September 1973 Vol. XLIX No. 9 15p

MOTOR SPORT

Founded in the year nineteen twenty-four



PICCADILLY

Britain's finest cigarette.

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FILTER DE LUXE

EVERY PACKET CARRIES A GOVERNMENT HEALTH WARNING

Caterham Car Sales

OFFICIALLY APPOINTED: LOTUS SEVEN, FORMULA FORD, GILBERN AND TVR.

SELECTION OF NEW AND USED CARS *Please telephone for latest stock and location*

LOTUS SEVEN

Series IV. Always a selection of low-mileage Twin Cam and 1600 GT. **£865-£1,245**
Series III & II. Only the best offered for sale, all fully serviced in our works. 1600 GT, Cosworth, etc. **£565-£845**
Trade Sale — Lotus Seven, independent rear suspension, 1500 cc, with excellent mechanics, untidy bodywork. **£495 o.n.o.**

LOTUS

Lotus +2S 130, blue, low mileage, radio, h.r.w. **£2,245**
1973 (M) Elan Sprint f.h.c., low mileage **£2,095**
1972 Lotus Europa Twin Cam, yellow, radio, alloy wheels..... **£1,645**
1970 Elan +2S, *metallic blue/silver,* radio..... **£1,645**
1971 Europa Twin Cam, tinted glass, white, alloy wheels..... **£1,545**
1971 Elan Sprint d.h.c., red/white, radio..... **£1,395**
1970 Elan, S/E, d.h.c., yellow, one owner **£1,195**
1970 Europa S2, blue, radio..... **£1,095**

TVR

1973 3000M, blue/silver, s/roof, h.r.w., radio, one owner, warrants 1,100 miles **£2,195**
1972 2500M, yellow, s/roof, one owner, warrants 8,000 miles..... **£1,645**
1969 Vixen S2 1600, blue, radio... **£985**
1968 Vixen S1 1600, regal red, ch. wire wheels..... **£845**

OTHER CARS

1972 'E'-Type V12, automatic, ch. w/w., stereo **£3,250**
1972 Alfa Romeo 2000 Spyder sports d.h.c., radio..... **£2,395**
1970 'E'-Type f.h.c., red, radio... **£1,850**
1969 Marcos 3-litre, engine-overhauled, resprayed, radio, s/roof, alloy wheels, overdrive..... **£1,345**
1963 Aston Martin DB4/5 Superleggera, resprayed, Vantage engine, o.d., radio; mechanical history..... **£1,095**
1968 Marcos 1600, blue, ch. w/w., sun-roof **£1,045**
1968 Fiat 124 sports coupé, 5-speed gearbox, radio, h.r.w..... **£845**

DUE SHORTLY

1968 Porsche Targa, 'S' specification, full history.
1973 BMW 3.0 'CSA', automatic, P.A.S
1971 BMW 2000, manual.

WANTED FOR CASH OR PART EXCHANGE

Lotus Elan, +2S, Europa and Seven, TVR Vixen and M series, Aston Martin DB6 and DB5, Marcos, Ginetta, etc., and all good condition sports cars with history and service-record.

SPORTSCAR EXPORT

Our subsidiary company for shipping and insurance arrangements. Please check for local legal requirements.

PARTS DEPARTMENT

World-wide service for all Lotus Seven spares. Write to Alex Davids or telephone Caterham 42382.

H.P. AND INSURANCE

We are able to offer a service for private transactions. Write to Adrian Thomas or telephone Caterham 46666.

LOTUS SEVEN CLUB

Next meeting — 8.30 p.m., Thursday, 6th Sept., Headley Arms, Warley, Essex.






LONDON: 142 Finchley Road, N.W.3. Tel: 01-794 9659 Directions: Just South of the M1 on the A41 into London, 100 yards from Finchley Road Tube.
CATERHAM: Town End, Caterham. Tel: 46666 (Works 42381) Directions: Just off A22 South of Purley. Telephone from Caterham S.R. station for transport.



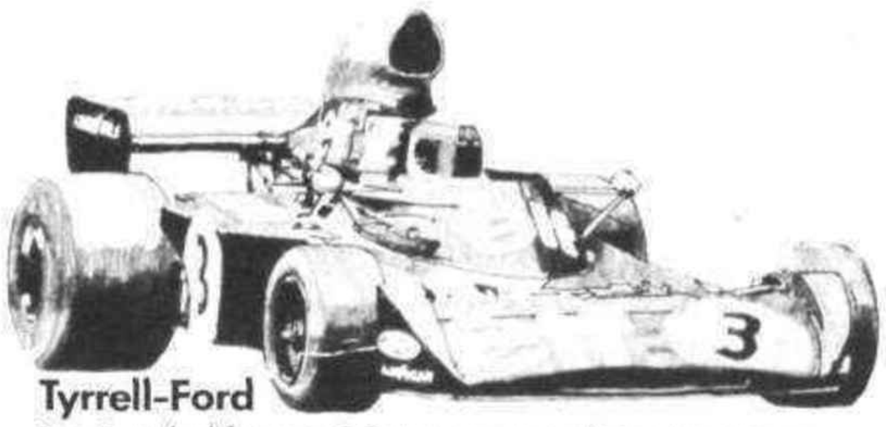
Super Seven

– now fully built with improved specification

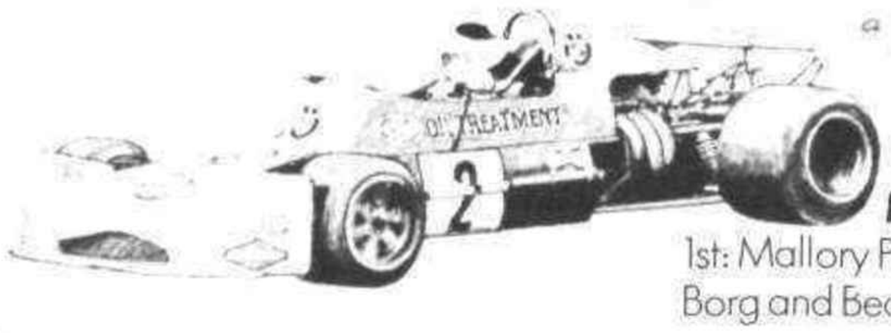
Seven Twin Cam powered by Lotus Sprint engine from £1487
Seven GT powered by Ford 1300GT from £1195



Chevron B24 Formula 5000
1st: Race of Champions-Brands Hatch
Lockheed Brakes
Borg and Beck Clutch



Tyrrell-Ford
1st: South African GP, International Trophy Race-Silverstone. Borg and Beck Clutch Purolator Filter
1st: Belgium GP, Monaco GP, Dutch GP
Lockheed Brakes Borg and Beck Clutch Purolator Filter

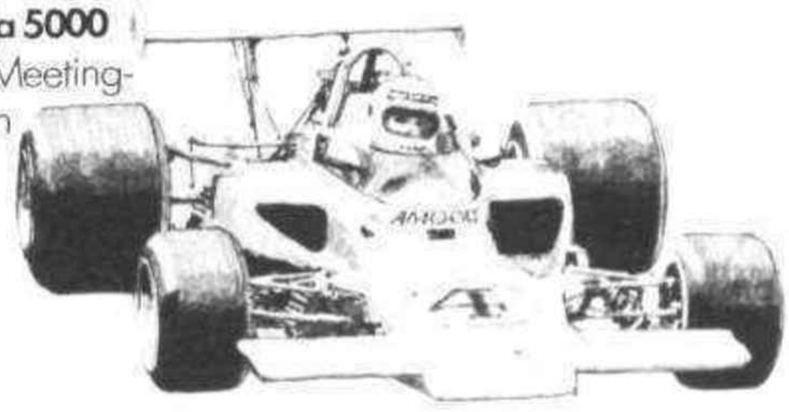


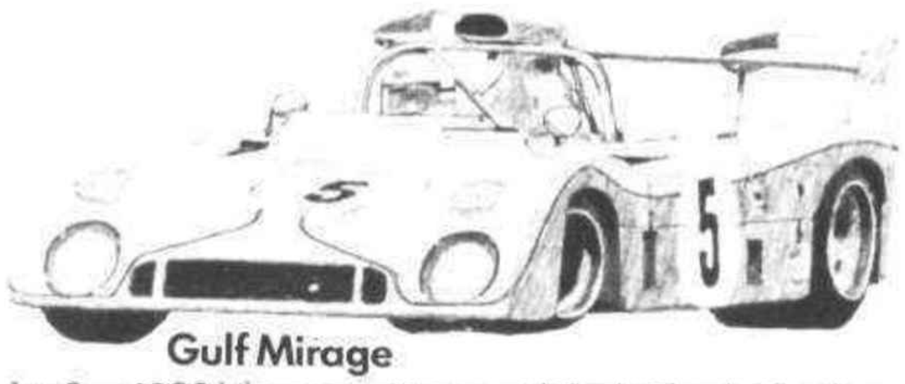
March 732 Formula 2
1st: Mallory Park F2: Championship Race
Borg and Beck Clutch



Matra-Simca
1st: Le Mans 24 hours race Borg and Beck Clutch

Lola T330 Formula 5000
1st: International Trophy Meeting-Silverstone 1st: Snetterton
Lockheed Brakes
Borg and Beck Clutch





Gulf Mirage
1st: Spa 1000 kilometres Borg and Beck Clutch Purolator Filter

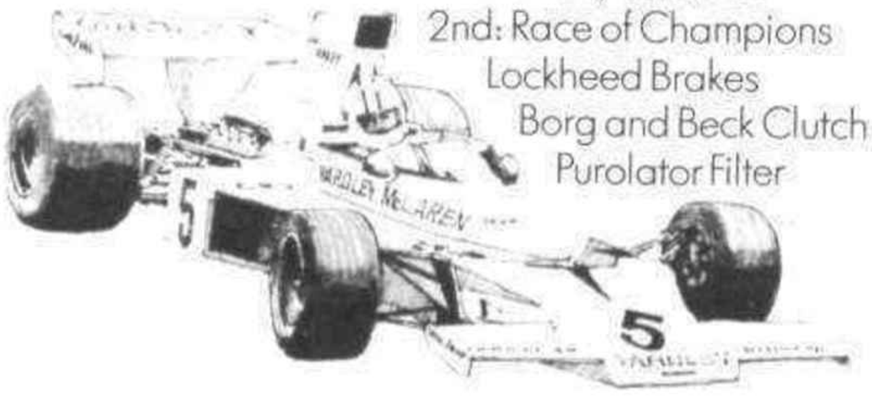
SCA Camaro Group 2 Saloon
1st: Brands Hatch
Lockheed Brakes
Borg and Beck Clutch
Purolator Filter





John Player Special (Lotus 72D)
1st: Argentine GP, Brazilian GP, Spanish GP, French GP and 1972 World Championship
Borg and Beck Clutch
Purolator Filter

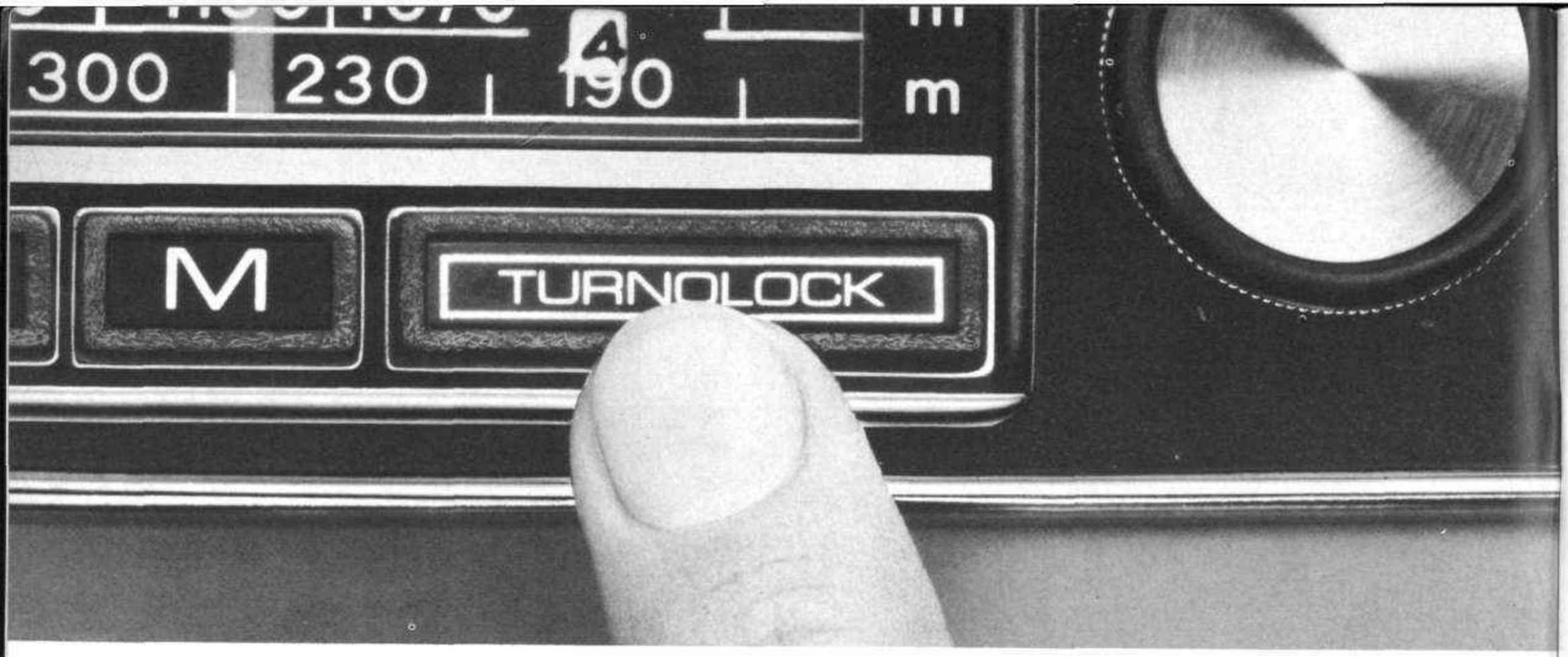
Yardley-McLaren M23
1st: Swedish GP, British GP
2nd: Race of Champions
Lockheed Brakes
Borg and Beck Clutch
Purolator Filter



Our track record speaks for itself.

Automotive Products Group,
Leamington Spa, Warwickshire.

Manufacturers of racing components. Borg & Beck clutches. Lockheed brakes. Purolator filters. Lockheed steering and suspension joints.



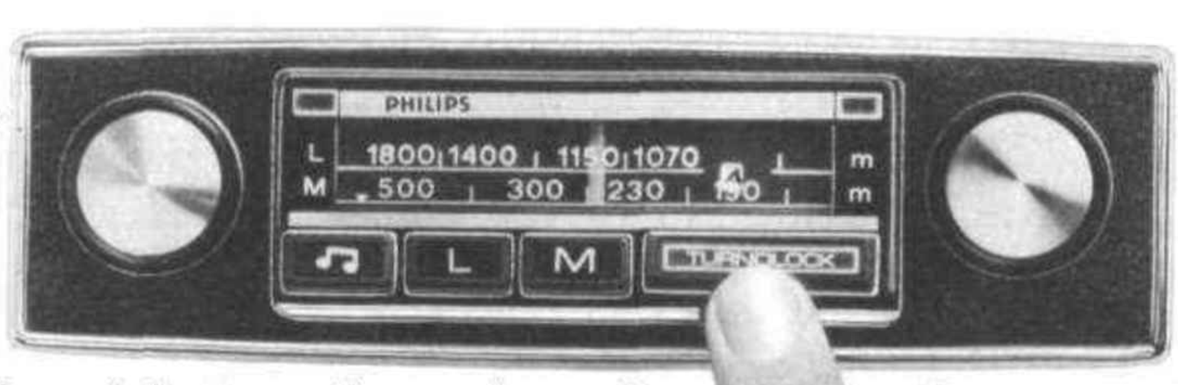
No fiddle, no twiddle.

Philips car radio with Turnolock: one button gives you any one of six stations.

Turnolock is a development exclusive to Philips. It makes tuning a car radio *easier* and *safer* than ever before.

Turnolock outdates all the multiple push-button radios you're used to. It means you don't have to press any one of several push-buttons to find the station you want (perhaps taking your eyes off the road for a dangerous few seconds).

With Turnolock, you just press one button, and the tuning jumps from station to station on the selected waveband till you find the sound you're waiting to hear.



Turnolock isn't the only thing that's different about Philips car radio. Because our radios are made almost without exception from our own compatible components, our quality control is unusually fine. And you will find, if you check, that our production methods actually ensure higher specifications for your money than you might buy elsewhere. Your radio will be with you for as long as your car. It's worth making sure you get a good one.

Music on the move.

PHILIPS

PHILIPS

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



The Ford Rally Team uses only Shell Super Multigrade

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

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

Unique 'muscle-molecule'

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

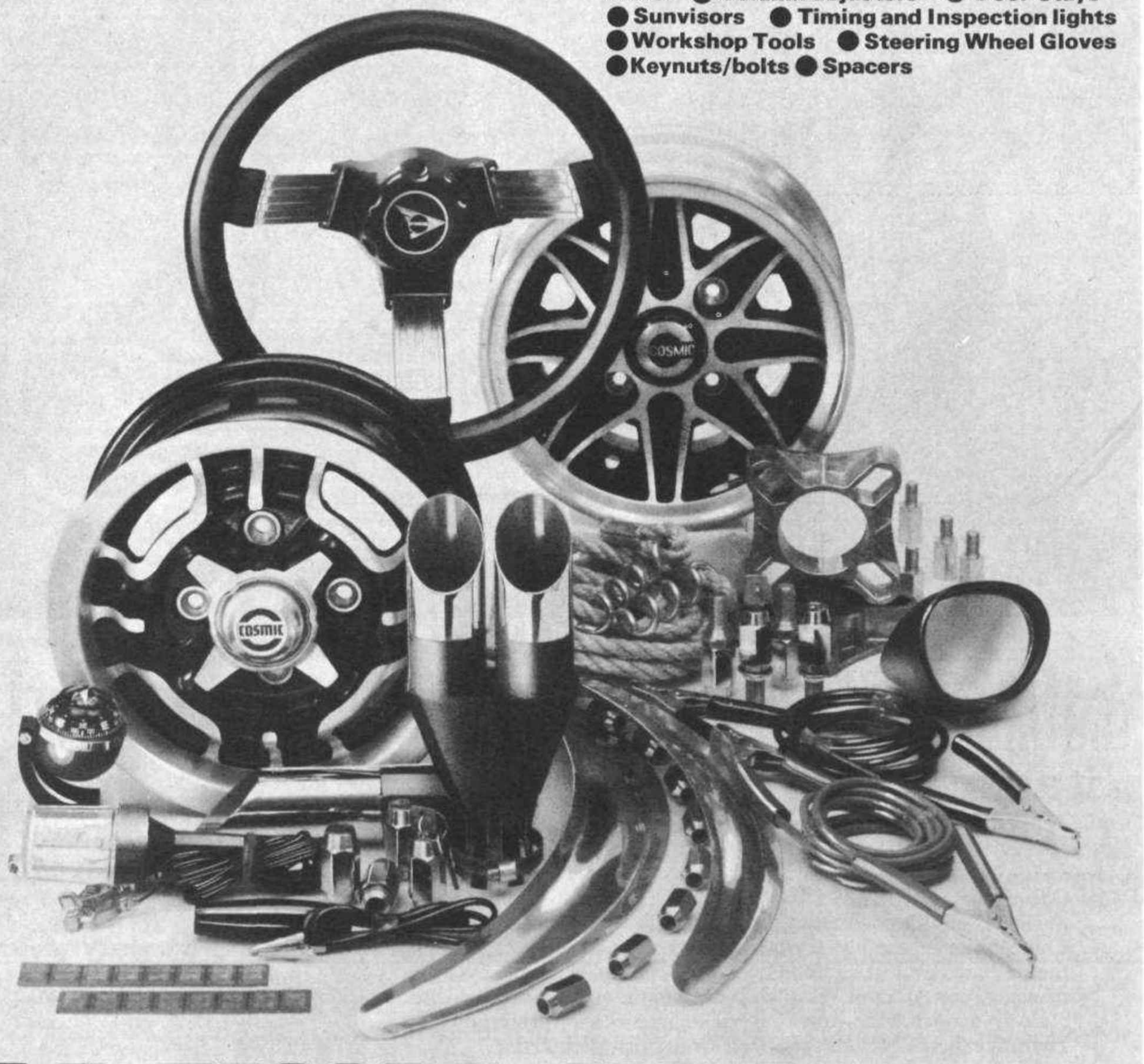


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Get into the Cosmic class today. Post the coupon below for fully illustrated literature on the complete range of accessories covering :—

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ADDRESS .....

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M.S.9.

If your spark plugs look like these, your engine needs looking into.



Loose in Cylinder head. Severe overheating, which results in the shell becoming 'blued', is due to loose fitting in the cylinder head. This can be caused by past use of a short reach plug when a long reach was needed or by insufficient tightening. The tapped hole has a build-up of deposits which prevents the correct plug from being screwed down.



Overheated plug. This plug has been operated under pre-ignition conditions. Note the white-spotted appearance. This may be due to excessively lean mixture, over-advanced ignition, air leaks at manifolds or even incorrect heat range application. Check for causes and if necessary use a colder rated plug.



Oiled plug. This condition usually results from bore wear, worn rings or sticking valves and a permanent cure cannot be achieved by changing spark plugs. An engine overhaul is the only cure, but temporary relief may be obtained by using a hotter rated plug.



Worn plug. This plug has more than completed its useful life. It should be discarded and replaced with a new AC spark plug. Always replace spark plugs in sets, never in singles or part sets.

Knowing how to recognise a faulty spark plug when you see one is important. That's because the condition of your plugs can tell you a lot about the condition of your engine.

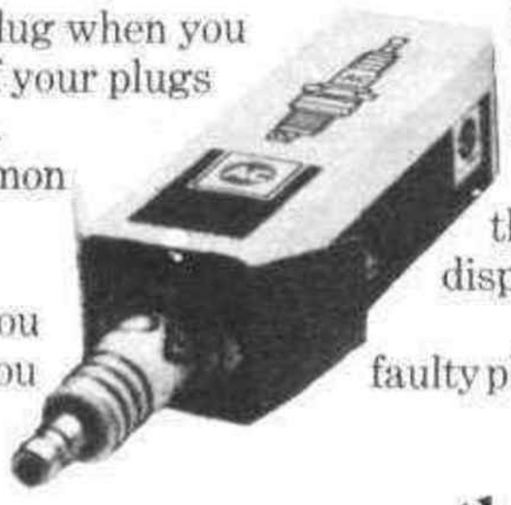
Well, we've now made identifying four common plug faults very simple. We also tell you what those faults mean for your engine.

If you write to us, we'll be pleased to send you free literature concerning other faults, and telling you how to replace a worn plug professionally.

And, when you do decide to change your plugs, it's important to ask for AC by name.

Because the special AC heat seal sees that the heat around the tip of your plug is dispersed before it can burn the plug out.

We've shown you how to recognise faulty plugs. So now you can fit good ones. Ours.



AC-Delco

The more you know, the more you'll want AC-Delco.

AC-Delco Division of General Motors Ltd., P.O. Box 63, Stag Lane, Kingsbury, London NW9 0EH.

Are you fast enough for a Fiamm air horn?

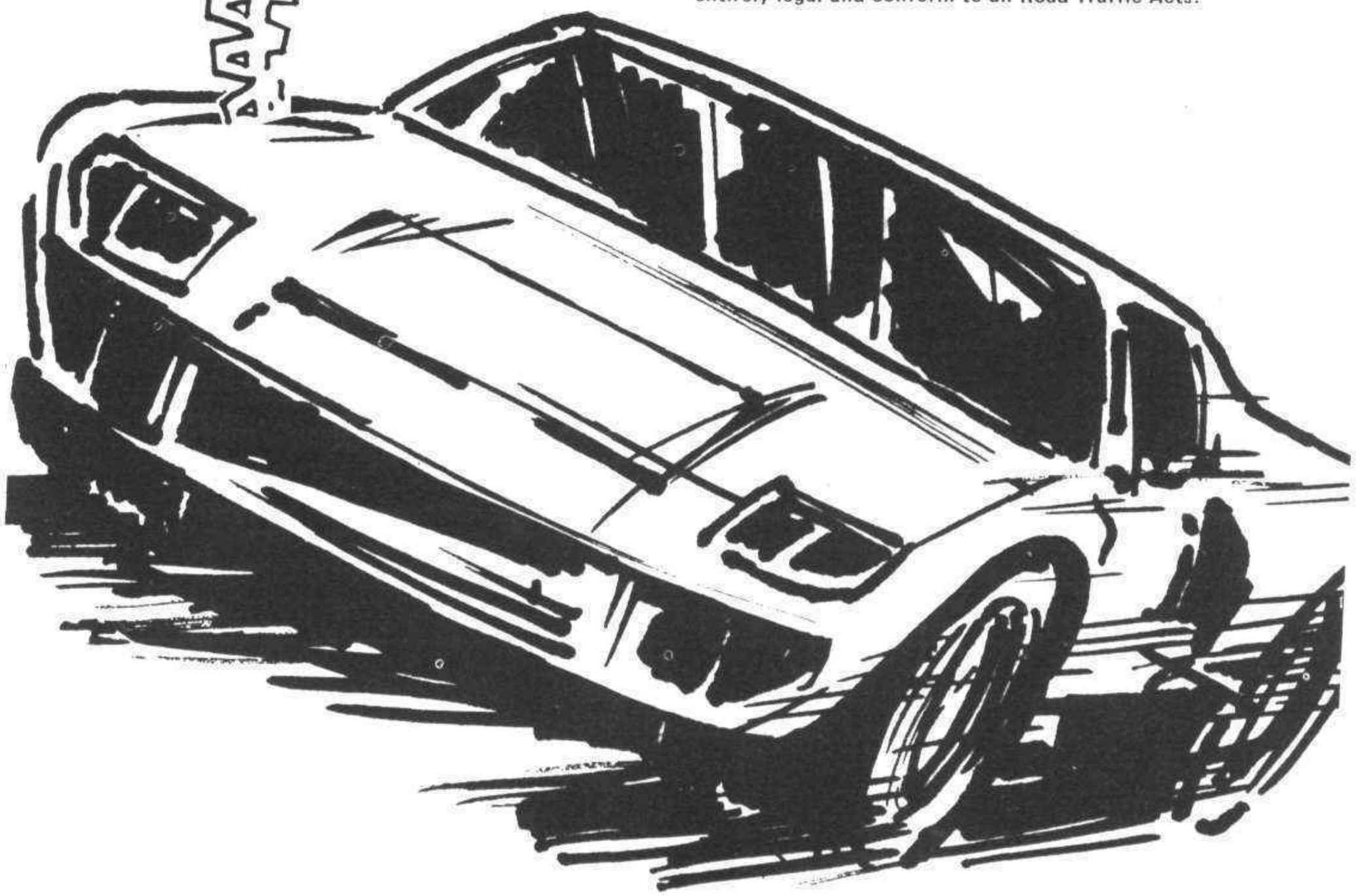
You might have big power, big acceleration, big braking . . . but if your horn lets you down you could have big trouble! And the fact is that at 70 m.p.h. most standard car horns simply don't penetrate.

That's why FIAMM have developed their range of air horns to give high power penetration while conforming to legal standards.

For instance, the Testa Rossa horn produces 113 decibels and the Venom horns give 119 decibels of warning blast at 6 feet. They have metal trumpets and unconditional gaurantees—yet prices start from £4.40.

So if you're going to drive at speed you need a lot of horn under your bonnet. And that's exactly what FIAMM give you.

FIAMM Air Horns are fitted and approved by Maserati, Rolls Royce, the Police, Fire and Ambulance services. They are entirely legal and conform to all Road Traffic Acts.



FIAMM Air Horns—another accessory from AMD

AUTOCAR MARINE & DIESEL COMPANY LIMITED, 5 STONHOUSE STREET, LONDON S.W.4.

NEW PRICE BREAKTHROUGH!

8 Bargains at near wholesale Prices



HOME STEREO SYSTEM (A)
Fantastic value! — only while stocks last.
A full auto changer BSR deck with 3 speed player, balanced arm. Controls for treble, bass, speaker balance and volume. Pilot light, smoked plastic dust cover and complete with pair of speakers. Whole unit finished in teak grain. This price to clear few remaining. Value **£55·00** — **£29·95** cash or £9 deposit & 6 months @ **£4·50** (total credit **£36·00**).

CAR STEREO — HALF PRICE (B)
Colossal purchase enables this stupendous offer — do not confuse with cheap models. (We cannot mention brand). Retail value is over **£50.** Our price is BELOW RETAILER'S COST. Spec. includes all slide controls, bass/treble, volume and speaker balance, and FINE tuner pushbutton track selector and illuminated track indicator. Price **£21·95** — speakers **£4·50** extra. Value **£51·50** — **£26·45** cash or **£7·75** deposit & 6 months @ **£4** (total credit **£31·75**).

RADIO SCOOP! (C)
Really fine ultra-power Radio with AM and FM bands (for local radio public service etc) and automatic frequency control to prevent station fade. Telescopic antenna, mains/battery, with recharge unit. Expensive finish, superb reception. Small number left at this price! Value up to **£15. £8.95** cash.

TWINBAND CAR RADIO (D)
Tremendous offer! Really top value MW/LW car radio with dual polarity to fit any car. Complete with speaker and kit. One massive purchase breaks price barrier! Value about **£15·00** — **£8·95** cash.

PUSHBUTTON AUTO (E)
A brilliant MW/LW dual polarity pushbutton model to fit any car. You could pay double this price and get a lesser unit. Order before they go. Value **£22·00** — **£14·95** cash or **£5** deposit & 6 months @ **£2·15** (total credit **£17·90**).

8-TRACK HOME STEREO PLAYER (F)
A complete home 8 track playing System, incorporating latest technique in stereophonic sound reproduction, offered substantially below retail! Complete with integral amplifier, all slide controls for Bass/treble tuning, stereo speaker balance and volume control ready to plug in and play. Finished in teak grain including pair of hi-fi speakers. Value over **£60·00** — **£39·95** cash or **£12** deposit & 9 months @ **£4** (total credit **£48**).

HEADPHONES (G)
Top quality stereo headphones at fabulous bargain price! **£2·99** cash!

SATELLITE BARGAIN! (H)
Play your eight track cartridges through your existing home unit using this Satellite player — volume, balance, and tone controls — (no speakers). Why pay over **£27·50**? **£19·95** cash or **£6** deposit & 4 months @ **£4·50** (total credit **£24·00**).

1200 TAPES!!!
NO OBLIGATION TO BUY
Unlike some firms we do not tie you down to buying 12 tapes at full price, to qualify for a discount on a car stereo player! In fact we don't say you must buy any tapes at all! But we offer you just about the largest selection of tapes available in the UK. Some as low as £1·59 each! All brand new, guaranteed perfect and almost every label available to choose from. Our tape catalogue is mailed to every customer free.



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The best collection of leisure products at colossal discounts with easy plan credit facilities.
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MS 973

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YOUR 'A' LEVELS COULD GET YOU OFF THE GROUND.

As a naval pilot, you could get off the ground in more ways than one.

First, you'll fly one of our helicopters. And learn to land it on a frigate's flight deck, half the size of a tennis court.

Then we can train you to hunt submarines. To put down assault troops. To find and rescue men who are lost at sea.

It's not an easy job, but you could be a qualified pilot by the time you're 21.

Second, you'll go to sea.

Since most of your flying will be done from ships, you'll go where your ship goes. So you won't only see the world from the air.

Third, you'll be a naval officer with general management responsibilities in your ship.

Fourth, you'll earn £3,394 a year as a qualified Lieutenant of 22.

Naturally, to do all this takes something more than academic qualifications.

To be a naval pilot, you'll need brains, clear judgment, and a fair amount of guts.

But if you can show us that you've got the potential, you could be on your way. Sending the coupon is your first step.

Short Career Commission. You can serve for 8 years – with tax-free gratuity of £2,580 12 years – with tax-free gratuity of £5,000; or 16 years (or to age 38) with a pensionable commission.

You must be over 17 and under 26, preferably with 'A' levels (but with at least 5 'O' levels including Maths and English Lang.) or equivalent; or an acceptable degree (plus Maths and English Lang. at 'O' level, or equivalent) for the new direct graduate entry.

Full Career Commission. You must be between 17 and 20½, with at least 5 G.C.E. subjects including 2 'A' levels or equivalent.



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Address _____

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Date of birth _____

Present or expected qualifications _____

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THE VINTAGE TRANSPORT ENTHUSIASTS' CLUB

VETERAN AND VINTAGE CAR AND MOTORCYCLE AUCTION

to be held at the enormous Booker Rally at Wycombe Air Park, September 30th.

England's largest assembly of veteran and vintage machinery, at Booker Airfield near High Wycombe, is this year augmented by an auction for selected cars and motorcycles. Entries are invited for the sale, and they will be considered by a small group of consultants who will either accept, reject or put on the waiting list all vehicles entered. Vehicles will not be accepted with unrealistic reserves. Commission as little as 4%.

Application forms available.

Our members always have a good selection of privately owned cars they wish to dispose of. At present for instance, the following are available: 1938 Packard Salmons dhc. £1,100; V8 Ford, £600; 1913 Darracq chassis, £550; Good 1936 Talbot, £100; 1938 Salmons MG TA d.h.c., £725; 1923 Austin Clifton; 1928 4½-litre Bentley; 1939 MG TB, £250; 1930 Cowley, £150; 12/50 Alvis chassis, £350; 1937 Mercedes, £85; 1930 A/Siddeley, £250; Phantom II Tourer, £4,500; 1934 3-litre Lancia sports, £500; 1916 Willys Overland, mint, £2,950; 1929 Humber 16/50, £200. Plus many-more mundane vehicles, loads of spares, literature etc.

Write or ring for further details of these and/or club membership.

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Kills RUST on older cars!

KEEPS ALL UNDERBODY 'POCKETS' RUST FREE!

WAXOYL Rustproofing Compound

Clean, Pleasant, Safe to use
SPRAY WITH EASE and SPEED
Using Finnigan's Special
NEW DO-IT-YOURSELF APPLICATOR-INJECTOR

WAXOYL MAINTAINS SHOWROOM CONDITION by keeping all UNDERside 'pockets' rust-free. One treatment protects car for several years without further attention. Seals against corrosion, for all time, every square inch of chassis and UNDERbody.
PREVENTS WARM WEATHER CONDENSATION DECAY even in garaged car.
BENEFITS PROVED by users: International car club member reports "... **lab. tests proved most impressive. Fully endorse statement regarding salt resistance, etc.**" *Rover Sports Register member writes:* "... **has covered 197,000 miles in daily use: approx. 15,000 miles annually. Now works harder than in its youth. No penetration of WAXOYL coating, despite heavy salting in this (Huddersfield) area ...**" And from a Rotherham (Yorks.) user: "... **have rustproofed my car—a more pleasant and easily applied fluid I have yet to find ... a remarkable product ...**" Once it sets into a waxy skin, not even high pressure car wash or steam cleaning can shift WAXOYL (so another user tells us). YOU CAN FORGET CORROSION!



KILLS SUMMER DAMP RUST PERIL! Water from summer showers cannot evaporate from seams, hollow box sections; lies trapped for days on end, forming devastating rusty areas even in garaged cars. NOW IS THE TIME to apply WAXOYL. It soaks deep into metal, even if wet.
TRADE CHARGES £25 TO £75 FOR RUSTPROOFING consisting mostly of labour costs. Do it yourself with WAXOYL and pay only for raw materials at manufacturer's prices. NO NEED TO CRAWL UNDER CAR. Finnigan's special new Applicator/Injector gives exceptional high pressure airless spray up to 4ft. long, reaches ENTIRE UNDERBODY, covers wheel arch in only 30 SEC.! 100% effective swirling action and shaped nozzle sprays right into small screw holes. NO DRILLING! Makes child's play of expert's job.
NOTHING BUT GOOD comes from WAXOYL! Keeps showroom condition because underside 'pockets' of chassis and bodywork are for ever rust-free. Repair bills saved! Higher trade-in value. UNIQUE ADVANTAGES at so little cost. **ORDER NOW. USE COUPON. NO PREPARATION. NO STEAM CLEANING. NO SPECIAL SKILL.** Thin dust layers act as binding agent. Can spray over existing underbody seals.
HEAVY COATING. One gallon is equivalent to THIRTY aerosols.
SELF-HEALING IF SCRAPED. Punctured area reknits itself as polarised molecules creep over metal surface.

CONTAINS MOST UP-TO-DATE **RUST INHIBITOR** *KNOWN TO SCIENCE! KILLS RUST ON OLDER CARS. Revives 'tired' electrical insulation.*

NEVER COMPACTS WITH AGE. Normal underbody seals progressively harden, eventually 'flake' off. Splinter-proof WAXOYL 'flexes' with any surface vibration. Preserves water and radiator hose. **Wonderful lubricant!** Keeps nuts, bolts, etc., forever rust-free!
ALREADY RUSTED CARS MADE SAFE! WAXOYL KILLS existing rust, prevents further rusting. Order now! Forget corrosion.
WAXOYL doesn't just 'slow down' corrosion. Cars rustproofed in 7-year formula testing are still completely rust-free!
REVIVES 'TIRED' ELECTRICAL INSULATION. One coating of WAXOYL on *engine compartment* cuts out electrical tracking; saves power loss. Engine works at peak efficiency, because of no electricity leakage. Instant wet-weather starting! No 'green cottonwool' on battery terminals. One treatment lasts life of both engine and battery. (Mini and 1100 owners, please note!)
CLEAN, PLEASANT, SAFE TO USE. No black sticky mess; makes hands smooth and soft. Harmless to plastic and leather upholstery.

TRIAL OFFER

TRIAL OFFER 1 Pt. TIN—for trigger oil can test behind chrome strips (or brush-on) door edges; free brake linkages, etc. Send 55p add 11p p/pkg. ALL PRICES NOW INCLUDE V.A.T.

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☐ **1 Gall.** Rush my order shown (please tick)
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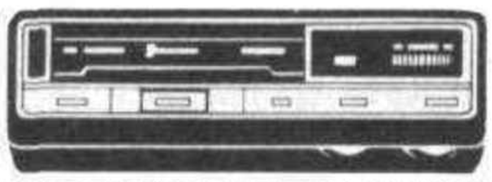
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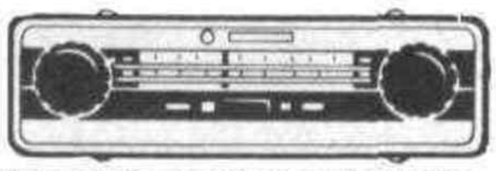
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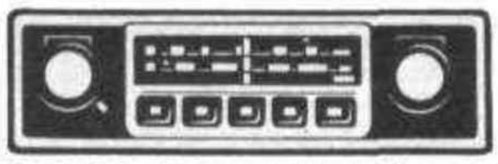
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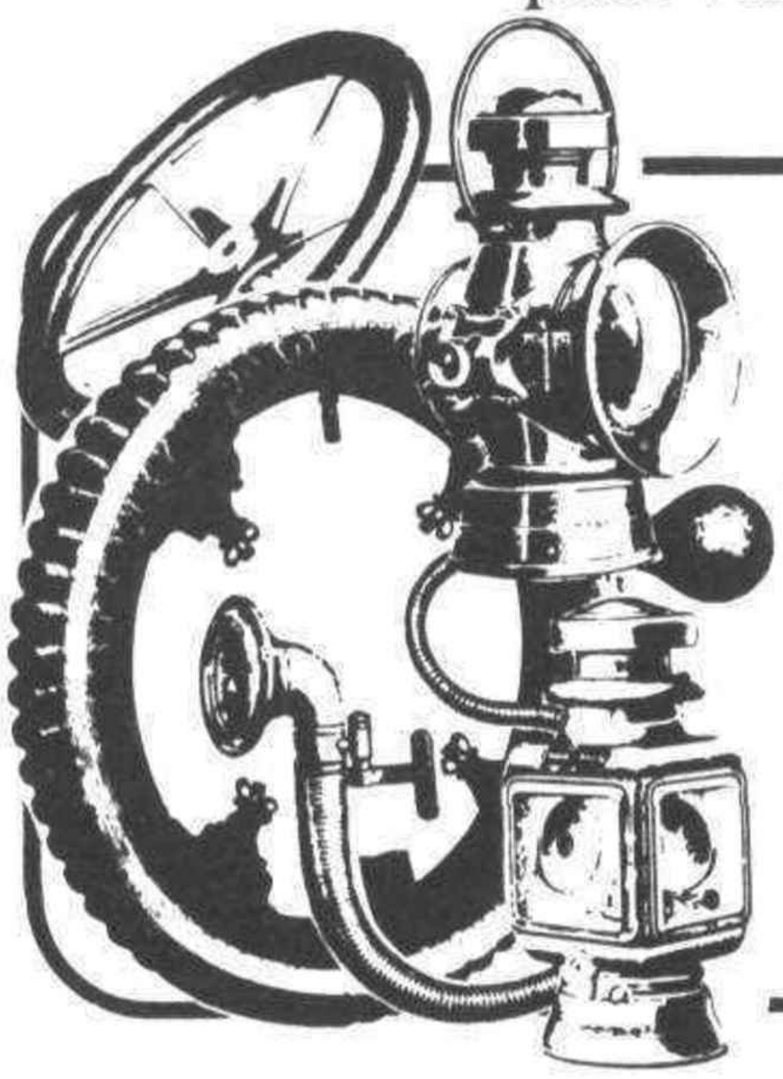
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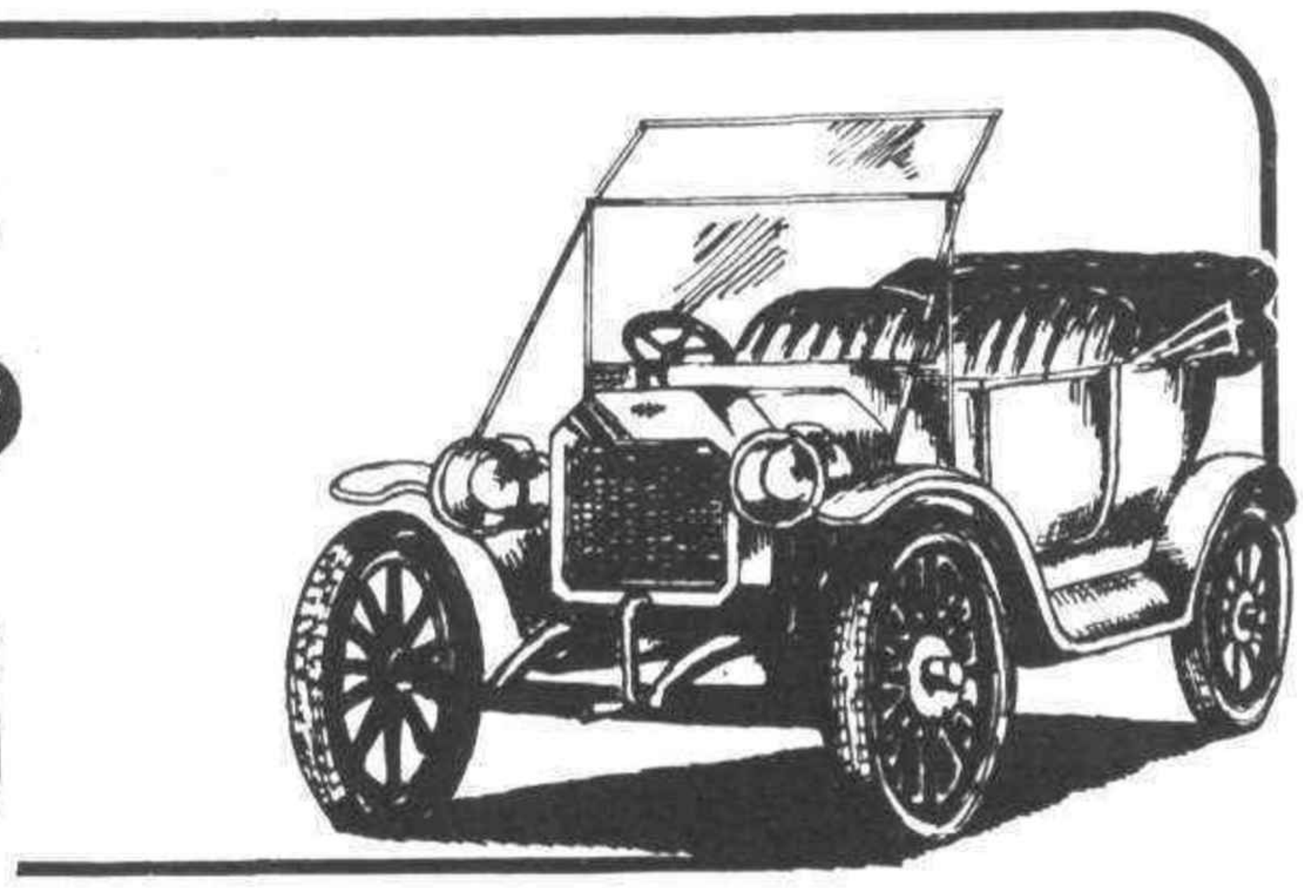


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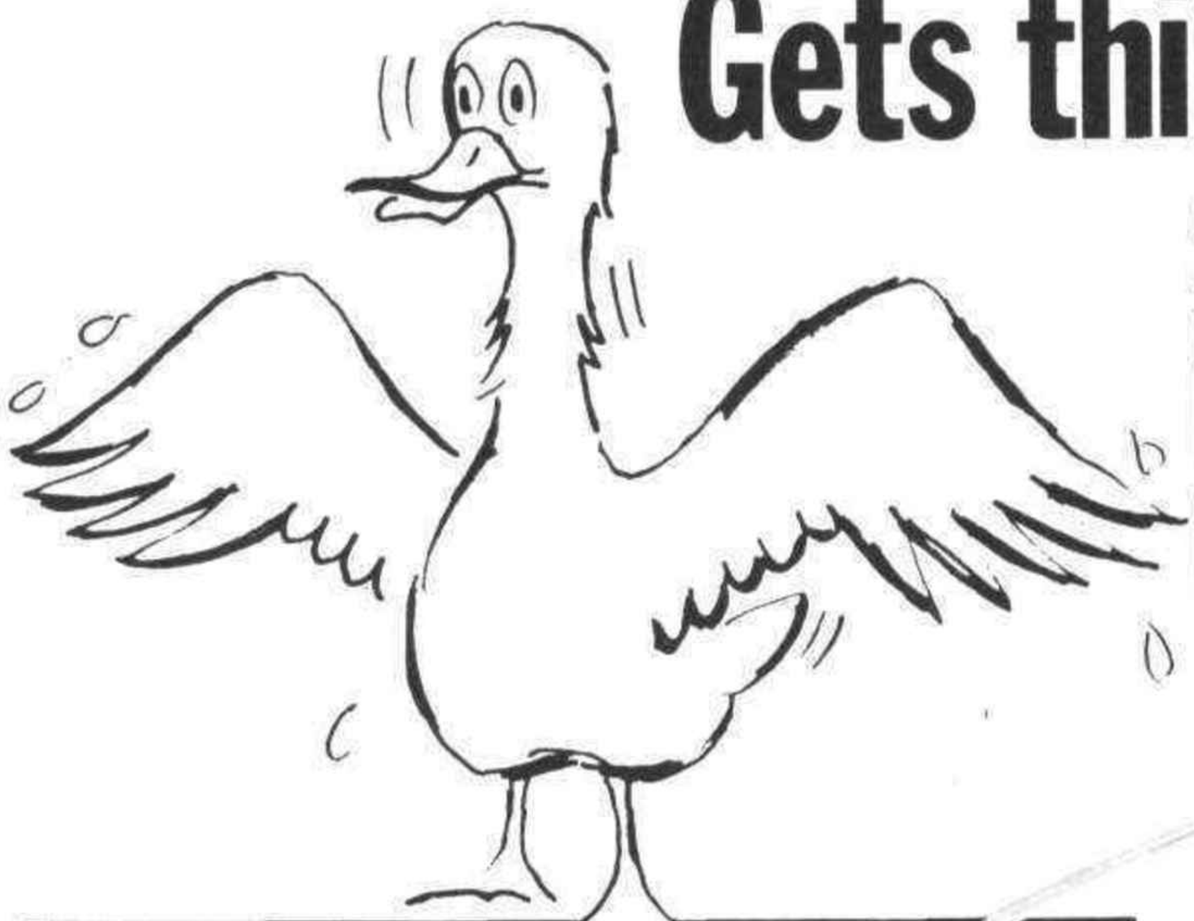
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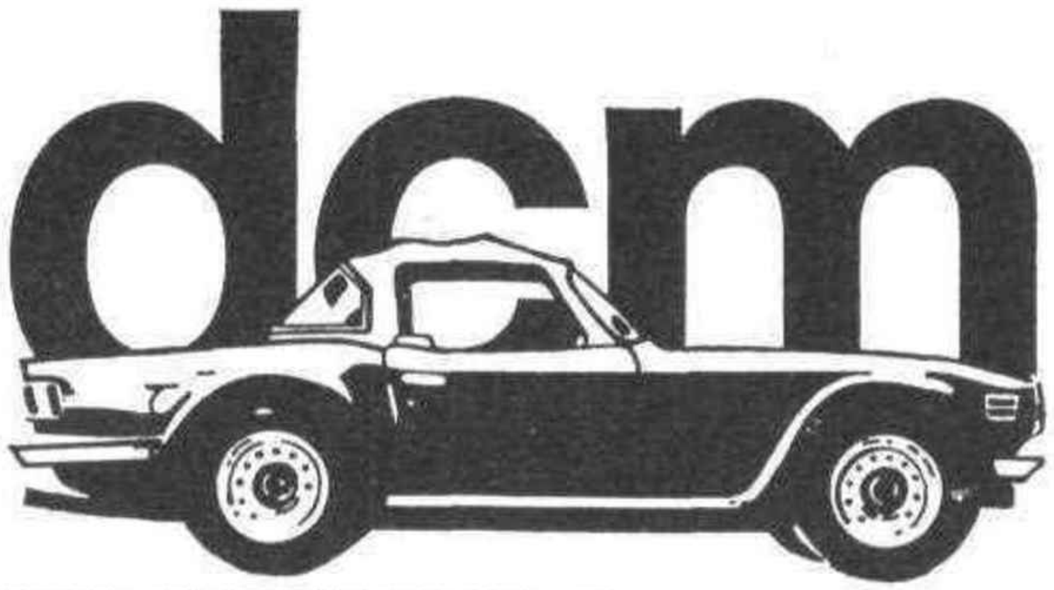
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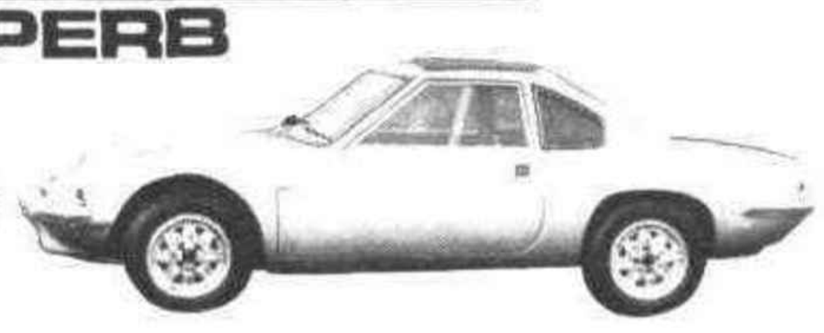
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1964 MG MIDGET, dark blue, not the loveliest thing in the world, to clear .. **£140**

1966 TRIUMPH TR4A, roadster, red with wire wheels, pleasant car **£565**

1964 SUNBEAM Alpine MkIV, green with wires, spent most of its life in Arabia so is rot free, nice clean car for **£295**

1970 FORD Capri GT XLR 3000, red/matt black, one owner, average mileage ... **£895**

1966 PORSCHE 912, tangerine, alloy wheels, good condition for year **£1,045**

1964 VW, blaze, new clutch, pretty little car **£225**

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1971 (J) RELIANT Scimitar GTE, auto., in red... **£1,850**

1972 (L) ESCORT 1600RS, in black and gold..... **£1,495**

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1970 (J) TRIUMPH TR6 roadster, in red..... **£995**

1971 (K) FORD Cortina GTE, in pale blue..... **£975**

1973 (L) SIMCA 1000 Rallye, in orange, black..... **£895**

1968 (G) JAGUAR 420, in dark blue **£895**

1968 (G) ROVER 2000 TC, in Arden green **£765**

1967 (E) M.G.-B roadster, in green, wire wheels... **£625**

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1973 TVR 3000M, finished sun beige, fitted h.r.w. and alloy wheels; 4,000 miles, one owner; excellent..... **£1,995**

1972 TVR 1600M, in blue, fitted sun-roof and alloy wheels; one owner, low mileage; excellent condition **£1,675**

1972 TVR 2500M, in tobacco leaf over Mexico brown, fitted Woolfrace wheels, 8-track stereo and radio; one owner, approx. 8,000 miles; excellent value at.. **£1,795**

1970 TVR Tuscan 3-litre, in blue, with overdrive, radio and alloy wheels. very clean car.... **£1,295**

1969 TVR Vixen S2, finished in Ralleyfleck red and silver with alloy wheels, radio and sun-roof; very attractive car **£1,075**

1969 TVR Vixen S2, in Ralleyfleck blue and silver, fitted alloy wheels; one owner; very attractive car **£1,025**

1969 TVR Vixen 1600 S1, in yellow, fitted stereo radio, 6L wire wheels, fat tyres; nice example **£875**

1968 TVR Vixen S1 1600, in flame red, with wire wheels; very clean car **£795**

1970 JAGUAR 'E'-Type 2 2, automatic, finished in light blue with chrome wire wheels and radio. Reg. No.: 424 HFR. Excellent value **£1,895**

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MOTOR SPORT

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

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FRONT-COVER PICTURE: Dieter Quester rounds La Source with the works BMW 3.0 CSL with which he and Toine Hezemans won the Spa 24-Hour Race. They finished 15 laps of the scenic 14.1-km. Spa-Francorchamps circuit ahead of the second-placed works Capri of Jochen Mass/John Fitzpatrick. Note the new front and rear spoilers, now fitted to production CSLs, which have made the BMWs considerably faster than the works Capris.

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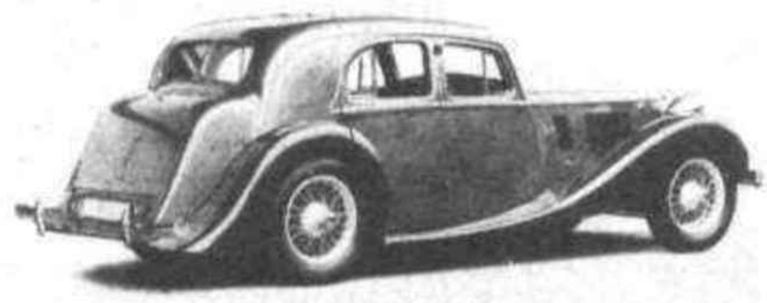
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MATTERS OF MOMENT

■ AN EIGHT-CYLINDER MG

The history of MG has taken another leap forward. In the middle of last month British Leyland announced a new version of the long-lived and very popular MG-B, in the form of the very first eight-cylinder of this make.

It follows the expected lines, using the Buick light-alloy V8 3½-litre power pack which BL borrowed for the Rover 3500 V8 and the dignified 3.5-litre Rover in its final form, the latter, alas, recently discontinued after having served our Royalty downwards with every satisfaction. To cope with the 137 (DIN) b.h.p. of the big-bore, short-stroke five-bearing push-rod o.h.v. engine the BL engineers have done what amateur special-builders did in vintage times and the speed shops or "soup-kitchens" do so well today, namely adapted other parts to the original concept of the well-loved B. Thus the carburetters are at the back of the engine in order to get it in, the water radiator (there is also an oil radiator) has been enlarged, two thermostatically controlled electric cooling fans are used and the gearbox casing has been enlarged to take a bigger clutch.



It is good to know that the intermediate gear ratios have been raised, apart from the substitution of a 3.07 to 1 axle ratio in place of the 1.8-litre MG-B's 3.91 axle. Very strong new Dunlop 5J wheels are used, claimed to be the strongest ever fitted to an MG, 80 mm. main instruments replace 4 in. dials as a collapsible safety steering-column is fitted, and an o/d top gear, brake servo, and tinted glass are standard on this brave new MG-B GT V8.

There will be those who will scorn the car as just another BL badge-engineered hybrid, not in the traditions of sports MGs, although this is not valid when one recalls the spacious 2.3 SA and 2.6 WA pre-war MG saloons. The interchangeability of parts in one group-range enables costs to be cut in modern specialist cars and is used by all the big-output manufacturers. BMC bits always were usefully interchangeable, as so well portrayed by the remarkable Morris Special of Ashley-Cleve which won its class of last year's VSCC Shelsley Walsh hill-climb, although dating from 1927. MG has played a very notable part in motoring history, whether it be by winning important races in this country and abroad or breaking records at speeds of over 100 m.p.h. from 750 c.c. as long ago as 1931 to all but 255 m.p.h. from 2-litres in 1959.



Development of the touring MGs. From top to bottom: 1938 SA saloon, 1955 ZA Magnette saloon, and 1973 MG-B GT V8.

Those with "Cecil Kimber" memories may say the new MG V8 (which supplements but does not replace the B) is not a true MG. A more valid criticism might be that it employs the same Pininfarina-styled body shell as the MG-B GT, which dates back to 1965. Moreover, its price (£2,294) is not all that far removed from that of the Triumph Stag (which we

Continued on next page



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Source * 1. Transport and Road Research Laboratory – D.O.E.
* 2. Causes and Effect of Road Accidents – 5 vol. study. Dept: Road Transportation and Environment Planning. University of Birmingham – June 1969.

Peterson Wins Austrian Grand Prix

Formula One – 54 laps of Osterreichring – 5.911 kilometres per lap – 319.194 kilometres – Very Hot.

A clear-cut Team Lotus demonstration faltered on lap 49 when Fittipaldi retired while in the lead, due to a fuel pipe to the metering unit of his Cosworth V8 coming adrift; this left his team-mate Peterson to lead the remainder of the race, finishing ahead of Stewart (Tyrrell) who was never able to challenge the black and gold cars. The Lotus pair were on the front row of the grid but in the opening stages Hulme got his McLaren between them until he was delayed by a plug lead coming adrift. After dealing with Reutemann (Brabham), Carlos Pace (Surtees) closed up on Stewart, having him in his sights with three laps to go, when fuel pick-up trouble caused his engine to cut out intermittently, but he already had a new lap record to his credit, and managed to struggle home third a few yards ahead of Reutemann. Ferrari made a reappearance with a modified car for Merzario, which ran well to finish seventh; there was no sign of Ickx at the meeting.

Of the other front runners Revson (McLaren) burnt his clutch out at the start, Cevert hit the back of another car in the opening laps and damaged his Tyrrell's radiator, and Lauda did not take part due to his injured wrist sustained in his Nurburgring accident. Hunt (March) retired after 3 laps with a broken control rod to the metering unit of his Cosworth V8 engine.

(Full report next month.)

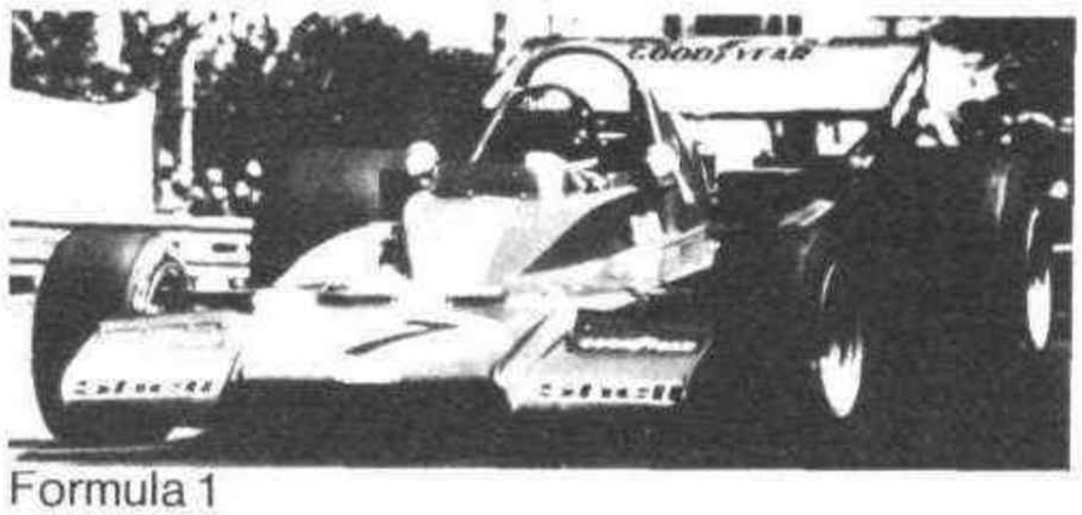
Results:

1st: R. Peterson (Lotus 72/6 – Cosworth V8) 1 hr. 28 min. 48.78 sec. – 214.85 k.p.h.
2nd: J. Stewart (Tyrrell 006/2 – Cosworth V8) 1 hr. 28 min. 57.79 sec.
3rd: C. Pace (Surtees TS14A/05 – Cosworth V8) 1 hr. 29 min. 35.42 sec.
4th: C. Reutemann (Brabham BT42/3 – Cosworth V8) 1 hr. 29 min. 36.69 sec.
5th: J. P. Beltoise (BRM P160/07 – V12) 1 hr. 30 min. 10.38 sec.
6th: G. Regazzoni (BRM P160/09 – V12) 1 hr. 30 min. 27.18 sec.
7th: A. Merzario (Ferrari), 8th: D. Hulme (McLaren), 9th: G. van Lennep (Williams), 10th: M. Hailwood (Surtees), 11th: H. Ganley (Williams).
Fastest Lap: C. Pace (Surtees) in 1 min. 37.29 sec. – 218.72 k.p.h. (new record)
23 starters – 11 finishers

Ronnie Peterson drove a superb race to calmly and easily win the Austrian Grand Prix. Peterson showed what a true sportsman he is by beckoning Fittipaldi into the lead in the early stages so that the Brazilian would gain more points in the World Championship. Fate, however, decided otherwise and the No. 1 JPS Lotus retired a few laps from the end. In the picture Denny Hulme is close behind Peterson, while part of the 150,000 crowd cover the hillside behind.

Shell SPORT news 6

Shell-right for every formula



Formula 1



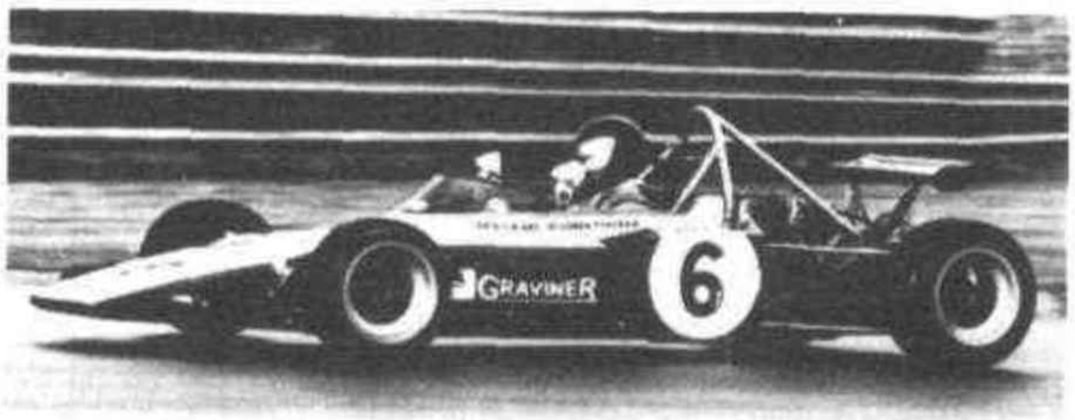
Formula 5000



Group 2 Saloons



Group 1 Saloons



Formula 3



Production Sports



Prototype Sports





Special Saloons

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Motor Sport Fixture List For September

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

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

DATE	CLUB	RENDEZVOUS	NEAREST PROMINENT TOWN	CATEGORY	TIME
Sept. 1st	Ulster AC	Bishops Court Airfield	Nr. Downpatrick, Co. Down	Texaco Meeting (*R*)	14.00
Sept. 1st/2nd	Lanarkshire CC	Esplanade	Dunoon, Lanarkshire	1937 Burmah Rally (*N*)	00.15
Sept. 1st/2nd	Stockton & Dist. MC	Thornaby Town Centre	Teesside	Stocktonian Rally (*R*)	23.31
Sept. 1st/2nd	Shell MC	Braids Motors Ltd.	Ewloe	Shell "200" Rally (*R*)	22.00
Sept. 2nd	**ASA Paul Ricard**	**Circuit Paul Ricard**	**France**	**European Touring Car Championship, Round 7 (INT)**	—
Sept. 2nd	**ADAC-Gau Nordrhein**	**Nurburgring**	**Germany**	**European Championship for Makes, Round 5 (INT)**	—
Sept. 2nd	**OASC**	**Salzburgring**	**Austria**	**European Formula Two Championship, Round 15 (INT)**	—
Sept. 2nd	TEAC	Lydden Hill	Nr. Canterbury, Kent	Race Meeting (*C*)	14.00
Sept. 2nd	BRSCC	Rufforth	Nr. York	Race Meeting (*C*)	14.00
Sept. 2nd	Bugatti OC	Prescott	Cheltenham, Glos.	Gold Cup & Newton Trophy Hill-climb (*N*)	11.00
Sept. 2nd	Midlands Motoring EC	Curborough	Nr. Lichfield, Staffs.	Sprint Meeting (*C*)	12.00
Sept. 2nd	Rolls-Royce EC & Bentley DC	Englefield House	Reading, Berkshire	Rally (*C*)	11.00
Sept. 2nd	Croydon & Dist. MC	Portesbury Road Car Park	Camberley, Surrey	Trident Rally (*R*)	09.00
Sept. 7/9th	**Manx Auto Sport Ltd.**	**Douglas**	**Isle of Man**	**Manx International Trophy Rally (INT)**	**10.01**
Sept. 8th	**MSC Nurnberg**	**Norisring**	**Germany**	**European Formula Two Championship, Round 16 (INT)**	—
Sept. 8th	VSCC	Llandow	Cowbridge, Glam.	Race Meeting (*C*)	12.00
Sept. 8th	Brighton & Hove MC	Madeira Drive	Brighton, Sussex	Shell Brighton National Trials (*N*)	11.00
Sept. 8/9th	Lightning MSC	Top Rank Motorport	Forton Services, M6 (North-bound)	Lightning Trophy Rally (*R*)	22.30
Sept. 8/9th	Harts Wood AC	Mile End Service Station	Brandon, Nr. Bury St. Edmunds	Uniflo Night Hawk Rally (*R*)	23.00
Sept. 9th	**AC Milano**	**Monza**	**Italy**	**Italian Grand Prix, Round 13 World Championship (INT)**	—
Sept. 9th	**Irish Motor Racing Club**	**Phoenix Park**	**Dublin, Ireland**	**International Motor Races (INT)**	**12.00**
Sept. 9th	**MCMRC**	**Oulton Park**	**Nr. Tarporley, Cheshire**	**Rothmans European F5000 Championship (INT)**	—
Sept. 9th	BARC (Surrey Centre)	Brands Hatch	Fawkham, Kent	Dee-Jay & Radio Monthly Car Races (R)	14.00
Sept. 9th	BARC (North Thames Centre)	Silverstone	Nr. Towcester, Northants.	Patrick Motors Group Trophy Meeting (*C*)	14.45
Sept. 9th	BRSCC	Cadwell Park	Nr. Louth, Lincs.	Race Meeting (*R*)	14.00
Sept. 9th	Coventry & Warwickshire MC	Mallory Park	Kirkby Mallory, Leics.	Race Meeting (*C*)	14.00
Sept. 9th	BARC (Yorkshire Centre)	Stockton Farm	Harewood, Nr. Leeds	Harewood Shell Speed-climb (*N*)	12.30
Sept. 9th	Hants. & Berks. MC	Vicarage Farm	Fairoak, Eastleigh, Hants.	Uniflo Barley Mow Autocross (*N*)	10.00
Sept. 15th	AMOC	Castle Combe	Nr. Chippenham, Wilts.	Historic & Vintage Race Meeting (*C*)	14.00
Sept. 15th	Peterborough MC	Silverstone	Nr. Towcester, Northants.	Race Meeting (*R*)	14.00
Sept. 15th	Aintree Circuit Club	Aintree	Liverpool, Lancs.	Race Meeting (*C*)	14.00
Sept. 15/16th	Teify Valley MC	Mart Ground	Newcastle Emlyn	Cilwendeg Rally (*R*)	22.00
Sept. 16th	**ASA d'Albi**	**Albi**	**France**	**European Formula Two Championship, Round 17 (INT)**	—
Sept. 16th	**RRC-13 Wein**	**Osterreichring**	**Austria**	**European Championship for Makes, Round 6 (INT)**	—
Sept. 16th	BARC	Thruxton	Nr. Andover, Hants.	Championship Race Meeting (*R*)	14.00
Sept. 16th	750 MC	Brands Hatch	Nr. Dartford, Kent	Race Meeting (*R*)	14.15
Sept. 16th	SMRC	Ingliston	Nr. Edinburgh	Race Meeting (*R*)	14.00
Sept. 16th	**BDR & HRA**	**Santa Pod**	**Wellingborough, Northants.**	**European Grand Prix Drag Races (INT)**	**13.30**
Sept. 22nd	BRSCC	Oulton Park	Nr. Tarporley, Cheshire	Fordsport Race Day (*N/INT*)	14.00
Sept. 22nd	500 MRCI	Kirkistown	Co. Down, N. Ireland	Race Meeting (*C*)	14.00
Sept. 22nd/23rd	Incorporated Sprint Organisation, NSA	Elvington	York	World's Record Week-end (*N*)	12.00
Sept. 23rd	**CASC**	**Mosport Park**	**Canada**	**Canadian Grand Prix, World Championship, Round 14 (INT)**	—
Sept. 23rd	**BRDC**	**Silverstone**	**Nr. Towcester, Northants.**	**RAC Tourist Trophy (INT)**	**12.00**
Sept. 23rd	TEAC	Brands Hatch	Nr. Dartford, Kent	Race Meeting (*R*)	14.15
Sept. 23rd	BARC	Croft	Nr. Darlington, Co. Durham	Race Meeting (*R*)	14.00
Sept. 23rd	BRSCC	Llandow	Nr. Cowbridge, Glam.	Llandow Meeting (*R*)	14.00
Sept. 23rd	Romford Enthusiasts' CC	Snetterton	Nr. Norwich, Norfolk	Championship Race Meeting (*R*)	14.00
Sept. 23rd	BRSCC	Mallory Park	Kirkby Mallory, Leics.	Race Meeting (*C*)	14.00
Sept. 23rd	North Midland MC	Curborough	Lichfield, Staffs.	Sprint Meeting (*C*)	14.00
Sept. 29th	UAC	Bishops Court	Nr. Downpatrick, Ireland	Race Meeting (*C*)	—
Sept. 29th	750 MC	Silverstone	Nr. Towcester, Northants.	Race Meeting (*R*)	14.00
Sept. 29th	Dukeries MC	Post House	Sandiacre, M1 Exit 25	Dukeries Rally (*N*)	07.00
Sept. 29/30th	CSMA (Leeds)	Leedhams Wa'side Garage	York	Golden Jubilee Autumn Rally (*R*)	22.00
Sept. 30th	BRSCC	Brands Hatch	Fawkham, Kent	Championship Race Meeting (*N/INT*)	14.00
Sept. 30th	BARC	Mallory Park	Kirkby Mallory, Leics.	Championship Race Meeting (*R*)	14.00
Sept. 30th	BARC (Yorkshire)	Stockton Farm	Harewood, Nr. Leeds	Castrol Trophy Speed-climb (*N*)	12.30
Sept. 30th	Falcon MC	Knebworth Park	Stevenage, Herts.	Championship Autocross (*R*)	13.30

MATTERS OF MOMENT

Continued from previous page

road test on page 1014), which has another permutation of BL V8 power unit. Nevertheless, the idea of a very smooth and effortless multi-cylindered MG coupé for which 120+ m.p.h. is claimed is most attractive on paper and next month MOTOR SPORT hopes to publish a full road-test report on the new Abingdon-engineered Rover-MG, after taking it to a Continental motor race.

Further Facets of History

THE August issue of the *Bentley Drivers Club Review* contained some very detailed information about the technical development of the original 3-litre Bentley engine, by Nobby Clarke, believed to be the only surviving member of the Bentley Co. staff of 1919, (also a most interesting description of a run W. O. and H. M. Bentley made in a DFP in 1922, covering 654 miles with but one meal-break, and a description of his Bentley-Napier by David Llewellyn) and the 12/50 Alvis Register magazine recently published the result of interviews by Peter Wright with several ex-employees of the Alvis Company who worked there in the days of the 12/50 and FWD cars. *The Driving Member*, journal of the Daimler & Lanchester OC, has been serialising Francis Hutton-Stott's account of his veteran-car activities, one of the best reminiscences of the beginning of the movement, reprinted from the 1945 issues of MOTOR SPORT.

Morris Jubilee Endurance Run at Silverstone

CARS spanning nearly 50 years of Morris took part in an endurance run at Silverstone recently as part of the Morris Diamond Jubilee celebrations. The cars ranged from the 1926 Wellsteed Special built on a Morris Oxford chassis, to a current Marina 1.3 coupe. At the end of the 12-hour test 500 miles had been covered in 311 laps of the Club circuit, at an average of 40 m.p.h. Also a 1936 Ten Six Cunard Special—one of only two surviving models—a pre-war Minor, Series E, Morris 8 and the first Morris Minor of 1948.

New TVR, but 3000M continues

OUR road-test of the TVR 3000M makes reference to an up-dated version with lift-up tailgate and revised sun-roof, implying that this model will replace the version tested. TVR Managing Director Martin Lilley has decided that the revised version will be a more expensive and luxurious addition to the range and the 3000M as tested will continue in production.

German Grand Prix

A Tyrrell Demonstration

NURBURGRING, GERMANY, *August 5th*

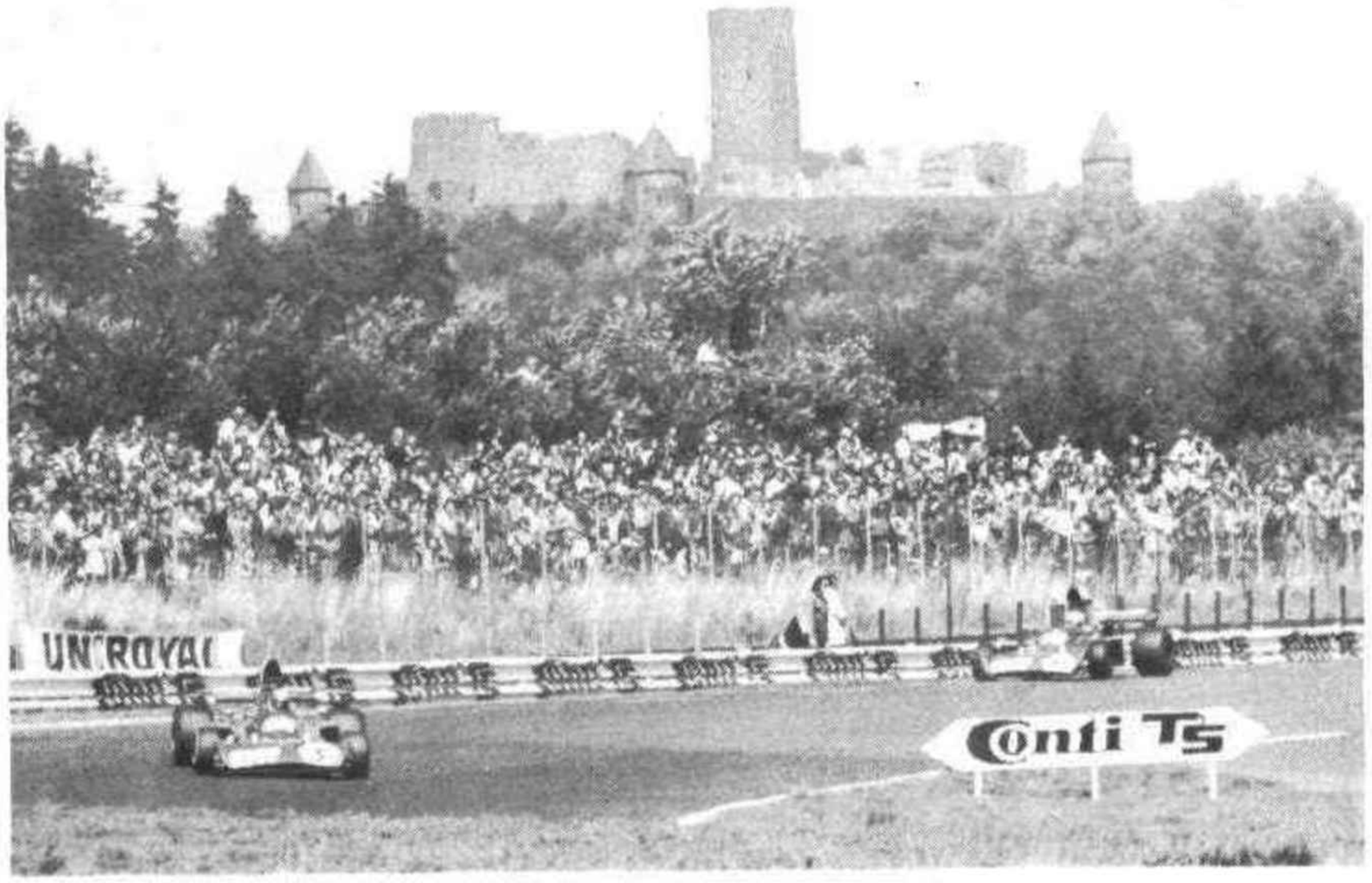
WITH PRACTICE for the German Grand Prix on the Nurburgring starting only five days after the unhappy Dutch Grand Prix at Zandvoort there was a general air of unreadiness on Friday lunch time. It was only a feeling, for in fact all the teams present were in pretty good condition considering the shortage of time for preparation. Those teams sponsored by tobacco companies had some real time-wasting work to do, for the German Government had decreed that there would be no forms of advertising by tobacco companies at the Grand Prix, with the result that BRM, Lotus, Williams and Graham Hill had to erase their sponsors' names from the cars, the transporters, the drivers' and mechanics' overalls, the team personnel clothing and so on. This stripping of the power of John Players, Marlboro and Embassy was as a result of pressure being applied by German tobacco firms who do not approve of racing or any other sports, and the German Government gave support to this faction. In consequence Fittipaldi and Peterson were entered by JPTL and were driving JPS, Graham Hill was entered by E. Racing and was driving a Shadow, Regazzoni, Beltoise and Lauda were driving BRM cars, entered by BRM of Bourne, and Frank Williams entered two ISO cars driven by Ganley and Pescarolo. As I have always considered a Lotus 72 to be a Lotus 72, a BRM to be a BRM and Frank Williams cars to be Williams Specials, the whole scene in Germany bore some resemblance to reality.

Stewart and Cevert had no problems with their ELF-sponsored Tyrrell cars, nor did Hulme and Revson have any problems with their Yardley-sponsored McLarens, and the other sponsors, who range from Tea Bags to Argentinian Meat and Brazilian Coffee were all in order. Most of the teams had come direct from Holland, with the same cars and materials they had used in the Dutch event. Absent once again was the Ferrari team, but the Commendatore had released Jacky Ickx for this event, and he was snapped up by McLaren, who put him in the newest car, M23/4, to join Hulme (M23/1) and Revson (M23/2). There was a lot of speculation and chat about what Ickx might or might not have done, but if the form book is read correctly a driver of his calibre, especially at the Nurburgring, could only have considered Lotus, Tyrrell or McLaren, if his sole object was to win. Lotus did not need him, having two natural winners already, Tyrrell did not need him, having the best natural winner in the game today, but McLaren did need him, as although their two drivers win races, they are not natural pace-makers, leaders, and winners, and anyway "the best place for any opposition is in your own team" would have been typical McLaren thinking. No doubt all the other teams would have liked to have had Ickx, but he did not need them.

The Tecno team in all its complication had disappeared to try and think straight, the Ensign had gone home for a bit of redesigning, there was still no sign of the Hexagon Racing Brabham for John Watson, the Hesketh team had withdrawn in order to catch up with some intensive development work, and the works March team were absent. Added to the Brabham team was Rolf Stommelen, taking the place normally occupied by de Adamich and driving BT42/5, and the Surtees team had the addition of Jochen Mass in TS14A/01, rebuilt after its Silverstone accident. After crunching his Shadow against the Zandvoort Armco, Oliver took over the brand new one (DN1/6A) with the more orthodox rear suspension layout and the BRM trio were exactly as they finished the Dutch race, but were awaiting some rebuilt engines and a complete spare car (P160/05). In the Lotus team Fittipaldi was far from 100% fit, and was restricted to one car (72/R7), the Zandvoort-damaged one needing a major rebuild, while Peterson was still using 72/R6 fitted with a fresh engine and gearbox, 72/R8 standing by as his spare. The Tyrrell team never looked more healthy or happy, Stewart (006/2) and Cevert (006) being in fine form, with the spare car (005) in side radiator form and with its new wedge-nose, the oil radiator being at the rear of the car now. Wilson Fittipaldi (BT42/2) and Stommelen (BT42/5) had modified front aerofoils on their Brabhams, with the actual aerofoil surface of the centre section raised up above the rest of the nose cowling, and all three cars had small deflectors added to the cowling, just in front of the tyres.

As everyone began to assemble in the pit area at midday on Friday a light summer rain began to fall and there was a bit of a rush back to the paddock to collect "rain" tyres. However, the rain did not develop, the track dried and the business of practice began, with spare cars for Stewart and Peterson standing by. With the long lap of the Nurburgring, taking just over 7 minutes to cover, there is a system whereby drivers can leave the pit road, take the South Turn, drive up the return leg behind the pits and then double back round a loop to rejoin the pit area, instead of setting off over the bridge and down the twists and turns of the *Hatzenbach* and away on the 22.835 kilometre lap. This "loop" provides two things; an opportunity to try the car before leaving the pit area irrevocably, and the means for getting an officially timed lap without having to go all the way round the circuit beforehand. The time-keepers are situated before the pits, so that as cars leave their pit they are not "seen" or timed until they have been all the way round. If the time-keepers were beyond the pits, the reverse would apply, any car ending a lap at the pits would not pass the timing line. On a short circuit of 1 min. 20 sec. these "untimed" laps are no worry, but on a 7-minute circuit they can absorb all the valuable practice time without showing any results. The "pits loop" obviates this, and also allows for a flying finish at the end of a lap, without the necessity to go all the way round again on a "slowing down" lap. At every first practice session at the Nurburgring there is always a reluctance to make the irrevocable decision to set off round the full lap, so that the dicing round and round the loop seems to go on interminably. One of the first drivers to get on with the job was Ickx in the third of the McLaren team cars, and he was setting competitive lap times before some drivers had even got out on the "pits loop". The fastest lap ever made on the Nurburgring was by Ickx in a Ferrari in practice last year when he recorded 7 min. 07.0 sec. so that 1973 was clearly going to see the Aces well below 7 min. 10 sec. and a close approach to 7 minutes was not beyond the realms of possibility, while hopeful people even thought the 7-minute barrier might be broken. As it would represent an average speed of over 120 m.p.h. the occasion was looked forward to with great interest, but prematurely as it turned out.

For a time there was a pretty lethargic air about the place, with people turning laps in 7 min. 20 sec. at the best, and mostly nearer 7 min. 30 sec., until Ickx got the feel of the McLaren M23 and went round in 7 mins. 09.7 sec. Just as he was getting wound up the Cosworth V8 engine broke and he abandoned the car out on the circuit. There was a short break in practice while the car was retrieved and during this time everyone seemed to wake up and some of them "got their skates on", with the result that Stewart, Peterson, Cevert, and Lauda all got below "bogey" time and the Scot was only one tenth of a second off the unofficial record time. The performance by Lauda was particularly



THE Tyrrell twins completely dominated the race, Stewart leading Cevert in close formation.



THE Germans went all out to avoid a repetition of the Zandvoort tragedy. These are just a fraction of the rescue vehicles.

courageous, making the other BRM performers look a bit hopeless, but it was achieved more by enthusiasm than skill, for the young Austrian continues to arrive at corners too fast and leave them too slowly, instead of the reverse, which produces smoother, cleaner and faster driving. As always it was the regular group at the top and the usual ones at the bottom, with the Surtees team in trouble with a misfiring engine on the car of Mass, and Hailwood having a front wheel break its centre as he was plunging down the *Fuchsrohe*, fortunately with no dire results. Follmer's Shadow had the side plate tear off its rear aerofoil and Ganley crashed his Williams into the guard-rails and crumpled the cockpit area very severely, quite beyond immediate repair.

On Saturday there were small rain clouds drifting across the Eifel mountains, every now and then dropping their load on different parts of the circuit, so that all hope of any superfast times was gone before practice got under way. For a long while everyone went round and round the "pits loop" until finally Purley was the first to make a breakaway and set off on a full lap. Stewart had a careful go round in the spare Tyrrell on "rain" tyres, and Lauda set off with a new type of air box on his BRM engine. Ickx was soon flying round, trying to make up for lost time, and poor Hailwood seemed to be fighting a losing battle with his Surtees, which looked to be all floppy at the back end. In contrast Mass was looking fast and stable, his car having 1972 suspension at the back, and the Lotus 72s, the McLarens, and the Tyrrells were all looking exactly as one would expect, fast and stable. All this was observing on the downhill twisty bit from the North Curve to *Hatzenbach*, where the brave ones had the throttle down on the stop, and the not-so-brave were "feathering". To keep a sense of proportion it is worth remembering that the average sporting driver in a normal car would go down this part of the Nurburging with the brakes on most of the time. The intermittent rain showers put a stop to any heroics being performed, but Ickx got a lap in at 7 min. 10.3 sec., which was fastest of the day, no-one else approaching this sort of performance. In the Lotus camp Fittipaldi was far from being fit and took a very secondary position, while Peterson's effort collapsed in a heap beside the road when a suspension ball-joint at the front broke.

When it was all over, and the starting grid sorted out from the two days practice, the result was anything but conclusive and an analysis of the grid without knowledge of what happened in practice would have given a completely false impression. On Sunday morning the Grand Prix cars had a short test session and the Grand Prix itself was due to start at 1 pm. The day was bright and sunny and the massacre of the public was over, for during the two days before the actual race the ambulance service was kept very busy by the sideshows. An FIA official caused bloodshed in the paddock by trying to ride a motorcycle at the wrong moment, one of the Formula One Union men was savaged by a bicycle, and a stunt-man fell into the crowd and caused a lot of damage. The Grand Prix racers themselves did no damage to anyone at all! As the 22 starters left the pits to drive round the loop to the

STARTING GRID

↑

2 R. Peterson (*Lotus-Cosworth V8*) 72/R6 7 min. 08.3 sec.

5 J. Stewart (*Tyrrell-Cosworth V8*) 006/2 7 min. 07.8 sec.

30 J. Ickx (*McLaren-Cosworth V8*) M23/4 7 min. 09.7 sec.

6 F. Cevert (*Tyrrell-Cosworth V8*) 006 7 min. 09.3 sec.

10 C. Reutemann (*Brabham-Cosworth V8*) BT42/3 7 min. 15.1 sec.

21 N. Lauda (*BRM V12*) P160/08 7 min. 09.9 sec.

7 D. Hulme (*McLaren-Cosworth V8*) M23/1 7 min. 16.5 sec.

8 P. Revson (*McLaren-Cosworth V8*) M23/2 7 min. 15.9 sec.

19 G. Regazzoni (*BRM V12*) P160/09 7 min. 18.2 sec.

20 J-P. Beltoise (*BRM V12*) P160/07 7 min. 18.1 sec.

26 H. Pescarolo (*Williams-Cosworth V8*) IR/01 7 min. 18.8 sec.

24 C. Pace (*Surtees-Cosworth V8*) TS14A/05 7 min. 18.8 sec.

1 E. Fittipaldi (*Lotus-Cosworth V8*) 72/R7 7 min. 19.7 sec.

11 W. Fittipaldi (*Brabham-Cosworth V8*) BT42/2 7 min. 19.1 sec.

9 R. Stommelen (*Brabham-Cosworth V8*) BT42/5 7 min. 22.2 sec.

31 J. Mass (*Surtees-Cosworth V8*) TS14A/01 7 min. 20.4 sec.

23 M. Hailwood (*Surtees-Cosworth V8*) TS14A/04 7 min. 22.3 sec.

17 J. Oliver (*Shadow-Cosworth V8*) DN1/6A 7 min. 22.3 sec.

15 M. Beuttler (*March-Cosworth V8*) 721G/2 7 min. 26.6 sec.

25* H. Ganley (*Williams-Cosworth V8*) IR/02 7 min. 25.1 sec.

16 G. Follmer (*Shadow-Cosworth V8*) DN1/5A 7 min. 28.3 sec.

12 G. Hill (*Shadow-Cosworth V8*) DN1/3A 7 min. 27.1 sec.

18 D. Purley (*March-Cosworth V8*) 731/2 7 min. 54.2 sec.

* Non-starter. Practice accident.

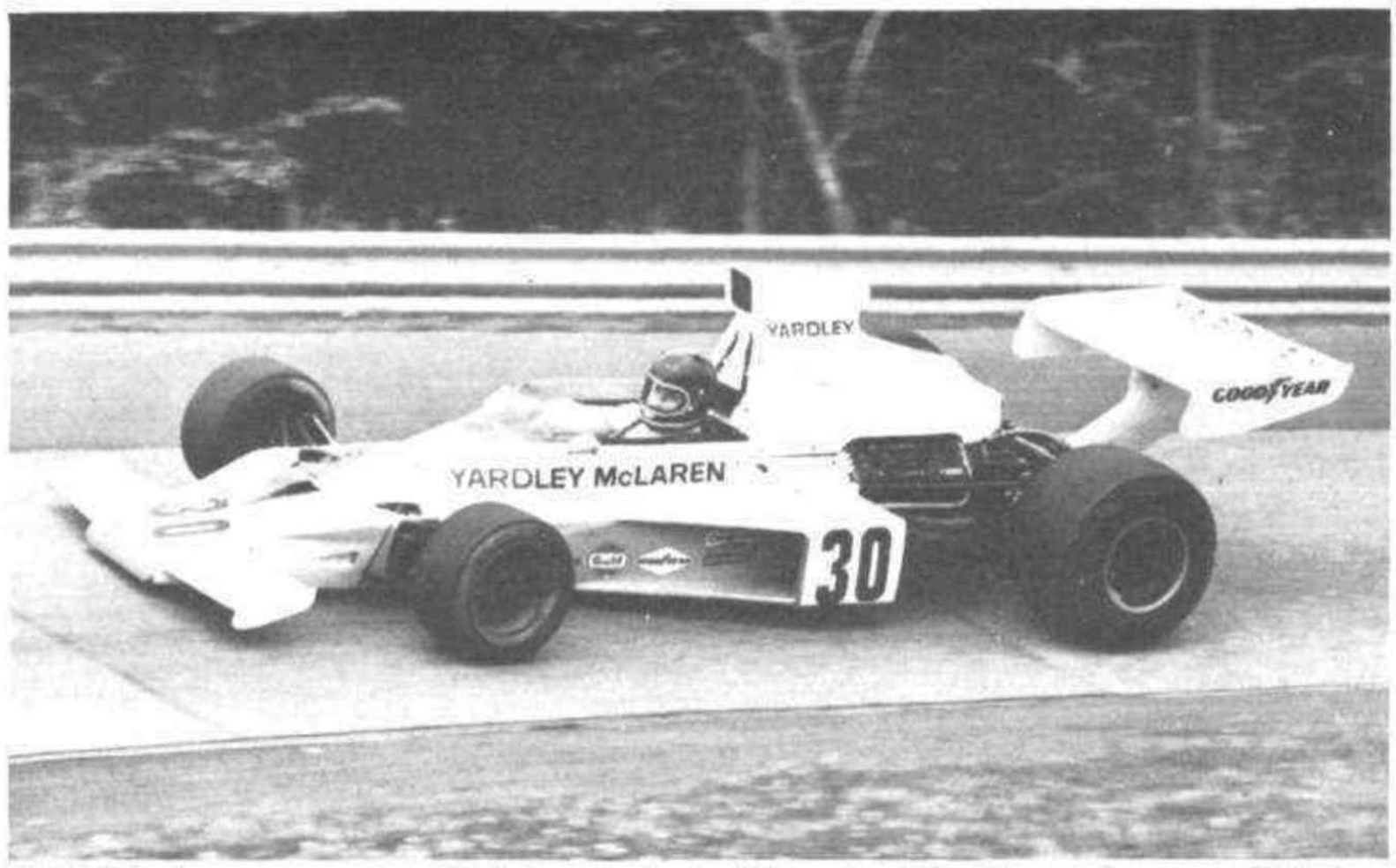
PRACTICE TIMES

No.	Driver	Car	Friday	Saturday
1	E. Fittipaldi	Lotus 72/R7-Cosworth V8	7. 19.7	7. 20.0
2	R. Peterson	Lotus 72/R6-Cosworth V8	7. 08.3	7. 20.6
3	J. Ickx	Ferrari	NON - STARTER	
4	A. Merzario	Ferrari	NON - STARTER	
5	J. Stewart	Tyrrell 006/2-Cosworth V8	**7. 07.8**	7. 16.4
6	F. Cevert	Tyrrell 006-Cosworth V8	7. 09.3	7. 31.6
7	D. Hulme	McLaren M23/1-Cosworth V8	7. 20.8	7. 16.5
8	P. Revson	McLaren M23/2-Cosworth V8	7. 15.9	8. 04.9
9	R. Stommelen	Brabham BT42/5-Cosworth V8	7. 22.2	7. 33.6
10	C. Reutemann	Brabham BT42/3-Cosworth V8	7. 15.1	7. 25.3
11	W. Fittipaldi	Brabham BT42/2-Cosworth V8	7. 21.4	7. 19.1
12	G. Hill	Shadow DN1/3A-Cosworth V8	7. 27.1	7. 31.6
14	J-P. Jarier	March	NON - STARTER	
15	M. Beuttler	March 721G/2-Cosworth V8	7. 26.6	7. 33.0
16	G. Follmer	Shadow DN1/5A-Cosworth V8	7. 32.3	7. 28.3
17	J. Oliver	Shadow DN1/6A-Cosworth V8	7. 26.7	7. 22.3
18	D. Purley	March 731/2-Cosworth V8	—	7. 54.2
19	G. Regazzoni	BRM P160/09—V12	7. 18.2	7. 25.4
20	J-P. Beltoise	BRM P160/07—V12	7. 18.1	7. 29.8
21	N. Lauda	BRM P160/08—V12	7. 09.9	7. 17.7
22	C. Amon	Tecno	—	—
23	M. Hailwood	Surtees TS14A/04-Cosworth V8	7. 25.2	7. 22.3
24	C. Pace	Surtees TS14A/05-Cosworth V8	7. 18.8	7. 56.6
25	H. Ganley	Williams IR/02-Cosworth V8	7. 25.1	—
26	H. Pescarolo	Williams IR/01-Cosworth V8	7. 18.8	7. 43.9
27	J. Hunt	March	NON - STARTER	
28	R. von Opel	Ensign	NON - STARTER	
29	J. Watson	Brabham	NON - STARTER	
30	J. Ickx	McLaren M23/4-Cosworth V8	7. 09.7	**7. 10.3**
31	J. Mass	Surtees TS14A/01-Cosworth V8	7. 24.4	7. 20.4
2T	R. Peterson	Lotus 72/R8-Cosworth V8	—	9. 26.7
5T	J. Stewart	Tyrrell 005-Cosworth V8	7. 16.3	7. 36.7
21T	N. Lauda	BRM P160/05—V12	—	—

"dummy-grid" all was set fair for a clean and sporting German Grand Prix over 14 laps of the demanding Nurburgring. In spite of the width of the starting area, which used to contain four cars abreast, the field was lined up in pairs, slightly staggered to the right. Stewart and Peterson were side-by-side on the front row, with Ickx behind them and aimed between them, with Cevert on his right. In Germany the starting flag is raised, not dropped, and as it went up Cevert shot forward alongside Stewart, who promptly moved slightly left, close to Peterson and Ickx had nowhere to go. Down to the South Turn Peterson and the two Tyrrells were side-by-side, with Stewart nicely placed to chop across in front of the Swede, which he did. Cevert followed him through closely and the two blue cars cut across in front of the Lotus, leaving the Swede in third place, with Ickx in fourth place, and as far as there being a motor-race it was all over.

Away on the opening lap went Stewart, with Cevert shadowing him closely, followed by Peterson, Ickx, Lauda, Reutemann and the rest. Barely half-way round the first lap, as they plunged down to the lowest point of the circuit at *Breidscheid*, Peterson's engine cut out and died completely with a major electrical fault and he pulled onto the grass and retired. On an intuition he had asked for his engine to be changed at the last moment before the race, and he now spent the rest of the day wishing he had left the "nuts and bolts" of racing to those who know about such things. As a race the German Grand Prix was all over by the time the two Tyrrells ended the first lap, for Stewart and Cevert were way ahead, even at a standing lap of 7 min. 27.5 sec., and Ickx was making no impression on them at all with the McLaren. Long after everyone had gone by on the opening lap Beuttler arrived at the pits with his left-front tyre flat, and after having it changed he rejoined the race, such as it was. After Ickx had come Lauda (BRM), then Reutemann (Brabham), then Revson (McLaren), Pace (Surtees), Hulme (McLaren), Fittipaldi E. (Lotus), Fittipaldi W. (Brabham) and all the odds and sods. On the second lap as Lauda took the tight climbing right-hander at *Bergwerk* he felt there was something odd about the feel of his BRM, and while he was thinking about it and taking the flat-out swerves at *Kesselchen* he flew off the road and in a long accident completely demolished his BRM and broke his wrist. It all pointed to a deflating rear tyre, for BRMs have not been prone to breaking suspension members, wheels, or steering parts, like some cars. While all this was going on Beltoise had a completely flat left-rear tyre and was limping along to try and regain the pits. Altogether it was a pretty momentous lap, for Revson lost control in the *Hatzenbach* swerves, bounced off a curb and hit the Armco barrier, but was able to continue, his McLaren suffering a badly buckled left-rear wheel rim, but the tyre was undamaged. This little excursion dropped him from sixth to fourteenth place, from which he never really recovered.

The two Tyrrells just drove off into the middle distance, neither Stewart nor Cevert putting a foot wrong, and they didn't have to try too hard lapping at around 7 min 17.0. sec. to 7 min. 16.0 sec., gradually speeding up, but not approaching the old lap record of 7 min. 13.6 sec., let alone the practice times. Beltoise got back to the pits on his flat tyre, a new wheel and tyre were fitted, and he carried on, but on lap 5 the gearbox/final drive broke, no doubt having been over-strained while driving with a flat tyre. Follmer slid gently off the road at the North Turn on this lap and



WORTHY but unspectacular third place for Jacky Ickx, released by Ferrari for a one-off McLaren drive.

crashed his Shadow against the guard-rail and on the next lap Purley arrived at the pits with a flat left-rear tyre. Although Reutemann was in fourth place it was very obvious that he was holding everyone up, for lined up behind him and getting very agitated, were Pace (Surtees), Hulme (McLaren), Fittipaldi E. (Lotus), Fittipaldi W. (Brabham), Mass (Surtees), Regazzoni (BRM), and Pescarolo (Williams). At the end of lap seven as Reutemann arrived in the Start and Finish area officials almost poked a blue flag into his cockpit and, with a great rush, he let everyone by. Before the end of the eighth lap the Argentinian was gone for good as his engine blew up, and Pace streaked away from the others who had been queueing-up behind the Brabham. At 10 laps the two Tyrrells had a 30-second lead over Ickx, the Belgian being all on his own, and in fourth place was Pace, equally on his own; then came the Fittipaldi brothers racing in close company, E having the handicap of injured ankles, W being fit and healthy. Hulme followed them suffering from a tyre complex and handling that didn't suit him, and then came Mass really enjoying himself. In ninth place was Oliver, revelling in a moment of glory at having overtaken Pescarolo, but more joyful at having got beyond the first lap. The rest struggled along behind, Hailwood having visited the pits to change the front tyres, for what good it prevailed him.

The only excitement that occurred was that the time-keepers automatically gave Stewart the fastest lap on lap eleven, in 7 min. 14.6 sec., and then were embarrassed to find that Pace had done 7 min. 14.4 sec. The Brazilian had no hope of winning, nor any hope of catching Ickx who was in third place, but he is one of those irresistible characters who just love driving fast. His Surtees was going well, he was feeling good, the circuit was perfect so he was like the proverbial hog in the fertilizer, and the result was another fastest lap and a new record on lap 12, in 7 min. 13.2 sec., followed by an even better one on lap 13, in 7 min. 11.4 sec. Quite unconcerned, Stewart and Cevert cruised round in team formation, the two cars perfectly prepared and models of reliability and performance. Hulme stopped after 12 laps to say his engine was making a funny noise, which was not surprising as the rear



STEWART prepares himself for the film star image.

exhaust pipe on the right-hand bank of his Cosworth V8 was no longer there, so he carried on making a very flat sound. Almost unbelievably, Graham Hill was still running nonstop, his pit crew wondering what to do with all the free-time at their disposal, and the Shadow works team were looking very puzzled for not only was Oliver still running, but he had now passed Revson and was quite a respectable eighth.

Almost without strain or emotion the two Tyrrells finished in a close first and second place, with Ickx trailing home in a worthy but unspectacular third place. Pace was fourth with a new lap record to his credit, and the Fittipaldi family were fifth and sixth, W before E. As a Tyrrell demonstration of power and domination it was first class, as a race it was unimpressive, and as an overall unspectacular German Grand Prix it had to be accepted; they can't all be momentous or exciting races, and as regards unexpected excitement and emotion we have had enough for one season. For the enormous crowd who took the opportunity for a glorious camping weekend it could not have been memorable, for the weather on Friday and Saturday made the Eifel mountains a bit soggy and muddy, but the campfires raged all weekend, the beer flowed and the sausages fried well, so the vast crowds who pay for it all were probably happy enough. The ELF Team Tyrrell were more than happy with a 1-2 on two successive weekends, the first by reason of a bit of luck, the second by sheer domination. – D.S.J.

Results :

THE GERMAN GRAND PRIX—Formula One—14 laps—Nurburgring—22.835 kilometers per lap—319.690 kilometers—Warm and Dry

1st :	J. Stewart (Tyrrell 006/2)	1 hr. 42 min. 03.0 sec.—188.0 k.p.h.
2nd:	F. Cevert (Tyrrell 006)	1 hr. 42 min. 04.6 sec.
3rd :	J. Ickx (McLaren M23/4)	1 hr. 42 min. 44.2 sec.
4th :	C. Pace (Surtees TS14A/05)	1 hr. 42 min. 56.8 sec.
5th :	W. Fittipaldi (Brabham BT42/2)	1 hr. 43 min. 22.9 sec.
6th :	E. Fittipaldi (Lotus 72/R7)	1 hr. 43 min. 27.3 sec.
7th	J. Mass (Surtees TS14A/01)	1 hr. 43 min. 28.2 sec.
8th :	J. Oliver (Shadow DN1/6A)	1 hr. 43 min. 28.7 sec.
9th :	P. Revson (McLaren M23/2)	1 hr. 44 min. 14.8 sec.
10th :	H. Pescarolo (Williams IR/01)	1 hr. 44 min. 25.5 sec.
11th :	R. Stommelen (Brabham BT42/5)	1 hr. 45 min. 30.3 sec.
12th :	D. Hulme (McLaren M23/1)	1 hr. 45 min. 41.7 sec.
13th :	G. Hill (Shadow DN1/3A)	1 hr. 45 min. 52.0 sec.
14th :	M. Hailwood (Surtees TS14A/04)	1 lap behind
15th :	D. Purley (March 731/2)	1 lap behind
16th :	M. Beuttler (March 721G/2)	1 lap behind

Fastest Lap : C. Pace (Surtees TS14A/05) on lap 13, in 7 min. 11.4 sec.—190.6 k.p.h. (*new record*).

Retirements : R. Peterson (Lotus 72/R6) on lap 1, electrical failure; N. Lauda (BRM P160/08) on lap 2, accident; J-P. Beltoise (BRM 160/07) on lap 5, transmission; G. Follmer (Shadow DN1/5A) on lap 6, accident; G. Regazzoni (BRM P160/09) on lap 8, engine failure; C. Reutemann (Brabham BT42/3) on lap 8, engine failure.

22 *starters* — 16 *finishers.*



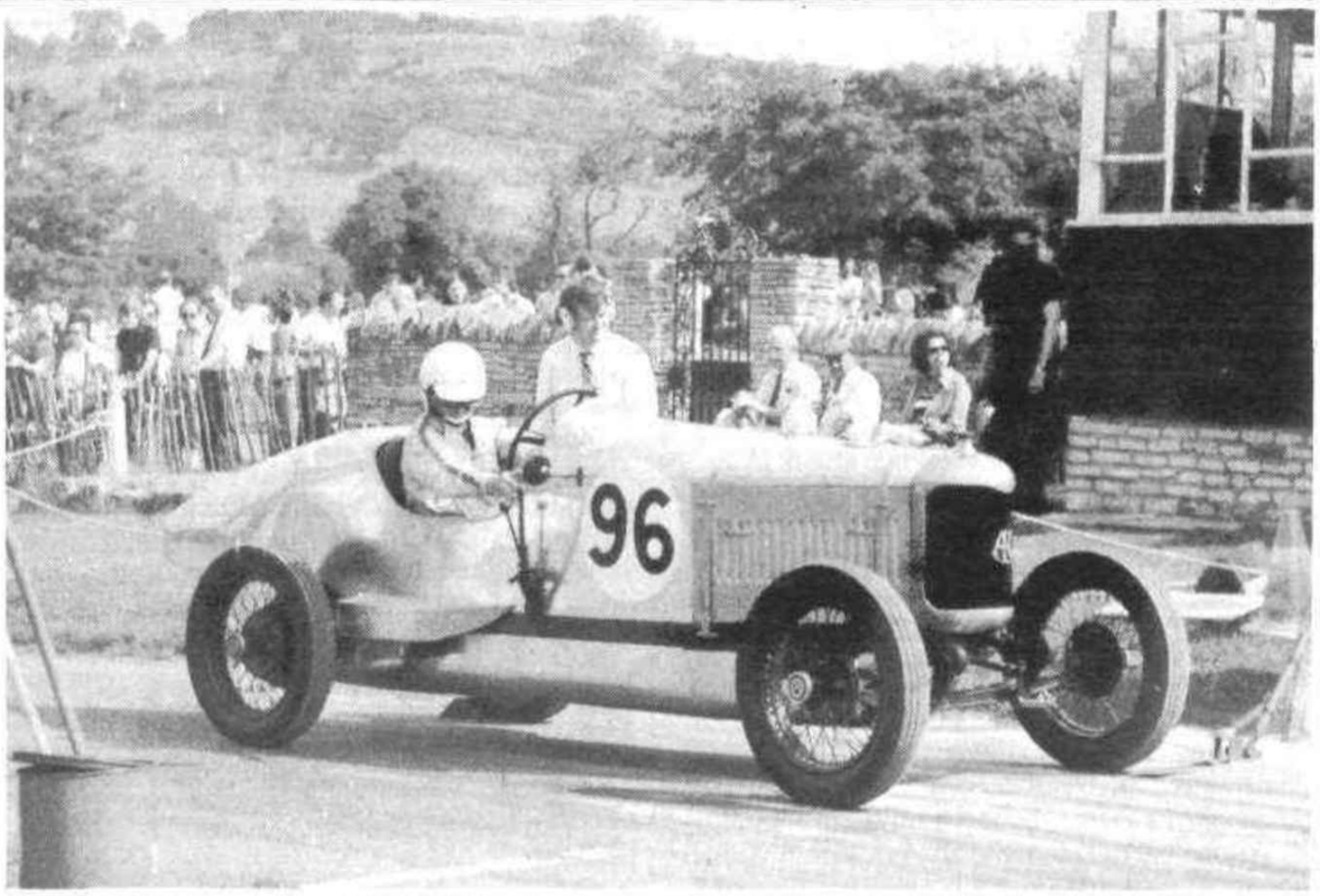
STEWART practised 005 with new wedge nose.

VSCC PRESCOTT

THE ANNUAL VSCC Prescott hill-climb was held on August 12th in hot weather and attracted a record crowd of spectators. The 12/50 Alvis Register had a birthday party in the public enclosure which was attended by 79 appropriate Alvis cars, not counting those which were competing. Fastest time of the afternoon was made by Roberts in the ex-Wilks Lotus 16, who came within 0.3 sec. of Cottam's Connaught record.

Tim Ely's well-known Riley took the Up to 1,100-c.c. Sports Car class, second place going to Jack French, who still knows how to make Austin 7s perform, as he was driving an Ulster-bodied car with oversize tyres and twin SUs. Eyre's also-oversize-wheeled Ulster Austin was third, these two being 1st and 2nd in the vintage category. Rather remarkably, Clark's HRG, braking hard into Orchard, took the 1,101-1,500-c.c. Sports Car class vanquishing ten Frazer Nashes and other notable makes, which will bring jubilation to the Herg. camp! McEwen's Riley was second, Stirling's Frazer Nash third. The vintage section was won by Poynter's Lea-Francis, Harding's Meadows Frazer Nash which indulged in some fine tail slides, being second. Perhaps the Chain Gang does better in colder climes. There was interesting competition in the 1,501-3,000-c.c. Sports Car class. The Chain Gang were able to breathe again after Stephenson had ascended, because his BMW-powered Frazer Nash was not only quickest but shattered Footitt's AC/GN record by 0.67 sec. Phillips' 328 BMW, coming very rapidly into Orchard, was next fastest, followed by Rogers' Frazer Nash which has not only an AC Six engine to propel it but a blower as well. As it qualifies as a 1929 car it was first in the vintage class, beating Cherrett in the well-handled blown 1750 Alfa Romeo and Comber in the D12 Irish GP 1½-litre Alfa Romeo, its supercharger whining. When it came to the Sports Cars over 3,000-c.c. Hamish Morton in his now-famous 19½ cwt. 3/4½ 1928 Bentley looked as if it meant business, which it did, because it broke both its own 1971 vintage class record and took away Winder's general class record, with a great climb in 46.94 sec. This was too quick for the pvt cars, of which Black's Monza Alfa Romeo was second (47.87 sec.). Even Winder's fast LeaF/SS had to be content with a third (48.28 sec.). Morton obviously won the vintage category – the Commentator called him "a very good motor manufacturer" – and second place here was secured by Conway's Type 43 Bugatti, handled with real skill.

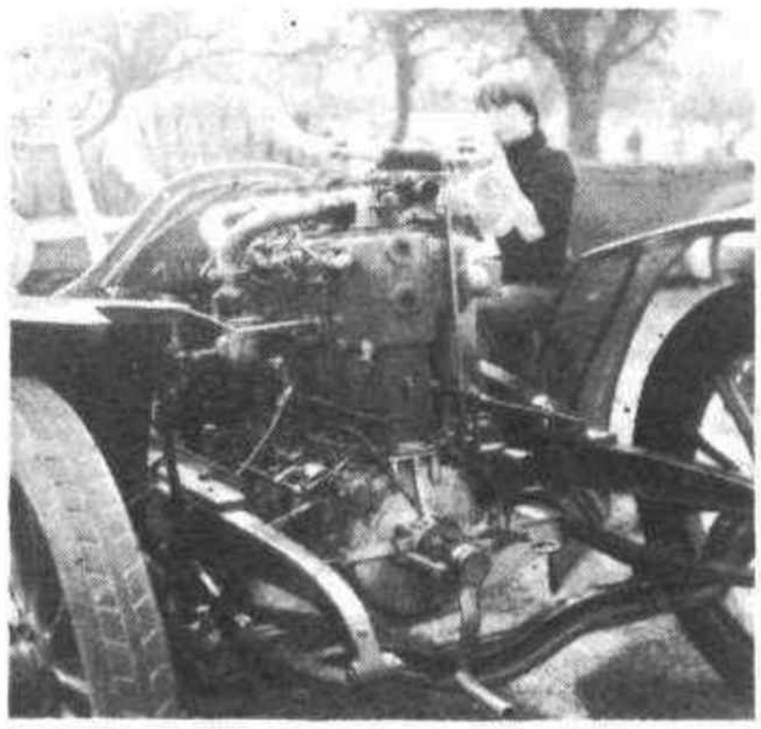
There were seven Edwardian cars running, to surprise and please the onlookers, although the Th. Schneider was out with a broken prop-shaft. All was gratification, for at long last Cecil Clutton broke the class record of the 1910 Fiat which has occupied the books since 1948. He has tried hard to do this and now succeeded, not once but twice, his best run in 53.5 sec. being a clear 1.05 sec. faster than the old figure. Back in the Paddock the 1908 GP Itala steamed with pleasure,



THE AC THAT RAN. — C. P. Willoughby's 1920 AC Anzani with replica Brooklands body on the line before its 64.2s. ascent.

but a sedative was wisely poured into its vast radiator. This rather overshadowed Barker's smooth run, using lots of road, in the same-age, one-litre-smaller Napier, in 55.52 sec. Savage's 1911 sporting De Dion got the handicap prize.

Freddie Giles went as you might expect, in his HRD/GN "The Beetle", to net the Up to 1,100c.c. Racing Car category, after losing all chains but bottom on his first run. Dowson Junr. struggled gamely to match this with the blown 748-c.c. Lightweight Special, taking momentarily to the inside bank at Orchard on his slower run, but was 0.63 sec. in arrears. Third, and 1st vintage, went to the noisy Hardy-Special. The 1,101-1,500-c.c. class suffered from non-runners. The ERAs of Merrick and Kergon were absent, likewise Moffatt's, which had a displaced valve seat. Jenkinson had hoped to run the mechanically-complicated and very historic ex-Joyce 16-valve AC single-seater but its bronze



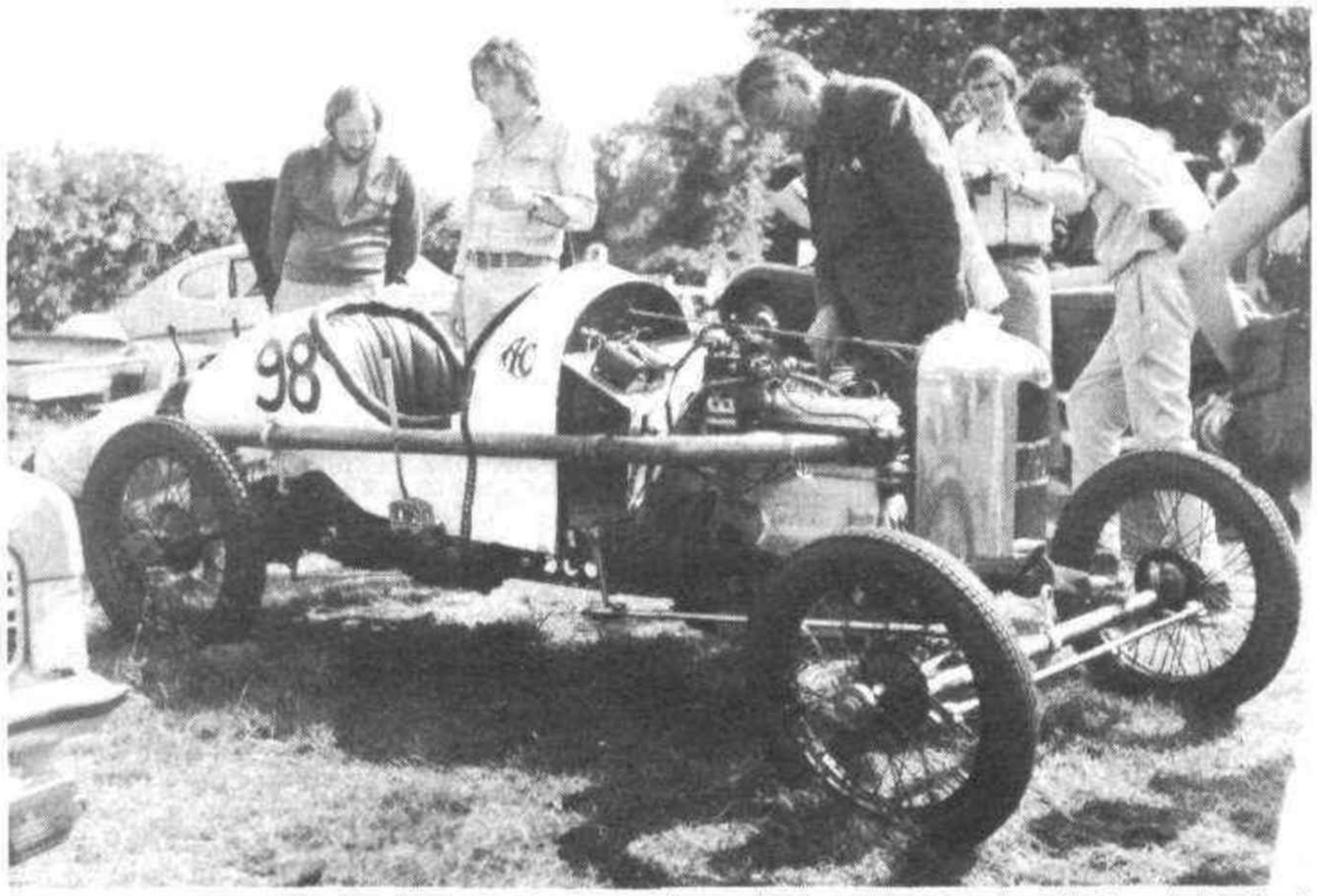
ACCESSIBILITY. —Removal of the radiator on Collings' 1903 Sixty Mercedes made it easy to cure a temporary blockage in the oil-feed to the front main bearing. The car got an "honourable mention" for having featured in MOTOR SPORT *last month and climbed in 62.8s.*



CLASSIC CAR ABOUT TO TAKE OFF. — Michael Bowler in the 1940 ex-Tyrer BMW.

head was porous. Marsh made up for these disappointments with a tail-out climb in *his* ERA, in 46.12 sec. R. Smith, in the Joseland blown Anzani Frazer Nash, had a mighty dice to clock best vintage time, in 48.06 sec.

The fireworks came in the Racing Cars over 3,000-c.c. class, in which Roberts set the aforesaid ftd and Venables-Llewelyn's 1½-litre ERA was second (43.42 sec.), 0.17 sec. faster than Martin Morris' 2-litre ERA, in spite of the good lines Morris took at the corners. Venables-Llewelyn also handsomely beat Douglas Hull's long-standing pre-war record established by the Martin Morris car. Footitt broke

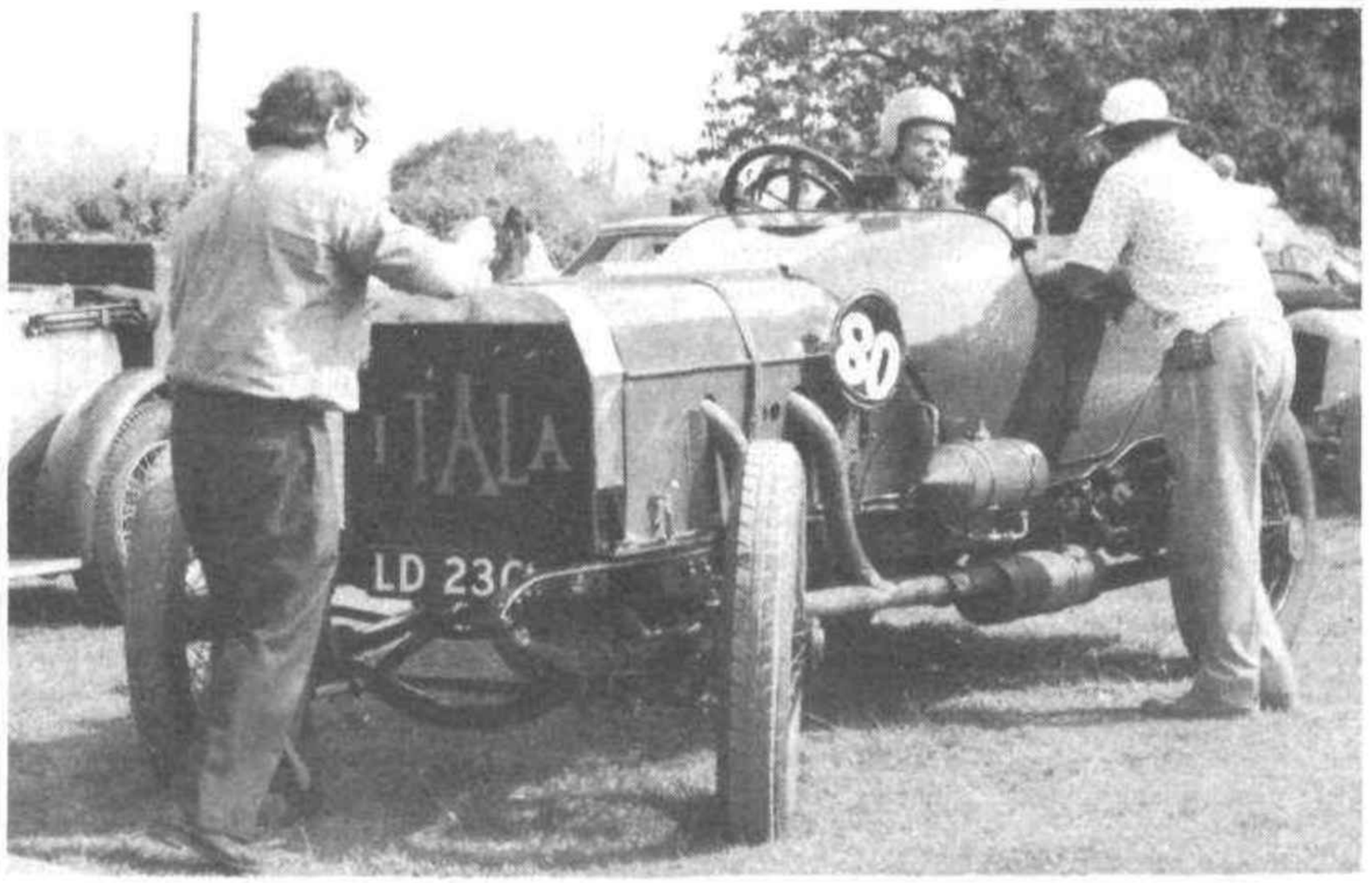


THE AC THAT DIDN'T. —D. S. Jenkinson's ex-Joyce single-seater AC was confined to the Paddock with water leaks in its 16-valve bronze head.

the vintage record held by Stubberfield's Bugatti since 1957, getting the Cognac Special, alias AC/GN, up in 45.44 sec. or 0.19 sec. above record, second-best vintage being Preston's 2.3 Bugatti. Altogether an excellent meeting, especially as much Cordon Rouge champagne, conveyed to the thirsty in a Rolls-Royce Silver Shadow, was in evidence. – W.B.

Prescott Prattle

THE FINEST replica car present was Willoughby's 1920 AC with beautifully-made, long-tailed 200-mile Race body. It ascended in stately style in a time of 64.2 sec. Michael Bowler had as his classic car the ex-Tyrer 1940 Mille Miglia BMW. This extremely smart car was rather slow (52.14 sec.), with a gear change between Orchard and Pardon. Russ-Turner's very big 4½-litre Bentley was mis-firing on its first run and Horton's Type 43 Bugatti nearly stopped, the blower release-valve blowing off. Both later recovered. Bird's early Alvis Speed 20 had its Speed 25 engine exposed, to display four separate exhaust pipes. Marsh's Alvis did a bit of ditching low down the hill. Goddard drove his immaculate ex-Shuttleworth Type 51 Bugatti. That odd-looking 1929 Lancia with prototype Astura V8 engine which ran in the Mille Miglia that year was again in evidence. The only accident befell Gray's Austin 7 which rolled at the Esses without injury to its driver. Nigel Arnold-Forster's Delage went on fire momentarily when its triple carburettors flooded. Nutter's 8-litre Bentley, with about-face, bored-out 6-litre cylinder block and a proper four-seater body did a good climb in 53.38 sec. but Pancheri's 4-litre Bentley was a non-starter, presumably not having recovered from its petrol-tank puncturing prang at Woodcote at the VSCC Silverstone Meeting.



MOMENT OF TRIUMPH. – Clutton's 1908 Itala in the Paddock after setting a new Edwardian-class record of 53.5s.

Continental Notes

Zandvoort Aftermath

LOOKING BACK on the whole sad and unfortunate affair of the Dutch Grand Prix makes one realize more than ever that motor racing is getting out of hand and is spiralling upwards in ever-increasing circles until it is going to blow sky-high, with all of us in the middle of it to receive the debris on our heads. We have now had an unbroken run of motor racing for 28 years, longer than ever before, and during the last five or six years we have had crisis upon crisis arising connected with all possible aspects of motor racing. We have had crises before but never as frequently as we are having them now, and if it is not a safety crisis, it is a driver crisis, then we have organisational and manufacturer crises, and about the only thing we haven't had is a spectator crisis. The whole scene goes blundering along from one crisis to the next, with no time to get anything really sorted out; although improvements are made and a relative control kept over complete chaos, we are always on the brink of disaster, and we are all so busy in our tightly-knit little world that we have little opportunity to solve our problems adequately. If we take a cold hard look at motor racing from well outside its influence we can only come to one possible decision, and that is that all our problems would be solved if we stopped motor racing altogether. For those of us in motor racing this is quite impracticable, but at times there are a number of us who think we should call a truce for a year or eighteen months and try and put our house in order, because surely one day someone in the outside world who doesn't know about motor racing and certainly doesn't care about it, is going to be in a position to ban the whole thing.

There are many people in our ranks who are working their heads off to try and solve our many problems, and we must support them all we can, but equally there are nearly as many who get in a terrible flap and make hasty decisions in their attempts to "do good". The worst are those who merely want to be seen doing good, but they are beyond the pale. Just as those who are working hard need help, those who are flapping about with good intentions need guidance and a degree of opposition in order to keep a sense of proportion. The sad affair of the fire at Zandvoort caused a storm and committees and organisations have been formed for this and that, but it seems doubtful whether much thought has been given to root causes of disasters. A lot of publicity was given to the pathetic fire-fighting and marshalling at Zandvoort and rightly so, but not enough was given to the inadequacy of the Armco barrier that collapsed when the March struck it and was the prime cause of the car turning over and catching fire. Not only the inadequacy of the installation, but the design and specification. Then further back is the reason the March hit the barriers, whether the suspension or the steering broke or a tyre collapsed, or whether the driver made a mistake. The fact that Goodyear made a special effort to disclaim the possibility of tyre failure on Williamson's March, and Max Mosley made even bigger efforts to disclaim the possibility of something breaking on the March, to the extent of almost saying that Williamson was incompetent, immediately made everyone suspicious of their motives.

If something breaks on an aircraft then immediately all other aircraft of the same model are grounded until an investigation is made. When something breaks on a racing car the details are beefed up a bit and it is hoped it won't break again. When a front suspension breaks on a March, or a rear suspension on a Shadow, or an upright on a Lotus, or a brake-shaft drive on a Tyrrell, or a wing mounting on a Brabham, or the monocoque on a Ferrari, then all the cars of that design should be "grounded". That is, if we want to make racing cars as safe as possible. Much of the detail work on a racing car today is designed to aircraft standards, and by ex-aircraft designers, which is an excellent thing for racing progress, but my feeling is that they do not have the backing of aircraft standards of workmanship and certainly do not have the backing of aircraft standards of inspection and control, while servicing is pretty rudimentary by aircraft standards.

As regards circuit safety and circuit building standards the ideas may be alright but I am sure they are not being carried out to a very high standard of civil engineering. This is where our weaknesses lie, and if we approach the outside world with our problems we are going to find that the only sure answer to be offered will be "give up racing". Consequently we have to tread carefully and this is why I get a little anxious for our future when people rush madly about after a catastrophe and "shout to high heaven" about this being wrong and that being wrong. One day these people will shout too loudly in the wrong direction and the official clamps will be on before we realize it.

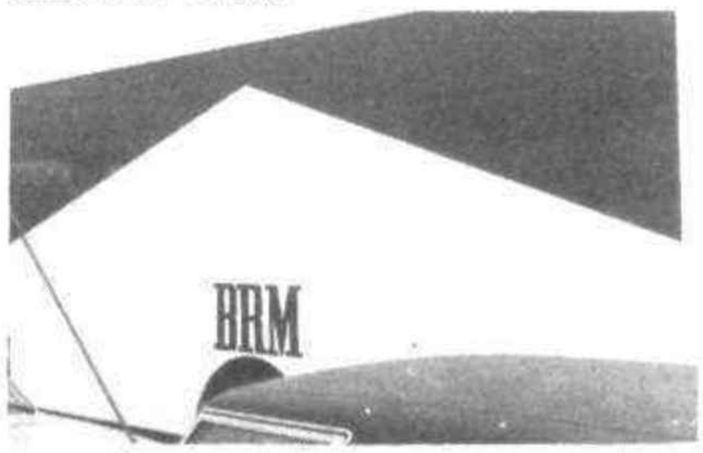
Without doubt the Dutch put so much time and effort into getting Zandvoort working again and making the track surface and shape satisfactory, that they overlooked numerous important organisational details. This can only be put down to inexperience, for much of the organisation was new to this sort of overall responsibility, but not new to actual motor racing. Every year or eighteen months, for as long as I can remember there has been a bad motor racing accident. Someone has left the stable door open and a horse has got out. There is a great cry, a mad rush to slam the door, lots of shouting and yelling which dies away until the next time the door is left open and another horse gets out. I do not know what the complete answer to it all is, I wish I did, but I am very worried that one day we are going to be told forcibly, by law-and-order, that there is no solution and that the stables, the doors and all the horses have got to be done away with.

Formula One

In a similar vein is the question of where Formula One is going. The present 3-litre capacity Formula has been running since 1966 and a lot of people feel it is long overdue for a change, but the problem is to decide where to go. So far nobody has come up with a good answer, in fact few people have come up with any answers at all and my feeling is that a lot of people who should be thinking about the problem are keeping quiet hoping the problem will go away. Others are much too busy in trying to solve more pressing problems that are affecting motor racing, but a new Formula for Grand Prix racing has got to come. As a side issue there has been some muttering about applying limitations to tyres, which to my mind would be foolhardy for the tyre companies like Firestone and Goodyear are spending a lot of money on Research and Development and racing tyres form a large part of this. If you are going to put limits on a firm's R and D programme they are soon going to go somewhere else. Neither Firestone nor Goodyear are in racing to make money or for advertising purposes, they are in racing as an engineering exercise, to learn things. The Constructors Association have just announced their complete agreement with the tyre companies to the effect that problems of tyres should be left to those who know the subject and that the people concerned are well aware of the existing problems. They say "the interests of safety would not be served by the introduction of restrictions on the design or dimensions of Formula One tyres or by attempts to reduce cornering speeds by interfering with the efficiency of the cars." A lot of people are ticking away about the number of deflated tyres in Grand Prix racing, and to listen to them you would think that the tyre companies don't know about the problem. Nobody is more aware of a deflated tyre than the men from Firestone or Goodyear and to imagine that they are not worried about the matter or are not doing anything about it shows a simple-mindedness that is hard to believe.

Tobacco Companies

On the subject of problems in Grand Prix racing a very unimportant one, but nonetheless a very significant one, reared its head at the German Grand Prix. This was the matter of the Government ban on cigarette advertising, with the consequent overnight disappearance of John Player, Marlboro and Embassy. While this left us with Lotus, BRM and Shadow unadorned by any handles I hope everyone is taking this as "the Gypsy's warning". If one outside pressure group, backed by their Government, can squash the power of three big companies as easily as that, it can happen again, and if it happens too often the cigarette companies are going to go somewhere else. Do not let anyone be fooled into thinking that such sponsors are spending money on racing purely for their enthusiasm for motor racing. The day we are no longer any use to their big business interests, which is selling cigarettes, we shall be dropped very smartly. Some people are kidding themselves that they are doing a great job of work keeping these non-technical sponsors interested in motor racing, selling them the whole idea of motor racing. They are completely off beam, the advertising world are using us for their own ends, albeit paying handsomely for the privilege. All we have to do is keep racing alive and well with a big following, if not then these non-mechanical fairy godmothers will go elsewhere. We didn't find them, they found us, and they thought "there is a good way of spending our advertising budget". When it is no longer a good way they will be gone. Many people will remember the Hire Purchase finance companies getting interested in racing, with the Yeoman Credit Racing Team and the Bowmaker Team. The present happy state of affairs with the tobacco companies paying for everything will not go on for ever and if we have any more outside pressures being applied like we did in Germany then the happy days are numbered. – *D.S.J.*



NON-SMOKING BRM transporter.

The Dutch Grand Prix — An unhappy affair

ZANDVOORT, HOLLAND, *July 29th*

THE DUTCH Grand Prix got off to a bad start when the mechanics arrived in the racing transporters the day before practice was due to begin and found that they could not get into the paddock as workmen were still building it. This was part of a huge face-lift that Zandvoort was undergoing, for last year it lost its permit to hold the Grand Prix as the CSI decided that the safety requirements were not up to scratch. After a lot of haggling, agreement was reached, the money was raised, a 15-year lease was signed and the NAV, the Nederlands Autorensport Vereniging took over the whole project. In a matter of a few months the track was cleaned up, widened, resurfaced and completely lined with steel guard rails in direct contrast to the previous safety measures which had catch nets round most of the corners. On the fast back side of the circuit, after the East Tunnel bend, a new second gear corner was built, this corner dropping away slightly as it turned right and then running into an opening-out left-hand bend which provided a fast entry into the right-hand sweep onto the finishing straight. The sand dunes had been cleared away from the edges of the track giving a wide run-off area at most places and bevelled curbs had been put in at a number of crucial points, but for the rest of the circuit the new tarmac merely butted up to the sand and soil edging. The pits had been moved back (for the third time now in Zandvoort's history) to give a wider pit lane, and the paddock was lengthened. The entry to the pits from the main straight was down a veritable tunnel of guard-rail, so that anyone allergic to steel must have felt very uncomfortable. As the surface of the circuit looked good, and the edges and safety measures looked all right everyone was tolerant of the fact that time had run out and the pits and paddock were not finished.

Practice was due at 12.30 on Friday and the rain started to fall, and it went on raining all day. Some places are almost tolerable in the rain, but Zandvoort is not one of them for you are always conscious of the gloomy North Sea just behind the grandstand and the depressing wind that is always blowing makes rainy conditions really bad. Hunt in the Hesketh March and Stewart in the experimental Tyrrell were among the first to brave the elements, the wedge-nose on the side-radiator Tyrrell having less of a point at the front, with a protruding lower lip. Follmer would have liked to have joined in with his UOP-Shadow rebuilt after its Silverstone accident, but while the engine was being warmed up the camshaft driving belt broke, so that he never did get out in the rain, even though there were two sessions of practice. Under cover of the large tent attached to the side of the transporter the UOP mechanics were finishing off a brand new car with a completely new rear suspension on more orthodox lines than the normal Shadow layout. Instead of the integral lower wishbone and rearward running radius rod, there was now a simple wishbone locating the bottom of the upright and a separate radius arm running forwards, with a parallel one above it to the top of the upright. Although the car was worked on all day it never got running and the other team member, Oliver, was using his usual car, it having been straightened out after his Silverstone starting-line accident.

Others who had fully recovered from the Silverstone multiple accident were March, who had rebuilt their car completely for Roger Williamson; Surtees who had straightened out Hailwood's car and given Pace the spare one; BRM who produced Regazzoni's old car for Beltoise, while McLaren had a brand new M23 with them, but only two entries, and Brabham had no need to repair BT42/4 as de Adamich was out of racing until his broken ankle and leg mended. They had BT42/5 standing by as a spare for Reutemann, although on this first practice day Wilson Fittipaldi did a few laps in it. In the pouring rain Lotus put their two spare cars away, conscious of the fact that the German Grand Prix was only one week away from the Dutch Grand Prix, so Fittipaldi had to concentrate on R5 and Peterson on R6. The McLaren team were not interested in practising in the wet, though Revson relented and went out in the second session but Hulme stuck to his principles and did not go out at all.

The most unusual thing about the meeting was the complete lack of any Ferraris, the Commendatore having withdrawn his team until they can make the new cars go a bit better. The other muddled team from Italy, the Martini-Tecno group were just as unhappy as they were at Silverstone. The new Goral-design car spent all day having a new engine installed, while Amon practised with the McCall-design car. Due to the appalling weather conditions the drivers of underpowered 12 cylinder cars were having an easier time than those with V8 engines and less flexibility, so that by the end of the day Lauda was fastest with a BRM, followed by Regazzoni, also in a BRM and Amon was third with the McCall-Tecno, but none were fooling themselves with this freak result. Other things noticed in the pouring rain were that Beuttler was sporting a Postlethwaite-designed air box on his March, like the one on Hunt's car, the Embassy sponsored Shadow had new bodywork designed by Graham Hill, which did away with the channel effect along the sides to the radiators, Gijs van Lennep was driving the second Iso-Marlboro car for Frank Williams, both Williams cars sporting new "wedge" noses and the Ensign never appeared as the engine was being changed. Hailwood had a miserable day as his engine would not run properly, and Stewart had a bit of a fright when his cockpit fire-extinguisher suddenly fired itself off as he was travelling down the main straight. The new corners introduced into the circuit were received with mixed feelings, nobody being quite sure of their function and some not liking the stop-start characteristic following a fast sweeping section of track.

On Saturday the sun appeared and for Northern Europe it was not a bad day, and it meant that the serious business of vying for the best positions on the starting grid had to be crammed into one afternoon, divided into two sessions to allow a break for collecting anyone who had fallen by the wayside. The new Tecno appeared briefly and did a slow lap and was then worked on for the rest of the first session, while the old one was used. BRM tried a new air-box on the engine of Regazzoni's car, aimed at improving the air-flow over the rear aero-foil, and Lotus had new air-boxes with much larger openings for their cars, but did not use them for a time. The newest McLaren M23 was brought out for Hulme to try and then Fittipaldi skated off into the guard-rail when the left front wheel broke its centre, just as he was entering the long straight. The Lotus was very badly crunched against the iron wall and as the broken wheel and suspension were crushed into the cockpit structure the Brazilian's feet were trapped and his ankles were badly bruised. A look at the wreckage afterwards gave cause to think he got off very lightly indeed. There was a pause to clear things up, during which time Ganley's Williams-Special was towed in, a wheel nut having come loose and allowing the driving pegs to get chewed up, and there was time to review the situation briefly. On the dry track Stewart was fastest with a time of 1 min. 20.28 sec., closely followed by Hulme, who was driving very smoothly and in a determined fashion; followed by Fittipaldi before he crashed. Hailwood was still having a bad time, his engine popping and banging with an untraceable electrical fault, so that the only flying lap he managed was so slow the time-keepers did not bother to record it. Follmer was also in trouble and did not record a flying lap, though he kept going round stopping and starting. With the dry track the Cosworth V8-powered cars were back on top and all the aces were up at the front. As all the aces run on Goodyear tyres it made it look as though they were vastly superior to Firestone's, but when you realise that Stewart, Hulme, Fittipaldi, Peterson, Cevert, Revson and Reutemann, all run on Goodyear tyres the results should not be a surprise to anyone.

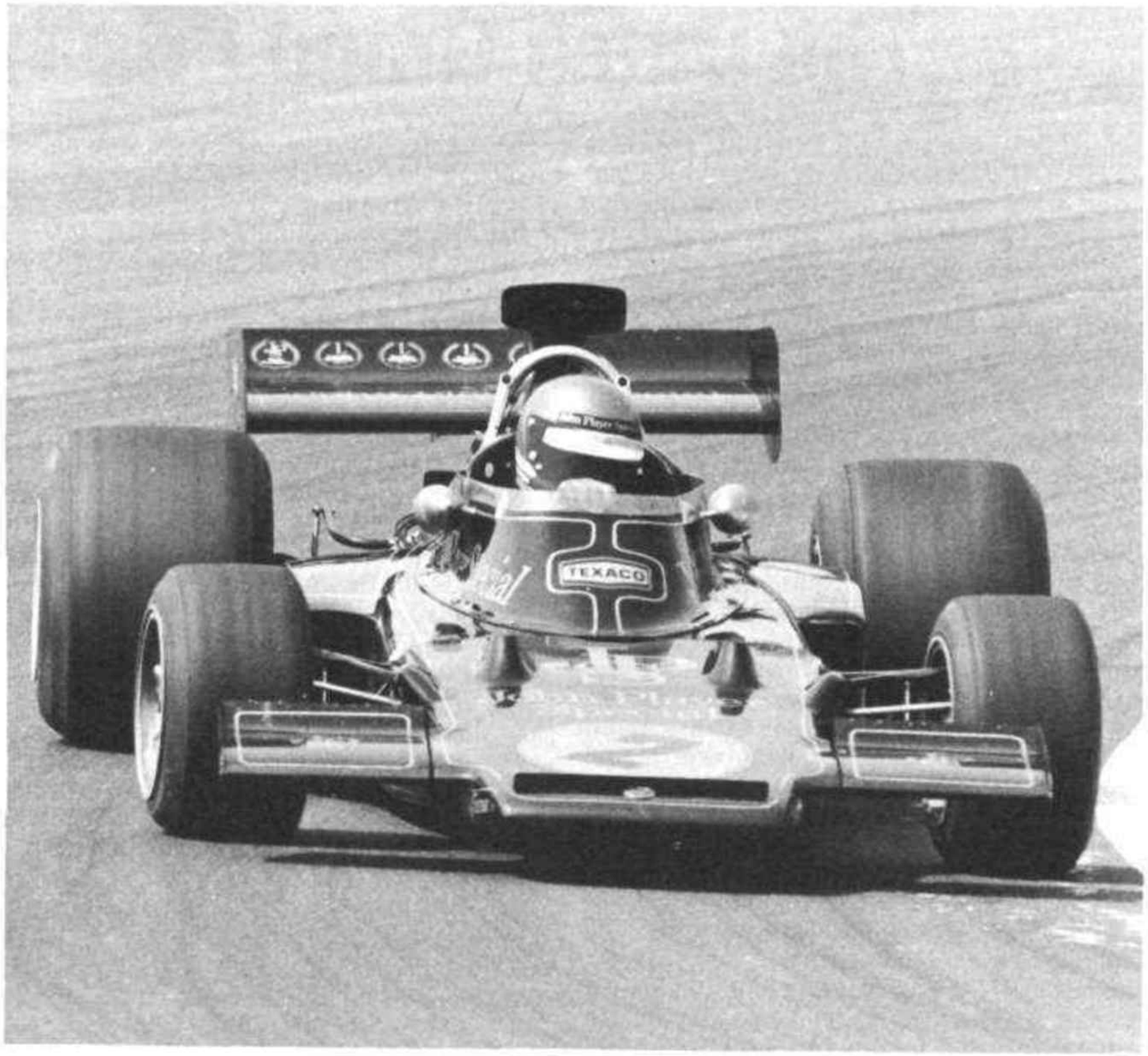
The new corners added to the circuit seemed to nearly equal the overall racing development of two years, in terms of seconds per lap, for the 1970 lap record stood at 1 min. 19.23 sec., set up by Ickx in a Ferrari, and Stewart had done 1 min. 20.28 sec. However, the fastest time recorded before the rebuilding of the circuit was 1 min. 17.42 sec., which Ickx set up in practice in 1971, also in a Ferrari. Consequently the final practice session held much in store, for it was an all-out effort and Lotus wheedled some special short-duration tyres out of Goodyear for their front runner, who was now Peterson, as Fittipaldi was in no state to be competitive. The Swede rose to the occasion, as he always does, and went round in 1 min. 19.47 sec., but Stewart was in cracking good form and did 1 min. 19.97 sec without the aid of special "sprint" tyres, and these two were the only ones to break the 1 min. 20 sec. barrier, so that the new corners won the day, but not by as much as was expected. There was a certain amount of muttering among some of

the drivers on Goodyear tyres because Peterson used the Good Goodyears! Fittipaldi's Lotus was quite beyond repair so his spare one was brought out, but he was unable to drive very comfortably. Hulme and Revson both had a go in the brand new McLaren, and Amon actually got out in the new Tecno. Hailwood's miserable meeting came to an inglorious end when his engine caught fire and he drove the Surtees to a marshal's post and asked them if they would mind helping him to put out the flames. He had already actuated the "on board" mandatory fire extinguisher system and all that had done was to fill the cockpit, it not being piped to the engine department!

In the Shadow camp there was a certain amount of puzzlement for Oliver had thrown away all the niceties of text book driving and hurled his car at the corners in a most unruly fashion, with the result that he at last recorded an excellent lap time which put him on the fourth row of the grid, just behind all the ace drivers! Lauda, who drives his BRM like that anyway, was not getting results relative to the effort he was putting in and came to a stop when his latest-type V12 engine with the improved crank-case oil scavenging, blew up and there was a lot of water coming out of the lower left-side exhaust pipe. Williamson was not having a very happy time with the works March, for having got the tyres and springs and things more to his liking, the clutch packed up before he could have a real go. Up amongst the fast drivers, as is becoming embarrassingly frequent, was James Hunt with the Hesketh March, looked after and fiddled with by ex-March technical man Harvey Postlethwaite. M'Lords pristine white car, devoid of any advertising stickers, was carrying patriotic red, white and blue stripes across the bodywork, and Hunt, who could not be more English if he tried, was having a good old go, much to the embarrassment of many "old pros" and healthily-paid works drivers or publicity-backed drivers.

The small Ensign group were making quiet but impressive progress, unaccompanied by any bally-hoo or sensational journalistic following, and von Opel was discreetly in midfield, just behind the BRM team. When practice was all over it was found that Hailwood had not gone fast enough to qualify, under a CSI rule aimed at keeping out hopeless cases, but everyone agreed that it would be ridiculous to leave him out because of a technicality, so he was re-instated on the back of the grid by a Steward's decision, backed whole-heartedly by the rest of the entry. All that Team Surtees had to do was to rebuild the car after its fire, hoping that the elusive electrical problem had gone up in the flames.

Sunday was dull and overcast, but at least it was dry, and a very good crowd poured into the circuit, Zandvoort being one of those rare circuits where you park out in the town and walk to the vantage points, the fittest presumably getting the best view from the tops of the sand hills. There was supposed to have been an untimed session of practice in the morning, but Dutch law forbids the making of a commotion before 1 p.m. on a Sunday, and the local police enforced this law. The Test Session was reduced to a bare 15 minutes, as soon as noise was allowed, and it could not be any longer as a national saloon car race was due to take place before the



Ronnie Peterson led for most of the race until the JPS's engine succumbed to the pressures of a failing gearbox, handing Stewart his twenty-sixth GP victory.

Grand Prix. The organisation had got itself in a bit of a twist over the starting grid, insisting that International rules credited the individual driver with a lap time, not the driver/car combination. In consequence they put Emerson Fittipaldi in the third row with the time he had done in the wrecked Lotus R5, even though he was going to drive R7. Then they climbed down and re-read the rules and the reigning World Champion was put in his proper place, back on row seven, with the time he had recorded in Lotus 72/R7. Both of the Team Lotus cars were race-prepared with the new enlarged airboxes (making an instant nonsense of the article in the August MOTOR SPORT) and Regazzoni's BRM was using the new-look from Bourne on its engine.

The Test-Session may have been short but it was enough for Lauda's BRM and

PRACTICE TIMES

No.	Driver	Car	Friday	Friday	Saturday	Saturday
1	E. Fittipaldi	Lotus 72/R5-Cosworth V8	1. 37.98	1. 31.34	1. 20.61	—
2	R. Peterson	Lotus 72/R6-Cosworth V8	1. 36.10	1. 30.00	1. 21.38	**1. 19.47**
3	J. Ickx	Ferrari	NON-STARTER			
4	A. Merzario	Ferrari	NON-STARTER			
5	J. Stewart	Tyrrell 006/2-Cosworth V8	—	1. 30.42	**1. 20.28**	1. 19.97
6	F. Cevert	Tyrrell 006-Cosworth V8	—	1. 32.31	1. 21.70	1. 20.12
7	D. Hulme	McLaren M23/1-Cosworth V8	—	—	1. 20.31	1. 21.20
8	P. Revson	McLaren M23/2-Cosworth V8	—	1. 36.05	1. 21.26	1. 20.60
9	A. de Adamich	Brabham	NON-STARTER			
10	C. Reutemann	Brabham BT42/3-Cosworth V8	1. 36.37	—	1. 23.13	1. 20.59
11	W. Fittipaldi	Brabham BT42/2-Cosworth V8	no time	—	1. 22.76	1. 21.82
12	G. Hill	Shadow DN1/3A-Cosworth V8	1. 51.37	1. 36.49	1. 23.18	1. 22.50
14	R. Williamson	March 721G/4-Cosworth V8	—	1. 35.42	1. 22.72	1. 23.35
15	M. Beuttler	March 721G/2-Cosworth V8	1. 45.78	—	1. 29.30	1. 24.45
16	G. Follmer	Shadow DN1/5A-Cosworth V8	—	—	no time	1. 24.14
17	J. Oliver	Shadow DN1/4A-Cosworth V8	—	1. 32.06	1. 21.28	1. 21.23
18	D. Purley	March 731/2-Cosworth V8	1. 37.30	—	1. 24.14	1. 23.09
19	G. Regazzoni	BRM P160/09—V12	**1. 34.78**	1. 29.81	1. 22.09	1. 21.56
20	J-P. Beltoise	BRM P160/07—V12	1. 36.67	1. 30.43	1. 24.19	1. 21.14
21	N. Lauda	BRM P160/08—V12	1. 35.78	**1. 29.45**	1. 22.58	1. 21.43
22	C. Amon	Tecno-McCall PA123/6—flat-12	—	1. 29.99	1. 23.70	1. 22.73
23	M. Hailwood	Surtees TS14A/04-Cosworth V8	1. 37.46	—	no time	1. 32.33
24	C. Pace	Surtees TS14A/05-Cosworth V8	1. 36.04	1. 32.88	1. 21.88	1. 21.02
25	H. Ganley	Williams IR/02-Cosworth V8	1. 38.68	1. 31.83	1. 23.60	1. 22.10
26	G. van Lennep	Williams IR/01-Cosworth V8	1. 47.63	1. 32.44	1. 24.56	1. 22.95
27	J. Hunt	March 731/3-Cosworth V8	1. 38.54	1. 30.26	1. 21.92	1. 20.70
28	R. von Opel	Ensign MN01-Cosworth V8	—	—	1. 23.14	1. 22.01
29	J. Watson	Brabham	NON-STARTER			
1T	E. Fittipaldi	Lotus 72/R7-Cosworth V8	—	—	—	1. 22.24
2T	R. Peterson	Lotus 72/R8-Cosworth V8	—	—	—	—
5T	J. Stewart	Tyrrell 005-Cosworth V8	1. 36.70	1. 33.82	—	1. 20.70
7T	D. Hulme	McLaren M23/4-Cosworth V8	—	—	—	1. 21.47
8T	P. Revson	McLaren M23/4-Cosworth V8	—	—	—	1. 21.82
10T	C. Reutemann	Brabham BT42/5-Cosworth V8	—	—	—	—
11T	W. Fittipaldi	Brabham BT42/5-Cosworth V8	1. 47.64	—	—	—
22T	C. Amon	Tecno-Goral E731—flat-12	—	—	1. 46.81	1. 26.31

STARTING GRID

↑

6
F. Cevert
(*Tyrrell-Cosworth V8*)
006
1 min. 20.12 sec.

5
J. Stewart
(*Tyrrell-Cosworth V8*)
006/2
1 min. 19.97 sec.

2
R. Peterson
(*Lotus-Cosworth V8*)
72/R6
1 min. 19.47 sec.

10
C. Reutemann
(*Brabham-Cosworth V8*)
BT42/3
1 min. 20.59 sec.

7
D. Hulme
(*McLaren-Cosworth V8*)
M23/1
1 min. 20.31 sec.

24
C. Pace
(*Surtees-Cosworth V8*)
TS14A/05
1 min. 21.02 sec.

27
J. Hunt
(*March-Cosworth V8*)
731/3
1 min. 20.70 sec.

8
P. Revson
(*McLaren-Cosworth V8*)
M23/2
1 min. 20.60 sec.

17
J. Oliver
(*Shadow-Cosworth V8*)
DN1/4A
1 min. 21.23 sec.

20
J-P. Beltoise
(*BRM—V12*)
P160/07
1 min. 21.14 sec.

11
W. Fittipaldi
(*Brabham-Cosworth V8*)
BT42/2
1 min. 21.82 sec.

19
G. Regazzoni
(*BRM—V12*)
P160/09
1 min. 21.56 sec.

21
N. Lauda
(*BRM—V12*)
P160/08
1 min. 21.43 sec.

25
H. Ganley
(*Williams-Cosworth V8*)
IR/02
1 min. 22.10 sec.

* 28
R. von Opel
(*Ensign-Cosworth V8*)
MN01
1 min. 22.01 sec.

** 14
R. Williamson
(*March-Cosworth V8*)
721G/4
1 min. 22.72 sec.

12
G. Hill
(*Shadow-Cosworth V8*)
DN1/3A
1 min. 22.50 sec.

1T
E. Fittipaldi
(*Lotus-Cosworth V8*)
72/R7
1 min. 22.24 sec.

26
G. van Lennep
(*Williams-Cosworth V8*)
IR/01
1 min. 22.95 sec.

22
C. Amon
(*Tecno-McCall—flat-12*)
PA123/6
1 min. 22.73 sec.

15
M. Beuttler
(*March-Cosworth V8*)
721G/2
1 min. 24.45 sec.

16
G. Follmer
(*Shadow-Cosworth V8*)
DN1/5A
1 min. 24.14 sec.

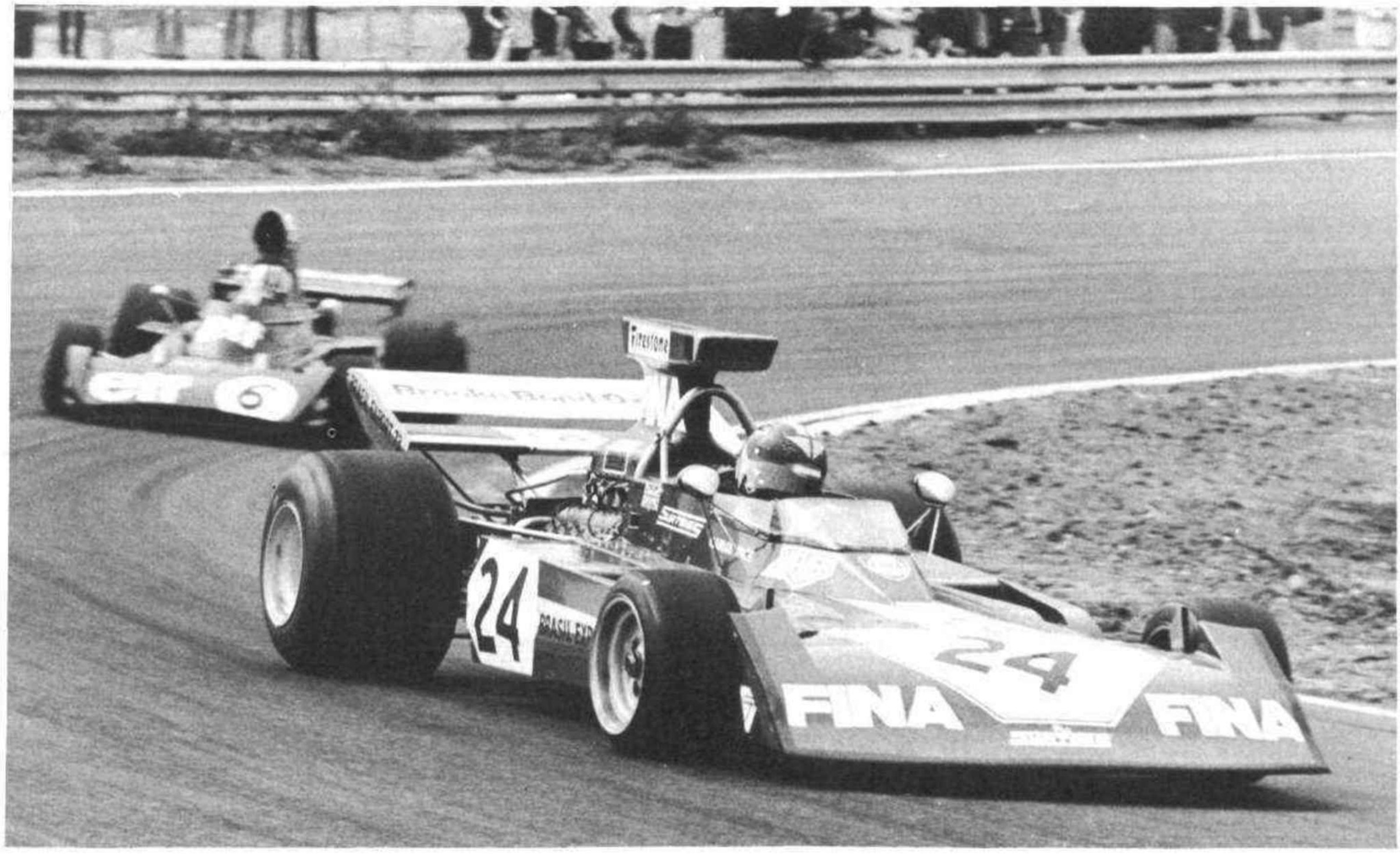
18
D. Purley
(*March-Cosworth V8*)
731/2
1 min. 23.09 sec.

23
M. Hailwood
(*Surtees-Cosworth V8*)
TS14A/04

* Did not start.
** Late to grid and started at back.

Beuttler's March to die out on the circuit with electrical problems, and for Hailwood to find out that his car was not much better than it had been in practice. Emerson Fittipaldi soon realised he was not going to do any racing, for his swollen ankles were giving him great pain and preventing him from pressing on the brake pedal, but he bravely agreed to start in the race. During the morning the unfortunate Ensign team discovered that the rear suspension mounting was about to fail, and wisely withdrew rather than "cobble" it up. The original 1973 Tecno was race-prepared, using the term loosely, while the nice new car was once more put to one side, and there was a complete lack of happy, smiling faces in their pit. The race organisers let loose a remarkable collection of saloon cars in their National race, while leaving some of the Grand Prix cars being worked on in the pit lane, and when the lone works BMW of Hezemans ran into trouble with its front suspension the Dutchman shot into the pits, looking for help, and ran into the rear wheel of Follmer's Shadow, knocking the car off its jack and nearly injuring mechanics working on it.

The start of the Grand Prix was due at 2.30 p.m. and the cars were driven round the circuit to the "dummy-grid", in all twenty-two of them setting off, for the works March would not start and was delayed in the paddock. While everyone was formed up in rows of three-two-three, with Peterson (Lotus) and Stewart and Cevert (Tyrrells) on the front row, Roger Williamson shot out of the paddock and was just in time to join on the



Carlos Pace's Surtees TS14 battled with the leaders for the first ten laps until the Firestone tyres went off, relegating him to seventh place.

back of the field as they prepared to move up to the starting grid. It was Peterson who got to the first corner first and as the pack poured round the first hairpin and along behind the paddock to the downhill hairpin of Hunzerug, they were in a solid mass. Braking for the hairpin Ganley's Iso-Marlboro Williams nudged Lauda's BRM, sending it off into the dirt on the inside of the corner, and while everyone roared away over the hill the poor Austrian was desperately trying to get some wheel-grip with his "slick" rear tyres. He eventually got back on the road and roared off in pursuit, while Ganley was preparing to head for the pits as the nudge had dislodged the nose cowling. Peterson, Stewart, Pace (who had made a meteoric start from the third row) and Cevert were already away from the pack at the end of the first lap, the rest of the field being led by Hunt. As they streamed round the Hunzerug hairpin for the second time Oliver's Shadow slid gently into the guard-rail with a crunch, right in front of designer Tony Southgate; who turned and walked off in despair. The unfortunate Oliver climbed out unhurt, trying in vain to explain how the throttles had stuck open. Next time the field appeared Emerson Fittipaldi stopped at the pits, having felt he had gone far enough to keep the faith, and in some pain he was helped from the Lotus. The bright yellow March of Beuttler was not seen again as the engine died once more out on the circuit, with a failure of the electrics, so that the field was dwindling rapidly.

By five laps a pattern was beginning to emerge, with Peterson still leading Stewart, Pace and Cevert and with Hunt, Hulme and Reutemann keeping in touch. After a short gap came Revson, Regazzoni and Beltoise, then Wilson Fittipaldi and van Lennep, the Dutchman going well in only his second Grand Prix, then came Williamson and Purley in very close company, followed by Graham Hill leading Follmer, Lauda, Amon and Hailwood, the BRM driver in the process of making up time after his excursion into the dirt. A long way back Ganley brought up the rear delayed by his pit stop on the opening lap. On the next lap Cevert passed Pace and Lauda moved up a place. At the end of lap 8 everyone went by according to plan, until after van Lennep had gone by, and then there was an ominous gap before Graham Hill and his followers arrived. Williamson and Purley were both missing, and an ominous column of smoke could be seen rising over the sand dunes, and bad memories of Piers Courage clouded the thoughts. While the leaders came round again, with the gap between Peterson and Stewart longer than before, few people at the circuit realised that Roger Wiliamson had crashed and was pinned in the March which was upside down and on fire, and that David Purley stopped and was desperately trying to turn the car over on its wheels to release the driver, and unaided was trying to put the fire out. No-one in the pit area realised what was happening, and even as Hulme slowed right down and gesticulated to the officials few people realised what he was trying to convey.

The works March had gone off the road on a 130 m.p.h. fast right-hand bend, due to something going wrong mechanically, and had hit the guard-rail at a 45-degree angle. The newly installed rails had collapsed and formed a launching ramp which projected the March through the air a fantastic distance and it had crashed back into the road upside down and skated along as far again until it came to rest. Poor Roger Williamson died in the accident and David Purley was completely overcome by the tragedy and the fact that there were no suitably equipped Marshals on hand to help him. Meanwhile the rest of the drivers drove through the smoke and dust at speeds they felt were safe, and some would have liked the race to have been stopped, while others used their discretion. The gap between Peterson and Stewart opened out dramatically, while Cevert was close up behind the Tyrrell team leader, but Pace and Hunt dropped quite a long way back. On the lap after this tragedy began, Reuteman was passing the pits when his Brabham threw the tread off its left front tyre, the bits flying high into the air while he brought the car to rest just round the Tarzan Hairpin. While Hulme was slowing down on each lap to gesticulate wildly to the organisers, Revson, Regazzoni and Beltoise closed up on him, and through it all Lauda continued to pick off the slower cars one by one, and Ganley had a moment of joy when he caught and passed Amon in the Tecno. The Italian car was suffering from fuel starvation, just as it had done at Silverstone for the simple reason that the Tecno people did not believe what Amon had told them in England, so had done nothing about it. Peterson was well on his way, lapping the tail-enders, as were the two Tyrrell cars, and was the full length of the main straight ahead of Stewart by lap 18. Meanwhile Pace was in trouble with a pounding front wheel, for the balance weights had come off, and Hunt and Hulme went by him, and on lap 19 he was heading for the Armco avenue into the pits to have his front wheels and tyres changed.

Amon gave up the unequal struggle and the Tecno joke was put away while everyone scowled at each other in this happy little team, and the race settled down into a rather gloomly procession with the knowledge of the disaster on the far side of the circuit hanging over the grey scene. Peterson was piling on more and more lead and Stewart was obviously not trying all he knew for Cevert was sitting all the while in his slipstream, occasionally being unnecessarily close. Hunt was firmly in fourth place, with Hulme behind him, followed by Revson and Beltoise; then came Regazzoni with Lauda closing up on him, and amongst them was Pace, back in the race but one lap behind. Hulme could do nothing about Hunt, and on lap 31 could do nothing about anything at all, as his engine blew up and he coasted into the pits to retire. By 40 laps there was a slight change of scene, for not only was Stewart closing up on Peterson, but the Lotus was showing signs of failing and was losing speed. Regazzoni had been into the pits due to tyre troubles, Lauda was in bother with the fuel pump on his BRM engine and Graham Hill was making frequent stops for water, the Cosworth V8 engine in his Shadow having an internal leak. By 45 laps Peterson was in very obvious trouble and the two Tyrrell's were closing on him rapidly, but Hunt could not keep pace with them as the clutch had gone on his March and he was having to make all his gearchanges without its help. As his fourth place was not in any danger, Revson and Beltoise being well behind him, he was not unduly worried. As the two Tyrrell's closed on the leading Lotus Hailwood's unhappy weekend came to a close when his Surtees died quietly out on the circuit, still suffering from an obscure electrical failure, while his team-mate Pace was still going strongly in company with Beltoise.

At the front of the race Peterson could not only see victory slipping from his grasp, but he could feel it, for his gearbox was breaking up and he was having to overstrain the engine in his endeavours to keep his lead without all five available. On lap 63 the two Tyrrell's were ready to pounce on the black and gold Lotus and on lap 64 they were right behind it. Lap 65 and they were first and second and the Cosworth engine in the Lotus had gone very flat, and next time round Peterson free-wheeled into the pits with all sorts of nasty bits coming out of the exhaust ports, the engine well and truly broken. Stewart completed the 72 laps to win his fourth Grand Prix this season, and his twenty-sixth all told, but it was an unhappy victory for the crashed remains of the works March still lay on the side of the circuit, and further down the track the Armco barrier still lay back drunkenly, a sad testimony to its inefficiency and a reflection on the need for a lot more serious thought being called for in the crusade for ultimate safety. While the people at Zandvoort were watching this grey race run to its conclusion they little realised that world-wide Television was exposing the whole ghastly scene and doing little to help, as was that giant of mischief, the world's Press.—D. S. J.

THE DUTCH GRAND PRIX—Formula One—72 laps—Zandvoort—4.226 kilometres per lap
304.272 kilometres—Dull and Overcast

1st :	J. Stewart (Tyrrell 006/2)	1 hr. 39 min. 12.45 sec.—184.025 k.p.h.
2nd:	F. Cevert (Tyrrell 006)	1 hr. 39 min. 28.28 sec.
3rd:	J. Hunt (March 731/3)	1 hr. 40 min. 15.46 sec.
4th :	P. Revson (McLaren M23/2)	1 hr. 40 min. 21.58 sec.
5th :	J-P. Beltoise (BRM P160/07)	1 hr. 40 min. 25.82 sec.
6th :	G. van Lennep (Williams IR/01)	2 laps behind
7th :	C. Pace (Surtees TS14A/05)	3 laps behind
8th :	G. Regazzoni (BRM P160/09)	4 laps behind
9th :	H. Ganley (Williams IR/02)	4 laps behind
10th :	G. Follmer (Shadow DN1/5A)	5 laps behind
11th :	R. Peterson (Lotus 72/R6)	6 laps behind—Not running at finish
12th :	G. Hill (Shadow DN1/3A)	16 laps behind

Fastest Lap : R. Peterson (Lotus 72/R6), 1 min. 20.31 sec.—189.432 k.p.h.

Retirements : J. Oliver (Shadow DN1/4A) on lap 2, accident; E. Fittipaldi (Lotus 72/R7) on lap 3, driver unfit; M. Beuttler (March 721G/2) on lap 3, electrics; R. Williamson (March 721G/4) on lap 8, fatal accident; D. Purley (March 731/2) on lap 9, driver withdrew; C. Reutemann (Brabham BT42/3) on lap 10, burst tyre; C. Amon (Tecno-McCall PA123/6) on lap 23, fuel pressure; W. Fittipaldi (Brabham BT42/2) on lap 28, accident; D. Hulme (McLaren M23/1) on lap 32, engine failure; N. Lauda (BRM P160/08) on lap 53, electrics; M. Hailwood (Surtees TS14A/04) on lap 53, electrical failure; R. Peterson (Lotus 72/R6) on lap 67, engine failure.

23 *starters* — 11 *finishers.*

RALLY REVIEW

POLISH RALLY

GENERAL CLASSIFICATION

1st:	A. Warmbold/J. Todt (Fiat 124 Abarth)	30,494 sec.
2nd:	E. Culmbacher/W. Ernst (Wartburg 353)	40,534 „
3rd:	M. Stawowiak/J. Czyzyk (Polski-Fiat 125p)	43,729 „

65 *starters* — 3 *finishers.*

ALTHOUGH WE mentioned the Polish Rally briefly in last month's MOTOR SPORT we consider that some further comment is necessary. That it was a completely demoralising event goes without saying, for any rally which taxes competitors to the full and then puts them on the retirement list simply because they have been unable to maintain the stupidly high overall average speed is far from being a morale booster. High speed is something of which no rally driver will complain, but on public road transport sections it is sheer madness to subject normal road users to the dangers of mixing it with competition cars being driven fast.

All too often these days complaints (many of them unjustified) are levelled against rallies and those who drive in them because of high speeds on open public roads. Organisers themselves complain about the actions of competitors in their own events, but when something like the Polish Rally comes along it must be perfectly clear to all that some organisers are entirely to blame for creating the situation from which complaints arise. It is all very well to say that competitors should abide by speed limits; organisers should set low averages where road situations and traffic conditions demand them and leave the high speed sections to roads of a suitable character.

Fortunately there are few rallies nowadays which create their own unnecessary dangers. The Polish Rally was certainly one of them and if the Automobilklub Krakowski hopes to run a World Championship qualifier again then it must put its house in order and prove that it is capable of sensible routeing and timing.

It would have been exactly the same situation had the organisers of the Targa Florio decided that the circuit should be open to two-way normal traffic during the race, and any competitor failing to maintain a certain minimum average speed would be excluded. They could either drive with the thought of oncoming traffic in mind and risk going beyond their maximum lateness, or pull out the stops to stay in the race and risk the drastic consequences of a high speed collision. It's not a choice which any competition driver should have to make, for rallies should be won by skill and not by the sheer good fortune of having no truck coming around that critical corner at the critical time.

In Poland the organisers were quite open about their attempt to create a Polish Safari. Within the organisational camp there was a strong division of opinions and we understand that there were many heated discussions as to how the event should be timed. But the day was won by those who were in favour of a road race, and there must now be many farmers, truck drivers, carthorse drivers, pedestrians and tram passengers whose idea of a rally is a few days of dodging noisy rally cars as they roar through the streets and over the mountains. That is certainly not a situation to be proud of.

The teams holding first and second positions in the World Rally Championship, Alpine and Fiat, were the only western outfits to send cars to Poland, the French team sending just one car for Jean-Luc Therier/Alain Mahe and the Italians two 124 Abarth Spiders for Achim Warmbold/Jean Todt and Alcide Paganelli/Nino Russo. The teams of Polski-Fiat, Wartburg and Moskvich were the other factory runners, the bulk of the entry being made up of privateers from Poland and other eastern countries, with a few from Sweden, Denmark and Germany.

In all there were 65 starters, just 15 more than the minimum required by the FIA in order that the event might remain in the World Championship for Makes. It hadn't been intended that the rally should be in that series, for although it was on the short list most members of the selection committee were against it. Internationally it does not have a very high reputation, but the Polish delegate at the CSI meeting last year created such a commotion when he realised that the majority of his fellow committee men were against his country's premier event being in the championship that the rally was grudgingly put in, more to keep the peace than anything else. This year there was an FIA observer in Poland and a total of seven members of the Rally Pilots Asoociation. It seems that they were unanimous that the event fell far below the accepted standards of the championship, was determintal to the good name of the sport and should without question be dropped from the series for next year.

Apart from the impossibly high road averages there were other shortcomings including inaccurate timekeeping (the ultimate sin of any rally organiser), poor marshalling and a completely non-existant results service. Not once during the entire event were any individual stage times available which must have been bitterly frustrating for competitors, team managers, pressmen and others. The organisers themselves just couldn't understand why people wanted their times so quickly, which rather indicates their low level of comprehension of how a well organised event operates. Fortunately for Fiat and Alpine their cars completely dominated the event and it was only necessary for their team managers to compare the times given to them by their drivers in order to know the lead positions. Unfortunately, official times were sometimes at variance with those recorded by co-drivers on their own watches, so there was no guarantee that team managers' unofficial calculations would agree with those of the organisers when the event was over.

Without any exaggeration, the timekeeping and results systems were a complete shambles compared with the slick, unflurried, accurate and speedy results systems operated by rallies such as Austria's Alpenfahrt and Finland's Rally of the Thousand Lakes.

Another bad feature of the event was the use of unnecessarily rough roads. It's all very well to have rough roads in Morocco or in East Africa, where everyone expects them and prepares accordingly, but to do it in Poland and then to set such high averages that you either break your car or run out of time trying to preserve it is asking too much. Poland has plenty of loose surfaced roads which are not car breakers and it would have been far better to have had more of these roads as stages and to have cut out all the rough stuff. It would also have been better for everyone's peace of mind had the special stages, 55 in all though some were cancelled, been closed to other traffic.

Special stages, like racing circuits, should be regarded as sacred and should be completely sealed off from all non-competing traffic. In Poland this was not the case and there were several tales of high speed encounters with trucks, horse-drawn carts and the like. Many stages passed through a number of junctions and hardly any of them appeared to be blocked. When one is driving on full pace notes at ten tenths one uses the whole of the road with no allowance for oncoming traffic. In Poland drivers did that at their own risk, for although most people make allowances for the unexpected there is nothing which can really be done about a truck suddenly appearing around a corner on a very narrow road along which your car is being driven at something like 100 m.p.h.

We are prompted by no political motives whatever, but we find it difficult to think of an event in Eastern Europe which is of sufficiently high standard to be included in the World Championship. At the moment, to quote the words of the Rally Pilots Association, the Vltava Rally is the "least bad", but with distant events such as New Zealand's Heatway Rally and Canada's Rally of the Rideau Lakes knocking at the door of the CSI, the Polish Rally and the events of neighbouring countries rally need to give themselves a complete new look before they can even think of being considered for the major series of the world.

* * *

Early last month it was announced in Jyväskylä, the town in Central Finland where the Rally of the Thousand Lakes is based, that Marlboro would be sponsoring the 1974 Tunturiralli, or Arctic Rally as it is more popularly called. This rally, held entirely on snow and ice each winter, takes place to the north of the Arctic Circle and is based at Lapland's major town, Rovaniemi.

In the land of twenty-hour winter nights, temperatures which drop at times to 40°C below zero, reindeer, elk, wolf, vodka-drinking woodsmen, sauna addicts who wallow naked in snowdrifts, and drivers to whom sideways motoring is the most natural thing in the world, the Arctic Rally is more than just a great motoring event; it is a splendid adventure which adds a sparkle to the actual competition which few other events can match.

Lack of finances threatened to force the organisers of the Arctic Rally to abandon the event for 1974, but Marlboro has stepped in to guarantee the event's financial obligations rather than to put up a fixed sum. Thus the organisers are now in the position of having a generous and sensible benefactor to pick up the tabs, being free to run an excellent rally, as well they know how, with no monetary worries.

Continued on page 1008

Road Test

The TVR 3000 M

Latest and best individualistic, hand built, glass fibre Sports car



THE FRONTAL ASPECT of the latest TVR has been changed considerably in order to accept the spare-wheel forward of the radiator.

WE and others have often said that many modern cars are becoming too soft, spoilt by cocoons of padding, insulated from road feel by over-resilient springing and generally taking the enjoyment out of driving. Even mass-produced sports cars, once-upon-a-time an outlet for those who enjoyed cars for sheer driving pleasure, have fallen into the same trap. Fortunately a handful of small sports car manufacturers remain to keep driving the delight it should be. The Blackpool–based TVR Engineering Ltd. is one of the oldest of these (with obvious deference to the men of Malvern), albeit with a chequered career of bankruptcies before the company was taken over by the capable, knowledgeable and enthusiastic Martin Lilley and his father Arthur in 1965.

Today the offerings from these 'Exclusive Sportscar Manufacturers' follow much the same basic idea as the first TVR to stem from the handiwork of Trevor Wilkinson (TreVoR) in 1957: glass-fibre, tubular-chassised, two-seaters, employing engines from large manufacturers and always, above all, tremendous fun to drive.

In all other respects that very first 1,172 c.c. side-valve Ford engined model squatting on modified VW suspension and the latest products of the new 40,000 square feet Bristol Avenue factory are entirely dissimilar, as is the company's financial stability. A new, simpler and more rigid, backbone chassis designed by Michael Bigland TVR's Technical Director, carries the attractive glass-fibre superstructure of the "M" models introduced last July. European buyers can purchase the 130 mph, 3000 M with 3-litre V6 Ford Capri power, while American customers must satisfy themselves with a twin-Stromberg carburetted exhaust-emission version of the in-line Triumph 2.5-litre straight-six, the V6 being unacceptable to the U.S. emission legislators. Other than engine and gearbox the two versions are identical. The 1600 M, fitted with the cross-flow Ford GT engine, has ceased production.

Demand for the cars is such from the States and Europe, particularly Holland, where a new Distributor has been appointed, that in true Morgan fashion every TVR is sold before it leaves the factory, an idyllic state for Martin Lilley, although perhaps not for customers, who must learn patience. Undoubtedly Lilley could make and sell many more cars than the current nine a week (produced by a staff of 73, including office workers, making the Blackpool factory, so Lilley claims, the world's most efficient car plant), but he has no wish to sacrifice exclusivity and quality in the interests of expansion. The 3000 M is indeed a rarity in this country, the entire production for the first few months of this year being given over to meeting export demands.

The introduction of VAT and the consequent demise of the kit-form TVRs was another reason for the successful export concentration, although home market sales ought not to suffer from the tax imposition on the fully-built-up cars, at £2,464 the 3000 M offering excellent value for money in what is virtually a class of its own. Such a price seems a reasonable one to pay by current standards for such character and performance, even more so when the outstanding inclusive 'extras' are taken into account. Weathershield sunshine roof, heated rear screen, powerful Marchal headlights, alloy wheels, a "proper" leather-rimmed steering wheel, Sundym tinted glass, inertia reel seat belts, cigar lighter, two-speed wipers, electric screen washers and even a Philips push-button radio are in the impressive standard specification. Other than perhaps a tape-player it would be hard to find anything with which to boost the price. Nevertheless, TVR are prepared to tailor cars to customers' own desires, an added bonus of buying a hand-built car.



THE CENTRE BODY section has changed little since the first TVR, but the two stylish ends maintain up-to-date distinction. Alloy wheels and sun-roof are standard.

The 3000 M replaces the Tuscan V6, itself descended from the 4.7-litre Ford V6 powered car of the same name, a lamented beast of shattering performance — a real sports car indeed. Both the V8 and V6 Tuscan used a longer wheelbase version of earlier chassis with TVR's own fabricated wishbone suspension. The redesigned chassis uses similar suspension with revised wishbones and pick-up points. At the front, tubular wishbones are fitted in conjunction with coil springs and telescopic shock absorbers, the system being similar at the rear with minute adjustment of track and camber available by screw adjustment and shims. Alloy rear uprights are utilised. Steering is by an Alford and Alder rack mounted sturdily to the chassis ahead of the wheel centres, connected to the cockpit by a Triumph Herald column. Very effective Girling 11-in. front discs and 9-in. rear drums are also of

Triumph origin, from the TR6, as are the front uprights, modified to accept the tubular wishbones, but the remainder of the chassis suspension is pure TVR. The chassis itself has a multitubular backbone with square-section outriggers. A square-section box arrangement at the rear carries the top and bottom wishbone inner pick-up points and the hypoid differential unit, again borrowed from Triumph, with a 3.45:1 final drive ratio.

TVR craftsmen make the glass-fibre coupe body from scratch (fire-resistant resin is included) and not surprisingly, after so many year's experience, the quality is second-to-none: the well-used test car showed a complete absence of ripples, starring or cracking. It is rubber mounted to the exceptionally rigid chassis so is not susceptible to abnormal stresses and strains. To complement the lack of corrosion afforded by the body, all chassis tubes are sealed with oil residue left inside them and rubberised underseal completes the infallible protection. Certainly the TVR doesn't cry out for a garage over its roof.

From the outset the major criticism of the TVR has been access to the luggage space, which has to be made over the seats, or in the case of the 3000 M's high-backed seats, between them. Luggage space is made much greater on this latest model, however, by virtue of a slightly extended tail and more important, moving the spare wheel, formerly occupying most of the available space, to the nose of the car where it also helps crash absorption (this model is the only car ever to remain steerable after a MIRA 30 mph impact test). Great care must be taken to avoid damaging the rear window heating elements when loading suitcases. Tools are carried in a shallow well underneath a flap in the fully-carpeted floor of the luggage compartment, below which lies the space-consuming box section chassis necessary for the wishbone suspension.

There is little point in dwelling on the deficiencies caused by the fixed rear bodywork for the very simple reason that they won't exist for much longer. A revised 3000 M scheduled for introduction in the next couple of months will have a lift-up rear tail gate similar to the Jensen. Exit criticism!

In contrast to the tail the TVR's underbonnet accessibility has always been good via the front-hinged, one-piece front end, released by two cockpit catches, one under each side of the fascia. The spare wheel is difficult to retrieve from up-front, however, and doing so risks dirtying one's back on the bonnet catches. Ford's compact V6, surmounted by a chromed pancake air-cleaner, and all its ancillaries is easily worked upon.

While even a bashful Lothario would find little difficulty in finding girl-friends with the 3000 M, his subsequent style would be somewhat cramped (to say the least) by the massive backbone chassis effectively separating him from his quarry in the passenger seat. This wide, carpeted division helps, if anything, the other pleasurable pursuit for which the TVR is more specifically intended (i.e. driving), insomuch as it gives an almost single-seater feeling of being held securely in the seat. Though this tunnel lies at elbow height, the 3000 M's ideal arms-outstretched driving position ensures that it isn't an impediment. The leather-gaitered lever controlling the latest-type, closer ratio Capri four-speed, all synchro gearbox with the improved top linkage lies in the centre of the tunnel, readily to hand, if set a little bit too far rearwards because the engine is mounted well behind the wheel-centres for good weight-distribution. The non-fly-off handbrake is conveniently placed in the top edge of the tunnel to



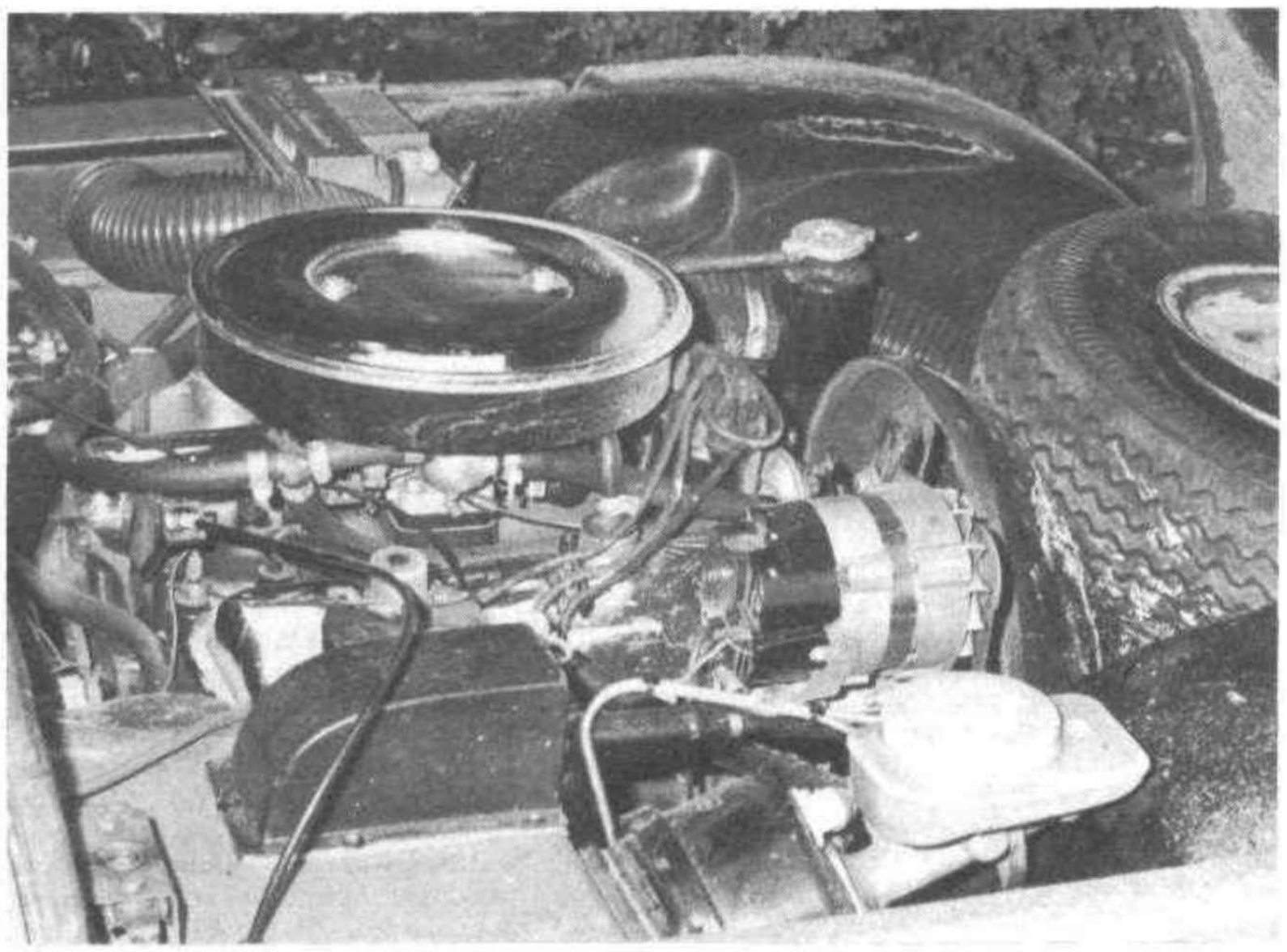
BEAUTIFULLY APPOINTED, right down to a Philips push-button radio and leather-rimmed wheel, the TVR cockpit affords an excellent driving position.

the right of the gearlever.

Excellent interior appointments have always been a hallmark of the TVR. The test car confused description somewhat by having a prototype wood dashboard and modified door trims — XKU 3L has to double up as a development car and a demonstrator, for which one can forgive a small company — though I understand the general layout is as production. Extensive carpeting is of first-class quality and the roof is lined with cloth, a touch of almost forgotten luxury. Instruments are grouped tidily in front of the driver, comprising speedometer with trip, tachometer, fuel gauge for the 12 gallon tank, oil pressure gauge, battery condition indicator and water temperature gauge, the last slightly obstructed by the steering wheel boss. In the centre of the fascia the very good Philips radio is flanked by two eyeball vents (that for the driver unconnected on the test car because of work on a new wiring loom for the revamped fascia). Below it is the interior light with courtesy switch facilities and to the far left is a useful, lidded cubby-hole without a lock, while the passenger side also boasts a storage well at foot level in the nearside panel. Switches are mounted in a row on an angled panel, illuminated at night, on the tunnel below the fascia. They may look confusing, but the important switches — washers, wipers and lights — are nearest to the driver where they fall readily to hand. A left-hand steering column stalk controls dipping and flashing of the exceptionally powerful Marchal headlights (more than up to the 3000 M's maximum speed), and the right-hand stalk takes care of direction indicators. There's a conventional horn button in the steering-wheel boss, inoperative on the test car. Indicator warning lights are completely masked by the thick rim of the steering wheel.

A choke-pull type knob below the steering column controls heater temperature, "heat" being a fairly loose term for a lukewarm draught. Eyeball vents in each footwell, the aforementioned two in the fascia and another two below the fascia for demisting, give individual, if complex, outlet control. Only one of the two heater blowers functioned on the test car. Cooling ventilation through the eyeball vents proved weak also, more than compensated for by the draught-free sunshine roof. However, it was a two-handed job to open the roof, which leaked in pouring rain at high speed, another criticism which will be eradicated by the fitment of a detachable flush-fitting panel in the forthcoming revised model.

A relaxed and well-nigh perfect driving position made an immediately good impression, confirmed by the lack of fatigue on long journeys. Nylon-cord panelled bucket seats seemed hard at first, extremely comfortable after a couple of hours' acquaintance, and the pedals reacted well



THOUGH THE COMPACT Ford V6 is buried deep in the substantial chassis, the one-piece nose gives excellent accessibility. The flat spare tyre was awaiting a suitable tourniquet to seat it on the rim, a new Avon being fitted after a puncture had destroyed the original.

to heel-and-toeing.

Without a doubt the 3-litre, 60 degree V6 Ford engine is one of the most useful workhorses of all time. Whatever vehicle it is in, the engine feels in its element, perhaps more so in the TVR with just one ton and a low frontal area to pull along. The beauty of the 3-litre's application in this attractive sports car isn't just its ability to reach 60 m.p.h. from a standing start in roughly 7.3sec. or 100 m.p.h. in 25sec., or even to cruise comfortably at 115-120 m.p.h. with almost 130 m.p.h. on tap: no, the extension of this high-performance delight comes at the opposite end of the scale where the 93.663 mm. bore, 72.415mm. stroke, 2,994 c.c., 140 b.h.p. unit's exceptional low speed torque makes the 3000 M extraordinarily easy and relaxing to drive away from the open road. It is quite happy to burble along at less than 1,000 r.p.m. in top gear and is entirely docile and temperament-free in city traffic. Clutch operation is less favourable, the 9.5-in., diaphragm spring plate not biting until the pedal is released to the end of its long travel. The torque shows again on the open road, where extremely high average speeds can be maintained without exerting the V6, which prefers not to be revved much beyond 5,500 r.p.m. in any case.

Ignoring all the other virtues, the 3000 M's most outstanding feature is its handling and roadholding. Cornering speeds are impressively high, roll almost non-existent and adhesion superb on the ER70 VR x 15 Avon tyres, mounted on 5½J rims, which are almost impossible to break away, from a neutral stance except by applying excess power round low-speed corners in the wet. Even then the tail is almost self-correcting. Steering too is a delight, accurate, relatively light and ensuring precision cornering: slightly higher gearing would lead to perfection.

Mild bump steer can be felt on really bad roads, and ruts can cause some deflection, but the Avons are not put off by white lines and cats-eyes. Scuttle shake is non-existent, though mild body movement on the chassis can be created by bad pot-holes, when some creaking can also be heard, mainly from the seat mountings and sunshine roof. Unlike the softly-sprung Elan, Lilley and Bigland have chosen to achieve good roadholding by quite firm suspension, resulting in a firm ride which can become decidedly choppy on rough roads, the short (7ft. 6in.) wheelbase exaggerating the effect. To be fair, even the rough-road ride isn't too stomach-disturbing and the seats cushion most of the discomfort.



THE HEATED, panoramic rear screen gives good vision, though the quarter panels are awkward at road junctions. An impending new model will have a lift-up tail gate.

Well-subdued engine noise was spoilt by an excess of wind noise at high speed, emanating largely from a loose seal on the driver's door.

Since the death of the Elan a couple of months ago, the discerning sports car customer has been left with little choice in the £2,000 — £3,000 bracket other than the Datsun 240Z. For performance and sheer driving delight the mass-produced sports cars below £2,000, led by the TR6 and Jensen-Healey, do not deserve comparison with this delightful driver's car, while the 240Z, not too far behind on performance, lacks the road manners and the V6's splendid torque characteristics. As for the admirable Reliant Scimitar GTE, it is aimed at a different type of driver—indeed the two cars would complement each other ideally in the same manufacturer's range. The new MGB GT V8 is cheaper, but far from exclusive in body styling. No, the distinctive TVR 3000 M, capable of a thrifty 300 miles on its 12-gallon tank, represents one of the last remaining real sports cars and long may the Blackpool firm thrive.—C.R.

RALLY REVIEW—contd. from page 1005

FINLAND is a land of extremes—cold in the winter and hot sunshine in the short summer. The people display similar characteristics, working really hard during the dark, cold months and setting aside time for enjoyment between June and September.

In the month of August the sport which catches the imagination of all Finland is Rallying, for in the early part of that month all eyes are turned towards Jyvaskyla, the Central Finland town which is the base of the Rally of the Thousand Lakes. This event has always been an example of smooth, efficient organisation and tough, fast competition, but it wasn't until this year that it was given World Championship status. Foreign visitors have always been few in the past, perhaps because of the high degree of skill displayed by even the average Finnish rally driver, but this year it attracted quite a number of foreign competitors, from Sweden, Germany, Kenya, France, Belgium, USA, Canada, Ivory Coast, Britain, Denmark, East Germany and Russia.

To beat the Finns in Finland has always been one of the legendary "impossibles" of rallying, but perhaps because Sweden's big Blomqvist managed it in 1971 other professionals have been persuaded to try their hands.

There were works entries from Saab Sweden, Saab Finland, Ford, Volvo Finland, British Leyland, Chrysler Finland, Fiat, Opel Finland, Moskvich, Skoda Finland, Porsche Finland, Wartburg and Trabant, and these, combined with the generous measure of competitive privateers, made the event one of considerable interest.

In the first half, making a loop to the west of Jyvaskyla, Stig Blomqvist in a works Saab forged ahead, the faster Porsche of Leo Kinnunen being outstripped firstly because of a few minor problems, secondly because Kinnunen himself became a little depressed because he couldn't keep up with the Saab and thirdly simply because of Blomqvist's outstanding ability.

But in the second half Blomqvist stopped with his crankshaft broken. Hard on his heels at the time was Timo Mäkinen in a works Escort RS and he moved immediately into the lead which he kept to the end. Achim Warmbold, in the only factory Fiat—entered at the eleventh hour to see championship points following the German driver's win in Poland—was quite startled by the fine performance of Finnish drivers and for the first time was complaining that his car wasn't providing him with quite as much power as he needed.

Markku Alén is a name which will not be familiar to MOTOR SPORT readers, yet in Finland he is already as respected a rally driver as Mikkola, Lampinen or Mäkinen. He drives for Volvo Finland, and this year he pushed his heavy 142 right up to second place, a performance worthy of the highest praise. It isn't often that we are given to speak highly of young drivers too soon in their sporting careers, but in Alén's case an exception must be made. Given the right opportunities, he will go far.

Another impressive drive was made by Brian Culcheth in an Abingdon Marina 1.3 entered by the Finnish importer. He was having his first experience of the fast, undulating, Finnish roads and he started cautiously and began to get faster, gradually. He and Saaristo in a Skoda 120S began having a tremendous fight for their class, the Finnish driver eventually finishing 15th, just 14 sec. ahead of the Englishman.—G. P.

GENERAL CLASSIFICATION

1st :	Timo Mäkinen/Henry Liddon (Escort RS)	17,630 pts
2nd:	Markku Alén/Juhani Toivonen (Volvo 142)	17,759 „
3rd :	Leo Kinnunen/Atso Aho (Porsche Carrera RS)	17,832 „
4th :	Simo Lampinen/John Davenport (Saab 96 V4)	17,968 „
5th :	Antii Ojanen-Heikki Miikki (Opel Ascona 19)	18,210 „
6th :	Ulf Grönholm/Henry Laine (Opel Ascona 19)	18,243 „
7th :	Tapio Rainio/Erkki Nyman (Saab 96 V4)	18,344 „
8th :	Achim Warmbold/Jean Todt (Fiat 124 Abarth)	18,584 „
9th :	Pertti Lehtonen/Ilkka Kivimäki (Saab 96 V4)	18,682 „
10th :	Hannu Palin/Jyrki Ahava (Opel Ascona 19)	18,697 „

109 *starters* — 55 *finishers.*

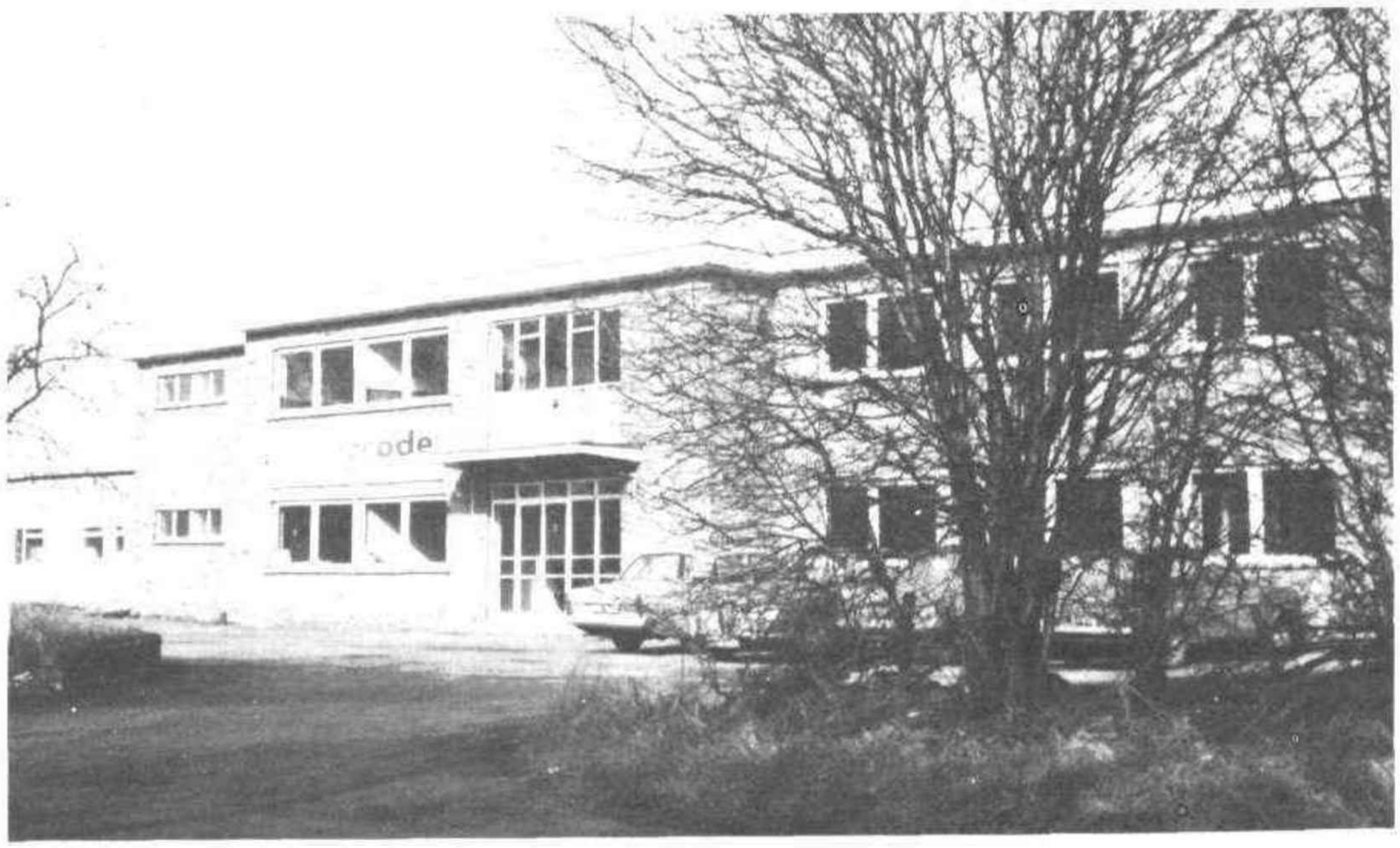
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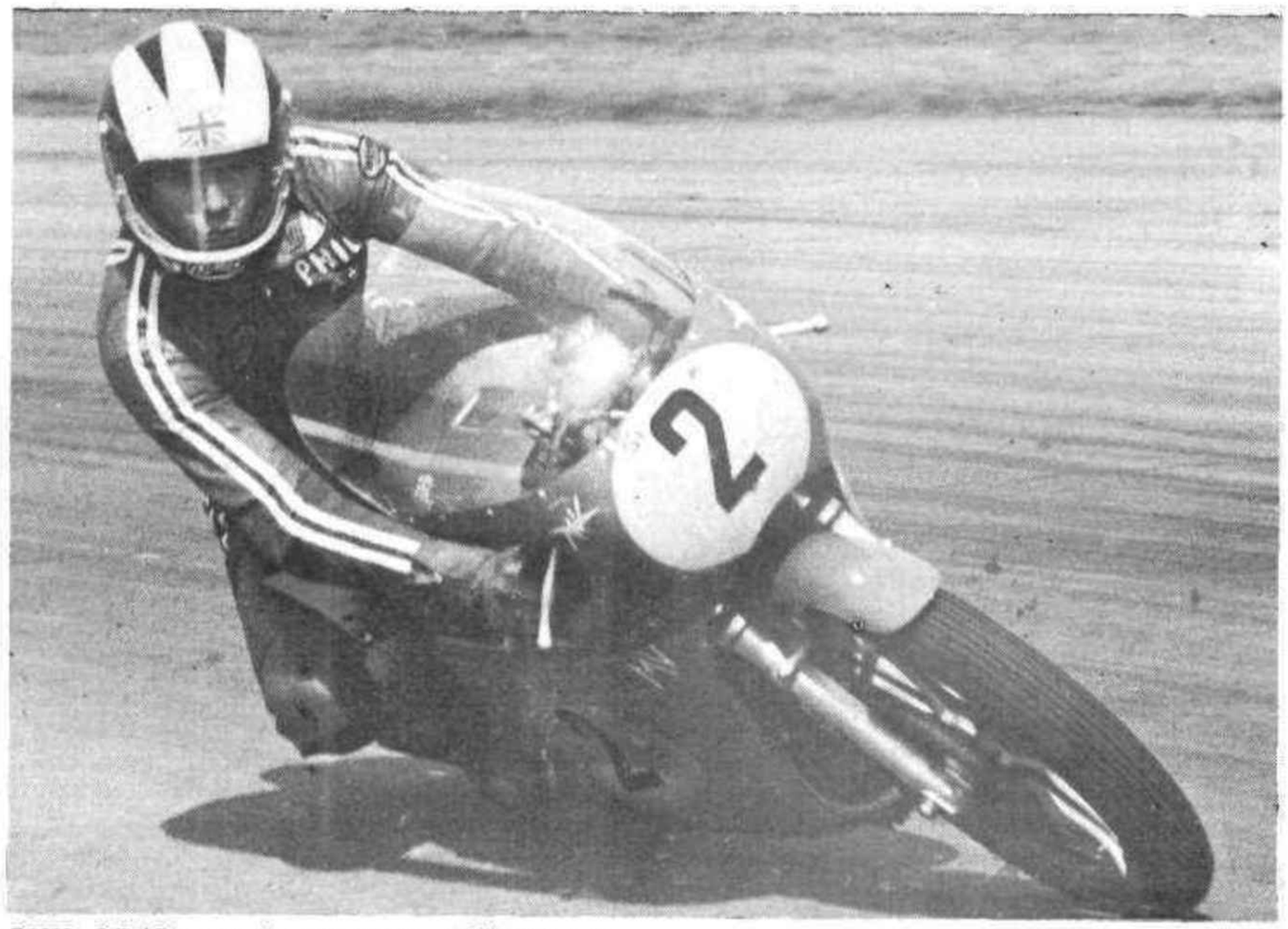
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Around and About



PHIL READ won the 500 race at Silverstone.

A different attitude

BY WAY of a change I took a trip to Silverstone last month to have a general look round at a big motorcycle meeting. The event was the John Player International and with Giacomo Agostini, reigning 500 Champion Phil Read, Yvon Du Hamel from Canada and many top names on the bill it was obviously going to produce some fireworks.

Unfortunately my schedule precluded a visit on the main race day – Sunday – but even the trip for Saturday's couple of races plus the practice was worthwhile. It is a strange feeling visiting a place you know so well, where normally one is greeted by friends and acquaintances at every turn, and know hardly anyone. But it is also rather pleasant to scout around in anonymity, dropping a listening ear into conversations and generally being a spectator.

In fact I took a camera along in an attempt to build up our motorcycle photographic library – which is minimal – and immediately I was struck by a couple of interesting pointers. For a start the entry list "seeded" all the riders by numerical order, almost like a rally. Thus Agostini was No 1. Phil Read No 2 and so on. If the chap had a number under about 20 he was a big name. Of course several of the competitors were racing more than one bike – maybe a 250 and a Formula 750 – but they kept the same number for both. Perhaps the system could be expanded for car racing.

One other way to find one of the big names was to simply use one's eyes. If there was a little knot of people gathered around it was almost certain that in the middle would be one of the "Stars" signing autographs. Motorcycle racing fans seem far more enthusiastic in their autograph hunts than the car racing equivalents and the average age very much older. And the riders from Ago downwards seem to enter into the task much more gracefully than their car racing opposites.

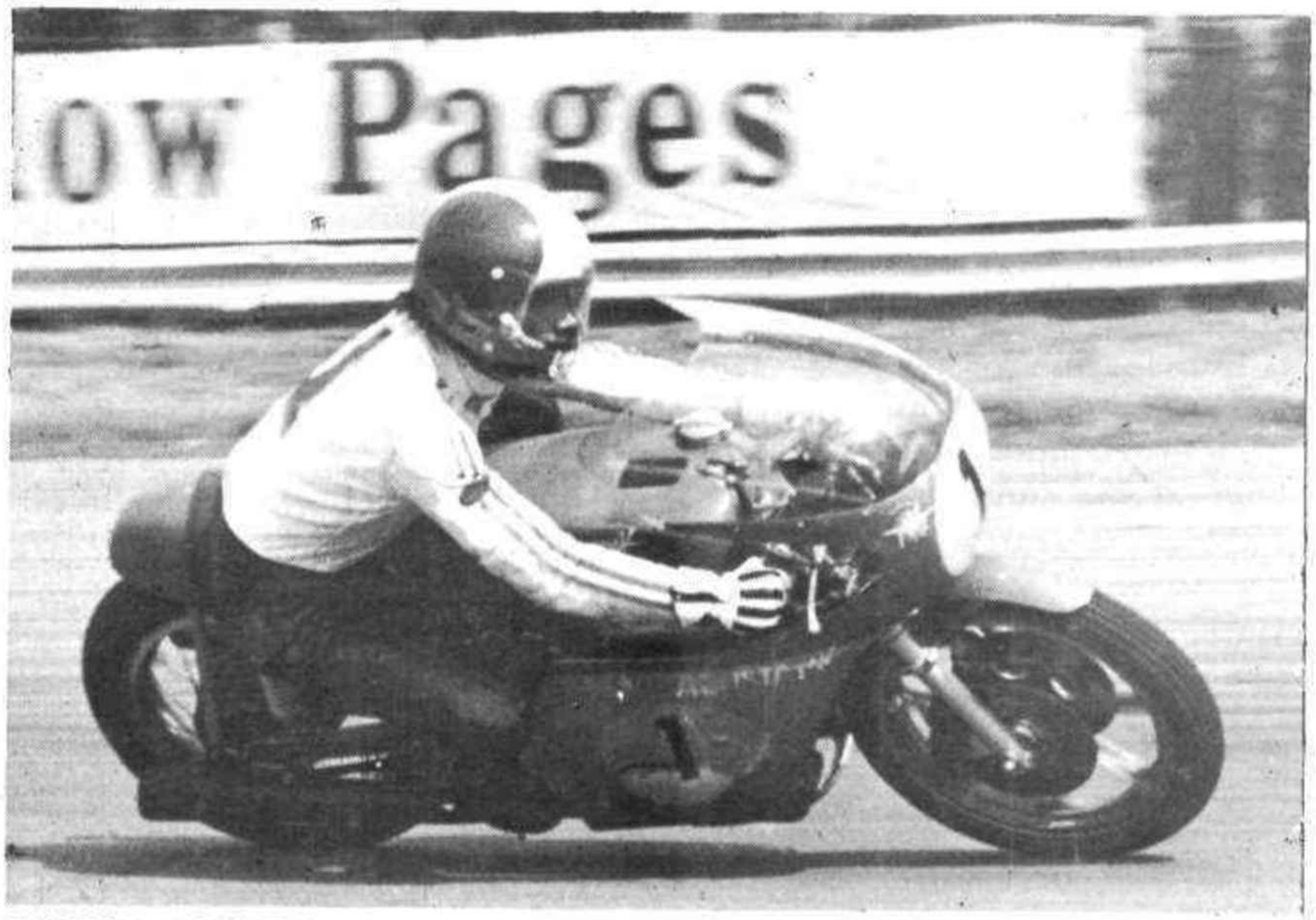
For a start they make themselves available. Phil Read has just won the premier road racing championship but he wasn't hiding behind the curtains of a caravan or a mobile home. He was sitting on the back of the Avis van, rented by MV Agusta, along with golden boy Agostini and the pair solidly signed autographs for over half-an-hour. Rarely will you catch Denny Hulme doing likewise and certainly not with a smile on his face and a word for almost every fan. Something about understanding your audience!

In another part of the paddock I found Paul Smart, one of our leading riders who now operates mainly in the USA. Paul was working on his own bike but stopped every few seconds to tender his signature to anyone who wanted it and then thanked *them* each as he handed the book back. To put things in perspective Paul won the main race of the day for the growing Formula 750 category, this meeting being a qualifying round of the FIM's new championship.

When I aimed my camera at a rider to record his facial profile for prosperity I was amazed to find they actually stopped what they were doing and held still until they heard the sound of the shutter – try that with a Grand Prix driver.

All this aside I found the actual practice far less interesting than at a four wheel meeting. In general the practice sessions are much shorter – there were two sessions of a quarter-of-an-hour for the main race – and there seems to be very little in the way of setting the bike up for the conditions. Even adjustable shock absorbers seem a luxury that has not been accepted yet. Of course grid positions are a lot less important, firstly because you can pack a great number more motorcycles on the front row of a grid than cars and secondly because the faster rider with the more competitive bike can overtake so much easier. It is much harder to baulk anyone in motorcycle racing. This, of course, helps to make the racing itself very exciting because riders can make some superb rushes up the field. The added element of extra overtaking also helps keep the crowd on its toes.

So I counted my visit to Silverstone well worthwhile and something of any eye opener. I only wish some of the Grand Prix stars had been present to see how the motorcycle stars treat their public.



GIACOMO AGOSTINI, thirteen times World Champion brought the crowds flocking to the John Player International.

A pits ban

Talking of those Grand Prix stars, and more particularly their club called the Grand Prix Drivers Association, now with Denny Hulme as President, they have been making some interesting moves recently.

First the good news. They have at last ap-

pointed, after a break of several months, a new secretary to replace Nick Syrett. If you remember, Syrett was the man who made such a fine job of running the BRSCC for many years. He joined the GPDA, lasted about six months, and ran screaming into Surrey to run a restaurant vowing never to go near another Grand Prix again. The brave new man who has taken over the job is Robert Langford, who is probably a new name to most of our readers. Although thoroughly British, Robert has worked the past ten years or so in South Africa mainly as an actor, but more recently as Alex Blignaut's right-hand man in SAMRAC. He was also the main commentator at Kyalami and a prolific broadcaster.

He recently, returned to Britain and only a few weeks passed before he was offered the new post. As a very diplomatic kind of gent who knew his motor racing well, he obviously had the right credentials. His first task was to make the Press more amenable to the GPDA. One of the biggest bones of contention over recent months is that the GPDA never really explains their decisions.

This leads us to the bad news. Just about the first thing Mr Langford has informed us is that everyone other than the Grand Prix drivers and teams is banned from the pits and that includes all Press including members of IRPA as well as the sponsors.

I am writing this before the Austrian Grand Prix, the first race where this new scheme is being brought into use. It will be interesting to see if and how it works. MOTOR SPORT readers needn't worry that they won't get the full story in future because I can assure you that there is absolutely no way that Denny and his lads are going to keep D.S.J. out of the pits.

The world of Grand Prix racing is trying to squeeze more and more money from the spectators and sponsors and now they attempt a foolish trick like this. How did I learn about Grand Prix racing as a short trousered schoolboy? I read D.S.J.'s reports in MOTOR SPORT that's how – it was those reports that made me determined to go Grand Prix racing. I am fortunate enough to make a living our of it but there must be tens of thousands of others like me who pay good money to watch their Grand Prix racing. Denny Hulme and his friends can thank D.S.J. and others for that.

I believe that any serious motor racing reporter needs to be in the pits for at least some period of practice. Certainly not all the time, but, how else can one really understand the nature of the problems?

I agree the pits are far too crowded with pressmen, sponsors, hangers-on, friends of friends and so on, but a blanket ban is sheer lunacy. Certainly let's restrict the number of personnel in the pits and make sure that those who are allowed in are actually doing a job.

Leading from the news of the ban, the President of the International Racing Press Association called for all his members to boycott the meeting. I personally can't see that this will do any good at all but the problem needs to be sorted out very quickly. Mr Langford has a hard job in front of him. – A.R.M.

Spa 24-hour & Zandvoort 4-hour

ETC rounds 5 and 6 to Hezemans/Quester and BMW.

TOINE HEZEMANS and Dieter Quester completed a brilliant double for the BMW works team of 3.0 CSLs, winning both the Spa 24 hr. race on July 21st-22nd and the Zandvoort 4 hr. race on August 12th. BMW thus take a 20 point lead from Ford in the European Touring Car Championship, with 110 points to 90, while Hezemans leads Brian Muir in the drivers' section of the Championship by 85 points to 65.

At Spa the opening stages had featured a fantastic fight between the works BMW CSLs of Hezemans/Quester, Chris Amon/Hans-Joachim Stuck and the Alpina CSLs of Brian Muir/Hans-Peter Joisten and Alain Peltier/Harald Menzel. The battle continued well into the night until terminated tragically when Joisten's leading CSL spun at Malmedy and was hit by the Autodelta Gp 1 Alfa Romeo GTV of Roger Dubos. Both drivers were killed instantly. Half-an-hour later, Massimo Larini's Autodelta Alfa Romeo GTAm jumped the Armco at Les Combes, Larini receiving critical injuries from which he has since died. Alpina subsequently withdrew the Peltier/Menzel car and Autodelta withdrew the rest of their team.

Jochen Mass/John Fitzpatrick and Hans Heyer/Helmut Koinigg found the works Capris outclassed by the be-winged BMW CSLs and by 3 am. on the Sunday morning were some 10 laps behind the Hezemans/Quester leading BMW. It was little consolation to them when the Stuck/Amon car retired with valve trouble. The final straw to Ford Cologne came early in the morning when the Heyer/Koinigg Capri retired with a mysterious cylinder head stud failure. Not long afterwards the Mass/Fitzpatrick Capri suffered the same problem but the pushrods, injection and plug were removed on one cylinder and the Capri continued as a V5 in second place.

Third overall by 9 am. on Sunday morning was the incredible Tricot/Haxhe Gp 1 Opel Commodore, with the Spaniard Barrios' Escort fourth, the latter's gallant efforts coming to nought an hour later when the starter motor fell apart.

The final results were pointedly remarkable for the fact that out of the first 10 cars seven were Gp 1, the only other Gp 2 car besides the winning BMW and second placed Capri being the Andersson/Kottulinsky Toyota Celica in ninth place. First Britons home were Jonathan Buncombe and Mike Crabtree at 11 in Terry Sanger's very sick Gp 2 Camaro.

The story was a very different one at Zandvoort where the tighter circuit put the Capris on much more of a par with the BMWs. The heavey CSLs were troubled by overheated left-hand front tyres on the abrasive new surface in the hot weather. So close were the CSLs and the Capris matched that the lead changed continuously for the first 30 laps between the Jochen Mass/Dieter Glemser Capri, the Hezemans/Quester BMW CSL and the Stuck/Amon CSL. Mass had held the advantage for several laps when on the 30th lap Stuck tried to pass him under-braking at the Tarzancurve, misjudged things and ploughed straight on. He lost almost a lap having the flatted tyres replaced.

A lap later Mass retired with a broken half-shaft, and the Schnitzer CSL of Henri Pescarolo and Harald Ertl took the lead, which it was to hold for another 90 laps. The second works Capri of John Fitzpatrick/Gerard Larrousse lay three laps down on the leaders, delayed when a plug electrode fell out. After one hour only Pescarolo, Hezemans and Brian Muir in the Alpina CSL shared with Hesketh March Formula One driver James Hunt, having his first Gp 2 race, were on the same lap. Stuck and Amon pulled back their deficit and challenged for the lead again, but retired after 2 hr. 20 min. with a broken gearbox.

At three hours Pescarolo/Ertl held a commanding lead from Hezemans, Muir, Larrousse Klaus Fritzinger/Han Akersloot (Capri RS), and Walter Brun/Cox Kocher (BMW-Alpina CSL). Sixth was the very fast Brian Hart 2-litre alloy-engined Escort RS of Hans Heyer/Manfred Mohr, which eventually finished sixth after a fine, reliable drive.

With only 35 min. to go, Pescarolo lost the lead to Hezemans when a front tyre blew. Later, when trying to make up his deficit, the gearbox had selector problems and caused Pescarolo to spin the Schnitzer CSL into the Armco at Gerlachbocht. Thus Hezemans sped to the flag unchallenged, with Muir/Hunt second one lap down, after nursing a very tired practice engine throughout the race (the race engine had blown a head gasket), and the remaining works Capri third, another bad day for Cologne. – C.R.

Results:

Spa 24 Hours – Spa – Francorchamps – Group 1 and 2

1st:	T. Hezemans/D. Quester (3.0 BMW CSL)	4422.98 kms.
2nd:	J. Mass/J. Fitzpatrick (3.0 Capri RS)	4207.57 kms.
3rd:	R. Tricot/J-L. Haxhe (2.8 Opel Commodore)	4071.86 kms.
4th:	S. Laurent/'Pedro' (3.0 BMW Si)	4037.38 kms.
5th:	F. Polak/D. Wauters (2.8 Opel Commodore)	4035.58 kms.
6th:	J. Hingst/J. Vermeulen (2.8 Opel Commodore)	3893.46 kms.

Fastest Lap: H-J. Stuck (3.0 BMW CSL), 3m 49.4s (137.69 mph).

Zandvoort 4 Hours – Zandvoort – Group 2

1st:	T. Hezemans/D. Quester (3.0 BMW CSL)	604.318 kilometres., 143 laps – 150.911 k.p.h.
2nd:	B. Muir/J. Hunt (3.0 BMW Alpina CSL)	142 laps
3rd:	J. Fitzpatrick/G. Larrousse (3.0 Capri RS)	141 laps
4th:	H. Akersloot/K. Fritzinger (3.0 Capri RS)	140 laps
5th:	W. Brun/C. Kocher (3.0 BMW-Alpina CSL)	136 laps
6th:	H. Heyer/M. Mohr (2.0 Escort RS)	134 laps

Fastest lap: J. Mass (3.0 Capri RS) and Hezemans, 1m 36.3s (157.979 k.p.h).



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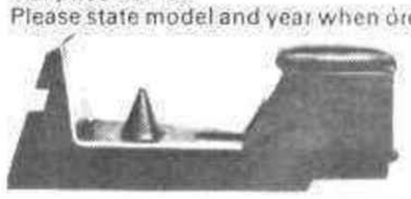
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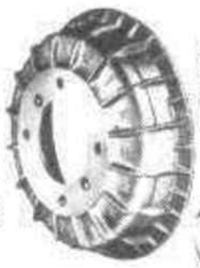
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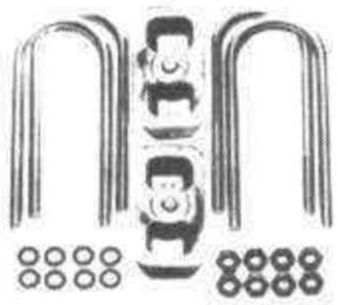


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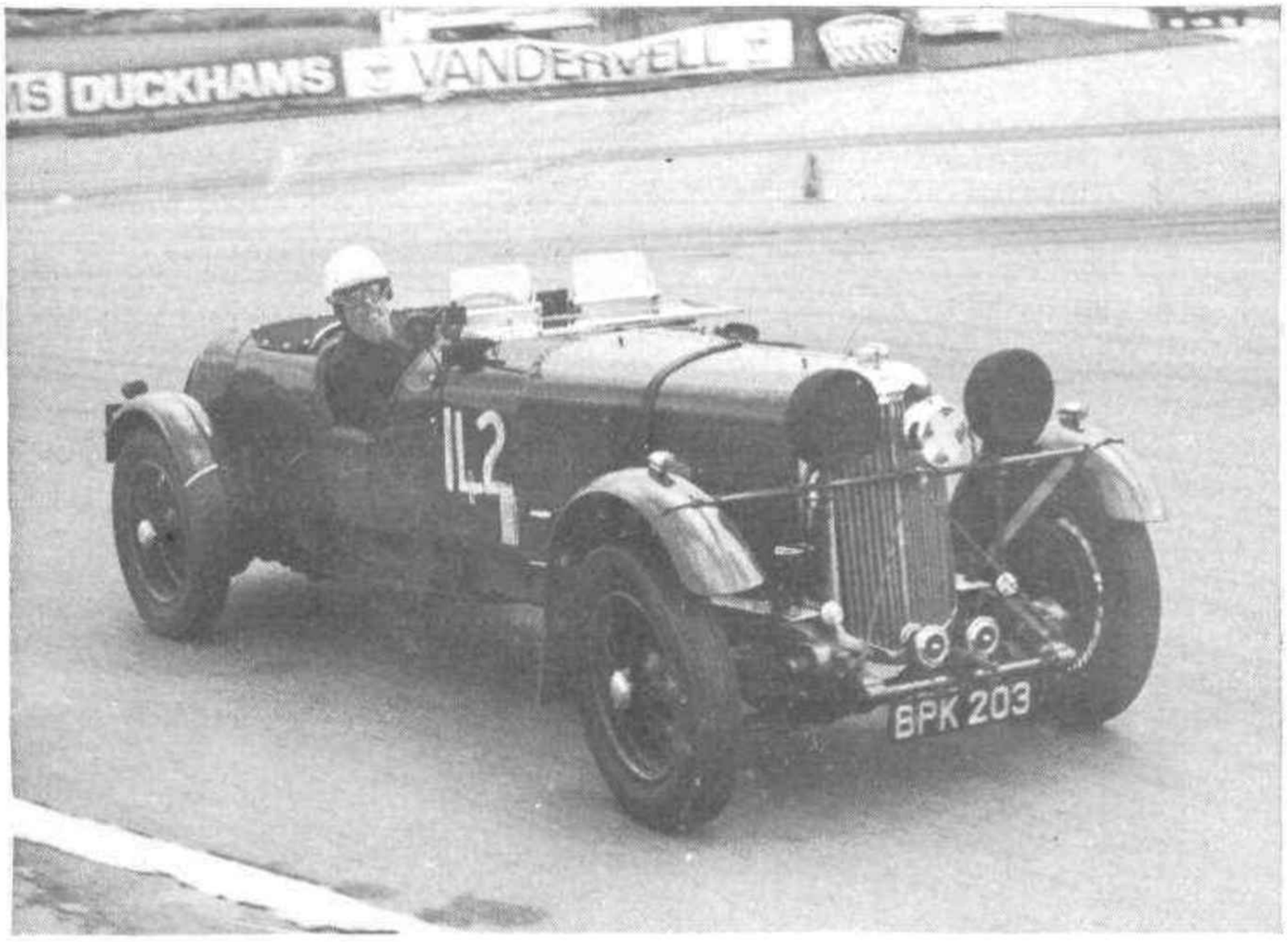
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European Letter



". . . messing about with old cars. . ."

(By means of which our roving European *reporter keeps in touch with the Editor.*)

Dear W. B.,

I often receive letters from readers who query whether I ever read MOTOR SPORT, as I write things in my articles which are contradicted or confused in other parts of the magazine. The truth is that I do not read MOTOR SPORT until the same time as the readers, when it is published on the first of the month. The reason for this is quite simple. If I am going to read everything in the magazine as it is being produced I will have to be in the production offices almost every day, instead of once a month, and if I'm to keep attending the office my motoring would be a dull to-and-fro from Hampshire to London, with little enjoyment and not very much to write about. One week of that and I would be looking for another 'way of life' (I nearly said job!). Few readers probably realize that after writing a race report or an article, I never see it again until the magazine appears on the bookstalls. This is not due to a lack of interest on my part, more a sense of values and priorities. In consequence I am as keen and excited by the appearance of MOTOR SPORT on the first day of the month as the majority of readers, whereas the unfortunate people who produce the magazine are sick of the sight of it. Reading and checking the original writings of DSJ, reading and checking the first printers' attempt at "setting" it, reading and checking the corrected "proofs", fitting it all into pages, reading and checking the "pages" before the printing machine is finally set in motion, and then reading and checking the finished job usually leaves them very disenchanted by the magazine when it appears, and I can't say I blame them. All this is by way of saying that the August issue had me interested and amused, as it did a number of readers, especially members of the Frazer Nash group who were on the Raid to the Alps. In my last European Letter to you I mentioned H. J. Aldington's performances in the 1933 Alpine Trial and described them as impressive. Somehow this got printed as *un-impressive*. Whatever one's feelings about Frazer Nashes and Alpine motoring H. J.'s performances could not be described as unimpressive, and some Nash section members had a new respect for the old boy, for they could not equal his times up some of the passes, even though the roads were in far better condition in 1973.

On our Rally pages I was amused by G. P.'s description of me sitting writing my letter to you in a variety of unlikely places. This is so true, and quite often while I am doing it a complete stranger will stop and say "Writing a letter to the Editor?" These people will often say how they are complete strangers to me but feel they know me and feel to be part of the "family". It never ceases to fascinate me the way MOTOR SPORT readers appear in the most unlikely places and at the most unlikely times, and there is always this feeling of being one of a "family". Having a copy of MOTOR SPORT with you is tantamount to having a passport to enthusiasm and the sport of motoring and motor cars.

All this non-active motoring writing is occasioned by the fact that I am sitting on a boat in mid-Channel heading for France, with the E-type down below, this trip being my return to the mainland after my "summer-holiday". When the British Grand Prix is at Silverstone I am fortunate in being able to arrive a week early and take part at the VSCC Shelsley Walsh meeting, and stay on a week after and take part at the VSCC Silverstone race meeting, and what a joy it was to attend that Silverstone meeting and spend a whole day without being offered a "sticker" or "decal" or be asked to accept free hospitality by a PR man. It was a nice change to spend one's own money on "messing about with old cars" and buy a friend a drink with no strings attached. I for one would not miss commercialism and sponsorship if it disappeared from Grand Prix racing, though there are many who would.

Returning to G. P.'s Rally Review last month I was interested and disturbed to read his description of the measures taken by the Austrians to prevent the spread of foot-and-mouth disease in the area south of Vienna, for these disinfection pads were obviously what I mistakenly took to be anti-speed blocks at the entrances to villages. Not knowing about the cattle infection in that part of Europe I must say I was very puzzled by these "traps" across the roads, and equally puzzled by the fact that they were not universal throughout Austria. I had crossed Austria from the north west to Vienna, then south west to Zeltweg and finally left by a westerly route across the mountains to Innsbruck, so I covered Austria pretty thoroughly on that trip and only found these "pads" south of Vienna. I assumed that the idea had stemmed from the capital city, but was still uncertain about their function when I saw the one at the entrance to the Osterreichring, for it was very temporary, with boards and straw. I think we can rest assured that Austria is not anti-motoring, merely very pro-farming, and that these traps will disappear once the danger of the cattle disease is past. Thank you G. P., I should have read you sooner.

There was a certain amount of umbrage among some readers last month because MOTOR SPORT did not cover the Le Mans "Retrospective" at which there were two races, one for pre-war cars and one for post-war cars. To my mind the pre-war or vintage and P.V.T. effort was rather a bad joke as regards being an historical re-enactment of the history of Le Mans, for that is surely what a "Retrospective" is supposed to be. If we are going to run races merely for old cars, then by all means build special old cars specifically to win the races, but if the event is supposed to be part of an historical pageant and a "looking back" at things as they used to be, then there is no place for "specials" that bear little resemblance to historical fact, and the first three cars to finish in the 1923-39 section of the Le Mans "Retrospective" were cars "built to win VSCC races", all perfectly acceptable in a Vintage Sports Car Club free-for-all race, but not acceptable as representing the history of the Le Mans 24-hour race.

This interest in old car racing has been a British speciality for so long now that everyone looks to us for guidance and encouragement, therefore I feel that we should do our utmost to provide the right sort of guidance and encouragement. The French, the Italians and the Germans are interested in holding events for old cars, but do not necessarily know the scene like we do in Great Britain and too much enthusiasm from some of our competitors could easily frighten some organisers and put them off holding another event. Some European organisations are quite happy to have a miscellaneous collection of old cars at their event, even though they are not representative of anything specific, but I feel that it is up to us to guide their ideas the right way. If a Rally, a race or a gathering is organised to commemorate an event on its 25th or 50th anniversary then we should see to it that the cars we send are as honest and original as possible, and not a collection of "Silverstone VSCC Racers", even if the organisers do think they are nice.

Earlier I mentioned that I was setting off for the mainland, writing this letter on the boat, which is where it started, though it is being finished off in an hotel in Germany. It had been my intention to cross the Channel on the Hovercraft, but it broke down so I was transferred to a

Continued on page 1015.

The Triumph Stag



STAG MEETS STAG. One of our contemporaries drove a Stag into Europe to try to photograph the animal with the Triumph, so we are rather pleased that this picture was taken economically without driving far from London.

WHEN I tried the Triumph Stag as a new car, way back in 1970, I was disappointed with several aspects of the car. It has since had time for development, although it remains basically unchanged, so I thought I had bette: try it again, because it is an interesting concept – a very good-looking sporting car of two-seater size but with room for two more occupants should this be required, a good arrangement of hood when the neat hard-top is not in use, and a very refined vee-eight 3-litre overhead-camshaft power unit.

The British Leyland Press Office complied very readily with my suggestion and so, after a day which had embraced 1930 Bentley and 1973 BMW motoring, I found myself heading for home in a Pimento red Stag with chestnut vinyl upholstery which you could have fooled me was real leather. It was shod with Avon tubeless radial tyres with those smooth sidewalls that reminded me for a moment of the special track covers of the Brooklands days.

There is no need to describe this Stag in detail, because the specification has not altered since we did this fairly fully in the issue of October 1970. It is amusing that the very complete leather–bound Stag hand-book quotes nut-tightening torques but omits any reference to power output. This the catalogue gives as 146 b.h.p. at 5,700 r.p.m. and the red-area of the tachometer begins at 6,500 r.p.m., although only in some pretty brisk driving did I have to take the revs. that high.

For some reason the Stag prompts journalists to photograph it with the appropriate animal beside it. My friend Philip Turner of a weekly contemporary once had this irresistible urge and I believe went far into Europe to try to satisfy it, but had to admit defeat. So I had been amused to learn that, before I took over the car, one of the MOTOR SPORT photographers had secured the picture which heads this article without going much more than about 20 miles from the London office. . . .

My initial impressions of the Stag were as unfortunate as before. The power-assisted rack-and-pinion steering is far too light and the weaving effect of what seemed to be too-hard independent rear suspension constitutes handling which does not appeal at all. This is a pity, because the steering is very high geared $2\frac{1}{8}$th.-turns, lock-to-lock, from a very small racing-type wheel, with a really small turning circle. On longer acquaintance with the car I got accustomed to the lack of feel, the "in-built over-steer", at the wheel but this and the dodgy running damns the Stag in my view. Admittedly the steering is consistent, which that on the 1970 test-car was not. And Rolls-Royce Silver Shadow drivers have a similar light control to put up with. So perhaps there are Stag owners who do not regard their cars as sufficiently sporting to warrent better control characteristics. There is now only a faint sound from the power assistance via its belt-driven pump, but it is the end-product which distresses me.

That apart, the Triumph Stag is a nice motor-car. It has much of the tradition of the older sports-cars about it, but with all the very smooth power delivery and excellent bottom-end torque to be expected of a multi-cylinder engine of nearly 3-litres capacity. This adds up to very real and readily delivered performance. The ride is on the hard side, but comfortable, the gears are changed by a long lever with considerable across-the-gate movement, but one which functions very nicely, reverse easily obtained by slapping the lever to the right between the 3rd and top-gear positions. Its knob contains the switch for the overdrive, labelled IN and OUT, a selection which could not be more convenient. The hand brake lies between the front seats but its hefty hand-grip needed a good pull to make it hold. In torrential rain, no water entered car or boot.

The disc-drum servo brakes are efficient. The engine has a healthy exhaust note but with the electric windows up, there is scarcely any sound, either when accelerating or cruising fast – a veritable Rolls-Royce among sporting cars.



The V8 Triumph Stag has handsome lines.

Instruments – m.p.h./k.p.h., trip/total 140 m.p.h., speedometer, clock, heat, volts and fuel-level gauges, and tachometer – are set on a walnut veneer dash, all on the driver's side, and have been neatly recalibrated, with new green night-time illumination. The eight warning lights are in the grouped Triumph circular cluster, there is a variety of fresh-air vents, and twin stalks control the lamps, horn, turn indicators, two-speed wipers, etc. There are elaborate arrangements for heating and ventilation, including knob-wound half-windows and openable side windows, and refinements include the essential Triplex Hotline heated rear window, height-adjustment for the front seats, adjustable steering column, red lamps in the doors, boot illumination, lockable flush-fitting fuel filler, excellent door locks, etc. Before the front passenger are a generous-size lockable glove box and stowage shelf, and elastic-topped pockets provide extra stowage space. Altogether, then, this Triumph Stag is a very well-appointed and well-contrived car, with good door locks, stainless steel body mouldings and screen surround, etc. It has anti-dazzle visors not always found on soft-top cars and for safety in open form there is the T-shaped roll-over bar. Recent mods. include the smaller steering wheel, a rest for the clutch foot, the option of tinted glass, o/d as standard, and automatic transmission for a modest extra cost.

Realising that 25 years ago I road-tested an Allard in N. Wales and that it had a V8 engine of 3.6-litres but with side valves, and that the Stag has an o.h.c. V8 power unit of all but 3-litres, I set off to cover much of the same terrain. Alas, crawling holiday traffic has increased tenfold and what with congestion in Dolgellau and flooded roads outside this busy town, I had to cut out some of the route. However, the Stag did ascend and descend Bwlch-y-Groes, which anyway is child's play to a modern car, but the track away from Lake Vyrnwy on which I had got the Allard stuck (MOTOR SPORT, June, 1948) proved elusive.

One likely track petered out hundreds of feet above the road with a sheer drop on the right, calling for some careful reversing, and I am inclined to think that the decently-surfaced but narrow route to Bala was the one we had used previously, when as a rough track it caused us some mild adventure.

These excursions proved that the Stag has ample clearance under its twin exhaust pipes and plenty of controllable power. With judicious use of overdrive I got 20.5 m.p.g. of four-star petrol and no oil was needed after 600 miles. By the time that long day's driving was over I had almost come to accept the lack of feel in the steering and the odd running of the independent rear suspension. It is commendable that British Leyland offer multi-cylinder vee engines in Jaguar, Daimler, Rover and Triumph cars. I do not like the handling of the Stag or of the Rover 3500 V8, so I am hoping that the new MG V8, which eschews i.r.s. and a De Dion rear axle for a beam back axle, may suit me better. It is interesting to note that the price of the M.G.-B V8 GT at £2,294 compares favourably with that of the Stag, which sells for £2,615 in soft-top form, or £2,720 with soft-top and detachable hard-top; it should be remembered that this includes a well-designed hood which stows away efficiently and four Lucas halogen headlamps. I have yet to try the new M.G., but anticipate that this effectively two-seater, permanently closed coupe, will appeal to a more sporting driver than the Stag; the two V8 models should complement each other in British Leyland's extensive range. – W.B.



Stag in stalking country.

EUROPEAN LETTER –
Continued from page 1013

good, steady old ship. As there was some sort of strike going on at the Dover docks things were not flowing as smoothly as they should have been and I was very lucky to get on the boat at all. The Dover Harbour Board were very reasonable and were handing out an explanatory leaflet written in English, French, German and Dutch. The leaflet told us we were being unavoidably delayed "due to industrial action"; I do wish they would use more simple words and say "the workers are on strike", because to me the word "action" means that something is happening, which is the complete reverse of the truth, for when there is a strike, nothing happens and everything comes to a grinding halt. It is "action" that we need. However, the four-language explanation was most encouraging and raised my hopes for our off-shore island in its European outlook. It helped to pass the time reading the same thing in the different languages and it was fascinating to try and pronounce Shipping Operators in Dutch, which is "schipvaart-maatschappij".

Recently I have been re-reading that motoring classic "Ten Years of Motors and Motor Racing, 1896-1906" by Charles Jarrott and I would recommend it to anyone who is getting disenchanted with motor racing as they get older. They will find little has changed, for Jarrott was getting disenchanted in those early days because the sport was going out of motor racing and commercial interests were becoming too oppressive. As I motored off from Calais, using some small back-roads rather than the main routes I realized, like Jarrott explained all those years ago, that it was the open road ahead that was the real fascination of motoring; even if you know the way and have covered it many times before, the inviting road stretching ahead still fascinates and attracts and you have to drive on to see what lies ahead, which seems a good enough point at which to stop writing, otherwise I might miss something that lies ahead on the Open Road.

Yours, D.S.J.



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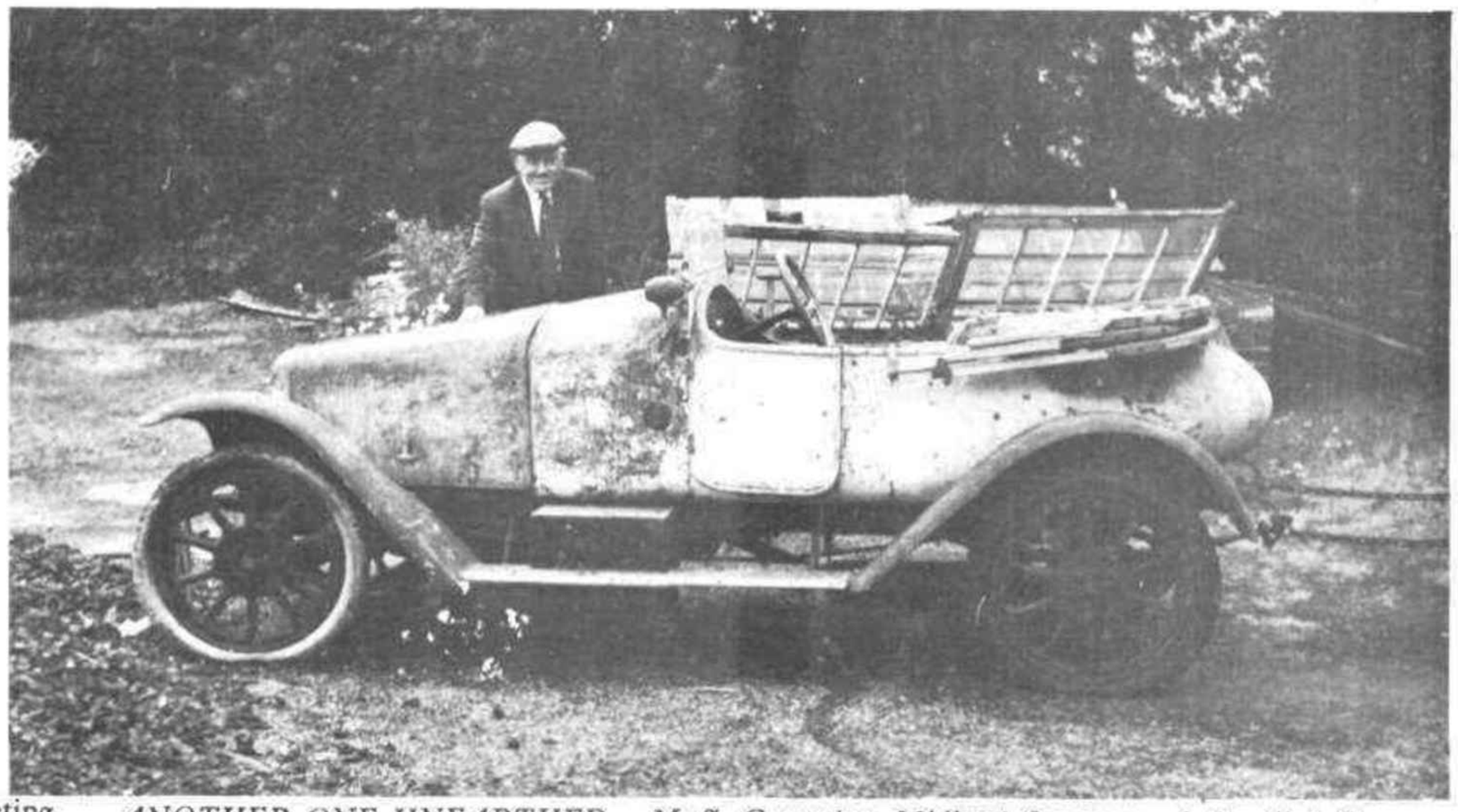
It's all very flattering. And it's all thanks to a lot of hard work.

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A SECTION DEVOTED TO OLD-CAR MATTERS



ANOTHER ONE UNEARTHED.—M. J. Cummins, Midland Secretary of the Alvis Owner Club, has acquired this rare light-car, which he dragged out of a shed last July. It is thought to be one of three made by C. Brinton of Brinton Carpets, Kidderminster, perhaps in 1919, although its Reg. No. 04 would suggest a much earlier date. It was apparently known as a White Knight and has a Knight & Kilburn engine and Daimler transmission with an overhead-worm back axle.

Looking back at VSCC Silverstone

THE SECOND VSCC Silverstone Meeting was plagued by heavy rain showers, which was unfortunate, because there was a record entry and because the wet track was directly responsible for the Bentley-Napier leaving the course and being badly damaged, with David Llewellyn being slightly injured.

The traditional races at this meeting were the 10-lap Boulogne Trophy Race for vintage racing cars and the 15-lap Hawthorn Trophy Race for historic racing cars. In the former Llewellyn bravely drove the Bentley-Napier in very slippery conditions and had it well in the lead for six laps. He was taking it very carefully through Woodcote and at this stage in the race was challenged by Footitt in the AC-GN Cognac Special, who had passed Moffatt in Wall's single-seater Type 35B Bugatti a lap earlier and then overtook the luckless Bentley-Napier. Llewellyn soon afterwards lost his big car at Maggott's, where it slid into the earth bank forwards, slewed round to clout it backwards, throwing the driver onto the grass, then rolled across the track. Llewellyn was taken to hospital for his face to be stitched and the car was seriously impaired. However, as small consolation, it shares its accident with the Brooklands aero-engined hybrids, for the Cooper-Clerget, Chitty 1, the Sunbeam-Napier and the 350-h.p. Sunbeam all left the track at one time or another, as did the Napier-Railton at Montlhery, and the Wolseley-Viper narrowly escaped doing so.

This unhappy crash left the flying Footitt in possession of the Boulogne Trophy, Moffatt for once being out-paced, although the Club now refrains from telling us by how big a margin. Kain was third in his 35B Bugatti. Schellenberg drove the Barnato Hassan with courage into fourth place, although it is a pity the car is now painted a dull black, although in case this makes it unrecognisable, its name is emblazoned on it. The class winners were Dodds (Riley), Dean (Bugatti), Footitt and Schellenberg.

Neil Corner, of course, had the Hawthorn Trophy all nicely buttoned up, leading all the way in his 1959 GP Aston Martin, which he drove very fast indeed, working away at the steering wheel. On lap 9 he had moments at Woodcote but the issue was never in doubt and when Bailey slid his Cooper-Bristol mildly backwards into the bank at Woodcote, Corner acknowledged the yellow flag. He won at 86.47 m.p.h. but fastest lap was set by his only possible adversary, Roberts in the ex-Wilks Lotus 16, at 88.79 m.p.h. It was a processional race with a big and historic field, Cottam being third in one of Millar's Maserati 250Fs, with Millar himself fourth in another.

The other big event was the 8-lap Pre-War All-Comers' Scratch Race. This was won impeccably by the Hon. Patrick Lindsay in the ERA "Remus", which led all the way, pursued very fast indeed by Venables-Llewelyn's 2-litre ERA, with an equally determined Patrick Marsh (ERA) third. Lindsay says modestly that "Remus" is going so well this season but as one of the Judges I had no compunction in insisting that he be named "Driver of the Meeting". He went equally well at Oulton Park and for one who has had some nasty accidents he remains fast, cheerful and a polite driver to his rivals. In this instance he kept the bigger-engined ERA at bay, although in a previous race "Remus" had not gone the distance. In this one, however, it made fastest lap, its best ever, at 82.7 m.p.h.

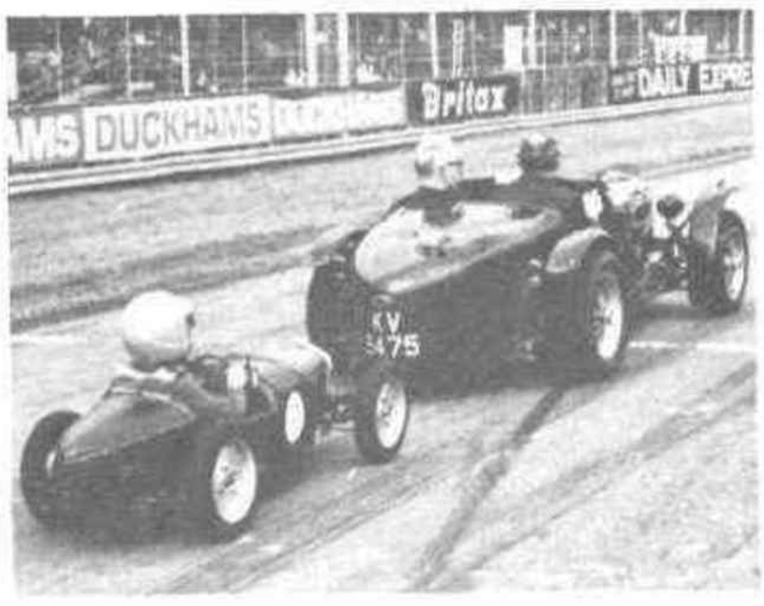
The Fox and Nicholl Trophy Race over 8 laps was for vintage and p.v.t. sports cars over 3-litres. Anthony Blight made a great effort to win it, in Talbot BGH 23, which rumour says has Jaguar con.-rods and a light-alloy body, but to no avail. The most appropriate winner would have been a 4½-litre Lagonda, as F & N raced these, and in a race difficult to follow on account of credit laps, it was one of these, although not a team-car, which did finish first, in the form of Macdonald's 1937 model, at 67.31 m.p.h., with Brown's 1936 4½-litre Lagonda second and Nutter's fastest-lap (74.22 m.p.h.) 8-litre Bentley third, its engine a specially devised one, using a 6½-litre crankcase. Llewellyn would have driven his notorious big Bentley, now with 6½-litre instead of the former 8-litre engine, but for his earlier crash. Incidentally, he had all but sold the aero-engined monster, rumour says because he is graduating to an exciting imported GP Alfa Romeo.

The supporting races were the customary 5-lap handicaps and in that incorporating Edwardian cars it was good to see more of these appearing and all three places occupied by them. Michael Ware in the NMM Coupe de *L'Auto* Sunbeam led Barry Clarke's sporting Singer Ten and Barker's 11-litre Napier over the line in that order, the last-named having for much of the race held off a f.w.d., l.h.d. Citroën roadster. Another handicap was devoted to Italian cars, in honour of the visiting Lancia owners from Italy, France, Holland, Sweden, Switzerland and America, for the Lancia Motor Clubs International Rally, held here for the first time. It also included Rileys, as there had been a Grand Parade of these cars to celebrate the 75th anniversary of the birth of this make. The winner, appropriately, was Brown's 1936 1½-litre and it was followed home by Clifford's V8 Special, Fleming's 1937 1½-litre and Cook's 1935 1½-litre, so for once it was a "British benefit". The Lancia contingent included Wigglesworth's interesting 1929 Lambda with prototype Astura 3-litre V8 engine. Giles won another handicap very convincingly in the GN "Salome" but when "potential customer" Cherrett tried it in another race it retired. The first event, a 5-lap scratch race, was a victory for Cranage's N-type MG Magnette. Perhaps the slowest car racing was Odell's 1923 Lagonda cabriolet, which had had to be given one 1921 big-end after a practice calamity.

The MOTOR SPORT Brooklands Memorial Trophy points have now stabilised, prior to the Final at Llandow circuit on September 8th, and are detailed overleaf.

The Riley Parade, for which the rain kept off, was excellent. It was led by a 1904 4⅛-h.p. Forecar and a round-radiator 18-h.p. vee-twin tourer from Coventry Museum, brought on a BL transporter, and it embraced almost every kind of Riley. Wood's 1922 10.8 two-seater, a fine 1922 10.8 tourer and a very rare Redwing two-seater were there. Nines of all kinds predominated, followed by 14/6s, the







RILEY PARADE, l. to r., W. Allen's 1922 *Redwing, the* 1934 *9-h.p. Ulster Imp towing the model Brooklands Riley, and the famous* 1934 *s/c. "White Riley", were among the splendid Silverstone Riley Cavalcade.*

White Riley, the many variants of 1½-litre p.v.t. Rileys and a rare 15/6 Kestrel, a Big-4 six-light Kestrel saloon and the Appleton Special. Perhaps the best item was a young Maclure being towed on a bar at no mean speed in the model Brooklands Riley behind the Ely 1934 9-h.p. Ulster Imp.—W.B.

Results :

Boulogne Trophy Race :
1st : G. R. Footitt (Cognac Special) .. 69.78 m.p.h.
2nd: H. F. Moffatt (Bugatti)
3rd : B. Kain (Bugatti)

Hawthorn Memorial Trophy Race :
2st : E. N. Corner (Aston Martin) .. 86.47 m.p.h.
2nd: J. W. Roberts (Lotus)
3rd : A. S. Cottam (Maserati)

Pre-War All-Comers' Scratch Race :
1st : Hon. P. Lindsay (ERA) .. .. 81.53 m.p.h.
2nd: J. Venables-Llewelyn (ERA)
3rd : C. P. Marsh (ERA)

Fox & Nicholl Trophy Race :
1. Macdonald (Lagonda) .. .. 67.31 m.p.h.

5-lap Scratch Race :
P. Cranage (MG) .. .. .. 69.21 m.p.h.

Special Handicap :
J. G. Brown (Riley) .. .. .. 59.93 m.p.h.

First 5-lap Handicap :
F. G. Giles (GN) .. .. .. 63.50 m.p.h.

Second 5-lap Handicap :
G. V. Coles (MG) .. .. .. 63.61 m.p.h.

Third 5-lap Handicap :
M. Ware (1912 Sunbeam) .. .. 54.22 m.p.h.

Fourth 5-lap Handicap :
W. R. G. Morris (Frazer Nash) .. 66.26 m.p.h.

Fastest lap of the day :
J. W. Roberts (Lotus) .. .. .. 88.79 m.p.h.

Kettering Tyres Driver of the Meeting Award :
The Hon. P. Lindsay (ERA).

MOTOR SPORT Brooklands Memorial Trophy leading points to date : I. Macdonald (Lagonda), 54 points; The Hon. P. Lindsay (ERA) and H. F. Moffatt (ERA and Bugatti), 39 points each; D. Llewellyn (Bentley-Napier) and M. Morris (ERA and Bentley), 36 points each; W. R. Stephenson (Frazer Nash) and G. V. Coles (MG), 31 points each. Final round : VSCC Llandow, near Cardiff, September 8th.

Facets of History

SOME interesting pieces of history have come to light in recent club magazines. The Summer *Journal of the Morris Register* contained an illustrated account of the firm of Bonallack and Sons, who pioneered the use of aluminium bodies on Morris One-Tonners and other commercial vehicles, etc. The *Alvis Owner Club Bulletin* for July had a long article, which is to be continued, on A. J. Linnell's racing 12/50 Alvis No. 1, and the June issue of the *Malaysian and Singapore Vintage Car Register Magazine*, of all things, contained a very good reminiscent piece by H. A. Stonor about the nineteen-thirties, exactly capturing life and motoring as it was in those times.

V-E-V Miscellany.—The Ford V8 van mentioned some months ago as derelict in London has been acquired by Thamesbrook Transport of Slough, who own many Fords. A 1920 Calthorpe two-seater body and a 1916 Chevrolet tourer body are available from a reader who is restoring a pre-1914 Model-T Ford. The Calthorpe body had been stored since the mid-1920s and is by Offord & Son. C. Koehn, 3628 Herbert Avenue, Cincinnati, Ohio is compiling a register of American and Canadian owners of pre-war Austin 7s, from whom he would like to hear. A 1937 Tatra 97 imported into the UK in 1949 and owned from 1952-54 by Harry Ferguson Research, is now being restored in Jersey. It is the 1,750 c.c. flat-4 air-cooled rear-engined model. A small motor museum has opened in Jersey. The reader who owned a Daimler Light-15, Reg. No. BPL 40 about eight years ago and sold it to someone in Henley is anxious to know if the car has survived. The ex-Whitney Straight straight-eight 2½-litre GP Maserati was brought out of storage in Durban recently to take part in a parade, and another of these cars has turned up in France. A 1922 8 h.p. Talbot-Darracq is being restored in Dorset.

A Seabrook radiator imported from Australia and, through the agency of MOTOR SPORT, a straight-eight Hooker-Thomas engine from Canada, will assist the restoration of a Seabrook tourer and a racing "flat-iron" Thomas Special, respectively. The STD Register's traditional Sandhurst Rally at the Royal Military Academy is scheduled for September 30th. The Registrar of the Morgan Three-Wheeler Club has published a most interesting breakdown of the situation. He can account for a total of 1,185 Morgan 3-wheelers and thinks a further 500 probably exist. The Club knows of 286 two-speeders, 609 three-speeders, 274 Ford-powered models, a dozen specials and four Darmont Morgans. The membership includes a couple of pre-1914 Morgans, 139 Aeros, 96 Super Sports Aeros and nine pre-1925 Grand Prix models. Good show indeed!

The Bean CC's National Bean Day happens at Dodington House, Glos., on the A46 on September 23rd. It is open to Bean, Swift, ABC, Perry, Bradshaw-engined vehicles and Vulcan and we hear that about 20 Vulcans have been traced.

LADY COMPETITOR

NO, not Gillian Fortescue-Thomas or Rosemary Smith or it wouldn't be on this page. But the other day I met Miss G. Halewood. Not that she thinks of herself as a racing driver. But she won her class in the 1923 Caerphilly Hill-Climb and has a cup to prove it.

Miss Halewood's father commenced motoring with a single-cylinder 8 h.p. De Dion Bouton which was the 17th car to carry the Cardiff registration letters. That dates it as 1904. Some of the local hills defeated the veteran and the occupants had to walk up behind it, scrambling in as it regained speed. Miss Halewood says her father was never a very good driver and eventually he "tumbled them all out of the car". Rescue was effected by an almost equally primitive Alldays & Onions driven by a lady, which happened to arrive on the scene of the accident.

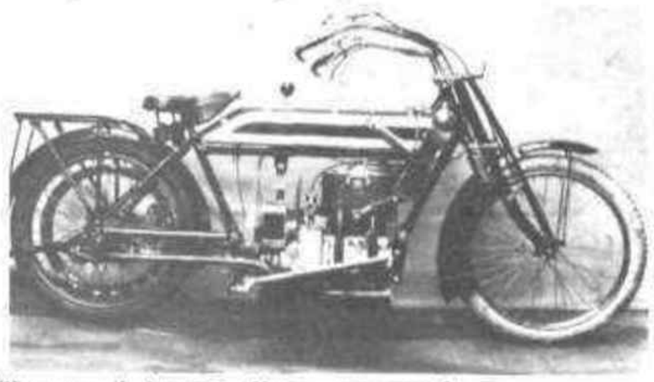
The De Dion was followed by an Arrol-Johnston tourer, with the coal-scuttle bonnet, a fine set of brass lamps, and white-wall tyres, one of them steel-studded. It was so big that to get it in the garage the headlamps had to be removed. One day Miss Halewood's father was taking it round to the garage, which involved a turn into a lane, and somehow he managed to pinion a man who was standing by the wall with his leg in one of the headlamp brackets. The car was reversed to free him and he walked away without saying a word. It was an episode which delighted the Halewood children. After the war, in 1919, a 30 h.p. seven-seater Armstrong Siddeley became the family car. Miss Halewood learned to drive on a 11 h.p. Hillman two-seater; that is, when it could be persuaded to start. She then began to take over the chore of driving the family. They had a Singer fabric saloon which belied the sluggish reputation of the make. "We got about quite quickly", recalls Miss Halewood, "in this warm car". There was later an Austin and a 20 h.p. Armstrong Siddeley saloon, the latter retained until after the second World War, while Miss Halewood's brother had a late-model Alvis until this year.

A local agent for the new Gwynne Eight asked Miss Halewood to drive one in the Porthcawl sand races and the Caerphilly hill-climb, fixtures which occupied a Friday and Saturday in the Welsh sporting calendar.

Continued on page 1049

STUART MOTOR VEHICLES

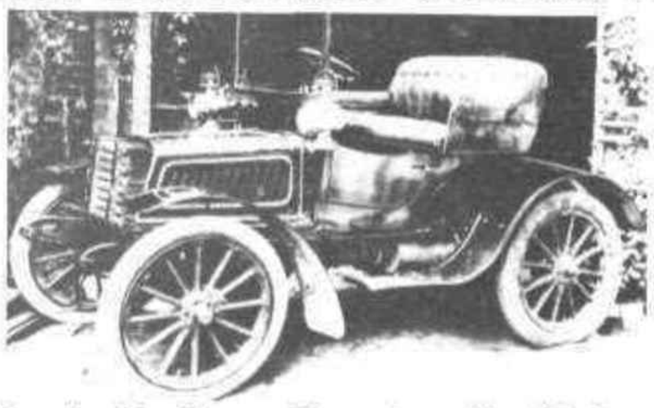
STUART TURNER Ltd. of Henley-on-Thames, which became a private company in 1906, is well known to generations of model engineers for its models and castings of steam and i.c. engines. It is also well-established in the field of marine engines, generating sets, pumps, etc., but it may not be so well-known that the firm had vehicle associations. This will be rectified when the present Managing Director, Mr. Peter Bernard, completes his sparetime task of writing a comprehensive history of the Company.



The surviving Stellar motorcycle.

Meanwhile, arising out of our review of "The Miniature World of Henry Greenly" MOTOR SPORT, July, the model engineer who was at one time with Stuarts, their Secretary has contacted us about some of the motor vehicles once associated with the firm. For instance, they built a petrol-engined bicycle, thought to have been called the Dayton Lightweight, in large numbers, and also the Stuart Stellar motorcycle. The latter was a very advanced 80 x 82 mm. twin-cylinder three-port two-stroke with a swept volume of 784 c.c. It made its appearance, designed and built by Stuart's, in 1912. The interesting thing is that the engine was water-cooled and placed across the frame and that the drive was by open shaft and worm gearing to the back wheel, via a unit two-speed constant-mesh gearbox. It was said to develop 8.32 b.h.p. at 1,680 r.p.m. and to run up to 3,000 r.p.m. Apparently the worm final drive was not reliable but nevertheless a Stellar combination attached to the Westminster Dragoons took part with honour in the combined Army and Territorial manoeuvres which were held in England prior to the first World War. Stuart Turner have one to this day, which sometimes goes out on suitable occasions. They are trying to tempt someone to make a scale model of it and featured it in No. 5 *Simec Newsletter*, official organ of the Stuart International Model Engineers Club.

It is rumoured that Stuart's once produced a car and confirmation of this would be appreciated. They have a picture of such a car but



Mr. S. M. Stuart Turner's unidentified car.

it is not known whether this was made in the Henley factory or whether it was merely the personal transport of the Company's founder, Sidney Marmaduke Stuart Turner. If this is the same car which is illustrated in the Greenly biography as belonging to Mr. Stuart Turner, the radiator was subsequently altered. There is also preserved a picture of a three-wheeled forecar, which seems to have been known as the Rook, Spring Steel or Spring Star, but it is not known whether or not this was another Stuart Turner production.—W. B.

V-E-V Odds & Ends.—A vintage Type F5-120 Renault is being restored in Rosario and information would be welcomed. An illustrated history of the Alfa Romeo 8C-35 owned by Dennis Poore and formerly raced by him has been published by Michael Lindsay and John Dooley of 38 Muswell Hill, London N10, price 30p. D. Tuersley tells us that his 1938 AC tourer is now resplendent after a five-year rebuild. It is thought to have been one of a batch of twelve which were shipped to America but returned for some reason to this country and sold here. The Reg. No. is GPL 25 and anything known about the car would be appreciated. The Bristol Austin 7 Club is anxious to trace the present whereabouts of Mr. P. Start, as he won last year's Longleat Rally vintage saloon trophy and they want their trophy back. The Hispano-Suiza Club hope to have another rally in September. A large quantity of serviceable used spares for a 1936 Buick Big Eight, the Canadian model, are available in London. A *circa* 1935 Adler Trumpf d.h. coupé which had been stored for years in a disused hangar at RAF Gatow, together with assorted transport items, has been painstakingly restored by a team from the RE & ME and the RAF, assisted by a civilian mechanic, and the car, a 1.7-litre model, is to be presented to the Deutsche Automuseum in Berlin. The restored Adler was handed over to the Mayor of Berlin, Herr Klause Schutz, by the Officer Commanding RAF Gatow and the information came from our Ministry of Defence, yet another instance of the interest and good relations which the older cars promote. Liston Young, Hon. Secretary of the Fiat Register, recently swopped a 1968 Morris 1000 for a complete but delapidated Fiat 15-ton lorry. It had not run since 1939 but the engine is free and the Bosch magneto throws a fine spark, which encourages the task of refurbishment.

A SIZEABLE MYSTERY

WHEN I queried under this heading which Mercedes chassis the late Harry Hawker could have used in 1919 for his Sunbeam aero-engined car, as it had cantilever back springs, which was unusual for Mercedes models, I had done insufficient research into my subject. Before Mercedes historians do too much digging about, I hasten to explain that Hawker had made these cantilevers out of the original Mercedes half-elliptic back springs. So there is no mystery within a mystery; he appears to have used a 35 h.p. Mercedes which was, I think, better known as the 35/40.—W. B.

Vintage Postbag

Sir, **"His Last Bow"**

As another avid Sherlockian I read Philip Liput's comments on the Sherlock Holmes' Ford with considerable interest. I even rushed to my much-thumbed copy of the collected *Short Stories* in quest of further clues.

I rather agree with Mr. Liput's assessment of the automobile as being Manchester and not Cork-assembled, though one wonders if even the austere "Altamont" would have found it necessary to hang on to a 1911 model for three years. After all, a Ford run-about complete with Stepney, number plates, driving licence, and a year's tax and insurance would have set him back the princely sum of £156.02, so let's say another tenner for the extra two seats.

I am, however, inclined to suspect that the Holmes/Watson equipe would have invested in one of those unobtrusive little landaulettes which many a provincial coachbuilder turned out for the use of jobmasters, and of which at least two examples survive in the United Kingdom from the brass radiator era alone. Among the firms who offered such a thing were Sanders of Hitchin, and Hills of Folkestone, whose business was acquired in 1917 by Martin Walter.

In view of our Mr. Altamont's interests in matters naval, we must therefore hunt for a Ford agent with coachbuilding interests, somewhat between Devonport and the North Foreland. Tilleys of Weymouth seem a possibility, as do Lennox of Southsea, and—at a pinch, Hendy's of Southampton, who were certainly selling Fords before 1914. But I am tempted to plump for Hills, as (i) the Dover-Folkestone area would be a happy hunting-ground in 1914, and (ii) we know that they made a speciality of such bodies on the Ford chassis, even buying in tourers to re-body when the supply of new chassis ran out.

In case any genuine T-expert wants to know whence came my rather exact costing, I got it from the log-book kept by a friend's father, a Regular Army officer whose Ford, purchased in 1913, must have followed many a road driven by the redoubtable Watson.

The 100 h.p. Benz? This I leave to W.B. Maybe he will be able to tell us who drove it at Brooklands, and whether it was in fact prepared by Holmes on such occasions.

Midhurst. MICHAEL SEDGWICK.

[I am delighted to learn that fellow historian Michael Sedgwick is also a follower of Sherlock Holmes. But I think he is wrong to attribute the Ford in "His Last Bow" to Holmes, *alias* "Altamont". I, too, have re-read Watson's account of the case and, although Holmes posed as a "motor expert" to the German spy Von Bork, there is no evidence which suggests that the World's greatest detective ever owned a car. He had retired to a small farm five miles from East-bourne and, Watson tells us, he "divided his time between philosophy and agriculture." When the Premier prevailed upon Holmes to break Van Bork's spy-ring he went to America and Ireland to establish his alibi,

before returning to England to work for Von Bork. He had decided to appear as an Irish-American motor-expert. In this capacity Holmes *may* have taught himself to drive, easy enough on a Model-T, and *may* have bought a Ford while in America.

But if so, why did he not drive himself to Van Bork's house? I suggest he couldn't drive but, seeing the convenience of a car for conveying his valuable capture to London, and anxious that Watson should be present at the conclusion of his final case, he wired his old friend to meet him at Harwich "with the car". Not "with my car", note! Indeed, it is clear that Watson had virtually lost touch with Holmes, apparently not so much as corresponding with him. Under the circumstances, how could he be expected to locate Holmes' car and get it to Harwich? If Holmes *was* using a car, would he not have gone to Harwich in it to meet Watson? Holmes had not seen Watson for some years either, but he knew his address, so may have kept in closer touch with the Doctor than Watson realised, in which case he could have known that in his retirement Watson had invested in a car, which he used regularly. Had Watson not responded to the wire, a cab could have conveyed Holmes to Von Bork's.

It was Watson who drove, and Holmes asked Watson to "start her up" when they were ready to leave. No! I think the Ford belonged to Dr. Watson. It couldn't have been an acquisition of the joint Holmes/Watson equipe as Sedgwick suggests, because they had been parted for many years. During this time Holmes was something of a hermit and hermits don't usually require cars. Watson obviously wasn't living in London, and where he had bought his Ford is beyond trace.

As for the 100 h.p. Benz, I don't think it has ever raced at Brooklands because it was a "luxurious limousine". But Von Bork posed as a sportsman and was credited with beating the English at sporting pursuits—"You match them at every game", Baron Von Herling told him. His garage was full of cars. So it is very probable that one of these was used in competition events. But the Legation Secretary's Benz was no doubt a standard model provided by the German Espionage Service; the 100 h.p. was current in 1913 and 1914.—ED.]

Itala Trophy

Sir,

In reply to Mr. John A. Chatwin's letter about this year's Itala and Napier Trophies race, the Bentley-Napier was not creating a precedent by being a car accepted for this race which was made up in more recent years from vintage parts—it just happens to be more conspicuous than the others.

Vintage (and Edwardian!) racing cars are in short supply, and provided cars such as the Bentley-Napier are constructed in the spirit of the VSCC Eligibility Rules and have been accepted by the Committee, they help to make up a field of racing cars as opposed to sports cars, which are more plentiful. As I think Mr. Chatwin would agree, the Bentley-Napier's main crime seems to be that it is so successful!

Newbury. PETER HULL,
Secretary,
The Vintage Sports-Car Club.

Synchro-Mesh

Sir,

If the gear-box fitted to Christopher Matthews' Humber 9/20 (MOTOR SPORT, July, p. 784) really came from a 1922 Austin Ten, it is not surprising that synchromesh assistance was lacking. The Austin range did not acquire synchromesh until 1934, and then only on third and top. Synchromesh on second came in 1935, when they went all modern with a cowled radiator and swept back.

I should know—I learnt on a 1932 Ten, then two years old. Third and top were constant-mesh and easy enough, but dreadful noises resulted if you didn't get the speeds just right for first and second.

Esher. J. E. PADFIELD.

Model-T ignition

Sir,

How the truth hurts! Your "Rumblings" comment in the July issue of MOTOR SPORT regarding the "sorry example" with a modern coil and Austin 7 distributor was probably my 7 cwt. Model "T" delivery van. I hasten to point out that the van was already converted when I purchased it some years ago and I must admit I have felt a little guilty driving it with this modification on.

I intend converting it back to tremblers as soon as I can but these things do not grow on trees, perhaps if I had had time to stay for tea at Daventry Fords may have presented me with a set!

Thank you for the best magazine ever.

St. Austell. LES TRUDGEON.

A Rare Make

Sir,

Following an inquiry in your magazine dated April 1973, a reader required information about a make of car named Silver Stream. After extensive enquiries I have the following information which may be of interest.

A French built 6-cylinder 3½-litre engine, gives the car 30 h.p.

The total weight of the car is about 18 cwt. with a top speed of approximately 40 m.p.h. The chassis and gearbox is "Malicet et Blin". The clutch is Hele-Shaw!

The car was built as an Irish rival to the Rolls-Royce models of the time. It was the first car to be assembled in Ireland. The work began in 1906 and was completed in 1908.

The bodywork was built and the car driven by a retired engineer, Mr. Somerville Large. The car was assembled in Kilcullin, Co. Kildare, Eire.

The present owner acquired the car in June 1972 and after a few days the car was run for the first time in over 40 years.

The present owner has now restored the car to its original condition, the bodywork having deteriorated very little during its years of neglect.

The present owner lives in Portlaoise, Co. Laoise, Eire.

Burnley. LIAM PRESTON.

Sixty Mercedes

Sir,

You did a fine job on the Mercedes 60 article—very interesting, and splendid colour pictures. But, for the record, could you perhaps include a paragraph in the next issue that the body on my 60 is *not* a replica, but basically original. As purchased from Selsdon in 1953 it had a vast rear tonneau, bulbous and ugly: front nearside (not rear) entrance. It was in very poor condition and needed several hides of Connolly leather so I scrapped it, from existing platform level (beyond which it extended for a foot or more at the sides and back) upwards. The front seats (obviously re-upholstered) are original, including the passenger's seat which still swivels forwards to allow entrance to the rear.

The original two steps up to the rear are still there, over the nearside sprocket; the bonnet, dash panel and floorboards are original; the wings renewed but on original lines and the sides of the lower part of the tonneau were replaced and the existing flat top, (or platform), was made to accommodate the three spare tyres. The fact that it now looks rather like the Jenatzy car is coincidental and was never planned! The original Mercedes front bucket seats cause this impression.

C. W. P. HAMPTON.

That Race to London

Sir,

The Essex Super Six was crewed by my father and his late cousin, Harry Whitehead, who was the Hudson/Essex agent, my father being his chargehand mechanic. The contesting car was a Willys "Overland", driven by Jock Anderson of Fallowfield, Manchester. (This makes the letter from Mr. Shorrocks in the June issue completely erroneous, whereby he states that Whitehead drove the Willys!). Two later runs were made by the Essex, against the clock only, the first of which resulted in a "blown" engine, but the second run returned a time of 3 hr. 27 min., knocking 13 min. off the "race" time, and setting a record which stood until the opening of the motorway through the Midlands from the North.

Incidentally, the letter written by Harry Whitehead which you published went "astray" about two years ago and my father and I would be interested to know how your correspondent came to be in possession of it.

Audenshaw. P. M. GREENWOOD.

Snippits.—The Scott OCs National Scott Rally is at Crown Meadow, Evesham, Worcs. from noon on September 2nd. A 1933 Marendaz Special is being restored in Great Maplestead, according to the *Halstead Advertiser*. The Riley Register has published a booklet "Riley—1898 to 1973" to celebrate the 75th anniversary of the make.



The old wooden signposts are rapidly disappearing but this one was photographed, not in 1924 when the Calthorpe beneath it was a new car, but this year, near Upper Chapel in Wales.

John Nicholson

Leading Formula Atlantic driver and Grand Prix engine builder



THE BRITISH Grand Prix meeting was a great day for New Zealander John Nicholson. Thousands saw him take his Pinch Plant-sponsored Lyncar to a clear win in the supporting Formula Atlantic race, a penultimate round victory which placed him in the lead of the Yellow Pages Formula Atlantic Championship. To add a little more cream to his cake Nicholson had built his own engine for the brand-new Lyncar, but to crown his day of glory, this versatile young man had built the Ford DFV engines which propelled the Yardley-McLarens of Peter Revson and Denny Hulme to first and third places in the Grand Prix.

Nicholson in a way typifies the Antipodean versatility which made his late employer and fellow countryman Bruce McLaren so successful: a first class driver and a first class engineer, he runs Nicholson-McLaren Engines Ltd., Hounslow, formed last January when he decided to break away from McLaren Cars in Colnbrook. The move was a search for independence rather than a desire to cut himself off from the McLaren organisation for whom he'd built engines for several years. Indeed, McLaren directors Teddy Mayer, Phil Kerr, Tyler Alexander all have holdings in the new company while Mrs. Patty McLaren holds about two per cent for the use of the name. For the first four months before the new factory unit at Hounslow was ready Nicholson continued to occupy the same corner of the McLaren workshops.

To describe the Nicholson workshops as clinically clean hardly does justice to the hospital-like surroundings where £8,250 (inclusive of £750 VAT!) DFV Formula One engines are scattered around in quantities suggestive of their being two-a-penny. At the current rate Nicholson estimates he will complete 80 rebuilds per year of the 22 DFVs he maintains regularly. Not surprisingly 12 of the DFVs belong to McLaren, while no less than five are maintained for Graham Hill's Embassy Shadow, surely a greater number than for any other single F1 car, three for Dave Charlton's South African Lotus 72 and one each for the hill climb cars of Sir Nick Williamson (Marlyn) and David Good (Lyncar). The last two short distance engines are of course infrequent visitors to Hounslow and geographic difficulties mean that Charlton's engines are rebuilt less frequently than Nicholson would like. "We normally rebuild our engines every 600 miles, which means usually practice and one race so doesn't involve too much abuse, but Charlton is forced to do 1,200 miles or more, his mechanics have to do some work on them and so they tend to come back here in an awful state."

Maintaining Grand Prix engines is a demanding occupation in terms of scrupulousness and exactitude with rebuilds and the necessity to meet fine schedules. Nicholson keeps a schedule which is adhered to by the car constructors for each individual DFV so that he knows exactly when each engine can be expected to appear for rebuild and the constructors, who use engines on a rota basis, know exactly when to send them to Hounslow. In case of complete calamaties, like a series of blow-ups, fortunately infrequent nowadays because of the improvements included in the DFV since Jim Clark took the first one to victory in the 1967 Dutch Grand Prix, three spare engines are available to be fed into the rota.

Each routine DFV overhaul takes 120 hours at a cost of £400 to strip, inspect, crack test all components, machining where required and rebuilding, but not including parts. And the cost of DFV parts is out of this world even compared with notoriously expensive F2 BDAs. A new block is £1,200, cylinder heads for the V8, £320 each, while the cost of most items used in overhauls is in proportion, although surprisingly few other than seals and gaskets have to be replaced. Piston rings and bearings are changed at every rebuild, valve springs (the parts most likely to fail if they're left in too long) and pistons every other time. Cylinder liners are changed perhaps every fifth overhaul but blocks seem to last almost forever, fortunately. Some of McLaren's DFV blocks started life as 9 series four years ago and are still going strong, though Nicholson is worried that the webs might pull out so hopes to renew three of them by Christmas.

Camshafts have proved no problem at all since Cosworth changed the specification from iron, which used to snap like carrots, to steel. Cosworth have changed the cylinder liner specification several times too, from iron to steel, to tuftrided steel, never successful, to iron again, but Nicholson has stuck to iron throughout. Surprisingly he refrains from fitting Cosworth pistons, relying on Mahle pistons made to his own design. Bore and piston wear has become much more of a problem on dusty tracks since air-boxes came into use and in an effort to combat it I understand McLaren have been experimenting with a Mk. 10 Jaguar air filter stuck in the air-boxes!

Of course even Nicholson can't claim his engines to be infallible—dramas do happen occasionally like two engines blowing apart in South Africa. Jody Scheckter's DFV threw a rod, leaving a gaping hole in the block and it's perhaps surprising to learn that even where F1 engines are concerned damaged parts aren't automatically scrapped: the alloy block was welded up and the salvaged engine contrived to power Scheckter to his terrific performance in the French Grand Prix. Apparently that particular engine is a real flier which McLaren didn't want to lose. Nicholson comments that even DFVs can be immensely variable in power and perfor-



Stripping one of the 22 Ford-Cosworth DFVs maintained by Nicholson-McLaren, the beginning of a 120-hour rebuild.



John Nicholson heads the brand-new Pinch-Plant-sponsored Lyncar for a win in the Formula Atlantic race at the British GP. He leads the Yellow Pages Formula Atlantic Championship with one round to go (Oulton Park, September 8th).

mance. The reasons are obscure even to professionals like himself, for to all intents and purposes the units are identical yet an engine like the Scheckter one still proves superior after many rebuilds.

Rebuilding the alternator and distributor is a vitally important facet of each and every overhaul. "They're among the things most likely to fall to pieces and cost a race. Compared with the now well-developed engine the electrics seem like an afterthought," says Nicholson. The Lucas mechanical fuel-injection system receives an automatic overhaul too.

Nicholson finds that on the whole there are few problems still inherent in this tremendously successful engine, though he and the rest of the handful of DFV engine builders are troubled currently by oil seal difficulties. The latest type of scavenge pump for the dry-sump system is so strong that it is literally sucking the crankshaft seals inside out with obvious results. Different builders are trying different cures, Nicholson's being to fit at the clutch end of the shaft an alloy ring with a left-hand thread channel through its centre to prevent the oil churning itself out. At the other end the simple cure is to turn the standard seal round. So far the arrangement seems to be effective, although the negligible drop of oil collected in the thread runs through into the clutch housing when the engine is stopped.

Converting early series DFVs to the latest specification (Series 12 and 13) has been a fruitful service, though ultimately it must die out when they are all converted. The main alterations to be made are to the head porting and two of the five main bearing caps (2 and 4), which on early series were integral with the sump/crankcase and on later series are separate steel caps. Nicholson makes his own caps and machines out the webs from the alloy crankcase lower half. A new oil pump has to be fitted too. Labour cost again is £400, but the alternative to this service, which Cosworth don't offer, is to spend £640 on new heads and whatever the cost of the crankcase etc. Funnily enough converted engines sometimes give more power than the pukka Series 13. So far Nicholson has converted at least six, including the Series 10 with which Hulme won the Swedish GP and the Series 9 which took him to third in the British GP, and Jody's quick Series 11. However, McLaren always buy two new latest specification DFVs from Cosworth each year and usually sell their oldest ones: DFV 906 went to Connew and 905 and 926 went into the two aforementioned hill-climb cars, though one of those two engines, now fitted to Good's car, was an ex-Brabham example rebuilt by Nicholson.

Most GP followers probably imagine that engine builders never interfere with Cosworth's laid-down DFV specification, regarding the originator's designs as ideals, not to be interfered with. Nicholson gives the lie to this, incorporating several of his own ideas in his engines and with several developments under way, the most interesting of which is a short stroke version designed to give more power in the mid range. To achieve this he machines his short-stroke crankshafts from Cosworth forgings and overbores to 87 mm. to give a capacity of about 2,997 c.c., against the normal 2,993 c.c. The porting is re-designed too.

Both DFV 060 and 099 have run in this form, but a piston availability problem has caused the project to be put temporarily on one side. Originally standard DFV piston forgings were utilised. These proved too heavy and had to be milled on their insides to lighten them, Nicholson being unhappy about this makeshift arrangement. No other suitable pistons are available, so the decision has to be made as to whether it would be worthwhile having special forgings made. Brian Redman tried an overbored DFV fitted with the makeshift pistons but with the standard stroke in practice for the Rothmans 50,000, a 3,080 c.c. unit which gave no less than 476 b.h.p. on the brake.

Discussing specific outputs, Nicholson recalls that early DFVs varied between 400-420 b.h.p. Power has increased gradually over the years—Series 11 engines were supposed to give 460 b.h.p., but usually gave in the low 450s, the first Series 12 Nicholson tested gave 458 b.h.p., and the best late Series he has seen gave 464 b.h.p. The norm is around the 450-455 mark.

Other development too in the search for more GP power is at a standstill while two new Heenan and Froude dynamometers await installation at Hounslow, a 1,000 h.p. version for F1 and other high output racing engines and a 400 h.p. one for Atlantics and so on. The builders have a difficult job on their hands insulating the workshops from the dyno houses, but exterior noise oughtn't to bring many complaints from neighbours used to the deafening jet roar from the London Airport flight-path directly overhead. Setting-up the dynos is in the hands of Eric Gaynor, who worked on the F1 Repco engines in Australia and recently installed a dynomometer for Bill Blydenstein.

In the past Nicholson has experimented with cams he has designed in conjunction with Piper and development of this aspect and the gas-flowing of cylinder heads will proceed once the dynamometers are installed. Lengthy test-bed experimentation is impracticable on Champion's busy dynamometer where he conducts routine tests on every DFV he builds. His Formula Atlantic engines are checked out on Racing Services' dyno.

Atlantic engine building for customers is a comparatively new venture for Nicholson, although, of course, he has built up a considerable amount of experience and reputation with his own highly-successful engines. Current customers include Robin Smythe (GRD and March) and Tony Dinsdale (Huron). He's also venturing into the realms of rally BDAs, his first such engine, an 1800 on Webers, lying fourth for most of the New Zealand Heatway Rally, its 208 b.h.p. at 8,200 r.p.m. and 160 lb. torque proving sufficient to blow off the 2-litre engine in Mike Marshall's Escort on a couple of occasions. This engine was built from scratch, whereas Nicholson's work is restricted usually to rebuilds and overhauls. Rally engine building attracts him because he believes the fact that they are not tweaked to the limits of reliability allows a better and more satisfying job to be done. Formula Two engines aren't included on his work sheet yet, although he has quite a lot of experience with them, being called upon to help sort out the problems with 2-litre BDAs last year.

Back on the subject of horsepower claims, many builders quote up to 215 b.h.p. for their Atlantic engines. Nicholson believes that they must use a different sort of b.h.p. to him: genuine figures for his own engines have never exceeded 200 b.h.p. and one race-winner had only 187 b.h.p., yet those alleged 215 b.h.p. engines can't catch them!

The employee head count at Nicholson-McLaren now numbers 11, out of which four followed the boss from McLaren including workshop foreman John Steenson, and one came from David Wood engineering. Six of them are employed full-time on DFV building. As for future work, there are no boundaries so far as the Nicholson capabilities with racing engines are concerned and the limitations as to what type of engines he tackles will be laid down by physical capacity. Beyond that Nicholson is considering other possibilities for utilising his soon to be

fully-comprehensive facilities, including research and development of anti-pollution engines for the road.

Nicholson came into racing by accident after serving his apprenticeship with an engine reconditioning business in his native Wanganui: "I didn't even know what motor racing was then, though my father raced hydroplanes and I took over from him when I was 17 or 18." Before long he was promoted to foreman and as part of his job was to pick up business he joined the local car club, competing in trials and gymkhanas with an old TR—eventually rolling it! For a potential racing driver his next car, a 1934 Morris Eight was somewhat out of keeping: the TR had had to go to raise money to buy himself into the business, a fortuitous move, for after he'd moved to Wellington to open up a new shop for the firm a public company took over and Nicholson found himself with a big enough pay out to buy himself a second-hand Elan with which he won several hill-climbs.

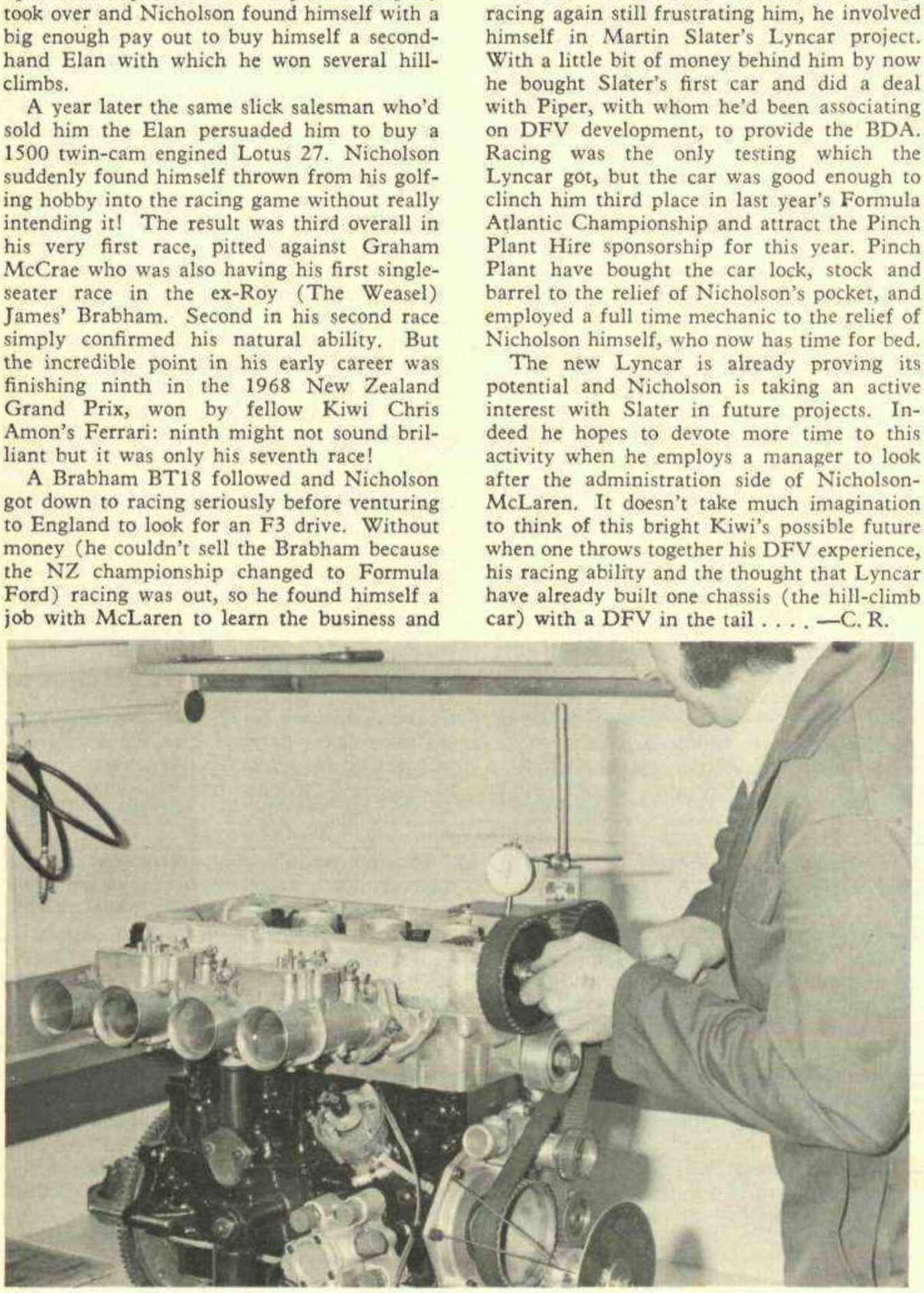
A year later the same slick salesman who'd sold him the Elan persuaded him to buy a 1500 twin-cam engined Lotus 27. Nicholson suddenly found himself thrown from his golfing hobby into the racing game without really intending it! The result was third overall in his very first race, pitted against Graham McCrae who was also having his first single-seater race in the ex-Roy (The Weasel) James' Brabham. Second in his second race simply confirmed his natural ability. But the incredible point in his early career was finishing ninth in the 1968 New Zealand Grand Prix, won by fellow Kiwi Chris Amon's Ferrari: ninth might not sound brilliant but it was only his seventh race!

A Brabham BT18 followed and Nicholson got down to racing seriously before venturing to England to look for an F3 drive. Without money (he couldn't sell the Brabham because the NZ championship changed to Formula Ford) racing was out, so he found himself a job with McLaren to learn the business and found himself building 1969 Can-Am engines with George Bolthoff. When Bolthoff moved to Detroit to start a new engine shop for McLaren Nicholson stayed in Colnbrook to look after the sports car engines, but later joined Bolthoff in the States for nine months. Back in England McLaren must have recognised his driving ability in spite of being out of racing for so long: he was allowed to carry out testing of the 8B and 8D at Goodwood.

McLaren threw him into the deep end with the DFV when Cosworth decided to concentrate on building current series engines only. A couple of days spent with the very helpful Cosworth people and the opportunity to pull a DFV apart was the only experience he could glean before having the responsibility of McLaren's F1 engine building thrust upon him.

At the end of 1971, with the need to go racing again still frustrating him, he involved himself in Martin Slater's Lyncar project. With a little bit of money behind him by now he bought Slater's first car and did a deal with Piper, with whom he'd been associating on DFV development, to provide the BDA. Racing was the only testing which the Lyncar got, but the car was good enough to clinch him third place in last year's Formula Atlantic Championship and attract the Pinch Plant Hire sponsorship for this year. Pinch Plant have bought the car lock, stock and barrel to the relief of Nicholson's pocket, and employed a full time mechanic to the relief of Nicholson himself, who now has time for bed.

The new Lyncar is already proving its potential and Nicholson is taking an active interest with Slater in future projects. Indeed he hopes to devote more time to this activity when he employs a manager to look after the administration side of Nicholson-McLaren. It doesn't take much imagination to think of this bright Kiwi's possible future when one throws together his DFV experience, his racing ability and the thought that Lyncar have already built one chassis (the hill-climb car) with a DFV in the tail . . . . —C. R.



What better publicity for Nicholson's Atlantic BDA engine rebuild service than his own consistent racing successes?

DUNLOP

FORMULA 70

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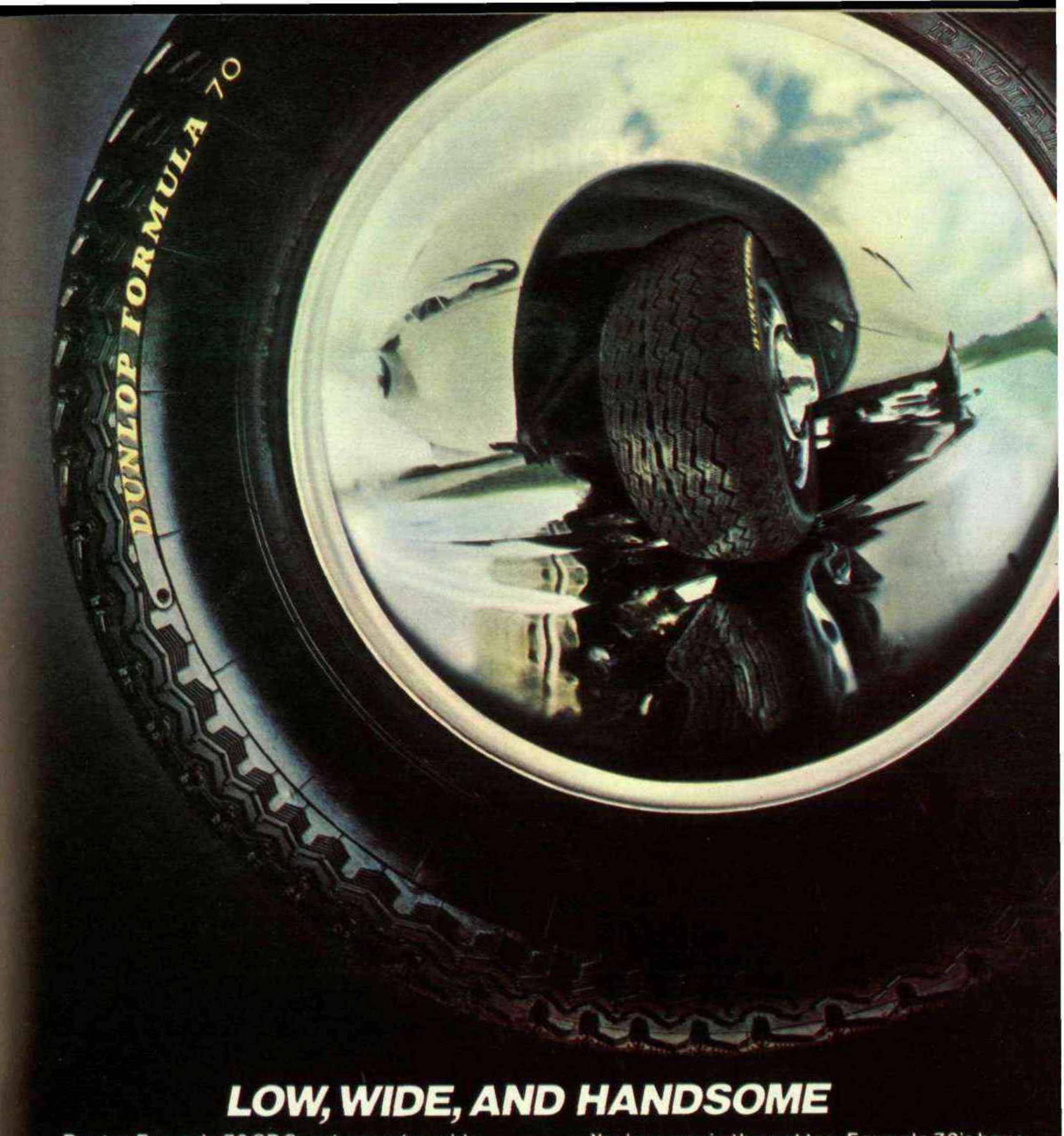
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BMW	All models except 2002 Tii
CHRYSLER	180
CITREON	AMI 8 & ESTATE DYANE SM
DAIMLER	DOUBLE SIX & VANDEN PLAS SOVEREIGN 2.8 & 4.2
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FORD	ESCORT SPORT RS 1600 & MEXICO All current CAPRIS CORTINA MKIII ZEPHYR & ZODIAC MKIII
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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
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SUNBEAM	All current models
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TOYOTA	All current models except COROLLA ESTATE CORONA 2000 CROWN CUSTOM ESTATE
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VOLVO	144, 1800ES
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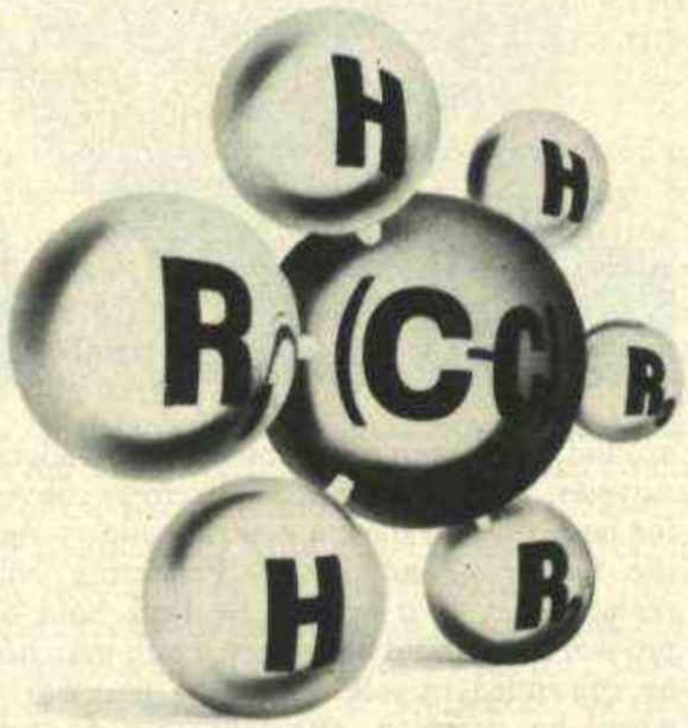
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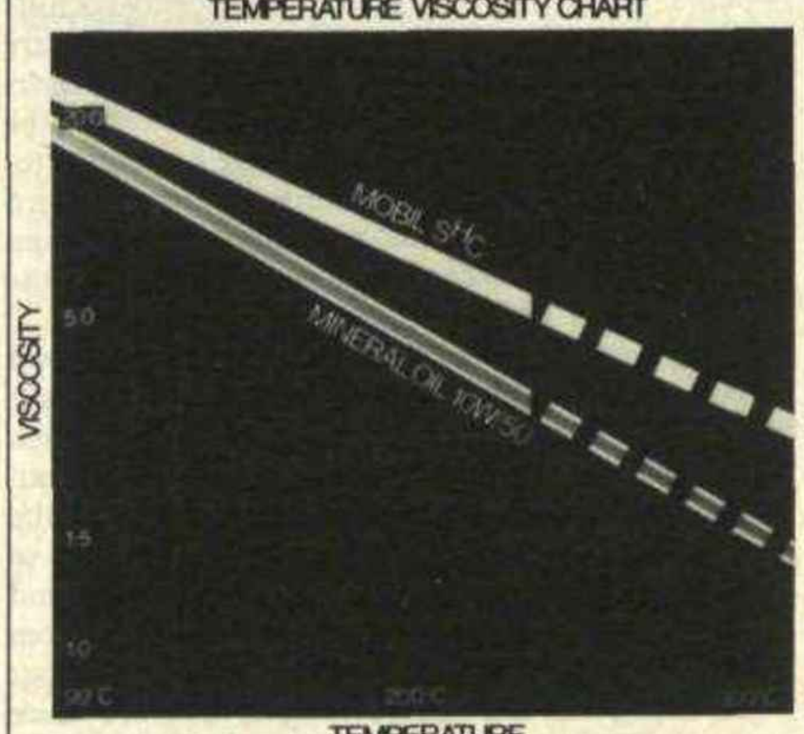
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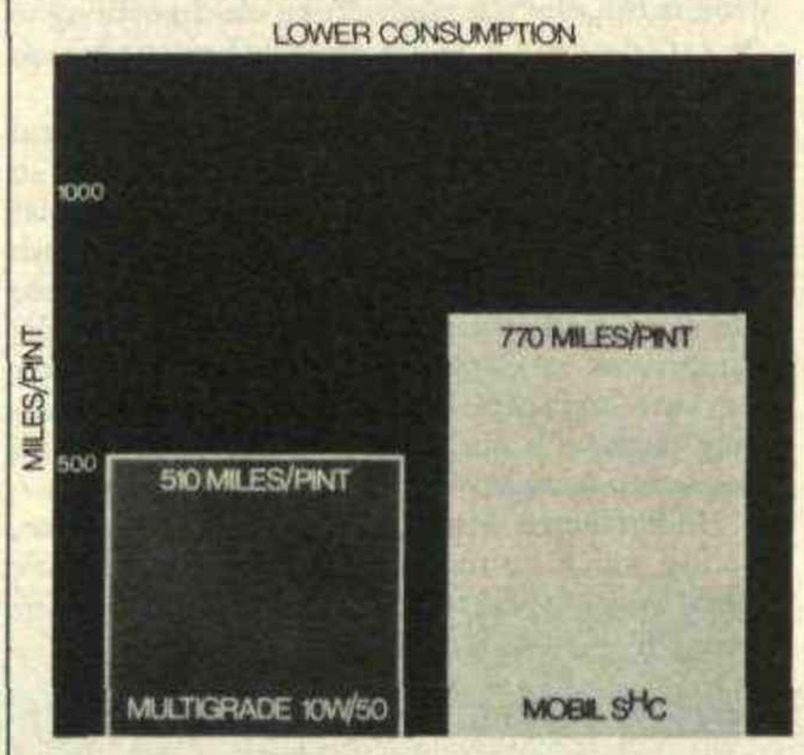
What's in it for your engine?

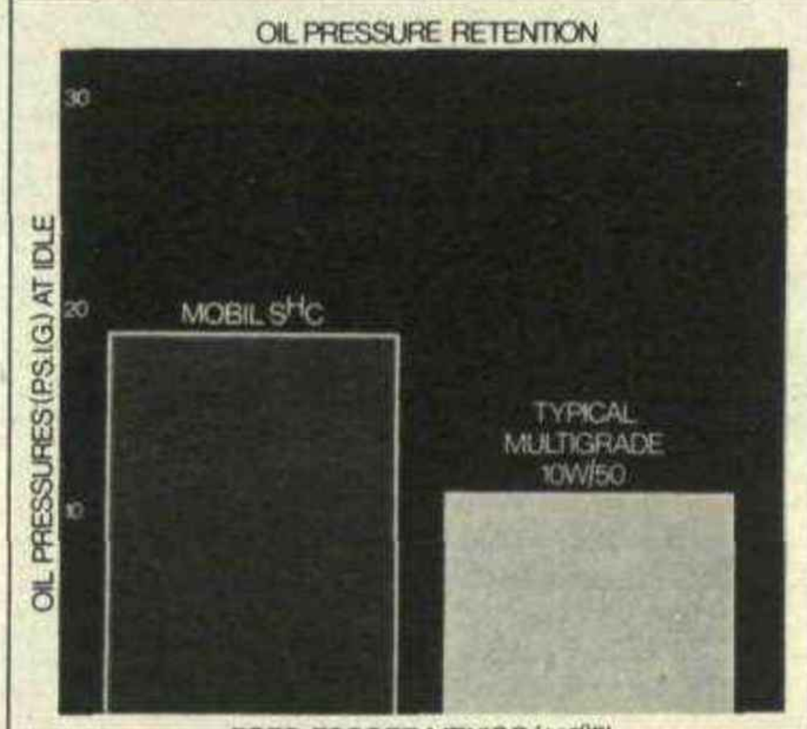
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Mobil SHC lubricant has outstanding high temperature viscosity, remaining thicker than conventional SAE 50 oils even after thousands of miles of punishing motoring.

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

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





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

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

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

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

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

Mobil SHC Synthesised HydroCarbon based engine lubricant.

A talk with Baron de Graffenried



TAKING the positive step of retiring from motor racing is obviously an extremely difficult thing for an international driver to do, and it would be pleasant to think that some of the current Formula One and sports car competitors will still be seen in the paddock at major meetings long after they've stopped actively participating. The immediate post-war era is still represented by a number of stalwarts who can be seen watching from the sidelines nowadays, and one of the most regular and popular of their number is Baron Emmanuel de Graffenried, Swiss Maserati privateer up until 1954 and winner of the second post-war British Grand Prix, a race held at Silverstone in 1949.

Like so many drivers, his connections with matters motoring extended long after his retirement some 19 years ago, de Graffenried owning a prosperous garage business in Lausanne which has held the Alfa Romeo agency for that area since 1950. He is also a Rolls-Royce dealer, a very popular commodity in this tax haven, we are given to understand, and held the Ferrari agency from 1959 to 1967 although he has since given this up. He attends all the international Grand Prix events as an ambassador for the Swiss-based Philip Morris tobacco concern whose Marlboro brand name has been a familar sight on the works BRM Grand Prix cars for nearly two seasons now and more recently appeared on Frank Williams' machines. But, perhaps more important, Marlboro's extensive "adoption" of various major circuits and events throughout Europe has widened their contribution to motor racing considerably, and Baron de Graffenried's presence lends an air of respectability, even gentility, to what might be otherwise considered a high pressure, albeit welcome, business operation.

Baron de Graffenried was about as loyal to Maserati when he was racing as he has since been about selling Alfa Romeos. In fact, he raced little else from the time he started with a 1.5 Maserati in national events at Berne's Bremgarten circuit. Over the years he frequently handled Formula One cars on this demanding circuit, about three-quarters of which was run through thick forest, and he mourns the time when alleged safety constraints brought about its closure.

"It's really interesting to remember" reflects de Graffenried "that there was something of a panic about safety over all European circuits after the Le Mans tragedy in 1955. In fact there were safety inspections of all the leading tracks soon afterwards and Bremgarten came out as the safest. I'm not saying it would have been open today, although it might have been with modern facilities, but there was so much pressure from the Church in Berne to have it closed that the Government acted."

His first memories of any other circuit apart from Bremgarten are of Donington Park, the English track which he first visited in 1936 when he had a 4 cylinder and 6 cylinder Maserati which he shared with an old school friend by the name of John Du Puy. Shortly before he spoke to us, he had visited the Donington Collection and the revised circuit at the invitation of Tom Wheatcroft and was bubbling with excitement at the thought of racing returning to the Derbyshire circuit. "We never did tremendously well at Donington, but the atmosphere was something to be experienced. It really was the best circuit on which I ever drove in England".

He almost took part in an event at Crystal Palace as well, "but my mechanic was so anti-Fascist that he spent most of his times at European border points arguing savagely with the customs officials. As a result of one of these fits of rage, he missed the correct boat and the car arrived at Crystal Palace three hours after the race had started. We felt very foolish standing there with our overalls and goggles on and not a car in sight!"

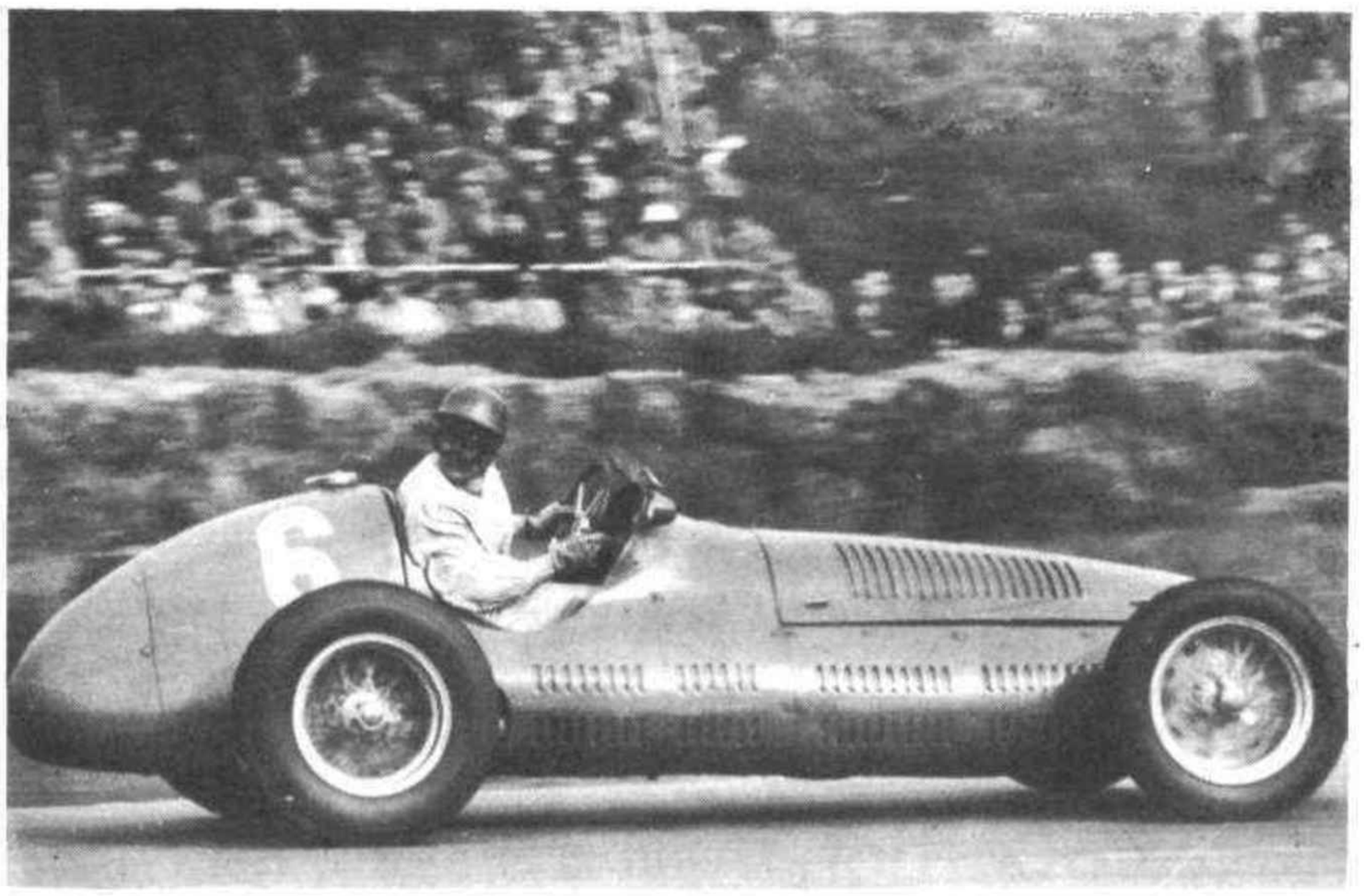
He partnered with Du Puy up until the war, during which he remained in Switzerland. "We were very lucky to have all our mountains around us to keep any prospective invaders out. Anyway, it must have been extremely convenient for both sides to have a neutral country right in the middle of anything." Pondering only to remark that he'd wished he kept hold of his pre-war cars – "I'd have been a rich man now" – he continued to talk about the post-war years when he drove a privately owned Maserati alongside Bira's similar car in a private team run by Enrico Plate.

He met Plate at the first Grand Prix after the war, held at Marseille, and they teamed up together until 1953. De Graffenried remembers Bira as being "always competitive" and they took in as many of the international races as they could at the time, cramming in maintenance of their 4CLT Maseratis as best they could during the weeks between races. Things could be very hectic, and de Graffenried well remembers a time when their transporter, complete with two Maseratis inside, was dropped from its sling into the hold of a ship at Dieppe, just as it was being unloaded.

"We'd got the San Remo Grand Prix coming up the following weekend, so we put the wrecked cars straight on a train to Ventimiglia (on the French/Italian Mediterranean border) and set off with Plate and two other mechanics to the Maserati factory. We completely stripped down the cars to the bare chassis, straightened the chassis, both of which were completely bowed, and then re-assembled the cars. We rushed them along to San Remo and just arrived in time to qualify for the race".

The first post-war British Grand Prix had been won by Villoresi at Silverstone in 1948, and it was the Italian's misfortune the following year which allowed de Graffenried to win. Bira led initially at the wheel of the other Plate Maserati, but he was soon passed by Villoresi who stayed ahead until engine failure caused his retirement. Then Bira assumed first place before sliding into the bales on one of the corners and de Graffenried took over in front, staying in front to the end of the race and beating Bob Gerard's ERA by something over a minute.

"Silverstone was my favourite circuit" admits Baron de Graffenried, "I suppose I shouldn't say that, but I liked it because there were no trees to fly into if you went off the track." He emphasised that he didn't like trees bordering the edge of the track, as they did at his home circuit of Berne, and that he drove through those sections with a great feeling of apprehension, and, in consequence, rather more care that he didn't go off the



WHIT MONDAY Goodwood meeting, 1951, and de Graffenried looks back from his Maserati during the final of the Festival of Britain Trophy.

circuit than perhaps he might have taken on Silverstone's wide open spaces. But, to emphasise the fundamental difference in attitude between drivers of that era and some of today's racing professionals, the thought never crossed his mind that the trees should be cut down in order that his progress be made less potentially hazardous.

Another aspect of motor racing which de Graffenried wasn't particularly fond of was driving in the rain. He was quite emphatic in his dislike of wet weather racing, "I liked to race on the open road circuits, but always tried to keep the car well within my own personal limits. I enjoyed both Jersey and the Isle of Man, but I never went quickly when it rained at either place. I just wasn't a rain driver!"

In 1949 his second best placing was second in the Formula One race at Zandvoort, although he was promoted from third place after Farina's works Maserati had been penalised for jumping the start. "That was behind Villoresi who had a works Maserati – and it was considered to be a very safe circuit at that time." It was interesting to note that, at this point in our conversation with Baron de Graffenried, when he wasn't quite sure of the year he'd finished second in the Dutch race, a fascinated Gijs van Lennep chimed in "yes, it was 1949. I've watched every Dutch Grand Prix at Zandvoort since I was a little boy, and that was the very first one I went to". Shortly after our conversation, de Graffenreid watched "the little boy" drive one of Frank Williams' Iso-Marlboros into sixth place in his home Grand Prix. The interest that van Lennep showed in motor racing history in general while listening to de Graffenreid was fascinating, and one just hopes that a contemporary driver like the Dutchman will be around many years after racing has stopped offering him a living, showing a similar enthusiasm.

De Graffenried made his first visit to Goodwood in 1951, a circuit which he considered to be "Utterly charming. I went back to visit it a few weeks ago and it's just as I remember it" although a subsequent visit to Snetterton prompted "I've never seen rain like it! The race was won by Mike Hawthorn in that tiny Cooper-Bristol and he was so quick that we never even saw which way his wheel tracks went. They had disappeared by the time we arrived".



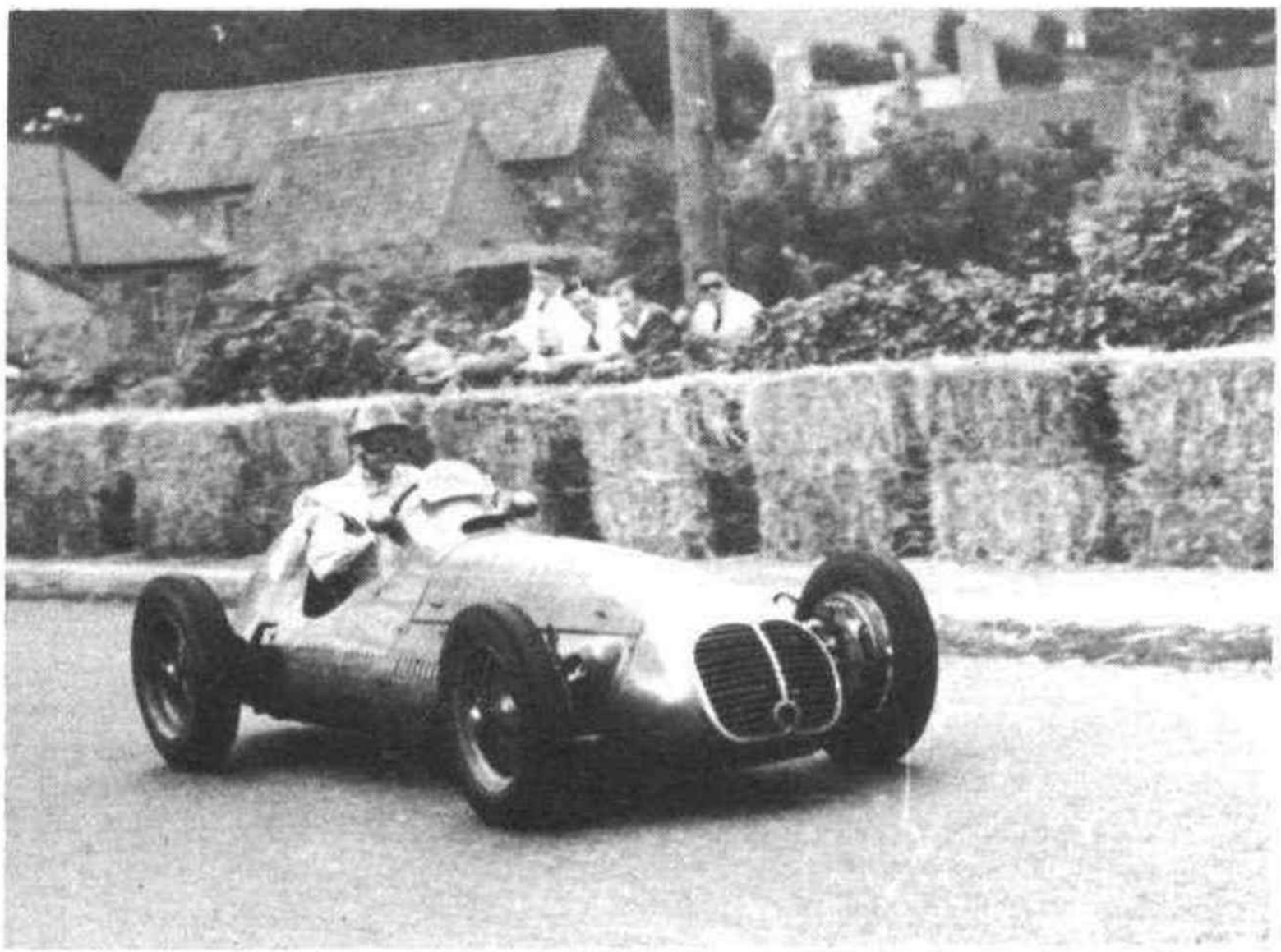
ON THE GRID at the British Grand Prix in 1949 from left to right, Villoresi (Maserati), Bira (Maserati), Walker (ERA), de Graffenried (Maserati) and Gerard (ERA)

During 1951, de Graffenried was offered a works spare Alfa Romeo Tipo 158 for the Swiss Grand Prix at Bremgarten. It was to run alongside the usual works drivers, much in the same way that BRM ran a spare car for Marko in Austria two years ago and then for Eaton in Canada. He finished sixth overall and was subsequently invited to drive for the team in the Italian Grand Prix at Monza. "In fact I was only invited to stand in for their usual team driver Consalvo Sanesi, who'd been badly burned during pit stop practising at the circuit before the event." In fact it wasn't a particularly long race at Monza for de Graffenried as he stopped early on with mechanical problems. The other team drivers on that occasion were Fangio, Farina and Bonetto.

For the remainder of his career, it was back to Maseratis with one or two exceptions. At the start of 1953, Plate bought a new F2 Maserati for de Graffenreid to drive and he took a lucky victory at Syracuse in front of Louis Chiron in an Oscar. But the entire Ferrari team – Ascari Hawthorn, Villoresi and Farina were first eliminated with mechanical trouble. He recalls an occasion when he went to Venezuela to race for Ferrari, finishing third behind Fangio and de Portago and finished a close second to Masten Gregory at Barcelona "in the car owned by a friend I didn't want to blow it up." He came out of semi-retirement to help do some filming of the first big motor racing picture "The Racers". "It was enjoyable, but I didn't much like the idea of cutting off my moustache in order to double for Kirk Douglas. I drove one lap behind the field after the start of the Belgian Grand Prix at Spa (much in the same way as Phil Hill did while filming "Grand Prix" in 1966), and I had to reach down and actually activate the camera when I needed it."

Since his retirement, de Graffenried has taken an active interest in motor racing, always attending the Monaco Grand Prix when time permits, although he has increased the number of events he visits every year since he became involved with Marlboro. In fact that business connection runs in the family, his son being involved in the press liaison side of the Marlboro-Lancia rally team "fortunately, although he raced, he decided that it was too expensive. That is, fortunately for me!"

He wasn't one of the leading drivers of his day, but a popular amateur who gained some of his success when faster cars fell by the wayside. But, above everything else, Baron de Graffenried is an enthusiast who is now prepared to watch and take an interest in others who are currently doing what they want to do. In twenty years time, who will be considered in the same light from amongst the current crop of Formula One drivers? – A.H.



ON HIS way to third place in the Maserati at Jersey in 1950. De Graffenried finished just behind Parnell.

Matra team repeats the dose in North America

WATKINS GLEN, *July 21st.*

A MEDICAL man would describe the Ferrari sportscar team's health as "as well as can be expected", with one round to go in the 1973 World Championship for Makes. At Watkins Glen late in July two Matras and three Ferraris fought out the 6-Hour Race on the Grand Prix circuit and the event ran true to current form: Cevert claimed pole position, was delayed early in the race through a collision, then Pescarolo and Larrousse commanded the race to lead the highest-placed Ferrari by two laps at the finish.

Because the contestants have to drop their three lowest scores at the end of the season, Ferrari will have to claim the top three positions overall when the final round of the Championship is held at Buenos Aires in October (the race has been confirmed by the CSI, despite the uncertain political situation). Third place will be sufficient to earn the Championship for Matra, and on current form little short of disaster will deny the French this reward for the first time.

Following the debacle in Austria, Autodelta withdrew its Alfa Romeo entry and the small field of prototypes comprised mainly the regular works cars. Matra-Simca fielded one MS670B for Cevert/Beltoise, the new type with the Porsche constructed gearbox run at Le Mans, and an older MS670 for Pescarolo/Larrousse who already had four victories to their credit (MS670/01, which they drove at the American race, was in fact the chassis which had been used by Cevert/Beltoise throughout the season, without any luck).

Ferrari sent three cars to America for Ickx/Redman, Pace/Merzario and Reutemann/Schenken, all virtually unmodified since earlier races. The Pace/Merzario car was the Forghieri modified example first raced at the Nurburgring with the oil cooler relocated and a lower tail section, and for the first time the effect was calculable as the drivers estimated they had an extra 400 r.p.m. in fifth gear on the main straight. Two Gulf-Mirage M6 chassis with Ford-Cosworth DFV V8 engines were available for Bell/Ganley and Hailwood/Watson (these had smaller engine air intakes slung beneath the roll-over bar); two ex-works experimental Group 5 Porsche 911 Carreras, with long finned tails as raced in Austria, were available to Roger Penske's team for Donohue/Follmer and to Daytona winners Gregg/Haywood.

Jackie Stewart made a rare appearance in endurance events practising in a Ford Capri shared with Scheckter. The Capri, in Group 5 trim with a spoiler on the bootlid, sustained an engine failure at the end of the final practice session and being privately owned, therefore lacking the usual factory resources, a new engine could not be fitted in time for the race.

Last year's Group 5 record (set by Ickx in a Ferrari) of 1 min. 47.2 sec. seemed unlikely to last very long, Cevert going out early in the first session to record 1 min. 42.27 sec., an average of 118.87 m.p.h. for the 3.77-mile track in New York State. Larrousse was second fastest at 1 min. 43.91 sec., and these times remained unbeaten so the front row of the grid went to the Matras. All six Ferrari drivers tried their best, but clearly their cars were not sufficiently competitive; the more the drivers tried, the more handling defects they found through pushing the Ferraris to their limit. Merzario was the quickest, recording 1 min. 44.2 sec. during Friday's second practice, with Reutemann and Redman filling the next places on the grid. The Gulf-Mirages were comfortably inside last year's lap record, but Hailwood's best practice time of 1 min. 46.0 sec. indicated that the blue and orange cars would have to depend more on reliability than on speed.

Two 2-litre prototypes were next quickest, Buffum/Fisher in a Chevron B23 lapping fractionally quicker than Canadians Kuehne/Pechmann in a works-supported STP-March BMW, then the two Group 5 Porsche Carreras were clearly too fast for the genuine GT cars comprising mainly Porsches, Ferrari Daytonas, Chevrolet Corvettes and Camaros.

The hot, humid weather which all the teams had prepared for broke overnight with a thunderstorm, which left the track damp for the midday start. Merzario, always a plucky driver, overtook the two surprised Matra drivers going into the first right-hand curve and, looking rather ragged in places, managed to keep ahead of them. Surprisingly it was Larrousse who kept up with the Ferrari while the remainder of the 3-litre protoypes, led by Cevert, began dropping back.

After six laps Cevert half-spun his car and fell behind Reutemann and Ickx, a costly mistake because a few minutes later the Belgian Ferrari driver had to brake sharply to avoid an errant Chevrolet Corvette and Cevert rammed him hard from behind, damaging the Matra's nose panel. Ickx continued with a bent exhaust pipe, but Cevert's pit stop to have the fibreglass taped up lost him three laps.

The Gulf team was not having a good afternoon, and its hoped-for reliability factor disappeared early in the race. Bell headed for the pits at the end of the pace lap to have intermediate tyres changed for slicks, and before he could make up the minute lost his car started to have an electrical problem which persisted most of the race; in six hours the Mirage needed two new batteries and transistor boxes, and both cars started suffering from fuel vaporisation which was only cured by refuelling early.

Hailwood, who remained on intermediate mix tyres on the rapidly drying track, spun in the big turn 1 after ten laps and his Mirage came to the pits late with the front bodywork missing, having kept up well with the Ferraris in the opening stage of the race. Behind him, the two Porsches of Donohue and Gregg were having a spirited duel which ended when Gregg's car broke a driveshaft, losing ten laps.

When the track was thoroughly dry Larrousse felt able to exploit his Matra's superior power and roadholding, and once past Merzario he pulled away to a comfortable lead, which was not challenged again. The two Frenchmen, winners at Le Mans, again proved their speed and consistency which is the hallmark of good long-distance drivers.

Before he could climb back into contention, Cevert retired his car on the circuit with an electrical failure which, according to a rather peeved team manager, could have been cured by flicking a switch to the tandem system. The two Gulf-Mirages dropped further back due to heavy brake wear and difficult pad changing operations, so as Pescarolo and Larrousse went further ahead the question was simply, which Ferrari would finish second?

Merzario and Pace missed their chance with two stops at half distance, the first to change brake pads (while the Matra ran through on one set), and then to change a punctured tyre. Reutemann and Schenken then held second place until only 20 minutes from the end, when the drivebelt to the fuel metering unit broke. The car was retired, unclassified, leaving the less competitive than usual 312P of Ickx and Redman to take the runner-up position.—M. L. C.

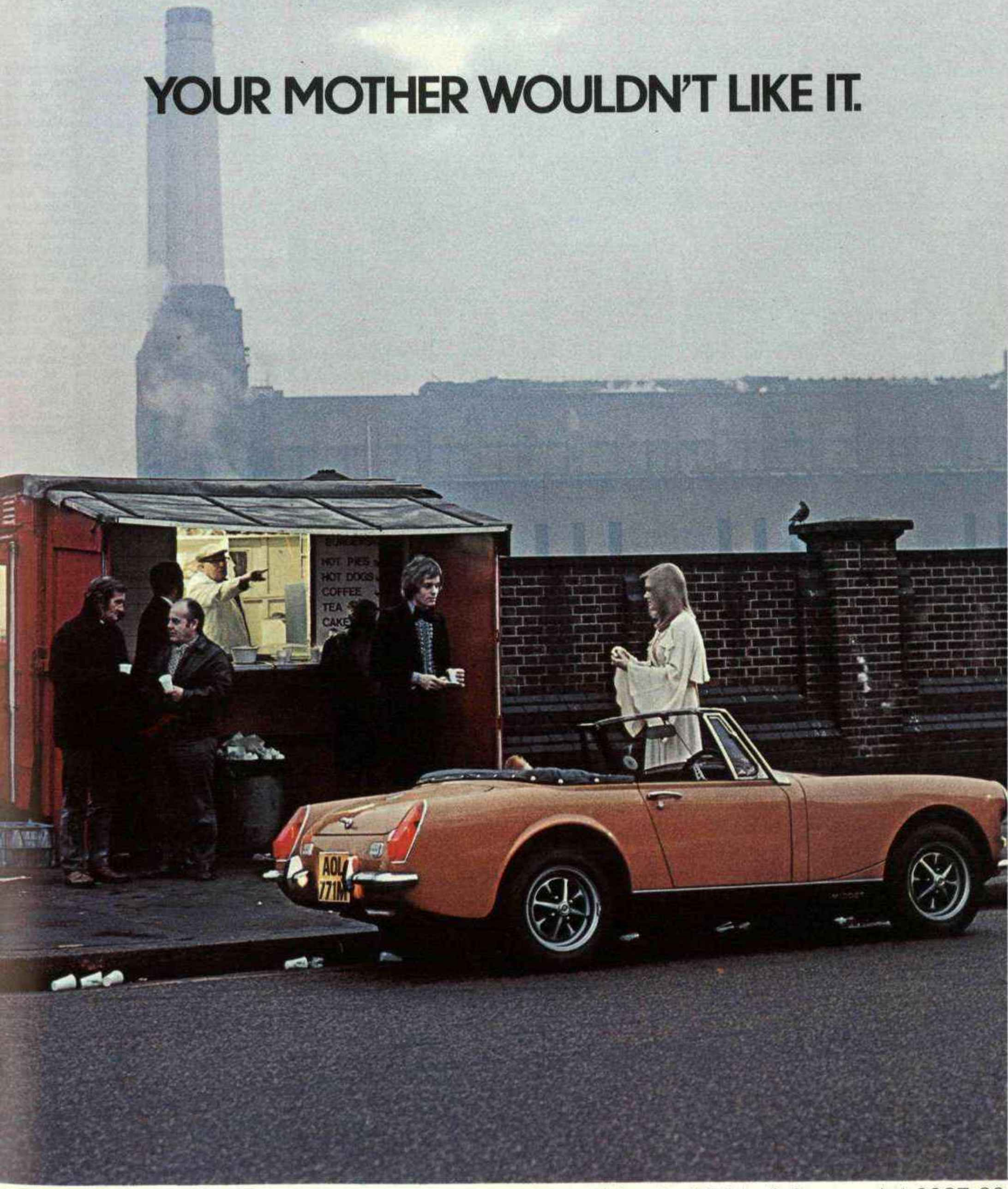
Results :

WATKINS GLEN 6-HOURS—Groups 4 and 5—Watkins Glen Circuit—Overcast and Damp/Dry

1st :	H. Pescarolo/G. Larrousse (Matra-Simca MS670—3-litre V12)	Entrant :	Equipe Matra, France	199 laps, 180.06 k.p.h.
2nd:	J. Ickx/B. Redman (Ferrari 312P—3-litre flat-12)	Entrant :	Ferrari SEFAC, Italy	2 laps behind
3rd :	C. Pace/A. Merzario (Ferrari 312P—3-litre flat-12)	Entrant :	Ferrari SEFAC, Italy	3 laps behind
4th :	D. Bell/H. Ganley (Gulf-Mirage Cosworth DFV—3-litre V8)	Entrant :	Gulf Research Racing, England	19 laps behind
5th :	M. Hailwood/J. Watson (Gulf-Mirage Cosworth DFV—3-litre V8)	Entrant :	Gulf Research Racing, England	20 laps behind
6th :	M. Donohue/G. Follmer (Porsche 911 Carrera—3-litre flat-6)	Entrant :	Roger Penske Enterprises, America	21 laps behind
7th :	P. Gregg/H. Haywood (Porsche 911 Carrera—3-litre flat-6)	Entrant :	Brumos Porsche Audi Corp., America	31 laps behind
8th :	M. Keyser/M. Minter (Porsche 911 Carrera—2.8-litre flat-6)	Entrant :	Toad Hall Motor Racing, America	31 laps behind
9th :	J. Greenwood/J. Rutherford (Chevrolet Corvette—7.5-litre V8)	Entrant :	John Greenwood Racing, America	33 laps behind
10th :	M. Carter/T. de Lorenzo (Chevrolet Camaro—5.9-litre V8)	Entrant :	Carter Racing Services, Canada	34 laps behind
11th :	G. Egerton/E. Forbes-Robinson (Porsche 911 Carrera—2.8-litre flat-6)	Entrant:	Pharr West Racing, America	35 laps behind
12th :	D. Helmick/J. Osteen (Porsche 911 Carrera—2.7-litre flat-6)	Entrant :	Ecurie Escargot, America	35 laps behind
13th :	A. Monguzzi/N. Garcia Veiga (Ferrari Daytona—4.4-litre V12)	Entrant :	Diagnosis and Service Racing, America	37 laps behind
14th :	S. Posey/F. Migault (Ferrari Daytona—4.4-litre V12)	Entrant :	North American Racing Team, America	39 laps behind
15th :	R. Grossman/D. Yenko (Ferrari Daytona—4.4-litre V12)	Entrant :	Robert Grossman, America	42 laps behind
16th :	H. Kuehne/R. Pechmann (March-BMW—2-litre 4-cyl.)	Entrant :	STP March Racing, England	53 laps behind
17th :	B. Baechle/L. Stahlberg (Chevrolet Corvette—6-litre V8)	Entrant :	C. Weaver, America	75 laps behind

Fastest Lap : F. Cevert (Matra-Simca MS670B), 1 min. 43.85 sec.—188.3 k.p.h. (117.07 m.p.h.).
30 starters — 17 classified.

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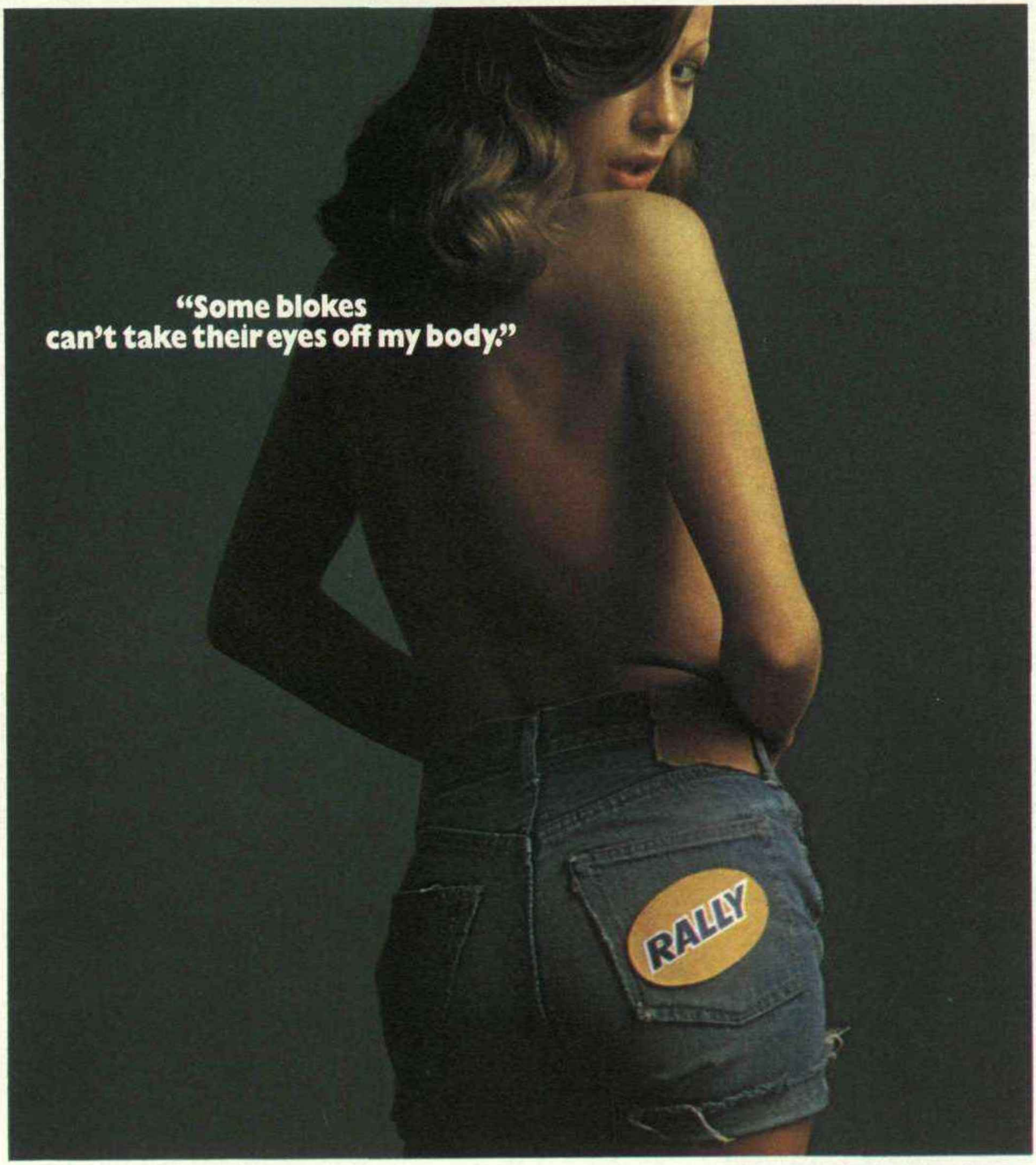


VSCC SILVERSTONE

TOP.—The Hon. Patrick Lindsay going better than he has ever gone, in his ERA "Remus". He led all the way in winning the eight-lap Pre-War All-Comers' Scratch Race from Venables *Llewelyn's 2-litre ERA, Lindsay setting* fastest lap at 82.7 m.p.h., a record for this car on the Silverstone Club circuit.

BELOW.—Rain made the track very slippery at times and was the undoing of David Llewellyn's previously very successful 24-litre V12 Bentley-Napier. It was proving a decided handful at Woodcote, as shown, and unfortunately went front dumb-iron into the bank at Maggott's, sliding round, throwing out its driver, and then rolling across the course. Llewellyn wasn't too badly hurt but the shape of his exciting and formidable car was considerably altered. We understand that Llewellyn, present holder of the MOTOR SPORT Brooklands Memorial Trophy, unfortunately will not be racing at the final Vintage Sports Car Club Meeting at Llandow circuit, near Cardiff, on September 8th.





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Spa 24 Hour Race, E.T.C. Round 5.

On the preceding page Brian Muir's orange BMW-Alpina 3.0 CSL and the works CSL of Chris Amon streak into the lead at the start of the Spa 24-Hour Race on July 21st/22nd. Above, first British finishers were Mike Crabtree/ Jonathan Buncombe in Terry Sanger's 5.7 Camaro, chased here by the Kocher/Brun Alpina CSL and the second-placed Capri. They finished 11th despite a slipping clutch and leaking head gasket. Below, the Jochen Mass/John Fitzpatrick Cologne Capri RS hurtles into La Source on five cylinders, with a tail showing signs of Armco contact. Right, the Tricot/ Haxhe Group 1 Opel Commodore GSE put up an incredible performance to finish third overall.



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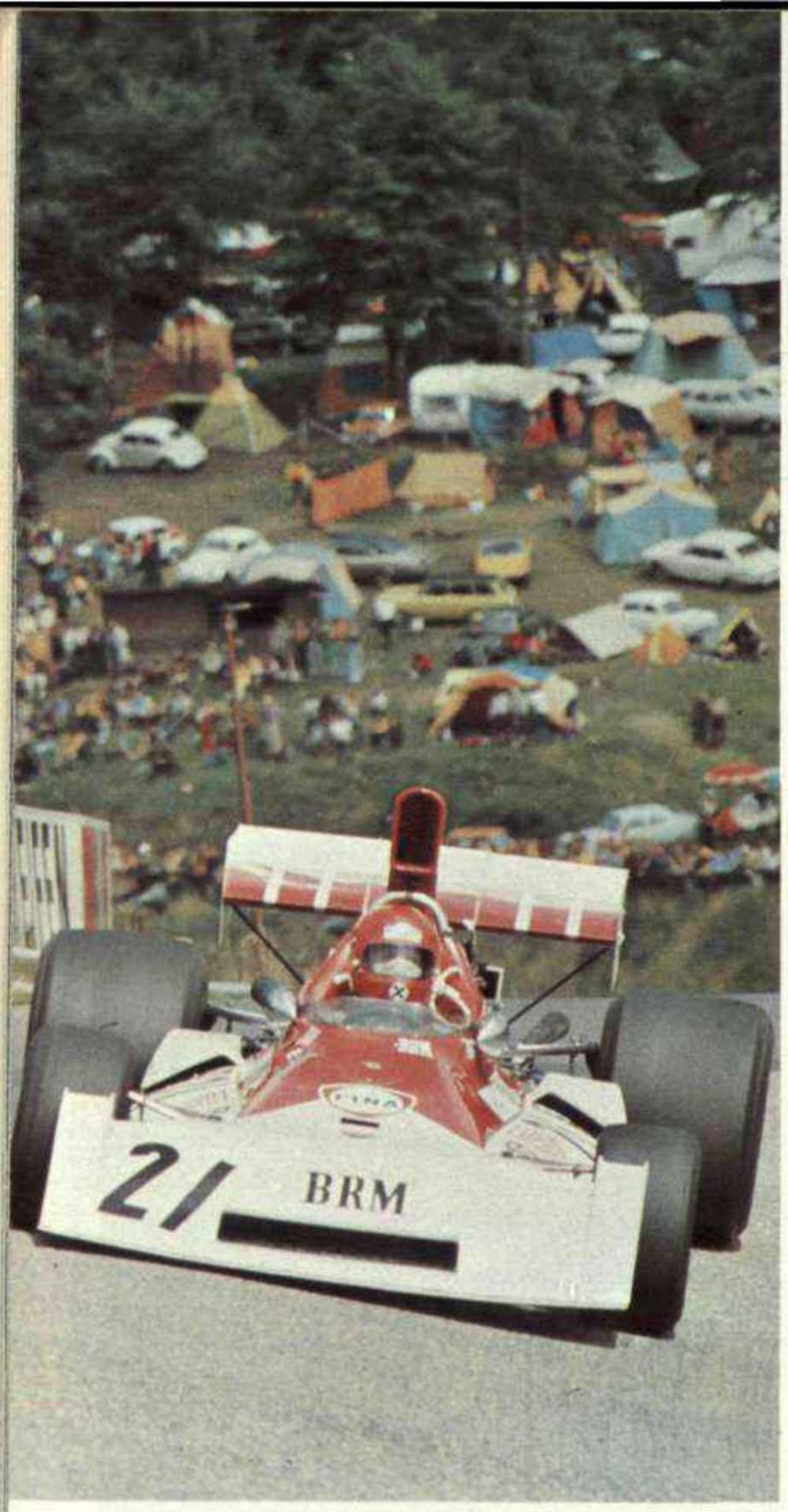
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GERMAN GRAND PRIX.

THE FORMULA ONE circus paid their annual visit to the Nurburgring in August for the German GP but this year it was not a classic race. It was totally dominated by Team Tyrrell who took an immediate lead from the start. Our photograph on the right shows the exciting section down the hill after Hatzenbach on the opening lap, with Jackie Stewart clearly in the lead from team-mate Francois Cevert. The somewhat vain chase is led by Ronnie Peterson (who stopped seconds after this shot was taken), then Jacky Ickx, Niki Lauda, Carlos Reutemann and the rest of the field. Lauda, pictured left in the Karussell, held fourth place until he crashed on the second lap, when the position was taken over by Carlos Reutemann's Brabham, pictured below holding off a challenge from Carlos Pace and Denny Hulme, into the South Curve. Jacky Ickx made a surprise appearance in the Yardley McLaren team and, though he was unable to challenge the blue Tyrrells, he finished third. His car is seen casting shadows in the Karussell. The victory put Jackie Stewart nearer his third World Championship and we picture the Scot with his huge golden garland on the victory podium with Ken Tyrrell by his side. It was the second one–two victory for Tyrrell in the German Grand Prix and also his second successive one–two victory in the space of only seven days.

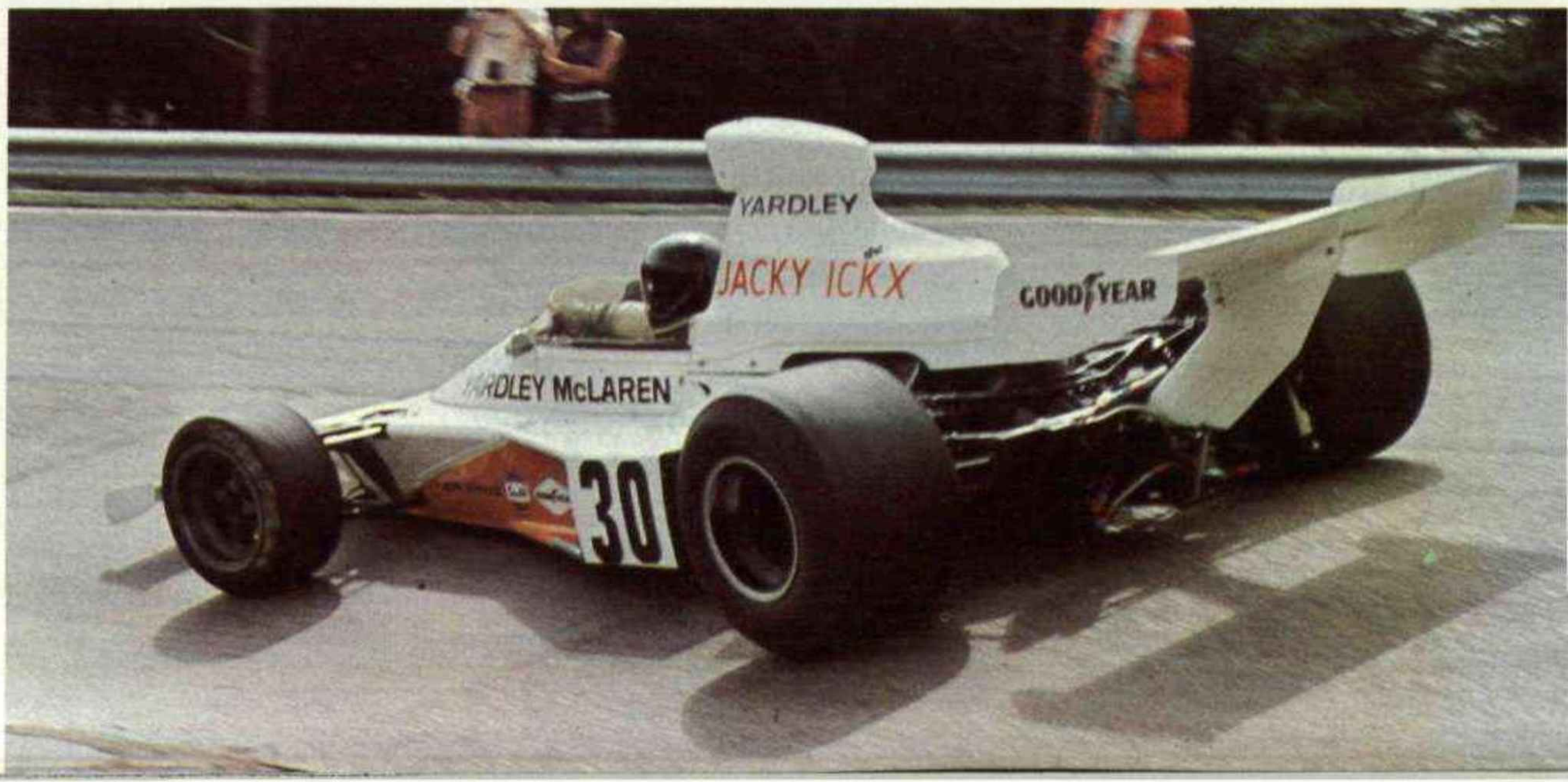







BOSCH
BILSTEIN
Conti Ts Conti Ts
elf 6
elf 5




YARDLEY
JACKY ICKX
GOODYEAR
YARDLEY McLAREN
30

DUTCH GRAND PRIX

THE FIELD roars off to the start of what was to be a tragic Dutch Grand Prix. Ronnie Peterson takes an immediate lead which he was not to relinquish until six laps from the end. Eventual winner Jackie Stewart and team-mate Francois Cevert follow with Denny Hulme taking an inside line with the rest chasing behind. Below, Stewart drives on to his record setting 26th victory. The race was the fifth one-two victory for Ken Tyrrell's two drivers.

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

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RETURNING TO ZANDVOORT for the first time since 1971 the Dutch Grand Prix took place at the seaside circuit in July. Seen rounding the tight Hunzerung hairpin behind the pits (*above*) is a group led by Howden Ganley's Iso Marlboro, which has just inadvertently pushed Niki Lauda's BRM P160 onto the dirt on the inside of the corner. Pursuing Ganley is his team-mate Gijs van Lennep, Mike Beuttler's March on the inside of Graham Hill's Shadow, Roger Williamson, who later was killed in an accident, in his March, George Follmer's Shadow and Chris Amon's Tecno. After taking fourth place in the British Grand Prix, James Hunt drove to a first class third overall in the Dutch Grand Prix (*left*) driving Lord Hesketh's March. Below, Ronnie Peterson led the race in his Lotus 72 until ten laps from the finish when his gearbox and engine started to give trouble.



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



Well cool it.

You've decided to buy a Triumph.
Good decision. You've every right to be excited.
But calm down a minute, and look at the list of options.
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As yet, few other car buyers have the chance.
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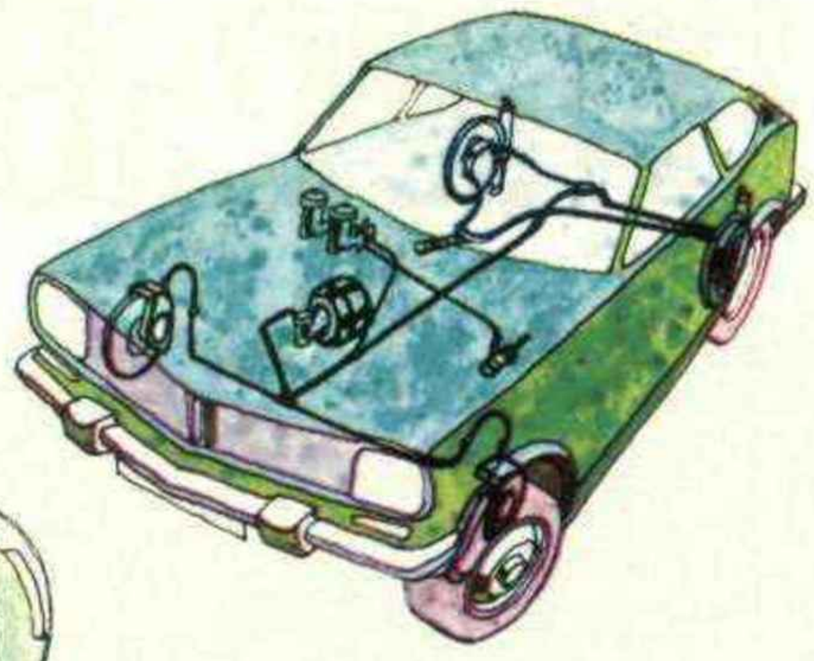
*Optional on 2.5 PI/2000 Saloons, Dolomite and Sprint, Stag.
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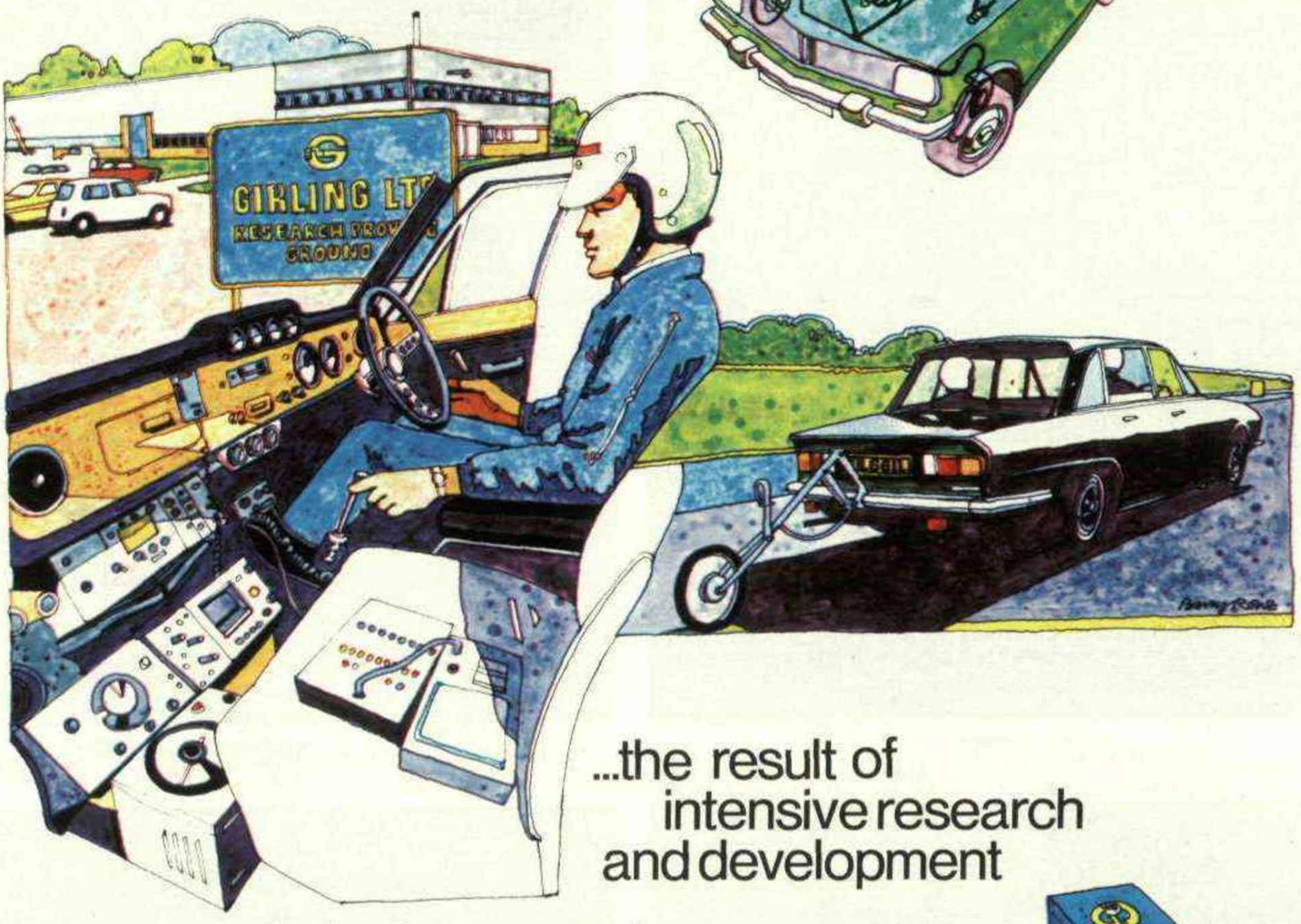
XXX Triplex

WATKINS GLEN ALL ACTION: Only in long-distance sports-car racing can Europeans see well drilled pitwork, an essential part of the winning formula. Americans at Watkins Glen were impressed to see the winning Matra-Simca drivers Larrousse and Pescarolo exchange places in 35 seconds, while the car is filled with petrol and the front wheels changed. *'Below:* Arturo Merzario's Ferrari leads Larrousse, a splendid effort which lasted 15 laps on a damp track. Merzario, a flamboyant and controversial character, was the fastest driver in the Ferrari team at the American race.



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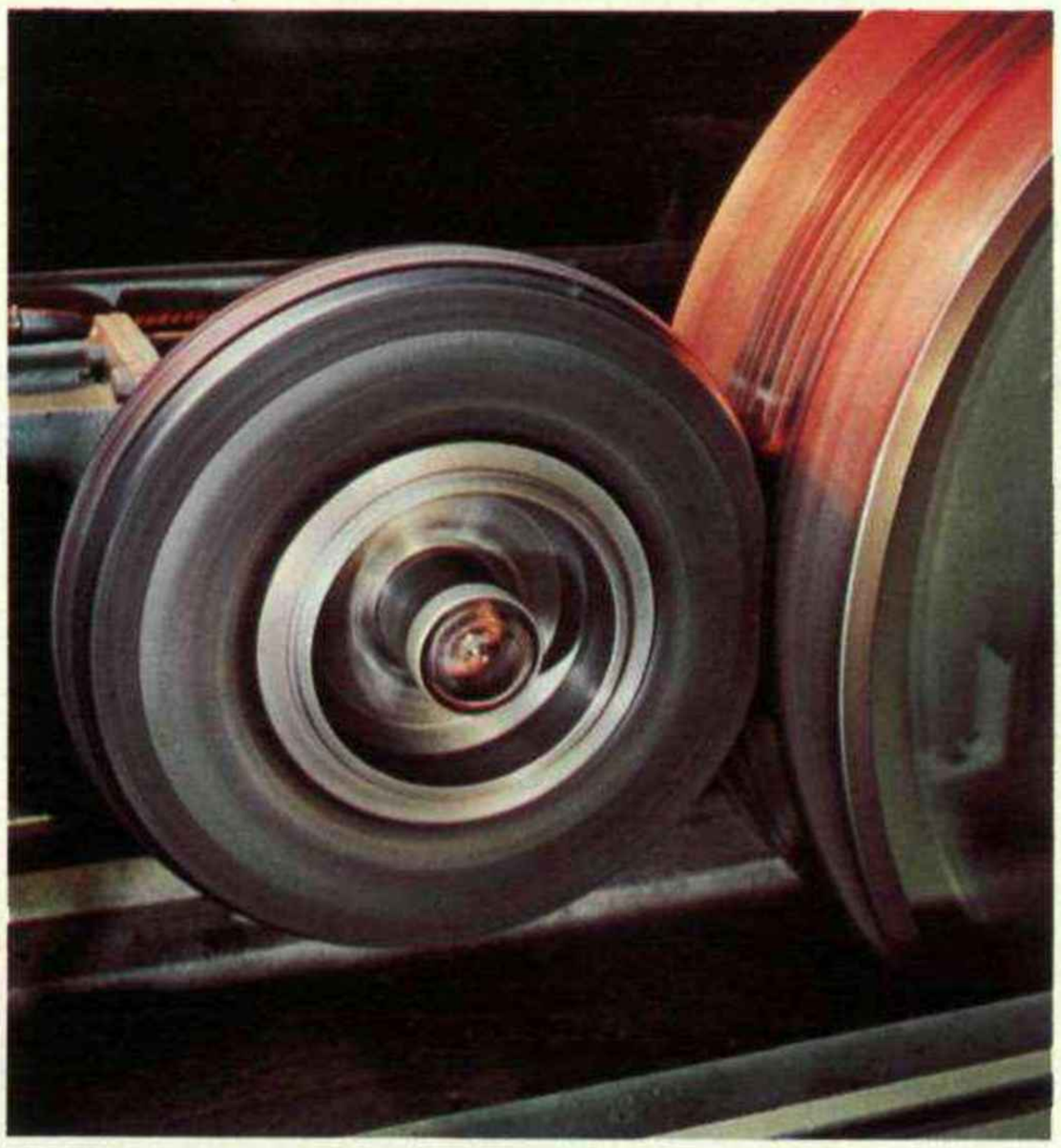
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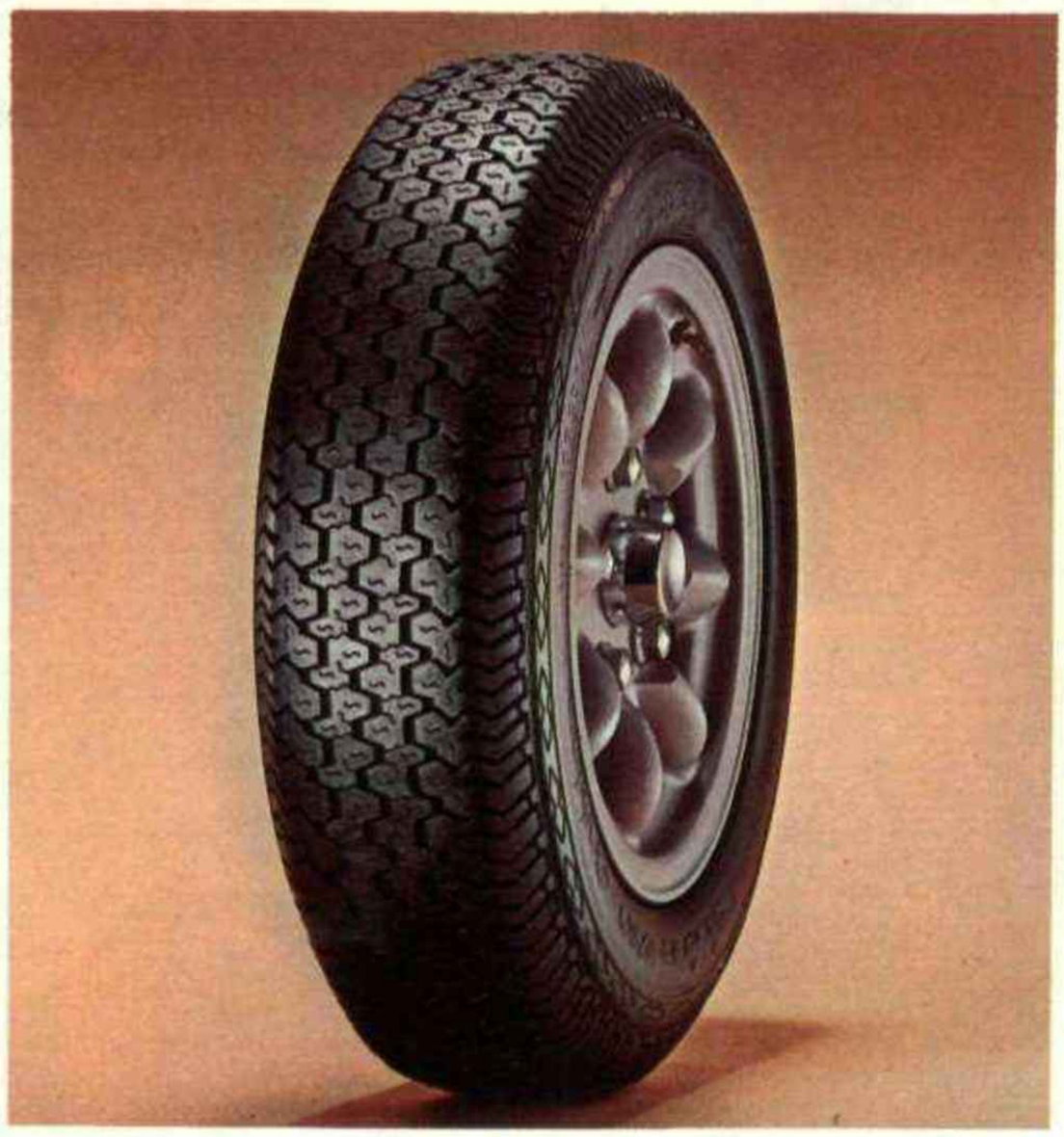
1964



1969



1971



1973

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



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Letters from Readers

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

Grit

Sir,

I see from Mr. Conway's letter that the "moaning season" has started. His ill-informed comment that surface dressing is ineffective has spurred me to reply. Surface dressing is not ineffective, its purpose is to waterproof the road surface, and more important, the road foundation. We could use neat tar just as effectively, but then he would moan because the surface would be very slippery—and sticky in warm weather!

The whole matter is one of economics. Tar-spraying and chipping is reasonably cheap and about three times as much road can be treated than with the next cheapest method. Why do windscreens shatter? Mainly for two reasons, toughened glass is cheaper than laminated glass, and motorists hurry to save time and time is money. I am not an advocate of this method of surface dressing and much prefer the use of machine laid coated materials—but then I am in an urbanised area where the return of rates is reasonably high per mile of road and more resources are available to me. I sympathise with my County colleagues who have miles of little used country lanes and very limited budgets to work with.

Both Mr. Conway and you, sir, ought to understand how we finance road maintenance before slinging brickbats. How roadwork maintenance *should* be financed is another matter. Just sit back and think what your rates finance—schools, sewers, libraries, parks, playgrounds, housing, street lighting, planning, playing fields, swimming pools, car parks, lay-bys, litter bins and collection, to name but a few—just think of land prices today and you will see what I mean about surface dressings! Or would you both prefer roads full of potholes upon which your springs (reduced to a minimum to save money) would break up?—it would mean we could save money by not having to provide speed limit signs!

I shall still continue to subscribe to your magazine as I have done for the past twenty years—I bear no grudges! I shall continue "Fiating" along surface dressed roads at sensible speeds, having heeded the warnings of loose chippings, for many more years, no doubt looking forward to the day when some beneficient authority gives me sufficient money to make all my roads perfect in one fell swoop!

Dawley, Shrops. J. H. COTTERILL,
Engineer and Surveyor,
Dawley UDC.

Belt Up

Sir,

I could not help but notice that on BBC1s "Robbie, In Search Of . . . . Performance" (July 4th, 8.50 p.m.), neither veteran reporters Fyfe Robertson nor veteran BSM High Performance Course Chief Instructor John Miles, wore seat belts whilst travelling in a Jensen Healey and a Jaguar V12 "E"-type which featured in this programme.

Why not?

In these days of incessant "Clunk-Click" propaganda, this strikes me as somewhat careless.

East Knoyle. A. G. H. HULL.

[It shows that individuals are not prepared to accept compulsion.—ED.]

Leyland Advertisements

Sir,

May I make a point regarding odd, and in my own example, misleading advertisements published by British Leyland, further to the three examples mentioned by "Curious" (July issue)?

It has often been mentioned in the Motoring Press that British Leyland persist in incorrectly positioning windscreen wipers on their cars, *i.e.*, pivoting the wiper-arms on the nearside, and thus creating a blind-spot on the top right-hand side of the windscreen (the driver's side). This valid criticism, incidentally, applies to most Triumphs, though not the Stag, and to all Marinas, although for a short time some Marinas had their wipers correctly positioned—but later they were all standardised back to front!

The real point of my letter is that in the recent advertisement showing a Dolomite Sprint lapping a test-track, the windscreen-wipers are shown to be pivoted from the off-side, *i.e.* correctly positioned for right-hand drive, when, in actual fact Dolomites have their wipers set up for left-hand drive!

Is this a photograph of a pre-production model, or has the photo been touched-up? Either way, it would seem that British Leyland are advertising a car as that car should be, but not as it really is, which seems misleading, if not dishonest.

One can put up with foreign imports not having their wipers adapted for right-hand-drive, BMW being an example, but if Fiat can change their wiper set-up on their export models, why cannot British Leyland standardise correctly for the home market?

Kingswinford. ROGER JOHNSTONE.

The British GP

Sir,

May I, through your columns, have an opportunity to publicly thank the Royal Automobile Club, Silverstone Circuits Limited, marshals and officials, for having made July 14th so memorable.

For reasons too well known, all those concerned with running the John Player Grand Prix were most thoroughly tested on the 14th, and I am sure I speak for the public when I say that their efforts are warmly appreciated.

Lastly, may I thank the drivers for giving us close and exciting racing in all the events.

Nottingham. MICHAEL HEPPNER,
Marketing and Sales Director,
John Player and Sons.

Sir,

My family and I visited the British GP at Silverstone. All being regular race-goers (at both home and abroad) we obtained tickets for the Woodcote Grandstand at a price of £4 per head.

During the morning's racing one of us remarked about the number of vacant seats, which we all found very surprising in view of the fact that we had been told that all Grandstand seats had been sold.

Immediately before the start of the GP the mystery was solved. The seats were to be occupied by John Player "special" guests. It was apparent from their conversation that they knew little or nothing about what was going on and the whole thing was just one big social occasion.

The matter does not stop there. Not possessing the intelligence to find their own seats (all clearly lettered and numbered incidentally) two of these "special" guests took it upon themselves to endeavour to forcibly eject me from my seat upon the pretence that the lettering was confused. Their error was pointed out to them, in no uncertain terms, and no word of apology was offered. All this took place during the first two to three laps of the re-start of the race, which to say the least, were exciting.

One expects this behaviour at Monza but not at Silverstone.

The question I would like answered is two-fold. Firstly, who are these so-called "special" guests and secondly, why is it that they should have the privilege of these seats when real enthusiasts are forced to stand because the seats have all been "sold out".

Highbury. R. W. DUNN.

The Zandvoort Tragedy

Sir,

For the third time I have just witnessed on my television set the sickening spectacle of a young man being burnt to death in a Grand Prix car, with people standing around apparently unable to help. Why? Merely because the car concerned had been involved in an accident after which it had come to rest upside down and on fire.

Surely it takes little imagination to realise that this type of accident is bound to happen from time to time, and with the modern Grand Prix car on which the only path of escape is through a ridiculously small hole in the top, the consequences are bound to be fatal unless the car can be righted in a very short time.

For heaven's sake how many more drivers must die like this before it dawns on organisers to provide all marshalling posts with a grappling hook on an eight-foot length of chain? Whilst not the complete answer, it is simple and cheap and would enable a car to be righted by people not necessarily wearing protective clothing. This would give an uninjured driver a chance to free himself, or at least make the cockpit area accessible with hand extinguishers.

To my simple mind, I am merely stating the obvious. I would have thought Bandini's accident at Monaco would have been sufficient to stir organisers into providing something along these lines. But to allow Siffert, and now Williamson to die in exactly the same way is surely unforgivable.

Crewe. E. M. BOURNE.

smash came in 1946, when his Lincoln Zephyr collided with a truck at a bend in the US-1 road, some 30 miles north of Franklinton. He died in hospital at Raleigh less than an hour later, a sad ending for a fearless and skilled, if reckless, driver. The only other car named in the book is a "crimson locomotive touring car", which followed Johnson along the desert roads as he trained for his fight with Jeffries.

In "Pride of the Peacock" by Sven Berlin (Collins, 1972) there is reference to a Crossley used by a gipsy in the New Forest in 1928, which should make the Crossley Register think, and to "a Harley-Davidson motorbike with sit-up-and-beg handlebars; an early twenties model. It had a high perambulator side-car into which we climbed". That was in Cornwall, not long before the war.

There is virtually nothing about cars in "The White Island" by John Lister-Kaye (Longman, 1972), nor would one expect there to be, for this delightful book is about working with Gavin Maxwell on an island in the Hebrides. Even this splendid wild-life book cannot entirely escape the motor car, however, and there is a worthwhile account of the author's night drive from the pollution of the Swansea Valley and the horrors of the steel-complex, to his new nature abode. He also mentions that in Scotland the car he used was "big and black and ponderous, but her capacious engine, when suitably encouraged, was capable of a remarkable turn of speed". It was a 1953 model which had run "an honourable total of 134,000 miles". Its fuel consumption over that considerable mileage was estimated as just better than 19 m.p.g. It was known as "Burgess", for "some illogical reason".

So what was it? We are told it had "old leather seats". Was it a Humber Super Snipe, or a Bentley? The fuel consumption better fits the former. Could the car's nick-name have had some connection with Burgess having designed the TT Humbers? A naturalist wouldn't know about that, you may say. But Gavin Maxwell, remember, owned a fast Maserati and may just possibly have seen the amusing thing about calling a Rootes Humber by that 1914-associated name. But stay! Burgess also had a hand in the design of the first Bentley . . . .

A grey Bentley Continental is mentioned in the espionage novel "The Legend" by Evelyn Anthony (Hutchinson, 1969). It must be one of the late James Young S-series cars, surely, as it had four doors? In the same book the Russians are quoted as using a smallish dark grey Zim with a supercharged six-cylinder engine which was capable of 0-120 m.p.h. in just over 60 sec.—over to our tuning expert!—W. B.

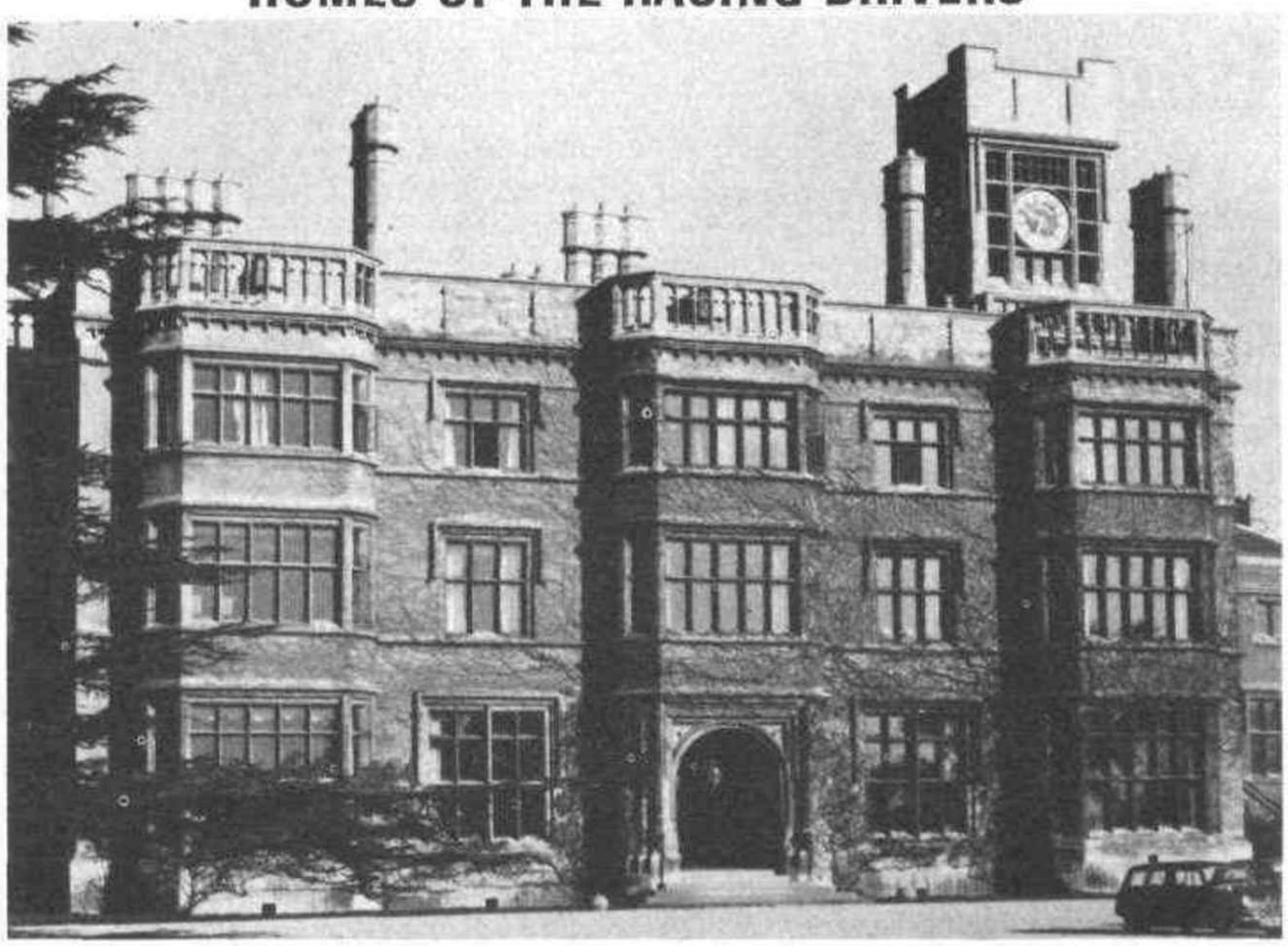
THE FORD RS2000

LAST month's road-impressions of this 2-litre o.h.c. sporting Escort did not include consumption data. The fuel consumption, including some cruising at 4,000 r.p.m. on a Motorway, came out at an excellent 31.6 m.p.g., which proves the merit of a big unstressed engine pulling high gear ratios. Oil thirst of the Pinto power unit was approx. 1,000 m.p.p.

DINKY TOYS, made by Meccano Limited of Liverpool, feature new road vehicles at frequent intervals. The latest are a fire-appliance based on the Land Rover so equipped and a road-grader. The former is complete with removable ladder, opening doors and bonnet and representations of hose reel, spotlight and roof lamps, etc. It is No. 282, the scale is 1/42nd, making it 4 11/16ths long, and it sells in the UK for 99p, VAT included. The road-grader, Dinky No. 963, is 9⅜ in. in length and costs £1.49. It does not follow any particular full-size grader.

Auto Replicas, 12 Chichester Close, Salisbury, Wiltshire have added a die-cast metal model of a bolster-tank short-wheelbase Brescia Bugatti to their series which already includes ERA, Maserati 8C and AC Cobra 289. The little Bugatti, just less than three inches long, is well detailed, with wire wheels, tied front dumb-irons, reversed ¼-elliptic back springs, bucket seats, spare wheel, fuel filler and hand-pump, etc. but it requires painting and presumably has automatic transmission! Strip mudguards are available for it. The price is £2.25 inclusive of UK postage. We are informed that the next model from Barry Lester will be a Healey Silverstone.—W. B.

HOMES OF THE RACING DRIVERS



This is where Richard Ormonde Shuttleworth, the last Squire of Old Warden, near Biggleswade, lived before the war, when he was not racing Alfa Romeos and Bugattis, flying in his light aeroplanes or collecting another veteran car for what is now the well-known Shuttleworth Collection. Shuttleworth was killed in 1940 *at the age of* 31 *while ferrying a fighter 'plane from France. In spite of repeated requests to the Bursar, we have been unable to ascertain how many acres surrounded the ancient mansion or what is its history. But the place was certainly vast, well able to swallow Shuttleworth's private aerodrome. The house now forms part of the Shuttleworth Agricultural College, which the amateur racing driver's mother Dorothy Clothilda Shuttleworth—we remember her taking part in pre-war Brighton Runs on her son's veteran cars—opened in* 1946, *in order to have young people still on the estate.*

LADY COMPETITOR

Continued from page 1019

She had no qualms about doing so, and duly competed, with a normal two-seater Gwynne. Apart from having to hold the gear lever in gear, she had no trouble and won the Ladies' Class, climbing in 1 min. 44.4 sec., which beat Miss Cory's Austin 20 by 11.4 sec. and Miss Vaughan's Humber 8 by 57.6 sec., so that she won both on speed and Formula. That was in the hill-climb.

Delighted with the result, the Gwynne fancier lent the car again in 1924. This time Denis Wakley had a 12/50 Alvis with which the smaller-engined Gwynne could not contend. At Porthcawl it seemed that Miss Halewood might still succeed, because the girl Wakley had nominated to drive his Alvis in the appropriate class did not turn up. However, Doris Heath, who used to drive a Darracq, was present and agreed to take the Alvis, and this was allowed. New to the car, Doris muffed a gear change but managed to beat the Gwynne by two seconds. At Caerphilly she again took the Alvis but was beaten by the experienced Miss Pink in her Aston Martin. Miss Halewood and the Gwynne were third, in the Ladies' class, with a time of 1 min. 35.2 sec.—the girl was improving! Public road speed trials were banned by the RAC early in 1925, so this likely lady racing driver had to content herself with ordinary driving.

She recalls some long runs, and remembers how deserted were the roads of the 'twenties. On one run they left Cardiff and the first person they saw was a policeman on the bridge at Gloucester. The Armstrong Siddeley Thirty was a very big car, considered too heavy for a girl to drive. Miss Halewood remembers the first long run in their second Armstrong Siddeley, which had the new side-wound inbuilt-jacks. When a tyre burst they had no idea how this functioned, even after consulting the manual, and neither had a passing farmer's boy. But another motorist stopped and showed them how simple it was.—W. B.

Book Reviews

"Modest Millionaire" by William Hywel. 344 pp. 8¾ in. x 5½ in. (*Gee & Son, Chapel Street, Denbigh.* £3.00.)

This is a very remarkable book, as enthralling as are most books about millionaires. It is the biography of the late Vivian Hewitt, by his medical advisor. Vivian Hewitt was a very rich man indeed, and an eccentric, which makes the story of how he conducted his remarkable life, virtually as a recluse in later years, walled inside his Welsh bird sanctuary, most fascinating. His story is written with sympathy, insight and understanding by his doctor. It will be of the utmost interest to nature lovers and those who study unusual personalities, but it has its place in these pages because Hewitt, whose wealth came from the Tower Brewery in Grimsby, was a pioneer aviator and a racing driver.

His outstanding aerial feat was a first flight across the Irish sea, in a Bleriot monoplane in 1912. The author's description of this captures the thrill and adventure of such early flights better than almost anything else I have read. At Brooklands Hewitt occupied shed No. 18, where he dealt in used cars and aeroplanes, repaired Bleriots, made wings, etc. He was employed by Singer's to drive their cars but I cannot trace that he gained much success; he apparently had a narrow escape on one occasion when a con.-rod broke and the car nearly overturned. He is said to have won a Montagu Cup Race, which he didn't, and one car he did race at Brooklands, a 15.9 White & Poppe, isn't referred to.

Hewitt's love of large, fast cars is emphasised by references to the 75 h.p. Targa Florio Bianchi with powerful Rushmore headlamps, in which he rushed to Rhyl when he thought his chance of getting his Bleriot first across the Irish sea was likely to be challenged. The book also refers to other cars—his 60 h.p. Daimler in which he acted as support mechanic to Valentine on his *Daily Mail* cross-country flight, a Fiat, and a Benz. He used to attend the French GP and he flew an Antionette at Brooklands, and had two Bleriots. He gained much fame for his pioneer flights over Rhyl and he flew at Llandrindod Wells, from the ground behind the Rock Park Hotel used much later by Cobham's Air Circus. He also attended an At-Home of Lord Northcliffe's at Sutton Place by air, flying over from Brooklands before the 1914/18 war. His cars are well illustrated in this book, but uncaptioned, giving the reader an exercise in identity. The racing Singer is depicted towing one of the Bleriots and another car is almost certainly a Napier, photographed, I think, on the hill at Brooklands.

The author confesses that he is unversed in mechanics and some of his spelling and references bear this out (including his incorrect estimate of the Brooklands lap-distance) but I nevertheless found the book most interesting, especially as Hewitt, late in life, retained his interest in things engineering. He had two 8-litre Bentleys, one a specially-tuned version said to give 265 b.h.p. (Lycett claimed 250 b.h.p.) and be capable of 127 m.p.h. Yet, his favourite means of transport was an old 30 cwt. Morris Commercial van, which caused rare scenes when this multi-millionaire arrived at hotels in it and tried to gain admission! Especially as he was addicted to dressing like his workmen. He had previously had a Model-T Ford van and in 1927 had bought the 1½-litre twin-cam Aston Martin which Humphrey Cook had raced in 1925. (This was bought by Dudley Coram in recent years.) He also had a 1929 blown 2-litre Lagonda which he gave away as scrap when the war came and after the war was over he used a very rough Vauxhall which he parked in a field. There was also a Talbot Ten. Then there were his meticulously-constructed 7¼ in. and 15 in.-gauge locomotives, his traction engines, a Fowler, two Garretts, etc., six in all, kept in perfect order, while a Robey hot-bulb paraffin engine is mentioned. There were many boats, which the book details.

One 8-litre Bentley was derelict in London when war broke out and both are known to the Bentley DC through the painstaking researches of Stanley Sedgwick. The rest of the fabulous Hewitt collection, embracing birds' eggs, coins, stamps, guns, stamps and objets d'art as well as engineering models and full-scale machines, was kept in complete confusion in the candle-lit house at Cemaes, to where the aviator and ornithologist returned from a very different home in the Bahamas to die.

"Modest Millionaire" is as remarkable as it is unusual and I would have been very sorry to have missed it.—W. B.

* * *

"The Sentinel—Vol. 1—1875-1930" by W. J. Hughes and Joseph L. Thomas. 320 pp. 8¾ in. x 5½ in. (*David & Charles Ltd., South Devon House, Newton Abbott, Devon.* £5.95.)

If the Foden was by far the best-known and perhaps the best of the over-type steam waggons, the Sentinel was the greatest and most prolific of the under-types (although it was also made as an over-type) and in later years it was a swift, sophisticated and well-braked steam commercial vehicle.

So a proper history of the famous company, which also made marine and stationary engines, steam fittings, tractors, railway locos, etc. is overdue. Now we have it, in exactly the form most Sentinel advocates would wish, with a great many most interesting illustrations, although the method of reproduction is not beyond criticism. The joint authors are masters of their chosen subject, with practical knowledge of Sentinels operated today, as well as the specialised knowledge required to collate the data available to them. Their first volume includes the Super-Sentinel and its derivatives but the new design of DG waggons will be dealt with in the second volume of this absorbing story.

The Introduction is by the late J. G. R. Woodvine, who, like his father before him, was Managing Director of "The Sentinel" at Shrewsbury.—W. B.

"The Compleat Traction Engineman" by E. E. Kimbell. 144 pp. 9¾ in. x 5½ in. (*Ian Allen Ltd., Terminal House, Shepperton, Middlesex.* £2.50.)

There have been a great many books about traction engines but this one aims to sort out the technicalities, the different types and how they were used. It is rather more than just a beginner's book because there is a discussion about which were the best engines in the different classess, the origins and development of the various manufacturers, driving methods and so on. While there is not a great amount of detail this is an excellent "sorting-out" book and one which will tell even confirmed traction engine enthusiasts more than they might imagine it would contain. I found the chapter on "Sorting Them Out" particularly rewarding, as the author's opinion as to which were the leading engines in their respective classes.—W. B.

* * *

IPC Business Press Information Services Ltd., Neville House, Eden Street, Kingston-upon-Thames, Surrey have published for £1.50 a very useful guide to nearly 18,000 garages which operate to a strict code of conduct. It is used in conjunction with the MAA and the Scottish MTA and should be a considerable help to those fed up with poor repair work and inflated charges.

CARS IN BOOKS

SPOTTING "Black Champion" by Finis Farr (Macmillan, 1964) in the local library, I read it to see whether it contained any reference to the mysterious Edwardian Austin, believed by some to be a 1908 Grand Prix Austin, which the negro boxer was said to have owned. It did not, but there was quite a lot about the World Heavyweight Champion's motoring exploits. He had a weakness for fast cars and was involved in a number of accidents. Around 1904 Johnson bought his first car, and it is recorded that subsequently he had six bad accidents and appeared in Court on traffic charges at least 20 times.

Some of Johnson's cars are described as "racing cars" and his superb reactions apparently enabled him to get the best out of them. But he was "arrested for speeding in his scarlet racing car at Twelfth Street and Michigan Avenue in Chicago, before his fight with Jeffries. A picture of this incident shows a road-equipped car which I would have thought might be a Maxwell or a Flanders but which has a scrip across its radiator which appears to read "Fryberg". Later, in London, Johnson collided with a taxi in Wilton Road, near Victoria Station, but he had a much worse accident early in the First World War, when his car crashed over an embankment between Asnières and Boulogne; although no-one was hurt and he drove on through crowds of military traffic to the port. He also went off the road in Connecticut in 1924 and escaped from a crash at Benton Harbour, Michigan, in 1925. He apparently contemplated professional motor-racing but received no encouragement. A really bad



1955 3·0 litre Mercedes Benz 300 SL

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.

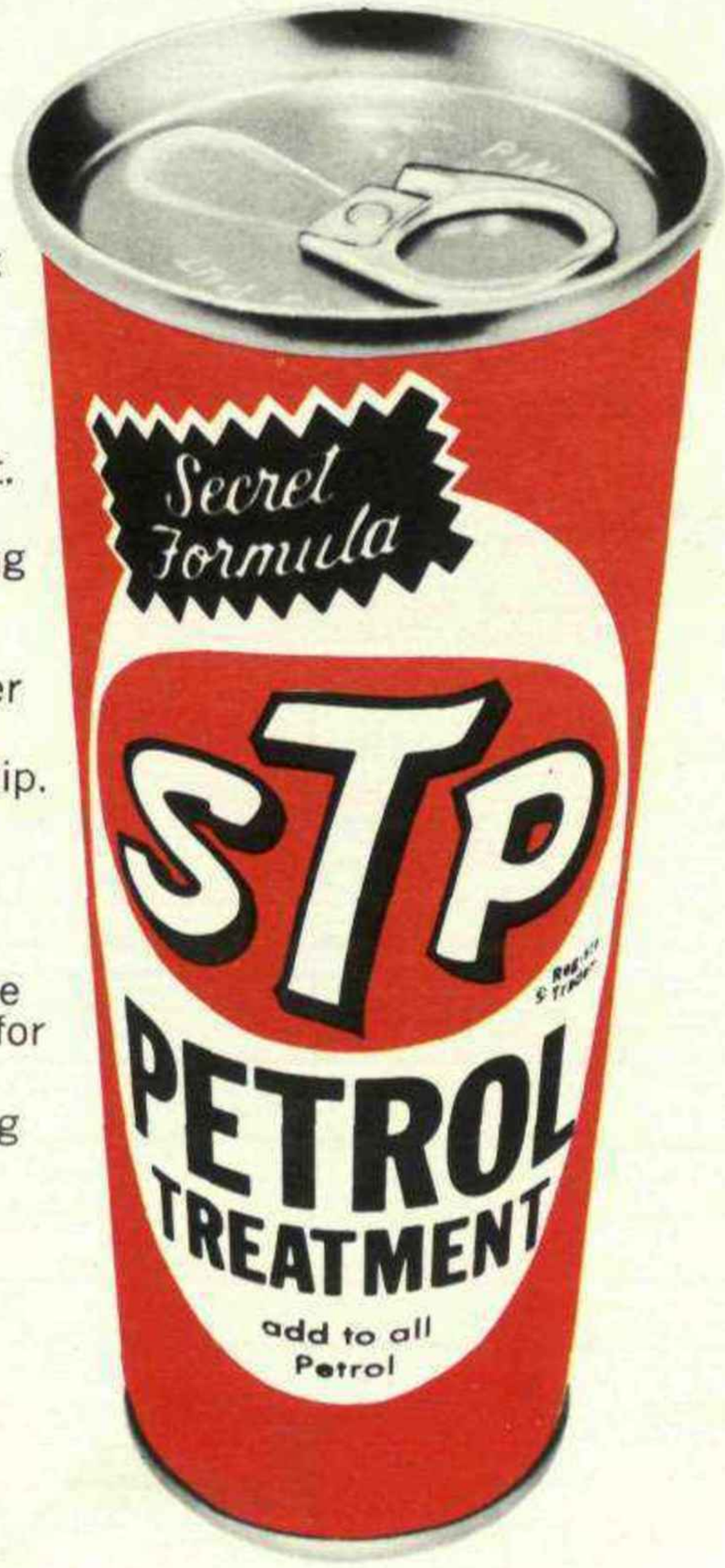
And, for a really quick tune-up, here's a tip.

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.

STP



Zandvoort: Professional View

Sir,

I am writing in response to the numerous articles in the Press since the tragic death of Roger Williamson at Zandvoort.

Firstly, praise must be given to David Purley. But it must be pointed out that the current recommendations given to marshals are first to extinguish the fire and then to release the trapped driver under medical supervision if necessary. This is to ensure that the risk to the driver is minimised.

Secondly, the use of fire-proof suits. Whilst it is very desirable for fire marshals to wear fire-proof overalls such as those worn by drivers, these are not really necessary. Covering the body with clothes made from non-flammable fabric such as cotton or wool, wearing gloves and stout shoes and preferably a helmet with visor and face mask, is quite sufficient to get within 10 feet of a large fire, at which range fire extinguishers are effective. As already stated, the first aim is to put out the fire, therefore the personnel who will subsequently release the trapped driver may wear less fire-resistant clothing.

Thirdly, there have been a lot of rumours about proposals to use fast cars and motorcycles with sidecars equipped with fire extinguishers. These seem rather excessive. By using thoroughly trained personnel placed at close intervals around the circuit, the desired speed may be achieved. The use of fire tenders as back-up vehicles is to be recommended. The accidents at the British Grand Prix demonstrated the effectiveness of this method.

Finally, vast sums have been spent on improving circuits and the cars themselves. Surely the time is now right for money to be channelled to marshals for more training.

High Wycombe. RICHARD PERRY.

PRO, British Motor Racing Marshals Club.

Stewart at Stowe

Sir,

With reference to your paragraph on page 868 of the August MOTOR SPORT, in which you stated : "After 82 practice laps you would have thought Scheckter would have learnt how to take Woodcote Corner at all speeds and from all angles."

May I please state that I also feel that after 112 practice laps you would have thought Stewart would have learned how to take Stowe Corner! After all, he has been at it a bit longer hasn't he?

Exeter. (Mrs.) M. S. DREW.

Anti-Compulsion

Sir,

I appreciate your publishing a correction *re* my Austin 7 in the VSCC High Speed Trial, V-E-V Odds and Ends August issue.

May I add my support to your attack on regulations to force us to wear seat belts, etc. Although I do agree with seat belts and have been saved from a sore head on one occasion, many people do not feel comfortable and feel claustrophobic. Neither produces good drivers nor passengers. How you police it I don't know.

As for the police-advocated Nazism, the idea is horrific and surely not acceptable outside Russia. We all make mistakes from time to time and many are best forgotten, not dragged through courts. In fact a warning from a policeman can be a lot more salutary than being taken to court. Let's return to common sense and a little more flexibility in the interpretations of the law.

Great Horwood. CLIVE HAMILTON GOULD.

Invicta in Nassau

Sir,

Some twenty-odd years ago, when the writer was assembling a British and European radiator-badge collection, it was learned that a crashed Invicta lay "behind someone's house in Nassau". It was rather a long-shot, but I needed that *marque* and so flew over to the nearby island in hopes of securing the badge.

Contrary to the way these leads usually end up, I did find the car . . . and its badge is in my collection today. The car was the NCL model and had lain derelict in the open for all those years since its accident.

I have long thought that this island was a strange place for this car to have been. Now . . . and this is the reason for this letter, in "Cars in Books", June MOTOR SPORT, you mention a reference to "the elderly car that Lord Beaverbrook had in Nassau". It is interesting to think that perhaps these facts concern one and the same motor car.

Miami, Florida. ROBERT B. GEGEN.

PS.—*Re* the Essex pictured on page 608 : the year is 1927. Body-styling was changed for 1928. This model was the famed "Essex Coach", their name for the two-door sedan. It is correct that the bumpers and trunk are added accessory items.

Sleeping Policemen

Sir,

I feel that perhaps I may be able to put your European Correspondent's mind at ease by shedding some light upon the subject of the so-called "sleeping policemen" which he encountered in Austria (see European Letter, August 1973, p. 887).

I was motoring in the Vienna district in June and, as D.S.J. so rightly says, these wretched ramps were everywhere, particularly on minor roads into villages. Incidentally, I discovered my first one at night and at rather more than the prescribed speed, and I can assure you that thereafter they were treated with the utmost respect.

Their purpose, however, I think was to disinfect the tyres of vehicles, probably to prevent the spread of some sort of animal disease. I remember similar, but not such stringent precautions, being taken on some roads in Gloucestershire during the serious outbreak of foot-and-mouth disease a few years ago.

A number of these ramps just to the east of Vienna were in fact manned by very much awake policemen complete with sentry-type boxes. Every vehicle passing through was ordered to stop and all occupants asked to dismount and stamp around in the sawdust mixture (surely not a new fiendish Austrian punishment for speeding). As you can imagine my car was soon well-and-truly disinfected inside as well as out.

An enquiry to one of the policemen was not all that informative. His answer was a single word, "Schwengel", which to my suspicious mind sounded rather rude : recourse to the dictionary translated it most unhelpfully into English as "pump handle". Allowing for local dialect, however, a further search produced a similar sounding word which meant "to impregnate". This, I think you will agree, gives a clue as to their function.

Cheltenham. S. A. CARELESS.

Imeretinsky's Roesch Talbot

Sir,

I was very interested to see in your review of the book "Waves—Wheels—Wings" the reference to Imeretinsky and his Bentley and Roesch Talbot 90 (PL 263).

I bought the latter from him for £295 and ran her in the first of the RAC Rally series, where we came in 15th out of 365 entries. The 1932 Rally was the one where there were three tests at Torquay, and one of them involved 100 yards in top gear without slipping the clutch. I well remember rolling along with three hard, three soft plugs to record 2.3 m.p.h. on the 7.5 compression sports engine and how we cheered when some of the 15 Daimler V12 entrants stalled their engines!

Donald Healey's Invicta "Roller Skate" won the Rally, and his slow-running test on top was about 1.6 m.p.h., with fastest acceleration of 7.6 sec. to the four equal 2nd in 8.0 sec.

Haslemere. DONALD MONRO.

Citroen GS 1220 Club

Sir,

Having read various reports in the motoring magazines and newspapers about my model of car, I thought I must write and report my experiences, which I gladly do.

I have had the car since new in January this year and to date it has travelled trouble-free 11,856 miles. It is a thorough delight to drive with its magnificent brakes, steering and excellent ride/roadholding. The oil consumption is 1 pint between services: on holiday in Spain it did (in a temperature of 90°F some days) 3,200 miles in six days on 1½ pints. It will do 100 m.p.h. without too much effort, but best of all is the fuel consumption; on a recent Sunday I drove to Bournemouth and back *via* London Airport, total mileage 358 miles, on nine gallons!

I did not subscribe to your excellent magazine when you did a road test on the GS, if you did one at all, so do not know what you said, but some motoring papers did not seem to like it too much. I think it is far and away the best value in this country.

Redditch. P. S. LOWE.

More Jargon

Sir,

Gaining as usual much enjoyment from D.S.J.'s remarks in the August issue of MOTOR SPORT and in particular his remarks about the motorcycling fraternity's current jargon and brand names thereof, it does seem curious how successive generations retain their own pet turn of phrase.

My own particular favourite—current in the early fifties—is the expression "full hole" whilst my father, who did his share of two-wheeling in the twenties, still refers to "having the taps wide open". There are many others—another favourite being "foot in the Amals" used by Denis May in describing the exploits of a certain Clive Lones who did things with Morgan trikes and was, I believe, the first three-wheeler driver to be credited with a 100-m.p.h. lap at Brooklands —but this is digressing.

Perhaps as a change from "My Ideal Pair" a little pursuance of readers' favourite "jargon" (a horrible word) might prove evocative.

On a different track entirely—what better tribute to the late Parry Thomas than Owen Wyn Owen's efforts together with those of his helpers. There must be some worried accountants somewhere, but don't please ever mention the cost as it would quite spoil the picture.

Finally, may I endorse the remarks of your correspondent R. A. Chasmar regarding Old Car Freedom. My wife, small son and self participated in the Morris Register trip to Belgium and thoroughly enjoyed the experience—as did many others. And that is what it's all about—the fun is still there but one has to dig a little deeper or travel a little further to find it.

Solihull. JOHN COX.

What's in a Name?

Sir,

D.S.J. sparked off an entertaining train of thought in suggesting British names for British cars.

Striving to suit the name to the car while avoiding those names already hallowed by association with "those we have loved", like Brooklands and Silverstone, how about:

The Austin Ashby de la Zouche, the Bentley Birkin, the Bristol Beaulieu, the Clan Campbell, the Daimler Donington (they'd have to resurrect the sporty Dart for this one), the Ford Fawkham, the Gilbern Glamorgan, the Healey Hawkstone, the Lotus Lydden, the Morgan Malvern, the Reliant Ripon (well, they do!), the Rover Royal Berkshire, the Rolls-Royce Rest 'n' be Thankful, the Sunbeam Seagrave, the TVR Thruxton, and why not the Marcos Motor Sport?

If the trend spread to the Continent we might surely expect an Alfa Romeo Ascari, a Ferrari Fangio, perhaps even a Mercedes Metzgesfeld. The VW Wolfsburg would be a natural, and what concessionaire could resist naming his import the BMW Boddy?

Staines. R. A. HEBBERT.

Remembering Mantovano-Volante

Sir,

Although always a great admirer of MOTOR SPORT, I fondly believed as I collected last month's shiny new copy that this admiration would inevitably be mingled with self-congratulation. That the motor magazine I favour above all others would naturally confirm my good taste by printing an article "In Memoriam" of Tazio Nuvolari who died at Gardone Riviera, Italy, August 11th, 1953; 20 years ago.

Imagine then my astonishment and consequent profound dismay when careful scrutiny yielded not a single mention of motor racing's most unforgettable (sic) exponent. Not one line of acknowledgement or tribute to the man who above all others, by almost supernatural skill, bravery and breathtaking *elan*, transmuted the science of our sport to sheer art.

It is absolutely certain that unless some suitable redress is made for this unaccountable lapse, countless subscribers to your magazine throughout the World, those to whom the merest mention of "Il Mantovano Volante" is sufficient to produce a lump in the throat, can never again view it with the same degree of respect and devotion.

I await September's issue with interest.

Redditch. JOHN T. TRUSLOVE.

[MOTOR SPORT published an obituary in its September 1953 edition and a biography in the October 1953 edition.—ED.]

Another Reliable TR6

Sir,

Like Mr. Kimber in your August edition, I also purchased a TR6 from the TR Centre. At the time it was eighteen months old and had done 21,000 miles. Last month it passed its first MoT with 35,000 on the clock. During this time it has consistently failed to go wrong!

I have changed the oil at 3,000-mile intervals and all the filters at 12,000 (*i.e.*, 33,000 on the clock). The only spares I have purchased consisted of a rear suspension bump stop (30p + VAT) and an exhaust strap (2p — pre-VAT).

The fuel injection has always worked perfectly except once when an injector became blocked and I had to blow it out with a blast of air from a foot pump.

I feel that this sort of reliability not only reflects credit on Triumph, but also on the TR Centre in their selection of second-hand cars for sale, and their pre-sales preparation.

Redbridge, Ilford. D. G. MADDISON.

[This correspondence is now closed. Our Tuning Editor assures me he will write the final word on the TR6 subject when he has completed a few thousand more miles in his sadly unreliable example.—ED.]

Tyre Sizes

Sir,

It is surprising what singular facets of the motoring scene can come to light even after a good many years' driving ezperience. In my own case recently, after replacing the front tyres of my car with Goodyear G8, "Super Cushion" 5.90 x 15 in. crossply covers I immediately noticed that the new tyres were appreciably smaller than their predecessors—crossply 5.90 x 15 in. India "Autoway". Having retained the discarded tyres a comparative measurement disclosed that the worn India covers still possessed a rolling circumference of 81 in. whereas the new Goodyears, full tread thickness and all, gave a reading of but 79½ in. Doubtless this discrepancy will increase with wear. Neither make of tyre incidentally, has any seeming claim to low profile or other special side-wall variation.

In correspondence with the company Goodyear confirm that their G8 5.90 x 15 in. covers are smaller than the equivalent India tyre but assure me that their product complies with standards laid down for the industry in the UK and most European countries. They also cite "casing growth" as possibly increasing the dimensions of an old tyre although 1½ in. here seems pretty fantastic to the layman at least.

Belonging to a one make car club I have mooted the subject of tyre sizes and a fellow member has found that Firestone covers are similarly under-sized whilst a number of other makes are, again, up to 2¼ in. larger. The following are some of the queries that come to mind:

What is the possible effect on a car's stability should a new, comparatively large size cover find itself fitted opposite a worn, smaller "equivalent"?

Does this discrepancy in sizes extend to other gauges of tyre, both cross-ply and radial?

Will the smaller cover prove as durable as its larger counterpart?

Does the manufacturer of relatively small tyres obtain a bonus *via* the number of covers he is able to produce from a given amount of rubber mix?

Why is it necessary to produce comparatively smaller tyres? (One excludes low profile and other special designs from this question.)

It would be re-assuring if an independent expert could dispose of these misgivings.

Thus, all other things being equal (and there is no reason to suppose otherwise) it appears pointless if not downright foolish for a motorist to purchase tyres that are dimensionally inferior and not necessarily cheaper than alternatives that may be had for the asking.

Orpington. K. H. DAWS.

Zandvoort

Sir,

I feel it is time I put pen to paper to complain most bitterly about the fire fighting arrangements at the Dutch Grand Prix. It was painfully obvious that the marshals present at the scene of Roger Williamson's crashed March had very little or no idea at all what to do in such a situation. On the televised coverage of the circuit I saw only one fire extinguisher, the one that driver David Purley ran to the other side of the track to get. As the marshals ran over to the blazing car they seemingly left that one extinguisher behind. It was sickening to watch these marshals who turned out in sports coats etc. with not one piece of fire proofed clothing seen amongst them for at least five more minutes until the fire truck arrived.

David Purley put up a fantastic fight to try and free Wiliamson but was on his own. This must not be allowed to happen again, these marshals at Zandvoort should have had more experience and adequate fire fighting equipment on hand to cope with this, and as a result of their lack of knowledge and equipment another driver is dead.

I add my deepest sympathy to Roger's family and friends.

Murston. R. C. ALGAR.

[This is but one of scores of similar letters we have received.—ED.]

A Sixty Mercedes

Sir,

I was most interested in your comments on the 1903 60 h.p. Mercedes now owned by Peter Hampton.

It was, as you say, "unearthed" by Ernest Martin, of Friary Motors, Old Windsor (I saw him a year or so back, when he was living at Blackheath). How he traced the thing, in Ireland, I can't now recall, but I don't think he ever actually owned it . . . he borrowed it from its Irish owner. The car was shipped to England (Tilbury or London Docks, can't remember) and towed down to Old Windsor. The story was, so far as I can recall, that it had been in use until about 1908, when its scroll clutch was removed for use on a later Mercedes. Thereafter it languished in the garage, though its engine was supposed to have been started around 1918!

The igniters were cleaned up; the l.t. mag. was removed, despatched for renovation and replaced; some fuel was squirted into the cylinders by way of priming. And on the first swing she fired, and on the second she ran . . . steadily and well. There remained the problem of the scroll clutch, and Martin wrote off to Stuttgart to enquire if they could dig out any old blue prints showing precise details. Mercedes replied promptly, sending

the blue-prints and offering to supply a spare from stock! This in about 1930/31 for a 1903 car! However, the price demanded was astronomical, and it was cheaper to have a scroll made up over here. Once that was installed, the car went like a bomb, albeit a most tractable and gentlemanly bomb. In fact more than once I went shopping on it in Windsor ,and indeed I once even slept in it, the night before a race meeting at Brooklands when we'd been working late. And I was one of a happy gang of five passengers who accompanied Martin in it when he drove it in a Mountain race at the Brooklands August meeting in 1932 . . . with little succes, for it overheated (too many passengers?) and wasn't placed.

From Martin it passed into the hands of Anne Selsdon and, driven by Peter Mitchell-Thomson (later Lord Selsdon) figured several times in the London-Brighton run. I'm sorry to hear it then got into such a bad state, but it is good to hear that it is now restored and cherished.

London, N6. ROLAND KING-FARLOW.

Common Market Comments

Sir,

I am a British subject living in France, and I always look forward to receiving my monthly MOTOR SPORT.

I have just received my August edition and was very interested to read of D.S.J.'s experience with the Germany/Denmark ferries.

I have just returned from a holiday at home in England and unfortunately I had forgotten to bring my English cheque book with me. I didn't make my reservation for the return journey in France, because at the time I wasn't sure when I was coming back and from which port. I eventually reserved a place on a night boat from Newhaven, and arrived there with very little Sterling. I enquired if I could buy my ticket with either a French cheque or French Francs. The reply was negative, I had to cross the hall and change French money into English (Cooks taking a cut on the way, naturally) and then buy my ticket!

Yet in the French port, I have before now bought a ticket with an English cheque.

Personally I've been in the Common Market for the last five years and I'm still waiting for my compatriots to catch up.

Also whilst in England I enquired if I could insure my English registered car with a green card for six months, but the insurance company quoted a ridiculous price. In France on my return, my French insurance company raised no objections to insuring an English registered car (for as long as I wanted), and in France you get a permanent green card whether you ask for it or not. I thought England was supposed to lead the world in insurance.

Continue to produce good unbiased reading (a rarity these days).

Boissey le Chatel. DAVID G. F. PALMER.

EEC Restrictions

Sir,

In a recent issue of MOTOR SPORT, I have seen reference to previous correspondence and/or articles concerning the problems of motoring in older vehicles in the EEC. I expect this refers to problems of registration, bloody-mindedness of the authorities and so on.

I have my own recent experience of these problems as, being now a permanent resident of France, I wished to import my 1939 4.3-litre Alvis into the country and put it on normal French plates. This presented no problems to the customs authorities, but for the licensing office this is altogether another matter. I am informed that, no matter how good the car may be, or how closely it may conform to the regulations, it cannot be registered unless another identical model is first tested to destruction, as it is a series produced car and no other models of this type have yet been approved by the French authorities. This is despite the number of totally decrepit "traction avant" and even certain common varieties of pre-war English car, e.g. Austin 7, which are all merrily sailing along the streets of Paris because one of their ilk had the good fortune to be imported before this silly rule came into force.

Paris. BRINSLEY BEST.

The Brooklands Society

Sir,

My attention has been drawn to what I can only assume to be a printer's error on page 883 of the August copy of MOTOR SPORT—The membership of this Society now exceeds 500 and is rapidly increasing.

New Haw. J. DUNN,
Secretary, Brooklands Society.

Good for Birmingham!

Sir,

After stating that ". . . the main street of Geraardsbergen was closed, to enable the vehicles to be parked for a thorough inspection by the local inhabitants", Mr. R. A. Chasmar of the Morris Register, poses the question, "Which town in England would be willing to do that"? (August MOTOR SPORT, page 917).

The answer is, "Birmingham". In July, for about the last ten years, the portion of Newhall Street, passing the Birmingham Museum of Science and Industry—one of the central streets—is closed for the VMCC Annual Tour of Birmingham. After the large entry of veteran and vintage motorcycles and tricars have completed a tour of the outskirts of the City—in fact the Outer Circle Bus Route—a Concours de Elegance is held in Newhall Street. The Museum is open all day, and the number of exhibits—ranging from veteran cars to John Cobb's Napier-Railton—plus steam engines and a wide variety of engineering items—provides ample interest for visitors.

The Museum Authorities of this very progressive city, also hold an annual Steam Engine Rally in Newhall Street, and, as far as I know, is probably the only Museum in the world to run its large static collection of steam engines on live steam.

Many will regret that the Television Authorities ignore the "school boy" in so many of us, by ignoring such activities as these.

Carmarthen. PHIL SMITH.

BL Policies

Sir,

I have just been looking through the Austin "Allegro" sales literature and see that British Leyland make a great song and dance about all the "extras" that are included in the specification. I wonder who does their policy planning? Many of these items, which are "thrown in" on the more expensive models, I would personally rather be without and yet seat belts, without which you cannot legally drive the car, are still extras! I am sure I'm not alone in saying I would not buy one of these cars unless the dealer would fit a circular steering wheel for nix. I wonder who dreamed that one up! Yet they still hang on to one of the most niggling irritants to buying a car; the delivery charge. I wonder how many sales they have lost to Ford on this score alone.

As a matter of fact I run a couple of British Leyland cars, although they were both made in Abingdon. They have both been "Downtoned" and both give immense pleasure and satisfaction. Soon after I got the "B" GT, many years ago, I wrote to Mr. Enever and suggested that it would be greatly improved by a bit more power, which I felt sure it was strong enough to take, and suggested he fitted the 2½-litre Daimler V8 engine; instead of which the MG-C appeared, with that heavy old iron engine completely upsetting the balance of the car. However, now that Ken Costello has shown them the way and done the development work for them, they are, at long last, using the 3½-litre Rover V8 unit, which should make it into the car I have been waiting for for the last six years.

Crowborough. R. BAILLIE.

Tasty Tailpiece



[*Photo by Graham Griffiths*]

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FOR SALE

ALPINE MK. V, 1968. White, hard-top, soft-top; tonneau; overdrive; wireless; 49,000 miles. Two owners, licensed Dec. £500 o.n.o. Tel.: Ham Street 2248. (1907

1948 1½ RILEY R.M.A. Engine as new. Good bodywork; MoT. Plenty of spares. £175 for quick sale. Tel.: High Wycombe 32652. (1908

FORD SAVAGE GT, Mk. III Cortina, 1971; 2 door shell, pacific blue; light tan interior; radio, stereo; electric aerial; tinted screen. Supplied new by Jeff Uren. Mileage now 18,000. Superb condition, £1,250. Part exchange considered. Further details, Tel.: Godalming (Surrey) 4445. (1910

MERCEDES BENZ 190C, 1965. Light blue. Taxed for a year and in excellent all round condition. £550. Tel.: Swindon 4372. (1913

ALFA ROMEO GTV 1750. Autodelta tuned stage 2, engine, very fast car, beautiful condition. Fully prepared; "L" reg.; l.h.d.; year MoT. £1,250. Tel.: Southend 711011 (daytime), Tilbury 2188 (evenings). Must be seen. (1914

PORSCHE 911, 1967. "S"-type gearbox; brakes; steering wheel; alloy engine. Completely rust free; genuine 30,250 miles. White, black trim, performs like new. Nearest £1,425 . Tel.: Southwold 2311 (Suffolk). (1915

1948 ROVER 75. Recellulosed; retrimmed; new headlining, good running order. £250. Tel.: Paignton 55161 (during office hours). (1916

MG J2, 1932. Red, super condition with swept wings; new hood/tonneau. Original o.h.c. engine. £590. Tel.: Reigate 47143. (1917

TR4A, 1967. Royal blue; o/d; w/w; two owners only. Above average condition. £630. Tel.: Borough Green 3115. (1918

ODD 999. LOTUS Elan, 1600. New engine fitted; 2,000 miles. Very good condition. Price £625. Box 4041. (1412

TRIUMPH GT6, July 1972. Red, one owner; 12,000 miles; overdrive; rear seat; h.r.w.; alternator; 5½Js; Michelin ZX; undersealed, full service history. Superb car in immaculate condition. £1,200. Tel.: Coggeshall (Essex) 61690 or 61258. (2025

1972 MG-B Roadster; blaze; overdrive; wires; five new ZXs; tonneau; tow bar (towed trailer tent), well maintained. £1,220 o.n.o. Tel.: Hampton (Cheshire) 217 (after 5 p.m.) (2026

BENTLEY MK. VI, 1950. Rolls Regal red. £250. Tel.: Dudley 58474 (daytime). (2027

TWIN-CAM ESCORT, 1970 "H" reg. Immaculate. No competitions. Offers around £800 or part exchange 1000 or 1275 Mini. Kerrison, "Wear Garth", Croxdale, Durham. (2028

SUNBEAM TIGER. Mileage 40,000. Long MoT; good condition. £595 o.n.o. Exchange considered. Tel.: Crewe 56669. (2029

MK. VI BENTLEY. Sound mechanics; well shod. Interior reasonable; bodywork needs some attention. MoT May 1974. £350. Tel.: 021-777 2886. (2031

MG TD, 1951. Resprayed, rewired, reupholstered; chassis and mechanics completely overhauled during past twelve months. Outstanding condition throughout and very original. Viewing for comparison strongly recommended. £1,100 o.n.o. Tel.: Littlewick Green 4170. (2032

ALFA ROMEO 1937 Pescara six cylinder, 2,309 c.c. coupé in excellent general condition with many spares. Owner transferred abroad. Rare model offered at £1,250. Buxton, Little Ickford, Aylesbury, Bucks. Tel.: Ickford 270 (Oxford exchange). (2033

FOR SALE—continued

1961 MG-A. R.h.c., stored and restored over three years, now in really good condition, goes well; Long MoT, taxed. Small crack in front screen. Offers around £350. Tel.: Waltham-Cross 34266, ext. 32. (2035

MG-C ROADSTER in immaculate blue. Two owners (lady for last 2 years) and fitted wires, good radials; radio; tonneau, etc. Only 26,000. Factory underseal plus "ML" treatment and service history; taxed, MoT'd. Stork affected owner, Janet Weston, Tel.: Sheffield 53661 anytime or call, 3 Brentwood Road (and bring £650). (2036

ALVIS TD21 (1959) metallic blue; automatic saloon; maintained regardless of expense, £775. Also Alvis TA14 (1948), aluminium bodied shooting brake; exceptional mechanical order. £375. Tel.: Cambridge 54380 and 860029. (2037

MG-B 1963. Wire wheels; o/d; oil cooler; new rear springs; swivel pins and bushes; clutch; good condition. Long MoT, £275 o.n.o. Also MG-A 1600 MG-B engine; wire wheels; oil cooler; long MoT. Good condition. £330 o.n.o. Tel.: 01-440 5729. (2038

MG Y-TYPE saloon; 1¼-litre, 1951. (Marjorie must sadly go). Full history; engine rebuilt; resprayed maroon; heater; radio; workshop manual; spares; MoT to July 1974. £325. Mr. Harper, Tel.: Bourne End (Bucks.) 22544. (2039

MG TC, 1947. Excellent original condition, very low mileage, virtually one owner, complete mechanical rebuild by qualified engineer owner; recellulosed; new hood, tonneau and carpets. Fog and spots; carrier; radio; excellent tyres etc. £995 o.n.o. Tel.: Leighton Buzzard 66204 (after 7 p.m.). (2040

LOTUS SUPER Seven, 1964, Series II. 1500 Cosworth; low mileage. £550 o.n.o. Tel.: Runcorn 64300. (2041

MG, 1947. TC. New hood; screens; chrome king pins; brakes, etc. Good general order; long MoT, taxed. £750. Tel.: Yeaimpton (South Devon) 331 (evenings). (2042

AUSTIN HEALEY 3000. Complete engine and gearbox overhaul. Polished head, triple Webers; overdrive; hard/soft-tops. Flared wheel arches; wide wheels. Offers around £900. John Key, Tel.: Mansfield 32561 (after 6 p.m.). (2043

DAIMLER SP250 (NGL81), 1962. Hard/soft-tops; tonneau; new exhaust system. Completely rewired, rebuilt top-end. £500. Tel.: 021-557 2352. (2045

LANCHESTER LD10. Barker body. Very good condition, under 55,000 miles. Many spares included; taxed Sept. 1973; MoT. Excellent runner. £150 o.n.o. Tel.: Radlett 6534 (evenings). (2046

E-TYPE JAGUAR, 2 + 2, 1969. Sunroof; h.r.w.; tinted screen; disc wheels; reclining seats; radio; stereo; spots. Red with beige interior, in really excellent condition. £1,595. Tel.: 01-886 9698. (2047

JAGUAR E-TYPE, 2 + 2, 1969 "H" Primrose/black interior 33,000 miles recorded; SP sports; chrome wires; radio; 8-track stereo; h.r.w.; taxed. £1,645. H.P. Exchanges. Tel.: Winkfield Row 3844. (Ascot, Berkshire). (2048

RILEY RME, 1½-litre. Complete but partly dismantled. Ideal for restoration or spares. £35 o.n.o. Tel.: Turner, Market Weighton 2591 or North Cave 2969. (1919

ROVER, 1947 Sixteen saloon; black. Exceptionally good; original condition; 80,000 miles; mechanically excellent; bodywork very good; sunroof; MoT to next August. Bentley, 11 Woodhall Drive, Pinner. Tel.: 01-428 3395. (2049

RARE ZAGATO Flavia Sport. Not many of this model left now. This car has had over £700 spent on it in the last 2 years. Rebuilt engine; clutch; new servo. Many other new items, also has electric rear window; 2 speaker radio; electric aerial. Owner is Lancia enthusiast but owing to purchase of country antique business, no longer uses this car. Would sell for £650 or exchange for estate car. Tel.: Swaffham 21052, "Cranglegate", Market Place, Swaffham, Norfolk. (2050

LOTUS ELAN, S4 convertible, 1970. Bright yellow; 21,000 miles. Radiomobile. Regularly serviced. £1,150 o.n.o. Tel.: Exeter 71824. (2051

FERRARI 275 GTB, 4-cam, low mileage, superlative order. Box 4042. (2052

MASERATI MISTRAL coupé. Oustanding condition; white with red upholstery; hard- and soft-top; Borrani wheels. £2,445 or nearest offer for this rare car. John Daldry. Tel.: Blackmore (Essex) 821931. P.S.—Would consider exchange for XJ6 automatic or similar vehicle. (2053

MG 1950, "Y"-type. Sound original condition. £100 o.n.o. Tel.: Gloucester 23514. (2054

RILEY 1.5 RME, 1953. Excellent, all original condition. One of the few good examples of this model left. Enquiries, Tel.: Fenton 557. (2055

RILEY 2½-LITRE, 1950. Exceptional example; sprayed Campbell blue; spots and 3.5 diff. fitted 1951. 58,000 miles believed genuine; original roof. Engine just overhauled, many other items renewed. £450 o.n.o. including some new spares. Siddall, Tel.: Lincoln 702742 (after September 3rd). (2056

FOR SALE—continued

LOTUS EUROPA, Sept. 1971. 8,000 miles. Immaculate but needs repair to sill. Licensed and insured. £950. Cameron, Eilean Donan, Cradlehall, Inverness. (9170

LOTUS ELAN, 1966. B.R.G. Immaculate. MoT. New tyres, hood. £160 spent reconditioning, bills to prove. £599 o.n.o. 24 Bruttfield View, St. Albans, Herts. (2058

MG-A 1600, Mk. II. Blue, soft-top; new rear wings and sills; good chassis; reconditioned engine 3 years. MoT. £250 o.n.o. Tel.: Burgess Hill 6662. (2059

ALFA ROMEO Giulia Sprint GT, 1964, 1600 c.c. This car is outstanding throughout having been completely professionally rebuilt during the past year. Engine completely overhauled and balanced and bodywork professionally modified to accept 8in. wide wheels. Very reluctant sale of this amazing car. All sensible offers considered. Tel.: Wheathampstead 2695 (Herts.) (2060

TR3A, 1962. B.R.G.; overdrive; excellent condition throughout, tonneau cover. £400 o.n.o. Tel.: Bramdean 555. (2062

ROVER 10, 1946. Complete mechanical rebuild requires running in, one owner. £200. Tel.: Abingdon 49 (Berkshire). (2063

ALVIS TE Park Ward coupé, 1965. Outstanding condition; body; hood; interior and mechanics excellent; PAS; 5-speed ZF gearbox; disc brakes; taxed, 12 months MoT. Two owners; 78,000 miles. £1,250. Tel.: 01-650 9316. (2065

OVERWORKED ENTHUSIAST requires offers. 1927 Daimler, running chassis, possibly Double-Six. Complete front end; Bell shaped lamps; fitted very good Straight-Eight engine. Original enamel; no rust; 16 S.W.G.; aluminium wings; wire wheels; 8 very good 7.00 x 20 tyres. Would make an extremely attractive tourer. Reg. No. GT 4634. Tel.: Yateley (Hants.) 3491. (9168

LOTUS ELAN, S4, S/E. D.h.c.; yellow; new hood; exhaust system; decoke; 54,000 miles. £825 o.n.o. Peter Young, Tel.: 01-351 0403 (evenings). (1307

RILEY 2½, 1951. Black; body and interior excellent; one owner since reconditioned engine; 22,000 ago; MoT and tax; workshop manual; spare doors, boot, glass etc. Increasing family forces reluctant sale. £275 o.n.o. Thomas, Tel.: Barry 78296 (home), 3755 (office). (1492

TRIUMPH RENOWN, 1952. Truly immaculate condition inside and out; radio; heater; new battery; MoT. Engine runs like a bird. Only reason for sale emigrating. £460 o.n.o. Tel.: Godalming 21897. (1493

GT6 1967 "F". Wires, overdrive; Radiomobile; signal red; black interior. Excellent example; long MoT, £495. Watts, Tel.: Downham Market (Norfolk) 2648 (evenings). (1494

PORSCHE 914/6. The rare 911 powered model. A superbly modern car in white; black trim; 911 mags.; tinted glass; radio; etc. May 1971, now "M" registered. £2,200. Carr, Tel.: Iver 1990, Toddington 2825 (evenings). (1495

MK. IV ALPINE 1964. Fair condition; radio; cigar lighter etc.; 12 months MoT. £270 o.n.o. Smith, 7 Cinderhill Lane, Chadderton, Lancs. Tel.: 061-633 1657. (1496

SUNBEAM RAPIER, H120, May 1971. 35,000 miles; overdrive; h.r.w.; Radiomobile; silver metallic/black trim; excellent condition; ex-Company director's car. No part exchange. £995 o.n.o. Powell Duffryn Engineering Limited, Llantrisant, Glamorgan. Tel.: Ely Valley 2301 (Service Manager). (1497

MG-B GT, 1967. "F" regd.; wire wheels; Cints.; spot; fog; Motolita steering wheel; undersealed; fine example. £690. Tel.: Salisbury 23552. (1499

MG TD 1953. Just rebuilt and resprayed red; re-chromed bumpers. New hood and side screens. Engine completely rebuilt; new battery; dynamo; radiator; brakes; steering; clutch; two new tyres. Receipts over £500. Impending marriage forces sale. £750 o.n.o. W. Garland, 9a All Saints Road, Clifton, Bristol 8. Tel.: Bristol 562525, ext. 263 (daytime). (1500

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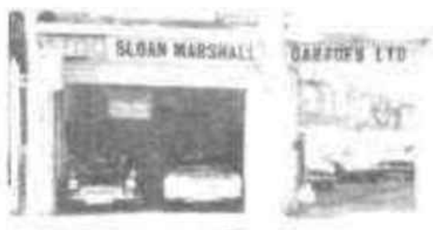
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1970 'J' Triumph GT6 Mk 2, damson with black interior, HRW, radio etc, **£825.**

1967 MGB GT White, wire wheels etc. runs & looks better than usual **£695.**

1970 M.G.-B roadster, o/d., w/w.; 26,000 miles only. **£895.**

1966 M.G. G.T. Special, black. Finished with "John Player" gold lining, w/w., modified engine, radio, etc. Outstanding. **£745.**

1968 'G' Triumph Spitfire Mk 3 valencia blue with white hood, "one lady owner" & therefore new clutch **£495.**

1968 Triumph Spitfire Mk 3 white, fitted overdrive (a rare extra on these cars) nice tyres. **£725.**

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1966 Imp Super, white, tidy. **£245.**

1968 Triumph Spitfire, white, o/d.; new gearbox.**£525.**

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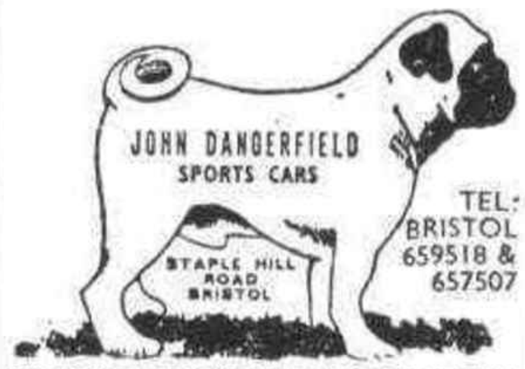
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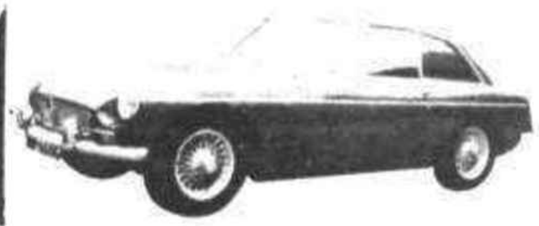
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LOTUS ELAN SPRINT DROP-HEAD, 1971, finished in Lime green and white and fitted with electric windows, knock-on wheels, radio etc; a very pretty low mileage car **£1,145**



JAGUAR 'E'-TYPE + 2 AUTOMATIC, 1967, finished in Primrose yellow with black interior and fitted with chrome wire wheels and a radio **£1,395**

LOTUS EUROPA S2, 1970, finished in John Player colours (black with gold coachlines) and fitted with electric windows; a most attractive car **£1,195**

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LOTUS ELAN S2 DROP-HEAD, 1965: This is probably the finest one in captivity and is finished in bright red. New engine was fitted in 1970 and a new hood very recently. Represents marvellous value at **£695**

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LOTUS 7 S4, 1970, finished in orange and fitted with full weather equipment, heater, tonneau and wide wheels, sparkling performance **£995**

ASTON MARTIN DB6, 1965, finished in Carmen red with matching interior; fitted with ZF 5 speed gearbox, chrome wire wheels, radio, selectaride suspension, tinted glass; recent engine overhaul, an investment at **£1,295**

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1972 MASERATI Bora, red/black trim, air conditioning, radio/stereo; 7,000 miles. **£8,295.**

1972 model PORSCHE 2.4 911S, yellow/black trim, radio/stereo. **£4,695.**

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1935 BENTLEY 3½-litre Mulliner sports saloon, black and grey with black trim. This car is in amazingly original condition, complete set of tools, fitted suitcases. Please telephone for fuller details.

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DAIMLER EMPRESS by Hooper, 1955. Black and apple green. Almost perfect condition. Hide interior, adjustable steering shell, electric windows; self lubricating chassis; p/b radio. 100 per cent aluminium body throughout. Offers, Mr. *Prior. Tel.: Market Harborough 2321* (home), Corby 2421 (business). (1747

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TR4, 1962. No overdrive; mechanically sound but bodywork rough. One year's MoT. Would suit enthusiast of the marque for rebuilding. £175 o.v.n.o. call G. L. Evans, *Guildford 68745.* (1823

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MG-B GT, Mk. II, 1968. Tartan red; w/w; o/d; 49,000. New tyres; battery, Abarth. £800 o.n.o. Tel.: Much Hadham 2824 (weekends), 01-427 7544 (weekday). (1827

ASTON MARTIN, DB 2/4, Mk. II. Recent engine and steering overhaul by engineer owner. Good example of this classic car which must appreciate. £725. Greenaway, 22 Frankley Buildings, Claremont, Bath. (1828

LANCHESTER 10, 1948 saloon. Only 33,200 miles. Immaculate; MoT Sept. 1973. MG SA, 2.3-litre sports saloon, 1938. Immaculate and original. Sensible offers please for these two cars. Tel.: Prestatyn 4231 (N. Wales). (1850

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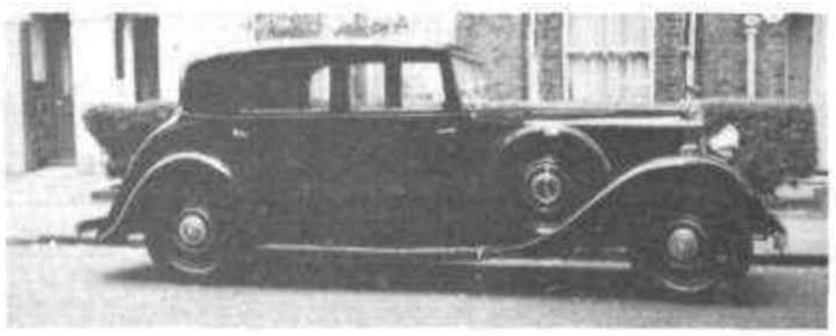
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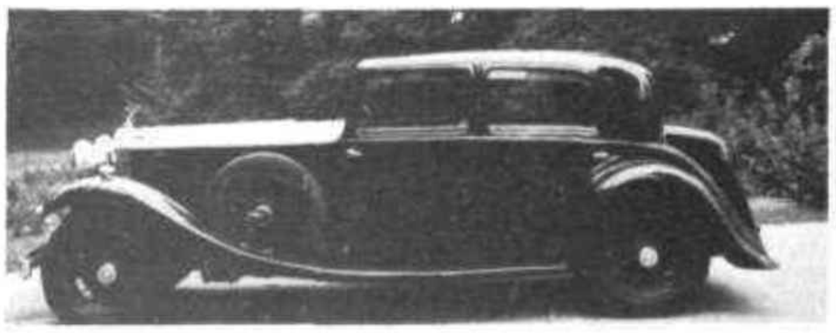
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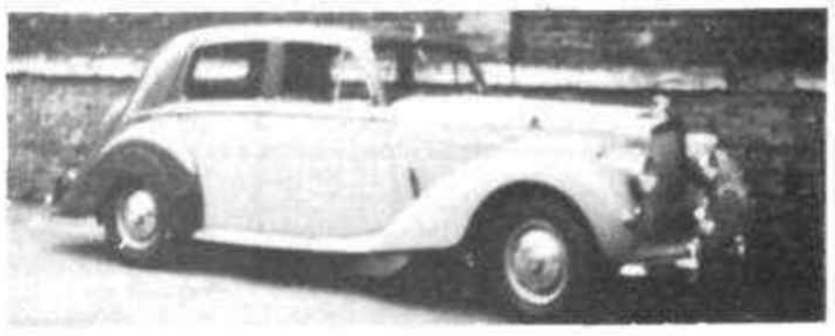
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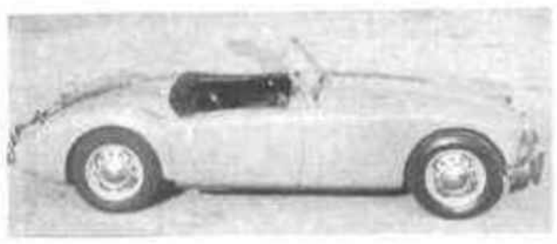
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MARCOS 1600 Sports, 1969. Bahama yellow; good condition. Never raced or rallied. Genuine 29,000 miles since new. All enquiries, Mr. John Mitchell, Red Lion Inn, Wainlode Hill, Norton, Glos. (2074

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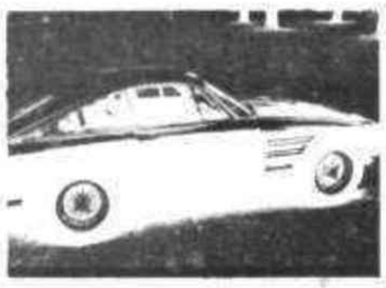
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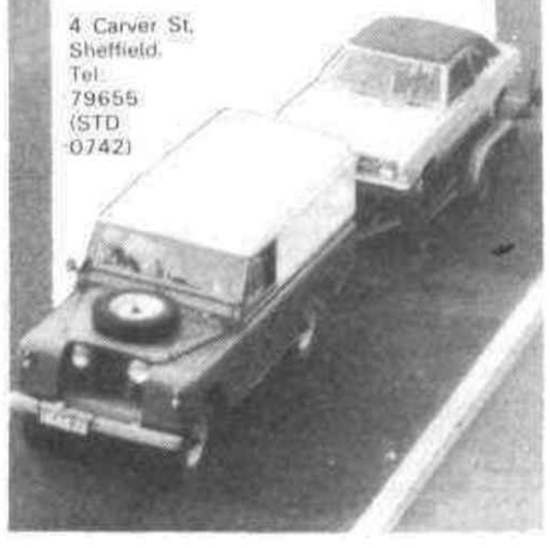
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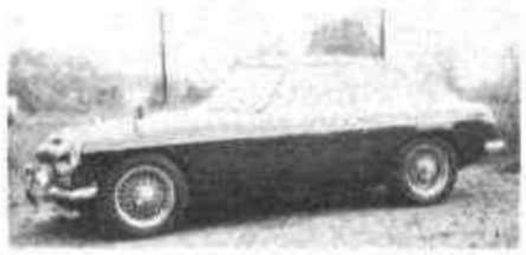
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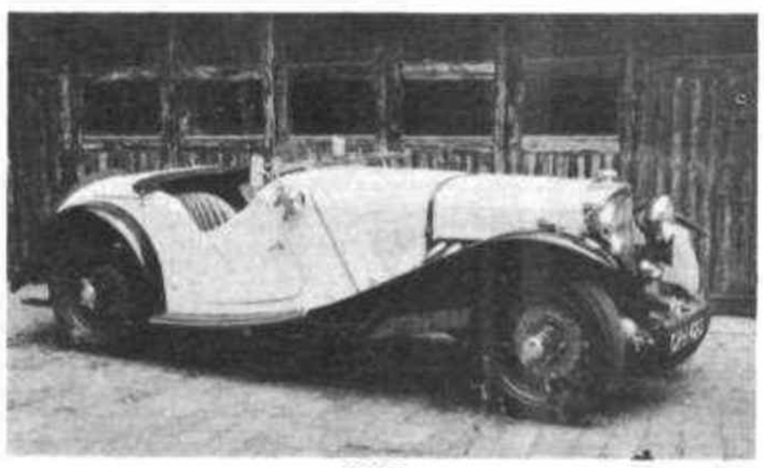
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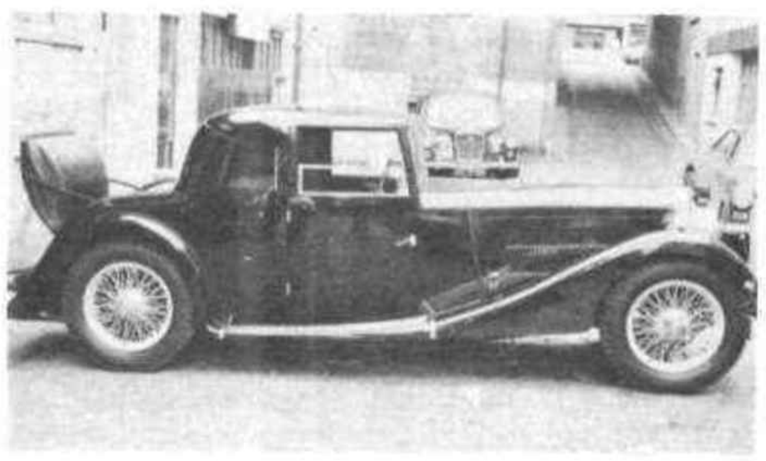
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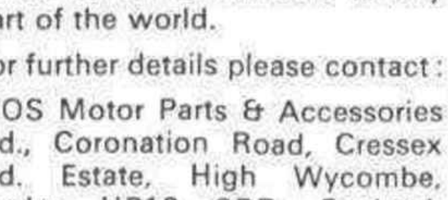
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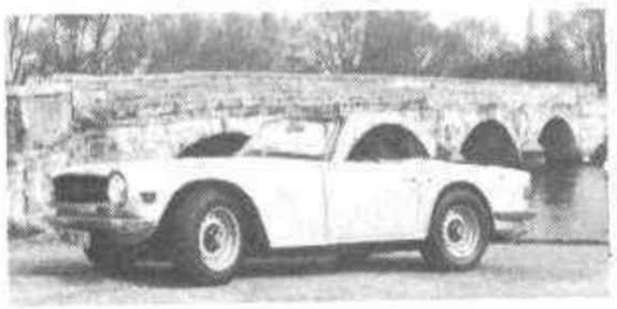


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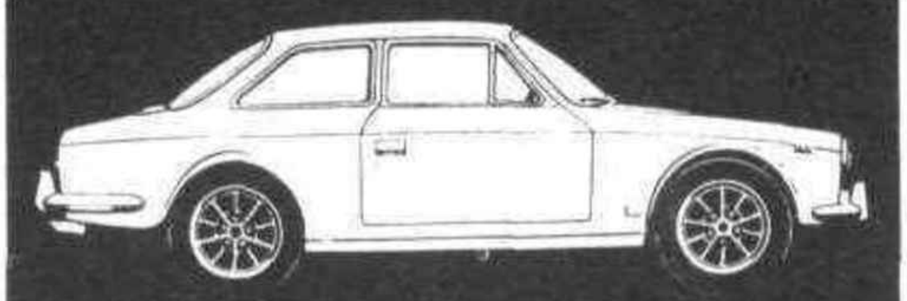
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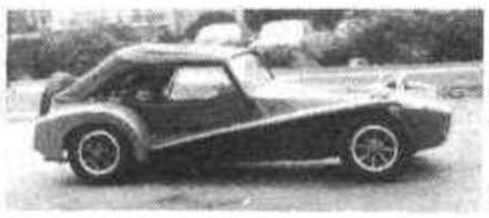
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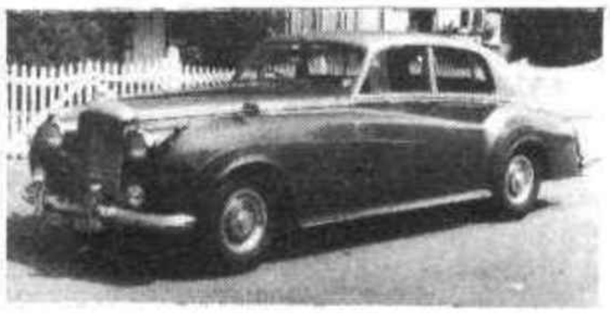
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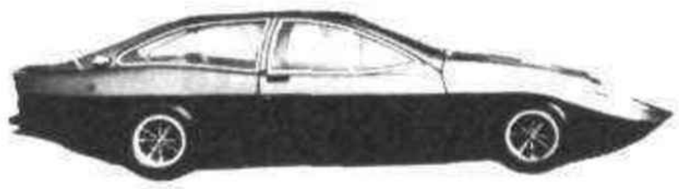
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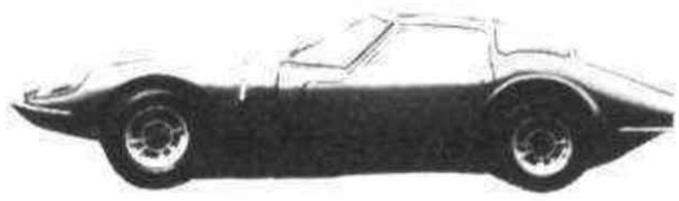
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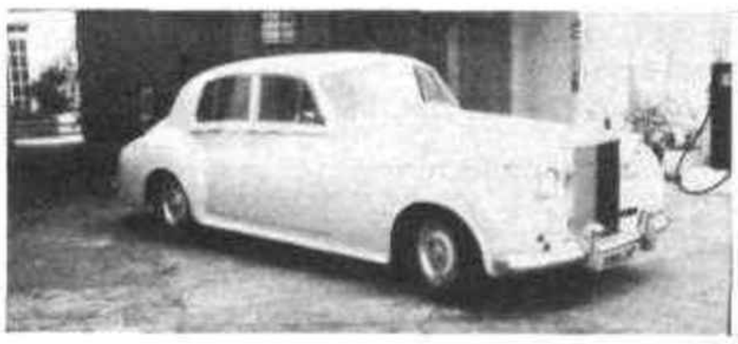
SPECIALISED SERVICING & REPAIRS — SPORTS CAR INSURANCE — HIRE PURCHASE

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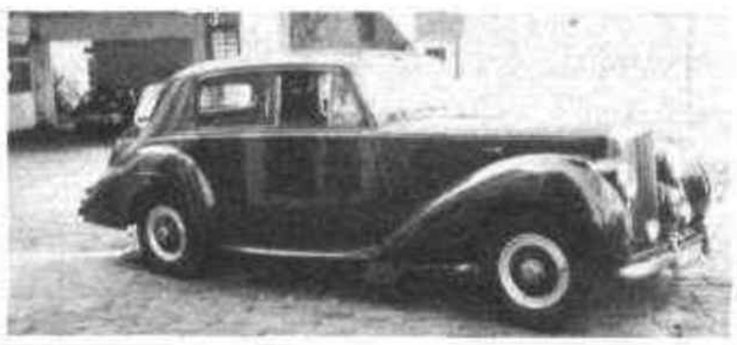
MIKE R. BERRY (LONDON)

ROLLS ROYCE & BENTLEY SPECIALIST

2, CHESTER CL., CHESTER ST., LONDON S.W.1.



1957 ROLLS-ROYCE Silver Cloud I, automatic, P.A.S., 8.1 engine; finished in snowberry white, with tan hide trim, Sundym glass and individual front seating.



1953 BENTLEY 'R'-Type sports saloon, manual transmission, mechanically excellent, body fair; finished in damson.



1927 VAUXHALL 14/40 Princeton open touring car, excellent original condition, nicely finished in damson and black, newly trimmed; mechanically good; new weather equipment.



1959 BENTLEY S.I Continental convertible by Park Ward, one owner from new. Power steering and power hood; recorded mileage only 70,000. Finished in golden sand with beige hide trim.



1959 BENTLEY 'S'-Type, automatic and P.A.S., last series with electric windows; exceptional chassis; finished in shell over Tudor grey; recorded 90,000 miles.



1958 BENTLEY S.I Continental convertible by Park Ward, two owners, recorded mileage 80,000; power steering, power hood and electric windows. Finished in midnight blue with grey hide trim.

URGENTLY WANTED ALL TYPES OF VETERAN, VINTAGE & CLASSIC VEHICLES

NOSTALGIA

A TALE OF THREE COBRAS



The drama of my long search for a Cobra ended on July 31st, and promptly began again on August 1st! – I had just bought an absolutely outstanding 1963 Mk II Cobra '289', when, in the space of an hour, the 'phone rang twice and I was offered what must be the two ultimate Cobras. Since I can't afford to turn down this opportunity (chance of a lifetime etc!) and since I obviously can't afford all three, the former car must be sold to finance the latter two. So here goes:– **AC SHELBY COBRA 289 Mk II 1963, L.H.D.** (as you would expect for the 110th Cobra built), 2 owners (both American), warranted 37,000 miles, Holley 4 barrel carb., Offenhauser hi-rise manifold, comp. clutch, Konis, chrome rollover bar etc., **plus** a complete retrim in English hide and deep pile carpet, new hood, tonneau and alloy sliding sidescreens, **and** because of a faded bonnet, I am having the entire car properly re-sprayed the original (existing) Cobra red. I really reckon this must be one of the best Mk II's anywhere, so obviously I want quite a lot of money for it. As for the other two, well, if I buy either or both, I may describe them in next month's ad. (and when I say "ultimate Cobras", I mean exactly that!) Should I lose them after selling the above car, I shall probably go into hibernation for a few years! **Anyway, here are this month's other immaculate offerings:** If you take a 271 b.h.p. Cobra engine and surround it with a superb metallic silver glass fibre GT body, with handmade black leather and wood interior, you get the 160 m.p.h. **TRIDENT CLIPPER 4.7 V8 1970,** capable of 0-60 in 4.7 secs., but also 22 m.p.g. Add to this a sun-roof, electric windows, Sundym glass all round, opening rear window (£300 conversion), stereo 8/radio, electric aerial, chrome wires etc. etc. and the net result is a fabulous, reliable and astonishingly rapid 2+2 children GT coupé, in pristine condition. A similar engine, without the 4 barrel carb. and solid lifters, is nestling (!) in the **SUNBEAM TIGER Mk. II 289 R.H.D., 1967,** of which 633 were made, but well over 600 of these were L.H.D. and exported to the U.S.A. This example, however, is one of the exceptionally rare R.H.D. models and has hard/soft tops, new Minilites and tyres, Stereo 8, airhorns, tonneau, Konis etc. 0-60 in 6 secs and 130 m.p.h. Approx. 25,000 recorded miles and in really magnificent condition. £1,500 or reasonable offer. A 'best anywhere' **LOTUS ELITE STAGE 2+ 1962,** Brabham tuned and balanced and good for 8,000 r.p.m. (supposedly), has now arrived; ZF box, etc.; everything rebuilt and retrimmed and genuinely 'Concours' outside, inside and under the bonnet as well. Another beautiful and delightful sports racer is the **ELVA COURIER FULL RACE 1961,** again in true 'Concours' condition (and I *do* know how good a car has to be to qualify for that description), with trailer, full weather equipment, spare road wheels and tyres, road registered and eminently eligible for Spreckly Formula etc., and many other features. A complete D-I-Y racing package, for a very reasonable sum. By now, you should all know about the **TRIUMPH TR FURY 1965,** but in a few weeks time it is being advertised in the U.S.A., so if there are any patriots among my readers, please club together to keep it in the U.K., for £3,500. After all, it is the only 'one-off' prototype Triumph TR anywhere in the world!

POSSIBLY STILL AVAILABLE: *The really splendid and immaculate* **HEALEY ABBOTT 4str. DROPHEAD 1952,** *for £1,400; and the superb* **M.G.-B – WORKS TUNING STAGE IV,** *for £750.*











WANTED: More cars like the **Lea-Francis** and **Healey Abbott** to sell or return, and post historic sports racers such as **Lister-Jaguars, Cooper Bristols** etc. for which I have several potential customers.

SALE OR RETURN FACILITIES

I have now sold a number of cars on behalf of their owners (several of the above are being advertised on this basis) and my success rate is very good indeed, with owner, purchaser and myself being very pleased. Briefly the agreement is that I prepare your car for sale, garage it, advertise it and hopefully sell it, and, of course, accept written responsibility for its condition while it is in my possession. The fee for this varies, but obviously is pre-agreed between us. Interested?

IMPORTANT ANNOUNCEMENT: I HOPE TO HAVE A SHORT HOLIDAY AT THE END OF SEPTEMBER, THOUGH THIS IS NOT DEFINITE. IF YOU TELEPHONE, YOU MAY BE GREETED BY AN 'ANSAFONE', AND THE PERSON WHO SUBMITS THE WITTIEST/RUDEST MESSAGE WILL, IF HE SO DESIRES, BE GIVEN A JOYRIDE IN A COBRA!

Rod Leach, 27 London Rd, Hertford Heath, Herts. 2 miles from Hertford or Hoddesdon
Tel Greencoates 591 (STD 0992 584)
anytime . . . before 11 pm!

POSSIBLY ARRIVING: TWO FIAT DINO SPYDERS, both outstandingly good (held up due to Italian Motor Manufacturers strikes and hence lacking a few minor parts); a **LOTUS 17 1959** with 1098cc C Climax in pristine condition; I have temporarily abandoned hope for the HEALEY SILVERSTONE AND EXCALIBUR SS but will keep you informed.

APPOINTMENTS TO VIEW: No appointment is necessary, and you can call 'on spec', 7 days a week, anytime of day or evening, although you would be wise to 'phone beforehand, just in case. However, if you do not make a definite appointment, please either keep it, or cancel it if you aren't coming.

HIGHLY COMPETITIVE LLOYD'S INSURANCE QUOTATIONS ARRANGED

Sunday, 30th September, 1973

VETERAN/VINTAGE RALLY

Motor Vehicles and Aircraft

WYCOMBE AIR PARK

Booker, Nr. Marlow, Bucks.

Over 600 Veteran/Vintage cars, buses, steam engines, motorcycles, fire engines.

Spitfire, Hurricane, Lancaster, Swordfish, Sea Fury, Firefly, etc., etc.

World War 1 Replicas and Model Aircraft.

Also Saturday, 29th September, 1973, Wycombe Air Park Air Display

Full Flying programme includes Red Arrows.

Both Days: Gates — 10.00 a.m. — Flying programmes 2 p.m.
Bars, Restaurants, Old Time Fair.
Spitfire, Rothmans Aerobatic Team, Hovercraft.
Admission (each day) £1.50 per car (includes occupants).
Pedestrians 50p, Children 20p, Coaches £8.00, Mini-Coach £4.00.



MAGNIFICENTLY DETAILED 1/24th SCALE

METAL MODEL CAR KITS

Send 3p stamp for new free illustrated list of cars. Range of models includes 24 types : Jaguar SS100, M.G. M, M.G. K3, E.R.A., Vauxhall 30/98, etc. Priced from **£4.55.**
Simple assembly with adhesive. No soldering.

Only available direct from the manufacturers :

Untouched photo of Model showing bonnet removed.

4½-litre BENTLEY £8.60 inc. VAT post free.

Wills Finecast, Lower Road, Forest Row, Sussex, RH18 5HE

WHY... **LIMOUSINE WAX POLISH**

makes all other car polishes look second-rate . .

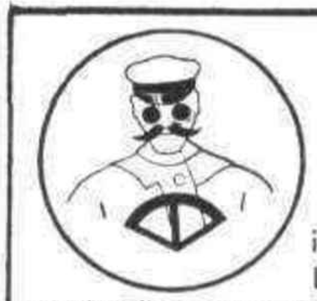
- **Unique blend of** *non-abrasive* **fossil waxes**
- **Showroom lustre of enduring brilliance**
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- **Recommended for use** *inside* **the car**
- **Economy – can never seems to empty!**

'Finished result is of a very high quality . . . does seem to stand up to rain, sun and continuous washing.'–Motor Sport, August 1970.

Direct from the manufacturer. Per can: **£1.25** plus 20p post/VAT.

Pre-lim mildly-abrasive cream for perfect preparation of neglected paintwork and bright metals. Per can: **75p** plus 15p post/VAT.

PICREATOR ENTERPRISES LTD. (MS 4), 44, Park View Gdns., Hendon, London, NW4 2PN **Registered London, No. 903595**



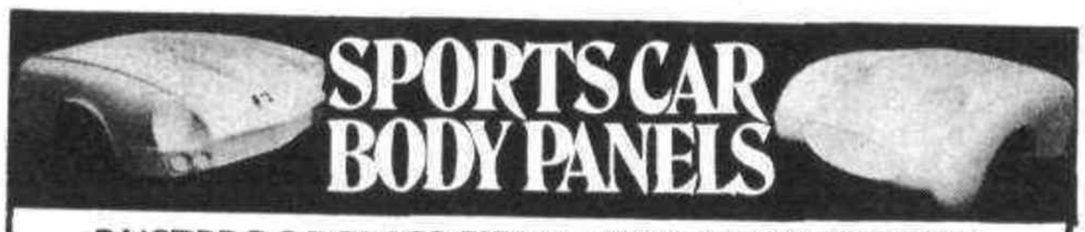
The choice gets bigger and better . . .

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in black, brown and white, AND continental LINEN HELMETS now ex stock. We offer the enthusiast restorer and Trade alike an unequalled choice of alternatives in vintage and veteran motor accessories. Stock items available by return via our mail order service. Callers welcome at our showroom, open 08.30 – 17.00 weekdays and any other times by appointment. Our brand new fully illustrated catalogue has over 100 pages crammed with parts and it still costs ONLY 30p per copy post free ($2.00 overseas air post paid).

THE COMPLETE AUTOMOBILIST LTD

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RUSTPROOF GLASS-FIBRE—FULLY GUARANTEED
AVAILABLE READY COLOURED TO MATCH
PROMPT MIL ORDER SERVICE

MG-TF	front wing	£9.95	GT6	bonnet (fits all Spitfires)	£32.50
,,	door	£10.95	Spitfire	boot lid ...from	£4.95
,,	running board	£3.50	Spitfire/GT6	door sill	£2.25
,,	rear wing	£5.50	,, ,,	rear wing	£3.50
MG-A	front valence	£3.50	Big Healey	front wing	£9.95
,,	front wing	£13.95	,, ,,	shroud	£29.95
,,	door sill	£2.50	,, ,,	door sill	£2.50
,,	rear wing	£7.95	,, ,,	rear wing	£7.95
MG-B	front valence	£2.95	,, ,,	boot lid ...from	£5.95
,,	front wing	£13.95	Frogeye Sprite	bonnet	£22.50
,,	bonnet ...from	£7.95	,, ,,	rear end	£22.50
,,	door sill	£2.95	Late Sprite/Midget:		
,,	boot lid ...from	£5.50	Standard	bonnet ...from	£7.95
TR2/3/3A	wings (f. & r.)	£7.95	One piece	front	£22.50
,,	front apron (3A)	£15.00	Boot	lid ...from	£4.50
,,	door sill	£2.25	Sprite/Midget	door sills	£2.50
TR4/4A/5	front & rear wings	£7.95	Lotus Seven	nose section	£9.95
,,	bonnet ...from	£9.95	,, ,,	front wing	£6.95
,,	door sill	£2.50	,, ,,	rear wing	£4.95
,,	rear valence	£2.95			
,,	boot lid ...from	£7.95			

plus V.A.T.

FULL CHASSIS, BODY AND ACCIDENT REPAIR SERVICE, INCLUDING LOTUS, MARCOS, RELIANT, ETC. — SPECIAL STEEL CHASSIS SECTIONS, INNER WING PLATES, INNER SILLS, FLOOR PANELS, ETC., NOT AVAILABLE FROM THE MANUFACTURERS.

PLEASE SEND 3p STAMP FOR FULL LIST AND DETAILS. (State maks and model.) Panels at prices listed are in primer grey for spraying — add 10p in the £1 (minimum 30p per panel) for supply in popular manufacturers' colours. (A price can vary with specification, please send for list first if at all possible. **CARRIAGE :** One piece fronts and rear ends £1.50, single door sills 60p, pairs of sills, sets of spats and all other panels 80p. Wales add 25% and Scotland add 50%.



MG MG

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The largest stockist of T.Type spares in the country, also main B.L.M.C. stockists.

SPECIAL OFFER new for MGB G.T. rear seats and back rest each **£1.50**
Reclining seats each **£15.00**
Main structural panels each **£15.00**
Rear wing quarter panel each **£6.00**

and many other reductions.

Recently acquired full warehouse of new B.L.M.C. spares from £19.50 upwards!

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NTG SERVICES

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Workshop Manual MG TA/B
Also SUITABLE FOR MGT TC. Authentic MG Car Co. manual, reprinted and bound as original. Very comprehensive and fully illustrated — 116 pages plus pull-out chart — **£3.25** ea. + 38p p&p.

Parts List MG TC —
Companion volume to above — fully illustrated, over 100 pages — ideal for identification of original parts — **£3.00** ea. + 38p p&p.

Oil Canister Conversion Unit
MG TB/C/Y and early TD — looks identical to original filter, but base unscrews to allow fitment of modern throwaway element. Supplied **complete.** Exchange for old canister only — **£6.95** + 38p p&p, plus VAT. Extra Replacement Element — **75p** + 20p p&p, plus VAT. Send two old filters and we will allow 35p discount.

THE

MG

MAIL ORDER SPECIALISTS

Our latest Autumn Catalogue is now available. This is much revised and contains many additional items for the MG T & Y-types — S.A.E. please.
New Steel Running Boards, MG TA/B/C/D/F, **£4.75** ea. +45p p&p + VAT.
Walnut Veneered Dashboards for above models (Y-type exchange only) **£5.25** ea. + 35p p&p + VAT.
Wiring Looms for all T, Y & MG-A models. **£8.50** ea. + 45p p&p + VAT.
Half-Shafts for TA/C — **£4.10** ea. + 50p p&p + VAT.

The above address is not our spares depot : if you wish to call please write.

HENDON WAY MOTORS

1973 TRIUMPH 2.5 P.I. saloon, o/d., radio/stereo, h.r.w. **£1,825**
1973 LOTUS Europa, J.P.S. black/gold, 5-speed, oatmeal trim; Sundym; 3,000 miles; special wheels, radio, air horns.
1972 PORSCHE 911S, 2.4, yellow, 15,000 miles, Sundym, electric roof, radio/stereo, Recaro seats ... **£5,295**
1972 LOTUS Elan Plus 2S 130, maroon/silver, radio, h.r.w., special wheels **£2,285**
1972-LOTUS Elan Sprint f.h.c., 9,000 miles, only one owner, 8-track stereo, Sundym **£1,695**
1972 LOTUS Elan Sprint d.h.c., 10,000 miles only, one owner; Sundym glass, radio **£1,725**
1972 LOTUS Elan Sprint d.h.c., 15,000 miles; pistachio, Sundym, radio **£1,695**
1972 LOTUS Europa TC, radio, Sundym, electrical aerial; Brand wheels **£1,695**
1972 M.G.-B roadster, one owner, 10,000 miles only, o/d., Rostyle wheels **£1,195**
1972 TRIUMPH TR6 P.I., o/d., radio; one owner; sienna **£1,495**
1972 FORD Capri, Comanche **£2,095**
1972 TRIUMPH TR6, P.I., hard-top/soft-top, radio, stereo, o/d.; one owner **£1,565**
1972 TRIUMPH TR6, P.I., hard-top, o/d., w/w., radio; one owner **£1,395**
1972 TRIUMPH GT6, white, o/d., h.r.w., radio **£1,225**
1972 (L) M.G. Midget, aquamarine; 5,000 miles; Surrey top/soft-top, radio/stereo, special wheels **£875**
1971 LOTUS Elan Sprint f.h.c., Sundym, radio **£1,495**
1970 Model PORSCHE 911E, 2.2, 16,000 miles, only one owner; sun-roof **£3,195**
1970 LOTUS Europa S.2, one owner **£1,145**
1970 JAGUAR 'E'-Type f.h.c., 2+2, radio, h.r.w.; white **£1,985**
1970 LOTUS Elan S.4, Special Equipment, white, radio **£1,195**
1969 (Model) JAGUAR 'E'-Type Mk. 2 f.h.c., flame orange **£1,495**
1969 LOTUS +2, Colorado, h.r.w., radio, chrome wheels **£1,255**

393-395 Hendon Way London NW4 LP3 telephone 202·8011/2

FOR SALE—continued

300 B.H.P. CORVETTE 327 cu in. Chevrolet engine; (5.3-litre) cost me £595, offered at £250. Borg Warner 4-speed S/M gearbox for above cost £120, gift at £50. Bought as new spares for my "Gordon Keeble" since sold to American owner in USA. Tel.: (London) 01-603 8203 (work), 01-602 1846 (home). (2701
COMPANY CAR forces reluctant sale of 1967 Sunbeam Alpine GT. Recent engine overhaul, ZX tyres, radio, tow bar. Taxed and tested. £385 o.n.o. Tel.: Huddersfield 53813. (2702
1971, 1400 C.C. MINI Special; 11,000 miles; 165 Goodyear Rally Special tyres with Dunlop "D" wheels; Cooper S braking and servo; rally seats; own designed dash; Radiomobile radio; flared wheel arches and many extras. Cost £1,200, sale £950 (No offers). Tel.: Cradley Heath 67465 (after 7 p.m.). (2704
RILEY 1½, 1954. Sound condition. Known history. Reconditioned engine, gearbox; brakes. Year's MoT, £250. Tel.: Kenilworth 56230. (2705
1935 3½-LITRE Bentley, coupé body by Hooper. 2 door sports Faux-Cabriolet. Very attractive, full running order, etc. £1,750. Might exchange other interesting car. Tel. Woburn Sands 2651 (daytime). (2706
1936 AC ACEDES, 16/60 drophead coupé. Needs some restoration work. £600 for quick sale. Tel.: Woburn Sands 2651 (daytime). (2706
PEUGEOT 504 Cabriolet 1972, r.h.d.; 13,000 miles. Managing directors personal car in immaculate condition. Stereo, radio and tape player. £2,850 o.n.o. Tel.: Lancaster 67221. (2708
1952 MERCEDES 190SL, white with black hard- and soft-tops, 78,000 miles; radio. Kept in tip-top condition, over £400 spent in last two years. To see this lovely car phone 01-874 8617 (evenings) and make me an offer. (2707
TRIDENT CLIPPER, 4.7 V8, 1971. 23,000 miles. Aquamarine blue, black all-leather interior. Tinted glass, electric windows/aerial, sun-roof, c.w.w., h.r.w., musical air-horns, Radiomobile 8-track stereo/radio. An individualistic crowd-drawing 2+2 GT, absolutely immaculate throughout. Cost £4,500. Urgent sale; sacrifice £2,195. Tel.: Southport 67296. (2708
MG TF 1500, 1954. Paint and body condition believed original. Whole vehicle in very good state. Mechanically very good, engine reconditioned, new radiator, brakes, etc. Taxed. £1,100. Gurd, 105 Ringwood Rd., Verwood, Dorset. (2710
MG MIDGET, "J" reg. Blaze. Excellent condition. 39,500 miles. Lady owner. £760 o.n.o. Tel.: Bristol 39460. (2711
LOTUS ELAN S.4, SE, d.h.c., late 1968. This car is in immaculate condition, which is reflected in the asking price of £875. Extras include Radiomobile, Kenlowe fan, tonneau, b/alarm, q/h lamps, manual. Full service history and only two owners. Tel.: 01-940 5739 (Richmond). (2712
BMW 1600 coupé, 1968. One family, carefully maintained, recently overhauled. Very good condition. £650, offers. Tel.: Shefford (Beds.) 516. (2713
DAIMLER DART, 1961 "B". Special cooling, stainless exhaust, new steering box, diff., Konis and discs. Hood and trim refreshed. Family forces sale. Offers. Real motor. Tel.: 01-229 9544. (2714
DAIMLER SP250, 1960. Year's MoT. Superb condition. Terrific performance. A beautiful rare car. Reconditioned engine and gearbox. All bills available. £725 o.n.o. Consider cheaper car plus cash. Tel.: Handcross 634 (nr. Crawley). (2716
HEALEY 3000 Mk. 2, 1962, 2+2, o/d., wires. New king-pins, bushes, spring shockers, tie-rod ends, MoT. £450 o.n.o. 42 Marston Cres., Chapelfields, York. Tel.: 72386. (2717
ALFA ROMEO 2600 Bertone Sprint, Sept. 1964. R.J.D. One registered owner. 5-speed gearbox, electric windows, servo-assisted discs all round. 150 b.h.p., t.o.h.c., 6-cylinder engine. Triple twin-choke Webers. Just completed extensive mechanical overhaul including complete engine rebuild, new clutch, overhauled brakes, suspension, steering. Immaculate body and interior. 0-90 23 sec., 125 m.p.h. (See "Motor Sport" test, November 1963.) One of the best 2600s in the country. £845. Tel.: Whaddon 202. (2718
ARMSTRONG SIDDELEY, 1952, Whitley saloon. Very reasonable condition. New tyres. Hampshire. What offers? Box 4077. (2719
ROVER 90, 1959. Mechanically excellent, with sound body. Reliable, well-cared-for vehicle. MoT. £135. Tel.: Hitchin 50625. (2720

FOR SALE—continued

ALFA ROMEO Sprint GT, 1966. Low mileage. BRG, white interior. New Cinturatos. Excellent example, used as second car. £525 or exchange interesting vintage, classic or convertible. Tel.: Lydney (Glos.) 2595. (2721

TR6 £896. Overdrive, Cosmic wheels; 39,700. Red/black trim. Tel.: Princes Risborough 5544. (2722
RILEY 1½-LITRE, 1951. Sound, smart and reliable. Bargain! £195. Tel.: Bedford 771689. (2723
1947 VAUXHALL Light Six, 14 h.p. "J"-type saloon. Good condition. Also complete range of spare parts. £150 or sensible offer. 151 Peveril Cres., Draycott Rd., Sawley, Long Eaton, Nr. Notts. (2724
TR3, 1958. After three years' loving care must sell. £225. Pain eased by gift of Lotus. Tel.: Cadnam 3313 (Southampton). (2725
BENTLEY MK. VI, 1952, dual grey. 73,000 miles only. Magnificent throughout, ex-titled owner. A fine investment for the future at £1,650. Tel.: Harpenden 5551. (2726
RILEY 1½ RME, 1950. Used daily, service history from new. Taxed, MoT. £350 o.n.o. Tel.: 01-674 5294. (2727
BRISTOL 405. Maintained by Bristol Motors. New tyres and battery recently fitted. Needs respray, hence price, £500. Tel.: 01-928 6608. (2728
PORSCHE 911E, 1971 (LPX 911J). Blue. Electric sun-roof, electric, tinted windows, rear wiper radio/stereo, electric aerial, twin spot, twin fog and twin rear fog lamps, headrests. Ziebart underseal. Superb condition. £3,650. HP, part-exchange possible. Tel.: Headley Down 2216 (Hants.). (2729
NEW SPRITE engine, gearbox, etc., fitted in substantial light chassis, body tail complete. £120 or offers. Triumph T100 engine, 500 c.c., excellent condition, £30. Tel.: Cowbridge 2194 (S. Wales) (weekends). (2730
MG-B, 1966, Oselli engine, wire wheels, radio, Moto-Lita; new gearbox and clutch. Truly immaculate, almost original condition. Marriage necessitates reluctant sale. £495. Tel.: Southend 32953. (2731
FIAT 124 coupé, 1969, "H" regd. Positano yellow/black interior. 5-speed, h.r.w., XAS. Maintained by local Main Dealer. Excellent in every respect. Owner receiving company car. £950. Tel.: Reading 63100. (2732
LOTUS ELAN S.1, £495. Jaguar XK150, £675. Both very good condition. Exchange considered. Tel.: Chesterfield 850559. (2733
RIGHT-HAND-DRIVE LANCIA Flaminia 3c. Superleggera aluminium body by Touring of Milan. One of only six made with RHD. Magnificent car in fabulous condition. Must appreciate rapidly. 2/4-seater fixed-head coupé, V6 engine. Must sell this beautiful car, will accept the best offer in first two weeks of September. So come to Blackheath and make your bid. Tel.: 01-858 4768. (2734
ASTON MARTIN DB2/4, 3-litre Vantage. Partly restored in past 12 months. Must sell. £690. Tel.: Dunstable 69698 (daytime), Welwyn 4151 (evenings). (2735
DAIMLER CENTURY convertible, 1954. Virtually "concours" condition throughout. Mileage under 50,000. History. Power hood, radio. MoT. Taxed. Offers over £575. Tel.: 061-483 6256 (office hours); 061-Poynton 5205 (evenings/weekends). (2736
1935 HUMBER hearse, gigantic impressive beast, scrolled blass, ornate fittings. 55,000 miles, drives well. £150, offers. Tel.: Matlock 2140 (office hours). (2737
MG-A 1600, 1960. Quite good condition. Recondition engine 19,000 miles. Includes all extras. £400. Tel.: Stelling Minnis 322. (2738
BMW 2000 CS coupé, "H" reg. Carmine red. Electric windows and aerial, radio and stereo cassette, seat belts, Michelin XAS tyres. First reasonable offer secures. Tel.: 01-723 7449 (after 6 p.m.). (2739
MG-B, 1965, metallic blue, radio, overdrive, radials, spot lamps, tonneau, anti-thief. Two-owner car. MoT Feb. 1974. £425. Tel.: Wimborne 5484. (2741
MG-A 1600 roadster, 1959. Good original condition, excellent tyres. MoT. £350. Tel.: Yelverton (Devon) 3619. (2742
SUNBEAM STILETTO, 1972. Bargain. 7,200 miles only. Immaculate condition. Many extras. Genuine reason for sale. £845 o.n.o. Tel.: Chelmsford 51995. (2743
TR6, RED, with black trim. O/d., four new tyres. New metering unit and pump. Not a rot-box but a car in good all round condition. Offers around £850. HP possible. Tel.: Boldon 2886 (after 6 p.m. or weekends). (2744

FOR SALE—continued

1933 WOLSELEY 21/60. Rare and interesting model in excellent condition, maroon and grey. MoT and tax. Offers over £500, or exchange for vintage/PVT sports. A. Mills, Bank House, Nobold, Shrewsbury, Salop. (2745
MERCEDES 220S convertible, 1959. Reasonable condition. New clutch and exhaust system during last two years. £600. May be seen in Norfolk or London. Tel.: Hingham 403. (2746
TOURER, 1935, Morris 8 Series One. Partly renovated. Forced sale. Offers over £100. Tel.: Bristol 693759. (2747
ASTON MARTIN DB5, 1965. Immaculate and highly original, £1,500. Tel.: Sturminster Newton 72432. (2749
BENTLEY S1. Exceptional condition, low mileage, recent complete overhaul before Continental tour. £1,200. Tel.: Sturminster Newton 72432. (2749
FIAT 2300 S, May 1967. Very smart/fast 6-cylinder coupé. Blue/fawn trim. Ghia coachwork. Disc brakes and many extras including push-button radio, electric aerial/windows, reclining seats, seat belts. Long MoT. Cost over £2,500 new. £750 o.n.o. Tel.: Exeter 73927 or Budleigh Salterton 3373. (2750
MORGAN 4/4, 1971, 36,000 miles, green 4-seater, one owner, many extras. £1,350 o.n.o. Perry, 71/2, Canongate, Edinburgh (after September 3rd). (2773
FORD V8 Pilot, 1951. Dark blue/beige interior. Very well preserved example. £425 o.n.o. Tel.: Cardiff 64760. (2774

FOR SALE—continued

LOTUS ELAN Sprint, "K" reg. Low mileage. Push-button radio, k.o. wheels, heated rear window, steering lock, burglar alarm. £1,565 o.n.o. Tel.: 01-304 5883. (2751
RARE OPPORTUNITY! 1939 Cadillac sedan, black coachwork complete, and in original condition throughout. Stored three years. Offers around £500 invited. Tel.: 01-381 0660 (Kensington). (2752
MG-B, 1967, Immaculate. Taxed, MoT 1974. Pearce Magna wheels, roll-bar, overdrive, Astrali etc. £625 o.n.o., possibly exchange Mini. Tel.: Loughborough 66089. (2753
MARCOS VOLVO 3-litre, 1971. Chrome yellow. Special Cosmic wheels, sun-roof, electric windows, radio. All in immaculate order. Offers around £1,475. Tel.: Freeland 882113 (evenings). (2754
LOTUS EUROPA Twin-Cam, 1972. 5½J alloy wheels, radio. Immaculate. Best offer over £1,595. Tel.: Camberley 22812 (Sunday, Monday only). (2755
TVR 1600 Ford Crossflow ("G"). Dark green, w/w., polished wood dashboard. Fast, economical car. £740. Tel.: 01-868 7787 (Harrow). (2756
1956 JAGUAR Mk. VII. Tax, MoT. Beautiful condition inside. Tools in doors. Little rust. Two new tyres. £270. W. Kaye, 57 High St., Langton Matravers, Swanage, Dorset. (2757
ASTON MARTIN DB2/4, 1955, 3-litre. Replacement engine, gearbox. New rear suspension, exhaust, good tyres, radio. £675. Tel.: Loughborough 5617. (2758

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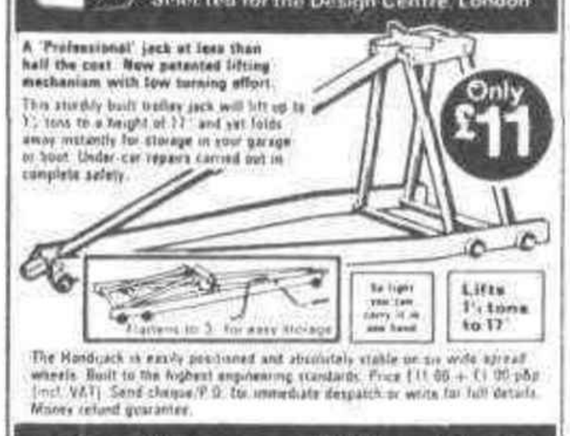
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1972 TVR Vixen, S4, "L". Yellow; alloys; radio. Immaculate 8,000 miles. £1,200 o.n.o. Tel.: Milton Keynes 72161 (business hours). (2288
1972 MORGAN 4/4, 4-seater, as new, 4,000 miles only. £1,700 o.n.o. Tel.: 051-632 1434. (2290
LOTUS ELAN Sprint; "L" regd.; 9,000 miles; h.r.w. Yellow. £1,550. Tel.: Ripley (Derbys.) 3304. (2291
SIMCA 1501 Special 1969. Excellent condition, any trial. £625. Terms, exchanges possible. 19 Rowan Way, Rottingdean, Sussex. (2292
TVR 2500M, Aug. 1972. Latest model; new condition; o/d; moss green; sunroof; radio; taxed. £1,650 o.n.o. Tel.: 01-499 0831 (day), 01-789 7285 (home). (2294
DUTTON 1600 GT. "L" registration. Similar to Lotus 7. Factory built; new parts. Full weather equipment and tonneau; mag. wheels; 2000E c/r box; GT6 3.27/1 diff. Full instruments; heater; alternator; air horns etc. Emerald rally fleck; 110 m.p.h.+, 40 m.p.g.+. £799. Tel.: Lichfield (Staffs.) 52083, 139 Walsall Rd., Lichfield. (2295
1938 DAIMLER limousine EL24. By Hooper 69,000 miles; many spares. Tel.: Kidsgrove 2350 (Staffs.) (evenings). (2296
TVR TUSCAN, V6. "H" reg, blue. 17,000 miles only, always used as second car; overdrive; 8-track stereo; radio; v.g.c., a real bargain at £1,195. N. F. Williams, Tel.: 01-727 8462. (3171
MORRIS 10 H.P., 1946 saloon ready to drive away, £55. J. Hanson, 24 Church St., Digby Village, Lincoln. (3170
MG-B GT April 1973. Teel blue; 3,500 miles only; Radiomobile stereo radio with cassettes. Gold upholstery; h.r.w.; racing mirrors. Immaculate throughout. Owner reluctantly selling to raise capital for business venture. £1,490. Tel.: Harpenden 64266 (daytime) (3272
1951 MARAUDER coupé. Excellent condition; taxed and tested. Photo on application. Trial run. First reasonable offer. Eccles, Sycamores, Mareham-on-Hill, Horncastle, Lincs. (2378
1934 SUNBEAM, 12-8, "Dawn". 4-door, aluminium saloon; 59,000 miles. Second owner from 1945; rare car; original paint; leather; handbook, etc. Capt. Hollinshead, Woodlands, Staffley, Nantwich, Cheshire. Tel.: 65506. (2379
MG "D"-TYPE Midget, 1932. Restoration requires completion. Another "D"-type for spares. £575 o.n.o. Any 1925-1935 car considered in part exchange—cash either way. Rowlands, Highfield Park Post Office, Rhyl. Tel.: 53831. (2380
TR3A, 1961. W/wheels; o/d. Extensively rebuilt; new MoT. £350. Tel.: Horley (Surrey) 2397. (2381
1966 VOLVO P1800S. Blaupunkt radio. Offers. Tel.: Hythe (Hants.) 6247 (after 6 p.m.). (2382
1937 TALBOT 110 Sports tourer. Eight only of these classic cars built. DYY 771 is kept in exceptional condition. For the past 15 years this car has been my transport on Sundays and holidays. The house and building on the estate has been sold. So we have to move out. Offers around £3,000. H. E. Splaine, Avon Bank, Sandplace Rd., Looe, Cornwall. Tel.: 2107. (2384
LAGONDA 4½, 1934 Pillarless saloon. Original but poor condition. Ideal for rebuild. Tel.: Downland 53085 (evenings). (2386
RILEY 6-cylinder TT Sprite. Serious buyers with £4,000 odd in mind. Might consider part share. Box 4059. (2387
1938 DAIMLER, DB18. Black with red leather upholstery. Sliding roof; 6,900 miles from new, all extras, inclusive original Ekco radio; toolkit; handbook; spare tyres; fitted new pistons; valves; guides in June 1972 and stored in garage since. £275. Mr. Hawkes, Tel.: 01-807 5938. (2388
"E"-TYPE F.H.C., 1963. Perfect 3.8 engine with 1971 4.2 gearbox and brand new clutch. Brakes overhauled and 5 new tyres. Resprayed black, no rust, and retrimmed in black. £595. Tel.: 01-692 6263. (2389
DAIMLER SP250B, V8 sports. White; extensively overhauled. Extras £750 o.n.o. Full details, Tel.: Coventry (0203) 77833. (2391
GILBERN INVADER, Mk. III, 1973. Black tulip; sun roof; usual extras; 6,000 miles; superb condition. Demonstrated anywhere, cost over £2,800 new, £2,195. Mr. Keen, Tel.: 01-722 1795 (after 6 p.m.). (2392
MG-B 1971, "K" blaze; 24,000 miles; overdrive; radio and stereo; tonneau and many extras. £1,050. Mrs. E. Salter, "Barton Point", Garstang Road, Barton, Nr. Preston, Lancashire (North of Broughton exit from M6). (2393
LOTUS ELAN S2. Still in concours winning condition. Red with yellow bumpers; tinted screen; chrome wheels; hard-top etc. First to see will buy. £595. Plus 2 required. Tel.: Whaddon (Bucks.) 265. (2396
MG-B GT June 1972 Golden/Yellow, navy trim; one owner; overdrive; h.r.w.; 12,000 miles. £1,380 o.n.o. Tel.: Luton 412655 (evenings). (2397
GILBERN GENIE, 1967/68. Red with mag. wheels, only 42,000 miles. A nice clean car. Second pram forces sale at £950. Tel.: Plymouth 44745. (2398
TVR 3000M, 1973. Burgundy; sun roof; radio; h.r.w.; Autovita conversion; 4,000 miles; factory built; as new; seen anywhere in UK. Cost £2,650; sacrifice at £1,995. Chris, Tel.: 01-722 1795 (evenings). (2399

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AUSTIN HEALEY 3000, Mk. 3, 1965. Metallic blue; low mileage; overdrive; wire wheels; Koni's; rally seats. Exported to sunny California until 1970, so bodywork immaculate. New steering gear, dashboard, (now r.h.d.); exhaust; carpets. Do not confuse with semi-restored example. Can also be seen Birmingham. Offers over £1,000. Tel.: Cullingworth 3498 (Bradford). (2400
RILEY RME, 1954. The most beautiful in the country. White with rear wheel covers; high riders and lovely interior; valve radio; 2 owners and 36,000 miles from new. Much admired and a truly magnificent car. £950. Tel.: 061-709 2473. (2401
SPRITE MK. 1. Original and immaculate, new MoT and steel bonnet. £250. Tel.: 051-677 7781. (2402
SPLENDID BMW 2800. One elderly owner deceased 8,800 miles. £2,600 o.n.o. Tel.: Sidmouth 3330. (2403
AUSTIN HEALEY 3000, Mk. III, 1966. Good condition; WWOD hard-top, soft-top. Recent tyres; exhaust; 4 wings carpets; MoT. Bills for £213. Business forces sale. £795 o.n.o. or exchange MG-B and cash. Tel.: Blackburn 21681. (2404
AUSTIN HEALEY 3000. Monza red, navy leather interior. Full MoT, taxed. £575 o.n.o. For demonstration, Tel.: Guildford 73571. (2407

SPECIAL 220, SE fuel injection-engined Mercedes, 2 + 2; hard-top; 2-door coupé. First registered April 1960. Nearly £700 has been spent on this classic car (bills avaliable) and I have no time to complete the fitment of new bumpers and odds and ends etc. Tastefully cellulosed in French grey and gunmetal. Fully adjustable front seats; dark red hide with fully-shaped dash. Becker self-seeking Mexico radio. Many extras. £795, as is, or will part exchange small car. Tel.: North Weald 2054. (3222
JAGUAR XK150, 3.4 f.h.c.; overdrive. Excellent "Olde English White" coachwork, engine, mechanics. £850 o.n.o. Tel.: Harlow 24167 (Essex) owned by XK Club member (0839

ALFA GIULIA Spider 1600, 1964. £285 o.n.o. Chivers, Tel.: Leicester 871313, ext. 742. (0493
RARE 1929 WOLSELEY 21-60 for restoration. Rusty but complete, £300 o.n.o. Tel.: Whaddon 367 (evenings). (0491
XK150 JAGUAR 3.8. F.h.c.; resprayed BR green; engine rebuilt 6,000 ago; new tyres. £750. Tel.: 01-352 3638 (evenings). (9430
ALVIS 1954 TC21/100 grey sunroof saloon; radio; flashers, washers; belts; tachometer; cints; servo brakes; taxed, MoT, £275. Hillman, 2 Maywin Drive, Hornchurch. (2408
ELAN S4/SE convertible, late 1968. Webers; tonneau. Really immaculate; one owner. £895 o.n.o. Tel.: 01-508 3909 (evenings). (2409
1933 AUSTIN 7. Complete with 2 spare chassis, back axles etc. Original log book and handbook including parts lists with prices. Rebuild commenced but lack of time prevents further work. Best offer in excess of £110 from genuine enthusiast. Down, Tel.: St. Judy 329 (Cornwall). (2411
RILEY RME 1.5, 1956. Definitely an enthusiasts' car; reliable, though bodywork needs some attention. £100 o.n.o. Tel.: Blewbury 516 (evenings). (2412
TVR TUSCAN, 4.7-litre. New August 1971 "K" registration. Special specification includes: 289 cu. in. approx 250 b.h.p.; 4-speed manual + overdrive; Cobra Limited slip diff.; Spax adjustable; racing linings; mag. wheels; ER 70 VR Dunlops; heated rear window; latest nylon head restraint seats; Halogens; horns etc. Fantastic performance; 25 m.p.g. at steady 100 m.p.h. Directors Private car; licence forces sale. £2,100 o.n.o. Tel.: 01-837 5679 or Keighley 3488 (evenings). (2413

NSU 1200 TT, June 1972. 12,000 miles; one owner; extras (Motolita, Halogen spot and fog, rear fog, Fiamm airhorns), immaculate condition, no competition work (seeing is believing). £750. Tel.: 01-405 2406, ext. 20 (day), 01-892 7505 (home). (2414
VINTAGE SCOTT, 1929 Flying Squirrel. Dismantled for rebuild. Offers over £400. Details Box 4061. (2416
1973 (JUNE) MG-B roadster. Under 4,000 miles covered. Teal blue, yellow ochre interior, belts, tonneau, chrome wheels, taxed. As new, £14,500. Tel.: March 3331 (anytime). (2417
ALVIS ALVIS. Must sell one of these cars. Either to 21 drophead (40,000 miles) or TE 21 saloon (47,000 miles). These cars have the prestige of a Bentley with off-the-shelf spares at reasonable prices. Offers. Tel.: Bidford-on-Avon 3708. (2418
SUNBEAM TIGER, special Humber development car. Fitted 4.7 V8, automatic gearbox; four discs.; holly carburetter; host of modifications, Reg. No. 820 R. £1,395. Full details, Tel.: Ware 5123. (2421
ASTON MARTIN, Volante DB6, 1968 "G", Vantage engine; metallic olive; radio; stereo; power hood. £2,850. Part-exchange/HP. Tel.: Ware 5123. (2421
MG-A Mk. II, 1962. F.h.c. extremely good condition throughout, 79,000 miles. £325 o.n.o. Tel.: 01-626 9081, ext. 60 (day), 01-405 6520 (evening). (2422
LOVINGLY looked-after big valve S130 Lotus +2S, 1971. Luxurious Sundym cool; stereo sound; 25,000 miles. £1,850 o.n.o. Hersom, Tel.: 01-837 2810 (daytime). (2423

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1967 **LOTUS** Elan Special equipment. D.h.c.; Bahama yellow; radio; new hood December; tonneau. Very good condition; MoT June 1974. £750. Tel.: Saltash (Cornwall) 4238 (2424

MASERATI MISTRALE 4000, 1968 car. Red with black interior; fuel injection; 5-speed box; electric windows and aerial; radio stereo cassette player; special wheels; very good condition throughout. £2,350 o.n.o. exchanges considered. Tel.: Kidlington 4118 or 3989. (2426

AUSTIN HEALEY 3000, Mk. II, 1963, Series BJ7. Good body and mechanics; new parts include hood; carpets; rear springs; front shocks, etc. £595. Tel.: 01-937 7876. (2427

PORSCHE SC, 1964. Chocolate brown coachwork of upholstery. Immaculate, new Michelins; history. Must sell going abroad £750 o.n.o. Tel.: Poulton-le-Fylde 5968. (2431

MG TF, 1954, 1,250 c.c. Much work carried out; new seats; trim; ash frames, etc. Engine overhauled. Offers around £900 or exchange for Land Rover, approx. £300 plus cash. Tel.: Frinton 6965 (after 6 p.m.). (2433

BENTLEY "R"-TYPE, 1954 by Freestone and Webb. Black and grey; very good condition; MoT; taxed. Impressive car. £1,400 only for a quick sale. Tel.: 01-348 4517. (2434

ASTON MARTIN, DB5, 1964. 70,000; Sierra blue; usual extras including radio; c.w.w.; electric windows; 5-speed. Recent steering; c.head; brake overhauls. Regularly serviced; history available. Mechanically perfect; body good but not concours. £1,100 o.v.n.o. Tel.: Kirkby Malzeard (Yorks.) 572. (2435

FIAT 2300 S coupé, 1967. One owner since new; only 49,000. Beige, now too small for family. Capable 120 m.p.h. Remarkable condition, £750. Tel.: Dedham (Essex) 2235 (2436

MG TF, 1954. Beautiful car in black; new MoT; bodywork professionally rebuilt; new engine/gearbox; rechromed; re upholstered, etc. £1,650. Tel.: Child Okeford 657 (Dorset). (2437

TR6 1969, "G" registration; BRS; overdrive; wire wheels; radio; hard- and soft-top; electric fan; fog lamps; air horns and XAS tyres. £850. MoT. R. Hartley, Hurst Farm, Great Bridgeford, Stafford. Tel.: Seighford 255. (2439

ELAN SE3 drophead "F" registration; 35,000 miles; years MoT; radio, electric windows. Superb £755. 1929 Talbot 14/45 drophead/dickey original; practical; fast. Extremely attractive, lots of spares. £1,875. Tel.: Edgehill (Banbury) 460, Baldwin 021-356 4838 (work). (2440

LOTUS 1968, 36,000 miles. Light blue Webasto roof; twin fog light conversion; Halogen headlights; rear seat belts. Mechanically faultless. Body unmarked. £1,025. Tel.: Fundenhall 566 (Norwich). (2441

TR6 1970. Overdrive. Damson; 34,000 miles; radio; extras. Lovingly maintained. £1,065. Possible finance. Tel.: Guildford 63346. (2442

JAGUAR XK120, FHX, 1953. BRG; radio; wonderful condition. A real collector's car. £1,475. Exchange considered. Tel.: Twyford 341390. (2443

1905 CUPPELLE 2-seater single cylinder. VCC registered. Actual car Gargano's book, page 325. Excellent condition all through. Pointed tail and well equipped. £3,850. Tel.: Twyford 341390 (2443

RILEY 1½-LITRE, 1953. Licensed MoT Jan. 1974, £220. Riley 1½ RME, 1955. Rebuilt engine, new starter, dynamo, battery; tyres; roof recovered. Offers over £250. Macleod, 38 Wasbrough Ave., Wantage. Tel.: 2605 (after 6 p.m.) (2444

GILBERN INVADER, Mk. 1, 1970 model. First registered Dec. 1969. Steel blue; grey upholstery; radio; overdrive; electric windows; reclining seats etc., etc. Company car provided must now sell. Only £1,100 o.n.o. Tel.: Bath 5725 (daytime). (2445

ASTON MARTIN, DB 2/4, 1955. Black with red trim. Rewired and bottom end recently overhauled. £600 o.n.o. Prowton, Tel.: Nottingham 45449. (2446

TR5 NOVEMBER, 1968. White. Cibie headlamps and spots; overdrive; SP sports; Motorola; luggage-rack. Complete new injection system. Drive it for a 100 miles, and see what you think. P.S. nearly forgot! Immaculate, £800. Tel.: Ingrebourne 48381. (2447

AUSTIN HEALEY 3000. Immaculate condition, Mk. III, Nov. 1965. Genuine enthusiasts car possibly the best example of year in South-east England. Black/red, genuine 42,000 miles only. New tyres and complete exhaust system. In June 2 + 2 convertible/ radio/ overdrive/ wire wheels. Owned for 2 years and garage kept. This car must be seen for real effect. £1,000 o.v.n.o. or would swop for newish saloon. Parents, Tel.: 01-520 5917 (Walthamstow, E17). (I will gladly telephone you back if not in—Mr. J. Willis) (2448

TR5. Signal red; black interior/hood, £200 extras; overdrive, wire wheels; laminated screen; undersealed; Radiomobile; airhorns; mirrors; rack, spots; recent XAS's. New rings and top overhaul. Beautiful condition, used as summer weekend car. Possible part-exchange through local garage. £825 but open to offers. Tel.: Orpington 25532 (home). (2449

1932 AUSTIN 10. Rebored. Fair original condition MoT; "D" back saloon. £300 o.n.o. Tel.: Thornbury (Glos.) 2023.

XK140, F.H.C., 1956. Used daily; rewired by Lucas this year; spare engine, lights etc. Reg. No. 6 MPL. £450. Tel.: Seaford (Sussex) 895231 (evenings). (2452

FOR SALE—continued

BUICK V6, special coupé; "C" reg. Nice condition; red/new black hood; Power steering; automatic transmission, new exhaust system; l.h.d. Tax Dec.; MoT July 1974. £295. Part-exchanged considered. Tel.: Manchester, 061-881 1840. (2450

IMMACULATE MACH 1 Mustang. Reg. 1971 351 cubic inch engine; tinted glass; power brakes and steering; air condionted; A.M. radio; 8-track stereo. One owner. £1,745. Tel.: Horsham 62473 (after 6 p.m.) (2453

PORSCHE 356C, 1964. L.h.d. Good condition; 1 years MoT. £530. Tel.: 01-979 8008 (West Molesey) (evenings and weekends). (2454

GINETTA G15, 1973. Sun-roof, heater etc., 7,000 miles. Superb condition. £1,030 o.n.o. Tel.: Colchester 44503. (2455

ALFA ROMEO 1750 saloon, 1969 "H"; taxed; MoT. Metallic green/brown; radio; good condition. Would part exchange for car more suitable for wife such as Mini; VW; Simca 1100, etc. £775. Tel.: Wokingham 783683. (2456

HEALEY 3000, 1960. Engine and body extensively rebuilt, new suspension; resprayed. £595. Tel.: 01-777 6876 (Kent). (2457

TR4A 1966; overdrive; Surrey; 5½Js; Powerstop; XAS, etc.; low mileage two owner car; exceptional condition, not the usual scruffy example. £560 o.n.o. Tel.: Belper (Derbyshire) 2638 (after September 8th). (2458

1934 RILEY Lynx tourer. Rare opportunity to acquire desirable Riley. Offers around £1,000 considered. Tel.: 01-979 4640 or 1290. (2459

MORGAN 4/4 flat-rad. Excellent condition; exhilerating performance; MoT. £375. Tel.: 01-979 4640 or 1290. (2459

1929 AUSTIN Heavy 12/4 Burnham saloon. Solid reliable vintage motoring for £750. Tel.: 01-979 1290. (2459

ALVIS 1954 3-litre drophead Grey Lady body. Fog/spot/tonneau. Second car garaged; 1 finicky owner 6½ years. Super condition. £385. Box 4076 (London). (2460

JENSEN HEALEY, Dec. 1972. V.g.c. with radio; tonneau and towbar. Morgan lust precipitates sale. £1,650 o.n.o. Tel.: 01-289 2463 (2461

COOMBS—3.8 JAGUAR, Mk. 2, 1964. BRG, original cost £2,225. Specification includes modified engine; 2 2in. SU carburetters, cold air intake; special cams 9.5/1 compression ratio, lightened flywheel, strengthened crankshaft, heavy duty clutch, strengthened rear spring location and modified wheel arches, high rate front springs, special anti-roll bar; louvred bonnet; work just carried out includes an engine rebuild; new clutch; new battery new silencer and front brakes; one year MoT; low mileage £1,000. No offers, Tel.: 01-253 5981 (day), Haddenham (Bucks) 291347 (evening). (2462

PIPER P2, "K" reg. Purple rallyflek; 6J Piper mags.; immaculate condition and only 4,000 miles. £1,495. Tel.: Giuldford 68629. (2463

1934 FORD 14.9 h.p. Model BF. Fully restored, MoT. Offers. Tel.: Northampton 37305 (evenings). (2465

MG-B 1966. Red; overdrive; w/wheels. New radials; v/sealed; years MoT. £495. Exchanges considered, Tel.: 01-686 4197. (2466

XK150 DROPHEAD. Covered 38,000 from new; White with red interior. Offers over £1,000 invited. Tel.: Halesworth 2307. (2468

LOTUS ELAN, 1967. D.h.c.; 34,000 miles; 2 owners. Blue; Radiomobile; v.g.c. £770. Tel.: 01-894 4233 (evenings, weekends). (2469

MG-B GT, October 1969. Superb example, genuine 21,000; Snowberry/black leather. Recliners, w/w, radials, sunroof, Radiomobile, alarms; taxed May. Growing family forces sale; sacrifice £1,000. No offers, prewar exchange possible. W.h.y. Tel.: Bradford 0274/636227. (2472

1932 WOLSELEY Hornet, 12 h.p. saloon. Suitable renovation not driven since 1956. £225 o.n.o. Box 4062. (2473

MG-B 1964, 5-bearing; radio; good tyres; taxed; MoT November. £200. Tel.: Sandiacre 2280 (Notts.) (2474

FIAT 1500 Convertible Farina red. Hardtop; rare specimen. £750 o.n.o. Tel.: 01-452 8658. (2475

LANCIA FULVIA coupé 1.35, 1970, "J" registration. Gleaming metallic silver with black upholstery. Low mileage, excellent condition. £1,150 o.n.o. Tel.: 01-387 5040 ext. 230 (office) or Cambridge 870777. (2476

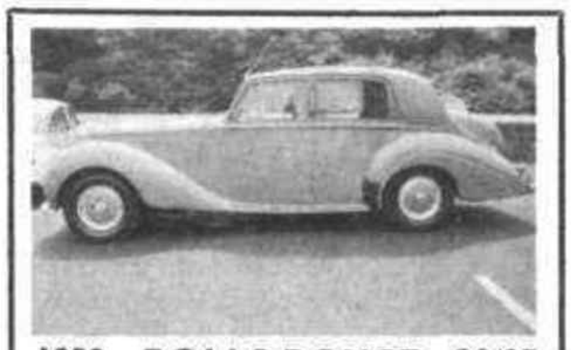
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MINI GT, 1275, 1972 (April); 10,000 miles only. Black Tulip with jet black windows. Service history; taxed, Nov. 1973. £850. Tel.: 01-540 9109. (2498

MORGAN 4/4, 4-seater, "L" regn., September 1972, 10,000 miles, as new condition. Signal red; undersealed; spots; children's s/belts, etc. Growing family forces reluctant sale. £1,475. Tel.: Broadstone (Dorset) 595. (2499

FOR SALE, Rover 90, Nov. 1962; grey. Very good condition; MoT till June 1974. Price £340. J. Fisher, Purbeck, Hatford, Nr. Faringdon, Berkshire, SN7 8JH. (2500

MARCO 1600. Red, "G" regn. Low mileage. Excellent condition; alloy wheels; 8-track; used as second car. 28-36 m.p.g. Offers around £995. Tel.: Scunthorpe 732050 (evenings). (2501



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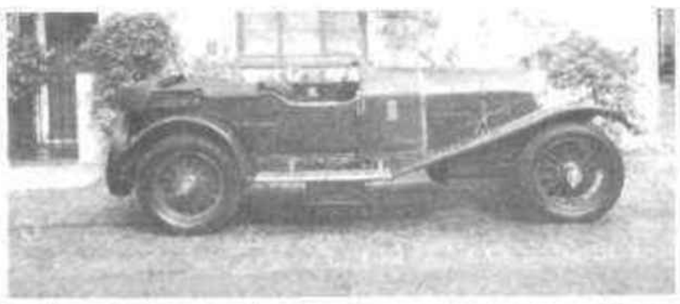
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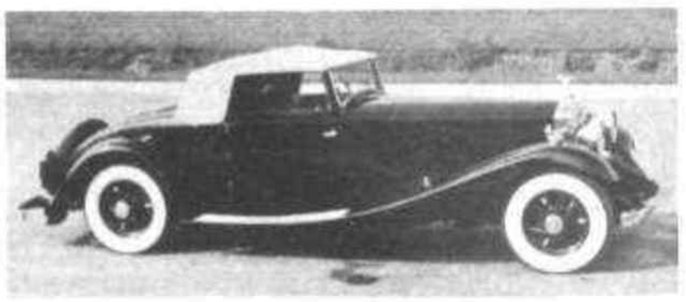
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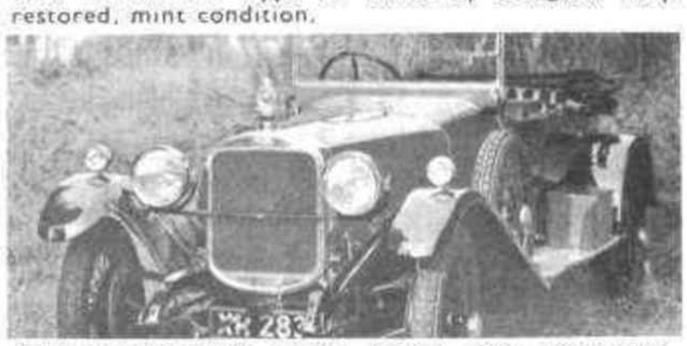


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DAIMLER 1936 drophead coupé, 2-door complete pretty Barker body to restore fitted vintage Leyland diesel. £250. Tel.: Yatelev (Hants.) 87 3491. (2514

1954 AUSTIN A40 Somerset. Black in remarkably good condition. £200 or near offer. Tel.: Abermule (Montgomeryshire) 653. (2515

GINETTA G12. Attractive, rare, road converted car; "K" reg. Ford 1300 crossflow engine; new tyres on Minilites. £750 o.n.o., or consider exchange with cash adjustment for Lotus Elan 1+1/2. Price, The Grange, Messingham. Tel.: Scunthorpe 762851. (2516

LOTUS SUPER 7, Series III (Dec. 1969). 1600 c.c., heater, an original low mileage example of the last of the classic Sevens. £795 o.n.o. Hewson, Fern Royd, Woodhall Spa. Tel.: 52819 (Lincolnshire). (2517

DAIMLER SP250 Sports, B series. Must sell; MoT March 1974. Worth calling at £595 o.n.o. Tel.: Bristol 624648 p.m. (3218

BENTLEY MK. 6, 1949. Low mileage, only 72,000 since new. Slight bodywork deterioration, first class mechanics, engine and chassis. Must sell for £650 or best offer. Dempster, 94 Sutherland Grove, Bletchley, Bucks. (2519

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*450—19	8·06	1·40	*760 × 90	16·19	1·57
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MG-C 1968 "G". Only 37,000 miles. Beautiful condition. Bodily/mechanically; music, new tyres. £675. Possible finance. Tel.: Guildford 67812. (2190

ARMSTRONG SIDDELEY, 1936, 17 h.p. fitted with Perkins diesel. Bills for £250. Offers. Tel.: Huntingdon 53995 (after 6 p.m.). (2191

TIGER 4.2, 1967. Med. blue; hard/soft-tops, tonneau, radio/stereo, 5½J Rostyles, new Cints, no rust. £775 o.n.o. Tel.: Walton-on-Thames 29595. (2193

MORRIS 8, Series E, 1939, in running order. Two tyres needed for MoT. Sound body and structure. Some spares. Ideal for restoration. Offers. Mr. Lee, 8 The Fairway (off Golf Road), New Inn, Pontypool, Monmouthshire. (2759

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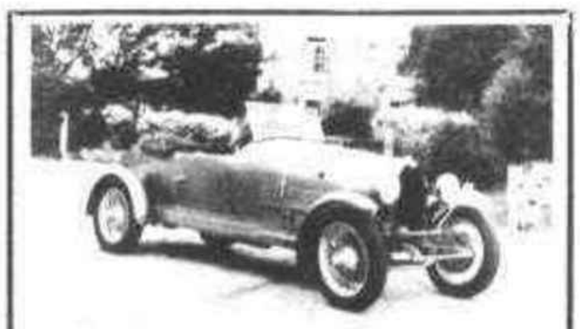
TR6, 1971, "K", 30,000 miles, o/d, radio. White. Worth seeing at £1,100 only. Tel.: Ripley (Derbys.) 811117. (2761

LANCIA FLAVIA 1.8 f.h. coupé, 1964. Good condition throughout. Grey with blue interior; Michelin ZX tyres; moderate mileage. Fast, comfortable, elegant—a beautiful car to drive. Must be sold, hence £295 o.n.o. Tel.: Hertford 5137. (2762

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GINETTA G4, 1963, 1500. Recent overhaul, respray. £385. Tel.: 021-444 7351. (2765

1958 MG ZB Varitone. MoT expired, restorable. No time, due to recent house purchase. Some spares, including gearbox. Crocker, 11, Marson Dieu Place, Dover, Kent. (2766



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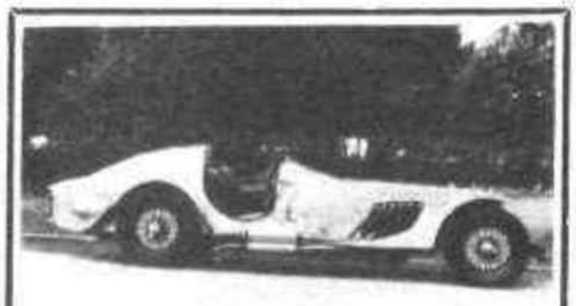
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MG-B, 1968, "G". Mineral blue, w/w., o/d., Motorola, undersealed. £665. Tel.: Bentley 2324. (2768

1960 BENTLEY S2, good original condition, ex property of titled gentleman. £1,450. Tel.: Wrexham 52360. (2769

DAIMLER SP250 Dart, 1962. Red, soft-top, tonneaus; many spares. Taxed March, MoT May. Workshop manual. £700. Tel.: Mark 11 Drayton (0630) 2974. (2770

AUSTIN HEALEY 3000 Mk. 2, 1961. Midnight blue, good order, hard-top, fresh MoT. £550 o.n.o. Tel.: Erith 34912 (evenings 01-856 3154). (2779

LANCIA FULVIA 1.3 Rallye S, "H" reg., Dec. 1969, 35,000 miles. Dark green, sheepskin rug and radio. Serviced by Lancia agents from new. Marriage forces sale. £950. Lewis: Tel.: 01-837 7251 ext. 25 (day), 01-733 2929 (evenings and weekends). (3279

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SHRUNKEN FERRARI! No, it's the works prototype Davrian. Offers. Dr. Davies, Tel.: Woking 65944 (evenings). (2776

DAIMLER CONVERTIBLE, 4-seater Century Conquest, 1955, with power hood. Resprayed silver. £535 or near offer. Roberts, Tel.: 01-226 2650. (2778

SLEEPING BEAUTY awaits Prince Charming. July 1969 silver 911S languishing as a third car, one owner, 30,000 miles, usual extras. Best offer over £2,500. Tel.: 0597 82 354. (2779

BENTLEY CONTINENTAL, Mulliner Flying Spur, 1961. Beautiful car in regal red—actual car in Used Car Road Test "Autocar", 16th August. £4,250. Tel.: Reading (0734) 582839 (day), 472309 (evening). (2761

COOPER 1275 'S' Mk. III, 1970. Red/white, black interior. 16,750 miles but utterly immaculate. Host extras. Special dash, mag. wheels, radio, etc. Absolutely outstanding. £975. Tel.: Reading (0734) 582839 (day), 472309 (evening). (2781

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72 FORD Mexico, 11,000 miles only **£1,050**

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69 TVR Tuscan. Recently fitted with reconditioned engine and many other new parts... ... ... **£995**

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69 COOPER 'S'. This car has a sunshine roof, special paint, wind-up windows, reclining seats, rev.-counter; recorded mileage is 39,000 ... **£685**

67 COOPER 'S', sunshine roof; white; beautiful condition **£445**

72 MINI 1000, 8,600 miles only. White. Unusual opportunity ... **£765**

69 SPRITE. An excellent, sound motor car **£495**

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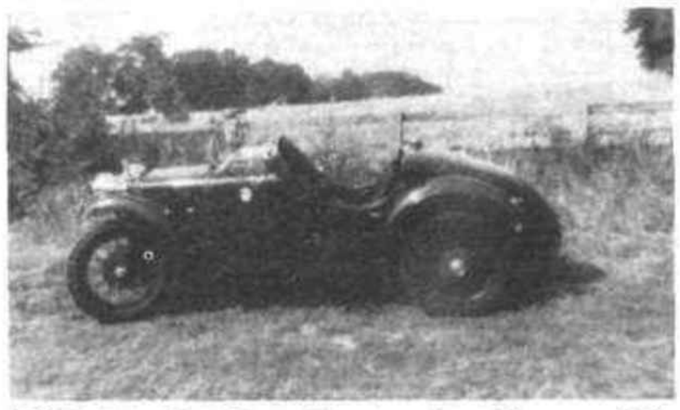
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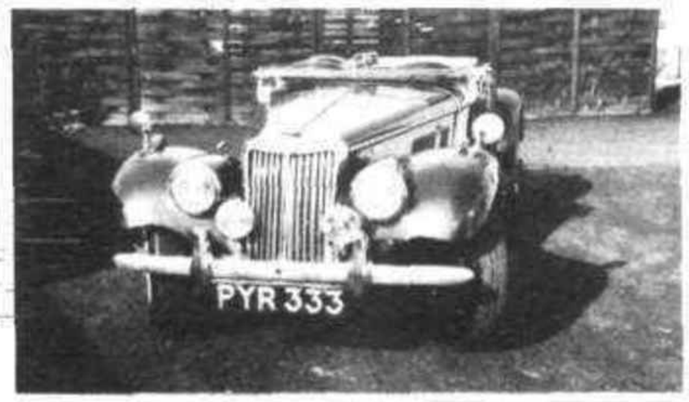
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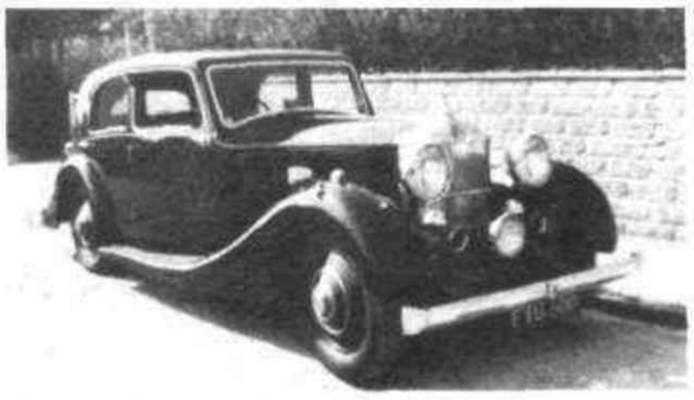
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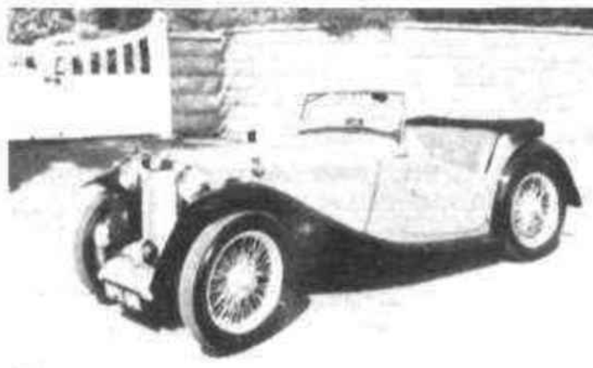
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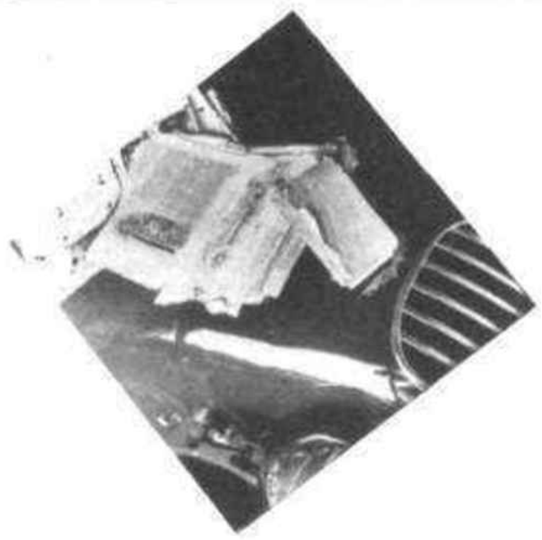
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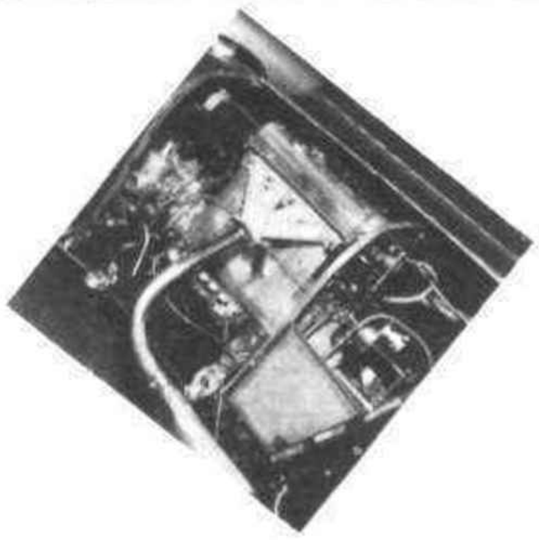
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TR3, 1960. White; overdrive; engine 2,000 since recon.; electric washers; w/w electric fuel pump. Excellent bodywork and interior; MoT April 1974. £345 o.n.o. Tel.: Fleet 6540 (Hants.) (2544

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SCIMITAR GTE, 1970. Satin silver. Sun-roof; low mileage; stereo/radio; new Cints., overdrive. £1,650 o.n.o. Tel.: Brighton 779311/684131. (2787

BERGMANN ELECTRIC Lorry, 1910 approx. Completely original but in need of some restoration. £350. Clarke, Talbot Cottage, Talbot Rd., Killiney, Co. Dublin, Eire. Tel.: Dublin 804778. (2788

MG-B GT, 1969, red/black. Genuine top condition. Should be seen at £840. Tel.: 01-876 6788 (evenings). (2789

AUSTIN SEVEN four-seater tourer, 1932, restored to immaculate original condition. Many spares. Offers invited. Tel.: Newick 2548 (Sussex) (evenings). (2790

DAIMLER SP250, 1963, hard/soft-tops. MoT till April 1974. £700. Tel.: 01-622 5185. (2791

LANCIA FLAMINIA touring convertible, white, 1963. New hood, exhaust system, tyres. Mechanically perfect. £650. Tel.: Burford 2350 (Oxon). (2792

ULSTER AUSTIN Seven, new body, sell or swap for Chummy. Tel.: 01-644 7663 (evenings). (2794

1936 LAGONDA *LG45 pillarless saloon.* Illness frustrates rebuild. Mechanically almost complete. Body trim, etc., reasonably. Needs some new timber. Offers. Young, 16 Cromwell Hill, Luton. (2815

JENSEN INTERCEPTOR, 1968 (October), metallic blue, black hide upholstery. Immaculate condition, full history. New tyres (Michelin XAS), new pads, new shock-absorbers. £2,250. Tel.: Formby (Lancs.) 75340 (day), Formby 77993 (evenings). (2816

MG TF 1500. Recently extensively overhauled and rebuilt including weather equipment. £800, no offers. Tel.: Burgess Hill (Sussex) 42871. (2817

MERCEDES 220SB, 1961. White. Taxed Dec. Full MoT. £175. Tel.: 061-681 9473 (Manchester). (2818

COOPER 1275S. Unique Hooper de ville conversion. Valuable registration, POP 69, belonging Mick Jagger. Incredible extras. An investment for the connoisseur. Offers around £995. Mason, Tel.: 01-228 0725 (home), 01-836 2466 (office). (3296

LOTUS ELAN S/E convertible, 1966, yellow. Cinturatos, new exhaust valves. 10 months' MoT. £600 o.n.o. Tel.: Allesley 3223. (3283

FOR SALE—continued

MG TF, 1,250 c.c. Excellent original condition. Recon. engine and gearbox; new clutch, radial tyres, tonneau. Taxed and MoT. £975. Tel.: 01-462 4083 (evenings). (0000

ASTON MARTIN DB?/4. Red. Lovely condition. Mechanically and bodily overhauled, £400 spent since January. £1,000. Tel.: Herne Bay 63598. (2813

ELAN +2, "F" registration. Aquamarine blue. In beautiful condition. Garage maintained. HP available. £945 o.n.o. Tel.: Chepstow 2509 (business). (2814

1968 SCIMITAR 3-litre GT, overdrive, maroon, radio. £875 o.n.o. Tel.: Great Missenden 2009 (evenings). (2800

DAIMLER Light 15, 1938, one owner, genuine 59,000 miles. Mechanics excellent, needs little bodywork attention, respray. Reg. No. MBU 2. £200 o.n.o. Tel.: Rocester 363 (Staffs.). (2801

ALFA ROMEO 1750 GTV, 1970. Alfa mag. wheels, h.r.w., 8-track. Silver. LHD. £900 o.n.o. Tel.: 051-638 8453. (2802

MORRIS 8 Series E, 1938. For spares or restoration. £35. Tel.: Twinstead (Essex) 503. (2803

CORTINA 1600E, 1968. Silver fox. Radio. Regularly serviced. Engine, gearbox, suspension recently overhauled. Superb for year. £625. Tel.: Long Sutton (Lincs.) 363241. (2804

MORGAN PLUS 4, d/h. coupé, 1952. Red and black. Very rare. Vanguard engine. Been rebuilt, but been stored and therefore needs detail attention to make roadworthy. Offers considered. Tel.: Long Sutton (Lincs.) 363241. (2804

MG, 1951, Series Y. Maroon, in original order. Almost indistinguishable from new. Present owner 17 years. £700 o.n.o. Tel.: Ashstead (Surrey) 74487. (2805

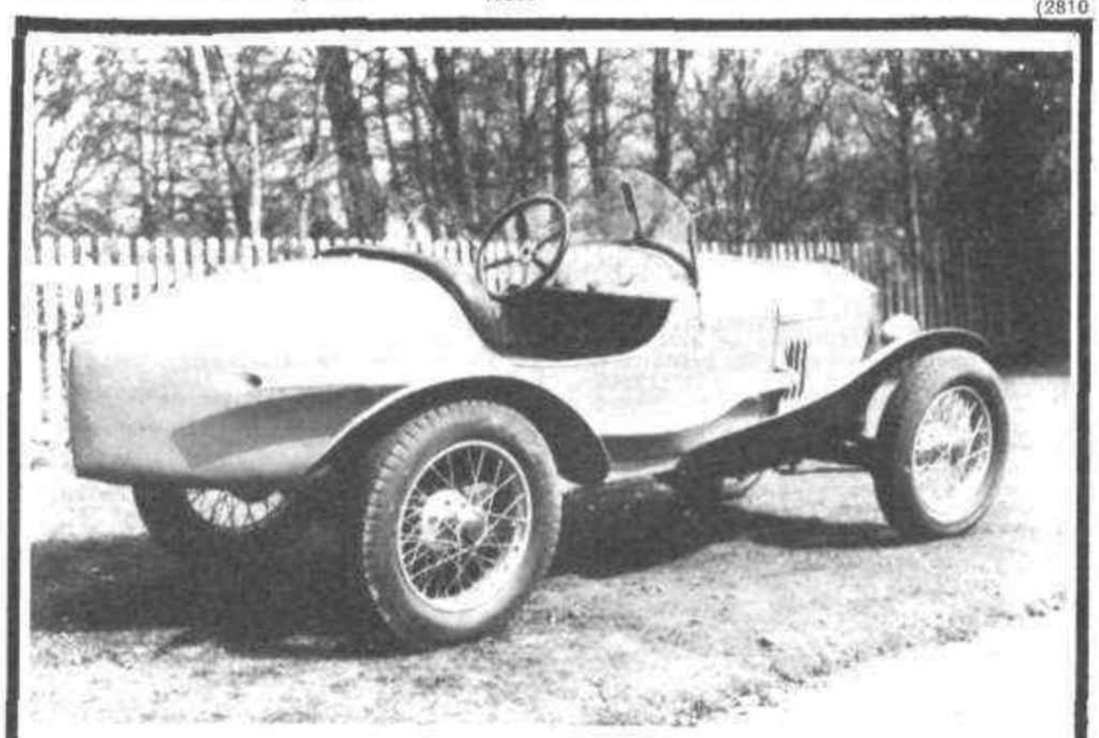
TR6, 1969. Damson/black, overdrive, radio; 48,000 miles; recent new clutch, exhaust and tyres. Good condition, but have three cars, so must go. I think it is very cheap at £785, but needs must, etc. Jowers, Tel.: West Mersea 2980 (Essex). (2806

MG-B, December 1966. Excellent condition, with all extras. £470. Tel.: 01-377 9377 (day); 01-333 7597 (evenings). (2807

TR3A, WHITE with black interior. Hard-top, soft-top, tonneau, overdrive. Balanced motor, oil cooler, wire wheels, Cinturatos, wood-rim wheel, Blaupunkt radio, heater, leather upholstery, Klaxon, seat belts. Original steel body immaculate inside and out. Full year's MoT. Registered 1962. £500. R. L. Straw. Tel.: Devizes 2491 (office hours). (2808

ULTIMATE CORTINA GXL, 1972. Professionally fitted V6 engine, 1973 modifications GT gearbox, 3.7 axle, H/D suspension, wide wheels, full GT interior. 8,000 miles only. Condition as new. £1,495, part exchange considered. Fuller details, Tel.: Danbury 4313 (Essex). (2809

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

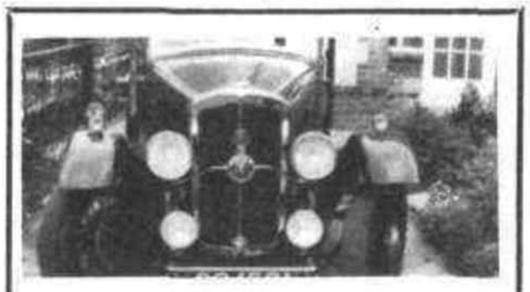


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FOR SALE—continued

PORSCHE 356C, 1964. Ball blue. New tyres. Taxed. MoT. £625. Tel.: Worcester 26283 (evenings). (2795

CITROEN DS21 Safari, white, 1971 (June). Heated rear window, power steering, directional headlights. 27,000 miles. £1,450. Tel.: Newcastle (Staffs.) 616768. (2796

RARE PRODUCTION sports car, 1951 Dellow. Massive tubular chassis, aluminium body. Completely rebuilt. New engine and mechanics. New chrome. BRG. Fully equipped. Twin spares. Immaculate, economical. Taxed, *tested. £445 o.n.o. Tel.: Burscough 2996* (Lancs.). (2797

HISTORIC SPORTS car, 1950 Silverstone Healey, Type "E", professionally fitted Jaguar "C" engine, "D"-type camshafts and pistons, Weber carburretors, Lightweight "E"-type 5-speed ZF gearbox, etc. Excellent condition, red, extremely fast, investment. Tel.: 01-272 4140 (after 6 p.m.). (2798

BMW 2000 Tilux sports saloon, 1967. Just completed £500 overhaul to engine and components, fitted all extras including opening roof. White with black upholstery. Too fast for me. £750 or exchange for large vintage Lagonda, Package or similar. Some mechanical work *acceptable but must be bodily sound.* Cash either way. Belcher, The Cottage, Rickinghall, Diss, Norfolk. Tel.: Botesdale 258. (2799

MG-B, 1969. White, overdrive, five good Cinturatos, tonneau, radio; new batteries, new exhaust. Full service record. £720. Tel.: Burgh Heath (Surrey) 51586. (2811

TRIUMPH TR6, 1972, "L" registration, white, 10,000 miles. Stromberg carb., overdrive. £1,295. Tel.: Leabrooks (Derbyshire) 3525 (after 2nd September). (2812

TR5 P.I. convertible, 1968. Terrific performance, aesthetically perfect. Wide wheels, overdrive, radio, spotlamps. Buy a real sports car for only £825 o.n.o. Tel.: 01-300 7191 (evenings). (2932

ALFA ROMEO, 1968 model, 1300 coupé, ochre, black trim. Lovely condition, many extras. £725 o.n.o. Harris, 8 Hampton Park, Bristol. Tel.: Avonmouth 4821 ext. 120 (9-5 p.m.). (2933

GILBERN 1800 GT, Late specification and data, etc., on request. Box 4052. (2934

MG-A 1600 f.h.c. MoT June 1974. £250. Tel.: Hull 658 520. (2935

1971 (AUG.) JAGUAR 4.2 "E"-Type f.h.c. Fawn, black trim. Sheepskin seat covers, h.r.w., radio. Taxed July 1974. 28,000 miles. £1,950. Wood, Tel.: Harrogate 770029. (2936

1929 AUSTIN 12/4 Burnham saloon. Long MoT. Taxed. Excellent condition. Offers. Bridges, Tel.: *West Malling 840660.* (2937

MK. I SPRITE, as new; that's right as new. Stripped to bare shell and rebuilt. New parts include engine, steering, brakes, tyres, hood, w/harness, etc. Engine to be run-in. Distinctive number-plate. Very reluctant sale, £550. Tel.: Mattishall 494 (Norfolk). (2938

BRISTOL 405. Much work done recently including engine and overdrive rebuild, overhaul of suspension, brakes; expert respray, rechrome, etc., etc. Offers around £600. Tel.: Derby 26710. (2940

TR6 ROADSTER, 1972. White with black interior. Overdrive, w/wcels. One owner, 12,000 miles. New condition. £1,400. Tel.: Southampton 69582 (evenings). (2941

1937 MORGAN 4-seater, plus spare engine, rear axle, etc. Stored two years; not running now. £400 o.n.o. Evans. Tel.: Halesworth 3124 (Suffolk). (2942



1931 ROVER 16 hp

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John Walker, 84, Holme Grove, Burley-in-Wharfedale, Yorkshire. Tel.: B-in-W 2389

FOR SALE—continued

MORGAN PLUS EIGHT, December 1970, silver grey. Genuine 25,000 miles. Excellent condition. £1,650. Tel.: Kirkbean 217 (Kirkcudbrightshire). (2943

DB5, 1965, metallic silver, convertible with matching steel hard-top, red leather. 5 speed ZF box, chrome wires, Selectaride, 59,000 miles. Recent clutch, water pump, rear silencers, tyres ex. condition. £1,850 o.n.o. Tel.: 01-352 1793 (after 6.30 p.m.). (3307

1936 AUSTIN 10 1 saloon. Truly exceptional condition. Guarded since 1938 by one meticulous owner. MoT 11 months. Tax. £400 o.n.o. Preston, 3 Banks Mount, Pontefract. (2913

MORGAN 4/4 1600 Competition, 1969, two-seat BRG/black, very good condition. Offers over £900. Tel.: Nottingham 862737, Burton Joyce 3239 (evenings). (2916

FOR SALE—continued

DAIMLER CENTURY, 1956, Mark II. Pre-selector. Two-tone, showroom condition. Exchange for automatic Century, cash adjustment. Tel.: Langley Mill 3001. (2917

JAGUAR MK. 7, 1953, 38,000 miles. "Concours" condition throughout. Many extras, including front discs, Koni s/a's, etc. Host of spares (unused tyres, wheels, engine, etc., plus Mk. 9 for breaking). Sale as one lot. Full details: Tel.: 01-857 8496. (2918

MG TC, 1947. A smart car, bodily and mechanically sound, and virtually original. Good tyres, hood, tonneau. MoT. Offers around £800. View Bolton, enquiries Tel.: 021-554 7206. (2919

MG-B, 1967, overdrive, wire wheels, radio, BRG. £595. Mr. Gill, Tel.: Aylesbury 5040, ext. 301 (office hours). (2920

FOR SALE—continued

VERY RARE DAIMLER sportsman's saloon, 1956. Disc brakes and automatic box fitted by Daimlers 1960. Low mileage. Excellent condition. MoT August 1974. £450. Tel.: 01-546 0651. (2837

GILBERN INVADER Mk. 2, August 1972. Banama yellow/black interior, overdrive, heated rear window, push-button radio, map pockets, plus usual Gilbern refinements. £1,795 o.n.o. Tel.: Tring 3864. (2838

1949 TRIUMPH razor-edge 2000 saloon, grey. MoT July 1974, excellent throughout. A rare and impressive car. £210. Wright, 46 The Rock, Dawley, Shropshire. (2839

PORSCHE 356B/60, 1962, MoT May 1974. £350 o.n.o. Tel.: 021-354 4970. (2840

AUSTIN HEALEY 100/4, BN1. Wires, overdrive, hood, tonneau, screens. White, blue interior. Immaculate. £395 o.n.o. MoT. Taxed. Tel.: 0782-750034. (2841

ROVER 80, black, 1960. Outstanding condition in all respects. Recent bills for £160. Offers around £275. Tel.: 01-381 0761. (2842

LOTUS SEVEN S4 1600GT, 1971, tangerine, mag. wheels. Superb performance. £925 o.n.o. Tel.: 01-381 0761 or 727 4571 (Kensington). (2842

1948 STRAIGHT-EIGHT Daimler, DE series Barker-bodied hearse. 12,000 miles, believed genuine. Remarkable condition. £400. Tel.: Shepton Mallet 3223. (2843

PORSCHE 914S, 1970. Cosmic wheels, new XAS tyres, cassette stereo, luggage and ski racks, variable speed wipers, Fiamm horns, new silencer. £1,100 o.n.o. Tel.: 01-764 3248. (2844

SUNBEAM TIGER, 1967, blue, 35,000 miles; carefully maintained. One owner. Never raced nor rallied. Five extra wheels and tyres, h.t., s.t. and tonneau cover. £800. Snaith, 2 Osborne Villas, Newcastle-upon-Tyne, NE2 1LR. Tel.: 814622. (2845

SUNBEAM-TALBOT Mk. III, 1955. Elegant, fast car. Storm grey, red hide seats. Owner's and workshop manuals. £250 o.n.o. Details: Tel.: 01-788 0317 or 6278, or 9144761. (2846

ALFA ROMEO GIULIA Super, May 1972, 11,200 miles only. Alfa red/black. One private owner. Taxed April 1974. Radio, h.r.w. No snags. £1,375 o.n.o. Ferguson, 13 Waldegrave Rd., Brighton, Sussex. Tel.: Brighton 557519 (evenings after Sept. 10th). (2847

TRIUMPH 2000, 1951, for the collector. Three owners. Taxed Dec. MoT May. Best offer over £320. Tel.: 0993-5573 (evenings). (2848

"E"-TYPE JAGUAR, 1968 (registered December 1967), 4.2. Dark blue with red interior. Webasto sun-roof. Open type headlamps, wire wheels, h.r.w. £1,150. Tel.: Hailsham (Sussex) 841806. (2849

MG MIDGET, 1972, as new. Wire wheels, many extras. Taxed March 1974. £815 o.n.o. Tel.: 01-462 4083 (evenings). (3306

FOR SALE—continued

MG MIDGET, Sept. 1971, "K" reg., in teal blue. Immaculate condition, undersealed from new, extras include radio, anti-roll bar, spots, etc. 26,000 genuine miles. £625. Tel.: Brackley 2463 (evenings) (Northamptonshire). (2921

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BOND 2-LITRE convertible, red, "H" reg. Superb condition. 5½J. Radiomobile, Motorola, 8-track stereo. £640. Tel.: Bolton (0204) 54189. (2923

MORGAN 4/4, four-seater, indigo blue, "J" reg. Brand new engine, Cinturatos, luggage rack, tonneau, stereo available. £1,395. Tel.: 061-761 3369. (2924

BRISTOL 405, in excellent condition throughout. Fitted with 100 D2 engine. Recent gearbox overhaul—fixed 1st gear. Full details on request. Offers in the region of £650. Tel.: Burscough 3548 (Lancs.). (2925

BOND EQUIPE GT 4S. September 1965. MoT August 1974. One careful owner. Complete service history. Price high at £315 but excellent condition and performance justifies. Tel.: Seaford 893131. (2926

MG-B GT, 1969. Outstanding bodywork and mechanical condition. Overdrive, radio, etc. £735. Tel.: Dudley 58719. (2927

MORGAN 4/4 Series IV, 1963. Fitted 1,500 c.c. engine and Weber carb. New windscreen. Front suspension rebushed and new shock-absorbers. Rewired. Trim replaced. Re-sprayed opal orange. £525 o.n.o. Tel.: Annan (Dumfriesshire) 2835, ext. 255 (day), or Annan 2886 (evening) for further details. (2928

GINETTA G4, 1964. Soft-top, 1,500 c.c. MoT. 5½Js. Yellow. Many new parts. Extremely fast, practical road car. Must be sold, bought house. £350 o.n.o. Tel.: 0245-59693 (evenings) or 529-1101, ext. 43 (daytime). (2929

MG-B GT, 1970. Radio, w.w. White/black interior. Really outstanding condition. £985 o.n.o. Exchange considered. Tel.: Welwyn 4113 (Herts.). (2930

BENTLEY S2 Countryman by Harold Radford, 1960. 97,000 miles. Complete with sun-roof, picnic table, fold-down seats, whisky, brandy and gin flasks. Absolutely first class order throughout, finished in steel blue with matching interior. £2,250. Another S2, 1960, which has just undergone a very comprehensive reconditioning, including a complete respray and a new gearbox, bills available; registration number WS 33, £1,950. Will demonstrate anywhere. Graham Roberts, Tel.: Uttoxeter 2158. (2931

ASTON MARTIN DB6, 1967. Dubonnet rosso; usual extras. Immaculately maintained by owner's works, low mileage. £1,750. Tel.: 061-432 8124 (evenings), 061-432 7674 (day). (2854

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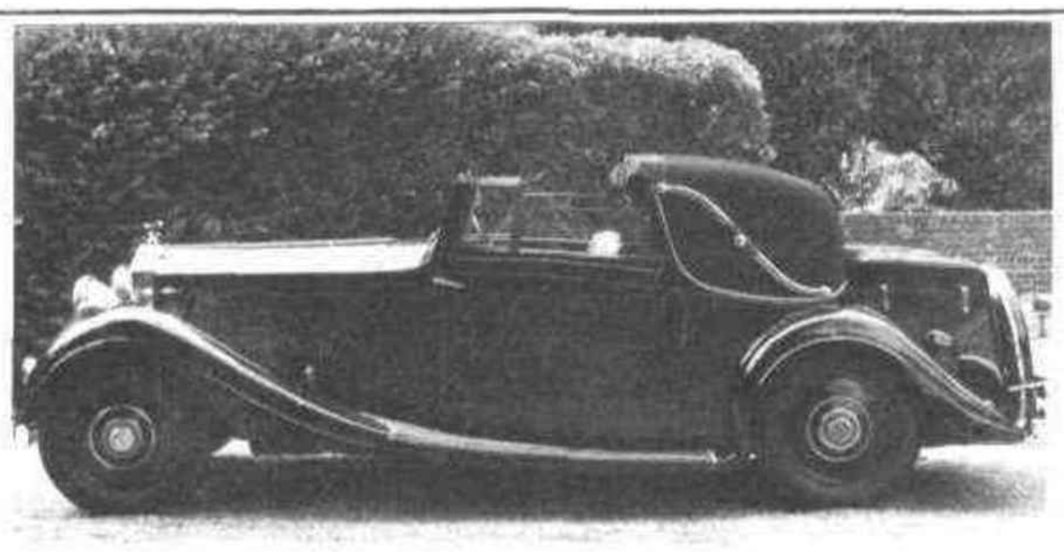
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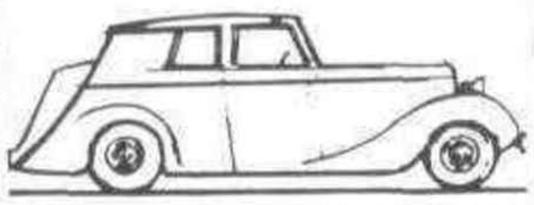
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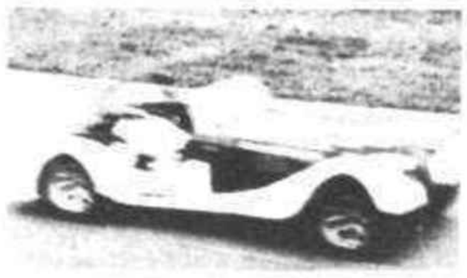
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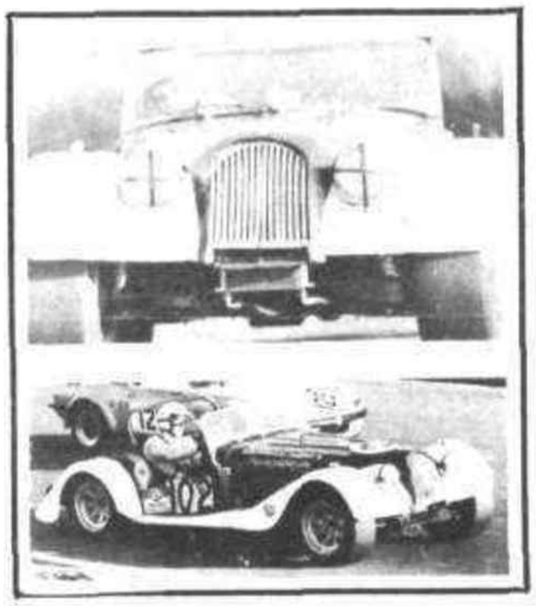
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FOR SALE—continued

JAGUAR MK. 9. Indigo/oyster. Radials, overdrive; radio. Exceptional condition. New tax, new test. £560. Part exchange interesting automatic. Tel.: 0302 3564. (2600

"H" 1970 SPITFIRE. Very attractive, exceptional condition; l.h.d.; American specification; laurel green, black interior. Average mileage; MoT; taxed to Jan. Reclining seats with built in head restraints. Dul brakes; hazard warning; anti pollution controls; steering lock; tonneau; hood cover. Special wheel trims; Mk. VI dash; ZX's. £630 o.n.o. Tel.: 061-969 5082 (after 5.30 p.m.). (2601

TVR 2500 "K" reg. Radio; sunroof; alloy whels. Yellow immaculate, £1,300 o.n.o. 2 Seaview, Ikley Road, Barrow-in-Furness, Lancashire. Tel.: 26156. (2602

BENTLEY S1, 1958. Excellent condition. £1,350. Tel.: Halifax 31475. (2603

BENTLEY R-TYPE, 1953. Manual gearbox. £650 o.n.o. Tel.: Halifax 31475. (2603

ALFA GIULIA Super, 1969. White, superb condition, one owner, must sell, £650. Tel.: Hurley 462 (works). (2604

1966 MG-B. One lady owner from new. Finished in regal red metallic. 12 months MoT, taxed until November, 1973. A really good example. £545. Tel.: Bedford (0234) 60671 (after 7 p.m.). (2606

FOR SALE—continued

PORSCHE 911L. 1968 model; regd. Nov. 1967. Bahama yellow S/R. Recent complete exhaust and clutch; radio; long MoT; chrome wheels; 46,000 miles. Faultless mechanics. Will consider VW in part exchange. £1,850 o.n.o. Tel.: 01-266 7110 (Pinner). (2617

CORTINA 2000 GT, 1971. Maize with black trim; h.r.w.; undersealed; ro-styles; taxed to 1974. Excellent condition. £855. Tel.: 01-330 2286. (2618

JAGUAR XK150, d.h.c., 1958. White, automatic; new duck hood; resprayed; good order throughout. House purchase forces sale. Offers around £850. Tel.: Falkirk 21898. (2619

MG-A 1600, Overdrive, drophead coupé. Immaculate in Old English white with black trim. Undersealed. £500. Andrews. Tel.: 01-242 4422 (office hours). (2620

GILBERN INVADER. Registered April 1971; 21,000 miles; one owner. Only reason for sale, increasing size of family. £1,800 o.n.o. Tel.: Hythe (Kent) 66189 (during business hours). (2621

MG-A 1600, F.h.c. 1960. Radio; spots; Xs, many other extras; MoT January; enthusiasts car, beautiful condition. Must be one of the best still motoring. £385 o.n.o. Tel.: Liss 2199 (evenings/weekends). (2622

FOR SALE—continued

MG-A 1600, F.h.c., 1959. Fitted radio; wide wheels. This outstanding car must be seen to be appreciated. £400 o.n.o. Tel.: Peterborough 63523. (2633

PORSCHE 1600SC. Dark blue; mint condition, 1964. Offers: Mr. Collins, Tel.: Blackpool 21469. (2634

ASTON MARTIN, DB2 Vantage saloon. Ex-Everard. Successfully raced 1953/54. Major mechanical rebuild 1,350 miles ago. Bills and history. Requires body restoration and bonnet rebuild. £350. Aston Martin DB 2/4, Mk. 2 saloon (only 160 made), ex-Proctor. Successfully competed 1958/59. Offered as rolling body and chassis unit but all items available only to purchaser, £350. Mr. N. Frazer-Murray. Tel.: Kingston Blount (Oxon.) 51543 (Ansafone). (2635

MG-B 1967. Janspeed modified as featured CCC 11/72. Pulls from rest in top overdrive. Immaculate. £675. Tel.: for details. 01-644 4004. (2636

DELAGE D8s and D8c. VDP-type long ling tourers. 40 gallon fuel tanks, four SU carburetters; concours; collectors items. Unique pair with load of spares. Letters, or callers by appointment. No telephone Chamberlain, Phoenix Green, Hartley Wintney Hampshire. (2637

FOR SALE—continued

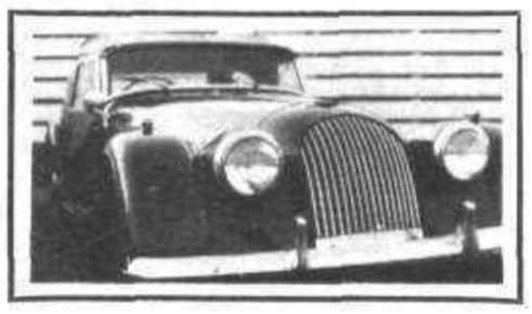
SUPERB ASTON MARTIN, DB5 Vantage. 1965 (June), platignum, black trim; body and interior unmarked; tuned 325 b.h.p. engine; 5-speed ZF; h.r.w.; stereo and radio fitted; new clutch; water pump and selectarides, cared for by Aston specialists; documented history; AMOC member. £1,395. Tel.: Shenstone (Staffs.) 480597. (2648

MARCOS, 1970. 3-litre Ford; yellow; new paint but not crashed! Electric windows; sunroof; overdrive. Recent engine rebuild; new HR tyres. Reluctant to sell but HP and part exchange can be considered but please be sensible as it is a private sale. I will haggle but the asking price is £1,350. Tom, Tel.: 01-722 6746 (Home), 01-568 4263 (office). (2650

ASTON MARTIN, DB5, 1964. Silver, blue refurbished leather; MoT and tax; engine recently completely rebuilt; including reground crankshaft; newish exhaust system and clutch. £900. Hard-top for DB5 convertible for sale, £95. Tel.: Lee-on-Solent 550770. (2051

PORSCHE 911, 1967. Full history and in outstanding original condition, just had 42,000 service. Private Tel.: Basingstoke 24954. (2627

DAIMLER MAJESTIC, exchange for smaller interesting car or £100. 73 Halifax Rd., Briercliffe, Burnley. (2692



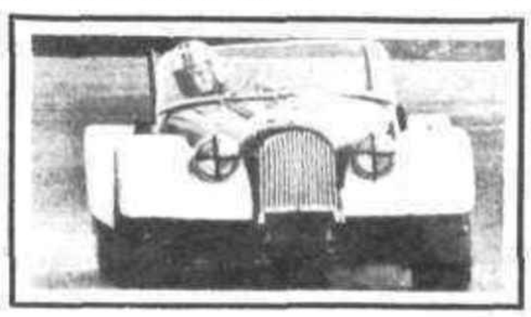
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TR6 1971. Saffron; overdrive; Radiomobile; tonneau; 21,000 miles. Entirely faultless, looks new. £1,175. Tel.: 01-949 4180. (2607

1966 TRIUMPH TR4A. Red/black; overdrive, Surrey hard-top and soft-top. Wide wheels; leather trim; belts; one owner; certified mileage since new; 55,700. Possibly lowest mileage TR4A in the country. £745. Box 4071. (2608

MG-B GT, June 1972. 16,000 miles; harvest gold; overdrive; undersealed; radio; chromed rostyles. Immaculate. £1,280 o.n.o. Tel.: Crowthorne 3096. (2609

1954 RILEY, 1½-litre saloon. Excellent overall condition; new clutch; brakes; battery; engine recently overhauled. Very good tyres; spare engine, manual. £340 o.n.o. Tel.: Bury St. Edmunds 62886. (2611

RIEL 1½, 1954. Excellent mechanics and never raced. Only to be seen, £795. Tel.: interior. Good body. Bargain at £240 o.n.o. Tel.: Mansfield 28756 (after 6). (2612

LOTUS SUPER 7 series 3, "H" registration; 1600 GT crossflow engine; factory built; full weather gear; heater; mag wheels; discs; Intertech steering wheel. Southport 4856. (2613

1952 MORRIS Minor. One lady owner from new. 14,000 miles only. Original log book; handbook; invoice; tyres, etc. £475. Bocock, 63 Main Street, Woodhouse Eaves, Nr. Loughborough, Leics. Tel.: 0509-890725. (2614

ROLLS-ROYCE Silver Cloud II, 1960. Duo green. Excellent throughout. Many extras. £2,750. No dealers. Tel.: 01-629 0963. (2616

FOR SALE—continued

MG-A 1500. Just resprayed red; new hood and sides; wire wheels; good tyres; MoT July 1974. V.g.c. Offers. Tel.: 01-739 6188. (3268

MERCEDES 190SL. Classic sports coupe. Detachable hard-top; beautiful lines. Finished in white and gold; taxed; MoT 11 months; in daily use; 27 m.p.g. Reg. No. AR 176. Offers over £700, would consider exchange 1600 GT Capri. No rubbish please. Tel.: Chesterfield 6609 (evenings). (2623

SPRITE MK. IV, 1967 "E". Dark brown/black. V.g.c.; new hood, tonneau, tyres; brakes; S/As. Owned 4 years. Recently resprayed. £375 o.n.o. Tel.: Dorking 5650 (evenings). (2624

COOPER MK. 2. Unusually good example. £395. Mags on XAS's. Shinning red and black; long M.T. Tel.: Aston Abbots 569. (2625

MG-A 1500 roadster. MoT. Resprayed rebuilt engine; new clutch; radials; tonneau. Must go. Offers. Tel.: Northampton 27178. (2626

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1957 MG TA. Excellent original condition. MoT, tax. £550. Tel.: Culgaith 285. (2630

RILEY 1½ saloon RME, 1953. Good body; new clutch, brakes etc. Excellent tyres. £170. Tel.: 031-447 3438 (2632

FOR SALE—continued

DAIMLER DART, SP250, 1961. Red. Present owners six years. Hard/soft-tops; tonneaus; MoT July; taxed May. Workshop manual. £750 o.n.o. Regretfully lady owner must sell. Please write Box 4072. (2639

GINETTA G15, 1969. Good condition, fast reliable; economic 40 m.p.g. Sports car. Five new G800s radials; new shockers. £675. Tel.: Orpington 26264. (2640

MG-B GT, 1969 "G". White/black interior; wire wheels; extras; tax, MoT. Not concours, not collectors item. Just a sound, solid, reliable car. £925. Tel.: Woking 60394. (2641

1.3 RALLYE LANCIA Fulvia, 2 + 2 coupé WGX 76G. I have owned this car since new and looked after it extremely carefully. White/dark green. A really fine example of a most desirable motor car. I am only selling because family wise I need a 2000 coupé. £875 o.n.o. Tel.: 01-636 3644, ext. 1885 or write 28 Box Lane, Wrexham, Denbs. (2644

SUNBEAM ALPINE, 1963. Red, above average. Inspection invited. Private. £180. Tel.: Aldershot 28072. (2645

1968 TRIUMPH GT6, dark blue; overdrive. Wire wheels, radials; h.r.w.; radio; servo; fog; spot; taxed, MoT. Exceptional, £590, must see. Tel.: 01-586 1231 (day), 01-952 5739 (evenings) (2646

MERCEDES BENZ, 220 SE coupé, 1964. Petrol inspection; automatic; power steering; grey leather interior; one previous owner; 48,000 miles only. A superb car in specimen condition throughout. £1,250. John Woodland, Tel.: 061-794 1818. (2647

DAIMLER DART. Red with chrome wire wheels; new race tuned engine; overdrive; every extra. Offers. Tel.: 021-523 6884. (2649

FOR SALE—continued

MARCOS 2-LITRE, May 1970. In excellent condition with low mileage. Tangerine coachwork; radio; 8-track stereo. Electric windows. Used as second car. £1,275 o.n.o. Mr. Douglas, Tel.: York 20104 (day). (2687

BRISTOL 403, 1953. 100 B2 engine; MoT to Feb. 1974. Present owner 9 years. Fair condition for year. £400 spent on mechanics. Must have smaller car, will exchange for Triumph Herald. Price £325. Tel.: Gognor Regis 23139. (2688

DUTTON. Beautifully prepared for road use; 1,296 c.c.; Minilites. Regretable sale, especially at £620 o.n.o. Details, Tel.: Pembridge 519. (2690

ERA repairs force economy on wife, hence her 1300 Junior Alfa Romeo for sale, May 1970; 57,000 miles, recently respray white. MoT April 1974. Good buy £975. Kergon, Tel.: Debenham (072886) 338. (2642

ASTON VOLANTE Vantage convertible, May 1967. Ultimate and extremely rare specification includes 325 b.h.p., engine with Weber 45DCOE carburetters; 5-speed ZF; LS diff.; PA steering; chrome wires and power hood; windows and aerial. This car is virtually perfect; £2,600 o.n.o. Tel.: Littlewick Green 2916 (Berkshire). (2643

JAGUAR MK. VIII. Requires slight mechanical attention, body excellent, £80. Numerous spares, 17 Foulds Avenue, Bury, Lancashire. (2691

DAIMLER CONQUEST drophead, 1955. New hood and tyres, good order. £400 or offer. Tel.: 0734 477440 (Berks.) (evening/wekend). (2652

ALFA ROMEO 1300 Junior, May 1st, 1970. Resprayed white with black coachline. Recent engine work, good condition; 57,500 miles. £975. Mrs. Kergon, Tel.: Debenham (072886) 338. (2642



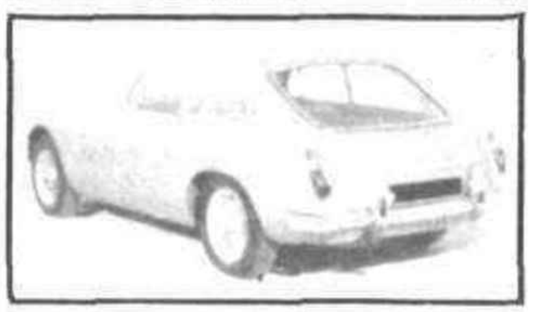
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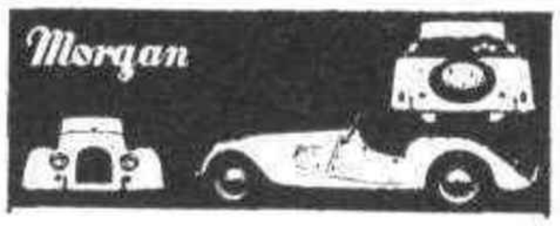
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Lotus Super Seven IV, 1972, yellow with black decorations, 1600 GT unit, full chromed exhaust system and numerous other unique features and extras which I've no space to mention but cost £280 over the normal price, £1,195. **MG-B roadster,** 1971K, Bedouin with brown interior, headrests, tonneau, radials, one owner, £1,095 **Triumph TR5,** Valencia blue, tan interior, wires, overdrive, radio, £840. **Morgan Plus 8** (with, unfortunately, a Rover saloon body, auto gears, etc, etc), 1970, zircon blue, about £1,150. **Morgan 4/4 Comp. 2-str.,** 1970J, indigo blue, slight but invisible engine mods, 72-spoke wires, Kenlowe, demister, luggage grid, QI lamps, leather rim, air horns, tonneau strap, bucket seats, exterior door handles, interior, wire wheels, 1600 GT engine reconditioned since when 2,000 miles have been covered, radio, £825. **Morgan Supersports,** 1967, one of the last of this model built. **Morgan 4/4** 2-seater, 1972L, indigo blue, wire wheels, bucket seats. **Morgan 4/4** 2-seater, white, 1500GT engine which has only done 7,000m. Very interesting **Morgan Plus 4,** 1955, indigo blue, TR2 engine, tonneau cover, bonnet strap, triple wipers as Plus 8, host of . . . wait for it . . . bills, this car seems to have had, at different times, new front wings and running-boards, new cowl and bumpers, new rear wings and rear panels. The doors are in very good condition, too. The one bit that remains, the scuttle, is in diabolically horrible condition (see photograph). **Morgan 4/4**



Vybak window in top of hood permitting view of heavens. **Morgan Plus 4,** 1966, in what our man Chris Alford describes as an indescribable shade of blue, TR4 power unit. **MG-B roadster,** 1964, iris blue, overdrive, wire wheels, Abarth exhaust, leather rim, air horns, £375. **Lotus Super Seven III,** black, 1600 GT power unit, **Comp. 2-seater,** 1970, royal ivory, wire wheels, luggage grid, tonneau cover. **Morgan 4/4 4-seater,** 1969, crimson, black interior, wire wheels, rear bumper; we sold this car to happy lady owner seemingly ages ago, her careful driving methods emphasised by barely scrubbed cross-plies. **Morgan 4/4 4-seater,** 1972, L registra-



£795. **Ginetta G15,** 1972, yellow, Cosmic alloy wheels, radio, 8-track stereo, one owner, £940. **Triumph GT6,** 1967 but with "dustbin lid" wheel trim as fitted to later models, Spa white, black trim, radio, high-ratio final drive, £595. **TVR 1600M,** 1973, white, alloy wheels, 3,000 miles; also a rather similar one in lagoon blue. **Morgan Plus 4 coupe,** 1955, not yet seen by me so cannot give details, our Mr Davies knows about it. Supposedly expecting a beautiful **1949 Plus 4 coupe** soon. **Rover 3½-litre** (fitted with, joy of joys, a Plus 8 body), flame red, 1970, rear bumper, leather strap. **Morgan 4/4 Comp. 2-str.,** 1971, nut brown, wire wheels, radio, one owner. **Morgan 4/4 1600,** 1968/69G, yellow, wire wheels, radio, stereo, new engine fitted some while ago. **Morgan Plus 8,** 1969, Westminster green. **MG-B roadster,** 1972, harvest gold, overdrive, brake servo, console, face level air vents, headrests, tonneau cover, £1,190. **Gilbern GT,** 1964, MG-B power unit cradled in spaceframe chassis, clothed in fibreglass body, protected by richly waxed metallic blue cellulose (been reading the "Mart" again), full 4-seater with overdrive, wire wheels, ra. o, £495. **MG Midget,** 1967, black, fitted with the economical 1,098cc "A" Series engine, hard- and soft-tops, not yet priced. **TVR Vixen S1,** 1968, yellow, black tion, flame red, wire wheels, 9,000 miles. **Morgan 4/4 Comp. 2-str.,** 1969H, black, sizeable Brooklands 4-spoke springy steering wheel, air cleaner, wire wheels, rear bumper, leather upholstery (beige). **Mor-**



gan 4/4 4-seater, 1972, indigo blue, black interior (leather), wire wheels, tonneau cover; I think it might be this 4-seater that has a bucket seat for the driver. **Alfa GTV,** '73, l.h.d., o.h.c., n.r.o.r., o.n.o., w.h.y.? **Morgan 4/4 4-seater,** orange chrome, black interior, rear bumper, 1971, bonnet strap, tonneau cover. **MG-B,** 1971 June, racing green, autumnal leaf, wire wheels, new tyres, automatic gearbox with 100% manual over-ride, virtually one virtuous owner, £960. We are taking orders for the new **MG-B GT V8** and can supply at list price, unlike the ones you see in the classified adverts. Also new **Midgets** and **MG-Bs/GTs.** New **Jensen Healeys** will be coming through round



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Spridget at midnight. We are expecting a **Jensen Healey,** 1973, red; also an **Austin Healey 100-6,** 1959, green, and a 1971K **Morgan 4/4 2-seater,** orange. Getting back to the Arkley, you can build it by degrees, picture shows a semi-Arkley. Roger Davies is going to Malvern Link on Friday, has promised to bring back news in a cleft stick. Open to 7pm weekdays, 6pm Saturdays. Closed Sundays except on compassionate grounds.

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BENTLEY MK. VI, poor body, "R"-type engine. Out of chassis, ideal sports conversion, £195. Tel.: Kegworth 2778. (2653

1952 RILEY RMA 1½ (running boards). Excellent order and has just been resprayed, £299. Also a 1954 Standard Vanguard; good condition and only one owner, £90. Tel.: Malesbury 3689. (2654

LANCIA FULVIA Rallye coupé 1.3, November 1967. Mendoza blue, red interior; new carpets all in beautiful condition. HP available. £650 including spares and manual. Tel.: Westhoughton 3706. (2655

JAGUAR XK 150 "S", 3.8 F.H.C., 1960. Superb maroon coachwork. Interior completely refurbished as new, engien recently overhauled (new head). Fitted overdrive and high ratio axle. First offer over £1,150 secures. Contact Southampton 555452 or West End 3086. (2656

1957 TRIUMPH TR3. Completely restored and resprayed. Rust free. Hard/soft -tops; full tonneau; discs; overdrive. Large quantity of spares. Mot to June 1974. £350. Tel.: Hythe (Hants.) 6079. (2662

1913 STELLITE, 2-seater, 9 h.p., 4 cyl. VCC registered. Very original. Successful rally car; winner of many concours awards. Unused 2 years. £4,500. Box 4073. (2663

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1955 RILEY Pathfinder. Extensive work carried out over last 10,000 miles. Unused new radials. Full description supplied. £300 o.n.o. 1938 Fiat Topolino, new runner. Body extremely tatty but would repair chassis good. Mechanics sound, engine very good; new clutch. Ideal spares or rebuilt £50 o.n.o. Mr. Hoult, 31 Stonehouse Cottages, Lower Swell, Cheltenham, Glos. (2671

ALVIS TE coupé; MoT, taxed; 5-speed gearbox. Extremely good condition. Seen Liverpool. £1,650. Box 4074. (2672

ALVIS TA14 estate, 1947. Coachwork by Gazes. For renovation. £120. Tel.: Maidstone 37523. (2673

LOTUS +2S 130, July 1971. One owner. Immaculate condition; eye-catching lime green; sun room, h.r.w.; radio; 22,000 miles. £1,750. Dr. Rae. Tel.: Lennox Town 311399. (2693

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SUNBEAM TIGER, 1965. Registration No. DOK 39C, midnight blue with light blue upholstery; hard- and soft-tops, tonneau; Dunlop SPs; spot and fog lamps; radio; gearbox reconditioned; new clutch and complete new electrics. Excellent condition. £650. Tel.: Welford-on-Avon 331 (near Stratford-on-Avon). (2696

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LOTUS SEVEN, S4, 1600GT, 1972. 15,000 miles. Excellent condition. £980. For full details, tel.: Otley 2730 (evening) or Addingham 830749 (day). (2699

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WANTED: LAGONDA chassis and any mechanical components of the late 1930 era. All I have is the body. Also any spares for 1937 Packard 6-cyl. Series 115. Also Ford spares of the pre-war era from Model T to Model Y. I keep all the beasts and would appreciate offers of spares in any quantity. Belcher, The Cottage, Rickinghall, Diss, Norfolk. Tel.: Botesdale 258. (2753

WANTED—continued

WANTED PRIVATELY, Rolls-Royce 20-h.p. to 30-h.p. sports saloon or interesting bodywork, condition not important. Full details please to Box **0000**. (2556

WANTED by private collector, pre-war manufacturers' catalogues, brochures, handbooks and other illustrated descriptive material, all makes and types. Also magazines: "Motor", 1927-40, "Autocar", 1927-30 and certain dates 1936-45 (list sent on request). Pre-1940 "Motor Cycle" or "Motor Cycling" magazines also required. Good price paid for suitable material in good condition. Box 4065. (2558

"GRAND PRIX", Stanley, volumes 1959, 1960, 1967. State price and condition. Tel.: Farnborough (Kent) 52800. (2559

ENTHUSIAST REQUIRES Rolls-Royce, prefer pre-war, not afraid of some work. Realistic price paid. Details, Mr. Whitehouse, 1 Elderton Rd., Sydenham, SE26. Tel.: 01-658 1005. (2560

MORGAN 4/4 four-seater wanted privately, recent model. Details please to Baxter, 251 Harrogate Rd., Eccleshill, Bradford (0274-639823), Yorkshire. (2541

BENTLEY S1 and S2, good condition preferred. Please call Mr. Fischer, Tel.: 01-228 2803. (1234

WANTED PRIVATELY, Daimler 1954 to 1959 with Hooper coachwork or similar. Full details please. Box 4075. (2631

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MISCELLANEOUS

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MODEL CARS, Tinplate, Dinky, Lesney, Rio. Also motoring books and magazines wanted for sale. Fryer, 10 Malling St., Lewes, Sussex. (2451

JOWETT CAR CLUB. Surviving link with the famous marque. All areas catered for, magazine, advice, meetings, for details Secretary A. N. Wright, Ambleside, Clun Road, Craven Arms, Shropshire. (9146

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MISCELLANEOUS—continued

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BENTLEY EDITION Automobile quarterly required, new or secondhand. Box 4046. (1663

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97 KX AND PAY 600 registrations both on mopeds. Remove your ugly suffix! Any offers. Tel.: Waltham-on-the-Wolds 807. (2080

"MOTOR SPORT", December 1960-1973, 9 minus covers. Offers. D. Cuckow, 76 Nevill Road, Hove, Sussex. (2081

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ANTIQUE MOTOR RALLY, Weeford, Staffs., September 22. Entries urgently required; veteran, vintage; PVT etc. Forms from: P. Afford, Kensington, Station Fields, Tamworth. (2177

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REGISTRATION Numbers, FCS 4, 69 PMF, PMJ 176, NRW 546 on scrap vehicles. Offers, also load of spares for 1933/5 Morris 10/4, cheap. 11 The Hedges, Rushden, Northants. (2557

"MOTOR SPORT", Nov. 1964-Dec. 1972. Three missing, £3.50. Delivered 10-mile radius Croydon. Tel.: 01-654 6363. (2555

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"MOTOR SPORT", 1964/5/6/7, all complete in good order. Offers, Tel.: Clithroe 24570. (2425

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NCM 5 for sale to best offer in writing Mosborough, Sheffield. (2569

TWO RARE COPIES, John Player & Sons to Mr. M. Ellis, 43 Westfield Crescent, album of motor cars, first and second series cigarette cards, published early 1930. Offers invited. Also pair rear wings from 2½-litre Riley Roadster. Box 4066. (2567

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MISCELLANEOUS—continued

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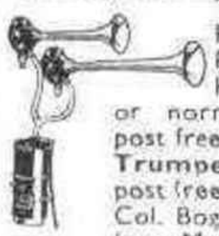


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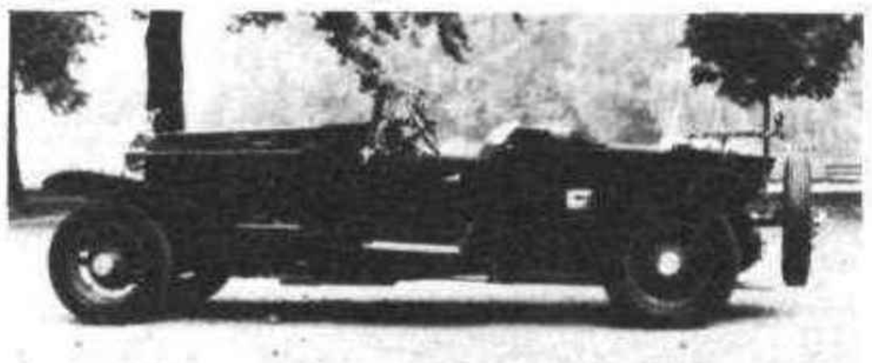
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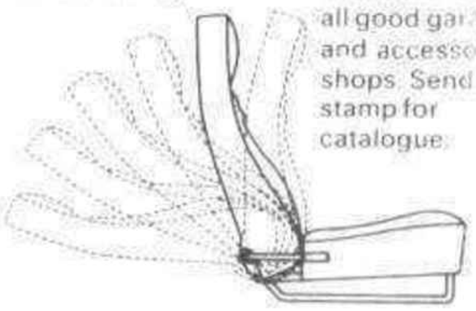
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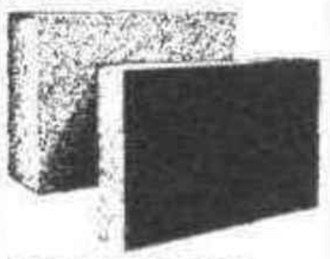
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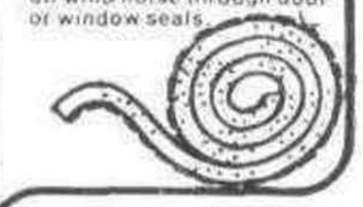
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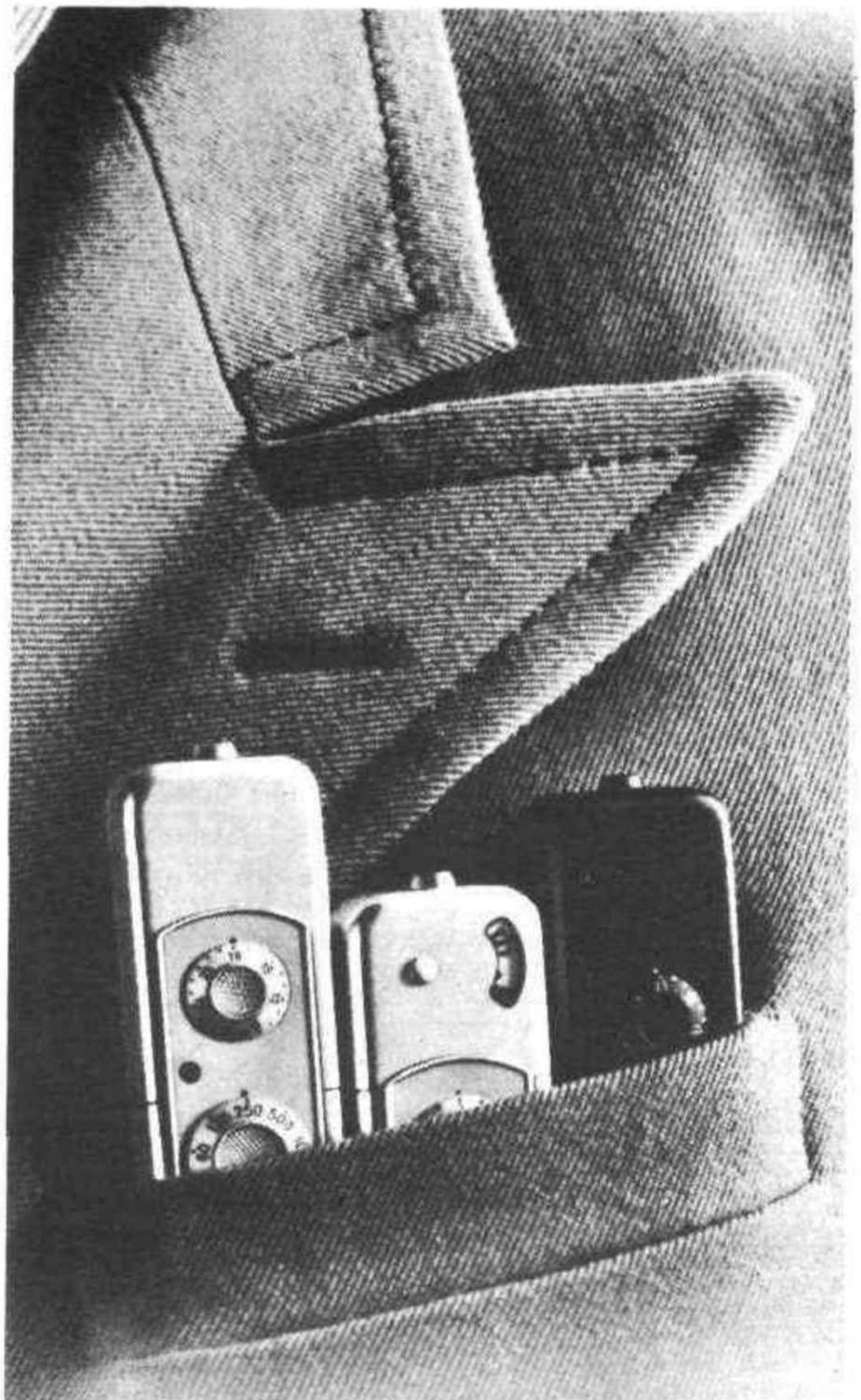
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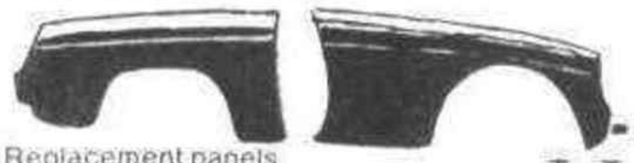
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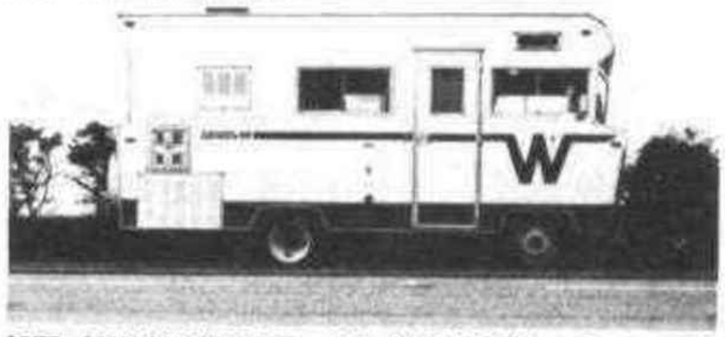


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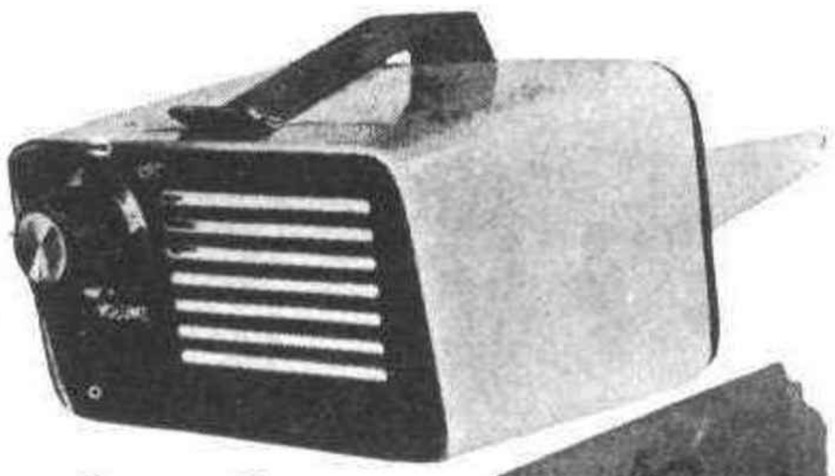
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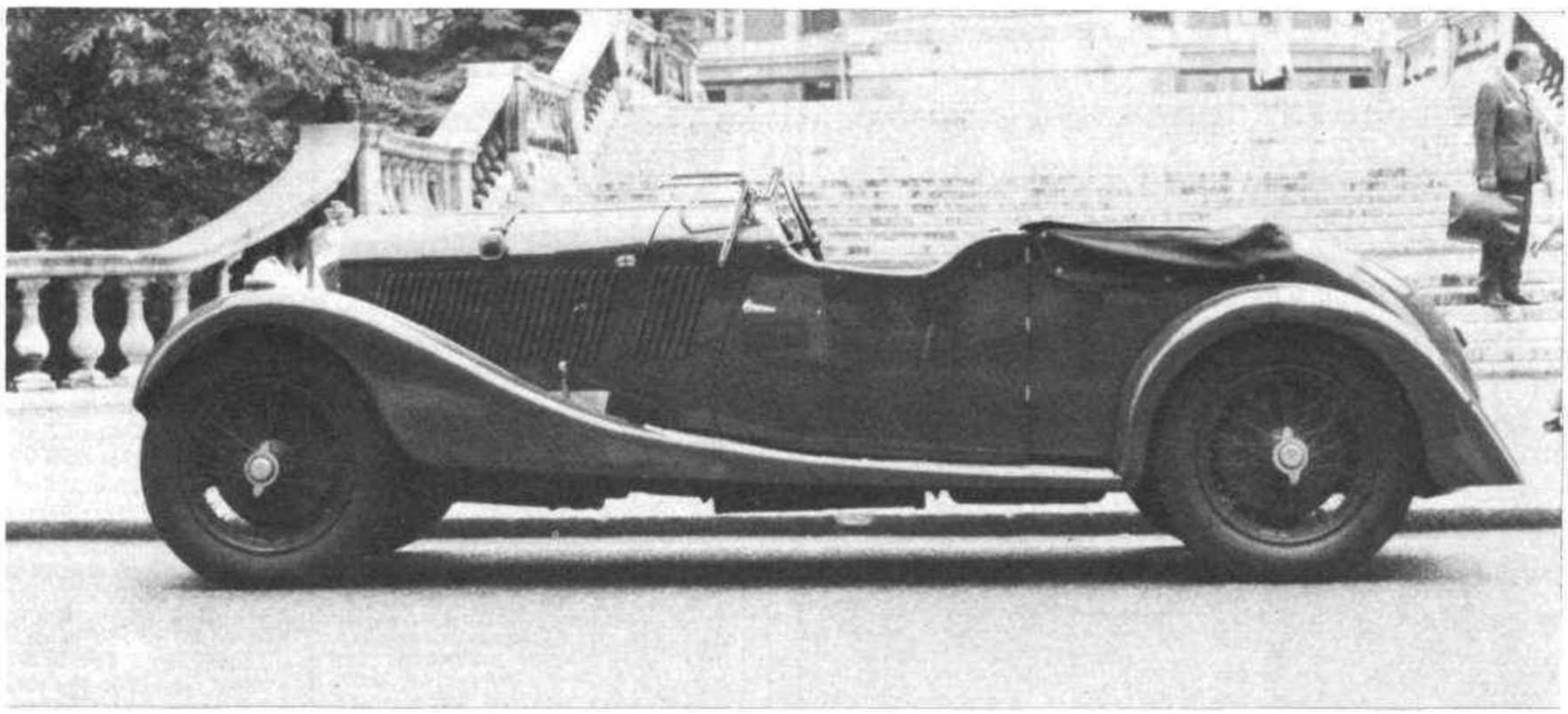
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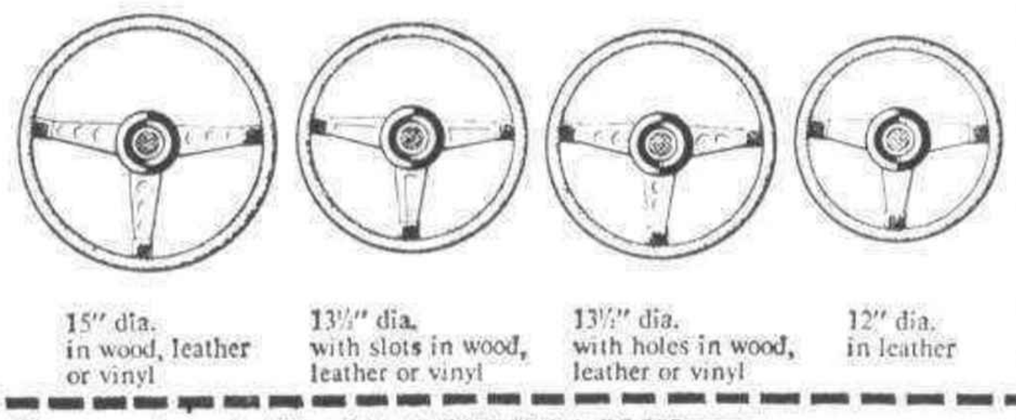
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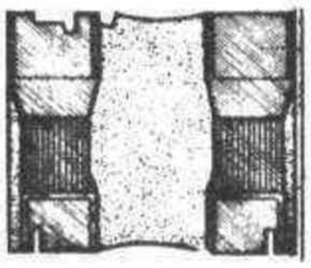
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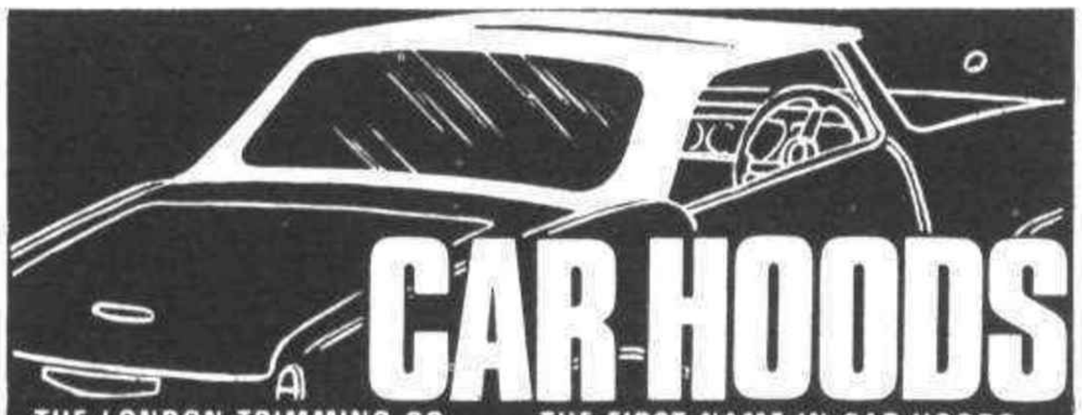
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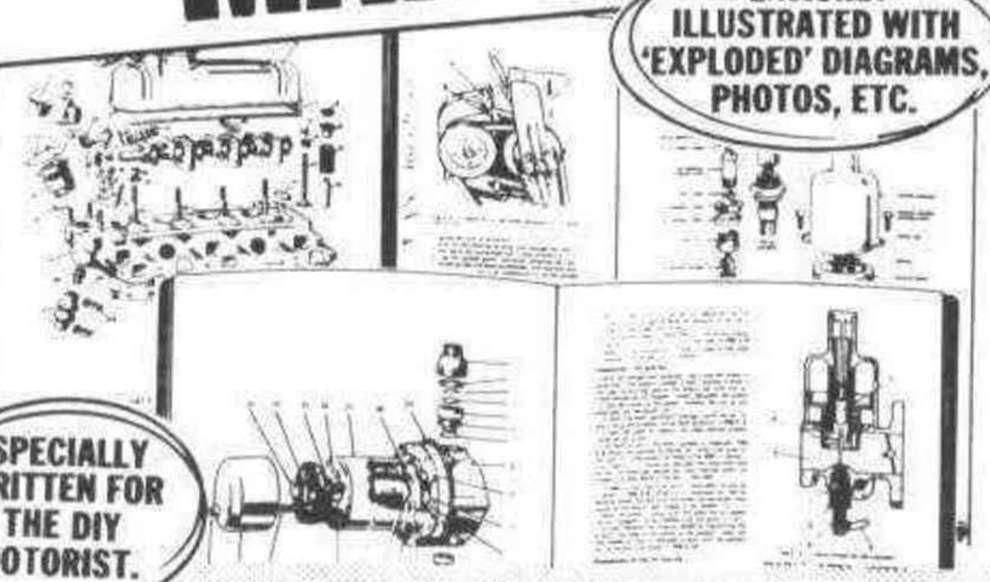
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1935 PHANTOM II four-seater, four-door touring car built to a design of James Young Limited, having been newly built from the chassis frame up. In regard to its external features, this car is a copy of that illustrated on page 253 of "Those Elegant Rolls-Royce".

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1963 BENTLEY S.3 all-steel four-door saloon in shell grey over steel blue with grey hide interior. A really fine car having had a recent recellulose to a high standard and recommended.

1960 BENTLEY S.2 Continental convertible by Park Ward. Newly refinished in royal blue, grey hide, powder blue carpets. A good example, with electric windows, power-operated top.

1960 BENTLEY two-door Continental S.2 by H. J. Mulliner. The same shape as the four-door "Flying Spur" model. Finished in smoke green, black hide interior, washable head lining; excellent condition in every respect and a rare car, production of which was strictly limited.

1959 S.1 six-cylinder all-steel saloon, finished in grey over blue and in beautiful order throughout, having covered 140,000 miles in the hands of two owners since delivery. A much above average Bentley fitted with sliding roof.

1958 S.1 Continental four-door "Flying Spur" by H. J. Mulliner. Outstanding, having been entirely retrimmed by ourselves : velvet green. Rare.

1957 S.1 BENTLEY all-steel four-door saloon, beautifully finished in sand over sable. Recorded mileage of 88,000. With apricot tan hide, in immaculate condition. We have carried out a recent major service on the vehicle and it is felt that a better example cannot be found.

1954 BENTLEY four-door sports saloon by James Young, automatic gears. Nicely finished in sable over sand, light tan hide interior and the usual very high standard of woodwork that James Young cars have. An excellent example, now becoming scarce.

1951 BENTLEY Mark VI 4½-litre all-steel saloon. Black, tan hide, nearing completion of a comprehensive checkover in our workshops. This delightful car, having been maintained in the hands of a careful owner for a number of years, is highly recommended. We have the original log book — four private owners.

1938 BENTLEY 4¼-litre M.R. series "overdrive" drophead coupé by Vanden Plas. Indigo, black fenders and medium blue hide throughout. An outstanding car which has just had a complete overhaul to the steering, brakes, and a full scheduled service in our own workshop.

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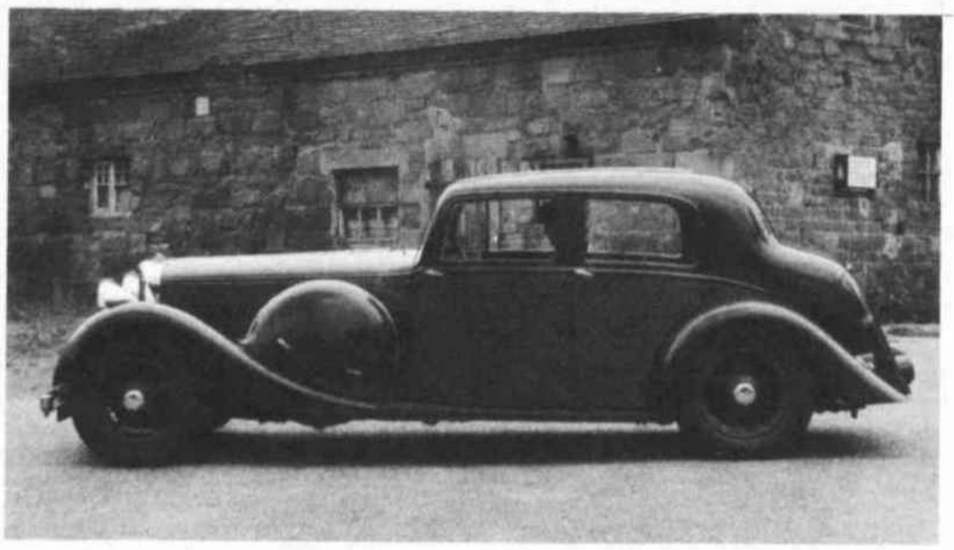
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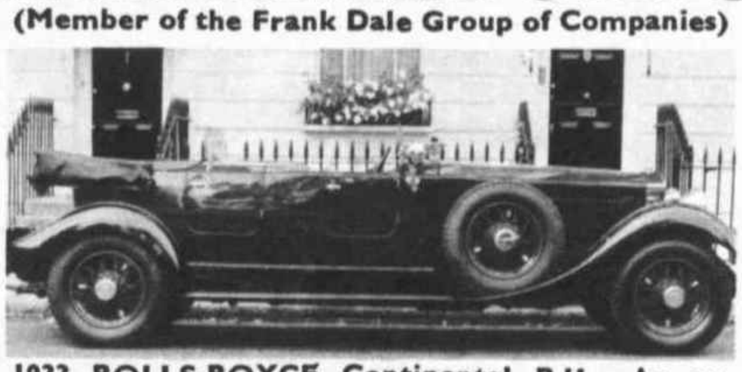
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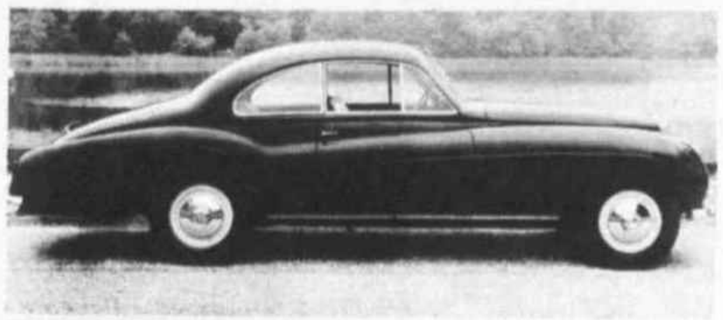
1948 ROLLS-ROYCE Silver Wraith 3-position d.h.c. by Hooper. Totally restored to original quality. Finished in garnet over dusk with apricot tan hide, matching folding hood. One of two only made.



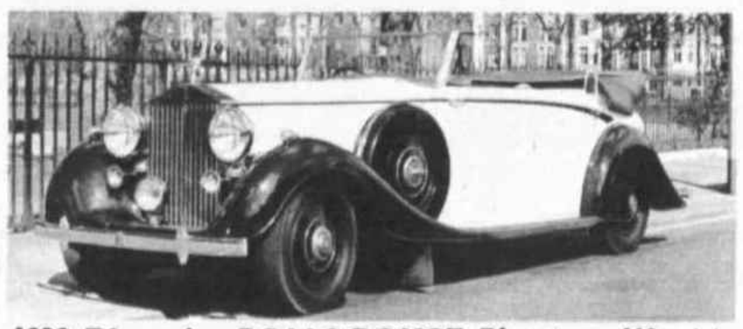
1933 ROLLS-ROYCE Continental P.II. An ex-Barnato chassis with replica touring body in *concours* order. Finished in burgundy over black with light tan hide.



1954 BENTLEY Continental R-type with synchro-mesh. Prussian blue with grey interior. Recently subject of a comprehensive overhaul and is probably the best now available.



1953 R-type BENTLEY with Abbott Continental-styled coachwork. Sable over sand with cream hide interior. A very good specimen.



1939 DL series ROLLS-ROYCE Phantom III with 4-door folding-head coachwork by T. & M.



1965 ROLLS-ROYCE Silver Cloud III "Flying Spur" by H. J. Mulliner. Smoke green with mid-green hide; only 59,000 miles recorded, and one of only 18 made.



1939 BENTLEY 4¼-litre overdrive by Park Ward. Black over dark green with excellent tan hide and good chrome.



1956 S.I BENTLEY sports saloon by James Young, authenticated 60,000 miles from delivery and finished in moonstone over beige. Condition commensurate with its low mileage in every respect.



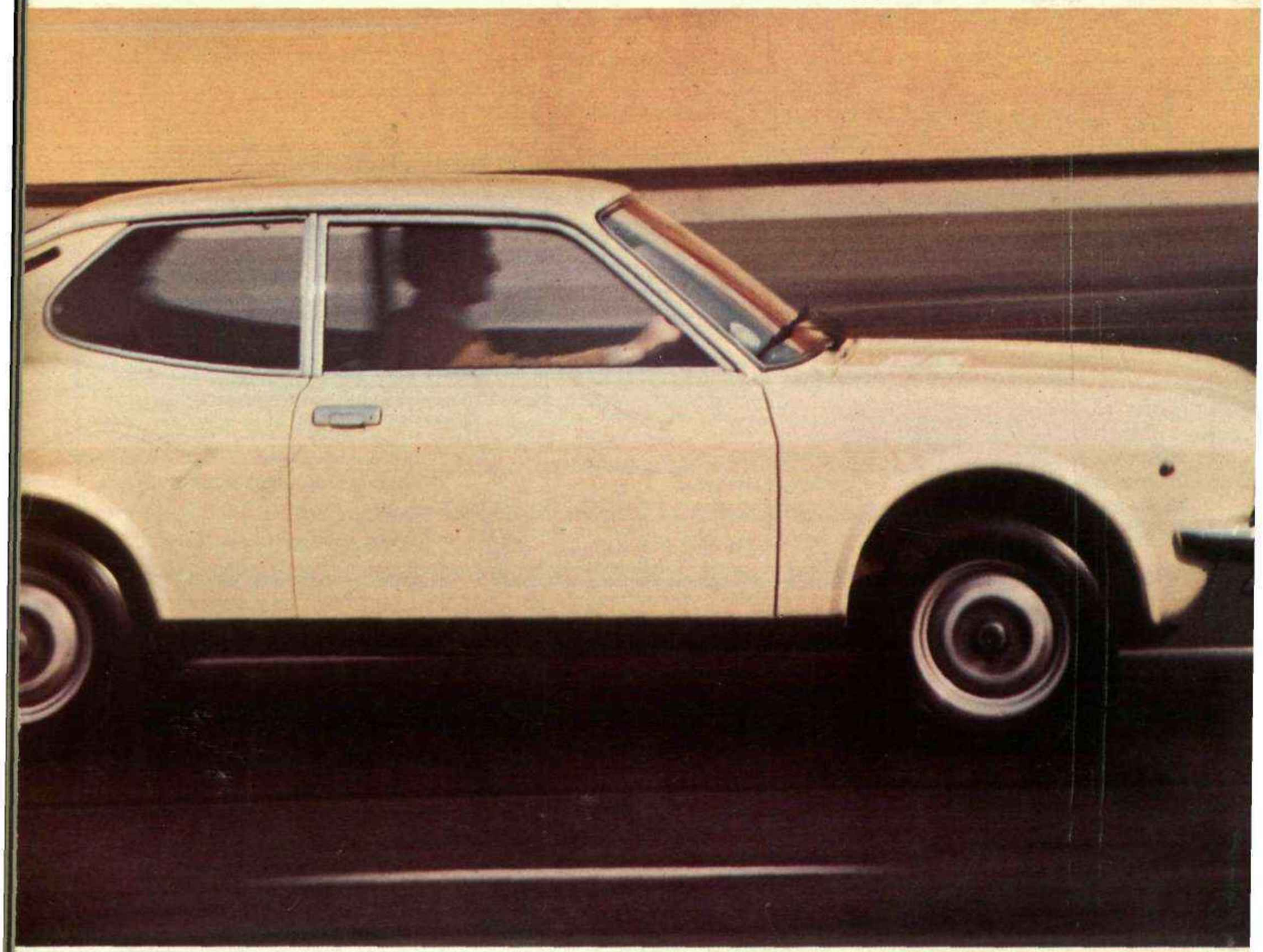
PHANTOM III touring saloon with divider by Park Ward, series DL. This car has been totally restored on the coachwork and refinished in olive green over black. It was previously offered but the sale was not completed and by great good fortune the car is again available. Extensive mechanical history—including recent new cylinder heads, manifold, exhaust, brakes, suspension and steering renewal.

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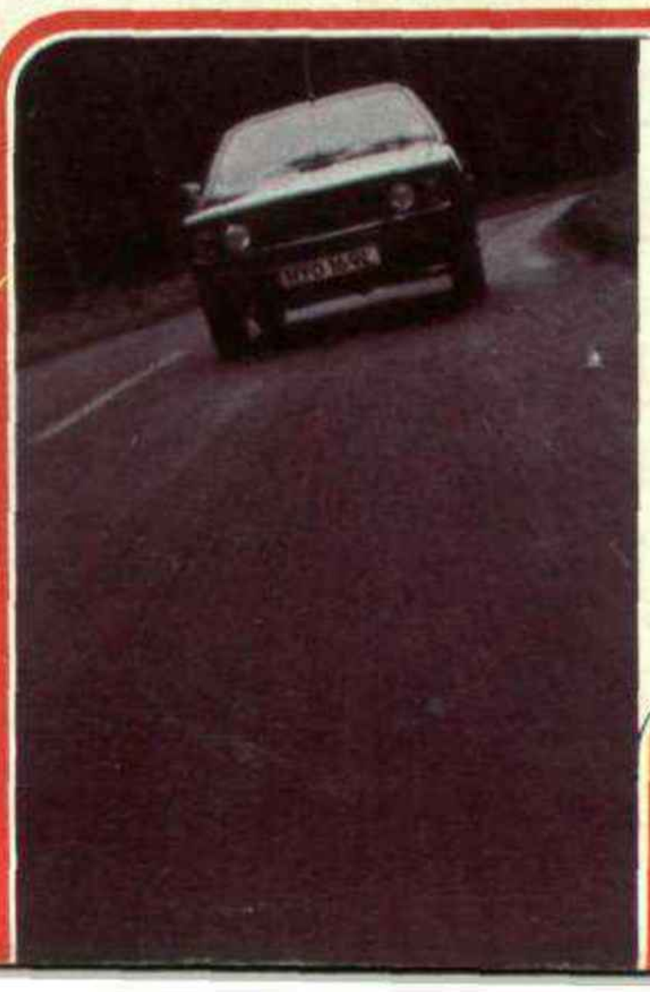


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