160/09) | 1 hr. 30 min. 30.2 sec. |
| 8th : | J. Ickx (Ferrari 312B3/010) | 1 hr. 30 min. 35.9 sec. |
| 9th : | H. Ganley (Williams IR/02) | 1 lap behind |
| 10th : | J. Stewart (Tyrrell 006/2) | 1 lap behind |
| 11th : | M. Beuttler (March 721G/2) | 2 laps behind |
| 12th : | N. Lauda (BRM P160/08) | 4 laps behind |
| 13th : | R. von Opel (Ensign MN01) | 6 laps behind |

Fastest Lap : J. Hunt (March 731/3) on lap 63, in 1 min. 18.6 sec.—215.75 k.p.h. (134.06 m.p.h.)

Retirements in first part of race : J. Oliver (Shadow DN1/4A), accident on start line; J. Scheckter (McLaren M23/3), accident at end of lap 1; J. Mass (Surtees TS14A/05), A. de Adamich (Brabham BT42/4), J-P. Beltoise (BRM P160/01), R. Williamson (March 721G/4), M. Hailwood (Surtees TS14A/04), C. Pace (Surtees TS14A/03), G. Follmer (Shadow DN1/5A), all eliminated in multiple accident caused by Scheckter's accident.

Retirements in second part of race : G. McRae (Williams IR/01) on lap 1, jammed throttle slides; C. Amon (Tecno PA123/6) on lap 7, fuel pressure; G. Hill (Shadow DN1/3A) on lap 25, steering failure; J. Watson (Brabham BT37/2) on lap 37, accelerator control failure; E. Fittipaldi (Lotus 72/R5) on lap 37, transmission; W. Fittipaldi (Brabham BT42/2) on lap 45, oil leak.

28 starters — 13 finishers.

The RS2000

Ford-of-Britain's Latest Sporting Version of the Escort

FORD IN BRITAIN are not only prominent with their more successful ventures into rallying and saloon-car racing but through their Advanced Vehicles Operation department at Aveley in Essex they put into their production specialist models the lessons AVO have assimilated from this competition activity and testing on their own high-speed circuit at Boreham.

A case in point are the popular Escort Mexico and the even more energetic RS1600. Regular readers of MOTOR SPORT will know that I regard the Mexico, which has got itself in the news by a series of circuit races for its species, as an admirable "fun-car"—quick, highly-controllable, reliable, economical and with a very nice gear-change, but noisy, and lively on its springs. The formula is the strengthened RS body shell, rally seats, and a 98 (SAE)-b.h.p. edition of the push-rod Escort 1600 engine. Very effective, and the seats and strong body shell saved me from serious injury in a rather nasty accident.

The next Escort development was the much more exciting RS1600, with twin-cam, sixteen-valve BDA power unit in much the same shell. Developing 120 (DIN) b.h.p. in "showroom" form, it had a most impressive amount of urge but was expensive and lacked some of the assurance of reliability one associates with a well-tried simple engine.

The latest Escort RS2000 lies between these two parameters. It follows the "many litres in light cars make for light work" theory, by having the 2-litre Pinto engine, pulling a 3.54 top gear, in the rally-developed RS body shell. The four-cylinder Pinto



engine was designed originally for the American Ford compact car but is so effective, as an up-to-date single-over-camshaft eight-valve power unit developing at least 100 (DIN) b.h.p. when used in Cortinas, that it makes an admirable pack for the smaller RS2000. It is likely to be developed in light-alloy form to give some 220 b.h.p. in the works rally Fords before the year is out. . . .

In its production guise this RS2000 has been so well received that 2,000 are to be supplied for the German market before r.h.d. versions are sold here, which should be by October. The Pinto engine with its cogged-belt-drive to the o.h. camshaft is given a sump baffle and central oil-pump pick-up before being installed in the Escort, as owners are expected to rally and race it, unlike Pinto commuters across the Atlantic. To adapt the maid-of-all-work Escort to its new power

pack, which is heavier, naturally, than a Mexico engine, the front suspension is given Capri front springs of 30% greater rate. At the back, conversely, after a big bump-stop had been fitted above the differential casing as a roll-reducing expedient superior to using ordinary outboard bump-stops, it was possible to reduce the camber of the leaf suspension, and employ softer dampers. This means even better control in spite of an acceptably softer ride.

Add to this an altered steering layout to make the RS2000 run straight in side winds and better braking performance under heavy and continuous applications and you see that the RS2000 is not just a bigger-engined Mexico. It is a new car in its own right, with all the fun-aspects of a Mexico but with a nicer way of delivering them. The gearbox is a Cortina unit, modified to give rather closer ratios and shorter lever movements.

That is an outline of the very smart RS2000 which I took over while the dependable and very likeable Consul 3000GT was being serviced—its only blot on an impeccable reliability record having been loss of the o/s wipers and a fuel gauge reading a permanent zero. (The latter is a worthwhile defect if you lend the car to friends, because they assume you have run it dry or that it has been "milked" and put some in!—but it is a source of worry if you are going onto a Motorway with no idea how much is in the tank.)

Reverting to the RS2000, I took it onto the M4, going westwards, soon after I had got into it. All would have been fast-going, had I not passed an ambulance which was travelling in the middle lane at rather less than 70 m.p.h. with its headlamps ablaze. Not wishing to be dazzled, I reached up to dip the mirror and it fell onto the floor. Why didn't I pull away instead? Because this Ford, in its white livery with broad blue "speed stripes", is the kind of car which instinctively draws the gaze of any parked policeman; also, the speedometer was in k.p.h. and not being quick at mental arithmetic I was still calculating how far I dare let the needle rise without incurring an endorsement. As this car is very safe at well over the legal speed, I was reminded, as if I ever forget, what a



farce the 70 thing is. But swivelling round in the tight-fitting bucket seat in this l.h.d. car to see whether it was safe to pull into the pass-lane when I came up with much slower vehicles was not the most enjoyable way of driving a conspicuous "racer" along the M4. Arrived home, a blow with a hammer got the mirror back and on ordinary roads there is not a bad view in the external l.h. mirror.

I did not have an opportunity to check the RS2000's potent performance but it has a maximum speed which a certain manufacturer at the opposite end of the motoring spectrum to Ford would no doubt describe as "adequate"! Shall we say 40 m.p.h. or thereabouts above what is legal? Acceleration is more important and AVO claim 0-60 m.p.h. in nine seconds. Once in top gear you can cruise this big-engined Escort at 18.7 m.p.h. per 1,000 r.p.m., which is effortless running. The feel is very much that of the Mexico, crisp, sure and enjoyable, although the softer suspension is noticeable when setting the RS up for fast corners. The seats are to be changed on the British model but I found the driving position reasonably comfortable, with its steeply-inclined, too-high cushion, high squabs, which recline, and headrest. The instrumentation is neat, although the small dials for fuel-level, heat, charge and oil-pressure tended to be masked by the thick rim of the small racing-type steering wheel, at my driving stance. The tachometer has its red sector from 6,500-7,000 r.p.m. and, to qualify an earlier remark, the speedometer has m.p.h. calibrations, but these are very small and there is no "70" digit. Press-buttons are casually scattered about on and under the facia but operate a brake-fluid tester and hazard lamps, as well as the usual services. The l.h. stalk controls wipers, horn and lamp flashers. The wiper-blade arms have aerofoils. The gear-change is fully up to Escort standards and the hand-brake well located, but the clutch is sudden, as on the Mexico.

Equipment includes laminated Triplex screen, a pair of QI Cibie headlamps, reversing lamps, Triplex heated back window, etc., and for those who dislike conspicuous cars there will be a choice of six different finishes. The test car had Dunlop SP68 tubeless radials. A full tank took me more than 200 miles without the gauge needle getting quite into the low-level zone. There are screen-washers operated by foot, sill internal locks for the two doors, etc. The exterior button on the driver's door tended to stick in.

Altogether, this RS2000 is in the best tradition of the small sporting Fords and AVO will no doubt receive the same enthusiastic response for it here, as in Germany. It is ideal for those who have to forgo the luxury of a real, openable sports two-seater but who crave good handling, instant response and a sporting image from their family transport. The Escorts which should interest readers of MOTOR SPORT are thus:

The Escort Sport. Push-rod 1,298-c.c. engine: £1,032.

The Escort Mexico. Push-rod 1,598-c.c. engine: price to be announced.

The Escort RS2000. Single o.h.c. 2,000-c.c. engine: (to be announced)

The Escort RS1600. Twin-cam 16-valve 1,601-c.c. engine: £1,701.

W.B.

Silverstone Snippets

Continued from page 866

All those other races. The Formula 3 event was resolved by two heats on Friday and a final on Saturday morning, which was won by Tony Rouff in a GRD. The saloon car race was won by Gardner in the SCA Freight Chevrolet Camaro, the JCB Historic race by Neil Corner in his Aston Martin, and the Formula Atlantic race by John Nicholson in his Pinch (Plant) Ltd. Lyncar.

* * *

In the saloon car race there was a very nasty accident when Matthews and Brodie tangled with their Capri and Escort, respectively, as they were lapping Booth's Mini, all three cars being written off and the drivers sustaining injuries.

* * *

Most drivers did 80 or 90 timed laps during practice, but Fittipaldi achieved the record with 117 laps; Peterson did 114, Stewart 112 and Ganley 111. After 82 practice laps you would have thought Scheckter would have learnt how to take Woodcote Corner at all speeds and from all angles.

* * *

James Hunt won the Jo Siffert award without question, for the most heroic performance of the day. He would have won it at the Grand Prix of France if Scheckter hadn't performed so well up at the front.

* * *

Good to see Lord Hesketh spending so much money enjoying himself, and even better to see his team achieving results to add to the enjoyment, especially when other teams are

spending vast amounts of money just to exist and are not even enjoying it, let alone getting results.

* * *

The Silverstone Day was terrific value, lasting from 6.30 a.m. to long after dark, the enjoyment going on well into the night, but the British Grand Prix lasted less than 1½ hours. At least it did not interfere too much with the jollifications!

* * *

James Hunt may have been the Man of the Meeting, but the 5-litre V12 mid-engined Jaguar XJ13 was undoubtedly the Car of the Meeting. What a pity it never raced at Le Mans, as was intended.

* * *

Fascinating to see Colin Vandervell driving his father's famous Thinwall Special 4½-litre Ferrari on some demonstration laps, the car having been completely restored by the GKN-Vandervell Company.

* * *

The Shadow team was still in the doldrums and at the start the two black cars attempted to eliminate themselves. Oliver ran simultaneously into the back of Lauda's BRM and team-mate Follmer, badly damaging the front of the monocoque. Follmer then got involved in the first lap accident, so the team returned to the Northampton base just down the road with two sadly bent motor cars.

* * *

It wasn't a happy day for three drivers making their Formula One debut—Graham McRae, Roger Williamson and Jochen Mass. They didn't complete a lap between the three of them. However, in practice Mass had looked very impressive lapping fast enough for the sixth row and as quickly as team-mate Carlos Pace.



To celebrate Colin Vandervell's demonstration run at Silverstone many of the mechanics from the Thinwall/Vanwall team were guests of the Company. Here in celebratory mood are, left to right, Doug Orchard (Vanwall mechanic), Len Butler (Vanwall mechanic), Arthur Pratt (Thinwall and Vanwall mechanic), Phil Wilson (chief Thinwall mechanic), John Rockall (Thinwall mechanic), Denis Jenkinson, Harry Weslake (flow work on cylinder heads of these cars), Cyril Atkins (Thinwall and Vanwall mechanic), Norman Burkenshaw (Thinwall and Vanwall mechanic).

Air Intakes

A designer's expression

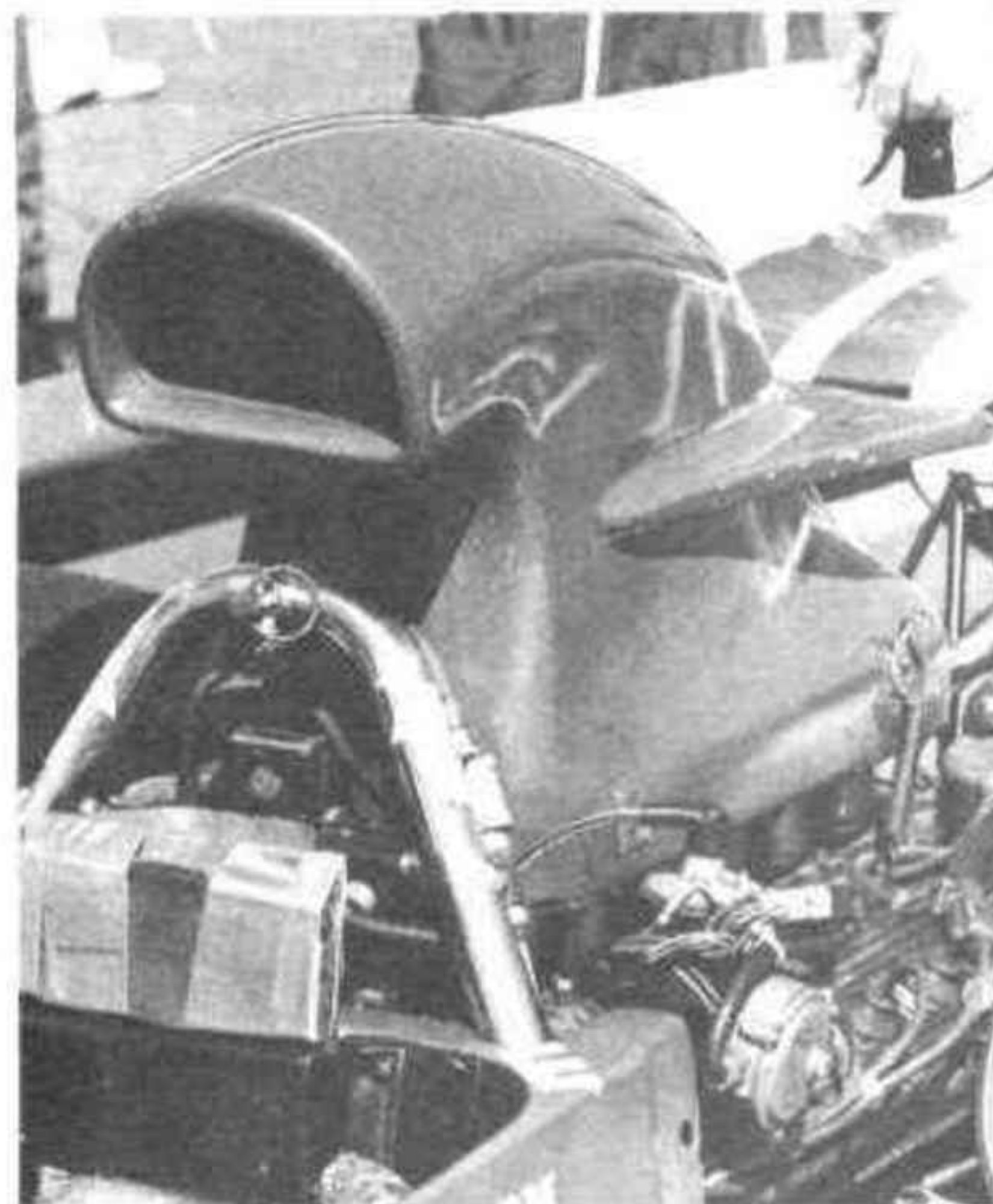
IT WOULD BE unwise to say when the first carburettor air intake appeared on a racing car, but it was certainly long enough ago to be academic. In the mid-thirties the Barnato-Hassan Bentley had a forward-facing air intake for its SU carburettors and it was calculated that it produced $\frac{1}{2}$ lb./sq. in. supercharge at 140 m.p.h. More important than any increase over atmospheric pressure that an air intake provided, was its ability to provide the engine with cold air, rather than the warm air from under the bonnet. Air intakes to engines became very popular in the 1952/3 Formula Two days, and they varied from calculated forward-facing ducts, to hit-and-miss scoops and even went through a phase, with Maserati and Gordini, of facing backwards, the theory



LOTUS—aerodynamic theories put to the test, with a lot of consideration given to the work of the rear aerofoil.

designer has his own theories and his own method of arriving at an answer. These vary from intricate calculations to guesswork, and the various shapes that are used are arrived at by some pretty devious means. The interesting thing is that each make of car has its own distinctive air-box and you get the feeling that the designer has projected his own personality into the shape of the air-box in just the same way that designers used to project their personality into the old-fashioned radiator or radiator cowl. One could easily distinguish a Bugatti or a Delage by the shape of its radiator and today you can easily distinguish a Tyrrell from a BRM by the shape of its air-box.

Discussing these appendages with the various designers produced some interesting conversation, especially about the methods used to arrive at the size required, and then the reason for the shape. Most started with a sum involving the quantity of air the engine was going to need and this was transformed into an area in square inches. The quantity was arrived at by different means, from the total cross-sectional area of the inlet ports, to the breathing volume of the engine at certain r.p.m. or at certain power



BRM—a nominal shape with deflectors to help the air on its way rearwards.

output, and in some cases this area was adhered to, in others a bit more was added for luck. Some worked it all out, the driver tested the car, the area was increased and the driver was convinced the car accelerated better, so the area was increased even more; real scientific stuff!

When it came to the question of the shape of the orifice there were numerous reasons, ranging from a technical theory about air-flow to "it seemed a good shape" or "it blended in with the general shape of the car". One thing that did concern everybody was the fact that the air-box was producing frontal area that got in the way of the rear aerofoil, so that the shape of the box itself was designed either to direct the air towards the rear aerofoil, or to ensure that it disturbed the air flow as little as possible. Apart from providing good advertising areas all the air-boxes in use on today's Formula One cars are the expressions of the individual designers, and the variety of shapes would indicate either that no-one knows the real



TYRRELL—straight-forward design, clean and tapering with aesthetics borne in mind as well as air-flow.

being that engines liked to breathe still-air and not turbulent air that was rushing uncontrollably into a forward-facing duct.

When the present Formula One, for 3-litre engines, began in 1966 the air intake had died a natural death, and all the early 3-litre engines, of V8 or V12, and even H16, cylinder arrangement were left to gasp for air from uncovered intakes to each cylinder, there being various length inlet trumpets in vogue, but no attempts to direct air in their direction. Eventually Matra produced an air-box on top of their V12 engine with a forward-facing scoop, and nobody took it very seriously for it appeared to transgress the rule about the height of the car above the crash-bar. Matra convinced the powers that be that their air-box was not part of the car, but part of the engine, and the rule makers had to agree that the law did refer specifically to the car and not the engine. Tyrrell then appeared with an air-box on the Cosworth V8 engine, and then there was a mad rush to design air-boxes for feeding cold-air or ram-air to the various Cosworth engines, and the BRMs and Ferraris.

From rather cautious beginnings the air-box grew and grew until it is now a major part of today's Formula One car and each



HESKETH-MARCH—a new approach to get maximum area with minimum interference to the rear aerofoil.

answer or the shape is not very important, the main thing being to get cold air (and sand, stones, insects and what-have-you) down into the engine. Just as each designer has his own ideas about the shape of the orifice, so they all have their individual ideas about methods of catching extraneous objects, ranging from wire-mesh to baffles, and some think that heavy objects will be carried along in a horizontal plane by their inertia, while the air swoops down to the engine, while others assume the grit and sand will follow the path of the air.

When the old fashioned radiator disappeared, there were people who lamented, but were consoled by the new-fangled cowlings that covered the unromantic square radiator core. Then the radiator cowl disappeared and there was more lamenting, but relief was found in the shapes of the nose cones that covered the front of the car (remember the shark-nose Ferraris and the Eagle's beak). Then along came the wedge nose, as perfected by Lotus and there was more lamenting. Take relief now in the shapes of the air-boxes, they really are as distinctive and fascinating as a Bugatti or Rolls-Royce radiator, and just as functional—D. S. J.

Around and About

On Tour

THE MOST RELAXING three days I have had for ages! That is my verdict of the recent Avon Motor Tour of Britain which took place amongst so much ballyhoo last month. But don't get the idea I was cruising about reporting the odd race and special stage; I was in the actual event like umpteen other motoring journalists. Like most of the other journalists it was a relaxation to be away from the phone!

But unlike most of the other scribes in the event I was at least sitting alongside a driver whom I know well and with whom I have taken part in events before—professional rally driver Andy Dawson.

Andy, like the true professional he is, had found an excellent sponsor in Woolworth. They entered into the spirit of the event and, before we knew what was happening, we were the subject of a 20-minute film about the event. Furthermore, Miss United Kingdom was brought along to cheer us on our way. Just before the event the High Street chain, who were making their entry into International motor sporting, also put their name on several others.

The Dawson/Marriott duo were actually backed by Sabre at Woolworth, Sabre being a brand of men's toiletries, and there were soon press releases flying around claiming us to be the sweetest smelling crew. Well, we might have been at the start, but I am not sure if we were at the finish!

The film making was an absolute riot with us happily buying out the motoring shop at the Hatfield Woolco and hamming our lines like mad. Stars at last! In fact it was quite a serious business and the Formula 1 Film boys were marvellous. After our shopping spree they filmed us "on location" on the rally and we are looking forward to seeing the final result in a couple of months' time. There was a helicopter following us around and needless to say it caught our desperate spin on the very first special stage. But that is jumping ahead.

Our car was a Ford Capri 3-litre, at least that was what the entry list said. Ten days before the event a car was still to materialise from the source we expected. So Dawson trotted down to a local auction, bid for a Capri and, in association with John Willment of Mitcham, became the proud owner of a motor car with 86,000 miles on the clock many of them apparently towing someone's Formula 5000 around.

A week later it hardly looked the same car. Andy Dawson and the enthusiastic John Willment mechanics worked night and day re-building the car with as many new bits as they could get their hands on. They fitted an engine, which had been prepared to the strict Group 1 regulations by Racing Services, and the body was sprayed up in the special Sabre brown colour. In fact the finishing touches were added in the scrutineering bay while Andy's mother's Capri was suddenly missing quite a few vital parts. But our brinkmanship paid off.

The Tour itself

One of the most controversial aspects of this event was that of tyres. The sponsors, Avon, did not expect all the competitors to run on their rubber but they hoped everyone would play fair and use genuine road tyres. It was a vain hope because Group 1 racing is currently so competitive that a couple of firms, Kleber and Michelin, produce tyres which are little more than thinly disguised racers. The Michelins, known as X TA3 or TB5s, cost about £40 each, if you can get them. The Klebers are rather less expensive and, as my driver was runner-up in the Kleber Rally Scholarship last year, we intended to use their specials.

As it turned out we made a last minute decision to switch to Avon's normal Wide Safety GT which gave us a chance of winning a special prize for the highest placed car on Avons plus another award for the highest placed car on any tyre not on Avon's "black list". We justified the decision by winning both awards.

The event covered 1,000 miles at three days, starting and finishing in Bath. When Peter Browning of the BRSCC first conceived the idea as a British version of the Tour de France, he did not expect the incredible response he received. Everything was originally organised for a quiet little pilot event with forty or fifty competitors—it all got out of hand. The entry list was expanded to 100 cars, and there were works machines from Ford, BMW, Chrysler. As well as racing and rally favourites like Graham Hill, Howden Ganley, James Hunt, Roger Clark and a host of others there were personalities like Sheila Scott and Prince Michael of Kent. Avon's publicity machine moved into action and all of a sudden the Avon Tour was big news.

But there just wasn't time to make the route a real challenge and we were left with only three real rally special stages, a blast up a drag strip, two laps of an airfield perimeter track plus five races, including the night one at Snetterton—which proved to be the best part of the whole event. This suited the racers but left the rally drivers out in the cold.

My man's sole racing experience was a five-

lap handicap at Silverstone in a Mini! But by the end of three days he had packed in more racing miles than he would normally be able to manage in over a month. As he is keen to get circuit driving experience he was delighted. By the end of the event he was starting to look like a Group 1 regular with the Woolworth Capri taking up alarming attitudes on the corners. I was glad that the co-drivers were confined to pit signalling and timekeeping!

On the rally sections it was a different matter and we were the old hands—until we spun spectacularly on the grass section at Dodington Park. But we came back with some good times at the other stages, particularly at Knebworth House just off the A1 in Hertfordshire, where the crowds were fantastic. We had a lot to lose because Bernard Unett in the works Hillman Hunter looked like overtaking us and pushing us out of the top ten.

Probably the hairiest section of all was the drive from Long Marston on Friday night through Stratford-upon-Avon and back to the halfway halt. We spent rather too long servicing and got caught up in thick Friday evening traffic. The final few miles were hectic as we looked like losing some road penalties. But we made it to the Great Barr Post House with seconds to spare, arriving almost broadside and passing a couple of Moskviches in the drive of the hotel! Those film cameras were rolling again catching the action.

The Winners

But it was definitely all worth it and we were finally classified tenth overall and won the special awards as mentioned. Two other Capris joined together with us to form "Team Woolworth" and we scooped up the non-manufacturers' team award, thanks to Gordon Spice and Mike Crabtree who finished second and eighth respectively.

Unett's Hillman Hunter did overtake us and knock us out of ninth place overall but we held on to tenth place despite pressure from the Alfa Romeo GTV of Peter Hilliard.

Only about four cars dropped by the way-side but one that was expected to do so and

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Tony Lanfranchi's 3-litre BMW CSi heads James Hunt's all-conquering Chevrolet Camaro during the Oulton Park racing. Lanfranchi won the race after Hunt was troubled with a broken accelerator pedal but was then excluded for being over the time limit on the road section.

RALLY REVIEW

THE COCKPIT of his E-Type Jaguar, the garden of a *Routier* between Sarthe and Milan, a restaurant table on a cross-Channel ferry and the transit lounge at Orly are all places where one can imagine D.S.J. having sat down to write his monthly "European Letter". We have all been compelled many times to begin writing in odd places, but the one in which I now find myself beginning these words must take some kind of oddity record—a hard chair in the uncomfortable and sparse waiting-room of Warsaw Domestic Airport. It isn't at all a place which lends itself to concentration, but at least one can watch an assortment of humanity pass by, gaze at an equally assorted collection of cars parked outside and wonder who owns what.

Polski-Fiat, Moskvich, Volga, Skoda, Trabant, Wartburg, Vaz, Syrena and Dacia (the latter being a Rumanian-built Renault R12) are all represented, together with a few examples of Western cars from Minis to Rovers and from Renault R4s to BMWs.

Polski-Fiat has a strong team entered in the Polish Rally, complemented by two factory 124 Abarth Spiders from Turin. The only other Western manufacturer with an entry is Alpine, with just one A110 Berlinette. But comment on the Polish Rally, in which World Championship points are at stake for the first time (hence Alpine and Fiat), must wait awhile for I am presently on my way to the event's base town at Krakow, not from it.

My present journey began at Vienna in the forests around which I was able to have a first-hand look at much of the route to be used on this year's Austrian Alpine Rally in September. I confess that I was horrified to discover that, with just two months before the rally, the OAMTC were so far behind with preparations that many of its private road special stages were still awaiting written confirmation from landowners of permission for their use and local authorities had still not given final approval for closure of public roads.

Most other events of similar stature have their routes planned, surveyed and approved many months in advance, but there are two very good reasons for the apparent tardiness in Austria. The first is the fact that no-one within the OAMTC has the competitive experience to lay out a suitable route. The



Polish Rally winners Achim Warmbold and Jean Todt leave the start in their Fiat, slowly not to damage the cinder running track.

Club therefore called on the services of Richard Bochnicek, the Viennese Citroën driver who has more international rallying experience than any other driver in Austria. Unlike the RAC, whose secondment of Jim Porter to the organising committee of the 1972 RAC Rally meant that Roger Clark had to seek another co-driver, the OAMTC is not insisting that Bochnicek should not drive in the rally. Practice is allowed in Austria, and this will provide other competitors with notes as detailed as the ones Bochnicek has. Furthermore, it is one thing to have good notes and quite another to utilise them to good advantage.

The second reason is one which doesn't seem to cause much concern in Austria but which will remind many British and other rally people of the enormous disappointment of 1967 when the RAC Rally was cancelled in order not to cause extra hindrance to farmers who were in the middle of coping with a serious outbreak of foot and mouth disease.

The same disease has recently spread to Austria from Czechoslovakia and already thousands of head of cattle have been destroyed. The OAMTC has completely scrubbed the rally route which they had planned for that part of the country to the south of Vienna and made up for the loss by increasing the distance in the western part.

But even in the west one sees the ominous disinfection pads which were common in Britain some six years ago as attempts were

made to stop the spread of the disease on vehicle tyres. One only hopes that Austria's present outbreak will get no worse and that there will be no need to make further changes to the route of the classic Alpenfahrt.

* * *

Before the end of 1973 it is likely that the first rally open to drivers of all nationalities will take place in Russia. In Eastern Europe there is a rally championship which embraces several of the socialist countries, but so far the Soviet Union itself has not had a qualifier in the series although several National events are held in that country each year. Russia now has a qualifier, and although it is expected to be no more than a touring event in the main, with just two or three special stages and a completely foolproof means of route definition—road blocks on all the "wrong" roads—at least it is a start. Who knows what it might lead to, for there are surely thousands of miles of fine rally roads in the vastness of the Soviet Union?

* * *

The first week of August sees the start in Finland of an event which this year has attracted the strongest field of foreign drivers to any event in the Nordic region, the Rally of the Thousand Lakes. Well organised and blessed with a wealth of suitable loose-surfaced roads with more blind crests than East Africa has drifts, the rally has been steadily increasing in popularity over the years and now it has all of 121 entries, of which 46 are from outside Finland.

In the past the feeling that no-one except Sweden's Stig Blomqvist could beat the Finns in Finland probably kept foreign entrants away from this brow-ridden rally in the thick forests of Central Finland, but a growing interest in the premier event of a country which has bred so many champions has led to the very reason for keeping away in the past becoming an attraction. Joe Bloggs may never have a hope in a million of beating Mikkola, Lampinen or Blomqvist, but he wants to see how he actually compares.

Running at the head of the field will be no less than eleven FIA graded drivers, Lampinen, Blomqvist, Kinnunen, Mäkinen, Mikkola, Mehta, Culcheth, Eklund, Toivonen, Chasseuil and Jacquemin, whereas from America Bob Hourihan is bringing his Datsun 1800 SSS and Scott Harvey, several times a POR winner, a Dodge Colt which is really a

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The three Western cars totally dominated the Polish Rally, but Therier's Alpine (foreground) was disqualified for missing a special stage.

FORMULA TWO REVIEW

Tragedy and Disorganisation at Rouen

THE annual Formula Two race at the impressive Rouen Les Essarts road circuit has always been a favourite. The track itself is fast and extremely challenging, the surroundings are extremely pleasant and the meeting has always had a relaxed air. This year it was rather different and a shadow was placed over the whole proceedings by the death in practice of the promising Scottish driver Gerry Birrell. It appears his Chevron had a puncture on the fast downhill section at Six Freres and he ploughed straight on into the armco barrier. Sadly the barrier was neither fixed into the ground very well nor well positioned. The two rails split open and Birrell succumbed to head injuries almost immediately. He was the first person ever to be killed in a Chevron.

After this tragic turn of events the organisation, almost entirely part-timers who run a meeting once a year, completely fell apart. At one stage it looked as if the whole meeting might be cancelled but finally the F2 drivers, led by Emerson Fittipaldi and Ronnie Peterson, agreed to race if a *chicane* was erected near to the point of the accident in an attempt to slow the cars down. Unwisely the organisers decided to use blocks of polystyrene which were shredded all over the place. Drivers soon found they could hit them with impunity and in so doing even lap faster.

Meanwhile other aspects of the organisation failed. There only appeared to be a couple of old and slow breakdown trucks so that at the end of each race it took ages to tow in those who had stopped on the circuit for one reason or another. We left the track at 9 p.m., three hours after the scheduled end of the programme, and there was still a French club race to be run.

Despite all of this we should not overlook that the young Frenchman and March Engineering discovery Jean-Pierre Jarier scored a fine win and put himself in a very much stronger overall lead of the European Formula Two Championship. At no point during practice, the heats or the final did Jarier look like being beaten except when he spun at the plastic *chicane* and clipped the guard-rail. By that time he was so far in the lead that he was able to recover and still not lose first place.

Into second place some twenty seconds behind in the 100-mile final came the German driver Jochen Mass in his Surtees. Mass, who had won the previous F2 race a week earlier at Hockenheim, was the only Ford-powered runner at Rouen who really mixed it with the BMW-powered cars. Patrick Depailler in the Elf 2-Ford was actually second fastest in training but because of last minute gearbox trouble had to switch to team-mate Jean-Pierre Jabouille's car which he found very much slower and he was never in the hunt.

So third place was claimed by Tim Schenken in the now much better handling Motul M1 powered by a Cosworth-BDG Ford. Schenken was driving on top form and in the closing stages he closed right up on Mass. Fourth at the finish was the private Antar March of Jacques Coulon and fifth was Wilson Fittipaldi. His works Brabham BT40 has been given a new lease of life by

replacing the Ford engine with a BMW engine tuned by Schnitzer. BMW and March Engineering have an exclusive contract together for Formula Two but, naturally, that doesn't stop firms like Schnitzer, who have just had this engine homologated, selling to any customers that come along. Several other Formula Two cars will almost certainly have Schnitzer BMW engines soon.

A despondent Patrick Depailler finally finished sixth and saw his championship chances slipping away in the process while American Brett Lunger drove to a steady seventh place ahead of Jean-Pierre Jaussaud (Rotul) and the GRDs of Tetsu Ikuzawa and Brenden McInerney.

Talking of GRD, Rouen was the first meeting where Roger Williams, Tom Wheatcroft's promising protégé, was driving his new March-BMW which was purchased to replace the GRD with which he had been campaigning so far this year with a marked lack of success. Williamson was sixth fastest in practice and went on to lead his heat before the engine blew up.

It was a promising start and five days later at the Monza Lotteria Williamson went out and scored a superb victory over a small field. Obviously still a man to watch.

Another March-BMW driver who impres-

sed at Rouen was Hans Stuck. Despite his minimal single-seater experience and the fact that he had never raced at Rouen before he was third fastest in practice. Unfortunately in his heat he had to make a couple of pit stops with gear linkage and engine problems and in the final he left the road, fortunately without too much damage.

Rouen also saw the second appearance of the latest Lotus Formula Two cars called Texaco Stars. So far they are far from starring and frankly are very disappointing and Emerson Fittipaldi and Ronnie Peterson were at the back of the grid and racing in company with drivers of only a fraction of the Formula One drivers' ability.

The problem does not seem so much the chassis which looks terrific, but the engines. These have been built up around the Lotus 907 unit as used in the Jensen-Healey by Novamotor in Italy. At a guess they must be a good 40 b.h.p. down on the decent BMW and Ford units. In heat two Peterson did manage to work his car quite well up the field but was obviously trying too hard. He lost it at the *chicane*, hit the armco barrier which partly collapsed and blew along the top of the rail before landing back on the track on all four wheels. But the Lotus was bent and Peterson could count himself lucky that he didn't fly completely over the barrier into the trees.

No, 1973 was not a Rouen to be remembered.—A. R. M.

AROUND AND ABOUT— Continued from page 870

didn't was the A. J. Rivers Racing Chevrolet Camaro of James Hunt. This car is usually driven by Richard Lloyd but he had injured his back and couldn't take part so gave Formula One man of the moment, Hunt, the drive. Normally the car finds trouble in finishing a ten-lap club race and throughout the event we heard tales of its falling oil pressure, worn-out clutch, lack of brakes and various other disasters which threatened to halt its progress. But when the starting flag dropped, more often than not, James blasted off into the lead. On the rally sections he drove sensibly and his effort was rewarded by overall victory. He had nursed the car most of the way and when Gordon Spice spun his Capri at Knebworth that was the end of any challenge. At the half-way stage Roger Clark had been leading but a faulty ignition switch lost him a lot of time, and he already had Hunt breathing down his neck.

BMW had a very unhappy time—two cars dropped a great deal of time when their exhaust systems fell off at the very first race at Llandow (they don't normally race with exhausts) while the favourite, Tony Lanfranchi, lost a lot of time when an oil pressure relief valve jammed and subsequently arrived at a control out of time.

So Hunt ran out the popular winner and a word too for co-driver Robert Fearnall. It was the young motoring journalist's first ever event but he handled the co-driver's tasks most capably.

Next year Peter Browning has promised the event will be much tougher and give the rally drivers a better chance. I hope so because the potential is there for one of the most exciting motor sporting competitions of the season.—A.R.M.

RALLY REVIEW— Continued from page 871

Mitsubishi in its US Chrysler guise. What is more there are all of ten British entrants and a whole package trip of spectators all eager to see the Thousand Lakes for themselves ever since they saw that splendid Castrol film *The Flying Finns*.

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Finally we are able to squeeze into this month's MOTOR SPORT the result of the Polish Rally which ended at Kracow in the late evening of July 14th. Of 65 starters only three cars managed to complete the route within the lateness limit of 2½ hours for each of the two legs. Outright winners were Achim Warmbold and Jean Todt in a works Fiat 124 Abarth Spider, a real cosmopolitan combination. Second place went to the works Wartburg of Culmbacher and Ernst, and third to the works Polski-Fiat of Stawowiak and Czyzyk. The second Fiat Abarth retired with a blown engine after oil pump failure and the Alpine was disqualified after arrival at the finish for missing the start of a special stage, a decision which was disputed by the Alpine team manager, who may yet take the matter to the FIA.

The event was poorly organised, with impossibly fast averages on open public roads creating a needless danger for competitors and non-competitors. Special stages were not sealed off from other traffic, marshalling and timekeeping was slack, and the results service was almost non-existent. Visiting competitors were openly critical of the whole event and their opinions were shared by those Polish observers who had experience of events outside Poland. It was certainly not of the standard required of a World Championship qualifier.—G.P.

The Grand Prix of France

A shake-up for Formula One

CASTELLET, July 1st.

AS THE FRENCH started their summer holiday season and headed for the Mediterranean coast and the beaches, the Grand Prix circus headed for the Mediterranean coast and the Paul Ricard circuit, and the only time the two parties came together was on the crowded Autoroute going south and on the terribly slow road from Aix-en-Provence to Toulon, off which the "modern racing facility" of Monsieur Paul Ricard lies, up on a plateau above Bandol. While the "circus" turned into the racing circuit, the French continued on their way to the seaside and when practice for the Sixth Grand Prix of France began on Friday afternoon a gay and colourful crowd of at least 25 people thronged the grandstand opposite the pits.

In the pits, the paddock, the official car parks and in the double-decker entertainment balconies above the pits, there was an enormous crowd of people, for race day was due to be a veritable orgy of competition, with events for Formula Renault, Formula Fiat, Formula Renault Gordini, Formula "Pop Stars", Formula Three and Formula One, the last-named being for the serious business of the Grand Prix of France and the Drivers World Championship. Oh yes, there was also an "old car" handicap race. All the people who were at the race with free tickets, or even better, like the writer and the competitors, were being paid to be there, were having a fine time, for the weather was superb and once you had passed through six ticket controls to get to the paddock, officialdom and organisation was hardly noticeable and it was all most enjoyable. Whether it was enjoyable for the spectators sitting in the blazing sun away from it all is another matter, but what is important is that on the two practice days and race day there were nothing like sufficient spectators to even pay for the Formula One performers, let alone make any profit for Monsieur Paul Ricard, who paid for building the circuit, so one can only hope that enthusiasts everywhere will give up drinking beer and spend their money on Ricard 45 or Ricard 51. It is the thick yellow liquid that turns white when water is added and tastes like aniseed balls. If you have no love for Ricard and do not mind seeing it turn into a crumbling, dusty monument to modern motor racing, then continue to drink your beer. Personally I am very partial to Ricard.

When the business of practice began it was mostly a matter of many drivers adjusting their psychological outlook, for the Ricard circuit has a long straight, followed by a "Mickey Mouse" slot-track section. If you adjust all your aids to super-cornering, like nose fins, aerofoils, tyres and so on to give maximum adhesion through the wiggly bits then there is so much drag that the poor old Cosworth V8 can hardly push it through the air on the long straight. Alternatively, if you cheat the wind and get the Cosworth V8 really wound up on the highest possible gear ratio and achieve 180 m.p.h. on the long straight, you are liable to find the course car

keeping up with you through the twisty bits. Consequently, the practice problem was simple—strike a happy medium, without letting anyone else notice, and most of all not let them see what you had arrived at, so that they could not copy it. Of course, there were all the usual problems to overcome, like engines that would not run properly, instruments that were malfunctioning, fuel systems that objected to the heat, gear ratios that were wrong, bits that broke, and for some teams, drivers who spun off and did damage. For those with 12 cylinders, either in vee formation or flat formation there was the all-important problem of keeping up with the V8 engines, especially those being used by Stewart, Cevert, Fittipaldi, Peterson and Hulme. There is a feeling that drivers like those mentioned have "special" Cosworth engines, which is why they go so fast, and if that isn't the reason then they all have special Goodyear tyres, for no-one wants to admit that they are better drivers than Ganley, Oliver, Pescarolo, de Adamich or Wilson Fittipaldi, and no-one wants to admit that a Lotus or a Tyrrell is a better chassis than a Williams or a Shadow. One thing that cannot be blamed for this difference between the front and the back of a Grand Prix field is the Hewland gearbox, though it does occasionally decide whether you win or lose. Those of us who believe that some drivers have ability and some do not, like to think that the leading group are better than the tail-end group, until along comes a new boy; young, carefree, happy, untroubled by sponsor responsibilities, team problems, money grabbing, job-hunting, with no need to justify his existence, full of enthusiasm and eager to go racing. For the first time in his life he gets into a McLaren M23, the team's normal spare car, 23/3, and "wham", he's on the front row of the grid, with Stewart on his right and Fittipaldi on his left. This must prove that he had a special Cosworth V8 like the others, special Goodyear tyres, and . . . ! But wait, it is only his third Formula One event, and his first in Europe, but not his first motor race, nor his first works McLaren drive, for this woolly-headed youngster is South African Jody Scheckter and the Colnbrook team have been promising him a car in Formula One for some time. With Revson away in America racing in a USAC event for McLaren this was the chance for Scheckter and he did not hesitate.

In the first practice session Stewart was credited with a time of 1 min. 48.37 sec. and the next best was Cevert with 1 min. 49.39 sec., and nobody paid much attention, assuming that this first session was just a beginning. When nobody could approach the 1 min. 48 sec. bracket in either of the Saturday sessions, not even Stewart himself, the various teams compared notes and found that the best anyone had for Stewart on Friday was a low 1 min. 49 sec., so it looked as though the timekeepers had mis-read by 1 sec., but if they had they were not saying.

In the second practice Hulme was fastest and in the third Scheckter was fastest, so that if the time-keepers did make an error of 1 sec., then Scheckter should have been on pole position! Even in the middle of the front row it made people ask what Fittipaldi, Peterson, Cevert, Reutemann, Hulme, Regazzoni, Ickx, Hailwood, Beltoise and other Aces were up to. Naturally they all had their reasons and their excuses, and practice isn't everything. "He only appeared to be going fast, because the others had problems" was the feeling, "it will be a different story in the race, they'll pound him into the ground".

Early on Sunday morning there was an untimed test-session for the GP cars and then as the day got hotter and hotter there were races for everyone and everything, until 3 p.m. when the Grand Prix of France was due to start. After two warm-up laps they began to form up on the "dummy-grid", with the drivers being protected from the heat with umbrellas, sunshades, sheets of cardboard and anything else that would cast a shadow. The "free-ticket" side of the start-line was packed out, with people fighting and struggling for a view, while opposite, the grandstand had plenty of empty seats in it, and anyone who cared to have paid money could have sat and watched the race in comfort. The bridge over the start line, paid for by Marlboro Cigarettes was banned to all except a television crew, and even "Mr. Marlboro" himself, the man who controls all the money the firm are pouring into motor racing, was refused permission to go up on his own bridge, and had to stand behind the struggling crowds of "free-loaders".

As the 25 starters moved up towards the main grid Merzario was having trouble starting his Ferrari and only just got going in time, taking a position behind Pace's Surtees as the flag fell. Fittipaldi was trying hard to outsmart the starter's flag, and Reutemann made a super jump-start from the third row with his Brabham, but the young eager lad in the middle of the front row was up and gone in one of the quickest starts imaginable, leaving all the Aces looking like beginners. One driver who seems fated to begin and never end was Oliver, who cooked his clutch on the line and his black Shadow barely got out of sight of the starter's flag. "Jumping the start like Scheckter did is just show-off stuff" they all said, "It won't last". At the end of lap one a McLaren took the right-angle bend before the pits straight in a lovely, ragged opposite-lock power-slide, and it wasn't Hulme. Scheckter went by, followed by Peterson (Lotus), Stewart (Tyrrell), Hulme (McLaren) and Fittipaldi (Lotus), and "followed" was the operative word. They were not trying to get by the South African, they were trying to keep up. "Let him have his one lap of glory, leading the Grand Prix of France", said the Establishment, "he's a keen, young lad, and deserves it, but they'll put him in his proper place next time round". As a gap was already appearing between Fittipaldi in fifth place and Cevert in sixth place, when "they" put Scheckter in his place it would presumably relegate him to fifth place, ahead of Cevert, Reutemann, Ickx, Jarier, Regazzoni, and all the others, which would still be praiseworthy.

Next time round Peterson was very close behind the McLaren, but *behind* nonetheless,

PRACTICE TIMES

| No. | Driver | Car | Friday | Saturday a.m. | Saturday p.m. |
|-----|---------------|------------------------------|-------------|---------------|---------------|
| 1 | E. Fittipaldi | Lotus 72/R5-Cosworth V8 | 1. 51.00 | 1. 50.09 | 1. 49.36 |
| 2 | R. Peterson | Lotus 72/R6-Cosworth V8 | 1. 49.45 | 1. 50.64 | 1. 49.64 |
| 3 | J. Ickx | Ferrari 312B3/010—flat-12 | 1. 51.44 | 1. 51.70 | 1. 51.48 |
| 4 | A. Merzario | Ferrari 312B3/012—flat-12 | 1. 51.54 | 1. 51.17 | 1. 51.53 |
| 5 | J. Stewart | Tyrrell 006/2-Cosworth V8 | 1. 48.37 | 1. 50.18 | 1. 50.09 |
| 6 | F. Cevert | Tyrrell 006-Cosworth V8 | 1. 49.39 | 1. 50.93 | 1. 50.62 |
| 7 | D. Hulme | McLaren M23/1-Cosworth V8 | 1. 50.27 | 1. 49.68 | 1. 50.08 |
| 8 | J. Scheckter | McLaren M23/2-Cosworth V8 | 1. 50.29 | 1. 49.97 | 1. 49.18 |
| 9 | A. de Adamich | Brabham BT37/2-Cosworth V8 | 1. 51.53 | 1. 52.21 | 1. 51.65 |
| 10 | C. Reutemann | Brabham BT42/3-Cosworth V8 | 1. 53.45 | 1. 50.75 | 1. 50.88 |
| 11 | W. Fittipaldi | Brabham BT42/4-Cosworth V8 | 1. 52.14 | 1. 52.43 | 1. 52.07 |
| 12 | G. Hill | Shadow DN1/3A-Cosworth V8 | 1. 53.19 | 1. 52.41 | 1. 51.70 |
| 14 | J-P. Jarier | March 721G/4-Cosworth V8 | 1. 51.06 | 1. 51.79 | 1. 50.69 |
| 15 | R. Wisell | March 721G/2-Cosworth V8 | 1. 54.84 | 1. 54.16 | 1. 53.20 |
| 16 | G. Follmer | Shadow DN1/5A-Cosworth V8 | 1. 52.30 | 1. 53.42 | 1. 53.59 |
| 17 | J. Oliver | Shadow DN1/4A-Cosworth V8 | 1. 52.94 | 1. 53.10 | 1. 53.69 |
| 18 | D. Purley | March 731/3-Cosworth V8 | NON-STARTER | | |
| 19 | G. Regazzoni | BRM P160/07—V12 | 1. 53.94 | 1. 50.99 | 1. 52.34 |
| 20 | J-P. Beltoise | BRM P160/01—V12 | 1. 52.66 | 1. 52.67 | 1. 51.67 |
| 21 | N. Lauda | BRM P160/08—V12 | 1. 52.15 | 1. 51.78 | 1. 52.70 |
| 22 | C. Amon | Tecno—flat-12 | NON-STARTER | | |
| 23 | M. Hailwood | Surtees TS14A/04-Cosworth V8 | 1. 53.21 | 1. 53.01 | 1. 51.17 |
| 24 | C. Pace | Surtees TS14A/05-Cosworth V8 | 1. 53.71 | 2. 00.18 | 1. 53.62 |
| 25 | H. Ganley | Williams IR/02-Cosworth V8 | 1. 53.87 | 1. 54.15 | 1. 54.18 |
| 26 | H. Pescarolo | Williams IR/01-Cosworth V8 | 1. 53.56 | 1. 55.58 | 1. 55.05 |
| 27 | J. Hunt | March 731/1-Cosworth V8 | 1. 51.63 | 1. 51.81 | 1. 52.94 |
| 28 | J. Surtees | Surtees TS14A/03-Cosworth V8 | NON-STARTER | | |
| 29 | R. von Opel | Ensign MNO1-Cosworth V8 | 1. 56.61 | 1. 55.55 | 1. 55.86 |
| 1T | E. Fittipaldi | Lotus 72/R7-Cosworth V8 | — | — | no time |
| 2T | R. Peterson | Lotus 72/R8-Cosworth V8 | — | 1. 51.06 | 1. 50.97 |
| 3T | J. Ickx | Ferrari 312B3/011—flat-12 | 1. 51.92 | — | — |
| 5T | J. Stewart | Tyrrell 005-Cosworth V8 | 1. 50.30 | — | — |
| 7T | D. Hulme | McLaren M23/2-Cosworth V8 | 1. 49.65 | — | — |
| 8T | J. Scheckter | McLaren M23/2-Cosworth V8 | — | — | 1. 51.23 |
| 19T | G. Regazzoni | BRM P160/05—V12 | — | — | — |
| 21T | N. Lauda | BRM P160/05—V12 | 1. 55.13 | — | no time |
| 24T | C. Pace | Surtees TS14A/03-Cosworth V8 | 1. 51.88 | 1. 52.92 | 1. 52.98 |

though the Establishment said "Here they go, they'll pick him off one-by-one, and elbow the cheeky little devil back to where he belongs." Forty laps later the Establishment had shut up completely, for Scheckter had been in the lead right to the end of lap 42, never having looked as though he was going to lose it, while all manner of desperate things had

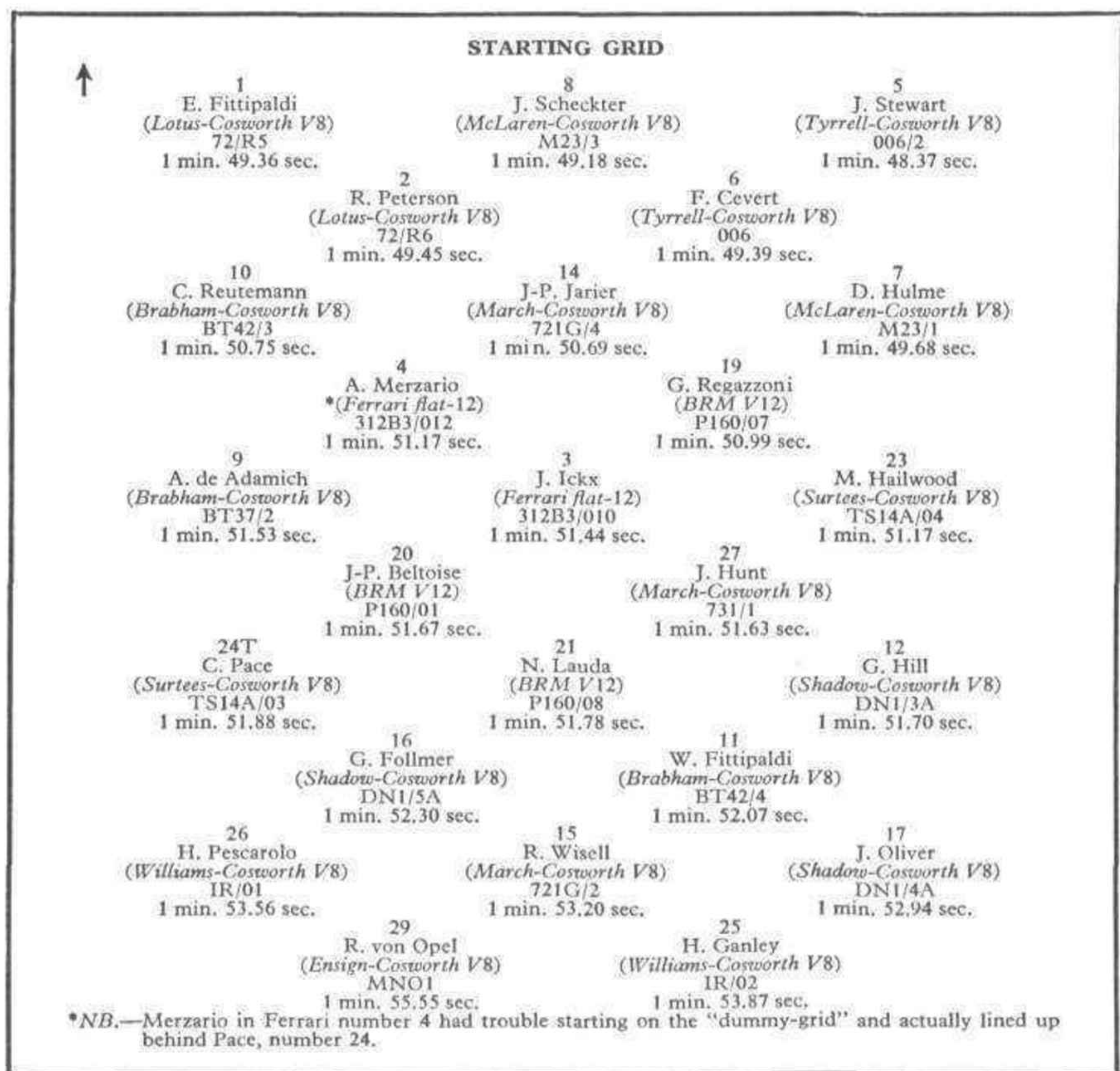
been going on behind him. Until lap 17 it was a case of "follow-my-leader", the embarrassing thing for all the top drivers being that Scheckter was the leader, and Peterson, Stewart, Hulme and Fittipaldi could do nothing but follow, while nobody else was even in the running for leading the race. As they started lap 18 Fittipaldi was in fourth

place, and Hulme was heading for his pits with a flat left rear tyre. His stop took longer than normal for he decided to have both rear ones changed for ones of a different rubber, feeling that it was pointless to put the same type of tyre on again and risk another failure. Due to this the leaders were due round again before Hulme was ready to go so his pit crew held him back and as soon as Scheckter appeared in sight they gave Hulme the "Go, go" signal and he shot out of the pits and joined onto the tail of the foursome in the same position as he had left them, but a whole lap behind. Anyone who had gone to the bar for a Ricard at this juncture of the race would never have known Hulme had been into the pits!

At 20 laps Fittipaldi took third place from Stewart, and on the next lap he took second place from Peterson, obviously despairing of the Swede ever being able to deal with the South African out in front. On lap 22 Stewart headed for the pits as Hulme had done, with a flat left rear tyre, but unlike the McLaren team the Tyrrell boys had a new wheel and tyre on in a flash and Stewart was back in the race albeit, now in thirteenth place. This deflating tyre was the reason Fittipaldi moved up a place so easily, and Peterson let his team-mate by, to see what he could do about Scheckter. By this time they had lapped the slowest car and were now beginning to pick off the other tail-enders, and the McLaren and the two Lotuses ran nose-to-tail, with Hulme close behind watching it all, even though he was a lap behind. Naturally, each time the leading trio lapped a tail-end, Hulme went by with them and moved up a place. Although Scheckter was on his own in his battle against the two Lotuses, or to be more accurate, the two Lotuses had only Scheckter to beat, the sight of Hulme in all their mirrors must have been encouraging to the South African and annoying to the Brazilian and the Swede. At 35 laps Peterson's Lotus hesitated momentarily on acceleration and Hulme nipped by and positioned himself between the two black and gold cars, and the four of them continued to circulate nose-to-tail, with Fittipaldi looking for a way by Scheckter, but not finding it. They were now lapping Pace and Regazzoni, with Hulme moving up a place at each manoeuvre and as they went down the long straight on lap 42 they caught up with Beltoise in his BRM. Unable to get by they were forced to follow him into the wiggly "Mickey Mouse" section which finishes with the right-angle turn onto the pit straight, and this slowed their pace slightly so that they all got closer to Scheckter, who was waiting for the end of the wiggly section to go by the BRM.

Then it happened. With Scheckter behind the BRM and obviously waiting until the exit of the corner to accelerate by, Fittipaldi thought he saw his chance and dived to the inside, but the South African did not move over and the left front wheel of the Lotus hit the McLaren's right side of the cockpit, the wheels tangled and as Beltoise left the corner the McLaren shot into the air and landed with a thud on the outer kerb, the impact bending the left front suspension mounting, while the Lotus skated across the corner and onto the rough with its left front suspension broken. Hulme could see it all

STARTING GRID



happening and knew it was going to happen, from previous experience of Fittipaldi diving through the inside on slow corners, but had no way of warning the inexperienced Scheckter. Hulme was first out of the dust, now on the same lap as the leader who was, of course, Peterson, who drove through the dust into the lead. Scheckter kept his car on the road and set off after the Swede, but the front left corner was scraping on the ground, and at the end of the lap he drew into the pits and was forced to retire. Fittipaldi drove his Lotus a few yards beyond the corner and abandoned it, the left front wheel nearly being right off. As the dust settled the Lotus team could be heard yelling "That crazy South African", while the McLaren team were screaming "That stupid Brazilian", and Peterson drove carefully on in the lead, not really believing that luck was on his side for once. Hulme continued his same pace knowing it had been six-of-one and half-a-dozen of the other and a coming-together of two fairly inexperienced young drivers, inexperienced by his standards, that is.

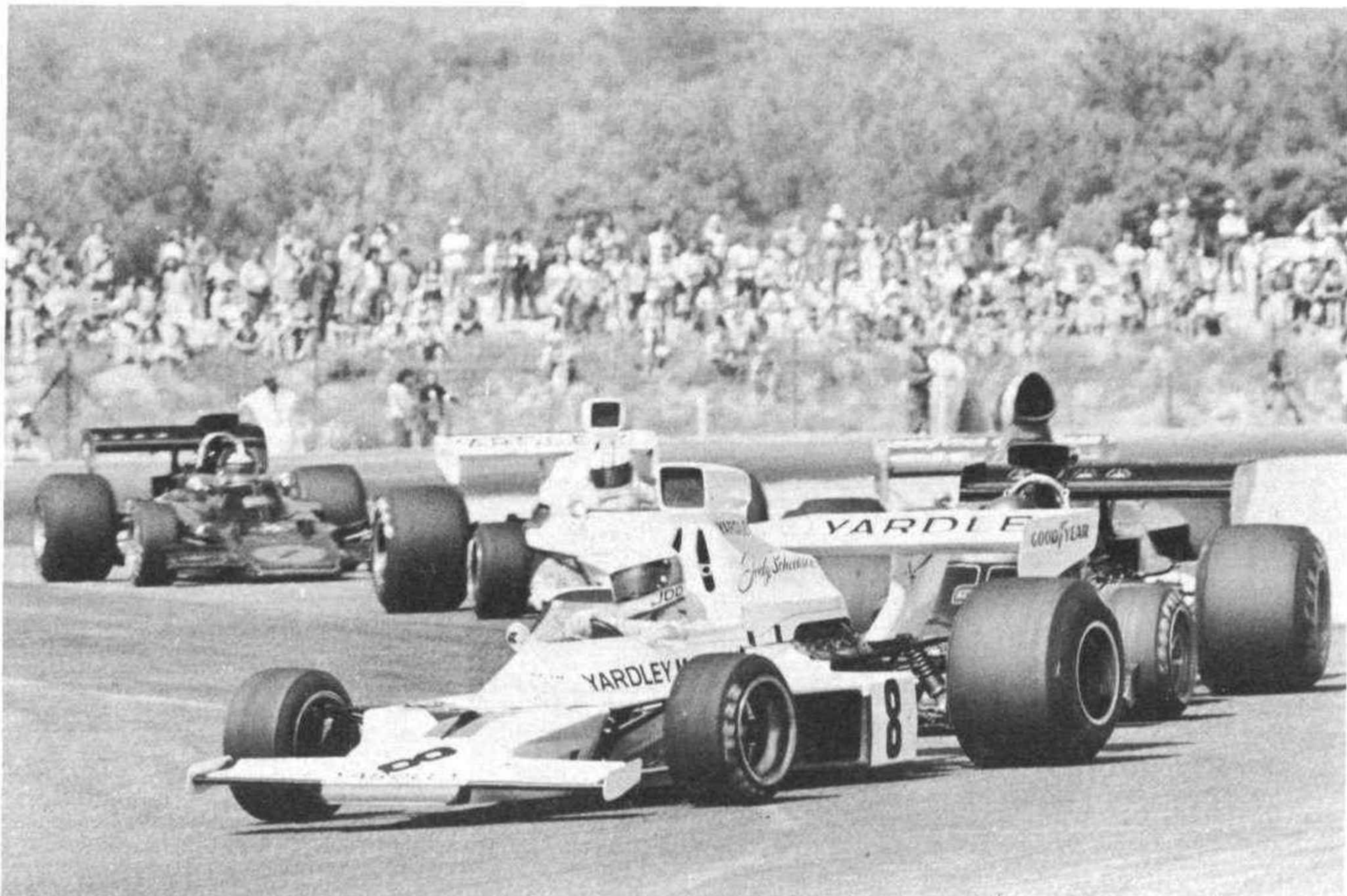
Few people could really believe that Peterson was actually in the lead, with no one challenging him, and those who only see the first six in a Grand Prix went to the bar for a glass of Ricard, while everyone else took stock of the situation, for those 42 laps had left little opportunity to worry about the plight of the people who were not going to win and the no-hopers, to say nothing of the rank outsiders.

Almost unbelievably the complete BRM team were still running and had not made a single pit stop, but they were not very inspiring, Lauda being 9th, Beltoise 12th and Regazzoni 13th, Firestone tyres being the popular excuse, but it didn't ring very true for there was a Firestone equipped car way ahead of them in sixth place. This was the March 731 owned by Lord Hesketh and driven by James Hunt, and if Scheckter had not been at the meeting Hunt would deservedly have had all the glory, for he was going really well. In practice he had beaten all manner of more experienced Formula One drivers, was on the sixth row of the grid, and right from the start of the race he got on with the job and hung on to the pace-makers, leaving the also-rans well behind. Even though the air-intake to his Cosworth V8 engine fell off on lap 45, he kept pressing on to collect a well-earned sixth place, after the leader's fracas.

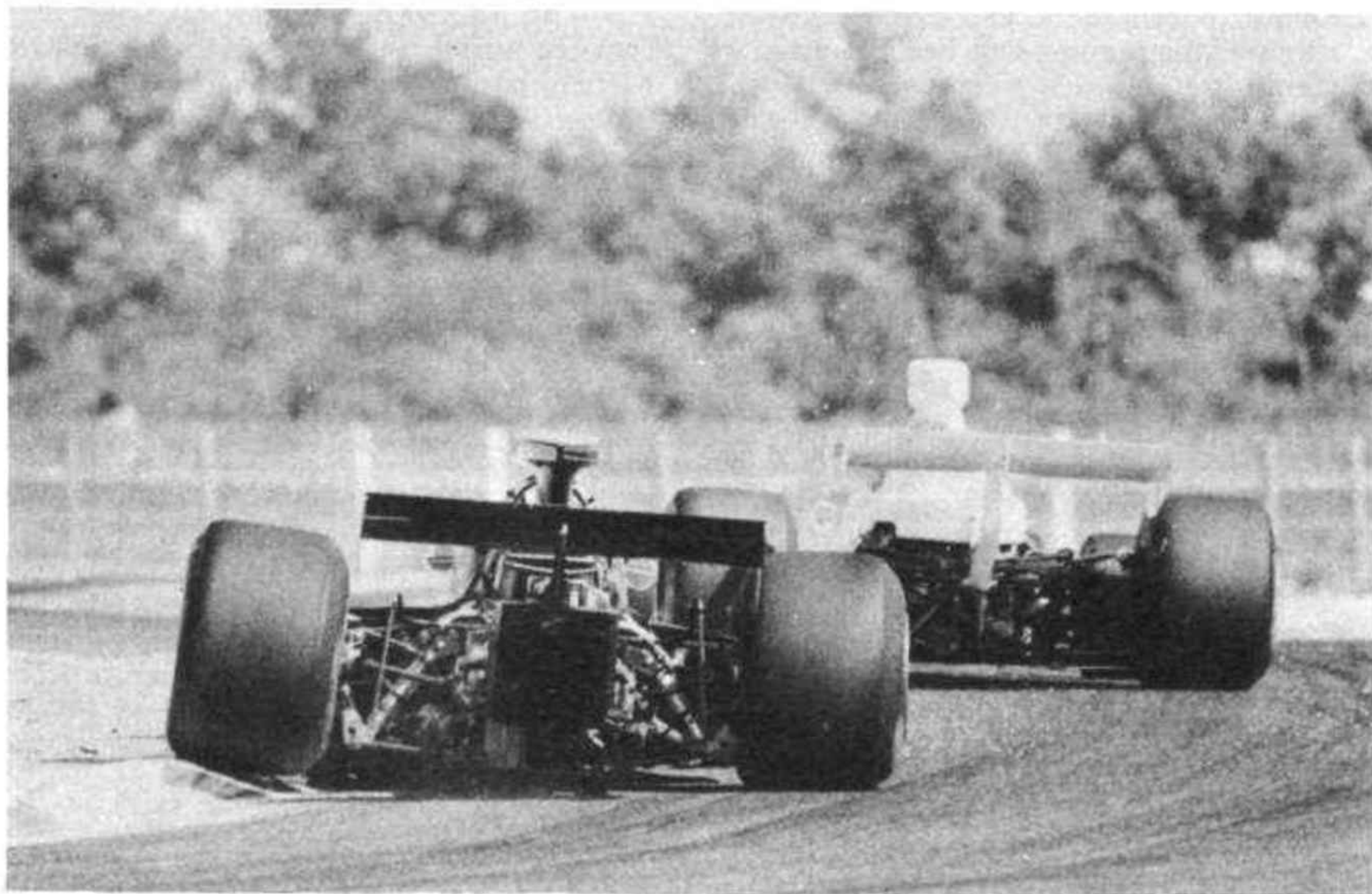
Of the Surtees and the Williams teams the less said the better, for neither of them ever looked like producing a winner, and at times, even a finisher. Pescarolo had taken Galli's place in the Williams team, and gave up when the engine seemed about to blow-up, while Ganley struggled along at the back. Pace changed the tyres on his Surtees, but was never able to show how well he can drive, and Hailwood stopped with oil coming out of the wrong places. The Shadow team were little better off making virtually no impression at all in practice, and Graham

Hill with his private Shadow was faster than both the works cars, while in the race he led Follmer by a long way. Leading Oliver was no problem, as he barely left the starting line. Follmer's miserable weekend came to a stop when his engine died, due to a lack of fuel pressure for the injection system on the Cosworth engine.

The Ferrari team appeared to be in good order, except that Merzario was faster than Ickx in practice, but then with his starting line trouble he began the race with a handicap, from which he never fully recovered even though he drove courageously. Ickx was content to drift along in eighth place, behind Cevert and Reutemann, but no threat to them, until after Stewart had had his pit stop. As the Tyrrell driver was charging back up through the field from his thirteenth position, Ickx woke up and tried hard to keep in front of the Scot, and they both closed up on Reutemann. Stewart got by the Ferrari on lap 51, after pressing hard for a number of laps and indicating very forcibly that he wanted to get by. This left Ickx in fifth place and put Stewart into fourth place, and though he tried all he knew there was no way past Reutemann. The Argentinian Brabham driver had been holding a very good sixth place in the opening stages of the race, behind the pack that were chasing Scheckter, and he was ahead of Cevert, having passed the Frenchman on lap 5. Then on lap 27 he made a slight error and spun, letting Cevert go by, and stayed behind the Tyrrell



New boy holding the maestros at bay. Scheckter, Peterson, Stewart, Hulme and Fittipaldi.



Peterson demonstrates the strength of the Lotus suspension.

to the end of the race, finishing a worthy third, mere inches ahead of Stewart. The other Brabhams did not fare so well, de Adamich retiring from his position of 13th on lap 28 when a drive-shaft universal joint broke, and Wilson Fittipaldi, in the latest Brabham BT42, retiring four laps before the end, while in eighth place, with his throttle mechanism jammed shut.

Right at the back, from start to finish, but running completely reliably was the brand new Ensign of Maurice Nunn, driven by Rikky von Opel, straight from Formula Three into his first Grand Prix. When the leading group went by him after only 17 laps, having made up a whole lap, he had a good chance to see what Grand Prix racing was all about, as Scheckter led Peterson, Stewart, Fittipaldi and Hulme "a merry dance". On lap 31 they did it again, this



Scheckter receiving Prix Rouge et Blanc from Jo Siffert's widow for his drive in the South African GP. Scheckter was also voted by the International Press for the French award.

time without Stewart. Unlike some new designs that appear in Formula One and last so short a time that they are hardly noticed, the Ensign went through non-stop to the finish, which is more than can be said for a lot of other teams.

The mixed bag of Marches were completely dominated by the Hesketh Racing one driven by Hunt, though Jarier in the works car was going well for the short while he lasted, actually leading Hunt, until a drive-shaft universal joint broke. The Stockbroker March, usually driven by Beuttler, was in the hands of Reine Wisell, as the regular driver was still suffering from a F2 accident the week before. On the start line the Swede found petrol seeping up the straps of his seat harness and beginning to burn into his body, but started hoping it would wear off. The pain got worse and he just had to stop after 3 laps, and while he was doctored with ointment his mechanics mopped up the fuel, which was from an overflow, and not a leak. Bravely he rejoined the race but had to give up when the engine showed signs of overheating.

As if with velvet gloves and velvet boots, Peterson completed the 54 laps, not daring to think about anything until he saw the chequered flag and a joyful Colin Chapman

leaping into the air to celebrate yet another Grand Prix victory for Lotus and the John Player Team, but more important to Peterson, his first Grand Prix, after coming so close so many times. A long way back came Cevert in second place, followed by Reutemann fending off a truly "on form" Stewart who had driven really hard after his pit stop, followed by an unimpressive Ickx, the joyful Hunt, then Merzario, Hulme and Lauda, all on the same lap as the winner.

It had been a jolly good Grand Prix of France, but not a French Grand Prix in the Grand Manner that we used to know in the days of the Automobile Club of France, before the Fédération Française Sport Automobile took over the running of the sport.
D.S.J.

French Flippancies

After the race Peterson did not look as though he fully realised he had won. On the parade lap Cevert was waving so furiously to "his public" that many probably thought he had won.

* * *

Gordon Coppuck, designer of the McLaren M23, was more than happy; Hulme and Revson had always shown that the car was competitive, now Scheckter had proved it.

* * *

It must be awful not to win, and even worse not even to be in a position to win, especially to potential winners like Regazzoni, Ickx, Pace and Hailwood. Unfortunately, we can't all have good tyres, good engines and a good chassis, but it's a bit hard when all three are bad.

* * *

Many people refer to Hulme as "the old Bear". It did not take them long to christen Jody Scheckter "young Bear" or "baby Bear". The McLaren team did not win, but after the race they looked as though they had.

* * *

A momentous occasion for "the media people". Hunt got his first Championship point. Wonder what he'll do with it? More important is the fact that Hunt finished a jolly good sixth in his second Grand Prix.

* * *

Just to keep a sense of proportion it is worth noting that the fastest-ever lap by a Formula One car is 1 min. 48.37 sec. by Stewart with Tyrrell 006. In testing Mark Donohue did 1 min. 46.40 sec. with a turbo-charged Porsche 917 Can-Am car. Sports car?

Results :

6th GRAND PRIX OF FRANCE—Formula One—54 laps—Paul Ricard Circuit—5.810 kilometres per lap
313.740 kilometres—Very Hot

| | | |
|------|---------------------------------|---|
| 1st | R. Peterson (Lotus 72/R6) | 1 hr. 41 min. 36.52 sec.—185.263 k.p.h. |
| 2nd | F. Cevert (Tyrrell 006) | 1 hr. 42 min. 17.44 sec. |
| 3rd | C. Reutemann (Brabham BT42/3) | 1 hr. 42 min. 23.00 sec. |
| 4th | J. Stewart (Tyrrell 006/2) | 1 hr. 42 min. 23.45 sec. |
| 5th | J. Ickx (Ferrari 312B3/010) | 1 hr. 42 min. 25.42 sec. |
| 6th | J. Hunt (March 731/1) | 1 hr. 42 min. 59.06 sec. |
| 7th | A. Merzario (Ferrari 312B3/012) | 1 hr. 43 min. 05.71 sec. |
| 8th | D. Hulme (McLaren M23/1) | 1 hr. 43 min. 06.05 sec. |
| 9th | N. Lauda (BRM P160/08) | 1 hr. 43 min. 22.28 sec. |
| 10th | G. Hill (Shadow DN1/3A) | 1 lap behind |
| 11th | J-P. Beltoise (BRM P160/01) | 1 lap behind |
| 12th | G. Regazzoni (BRM P160/07) | 1 lap behind |
| 13th | C. Pace (Surtees TS14A/03) | 3 laps behind |
| 14th | H. Ganley (Williams IR/02) | 3 laps behind |
| 15th | R. von Opel (Ensign MNO1) | 3 laps behind |
| 16th | W. Fittipaldi (Brabham BT42/4) | 4 laps behind—not running at finish |

Fastest Lap : D. Hulme (McLaren M23/1) on lap 52, in 1 min. 50.99 sec.—189.114 k.p.h. (new record).

Retirements : J. Oliver (Shadow DN1/4A) on lap 1, clutching; J-P. Jarier (March 721G/4) on lap 8, drive-shaft joint; R. Wisell (March 721G/2) on lap 20, engine overheating; H. Pescarolo (Williams IR/01) on lap 16, engine; G. Follmer (Shadow DN1/5A) on lap 17, fuel pressure; A. de Adamich (Brabham BT37/2) on lap 28, drive-shaft joint; M. Hailwood (Surtees TS14A/04) on lap 30, oil leak; E. Fittipaldi (Lotus 72/R5) on lap 42, accident; J. Scheckter (McLaren M23/3) on lap 43, after accident; W. Fittipaldi (Brabham BT42/4) on lap 50, seized throttles.
25 starters — 15 finishers.

Notes on the cars at Paul Ricard

TEAM LOTUS were in full strength with their four black and gold Lotus 72 John Player sponsored cars, with R5 and R7 for Fittipaldi and R6 and R8 for Peterson. All four cars had the rear aerofoil mounted some ten inches further back than normal in an endeavour to get it into less turbulent air, thus making it as effective on down-thrust with less incidence and less drag. The hope was to gain speed on the straight without losing adhesion on the corners. For a change Fittipaldi had R5 as his number one car and R7 as his spare, and he raced the former, while Peterson raced R6. The Ferrari team arrived with three cars, all to the same pattern, with 010 and 011 for Ickx and a brand new one, 012 for Merzario. In practice Ickx spun off in 010 and bent the rear aerofoil, so parts were taken off 011 to put it straight and he carried on using the earlier car for practice and in the race as well. After the Saturday morning practice 010 was torn completely apart as the fibre-glass cladding under the monocoque was coming adrift. During the lunch hour the monocoque was standing on its side while three Ferrari mechanics sat quietly, with their hands pressing new and damp fibre-glass onto the monocoque, waiting for it to set. By the time afternoon practice began the car was all assembled again and Ickx continued to practise.

All three 1973 model Tyrrells were in standard form, with front-mounted water radiators, Cevert as usual being in 006, while Stewart raced 006/2 and practised with 005 briefly on the first day. When Stewart started up the Cosworth V8 engine in 006/2 it made a distinctly different sound, which was seen to be due to megaphone exhaust pipe ends, and presumably different cams and timing to go with them.

The M23 McLarens in their always smart Yardley colours were scintillating in the bright sunshine, as were the team personnel in their blue and orange uniforms. All three M23 cars were on hand, Hulme with 23/1, Scheckter with 23/3 and Revson's normal car 23/2 being used as a spare for both drivers. The Brabham Transporter travelled down from Sweden without returning to base and as Wilson Fittipaldi's car was a bit bent after his off-road excursion at Anderstorp, he took over the brand new car, BT42/4, that had been in the transporter in Sweden. Reutemann had BT42/3 as usual, and de Adamich the 1972 BT37/2.

Graham Hill's red and white Embassy-sponsored Shadow seems to improve at every outing, and was giving more satisfaction and speed, although bits were still falling off. In practice the air-intake for the engine came adrift, as did one of the side-plates on the rear aerofoil, while in the race, in the closing laps the mounting of the aerofoil broke and it lay flat, but did not actually fall off. This gave Hill an extra 250 r.p.m. down the straight at the expense of poor cornering, but was useful when Beltoise passed him on the last lap before the straight. He was able to repass on the straight with superior speed,

and get into the "Mickey Mouse" section first, and stay ahead to the finish. The works UOP-Sponsored Shadows were as used in Sweden, Follmer's "crinkled" monocoque being cut about and straightened, but both cars and drivers seem to have come to a stop as far as progress is concerned. After the race, when Follmer's car was retrieved it was found to have only 40 lb./sq. in. fuel-pressure for the injection system, instead of the required 120 lb./sq. in. The pressure-relief valve was replaced and the engine sounded completely healthy once more.

Jarier's works March 721G/4 was using a Cosworth V8 engine that just seemed to want to go on and on with complete reliability. It seemed so healthy that it was used for all the practice and the race, but everyone expected it to blow sky-high. No-one thought that a constant-velocity joint on a drive-shaft would break, and so early in the race. The Hesketh March was using a new air-intake box for its Cosworth engine, with a very tall thin rectangular opening giving good collecting properties with a narrow frontal area producing less air disturbance over the rear aerofoil than some other air-collector boxes. Beuttler's March was as used in Sweden with its new oil tank at the rear, and was driven by Wisell. The BRM team were unchanged from Sweden, but had P160/05 as a spare car for Regazzoni or Lauda, it being difficult for Beltoise to fit into the car. Regazzoni's car, P160/07, started practice with a new design of rear aerofoil that had thick end plates, but it was not retained for the later practice and the race. During practice the team had more than its fair share of engine trouble.

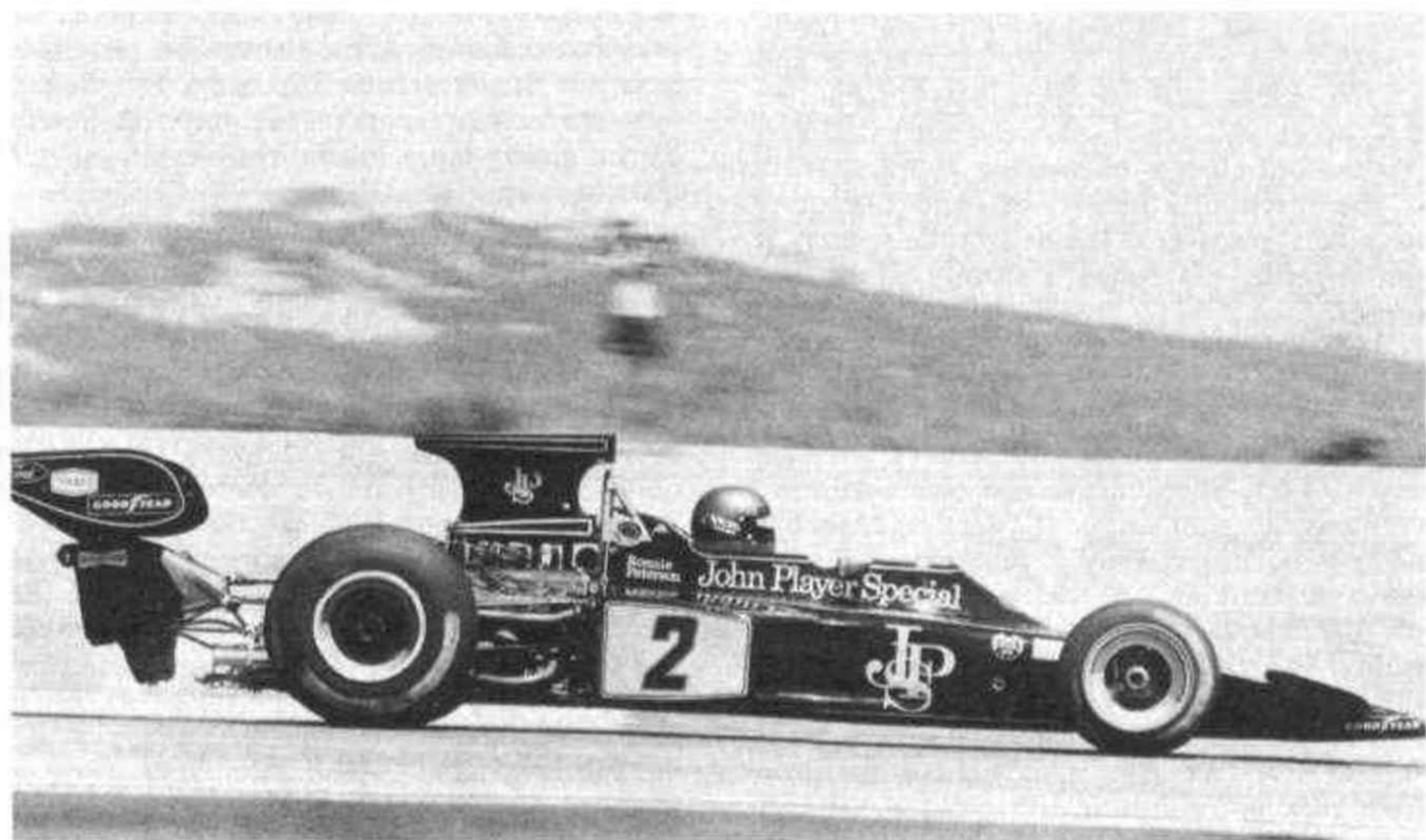
There was an air of despondency in the Surtees team for nothing seemed to be going right and Pace and Hailwood were looking very gloomy, while John Surtees was so busy and overworked that there was never any sign of him taking up the entry that was made for him with the spare car. Hailwood was driving TS14A/04 as usual, and Pace practised 03 and 05, using the former for the race.

The brand new Ensign driven by von Opel was looking smart and unusual with its all-enveloping bodywork and long tail fins. The basis of the car is an aluminium mono-

coque with a Cosworth V8 bolted to the rear. Front suspension is by wide-base double wishbones of tubular construction, the lower one operating a coil spring/damper unit and the whole assembly is carried on a square-tube frame attached to the front of the monocoque. At the rear a fabricated bridge piece straddles the Hewland gearbox and supports coil spring/damper units, while the wheels are located by parallel lower links, single upper links, and twin radius rods in a conventional pattern. The water radiator is at the front and the oil radiators on the sides of the cockpit. Proprietary brakes are carried on the hubs at the front and on the gearbox at the rear in a conventional manner, dictated by Messrs. Girling and Hewland. As the sponsor for the car is the driver the car was painted green with yellow lining, there being no outside interests at the moment. The name Ensign is derived from N for Nunn, sign and as Maurice Nunn comes from Walsall one can only imagine what sort of a sign a Nunn sign is!

While those with new cars were happy and those with old cars were making the most of it, there was one unhappy driver at the first practice, this being Chris Amon, for whom a Tecno had been entered. He had neither a new car nor an old car, for there had been a political/financial wrangle in the Bologna firm and Pederzania had slammed the factory doors and told everyone to get out, including the Martini people who were putting up the money. In the factory were the McCall-designed Tecno that ran at Monaco and Zolder and the brand new Fowell-designed car that was all ready to go, but had not been run. The whole affair was very fraught and had seemed to have reached a deadlock, with no hope of either car arriving for Amon to drive, so he left the circuit and returned to England.

Frank Williams Iso-Marlboro team took Pescarolo back to replace Nanni Galli, who withdrew from racing just before the Swedish race, and the bearded Frenchman took over IR/01, which was using a front radiator and cut-away monocoque sides, while Ganley was driving IR/02 using the original side mountings for twin radiators.—D. S. J.



TEAM LOTUS.—All four cars had the rear aerofoil mounted some ten inches further back.

ROAD TEST IMPRESSIONS OF—

New Cars from Britain, Germany, Holland and Japan

The Austin Allegro



AFTER the troubles we experienced with the first road-test Allegro, BL were very prompt in sending us another, a 1750SS, to try. It was some time before I was able to take it over but when I did I was soon driving it along the M4, bound for Wales, feeling a ripe old square behind its Quartic four-sided steering-control, which Dictionary users say is not a wheel. It was a white four-door with vinyl roof covering and upholstery in two shades of yellow, which some people variously and unprintably referred to in other terms. The new Hydragas suspension gives a generally comfortable ride but there was more float and lateral movement than I liked and this tended to mar the otherwise very high cornering power. I was also surprised at the amount of body shake transmitted, but when a wheel fell noisily into a pot-hole, the hardness of the damping was apparent.

The single-o.h.c. biggest-engined Sport Special version of the Allegro will go to over 70 m.p.h. in normal top gear but it is evident that the fifth speed is provided to kill mechanical cacophony. When this is engaged the Allegro runs smoothly, flexibly and drops revs by some 500 r.p.m. compared to normal top, at our top legal cruising speed. The Allegro is then a lively, comfortable and not too noisy car, handling very much like any other BL f.w.d. model, but with less pronounced change in steering characteristics if the throttle is backed off and not quite so much transverse-engine torque-frenzy if the throttle is opened suddenly from low speeds.

The SS does 96 m.p.h. and accelerates from 0-60 m.p.h. in 13½ sec., the engine running safely to 6,000 r.p.m. It has much imitation wood about its *décor* but the m.p.h./k.p.h. speedometer and tachometer are very easy to read indeed. There is, however, no trip odometer, only a tenth's reading on the total counter. A fuel gauge, which has the bad habit of fluctuating between nearly empty and the red warning sector and then showing below empty for a ridiculous mileage, is matched by the heat gauge.

The five-speed gearbox baulks badly in first gear and is none too nice to use for rapid changes, but the clutch is light and the brakes adequate. The steering gave a high-

frequency vibration through a "wheel" which is very odd to handle, especially when the castor-return spins it through the fingers.

The 64-thousand dollar question is whether BL found the size of circular wheel they wanted to use too small to give a view of the instruments or whether the violent understeer, which very fast and tight cornering involves with the Allegro, caused them to offer a means of clamping onto the steering control? Whichever the reason, I do not like it. The chunky appearance of the car is acceptable but the wheel trims of the SS, in my opinion, look terrible.

Apart from better equipment and perhaps *décor*, and greater interior space, I can see no reason to buy an Allegro instead of the likeable Maxi HL, unless you want a somewhat better ride. I got 32.3 m.p.g. of 4-star, and a tankful of fuel took me 248 miles. I was surprised to find the dip-stick reading below the minimum mark when I eventually took the car over, in this age when so many new cars require no oil between servicing. Three pints of Castrol GTX restored things, a consumption in the region of 500 m.p.p. A considerable mileage was covered with no trouble and the new front-mounted radiator ensures excellent accessibility beneath the bonnet. There is a manual choke. Things which irritated were the coarse front-seat-squab adjustment and the need to assist the squabs by hand to take up a new forward setting, the readiness with which the stowage-well lock could rip one's wrist (the well itself is obstructed by a big ventilator hose), and the placing of the Smiths clock down on the console before the gear lever—I wonder how many accidents that will cause? More detailed comment on the range appeared in the June MOTOR SPORT. Allegro may well represent as big a Stokes' surprise as Marina, from the viewpoint of sales but technically, the suspension excepted, it is not the great new BL car I had hoped for—the valve gear of the Triumph Dolomite Sprint shows more ingenuity than a brace of quartic-controlled Allegros.—W. B.

The Audi-NSU 80GL

AUDI cars have improved impressively over the years and the Audi-NSU 100 is a quite praiseworthy motor car. The smaller Audi-NSU 80 on which the latest VW models are based has earned rave notices, so I was interested to drive one. I took over the GL version, a four-door saloon which has the new 1,470-c.c. overhead camshaft slant engine developing 85(DIN) b.h.p. at 5,850 r.p.m. As this engine, which by the way has a slightly greater stroke than bore (76½ x 80 mm.), is more powerful than the LS version by ten DIN brake horses but appears to be identical, even to the high 9.7 to 1 c.r.,



this is apparently due to the two-stage Solex 32 in. 35 TDID carburetter. It is canted 45° to the o/s and the camshaft is belt-driven.

First impressions were of light controls and a very eager power unit, and of a smooth gear change from a long, slender floor lever. The car appears to be of high quality finish, and has plenty of interior space and fully-fitted carpets. The Audi 80 has an ingenious front suspension geometry which gives straight-line, hands-off braking on slippery roads. Whatever will we be given next?—Saab heat the driving seat for you, Audi keep you on a straight path. I suppose it shouldn't be difficult to choose between a painful complaint or a shunt . . . There was no evidence of pampering about the Audi I took over. A wiper blade had flown off and scratched the screen, and fast cornering produced curious noises like pebbles rolling along a beach, which was caused by glass particles in the heater ducts from a previously-shattered windscreen. I had a short spell from Dunstable, where the Concessionaires have their offices, mostly on the M1, to the office, feeling immediately that I was going to like the car. I then had to leave this much-publicised German car, to try the Austin Allegro. On my return, I discovered that colleagues had driven it to Rouen-Les Essarts and back, which implies it had been well and truly tested! I felt this from the brakes, which were now a bit less effective and inclined to squeal, and something was rattling under the car. Under this treatment the oil consumption was approx. 900 m.p.p. The dip-stick is badly placed beneath a hot water hose running to the off-set frontal radiator, but the rest of the machinery is very accessible, including a transparent box of 17 electrical fuses.

The most striking aspect of the Audi 80 is its sense of being "alive"; it is a responsive, and thus an enjoyable car. The light steering, clutch and gear change enhance this impression although the lever has short lateral movements, heavily spring-loaded. The engine revs. willingly to 30 and 50 m.p.h. in first and second gears. Eighty m.p.h. is possible in third gear, with a top gear maximum of 105 m.p.h. Acceleration is in the order of 0-60 m.p.h. in 12.1 sec. Although the power pack is ahead of the driven front wheels and there is this keep-straight steering layout, the impression is that of controlling a rear-drive car, for the steering is light once on the move, but inconsistent, and free from pull, kick, or other f.w.d. characteristics. Cornering, however, is safe in the tradition of f.w.d. cars, but feeling a bit ragged if one has to lift off in mid-corner or when bad surfaces make the suspension, which is by negative-camber McPherson struts at the front, with anti-roll bar, and by a coil-

sprung dead axle at the rear, lively. I was not 100% impressed by the handling. The wheel, with a horn-sounding cross-spoke bearing the famous four-ring Auto-Union motif, needs around $3\frac{3}{4}$ turns, lock-to-lock, and slightly higher gearing would cope that much better with what understeer there is. Normally the noise-level is low for a small car but the engine zizzes towards peak revs. I missed the fifth speed of the Allegro for killing this and I think the British car corners that much better. The Audi 80's pedals are too small, close together, and with nowhere to put the left foot. There was a flat-spot from the two-stage carburation.

However, this Audi-NSU is very nicely made, with excellent finger-tip door locks, good seats with reclining front squabs, a useful, unobstructed boot but no interior stowages apart from an unlockable under-facia well and an under-facia lipped shelf for the driver. The 110 m.p.h. speedometer with single odometer is easy to read but the fuel gauge needle almost impossible to see, either in the daytime or at night. The flashers are inaudible and their indicator light also invisible. Nor can the designer have ever driven this car at night, for a very big blue light shines in one's eyes if the four Hella circular halogen headlamps are on full-beam. Their switches are neat but confusing to Englishmen, German law requiring the headlamps to be instantly available, so that to obtain sidelamps one has to get the headlamps on and then switch them off again! The floor hand brake has an abnormally long travel. There is a heat gauge but no oil gauge. Convenient twin multiple control stalks are fitted. The fuel tank holds ten gallons and from full it took me 323 miles. Overall, the figure was 34.0 m.p.g. The test car had Toric reel-type safety-belts, an Audi-NSU battery, and a Radiomobile radio. The heating and ventilation are governed with two quadrant levers, with a knob for heat volume. There is provision for window demisting, and fresh air venting.

I was interested to find the Audi to be yet another car shod with those excellent Michelin tyres, ZX 155 x 13s. The styling is crisp, with large window areas, and it is easy to get into and out of this medium-sized family car. The ride is commendable and so are the 9,000-mile intervals between servicing. The Ingolstadt engineers are obviously proud of the in-built safety factors, such as the diagonally-connected twin-circuit system for the disc/drum brakes. A 1,296-c.c. engine is available, and automatic transmission. Germany is introducing smaller cars, Opel having recently announced theirs, and the Audi-NSU fills this market very effectively, although the 80 GL now costs £1,653.—W.B.

The DAF 66SL

WITH congestion, shortage of parking facilities and a growing panic, whether justified or false, over a World petrol shortage, perhaps eventually we are going to be obliged to choose smaller cars as our regular transport. Certainly, there is currently great competition between manufacturers in the small car market, and the latest Daf 66SL which we have recently had the chance to drive



seems to be a thoroughly worthwhile, if rather expensive, proposition at its tax paid price of £1,180 in the United Kingdom.

Over the years, Daf's sales in Great Britain have moved steadily forward along with the reliability of the rubber-belt automatic drive which has always been fitted to the small cars from Holland. The system has the great advantage of not having many complicated moving parts to go wrong like a conventional automatic, but it does mean that there is no manual over-ride with which to affect one's rate of acceleration. But with the Daf's 4-cylinder in-line motor producing 55 b.h.p. at 5,600 r.p.m., progress is quite brisk for this sort of car up to a claimed maximum speed of 88 m.p.h.

In terms of styling, the original Daf dumpy profile is repeated on the new 66SL, although the standard of finish is quite good and the interior fittings well laid out. The individual front seats are cloth covered and slightly contoured, notably good for a small car, while the steering wheel is well positioned and the instruments clear and legible. A 100 m.p.h. speedometer without trip is flanked by a matching circular instrument containing water temperature and fuel contents, as well as warning lights for ignition and low oil pressure.

Our model fired up only with reluctance and we found that the central "direction selector" on the floor between the seats needed some gentle encouragement to select a "ratio" without an objecting crunching of gears. Once selected, the engine tends to flutter slightly and, on a couple of occasions, stalled in traffic whilst waiting in a queue. Once on the move, the motor revs willingly, although the noise level at over 70 m.p.h. is pretty high with the unit buzzing over merrily at 5,000 plus r.p.m. allied to a slight whirring which we thought was coming from the Variomatic belts.

Handling is very good for a small car such as this, with the rack and pinion steering giving good directional control and a turning circle of 31 ft. 5 in. Disc brakes at the front and drums at the rear are hydraulically-operated and pulled the car up smoothly in all circumstances, while the independent suspension by torsion bars with anti-roll bars and hydraulic shock-absorbers, give a smooth, if rather spongy ride over the bumps.

The brightwork is of stainless steel, there are two-speed windscreen wipers and screen washers as standard and details include courtesy lights with switches on both doors, hazard warning lights, fully reclining seats, reversing light and driving mirror on the driver's door all in the basic price. The Daf 66SL returned just over 36 m.p.g. during its stay with us and consumed virtually no oil at all.—A. H.

Toyota's Corona

JAPANESE manufacturers have steadily been making inroads onto the British market over the last six or seven years, Toyota in particular now offering a wide range of cars varying from the 1,166-c.c. Corolla to the 2,563-c.c. Crown. Falling mid-way between these two models is the 1,968-c.c. Corona saloon, two of which spent some days at Standard House, one with automatic transmission and one with a manual gearbox.

At a total of £1,673 tax paid for the manual version and £1,773 for the automatic machine, we acknowledged that the cars are spacious and quite well finished, although not quite in the idiom which British customers will expect. The four-cylinder o.h.c. engine is of aluminium alloy throughout, developing 113 b.h.p. at 5,500 r.p.m., but we didn't feel it was either particularly smooth or particularly flexible. The manual four-speed box was rather on the slow side, with a long throw to the lever and the automatic jerky in operation, actually breaking down and stranding one of our staff members in Geneva although the local dealer obligingly effected a reliable repair.

Suspension, by means of coil springs and wishbones at the front, with a live rear axle with a four link location, coil springs and a



Panhard rod, endows the car with a rather soft ride although it was found that long distances on motorways were covered in a comfortable and relaxed fashion, the car cruising comfortably at or around the 95 m.p.h. mark for hour after hour.

Interior fittings are comprehensive, although the style is rather ornate and feels as though too much plastic has been used. The square instruments are quite legible, although at night we found some difficulty reading them. The substantial front seats give quite good lateral support and have built-in backrests while the ventilation system was particularly capable in dealing with the heat of Italy and Southern France in the height of the summer. Quarter-lights have been eliminated from the side windows. One novel system is the provision of a micro-switch on the brake pedal which automatically activates the brake lights before the brakes themselves are operated, giving some extra warning to the cars in front that the Toyota is about to slow.

Braking is catered for by servo-assisted discs on the front and drums on the rear, the turning circle is 31 ft. 6 in. and the full specification includes hazard warning lights, tinted glass, a heated rear screen, cigarette lighter, clock, lockable petrol cap and

Continued on page 880

Racing at Phoenix Park

THOSE who remember the thrilling two-day race meetings at Phoenix Park before the war should be interested to know that much the same circuit, the cars racing round Mountjoy corner in the famous park will be used on September 8th-9th, when the Irish MRC's Grand Player's Grand Prix, to formulae libre takes place. There are supporting Formula Ford, Clubman's Formula, Production and Modified sports-car and standard saloon-car races, some with a handicap attached. The Player's GP is a scratch race over 125 km., run in two parts of 29 laps each, on the Saturday and Sunday. It might even attract some historic cars. Entries close on August 13th, late entries on September 3rd. Details from the Irish Motor Racing Club, 15 South William Street, Dublin 2.

Miniatures News

GORGI have sent us a sample of their effective Ferrari Daytona miniature, which is in the colours and carries the symbols of the JCB racing organisation and the competition number 33 which, in full size, this impressive coupé presumably wore in this year's Le Mans race, from which it retired with transmission failure.

Grand Prix Models, 173/175 Watling Street, Radlett, Herts. have imported specially a fine kit for building a very large and extremely detailed model of Jackie Stewart's F1 Tyrrell. It goes together well and the body can be removed to reveal the mechanics. The price is £5.99, plus 30p postage and insurance. This dealer can supply most of the World's plastics and die-cast model kits, from 20p up to £55 for completed Pocher model cars. Recent letters about pre-war models has led to correspondence relating to March Models' GP Mercedes-Benz, one of which is still owned by J. Coulburn of Blackpool, whose father gave it to him 35 years ago, while J. Armitage of Mirfield writes of his models, which include a 6 in.-long model-T Ford two-seater by Bing of Nuremberg, which was one of a series.—W. B.

V-E-V Odds and Ends.—A Roesch Talbot, probably a 75 saloon, has gone to ground in a small Welsh garage until a sufficiently high offer is obtained. There will be classes for pre-1941 and Historic cars, and awards for VSCC members, at the Doune hill-climb on September 23rd. Details from: G. Holdstock, 40 Auchinloch Road, Lenzie, Glasgow G66 5HA. The Goodyear Tyre & Rubber Co. (Great Britain) Limited are hoping to put on permanent display at their Wolverhampton headquarters as many historic Goodyear items as possible, such as tyres, wheels, old promotional material, etc. and they would be glad to hear of any such items. A vee-radiator Mathis with truck body and a late-model Salmson have been seen at a French garage and may be for sale. At the Bentley DC annual speed trials in Belgium, fastest time over the two-way flying kilo. was made by Bob Gooda's Maserati Bora at



PRESCOTT FLASHBACKS.—Above: T. A. S. O. Mathieson copes ably with Black's Monza Alfa Romeo in the Survivors' Handicap. Below: Jack Lemon Burton in his pre-war racing kit.

158 m.p.h., Barry Eastick's Bentley Mk. VI/S1 Continental did 132 m.p.h., Nutter's 6½/8-litre Bentley 97 m.p.h., and Harvey Hine's bull-nose Morris-Cowley exactly 50 m.p.h.

For the record, in the June Daimler-Lanchester OC Stratford Rally the "vintage" award went to G. Broomfield's 1932 Mulliner-bodied Daimler sleeve-valve Q16/20 saloon. The Pre-50 American AC has its Rally of the Giants at Dyrham Park, Bath, on August 26th and Dunbar Town Council is sponsoring the HCVC's Dunbar commercial vehicle rally on August 25th/26th. Hamilton-Gould points out that his Austin 7 did not retire from the VSCC High Speed Trial, as we stated. We are glad to note that the Armstrong Siddeley OC magazine *Sphinx* and the A7CA's *Magazine of the Austin Seven* have resumed publication. Some vintage motorcycles, including an Ariel, a Sunbeam, and a Norton have been found in a country barn.



TOYOTA TEST—continued from page 879

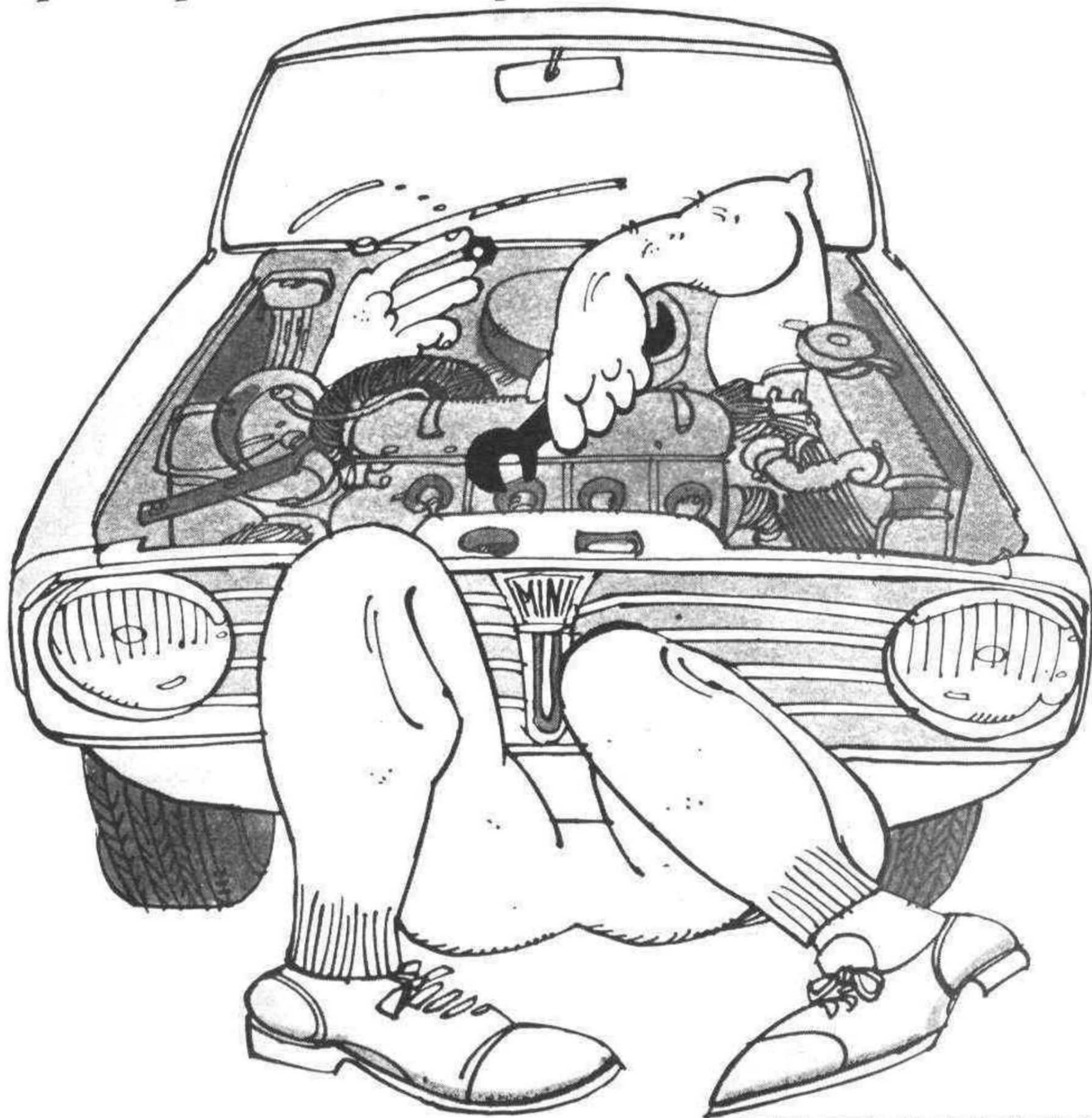
electric screen washers allied to a two-speed wiper system. The Toyota will take four people quite comfortably, five at a pinch, while the boot is generous for a car of this size. Wide section British Dunlop radial tyres are standard equipment.

The styling of the car is pleasing, but we felt the car as a whole rather dull although its accommodation should ensure that it finds a niche on the UK market for those who want something a bit different. Overall fuel consumption worked out at around 25.1 m.p.g.—A. H.

Dragster Models

THOSE who are interested in dragsters and funny-cars should note that Revell have some fine model kits of these types. For instance, there is a 1½-scale model of California Charger, the champion Fuel Rail dragster, which makes up into a realistic model 15½ in. long, and the Rodfather classic TT-Bucket Street Roadster, to a scale of 1/25. This latter ready-to-assemble plastic kit includes a detailed Chevy 327 engine.

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MS/8/73

Veteran Edwardian Vintage

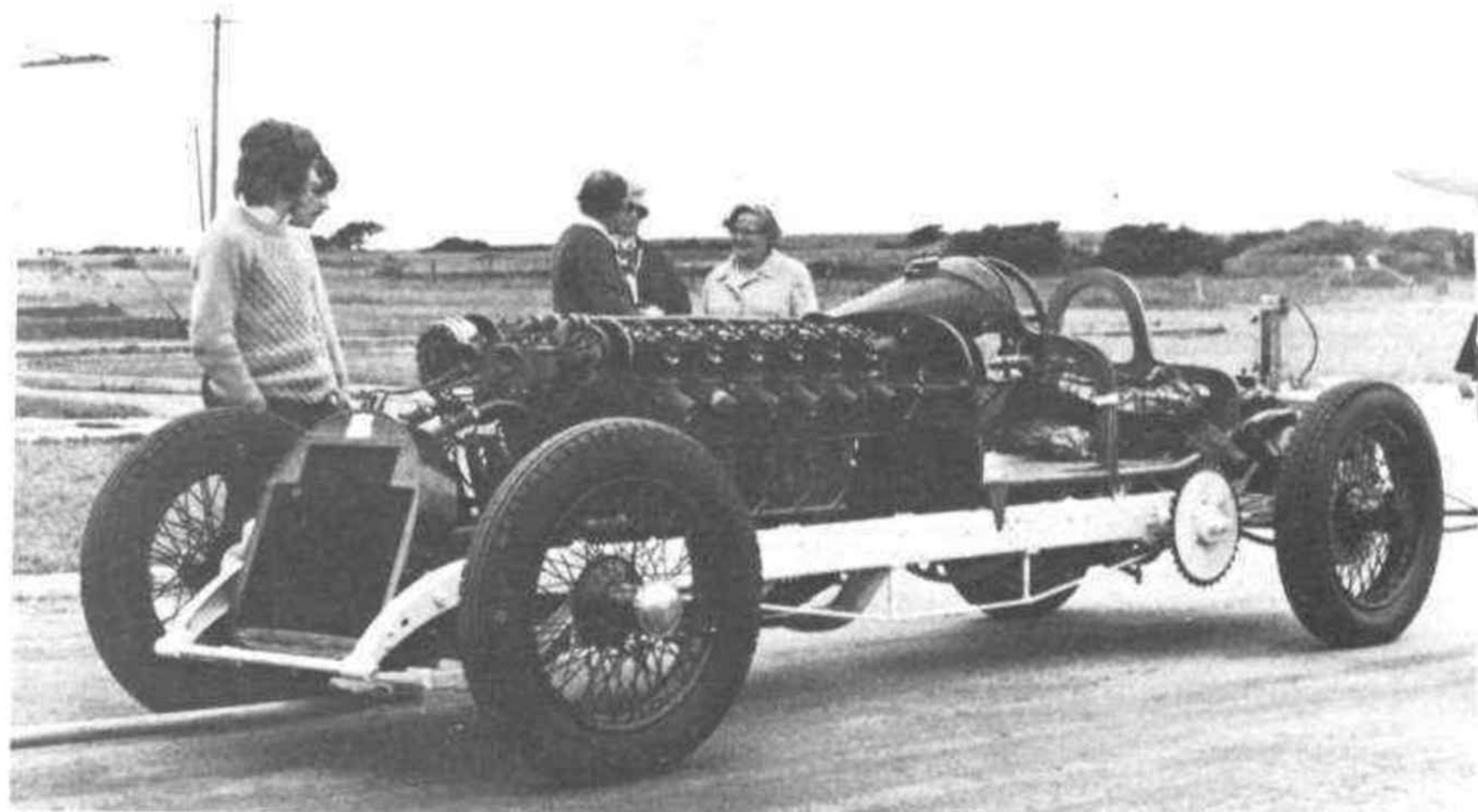
A SECTION DEVOTED TO
OLD-CAR MATTERS

"Babs Runs Again"

WE were present at a rather historic happening in Anglesey on June 24th—Owen Wyn-Owen, who disinterred the 27-litre Thomas Special "Babs" from its Pendine grave some time ago drove the car before an audience for the first time since Parry Thomas made his last, fatal, run in it, 46 years ago. Having remarkably and meticulously rebuilt the great car, removing all evidence of corrosion by sand and salt water, Wyn-Owen arranged to try out "Babs" at the new Llanberis By-Pass. The local Council was willing, but the Police, probably wisely, refused permission.

So a Land Rover towed her, driving chains removed, to Mona Airfield, where she made a number of circuits by generous permission of the RAF, before a crowd of some 200 supporters. A tow start at first produced some alarming flames from the two forward-mounted carburettors but soon the V12 engine was running well, although only on one plug per cylinder, served by the distributor on the nose of the o/s o.h.-camshaft, the other distributor not being fitted (it was burned in the Pendine accident). Wyn-Owen only elected to use bottom and second gears but got up to some 60 or maybe 70 m.p.h. on the runway. He found starting difficult with the high first gear, and the tiny clutch with its 50 or so steel and Ferodo-lined plates, the engine having no flywheel.

"Babs" was in chassis form on this occasion but wooden formers have been made for the re-fitting of the body panels and Wyn-Owen has been meticulous in getting the dimensions, steering-rake, etc. correct. It is remarkable how much of the car is, in fact, original. The driving sprockets, for instance, the gearbox internals and the fuel and oil tanks. Incidentally, Wyn-Owen could find no trace of the indentation on one tooth of the o/s driven sprocket which Reid-Railton said had been caused by a piece of broken wheel-spoke getting under the chain . . . Dunlop tyres of the correct 33 x 5 size are fitted, the radiator has been beautifully repaired by Delaney Galley and bears both their new and their original name-plate, and the Budenbury Gauge Co. of Anglesey are currently making as new the oil and water temperature gauges which Thomas' mechanics broke with a



"Babs" ready to go, for the first time before spectators for 46 years. Note that the driving chains, removed for towing, have not yet been refitted.

hammer before "Babs" was buried. So she ran with only an oil-gauge on her try-out, the pressure on the stop, as the pressure release valve has yet to be experimented with.

The steering box was unrestorable, so Wyn-Owen made a glass-fibre moulding and

from it cast and machined a new one, rather as GKN rebuilt the gearbox casing, as previously described in MOTOR SPORT. Triplex have made a new screen and a new steering wheel. The Liberty engine used by Count Zborowski was a Packard-built Model-A but

Owen Wyn-Owen gets ready to wake the Old Land Speed Record car to life. He is wearing, as Parry Thomas used to do, a "fairisle" pullover, but not the typical Thomas leather flying helmet.





As the picture on the opposite page shows "Babs" sans driving chains, we include this picture of the o/s one, said in 1927, wrongly we think, to have broken and decapitated Thomas. The original sprockets are used.

the cylinders were beyond recall, so Wyn-Owen has put on cast-iron cylinders from a more recent Liberty tank engine. He has painted them blue, so that there is no suggestion of deception, against the day when he can fit the correct type of "pots" from a Liberty aero-engine he is expecting from America. He hopes then to compare its cam contours with those of Thomas' alleged Lay-stall-made camshafts. The two-ring aluminium slipper-type pistons used by Thomas had no oil-control rings and so the engine was apt to trail a plume of smoke but the tank engine has such rings and ran very cleanly. It was indeed an impressive first baptism for the resuscitated "Babs". Afterwards the engineer driver/rebuilder drove home in his 6½-litre Bentley two-seater and his wife in her open vintage Delage, while Keith Knight, himself a Liberty fancier, had driven to the venue in the Wyn-Owens' Chummy Austin. Praise, too, must be accorded to student Ronnie Roberts of Bangor, who has helped greatly with the rebuild and was in "Babs'" seat for the tow out to Anglesey and back to Capel Curig.—W. B.

V-E-V Miscellany.—Additions to the Syon Park "History On Wheels" Museum include a 1914 AC Sociable, a 1912 Norman Reeves-rebuilt Model-T Ford and a 1916 Model-T Ford racer with three-speed gearbox mated

with the expected two-speed epicyclic transmission. A Marendaz Special Car Register is in process of trying to form itself, as 21 Marendaz Special cars are known to exist, embracing the 11/55, 13/70, 17/90 and 15/90 models, although no Marseel or Marseel forerunners are thought to have survived. Capt. D. M. K. Marendaz is President, the Vice-Presidents are Mrs. Aileen Moss and Raymond Mays and the Registrar is J. H. Shaw, 23 Vineries Close, Leckhampton, Cheltenham, Glos.

They still come to light—among fairly recent discoveries, readers tell us of a 1924 Minerva which is being restored in Essex after some 40 years in a scrapyards, a Renault AX engine with Renault carburettor complete except for flywheel, and a Sizaire-Berwick differential unit. Last year the remains of a 1905 Yorkshire steam wagon which had been derelict on a mountainside since about 1925 were rescued and the rebuild was steamed this year, some 1914 20/30 Wolseley parts were saved from a N. Wales scrapyards, and more recently the front-end of a Clayton steam wagon and some Foden wheels were found but, alas, a Super Sentinel chassis was cut up in a Wrexham scrapyards and only one wheel saved. A 1930 Austin 7 and some parts including a magneto engine are reported to lie in a London garden and from the North of Scotland are reported a 1927/28 Sunbeam 16 chassis, and, in Orkney, an Autovia Mulliner saloon, a spare Autovia and a 1920s Albion lorry, while in Selkirkshire we learn of a 1909 5.6-litre chain-drive Albion landaulette, with body by Croall & Croall of Edinburgh, which is still in the coach-house to which it was driven originally—the last-named is not for sale. From *Dealer Team Vauxhall Sporting Digest* it seems that racing driver Gerry Marshall drove a 14/40 Vauxhall saloon at the recent Vauxhall Sports Spectacular that he had bought from two old ladies in the Isle of Wight; they date it as 1946 but presumably mean 1926. As they date a Silverstone meeting in the same June issue as having happened in July, we fear their calendar is up the creek. Membership of the Brooklands Society now exceeds 400.

The well-known 1923/28 4½-litre Bentley four-seater of Hamish Morten's which Martin Morris drove to victory in the Seaman Vintage Trophy Race at Oulton Park last June also won the Le Mans vintage-car race—as Peter Hull remarked, one could safely say that this Bentley was exactly as raced at Le Mans! Kenneth Neve's 1914 TT Humber is about the only Edwardian racing these days. Its radiator rebuild was largely the task of Turner, Newall, not of GKN as we incorrectly stated. While on the subject of corrections, Neil Corner still has his 1914 GP Opel, which has not gone to Colin Crabbe and it wasn't Rogers' AC Special which was stolen before the VSCC Silverstone Meeting but his tow-car. Why, we query, does a sports AC require a tow-car? In writing of the 3-litre straight-eight Ballot which Jack Dunfee raced at Brooklands for so many years, we listed A. S. Heal as one of its subsequent owners; in fact Heal had a 1919 5-litre Indianapolis Ballot but Cecil Clutton was one of those who owned the GP Ballot, after it had been modified by D. B. M. K. Shipwright. The ex-Joyce, ex-Aked sixteen-valve AC single-seater has turned up in new ownership, in London.

PRESCOTT'S 35th ANNIVERSARY

THE 35th Anniversary of Prescott, the hill-climb near Cheltenham which the Bugatti OC bought for its own use in 1938, was celebrated by the BOC/FOC on a gloriously sunny Saturday in June. (Strictly, it should have occupied the Sunday). There was a magnificent Bugatti entry, with almost all the more recent types running, some driven by Overseas Bugatti owners who were on an International Rally to this country and were going on to look at Brooklands the next day.

The hill was opened by Cecil Clutton in the 1908 GP Itala with one of the BOC Vice-Presidents, Ronnie Symondson, AFC, as passenger. Symondson then led a Parade of Old-Timers, the "Old-Squares' Drive-Past", in his Type 57S, with Raymond Mays as his passenger. The rest of this got a bit out of hand, with some Bugattis occupied by persons who could scarcely have been conceived when Prescott was born. But many old-timers from the first meeting were there. Gahagan crammed his James Young Type 57 d.h. full of us—myself beside him and Lemon-Burton, George Boyle and Peter Stubberfield in the back. Neil Corner couldn't bring ERA R4D as it was in pieces, or Mays might have been coaxed into it. But the main thing is that he was there, as were so many other pre-war Prescotters, like Wally Hassan, Sir Clive Edwards, Peter Hampton, who came in his Lamborghini, Roy Taylor, who so nearly got Donington released for motor racing after the war, Giron, who was driving Lord Montagu's Coupe de L'Auto Sunbeam, Heal, and many more. This Parade turned out to be for Bugattis only, so I had to turn down the offer for old time's sake of a Lancia Aprilia—I drove one at a pre-war Prescott, as I regarded the road-test Aprilia as the finest car I had then driven, apart perhaps from a 4½-litre Bentley. Twice I had failed to make the venue in my own cars, an ABC and a Rhode, so had to rely on road-test cars like this Lancia or my later Austin 7s. I tried the hill for MOTOR SPORT before it was officially opened with a Fiat 1100 and took part in the Opening Rally (with a considerable advantage!) in an Aprilia. So I was glad to be given a lift up the hill, on this nostalgic occasion.

Better still, however, some brave souls were competing in a Survivors' Handicap, unfortunately relegated to the end of the programme. TASO Mathieson looked thoroughly at home in Black's Monza Alfa Romeo, Tom Rolt had both his SA and TC 12/50 Alvis cars in action, Jack Lemon-Burton, the BOC's Technical Consultant, came in his pre-war white overalls with "Bugatti" across the back and his original crash-hat (which the Scrutineers wouldn't let him wear) to drive Saunders' Type 35C Bugatti, and Doc Taylor had the Caesar Special and was seen trying to persuade Dick Caesar to have a go. This class was completed by Clutton in the Itala and Symondson in his Type 57S. A memorable occasion! Now for the VSCC Prescott, on August 12th.—W. B.

BEHIND all the outward glamour which motor racing provides is a large army of specialist individuals each concentrating on one particular item of a competition car's performance. Tyres, brakes, fuel injection all provide an obvious source of attention for skilled technicians and mechanics and to that list one should add another very important accessory and one which is often overlooked and certainly taken for granted. That is spark plugs. Possibly the largest competition-orientated firm in that sphere is the Ford controlled Motorcraft organisation and one of the most familiar trade figures at the Grand Prix circuits is their popular competitions manager, Brian Melia.

Melia has been competitions manager of Motorcraft, or as it was when he took over, Autolite, since 1967. But we would be interested to know just how many of the earnest young racing drivers who can be seen huddled in the corner of paddocks all over Europe attentively watching Brian's analytical examination of a plug electrode realise just how much of a motor sporting background the man they are dealing with has amassed. For his consuming interest in motoring matters started way back in the mid-1950s and led to his becoming one of Ford's most valued rally co-drivers before his current appointment brought an end to his active participation six years ago.

Born in Blackpool in 1934, Brian had a technical inclination from a young age and, although his all-consuming passion was for cars in general and rallying in particular, left school at the age of 18 to serve a technical apprenticeship with the British Aircraft Corporation. He spent seven years based at their three establishments in Lancashire and graduated as an engineer working on the wind tunnel development of such aircraft as the Canberras, Lightnings and the abortive TSR2. But although his working hours were

Rallying to spark plugs—

occupied with the intricacies of aircraft aerodynamics, his spare time was devoted to rallying.

"I can remember reading all the magazines avidly", Brian recalls. "In fact, when I was a teenager I'd pedal to Preston in order to see the Edinburgh starters for the Monte Carlo Rally passing on the A6".

This youthful enthusiasm soon started to look for a practical outlet. During his stay at BAC, along with one of his colleagues, Brian used to put "about thirty bob into a kitty every week to enable us to go rallying. In fact our first rallies were conducted in an old Ford Anglia 100E which used to get thrashed round the country lanes on the border of Wales in all manner of unlikely events". Melia earned himself quite a local reputation for knowing all the popular country tracks used at the time and became in demand as a navigator in many restricted events in the area.

But his big chance came in the 1959 RAC Rally which started from Blackpool. Theodore Roosevelt, wealthy motor enthusiast son of the late American President, had entered a Fiat-Abarth for Gregor Grant to drive with Brian McCaldy, but the latter gentleman broke his leg during some pre-rally frivolities. A quick eye was cast round for a replacement and someone suggested Melia's name. He was in.

"We really were lucky and fell on our feet, particularly in Wales where I knew all the territory but were still fairly novice about the whole affair and had to miss the maximum number of controls to keep within the

overall time limit. Eventually we found ourselves at Brands Hatch for one of the circuit races and I was left to do the driving. Because of the car's sheer speed I ended up on the outside of the front row alongside Paddy Hopkirk's works Sunbeam Rapier. When the flag dropped, so did Paddy's clutch which promptly broke with a bang. And I won the race—as, I'm told, I should have done in that car!"

Brian's reputation expanded the following year and he was invited to co-drive for local enthusiast Don Grimshaw who had just purchased a brand new, works prepared Triumph TR3. Together they won the Bolton Rally, one of the qualifying rounds of the *Motoring News* Rally Championship, and thus encouraged, Grimshaw acquired an ex-works Austin-Healey 3000 for the following year. "But that came to a sticky end in a narrow Welsh lane", Melia recalls, "It caught fire, we baled out and watched while a pencil of flame about fifteen feet high lit up the surrounding countryside. There wasn't anything left by the time the fire brigade arrived".

But it wasn't just behind the maps in a rally car that Melia's talents lay, for his organisational abilities soon came to the surface as well, abilities which were to eventually earn him a permanent position with Ford's competition headquarters at Boreham. Through his position at BAC, he was a member of the English Electric MC which in turn was a member of a consortium of Lancashire clubs titled the Fylde Motor Sport Group. They held a rally called the Welsh Rally, the organisation of which was taken over by Graham and a fellow member named Graham Marrs. They immediately renamed it the "Shunpiker" and over the next four years it earned a reputation as being one of the very best of all British rallies. When, in 1965, Graham Marrs left to live in America and Brian's professional aspirations had led him south to live near London, rather than a run a sub-standard event the organisers chose to scrap the "Shunpiker". It was missed by rally enthusiasts all over the country, but his move by the club was an adequate testimony to the organisational flair of the two men.

In fact, it was the "Shunpiker" which was directly responsible for Melia getting his first ride in the works Ford team. He'd met Anne Hall one day at Mallory Park and started chatting to her and, by chance, a copy of the "Shunpiker" regulations fell through her letter box just as she was talking with Bill Barnett about Ford's participation on the 1962 Monte Carlo Rally.

"Anne suggested that I should be asked to go with Henry Taylor in a works Cortina", says Brian with a grin on his face, "so Bill rang me up and my mother, to her everlasting credit, managed to keep him talking on the phone for 40 minutes until I arrived home!"

In addition to the Monte, Melia was also taken along as co-driver on the Acropolis and RAC Rallies in a Cortina and also took in the Tulip with Tony Fisher. In the Tulip



BRIAN MELIA with Jim Clark in the works Lotus Cortina, 1966 RAC Rally.

Brian Melia



they took second place in their class behind Pat Moss in her works Mini-Cooper. They took sixth in the RAC, eighth in the Tulip and tenth in the Acropolis. The following year, when Syd Henson took over as Ford's Competitions Manager, Melia was asked to join as a regular co-driver for Henry Taylor.

But his actual post at Boreham involved far more than just navigating. It's with some amusement that he recalls he had a notice on his office door labelled "Brian Melia—Navigator" and most of his colleagues assert that

he's the only individual ever to be so treated. And this was where his organisational ability was harnessed to Ford's rally programme. Not only could he co-ordinate plans for the rally, map out service schedules and annotate pace notes for the crews, but he was an organiser whose mind worked as that of a competitor and as such proved to be a great asset.

During his spell as full time co-ordinator for the Ford Rally team he didn't let success pass him by altogether, winning the BTRDA Gold Star Drivers Championship in 1963 and second to Roger Clark in the British Drivers' Championship. He took a works Cortina to second place in the 1965 Circuit of Ireland in partnership with Geoff Daniels; they were only a couple of seconds behind Tony Fall's Cooper S at the end and Melia looks back on this as one of the personal high spots of his active competition career.

Then, in 1966, came the event which many readers will know Brian's name from. The RAC Rally in which he co-drove with Jim Clark in a works Lotus Cortina. "It all came about in a rather peculiar way. After Stuart Turner, then BMC's Competitions Manager at Abingdon, took the step of entering a Cooper S in the RAC Rally for Graham Hill, there was very little alternative but for Ford to do something about it. Quite naturally, the obvious choice was Jim Clark and I was the one nominated to co-drive with him".

Of course, Clark's early days in the sport had embraced a lot of rallying in the Border country, although he'd not taken part in a rally for about nine years up to that time. The way in which he settled down behind the wheel of this Cortina merely emphasised to Melia what an exceptional driver he was in just about anything on four wheels.

Melia remembers it was a brilliant performance. "But he'd got the luck of the Gods on his side as well. He had five minor excursions on the first evening, but on each occasion there was nothing to hit". In Wales, Brian's knowledge gained in organising the "Shunpiker" kept Clark on the road and, in fact, his fastest times were set on stages where Melia had recorded fastest time on the Gulf London Rally some months before. "But there were moments when he slipped into the two per cent area where his lack of experience let him down, and in those circumstances he just went off. He was naturally in control of the car and immediately set times on the stages which put him amongst the leaders".

By the time they reached Scotland they had climbed to second overall and Clark was really beginning to get the hang of the whole business but then they arrived over a slight brow just before a slight left and Clark made the mistake of turning the wheel a little bit as the car went right over the crest. The car ploughed off into a rock face and badly damaged a front corner. This was repaired promptly by the Ford service crew at the end of that particular stage, but a few stages later, Clark got out of phase over a series of humps whilst flat out in top gear. A front wheel dug into the soft earth and the car rolled several times.

"It was amazing. We'd jumped a three-foot ditch completely and landed, compara-

tively undamaged, on our wheels in the scrub the opposite side. There was a shattering crash and the car stopped. If it hadn't been for the ditch, we'd probably have got the car back in the rally, but in the event, that was that". Then came the problem of finding the way out of the forest. "Jimmy took my arm, and we walked out together with me guiding him from my maps which I'd got in my right hand" remembers Melia. This ingenious method of improvisation worked, although it must have prompted a few puzzled expressions from following cars who passed the two lonely figures in the night!

That was the last serious rally Brian Melia took part in, and his last for the Ford works team. For although he was down to do the 1967 East African Safari with Roger Clark, the offer of a job as Competitions Manager of Autolite arose. Up until that time there had been no co-ordinated competitions service as such and there was something of a state of panic existing at the start of 1967 owing to the birth of the Cosworth DFV. After a lot of very serious thought, Brian decided to turn his back on active motor sporting participation and accepted the position.

The Competitions Department of Motorcraft really only exists to service racing and rally cars, but if one was to dismiss Brian's job as merely superintending spark plugs at race circuits, one would be doing him a great injustice. It falls to him to estimate and plan out just how many plugs of differing grades will be required by various competitors, where they will be required, when they will be required and how they are going to get to their destination.

In addition to his responsibilities to the motor racing fraternity, which he operates with the assistance of just one secretary from an office in Ford's Advanced Vehicles Operations block at Aveley in Essex. He usually drives to international races, reckoning to rack up something around 50,000 miles a year at the wheel of his Ford Consul GT which is inevitably loaded up to the brim with sparking plugs in its boot. Once at the circuit, the thousand-and-one queries surrounding the performance of the plugs must be dealt with, checks made that inexperienced mechanics haven't left soft warming up plugs in the head of their expensive racing engines which will eventually result in a holed piston, as well as the more mundane job of making sure that everyone using his company's products is exhibiting the Motorcraft decal on the side of his car.

Immediately after the race, it's a question of pointing the Consul towards Calais and moving as fast as possible. Back to the office to answer the endless queries about plugs from racing drivers, motorbike competitors, powerboat owners, stock car fans and drag racing exponents. It's a seven days a week, fifty weeks a year task for Motorcraft's Brian Melia, one of the many who ensure that motor racing's vital, but unseen, details are carried out efficiently, unobtrusively and with an unflappable enthusiasm for the sport which he has fostered now for nearly twenty years.

A.H.

The Austrian 1000 Kilometres

The Le Mans winners have another victory

OSTERREICHRING, ZELTWEG, June 24th. THE 1,000-kilometre race at the Osterreichring never seems to get a very good deal, for it comes just after Le Mans, when a lot of people feel that they have had enough of long distance racing for a time. All the other 1,000-kilometre races seem to have been building up to the 24-Hour event, so that the Austrian race is a bit of an anti-climax. In spite of this handicap it is an enjoyable event and witnesses some very high-speed motoring, with lap speeds of nearly 135 m.p.h. and a race average of nearly 130 m.p.h. This year the entry was limited to Group 5 sports cars only, with a 3-litre class and a 2-litre class, there being no race for GT cars or for Group 2 saloons, and with very few of the 2-litre cars turning up it left the circuit clear for one of the best confrontations between the firms of Matra, Ferrari and Alfa Romeo, and the Gulf Research Mirage team.

Matra were fresh from their Le Mans victory and had two cars using Hewland gearboxes coupled to the V12 engines, with Beltoise/Cevert in one and Pescarolo/Larrousse in the other. Ferrari also had two cars, one with the normal arrangement of oil-cooler on top of the engine, and with a separate air intake for each bank of cylinders, this car painted red and yellow for Ickx/Redman, and the other with the air-cooler on the right side of the engine with a side air duct to it. This second car had the single air scoop above the crash bar, feeding to a flat collector box on top of the engine. Painted red and green it was driven by Merzario/Pace. Also from Italy was a simple Autodelta flat-12-cylinder Alfa Romeo, now with separate air intakes to the two banks of cylinders, one on each side of the body and the big hump behind the cockpit had been abandoned. The drivers for this lone entry were Stommelen and Regazzoni, while the Autodelta mechanics were helping the Scuderia Brescia Corse with their blue and white 3-litre V8 Alfa Romeo 33TT3, driven by Facetti/"Pam". There were two Cosworth V8-powered Mirage cars from the Gulf Research team, both open M6 models, using Hewland transmissions again after their brief excursion into the realms of ZF gearboxes for Le Mans. Drivers for this pair of cars were Bell/Ganley and Hailwood/Watson. To complete the Prototype 3-litre class was a 910/911S Porsche Special of Greger/Hild and two special 911 Porsche Carreras from the Zuffenhausen factory; one, driven by Müller/van Lennep, had vertical

fins grafted onto the tail and sticking a long way out the back, with an extended engine cover between them. These fins were of a fibreglass covered resin-foam and were in effect extensions of the rear wheel arches and this car also had modified rear suspension with transverse tubular struts running from the lowest point of each wheel-hub carrier inwards to a pivot point below the differential housing. The second works car, driven by Schürti/Koinigg and sponsored by the Martini Racing team, was the one seen previously with the full-width rear spoiler, while both cars had enormously wide rear tyres and flared wheel arches to accommodate them, and both had 3-litre flat-six engines.

The 2-litre class was very sparse, a number of cars suffering from the after effects of the Clermont-Ferrand race the week before, and contained merely three Chevrons, a Lola and a pair of one-off cars, none of them being very competitive, so that the 3-litre works cars could look forward to a good clean race on a clear track. The Osterreichring being available for week-day testing as well as official practice, both Matra and Mirage were out before the first official practice session, which was due to be held on Friday afternoon. However, the weather decided to be unhelpful and for most of Thursday and Friday the rain poured down, and on Saturday the rain became intermittent with a remarkably powerful sun appearing briefly and drying the track almost instantly. Matra, Ferrari and Mirage practised under all conditions, as did the works Porsche pair of cars and Alfa Romeo would have liked to, but the 12-cylinder car did one lap on Friday and blew up. It seems it uses a strangely vintage arrangement of running the same oil through the engine and the gearbox/axle unit, and a main feed pipe broke and the bearings suffered. On Saturday it was repaired and did the same thing again! With the changing weather scene the fortunes of the three healthy teams were interesting, for while it was wet the Mirage cars were the fastest and while it was dry the Matras were fastest, the poor old Ferrari team coming off second-best no matter what the conditions. Porsche were doing wondrous things with fibre-glass for both their cars had spins and minor collisions with the guard-rails, Müller damaging the long-tailed car and Schürti the other one.

With Austria having been soaked by three days of rain there was not much public enthusiasm for the race, even though Sunday was dry, and a very poor crowd attended.

First thing on Sunday morning there was a test-session and the 12-cylinder Alfa Romeo had to complete 8 laps in order to qualify to start on the back of the grid, for during the two days of official practice it had only managed 2 laps, and 10 laps was the minimum required. This it managed and Stommelen lined it up behind the other 17 cars, with Beltoise at the head of the grid in the car which Cevert had driven round in 1 min. 37.64 sec., well under the existing lap record held by Hulme with the F1 McLaren in 1 min. 38.32 sec. Pescarolo was alongside on the front row and Ickx (Ferrari) and Hailwood (Mirage) were behind, followed by Pace (Ferrari) and Bell (Mirage). From the fall of the flag Pescarolo shot off into the lead, followed by his team-mate and after an initial flurry the Ferraris took up third and fourth places, in team order, followed by Hailwood and Bell, until the former had a spin and reversed their order. It took Stommelen only the opening lap to move up from last on the grid to seventh place, behind the leading runners, but there he stayed; not for many laps though, for the engine began to misfire and he stopped at the pits while a fuel pressure release valve was changed, but that did not seem to help so he returned to the pits and the ignition system was changed. Meanwhile Pace had been forced to the pits when his Ferrari threw the rubber off its left front tyre and damaged the bodywork. He was not happy about the brakes so these were bled while the body was being taped up. This put the car out of the running, leaving the other five to circulate and play a waiting game. Ickx was the first one to stop for fuel, after 32 laps, but it was four laps sooner than the Ferrari team had planned, and Redman was not ready, so Ickx had to go off for another stint. Later in the race the same thing happened when Redman was driving for he came in two laps too soon and Ickx was not ready. If all goes well the driver receives a signal saying BOX (or pits) and he stops next time round, but if the car goes onto reserve petrol before this he comes straight in regardless of signals. This was what was happening, for the engine was running richer than calculated, so that it suddenly cut-off as the main supply line ran dry, whereupon the driver pushed over a small lever near the gear-lever, which operated a reserve tap which gave him just enough petrol to complete that lap. Because of this the Ferrari plans for their number one car went a bit haywire, though the car ran faultlessly, and it did not materially affect its race, though it had to make an extra stop two laps before the end of the 170 laps. Their second car was in far more trouble even though it ran through to the end of the race, for after Pace's stop because

Continued on page 888

Results:

| AUSTRIAN 1,000 Kms.—Group 5—Osterreichring—5,911 kilometres per lap—170 laps—Dull and Overcast | | | | |
|--|--|----------|---------------------------------|--|
| 1st: | H. Pescarolo/G. Larrousse (Matra-Simca MS670—3-litre V12) | Entrant: | Engins Matra, France | 4 hr. 48 min. 57.80 sec.—208.63 k.p.h. |
| 2nd: | J.-P. Beltoise/F. Cevert (Matra-Simca MS670—3-litre V12) | Entrant: | Engins Matra, France | 4 hr. 49 min. 44.43 sec. |
| 3rd: | J. Ickx/B. Redman (Ferrari 312P—3-litre V12) | Entrant: | SEFAC Ferrari, Italy | 1 lap behind |
| 4th: | M. Hailwood/J. Watson (Mirage M6-Cosworth V8) | Entrant: | Gulf Research Racing, England | 3 laps behind |
| 5th: | D. Bell/H. Ganley (Mirage M6-Cosworth V8) | Entrant: | Gulf Research Racing, England | 4 laps behind |
| 6th: | C. Pace/A. Merzario (Ferrari 312P—3-litre flat-12) | Entrant: | SEFAC Ferrari, Italy | 6 laps behind |
| 7th: | C. Facetti/"Pam" (Alfa Romeo 33TT3—3-litre V8) | Entrant: | Scuderia Brescia Corse, Italy | 21 laps behind |
| 8th: | H. Müller/G. van Lennep (Porsche Carrera RSR—3-litre flat-6) | Entrant: | Porsche Martini Racing, Germany | 21 laps behind |
| 9th: | H. Koinigg/M. Schürti (Porsche Carrera RSR—3-litre flat-6) | Entrant: | Porsche Martini Racing, Germany | 22 laps behind |
| 10th: | M. Dupont/P. Blancpain (Chevron B23-Ford 4-cyl.) | Entrant: | Michel Dupont, Switzerland | 28 laps behind |
| 11th: | D. Welpton/P. Humble (Chevron B23-Ford 4-cyl.) | Entrant: | Peter Smith, England | 47 laps behind |
| 12th: | R. Stommelen/G. Regazzoni (Alfa Romeo 33TT3—3-litre flat-12) | Entrant: | Autodelta S.p.a., Italy | 78 laps behind—Not classified. |

Fastest Lap: F. Cevert (Matra-Simca MS670), in 1 min. 38.30 sec.—216.47 k.p.h. (New absolute record.)

Retirements: J. Juncadella/J. de Bagration (Chevron B23); S. Moser/G. Schon (Lola T290); R. Heavens/H. Leguellec (Chevron B23); S. Greger/K. Hild (Porsche Special); R. Scott/H. Baumhardt (Royale RP17); J. Blanckley/E. McDonough (Scorpion JB4).

18 starters — 12 finishers.

European Letter

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

Dear W.B.,

The other day some of us were discussing car names and their origins, not the manufacturers' names, such as Austin, Morris, Ford or Ferrari, but the model names. Daytona for a Ferrari and Carrera for Porsche are self-evident, as were Sebring for a Frazer Nash or Ulster for an Aston Martin, but what were not self-evident were Capri, Toledo, Marina, Granada, Dolomite or Cortina. What, we wondered, had happened to the good old English names like Westminster, Oxford, Cambridge or Princess? It was suggested that model names and marketing are all so tied up with PR work that the Publicity Department, who spend untold thousands of pounds on parties for the Press when releasing details of a new model, make the decisions. They know that if they take the journalists, who write about new models, to some far off glamorous place and wine and dine them suitably, then any defects in the new model might be overlooked. Someone obviously thought up a super Press-jolly to the skiing resort of Cortina d'Ampezzo, in the Italian mountains, and looked around for a new model to name Cortina; equally the name Capri was a sitter for one of the best jollies of all, and Toledo and Dolomite were not bad. We could imagine the design department of a British firm finishing off the prototype of a new model and deciding to call it the Lugano or Como, and then the Publicity Department wondering what they ought to do about releasing the new model to the Press.

This discussion enlarged a bit and we wondered what sort of Press acclaim a Ford Folkestone or a Morris Manchester would get, though it was pointed out that the Ford Thames never suffered, but we agreed that the Commercial world is something very different. Other ideas were thrown in such as the Triumph Tamworth and the Bentley Bognor Regis and we then wondered why other parts of Europe fascinate the British manufacturers so much these days, yet Great Britain does not seem to interest the European manufacturer. Why not a Citroën Cirencester or a BMW-Bournemouth, with Press-release parties for the French and Germans to those two pleasant English towns, or a Mercedes-Marlborough or Renault Royal Tunbridge Wells. There were immense possibilities, though mistakes could happen, like the Peugeot Pontefract! German, French and Italian manufacturers seem to be fixed to numbers rather than names, like 280SE, 124, 2800, 2CV, 203 and so on, and this talk took us on to motorcycle names and models and today the motorcycle gets enthusiastic about a series of figures and letters, like CB750, YD2, R75/5, gone are the Ulster, Manx, Gold Star, Gambalunga, Saturno and so on, though the British are hanging on to tradition with the Trident, Bonneville and Commando. The motorcycle world was

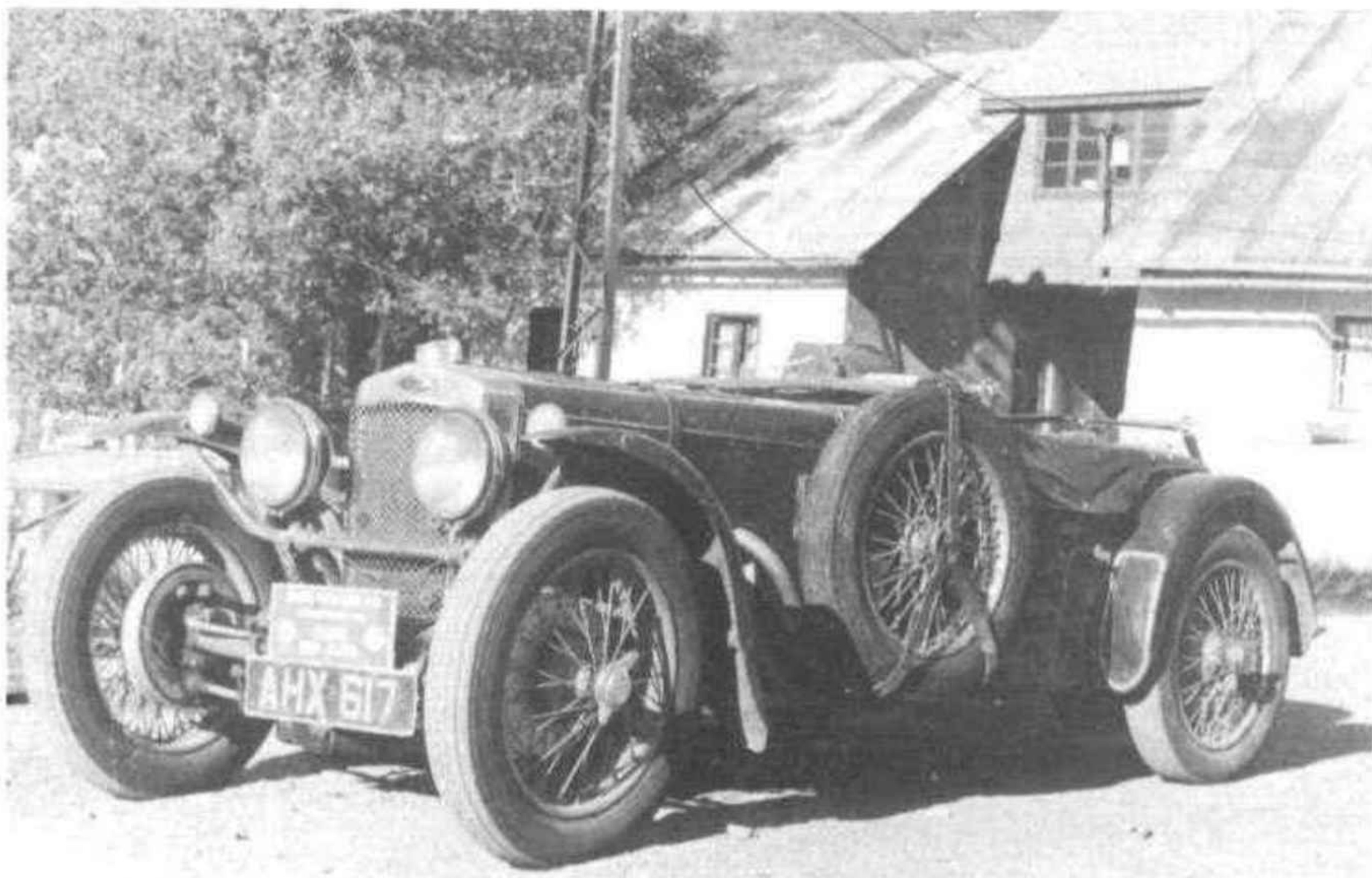
always quick to produce nick-names or personal names for their machines, but some of the imagination seems to have gone from this activity, or else the bikes of today don't provide inspiration. Such names as Noggy (Norton), Jimmy (James), Fanny Bee (Francis-Barnett), Beesa (BSA), Cammy Velo (o.h.c. Velocette), Bruf Sup (Brough Superior) carried a lot of feeling with them. Today Kwacker (Kawasaki) is about the only one left, for Yam (Yamaha) and Susy (Suzuki) don't stretch the imagination too much, and a Honda is a Honda from any angle.

Talking of motorcycles, which one can do as often and as easily as you can cars, the current expression for having the throttle wide open is "full-handle". It used to be "full noise" or "against the stop" or "the wick turned right up", and recently I had a couple of impressive experiences of "full handle". Cruising along a Belgian Autoroute at about 85-90 m.p.h. I saw a small speck ahead of me that was obviously a motorcyclist, and I was not gaining appreciably, if at all, so I speeded up and zoomed the E-type up behind him. It turned out to be a Belgian Gendarme on his 1,200 c.c. overhead valve Harley Davidson, complete with full-sized screen, leg-shields, panniers and he was in all his finery and sitting bolt upright on the huge tractor-like saddle. For mile after mile (kilometre after kilometre for our pedantic readers in Oxford) I sat behind him with our speed nudging 100 m.p.h. and the noise coming out of the back from that big vee-twin was most impressive. Personally I find 100 m.p.h. on my Norton Commando, on race-bred Dunlop tyres and tucked well in around the tank, a satisfying experience, but nevertheless impressively fast, so that the sight of this Gendarme sitting as if in an armchair, on podgy tyres, and thundering along at the three-figure mark was impressive to say the least. I was rather relieved when he slowed up and turned off the Autoroute.

In Germany, on an Autobahn, I had just left a petrol station (six pounds to fill the

Jaguar tank, against five pounds in most countries, and three pounds 50 in England) and was accelerating up to around the 80 m.p.h. mark, when I saw a single bright headlamp in the mirror, even though it was broad daylight. I eased off slightly and a fellow on a BMW motorcycle went by, clad in leathers and tucked well down on the tank. He had the brand new 750 c.c. flat-twin BMW well and truly on "full handle" by the sound of the scream from the engine. I just had to give chase, but by the time I had got over the pleasure it gave to see someone really tramping on, he was a speck in the distance. I took the Jaguar up to 120-125 m.p.h. and gradually began to haul him in, but never closer than a quarter of a mile or so, for traffic was making things a bit tricky. That BMW was going at a consistent 110-115 m.p.h. and overtaking with plenty of room to spare, whereas the Jaguar was frequently balked. This was all happening on a very fast part of the Autobahn around Kassel and in places I could see the road for five or six miles ahead as it ran across open country and valleys and all the while the speck that was the BMW was getting smaller and smaller. I never did see him again, but it was very impressive and I could appreciate why he was travelling with his headlamp full on, for he was obviously in a hurry and wanted people ahead to know that he was coming. The Gendarme on his "Hardly Ableson" and the German on his "Bee Emm" were on "full handle".

I was interested to read in your Matters of Moment last month about the proposal for artificial bumps or "sleeping policeman" on minor roads, for this is just what the Austrians have done in all the small villages around Vienna. They have dug a trench right across the road about six foot wide and a few inches deep and filled it with a mixture of earth, sand and sawdust. On each side of this strip there is a raised lump of tarmac, in some cases as much as six inches high, and by the edge of the road are usually some tar barrels or trestles, and a sign that merely indicates 30 k.p.h. In the daylight you can



“..... travel-stained T T Replica”

see all this so you slow right down and bounce over the two tarmac humps at 5 k.p.h. If you hit them at 30 k.p.h. I would not like to think what would happen, and as you so rightly say, a motorcycle at the recommended speed would be in real trouble. As these traps are the full width of the road, not only do you have to stop before entering the village, but also on leaving it. The first few I came across I assumed were serious road works, drainage pipe laying or something, until I realised they were at every village on my back route from Vienna down towards the Osterreichring. I was finally convinced that they were a Government project and not just local council work when I found one at the entrance to the Osterreichring!

When you travel the main road down from Vienna to Zeltweg you have to climb the Semmering Pass and this used to be the scene of a hill-climb until about 1931 or 1932, having started before the turn of the Century, in 1899. It is a very impressive climb through wooded mountains, up to the health resort of Semmering and it is easy to see how such a challenge was taken up by the pioneer racing motorists in Vienna, especially as one of the earliest mountain railways also wends its tortuous way up to the summit. Nowadays the pass is smooth and wide and is four-lanes wide in places, and you can really motor up it when it is traffic-free, reaching an easy 80 m.p.h. in lots of places, but it is interesting to recall the heroic days when racing cars were driven up it on the original narrow gravel surfaced road. Apparently it went out of favour in Edwardian times when the Austrian Alpine Trial was started, it no longer being a test of machinery to reach the summit, and when it was resumed in the nineteen-twenties, it became a pure speed hill-climb. While I was in the area the Rolls-Royce Enthusiasts Club were having a "jolly" in the Austrian Alps to commemorate

AUSTRIAN 1000 KILOMETRES Continued from page 886

of the shredded rubber he had to stop again because the front of the bodywork was breaking up, the temporary repairs not holding up due to the high speeds and high wind pressures. In practice Merzario had had a minor excursion off the road and crumpled the fibre-glass front end, so the car had started the race wearing its square frontal bodywork. Now that this had broken up the only remaining one was the spare one for the Ickx/Redman car so this was fitted at the second pit stop and Pace went on his way. When he finally stopped for fuel and to hand over to Merzario the skinny Italian leapt in and shot off back into the race, only to find he could not see over the lip of the raised scuttle, it being at the height for Ickx/Redman, and Pace is of their build, so before Merzario could start racing he had to have a slice of the fibre-glass cowl cut off so that he could see where he was going; he was already sitting on a special seat-cushion which compensates for the difference between him and Pace.

While all this was happening to the Ferrari team the Matra team were not without their troubles, for though the Pescarolo/Larrousse car ran throughout like a high-

something or other to do with Rolls-Royce and the Alpine Trial, and were gently gliding their way up and down the Austrian Alps. At about the same time, at the opposite end of the Alps, in the French section near the border with Italy, the Frazer Nash section of the VSCC were hard at it commemorating H. J. Aldington's unimpressive performance in the 1933 Alpine Rally with a Meadows-engined TT Replica Frazer Nash. There were nearly thirty Nashes charging up and down the passes finding it very hard to maintain the 1933 average speed, and a lot of people were developing a new respect for "Aldy" and the others who drove chain-gang Frazer Nashes in the Alpine Trials of the early nineteen-thirties.

After the French Grand Prix I called in on the Frazer Nash jolly at Briancon, to see how they were faring, the main topic seemed to be "where can we buy 4.50 x 19 inch tyres in France?" The weather had been so good, and the mountain roads such fun that the rubber was fast disappearing. At one point they had been staying at a Hotel about 8 miles up a mountain pass and every time anyone wanted to post a letter or buy a newspaper there was a whole season of VSCC hill-climbing to do each time. Of course they didn't have to return up the mountain in a series of opposite lock slides, but put temptation in the path of a Nash owner! At one point we fell to discussing the Rolls-Royce "Austrian Alpenfahrt" and the "Nash Raid" and visualised a glorious situation at the top of a mountain as a gleaming parade of Rolls-Royces ascended up one side in a gentlemanly fashion, carefully carrying their hampers of gastronomic goodies and champagne, in expectation of a nice picnic at the summit, while up the other side came a horde of travel-stained TT Replicas, tails sliding out on the hairpins, with packets of sandwiches and bottles of beer flying about under the tonneau amidst the tools and spare chains.

speed train the Beltoise/Cevert car was having fuel pump trouble and only just maintaining sufficient pressure for the Lucas injection system. Consequently the engine was not working as efficiently as it should have done and its petrol consumption was higher than calculated so that it was in for a refuel much earlier than the other Matra and this got the refuelling stops a bit disorganised. It is more than likely that the wet weather practice confused both Matra and Ferrari as far as fuel consumption was concerned, but at least it threw in some more variables into the overall race picture. With the race being dry throughout the Mirage team had no hope of challenging the Matras, but they were close enough to the leading Ferrari to cause trouble. In the closing stages, with the Ferrari being due for an extra refuelling stop, there was every chance of the Bell/Ganley car catching it, so at the last refuelling stop the Gulf team left Bell in the car for an extra stint, he being appreciably faster than Ganley. However, before this interesting situation could develop the Mirage made a horrid noise and Bell stopped to see what had happened. An exhaust pipe had split, so that the car was able to carry on, but it was down on power, so this stopped all hope of it gaining third place. The other Mirage ran well enough but Watson could not match Hailwood's

However, both one-make clubs are extremely well-organised, so this situation did not arise, for the responsible members of both organisations had compared notes before it all began.

On a recent private "jolly" of mine, taking in the Grand Prix races and the sports car races, I had occasion to motor in Denmark and Sweden and my principal impression was one of delightful lack of signs telling me how to conduct my motor car. In most other countries you seldom see anything except negative instruction, such as No Entry, Don't turn left, Don't turn right, Don't stop, Don't go too fast, You can't do this and You can't do that. If they are not negative then they are regimental instructions to Do this or Do that, but all the time there are signs, signs and signs. Denmark and the lower part of Sweden seemed to be surprisingly free of such things, which made a pleasant change. Occasionally you see signs which are refreshing in their simplicity and they are not telling you what you can do, or what you cannot do, they merely indicate, but these are rare in our sign-infested environment.

Crossing from Germany to Denmark involves an hour's boat trip with the car, and compared to the business of crossing from Dover to Calais, it is simplicity itself, and cheap. I arrived at the entrance four minutes before sailing time, merely because I had no idea of the frequency of the boats, and it cost £5 for the Jaguar. You buy your ticket at the gate, follow the number indicated, which leads you along clearly defined lanes right into the boat. On the return journey the fare was due in Danish Kroner and after emptying my pockets I was still 15 Kr. short. "Do not worry" said the ticket man, "Give me an English pound note". Can you imagine the ticket man at Dover or Folkestone saying to a Danish visitor (in Danish or even German), "Don't worry, give me 15 Kroner to make up the difference". Great Britain is a small island off the coast of Europe, and always will be I am afraid.—D. S. J.

speed, but by the end of the race they made up a lot of ground on their sick sister car.

The Alfa Romeo team had an awful day, for it took them over two hours to rebuild the ignition system and the fuel system and get the engine back on twelve cylinders, by which time they were too far back to even hope to qualify. Stommelen and Regazzoni drove it round on a sort of long-distance test-drive and it eventually went quite well, though at one point Regazzoni was looking for a reason to stop and have a rest and he noticed that the central rear-view mirror had fallen out of its housing, so a 15 minute stop was made while another one was fitted, and Stommelen took over. At least the car was still running at the end of the race, which was some consolation, while the old V8-engined car of Facetti/"Pam" kept running, though it needed a rebuild of the front suspension at one point in the race. On this high-speed circuit the Porsche Carreras were outclassed on speed, but they both ran round and round and were as healthy at the finish as they were at the start.

The remarkable feature of the race was that all the factory 3-litre prototypes were still running at the end and both Cosworth V8 engines lasted the distance in the Mirage cars.—D. S. J.



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Book Reviews

"Rolls-Royce Alpine Compendium, 1913-1973" by Christopher Leefe. 160 pp. 9½ in. x 6½ in. (*Transport Bookman Ltd.*, 528-530 High Street, Chiswick, London, W4 5RG. £3.50).

It might be thought with some justification that every possible word about Rolls-Royce had been written and published. That this is not so is evidenced by the keenly-anticipated history of the great Phantom models which John Oldham is writing, while here is yet another R-R book as an accomplished entity.† And very interesting this "Alpine Compendium", issued obviously to celebrate the ambitious BP-sponsored Alpine Tour of the RREC, is. I was sorry to miss the parties in connection therewith to which I had been kindly invited but possession of this book does much to alleviate my disappointment. It will be the same for all who buy it.

Indeed, the contents are new and very appealing. There is an explanation of this 1973 re-enactment of the great pre-1915 Alpine Trials in which Rolls-Royce did so magnificently after one unfortunate copybook blot. There is a very full and interesting history of the very live RREC, with notes on how the prices of Rolls-Royce cars have continually risen since its formation. Most interesting of all, there is an account of the pre-war Alpine Trials (wrongly called "rallies", surely, for the *Alpenfahrten* of those times were very tough trials) by C. W. Morton, who includes development notes on the competition Silver Ghosts and does not shirk from including illustrations of the 1913 Coupé de *L'Auto* Peugeot and 1914 GP Mercedes on which Royce shaped the valve-gear of his war-time aero engines. When, incidentally, will the talented Mr. Morton finish his Foulis Rolls-Royce history?

As if this is not meat enough, the book has photographs and most interesting biological details of all 92 of the Rolls-Royce cars entered for the 1973 Tour, a remarkable achievement which serves as an introduction to many Overseas cars. Also, pre-war R-R and Bentley chronological data which I think surpasses that in the Batsford "bible", coachwork nomenclature, R-R specification tables for the 1904-1971 models, articles on how to sell and buy these cars, a very informative article on the Flying Lady mascot differences, by Joe Fildes, and much more besides, including advertisements. The Foreword is by Lord Montagu and there is a picture of the mascot worn by HM the Queen's Rolls-Royce, published with Royal consent.—W. B.

"Flying On The Ground" by Emerson Fittipaldi and Elizabeth Hayward. 256 pp. 8¾ in. x 5½ in. (*William Kimber Ltd.*, 22a Queen Anne's Gate, London, SW1. £2.95).

† Incidentally, a 1972 issue of the 20 Ghost Club's magazine contained an article on how a mysterious and very serious boiling epidemic on 1946 Rolls-Royces was cured by logical investigation, unless its author, W. Stanley Bull, was pulling our legs!—ED.

Fittipaldi is World Champion. He is ripe writing material. So Elizabeth Hayward stalked him with her tape-recorder. The result is a long account of how Fittipaldi sees life, sets about motor racing, sees his past and his future, with gory details of his road accident, and accounts of his 1971 and 1972 racing seasons. There is some early history, lots of Emerson in the Jackie safety-at-any-price image, Emerson on girls, and women generally, Emerson selling Brazil to Elizabeth, Emerson disliking dogs, having his trousers made by a girl-tailor, ordering his first dinner jacket, rushing about the globe, discussing his fellow drivers in the F1 circus, all most professionally recorded by his female biographer.

It is useful as another great racing driver placed between hard covers. It will be easily read and enjoyed by the lay-public and the girl-friend. I do not think it contributes much to an overall knowledge of motor racing—but I found I had to read it, because anything about a man of the stature of Emerson Fittipaldi is compulsive reading. Congratulations to E.H. for getting there first.—W. B.

"My Seventy Years With Traction Engines" by Charles E. Hooker. 45 pp., 8½ x 5 3/10 in., soft covers. (*The Oakwood Press*, Tandridge Lane, Lingfield, Surrey. 75p).

This little book, modestly written by a man whose whole life, almost, has been spent working with, and driving, traction engines, may not look very impressive. But it contains some very real meat! Apart from some very fascinating anecdotes, Mr. Hooker has some extremely valuable information to impart about handling, repairing and generally looking after and living with traction engines. Steam enthusiasts will adore it, apart from its considerable value to the present generation of steam engine hobbyists.

The author, 89-years-young, has had experience of traction engines, steam-rollers, thrashing machines, and steam waggons and writes about them all with a simplicity and command born of thoroughly understanding what he is describing. He has also had five steam cars and includes a few lines about these—two Gardner Serpollets and three Whites, warmly praising the White engine.

His comparison of the merits of various makes of steam waggons used in his father's and his own contractor's business is very interesting. Of the traction engines, his favourite was the Fowler, and he thinks the Foden waggon superior to the rest. This really is authoritative writing, with correct terms, etc., undoubtedly used. The pictures, if only of snapshot quality, are in keeping. There must be other valuable pieces of transport history which could profitably (from the reader's viewpoint) be presented in this way. The Oakwood Press are to be congratulated on getting Mr. Hooker to set down his reminiscences and knowledge in this "Locomotion Paper No. 67".

He concludes by saying "I have tried to cover a lifetime of experience in an hour's reading, a very difficult job. So if it has been disappointing, please excuse me." It hasn't, Mr. Hooker! And if you can write more, it must be published—I see we had to wait eight years for this book. We need more little books of this genuine sort—and may I remind the publishers that something on country bus-

services of the 1920's would be another welcome subject?—W. B.

The Olyslager Auto Library, publishers Frederick Warne & Co. Ltd., 40 Bedford Square, London, WC1B 3HE, have produced two more of their landscape-shaped series of motor histories namely "British Cars of the Early Thirties" and "British Cars of the Late Thirties", the former covering the years 1930-1934, the latter 1935-1939. These are mainly browsing books, on account of the fascinating pictures. The Rootes Group seem to have provided many of these and if the pictorial coverage is composed of mainly good contemporary pictures interspersed with occasional reproductions of contemporary advertisements, modern photographs of old cars and even a cigarette-card reproduction of a blower Bentley, this can be excused at the price of £1.80 per volume. Some amusing models and episodes are recalled in this coverage, which is done by years, with brief details of the cars concerned. Unimportant, but pleasing to look through.

One of the latest Foulis' Overhaul Manuals is that covering the Ford Cortina Mark II by John Organ. Specially commissioned to appeal to the owner-driver, it costs £3.40. The publishers are G. T. Foulis & Co. Ltd., 50a Bell Street, Henley-on-Thames, Oxon.

Providing information about where to eat and what to visit off the Motorways, the Don Guides to "Service Off the Motorways" are published by John Waddington of Kirkstall Ltd., of Leeds and sell for 60p each. The first covers the M1 area.

This year marked the Silver Jubilee of the VMCC Banbury Run. To commemorate it Turntable Enterprises, 23 Portland Crescent, Leeds LS1 3DR have published a soft-cover book "Men And Machines in the Banbury Run" by Jim Boulton. It consists of 65 photographs, reproductions of machines and riders in various Banburys, and, ranging from Abingdon to Wooler, and including three Morgans and a New Hudson three-wheeler which was destined to take part in this year's Run, admirably conveys the fascination and nostalgia of VMCC events. It costs 50p.

The Veteran Car Club, 14 Fitzhardinge Street, London, W1, has published its 10th Handbook, which has articles about how the Club evolved, the future, an outline history of the VCC and Leon Serpollet, steam-car pioneer.

Alan Clark, the well-known vintage and historic car enthusiast, has written "Aces High" for Weidenfeld & Nicolson Ltd., 11 St. John's Hill, London, SW11 1XA. It is about the air aces of the First World War and while this is a subject which has had considerable coverage elsewhere, Clark has a new presentation of it, including the use of three and five-dimensional plans of famous WW1 aeroplanes, extracts from fighter-tactics manuals, and a host of dramatic pictures. I am glad to note that he, too, has had pleasure from the writings of Cecil Lewis, and although I recognise some of the pictures as old hand-outs, one even appearing in my schoolboy days "Wonder Book of Aircraft", the overall result is effective. The price is £2.50.—W. B.

CARS IN BOOKS

FOLLOWING my reference to an excellent account of motoring in a vintage Bentley which Richard Hughes incorporated in his novel "The Fox in the Attic", I was compelled to read the sequel, "The Wooden Shepherdess" (Chatto & Windus, 1973), and found therein only passing reference to the chief character's Bentley but much about American cars of the 1920s. The wild American youth the hero finds himself unexpectedly living with use old Fords, an ancient Dodge and a sports Oakland. There is the cop on an Indian motorcycle and an epic chase of a Stutz Bearcat driven by the hero, pursued by a Duesenberg, while a Pierce-Arrow comes into it, as well as a home-made special. It is all most authentic, except that I wonder if Oakland really made a sports job equal to a Bearcat or a Mercer?

Leaving fiction for autobiography, a reader lent me a rare book "Waves-Wheels-Wings" by Comdr. Sir Walter Windham, late RN, RIM, RNR, RNLI, MS (Hutchinson), published during the Second World War. It contains much of early flying and motoring. Lt.-Comdr. Glen Kidston was a stepson of the author's and the story is recounted about Kidston's narrow escape from the air crash at Caterham in 1931, which formed the subject of some correspondence in *MOTOR SPORT* some time ago... "he was sole survivor from the burning wreck of a German aeroplane... in which six persons were burned to death". Kidston's other escapes are also mentioned, when his racing motor-boat broke up in the Solent in 1928 (the passengers who also escaped included Prince and Princess Imeretinsky, who owned a Bentley and later a Roesch Talbot), his accident in the Bentley in the 1929 TT and one when his car went through a stone wall in the North of Scotland after skidding on ice. "When attempting a record for the run from John o' Groats to Monte Carlo", which I assume was actually during a Monte Carlo Rally.

We published a picture of the Kidston house at Gwernyfed Park, Breconshire, some time ago and this has more motoring associations than I realised at the time I took it, because Sir Windham says his wife was "the widow of Captain Glen Kidston of the Black Watch, eldest son of the founder of the Clyde Shipping Company" and that "Both her sons took to flying and her daughter, Audrey, took her certificate at Brooklands".

The author's first motor vehicle was a de Dion tricycle which the subsequent Lord Perry who headed Ford's of Dagenham taught him to ride in Battersea Park, after which he rode it in the Emancipation Run from London to Brighton in 1896 and later tried to ride from London to Scotland, doing part of the distance by train, however. Later he had a Darracq in Elgin which was denounced from the pulpit of Duffas Church as "that white devil". Sir Walter Windham later made detachable bodies in a works just outside Clapham Junction station and in 1911 supplied three different bodies for a Daimler used by HH the Maharajah of Sirohi, India, which was apparently still in use in 1922, when the Prince of Wales was there.

He was also the owner of a "big 90 h.p. Mors sporting car" which he drove at the Army manoeuvres when Lt.-Col. Mark Maythew was trying to interest the War Office in cars—apparently General Sir Evelyn Wood thought it too dangerous to ride in. There is much about pioneer aviation—the author formed the Aeroplane Club in 1908—in Asia and elsewhere and a picture showing him with Jenatzy after the 1903 Gordon Bennett race, when he "had charge of the winning-post".

Next, I am indebted to Cpl. W. Stanton of the RAF for the following extracts from "Like a Diamond Blazing" by Lawrence G. Green (Trinity Press, 1967): This bleak coast which Wilson explored reminds me of a more famous treasure hunter who was here. I had dealings with him three times in my life—the late Captain (afterwards Sir) Malcolm Campbell. At the age of eighteen, during World War I, I had to appear before Campbell at Denham School of Aeronautics to answer questions on aero engines. I failed. Next I encountered this formidable character at Verneuk Pan in Bushmanland, where he was trying to set up a new world land speed record with his Bluebird car. Once again he found my knowledge of engines unsatisfactory, and he bitterly complained of something I had written. The third meeting occurred in 1934, when Campbell returned to South Africa on a mysterious enterprise which he refused to discuss with me.

Most people thought Campbell was after diamonds. I heard a rumour that he was seeking Captain Kidd's treasure somewhere on the Coast of Diamonds. Campbell had previously visited Coco Island in the Pacific with another racing motorist, Captain K. Lee Guinness, in search of private treasure. At that time Campbell had stated: "I am sure there is nothing so fascinating as this hunting for buried treasure. It is a legitimate pursuit, and there is still a lot of it hidden in the earth, all over the globe, waiting for some adventurous soul to find it".

Campbell had two light aircraft for his expedition, and a policeman. (I forgot to mention that the Carp expedition took a policeman along when it entered the forbidden territory. I have always been conscious of police surveillance in this territory; and quite right too.) Somewhere on the desert coast Campbell set up a camp. It was between Sylvia Hill and Spencer Bay; and there must have been a hard pan which they used as an aerodrome.

Campbell was surveying the coast when he made a forced landing near Sylvia Hill one day, bending the metal airscrew. He elected to wait among the dunes, with three water bottles and a few tins of bully, while his second pilot took off from the soft patch and made a tricky flight to Luderitz with the quivering damaged aircraft. Campbell, in my opinion, was unlucky in most of his ventures. On that occasion, however, luck was with him. He wandered about, found a good hard landing ground, and marked it with huge letters in the sand.

The wind was cold that night; Campbell was over fifty and wearing shorts; he shivered all night without a fire. Next evening the aeroplane came back, equipped with a new airscrew, and Campbell got back to camp. After weeks of searching, he packed up and returned to England without a word about

the treasure he had been seeking. It leaked out, of course, for a number of officials in South West Africa had been told. According to legend, a German prospector was taking a gold sample of marvellous value to Windhoek before the war, gold found somewhere in the coastal desert. He died on the way, leaving only vague directions. Some years later there was a gold rush in the Rehoboth district and rich pockets were discovered. But the lost reef from which the dead prospector's gold came—that remains a legend. That was the object of Campbell's expedition.

South of Bogenfels the desert relents a little. There is a long, shrub-covered stretch, still desolate, but offering some grazing in good years. You see a steenbok here and there; even herds of gemsbok, and always the jackals. It is an easy run in a touring car nowadays; but the old hands told me of many ordeals. Camels made the coastal trip possible—just possible. The first motor-cars did not attempt it. At last a track was made for cars, however, and large drums containing food, water and petrol were placed at intervals of ten kilometres. Often enough the drivers had to leave their stranded cars deep in sand and walk to the nearest drum for supplies. The tracks they left may still be seen; even their troubles may be traced in the sand. Diesel trucks with huge trailers were first put on the run in 1929. They take ten hours for the 187 miles run from Luderitz to Orange Mouth, day after day, year after year, hauling 500 tons a month, carrying everything from lucerne to heavy machinery. One truck purchased in 1932 has now covered more than a million miles.

In "The Nearest Way Home" by Daphne Fielding (Eyre & Spottiswoode, 1970) there are mentions of Land Rover journeys in Europe and a Renault Dauphine the authoress and her husband had in France, while if anyone still has a Mk. VI Bentley Reg. No. ?FJ 358 they may care to know that it was once owned by Dirk Bogarde and used by him during the filming in France of "Ill Met by Moonlight".

I am astonished the publishers of "Flying Fever" by Air Vice-Marshal E. E. Vincent, CB, DFC, AFC, DL (Jarrolds, 1972) denied us a review copy, because it is another book about flying, notably in the inter-war years, and would have been enthusiastically dealt with. The author learnt to fly at Brooklands on Maurice Farmans in 1915, aged 17 (another one for the BS archives!). He used as transport a single-gear 4 h.p. Broadway. The book is full of fascinating accounts of flying between the wars in Avro 504Ks, Bristol Fighters, DH9s, AS Siskins, at Tangmere, Westland Wapitis and Vickers Vincents in the Far East, Gloster Gauntlets and so on; followed by service in the Second World War and during the peace which broke out afterwards, up to the destruction of the Japanese Air Force in Burma. There is even a chapter on No. 2 Armoured Car Company to which the author was posted, in Palestine, in 1926. The vehicles are described as mostly 1912 Rolls-Royce chassis, and one a 1910 model. "These had been private cars for some years, then bought during the war and had 4½ tons of armour and extra leaves to the springs put on them. They would still do their 60 m.p.h. over a mud-flat—such as was recently (1970) used for the hi-jacking of three airliners!"—W. B.

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GOODYEAR

DUNLOP SP68

PIRELLI CINTURATO

MICHELIN

CELEBRATING A GORDON BENNETT ANNIVERSARY



"The true home of the motor-car is not in garage or workshop, showroom or factory, but on the open road. There it comes into its own, there it justifies itself, there it fulfils its true and appointed destiny."—A. B. Filson-Young in "The Complete Motorist" (Methuen, 1904).

THE 1903 Gordon Bennett race in Ireland was interesting, if not dramatic. Great Britain having, through the audacity of S. F. Edge and his heavy-weight Napier, collected this Nation-versus-Nation honour in 1902, it fell to this country to stage the following year's Gordon Bennett Cup contest. Where else but in Ireland, where a 91 $\frac{1}{2}$ -mile figure-of-eight circuit was established, centred on Athy?

Mercedes had thoroughly stirred up the entire Motor Industry with their revolutionary new 40 h.p. model of 1901, which had such advanced features as mechanically-operated inlet valves, a channel-section steel frame, honeycomb radiator and a gate gear-change, which other manufacturers were busy copying. By 1903 Mercedes had developed more powerful versions of their Forty, in the form of the touring-model Sixty and the Ninety racing cars. Naturally, they were anxious to race their new cars in important

JENATZY SETS OFF from Ballyshannon on his victorious race for the 1903 Gordon Bennett Cup. Driving this standard Sixty Mercedes, because the 90 h.p. team-cars were destroyed in a fire at Cannstatt, he won at over 49 m.p.h. for the 327.5 miles. On the MOTOR SPORT commemoration of this first Grand Epreuve victory for the great German Company, the Editor was spared the chore of carrying a trumpet to warn of our approach, as Camille Jenatzy's mechanic did seventy years ago!

International contests and the Gordon Bennett race was one of them. Although the Ninety racers had not done anything like so well in the accident-abandoned Paris-Madrid race that year, the factory was determined to use them to show German superiority in the Gordon Bennett. Fate, however, intervened. A disastrous fire not only gutted a large part of the Cannstatt factory but destroyed all five of the 90 h.p. racing cars.

It might have been thought that such a catastrophe would not have particularly troubled the British, apart from the slight diminution of entries for their race. But the Britisher is a sportsman and it is said that *The Autocar*, immediately the news of the fire had reached these shores, appealed to such of its readers who had already taken delivery of their 60 h.p. Mercedes, to offer them to the factory as substitute competition cars. I would not have thought that many of these new Mercedes would have been delivered to English customers in the first half of the year of their introduction. But Mr. Alfred Harmsworth (later Lord Northcliffe of publishing

fame), who had been an enthusiastic owner of one of the advanced 1901/2 40 h.p. Mercedes, evidently had been given early delivery of a Sixty and this he offered as *The Autocar* was advocating. His generous offer was unnecessary, however, because others were available from other keen owners. Lord Montagu says the Paris Mercedes agent was able to produce three Sixty chassis for preparation before the race; Scott-Moncrieff says that Clarence Gray Dinsmore, a wealthy American Mercedes owner of long standing, allowed his Sixty to be stripped down, given a quick going-over and be equipped with a simple two-seater body for Jenatzy to drive, and that the other team drivers used their own cars. Why owners in Germany were unable to go to the aid of their premier manufacturer remains obscure, unless it was thought quicker to prepare these proffered private Sixties in France rather than at the gutted Mercedes factory.

At all events, those 60 h.p. cars replaced the intended trio of 90 h.p. Mercedes as the GB entry, to be driven by red-bearded

Camille Jenatzy, Baron de Caters and Foxhall-Keene. Even the drivers were not as the Herr-Directors, to whom some authorities give credit for suggesting that 60s be substituted for the fire-consumed 90s, had intended. They had wished to have professional ex-mechanics to support Jenatzy's entry, in the persons of Hieronymus and Werner. This caused consternation at the German Automobile Club, which insisted on the drivers being gentlemen, not hired chauffeurs or bench-fitters. Herr Jellinek at first refused to give way but finally relented, so that Jenatzy and Baron de Caters of Belgium and the American Foxhall-Keene, who was a Master of Foxhounds, were nominated, as being eminently respectable socially. When the owners of expensive veteran Sixty and Gull's-Wing 300SL Mercedes assembled at Beaulieu at my bidding, I wondered if I seemed to them as non-*hochwohlgeboren* as Jellinek's first choice of support drivers—but I digress.

Incidentally, as Jenatzy had a car lent by an American and the other Mercedes GB entries are said to have been the personally-owned property of another American and a Belgian nobleman, Lord Montagu is probably correct in saying that M. Charley, the Paris agent, rounded up these owners, who might well have been in France for the racing there.

The story of that memorable 1903 Gordon Bennett Cup race is soon told, although it is worth delving into Lord Montagu's excellent book for a full account. The "Red Devil" Jenatzy drove fearlessly, some say wildly, but splendidly, winning at an average speed of 49.2 m.p.h. for the narrow and difficult 327½-mile course. It was Daimler-Benz's first victory in a *Grande Epreuve* (Jenatzy is said to have won £8,000, which in terms of 1973 currency would make even J. Stewart gasp). De Knyff, on the big 13.7-litre T-head Panhard-Levassor, had been expected to win and it is said that he miscalculated the bearded Belgian's ability to keep his car on the road

or to extract sufficient speed from a stripped touring Sixty, speeding up too late to catch the Mercedes. Be that as it may, the much-larger-engined French car was 11 min. 40 sec. in arrears at the finish, averaging 47.8 m.p.h. Farman's Panhard-Levassor was third, very close behind De Knyff, having averaged 47.7 m.p.h. The only other finishers were Gabriel's Mors—hero of Paris-Madrid—and Edge, praise be, on a Napier. Foxhall-Keene had stalled his engine at the start, but De Caters went off at great speed. Later De Caters sportingly stopped to reassure people that Charles Jarrott was not badly hurt after his Napier had crashed. Both had back-axle failures, Foxhall-Keene's the result of a skid, De Caters' giving out ten miles from the finish.

Thus were Jenatzy and millionaire Dinsmore's Sixty Mercedes covered in glory, and dust, for dust had been a problem round the long Athy circuit.

Naturally, rumours went round that Jenatzy had a special bored-out engine but as both he and Baron De Caters were timed at 66 m.p.h. over the measured mile past the grandstand, this is disproved.

There were other Mercedes Sixties present, J. E. Hutton using one as a course patrol car, while Mr. Harmsworth brought his over to Ireland and it later won the Henry Edmunds Trophy in the Castlewella Hill-Climb, driven by Campbell-Muir. Later still it appeared, without distinction, at Brooklands.

This GB victory must have done the Daimler Motoren Gesellschaft of Cannstatt a power of good, for in Edwardian Europe there were sufficient people able to afford these £2,800 grand touring cars and keep them in tyres. Incidentally, Mercedes wanted to use Michelin tyres in the GB but the rules forbade and Jenatzy run on Continentals. Besides, the Sixty had been gaining plenty of successes. Already, at the Nice Week of 1903 Prince Lubecki had won the Esterel Mountain contest, Wilhelm Werner set a s.s. mile record, Hermann Braun had covered a f.s. kilo. at

MERCEDES 60s AT BROOKLANDS

Some idea of the potential of this greatest of all veteran cars can be obtained from some of their lap-speeds at Brooklands, where they were popular before the First World War, in later years frequently entered, re-bodied and specially-prepared by Gordon Watney:—

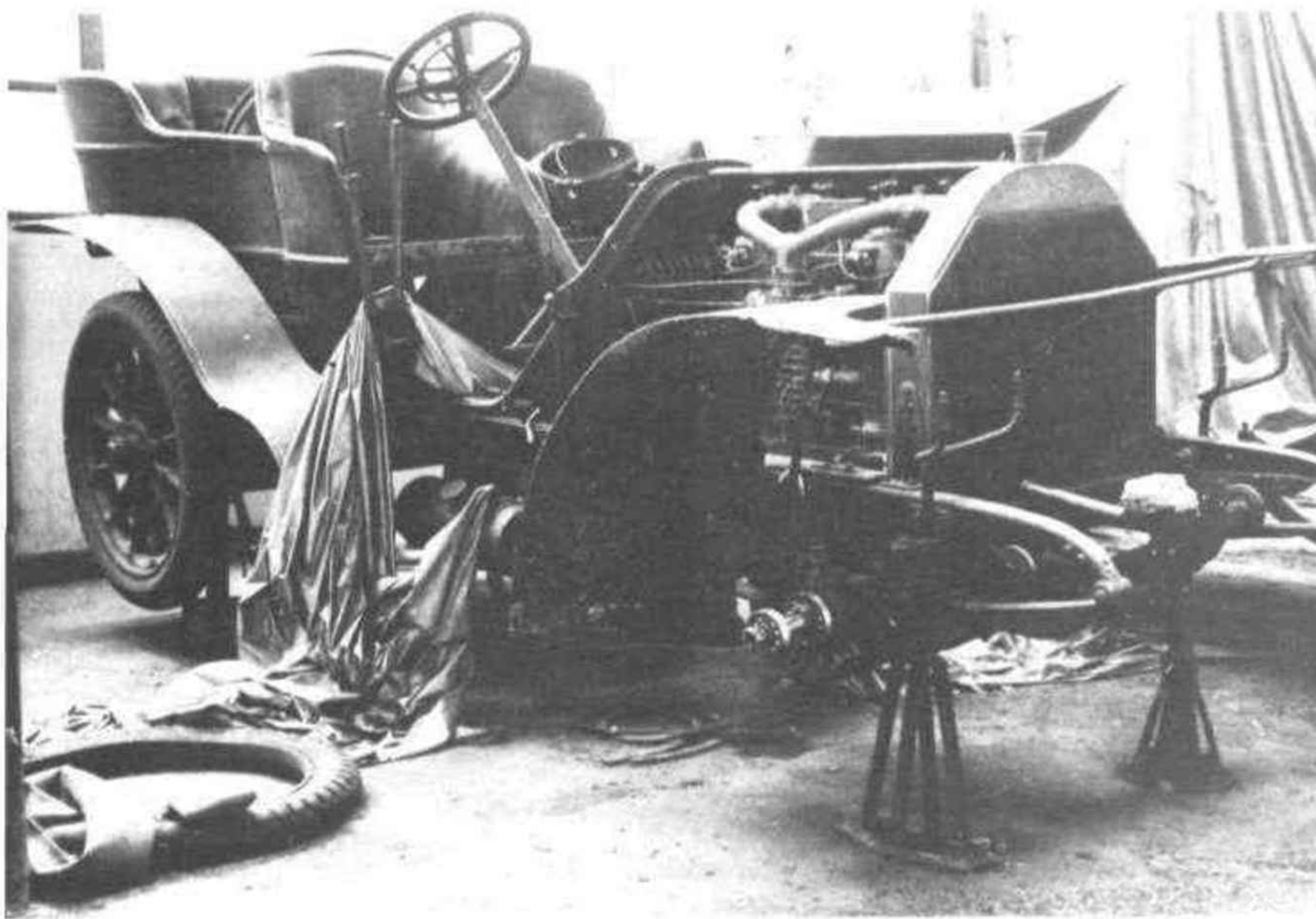
| | | | | |
|------|---------------|----|-------|--------|
| 1909 | W. Jochens | .. | 76.59 | m.p.h. |
| 1910 | L. Collinge | .. | 74.98 | " |
| 1911 | F. Samson | .. | 82.86 | " |
| | F. Brown | .. | 77.93 | " |
| 1912 | G. W. Brown | .. | 87.84 | " |
| | J. Smith | .. | 78.43 | " |
| | A. Cumming | .. | 77.45 | " |
| | E. Yano | .. | 74.22 | " |
| | C. V. Stewart | .. | 73.46 | " |
| 1913 | F. Samson | .. | 85.13 | " |
| | T. F. Usher | .. | 82.18 | " |
| 1914 | M. Laurent | .. | 89.41 | " |
| | H. Darly | .. | 89.01 | " |
| | J. H. Toop | .. | 82.86 | " |

72.6 m.p.h., Hieronymus won the La Turbie hill-climb, but, alas, Count Eliot Zborowski was killed in his new Sixty Mercedes shortly after starting in the latter event. Five Sixties had started in the fateful Paris-Madrid race, Warden's finishing sixth at Bordeaux when the race was stopped, Gasteaux's eighth, whereas the best-placed Ninety was 14th (Jenatzy).

Further successes, according to Scott-Moncrieff's "Three-pointed Star", were gained at Phoenix Park, where Higginbotham (who took early delivery of one of these cars and got onto fourth speed within 20 miles!; he was presumably the later Autovac and 30/98 gentleman of this name) drove his Sixty, and wealthy Willy Polge had a walk-over at Ostend Motor Week with his new Sixty. The Mercedes historian tells of many more excellent performances by these 60 h.p. cars, which I regard as the first-ever real sports-car. It would seem that at least 16 were at large in Europe in 1903, possibly many more, although the 1904 catalogue apparently listed the chain-drive Sixty chassis at £1,800, the gear-driven version at £2,500 and they were costly on tyres and driving ability. Gray Dinsmore had a couple, engaging works drivers to run them at Semmering hill-climb. By 1904 the 60 had given place in serious racing to the 90 Mercedes four-cylinder, not the later production six-cylinder, but Florio was 3rd in the Florio Cup on his Sixty at 70 m.p.h., and in the American Vanderbilt Cup race Sixties were driven by Campbell, Hawley and Arents.

Remembering that this year is the 70th anniversary of the Irish GB race and that Mercedes had had to borrow privately-owned cars to win it, it occurred to me that it would be fun if, in 1973, Mercedes-Benz were to do a little re-enactment of an historic occasion, again with borrowed Sixties. Knowing that Erik Johnson, Public Relations Manager of Mercedes-Benz (GB) Ltd. of Brentford, is enthusiastic about anything appertaining to cars or motorcycles, I put the idea to him and he immediately agreed to lay on a suitable party, involving some epic motoring.

We were fortunate, in as much as there are still three Sixty Mercedes in this country. Despite the fame of these cars when they were new in 1903, and the fact that Gordon Watney, the Mercedes-fancier of Weybridge,



The Sixty Mercedes, now owned by Roger Collings, as it was before Frank Smith set about restoring it for Bill Vaux.

won a Brooklands Long Handicap with one as late as 1912, these great cars had been forgotten by almost everyone by the time the Veteran Car Club was formed in 1930, except, that is, by E. K. H. Karlake. It is not surprising that the 60s had been forgotten by then, for 27 long years and a devastating World War had passed since their inception. But Kent Karlake remembered, and his article in MOTOR SPORT of September 1930 was responsible not only for the subsequent interest in the big Edwardians and historic racing cars but perhaps for the entire vintage and veteran movement as we now know it. For his third "Veteran Types" article in this magazine he wrote of a 1903 Mercedes 60 which had been found recently in Ireland (shades of Jenatzy indeed!) in sorry state and put into running trim. It was owned by E. Martin, who I think ran Friary Motors at Old Windsor. When the BARC persuaded the VCC to allow its members to race their veterans round the Brooklands Mountain circuit Martin was on scratch in both the 1931 and 1932 races. The Mercedes tied for fastest lap, at 37.34 m.p.h., with Fedden's, I think smaller, Mercedes in the first year but was much slower in 1932. I believe it took part in the Brighton Run and it was at the time credited with having won the 1906 Ballinusklaughter hill-climb, vanquishing Lee Guinness' big Darracq. Many years later, after it had fallen into a disreputable state, this 60 was, I suspect, the one acquired by Peter Hampton from Lord Selsdon and restored by him in 1953 to his exceedingly high standards (there are none higher), and given a replica racing body to replace the old touring tonneau carriage-work. The new owner took it to Stuttgart for a Mercedes Rally, impeded, we are told, by modern travellers on the *autobahnen* but the traditional high tyre consumption punctuated the return journey. Today this Sixty rests at Bolney.

Hampton tells me that before Lord Selsdon let it get into a sorry condition it was taken on Brooklands and would lap at around 70-75 m.p.h. It has the proper Mercedes Simplex carburetter, l.t. ignition and hand-throttle, the last two items now supplemented by an h.t. magneto, for which Mercedes made provision on the original engines, and a foot accelerator, and Hampton was able to get the correct size back tyres for it. He regards it as a perfectly practical road car, able to repeat its Brooklands speed under the right circumstances.

The Harmsworth Sixty, after its successful foray in Ireland soon after its birth, was used by Lord Northcliffe until 1910, after which this Rothschild-bodied specimen languished in a shed in the New Forest. It passed into the possession of a kinsman, Mr. A. J. Harmsworth, who in 1956 lent it to Lord Montagu, who still has it in the National Motor Museum at Beaulieu. I had driven this car on the occasion of accompanying His Lordship in it on the 1957 Brighton Run.

Finally, that great enthusiast Roger Collings had not long since acquired the Sixty formerly owned by Mr. Vaux of Ilchester, and I had ridden in it briefly after its new owner had successfully completed last year's Brighton Run. So here were our three privately-owned 60s, all ready for the Mercedes-Benz Concessionaires to borrow! Peter Hampton very generously invited us all to

lunch, but wasn't anxious to motor very far afield in his Mercedes. Nor was the Harmsworth car available for more than a brief run within the Beaulieu precincts. However, Collings was game for anything—the Gordon Bennett had involved more than 300 miles' racing, so let's get on with it, was his response to my suggestion. In the end Hampton had a business appointment and so we had to rearrange matters. It was agreed that Collings would meet Erik Johnson at Chepstow in his 60 and motor it to Beaulieu, where we could compare it to and photograph it with the Harmsworth Mercedes.

* * *

Thus it came about that, seventy years to the day, we were able to commemorate the Mercedes GB victory. Had conditions in Ireland been happier I suppose we might have gone over to the Athy circuit, and driven past the memorial to Jenatzy. As it was, we had a formidable day's motoring ahead of us, even if Col. Lindsay Lloyd wasn't present to dispatch us with his pistol, nor did we start, as Jenatzy had, at 7.28 a.m.

Before 8.30 a.m., however, we had left Peterson-Super-Ely, and, after taking Collings' two daughters to school, for this remarkable Mercedes is a practical everyday car, were on our way, with something like five Brighton Runs to complete!

The only preparation had been routine oiling-up of the exposed push-rod ends, ignition-camshaft bearings, the mangle-like exposed timing gears and pinions of the famous 60 h.p. power unit, and of the driving chains. Then the l.t. ignition was switched on, augmented for starting by the h.t. circuit, the half-compression handle by the radiator pulled out, Collings wound the starting handle, and very soon the great car broke into life, the motor-house filling with the sound of its mighty cylinders separately firing, its front mudguards and steering column trembling in response.

The Sixty Mercedes has a 140 x 150 mm. (9,236 c.c.) engine with its cylinders cast in pairs, the special annular valves overhead, actuated by exposed push-rods and rockers, exhaust valves at the side, operated from a n/s camshaft. On the opposite side another camshaft looks after the four slender push-rods actuating the l.t. breakers. The carburetter on this side, originally a Mercedes Simplex, feeds into a Y-type manifold. Water circulation is by pump and lubrication is via a series of drip-feeds from a pressurised system feeding various parts of the mechanism. Fuel feed is by exhaust pressure, authentically retained on Collings' car.

The drive goes through the famous Mercedes scroll clutch. The four-speed gearbox is combined with the differential, final drive being by side chains. The transmission brake is pedal applied, the rear-wheel brakes by the lever. The engine develops 60 b.h.p. at 1,200 r.p.m.

The individual histories of the remaining Sixties are obscure. As I have explained, the new 9.2-litre Mercedes made a great impression at the 1903 Nice Week, when *The Autocar* says a dozen were present, all red except for Zborowski's pale blue car, and all stored at the Villa Mercedes. Collings' car could well be one of these; rumour suggests Higginbotham's. It was certainly owned

Continued on page 898

DUNLOP FORMULA 70

WIDE RADIALS

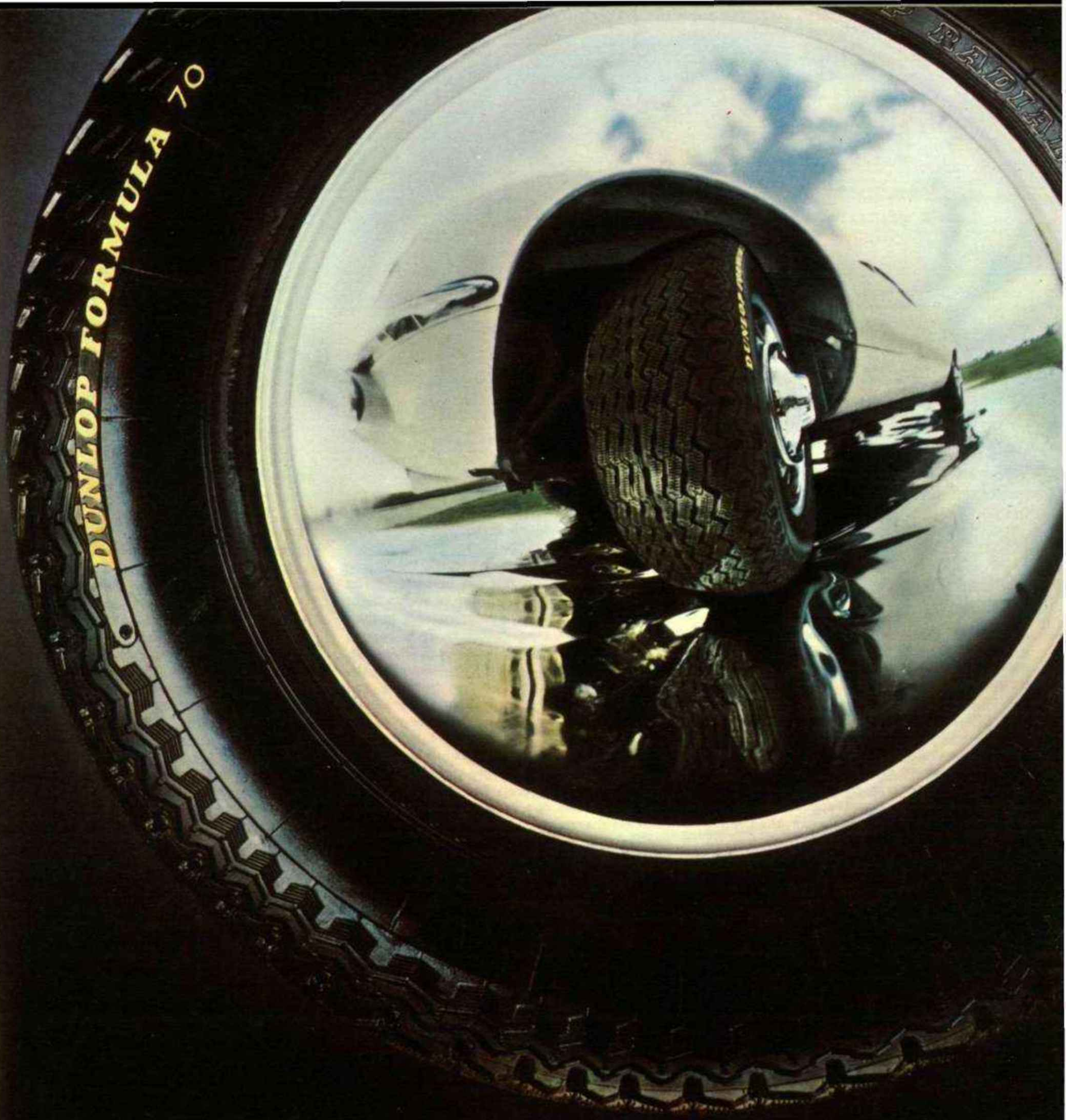
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| HUMBER | SCEPTRE |
| JAGUAR | All current models |
| JENSEN | All current models (Inc. JENSEN-HEALEY) |
| LANCIA | All current models |
| LOTUS | SUPER SEVEN, EUROPA EUROPA TWIN CAM |
| MAZDA | 1300 & ESTATE RX2 |
| MERCEDES | 200 8, 220 8, 200D 8, 220D 8, 230, 250 & 250 CE, 250S, 250SE, 280S 8, 280SE 8, 280SEL 8, 280SL 8, 300SEL 8, 350SL |
| MG | B & BGT |
| MINI | All current models |
| MORRIS | All MARINA models 1800 MK II |
| NSU | 1200 C, 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 |
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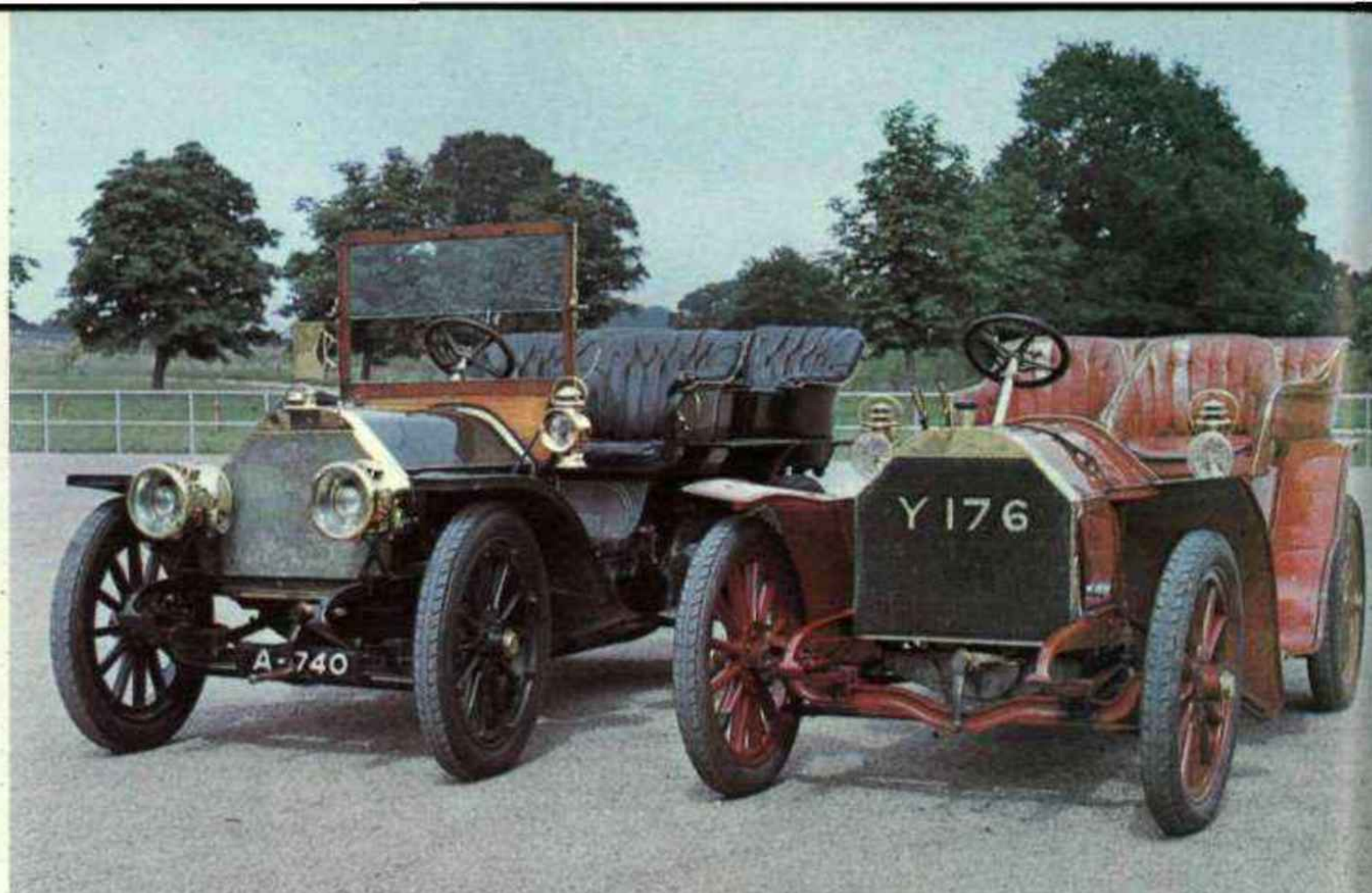
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DUNLOP FORMULA 70
WITH AQUAJETS



THREE SURVIVING 1903 SIXTY MERCEDES.— L. to r., C. W. P. Hampton's, the Harmsworth car which is in the National Motor Museum and Roger Collings', on which we commemorated the Mercedes victory in the Gordon Bennett Cup race of 70 years ago.

GORDON BENNETT OCCASION

Continued from page 896

by Bertie Birtwhistle, then by John Bradshaw. Frank Smith, the well-known veteran car enthusiast, then did a splendid rebuild of it for Bill Vaux, from whom Collings purchased it. It has a Mercedes tonneau body, with no windscreen, equipment being confined to a wicker umbrella basket, foot-operated Klaxon, snakelike bulb-horn and Ducellier oil sidelamps. It is shod with 875 x 105 front, 880 x 120 rear Dunlops.

It was soon apparent (after we had taken on Mr. Smith, who had driven down from Manchester in his Datsun 240Z in order not to miss the occasion) as our "mechanician" and started our journey in earnest, that although a veteran in dating and specification, this 1903 Mercedes performs better than most Edwardian cars. Unlike Jenatzy, we had no problems of dust or controls to pass through. But the traffic was heavy and in Salisbury we paused to refuel, and oil-up. Yet, having

How the driver sees it—oil drip-feeds on the dashboard, four foot pedals, outside gear and brake-levers, bulb horn, and oil sidelamps.

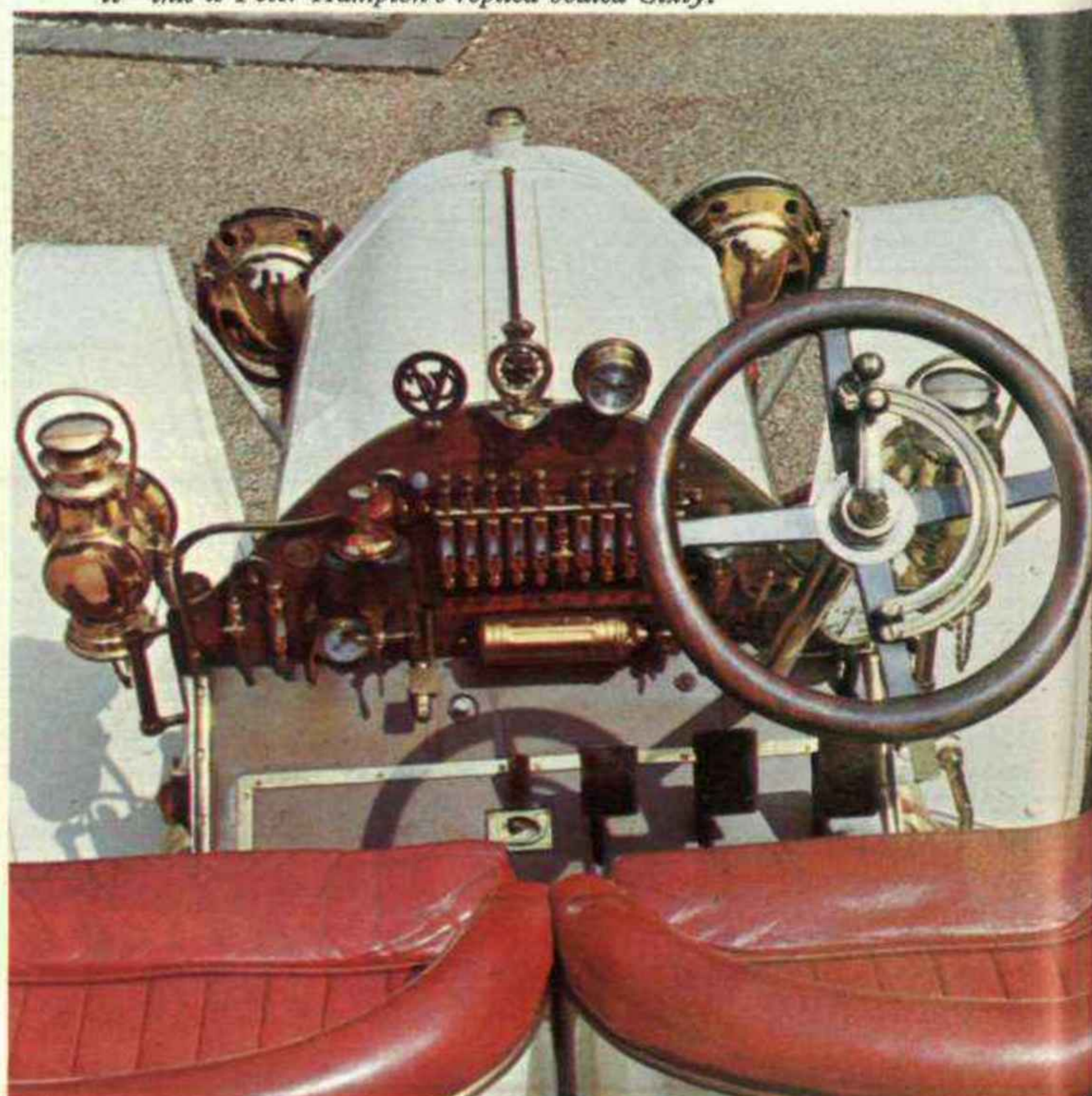
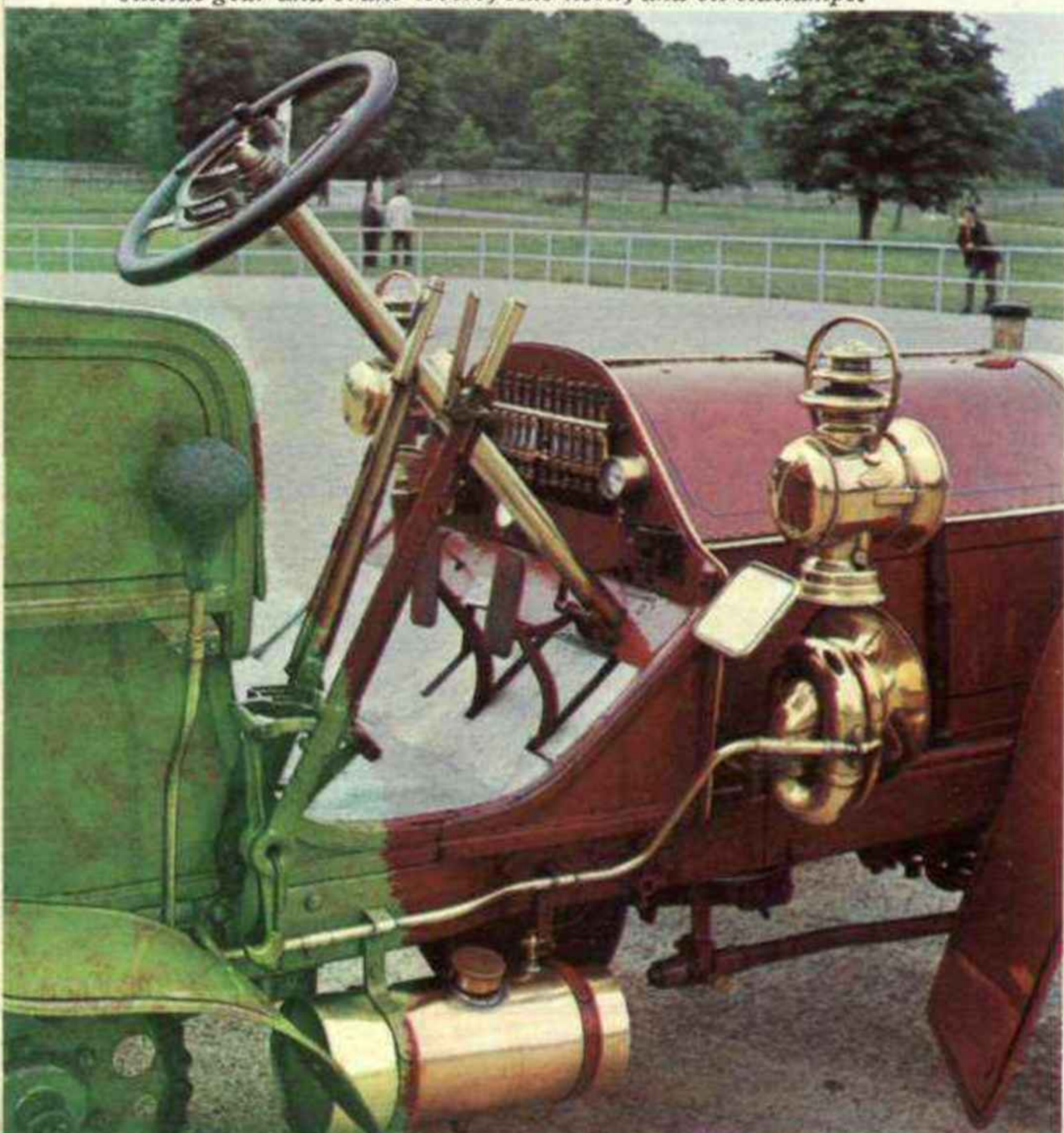
left the Aust Service Area of the M4 after 10.30, we were at lunch at the "Master Builders" at Buckler's Hard, at 13.35 hours. The weather, apart from a spattering of rain, was kind; the traffic was not. Filson-Young wrote of riding on a fast car in 1904: "The ineffable thrill and exhilaration of such a flight none but they who have experienced it in their own bodies can even conceive. It is beyond everything else in our physical existence. It is the exaltation of the dreamer, the drunkard, a thousand times purified and magnified". I don't know about that! But it was exceedingly satisfactory, commemorating Gordon Bennett Day in this fashion, the Mercedes not merely keeping up with modern traffic but accelerating like a good vintage sports car, to the deep beat from its great cylinders, when opportunity presented itself, those at the wayside oft waving their appreciation, the wind playing about us, for there is no protection above the ankles in the front seats, the speed rising to 60 and more m.p.h. whenever possible, confirmed by Erik

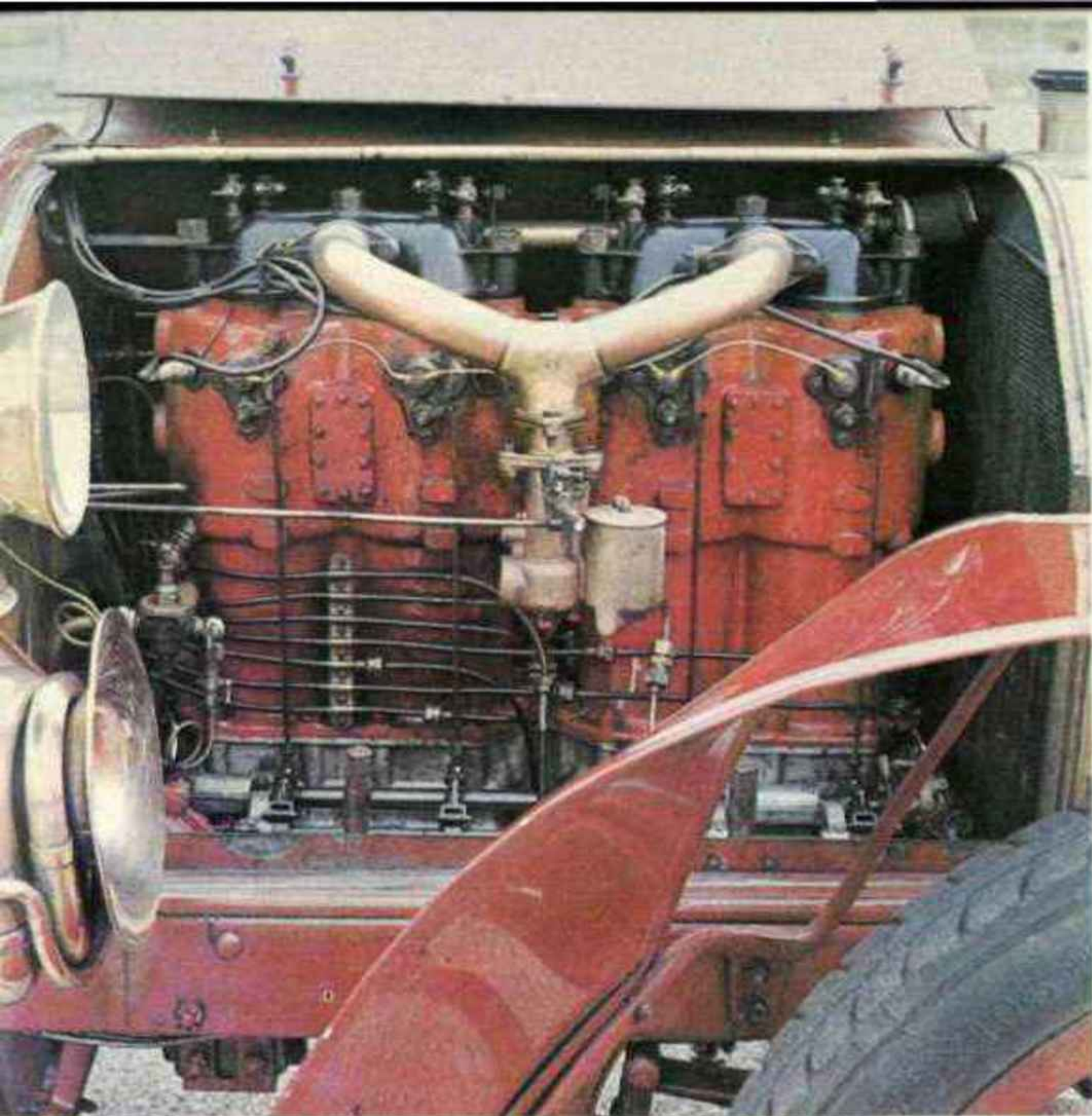
Johnson's Mercedes-Benz 350 SL which was following us. In the tonneau it was more sheltered, and the rustle of the side chains mingled with the engine beat.

In sober fact, that day we completed only 42½ miles fewer than had Jenatzy in winning the GB, at an overall average running time of 41 m.p.h. The Mercedes drank 2¾ gallons of Castrol oil, averaged 17½ m.p.g. of petrol and gave no anxiety, apart from temporary loss of power on the homeward journey when a l.t. push-rod unslotted. It is verily a magnificent machine! Of the 60 h.p. the afore-said Filson-Young said: "If you are a millionaire the matter (selection of a car) is very much simplified; you simply get the best and most expensive car in the market. I think it would be generally admitted that in such a class the Mercedes still holds the field . . . if you can afford to buy and keep a Mercedes, do so".

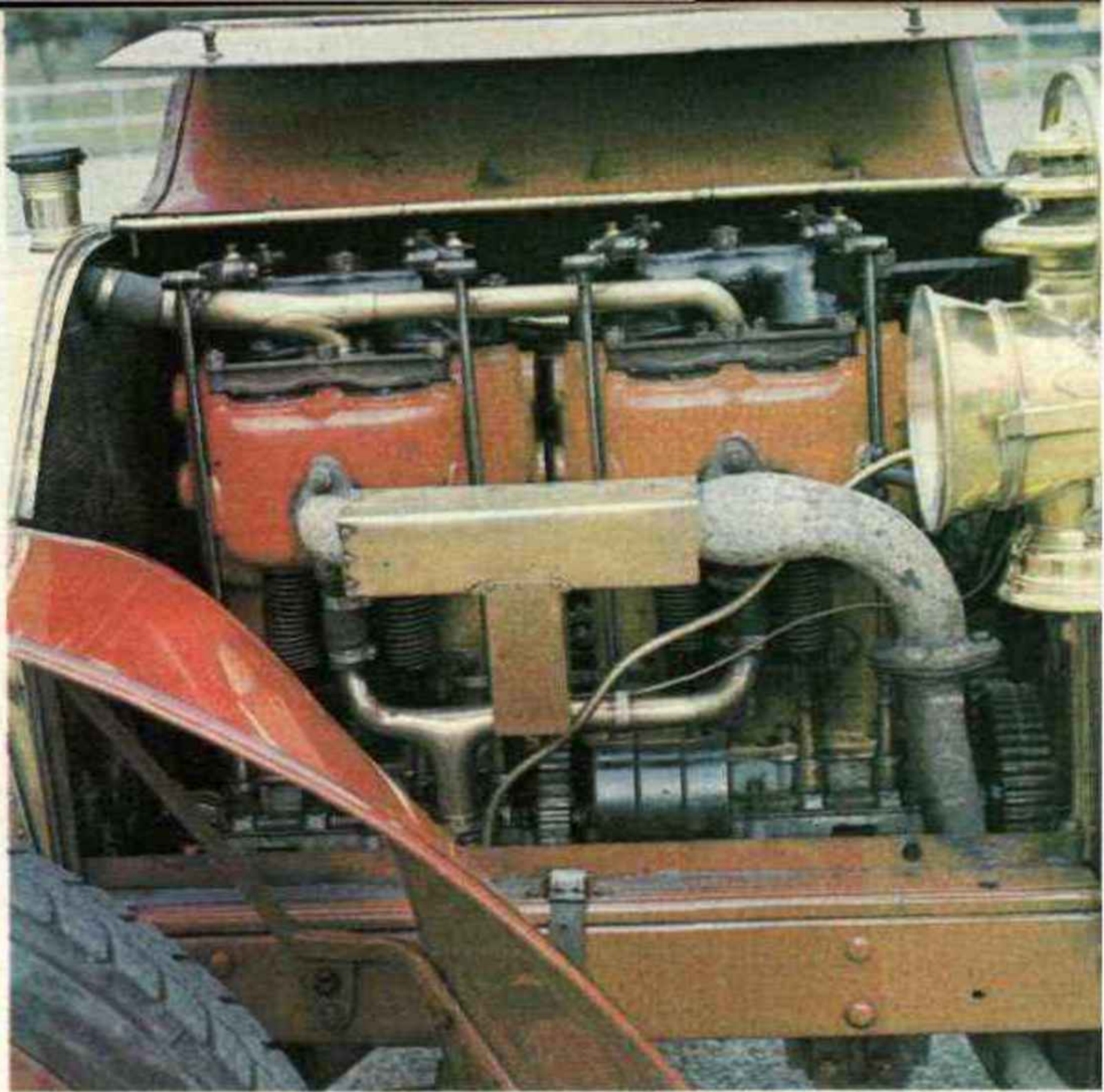
When I took my spell at driving, I was more than ever convinced of this veteran's superiority. In 1903 it must have seemed

The oilers, pressure pump, and downward view as the "Mr. Toads" saw it—this is Peter Hampton's replica-bodied Sixty.





Carburettor side of Roger Collings' engine, showing Zenith gas-works and Lt. ignition mechanism.



Exhaust side of Collings' engine, showing push-rods and rockers for the annular o.h. inlet valves, etc.

almost unbelievable. You sit looking down at the wide and shapely radiator and bonnet. At knee-level are the eleven drip-feeds, a glass-reservoir hand oil-pump for starting up these lubricators until the engine takes over, a brass-cased 8-day Smith's clock and, on the floorboard, four pedals, the small l.h. one for the clutch and the foot accelerator, to which the car has been converted, between the bigger pedals which put on the transmission brakes and throw out the clutch. Of this Mercedes scroll clutch, Lt.-Col. Clive Gallop once told me that Zborowski, Jun. retained it for his Chitty-Bang-Bangs because it never slipped unless a bump caused the chassis frame to distort, and although if mis-used it could stress transmission and tyres, it was acceptable on low-speed engines which would allow it to engage without stalling before opening-up.

I found it easy to use and when I came to change down with the enormous outside gear lever, which sits inboard of the equally-long brake lever, this, too, was unexpectedly simple, even getting from third to second

Intrepid Gordon Bennettists.—Collings at the wheel, with his "mechanician" Frank Smith.



"round the corner" of the gate, the positions being $\frac{1}{2} \frac{4}{3}$. As I drove along M4 after a splendid run on deserted roads in the evening sunshine from Chippenham, Collings borrowed my Breitling wrist stop watch to time our effortless, slightly wallowing, progress, which was, shall we say, at a good 70 m.p.h.? The steering, with the small 4-spoke wheel, is direct and, unless oiled, inclined to be heavy; significantly, the Harmsworth car has one of its oilers directed to the column.

All too soon this unique experience was over. In the chill of the evening, so that I was glad of my (now oil-spattered) Functional coat (and flying-hat!), some 12½ hours after setting out, for there had been a number of refreshment stops, we were back. As E.K.H.K. wrote in MOTOR SPORT in 1930, after he had been out in a 60, "... for a moment the (garage) walls echoed the thunder of the exhaust, then the motor gave a few dying gargles, and all was quiet. We descended, feeling that perhaps we had not after all been born a generation too late, as we had been privileged to travel in that veteran monster ...". Later Karlake said of another 60: "... when the throttle is opening, a series of giant impulses, smoothly delivered but each individually appreciable, give an impression of irresistible power and communicate an intoxicating sense of omnipotence to the driver. Now one can understand why the Sixty, although good drivers declared it to be the safest car that at that date had been built, was the death of so many less experienced owners. It is not good for the uninitiated to receive the impression that they walk—or motor—with the Gods". Fortunately, Collings drives his 60 with verve and skill tempered with a sensible restraint

The only remaining examples of this outstanding Mercedes of the veteran period seem to be in England—those of Harmsworth, Hampton and Collings. It is astonishing that the Daimler-Benz Museum in Stutt-

gart is without such a prize.

The Harmsworth car differs in small items from Collings. It has eight drip-feed oilers, Dunhill detachable wheel-rims, two hand pressure-pumps, smaller driving sprockets, a hand-throttle (although a foot accelerator is disconnected), and it sports a tall windscreen. Its equipment embraces an Oldfield Dependence oil rear lamp, Dunhill Duplex-Lens headlamps, Camelinat sidelamps, the bulb-horn is by Piel of New York—The "Long" Horn—it has a Daimler pressure gauge on the dash, and is on 920 x 120 Dunlops all round. Both cars have a vintage-type up-draught Zenith carburettor more suited to modern traffic conditions than the original.

* * *

As I drove home in the BMW 520i that evening my thoughts were very naturally with Jenatzy and Mercedes. Not many owners of a veteran, especially one on its original l.t. ignition and exhaust pressurising, would have so cheerfully entered into my suggestion of driving nearly 300 miles in a day, as Collings had. On the 1903 Mercedes this proved, however, a very pleasant, instead of a painful, experience.—W. B.





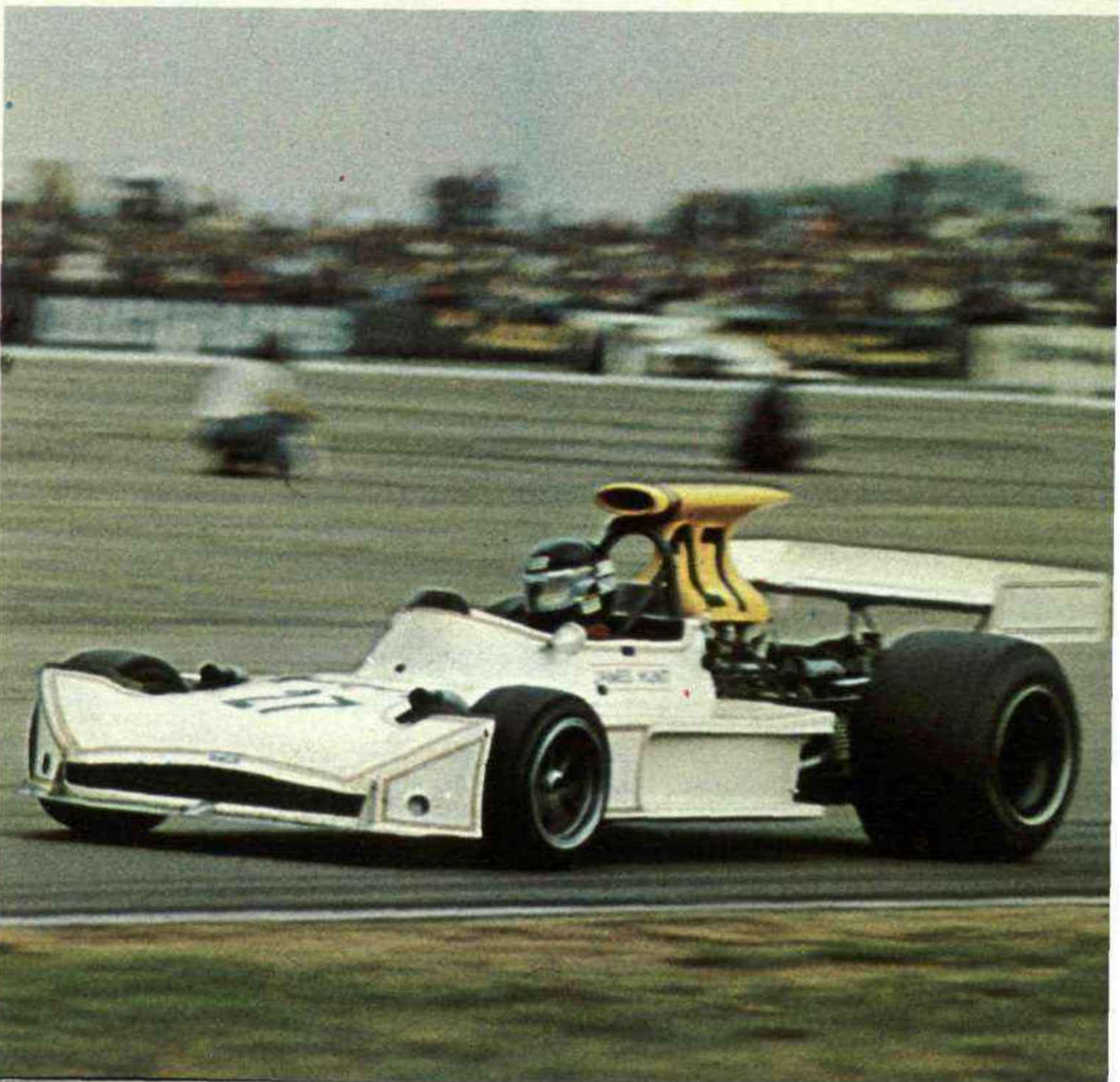
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BRITISH GRAND PRIX

AT THE START of the British Grand Prix at Silverstone, front row competitors Ronnie Peterson (John Player Lotus) and Denny Hulme and Peter Revson (Yardley McLarens) accelerate away together (*top left*), with Emerson Fittipaldi and Jackie Stewart on the second row. Stewart slipped inside Peterson halfway round the opening lap at Becketts, leading as the field came round Woodcote corner at the completion of that lap. Stewart, Peterson and Carlos Reutemann (Brabham No. 10) negotiated the corner, but South African newcomer Jody Scheckter, whose McLaren can be seen on the inside of row three, lost control and slid onto the grass on the outside of the corner before sliding back across the circuit and hitting the pit wall.

The car's rear wing was knocked off, scattering all those following, and the result was a major collision involving some nine cars including the whole of the Surtees Grand Prix outfit. In the centre picture (*left*), Wilson Fittipaldi's Brabham BT42 can be seen braking to a halt just before the chaos, where Jean-Pierre Beltoise (BRM) is bouncing wildly about over the nose of Jochen Mass' white Surtees TS14. It was a great credit to the new regulations concerning deformable structures on the current Formula One cars that no fuel tanks were ruptured and no cars caught fire. The only casualty was Andrea de Adamich, the Italian being trapped in his Brabham BT42 for an hour with a broken ankle. The race was stopped at the end of the second lap.

When the race re-started, almost an hour and a half later, Peterson went straight to the lead pursued by Stewart (*top right*). The Scot gradually closed in on the Lotus, but Stewart spun at Stowe trying to squeeze past on the inside and dropped back down the field out of contention. Thus Peterson raced on until he was passed by Californian Peter Revson in his Yardley McLaren (*bottom left*). Revson kept ahead to the finish, thus scoring his very first Grand Prix victory and the second for the McLaren team this season. Hulme just failed to get past Peterson on the last lap and fourth place, after a worthy drive, went to James Hunt (*right*) driving Lord Alexander Hesketh's March 731G in only his fourth Formula One event. Constantly in touch with the leading bunch, Hunt even enjoyed a spell ahead of Hulme's McLaren in third place, but was overtaken by the New Zealander before the end. Hunt also set fastest lap of the race and won the Prix Rouge et Blanc of Joseph Siffert for his efforts.

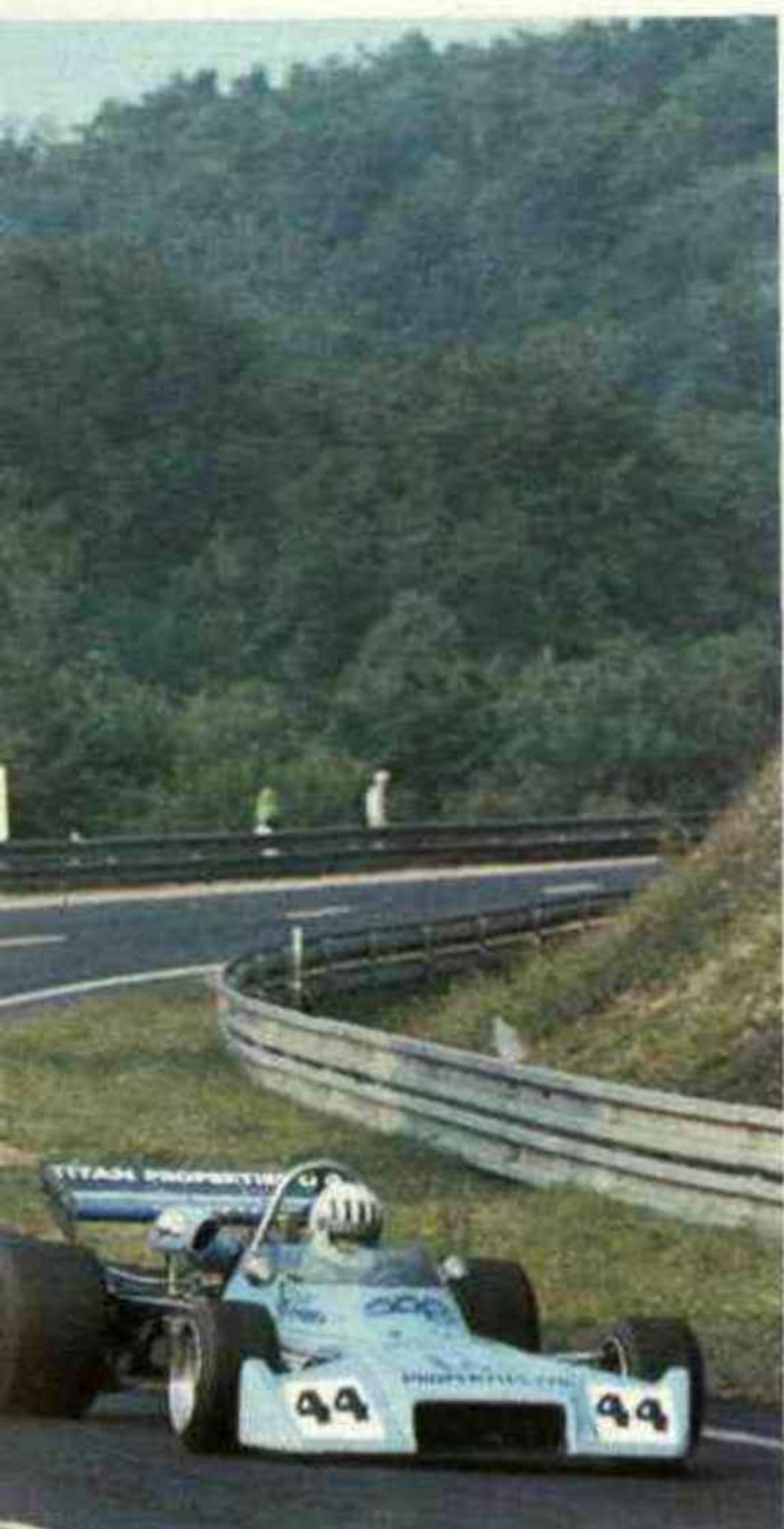




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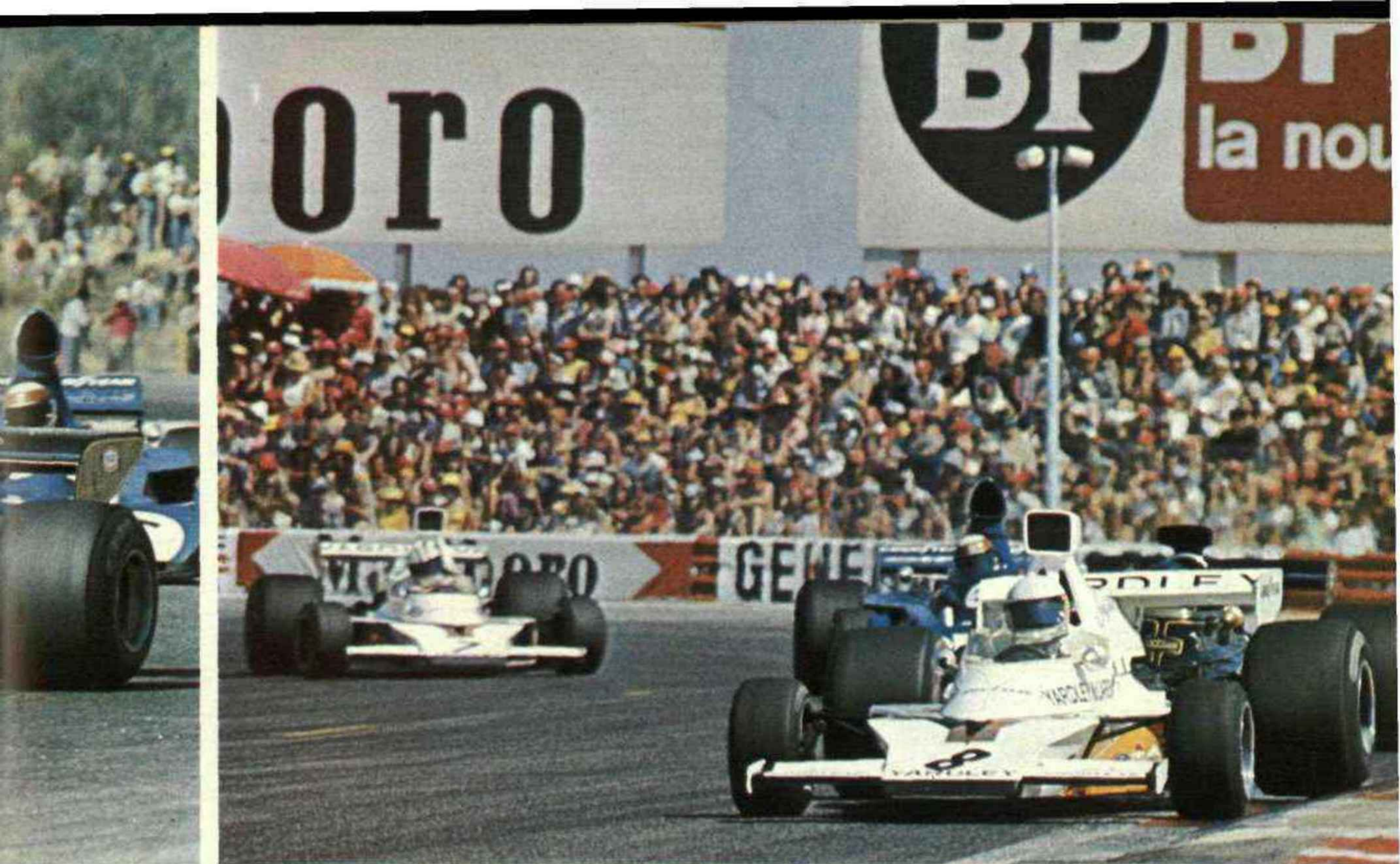
THE PICTURESQUE Rouen-les-Essarts circuit in Normandy hosted its annual formula 2 international last month, victory going to Jean-Pierre Jarier (left) opposite locking his works March-BMW 732 out of the cobbled Nouveau Monde hairpin. Following Gerry Birrell's fatal practice accident, an artificial chicane made out of polystyrene bales was inserted on the section after the pits (lower left). Wilson Fittipaldi's Brabham-BMW Schnitzer BT40 is seen leading Patrick Depailler's Elf through the clumsy obstruction. Out of luck at Rouen was Welshman Tom Pryce, (below), Hans Stuck Jnr. Phases Mass (right), while Jean-Pierre Laussaud (Motul) and Emerson Fittipaldi (Lotus 74) similarly failed to feature in the results (bottom)





FRENCH GRAND PRIX THIS PHOTOGRAPHIC MONTAGE shows a race which was well worth remembering. Here the Swede made his Grand Prix debut with the Ensign, which ran reliably to the finish. Here the Swede heads Jackie Stewart and Denny Hulme during the early part of the race. Here he wins the race, in his McLaren (No. 8). Here he leads Peterson, Stewart and Hulme for several laps. Here he leads Niki Lauda and Arturo Merzario for several laps. Formula One news: Here he races side by side with Carlos Reutemann's Brabham while the camera catches Jody Scheckter against a background of the Alps Mountains.





AGE of the French Grand Prix depicts many of the most exciting moments of remembering. Working clockwise from the top left picture: Rikki von Opel h. Ronnie Peterson scored his first World Championship victory for Lotus: part of the race. Jody Scheckter, however, looked all set for a magnificent Graham Hill put up his best showing to date for Embassy, dicing furiously. James Hunt scored an excellent sixth place with the Hesketh Racing which finished third—the Argentinian's best performance to date. Finally the pitime.





AUSTRIAN 1000 KMS.

FOR THE FOURTH time this year Henri Pescarolo and Gerard Larrousse enjoyed the accolade of victory in a long distance race, their Matra being more consistent than that of Cevert/Beltoise.



THREE CHALLENGERS.—The 1973 World Championship for Makes has seen some exciting battles. Above, the Ickx/Redman Ferrari which has two victories to its credit. Right, the Cevert/Beltoise Matra which has consistently been the quickest car, but unlucky. Below, John Watson in the Gulf-Mirage which finished fourth in Austria; the Gulf team has one victory to its credit, at Spa.



Pure protection from Duckhams
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If you think all motor oils are the same,
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New Formula S.A.E. 20W/50 Motor Oil.



AVON TOUR OF BRITAIN

THIS NEW EVENT combined many different facets of motoring sport. There was night racing for the first time in Britain in eight years. Our photograph depicts the start of the first race with the two leading contenders for victory, Spice's Capri and Hunt's Camaro side by side. After Snetterton the field went to a special stage at Knebworth House in Hertfordshire, where Spice is shown losing his last chance of victory. There was even a blast down the Santa Pod drag strip. Graham Hill and Frank Gardner are "staged" in their Datsuns.



YOUR MOTHER WOULDN'T LIKE IT.



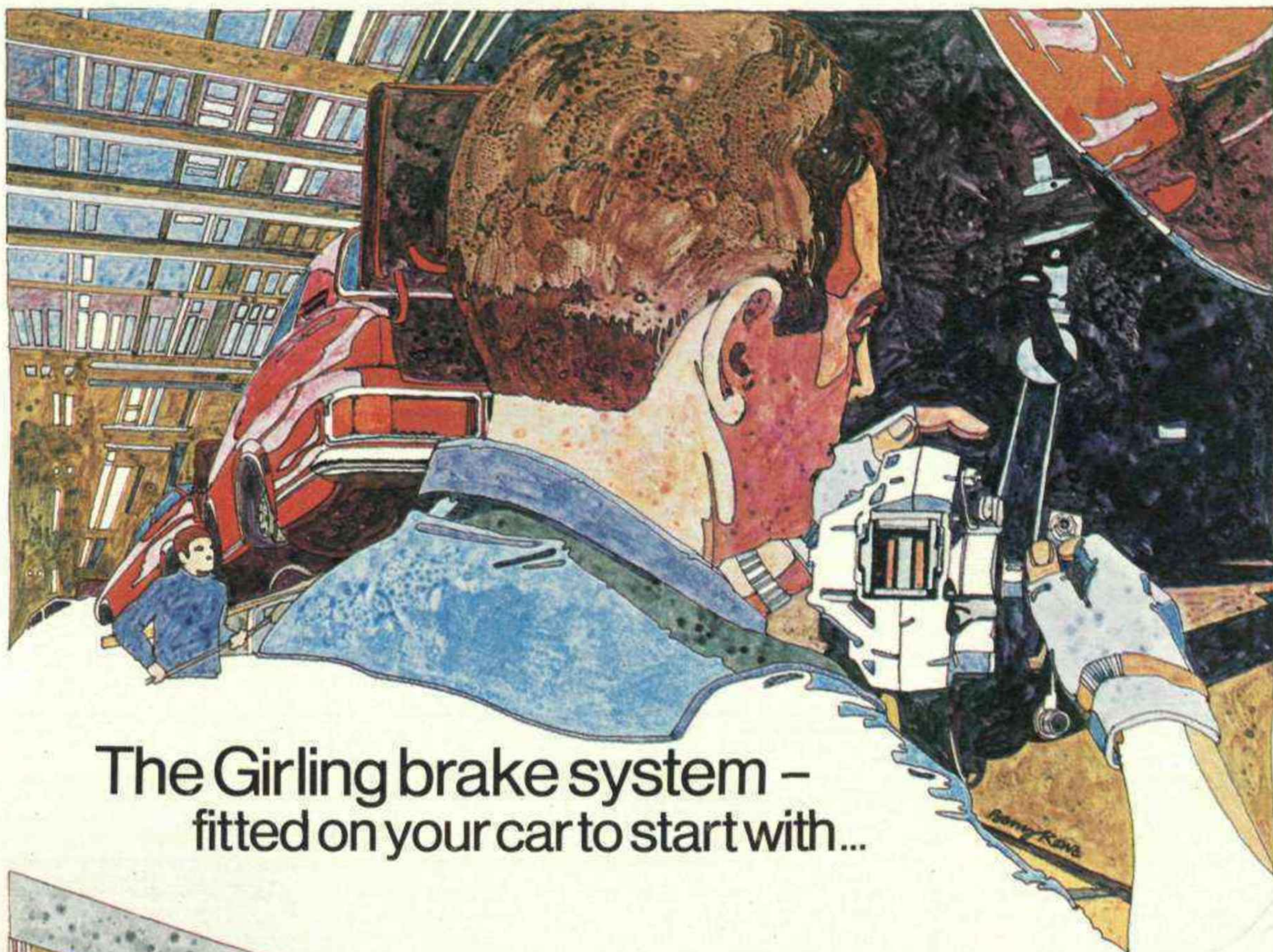
1275 cc. 94mph. 0-50 in 9.6 seconds.* £987.89

*Including car tax and VAT. Number plates, seat belts and delivery charges extra. *Source Autocar

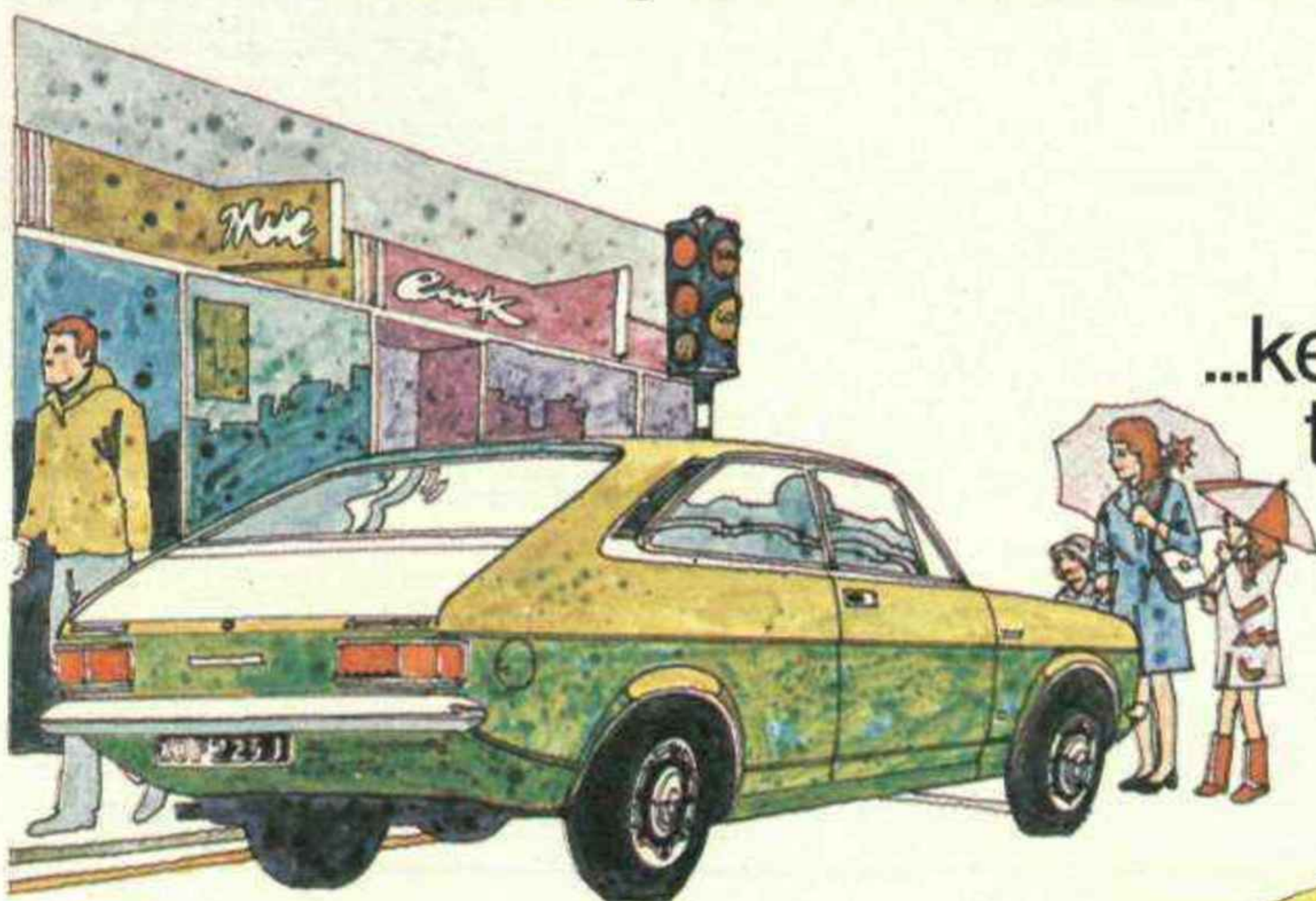
MG MIDGET



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The Girling brake system –
fitted on your car to start with...



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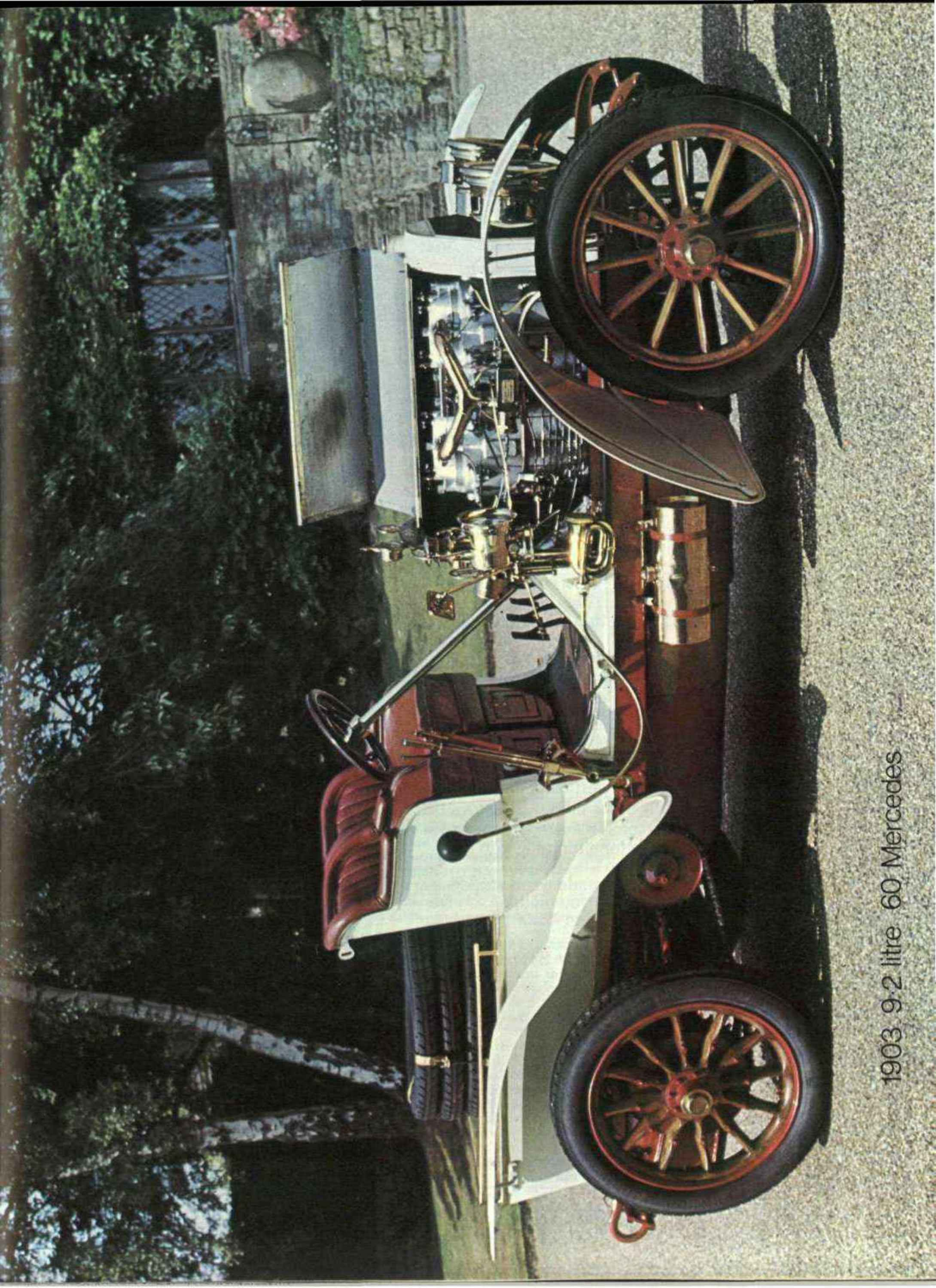
Keep yourself and the system safe ...



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1903 9.2 litre 60 Mercedes

You're not the only one getting hot and sticky this summer.

Summer. Runs in the country, trips to the coast. All great fun. But summer's also a time of heat and traffic jams. Which is bad news for your engine.

Because all that increased mileage means your fuel system's had a chance to pick up more dirt. And when dirt gets together with varnishes and so on, things begin to get a bit gummed up.

You see the result in little things - fading power, loss of performance, lack of zest.

This is where STP Petrol Treatment comes in. Added to your petrol, it's like a spring clean for your fuel system.

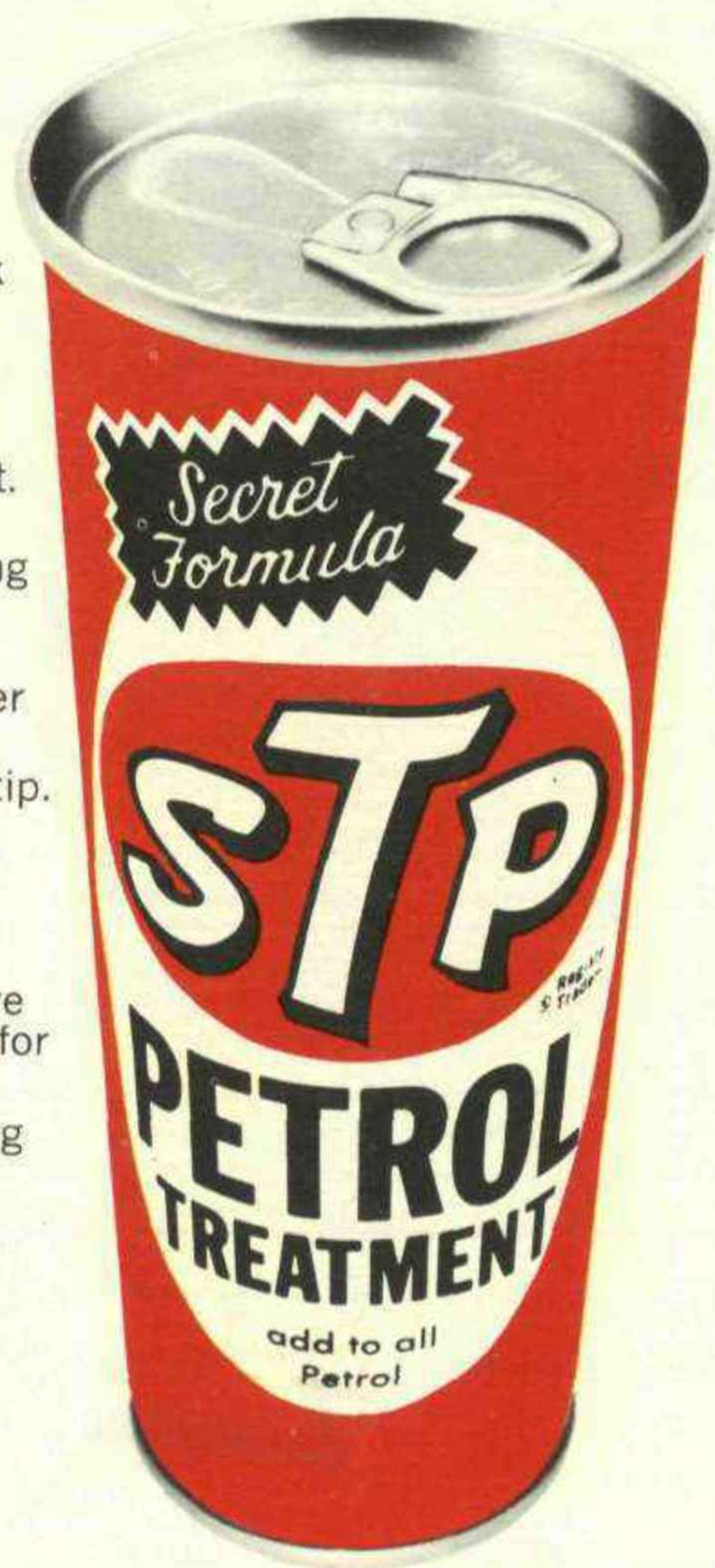
Used regularly it helps to keep things running smoothly - because naturally, a cleaner engine is a healthier, more efficient engine.

And, for a really quick tune-up, here's a tip.

Just pour a can of STP Petrol Treatment slowly into the carburettor air intake, with the engine running and watch the results.

Either way you use it, add a can of STP Petrol Treatment next time you fill up. And give your car a chance to come into Autumn ready for anything.

Treating your engine with STP is treating it with respect.



FIRST IMPRESSIONS of the BMW 520i

**The Latest 2-Litre Fuel-
Injection Model from Munich
Completely Captivates the
Editor**

MANY things in this life are too good to last. I was reminded of this when the time came to return the BMW 2500 which I had had on long-duration loan. Ford-of-Britain eased the pangs by lending me a Consul 3000 GT as a very adequate, and less-expensive, substitute, which I described last month. But Raymond Playfoot, the "live-wire" PRO whom BMW Concessionaires GB are so fortunate to have, presumably read my thoughts, for as soon as he could he provided a 520 for test. The BMW organisation in this country being as impeccable as the performance and reliability of its cars, this smart Atlantic-blue saloon was awaiting me at Renault's Acton premises when I returned the Renault 5 I had been testing—another of my more memorable motoring contrasts!

With a sigh of satisfaction at finding myself once again behind the wheel of a BMW, I set about cleaving the congestion along the Euston Road and down Pentonville, on the way to the office. It was immediately apparent that this latest, smaller BMW has all the merits of the older models. For instance, the driving position is commanding, it went where I pointed it, and its eager pick-up and taut steering made it very nice to handle, even in traffic. The steering is heavy at low speeds, somewhat less so than the Consul's manual steering but remaining heavy overall. The brakes were very sudden on initial acquaintance. The gears are changed with a stubby short-travel gaitered floor lever, its polished-wood knob just where the left hand feels for it. The change itself is slightly notchy, but pleasant to use, reverse easily obtained by tapping the lever "round the corner" from first gear position.

I was pleased to find the same excellent layout of minor controls, instruments and stowages as on the bigger six-cylinder BMW. Why, the 520 was like the 2500 even to the driver's door requiring a slam before it would shut properly and the floor hand-brake needing a good tug to make it hold! And, as with the 2500, if you drive it hard it soils its front wheel trims with brake pad dust. I thought perhaps I would dislike the big protective pad on the 520's steering wheel, not having liked a similar "pod" on the Peugeot 504. In fact, this is hardly noticed, although the lower left steering wheel spoke does mask the flashers' warning light, which is of no real importance. The wheel has four short spokes at its upper circumference, each with a push for the rather subdued horn. The 520's instrumentation dif-



fers somewhat from that of earlier BMWs. There is a panel before the driver enclosing behind a single glass the speedometer, tachometer, fuel and heat gauges, the smaller dials at its extremities being angled for easy reading. This occasionally caused a flickering reflection from lighter outside surfaces and it distorts the "empty" area of the fuel-gauge reading. As there is a low-level light above the dial, matched by an oil-pressure light above the other small dial, this is not much of a shortcoming. The plain black faces of the two bigger dials set off their clear white digits to perfection and neat white labelling is used for the various knobs and switches. A centre panel contains the clock, which is a Vdo like the rest of the instruments and emits a hushed whirr. It has a knurled rim which selects the three speeds of the heater fan and two other rotary controls, with recessed finger holds, control heat and ventilation. Fresh air is emitted when required from a number of grilles which obviate draughts, two quadrant levers providing that de luxe feature of an independent supply to left or right of the car's interior. Facia lighting is by aircraft-type orange/red floods.

All this I took in as I drove the first few miles. I also noted such useful equipment as hazard lights, rear fog-lamp, heated back window, fitted carpets, etc. and that the interior *decor* was nicely done in black plastic mouldings, with but a trace of simulated wood strip on the facia, and that the upholstery was in matching black but with grey cloth cushions, which are going to put this BMW out-of-bounds to Motoring Dog the Second

It was only after I had looked at the BMW in the office car-park that I realised just how clairvoyant Raymond Playfoot is. You see, the lettering on its boot-lid told me this was a 520i, or fuel-injection, version of the new 2-litre. Now when I had read a road-test report on the 520 I noted that its 0-60 m.p.h. time was 11.3 sec. Even in advancing age I like to think that I can cope with rather faster acceleration and so I wondered whether I

would find a 520 too sedate, after the 2500 or "little-six" BMW. But its single-o.h.c. 89 x 80 mm. 1,990 c.c. canted four-cylinder engine gives an extra 15(DIN) b.h.p. with the Kugelfischer injection system pumping fuel into the induction piping at a pressure of 426-532 lb. sq. in., compared to the twin-Stromberg carburetted engine, and that 130 b.h.p. means that my minimum target of 0-94 k.p.h. in 10 sec. is just about achieved. This calls for no increase in peak revs., which remain at 5,800 r.p.m., which is 200 r.p.m. over that recommended for the normal BMW 520.

Thus reassured, I was able to forget the paper specification and concentrate on the driving enjoyment which all BMWs dole out. That evening I left Notting Hill just after 19.00 hours and, without emulating a rally driver, even an amateur one, I was at my place in Radnorshire by 22.30. The four circular Hella q.i. headlamps aid speed at night. I next took the 520i to Oulton Park for the VSCC Race Meeting, the other side of the coin, as it were, because had the BMW not been so thoroughly pleasing to drive fast, I would have been craving a good vintage car. On this run it proved to have that desirable feeling of being fully under control at all times and of doing effortlessly exactly what I intended, which is only possible with a combination of good road holding, precise steering, powerful but insensitive brakes (I had now got used to the feel of the servo disc/drum retardation but perhaps this is the weak aspect of "touring" BMWs?), and instant willing response to the throttle pedal. The 520i has all these qualities, to a high degree. Above about 3,000 r.p.m. the power comes in, accompanied by a satisfying "hard" note from an engine which might seem a bit noisy in a soggy family saloon. In the well-spaced gears the 520i will go to 30, 58 and 89 m.p.h., with a top pace of 114 m.p.h. But the pleasing thing is that there is no need to take it to anything like peak revs. to achieve satisfactory average speeds. "My" car had done 1,687 miles when I took it over, so it

was amply run-in, and ready to go to its maximum of 6,400 r.p.m., yet as I hurried towards Oulton Park there was no need to thrash it along; it is the kind of car that, given reasonable conditions, "averages 60 m.p.h. without exceeding 70", on account of its impeccable road manners.

I always enjoy the return journey from Oulton Park. You run down to Tarporley, restrained for miles by double white lines, slip quickly through that town, and go right at the lights, to make good time along the recently improved going to Whitchurch. Quick negotiation of the outskirts of that town and it is soon right turn off the main road for Wem, via a pleasing back route which brings you into picturesque, river-bisected Shrewsbury, on the right side to cross Welsh Bridge and aim for Bishops Castle, continuing over undulating country roads to Clun, Knighton and Penybont, onto the A44. On this scorching hot Saturday evening I made this in comfortably under two hours, which was, for me, a measure of the BMW's superiority. Driving like this, I was surprised to obtain a fuel consumption of nearly 30 m.p.g. This I would not have believed, and the odometer has not been properly checked and may be a shade optimistic, had I not seen the maker's figure of 28.3 m.p.g. by the DIN 70030 standard test method. Certainly I shall expect this so enjoyable and well-contrived motor-car to give very good petrol economy. The 520i has a 9.5 to 1 c.r. (compared to 9.0 to 1 for the 520) but runs on the lower grade (98-octane) four-star. Fuel injection thus not only gives sure starting and good flexibility—the engine, geared to do approx. 4,000 r.p.m. at an indicated 70 m.p.h., will pull unconcernedly from 1,500 r.p.m.—but is very thrifty. As to fuel range, although the tank cannot have been absolutely full when I drove away from Renault's, it was 254 miles before the low-petrol-level light winked and another 38 miles before the tank was dry.

Although the coil-spring all-independent suspension of the latest race-developed type is on the hard side, the occasional lurches induced as the wheels follow road undulations do not deflect the BMW from its course and the ride is as good as that from much more loudly-publicised and sophisticated systems.

The test car is on those excellent Michelin XAS tyres, a complement to safe road-holding. There is but mild understeer when cornering, not enough to make the Michelins protest, and the worm and roller steering, four turns lock-to-lock, is shock-free, quick, and has strong castor return. There are several good high-performance small saloons about today, so it may not be quite correct to say that the 520i is as far ahead in its class as the 328 BMW was ahead of other pre-war sports cars. But it is by all standards a remarkable car. Back in 1962 I tried the then-new BMW 1500 in Germany and was very impressed, among other merits, by its notable refinement. This is reflected in the 520, emphasis on which is provided by the very complete tool-kit found neatly stowed on the underside of the boot-lid, the wheel-changing equipment and accident-warning collapsible red triangle packed equally neatly into the well on the n/s of the big unobstructed boot (the opposite well just takes my Easypour fuel-can) and the 17 electrical fuses, relays and servicing socket accessibly grouped beneath the bonnet. The bonnet itself typifies the careful and conscientious BMW engineering. Forward-hinged, it slides away from the scuttle for ease of lifting, a push on its nose sending it back into place and securely locking it. The engine repays detailed study and I was delighted to see a Tectyl sticker in the back window, which tells me that the car has been given the 5-year-guaranteed Valvoline de-rusting treatment which emanates from BMW's Endrust Centre in Derby. This is in addition to the very thorough standard painting and under-sealing. Servicing by the Blue Ribbon electronic system is required at 4,000-mile intervals, so those who pay in the region of £3,600 for one of these fine cars need have no qualms about the steps taken to ensure its longevity.

It is early days yet, with this 520i, because Raymond Playfoot and his Managing Director, Mr. Anton Hille, have so much faith in the car that they suggested I should drive it for an appreciable time and report on what I find. So far, I like very much what I have found! The slogan on the back window says "Unbeatable BMW"—justifiably. (N.B. So far no Triumph Dolomite Sprints have eaten it!).

In conclusion, although it may stir into

action the few dissatisfied customers whom even BMW must have, I venture to publish a letter from a reader who has sampled BMW service, because it will, I think, provide one of the answers to why there are so many of the Munich-built cars on British roads. —W. B.

Sir,

At a time when it is the norm to hear of complaints regarding the attention given to customers by many of the large motor manufacturers, it is a pleasure to be able to record an example of good old-fashioned service.

I had a bit of trouble from the automatic choke on my 2002 BMW, and took it in for a standard service, and asked them to look at the choke while the car was at Chiswick. It was returned to me the following day, purportedly repaired, but I found that although better, the engine still gave trouble in initial running from cold.

I reported this, and suggested that they had another look when next the car was in for service. (The fault was only very minor, and could be overcome completely by allowing the engine to tick over for a few minutes from cold before starting off.) They would not hear of this however, and asked me to bring the car in at any time to suit me, so they could put it right once and for all, and they apologised profusely that I should have been inconvenienced in any event.

I took the car in and they had it for four days, while they stripped and checked everything in connection with the choke and carburetter, and when I eventually collected the car, it was returned to me, again with apologies, and I was not charged one new penny for all the labour spent on putting it to rights the second time.

I wrote to you a few years ago, praising the BMW service I had, and it gives me great pleasure to write again on the same subject; it is no wonder that I am still a satisfied customer, and the proud owner of my second 2002. Mind you, I admit I preferred the manual choke on my previous model.

Blackheath.

ROBIN STELFOX.

Nurburgring 6 hours

CHRIS AMON/Hans-Joachim Stuck in this BMW 3.0 CSL lead home a BMW 1-2-3 in the Grosser Preis Der Tourenwagen, the Nurburgring 6-Hour race on July 8th. The leading BMWs were fitted with a new spoiler arrangement recently homologated for the CSL, which gave an instant 10 sec. per lap improvement. First and second places were taken by works cars with 3.3-litre engines, while the third-placed Alpina car had a 3.5-litre engine using the newly-homologated longer-stroke crankshaft. The race was a disaster for Ford: the 3.0 Capri RS of Jackie Stewart/Emerson Fittipaldi blew a head gasket, while Dieter Glemser and Jochen Mass rolled the other two Capris. BMW took the lead in the European Touring Car Championship.

Results: NURBURGRING 6 HOURS

| Nurburgring—Group 2 | |
|---|--|
| 1st: C. Amon/H.-J. Stuck (3.3 BMW CSL) | 42 laps—158.5 k.p.h. |
| 2nd: A. Hezemans/D. Quester/H. Menzel (3.3 BMW CSL) | 41 laps |
| 3rd: N. Lauda/H. P. Joisten (3.5 BMW-Alpina CSL) | 38 laps |
| 4th: S. Dini/C. Facetti (2.0 Alfa GTAm) | 38 laps |
| 5th: K.-L. Weiss/K. Ludwig (3.0 Capri RS) | 38 laps |
| 6th: F. Kottulinsky/O. Andersson (1.6 Toyota Celica GT) | 38 laps |
| Fastest Lap: N. Lauda (3.0 BMW-Alpine CSL) | 8 min. 21.3 sec.—164.0 k.p.h. (new record) |



Letters from Readers

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

Quartic!

Sir,

I was surprised to read in MOTOR SPORT's brief review of the Allegro some commendation, admittedly lukewarm, for the "quartic" steering device, one can hardly call it a wheel which must, by definition, be circular, on the grounds that "it may well teach people to drive correctly". That is, it may force drivers to adopt the recommended position for the hands; but this should be a matter of individual choice within fairly wide limits. I do not defend the chap who twiddles the wheel with one finger whilst holding the roof on with his free hand, and we should be very wary of trilby-hatted *paterfamilias* with both hands rigidly clamped to the topmost point of the rim. People are people and no one position can be divinely (or Ministerially) ordained as "correct". Indeed, what is correct for one driver in one car is not correct for the same person in a different car. On my everyday motor car the "natural", and therefore "best", position for me is with my hands at about twenty-past-seven, but on my vintage car the relationship of steering wheel to seat, angle of column, position of spokes etc., make it feel "right" to adopt a quarter past nine position.

If we are going to advocate square "wheels" on the grounds your writer puts forward, it will be but a step for some do-gooder to bring forward legislation to enforce the use of steering wheels deliberately made uncomfortable to hold, by spikes or something, except in the supposedly "correct" place.

Finally your reviewer says the Allegro arrangement does not encourage the use of the car's good self-centring action which, he says rather loftily, "we should not condone in any case". The use of the word "condone" in this context suggests that it is almost immoral to make use of the self-centring action the designs have carefully provided. I know that pupil drivers are nowadays, alas, taught that they must laboriously shuffle the wheel rim through their hands when reverting to a straight course, and presumably this clumsy technique is liked by the Driving Test Examiners, but surely it should be regarded as a bad habit to be discarded as soon as instinct takes over from rule-of-thumb driving?

The explanation that BLMC provide this "Quartic" affair in order to make it easier to look at the instruments seems to me as daft as anything said or done in the motor industry, but the stylists can always be relied upon to make us laugh—or cry—and the steering wheel has been a focal point for their attentions for seventy-five years, as witness the single-spoke Humberette wheel, re-invented by Citroën fifty years later, or the spokeless pudding basin on the Brooke car

which, said the makers, provided the driver with a convenient place to put his gloves or tobacco pouch. Alas, contemporary photographs suggest Messrs. Brooke feared that those who drove their cars might be seized by nausea, which is the effect the Quartic device has upon me.

Odiham.

ANTHONY BIRD.

[I agree entirely with Mr. Bird. No doubt our tester was more concerned with throwing the unhappy Allegro at corners like a rally driver or the more determined racing driver than in using the castor return as an aid to less hectic cornering. Whatever driving schools teach and Driving Instructors criticise, I shall continue to let steering wheels slip through my fingers on the slower corners when they will do so, which the hideous Quartic of BL's much publicised entirely new car (certainly it is this in respect of its steering controller!) will not.—ED]

Channel Tunnel

Sir,

I cannot help agreeing with Mr. Jenkinson in wishing for a go-ahead on the Channel Tunnel project. Last year I took my Jaguar XK140 across to the Continent, and on the return trip from Cherbourg—Southampton all the waiting cars were let on before those who had booked. We were last but two aboard and found the seating accommodation full. As my wife was then pregnant, this was exactly what we had booked to avoid. The boat eventually departed an hour late.

This year we again arranged to take the car over, but on reaching Dover we were told that our 1 p.m. ferry was cancelled due to engine trouble; we had to wait for the next ferry. That was late, and so we were unable to leave Calais until 4.20 p.m. Despite a quick run to Paris we reached our hotel at Meaux ten minutes after the garage had closed, and had to leave the car in front of the hotel. During the night the car was stolen, and we have not seen sight nor smell of it since.

With the current freedom of transit, the XK could now be anywhere in Western Europe. However, if any reader on the Continent sees an XK140 Roadster, that one could be it, as Jaguars' built less than 50 with r.h.d. The car is (was?) white, with new red interior, leaping Jaguar mascot, chrome wire wheels, red brake drums and struts on the boot-lid for a light alloy luggage rack. The Registration Number is OBO 4, and a reward is on offer.

Radyr.

R. WOODLEY.

Triumph TR6 Reliability

Sir,

After over ten years regular readership of your magazine I am at last prompted to

write to you, in defence of the TR6, so maligned in the June issue.

I purchased mine when it was 2½ years old from the TR specialists in Lexham Mews, with 21,000 miles on the clock and three names in the log book. Since then I have covered another 33,000 miles in 18 months, this including a trip to the Continent and Belgium. Reliability has been exceptional, particularly the fuel injection system which has required no servicing or adjustment whatsoever. The fuel pump faltered only once, and was quickly brought to life by a tap with the "Mole" wrench. New brushes—they are the same as in a windscreen wiper motor—have ensured subsequent infallibility. A slight petrol leak from the pump was easily cured for less than a pound by fitting a new rotary seal.

During my ownership I have purchased one battery, one set of brake shoes/pads, an exhaust system, and tyres every 23,000 miles. The *only* other replacements have been track rod ends and one rear shock absorber bush, and a rear number plate illumination bulb! The car consistently returns 24 m.p.g., on motorway trips at average speeds which had better remain undisclosed, but there must be few vehicles geared for 90 m.p.h. at under 3,500 rev./min.!

My TR6 has offered performance, economy and reliability also a relatively low rate of depreciation; like your magazine, supreme in its class!

Shepperton.

J. D. KIMBER.

Sir,

Poor Mr. Louick and his TR6. When I received mine, brand new, last September, I found loose screws, loose door and window handles, loose boot-support strut, and other minor deficiencies, all of which I mended very quickly. However, I did write to Lord Stokes, telling him what I felt about the BLMC final inspection procedure, and was astonished to receive two replies, one signed by his Lordship; the other one coming from Triumph's service department offering to check on the points overlooked earlier.

Fortunately, I have had no need of such assistance, my local dealer having been more than helpful in dealing with any minor problems encountered with the car.

Let me say now that I consider the TR6 to be one of the rare delights of modern motoring. The petrol injection has never given any trouble, the car goes fast, it handles and corners with precision on its big fat tyres; and with the hood down on a fine day, motoring is heavenly bliss.

Right now, the little boy next door is cleaning my prize possession, and let me tell you that he looks forward to this treat like I enjoy getting in and driving the car off, wherever it may be.

One small snag—I have to engage in extensive combing operations on reaching the office as in one respect I am like my car—"decidedly hairy".

Waddesdon.

DAVID MITCHELL.

Opinion on the Allegro

Sir,

Today, (17th June) we saw the unveiling of the Austin Allegro. Most readers of MOTOR SPORT will have formed their own conclusions as to its merits and failings. I

will reserve mine, having not examined the car closely myself, I would, however, like to pose a few questions on the subject of its immediately obvious features.

Consider the overall styling, the car is described as being "unique", by the person who is responsible for it.

If this is true why does it have so many features strongly resembling those of other cars in production, be they of associate companies within British Leyland or those of rivals.

Did Renault have anything to do with the rear, or did we see it on the Marina?

Is style the "Achilles heel", in these days of comfort and safety? Or is this the type of car the motoring fraternity really want? If not, why so many stereo-types?

Recognise the grille? Surely it did nothing but detract from the gracious looks of the "Rover", when together with the gaudy chrome side strip it was introduced as part of the "new look". Is this car to suffer yet another indecent blow by the grille of the Allegro looking similar to its own?

The new "Quartic", steering wheel is not a derivative of Fords slightly oval one, is it?

Moving on to the aspect of suspension, "Hydrogas", is it radically different from Hydrolastic? From experience I know that Hydrolastic suspension leaves a lot to be desired. Will a suspension developed from Moulton's bicycle principle prove to be sacrificing reliability for comfort?

Lastly it will be noticed that the car bears rectangular headlights, a controversial subject to say the least, but as Mr. J. B. Davey and Mr. D. J. Farrow (issue Vol. XLIX No. 5) point out, rectangular lights appear to be inferior to circular ones. Please, manufacturers, stop shelving designs and give Britain (including enthusiasts) cars to be proud of. Lancaster. PHILIP IRVING.

Inexpensive Motoring

Sir,

For the last decade I have been one of your less affluent readers, which I think qualifies me to answer the invitation (p. 661 June MOTOR SPORT) to give hints or tips about reducing the financial liability of running a car.

I should explain that I am one of those for whom your present-day road tests will only become relevant in a few years' time: lack of capital means that I have bought and run cars whose depreciation had reduced to about 5% p.a. or less, but thumbing through back numbers of MOTOR SPORT has helped immeasurably to choose what would offer the greatest performance and driver satisfaction for a given price.

For curiosity's sake, I have worked out what my first ten cars have cost me in terms of depreciation over the past decade. The result is rather interesting. The total purchase price works out at £1,681 (my first, a 1938 Sunbeam, actually cost me £1 and had four gallons of fuel in the tank and a sixpence under the seat!) whilst the total eventual sale price of all ten amounts to exactly £1,685. Obviously I've sold one or two for more than I paid (in particular a 1934 M.G. L-type that I rebuilt) but in most cases I bought cars that were holding their values well because they offered the best all-round performance for

the money (e.g. TR variants). I advocate this cost-cutting policy only to those with well-equipped toolboxes.

Capel Llanilltern. C. G. MASTERMAN.
P.S.—My ideal pair? A 4.2 f.h.c. E-type (my present transport) and an identical car in case the first is off the road . . .

British Reliability

Sir,

My son takes your publication monthly, and I take an interest in it, particularly in the correspondence columns concerning the reliability or otherwise of British cars.

We see only correspondence that denigrates British cars. Could it be the owners of all the "duff" foreign cars, either cannot write or are too shy to do so? I absolutely refuse to believe that of all the foreign cars produced never a faulty one reaches someone in this country!

What about printing the following? All the facts stated can be corroborated, and if anyone is interested enough, the car can be inspected at my address most evenings.

I purchased on behalf of my Company in June 1971 a Hunter DL. Its registration number is XOY 890J, which I use in the course of my business. Today, June 17th, 1973, the speedometer reading is 93,067. This figure is genuine, as I am the only one to have driven it. It runs extremely well, does not use oil (although I must admit some of the oil seals in the engine leak a little), and is in general in excellent condition. It is the original engine, and clutch and I am only on the second set of tyres, and these have 10-15,000 miles of life yet.

The only work I have had done on it, was when I burnt out two exhaust valves, but this was my own fault, as I used 5 Star petrol for some time! I am connected with sales work myself, but he would have to be a good salesman to sell me a foreign car! Sheldon. F. H. STAPLEY.

Fiat 132

Sir,

This letter is the direct result of a month of disappointment and mild torture rained upon me by no less a car than a Fiat 132 1800 S. As a reader of your excellent magazine, plus its weekly companion, I feel duty bound to inform my fellow readers of the failings I have encountered in this latest offering from Fiat, plus the apathetic after-sales service included in its six month warranty period.

My beige 132 was delivered on May 1st, by the same local dealer who so ably tended my superb 125S over 25,000 faultless miles. The following faults were discovered, three of which have been cured but only one completely. Also included, are those which appeared later on.*

Steering wheel loose ($\frac{3}{4}$ in. up-down movement);
Horn push rattles;
Steering wheel crooked when wheels straight ahead (15 degrees);
Overall vibration at 45-50 m.p.h.;
Underseal patchy on rear underside;
Difficult starting from cold;
Engine runs on;

Windscreen leaks at lower corners;
Water temp. goes past normal in slow traffic;
Brakes soft;
*Speedo tick at 45 m.p.h. onwards;
Exhaust rattle at 3,400 r.p.m. onwards;
Radio fade out;
*Seatbelts not locking at reel;
*Paint blemishes (irregular streak) on front offside wing.

I returned on the 2nd and requested that the steering be rectified, I also mentioned the clock failure and was told to rely on my watch as these points are normally left until the first 1,200-mile service. I had to hang around until "after lunch" for the steering to be tightened. It is now loose again and I have confirmed this by driving another 132. Fiat say it is to do with the collapsible design! Again I returned as the exhaust rattle was unbearable, that turned out to be nothing more than poor assembly, but I was without transport for half a day. Another full day at the dealers at around 800 miles, saw the radio and clock functioning once more. (When I telephoned to make the appointment and indicated that I would not be signing the Warranty Card I detected "a bit of agro" to say the least. In addition, I was politely informed by the proprietor, that without wishing to be forward, he hoped he didn't have a finicky customer). The steering wheel was still listing to starboard by 15 degrees, I was told that it was not possible to rectify this fault, as the spline was such that any attempt would only reproduce it in the other direction. A telephone call to Fiat's let them have the car, they would soon put that right plus any other snags.

Fiat Brentford had the car for three consecutive days and almost brought the steering wheel to its correct position, but nothing else was accomplished, the car was signed for by a tester and passed as fit. The 1,200-mile service at the dealers on the following day just about cured the running on. Fiat insist on the five star as the best cure, I never use anything but four star, and neither do the other 132 owners I know of including a garage owner.

I am no quitter, and as proof the 132 was booked in on June 5th at my local dealer for further treatment, as only the exhaust, clock and running on have been cured (the latter only occurs about twice a week). My own timing is pretty neat as the Radiomobile is expiring again and the Britax inertia belts have yet to lock themselves solid, mileage 1,900.

This car has cost my business colleagues and myself dearly in time lost and great inconvenience, a fact which Fiat chose to ignore. Whilst admitting that none of the faults are difficult to cure, their only constructive comment is a further invitation to return the car to my local dealer (already arranged) and a promise of technical assistance. I can well imagine the consequences had my Company supplied defective goods to Fiat prior to invoice, in this case they took my money before handing over the car. Their customers, it seems, are supposed to suffer in silence, well this one doesn't.

My standards are based on those set by the 125 Special and one cannot be more finicky than that. To borrow a line from *Motoring News*, "not what we expected". Taplow. P. J. Doyle.

The MG Midget

Sir,

Having read Mr. C. R. Barnett's recent letter regarding his MG Midget, I have been prompted to add my own comments on the delightful little car. I was fortunate enough to own a 1,275 c.c. model for almost two years from June 1970. During this time the dynamo, clutch and rear springs had to be replaced, but this never dampened my enthusiasm for the car. Even when pressing on fuel consumption was around 38/39 m.p.g. and very little oil was ever needed. Perhaps the most endearing feature was that each journey was a real pleasure and not just a matter of getting from A to B. With sensible performance, excellent handling and frequent waves from other knowing Midget men one could be forgiven for getting the impression that here was something a little special. For the many people like myself who can only dream of Morgans and Porsches, I would suggest that the MG Midget goes part of the way at least to fulfilling that desire.

The car I chose to replace the Midget was a Ford Escort Sport which has now completed 20,000 trouble-free and enjoyable miles. In many ways this is a much more practical and useful car giving the same performance with good handling and a petrol consumption of 33 m.p.g. but somehow lacking that little bit of specialness which made driving such a treat. Here then are two rather good British cars which to my mind have little to fear from foreign opposition. To Mr. Barnett I would say, "You could do much worse than stay in the ranks of the Merry Midget owners" unless Lord Stokes has anything up his sleeve.

Finally, I would like to add my thanks to the many others for your most enjoyable magazine.

Kilrea, Co. Londonderry. DERICK WOODS.

Alvis Memories

Sir,

I was delighted to see in your June issue that Mr. Voghterr (you got his name wrong) is still capable of writing a pungent letter concerning his last Alvis car, which, if my memory serves me right, he collected from the Alvis works in April, 1954. I have no knowledge concerning the incident of the petrol but I would like to correct any false impression over subsequent events. Your readers will no doubt have realised that it would not be a Sales Manager who would turn out on a Sunday morning, it was in fact the long suffering Service Manager who had the task of racing the wrath of Mr. Voghterr and do his best to get the trouble put right. Incidentally I have never had the pleasure of visiting New Zealand and I may be misinformed, but I believe to obtain any service from a factory in New Zealand on a Sunday would be nothing short of a miracle.

I realise that the incident over the engine number must have aroused suspicion but re-stamping the number on the engine was the only way of correcting a production error which led to the wrong number having been used and in fact at one time, until this error was corrected, there were two engines bearing the same number. In fairness to Alvis I must say that this whole unfortunate incident arose out of an endeavour on their part

to minimise the inconvenience to an overseas customer, the car allocated should have been ready when Mr. Voghterr arrived in this country but due to circumstances beyond the control of Alvis it was several weeks behind schedule and the completion of the car was rushed, which so often proves to be fatal and this was no exception.

In case I have given the impression that the life of a Service Manager is all complaints I do recall that there were compensations and I was the recipient of a very succulent New Zealand ham from this dissatisfied customer.

Kenilworth.

D. MICHIE.

Old Car Freedom

Sir,

Having read the recent correspondence in your excellent Journal regarding our entry into the Common Market and Old Car Motoring, I should like to relate a little episode to illustrate that there are areas where motoring on the Continent is much less restricted than here.

During the weekend, June 9th-11th our Club organised, as part of our 60 years of Morris celebrations, a trip to Geraardsbergen in Belgium. Without any form filling on our part the 85 or so vehicles taking part, all Morris' between 1923 and 1939, we were able to travel in convoy throughout the weekend, which included on the Sunday, a trip to Waterloo and Brussels. We had an escort of two vans and a motorcycle provided by Touring Secours together with four Marinas provided by British Leyland (Belgium). These simply held up the traffic at junctions and guided us on our way. Such a procedure in England besides being almost unthinkable, would have taken many months of form-filling and a payment of much gold to the Department of the Environment.

On the Monday the main street of Geraardsbergen was closed to enable the vehicles to be parked for a thorough inspection by the local inhabitants. Which town in England would be willing to do that?

Southgate.

R. A. CHASMAR,
Morris Register.

The Ideal Rolls-Royce Pair?

Sir,

Speaking personally, my ideal pair is what I have been running ever since September 1958 and they are a 1935 Phantom II Continental Barker Sports Saloon chassis 101SK and a 1930 20/25 R-R with owner driver saloon body by A. C. Penman & Sons of Dumfries.

101SL was built as the Amsterdam Show Car for January 1935, it was then shipped to India, where it was used by the late Raymond Chandler, the R-R representative as a "Trials Car" for Indian Princes. It returned to the UK late in 1936, when it stood in the Conduit Street Showroom and was sold as a used car to its first owner, having run about 7,000 miles. I purchased it in October 1954 with a total mileage of just over 30,000 and have now driven it over 90,000 miles.

As a long distance touring car, I could not ask for anything nicer. The car will hold its own with most traffic; I have run 508 miles in the day with it, going from Kent to

Helensburgh in Scotland.

I look after the car entirely myself, doing all servicing and routine work, also washing and polishing, and have toured, most successfully, Scotland, Wales, Southern Ireland, Belgium, Holland, West Germany and Denmark. Fuel consumption running on Commercial GTX works out at 11½ m.p.g. and Castrol GTX with STP added is used by the engine at the rate of one quart for 500 miles. All "Heavy Repair Work" such as reboring etc., which was done at 90,000 miles, is carried out by the well-known R-R specialist, Jack Compton. At the time of writing the car is in Jersey and during the last week it has covered 245 miles on Jersey's winding narrow roads.

Turning to the 20/25, Chassis No. GGP 28, this car is very considerably smaller than 101 SK and is ideal both as a Town Car and for touring, if one is going to "potter". I have covered just over 43,280 miles with it since September 1958. Last June I had the car in London for a week and used it every day just as it would have been used when it was new 43 years ago. It keeps up with traffic in London with no difficulty at all and the engine is so flexible that only 3rd and top gear need be used. I went all around the West End with it and the courtesy that I received from all other road users was greatly appreciated.

The car has been used for long journeys and has run 409 miles in a day. It will cruise at 55 m.p.h., against the 70-75 m.p.h. for 101 SK, and provided that Motorways are avoided, which they always can be, it makes a most pleasant method of transportation. I have taken it abroad and explored all over Brittany, Normandy and the French Pyrenees with it. There, roads are narrow and winding and, on the mountain passes, I found it would climb most of the time with three people and luggage in 3rd gear and had no overheating problems. Petrol consumption, again on commercial fuel, works out at 19 m.p.g., though going through France we had over 21 m.p.g. several times and oil consumption comes out at one quart for every 300 miles.

This car too I look after entirely myself, in exactly the same manner as with the Phantom II 101SK. What is written in the Rolls-Royce Instruction Book is perfectly true, "Our interest in the car never wanes. Our ambition is that every purchaser of a Rolls-Royce car shall continue to be more than satisfied".

It is true that I have two other Phantoms, a 1930 model Phantom II, Chassis No. 74 GN, and a Phantom III, chassis No. 3-AZ-146, but I am not including these. The above mentioned two cars, 101 SK and GGP 28, are the Ideal Pair as far as I am concerned.

Jersey. JOHN OLDHAM.
[This "Pairs" correspondence is now really sealed up!—ED.]

Lighting and the Law

Sir,

I have noticed over the course of years that your magazine raised interesting comments on the motoring situation as a whole, and I thought readers might be interested in my own personal experiences with the law during the first three months of this year.

The first relates to the rebuilding of a

TR2 which has taken place over the last 12 months in quite appalling conditions: when the time came for a M.o.T. Certificate to be obtained the vehicle failed the test, not altogether unexpectedly. All points were corrected and the car resubmitted to a second testing station which failed it again on a set of factors which bore no relationship to the first. On submission for a third test at yet another testing station a further list of faults was produced which bore no relationship to the first and corresponded to the second in only one detail.

All this you might say must point to a vehicle in a chronic condition, but the parting comments of the inspecting mechanic that "the Ministry are trying to force old cars off the road" might help explain the situation.

The second experience relates to the new regulations concerning spot lamps. My own car, a 2½-litre Riley Roadster, has been fitted with a large single spot-light in a central position, its centre point being not less than 24 in. above ground level, and wired to operate, through an on/off switch, only when the headlights are on main beam, these being the conditions under which I understood, perhaps mistakenly, that a single spotlight was legal. About 3 weeks after the fitting of the spot-light, I was approached by a policeman who told me quite firmly that a single spot-light was illegal and would I please extinguish it on the spot and I could only have a matching pair of spot lights. I telephoned the AA for moral support at this stage and was told that the policeman was wrong, one could use a single spotlight and headlights on unlit roads and a single spot light and side lights on lit roads—the single light did not have to work in conjunction with the headlights. I was promised that a leaflet to this effect was being published. In search of an official document to corroborate either statement I took a trip to my local Police Station and enquired of the Station Sergeant, the letter of the law. To my surprise I received a third version which corresponded to my original beliefs on the subject!

So, in two different cases, each with three separate instances, representatives of the Authorities have given different opinions. Whilst I agree with the idea of the spirit of the law being flexible, surely the letter of the law, especially on such fundamental issues as M.o.T. tests and lighting regulations should be known—if not always enforced—by the instruments of the law.

Maidenhead, Berks. R. J. HOLMAN.

Le Mans Ladies

Sir,

Oh, my dear Sir, to quote G.B.S., your report on Le Mans 24 Hours.

Christine Beckers is most certainly *Not* the second woman ever to take part at Le Mans:

1934. Kay Petre and Dorothy Chapney, Riley.

1933. Elsie (Bill) Wisdom and M. Morris-Goodall, Aston Martin.

1937. Dorothy Stanley Turner and Enid Riddell, MG P-B.

In 1935, George Eyston entered a team of three MGs with all-female crews, namely Mesdames Margaret Allan, Colleen Eaton, Joan Richmond, Barbara Skinner, Doreen

Evans and Mrs. Simpson. Gwenda Hawkes drove a Derby, the same year. Madame Odette Eiko (the first woman to compete there), Madame Mareuse, Mlle. Itier Madames Rouault and Roux, Helle Nice, these are some of the other "girls", who competed on the Sarthe.

Manley.

ROY MURRAY.

[Yes, yes, yes!—ED.]

Rolls-Royce Enthusiast

Sir,

You will not be surprised, I feel, that I should respond to the letters from the Rolls-Royce enthusiasts in the Channel Islands.

I agree with Mr. Eades of Guernsey that the Rolls-Royce Corniche is a superlative car. I venture to hope that my account (*Autocar*, July 5th) of a 1,330-mile drive, single-handed, across France and back in a day in a Corniche redresses the balance of reportage to his satisfaction.

For the benefit of readers who do not see the "other publication", the statistics of this run may be summarised as follows:

I left Dunkerque at 04.31, arrived at Marseille at 12.31, having taken exactly 8 hours for the 666.3-mile journey, and started back at once for Dunkerque reaching the starting point at 21.53. The round trip of 1,330 miles was completed in 17 hr. 22 min. at an average speed, including stops, of 76.57 m.p.h. (Deducting stops totalling 1 hr. 38 min., the average driving speed was 84.54 m.p.h.) The outward journey was quicker than the return leg—which encompassed severe thunderstorms—the point-to-point average being 83.29 m.p.h. and the net driving time of 7 hr. 30 min. equating to 88.84 m.p.h. Probably the fastest section of the run was 196.4 miles at an average speed of 99 m.p.h. between the Villefranche and Sens Junctions. Petrol consumption was 11.35 m.p.g. overall.

The only fault with the car was the optimistic speedometer which was 10% fast, indicating 130 m.p.h. at a true speed of 118 m.p.h. (4,500 r.p.m.). It would seem that this annoying error was also present on the car in which your correspondent was a passenger.

Of course, no one in his right mind would wish to drive across France and back in a day, but it shows that a four-figure mileage on the Continent in daylight is well within the capability of this car. A few more miles of Autoroute, and destinations way down in Italy (normally thought of as being at least 2 days away) could well be reached between an early breakfast and dinner—especially if two persons share the driving.

Island-hopping to Mr. Robinson of Jersey, I think he did very well on his night drive from Nice to Boulogne in his Silver Cloud II and I agree with his conclusion that a high-speed cruising capability with comfort, safety and lack of fatigue is more important than ultimate top speed and acceleration. I would, however, put the optimum cruising speed a little higher than his 100-110 m.p.h.

I am sorry that Mr. Robinson felt it necessary to cast doubt upon the mileages, "claimed" as he puts it, for the journeys in my Lincoln and its successor the Cadillac. (You mentioned that the Lincoln trip involved a detour to drop a passenger at Orly Airport, which, incidentally, did nothing to improve the overall average speed.) My dis-

tances are correct, the trip recorder having been checked over worthwhile distances against kilometre markers. I assume Mr. Robinson is relying on his odometer and there seems little doubt that it was under-recording—which, of course, means his average speed was slightly higher. Doubtless an appreciable amount of time is saved by driving at night—especially in places like Vienne, Lyon, Arras and on the Peripherique—though I question the wisdom of embarking upon a 12-hour drive at a time when one would normally be thinking of going to bed, unless a relief driver permits a modicum of sleep en route.

Incidentally, the following figures concerning the drive I did in my "R"-type Continental Bentley nearly three years ago from Nice to Boulogne will complete the table:

Year of Manufacture: 1951.

Mileage: 743.3.

Time elapsed: 13 hr. 10 min.

Average speed: 56.45 m.p.h.

M.p.g.: 17.34.

These figures do not form a basis for comparison as they include a time-consuming detour to Le Touquet to catch a non-existent flight; I did not use the Autoroute north of Paris and there was considerably less Autoroute open south of Paris—remember the twisty, hilly 77-miles section between Macon and Pouilly-en-Auxois?

It does, however, support the Editor's contention that Roads are Getting Faster.

As I write, the French Authorities are threatening to impose a speed limit on Autoroutes unless the accident rates comes down! So please, please, French cousins and British tourists drive carefully, for one of the joys of motoring on the Continent derives from being able to use the beautiful motor-roads in a manner for which they were designed.

Cobham, Surrey. STANLEY SEDGWICK

TAILPIECE



As many of them looked in a calmer, more leisurely age . . . This one is a V-twin Humberette.

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FOR SALE

PORSCHE 914/S Targa, 1971. Tinted glass, alloy wheels. Blue Spot, h.t.w. One owner, AFN serviced. Immaculate throughout. £1,695; interesting part exchange considered. Tel.: Danbury 4313 (Essex). (9747)

LOTUS EUROPA, 1971, yellow, Weber carb., gas-flow manifold, Spax shock-absorbers, radio. £1,075. Tel.: Derby 58272. (9750)

MG YA 1.1-LITRE Saloon. Engine, clutch, brakes overhauled. Resprayed two-tone green. Five nearly new tyres. £125 for quick sale. Tel.: May Hill (Gloucestershire) 269. (9751)

LAGONDA RAPIDE, 1963, 4-litre, 4-door sports saloon, Dubonnet. One of the magnificent few made. Nearest offer £2,000. Raymond Wickham, Brenchley, Kent. Tel.: 2121 or 2777. (9755)

1968 TVR VIXEN, immaculate condition. MoT. 31,000 miles. £775. Tel.: 01-674 5425. (1236)

FIAT DINO Spyder. Exceptional condition. New hood, engine overhauled, regardless of cost, March 1973. Possibly the most beautiful 2+2 ever to be built. Few imported but Fiat Main Dealers are competent to service. Tel.: 01-603 7279 or 01-602 2939. (1237)

DAIMLER, 1955, drophead coupé Century Conquest, 4-seater, 3-position power hood. Resprayed silver. Good condition. £540. Roberts, Tel.: 01-226 2050. (2418)

NOV 2 MASERATI 3500GT Superleggera, r.h.d., 1961, electric aerial, Blaupunkt radio. Also 1961 MG-A 1600 fixed-head, radio, belts, etc. Both nice cars. Tel.: Shepton Mallet 2745 to view. (9756)

1957 SUNBEAM-TALBOT 90, o/d., sun-roof. In daily use. A well-preserved, robust sporting saloon. Genuine reason for sale. £250 or best offer. Also 1959 E93A Popular, 11 months' test, with extras, £45. Mr. Copland, 6 Trent Grove, Driffield, Sheffield, S18 6FP. (9757)

TWO STAR SAPPHIREs, 1959, 1960, both Automatics. Engines and mechanics good, bodies fair. £150 the pair. Tel.: Radnage 2351 (evenings). (9759)

PORSCHE 356B S75. Monza red. New tyres, clutch, stub axles, radio. Taxed, MoT June 1974. £540 o.n.o. Tel.: Stourport-on-Severn 5167 (evenings). (9761)

ASTON MARTIN DB2-4, silver. Rebuilt engine and new tyres in last 3,000 miles; Alfin drums; re-upholstered in black. Excellent condition. £625 o.n.o. Tel.: Rochdale 48737. (9762)

1953 "R"-TYPE Power convertible. Coachwork by Park Ward, finished in black over platinum grey. Completely re-upholstered in red hide. Superb condition. Written evidence of all major work; £3,750. Barker, 704 Anlaby Rd., Hull, HU4 6BP. Tel.: 51961. (9764)

1960 XK150 3.8 d.h.c., midland blue. New clutch, tyres, rear suspension. Good condition. £950. Barker, 704 Anlaby Rd., Hull, HU4 6BP. Tel.: 51961. (9764)

FROG-EYE SPRITE (696 COD). 12 months' MoT, taxed. S/h-tops. Completely original. £250. Tel.: Banbury 51836 or 52370. (9767)

LANCIA FLAVIA 1.3S coupé. "K" registered vehicle in first class condition. Dark blue with black interior. Fitted oil cooler, brake servo, flowed exhaust manifold, radio and stereo. £1,100 for quick sale. Please Telephone: Horn-dean (Hampshire) 3785 (evenings only). (9768)

LOTUS CORTINA, 1964, Mk 1. White. Excellent condition. £375. Tel.: 01-660 4914 (private), 01-709 9421 (business). (9769)

MG-A 1500, h/s-tops. MoT March 1974. Second car; chassis needs attention. Offers around £150 for the two. Tel.: 051-722 6204. (9771)

LOTUS SEVEN, 1600 engine, 1972, 17,000 miles; radio. £925. Tel.: Stubbington 3100. (9772)

MORGAN. Rare opportunity to obtain genuine Plus Four Super Sports (1967) with aluminium body and Lawrence-type engine. Superb condition—maintained by Morgan factory; engine just rebuilt by appointed agents. 48,000 miles only. Export possible. Box 3975. (9748)

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SUNBEAM TIGER, Dec. 1965. Beautiful condition. MoT May 1974. £595. Tel.: Hawking (Kent) 2750. (9775)

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XK 140 ROADSTER, 1954 collector's item. Extensively rebuilt during past 5 years. Laid up during winter months, v.g.c. Tel.: Llanon 228. (9772)

LANCIA FULVIA rally coupé, 1968. Blue/white trim; low mileage. Excellent condition throughout. £825. Tel.: 01-886 9876. (2419)

FIAT 124 sport coupé, 1968. 5-speed box; ivory/black trim; radio. Excellent condition throughout. £825. Tel.: 01-866 9876. (2419)

ASTON MARTIN, DB5: Late 1965; metallic blue; sun roof; tinted glass. Sensational motor car at £1,300. Full MoT. Tel.: 01-602 2997 (evenings). (9778)

CAPRI 1600, reg. 1969. Looks 1972. 1972 mileage; only 16,000 from new. Exceptional condition throughout. £750. Brian, Tel.: 01-407 8593. (9779)

TRIUMPH TR5, PI, 1968 in white with black interior; fitted wire wheels, radial tyres; overdrive; reverse lights. Goes as well as it looks. H.P. arranged. Part-exchange considered. £865. Tel.: Kidmore End 2796 (evenings). (9780)

MG "C" 1968, 3-litre Roadster. Blue, with black leather trim; wire wheels; overdrive. Very good condition throughout. One owner £745 o.n.o. Northover, Tel.: Radlett 4965 (day) or Radlett 6794 (evenings). (9782)

1965 MASERATI Mistrale Borrani wires. Complete engine overhaul; silver grey, £1,895. Also a 1969 BMW 2000CS Pacific Blue, electric windows. £1,695. Tel.: Sudbury (Suffolk) 72365 (9-6 p.m.) (9784)

LOTUS EUROPA twin cam, 1972, Colorado; oatmeal interior; brand Lotus wheels; push-button radio. One owner, 6,000 miles. £1,675. Tel.: 01-428 4541 (days), Harpenden 60794 (evenings). (9783)

MG-B 1967. White; overdrive; tonneau. Body and mechanics in very good condition; second owner. £580. Tel.: Godalming 23301 (evenings and weekends). (9785)

LANCIA AURELIA 2½-litre GT, sixth series, 1959. One of the finest available, £550. Tel.: 021-783 2509 (Birmingham). (9816)

SUNBEAM TIGER, V8, 1965. British Racing Green; hard and soft-tops. Very good condition; gearbox recently reconditioned and new clutch; new exhaust system. Undersealed; taxed/MoT. £650. Tel.: 01-267 0561 (evenings) (London, NW5). (9798)

1931 ROLLS-ROYCE 20/25 tourer. Restoration finished in June including engine and coachwork in new condition. Cambridge over Oxford blue. Blue hide trim at £3,850. Mr. Phillips, Tel.: 01-643 2336. (9789)

ONE EXCELLENT 1952 Riley 1500 RMA. Black and cream with red interior. £325. One excellent 1954 Standard Vanguard, phase 2, black only, one owner. £100. Tel.: Malmesbury 3689. (9790)

LAGONDA 16/80, 1933 four seat tourer. Body and interior excellent; unoriginal engine fitted. Original engine and gearbox plus all fittings with car. Superb opportunity to acquire rare and exciting thoroughbred at realistic price. 1950. Tel.: 01-959 5157 (Mill Hill). (9792)

MG MAGNETTE ZB Varitone, 1959. Present owner 8 years; good condition; Gold Seal engine; Radiomobile. Fine example, reluctant sale £350 o.n.o. Tel.: 01-876 6200 (evenings). (9794)

MG TF 1954, 1250. Green. Good condition mechanically and bodywork. A fine car. £650. Tel.: Rotherham 70969 (evenings). (9795)

TRIUMPH SPITFIRE, Mk 3; "J" reg. Valencia blue; 16,000 miles since new. Engine fitted under warranty; one owner; immaculate. £660. Tel.: 0642 62200, ext. 241 (9.00 to 16.00). (9796)

JAGUAR MK. IX, 1960. In very good condition. Maroon on silver, automatic. PAS. £600. Tel.: Barnstaple 72304. (9797)

LOTUS WORKS Special Seven. Streamlined aluminium body similar to II with head fairing, wrap around screen discs, etc. Fitted 116E engine with twin Webbers. Prepared by W.R.A. Registered for road use. £650. Hope, Tel.: Twyford (Hants.) 712291 (evenings). (9798)

CITROEN GS Club saloon, Sept. 1972; 3,500 miles, metallic green; jersey interior; stereo cassette/radio; heated rear window; head rests; lady owner. £1,100 o.n.o. Tel.: Watford 25981 (evenings). (9799)

FOR SALE—continued

E-TYPE JAGUAR, Dec. 1962. Astonishingly good condition, with no usual E-type faults. Long tax and MoT. Offers around £500 invited. Tel.: Coltishall 382 (after 6 p.m.). (9800)

DAIMLER SP250, 1960. Biffs available for last five years. £450. Tel.: 051-638 0791. (9801)

ASTON MARTIN DB5. Beautiful example having had major overhaul and respray; light blue. £1,175. Mr. Fraser, Tel.: 01-583 9293 (daytime), Slough 25876 (evenings). (9802)

RARE MORRIS Oxford Taxi, reg. 1950. Rebuilt four cylinder 1802.5, dry sump engine; renovated gearbox and worm drive axle. Mechanically excellent; interior and driver's door scruffy. Used daily. Sensible offers or exchange. Reasonable pre or early post-war large convertible car. Tel.: Scale 254 (Norfolk). (9803)

TR3A 1959. Exceptionally rust free and an excellent runner. £275. Will part exchange anything. Tel.: Bishops Cleeve 3134 (Gloucester). (9805)

LOTUS CORTINA 1968. Engine rebuilt in last 10,000 miles. Taxed and tested, £535. For further particulars, Tel.: Cheltenham 22511 (business) or 55482 (home). (9806)

CITROEN DW 1964. Taxed, MoT October. Many new panels and parts fitted last two years. Engine using oil. Drive away £150. 20 Hall Road, Burbage, Leics. Tel.: Hinckley 32500 (evenings). (9808)

RENAULT RB Gordini. Recent engine rebuild; very good condition. £315 o.n.o. Naylor, Tel.: Leeds 41991 (work), 675858 (home). (9809)

SINGER HUNTER, 1954. Only 53,000 miles. Good tyres, some body rust. Offers. Tel.: Wellington (Somerset) 2146. (9810)

ALFA ROMEO Duetto Spyder. White, 1968. 5-speed gearbox; radio. The engine, brakes and steering all recently overhauled. £895. HP possible. Tel.: Haverhill (Norfolk) 293. (9811)

JAGUAR MK. 2, 1960. Wire wheels. Genuine mileage 23,395, one owner. Offers and inspection invited. Tel.: Colwall 670 (Worcester). (9813)

AUSTIN HEALEY 12-4 saloon, 1935. Complete, needs restoring. £150. Triumph Renown 1953, ten engine. Offers. Webb, Tel.: Cirencester 3459. (9814)

ALFA ROMEO Giulia Super "J" reg. White, taxed. Good condition; radio. £850. Tel.: Park Street (Herts.) 72738. (9818)

MARCOS 3-LITRE V6, June 1970. Mag. wheels; overdrive; sunshine roof; radio; other extras; 18,000 miles only. £1,375 o.n.o. Tel.: Barrow 22279. (9817)

JAGUAR MK. IX, 1960. Dark green, automatic; power steering; radio; new, brakes, exhaust system; tyres; mechanics. Very good; body requires some repair; MoT Dec 1973, taxed May 1974, £400. Tel.: Newport (Shropshire) 811342 (evenings). (9819)

1965 TVR Griffith 4.7 V8 7 in. alloy wheels. £825 o.n.o. Tel.: West Chiltoning 3389. (9786)

LOTUS 7 Series II/III. New 1600 Cosworth dry sump power unit; new Avons; c.r. box; wad of bills; passable bodywork. £475. Tel.: 01-993 1255 (evenings). (9820)

LOTUS ELAN 54, S/E. D.h.c. plus hard-top 1970. "J" reg. 21,000 miles; radio/cassette. Absolutely immaculate body; mechanics; interior. £1,175. Tel.: 01-928 3388, ext. 322 (day), Hatfield 66919 (evening). (9821)

FIAT DINO Spyder. Ferrari engine, low mileage. Immaculate condition throughout. £1,675 o.n.o. Tel.: 01-229 3882. (9822)

MG VA Sports saloon, original, £575. 1954 Morgan +4, £525. Box 3983. (9823)

SUNBEAM TALBOT Free (Mk. III, runner) to happy buyer of 1956 Mk. III (overdrive); year's MoT; second engine; rebuilt gearbox; new silencer; pipes etc. £175 o.n.o. Consider swap. Tel.: 031-229 6138. (9824)

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LOTUS CORTINA 1969, white with black interior; 34,000 miles. Fully endorsed; probably best on market due to lady driver. £675 o.n.o. Tel.: Kendal 21979. (9828)

TRIUMPH SPITFIRE, 1972. White; hard/soft-tops; towbar; 11,400 miles. £870 o.n.o. Tel.: Chester 43002/20298. (9829)

MORGAN PLUS 4, four-seater, 1968. 2,138 c.c. special yellow; wire wheels. Beautiful car. Only £925 o.n.o. Tel.: Stow-on-the-Wold (0451) 30883 or 01-235 1669. (9832)

MG-B SPORTS, 1970 yellow; air horns; radio; S.P.s; spot lamps; tonneau; anti-theft. Beautiful car. Offers. Tel.: Bakerswell 2738. (9833)

1958 ASTON MARTIN DB2/4, Mk. III. British racing green metallic. A superb beast for connoisseur; fog lamps; radio; overdrive; discs; servo. In excellent condition both body and mechanically. Tenders invited. Tel.: Bakewell 2738. (9833)

ROLLS PII chassis, 1929. £650. Rolls PII engine, v/good, £45. S51 tourer, 1934, chassis, v/good, body dismantled. £495. Lanchester Straight 8, 1930 (rare chassis), £1,250. Various headlamps; vintage foot-pump; brass wing mirror. Tel.: 0279 74406 (Aston, nr Birmingham). (9834)



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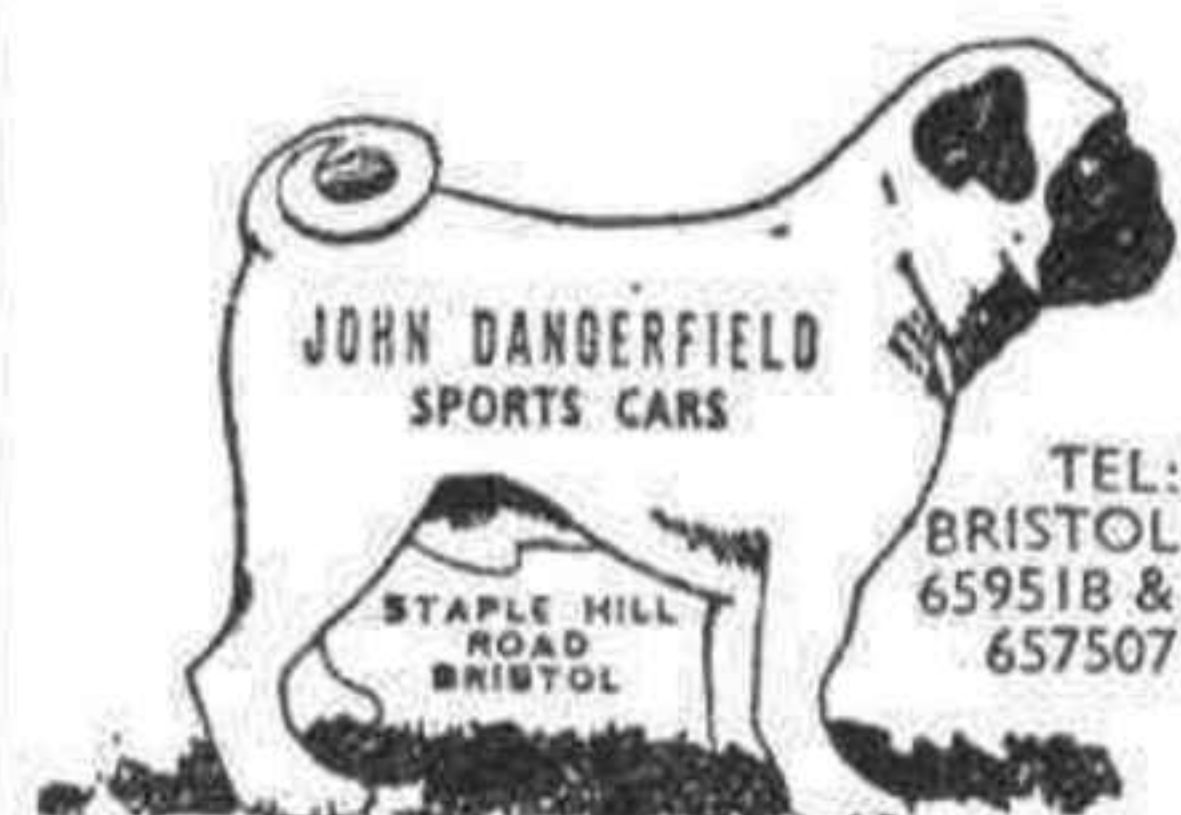
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1971 SPRITE. Dark green. One owner. Works hard-top, etc. 14,000 miles ... £850

1971 SPITFIRE. Royal blue. Wires. One owner, 14,174 miles ... £900

1971 TR6. Saffron. O/d., radio. 29,619 miles. New SPs ... £1,400

1970 M.G.-B GT. Red. O/d new SP Sport tyres. One owner, 32,376 miles £1,275

1970 M.G.-B. White. O/d., wires, radio, new SPs; 34,762 miles. Supplied and maintained by us ... £1,125

1970 M.G.-B. Bronze yellow. Fastback hard-top, soft-top, O/d., new SP Sport tyres. 34,780 miles, one owner £1,150

1970 M.G.-B GT. B.R.G. Two owners. New XAS tyres, wires. 27,908 miles ... £1,225

1970 MORGAN 2-seater. Indigo blue. Supplied and maintained by us. Usual extras. 21,000 miles. One retired owner ... £1,450

Another similar in orange, 19,000 miles ... £1,450

1970 GTE. Golden sands. O/d., radio, h.r.w. One owner ... £1,725

Another similar in Caribbean green £1,700

1969 M.G.-B. Mineral blue. Overdrive wires. New SPs, tonneau. One owner ... £1,050

Another similar in black ... £1,050

1969 SCIMITAR 3-litre coupé, silver, o/d., radio, h.r.w.; one owner. Supplied and maintained by us, 25,300 miles ... £1,150

1969 SPITFIRE, red, radio, ex. tyres, chrome rack, etc. ... £685

1968 3-litre SCIMITAR coupé. Supplied new by us. Recent new engine. Golden sands. Extensive steering, brake and suspension overhaul... £1,000

1967 ALPINE. White. Overdrive, wires, five new G.800s; 27,200 miles £825

1967 M.G.-B. Red. XAS tyres, radio, tonneau, Abarth exhaust, etc. Reconditioned engine. New clutch ... £775

1966 MERCEDES-BENZ 220SET convertible. 1965 model. Whisky metallic, brown hide. Usual extras £1,500

1964 ALPINE GT Automatic. Wedgwood blue. Engine and gearbox reconditioned. Newish tyres, battery and exhaust system, etc. ... £600

1961 DAIMLER Dart. Metallic blue. Hard/soft top. Full details available ... £1,400

1961 HEALEY 3000 Mk. I. O/d., hard/soft-tops, tonneau. Major engine, gearbox and o/d., suspension, steering and brakes overhaul just completed by us. New exhaust system, pads, linings, battery, clutch, tyres, etc. ... £850

1953 M.G. TD. Evidence of extensive restoration, luggage rack, new tyres, etc. Recent new hood and side-screens ... £950

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1970 RELIAINT Scimitar..... £1,625

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1973 CLAN Crusader £1,450

1968 JAGUAR 'E'-Type 2+2 £1,425

1972 CLAN Crusader £1,195

1971 FORD Capri 3000 GT XLR £1,125

1970 M.G.-B £925

1968 M.G.-C GT £875

1968 M.G.-B GT £875

1968 M.G.-B GT £825

1967 M.G.-B £640

1965 M.G.-B £575

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S-TYPE 3.8 JAGUAR, 1964. PAS: 4 nearly new tyres; exhaust; clutch. Very clean. £265 Tel.: Basingstoke 23104. (9837)

MASERATI SEBRING 3700, 1966. Classic 2 + 2 coupé in silver blue; black leather; powered by Straight Six fuel injected unit developing 240 b.h.p.; 5 speed ZF; Borrani; dual ignition; thermostatic fan; l.h.d. Concessionaire maintained. Job change forces reluctant sale. £1,700. Tel.: 01-858 5013. (9838)

TRIUMPH TR6, 1969. Overdrive; radio; wire wheels; good condition. 1910 o.n.o. Tel.: St. Albans 64409 (evenings/week-ends). (9839)

BOND EQUIPE GT, Mk. II, 2-litre 4-seater sports saloon, June 1970. Genuine 29,800 miles; one careful owner; new tyres. £635. Tel.: 01-398-1704. (9840)

SUNBEAM TIGER, Mk II, 4.7, 1968. Soft-top, hard-top with sunroof, tonneau; Minilites with XAS; radio. According to advert "nostalgia", page 592, June edition. Only 12 were made and this appears to be reasonably priced at £1,200. The car will be available after July 7th. Would welcome minor convertible or similar car in part exchange. Tel.: Preston (0772) 700359. (9842)

AUSTIN HEALEY Sprite Mk. I, 1960. Iris blue; 12 months MoT. Well maintained. In extremely good condition. Tel.: Harbury Wells 637. (9844)

LOTUS EUROPA S2, 1969 "H". Blue; Radiomobile; 5½ J Cosmics. Lovingly tended, bargain £910. (H.P. available). Tel.: Penmaenmawr 3298. (9845)

RARE 1929 20/25 Rolls-Royce limousine; Cockshott's body; concours condition. Best offer over £10,000. Box 3985. (9847)

LANCIA FULVIA Zagato sport, 1.3, 1968. Silver with black upholstery, regularly serviced, private and genuine reason for sale. £875. Tel.: Horndean (Hampshire) 2308. (9849)

JAGUAR 420 "G", Nov. 1968, automatic. One owner, service history; PAS; h.r.w.; radio; power windows; aerial etc. Excellent condition £890 o.n.o. Browning, 7 Windsor Drive, Alsager, Stoke-on-Trent. Tel.: Alsager 5687. (9850)

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MG YB SALOON, 1952. Mechanically sound; taxed; MoT. £140 o.n.o. Tel.: Box 2688 (Wilts.) (9851)

MORGAN +8, 1970 (July), 20,000 miles. Orange. All usual extras, immaculate, £1,700. Tel.: Reading 478522, 580896 (evenings). (9852)

ZAGATO-BODIED ABARTH 750. Originally owned by Franklin D. Roosevelt III. This beautiful and rare car has had a great deal done recently to suspension, steering, brakes and exhaust with a full engine rebuild, since when it has only done 1,400 careful miles. The double-bubble alloy body is in excellent condition, but a retrim would be the next thing on my list. The lengthening legs of my children mean that offers over £1,000 will be unhesitatingly considered. Tel.: 045-36 5331. (9853)

DAIMLER SP250, 1960. Soft-top, gold, taxed; MoT; genuine low mileage; strengthened chassis; new axle; discs; clutch; S/steel exhaust. Brakes, steering, front suspension overhauled; new carpets; partial retrim. £850 o.n.o. Full details: Chris Wiltshire, 35 Westbury Hill, Westbury-on-Trym, Bristol. Tel.: 626801. (9854)

ZEPHYR I. Convertible with host spares. Current MoT and usage, £250. Clarke, 51 Fairacres Road, Oxford. Tel.: 58686, ext. 65 (daytime). (9855)

JAGUAR SPORTS car. This superbly constructed car is offered for sale with large trailer and racing spares. £650 o.n.o. Bryant, The Riffel, Sunbury Hill, Torquay. Tel.: 0803 28105. (9856)

ROLLS-ROYCE 20/25, 1934. Three position drophead tatty but retrievable. £1,299. Tel.: 01-328 2283/4428. (9857)

ALVIS TD21, 1962. 85,000 miles. Well-maintained. Grey, red interior; MoT January; tax February. Distinctive registration £350 o.n.o. Beecham, Tel.: Great Witley 311. (9858)

VINTAGE 1927 Alvis 12/50, 4 seat tourer. Good running order, taxed, MoT. £650. 1932 Morris Major running order, £150. 61 Warstock Rd., Kings Heath, Birmingham 14. (9859)

MG-B ROADSTER, 1965. Old English white; wires. A beautiful car which has always lived in rural Cheshire. £425. Mr. C. Bond, Crabwall Hall, Mollington, Nr. Chester. Tel.: Great Mollington 431. (9860)

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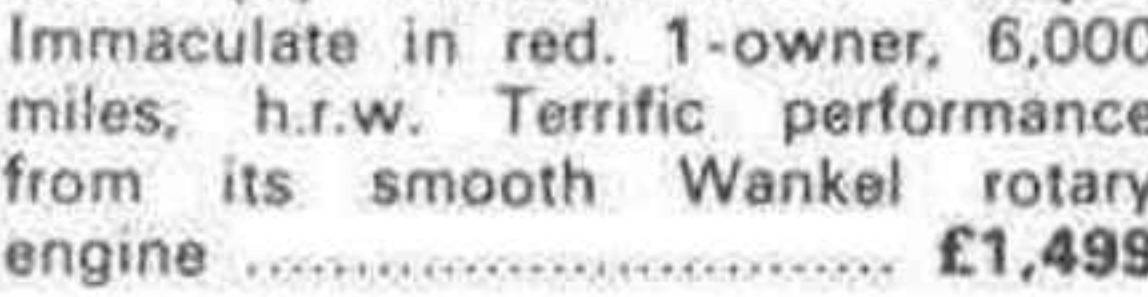
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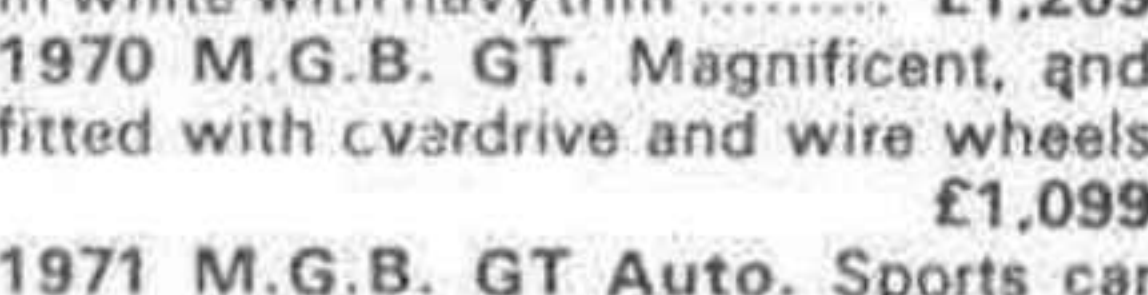
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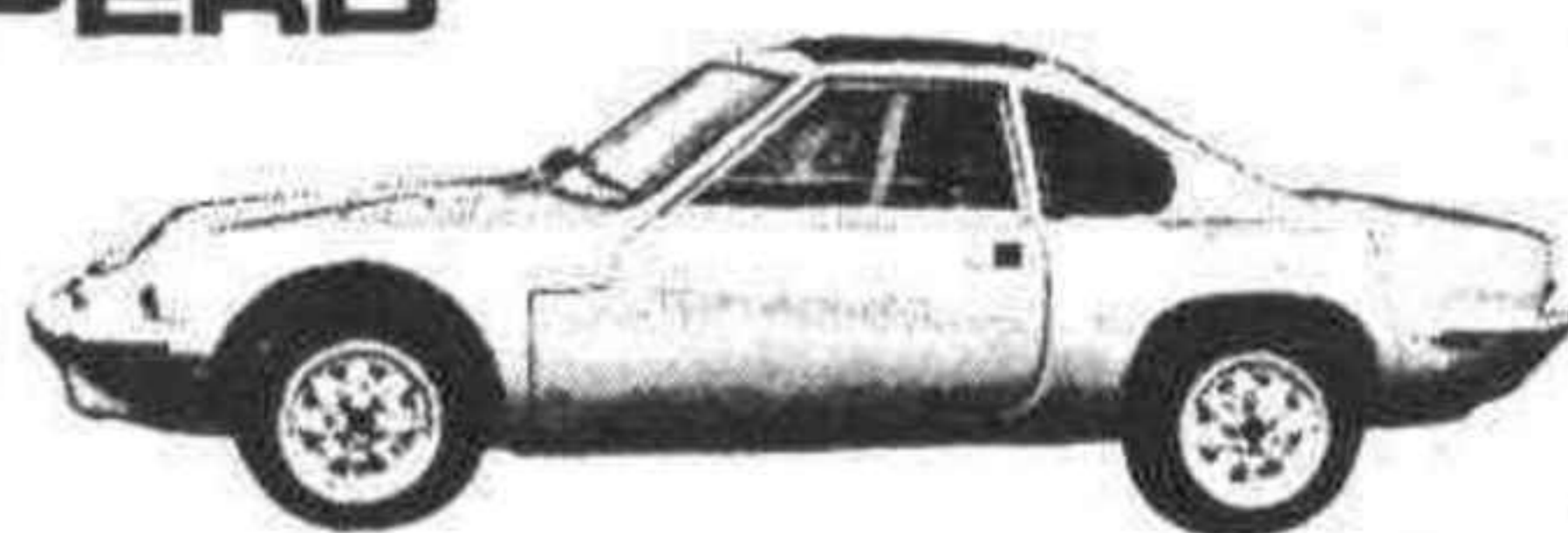
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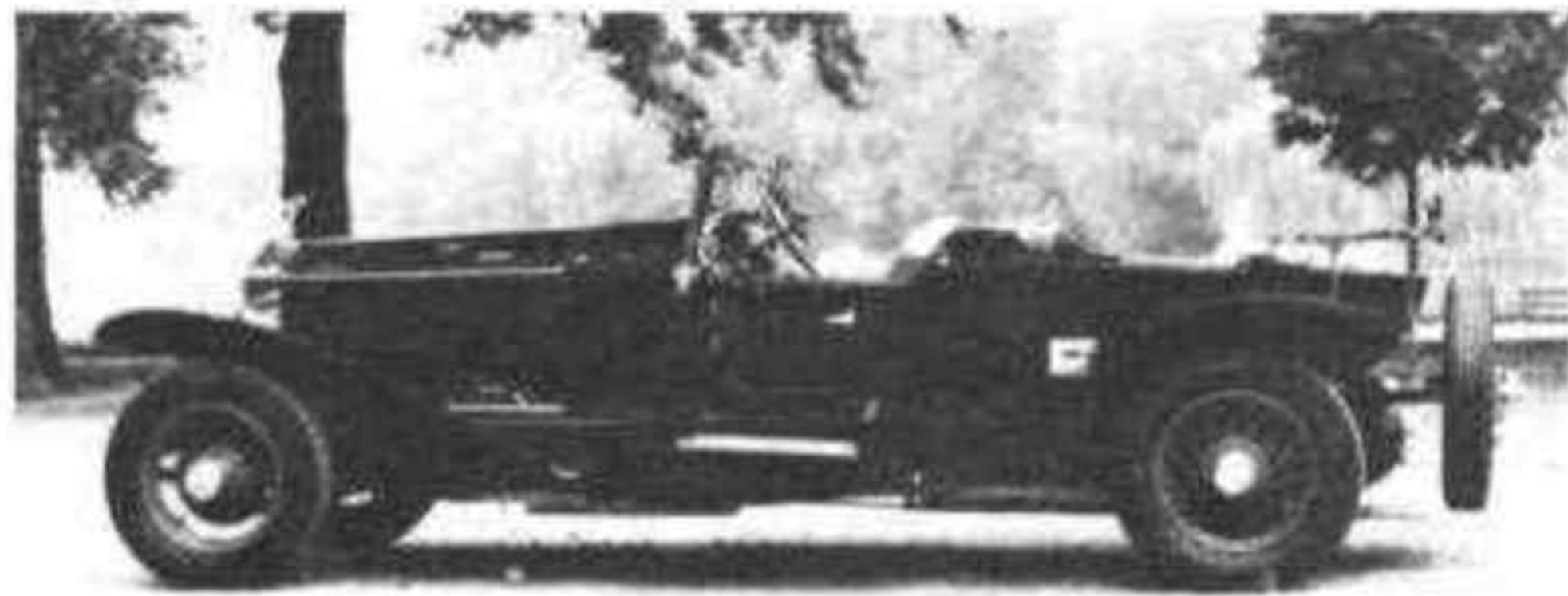


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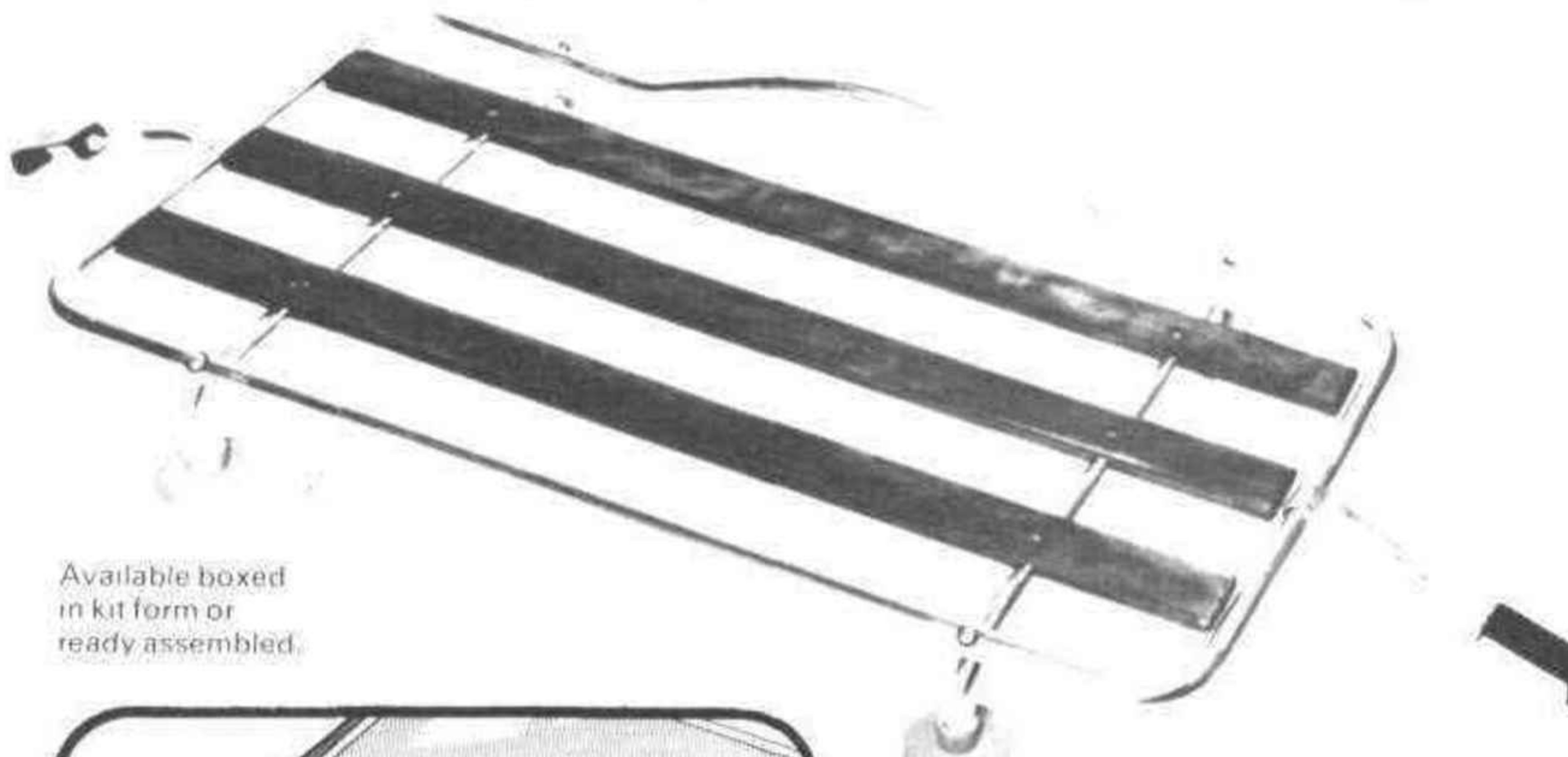
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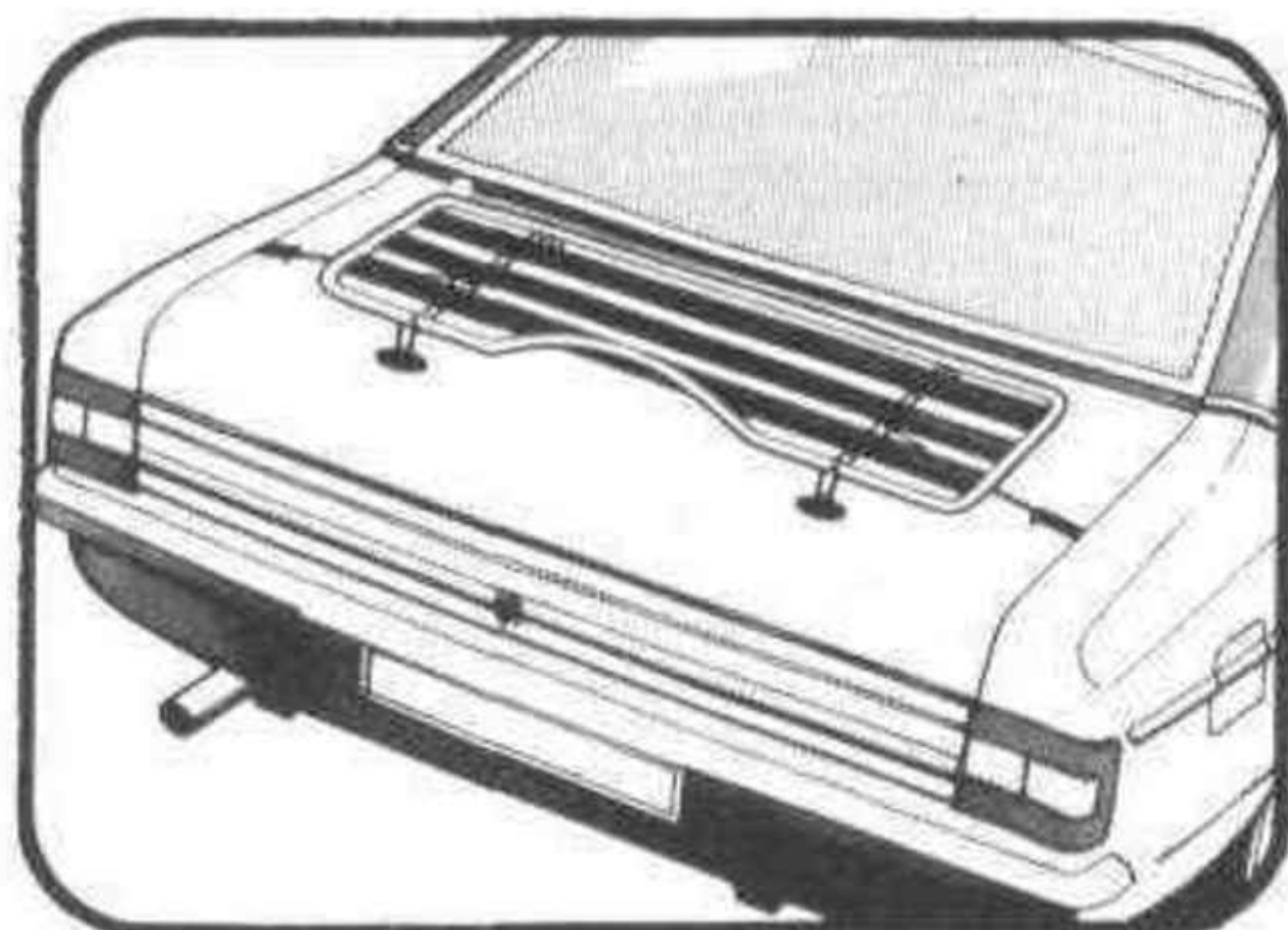
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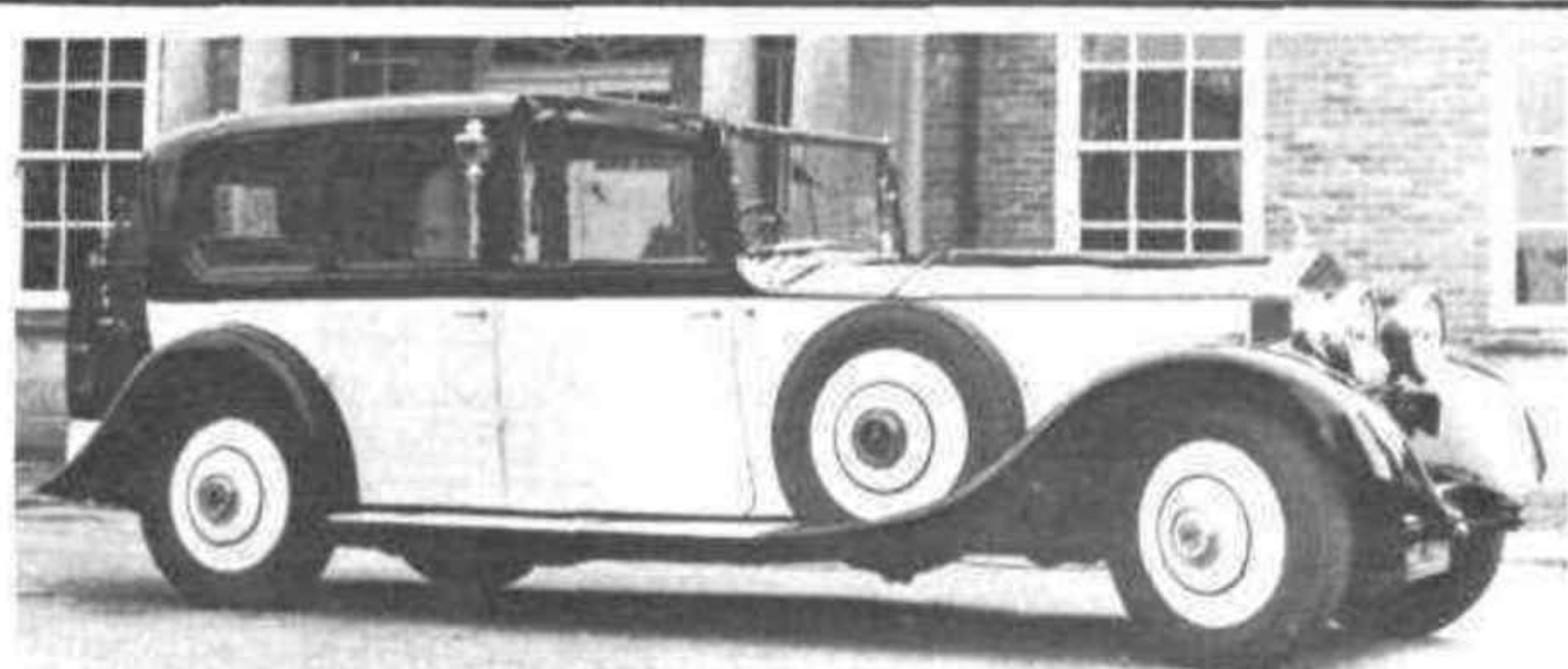


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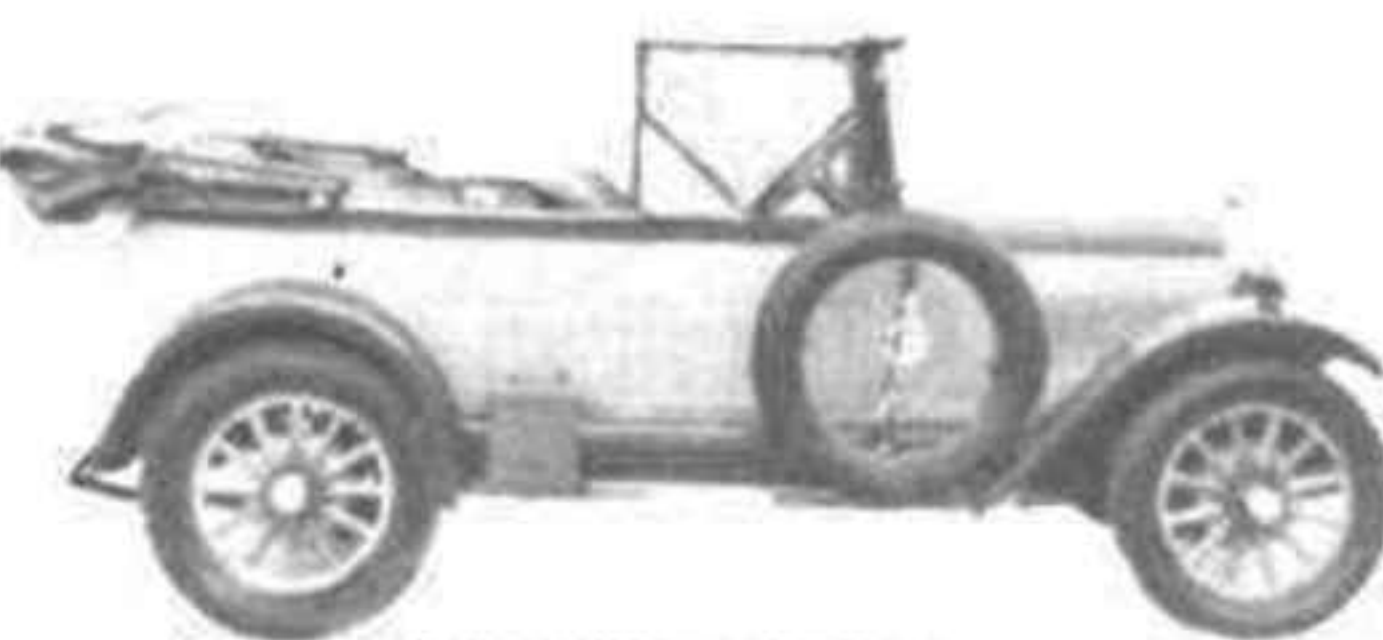
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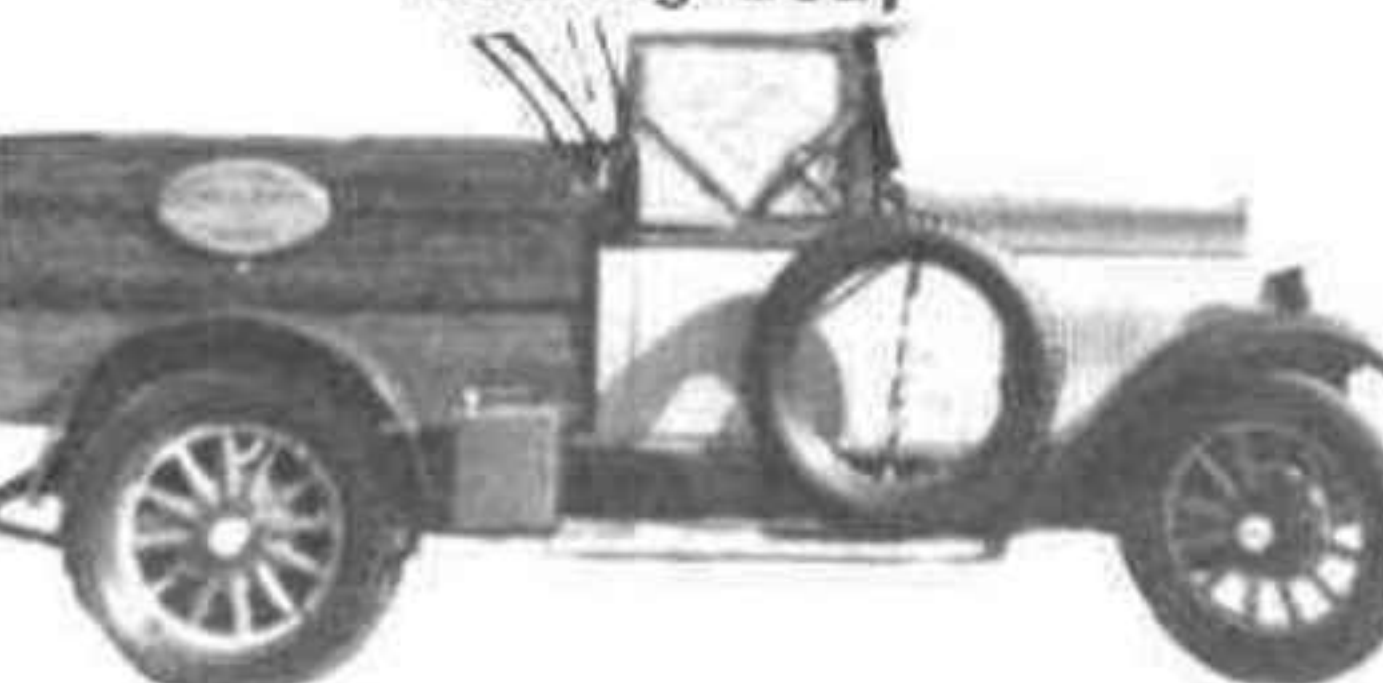
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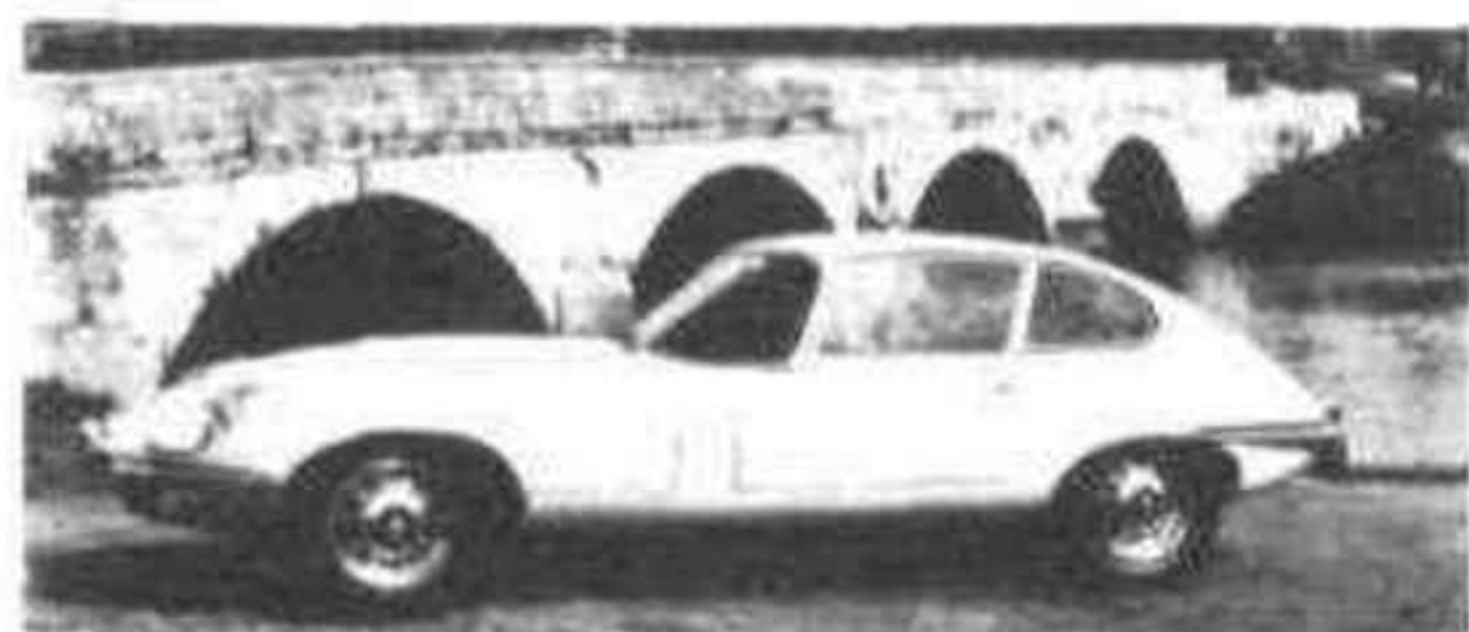
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- 1969 'E'-Type f.h.c., Carmen red with black trim, h.r. window, chrome wheels..... £1,695
- 1968 'E'-Type 2+2, extras include chrome wire wheels, h.r. window, open headlights..... £1,445
- 1968 'E'-Type roadster, with tonneau cover, Blaupunkt radio, luggage rack..... £1,365
- 1966 'E'-Type 2+2 Auto., silver grey with black interior, wire wheels, Q.I. spots, radio..... £965



1970 'E'-Type 2+2 (similar to above), in midnight blue, grey trim, sun-roof, h.r. window, radio, reclining seats..... £2,045

MG



- 1973 M.G.-B roadster, in black tulip, 3,000 miles, tonneau, overdrive, Cinturatos..... £1,395
- 1972 M.G.-B roadster, one owner, fitted overdrive, Rostyle wheels, tonneau..... £1,245
- 1970 M.G.-B roadster, signal red, black trim, wire wheels, overdrive, luggage rack..... £1,025
- 1969 M.G.-B roadster, two owners from new, Bermuda hard-top, overdrive, radio..... £895
- 1973 M.G.-B GT, only 4,500 miles, full-width velour seats, overdrive, spruce green..... £1,525
- 1972 M.G.-B GT, one owner, overdrive, tinted glass, h.r. window, Q.I. spots, reclining seats £1,395
- 1970 M.G.-B GT, 20,000 miles with one owner, fitted Rostyle wheels, overdrive..... £1,195
- 1970 M.G.-B GT, 'J' Reg., B.R. Green, black trim, sun-roof, overdrive, radio..... £1,095
- 1969 M.G.-B GT, 'H' Reg., with wire wheels, overdrive, h.r. window, sun-roof..... £945
- 1968 M.G.-B GT, December 'G' Reg., one lady owner, overdrive, radials, seat belts..... £865
- 1972 M.G. Midget, in glacier white, 7,000 miles, tonneau, Rostyle wheels..... £875
- 1969 M.G. Midget, Ashley full-length hard-top, wire wheels, mineral blue..... £535

TRIUMPH



- 1969 TRIUMPH GT6 Mk. II (similar to above), extras include overdrive, h.r. window, radials £795
- 1972 TRIUMPH Stag Automatic, white with tan trim, hard- and soft-tops, stereo deck..... £2,295
- 1972 TRIUMPH TR6 PI roadster, 12,000 miles with one owner, overdrive, radio, elec. aerial £1,495
- 1972 TRIUMPH TR6 PI roadster, sapphire blue, matching trim, overdrive, SP Sport tyres..... £1,495
- 1971 TRIUMPH TR6 PI, only 14,000 miles, hard- and soft-tops, overdrive, radio..... £1,425
- 1971 TRIUMPH TR6 PI roadster, 'K' Reg., one owner, overdrive, wire wheels, tonneau..... £1,395
- 1969 TRIUMPH TR6 PI roadster, B.R. Green, black trim, overdrive, radio, tonneau..... £1,095
- 1968 TRIUMPH TR5 PI coupé, one owner from new, Surrey tops, radio, overdrive..... £875
- 1966 TRIUMPH TR4A, in indigo with black trim, overdrive, radio, seat belts..... £665
- 1972 TRIUMPH GT6 Mk. III, white with black trim, 'L' Reg., overdrive, sun-roof, h.r.w.... £1,245
- 1973 TRIUMPH Spitfire, in mimosa, 4,000 miles, fitted wire wheels, tonneau..... £1,025
- 1971 TRIUMPH Spitfire Mk. IV, with radial tyres, tonneau, wing mirrors..... £845
- 1969 TRIUMPH Spitfire, 'H' Reg. car with radio, G.800 tyres, seat belts..... £625
- 1970 MARCOS 3-litre Ford, Bahama yellow, overdrive, alloy wheels, sun-roof..... £1,395
- 1971 ALFA ROMEO 1750 GTV, white with tan trim, fitted 5-speed box, radio..... £1,695
- 1970 BOND Equipe GT, 2-litre, Manhattan blue with black trim, 24,000 miles, overdrive, stereo £895
- 1972 RELIANT Scimitar GTE Auto., in satin silver, sun-roof, radio, stereo, chrome wheels £2,345
- 1972 RELIANT Scimitar GTE, 12,000 miles only, fitted overdrive, radio, h.r. windows..... £2,295
- 1971 RELIANT Scimitar GTE Auto., sun-roof, chrome alloy wheels, h.r. window, radio..... £1,945
- 1971 RELIANT Scimitar GTE, 'K' Reg., acacia with tan trim, sun-roof, overdrive, radio..... £1,895



1970 RELIANT Scimitar GTE (similar to above), extras include overdrive, rear wiper and washer, radio..... £1,645

LOTUS

Main Agents. New Lotus for immediate delivery.



- 2S.130/5, black, champagne trim, tinted glass, radio, alloy wheels..... List
- 2S.130/5, almond green, champagne trim, alloy wheels, h.r. window..... List
- 2S.130/5, carnival red, black trim, h.r. window alloy wheels..... List
- 2S.130 4-speed, lagoon blue, h.r. window, radio, alloy wheels..... List
- Elan Sprint d.h.c. Lotus yellow, black trim, radio..... List
- 1973 LOTUS 2+2 2S.130, 5-speed, under 2,000 miles, almond green, alloy wheels, h.r. window..... £2,745
- 1971 LOTUS 2+2 2S.130, one owner, chrome k.o. wheels, Q.I. lamps, radio, h.r. window..... £1,945
- 1969 LOTUS 2+2 2S, in sandy beige with sun-roof, stereo deck, power windows..... £1,365
- 1972 LOTUS Elan Sprint, 'L' Reg., only 2,000 miles, fitted detach. hard-top, soft-top, radio £1,795
- 1971 LOTUS Elan Sprint d.h.c., Lotus yellow over white, 18,000 miles, radio, Minilites..... £1,445



- 1970 LOTUS Elan S4 f.h.c. (similar to above), supplied by us to previous owner, Special Equipment Model..... £1,245
- 1969 LOTUS Elan S4 d.h.c., one owner from new, fitted tonneau cover, radio, SP Sports..... £1,045
- 1969 LOTUS Elan S4 f.h.c., in French blue, power windows, new couplings fitted, etc..... £995
- 1973 LOTUS Europa Special, 5-speed, carnival red, oatmeal trim, less than 1,000 miles, alloy wheels..... £2,295
- 1972 LOTUS Europa Twin Cam, 'L' Reg., 3,000 miles, supplied new by us, Brand Lotus wheels, radio, stereo..... £1,795
- 1972 LOTUS Europa Twin Cam, pistachio, black trim, alloy wheels, radio, tinted screen..... £1,645
- 1971 LOTUS Europa S2, one owner from new, fitted tinted glass, SP Sport tyres..... £1,295
- 1970 LOTUS Europa S2, with Minilite wheels, Cibie Q.I. headlamps, French blue..... £1,145
- 1971 LOTUS Seven S4 1600GT, flame red, Brand Lotus alloy wheels, servo, heater..... £925
- 1969 ASTON MARTIN DBS6, in metallic olive green with tan hide trim, radio, sun-roof..... £2,695
- 1969 ASTON MARTIN DB6 Auto., with radio, h.r. window, chrome wire wheels..... £2,595
- 1967 ASTON MARTIN DB6 Auto., power-assisted steering, power windows, 'F' Reg..... £1,875

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ASTON MARTIN DB5, 1964 (May), finished in metallic blue with blue hide upholstery. Extras include chrome wire wheels, Webasto roof, twin spots, electric windows. New tyres. Recent clutch overhaul and extensive history. 79,000 miles with three owners. £1,265.

WANTED

**ABOVE AVERAGE CONDITION
VINTAGE - P.V.T. - ROLLS-ROYCE
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BENTLEY S3, 1965 (Jan.). Shell grey with red interior trim. Full history to date. 120,000 miles. Maintained regardless of expense, which is reflected in the virtually faultless condition for its age. Early inspection advised. £3,385.

HOLIDAYS — CLOSED 20th AUG. - 3rd SEPT.

FOR SALE—continued

R-R. Rare Rover 60 just had £200 overhaul by ex-Rolls-Royce coach-worker and in superb condition. Engine impeccably maintained. Connoisseur's car. Must be seen. £300. Tel.: 01-359 1416 (after 6.30). (9929)

1952 RILEY 2½-litre saloon. Runner, undamaged. Well shod. £140. Tel.: Husbands-Bosworth 418 (Leicestershire). (9932)

BRISTOL 403. Excellent condition throughout. Resprayed grey, new engine. Offers over £550. Tel.: 024/268/267 (after 7 p.m.). (9933)

GILBERN, March 1970. Metallic green overdrive; transistorised ignition. Special rear anti roll bar, h.r.w.; new XAS; exhaust; steering rack and battery; 27 m.p.g. touring; electric windows; mag. wheels; twin tanks; full 4-seater. Excellent condition purchase of Bentley forces sale. MoT, taxed. £1,350. A. T. Harper, 37 St. Well Road, Sheffield S7 1BG. (9935)

JAGUAR XK 150. F.h.c. 3.8S with overdrive. (C. Block); gen. wire wheels. Completely rebuilt. Excellent condition throughout. Red Monaco colour. MoT; 8-track stereo. First offer over £1,000 secures. Tel.: 01-405 1300 (day), 01-405 0600 (day). (9936)

ASTON MARTIN, DB 2/4, Mk. 1. 3-litre Vantage. A lovely example. Dubonnet, Mk. III seats; Alfins. £650 o.v.n.o. Tel.: Stratford-on-Avon 840544. (9938)

UNIQUE 1928 ROLLS, 20 h.p. Immaculately restored throughout. Barker tourer body. Was prominent in recent TV series. This car only needs to be seen. For details and arrangements to inspect contact Box 3982. (9939)

1965 E-TYPE, 4.2 f.h.c. This one has really been stripped to last nut and bolt and rebuilt by Jaguar expert and goes better than new. Demonstration, £1,000. Expert inspection invited. Tel.: Rushlake Green 424 or 331 (Sussex). (9940)

1937 ROLLS-ROYCE 25/30 Sports saloon by Thrupp & Maberly. Very attractive original car in first class condition. Price £2,650. Also a 1937 Bentley in good all round condition with coachwork by Cockshoot. Price £1,500. N. Harley, Montrose House, Winkleigh, Devon. Tel.: Winkleigh 462 or 485. (9941)

VINCENT SHADOW dismantled, exchange w.h.y.? Scott tank £7.50. 2 Park Road, Tel.: Sunderland 56932. (9989)

LOTUS CORTINA, 1968. Webasto, Roystyles. Good £430 or excellent minivan. Tel.: Sunderland 56932. (9989)

DAIMLER BARKER. Special sports 3-seater. MoT June 1974; 1951, just spent £230 in major overhaul. Reliable, fast and fun, but she must go due to recent purchase of a Rolls-Royce, which is the only thing around that needs as much money as my wife. Offers around £550 (for the Daimler) to Peter Dodd, Tel.: 01-567 3655 (business) or 01-977 7858 (home). (0082)

FOR SALE—continued

HEALEY 3000, 1960. Good, deliver anywhere £250. Vincent Shadow. Offers Sunderland 56932. (9989)

FERRARI 275 GTS, 1965. Convertible, £1,100 engine rebuild, superb condition throughout. Offers over £3,000. Exchange interesting car, London, Tel.: 01-579 3538. (9993)

PORSCHE 911S, "H" reg., 1,991 c.c. Electric roof, tinted glass, goes very well indeed. £2,475 o.n.o. London, Tel.: 01-579 3538. (9993)

MG ZA MAGNETTE, 1956, 8534 c.c. Gold Seal engine. Excellent gearbox, fair body, new steel cills. MG ZB Magnette 1958 BYL 2. Poor body, rebuilt engine; radiator; spare head; carbs.; bumpers; tow-bar. Mr. Woodley, Tel. for further details and offers. Tel.: 01-656 5147 (daytime). (0083)

AUSTIN SEVEN Ruby, convertible. Rebuilt coachwork, mirror finished black and maroon. Mechanically very good. A real crowd drawer; tax. MoT. £400 o.n.o. Tel.: 061-330 9937, 120 St. Albans Ave., Ashton-under-Lyne, Lancashire. (0084)

BMW 1600, 1970. Red/black interior, £1,200. Mr. Tatum, Tel.: Slinfold 429 Crawley 21749 (evenings). (0086)

JAGUAR MK. V, 1949. In good original condition. Distinctive registration; MoT tested. £450 o.n.o. Tel.: Derby 840720. (0127)

MORGAN 4/4 two-seater, Dec. 1971. BRG, tonneau; 9,000 miles. Excellent condition. Offers invited. Tel.: Waterlooville 55246. (0126)

1939 FORD 8 h.p. Good condition; genuine 42,000; full history, only requires finishing. Increasingly rare model at £135. Tel.: Havant 4096. (0129)

SAAB 2-STROKE, 1962. Reconditioned engine; 22,000 miles ago; recently overhauled brakes; one new front wing; 5 good radials; bodywork tatty. Workshop manual; MoT, taxed. Big snag—one rear spring mounting collapsed. Offers? Tel.: Cheltenham 35010. (2540)

PORSCHE C and Porsche SC Both 1964. Bali blue and chocolate brown, immaculate, history reluctant sale, going abroad. Each £800. Tel.: Poulton-le-Fyde 5968. (2541)

150 B.H.P. from your twin-cam? Nearly new Piper 8FR1's (half-race) with suitable jets for twin 40s. Offers? Also sumpshield and roll-cage for Cortina I, £5 each. Tel.: Hemel Hempstead 61525. (2542)

SUNBEAM, S8 motorcycle, original condition. Offers over £100. 5 The Haven, Langley Park, Co. Durham. (2544)

1954 DAIMLER Conquest, drophead coupé; power hood; radio and all usual refinements. Virtually concours condition throughout. Known history; mileage under 50,000. Offers over £675. Tel.: 061-483 6256 (office hours) or Poynton (Cheshire) 5205 (evenings/weekends). (2543)

FOR SALE—continued

ASTON MARTIN, DB6, Mk. II. Automatic, PAS; 27,000 miles. Full history from new, one registered owner. Offers over £2,750. Tel.: 061-236 7255 (office hours), 061-483 9737 (evenings/weekends). (2543)

PORSCHE 912, 2 + 2 coupé, 1968. Two owners, immaculate yellow bodywork/black interior. Faultless mechanics; excellent tyres; MoT March; radio. £1,495. Possible H.P./P.X. any inspection. Tel.: Cuffley (284) 2515. (0198)

LOTUS ELAN, S4, D.h.c. SE, 1970. Usual refinements plus p.b. radio and cassette player; tonneau cover. Garage maintained. Outstanding condition throughout. Reluctant sale, £1,100. Dr. Royle, Chorley House, Clitheroe, Lancs. Tel.: Clitheroe 23666. (0211)

FIAT 125 "H", 43,000 unmarked, £525 with workshop manual. Bugatti radiator badge. Pre-war SU carburettor 1½ in. 35 Castle Street, Eye, Suffolk. Tel.: 431. (0201)

GINETTA G15, May 1971. 30,000 miles; red; sunroof; stereo; Cosmic wheels. Plus other extras. £800. Tel.: Brighton 24234 (day). (0202)

MG-B ROADSTER, 1971. "K" 12,000 miles, white; overdrive; Roystyles; Motolita, outstanding. £1,100. Tel.: Aylesbury 630538. (0204)

MINI-CLUBMAN 998, 1972 "K"; 24,000 miles. Harvest gold, Cooper engine conversion; 4½J reverse rims with Michelin ZXs; Motolita; tach; outstanding. £700. Tel.: Aylesbury 630538. (0204)

AUSTIN 10, 1938. Long MoT. Good mechanics and a most clean, tidy black/fawn body. Best offer over £200 secures. Tel.: Cheltenham 56426. (0206)

1951 RILEY, 1½-litre. Completely restored engine. New exhaust system. Electrics completely overhauled; bodywork and upholstery excellent. £400. Maybury, Puddledock Garden, Clayhall Lane, Acton, Sudbury, Suffolk. Tel.: Long Melford 492 (weekends only). (0207)

BENTLEY MULLINER lightweight saloon. Big bore, previous owner for last 15 years. Original condition. Offers over £2,000. Tel.: 0202 79755, 0202 63344 (business hours). (0208)

1965 PORSCHE 356C. Fastidiously maintained by Porsche enthusiast; 56,000 miles; radio; SP's etc. 1975. Tel.: 0202 79755, 0202 63344 (business hours). (0208)

MERCEDES-BENZ 300d, 1960. Only about 150 of this rare pillarless saloon built; i.h.d. Webasto roof. Imported UK 1969; MoT 1974. Lovingly restored, very good condition throughout. Only £800. Tel.: 032627 664 (after 6 p.m.). (9671)

1970 ALFA ROMEO 1750 GTV, Mk. II. Metallic blue; fawn upholstery; 21,000 miles only; new tyres; radio. This car is in exceptional condition. £1,500. Tel.: Canterbury 66188 (evenings). (9770)

FOR SALE—continued

1971 (NOV.) TRIUMPH TR6. Fuel injection; hard-top coupé; Riviera blue contrasting black interior; fitted overdrive; Radiomobile sound system; Lucas foglights; new G800s; one company director owner; superb car throughout. £1,375 H.P. part-exchange. Tel.: 051-677 7950. (0313)

TRIUMPH SPITFIRE, Mk. IV, 1973 "L", 4,000 miles only. Emerald green, tonneau, one owner. Galliers, 39 Market Street, Knighton, Radnorshire. Tel.: 666. (0314)

1934 AUSTIN SEVEN Ruby. Job forces reluctant sale after nine years. Available August. £125 o.n.o. Clay, 8 Hardy Grove, Worsley, Manchester. Tel.: 061-790 3176. (0315)

SIVA 4-seater replica Edwardian (Dr. Who type), not quite completed. Needs painting; hood; upholstery fitted. All parts included. £395. Parts alone cost £350. Tel.: CWM (049 538) 226 (after 7 p.m.). (0316)

OPUS. Complete less engine/gearbox, professionally made. All road equipment registered. Was record holder at Santa Pod. Gift, £350. Tel.: CWM (049 538) 226 (after 7 p.m.). (0316)

TVR TUSCAN, V6 "G" reg., brand new recon. engine. Guaranteed for a year. Extras inc. s/roof; electric aerial; overdrive; alloy wheels; Radiomobile and 8-track stereo. New flat forces sale. £1,050 o.n.o. Joel, Tel.: 01-405 6401 (day). (0331)

TR3A, 1960. Goes well, some useful extras. Must sell, £200 or offer. John Kay, Sunbatch, Draycott, Cheddar, Somerset. Tel.: Cheddar 742 648. (0319)

LANCHESTER DL10, 1951. Good condition. Delightful car. Licensed August; MoT July 1974. £120 o.n.o. Tel.: 01-997 7348. (0320)

MG-C ROADSTER, 1968. Blue, wire wheels; overdrive; radio. Excellent condition; splendid performance. £700. Write or call, Napier, 9 Frobisher Close, Marske, Teesside. (0290)

1933 MG. Registration on Herald, runner, MoT. Offers, Marchant, Tel.: 01-394 1731; ext. 243 (office hours). (9758)

SUNBEAM ALPINE, Mk. IV GT. Really superb condition throughout, both body and mechanically; many extras including overdrive; wires; soft-top, etc. Long MoT and tax. For full details and recent history. Price £350. Tel.: Southend 582601. (0327)

AUSTIN HEALEY 100/4. Reg. No. SUM 100. Good engine etc., bodywork slightly untidy. An investment at £125 o.n.o. Tel.: Connans Quay 3228 (Flintshire). (0328)

TR6 1971, Saffron; overdrive; Radiomobile; tonneau; 20,000 miles; spare unused; entirely faultless, looks new. £1,200. Tel.: 01-949 4180. (0329)

ASTON MARTIN, DB4 Vantage, 1963. AMOC member for sale. Will be sold for the highest offer. Tel.: Ironbridge 2105. (0332)

LEN STREET OF CHELSEA Tel: 01-370 4114

GUARANTEED USED LOTUS

+2S 130/5, 1973. Tawny/oatmeal, mags., radio, h.r.w. Our Managing Director's car .. £2,650

+2S 130/4, 1972. Yellow/silver, h.r.w., radio glass, mags. .. £2,275

+2S 130/4, 1972. Maroon/silver, h.r.w., radio, mags. .. £2,275

EUROPA, 1973, Twin Cam Special, 5-speed, tinted screen, radio, mags. Tawny/oatmeal .. £2,275

EUROPA S.2, 1970. Yellow, radio; low mileage .. £1,075

LOTUS MAIN DEALERS NEW CARS FROM STOCK

+2S 130/5. Yellow/black, radio, h.r.w., alloy wheels .. List

+2S 130/5. JP. black/oatmeal, h.r.w., tinted glass, mags. .. List

+2S 130/5. Blue/oatmeal, radio, h.r.w., mags. .. List

+2S 130/5. Maroon/oatmeal, radio, h.r.w., mags. .. List

+2S 130/4. Green/black, radio, h.r.w., mags. .. List

+2S 130/4. Blue/oatmeal trim, radio, h.r.w., mags. .. List

GUARANTEED USED LOTUS

SPRINT f.h.c. Lagoon blue, 1973. Tinted glass, radio; one owner, 46 miles .. £2,100

SPRINT d.h.c., 1972. Lagoon blue, radio, tinted glass .. £1,695

ELAN S4 S.E. f.h.c., 1971. Blue, radio; one owner, h.r.w. .. £1,295

ELAN S4 S.E. f.h.c., 1970. Burnt sand; 12,000 miles, certified .. £1,175

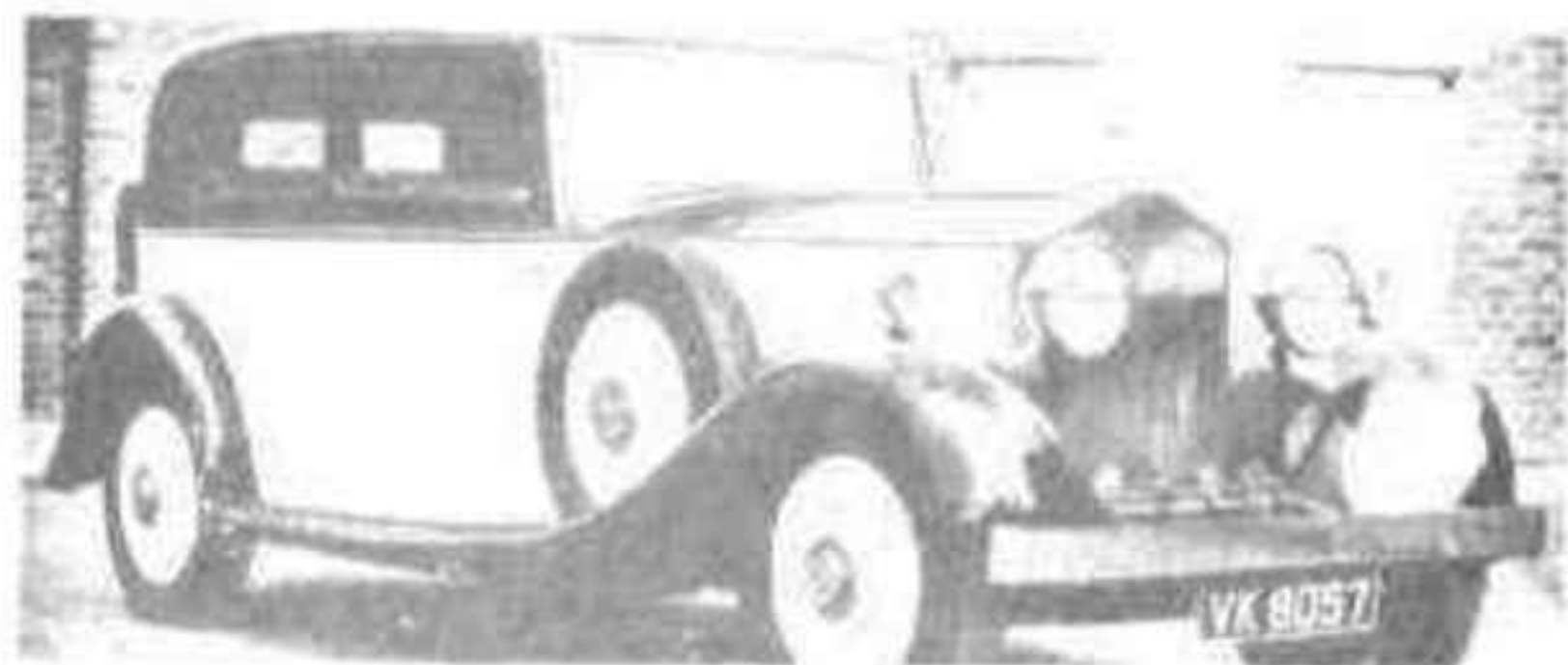
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1934 ROLLS-ROYCE 20/25 owner-driver close-coupled "D"-back sports saloon by Windover, sliding sun-roof, twin sidemounts, P.90 headlamps, repainted black over ivory, original brown hide trim, new carpet, woodwork re-polished; mechanically superb, recent complete engine overhaul, brakes relined, fitted new kingpins and all new tyres.



1934 BENTLEY 3 1/2 coupé with drophead coachwork by Park Ward. Recent mechanical overhaul (bills £800); nicely painted in vineyard green and retrimmed in antique tan hide, new carpet and hood. Excellent example throughout.



1963 ROLLS-ROYCE Silver Cloud III. Really a superb specimen in sand and sable, electric windows, can trim; recorded mileage only 66,000. Fitted radio, stereo, etc.



1931 ALVIS 12/60 Beetleback 2-seater open sports car. Mechanically totally rebuilt throughout, bodily excellent, finished in Alvis green. A really outstanding example of this attractive series and a delight to drive.



1939 ROLLS-ROYCE Wraith. Elegant Park Ward coachbuilt sports saloon with division. Twin side-mounted spares. Finished in ebony black with original buff hide trim. Mechanically excellent, with a recorded mileage of 43,000.



1953 BENTLEY R-type standard steel sun-roof sports saloon, with manual transmission, nicely cellulosed in velvet green with contrasting tan hide trim and carpet. Mechanically excellent with documented service history from new. Recorded mileage 83,000; all original tools, handbook, mascot, etc.

URGENTLY REQUIRED: ALL TYPES OF VINTAGE & CLASSIC CARS. TOP PRICES PAID, DISTANCE NO OBJECT.

FOR SALE—continued

1935 MG NA Magnette 2-seater. Rebuilt from chassis, new wood; rewired; sprayed; engine reconditioned, crankshaft reground. Spares including camshaft, new tyres, etc.; used as only transport to work until 2 years ago, since then kept in garage. Requires one new brake cable so no MoT. I have no more time to look after it. Can be viewed by arrangement in Hampshire. Offers, Box 3993. (0496)

MG-B GT. "L" registration, 4,500 miles. White, servo assisted brakes. "Cadillac" undersealing; radio; automatic safety belts. £1,475. Tel.: New Romney 2274. (0497)

1958 DAIMLER Century. Automatic ex-Major's car, HMV radio; used only at weekends. Well preserved, garaged. £250 o.n.o. Tel.: 01-639 0673. (0498)

FERRARI 250 GTE, V12, 39,000 miles, in mint condition. New brakes, clutch and chrome, very quick sale required. £1,645. Tel.: Knowle 4084. (0609)

FROG-EYE SPRITE. Original paintwork. Mechanically sound; hard- and soft-tops; tonneau £295. Tel.: Hereford 55229. (0610)

AUSTIN 10 Lichfield 1932. Sound original condition requiring little attention. Display model originally, family owned since. Sensible offers. Tel.: 021-706 6571. (0614)

BMW 2002, December 1969. BI a, sun-roof; radio; h.r.w.; a.i.s. Appreciative home needed for superb car. Highly satisfied owner changing to touring version. 1975. Tel.: Tring (Herts.) 3461 (day), 2341 (evenings). (0615)

FOR SALE—continued

FORD Cross-Country Special 400E chassis. Zodiac engine, new suspension; brakes; steering needs completion. Offers around £90 or exchange 2 rally seats. Spares for Ariel motorcycle or sidecar outfit. Tel.: Swansea 21474. (0617)

ANGLIA 1500 Cortina engine. Weber carburettor; stiffened body; disc brakes; 6 x 5 1/4 tyres, £225 o.n.o. Pauls, 5 A'ch Avenue, Holmes Street, Hull. Tel.: 212581. (0618)

FORD GALAXIE, 1967. Very good condition; offered in exchange for interesting British car, w.h.y., 18 Brook Road, Mangotsfield, Bristol, BS17 3DY. (0643)

MOGGYNICENT MORGAN 4/4, 1949 Series I coupé. Repainted red, black interior. Good hood; tyres; MoT. Much bump and spares. Believed genuinely good but unsuitable for pregnant wife. £650 or less to good home. Tel.: Stockbridge (Hants.) 852 (evenings/weekends). (0620)

XK 140, 3.4; overdrive; chassis; engine; seats; dash; wiring radiator grill and all other parts except coachwork. Engine completely reconditioned and all parts custom sprayed. Also Fibre-glass 2 + 2 "bucket" type body to fit. £230 or will exchange for Daimler Dart running but in need of work. Also XK 140 parts. Tel.: Camberley 64306. (0621)

DAIMLER SP250, 1961/63. 'B' specification; hard/soft-tops; 66,000; exceptional. £900. Tel.: Wembury 886 (Devon). (0642)

FOR SALE—continued

MG-C GT, "H" regd.; 27,000 miles only and condition proves it. Immaculate blue; bodywork; excellent mechanics; radio. Offers over £800. Tel.: Liss 2049 (Hants.) (0622)

MORGAN +4, 1964. Just had complete body rebuild. Recent engine overhaul; w/w tonneau; new hood. Offers. Tel.: Stevenage 51026. (0624)

MG TA/TC. Rebuild throughout; 3,000 miles since Running not MoT'd; new tonneau cover only. Offers around £500. Tel.: Bitton 3194 (evenings). (0625)

lent condition rebuilt engine, complete un-JOWETT JAVELIN de luxe, 1950. Excel- suted exhaust system; various spares. Taxed, MoT; radio; new tyres; sited near Gloucester. £250 o.n.o. Tel.: Camelford 3231/Saul 362. (0626)

VANDEN PLAS. Princess 4-litre "R" saloon 1965. Luxurious, big, powerful. Top masterful for wife's liking. Mileage 28,600. Colour Peat/stone. £650. Coleman, 1 Field Farm Cottage, Great Chesterford, Saffron Walden, Essex. Tel.: Great Chesterford 592 (after August 6th). (0627)

MORGAN 4/4, 1969. Royal blue; year's MoT. Good Cinturatos, roll cage; chrome luggage rack; 1 careful owner. £1,195. Tel.: Ickford 334 (Bucks.) (evenings). (0628)

MG-A. Hard/soft-top; 12 months MoT; radio; Cinturatos. Mainly aluminium body. Beautiful condition £230. John Bainby, Tel.: Cannock 6261 (daytime). (0629)

FOR SALE—continued

RILEY LYNX, 12/4 in kit form. Chassis restored. All parts to complete. £350. Box 3997. (0631)

AUSTIN HEALEY 3000, Mk. III, 1966. 49,000 miles. Red, good bodywork. Almost new hood; wire wheels; recent engine overhaul; sump guard. £750. Dr. Barrington, Kettering General Hospital, Northants. Tel.: Kettering 81141. (0633)

TR4A, July 1967. Very fine condition. Wedgewood blue. Surrey hard-top and tonneau; overdrive; wire wheels; XAS tyres; servo brakes; Acoustikit; new MoT. Well cared for. £660. View Bournemouth or Tel.: Camberley 31273. (0636)

TR6 TRIUMPH, 1972. "K" registration. Petrol injection British racing green; radio; black trim; Michelin X tyres; 14,000 miles only. Soft-top; tonneau cover. Excellent condition. Tel.: Weybridge 51013 (day), Weybridge 40288 (evenings). (0637)

ALVIS TD21, 1961. Automatic; Webasto; wires; four good G800s; resprayed; 12 months MoT, taxed October. Haggle around £375. Bob Thornhill, Tel.: Chelmsford 51491. (0638)

LOTUS ELAN, 1966 S/E. Blue d/h, rebuilt engine, 3.5 diff., low profiles on knock-ons; garage maintained; lady owner. Reliable motor, very reluctant sale, had to revert to estate. Haggle £580. Tel.: Newmarket 750760 (evenings). (0640)

MG-A 1500 CC, 1956. Completely restored. New sills; wings etc.; engine reconditioned. £410 o.n.o. Wilks, 106 Beaufort Road, Southborne, Bournemouth, Hants. (0641)

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MAX 864 Reg. No. on B.S.A. Tandem, £100.

FORD Capri 1600 GT XLR, 1970H, red/black. £795.

1971J AUSTIN Sprite, green/black; 8,000 miles only. £775.

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LOTUS Elan Sprint d.h.c., 1972. Yellow, black trim. Fitted radio, tonneau. £1,645
 LOTUS Elan Sprint f.h.c., 1971. 15,900 miles, one owner. Brilliant yellow, black interior, radio and host of supplementary extras. £1,445
 LOTUS Elan S.4, S/E, f.h.c., 1971. 9,500 miles, one owner. Yellow, black trim, radio. £1,295
 LOTUS Elan S.4, S/E, f.h.c., 1970. Yellow, black interior. Radio, electric aerial, ZXs. £1,185
 LOTUS Elan S.4, S/E, d.h.c., 1969. Fitted 8-track stereo/radio. Recent overhaul. Yellow with black trim. £1,125
 LOTUS Europa S.2, 1969. Brilliant yellow with black trim, radio. Exceptionally clean example. £1,075

JENSEN Interceptor, 1968 (Nov.). Californian sage/black leather trim. Fitted auto. transmission, power steering, h.r.w., Sundym windows, radio. Superb £2,495
 JAGUAR E-Type 2+2, 1967. Automatic. Light metallic blue with matching trim. Sunshine roof, h.r.w., chrome wire wheels, radio, SPs. £1,345
 LOTUS Europa Twin Cam, 1972. 11,000 miles, one owner. Lagoon blue, black interior. Radio. £1,595
 LOTUS Europa Twin Cam, 1971 (Nov.). One owner. Yellow/black. Special mag. alloy wheels, radio £1,495
 M.G.-B Mk. III, 1972. 10,000 miles, one owner. Glacier white/navy. Fitted overdrive. Superb. £1,235
 M.G.-B GT, 1971. Blaze with black interior. Overdrive. One owner, low mileage example, h.r.w. £1,325

M.G.-B GT, 1971. Bronze yellow, black trim. Overdrive, h.r.w., latest Dunlop tyres, radio. £1,225
 M.G.-B GT, 1969 (Oct.). Mineral blue, black leather trim. Specimen low-mileage '69 example. £995
 M.G.-B, 1967. Special black finished. Fitted overdrive, wire wheels, tonneau, ZX tyres.
 M.G.-B, 1965. B.R.G. with black interior. Fitted overdrive, Dunlop SP tyres. Recent overhaul
 M.G. Midget, 1970 (l.h.d.). One owner, low mileage. Red, black trim. Works hard/soft-tops. Superb
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1973 Elan Sprint fixed-head coupé. Red over white with black trim. Fitted with tinted windscreen and heated rear window. Supplied new by ourselves and has since covered a mere 1,500 miles **£2,000**
1972 ('L' reg.) Elan Sprint fixed-head coupé. Yellow over white with black trim. Fitted with heated rear window. A one owner car with a recorded mileage of 7,500 **£1,750**
1971 (Nov.) Elan Sprint fixed-head. Lime green with black trim. Fitted with radio. A well maintained 2 owner car with recorded mileage 18,000 **£1,450**
1967 Lotus Elan S/E drop-head coupé. Red with black trim. Fitted with tonneau cover, radio and radial tyres. A very well maintained one owner car with a full service history. Recorded mileage 57,000 **£800**
1973 (March) Lotus Europa Special. Rich tawny with black trim. Fitted with 5-speed gearbox, alloy wheels and tinted glass. Supplied new by ourselves. Recorded mileage 2,300 **£2,400**
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 **£1,600**

USED M.G.

1972 M.G. 'B' G.T. Green mallard with autumn leaf trim. Fitted with wire wheels, heated rear window, radio and servo brakes. A beautifully maintained car in every respect. Recorded mileage 14,000 **£1,350**
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1969 M.G. 'B' Roadster. White with black trim. Fitted with overdrive, wire wheels, radial tyres, leather rim steering wheel, air horns, servo brakes, steering lock, new hood. Recorded mileage 45,000. An excellent car in every respect **£800**

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1970 Mercedes Benz 250/8 saloon. Green with tan trim. Fitted with manual gearbox and power steering, push-button radio. A well maintained car. Recorded mileage 39,000 **£1,800**
1972 (Nov.) Triumph TR6 Roadster. White with black trim. Fitted with overdrive, radio and stereo. Recorded mileage 6,000 **£1,550**
1970 Volvo P1800E. Safari yellow with black. Fitted with radio, electric aerial, heated rear window and sunshine roof. A very attractive and well maintained car **£1,450**
1969 Marcos 2-litre coupé. Bahama yellow with black trim. Fitted with sunshine roof, alloy wheels. Recorded mileage 39,000 **£1,195**

1972 Ginetta G15. Silver with black trim. Fitted with alloy wheels, sunshine roof, tinted front and rear screen, rear window demister, radio and 8-track stereo. A one owner car with a recorded mileage of 7,744 **£1,000**
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1968 (Dec.) Fiat 124 coupé. Positano yellow with black trim. Fitted with radio, 5-speed gearbox, radial tyres. Recorded mileage 46,000 **£800**
1971 Fiat 850S coupé. White with black trim. Fitted with sunshine roof, and radio. A one owner car with a recorded mileage of 19,000 **£795**

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1973 Ford Mustang Mach I. Medium metallic gold with saddle trim. Fitted with 351 4V V8 engine, automatic, power steering and discs, sports trim, tinted glass, full instrumentation group, centre console, sports deck, heated rear window, push-button radio and Firestone F70 x 14 raised white lettered wide oval tyres. Recorded mileage 4,000 **£3,350**
1972 Ford Mustang Mach I ('L' reg.). Medium green metallic with matching trim and silver body side tapes. Fitted with 351 V8 ram-air power unit, automatic, power steering, power-lok diff., servo disc brakes, chrome Magnum 500 wheels, with F60 x 15 tyres, sports trim, instrument group, centre console, tinted glass, electric windows, rear spoiler, sports deck and push-button radio. A one owner car which was supplied new by us. 7,000 miles **£2,900**



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JAGUAR MK. V saloon for sale. Coachwork very sound but needs new engine. Best offer will be accepted. G. L. Watkins, 15 Barry Walk, Rogerstone, Newport, Mon. (0331)

LOTUS CORTINA, 1969. Fabulous, low mileage; service history; sun roof. Details, Tel.: 01-602 3592. (0333)

TRIUMPH GLORIA saloon, 1934. Only 65,000 miles. Good original condition throughout. Climax engine; full history. Taxed, MoT. Offers over £250. Tel.: Coventry (0203) 412497. (0334)

1950 MG "Y", 4-door, 4-seater sports saloon. In excellent condition, £475. Tel.: 01-588 1309 (office hours). (0335)

TRIUMPH GT6, Mk. III, 1972. White; excellent condition, 5½/2s; 185/70; 5P sports; overdrive; h.r.w.; radio. £1,175 o.n.o. Tel.: Watlington 2757 (Dxon.) (0336)

TEE AHR FAIVE, Late 1968. Valencia blue; tan interior; stereo cass./radio; wires; b/alarm; Sundym windscreen, 42,000 miles. Long MoT and R/tax. Garaged and pampered by chauffeur owner. Exceptional value at £50,000 or sensible offer. Brian, Tel.: 01-455 7762. (0337)

TVR 2500, 1971. This car is a beauty. Many extras including B-track Radiomobile slot stereo and radio electric aerial; sun roof; alloy wheels; air horns; heated rear window. Finished in special Rallyflak paint. Genuine 125 m.p.h., +. Very reluctantly selling because of house purchase. £1,395. Tel.: 01-626 8273 (work). (0338)

MASERATI QUATTROPORTE, 1965. L.h.d., engine recently rebuilt at Modena. All usual features, i.e. air-conditioning; self-seeking radio; electric windows, etc. fitted and working. Body not rusty, but in need of respray, hence offers around £750 invited. Tel.: St. Albans 54674. (0358)

MG-B 1970. Glacier white; body and mechanics perfect; full underseal; overdrive; wires; tonneau; Radiomobile 1095; headrests 100+ leather wheel etc. Realistic £875 o.n.o. View by arrangement. Tel.: Wells, 01-658 2551 (nights). Also York weekends. (0359)

TR6 IN KIT form. Buy the TR6 I'm building for 1973 "M" registration. Choice colours; PI/carburettors. All extras available. New hood, tyres etc. From £600, deposit secures. Tel.: Nottingham 269638. (0360)

LOTUS ELAN +2, 1968 £1,150 o.n.o. Bahama yellow. Reconditioned engine, resprayed at 500 miles. £300 just spent exhaust, tyres etc. Mr. Barker. Tel.: 01-628 7088, ext. 322 (day). (0361)

MERCEDES 300SL, 1957. Rare open version of gull wing. Original condition. Mechanically and bodily excellent. An appreciating asset. £2,750. Box 3990. (0362)

FOR SALE—continued

MG TC Rolling chassis, Recon engine, brand new specialist built body as original. Most other parts new or reconditioned. 10 new tyres and wheels; fibreglass and steel wings etc. Second car in pieces. No time to finish rebuild. Offers for the lot or might split. Box 3990. (0362)

JAGUAR E-TYPE, 4.2 "F" reg. Maroon with matching hide interior; radio. £1,100 o.n.o. Tel.: Oldmeldrum 359. (0363)

BENTLEY 3½-LITRE, Attractive unusual 1935 Mann Egerton aluminium sports saloon. Good original order. Taxed, MoT. £1,500. Watson, Rockingham Castle, Market Harborough, Leics. Tel.: Rockingham 240/326. (0365)

MG TD 1953. Front suspension overhauled. Reupholstered; good all round condition. BRG. £690 o.n.o. Mrs. Spring, Tel.: Bedford 55111, ext. 371 (office hours). (0366)

ASTON MARTIN, DB4 GT. Dark metallic blue; red upholstery. New engine fitted 3,000 miles ago. Body stripped and repainted, rechromed, re-enamelled. New carpets and headlining, reupholstered in finest leather. Chassis and underbody steam-cleaned and undersealed. Even the exhaust system has been stove-enamelled. Nearly £3,000 has been spent to make this not just an exceptional Aston but the finest DB4 GT in existence. £2,950. Tel.: Byfleet 47853. (0364)

AUSTIN SPRITE dark green. First reg. February 1972. One owner now gone to South Africa. Brand new hood just fitted. Tonneau cover, luggage rack, air horns; under 20,000 miles. £765. Tel.: Rustington 4067 (evenings/weekends). (0369)

1935 RILEY 12/4 racing special. Four Amals, Blydenstein cams, engine rebuilt with reground crank; remounted mains; rods modified to shell bearings etc. Currently racing although suffers oil leakage (correctable but have no time). Spares include two engines. £285. Tel.: Berkhamstead 71427. (0390)

MORGAN 4/4, July 1972. Azure blue; 9,500 miles. Over £200 extras. £1,550. 42 Aberdare Gardens, NW6. Tel.: 01-624 9916. (0391)

1970 "J" LOTUS Elan S4 SE f.h.c. Bahama yellow; mint condition; 25,000 miles; maintained regardless of cost. Sensible mods such as Hardy Spicer UJ drive shafts, Konis, Blodes, Flamm etc. Must be nicest S4 around. £1,200 o.n.o. Tel.: Sheffield 368836 or write 264 Dobcroft Rd., for full details. Owner buying house. (0392)

ALLARD PI saloon, 1951. BRG, current MoT; good mechanics and tyres; minor bodywork needed. In use daily. Rolls-Royce or "One off" car taken, either way; or good cash offer. Tel.: Lyndhurst 2900 (daytime). (0393)

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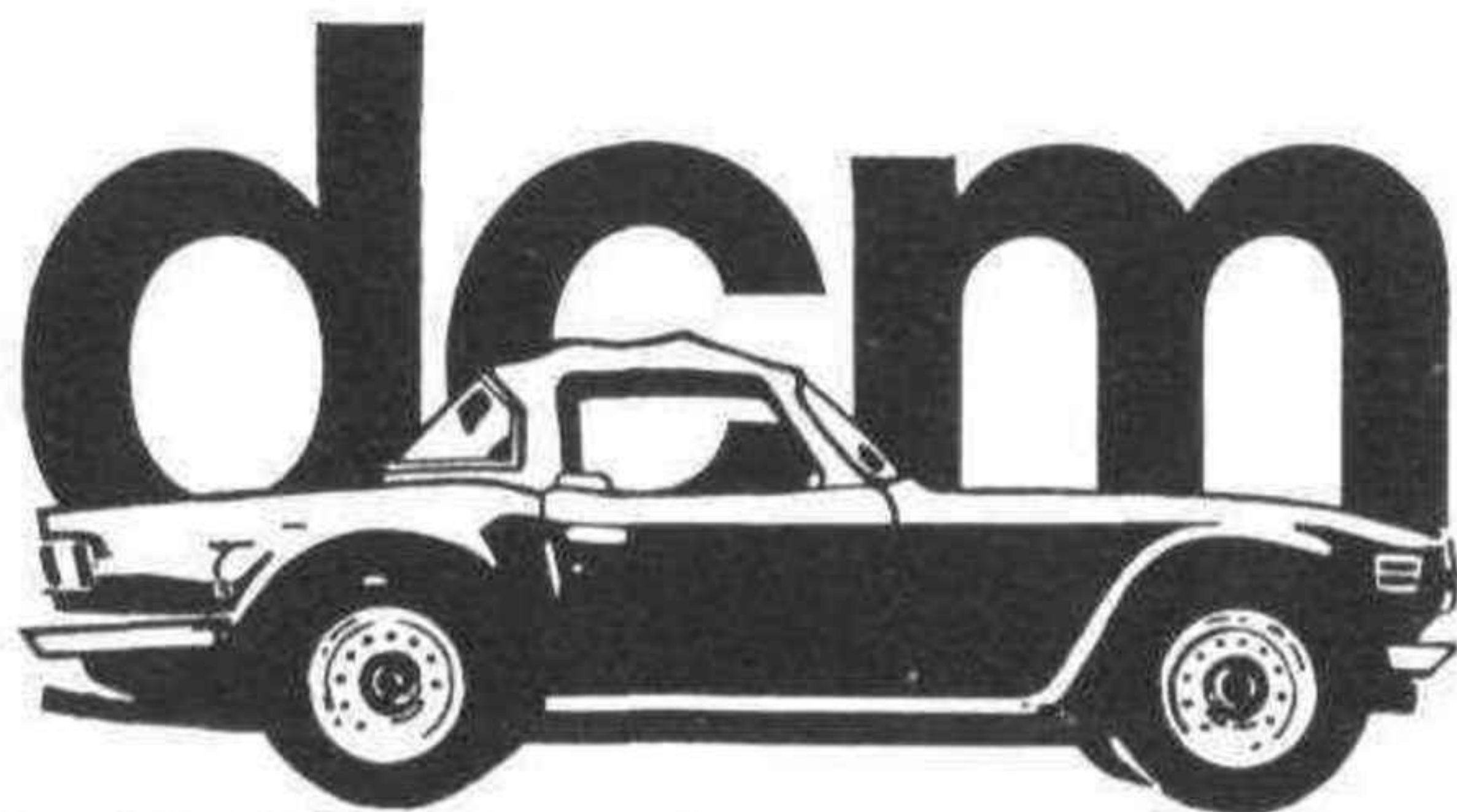
- Maserati Ghibli, 1972, immaculate, £7,950.
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- New Ferrari Dino, unregistered; electric windows, etc. Metallic silver. August 1973. £5,975.
- Dino 246 GT, 1972, metallic blue, £4,750.
- Dino, unregistered, parts missing; knock-on wheels. £3,875.
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- Porsche 911E Targa 2.4, 1972, £4,750.
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| TR6 1973 | French blue, hard-top, o/d., 4,000 miles. | £1,695 |
| TR6 1973 | Pimento, hard-top, soft-top, 2,000 miles; o/d. | £1,695 |
| TR6 1973 | Mimosa, 3,000 miles; o/d. | £1,675 |
| TR6 1973 | Emerald green, 45,000 miles; o/d. | £1,545 |
| TR6 1973 | Damson, hard-top, 5,500 miles; o/d. | £1,575 |
| TR6 1972 | 'L' Reg. Sapphire blue; 9,000 miles; o/d. | £1,495 |
| TR6 1972 | 'L' Reg. Saffron, 12,000 miles; o/d. | £1,475 |
| TR6 1972 | Damson, 12,000 miles; o/d. | £1,465 |

| | | |
|-----------|-------------------------|--------|
| TR6 1972 | White, o/d. | £1,445 |
| TR6 1971 | 'K' Reg. Pimento, o/d. | £1,295 |
| TR6 1971 | 'H' Reg. Green, o/d. | £1,275 |
| TR6 1971 | Saffron, hard-top, o/d. | £1,275 |
| TR6 1971 | White, o/d. | £1,265 |
| TR6 1971 | Damson, o/d. | £1,265 |
| TR6 1970 | 'J' Reg. Red, o/d. | £1,165 |
| TR6 1970 | 'J' Reg. White, o/d. | £1,165 |
| TR6 1970 | Damson, hard-top, o/d. | £1,165 |
| TR6 1970 | Green, o/d. | £975 |
| TR6 1969 | Red, w/w. | £925 |
| TR5 1968 | Royal blue, o/d. | £765 |
| TR4A 1967 | White, w/w., o/d. | £645 |

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TRIUMPH GT6, "F" reg. Excellent condition following extensive rebuild of suspension and steering. Year's MoT. £495 o.n.o. Tel.: 061-442 9661. (0729)

AUSTIN HEALEY Sprite, Mk. III, 1966. Long MoT; w/w; radio; Old English white. Excellent condition. £340. Tel.: Market Bosworth 290437. (0730)

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FORD CAPRI 3000 GT XLR. Fern green. First registered October 1970. 23,000 miles. Radio and cassette player. Immaculate condition. £1,000. Also Rover 2000 TC. White with red trim. Registered August 1969. Excellent condition. H.P. terms arranged on both cars. Mr. S. Spouge, 14 Queen Street, Market Rasen. Tel.: 3234. (0732)

1972 MG-B Roadster. Teal blue; overdrive; low mileage; one owner. Immaculate £1,235. Also Mini, one lady owner from new; low mileage, £145. Tel.: Reading 65096 (evenings). (0733)

MIDGET, March 1973. White, extras; 4,600 miles. £900 o.n.o. or exchange Mexico, GT6. 21 Beech Crescent, Penryn, Cornwall, Swansea. (0734)

RILEY 1½ RME, 1954. Black, excellent condition; engine rebuilt; new clutch; brakes; battery and other mechanical replacements. Almost new tyres; spare engine; handbook; workshop manual. £360 o.n.o. Tel.: Bury St. Edmunds 62886 (Suffolk). (0735)

AUSTIN A40, 1949. One lady owner since 1952. Genuine 33,000 miles only. In excellent condition £275 o.n.o. Morris 10, 1938, 4-door saloon, stored for the last 13 years. Very sound and virtually rust free condition. £185 o.n.o. Tel.: 0124-3631, Ford, 2 York Rd., Broadstone, Dorset. (0736)

ALVIS. A splendid Alvis TD21, 1962 (Feb.) Series II. Managing director's car, kept with no skimping in mind. Used daily and for Continental touring until few months ago. Grey, off-white top, red hide, 4-wheel discs, Halogens; stereo-type Motorola; four new Koni shock absorbers, etc. Fourth present owner has £1,800 worth of bills for many new parts and renovation. Could excite enthusiast. Come, see and start haggling around £900 or give your version. Tel.: Cheltenham 59370 or Worcester 22991. (0737)

YNE 111 is my open 1960 Jaguar XK 150S. Beautiful body, 64,000 miles, extensive recent work; overdrive; radio; new hood; Cinturatos. Sensible offers. Dr. Steiner, Tel.: Ormskirk 75471. (0740)

FOR SALE—continued

1969 AC 426, Convertible in white, black trim, auto; radio; electric aerial and windows; beautiful condition; new hood. Unbelievable performance, 38,000, 7,017 c.c. V8 power; Borrani chrome wire wheels. Sell or exchange for similar quality saloon. Cash either way. Mr. Firbank, Prestbury 49315, Bollington 72080 (Cheshire) anytime. (0742)

OFFERS INVITED for these rare cars: 1934 Packard super 8 phaeton (11th series); 1936 (14th series) Packard, super 8, 2-seater Country Club hard-top coupé. The foregoing are possibly the only two remaining examples of their respective body styles in the UK. 1936 Cadillac V8, 7-seater town car, also a very rare beast. Appointments to view, Tel.: Ware 870353 (Herts.). (0743)

MG-B 1970, 25,000 miles; many extras. Good condition. £840 o.n.o. Tel.: Guildford 70338. (0744)

VINCENT COMET 500 c.c., 1949. Completely rebuilt; rechromed and re-enamelled. Offers around £175. Tel.: Danbury (Essex) 2783. (0745)

COSTIN AMIGO, 1973. Reg. VMJ 6K. £2,250. Woodridge, Forge Cottage, Willoughby, Rugby. (0747)

1968 CAMARO SS. Convertible primrose with black interior; radio; auto; PAS; power hood; electric windows. 396 6.529 c.c. V8 engine; 29,000 miles. "F" registered, but non dating number available. Mr. White, Tel.: 061-480 5741 (anytime). (0748)

MG-B GT, 1972. Teal blue; overdrive; h.r.w.; Rostyle wheels; 11,300 miles. Fully lowered and stiffened suspension; comp A/R bar; Konis. (All BLMC Special tuning). New Avon 195 x 14, HR70 tyres. £1,350. Tel.: Eckington (Derbys.) 4250. (0749)

1929 TRIUMPH Super 7. Needs lot of attention. £100 o.n.o. Tel.: Maidstone 38435. (0750)

KK 150S 3.8. F.h.c. 1960; Koni; Webasto; Motorola v.g.c. £998. Tel.: Hastings 6377 (evenings). (0751)

MORRIS MARINA 1, 8TC (BLMC "B" 1800). Long engine. Requires exchange crankshaft and two connecting rods. 23,000 miles; AA engineer's report available. Buyer collects; £25 or would exchange for collectable coins. Dr. D. Furniss, 1 Ringwood Drive, Leeds LS14 1AR. Tel.: 655440. (0753)

MG-A 1600 Roadster. Taxed 1974, MoT, many new parts, including brakes; cylinder head; electrics; exhaust. Good hood and Michelin ZX. Should be a bargain at £195 or offer. Tim Woodward, 31 The Crescent, London SW13. Tel.: 01-876 3953. (0754)

CAR TRANSPORTER trailer, complete with lights, winch etc. £145. For details, Tel.: Craven Arms (Shropshire) 3345. (0759)

FOR SALE—continued

LOTUS ELAN, S4 SE, d.h.c., June 1970; Light fawn; tonneau; radio. Service history available showing car has been maintained by one specialist agent for 2½ years. In excellent condition throughout. £1,150. Tel.: 01-794 6463 in evenings or 01-636 8696, ext. 6 in daytime. (0739)

MORGAN PLUS EIGHT, 1968. Westminster green; genuine 30,000+ miles; new tyres; exhaust; clutch; diff. Push-button radio; tonneau. Spare wheel cover; luggage rack. Full MoT. Must be one of the best available. Tel.: Dudley (Worcs.) 55226. (0605)

HEALEY 3000, Mk. III, 1964. Convertible in excellent condition; 71,000 miles. Director's car; overdrive; wire wheels; radio. Metallic purple. Sensible offers only. Tel.: Newcastle 21157/8 (business). (0606)

1970 1750 GTV; 30,000 miles. £1,100. Tel.: 01-626 9081, ext. 26 (day), 01-229 6982 (evening). (0608)

LAGONDA RAPIDE, 1962. Manual. Tel.: 0702 45266. (0371)

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LOTUS SUPER SEVEN, Series III, 1600 GT Crossflow, July 1969. Flame red; Radio-mobility. Excellent condition, addition to the family reason for reluctant sale. £790. Tel.: Tavistock 2444 (STD code 0822) (after 6 p.m.). (0485)
E-TYPE 'J' reg. 2 + 2 auto; PAS; c.w.w. radio; electric aerial; 18,000 miles; Ascot fawn, red interior. Quick sale due to company car. £1,950. Tel.: Blisworth (Northants) 848. (0394)
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TVR 1800S, 1966, Tangerine, o/d; w/w; radio; recon engine; T + T. Excellent condition. £150 spent. £640 o.n.o. or exchange BMC 1800. Tel.: Doncaster 2248. (0397)
MERCEDES 230S estate 1966. White with blue interior; one owner. Fitted with automatic and power assisted steering; power brakes. Cost £3,500 when new. Very roomy, practical carrying capacity. Extremely rare model. 1995. HP arranged exchange possible. Tel.: New Milton 613848. (0401)

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DAIMLER SP250 sports, 1963, 70,000 miles; s/s exhaust, first class running order. £800. Tel.: Knebworth (Herts.) 3724. (0367)
LANCIA FULVIA Zagato, Aluminium body, 1 owner, l.h.d. Supplied by Zagato, Italian maintained. MoT April 1974. 1850 o.n.o. Tel.: Welford-on-Avon 636. (0399)
PLYMOUTH BARRACUDA convertible, right hand drive, automatic, first registered 1969, Red, black interior. Fitted small V8 engine; power hood, Motorola radio; 5-seater compact. Very unusual specification but not too large for English roads. £995. H.P. arranged, exchange considered. Tel.: New Milton 613848. (0401)
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TR5, 1968, Immaculate red coachwork. Mechanically excellent. Soft/hard-tops; XAS tyres; o/d; radio. £875. Tel.: 0829 70492 or 051-236 8773. (2661)
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M.G.-C GT, 1969. Sun roof; wire wheels; radio. 1950. Tel.: Dereham 2690 (Norfolk). (0482)

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XX 150, F.h.c., first licensed 1963, Immaculate original condition; 32,000 documentary evidence. £1,750. Warburton, 'Struan', Storrs Park, Windermere. Tel.: 3065. (0481)
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| M.G. Midget, 66. Wire wheels, etc. £395† | | TRIUMPH Spitfire Mk. III, 69. Extras. £590* |
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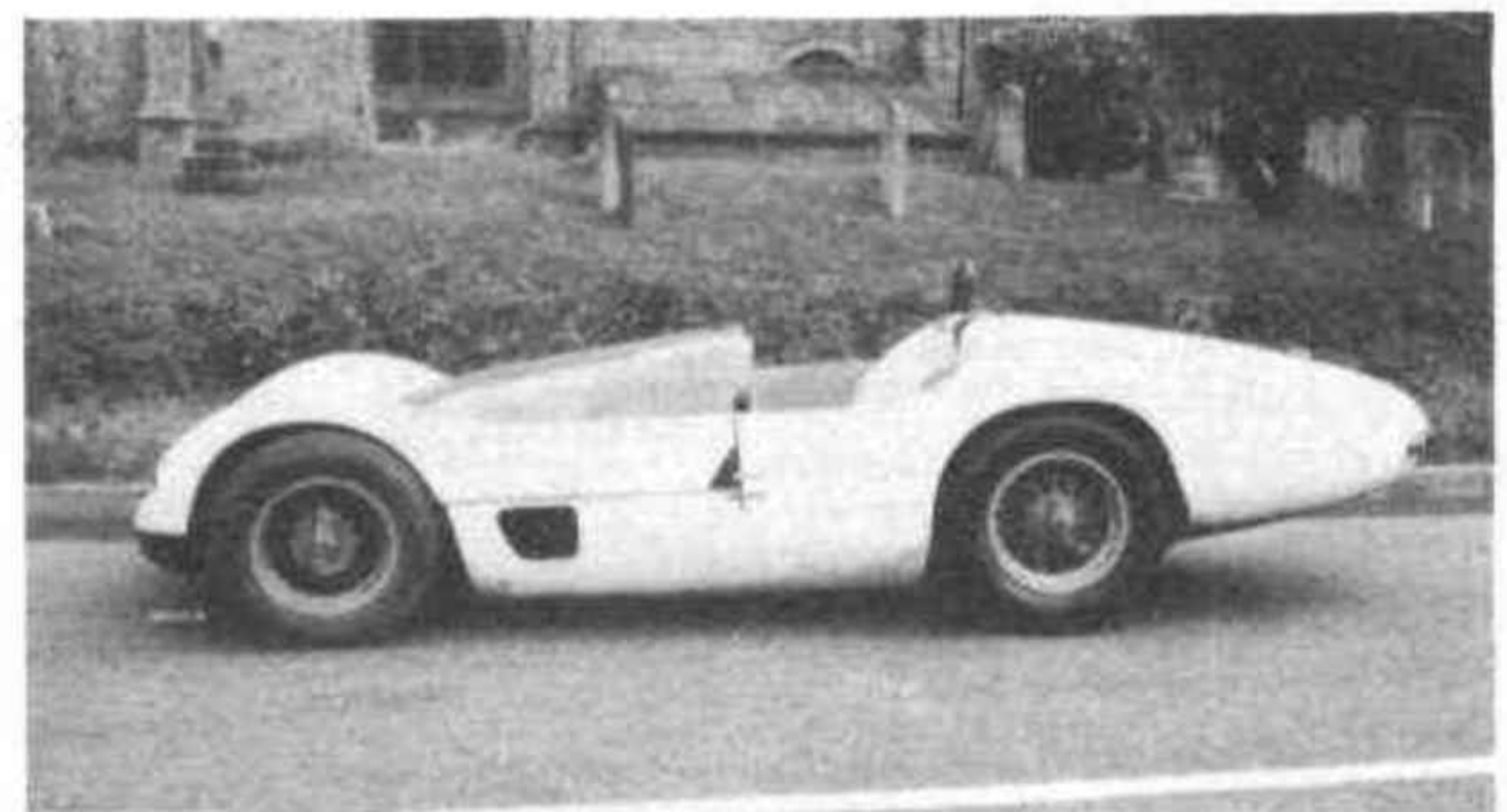
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1935 C-TYPE FORD, 2-door saloon; taxed, MoT. Immaculate appearance and in use daily. £350 o.v.n.o. Sanders, Tel.: Bristol (0272) 79675 (after 6 p.m.). (0504)

SUNBEAM TIGER, 1966. Midnight blue. Matching hard-top; tonneau and soft-top; interior immaculate; tinted screen; wide wheels and tyres; Kenlowe fans; Servis exhausts; Konis; body v.g.c. Genuine reason for sale. £765 o.v.n.o. Tel.: Burghfield Common 2945 (Nr. Reading). (0505)

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1954 SUNBEAM-TALBOT, Mk. 3; MoT. Good engine, tyres; slight body damage, hence £80. Tel.: Mold 4376. (0512)

TRIUMPH TR5, 1968. Blue sports; overdrive; wire wheels in good condition. Taxed and MoT. £799. Tel.: Colwyn Bay 55404. (0514)

1968 TR5 PI. Red, soft-top and tonneau. Good condition, new gearbox, taxed. £850 o.v.n.o. Tel.: 061-485 3327. (0516)

JAGUAR 3.8 Mk. II, 1960. Manual with overdrive; two owners; 58,000 miles genuine. White with red leather upholstery; mechanically perfect; needs small amount of work to make concours. Offers around £400. Tel.: Stratford-on-Avon 56A1 (0517)

ALFA ROMEO Giulia Sprint GT, 1964. Good example in bluetone, tan trim, seat belts; radio. £375. Tel.: Thornbury 3119 (Bristol). (0519)

ASTON MARTIN, DB2/4. Stored for the last 11 years since its crash. Complete with spare bonnet, also a pair of Healey 2600 steel door shells in very good condition; sensible offers to J. Phillips, 10 Faulkner Rd., Newton Aycliffe, Co. Durham. (0518)

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SUNBEAM ALPINE V, 1966. MoT 1974, taxed. Excellent condition; h/s-tops; tonneau. £350. Consider offers. Tel.: 01-567 3517 (evenings, after August 12). (0601)

KARMANN GHIA 1500S, 1964. Engine rebuilt, 2,000 miles with new crank; cam; valves, etc. Sunshine roof. Cints; MoT with spare bottom. Half engine inc. ancillaries. £370 o.v.n.o. Tel.: Bristol 678078. (0602)

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EUTHUSIAST'S CAR, 1963 Mk. II Jaguar, Sherwood green, 3.4 engine, "E"-type polished; gasflowed head; big SU's. Latest overdrive gearbox; new prop shaft; mag. wheels. Owned by me since new thus pristine condition. Company car forces sale. Snip at £300. Also 2.4 engine complete. Offers Clarke, Tel.: Blackfield (Hampshire) 2586. (0685)

1967 PORSCHE 912. An exceptional example of this very desirable sports car. In polo red with black interior. Absolutely no rust; 69,000 miles. Engine rebuilt in January 1973; 5-speed gearbox; Konis; electronic ignition; 5½J wheels; Halogen spot lamps. Hazard rear fog lamps; rear screen heater. Regularly serviced. £1,500. Tel.: 01-935 2281 (day). (0686)

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1933 AUSTIN 16.6 saloon, dismantled. Some work done; spare engine; steering; rear axle and springs. £200. Box 4001. (0697)

"E"-TYPE MK. II. F.h.c.; "H" reg., May 1970. White; sunroof; tinted glass; h.r.w.; c.w.w.; radio; airhorns. Only 20,000 miles. £1,900 o.v.n.o. Tel.: Ingatestone (Essex) 2122. (0698)

ASTON MARTIN, DB5 saloon, 1964. Manual in black; electric aerial and radio; Selectoride; £1,000 or exchange for Daimler/Jaguar 420, 1968/9 "G" reg.; automatic, 35 Lindsey Drive, Holton-Le-Clay, Lincs. Tel.: Grimsby 824797. (0699)

LOTUS ELAN, S4, SE, D.h.c., 1968 "G". 35,000 miles; one owner; Webers, tonneau. £935. Tel.: 01-508 3909. (0700)

1972 TVR Vixen S4, "L". Yellow alloys; 7,500 miles. Immaculate. Must sell, wife pregnant. £1,300 o.v.n.o. Tel.: Milton Keynes 72161. (0701)

DAIMLER HOOPER Empress, 1952. £500. Tel.: Bristol 403, 1954, £300. Offers considered. Mitchell, Kirtlebridge, Dumfries. Tel.: Kirtlebridge 312. (0702)

JENSEN 541S. New tyres and brakes. Very good body and mechanics, 1961 Reg. No. WUB 1. £750 o.v.n.o. Tel.: Chesham 5247. (0703)

1969 LOTUS Super Seven SIII, immaculate, low mileage car. Reliable Ford 1600 GT engine; fat SPs, etc. Never raced or rallied. £695. Tel.: Sheffield (0742) 77679. (0704)

TR4A, 1966. White hard-top; 94,000 miles, well maintained, good reasons for sale. £400. Tel.: 061-794 3976. (0705)

HONDA S800, 1967 "F". Excellent condition; in red with black vinyl roof. First class maintenance. £350 o.v.n.o. Tel.: Nottingham (0602) 264621. (0706)

1954 A40 Somerset. 38,000 miles; MoT; June 1974. Black with tan leather, all original; no rot; only used summer months. £250 o.v.n.o. Call anytime. R. Tomlinson, 68 Gleadless Common, Sheffield 12. (0707)

1933 MG J2. Ford engine, aero's and full screens. New hood and side screens. MG registration number. £375 o.v.n.o. Tel.: 0704 40169 (evenings). (0708)

ASTON MARTIN, DB3. F.h.c. Much money spent; good condition. First reasonable offer or exchange Jaguar "E"-type 3.8 d.h.c. Tanglewood Lodge, Common Road, Stanmore, Middlesex. Tel.: 01-950 1019. (0680)

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1969 Cooper 1275S Mk. II. Red with black roof, radio, reclining seats. **£725**

1968 Cooper 1275S Mk. II. Blue with white roof, radio, sun-roof, heated rear window. **£645**

1969 Cooper Traveller 7 No! But fitted with a tuned Oselli 1,100 c.c. engine giving excellent performance. Blue with white roof. **£625**

1969 Cooper Mk. II. White with black roof, radio, reclining seats, heated rear window; many extras. **£575**

1972 Clan Crusader, red, sun-roof, alloy wheels. **£1,195**

1970 MG-B roadster, orange, Rostyle wheels, overdrive, radio. **£945**

1972 MG Midget, green mallard. American specification with exhaust emission control. Right-hand drive. **£845**

1961 A.C. Greyhound. Remarkably sound and original. Finished in metallic blue with blue hide interior. Two owners from new — offers

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PLUS TWO S 130/5: Metallic lagoon blue, black trim; tinted screen, h.r.w.

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M.G.-B GT: Harvest gold. O/d.

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M.G.-B Sports: Teal blue. Automatic.

M.G.-B Sports: Blaze. O/d.

M.G. MIDGET: Green mallard.

M.G. MIDGET: Teal blue.

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MINI 1000: Special paintwork, tinted glass, alloy wheels.

ALLEGRO 1300: White. 4-door.

ALLEGRO 1750: 4-door Sports Special. Damask red.

ALLEGRO 1300: 4-door. Harvest gold.

MINI 1000: Black. Automatic.

MINI CLUBMAN: Black.

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FORD Mustang Cobra Jet, 428 Mach I in grabber green. Fitted wide wheels. Ventilated discs; auto and PAS. Radio etc., very attractive £1,995



RELIANT GTE 1970, Dec. 'J' reg. Mexican Red with black trim. Overdrive etc.; one doctor owner from new £1,645
RELIANT Scimitar GTE auto, 1971. One owner. Finished in Everest white with black trim; h.r.w. Radio £1,925



LOTUS +2S, 130/4 'L' reg. Finished in Lagoon blue with silver roof and black trim. Fitted radio; heated rear window; tinted front screen, 12,750 miles from new. One owner; supplied by us £2,245

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LOTUS +2S 130/5 metallic tawny gold with champagne trim. Extras include alloy wheels; radio; h.r.w.; tinted glass; 5,800 miles from new. Managing Director's car; unmarked throughout £2,795
JAGUAR XJ6, 1971, 'K' reg. 4.2 automatic and power. White with black trim. Radio etc., excellent condition £2,765
MERCEDES 250 SL Roadster, 1967. Auto and power; hard- and soft-tops; powder blue with dark blue trim £2,395
DATSUN 240Z coupé, 1972. Red with black trim. H.r.w., radio and stereo £1,945
JENSEN INTERCEPTOR, 1967. Automatic transmission. Sunroof, radio, burgundy with tan trim £1,945
BMW 2002, 1972. Mag. wheels; h.r.w. Inca with black trim £1,845
BMW 2002, 1970. Automatic. Finished in mid-blue with contrasting trim. Fitted push-button radio. A two-owner car having covered 34,000 miles from new £1,385
M.G.-B GT, 1971. Finished in Royal blue and black interior. Fitted automatic transmission. Push-button radio; sun roof; heated rear window; Ro-style wheels, etc.; 13,500 miles from new £1,325
TRIUMPH TR6, 1971 hard-top coupé. Damson with tan trim. An extremely clean and well cared for motor car £1,295

ALFA ROMEO, 1750, Spider 'H' reg., 1969. Finished in white with black interior. Extras include radio etc. Superb condition throughout £1,275

TRIUMPH GTS, Mk. III, 1972. Fitted overdrive; radio; stereo; h.r.w. etc. Emerald green with black trim £1,245

FORD Escort, RS 1600, Nov. 1971 'K' reg. A one lady owner car with a mileage of only 10,000. Ermine white with black trim £1,195

ALFA ROMEO 1750, GTV, 1968 'G' reg. Yellow ochre with contrasting trim; 5-speed box; radio £1,095

LOTUS Elan, d.h.c. S4, 1968. White with black trim £995

FORD Mustang 289. Fastback Hirst box; mag. wheels £995

M.G.-B GT, 1969. Extras include overdrive. Wire wheels; p.b. radio; h.r.w. etc. Finished in sandy beige with red trim £995

TVR Vixen SII, 1970. 1600 GT engine. Sun roof. Mag. wheels; radio etc. Finished in red with black trim £945

M.G.-B GT, 1967. Superbly finished in psychedelic metallic blur. Award winner 1971. Custom Car Show; overdrive; wire wheels £865

TRIUMPH GT6, Mk. II coupé, 1970, 'J' reg. Extras include overdrive; radio; h.r.w. etc. Dark blue with contrasting trim £845

TRIUMPH TR5 coupé, 1968 £825

M.G.-C Roadster 1968. Carmen red with black trim; wire wheels £745

FORD Capri 1300, 1970. Yellow with black trim. Radio £695

GTM Cox, 1970, 'J' reg. Cooper engine. Mag. wheels. Multi-coloured paintwork £645

SUNBEAM RAPIER f.h. coupé, 1968. Opalescent dark green with black trim. Fitted overdrive; radio; two owners from new £625

TRIUMPH Vitesse Convertible, Dec. 1968, Mk. II. Left-hand drive. Superb condition throughout. Dark blue with black trim £595

AUSTIN MINI Cooper 1969. A one owner car in black with gold coachline, black interior. Fitted with twin spots etc. £545

AUSTIN MINI 1000, 1969. Extras include Mag-wheels, twin spots. Special dash; almond green and white £495

M.G.-B Roadster, 1965, 'F' reg. Rebuilt competition engine. Suspension etc.; radio; tape player; roll bar etc. £495

TRIUMPH HERALD 13/60 Convertible, 1968. Dark blue with blue trim £475

M.G.-B Roadster, 1965. Carmen red with red trim fitted works; hard-top £425

TRIUMPH SPITFIRE, Mk. II, 1966. Extras include hard- and soft-tops; wire wheels etc. £395

PEERLESS GT. A full 4-seater GT 2-litre Triumph engine, radio £365

AUSTIN HEALEY Sprite, 1965. Finished in red with black trim £265

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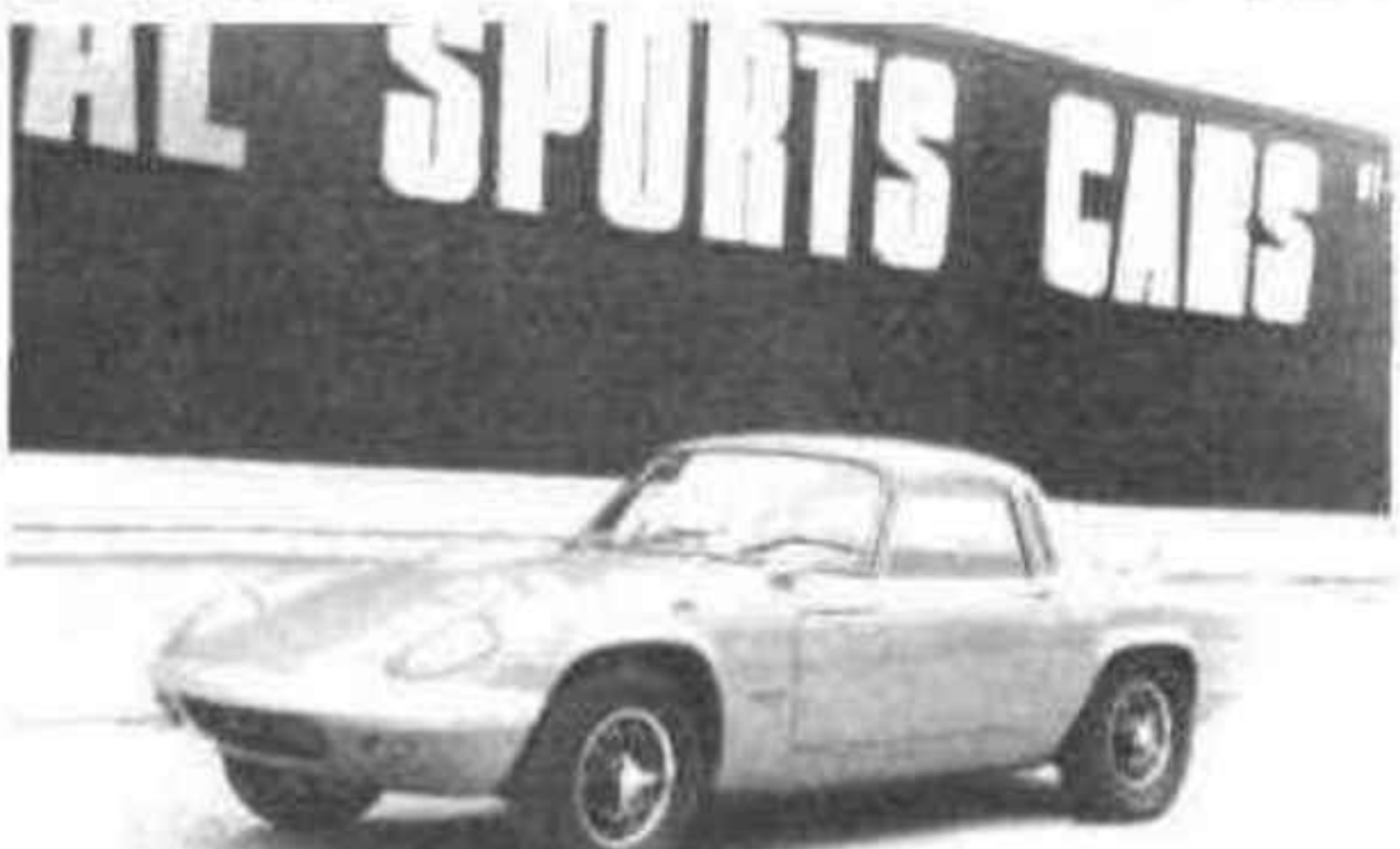
LOTUS EUROPA, 1970. Red with black trim. Stereo tape player; mag. wheels, etc.

LOTUS ELAN Sprint, f.h. coupé, 1972. 'L' reg. 5-speed gearbox. Left-hand drive.

LOTUS ELAN, SIII, f.h. coupé.

FORD CORTINA Estate, 1967.

AUSTIN HEALEY Sprite, 1968.



LOTUS Elan S4 f.h. coupé, 1970. Finished in Bahama yellow with black trim. Knock-on wheels. Luggage rack, low mileage; radio etc £1,225



LOTUS Seven Mk. IV, big valve Sprint twin-cam engine. Finished in orange with black trim. Extras include radio with electric aerial. Colonel Bogie horns and full length tonneau covers £1,295



AUSTIN HEALEY 3000, 1965, Mk. 3. In bronze yellow with black trim; wire wheels; overdrive; p.b. radio; twin spots; racing mirrors £895

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NEW GINETTA G21. H.R.W., sun-roof, o/drive. White £1,932

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1972 LOTUS Europa twin-cam, alloy wheels, 17,000 miles guaranteed, one owner. Blue £1,730

1970 LOTUS Elan f.h.c. 21,500 miles guaranteed, one owner. Red £1,180

1968 LOTUS Elan S/E conv. Tinted windows. Yellow £1,010

1971 LOTUS Seven 1600 S/E. Gtd. 19,000 miles. Yellow £995

1970 LOTUS Seven 1600 S/E. Guaranteed 23,000 miles, '71 model. Alloy wheels. Yellow £920

1970 LOTUS Seven 1600 S/E. Two owners, 18,000 miles guaranteed. Red £895

All above Sevens sold by us new — full history known.

1970 CAPRI 3000E. 23,000 miles guaranteed. Radio, h.r.w., whitewall tyres, Silent Travel kit. Director's wife's car. Aubergine £999

1969 VITESSE conv. Many extras. Maroon £630

1972 FIAT 124 sports coupé. 'L' reg. One owner, low mileage guaranteed. Green £1,571



GINETTA G15, £1,395

1972 TVR 1600M. Sun-roof, radio. 10,500 miles gtd. Alloy wheels; one owner. Sold by us new. Red £1,665

1972 TVR Vixen 1600. Alloy wheels, radio; 15,000 miles guaranteed, one owner. Red £1,395

All above TVRs sold by us new. Full history known.

1970 TVR Tuscan V6. O/drive, alloy wheels. Cert. 26,000 miles, two owners £1,240

1971 TRIUMPH TR6. One owner, wire wheels; one owner. White £1,295

1972 DUTTON 'B'. 1,700 miles, one owner. 1,500-c.c. Ford. Yellow £595

1968 SPITFIRE III. Hard-top. Blue £450

1970 FIAT Samantha Vignale, 125S 5-speed Fiat engine. Coupé. White £1,480

1972 TVR 2500M. O/drive, sun-roof, radio/tape, alloy wheels, etc.; one owner, 20,000 miles gtd. Factory maintained. Metallic moss green £1,895

1973 TRIUMPH 2000. O/drive, 4,300 miles, guaranteed. Taxed '74. One owner. Green £1,753

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SPRITE MK. I (frog-eyed). No fibreglass panels; kept as near to original spec. as possible, save for the addition of several sensible extras; taxed Sept., MoT May. £200. For further details, Tel.: 061-439 2055. (0760)

VANDEN PLAS 3-litre. Low mileage; MoT, taxed March 31, 1974. £225. Tel.: Worthing 39735. (0761)

W.O. BENTLEY Lagonda, 4½-litre pillarless saloon; aluminium body. Good condition; new tyres; tubes; brakes; head lining; carpets. £1,000 o.n.o. Mr. B. E. Herbert, 45 Hinckley Road, Stoney Stanton, Leicester LE9 6OZ. (0762)

PORSCHE 1962, 356 B super 75. Dark blue convertible. Family car now needed—must sell. £350 o.n.o. Tel.: 01-852 6800. (0764)

FACEL VEGA HK-500, automatic; excellent condition. £1,350. H. G. Ruhé, P1 Muidergracht 151 Amsterdam-Holland. (0765)

HEALEY 3000, Mk. III, 1964. Dark blue; overdrive; wires; Motorola; new clutch; MoT July 1974. Good hood; tonneau. £600 o.n.o. (Nazeing). Tel.: 099-289 3317. (0766)

SUNBEAM TIGER, 1966. 4.2-litre. In excellent condition; H/S-tops; Dunlop mag. wheels; many extras. White with black top. £635. Tel.: Bourne End 21640. (8883)

'L' REGD. BMW 2002 coupé, automatic, 1971. 24,000 miles. Excellent condition. £1,750. Barne, Tel.: Windsor 61394. (8702)

XK 150, F.H.C. BRG. Exceptional condition bodily and mechanically. Over £500 spent in last two years. Offers invited in the region of £1,200. Can be seen Surbiton, Surrey. Box 4010. (0821)

BOND EQUIPE, 1968 'F'. Amber orange, 2-litre Triumph 6-cylinder engine with overdrive around 28/30 m.p.g. Recent extensive overhaul. Very clean and cared for car. Extras include sunshine roof, heated rear window and radio. Rare chance to own a much sought after car. £575. Tel.: Eastbourne 761652. (8299)

ASTON MARTIN, DB4. Immaculate condition; h.r.w.; Quartz lights; i.s.d. Full history from new £1,100. (Purchasing DB6). Tel.: Hornchurch (Essex) 55846. (9325)

JAGUAR XK150. Fixed head coupé, 1960. Overdrive; dark blue; new head lining and refurbished inside. Excellent bodywork and chrome; new tyres; wire wheels. Over £400 spent on engine and clutch overhaul. Bills to show. £1,200. Tel.: Gamlingay 217 (Bedfordshire). (9222)

LOTUS ELAN 54. First reg. August 1971 'K'. Usual Lotus refinements. Good condition and low mileage for year. Mr. P. Cavey, Tel.: Hartlepool 61351 (business hours) or Hartlepool 61696 (evenings). (2783)

FOR SALE—continued

SUNBEAM 90 Mk. III, MoT, genuine 90,000 miles; 2 owners; reliable, good condition; radio; floor change. £100 o.n.o. Tel.: Guildford 64423. (8552)

XK150 JAGUAR 3.8, F.h.c.; resprayed BR green; engine rebuilt 6,000 ago; new tyres. £750. Tel.: 01-352 3638 (evenings). (9430)

FOR SALE: 1965 Saab, reliable, £130. Box 3928. (1681)

MG-A 1600, F.h.c., Mk. I. Old English white; fitted radio; wide wheels; outstanding condition. £400 o.n.o. Tel.: Peterborough 63523. (0819)

MK. I AUSTIN HEALEY 3000, W.W. Clints; o/drive. Excellent condition (no fibre glass); MoT 1974; taxed. £485 o.n.o. Box 4009. (0820)

MG-A 1500, MoT; fair condition but needs new engine, hence £100 o.n.o. Tel.: 061-485 6429. (0822)

1967 ALFA ROMEO, 1600; GTV. Sprint, red with grey interior. 51,000 miles; MoT. £765 o.n.o. Tel.: 061-427 2951. (0823)

MARCOS 3-LITRE Ford 'J' reg., white; overdrive; sun roof; electric windows; mag. wheels; mileage 24,500. £1,450. Tel.: Doncaster 851631. (0824)

1931 AUSTIN 7 tourer. Spare 1929 engine and gearbox. Mechanically rebuilt but shabby; new tyres. Offers. Tel.: Stoke Mandeville 2688. (0825)

160-M.P.H. 4-DOOR MASERATI (Quattroporte) Nov. 1968. 4.7-litre; air conditioning Webasto roof; metallic brown leather interior. £2,300. J. Webb, Tel.: Northleach 306. (0828)

RILEY 1½-LITRE, 1947. Maroon; MoT tested May 6th, 1974. Very beautiful sports saloon. £250 approximately. Tel.: 01-856 0772. (0829)

ASTON MARTIN, DB2 Vantage. Sound condition; long MoT. Offers around £400. Marcos Gullwing to clear £100. Tel.: Polmont 2845 'Cedarview', Standrigg Road, Wallacestone, Falkirk, FK2 0EE. (0830)

JENSEN 541R, 1960. Overdrive; new tyres; mechanically excellent and extremely smart. Original engine, any inspection invited. Taxed and tested. £685 o.n.o. Tel.: Market Deeping 3627. (0832)

SPRITE, 1965, 1,098 c.c. Nice condition, long MoT; tonneau; radials; HP possible. £275. Tel.: Quorn 3073 (Leicestershire). (0833)

AUSTIN SEVEN Ruby saloon. One owner since 1937, original in every respect. History £325. Tel.: Ingatestone 2408. (0834)

BUCKLER 90, Complete less lights. Unused. 1955 registration available if required SUP 150, £150; 1954 Ford Popular, runner, £25. De Redder, Clifton Hall, Great Clifton, Worthington 2197. (0835)

A.H. SPRITE, Mk. I, 1960. Tonneau; manual S/H-tops. £160 o.n.o. Tel.: 031-336 1409 (evenings). (0841)

FOR SALE—continued

MEXICO 'L' REG. Le Mans green; q.i. headlamps. Four auxiliaries; no competition use. Must sell as new car delivered. £950 o.n.o. Tel.: Wroton St. Mary (Oxon.) 473. (0836)

FERRARI 1968, 275 GTB, 4 cam; 38,000 recorded miles. Immaculate throughout. Dark blue, black interior; £5,000. Tel.: 01-937 4303. (0837)

TVR VIXEN S2, 'H' reg., 29,600 miles. BRG, black interior; alloy wheels. Regularly maintained. Excellent condition £775. Tel.: 01-979 5132 (evenings). (0838)

JAGUAR XK150, 3.4 f.h.c.; overdrive. Excellent 'Old English White' coachwork, engine, mechanics. £850 o.n.o. Tel.: Harlow 24167 (Essex) owned by XK Club member. (0839)

MG MIDGET, July 1972. Blue, one owner. 5,000 miles; classic hard-top; wire wheels. £795. Tel.: Turville Heath 284 (evenings). (0840)

MG-B 1969, Dec. Blue Royale; overdrive; wires; folding hood; spot; fog; full and half-tonneaus, specimen condition. Finance possible if cash a problem. £835. Tel.: Garston (Watford) 76689. (0842)

TR4-MINT condition; maroon; hand-built; many extras. £720 will haggle. Tel.: 051-652 6080 (after 6.30 p.m.). (0843)

MG-B GT, 1970. White with black interior; Webasto sunroof; wire wheels; overdrive; air horns; reclining seats. Company car forces sale. 1970 o.n.o. Tel.: Bristol 32466 (week evenings). (0844)

LOTUS EUROPA, 1971 'K' (S2), Yellow; Radiomobile; low mileage; one owner. £1,150 o.n.o. Tel.: Hemel Hempstead 55509 or Luton 413753. (0845)

1951 MARK VI BENTLEY Sports saloon. No body rot. Good engine/gearbox/interior. Recent relined brakes. Tow bar. £475. Box 4011. (0846)

ALVIS ALVIS. Must sell one of these cars either TD21 drophead (40,000 miles), or TE21 saloon (47,000 miles). These cars have the prestige of a Bentley with off-the-shelf spares at reasonable prices. Offers. Tel.: Bideford-on-Avon 3708. (0847)

FIAT 2300S, 1967. Beautiful coupé by Ghia in white with red trim. Fitted electric windows; reclining seats etc. An exotic motor car for £695. Part exchange considered. HP if required. Tel.: Halifax 57382. (0848)

VERY RARE open 2-seater Austin 7, 1933. Original throughout. Regular rally exhibit. Ex Cornish Motor Museum; MoT May 1974. Full all weather equipment. Everything works. £225. Ravens, Maiden-down, Buriescombe, Tiverton, Tel.: 0823-672218. (0849)

SUNBEAM MK. III, 1954. Grey. Very reliable; limited coachwork. Defects: overdrive; sunroof; radio; heater; rev-counter; fog lamps; MoT, tax Dec. 1973. £300. Tel.: Byfleet 43479. (0864)

FOR SALE—continued

JENSEN 541S, 1962 automatic; Silver grey; good radials. Around £650, consider part-exchange small automatic. Salmon, 13 Freydon Way, Calow, Chesterfield, Tel.: 75531. (0851)

MG TF, 1954, 1,250 c.c. in lovely condition having been completely overhauled. MoT until June 1974. Offers around £1,150. Tel.: Sunbury 82047 (after 7 p.m.). (0853)

1973 FIAT 124 Sports, 1800 c.c. White with black and white interior; only 4,000 miles and taxed until December. Radio, five-speed gearbox and heated rear window. £1,800. Tel.: Sunbury 82047 (after 7 p.m.). (0853)

E-TYPE JAGUAR, 4.2, 2 + 2 automatic 1967. H.r.w., radio, tinted windscreen; chrome wires; taxed and tested. Immaculate condition. £1,195; part exchange considered. Tel.: Southend-on-Sea 544914. (0854)

MG-A SERIES II, D.h.c., 1961, 1,622 c.c. This car has been restored over the past 2 years and is in excellent condition. Many extras include hard-top; tonneau; luggage rack; spotlights etc. I would like £450 but I must sell the car so I will listen to sensible offers. Stuart Darling, Tel.: 01-937 0281 (work). (0855)

1964 E-TYPE Jaguar, f.h.c., Aquatic jade. New doors, radiator, Radiomobile. Brakes and back axle overhauled. £360 spent in last 2½ years. Workshop manual and manufacturers parts catalogue. This car has been off the road for the last two winters and is in outstanding condition. £600. Page 5 Granton Close, Formby, Liverpool. Tel.: Formby 74414 (evenings). (0857)

MERCEDES-BENZ 190SL, 1961. Hard- and soft-tops; grey with red interior; Ken-lowe fan; radio cassette player; radial tyres. £675. Tel.: Canford Cliffs 79563. (0858)

JENSEN CV8, Mk. III, 1966. BRG; beige; history. A wonderful example which must be seen. Has to go emigrating soon. Tel.: 0270 65348 (Nantwich, Cheshire). (0859)

DAIMLER SP250, 1962. Present owner 10 years. Hard/soft-tops; radio. Excellent condition; long MoT, taxed. £700 o.n.o. Tel.: Leeds 682512. (0860)

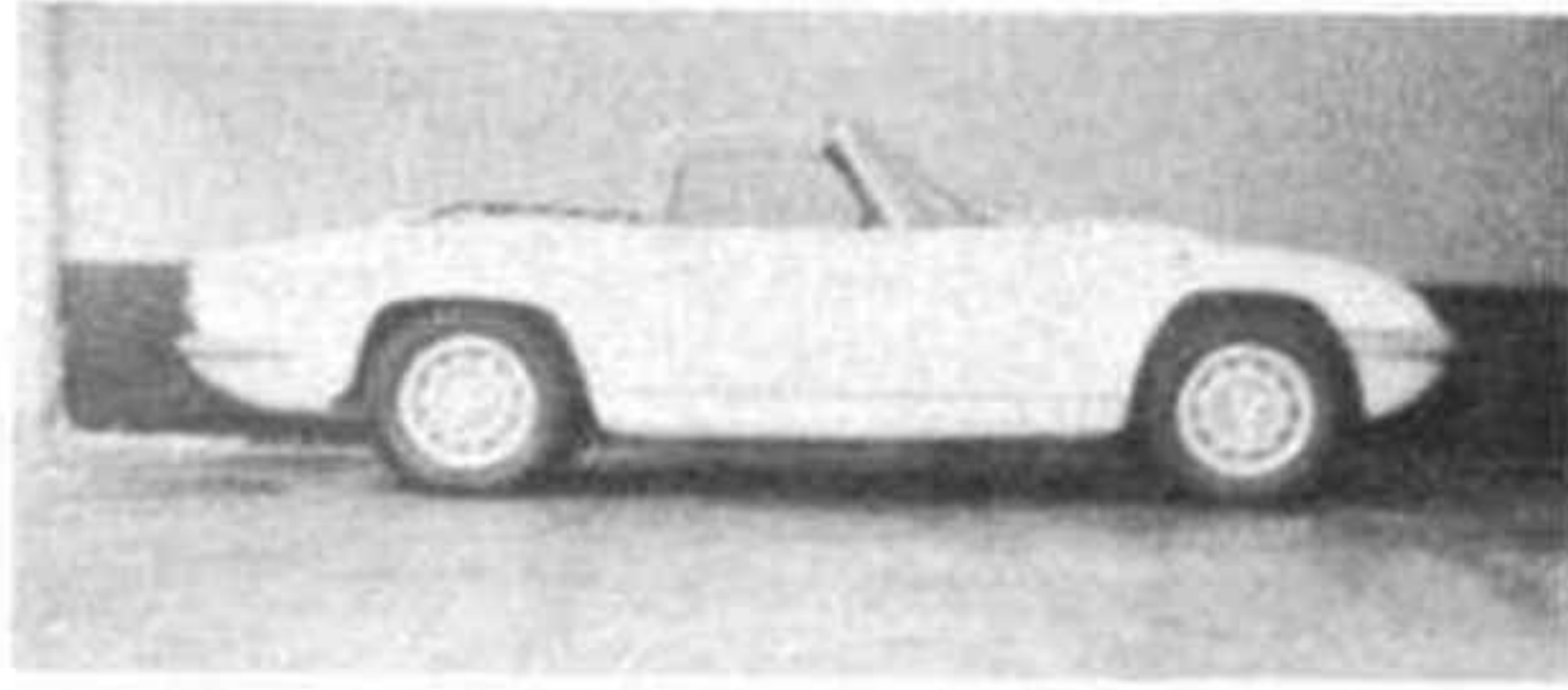
TR2 JUNE, 1954. MoT June 1974. Rare original body, runs beautifully. Many new parts including brakes. £200. Tel.: Watford 25644. (0861)

LOTUS 7, S/III, 1969. Aluminium/red, 1600 Crossflow. Taxed, MoT; radio; full tonneau and weather equipment; air horns. Really is in excellent condition. £800 o.n.o. Tel.: Chorleywood 4395 or write Banning, 20 South Cottage Drive, Chorleywood, Herts. (Nr. Watford). (0862)

MORGAN 4/4 flat rad. Excellent condition, exhilarating performance. Around £500. Tel.: 01-979 1290 or 4640. (0856)

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LOTUS ELAN S4 S/E DROPHEAD, 1969, a low-mileage example finished in "sprint" coachwork black and white, fitted with all the usual refinements ... **£1,095**



LOTUS 7 S4, 1970, finished in orange and fitted with full weather equipment, heater and tonneau; sparkling performance ... **£995**

LOTUS ELAN +2S, 1970, finished in red and fitted with heated rear screen, radio, electric windows; very pretty ... **£1,695**

LOTUS ELAN S4 S/E FIXED-HEAD, 1969, finished in white. **A MOST OUTSTANDING EXAMPLE** fitted with electric windows, brake servo, etc., etc. **£995**

LOTUS ELAN S2 S/E DROPHEAD, 1965. This is probably the finest one in captivity and is finished in bright red. A new engine was fitted in 1970 and a new hood very recently. Represents marvellous value at **£695**



ASTON MARTIN DB6, 1967, AUTOMATIC. We have pleasure in offering another fine example of this *marque*, this one finished in royal blue with red hide interior; fitted with full-length Webasto sun-roof, chrome wire wheels, radio, Sundym glass, electric windows and Selectaride; new exhausts recently fitted; incredible value ... **£1,795**

LOTUS ELAN S3 FIXED-HEAD, 1966. Yet another little gem, finished in gleaming yellow; a very pretty car fitted with electric windows, etc.; mechanically very sound with a new clutch just fitted in our own workshops ... **£745**

LOTUS EUROPA S2, 1970, finished in burnt sand and fitted with all the usual luxury bits and pieces plus an 8-track stereo; a beautiful specimen offered at **£1,195**

TVR TUSCAN V6, 1970 (J), finished in silver and black and fitted with mag. wheels and 8-track stereo; high-back seats; a low-mileage example ... **£1,245**

M.G.-C DROPHEAD, 1968, finished in British Racing Green and fitted with overdrive and wire wheels **£745**

TRIUMPH GT6, 1969, finished in Valencia blue and fitted with overdrive and a heated rear window; this is a one-owner car and must be good value at ... **£795**

JAGUAR 'E'-TYPE FIXED-HEAD, 1964, finished in metallic blue and fitted with sun-roof, radio and wire wheels. This car is in absolutely first class condition, with loads of bills; looks and drives like a much later car (Regd. No. 5050 XJ) ... **£895**



LOTUS EUROPA S2, 1969, a superb car finished in yellow and fitted with mag. wheels, radio, electric windows and new tyres; a car we have owned before and proud to again ... **£1,065**



TVR 2500, 1971, finished in Monaco red with black interior, fitted with sunshine roof, mag. wheels, laminated rear screen, radio, steering lock and 4-way flashers; a genuine low-mileage car ... **£1,295**

CADILLAC FLEETWOOD BROUGHAM, 1965, finished in navy blue with black vinyl roof; this is a one-owner car and in quite splendid condition. Due to the fact that this car is currently occupying three spaces in our showrooms we have slashed the price by **£300 £995**

TRIUMPH TR6, 1969, finished in white with black interior and white hood; fitted with wire wheels, overdrive, radio and 8-track stereo ... **£995**

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FOR SALE—continued

1970 FORD Cortina convertible, Crayford 1600 automatic. New SP radials, Motorola radio; Reg. No. ANN 224H. Exchange for Morgan 1966-1970. Box 4012. (0850)

ALFA-ROMEO 2600, Bertone Sprint. An investment opportunity to acquire one of the best Sprints in the country, £845. Tel.: Whaddon 202. (0863)

TRIUMPH VITTESSE, Mk. II, 1969 "H". Valencia blue; 2 owners; 51,000, recent recon, gearbox; clutch; MoT, taxed; overdrive; radio; twin fogs. £575 o.n.o. HP arranged. Tel.: Bedford 66870 (evenings, Mon.-Fri.). (0865)

1966 MERCEDES-BENZ 230 automatic; light blue, 13,000 genuine mileage; radio. Immaculate. £1,500 o.n.o. Birks, Tel.: Uttroter 2697 (9 a.m.-5 p.m.). (0866)

TVR 2500, 1971 "K". Silver; sunroof; one owner. Excellent condition, £1,300. Tel.: Slinger Maryport 2950. (0876)

LANCHESTER 14 HP, 1940. MoT April 1974. Body near perfect at present undergoing decoke etc. Offers around £350. Daimler Fifteen, 2½-litre, 1938. Body sound, but needs respray. Complete but non runner at time of going to press. Around £150. Tel.: Studley (Warwicks) 2484. (0877)

JAGUAR XK140 drop head. Wires; overdrive; radio; outstanding condition. Interesting exchange considered or £875. Tel.: Wymeswold (Leicester) 880067. (0878)

1963 ASTON MARTIN, DB4 convertible. Tyres; long MoT. A rare and enjoyable Manual 4-speed; chrome wire wheels; new car. Might exchange vintage or PVT tourer or take £1,150. Tel.: Woburn Sands 2651. (0879)

MG TD, 1950. Excellent mechanical rebuilt engine. Very sound body recently resprayed, all original. £650. Also MG J2 sound. Correct instruments etc. MoT. £500. Tel.: Woburn Sands 2651 (Bucks.) (0880)

1953 H. J. MULLINER Bentley R-type. Manual. Duo blue; very attractive light-weight sports saloon in excellent condition all round. Drives superbly. £2,800. Tel.: Fareham 5492. (0881)

RILEY RMF, 1953, 2½. Black; MoT and taxed to December. Good condition. Parts of 2½, 1948 Riley. Both worth a visit. Hill, Kingsett, Peter Tavy, Tavistock, Devon. Tel.: 082281 302. (0882)

I HAVE ACQUIRED a Nash Metropolitan, from its original owner, with a genuine 54,000 mileage. The car is in superb condition and has been maintained by the same mechanic since new. It has radio, heater, screen washers and cigar lighter, all original equipment and in perfect working order. £400. J. Oldfield, 55 St. John's Court, Warwick. Tel.: Kenilworth 57613 (business hours), or Warwick 44267 (after 8 p.m.). (2786)

FOR SALE—continued

JENSEN HEALEY. Why pay £2,000? Green; only 2,900 miles. £1,645. Tel.: Whaddon 202. (0863)

1970 "J" BMW, 1800 L.h.d.; new tyres; sunshine roof; radio. Special paint job in Inca and black; clutch and gearbox overhauled. £595. Exchange small car, w.h.y. Tel.: Swinderby 357. (0883)

AUSTIN HEALEY 100/6, BN4, 1958, 2 + 2; o/d; hardtop. £450. Also professionally reconditioned; BN6 engine, inlet manifold carbs. £50. Tel.: Bognor Regis 25265. (0884)

FOR SALE: 1953 MG/TD. Engine overhauled and new hood. Superb condition throughout; MoT, taxed Feb. 1974. £725. Tel.: Norwich 411797. (0976)

TR3 1958, TR3A specification; overhauled engine; front suspension and brakes; fitted TR4 gears ? ? ? and overdrive. Year's MoT; good original body. Bills for £100 worth of spares. Tel.: Forton 791245 (Nr. Preston). (0977)

MG-A 1500. First class condition, bodily and mechanically; 54,000 miles from new. Radio and 8-track stereo. £600. Tel.: Rustington (Sussex) 3082. (0978)

DAIMLER SP250 Dart, 1962. Red, soft-top; tonneau; spares costing £100. Taxed March; MoT May. Workshop manual. £750. Tel.: Market Drayton (0630) 2974. (0979)

MORGAN 4/4, 1971. Treasured possession, must sell due to house purchase; 25,000 miles, many extras. View North London or Kendal. £1,350 o.n.o. 177a Highgate, Kendall, Westmorland. (0980)

MG PA 1934, 2-seater Sports. Immaculate but Ford engine; tax, MoT. £385. Tel.: Northop 232 (Flintshire). (0982)

TR4A 1967 "E". Red with black upholstery; radio; recent respray and new hood; new clutch; good mechanically; taxed; MoT. £575 (possible finance). Tel.: Derby 43406 (business hours), Derby 810677 (evenings). (0983)

H 145 Registration Number on Vitesse convertible. Dec. 1966 in v.g.c.; genuine 30,000 miles. Extras including wide wheels. Offers around £550. Also registration number B55 77 book only. Tel.: Ipplepen (Devon) 812436. (0984)

MG MAGNETTE, 1958. Two-tone green; low mileage; only one owner; undersealed MoT tested. Immaculate condition throughout. £250. Write Hunter, 7 Craighston Avenue, Ayr, Ayrshire. (0985)

E-TYPE JAGUAR fixed-head coupé, 1966. Chromed wire wheels; radio; heated rear window; 59,000 miles. Exceptional condition. Long MoT. £830. Tel.: Fundenhall 347 (evenings). (0986)

TRIUMPH SPITFIRE, Mk. III, 1967 "F" reg. White. MoT Dec. 1973. Good condition. £380 o.n.o. Tel.: Pontefract 73432 (evenings and weekends). (0995)

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1947 and 1951 Mk. VI BENTLEYS, one quite exceptional condition, the other very tidy with good interior and mechanics. More details on request.

1932 TALBOT 14/65 rolling chassis (including bonnet, scuttle and instruments) rebuilt, shot-blasted and zinc-sprayed. The engine has had new rings and bearings and appears to be in good condition throughout. The vehicle can be driven and tested, off the public road of course, as it is at the moment. We intend eventually to make up 4-seat bodywork in due course but have a space problem at present and will accept a reasonable offer as is.

1948 RILEY RMA, one registered owner, 36,000 miles. We have resisted the temptation to respray as the paintwork still shines well and the car as a whole looks very presentable indeed; we have just fitted four new Michelins as the old ones, though by no means worn out, were perished! About £495. We have acquired a sports/racing chassis of the fifties made up of two large-diameter tubes with tubular superstructure giving probably an Allard appearance. Suspension is independent all round by torsion bars and expensively carried out, i.e., not an amateur bodge-up; steering is rack and pinion and LHD. Anyone interested enough to call and positively identify it shall have a year's subscription to "Motor Sport".

1965 HEALEY 3000 Mk. 3, red, overdrive, w/w., radio; excellent cond. £795

1956 HEALEY 100/4 BN1, in outstanding condition in all respects, very low mileage; don't confuse this with semi-restored examples £1,100

1957 MG-A roadster. We are fortunate to be able to offer this really beautiful car; we have not seen a better one anywhere. £900

1969 MG-B GT Automatic, white/black leather interior, outstanding. £1,045

69 MINI-MARCOS, £345. **64 TR4**, o/d, £345. **66 MG-B**, o/d, £350. **64 SPITFIRE**, £195. **69 ESCORT**, £435. **64 MINI Countryman**, £100. Etc.

By the time this appears in print we should have more showroom space with cars which may be viewed after normal working hours.

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FOR SALE—continued

SUNBEAM TALBOT 90, Mk. 1, 1950. Very good condition; 62,900 miles. Three owners from new. STAR reg.; rare model. £350. Also Vol. 1 and 2. "Motor Repair and Overhauling, 1929-30". Offers: A. Mullins, Tel.: Peterborough 240928. (0987)

LOTUS ELITE, Climax 1500 c.c., PFF engine. Road/racer. Fully modified. £595. Tel.: Northwood 25435. (0988)

IMPENDING MARRIAGE forces sale of August 1971 Gilbern Invader. Canary yellow 18,000 miles; o/d, p/b radio; F and S. Factory maintained. Offers below £1,649. Tel.: Port Talbot 2377. (0990)

GINETTA G15, 1973. White 998 c.c. lightened and balanced sun roof; sound-proofing alloy wheels; p.b. radio; heated rear screen mirrors; headrests save over £100 on Standard car excluding extras. £1,275. Tel.: 01-949 4106. (0991)

HEALEY 100/6, Good condition; h/s-tops; tax. MoT. £240. Tel.: Chandlers Ford 66828. (0992)

BRISTOL 406 (last Bristol engine model). Aluminium; reclining seats; built-in headrests, seat belts (!); radio, etc. Superb condition throughout. £895. Also 1939 Alvis 12/70, VSCC eligible. Excellent. £495. Tel.: Steeple Aston 606 (Oxfordshire). (0993)

1972 GILBERN Invader, Mk. 2, "L" registration Bahama yellow/black interior; overdrive; heated rear window; push button radio; map pockets; towing hitch. Extremely reliable high speed transport. £1,825 o.n.o. Tel.: Tring 3864. (0994)

RILEY 1½-LITRE, 1952. MoT November 3rd, 1973. Tel.: Wisbech 2058. (0995)

SPRITE MARK IV, 1275 c.c., August 1969. 13,000 miles; condition excellent. Snow-berry white/black interior. Four new tyres. Tel.: Bristol 684540. (0997)

1929 AUSTIN Heavy 12/4 Burnham saloon. Solid reliable vintage motoring for £1,000. Tel.: 01-979 1290. (0998)

1949 DAIMLER, DB18 saloon. Very nice condition; excellent interior; original tools and handbook. Bills since 1967. £465. Tel.: 01-866 9590. (1000)

E-TYPE 1966, F.h.c., 4.2. Primrose; sun-roof; new MoT; wire wheels; radio. Bargain £650. Tel.: Cwm (049 538) 226. (1001)

FROGEYE SPRITE. Gearless engine gearbox; radials; rollover bar; many extras; 4th car; MoT July 1974 £190. Tel.: 01-348 0719 (Highgate). (1002)

AUSTIN HEALEY Sprite, Mk. 4, April 1972. BRG in very good condition; wing mirrors; tonneau; radial tyres. Taxed; 12,000 miles only. £775. Pilling, Tel.: 061-790 1320. (1003)

MG-B GT, 1967. BRG. Excellent all round. Used as second car but recently laid up. Garage maintained; new radials; servo; heater etc. Regret urgent forced sale so will accept best offer over £550. Tel.: Alresford 3653 (Nr. Winchester). Could show West London to genuine buyer. (1004)

1970 "J" GINETTA G4. Last one made. Rebuilt 95 b.h.p., 1500 GT (running in). New clutch, starter motor; dynamo; battery. £625. Tel.: Kidlington 3838. (1008)

LOTUS ELITE. Good condition, recent rebuild; new gearbox; clutch; exhaust; Monaco red. £775 o.n.o. Tel.: Gerrards Cross 82763 (evenings). (1006)

INVESTMENT FUN pleasure suitable Brickie or Developer, 1934 Humber, 23.8 Custom built for Lord Mayor. Graceful eye-catching aluminium four-door Continental touring saloon; sun roof; built in jacks; spares in wings; luggage platform de Normanville; gearbox carefully stored 15 years; complete original requires repaint; rechrome; cleanup to produce concours winner; only one of its kind. £400. Brown, The Towers, Hart Hill Drive, Luton, Beds. (1007)

FOR SALE—continued

LOTUS 7, S4, 1600 GT. "K" reg. "S" lime green; 13,000 miles. £1,000 o.n.o. Tel.: 01-205 9046. (1005)

LANCIA FULVIA, 1.3 Rallye Sport, November 1967. Refinished metallic green to special order. Absolutely superb, red interior. Impeccably maintained by Lancia mechanic. Probably the best available. £750 o.n.o. Would consider sports/vintage exchange. Thurston, 65 Elmway, Hilda Park, Chester Le Street, Co. Durham. (1009)

DAIMLER DART, SP250A. Engine fully reconditioned; C spec. extras; s/top and tonneau; silver with black interior. Reluctant sale; job abroad. £600 or offer. MacAlpine, 5 Dunkirk, Bignall End, Stoke-on-Trent. Tel.: 0782-561713 (after 6 p.m.). (1010)

ALVIS, Speed 20, 1936 Four-door tourer. This car is not quite original but is very attractive. Mechanics and body immaculate; new hood; some trimming needed; MoT, taxed. £850. Tel.: Whissendine (Rutland) 668. (1011)

1937 MORRIS 8. One owner, recorded mileage 37,000. Believed genuine. Unused since decote; brake relining and MoT. Gleaming black with red interior; plenty of chrome; showroom condition. Only needs carpets. £425. Mr. Andrews, 3 Herbert Road, Clacton-on-Sea, Essex. Tel.: 23862. (1012)

TR4, 1964. White, Surrey top; overdrive; wire wheels; MoT, good condition. £340. Tel.: 01-272 0966 (evenings after 7 p.m. or weekends). (1013)

MORGAN 4/4, 1971. One owner; well maintained; 23,500 miles; tonneau; radio; air cleaner; luggage grid. £1,200. Tel.: 041-339 8141 (evening). (1014)

TRIUMPH TR4A, 1967. V.g.c. throughout. Extras; no rust. £550 o.n.o. Tel.: Droitwich 2277. (1015)

TVR 1600M. Reg. Dec. 1972. White with h.r.w.; sun roof; reclining passenger seat with removable headrest; screened for radio; 2,700 miles only. Excellent condition. Increase in family forces sale. Offers over £1,600. Tel.: Chapel-en-le-Frith (Derbyshire) 3257. (1017)

LOTUS ELAN drophead (1917). Need larger car. View Berkshire or Yorkshire. Reasonable offers. Tel.: Wantage 4844 or Ilkley 4171. (1018)

TR5 IN BRG. Beautiful condition; 45,000 miles since November 1968. W/w's. Radiomobile and other useful extras. £695 for quick sale. Tel.: Pantmynwyn (035284) 369 (North Wales). (1019)

MG-A 1962, Mk. II 1600. Tartan red roadster. This car is Mint. I strive for perfection but cannot afford to keep two, regrettably one must go. £695. Tel.: Oxford 42512 (office hours). (1020)

MACH 1, 1971. Latest shape; 351 4V engine, manual; Hurst shift; Sundym glass; stereo radio; 8-track; one private owner from new. Genuine 18,000 miles. Finished in bright yellow with black vinyl roof. Real head turner, very sporty, £2,195. Will accept any interesting part exchange. Tel.: Southend 711011 or 01-554 4147. (1021)

E-TYPE, 1964. F.h.c.; resprayed; retrimmed; much work done; new clutch; must be sold immediately. £475 o.n.o. Tel.: 051-652 9617. (1022)

1934 AUSTIN 7 box. Recent comprehensive rebuild; retrim; respray etc. Extremely attractive. £395. Tel.: Compton Dando (Bristol) 546. (1023)

MG TC. Thorough professional restoration nearing completion. First with £1,500 obtains classic appreciating asset. Box 4017. (1024)

CORTINA ESTATE, GT, 1968. 53,000 miles. White/black interior. Excellent condition; MoT Dec. 1973. £575 o.n.o. Tel.: Braintree 1535. (1025)

GILBERN INVADER, 3-litre. White, Feb. 1970. 41,000 miles; usual features; o/d; electric windows etc. Very fast; reluctant sale due to pending emigration. £1,400 o.n.o. Tel.: Barkston Ash 330 (Yorks). (1026)

TR4, 1964, ultra bright in white; wire wheels; overdrive; MoT, tax. £335. D. L. Cox, Hazelwood, Sandway, Lenham, Kent. Tel.: Lenham 409. (1027)

VOLVO P1800 Sports 1962. Reg. No. B BAY. Immaculate order bodily and mechanically. Radio, overdrive, etc. Offers around £450. Tel.: Leire 209 527. (1028)

PORSCHE TARGA 912 (repeat) 912 convertible, 1969 series. White, 68,000 miles. AFN maintained; Sundym; Konis; Ziebarted; halogens; FM radio; special heater; taxed 1974. £1,475 (356C or Beetle wanted). Tel.: 01-681 1588. (1029)

TR4A, SEPT. 1967. Surrey top; overdrive; twin spot and rear fog lamps; radio; 8-track; clock; map-light. Carefully maintained and in excellent condition. Around £660. Tel.: 01-874 1549. (1030)

100 M.P.H. Seven-seater; Saab station instrumented. Around £800. Tel.: 01-874 wagon; "J" reg.; SAH conversion; re-1549. (1031)

1955 AUSTIN HEALEY 100/4 Series BN1. A unique car for an enthusiast. Genuine mileage, 32,000 miles. Mint condition. Must be viewed. £950. Tel.: 01-422 0934. (1031)

LOTUS EUROPA, twin-cam 1972. 11,000 miles; maroon; oatmeal interior; alloy wheels, many extras. £1,625. Tel.: Watford 37169 or Herne Bay 63227. (1034)

1968 "G" REG. Alfa Romeo 1300 GT Sprint. Finished in blue; radio; 8-track stereo; new tyres; taxed March 1974. Excellent running condition. £825. Tel.: Herne Bay 2861. (1034)

MG TA partly dismantled, complete. TC remains, most parts. Offers or swap L-type or TF parts. Brier, Tel.: Huddersfield 27348. (1035)

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ROLLS-ROYCE 20/25, 1933, sportsman's saloon by Hooper, in exceptional and original condition; believed only 70,000 miles from new. £3,250

BENTLEY 4½-litre, 1937, fixed-head coupé two-door by Gurney Nutting; another very original and really good car. Very beautiful ... £2,750

ROLLS-ROYCE S.C.II, 1962. Very nice car, believed low-mileage; two shades of green ... £2,850

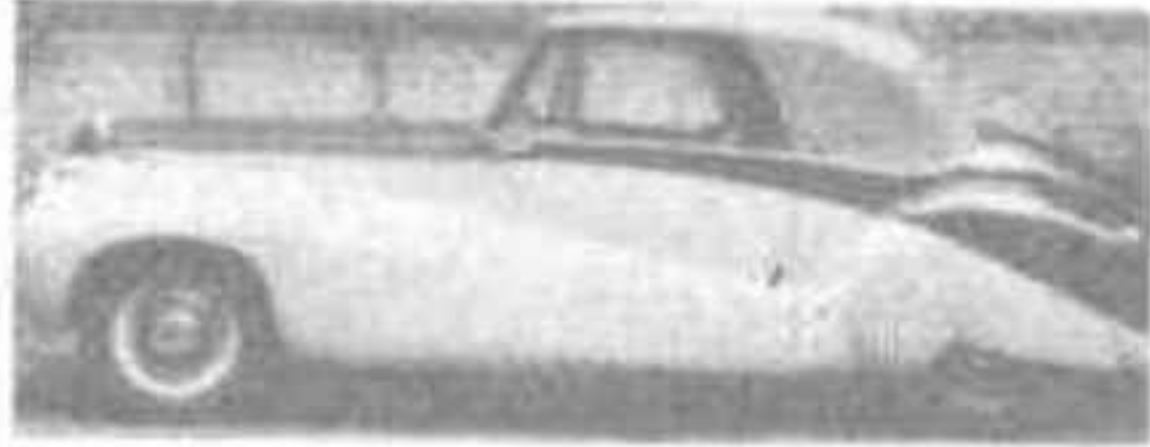
BENTLEY 'R'-Type, 1955. Sound car in running trim — paint slightly off ... £885

BENTLEY Mk. VI fixed-head coupé two-door by Park Ward, detailed history ... £1,250

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Barker Special Sports 2½-litre aluminium coupé, overdrive. (As above.) Recent new fully-lined hood, new carpets, rad. core; rebuilt preselector gearbox. Black over pearl grey **£865**

Barker 4-str. dropheads with 3-position hoods, 2½-litre, aluminium coachwork. Choice two, in black or pale blue. Overhauled, new hoods, carpeting, painted and chromed, etc. **£865 and £895**

Hooper Empress, a late 3-litre on Regency chassis, electric windows, overdrive, all-aluminium coachwork. Two owners, bills for major overhaul. In process of rechroming and refurbishing, etc.

Consort 2½-litre coachbuilt saloon. Very well-kept and original, in black and chrome, tan hide interior..... **£475**

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FOR SALE—continued

MG ZB, 1958. Original Varitone duo-grey, genuinely under 50,000 miles. Exceptional condition and performance; one owner since beginning 1959. View Surrey for offers. Box 4018. (1033)

VOLVO P1800S, 1963. Right-hand wing and suspension damage. Repairable. Good mechanics, complete. £100 o.n.o. Tel.: Wincanton 3134. (1036)

ALFA ROMEO, 1750 GTV late 1968. Yellow; radio; two owners. Average mileage. Well maintained. Taxed, £1,075. Tel.: York 22772 during day. (1037)

MG TF, 1954. White, good condition but passenger door needs attention. Spare fibreglass one included in price. Good weather equipment; 1600 MG-A engine/gearbox fitted. Taxed, 10 months; MoT, £725 o.n.o. Tel.: Comberton 2144 (Cams). (1038)

1969 BMW 2002. Chamonix white; excellent order throughout; many extras. Real snip 1925. Tel.: Chew Magna (Bristol) 2543. (1040)

JENSEN-HEALEY. Immaculate 1972 "L" reg. Blue; 7,500 miles. £1,725 o.n.o. Tel.: Chelmsford 74546 (home), 65155 (office). (1041)

LOTUS ELAN 1600. First class 1963 car with attractive Shapcraft aerodynamic body; oil cooler and dual brake systems. Recorded mileage 65,000. Growing family causes sale of this distinctive small GT car. First to see will buy at £385. Tel.: Horsham 3697. (1053)

MORGAN 4/4, 1958. Ford 1600 Crossflow engine; new gearbox. Folding windscreen with aero screens. Full weather equipment. Very good throughout. £650. Tel.: Thorney 433 (Peterborough). (1055)

RENAULT 750. Believed 1949 l.h.d. Reg. 1956. Very good condition; new brakes; king pins and bushes; radiator; w/pump; head gasket. Lots of spares; 10 months MoT, taxed August. Marriage forces sale. Offers. Tel.: Christchurch 71985. (1056)

BRISTOL 401, 1952. Arrival of baby daughter necessitates sale of this fine car which has been kept in excellent original condition. £475. Tel.: Wakefield 56427. (1057)

1959 FAIRTHORPE. Engine rebuilt; good condition. Offers. 9 The Close, New Longton, Preston, Lancs. Tel.: Longton (0772) 615667 (after 5 p.m.). (1058)

ASTON VOLANTE Vantage convertible, May 1967. Extremely rare specification includes 325 b.h.p. engine, 5 speed ZF, LSD, PAS, power hood, windows, aerial and chrome wire wheels. This car is superb and is fast becoming a collector's piece. £2,600 o.n.o. Tel.: Littlewick Green 2916 (Berkshire). (1059)

FOR SALE—continued

TWO VINTAGE cars: 1929 Austin Chummy, 1930 Lea Francis. Both very original and in very good condition. £750 each. Tel.: 061-427 1876. (1062)

DAIMLER SP250, 1960. Strengthened to "B" spec. New soft-top; overhauled by experts. Used only in summer months by lady. £650. Gilmar GX, Hyde, SK14 5RN. Tel.: 061-368 1253. (1063)

BENTLEY MK. 6, 1949. Mechanics and bodywork in good condition. Full running order. £650 or offers. Dempster, 94 Sutherland Grove, Bletchley, Bucks. (1064)

AUSTIN-HEALEY 3000. Immaculate condition. Just resprayed and low baked; ice blue and white; undersealed; new hood etc.; overdrive; wire wheels; radio; 30,000 since new. £895. HP available. Tel.: Great Sampford 256. (1065)

1947R. Registration on Alfa Romeo, 1600 TI saloon; nice condition, 1965. Year's MoT. Best offer secures. Tel.: Newington (Kent) 842726. (1067)

TVR TUSCAN, December 1971. White; 11,500 miles. One careful owner; overdrive; sunroof; radio; towbar. £1,550. Tel.: Lincoln 51377. (1066)

LOTUS ELAN 70, SE4. F.h.c., white; h.r.w.; 1 belts. Utterly pristine; garage inspection welcomed. £1,150. Tel.: Henley 4247. (1067)

MG TD. Black, immaculate condition. £850. Tel.: 01-503 6701 (Lodge Hill). (1068)

MG YB, 1952. Everyday use. Excellent tyres; brakes. Ideal for restoration or spares. £50 o.n.o. Smith, The Hollies, Scowles, Coleford, Glos. (1069)

JOWETT JUPITER, Reg. No. D53131. Excellent aluminium body, chassis; hood; cluding gearbox. Serious offers only. 15 Victoria Rd., Three Milestone, Truro, Cornwall. Engine needs attention; spares in-cornwall. (1070)

SUNBEAM TALBOT III. Excellent condition; sunroof; overdrive; blue; red interior. New MoT and tax. Tel.: Leicester 768978. (1071)

DAIMLER SP250, 1962. Ivory, excellent condition. Full and half tonneau; Motorola radio; new MoT. Regretfully lady owner must sell. £700. Tel.: Newbury 5913. (1073)

ELAN S/E convertible 1970. 18,500 miles. Service history, ice-blue, radio; air horns. £1,050. Hurley, Tel.: Hemel Hempstead 2161 (office hours). (1074)

LEA-FRANCIS saloon, 1951. Used daily; MoT September. £100. Tel.: 051-486 4180. (1075)

TR6 1972. October, 8,000 miles. White/black trim; overdrive. Manufacturer's warranty. £1,530. Tel.: Bournemouth 37739 (after 6 p.m.). (1076)

FOR SALE—continued

FORD MUSTANG, 1965 V8 convertible; power hood; radio; reconditioned engine; red with white hood; good general condition. £695 o.n.o. Tel.: Camberley 21003. (1077)

LOTUS EUROPA Special, £1,750. For quick sale; "L" reg.; 8,000 miles; yellow. Absolutely immaculate. Tel.: Flax Bourton 3106. (1078)

AUSTIN HEALEY 3000, Mk. III, 1966. Ice blue; overdrive; wires. Professional body/engine rebuild just completed. Immaculate condition. £980. Tel.: Harefield 3445. (1079)

GT45, 1967. Royal blue; 1 year's MoT; taxed; radio; undersealed; spoked wheels. New battery; brakes; tyres; exhaust. Extras, good condition. £450. Tel.: Radwinter 389. (1080)

MORGAN 4-SEATER, Dec. 1971. Green; extras. Electric fan, £1,475. Ellis, 14 Nargate St., Littlebourne (Canterbury). Tel.: 634. (1081)

1931 ROVER Rajah sports tourer. Six cylinder good tyres and body. New hood and chrome work. Little work needed to make rare car. £300. Tel.: Nottingham 66987. (1082)

1936 AUSTIN Seven Cabriolet. New hood wanted. Body, engine and tyres good. Needs tidying. £120. Tel.: Nottingham 66987. (1082)

1955 DAIMLER Century Pre-select. MoT, 7 months. £150 o.n.o. Tel.: Hook Norton 223. (1083)

LAGONDA, 1957. Very fine specimen; metallic blue; floor change. Good mechanics; motor roller; radio; 4-door. Tickford body. £600 o.n.o. Tel.: 01-693 8395 (after 4.30 p.m.). (1084)

M.G.B "J" REG. Only 17,000 miles; Ro-wheels; overdrive; new exhaust; mid-night blue; immaculate extras. £965. Tel.: 31-997 7749. (1085)

HEALEY 100/4, 1955. Under 65,000 miles. Very new. Very original car. Registration number UTF 3. Almost new tyres and hood. Excellent investment and a genuine reluctant sale. Offers over £350. Tel.: Rossendale 4453 (during day). (1086)

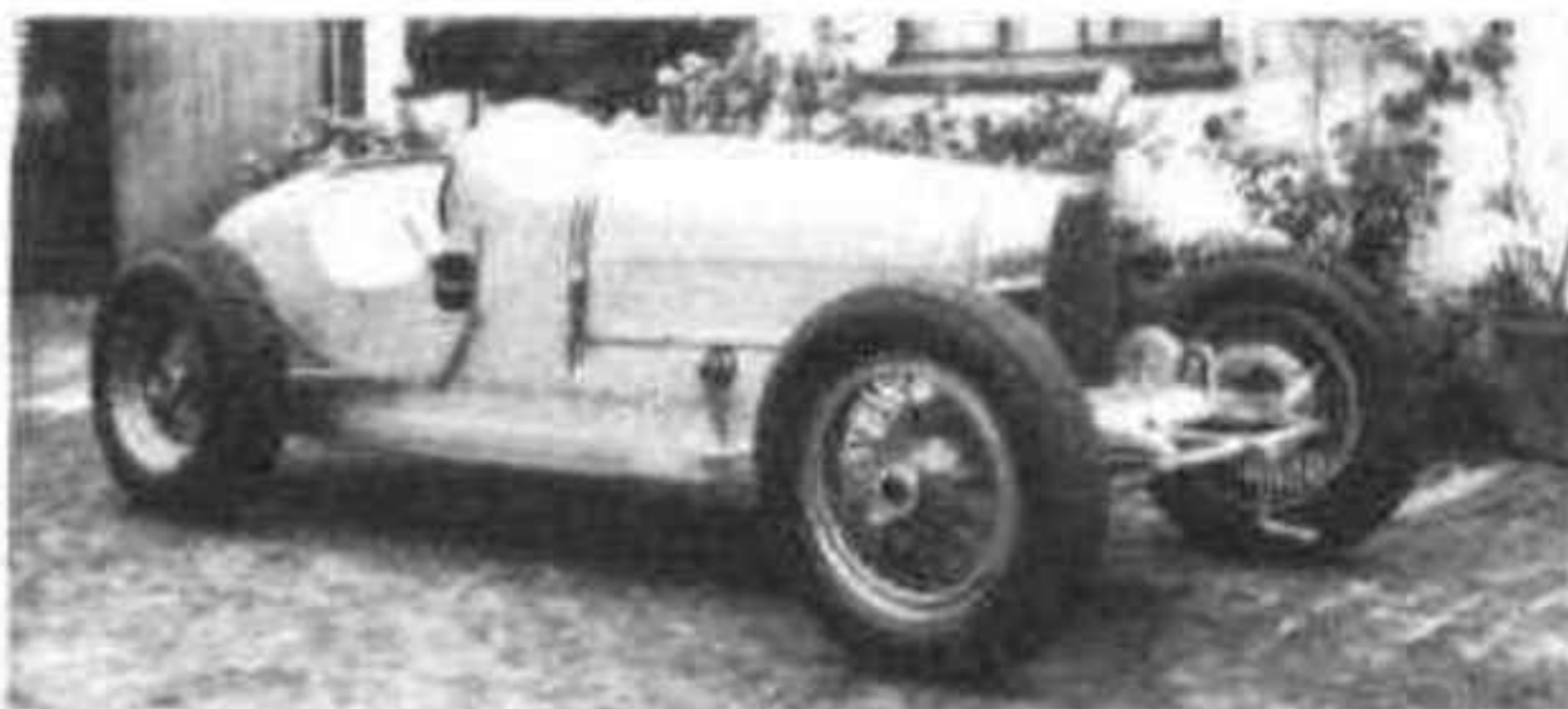
ALVIS TA14. Lovely condition; MoT. Rebuilt engine; new reel, wings and chrome. Tel.: Doncaster 710176 (evenings). (1088)

ALFA ROMEO Giulia T1, 1965. Recently rebuilt. Ruddspeed 1600 c.c. engine. Radio, electric aerial; resprayed original dark green. £350 o.n.o. Part exchange/HP possible. Kirby, Tel.: Thanet 56945 (Rams-gate). (2810)

LOTUS ELAN, S1, £495. Jaguar XK150, £675. Both very good condition. Exchange considered. Tel.: Chesterfield 850559. (1089)

LOTUS SEVEN, 1966. Alloy wheels. £550 o.n.o. Tel.: Doncaster 60056. (1091)

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1926 BUGATTI Type 35A, 2-litre 8-cylinder Grand Prix car, extensively rebuilt.



1937 B.M.W. 328 Competition 2-seater



1934 LAGONDA Rapier sports/racing 2-seater.



1926 LANCIA Lambda 6th series saloon, engine rebuilt.



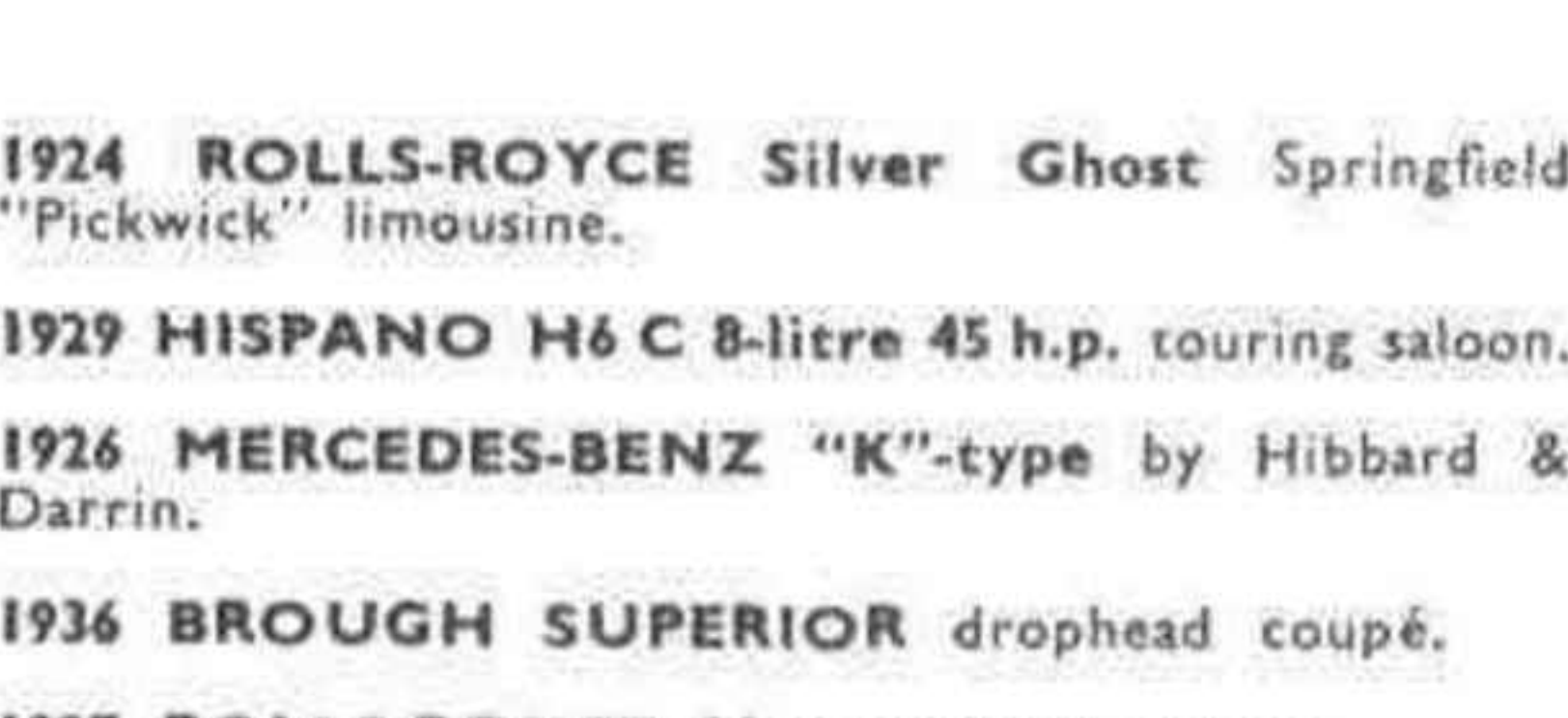
1935 ROLLS-ROYCE 20/25 4-seater drophead coupé by Windover. Good original order.



1952 ROLLS-ROYCE Silver Wraith by Hooper. Near mint condition.



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1936 BROUGH SUPERIOR drophead coupé.

1927 ROLLS-ROYCE 20 fixed-head coupé.

1926 LANCIA Lambda 6th series tourer.



1933 BUGATTI Type 46 drophead coupé by James Young, good original order.

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1971 'K' regd. SP Highwayman open 2/4-seater, offers, around £3,000. 1948 Armstrong Siddeley 4-door Typhoon, any reasonable offer. 1965 Gordon Keeble, company director's car, £1,500. XK120 roadster, white with red leather, £1,400. 1966 MG-B, red, wire wheels, radio, £525.

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JAGUAR XK120 ROADSTERS
We specialise in this type of car. 15" chrome E-type wire wheels. New single and tandem master cylinders plus wheel cylinders. Complete exhaust systems. Competition rear springs. Splined hubs rebuilt, steering boxes rebuilt, shock-absorbers rebuilt; new XK120 tail-lights and chrome-type side-lights and later type. Aluminium rear wings. All bodywork, Mechanical & Retrimming undertaken. Breaking, 120 Rdstr. (Overseas enquiries welcome.)

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FOR SALE—continued

LANCIA FULVIA Zagato 1.35 coupé, 1972. "L" registration. Silver grey with black trim just 10,000 miles from new and in first class condition throughout. Fitted stereo radio/cassette, £1,750. Tel.: 01-723 5720 or Selsey 2250 (View London or Sussex). (2811)

RILEY 2½-LITRE Roadster, 1949 model. A rare open 2-seater with much recent work. £675. Malone, Tel.: 01-648 5418 (evenings). (1264)

MG-C ROADSTER, 1968. Much time and money spent on this immaculate vehicle. Extras include w/w, 8-track stereo, taxed and tested for a year. £825. Tel.: Sheffield 873398. (1092)

ALFA 1600. New piston/liner set, £40 o.n.o. Also 3 XK150 wires. Tel.: Bourne End (Bucks.) 21138. (1265)

MORGAN 4/4 Competition, 1969. Yellow, 2-seater; wires; leather trim; 29,000 miles. £1,025. Tel.: Luton 57804. (1093)

MG-B GT. "K" reg. 1971. 11,000 miles only. One owner, sun roof, h.r.w., wing mirrors, overdrive, servo brakes, Ziebart rustproofed Bedouin/tan interior. £1,295. Tel.: West Kingsdown 2652 (near Brands Hatch). (1094)

MG TD II, 1953. Complete body restoration new hood/screens/rear wheel cover; interior trimming. Many new chrome and rubber fittings; 5 good tyres; wood rim; luggage rack; tonneau and many extras. Bills and log kept for last 5½ years. Beautiful car for £860. Tel.: Caterham 43007 (Surrey) (evenings). (1095)

TR6, 1971 Roadster. "K" registration. White, black trim, overdrive, £1,250. Part-exchange considered. Tel.: 01-850 7296 (evenings and weekends). (1096)

BOND EQUIPE GT, 2-litre convertible, 1969. Blue/black; low mileage; overdrive; taxed and MoT. Excellent condition. Tel.: 01-656 0545 or Chichester 85076. (1098)

RILEY RME, 1½-litre, 1954. Original dark green. Very good order; new MoT, £385. Tel.: Limpley Stoke 2509 (Wills.) (early mornings). (1100)

FIAT 128, 4 door. Yellow, March 1972; 15,000 w/mirrors; inertia belts; h.r.w.; underseal; immaculate 1855 o.n.o. Lawrence Tel.: 01-935 8527 (day), 01-845 0674 (evening). (1103)

ASTON MARTIN, DB5. 1965 Superleggera, red, w/w; Sundyn electric windows; white interior; radio; seatbelts and all usual extras. Recent complete overhaul but now must sell for personal reasons. Best offer over £1,000 secures for quick sale. Mr. Simpson, Tel.: 01-267 2541 (day), or 01-328 1309 (evenings and weekends). (1104)

RARE 1950 E93A Ford Anglia. Not to be confused with the ubiquitous popular. In excellent condition, and original throughout. A collector's car, £150. No offers. Tel.: Hemel Hempstead 58715. (1105)

1938 FRAZER NASH BMW type 326. Matilda is approx 25 per cent rebuilt; requires completing. Space required, hence low price of £250 o.n.o. Goodwin, Tel.: 061-775 4011 (day), 061-775 5146 (evenings). (1106)

LOTUS 7, Series II/III rebuilt 1600 c.c. Cosworth engine; c/r gearbox; new Avons; bodywork poor; complete history. £475 o.n.o. Tel.: 01-636 6255 (Stapleton). 01-205 0398 (evenings). (1107)

1926 3-LITRE BENTLEY. Red Label Speed mod el, 4-seater tourer in near concours cond. Leather upholstery; complete recon. engine last winter. New tyres. Best offer over £4,000. Tel.: Brecon 3657. (1108)

MIDGET 1971, one owner. Service history; radio; recent major service and new radials; exceptional all round condition. Offers over £600. Tel.: Godalming 4620 (evenings). (1111)

TRIUMPH TR5, 1968. Royal blue. Reg. No. LES 777G. Hard-top, soft-top; radio. New clutch, starter motor; alternator; fuel pump, exhaust and rear suspension in last year. MoT July 1974. Taxed. £835. D. Pheby, Tel.: Whitley Bridge 791 (day), Wakefield 822670 (evenings). (1112)

BENTLEY "R"-TYPE, 1959 by Freestone and Webb. Black and grey; very good condition; MoT, taxed. Impressive car. £1,550 only for a quick sale. Tel.: 01-348 4517. (1113)

FOR SALE—continued

LOTUS CORTINA, 1970. Low mileage; MoT, tax. £750. Tel.: Doncaster 58814. (1091)

1913 TOURER body with original leather and hood. Alvis 1934, 4-seater tourer. Superb condition; many parts rebuilt including engine available after September 9th. Also registration DLN 1. Box 4023. (1114)

ASTON MARTIN, DB4. Exceptionally attractive, very pale grey. Good all round condition. Full history. 1925. Available Norfolk possibly London; Box 4024. (1115)

BMW 2002, "J" regd. Atlantic blue with silver roof; twin speaker, radio; Motolita steering wheel; twin Cibie spotlamps; Maserati air horns; tow bar. Excellent example of this fast economical saloon. £1,195 HP arranged. Tel.: Shipley (Yorks.) 51892 (after August 6th). (1116)

1936 WOLSELEY 14. Exceptional condition, first-class mechanics, good body, all new tyres. Very original. Genuine reason for sale. £300. Tel.: Cannock 3377. (1117)

CORTINA GT, 1965. Only 180 made, one of few left. Body needs work, mechanically excellent. Taxed March, MoT January 1974. Radio, inertia reels. £300. Elenor, 66 Town St., Duffield, Derby. Tel.: Derby 840574. (1118)

LANCIA FULVIA Rallye coupé (April 1972), to current specification including h.r.w. and five-speed box. Red/black. Sensible extras, including Dinitrol treatment. Carefully driven from new (collected car personally from Lancia, Wembley). Meticulously maintained by "Lancia only" garage. Second-car usage, hence mileage only 11,650. £1,580 or with new 6-in. Chromadoras and 175 ZXs (cost £160+), £1,550. Might consider exchange equally well cared for Porsche 912. Watts, 11 Pylesthorne Close, Wallington, Somerset. Tel.: Wellington 3286. (1119)

1936 S.1 BENTLEY. MoT to July 1974. One owner for past seven years. Price £850. Tel.: Chelmsford 55852. (1121)

TVR 2500, October 1971, silver, sun-roof, radio; one owner. £1,350. Tel.: Hagley 2801 (Worcs.). (1122)

RS16 ESCORT, 1972. "K" reg. White/black interior, radio; taxed. Recent complete overhaul—no expense spared; mileage 25,000. Bargain at £1,075. Tel.: Leamington Spa 29341. (1123)

ALFA ROMEO 1750 Spider Veloce, August 1969. Ivory/black; 30,000 miles since new, immaculate. £1,255. Tel.: Bitton 3212 (Bristol) (evenings/weekends). (1124)

DAIMLER LIGHT Straight-Eight, 1936. Engine and flywheel unused since complete recondition 1957; original coachwork in fine condition but top engine cover missing. Over £1,500 expected for this fine carriage. Tel.: Leighton Buzzard 2108. (1125)

CONVERTIBLE AUSTIN 1800 with power hood, one only built by Abbott Coachbuilders. Registered December 1964. Finished in blue-beige leather interior. Genuine 37,000 miles. Truly immaculate. £825. Tel.: Woking 65535. (1126)

LOTUS CORTINA, 1968. Ermine white. Immaculate car. Long MoT. Nearly new low-profile G800s. £550 o.n.o. Tel.: Holbeach 23118. (1127)

LOTUS ELAN Sprint, 1971J. 17,000 miles. Radio, air horns; recent overhaul. Red over white. Immaculate car. £1,390 o.n.o. Tel.: Ferndown 71536. (1128)

SUNBEAM SPORTS, 1930, sunshine roof, cycle mudguards. Near "concours". £1,250 o.n.o. Tel.: 0432 3167. (1129)

RAMBLER CLASSIC convertible, auto, power hood, 1966. RHD. Galvanised body plus original underseal. A really beautiful car in superb condition. 55,000 recorded miles. Seen London or Suffolk. £695. Tel.: Cockfield Green 234. (1130)

MG-B ROADSTER, 1967. "F" reg. Red. Overdrive, wires, tonneau. New clutch and batteries. £575 o.n.o. Tel.: 01-890 9177. (1131)

A CAR in a million, 1969 ('68G) TR5. BRG. Surrey top. One middle-aged owner and only 29,000, repeat 29,000, miles since new. Overdrive, wire wheels with special 3-spoke hub-caps, radio, chrome rack, interior Silent Travel, underseal, Cibie head- and spot-lights, air horns. Shares stable with Continental Bentley, Aston Martin and Peugeot. Absolutely immaculate. £900. Tel.: Byfleet 47853. (1132)

FOR SALE—continued

TR6, 1970. Overdrive, wire wheels. A superb, very fast motor finished in white. £1,000 o.n.o. Would take MG TC or TF in part exchange. Tel.: Leiston 830645. (1133)

MG TD2, superb original condition because carefully maintained. Bills available. Viewable London. Bargain £795. Tel.: Preston Capes (Northants) 272. (1134)

LOTUS EUROPA S2, 1969. Bahama yellow. Cosmics with new SP Sports. Hermes conversion. Radiomobile, air horns. £995 o.n.o. Tel.: Sedgley 4544. (1135)

1967 WHITE TRIUMPH Herald. Sun-roof. Black interior. Genuine 41,000. Taxed, MoT July 1974. Exceptional condition for year. Exchange with up to £250 cash for sports car or convertible. Hagerty, 48 Westbourne Rd., Southport. (1136)

TRIUMPH 1300, 1968. Excellent condition. Exchange with spot cash for late model estate or sports car. Box 4025. (1136)

XK150S 3.8 f.h.c., late 1960, in specimen condition. £1,500 or sensible offer. Private sale. Would exchange for Triumph Stag 1972-73—manual, hard- and soft-top—cash adjustment. 75 Canford Cliffs Rd., Canford Cliffs, Poole, Dorset. Tel.: 0202 78277. (1137)

LOTUS +2, "G" reg. Blue and silver. "Concours" condition, low mileage. Recent engine and gearbox overhaul. Electric windows, radio, tape stereo, electric fan electric aerial, h.r.w. Any inspection invited. £1,200. Tel.: 01-524 5184. (1138)

ROVER ENTHUSIAST. I am a Rover 10 and I was born in 1936. I have had a very good life and travelled only 110,000 miles with three very careful owners. I am still in excellent original condition and wish to remain that way, so please will a genuine Rover enthusiast make a good offer for me. I live at: 76 Windemere Ave., Millbrook, Southampton. Tel.: 773785. (1139)

TR6, 1969, 34,000 miles, one owner. Sell £895 or exchange, possibly plus small sum, for Lancia or WHY? Box 4026. (1140)

HEALEY 3000, 1960. H/soft-tops. Over £450 spent in last year. Complete engine overhaul, with many new parts. Nice car. Offers around £500. Tel.: Sheffield 56486 or 365941. (1141)

MK. VI BENTLEY, 1950. Maroon over grey. Radio, full tool kit, sun-roof; new tyres. Good history, well maintained. A very good and reliable example. £725 o.n.o. Mr. King, Tel.: 061-445 3104 (daytime), 061-428 5191 (evenings). (1142)

LOTUS CORTINA, 1965, superb, all extras. Maintained regardless of expense by bank, hence sale, £395 to clear. Red. Tel.: Woking 4786. (1143)

DROPHEAD ASTON MARTIN DB2/4, Mk. III. Excellent mechanics, body, interior. £1,050. Tel.: Deddington 434 (Oxon). (1144)

LOTUS SEVEN S.2, tuned 105E, full weather equipment; genuine low mileage. 100 m.p.h. or 45 m.p.h. Taxed, MoT. Superb condition. £550 o.n.o. Tel.: Radcliffe (Notts) 2367 (after 6 p.m.). (1146)

MG TF, 1954. Immaculate condition. BRG. Bills for last 10 years. Must be seen. MoT, one year. £1,195. Tel.: 01-500 3149. (1147)

COOPER "S", 1964, 1,071 c.c., 12 months' MoT, three months' tax. Five good radials. Immaculate condition. Bishop, Tel.: Tackley 396 (near Oxford). (1148)

MORGAN 4/4, 1971, white, excellent condition. Wire wheels, radio, louvre bonnet, etc. £1,350 o.n.o. Tel.: Canterbury 66822, ext. 7526 (day). (1149)

MORRIS 1100 Downton Motorway conversion, Cooper gears, brake servo, special instruments etc.; total value approx. £200. "F" reg. Long MoT. White/red interior. Marked book but professionally rebuilt, so at £235 the goodies are free! 12 Dalmeny Rd., Carshalton, Surrey. Tel.: 01-647 5650 (evenings or weekends). (1150)

MG-B GT MK. II, Group 3 form. Two races only, Nurburgring and Spa (2nd 132 m.p.h.). Now untouched very fast road car. One registered owner 39,000 miles. Specification includes Alan Smith 138-b.h.p. motor, ZF limited-slip differential, 20-gal. tank, racing filter, pump and jacks. 5½ x 14 in. special alloy racing wheels, new 185 Cavallinos; twin braking system; adjustable rear suspension. Just professionally resprayed blaze red. Looks as new and gift at £1,100. All letters answered. Preston, Lancashire. Box 4027. (1151)

TR3A, 1960, superb condition. Two new steel wings, respray, mechanical rebuild (new pistons, liners, etc.); re-upholstered, new carpets. Hard-top, tonneau, 1/rack. £550. Ring Mr. Waring Green; 01-623 1050 (daytime), Itchen Abbas 421 (evenings). (London viewing possible). (1152)

TR4A, 1966, white. Surrey tops, overdrive, Motorola, many extras. Low mileage; excellent example. £720, offers. Tel.: Whitchurch 7301 (Bristol). (1153)

BMW 2002Tii fuel-injection coupé, September 1972, "L" registered. One private owner, now selling, 7,000 miles only, absolutely as new throughout. Heated rear window, Golf yellow, black inside. Taxed. £2,295. Tel.: 01-660 0649 (Kenley, Surrey). (1154)

MERCEDES 190D Diesel, 1963, one owner since new, absolutely specimen condition in every respect. Must be nicest available for year! £595. Tel.: 01-684 9043 (Croydon, Surrey). (1154)

JAGUAR XK150 fixed-head, suede green, tan interior. Auto. Two owners. Very low mileage for year. Service records. £1,295. Tel.: Reading 582839 or 472309. (1155)

MINI COOPER 1275 "S" Mk. III. Red, black interior, 16,600 miles. Host of extras. Special dash. Radio, mag. wheels. Impeccable, highly polished condition. Must be seen. £1,025. Tel.: Reading 582839 or 472309. (1155)

ONE OWNER, genuine 49,000 miles only, 1954 model Hillman Minx. Service history. Sensible offer please. Wright, 1, Nonsuch Court Ave., Ewell, Surrey. Tel.: 01-393 8272. (1156)

TR6, DEC. 1972. Emerald green. Soft-top, o/d., p/b, radio, electric aerial, spoiler, 4,500 miles. Cover. Tow bar. Taxed. FRY 100L. Under warranty. As new. £1,475 o.n.o. New car coming. HP arranged. Tel.: Leicester 885846 (C. Cave). (1208)



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1973 TVR 3000M, finished in sun beige, fitted h.r.w. and alloy wheels; 4,000 miles, one owner; excellent. £2,295

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1969 TVR Vixen S2, in Ralleyfleck blue and silver, fitted alloy wheels; one owner; very attractive car... £1,075

1969 TVR Vixen 1600 S1, in yellow, fitted stereo radio, 6L wire wheels, fat tyres, nice example £895

1968 TVR Vixen S1 1600, in flame red, with wire wheels; very clean car... £845

1972 (L) TRIUMPH Spitfire, in white, fitted overdrive and tonneau cover; one owner... £875

LOTUS Elan S3 S/E fixed-head, in red, with k/o wheels and radio; recent engine overhaul... £695

1970 JAGUAR 'E'-Type 2-2, automatic, finished in light blue with chrome wire wheels and radio. Reg. No.: 424 HFR. Excellent value... £1,995

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1971 V12 E-TYPE 2+2 Automatic, in primrose with black trim. **£2,995**.
1972 N.S.U. Ro80. Flame orange, black trim. Fitted radio, electric aerial; immaculate throughout. **£1,995**.
1970 E-TYPE 2+2 4.2, Manual. Finished in tangerine, Sundym glass, chrome wire wheels, 5-speed, push-button radio, electric aerial; very low mileage. **£1,995**.

ULTIMATE FORD ESCORT, fitted with 3.5-litre Rover engine, E-Type gearbox, wide J. A. Pearce wheels, professionally built late 1971 at cost of £4,000. Done less than 200 miles, bargain price **£1,495**.

K-REGISTERED 1970-BUILT PONTIAC FIRE-BIRD 350. Four-speed Munci box with Hurst shift, wide magnesium wheels. Finished in eye-catching metallic mauve with tan trim and black vinyl roof. Very low mileage. **£1,895**.

1965 FERRARI 330GT, recent extensive rebuild, respray and re-upholster. Rapidly becoming a collector's item. Good investment at **£1,495**.

1971 BMW 2002, in eye-catching canary yellow with black trim; very low mileage. **£1,695**.

1965 MASERATI QUATTROPORTE, l.h.d., all extras including air conditioning. Very good mechanically, no rust, but requires respray to make this vehicle immaculate. Offers around **£795** for quick sale.

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Also available an actual Sunbeam WORKS TEAM CAR and several other fine classics. Finance is available and we are willing to take any interesting car in part exchange.

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1955 TR2. British Racing Green. Radio, etc. Completely rebuilt and in beautiful condition ... **£575**
1965 'E'-Type 4.2 2+2. In brilliant red. Push-button radio, chrome wheels. Very beautiful sports car ... **£890**
December 1966, 1967 model JAGUAR 420G. A superb luxury car. In perfect condition ... **£690**
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1970 MERCEDES-BENZ 250SE coupe, white, blue trim ... **£2,850**
1967 MERCEDES-BENZ 250SE. Green ... **£1,750**
1968 LOTUS Elan 2+2. White, black trim. Recent engine overhaul ... **£1,195**
1968 ALFA ROMEO 1300 GTV. Ochre, black trim ... **£895**

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FOR SALE—continued

LOTUS SUPER 7, Series 3. "H" registration. 1600 GT cross-flow engine. Factory built. Full weather gear, heater, mag. wheels, G800 tyres, discs, Intertech steering wheel. Never raced. Immaculate. £825 o.n.o. Tel.: Bradford 678664 (mornings/evenings). (1184)
1972 LOTUS Europa Twin Cam. Lime green, black int. Radio, mag. wheels; 13,000 miles. HP available. £1,575. Lockerley Motors, Hampshire. Tel.: Romsey 40404. (1185)
MG TA-TC, 1938, excellent condition. Taxed, MoT. Good runner. Full weather equipment. Tel.: Clive 373 (Shropshire). (1186)
DAIMLER CONQUEST, 1954, MoT, good condition; extras, plus spares from dismantled Conquest. £130 o.n.o. Tel.: Willenhall 66263 (Staffs.). (1188)
TVR, 1961, Grantura, Ford 1200 engine, carbs. and manifold would suit 1500. £200. Tel.: Peterborough 222268. (1189)
LOTUS CORTINA, 1963, recently reconditioned engine and gearbox; good condition throughout. £300. Tel.: Peterborough 222268. (1189)
DAIMLER SP250, 1963, hard/soft-tops. MoT till April 1974. £700. Tel.: 01-622 6185. (1190)
DAIMLER SP250 (Dart). Just completed reconditioning. Hard-top, soft-top, tonneau. £765 o.n.o. Tel.: 051-342 5422 (Liverpool). (1191)
TRIUMPH GTR4 Dove 2+2 coupé. Similar in style to Scimitar GTE. In really outstanding condition with immaculate powder blue body-work. New engine, clutch, tyres, sun-roof, radio. Probably one of the best in the country. Taxed, MoT. £575 o.n.o. Tel.: Woodseaves (Staffs.) 461. (1194)
XK120 D/H COUPE. Price £1,250. Call at Bromfield Manor, Bromfield, Shropshire, or Tel.: Bromfield 279. (1195)

FOR SALE—continued

XK120 ROADSTER, 1951. C-type exhaust. Rechromed. New hood, petrol tank, fuel pump, radiator core, ball joints, track-rod ends. Gear-box reconditioned. MoT. £1,200. Brooke, Tel.: 01-373 5261. (1192)
JENSEN CV8, 1964, very good condition. Taxed, MoT. Radio. Tel.: Cardiff 64760 (evenings). (1196)
LOTUS ELITE, 1963, must be sold this month. First offer over £500 accepted. Rebuilt last year. For details: 3 North Parade, Derby, until 10th; after Tel.: Forres 2731, Rob Austen. (1197)
SCIMITAR 2.5, 1966, overdrive, wires, radio. Good order, full history known. Licensed December; three owners. Offers around £475. Tel.: Matlock 3505. (1198)
ONE OF THE last Mk. II Mini Coopers, one owner. White/black roof, sun-roof, radio, spot/fog, servo, oil cooler, alloy wheels, panelled fascia, rev/ammeter, complete service log. Recent tyres/exhaust. £575. Tel.: Chester 38249. (1199)
1954 HUMBER Super Snipe saloon. Black, low mileage; 1 year MoT. Solid and dependable. Tel.: 01-348 7563 (evenings). (1200)
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FOR SALE—continued

1967 TIGER, 4.7 export model r.h.d. A rare genuine car in immaculate condition, sensible offer. Also 1965 4.2, only 32,700 miles from new; 6J Cosmics, h/s-tops; Mediterranean blue, £725 or part exchange as new 2-litre up saloon. Wright, Red House Farm, Gedney Marsh, Spalding, Lincs. (1246)
GINETTA G15, 1970 "J" registered. Recent 998 c.c. engine with R23 camshaft, giving useful performance for road and sprint use. Around 110 m.p.h., 0-60 in 9 sec., 35 m.p.g. Adjustable rear shocks. Cosmic wheels, half new price at £800. Dawson, Tel. Metheringham (052-62) 525 (evenings for full details). (1247)
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1968 ELAN +2, red, black interior. Excellent condition. £950. Tel.: Wadhurst 3413. (1293)
MG TDI, 1950. Just complete thorough restoration and is now in immaculate original condition. Strongly recommend inspection at £925 o.n.o. Tel.: Little Chalfont 2350 (Bucks.). (1294)
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TR4, 1964, signal red. Taxed December, full year's MoT. Wide wheels, spots, radio, etc. Bodywork good; excellent refitted interior. £415 o.n.o. Tel.: Rawdon (Leeds) 3249 (evenings). (1296)
SUNBEAM-TALBOT Mk. III, 1957. MoT May 1974. Overdrive, sun-roof. Sound original condition. £125 o.n.o. Tel.: Great Bolas 284. (1297)
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JAGUAR XK150 Special Equipment, 1957, i.h.c. Nice one. Body renovated to very high standard. Lot of money spent on improving its condition. £895. Tel.: Orington 26009. (1309)
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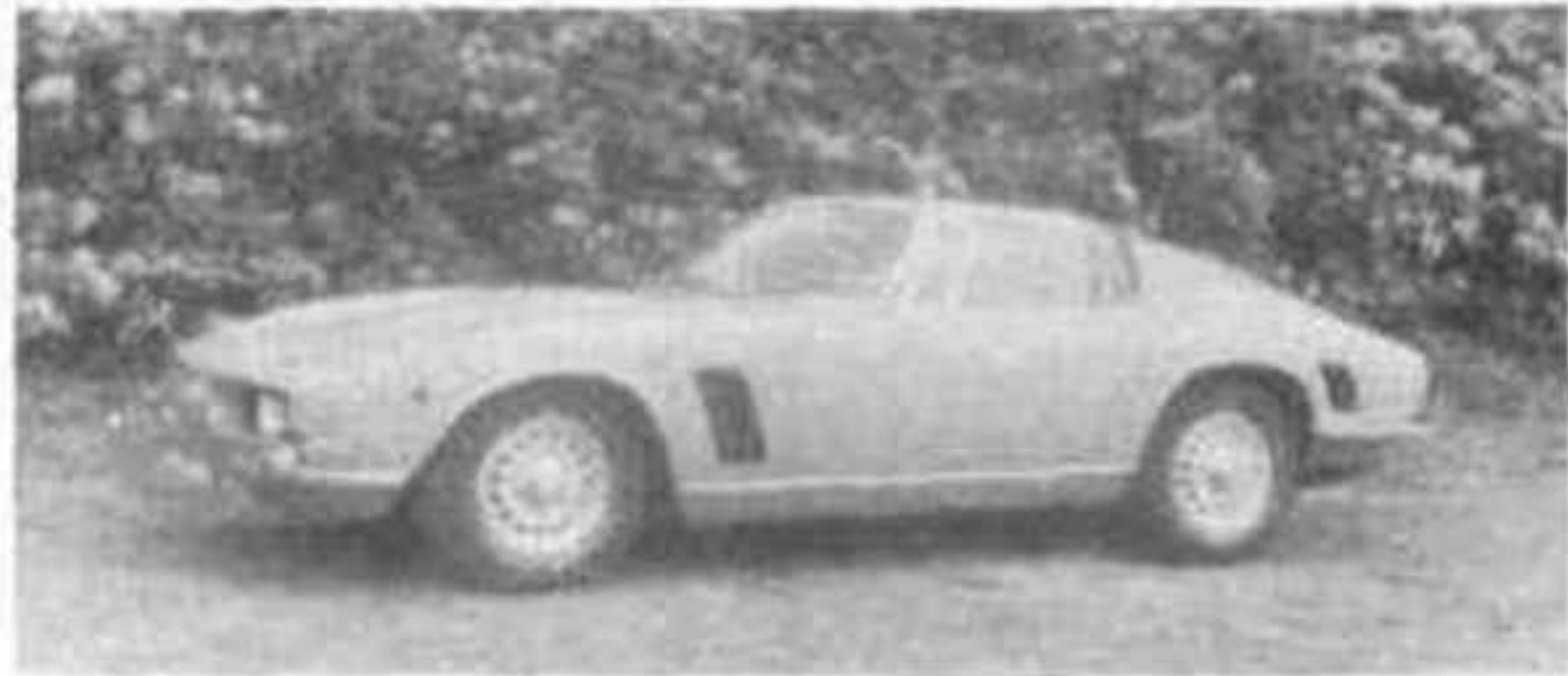
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MG TC, 1949. Fully restored by "T" type specialist. £2,150. For full details, write: Ross, Flat 8, Lakeview Court, West Avenue, Leeds 8, or Tel.: Leeds 651199. (1326)
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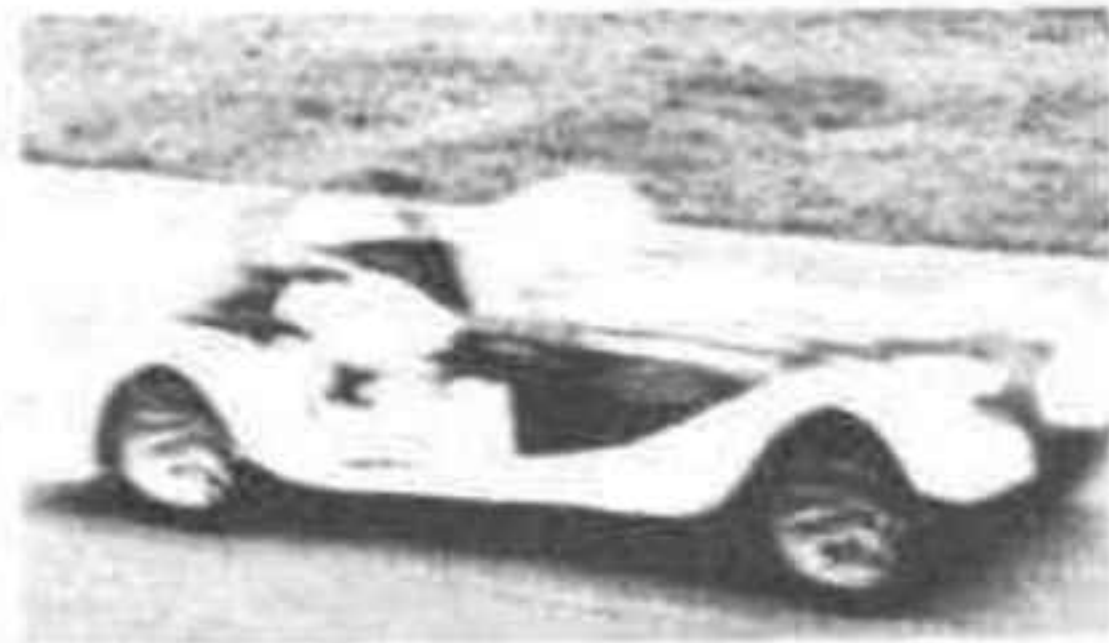
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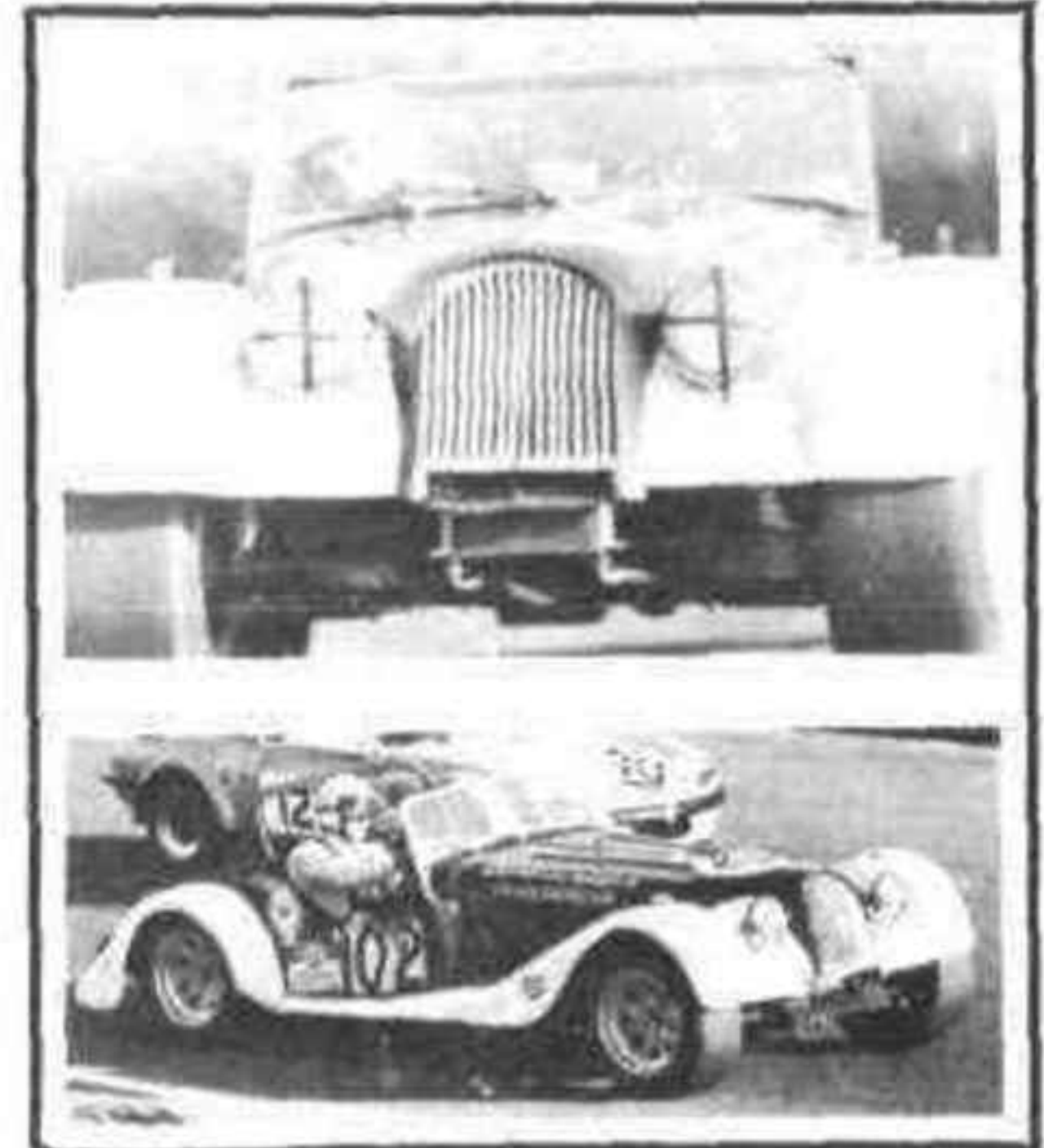
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LANCIA FLAVIA, 1800 Farina coupé. Nov. 1967; white; radio; sun roof. £700. Tel.: Heckmondwike 403305. (1425)

ALFA 1600 Sprint GT Veloce, 1968. Yellow; radio. £750. Tel.: Heckmondwike 403305. (1425)

PARKER-JAP famous early "500". Dismantled, less engine. £130. Cummings, "Brooklands", Vicarage Road, Stoke Gabriel, Devon. (1426)

ALVIS SPEED 25, Charlesworth saloon, 1936. Fitted with Perkins P6 diesel engine. Good general condition; taxed and tested. £295. Howarth, 16 Bakehouse Lane, Ockbrook, Derby. (1340)

SIDDELEY SPECIAL, Mk. II, 1935. Thorough chassis rebuild almost finished. Radiator, bonnet, front wings, running boards, lights, instruments etc. included, but no body. £1,200 o.n.o. for this rare P.V.T. M. Trentham, Tel.: Knowle 2321 (Warwickshire) (evenings). (1341)

MORGAN 4/4, 1960. 2-seater; thoroughly roadworthy; 12 months MoT; getting wed! £310. Leicester 548146. (1345)

ALVIS SPEED 25, Charlesworth 1937. Twin exhausts; mechanics all good; MoT, taxed. Refinished; rechromed; new tyres. Photo available. £1,500. Tel.: Leominster 2314. (1342)

MG J-type, 1932. Rebuilt; v.g.c.; replica polished alloy body. Original mechanics; new MoT. Tel.: Walton-on-Thames 21674. Box 4036. (1343)

FOR SALE—continued

AUSTIN HEALEY 100/b. Fitted Mk. II 3000 engine; gearbox and overdrive; hard-top; wire wheels; seats recovered. New carpets, full MoT. First regd. September 1958. First £350 o.n.o. Tel.: Ripley 811572 or Alfreton 3507 (Derbyshire). (1346)

TR6 APRIL, 1973, Series 2. Emerald green/black. Overdrive; taxed and balance of warranty; 2,500 miles, as new. £1,650. o.n.o. North. Tel.: 01-937 8077 (9.5.30). (1347)

1961 MORGAN plus 4 with Cortina 1600 engine. Good general condition. Offers. Tel.: Blackpool 21469. (1348)

ARMSTRONG SIDDELEY Lancaster saloon. Running; MoT; fair condition. £110 o.n.o. Tel.: 031-336 2060. (1349)

FROGEYE, 2,000 miles since new; 1275 engine/box; beautiful yellow rustfree body; discs; rollbar; antiroll bar; Motolita; radio; very wide wheels. Genuinely lovely car. £300 o.n.o. Tel.: Weybridge 47720. (1350)

XK150, SE, 3.8; 49,000 miles. 646 BNP concours award winner International XK Day, 1972; service history. Also reg. No. 6XK-K available. Offers above £1,550. Tel.: 01-777 9544 (after 7 p.m.). (1362)

1905L MERCEDES, 1963. An immaculate example of a classic car. Bills for £450. Respray, engine, clutch etc.; l.h.d.; blue. Offers over £700. Addison, Tel.: 01-874 1209 (after 6.30 p.m.). (1363)

FOR SALE—continued

AUSTIN A40, Somerset 1954, one owner. 59,000 miles. Very good condition, £100 o.n.o. Seymour, Riverhead, Netherfield Hill, Battle, Sussex. Tel.: Battle 2002. (1364)

LOTUS ELITE, 1962. Climax engine; white. Reasonable condition throughout. Needs some work. Tel.: South Petherton 40781. (1365)

MUST SELL my Triumph TR6, hence drastic reduction. Taxed, MoT, radio; recent tune. Only £850. Tel.: 01-504 5536. (1366)

PORSCHE 911. Black interior, red, 1967. Excellent condition £1,390. Tel.: 061-485 2791. (1367)

LOTUS ELAN, S4 SE, d.h.c., 1970 "J" reg. White, one previous owner; radio; sprint couplings. Genuine 20,000 miles maintained regardless of cost; condition well above average for year. First sensible offer over £1,000 secures. Tel.: Sandbach (Cheshire) 2791. (1368)

MG-B ROADSTER, 1966. Wire wheels; 5 good tyres; 12 months MoT; average mileage. £500 o.n.o. Tel.: Leeds 812309 (after 7.30). (1369)

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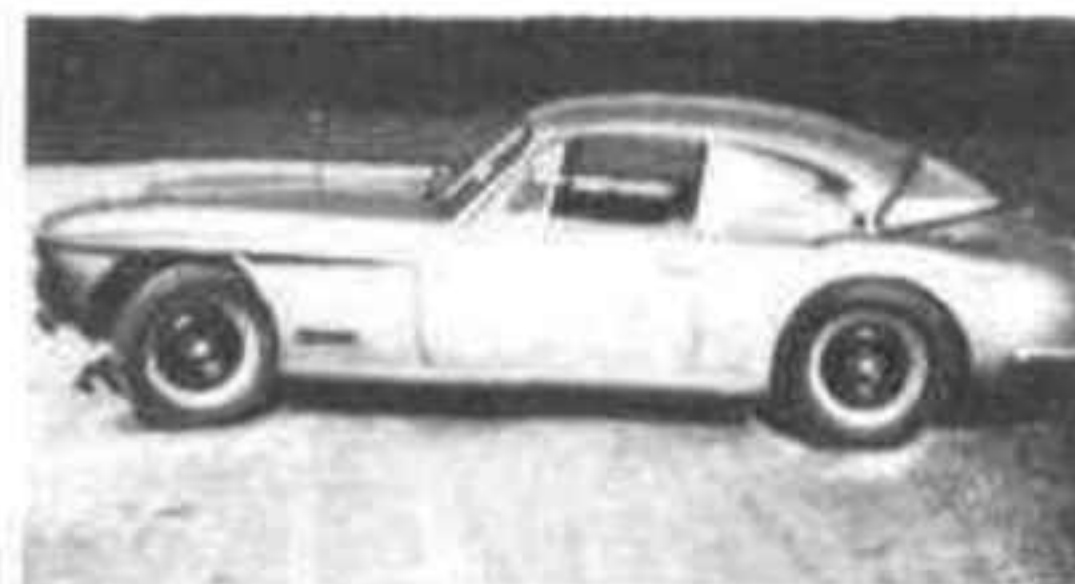
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1973, SERIES THREE. METALLIC
 BURGUNDY, CHROME SUSPENSION,
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 HOOD, HEATER, KENLOWE, SPAX.
 ABSOLUTELY IMMACULATE.

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Phone for further details.

Lots new spares, 30's cars, and 6-volt
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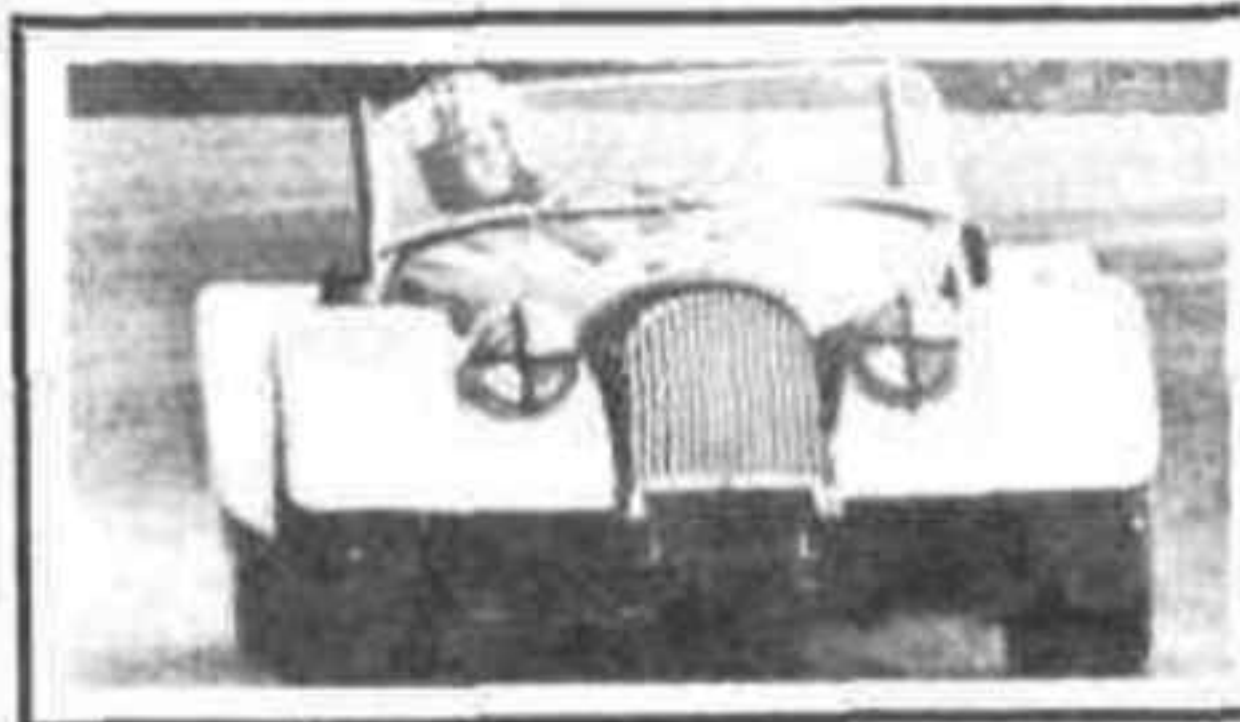
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FOR SALE—continued

MG-C 1968, "G" reg. Taxed, new MoT.
 Immaculate throughout, no extras. £625.
 Offers? Tel.: Staines 51107 (evenings).

(1333)

CHRYSLER WIMBLEDON, 1936, 3.3-litre
 Six. Right-hand-drive 3rd owner; 94,000
 miles. Black coachwork, beige leather in-
 terior. Superb original condition; 12V
 electrics; hydraulic brakes; o/drive. Mass
 of spares, in everyday use with long
 MoT. Sound investment with no restora-
 tion problems. Private sale, £500 o.n.o.
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(1334)

DAIMLER SP250. Overhauled; resprayed
 red with black; hard-top. Must sell to
 make room for wife. Offers (for car)
 around £590. Tel.: Swynnerton (Staffs.)
 677.

(1334)

1971 MG-C. Believed last sports model;
 immaculate condition; Koni's; radio; hard-
 top, etc. £1,095 o.n.o. Tel.: 021-357 2169
 or 021-449 5814 (after August 4th).

(1336)

MG-C ROADSTER. White with wires;
 overdrive and Radiomobile. This is an
 excellent example with some recently re-
 newed essentials. £600. Tel.: Derby 53789.

(1337)

MG-B ROADSTER with wire wheels; over-
 drive and fitted new hood. Finished in un-
 marked BRG. This is an exceptional
 example for a 1966 model or even a 1968.
 £450. Tel.: Derby 53789.

(1337)

ALVIS TD21, 1960. Possibly best example
 available. Sell or exchange Bristol 406.
 Tel.: Epworth (Lincs.) 710.

(1338)

MG-C 1968, D.h.c., blue/black interior;
 wire wheels. Excellent condition, engineers
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 4.4-LITRE**

'J' registration, manfd. late 1968.
 Farina four-seater. L.H.D. Blue. Very
 fast. Managing Director of Eng. Group's
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Telephone: 021-556 1921 (office)
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FOR SALE—continued

MG MIDGET in OEW with Ashley GT.
 H/top and Williams Pritchard bonnet;
 servo, p/b Motorola; wire wheel; Cints.
 5,000 miles on recon. engine; gearbox;
 front suspension, a nice immaculate
 example, £295 or near offer. Tel.: Dyserth
 240. (Flintshire). (1328)

VW-PORSCHE 914S, 1970. Signal orange,
 four new Michelin XAS; Cosmics; luggage
 rack; ski rack; stereo cassette player; mid-
 engine 5speed; Targa top; two luggage
 boots great roadholding; relaxed 100
 m.p.h. cruising. Porsche maintained. Avail-
 able September. Box 4032. (1329)

1932 AUSTIN 10. In good order, regi-
 stration AMY 149, £350. Tel.: Exeter
 78466 (office), Bickleigh 403 (home).

(1330)

RARE VW Beetle convertible, R.H.D.,
 1961. New hood; superb. £525. Tel.:
 Bristol 625730. (1331)

BOND EQUIPE, 2-litre convertible; "H"
 reg.; new hood; overdrive; radio; taxed
 April 1974 MoT April 1974; low mileage.
 Must sell, tears in eyes. Offers on £685.
 Tel.: Bournemouth 38014. (1332)

FOR SALE—continued

1972 LOTUS Europa Twin-Cam. Red, black trim. Radio, alloy wheels. £1,650. Tel.: Camberley 22812 (Saturdays and Sundays only). (1157)

JERSEY REGISTERED 1971 MG-B GT, racing green, immaculate condition, one careful owner, 11,000 miles, genuine. Shipping and tax paid to suitable offer. £1,300. Tel.: 051-426 7775. (1158)

JENSEN CV8 Mark III 6½-litre automatic saloon. Low total mileage with regular maintenance; taxed; MoT tested. Jensen Owners' Club registered. A fine example of these classic cars which will more than fulfill one's expectations. Tel.: Chapel Brampton 3120 (Northampton) for financial arrangements and further particulars. Also Jensen CV8 Mk. II available. Also 1956/7 Interceptor aluminium-bodied 4-litre saloon which can be an investment. (1159)

UNIQUE DAIMLER, originally Lanchester Dauphin 1953 Show model, in effect Century with two-door Hooper coachwork. Also Lanchester LD10, 1951. Both excellent condition with recent engine rebuilds and other work. Extravagant offers please for either or both. Ramage, Tel.: Macclesfield 23417. (1160)

JENSEN-HEALEY, three months old, 3,000 miles, finished in beautiful Jensen mustard. All usual extras, plus Motorola radio. Absolutely as new. Bargain only, £1,795. Tel.: Woking (Surrey) 67057. (1161)

LOTUS EUROPA S2, "J" reg. Silver. Else conversion, alloy wheels, SP Sports, radio, 33,000 miles. Taxed until April 1974. Workshop manual. Beautiful car. £975 for quick sale. Flat 7, Kingsgate, Waterdale, Doncaster. (1162)

AUSTIN HEALEY 3000 Mk. III, 1965. BRG, overdrive, wire wheels. Nearing completion of extensive restoration. 63,000 miles. Dog forces regretful sale for about £800. May visit London but please telephone Cowes 5670. (1163)

NSU 1200TT, June 1972. If you're looking for a TT, you won't regret looking at this one. £800. Tel.: 01-405 2406 ext. 20, or 01-892 7505 (evening). (1164)

LANCIA FULVIA Coupé Rallye, 1.3S, 1970, white. Excellent condition, new ZX tyres. House purchase forces sale. £1,200. Available early October. Tel.: Cheltenham 29979. (1165)

AUSTIN HEALEY Sprite. Soft-top, wire wheels, good tyres, all weather equipment. British Racing Green. Excellent condition, regularly serviced. Price £555. Tel.: Castle Combe 782563. (1166)

LOTUS ELAN +2, 1968. Excellent all round condition. Recent engineer's report. Any inspection invited. £965. John, Tel. (business): 01-977 3231, ext. 209. (1167)

GILBERT 3-LITRE, 1969, f.h.c., 6½, mag. wheels, 2/4 seats, electric windows. Fitted new front discs and pads, new rear shoes; low mileage. £950, HP can be arranged. 161 Barnsley Rd., Cudworth, near Barnsley. Tel.: Barnsley 710521. (1168)

ROLLS-ROYCE 20/25 Barker sedan de ville, in black, a specimen. Reg. 1934. Substantial offers please. Tel.: Reading 472309. (1169)

FOR SALE—continued

BENTLEY S.1 2-door Continental Park Ward, in suede green. Superb car in all respects. Tel.: Reading 472309 for appointment to view. (1169)

LANCIA FULVIA 1.6 HFS Rallye, 1970. Metallic blue. Flared arches, magnesium wheels, 5-speed box, aluminium doors, bonnet, boot. Low mileage. One of only 17 RHD examples of this rapid motor in this country, truly excellent condition, never raced or rallied. New £2,693, now a little over half price, £1,385. Tel.: 01-733 9964. (1170)

TR6, 1971, navy, roadster, 25,000, radio, wire wheels, tonneau. £1,150, HP available. Tel.: Sennybridge 278. (1172)

TR3A, BRG, wire wheels, rear seat. Used as second car past eleven years. Works replacement engine/clutch, 36,000 miles. Overdrive, oil cooler, anti-roll bar, luggage rack, 100/reversing lights. Steel hard/soft-top. New sidescreens, steering box, brakes, exhaust, Exide battery. MoT July 1974. Taxed December. Offers around £450. Ratcliffe, Hill Bark Farm, Frankby, Wirral, Cheshire. Tel.: 051-677 1330. (1173)

1953 XK120 f.h.c. Very fine example. Taxed and tested. Tel.: Havant 71915. (1174)

MG-B SPORTS, 1971, MDH 111J. Blaze, overdrive, air horns, Cosmics, SP Sports, Marshall Q1 headlights, Hitachi 8-track; undersealed. Magnificent. £1,075. Tel.: Walsall 20610 (evenings). (1175)

ALVIS SPEED 20/4.3, 1933, black, about the fastest pre-war 4-seat tourer. Oil filter/cooler, high c.r., racing tyres, together with vast stock of spares, including three engines, several types of gearboxes, unobtainable diff. ratios, new sets of pistons, etc. Substantial offers for this well-known VSCC car to 'Jock' Stephen. Tel.: 01-272 4140 (after 6 p.m.). (1176)

LAMBORGINI 350GT sports 2+2 coupé, "L" reg. Alloy body, finished in red, beige interior, electric windows. Very rare car in specimen condition throughout. £2,775, HP, PX. Tel.: 01-303 6025, 01-854 5799 (evenings). (1177)

MG-B ROADSTER, 1967, white, tonneau, wires, radio, etc. MoT. Good condition. £570. Tel.: Derby 25530. (1178)

ORIGINAL FROG-EYE Sprite, 1959, 948 c.c. Taxed, MoT, etc. £195 for quick sale. Tel.: Ludlow 3568. (1179)

DAIMLER CONQUEST Century II, original car with handbook, etc. Two owners from new, low mileage. Black/silver. Fair appearance. £175. Tel.: 01-427 3841 (business), 01-950 1554 (evenings). (1180)

ALVIS TA14, 1948, saloon, Duncan bodywork. Extremely rare car. Documented history. Good condition. Available Harrogate. £400 o.n.o. Tel.: Harrogate 85364. (1181)

TR5 PI, 1970, "J" reg. Soft-top, Damsen, 33,000 miles; good condition. £1,000. Tel.: Stoke-on-Trent 720237 (after 5.30 p.m.). (1182)

TR3A, 1958, wires, ZXs, overdrive, 2.2-litre engine, steel hard-top. Excellent condition body and mechanically. Offers around £225. Apply: 3 Church Close, Clowne, or phone Clarke, Woodhouse 3201 (business hours). (1183)

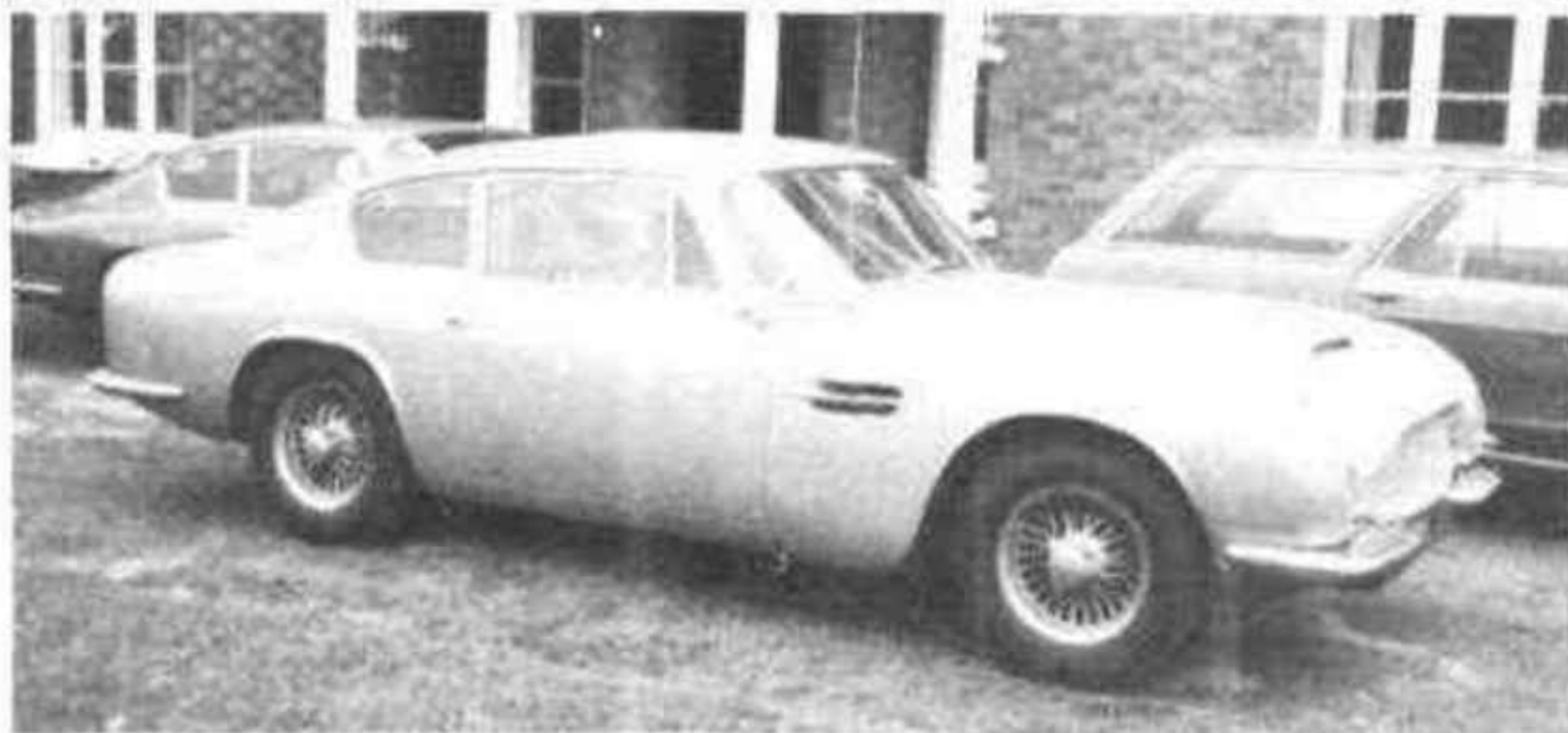
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ASTON MARTIN SPECIALISTS**



ASTON MARTIN DB6 Mk. 2, 1970 (October). 14,000 miles only. Automatic transmission, power steering, fuel injection, sun-roof, plus all usual extras. Finished in golden sand with tan trim. Absolutely superb throughout, and must be the finest available. **£3,750.**

1963 DB4 Vantage. The first Vantage saloon made with a unique specification, including electric windows, Sundym glass, sun-roof, slightly flared rear wheel arches. White with black trim. At present being worked on. Price depends on how soon you buy it, as it is improving all the time, but around **£1,000.**

Other cars available include 1971 DBS V8, 1969 DB6, 1965 DB5.

We now carry an even larger stock of new and used Aston Martin spares, mainly from 1959 onwards, and can supply most items not in stock very quickly. Some items in stock at present include new and used DB4 GT cylinder heads and cams, 3.7 and 4.0-litre heads and block, exchange crankshaft assemblies, gearboxes, body panels (used), trim, etc. We offer an exchange or outright purchase on reconditioned engines at a very competitive price, and will carry out any type of work from a routine service to a complete restoration and rebuild.

No matter how unusual the request, we will do it. For instance we have recently converted an automatic DB6 to manual, and have just converted a DB5 with a 2-litre diesel engine back to standard specification! Being a small and very enthusiastic concern we offer personal attention to the customers' requests, and if you are unable to get your car to us we will collect it from anywhere in Europe by trailer, and deliver again if required.

Even if you only have a technical query, please phone us. Our advice is free and will hopefully bring us business at a future date!

Although we specialise in Astons we also handle similar cars such as Ferrari, Iso, Maserati, Porsche, etc. Our stock changes regularly and we do not advertise every car, so if you are considering buying an Aston or similar car please contact us to find out what we have available.

In future we will be at most AMOC competition events racing our DB4 GT, 1 GRE. Parts, etc., can be delivered to these events if required.

WANTED: Any Aston Martin car or spare in any condition. Crashed cars, etc., bought.
WANTED: Conscientious mechanic used to working to the highest standards on high-performance cars. Previous experience on Astons not essential.

FAULD HOUSE, FAULD, TUTBURY, BURTON-ON-TRENT, STAFFS

**TUTBURY 2744 9 am—9 pm
near Burton-on-Trent**



What is it? A most beautiful special Alvis racing car. Mainly Speed 20/25 modified components with an alloy body built around 1954. The mechanical components, chassis, etc., are circa 1934. Beautiful condition and looks and sounds magnificent. We thought it was slow until taking it to Curborough recently, where it surprised us by making some very respectable times. British Racing Green of course, with tan trim. Ideal car for PVT events. **Offers around £2,000 required.**

FOR SALE—continued

ALFA ROMEO 1750 GTV, Mk. II, late 1970. "J" registration; radio; h.r.w.; new Cinturatos. Pale green tan interior. £1,265 for quick sale, exchange considered. Tel.: 01-446 0235. (1377)

TR6 SAPPHIRE Blue, Nov. 1971. 1 owner. Overdrive; tonneau cover; soft/hard-tops. Excellent condition. £1,245 o.n.o. Tel.: 01-508 8654 (Loughton). (1370)

TR2 TRIUMPH, 1955. This car is a far above average example of this rare model and must be seen to be appreciated. All steel bodywork, hard/soft-tops; tonneau; alloy wheels (wires are available). Excellent mechanically; MoT: July 1974. Gleaming BRG, bodywork which does not suffer from the body rot, normally associated with this model. A genuine and reluctant sale due to increase in family size; at only £325 o.n.o. Cranley, Tel.: Bradford 73601 (Yorkshire) (after 6 p.m.). (1373)

E-TYPE, orange, 1963. Sunroof; record player, radio. Rebuilt 500 miles ago. Best offer around £425. Taxman forces sale. Tel.: Woking 2070. (1374)

RILEY RMB, 1952. In daily use. Very good bodywork; silver grey; 5 new Xs; automatic seat belts. £225 o.n.o. Would deliver if required. Compton, 35 Oakland Park, Carrickfergus, Co. Antrim. (1375)

TR4, 1962. MoT. Superb machine. White/gold; wire wheels; o/s rears; spots; radio; overdrive; rack. Recent hood, tonneau. £395 o.n.o. Tel.: Warwick 42494. (1376)

TR6, 1972. Blue, hard-top; wire wheels; overdrive; radio; tow bar. New exhaust etc., 27,000. £1,200. Tel.: Stafford 61713. (1378)

1936 ARMSTRONG SIDDELEY Atlanta Sports saloon, 17 h.p. sound; very original. Needs some work, offers. Tel.: 051-652 6672. (1379)

1938 STANDARD Flying Nine; 55,000 miles. Sound, original. MoT'd June 1974. Offers. Tel.: 051-652 5141. (1379)

1951 DELLOW stage 2 engine. Full instruments; BRG. Most original Dellow award and production trials winner. Exceptional condition. Taxed, tested. £485. "The Copse", Brooklands Grove, Flax Lane, Lathom, Lancs. (1380)

AUSTIN HEALEY 3000, Mk. III; 49,000 miles. All extras; retrimmed. Tax and tested 10 months. £625 o.n.o. Tel.: Hastings 33404 (day), Bexhill 7866 (evening). (1381)

ROVER SPORTSMAN 75, 1948. Only 46,000 miles. In first class condition; MoT. Offers over £500. Tel.: Nantwich 0270 63964. (1382)

PRIMROSE YELLOW, E-type Jaguar, 1969, Series II. F.h.c.; chrome wires; radio; heated rear window. Recorded mileage 34,700 exceptional condition. Purchase of flying machine forces reluctant sale. £1,600 o.n.o. Tel.: Churchdown 713046. (1384)

1967 ALFA ROMEO Giulia Sprint Special. Bertone bodied, 2-seater coupé. Last made of rare breed; fastest 1600 Alfa produced. Reclining seats. Excellent condition; 27,000 miles. £1,200 o.n.o. Williams, Tel.: 061-962 2138 (after 7 p.m.). (1385)

HEALEY 3000, Mk. II, 1961. O/drive; w/wheels; h/top. Good Cints., sound car needs tidying; MoT. Investment, £315. Tel.: Otford 4198 (Kent). (1386)

ASTON MARTIN, DB4, F.h.c., 1962. Certified mileage 45,000 from new; dark metallic Sierra blue paintwork; white interior; superb condition throughout; feature Minilite wheels; knock-on; twin speaker; radio, etc. Enforced sale owing to unforeseen circumstances. Offers invited. AMOC member. Tel.: 01-658 3221 (evenings). (1387)

PEERLESS WARWICK, GT, 1961. TR3. 2litre engine and gearbox. 5,000 on rebuilt engine; 10,000 on rebuilt final drive; 5 excellent Cinturatos; rot-proof fibre-glass body, some fatigue. Inside retrimmed with black rubber matting. New exhaust etc.; MoT till July 1974. £175 o.n.o. View in Windsor, Tel.: (Harlington) 01-759 9419. (1388)

MG-B, 1966. Excellent condition. British racing green; new engine; 14,000 miles; 12 months MoT, taxed. Best offer around £500. Tel.: 061766 7780. (1389)

ASTON DB4. New pistons/bearings 3,000 miles ago. Brakes just relined; MoT 1974. Investment at £850. Tel.: Godalming 6163. (1390)

LOTUS SEVEN, S3. Red. 1600 GT engine; 17,000 miles; heater; full weather equipment, good condition. £625 o.n.o. 106 Rocky Lane, Eccles, Manchester. Tel.: 061-789 1393. (1391)

FOR SALE—continued

TVR GRIFFITH, Solid lifter 289 engine; incredible performance, £875. Tel.: Godalming 6163. (1390)

SUNBEAM TIGER, 4.7-litre. A really excellent example finished in Monza red. Many parts new, worth every penny of £650. Tel.: Chosen Hill (Gloucester) 2126. (1392)

LANCIA FULVIA coupé, 1971. Radio, cassette player; electrical aerial; metallic blue; used as second car and correctly maintained; for sale solely to facilitate purchase of larger house £1,150. 84 Holme Grove, Burley-in-Wharfedale, Yorkshire. Tel.: Burley-in-Wharfedale 2389. (1393)

1931 ROVER 2-litre; 28,000 miles. Genuine, unused from 1939 to 1968. Beautiful condition and now in regular use; overseas enquiries respectfully reinvented. Photographs available, offers please around £800. 84 Holme Grove, Burley-in-Wharfedale, Yorkshire. Tel.: Burley-in-Wharfedale 2389. (1393)

JENSEN CV8, Mark 1. Good example for ten year old, 85,000 odd miles. Oldest CV8 at recent Jensen Beaulieu Rally. Personal transport for approximately two years. Reluctant sale, £850. Tel.: Dursley 2228 (Gloucester). (1394)

LOTUS ELAN +2S. "L" registered; emerald green, silver metalflake roof. Radio; autovox 4-speaker cassette player. £1,375. Tel.: Bury 550 (Sussex). (1395)

CAPRI SPECIAL 2000 GT, XLR with louvres; spoiler. One of only 600 made. 6,000 miles on engine replaced under warranty. 18 months old; immaculate. £1,100. Tel.: Naphill 3312. (1396)

"E"-TYPE 4.2 coupé, 1966. Immaculate condition; golden sand/black. Sunroof; Astral wheel; Motorola, etc. Special registration. Sounds corny but really must be seen! £875. Consider part exchange. Tel.: 01-998 6131 (evenings). (1397)

AUSTIN HEALEY 3000, Mk. III, 1966; 40,000 miles; bills and MoT's. Excellent condition; £995 o.n.o. Tel.: Huddersfield 55521 (after August 16th). (1398)

ROLLS-ROYCE Silver Ghost engine, circa 1920-21. Nearly 100 per cent complete, £1,100. Tel.: Freckleton (STD. 0772) 633320. (1399)

SUNBEAM-TALBOT, Mk 3, 1955. Good overhaul condition, but gearbox requires attention. Offers over £100. Tel.: Slough 39775. (1400)

TR6 TRIUMPH, 1971 "K" regd. One owner, Saffron immaculate condition; Radiomobile p/b radio. £1,065 o.n.o. Tel.: 061-766 4796. (1401)

TRIUMPH GT6, Mk. III, 1973. Overdrive; h.r.w.; radio etc.; immaculate condition; 4,000 miles only. Company car enforces sale; 6 months manufacturers warranty outstanding, £1,300. Couluer, Tel.: 01-638 8391 (day), Cuffley 2777 (evening). (1403)

MG-A 1600 Mk. II minus body; chassis and mechanics good; new Cinturatos. Offers: Todd, Wolsingham, Co. Durham. Tel.: Wolsingham 375 or 281. (1404)

CORTINA GT, 1967 Mark I. Owned by same family from new. Taxed, tested; XAS tyres; fogs; radio. Ideal basis for now sought-after rally car. £415 o.n.o. Tel.: Haverhill 2233. (1406)

HAFLINGER 4 x 4, Jan., 1972. This fantastic cross country performer, named after a mountain horse, will go places no other vehicle can. (Challenges welcome). It is one of two vehicles to have a factory fitted modified engine, which increases the road speed from the standard 47 m.p.h. to 75 m.p.h. Fitted with roll bar; rev-counter and oil pressure gauge it is in perfect condition and has completed less than 5,000 miles, £875. John Redfern, Running Waters, Lynton, Devon. Tel.: (059 85) 2252. (1407)

MG-C. Possibly the finest 1968 Roadster available. Unmarked BRG; wire wheels; radio; Fiamm Avanti; luggage rack etc. Conscientiously maintained resulting in excellent condition at 40,000 miles; good tyres; hood; new batteries. Offers invited around £700. Tel.: Reigate 49725 or 01-579 6408 (office hours). (1408)

1937 MORGAN 4-seater. Stored 2 years with spare Coventry-Climax engine; axle and chassis parts. No hood; not running now. £400 o.n.o. Evans, Tel.: Halesworth 3124 (after August 7th). (1409)

MG PB, 1936. Chassis and mechanics restored. Body complete but needs work to finish. Offers to Camer Service Station, Meopham, Kent. Tel.: 0474 8132339. (1411)

FOR SALE—continued

RELUCTANTLY. Good home wanted for 1954 RME Riley. Garaged two years for rebuild (unfinished). New radiator; excellent tyres. Buyer must collect by August 19. Tel.: Camberley 27696. (1410)

1934 ARMSTRONG SIDDELEY 12 Plus in running order. Eight months MoT. With some work will make a very nice motor car. Offers to Camer Service Station, Meopham, Kent. Tel.: 0474 813239. (1411)

LOTUS SEVEN, Series 3. "H" registered, 1969. £550 o.n.o. Many extras. Mr. Earp, Tel.: Harrogate 81263. (1354)

UNIQUE Reg. No. 1974 VM. Year and letter match. Presently attached 3.8, Mk. 10. Offers invited. Box 4037. (1416)

1969 (LATE) LOTUS. "Plus 2S"; white; superb low mileage example; major engine overhauled just completed; stereo radio; elec. windows; HRS; chrome wheels with radials, £1,400. Tel.: Allesley 3727 (evenings and weekends). (1428)

MG-C GT. Very fast Downton, stage II; 130+ m.p.h.; chrome wires; special seats; Sundym; h.r.w.; q.l. lights; p.b. radio; tow bar. Immaculate condition, £999 o.n.o. Tel.: 01-748 9615. (2850)

CITROEN LIGHT 15. Good condition. Reasonable offers. Miss Ibbotson, 8 Merchiston Crescent, Edinburgh EH10 5AS. Tel.: (031) 225 8432, ext 152 (between 9-5). (2851)

WANTED—continued

WANTED ENGINE for 4 1/4 Bentley, top price paid. Bridge House, Swanby, Northallerton, Yorks. Tel.: Hutton Ruddy 700329. (0203)

WANTED: Number plates with EHG and LUL. Please contact Nicky, Tel.: Colchester 330395. (0205)

WANTED Horn Reed suitable for "snake" bulb horn. 3/2 in. diameter and 4 inches long. Deep note. Write Hartley, 7 Ashley Lodge, Shurdington Road, Cheltenham, Glos. (0323)

COVENTRY CLIMAX, FPF twin cam engine or parts. Tel.: Harvington 500 (Worcs.) (0326)

100S AUSTIN HEALEY original sales brochure, information and spares wanted by owner, Joe Jarick, Box 3991. (3054)

MG-Bs, MG-B GTs, MG-As, TFs, TDs, TCs. Wanted urgently. Top cash prices paid for good examples. M. L. Richardson, Main Avenue, 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 Avenue, Moor Park, Nr. Northwood, 100 yards Moor Park Tube Station). Tel.: Northwood 25161. (2849)

VOLVO 122S, 123 GT, 132 or Ruddspeed conversion. Preferably overdrive and sun roof. Tel.: 01-748 9615. (2850)

GARAGING space in West London area. Tel.: 01-385 743. (1335)

MG-B GT, 1969/70. Low mileage. Please write stating particulars and price required. 19 Lyndhurst Road, Rugby, Warwick. (1414)

WANTED: BRISTOL 407, 408 or 409 in excellent condition. Low mileage example preferred. Tel.: Derby (0332) 26710 (evenings). (1405)

RUDD SPEED ALLOY rocker cover to fit Ford Zephyr 2.6, Mk. II/III head. Very advantageous price will be paid. Urgently required. Tel.: 01-690 6595 (evenings only). (1344)

MG-A WANTED: any age. Details: Brown, 27 Brudenell Grove, Leeds 6. (9843)

WANTED

WANTED: Lancia Aurelia GT, late model preferred. Must be in first class order throughout; AA inspection required. Please send full details and price required to Box 3987. (9815)

VINTAGE CAR of any description. In any condition wanted badly. A Riley would be particularly welcome. Tel.: Botley 2925. (9827)

ENTHUSIAST REQUIRES Rolls-Royce Ghost or Red Badge Phantom motor car or chassis in any condition for restoration. Gings, 25 Highfield Gardens, Westcliff-on-Sea, Essex. Tel.: Southend 41092. (9848)

WANTED PRE-1968 Austin Cooper; l.h.d.; disc brakes; big engine (can be post 1967). Send details to ANS, 1230 Grant Ave 350 San Francisco 94133, California. (9849)

WANTED: Any sports cars wanted. Condition unimportant. Also any Rolls-Royce or Bentleys. Cash. Tel.: 01-658 1005 (any-time). (9931)

JAGUAR "E"-TYPE wanted. Low mileage and immaculate; preferably 4.2 series one. Reply Box 234 GPO, Brisbane 4001, Queensland, Australia. (9934)

VINTAGE VAN or pick-up wanted. Preferably with engine of 12 h.p. or under. One in good condition would be preferred but not essential. Woods, The Gart, Calderland, Perthshire. Tel.: 30002. (9985)

ROLLS-ROYCE wanted. Teacher, little money but long holidays. Plenty of time for restoration. Details please to: Bob, 14 Valencia Road, Liverpool. (9986)

WANTED: BRISTOL, Jupiter, AC Aceca, Daimler drophead or "R"-type Bentley. Very good cash price paid. Please Tel.: Cullingworth 3114 (Yorks.) (evenings). (0199)

LAGONDA 1938 LG6 d.h.c.
Same owner past ten years.
Genuine reasons for sale. Also
Daimler 1934 Straight Eight by
Park Ward. Sensible offers
only.
Box 4038

1959 MERCEDES-BENZ 300D automatic saloon. Only about 20 ever imported into this country. A lovely original pillarless saloon in dark grey with red interior, radio, right-hand-drive. Sold new by us and being disposed of by us on instructions of its only one owner. Repeat original—not restored and in superb order. Cost new approximately £6,000, accept **£1,250 O.N.O.**
Cordingley & Sons, Limited, Haslingden, Lancs. Tel.: Rossendale 3434.

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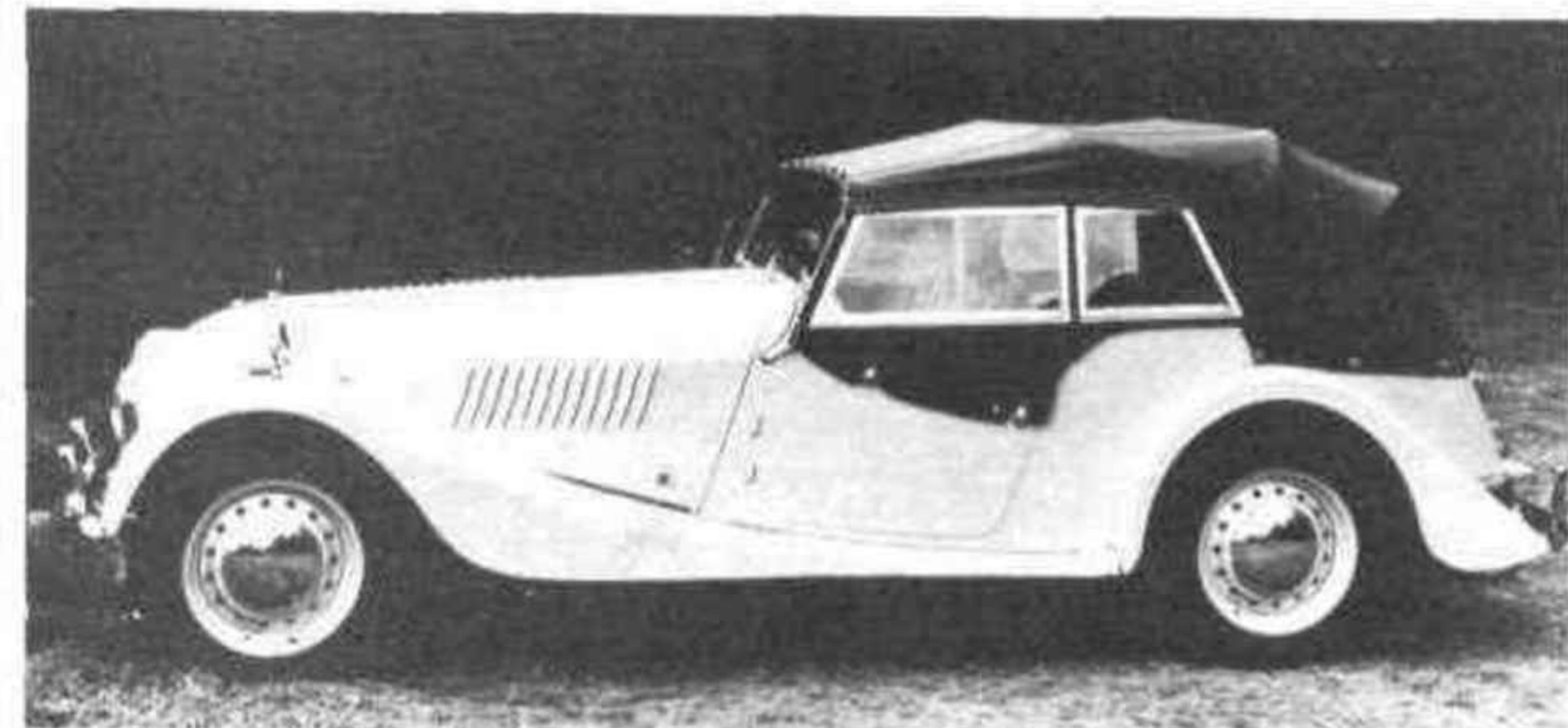
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Morgan, MG-Bs, E-type 4.2 and V12 Roadsters, Jensen, Healey, Triumph Stag
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Reece Mews, London, S.W.7. 01-789 0757
01-589 8309



John Britten

Our sports cars have engines with lots of gee-gees; they'll whisk you down to Bognor Regis! **Morgan Plus 8**, 1970J, indigo blue with coachlines about 1/2" from the wing edges. Minilite magnesium wheels, radio, one owner. **Lotus Super 7 Series 3**, October 1968, completely black, i.e. no need to spend Sunday a.m. with Brillo pads/Gumption/Solvat Autosol, £795. **MG-B**, 1972, harvest gold, navy trim, overdrive, Rostyles, servo, headrests, tonneau, console and face-levels, £1,250. **Ginetta G15**, 1972, chrome yellow, radio, 8-track stereo, alloy wheels, one owner, £940. **Morgan 4/4**, 1969, nut brown, bucket seats, wire wheels. **MG-C GT**, 1969, sandy beige, overdrive, chrome wires, black vinyl roof, leather rim, £995. **TVR Vixen S2**, 1970, silver fox, alloy wheels, sun-roof, radio, Corbeau GT seats, £1,050. **Morgan 4/4 4-seater**, 1971K, white, one owner. **Morgan 4/4 4-seater**, 1972, indigo blue, wire

Morgans, 1968 **Triumph TR5** in Valencia blue, tan trim, overdrive, wires, plus many more. For the family man we have 1971 **Mini 1000**, 1968 **Escort GT** and 1972L **Maxi 1750**. Our used cars (except for the oldest) have comprehensive written guarantee (as opposed to the engine/gear-box/back axle variety), lubrication service, fresh oil and filter, thorough workshop inspection, renewal of faulty tyres, brakes, suspension parts, exhaust systems, etc., each car has to be passed out by workshop staff followed by independent sales dept. road test, please ask to see our service record card for any car you're interested in. **New Morgans** are our unseen and unsung speciality, each bought from us receives two pre-delivery checks, the normal one at Malvern Link and the special Arkley one we perform ourselves. We have more-or-less 100% mistake-proof systems for avoiding accidental or on-purpose queue jumping,



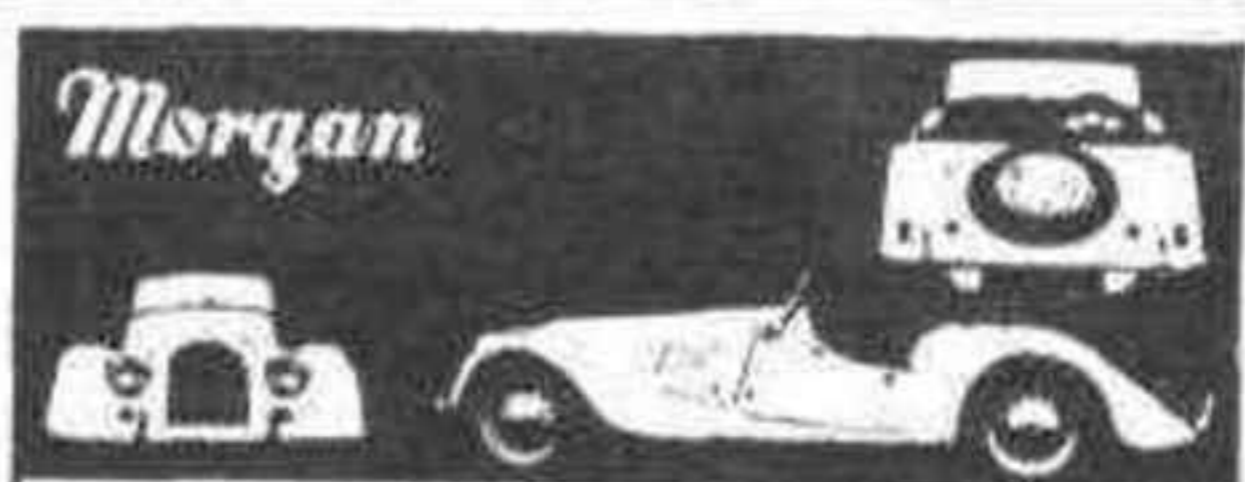
wheels. **MG-B**, June 1971, racing green, autumn leaf within, wire wheels and many other extras and details, £1,095. **Morgan 4/4 2-seater**, 1971K, royal ivory, bucket seats, louvred bonnet, strap, rear bumper, tonneau cover, one owner. **Morgan 4/4 4-seater**, 1972L, Post Office red, black interior, with latest, softer seats, long and short tonneau covers, grid, rear bumper, wing mirrors and wheels of finest wire. **Morgan Plus 8 Super Sports**, BRG, 1967, Lawrence-tune engine, 2 off twin-choke Webers, alloy body, oversize tyres on wide

and for ensuring that your car comes through with the exact specification you ordered. Must order well in advance. **New Jensen Healeys** expected for early delivery in white and yellow, both with black interior. Have demo, model which you're invited to sample. Also have large qty. of spares and special tools and are itching to use them, won't someone please over-rev their engine or even just crunch a wing for us? (Actually the 2-litre, 16-valve, 140-b.h.p. twin o.h.c. slant-four with 2 twin-choke Dell-Ortos has a rev limiter

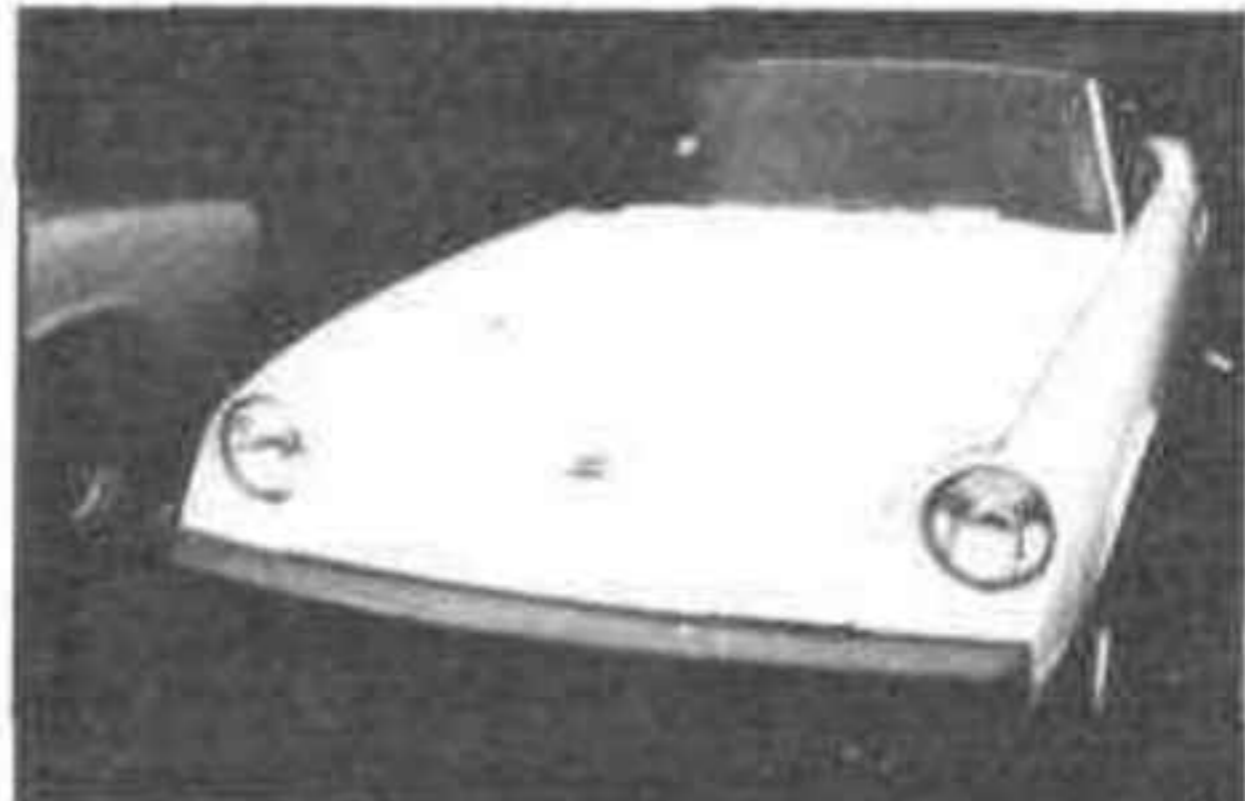


rim wire wheels. **Lotus Elan 2 5130**, 1972, pistaccio green with silver roof, one owner, radio, electric aerial, heated rear, £2,095. **TVR Vixen S1**, Ford 1600GT unit, yellow, wire wheels, leather rim, radio, £860. **Morgan Plus 8**, 1971K, indigo blue, rear bumper, luggage grid, tonneau cover and a night-rug for the spare wheel. **Morgan 4/4 4-seater**, 1971, orange chrome, one lady, strap, tonneau, rear bumper. **Morgan 4/4 4-seater**, 1970, yellow, black leather. **Austin Healey Sprite**, October 1968, red, radio. Having just arr. back from summer hols I've only sketchy information on some of our other cars but they include: **Alfa Spider 2000 Veloce** (rhymes with "crochet"), 1972, square tail model in mid-olive, two Older

that operates around 6,900rpm (100 in 3rd exactly) so the former mishap is unlikely). **New TVR 2500M** and **3000M** available shortly, choice of colours, choice of TVR alloy wheels or the meaty Woolfrace with wide-profile tyres. **New MGs** and **Austins** mostly on a few weeks delivery, phone for information. Have you got a sports car to part exchange? Of course we buy sports cars for actual money as well, specially looking at present for Arkley SS, MG Midgets, Lotus Sevens and Elans, Cooper 'S', Jensens and Lancias. And, oh yes, if you have a Morgan mouldering in the attic I'd like that too! Forged **Morgan Plus 4 4-seater**, 1965, black, beige leather, TR4 unit, twin Strombergs, wire wheels. Still have sales dept. vacancy at present



although several applicants awaiting interview. Could possibly also use a raw recruit.



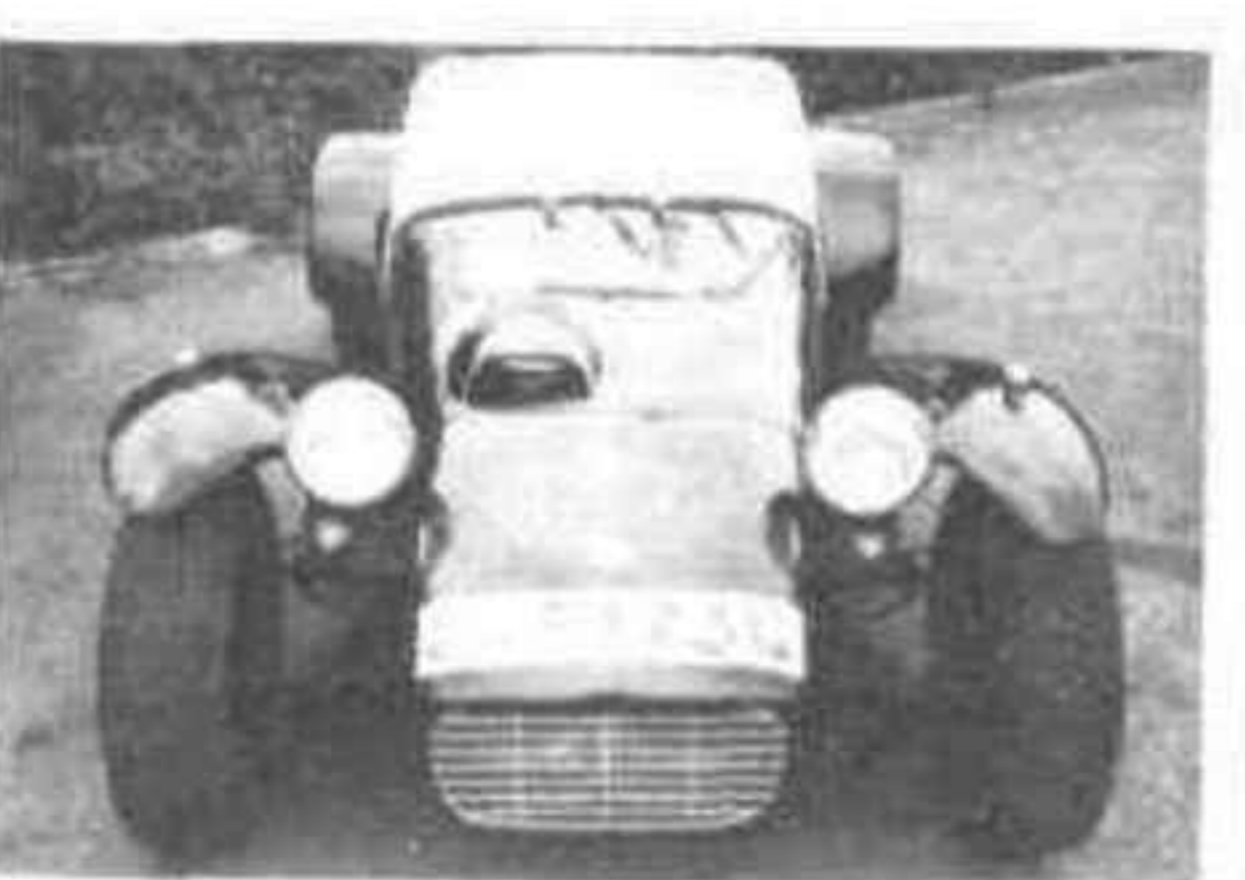
Arkley SS kits, from £110 plus your tatty Spridget. A beautiful Arkley has just been



completed by a 19-year-old youth with no previous experience, colour pix at Arkley



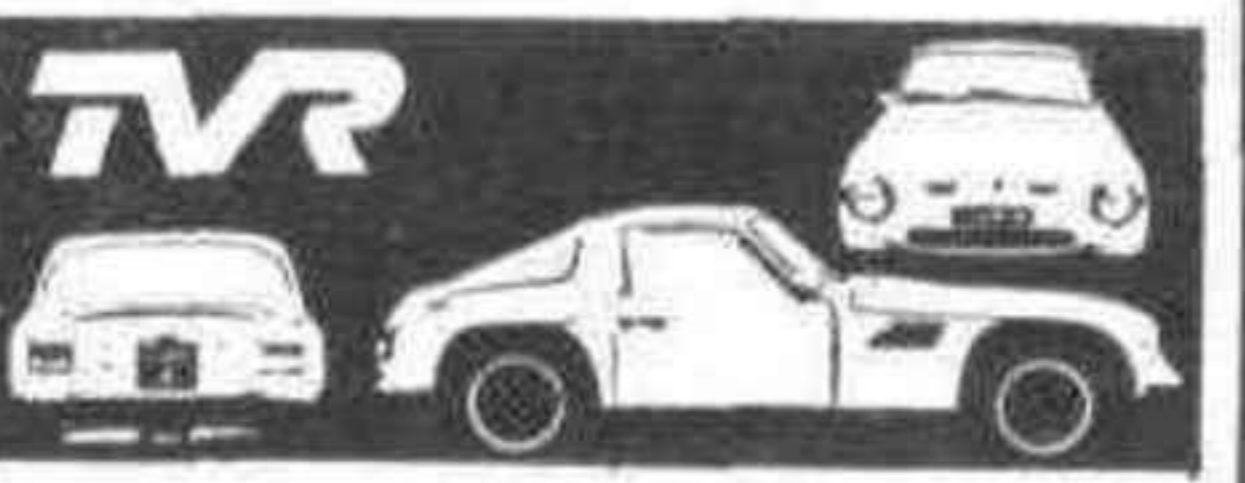
for your inspection. Please send largish stamped envelope for full details and



prices. Would someone from the Glasgow area please order an Arkley kit very



quickly as we already have an order from there and don't want to traipse all the way up with just one. Open to 7pm weekdays, 6pm Sat., closed Sundays and B. holidays. Workshops and stores close lunchtime Sat. Look out for our 1,150cc racing Arkley SS on the circuits, a shoestring effort based on '61 MG Midget, driven and prepared by our workshop boss Peter May, in two starts he's had a class win at Snetterton and a close-fought 2nd at Brands Hatch.



WANTED—continued

DAIMLER DART, SP250 wanted. Must have automatic trans and MoT. Tel.: Bristol (0272) 48173. (0524)

MORRIS 1515 tourer or Morris Major. C. Osborne, Hebron Villa, Langley Heath, Maidstone, Kent. (0510)

BROUGH SUPERIOR Straight four, o.h.v. 500 or 55100 in any condition, any parts, information etc., by BS Club member. Box 3992. (0489)

SPORTS CARS urgently wanted for cash or part exchange. Tel.: Boughton (022-755) 223. (1234)

WANTED. Any model Bentley fitted with a diesel engine. Newman, North Crawley, Bucks. Tel.: 216. (0599)

WANTED. TT Replica Frazer Nash, also pre-war Aston Martin with open body. Newman, North Crawley, Bucks. Tel.: 216. (0599)

MG TF. Wanted by Enthusiast. Top price paid for perfect example, but a car in any condition considered. Tel.: Hitchin 54056. (0370)

ANY TALBOT 105, 110, 95 spares; any Lagonda 3-litre/3 1/2-litre spares; any Aston Martin, Mk. II (1935) spares; any SS100 spares. Complete cars considered. Tanglewood Lodge, Common Road, Stanmore, Middlesex. Tel.: 01-950 1019. (0680)

HOLLYWOOD PRODUCER needs 40 Bentleys for motor car motion picture. Highest prices paid for Mark VI, "R"-type, S1 and Rolls Royces, etc. Must have cars immediately because we start shooting September 30th.—Box 4002. (F53345)

GILBERN WANTED! Invader, circa 1970, would consider Genie. Some mechanical work not objected to, but no crashed vehicles please. Please write, with details to: Wainwright, "Greendales", Hinstock, Market Drayton, Shropshire. (0616)

ASTON MARTIN DB5 wanted, ZF gearbox for same. Tel.: Rhiwderin 2912 or write Parkwood House, Rhiwderin, near Newport, Monmouthshire. (0623)

ROLLS-ROYCE Cloud saloon or convertible wanted. Some work not minded if price right. Box 4003. (0709)

VSCC MEMBER requires eligible car for club speed events. Condition immaterial. Please Tel.: 01-979 1290. (0632)

ENTHUSIAST REQUIRES Vintage thoroughbred motor car in a decrepit state of repair. All letters answered. Box 4004. (0632)

AUSTIN HEALEY 100. Sales brochures, any condition. G. Lambert. Box 4005. (0635)

WANTED: Austin Healey 3000; overdrive; wire wheels. Must be good. Jaguar Mk. X, auto 1964. Maroon, taxed, MoT, plus up to £250 cash. Tel.: Nottingham 63086 (evenings). (0639)

DERBY BENTLEY required by private purchaser. Either 3 1/2 or 4 1/4, preferably drophead or tourer. Must be in sound and original condition. Please send details and price required to Box 4006. (0681)

00N 439 Austin Healey. Will owner write: Evans, 197 Marlborough Ave., Hull. (0710)

WANTED RILEY Imp, M.P.H. Sprite or Brooklands, A. J. v.d. Hoeve, Langeweg 2, Nieuwen Hoorn, Holland. (0840)

WANTED ROLLS-ROYCE Mascot. Dawson, "Casa Nostro", Sussex Road, New Romney, Kent TN28 7TD. (7371)

AC COBRA or 289. Suitable for restoration or repair. Wanted privately by retired enthusiast. Tel.: 0742 26107. (8475)

JENSEN 541R urgently requires replacement steering rack, if you can assist please Tel.: Guildford (Surrey) 6562B. (8202)

REGISTRATION NUMBERS wanted, very low numbers, No. 1s etc. on old vehicles in any condition. High prices paid for the right numbers. Please Tel.: 051-428 1517 (evenings only). (9257)

INTERESTING VINTAGE car or chassis wanted, to restore. Quick decision, please contact R. Jenner, 8 Holly Terrace, York. Tel.: 53509. (9452)

WANTED: Anything old anywhere by multitudinous members. Details, price, please, to Vintage Transport Enthusiasts' Club, Abbey House, Westminster. Tel.: 01-834 9225. (9524)

WANTED by foreign buyer; examples of all Rolls-Royce models between 1920-1965, coupés, tourers, sedancas, etc. Must be in good mechanical condition, Box 3896. (6551)

CORD 810 or 812 in any condition. Wanted by private enthusiast. All replies answered: J. Parrish, 1 Viewfield Road, Southfields, London, SW18. Tel.: 01-874 2884. (1250)

FERRARI 250 GT. Berlinetta Lusso, l.h.d. or r.h.d. in any condition. Box 4014. (0868)

CYLINDER HEAD for 1936 25/30 Rolls-Royce, urgently. Good price paid, or reward for information leading to purchase, 46 Downs Road, Enfield, London. Tel.: 01-363 1866. (0869)

INTERESTING ROLLS-ROYCE or Bentley wanted by enthusiast who is prepared to do some work to restore. Box 4003. (0871)

SHORT or interesting registration. Number wanted to buy on any vehicle. Box 4003. (0871)

JAGUAR MK. V, drophead wanted in almost any condition. Failing that good saloon preferably with sunshine roof. Jeremy Sumner, 43 Fentiman Rd., London, SW8. Tel.: 01-735 7935. (1317)

DESPERATE BENTLEYS wanted, immaterial of condition. Willing to pay the following prices: Mark VI, £300; S1, £600, and other Bentley or Rolls-Royce, £300. Box 4602. (F53345)

BRISTOL 410, no dealers. Details please to W. Quint, Fox Farm, Brook Lane, Timperley, Cheshire, WA15 6RS. Tel.: 061-928 2922. (0547)

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

PERFORMANCE CARS

GREAT WEST ROAD
BRENTFORD MIDDLESEX
Tel: 01-560 7911



1971 (Nov.) M.G.-B Automatic roadster, green mallard, autumn leaf, one owner; chrome rack, headrests; certified mileage 16,762, delightful example... £1,195



1973 GINETTA G15, moonstone white/black; one owner, confirmed mileage 7,999; tinted glass, electric washers, seat belts, heater; superb condition £1,065



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



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... £1,195



1970 'J' LOTUS Europa S.2, Bahama yellow/black, radio and cassette; two owners (first one worked for Lotus, Norwich). Export model (r.h.d.), very good example... £1,195



1968 RELIANT Scimitar 2.5 V6 coupé, Essex green/black, overdrive, Cinturatos; last owner Estate Agent P/E our '71 TR6... £745

1963 ALVIS 3-litre TD21 2-door coupé, red/grey, last owner 7½ years; fitted 5-speed box, radio, RS5s, handbook; bills; interesting car... £495

1972 (Oct.) GINETTA G15 coupé, yellow/black, one owner, R.A.F. Police Officer posted; sun-roof, mag. wheels, radial tyres, rear window heater; certified mileage 4,894... £995

1972 LOTUS Elan Sprint d.h.c., stereo/radio, one owner, confirmed mileage 8,629; tinted glass, special black finish... £1,595

1970 LOTUS Elan S/E S4 l.h.c., white/black, radio; £145 spent rear suspension 17.4.73, lady owner, very nice condition... £995

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

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 km.; beautiful classis £1,195

NEW M.G.-B GT, teal blue, automatic, h.r.w.; under list price... £1,665

1973 (April) M.G.-B GT, glacier white/navy, one owner, confirmed mileage 2,240; overdrive, servo, chrome Rostyles, Arlington exhaust, hotline window, 5-push-button radio, headrests, fog/spot, Cinturatos... £1,595

1973 (March) M.G.-B roadster, bronze yellow, overdrive, belts, tonneau, radials, save on list price, delivery mileage only... £1,425

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

1971 M.G.-B GT, midnight blue, one owner; Rostyles, Cints., air horns, hot window, headrests; 22,405 miles... £1,095

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

1970 M.G.-B GT, red/black, black vinyl roof with sun-roof, overdrive, radio, G800s, servo, Rostyles; sold by us to the last owner... £1,095

1970 M.G.-B GT, bronze yellow, overdrive, 'hot' window, fog/spot; recent SP Sports; impeccably looked after by one owner... £1,045

1970 M.G. Midgets, choice of two, white and red, one-owner cars, with extras... £645

1979 M.G.-C roadster, red/black, overdrive, Motorola, tonneau, servo, air horns, 5 recent SPs, new batteries; owner (R.A.F.) been posted only reason for sale; exceptional... £895

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

1971 M.G.-A l.h.c., twin cam chassis with 1600 unit, Mexico brown, radio, servo; last owner for 2½ years, recent SP68s, enthusiastic owner... £465

1953 M.G. TD, bronze/green; full details on request... £895

1968 MERCEDES-BENZ 280 S.E. saloon, l.h.d., white/tan, fuel injection, power steering, automatic, electric sliding roof, Becker radio with special short-wave selector, electric aerial, air-conditioning. Our M.D. car... £1,595

1972 MORRIS Marina 1.3 Super coupé, white/blue, one family owner, certified mileage 8,946; underseal, reclining seats, mirrors; immaculate throughout... £795

1971 PONTIAC Firebird coupé, 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 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

1971 RELIANT Scimitar GTE, automatic, white, sun-roof, radio/stereo; one lady owner, certified mileage 17,596... £1,795

1967 'F' SUNBEAM Alpine Mk. V, blue/black, two owners only (one since '70), Mich. 'X', overdrive; above average... £545

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

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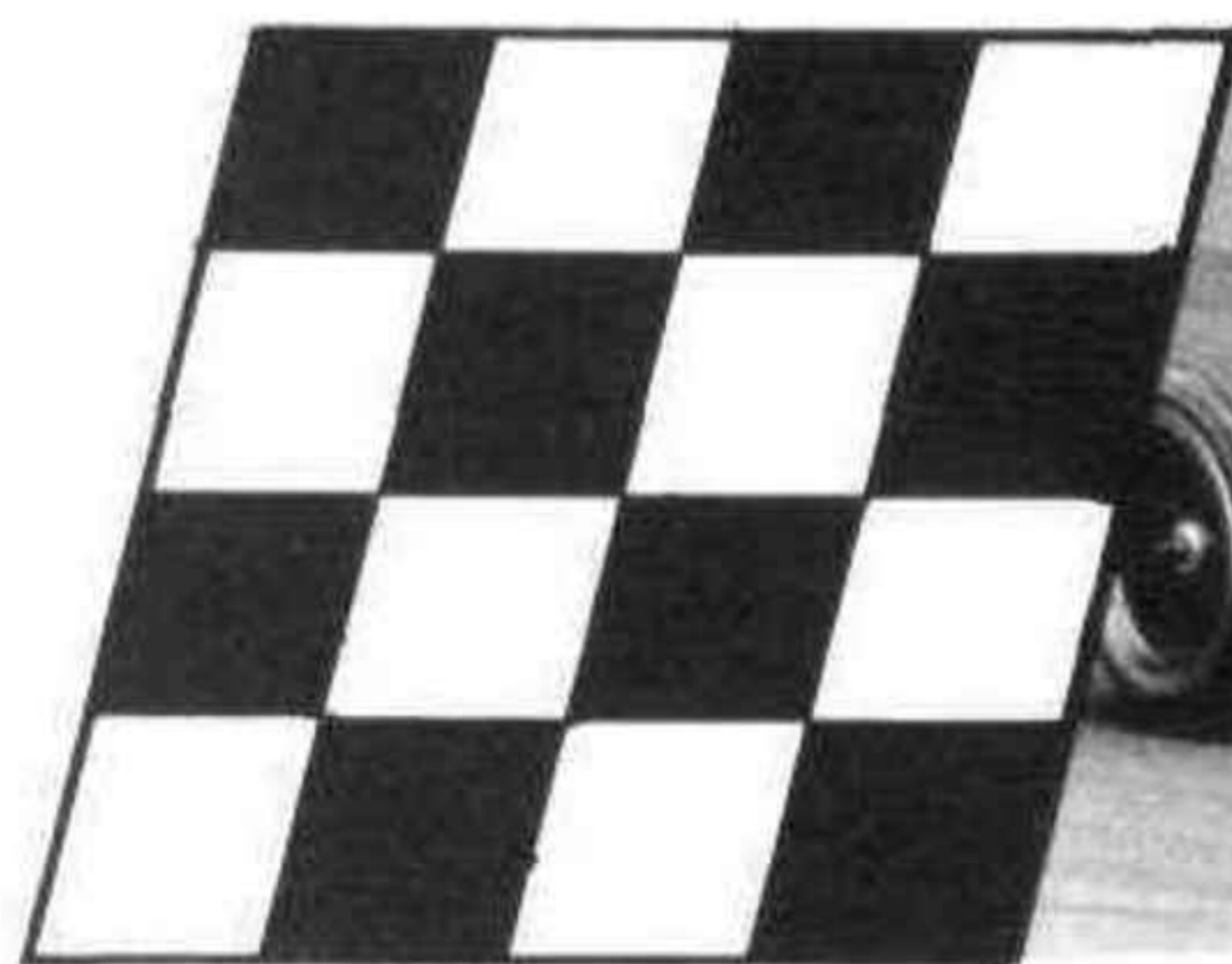
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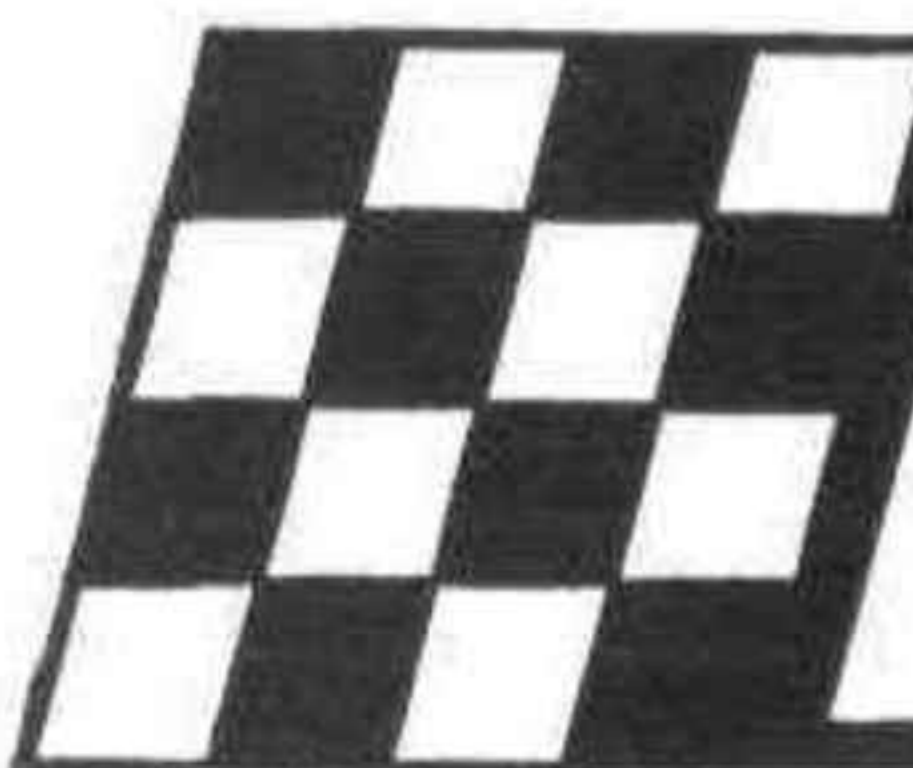
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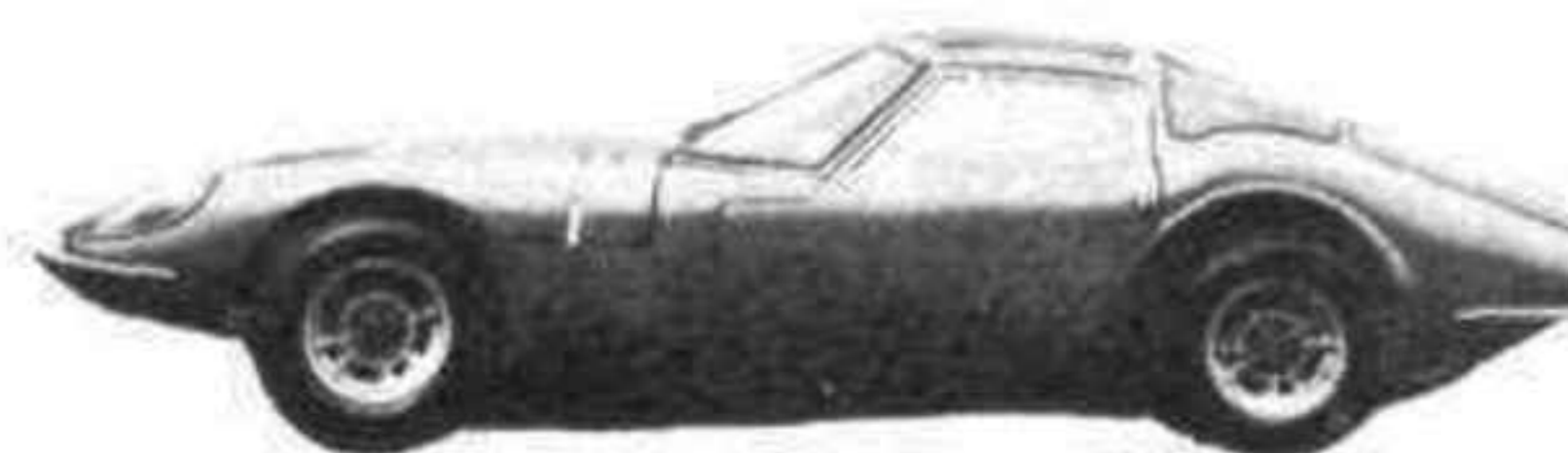
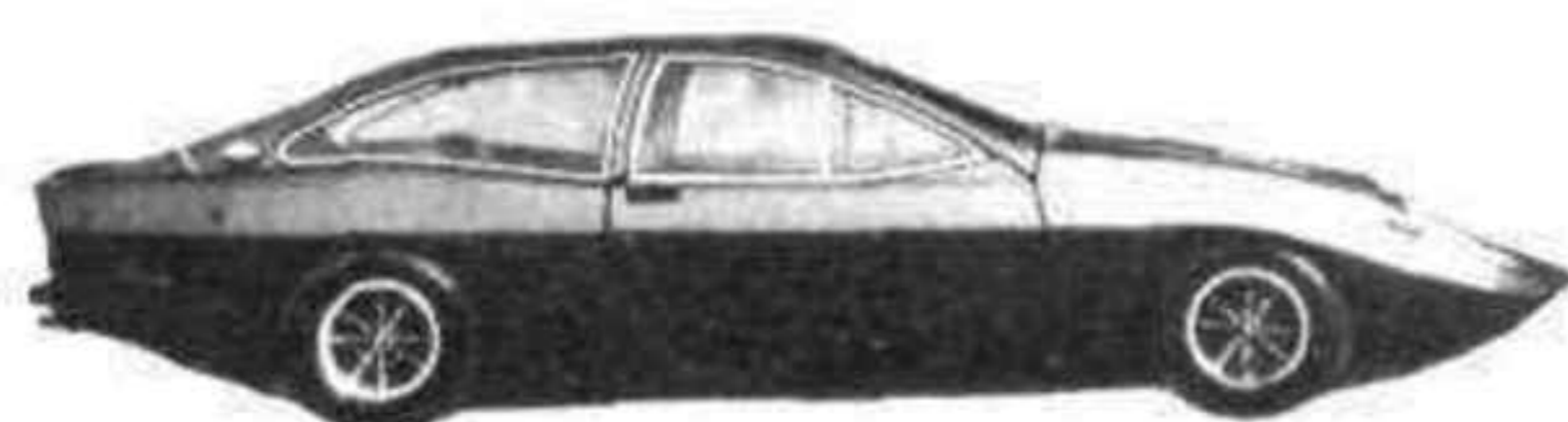
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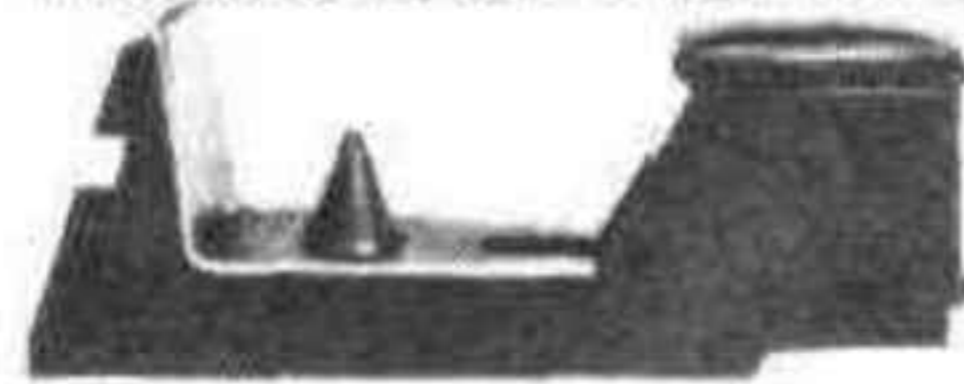
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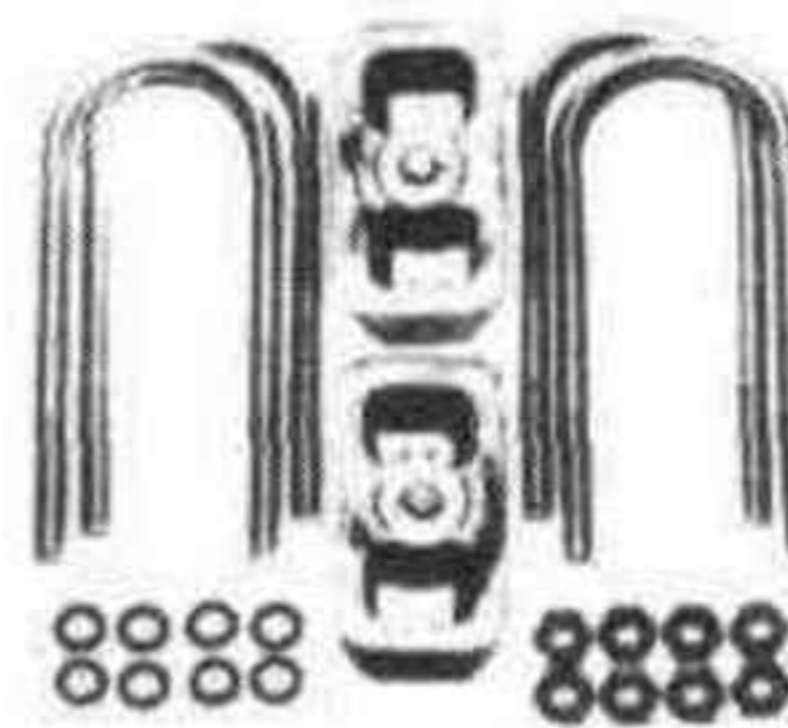
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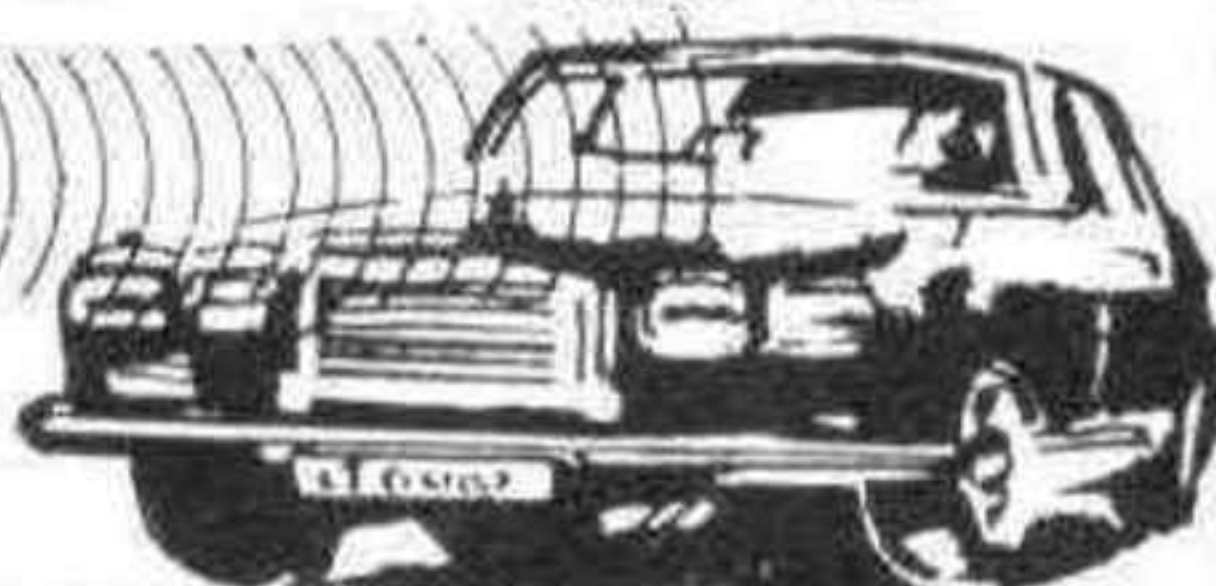
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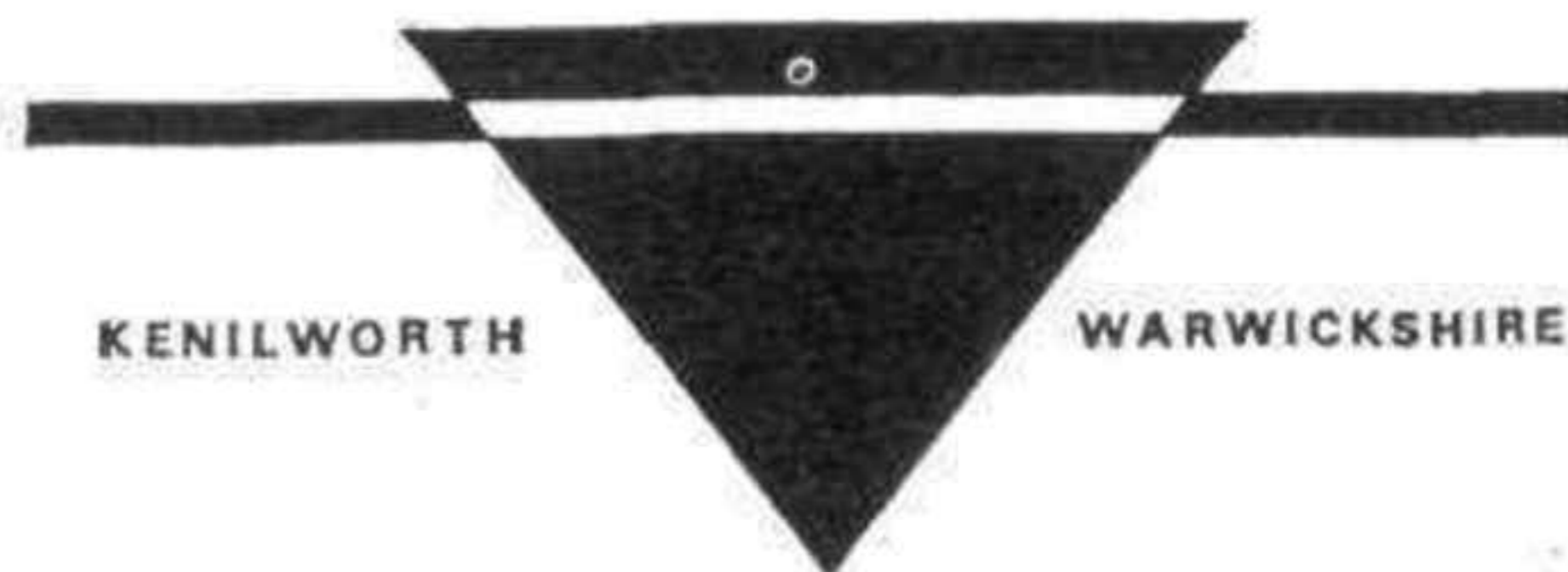
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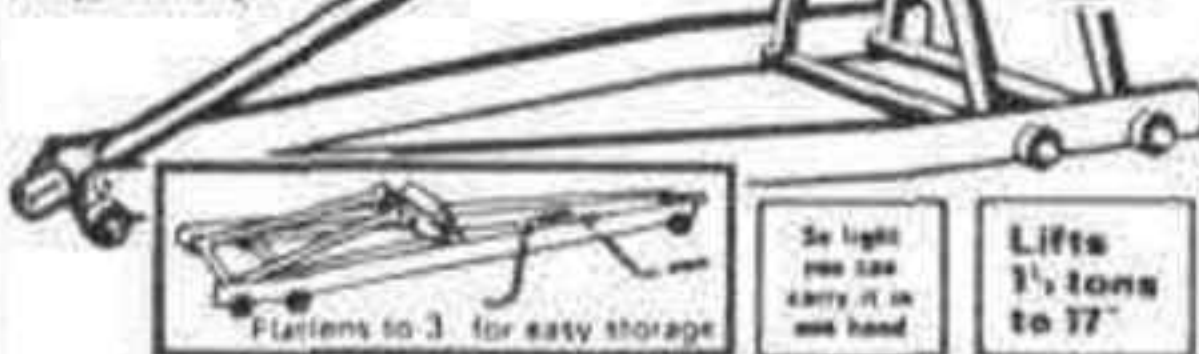
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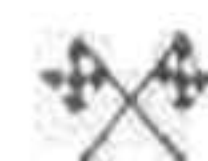
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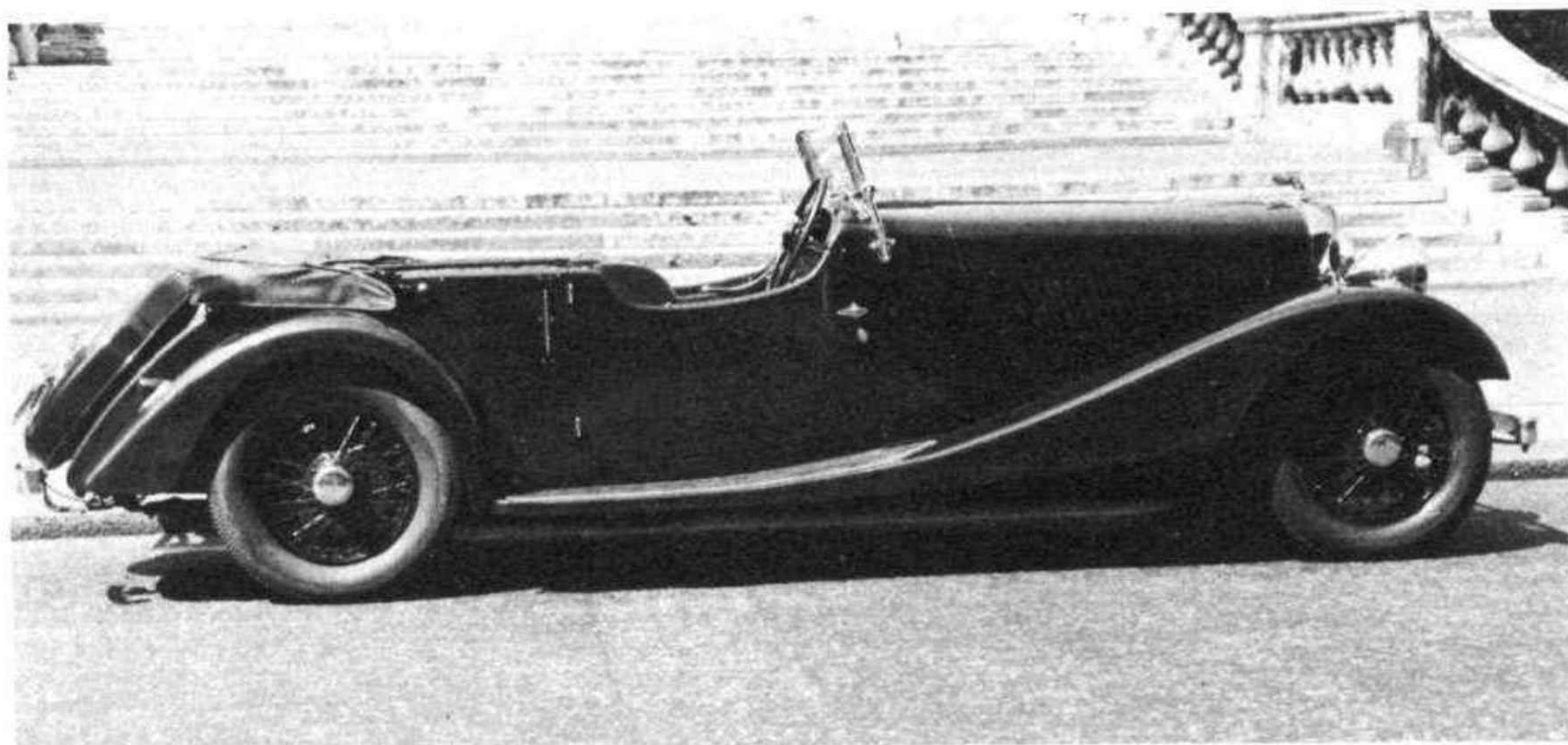
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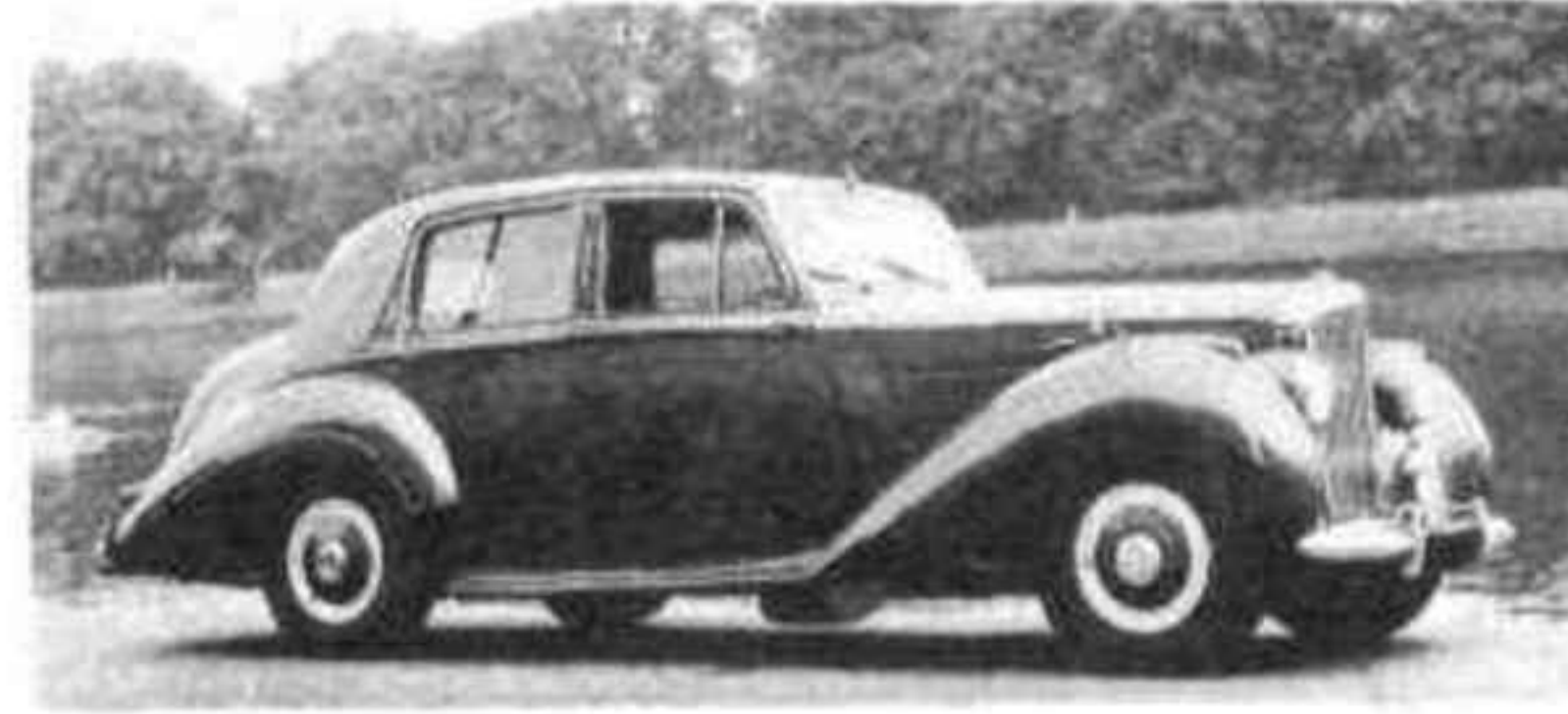


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1961 BENTLEY S.2 all steel saloon, black with immaculate deep red leather interior. We have recent documented history and it is in excellent condition in every respect.

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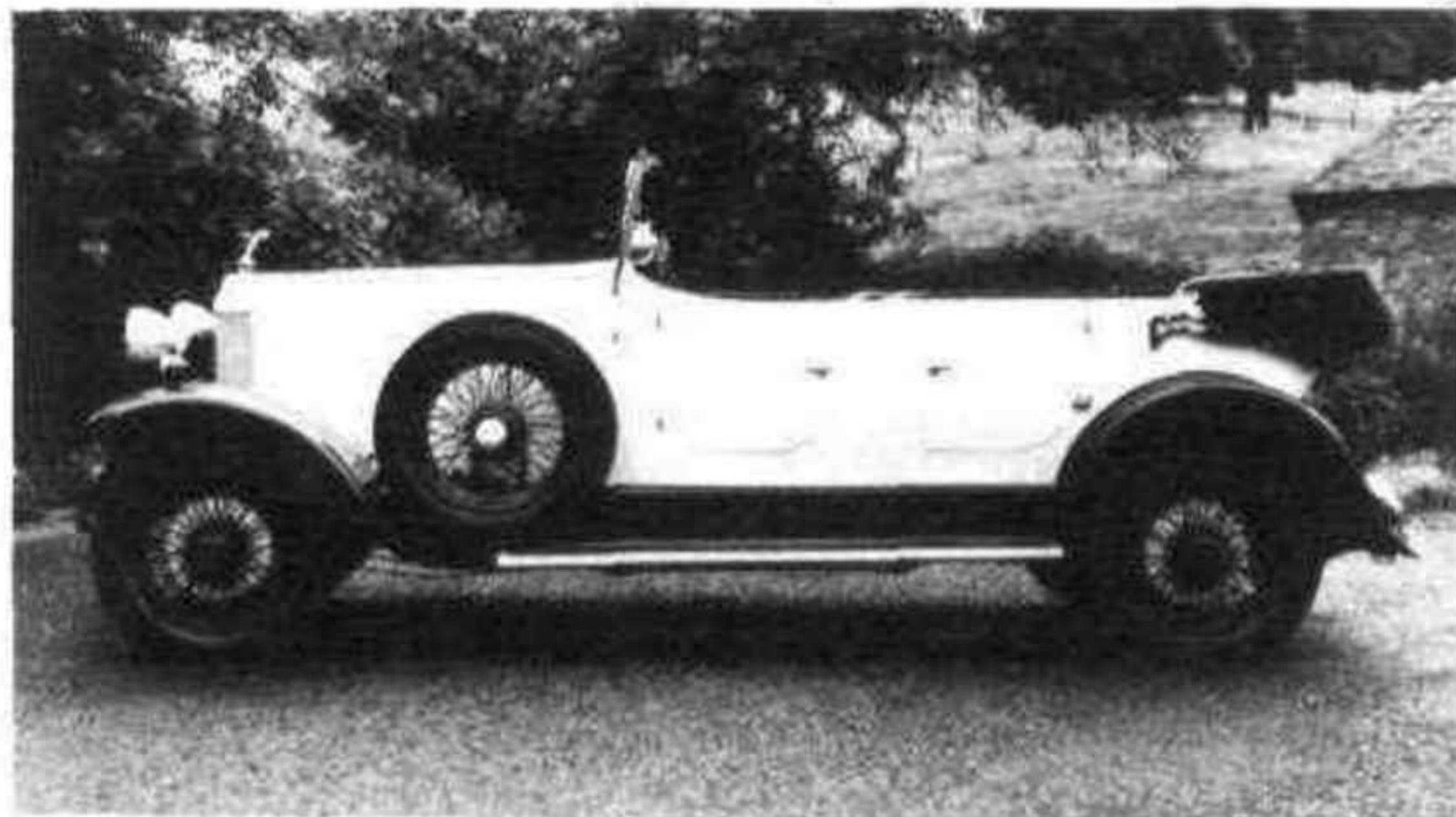
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1960 BENTLEY CONTINENTAL S II by H. J. Mulliner. Finished in regal red with cream hide. One other S II "Flying Spur" in stock: velvet green with beige hide interior.



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