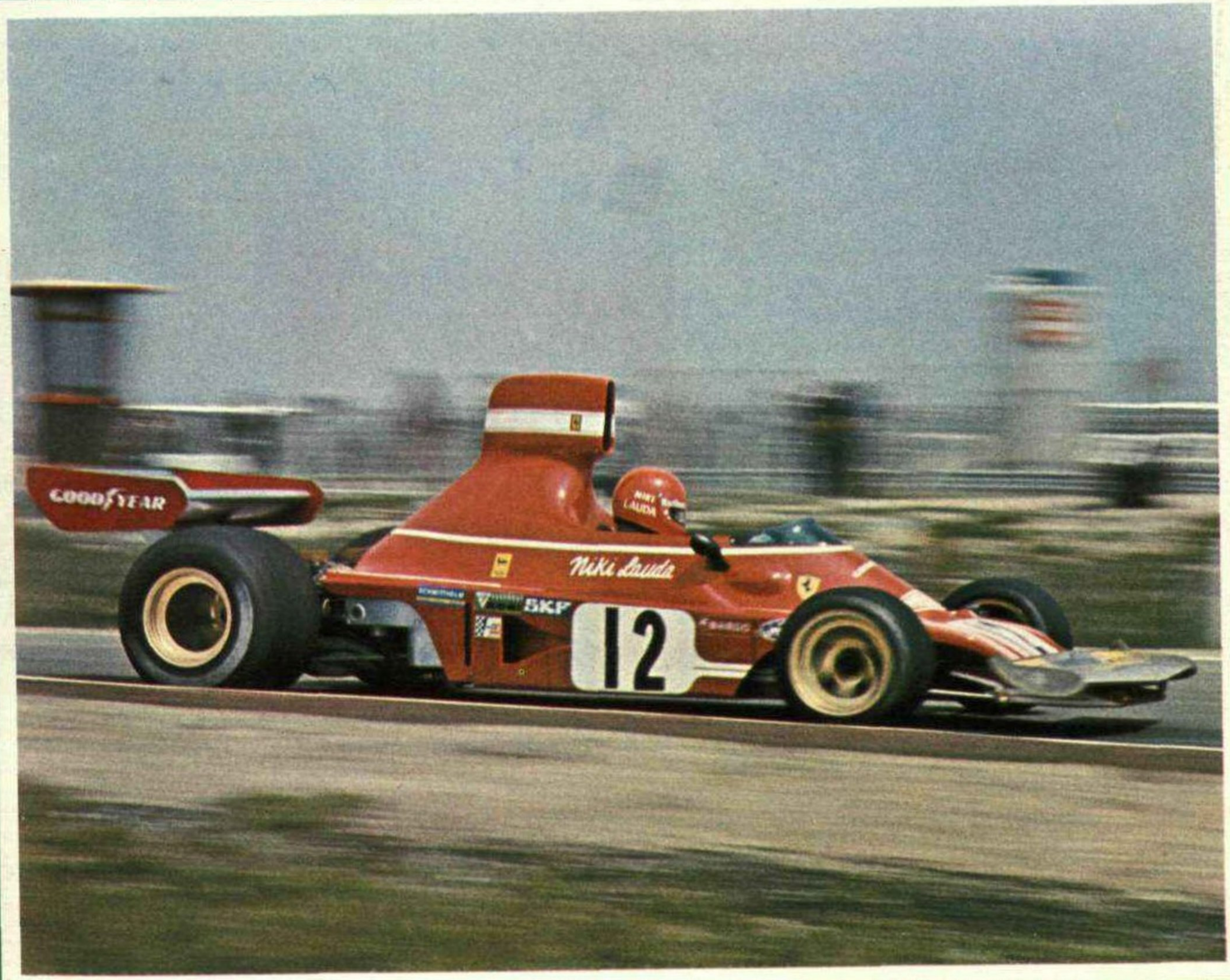
June 1974 Vol. L No. 6 20p

MOTOR SPORT

Founded in the year nineteen twenty-four





Superstar

Mount a BMW R90/S Motorcycle and just watch her respond . . . a performance that's a veritable tour de force !

67 brake-horsepower – the biggest, fastest, most powerful we've ever achieved. A machine of superior engineering and amazing precision ; 900 cc's ready to respond to your every move.

Acceleration from 0-60 mph in just 4.8 seconds (1.7 seconds faster than a Maserati Bora) !

A top speed potential of 125 mph.

It incorporates a fully developed twin-cylinder horizontally opposed engine on a frame that's been built for strength far beyond its full power potential. Five speed close-ratio gearbox. Superior double disc brakes. Electric start. Sophisticated shaft drive. Co-ordinated suspension and shock absorber system for smooth easy riding and amazing road-holding ability.

Yet, even with all its power, the new BMW R90/S is quieter too . . . with such superiority, you can afford understatement.

All in all, the BMW R90/S is the ultimate demonstration of success and power for the man who wishes to be 'scene' rather than 'herd'. Just about the most exhilarating experience in the world !

BMW R90/S 900 cc 0-60 mph 4.8 secs.
BMW R90/6 900 cc 0-60 mph 5.0 secs.
BMW R75/6 750 cc 0-60 mph 6.2 secs.
BMW R60/6 600 cc 0-60 mph 7.4 secs.

the world's finest ride

BMW Motorcycle Division, 991 Great West Road, Brentford TW8 9ED. Telephone : 01-568 9028.

Caterham Car Sales

TVR — London and Home Counties Distributors.



New TVR 3000 ML available for demonstration. Ring for appointment. Early delivery from £2,750.

Do We Still Make the Seven in Component Form? YES! The Series III is back. We are pleased to announce that in response to popular demand sufficient parts have been made available for a limited production of Series III Sevens in Comp. form. Price from £1,380 plus taxes. The complete specification includes the Lotus big valve twin-cam engine Sprint gearbox etc.



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

SELECTION OF NEW AND USED CARS

Please telephone for latest stock and location.

LOTUS SEVEN

Series IV. Always a selection of Twin Cam and 1600GT, **£795-£1,195.**
Series II and III. Only the best offered for sale, from **£495-£845.**

LOTUS

1973 Elan Plus 2S 130/5. Blue/silver. Radio, h.r.w., tinted glass..... **£2,195**
1973 Europa Spec. 5-speed. Black/coachlines. Radio, oatmeal trim, alloys **£1,895**
1972 Elan Plus 2S 130. Red/silver. Tinted screen, h.r.w. **£1,795**
1973 Sprint f.h.c. Red/white. Radio, h.r.w. **£1,695**
1972 Sprint d.h.c. Blue/white. Radio **£1,595**
1972 Europa Twin Cam. Bahama yellow. Radio, alloys **£1,495**
1970 Elan Plus 2S. Red. Radio/stereo **£1,350**
1971 Sprint d.h.c. Pistachio/white. Radio. One owner **£1,395**
1971 Sprint f.h.c. Yellow/white. Radio **£1,295**
1971 Sprint f.h.c. Red/white. Radio **£1,245**
1969 Elan Plus 2S. Blue. Radio.. **£1,195**
1970 Elan d.h.c. Blue. Radio..... **£1,095**
1969 Europa S2. Blue. Radio, sun-roof **£995**
1969 Elan S4 d.h.c. Orange. Radio **£995**
1969 Elan S4 f.h.c. Embassy black **£895**
1967 Elan S3 f.h.c. Met. blue. Radio, stereo, h.r.w. **£795**

TVR

1972 3000M. Olive green. Alloys, sun-roof. **£1,595**
1972 2500M. Yellow. Radio, alloys **£1,295**
1971 Vixen S3 1600. Aubergine. Alloy wheels **£1,095**
1969 Vixen S1 1600. Met. blue. W/w **£795**

SPORTS & THOROUGHBRED CARS

1973 Porsche Carrera RS. White **£5,500**
1972 V12 Jaguar roadster. Blue, Chromium wire wheels, radio..... **£2,695**
1973 Mustang conv. LHD. V8-351. Full specification and history from USA **£2,495**
1972 Scimitar GTE Auto. Wessex green. Radio/stereo, h.r.w., rear wiper **£1,845**
1973 Jensen-Healey. Bronze. Radio **£1,395**
1969 Marcos 3-litre. Yellow. Sun-roof, radio **£1,195**
1969 TR6. Saffron. O/drive, radio.. **£995**
1973 Spitfire IV. Primrose. Radio **£895**
1971 GT6 Mk. III 2+2. Red. Radio **£845**
1971 Ginetta G15. Tangerine. One owner **£795**
1964 (Reg.) 4.2 Jaguar 'E' f.h.c. Full history **£795**
1965 MG-B roadster. W/w., o/drive **£395**

WANTED FOR CASH OR PART EXCHANGE

Lotus Elan, +2S, Europa, Lotus Seven, TVR, Marcos, Clan, etc., and all good condition sports cars with history and service record.

SPORTSCAR EXPORT

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

LOTUS SEVEN CLUB

Next meeting: Thurs. 6th June, White Hart, Godstone, 8.30 p.m.

STOP PRESSS!!! New Series III available with 1600 Ford engine.

I enclose 3p for details of the Super Seven/TVR.

Name.....

Address.....

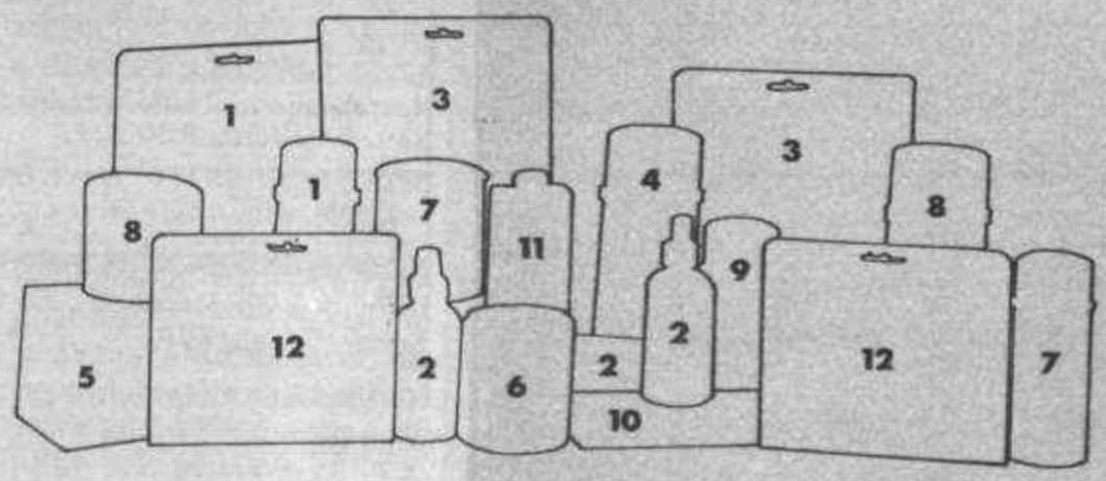
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I have for part exchange.....

.....

To keep you...





1 **Golden Hermetite** high performance all purpose non-flam jointing, non-corrosive non-hardening, resistant to lubricants, fuels, coolants and to heat and cold—suitable for all joints.

2 **Red Hermetite** non-hardening easy-breaking paste, ideal for aluminium heads, eliminates stud corrosion, also with good gap filling qualities. **Green Hermetite** hard setting liquid for permanent and semi-permanent uses on gaskets and fine threaded joints.

3 **Hermetite Torqseal.** The metal locking liquid that locks nuts to bolts . . . retains studs and bearings . . . seals threaded and sleeved joints.

4 **Hermetite DA25** the anti-corrosion treatment for rust in hidden cavities . . . it penetrates to protect.

Hermetite Products Limited, West Drayton, Middlesex. Tel: West Drayton 45511

in the picture



5 **Kwikfill** fabulous deep filler for repairing damaged metal, wood, etc. Patent colour control for easy mixing . . . positive adhesion, fast cure—the ideal body repairer.

6 **Hermetite Zinc Rich Paint** is ideal for metalwork exposed to weather, road salts, etc. ½pt, ¼pt tins, 1 gall cans.

7 **Hermetite Engine Lacquer** smooth flowing protective and decorative finishes for engines and associated equipment working at normal engine temperatures. In red, green, yellow, blue, black and matt black.

8 **Hermetite Bright Silver Aluminium** paint specially formulated to combat high temperatures eg for manifolds and exhausts systems. Also for spraying wheels and other decorative uses.

9 **Hermetite Heat Dispersant** matt black coating for hard working engines to increase heat radiation and promote cooler running.

10 **Hermetite Window-Seal** makes a vibration and weather proof seal for windows, windscreens car tops and gutterings. Sets permanently, does not harden shrink or flake.

11 **Hermetite Water Leak Sealant** for the permanent sealing of leaks in cooling systems.

12 Auto who... Instant what? Two new Hermetite products which create time and cost-saving techniques in car maintenance – watch out for these Hermetite winners, they're about to arrive!

Hermetite means much more than jointing compounds.

NOISY CAR?

Wrap it up with an ACOUSTIKIT

THE SOUND INSULATION SYSTEM THAT COVERS UP TO 50% MORE!

A noisy car grates on your nerves, cuts down driving efficiency. Silence it with an Acoustikit.

Acoustikits insulate your car against noise from gears, engine and road. Now even more effective than before, using a completely new combination of materials yet as competitively priced as ever!

WHAT MAKES ACOUSTIKITS THE BEST VEHICLE SOUND INSULATION KITS YOU CAN BUY?

A typical Super Acoustikit consists of no less than five different materials, each selected as the most suitable for insulating a particular part of your car. Other kits try to prevent noise penetrating the passenger compartment by treating the floor and bulkhead. Acoustikits go a stage further and thoroughly insulate the engine and boot compartments to kill noise before it can penetrate the passenger compartment.

TWO TYPES TO CHOOSE FROM

Acoustikits are supplied in two types:

1 **Super Acoustikits.** These insulate the entire car, give you the ultimate in sound insulation.

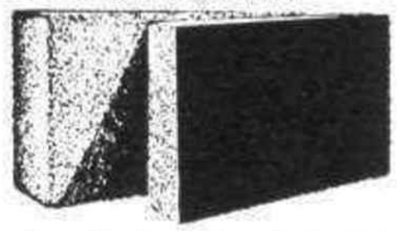
2 **Underbonnet Acoustikits.** To insulate the engine compartment only.

We can also supply basic materials, which can be cut to fit any model not included in the standard range.

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

Money-back Assurance. If you are not completely satisfied, your purchase price will be refunded in full.

HERE'S WHAT A TYPICAL SUPER ACOUSTIKIT CONTAINS:



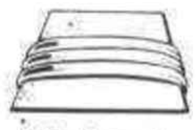
1. Acoustiseal Panels: Cut from ¼" thick specially treated natural jute felt, rubberised for underbonnet and boot, and plain for use under carpets.



2. Soundmaster Mat. The best of sound barriers between engine and passenger compartment.



3. Vibrapads: Self-adhesive pads used on flat areas of your car to reduce panel vibration.



4. Sealsound. Strips of mastic material to block holes and other small problem areas.



Adhesive and spatula



5. Foamaseal. Self-adhesive foam strip to seal off irritating wind noise through door or window seals.



Here's a typical Acoustikit layout.

PRICES QUOTED INCLUDE VAT

Barclaycard & Access facilities available, please quote account no.

LOOK HERE FOR YOUR CAR

If your car is not listed here, write or telephone as there is not sufficient space to show our entire range.

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

Prices: Underbonnet Acoustikits are shown first in heavy type. Super Acoustikits are shown second. Please add part carriage charge of 50p for Underbonnet Acoustikits and £1.00 for Super Acoustikits (mainland charges, others subject to quotation).

By-Return Service: Adequate stocks kept of all popular models. Most kits normally despatched by return.

YOUR NO-RISK ORDER FORM

HURRY! POST TODAY!

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

Please send me by return: Super Acoustikit Underbonnet Acoustikit. Details of basic materials* for my car.

Make Model Year

I enclose cheque/PO* (payable to Eflow Developments Co. Ltd. and crossed) for £ (cost of kit plus part carriage charge). *Delete as appropriate.

Name

Address

CAPITALS PLEASE

Acoustikits The silent revolution in motoring

Trust Conti TS to drive you round the bend.

Safely.

There's a very good reason why Audi, BMW, Mercedes and Volkswagen fit Continentals as standard.

They corner better. Give a smoother ride. And last longer. Like the Conti TS. Safety belted with a band of steel.

The moment you fit them you'll notice the difference. Acceleration and braking become more positive. Over rough or smooth. Wet or dry.

Perhaps that's why millions of motorists throughout Europe trust Conti high performance.

Now it's your turn. Drive round to your local tyre dealer and fit Germany's Number One tyres.

Continental Tyres
The best range all round.

Continental Tyre and Rubber Co. Ltd.,
Ullswater Crescent, Coulsdon, Surrey. Tel: 01-668 2372-5

Hand Luggage!



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

Please send me a Mobylette brochure

Name .....

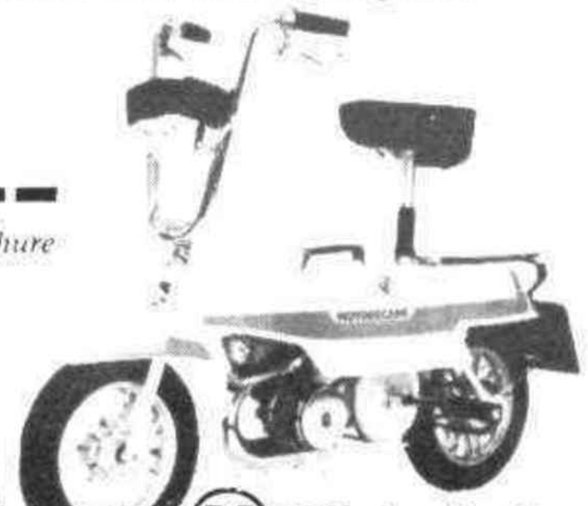
Address .....

.....

MS2

Sole U.K. Concessionaires:

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



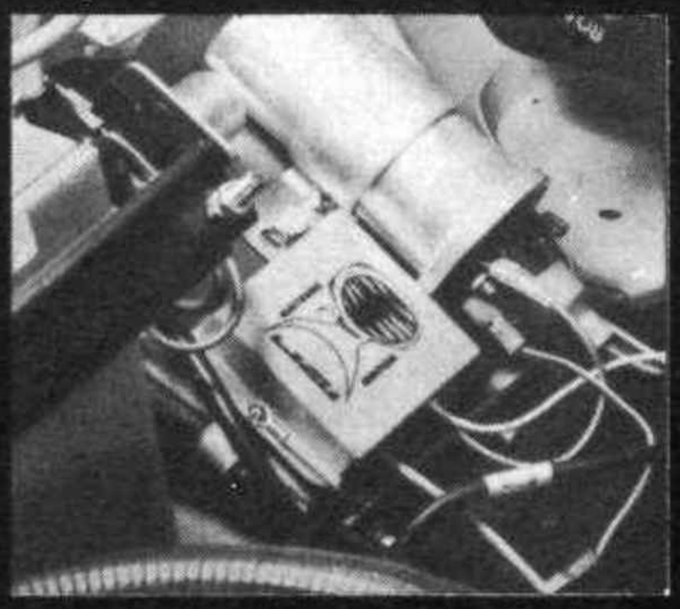
Mobylette
The automatic choice

PIRANHA

ELECTRONIC IGNITION

At last...a real advance in automotive ignition systems!

The PIRANHA system revolutionises normal car ignition systems. It has been designed to remove the inherent weakness of the mechanical contact breaker, whilst exploiting the proven advantages of the discharging inductive coil. Increased engine efficiency is achieved by producing a better, constant spark at all engine speeds, and this provides significant improvement in fuel consumption as well as a substantial reduction in exhaust pollution levels.
Variants are available for a wide range of vehicles.



THE PIRANHA ADVANTAGES ARE-

MORE POWER

Nearly 40% more spark energy is produced than with a conventional contact breaker system, and this, combined with elimination of misfiring at all engine speeds, means more power for higher acceleration.

BETTER ECONOMY

The PIRANHA unit guarantees a better, more constant spark at all engine speeds, eliminating the high level of misfiring (potentially in excess of 4%) of the conventional contact breaker system at high revs. Completely burnt fuel therefore gives better fuel consumption.

LESS POLLUTION

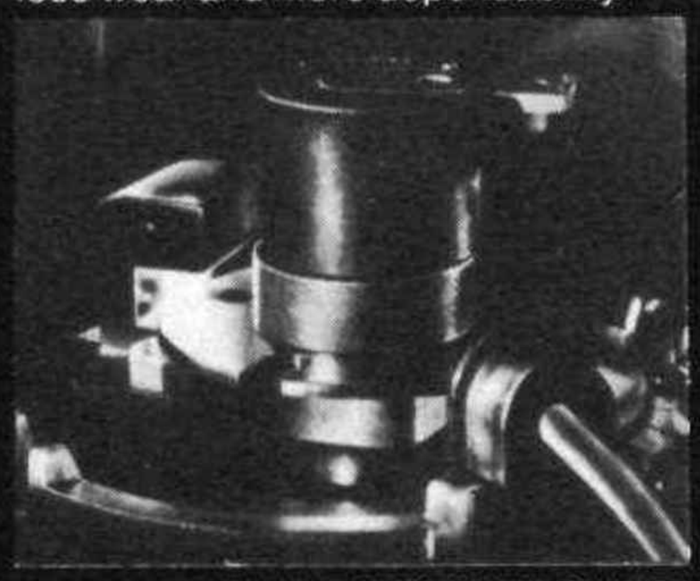
Complete burning of fuel means that atmospheric pollution through the exhausting of unburnt fuel is substantially reduced.

EASIER STARTING

The PIRANHA unit produces full spark discharges independently of engine speed, even from a semi-discharged battery as low as 7 volts. The more powerful spark overcomes poor mixture, fouled plugs, and humidity problems, and guarantees faster, easier starting.

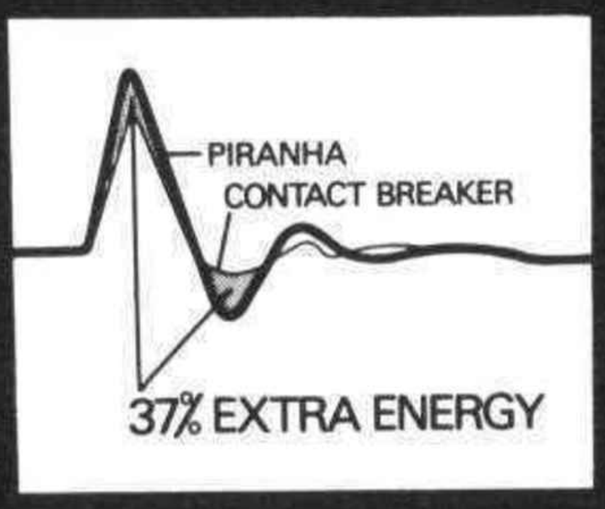
SIMPLICITY

Consisting of a small electronic switching unit (3¾" x 3" x ¾") and a light pulsing unit which fits into most existing distributors, the PIRANHA system can usually be fitted in less than ten minutes. Moving parts are kept to a minimum, and that means less wear and more dependability.



...AND THEY'VE BEEN PROVED!

Full testing at the University of Manchester Institute of Science and Technology has proved the PIRANHA Ignition to give an overall 37% increase in energy at the plugs in comparison with the conventional coil and contact breaker system.



TRUST PIRANHA- WE'VE PROVED IT WORKS

Price: £19·80

inc. postage & packing, and V.A.T.

The Piranha Ignition is guaranteed for 12 months.

PIRANHA ELECTRONIC IGNITION ORDER FORM

To: Piranha Ignitions Ltd., Dept. 102 Hammersmith Road, London W6 7JP.

Please send me a Piranha Electronic Ignition System for my .....

.....

(make, model & year of car)
I enclose crossed cheque/P.O. No. ..... for £19.80 made out to "Piranha Ignitions Ltd."

NAME .....

ADDRESS .....

.....

.....

FOR BARCLAYCARD OR ACCESS HOLDERS. Please debit my Barclaycard/Access account.
(Please delete where applicable)

My number is:

☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐

SIGNATURE .....

Reg. in England 1013573
Piranha Ignitions Ltd., MS4
102-104 Hammersmith Road, LONDON W6.

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

DART by Blow



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

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

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

For a full-colour illustrated brochure and further details of the Dart Blowkart, write to: MS/43
J. J. Blow Ltd., Oldfield Works, Chesterfield

NAME

ADDRESS

BLOCK CAPITALS PLEASE



The Quiet Plug

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

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

Obtainable in plastic containers of seven pairs from chemists

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

There's no Limit

-to the fun in an open car



Published in the interest of bringing fun back to motoring by

Morgan First of the Real Sports Cars

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



At moments like this you can really appreciate our high performance Renault 12TS.

One of the most frustrating things about owning a high performance car is that you can't always use the performance.

However, being reduced to a crawl in the Renault 12TS has its compensations.

The superb front safety seats with built-in headrests are as relaxing as you're likely to find in any car–regardless of price.

Other aids to safety and comfort include an adjustable heater and demister, heated rear window, electric clock, cigarette lighter, handbrake warning light, day/night driving mirror, glove box light, electric screen washers and two speed wipers.

When you do have the chance to put your foot down, you'll find the performance of the 12TS very impressive. It's powered by the same 1289 cc engine as the Renault 15TL sports coupé. (You've probably seen the back of one.)

Motor reported a top speed of 96 mph, 0-60 in 13.5 seconds. And driving within the current limits can give you up to 38 mpg.

In order to help you make the most of the performance, the 12TS has front wheel drive, height adjustable Kangaroo headlights with built-in long range iodine beams, servo-assisted brakes with discs at the front, rev. counter and radial ply tyres as standard.

All of which adds up to make the Renault 12TS one of the few performance cars you can feel comfortable in all the time.

To Renault Limited, Western Avenue, London W.3. Please send me details of the Renault 12TS.

Name

Address

Telephone: 2MS12HP

RENAULT 12TS

The Renault 12TS featured in this advertisement costs £1365.65. The 12TL £1258.40, the 12L £1197.63, the 12 Estate £1383.53 and the 12TR (Automatic) £1472.90 (prices ex works inc car tax and V.A.T.) West End Showrooms: 77 St. Martins Lane, London W.C.2. For duty-free export facilities write to Renault Ltd.



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

PADDY HOPKIRK

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

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

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

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

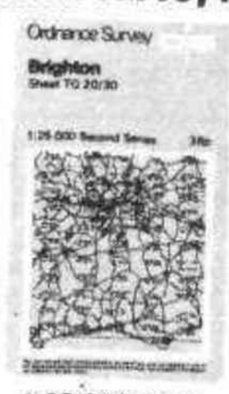
Attractively priced at 65p, you can buy these superb new maps from Ordnance Survey stockists everywhere. Post the coupon now for the latest Ordnance Survey catalogue showing the full map range.

Ordnance Survey OS

The full Ordnance Survey range includes these maps:



New 1:50 000 maps



1:25 000 maps



Leisure maps



1 inch to 10 miles Route Planners

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

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

Name_____

Address_____

John brown wheels

Callers welcome at

LONDON COVENTRY BRISTOL SLEAFORD Lincs

✱ ALL WHEELS AT TOP DISCOUNTS ✱

MIDLAND METALLIC
5 x 10 £8.41 5½ x 14 £12.37
5 x 12 £9.80 6 x 14 £14.06
5½ x 13 £9.95 6 x 15 £15.18
All prices include chrome nuts, 4 locking nuts – £3.00. Carriage and packing – 25p per wheel.



REVOLUTION
6 x 10 £9.67, 5½ x 13 £10.92
6 x 13 £11.65.
Prices include chrome nuts, 4 locking nuts £4.00
Carriage 25p per wheel.



✱ ALL WHEELS AT TOP DISCOUNTS ✱

100+
5 x 10 £7.61 5½ x 13 £9.99
5 x 12 £8.91
4 chrome nuts – 60p. 4 locking nuts – £3.00. Carriage 25p per wheel.



NEW 100+ "OCTAVO"
6 x 13 £10.45 7 x 14 £14.25
6 x 14 £11.60
Price includes chrome nuts, 4 locking nuts – £3.00. Carriage 25p per wheel.



ASTRALI
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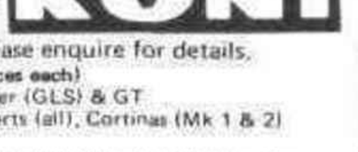
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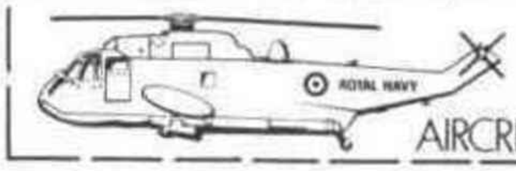
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1969 JAGUAR 240 saloon, manual, o/d; light blue; immaculate ... **£765**

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1966 M.G.-B roadster, red, o/d., wires, radio, etc. This car is superb and can only be described as immaculate **£545**

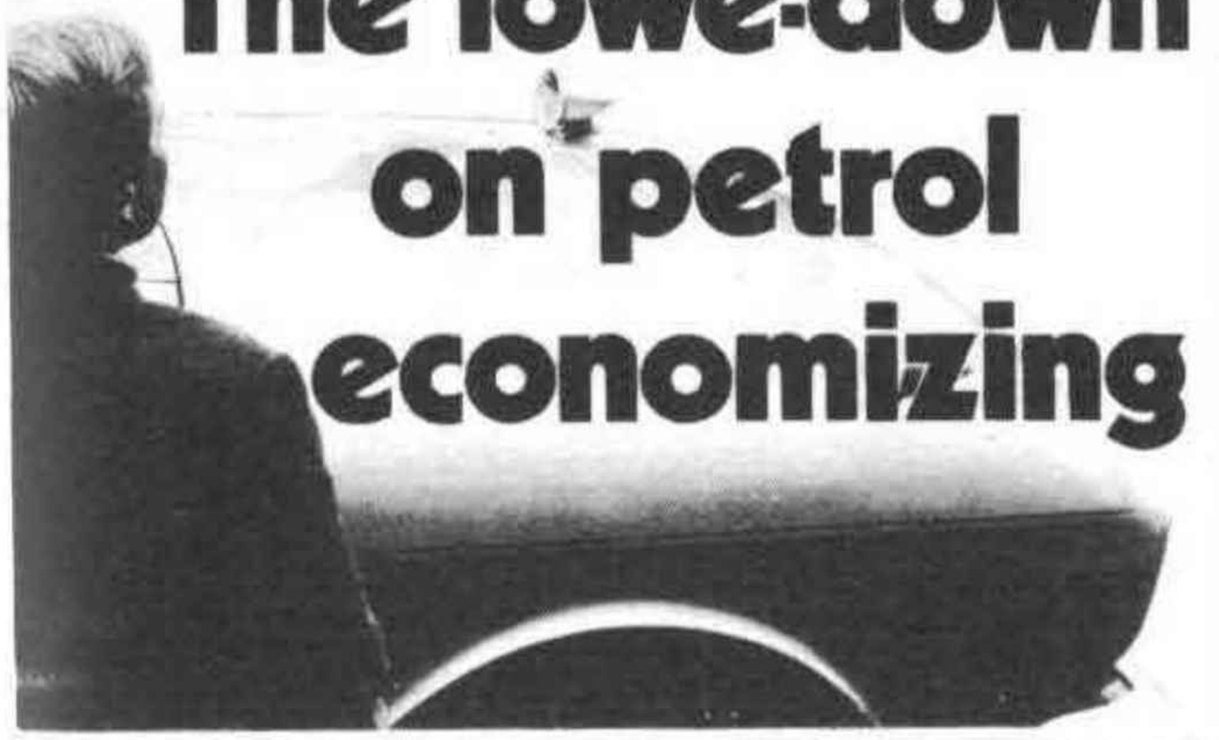
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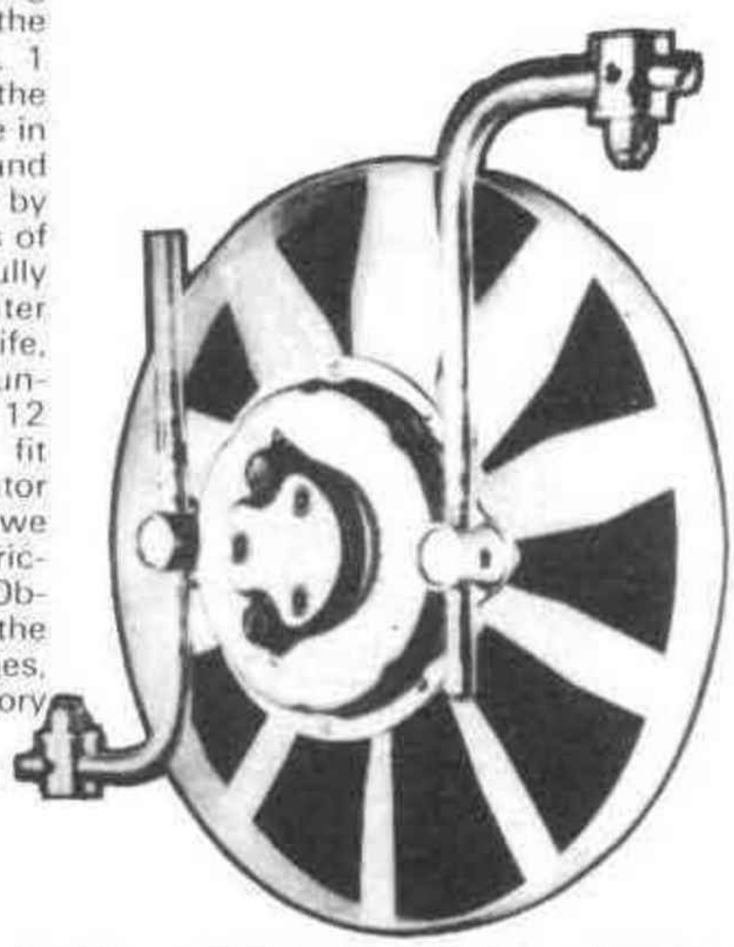
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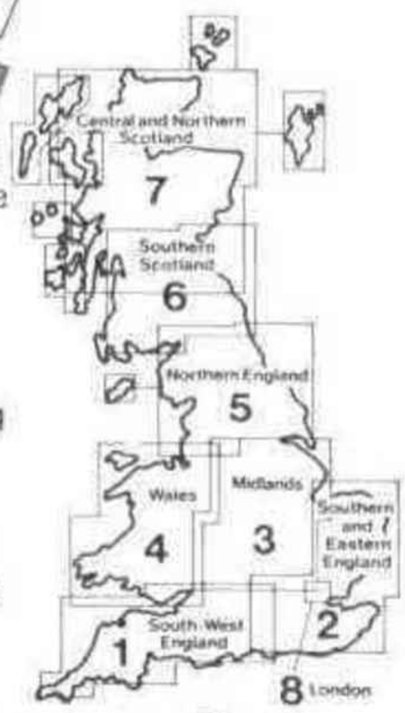
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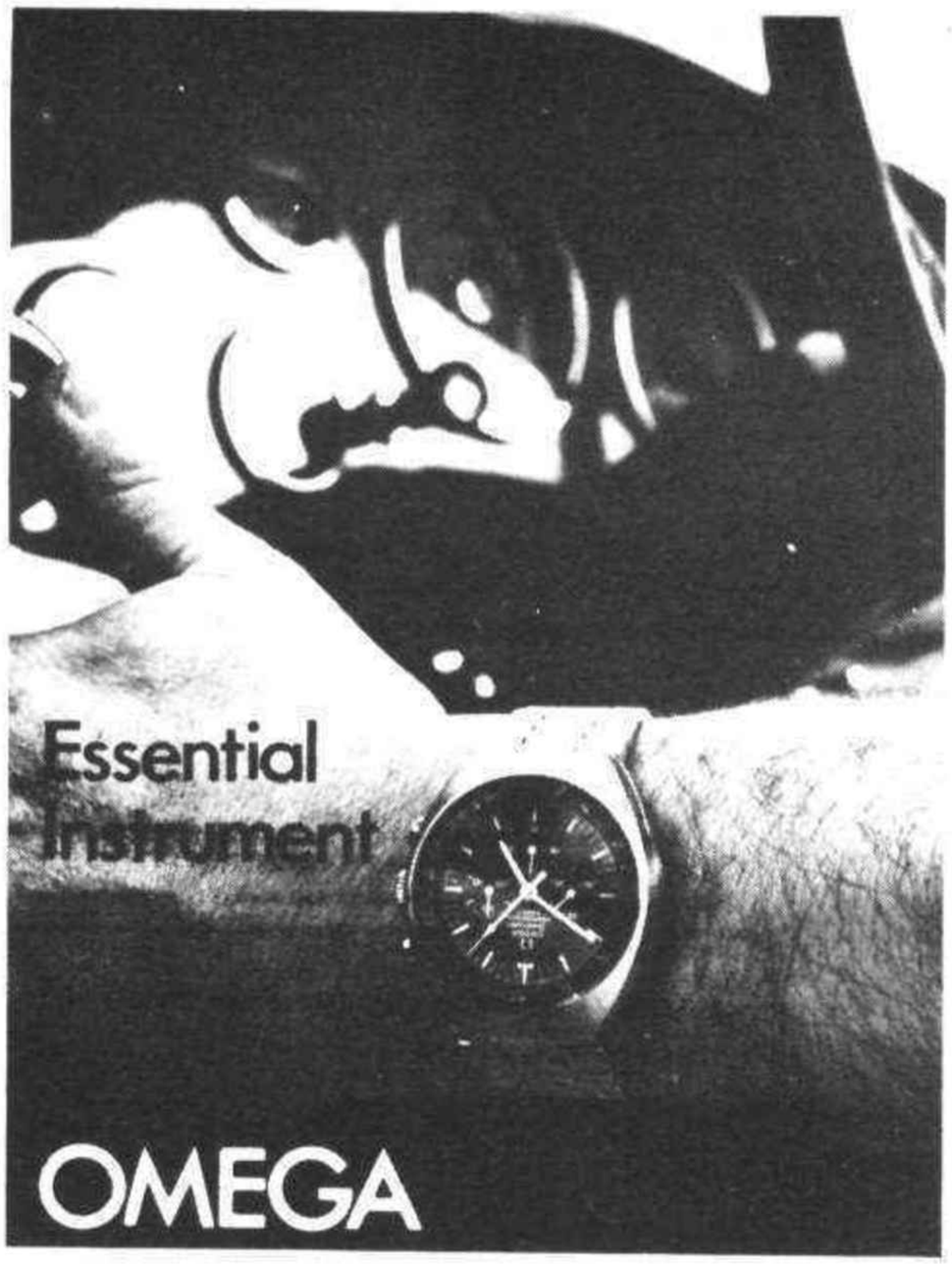
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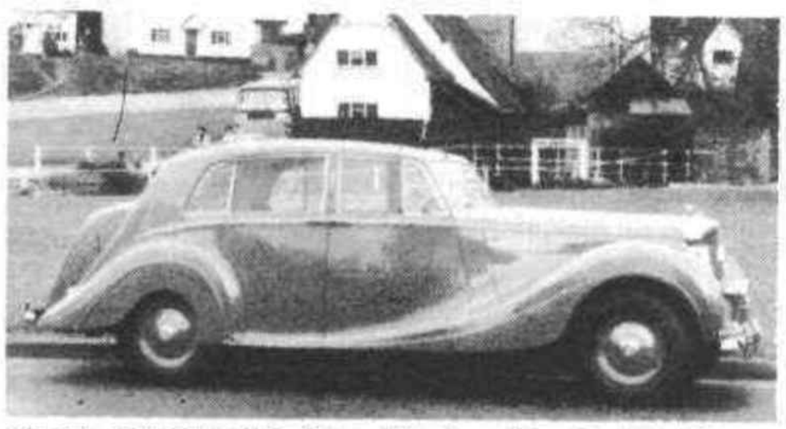
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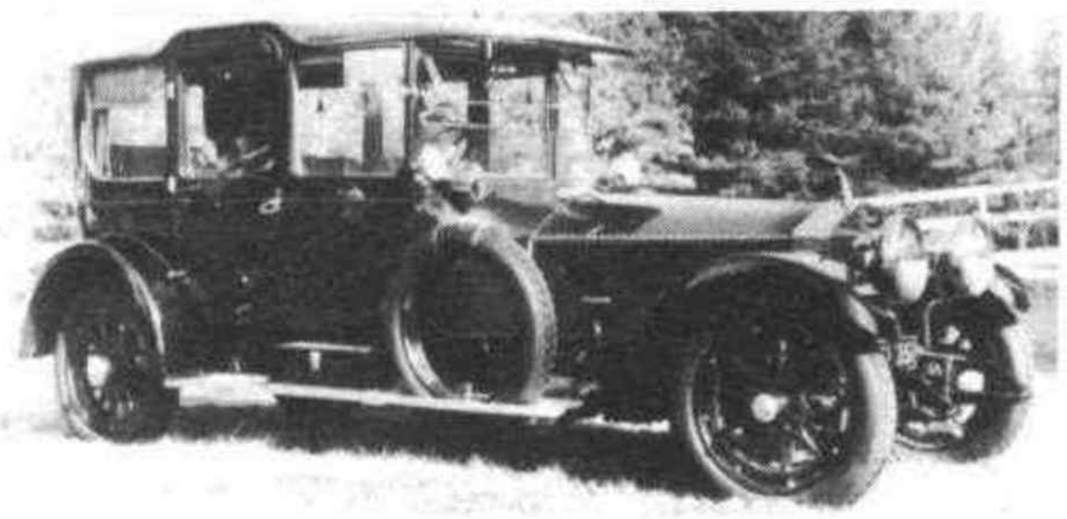
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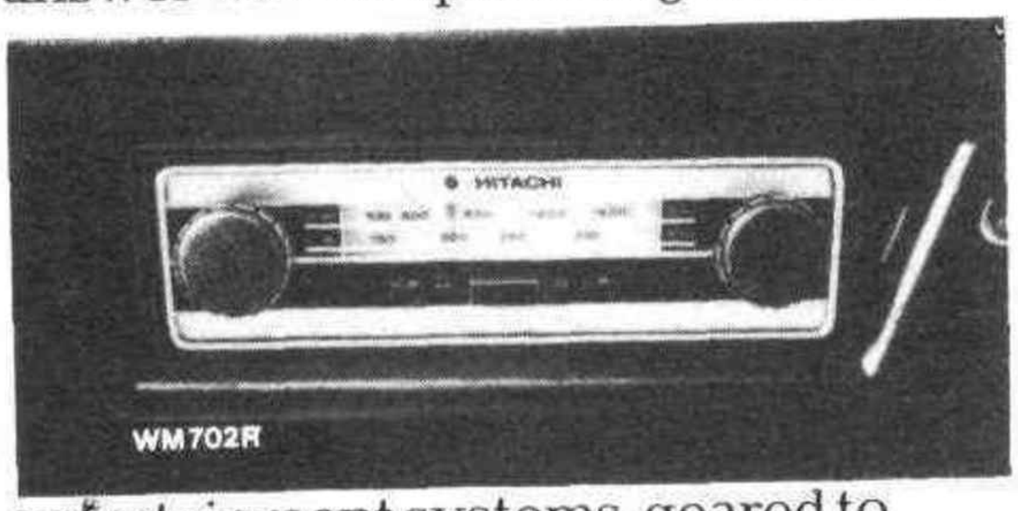
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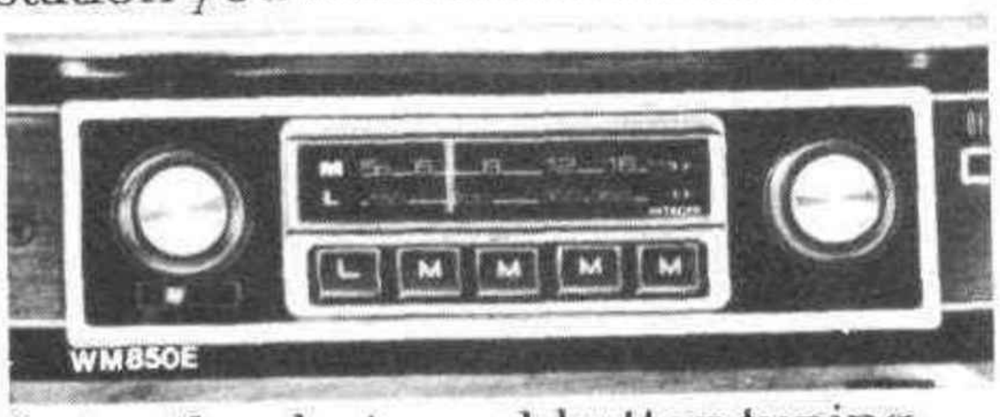
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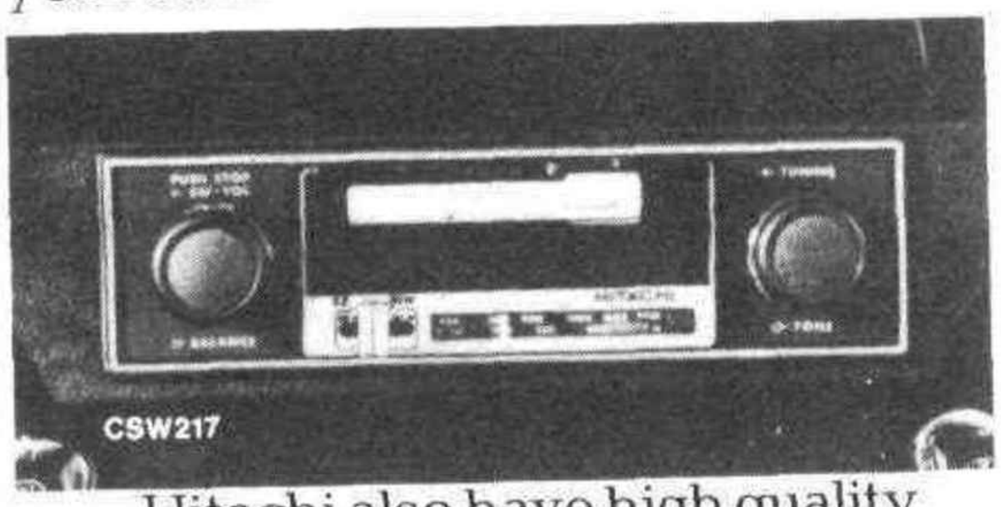
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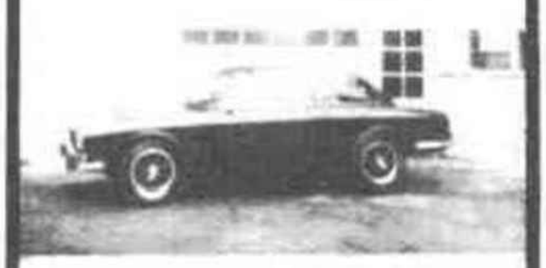
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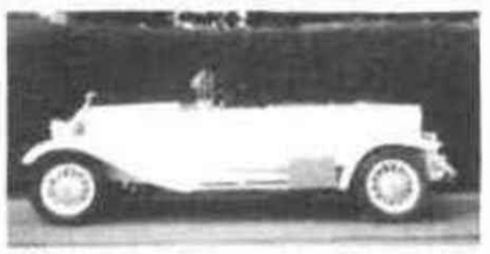
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1970 LOTUS Elan, as above but red/black, fitted tape player..... **£985**

1957 MG-A roadster, pale green/black, really unspoilt example..... **£795**

1970 TVR Tuscan V6, fitted overdrive (previous owner claimed 28 m.p.g.), and eight-track stereo **£995**

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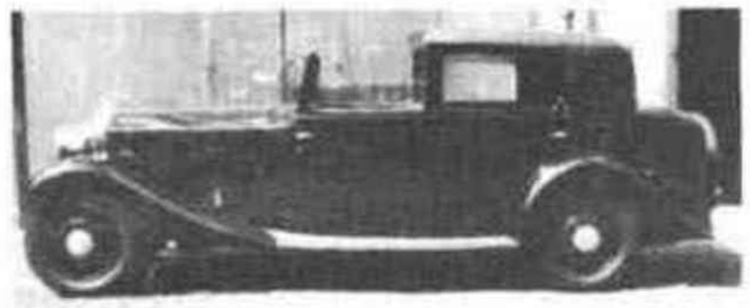
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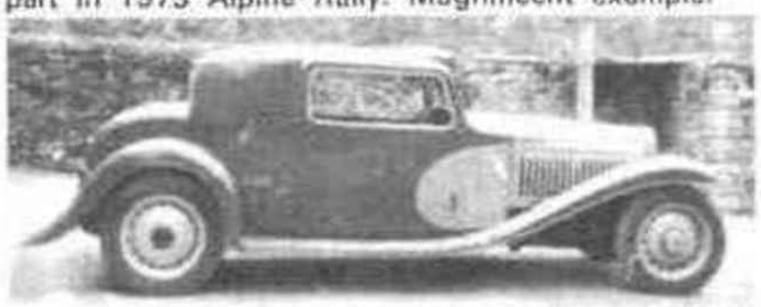
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INCORPORATING **SPEED** AND THE **BROOKLANDS GAZETTE**

VOL L No. 6 JUNE 1974

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FRONT COVER PICTURE : FERRARI climbed back to the Grand Prix winner's circle at Jarama when Niki Lauda won the Spanish Grand Prix, the Italian team's first for almost two years. The Austrian's team-mate Clay Regazzoni finished second, the two Ferraris being the only cars on the same lap.

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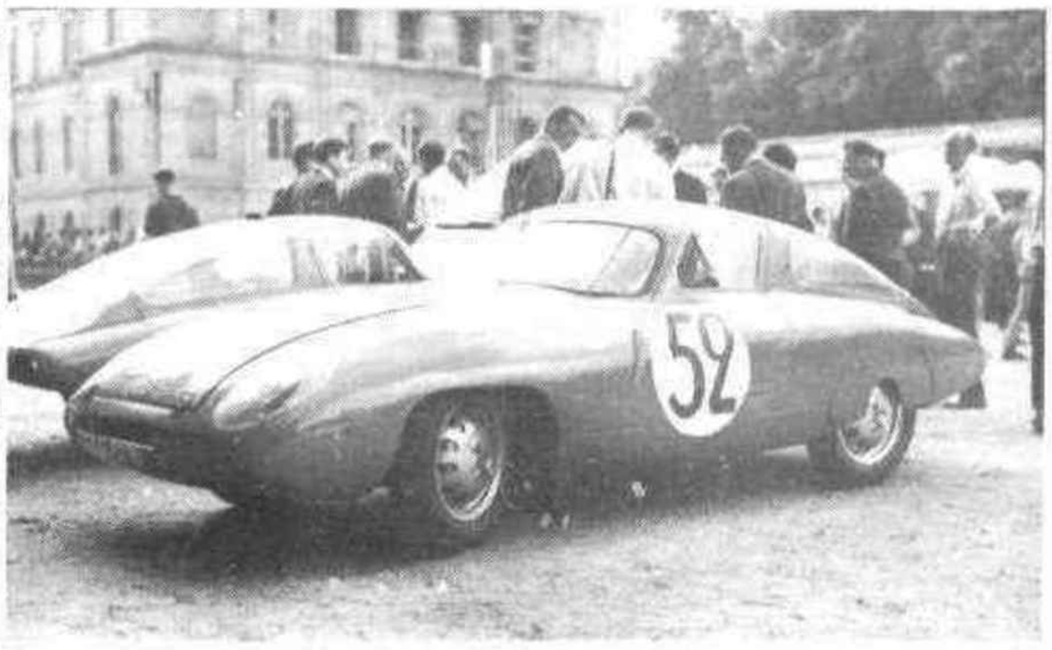
All prices include postage

MATTERS OF MOMENT

■ MULTUM IN PARVO

Whether or not you believe that in the lifetime of the present generation the World's supplies of crude oil and other fuels will dry up completely, so that horse-breeding will replace the mass-production of automobiles, or whether you simply regard the ever-rising cost of petrol as sufficient reason to make a little go as far as possible, you must presumably be thinking in terms of smaller engines. Although it can be argued that a power unit of moderate but not minute size pulling high gear-ratios may be as conserving of fuel as a tiny engine screaming its head off, generally we doubt if anyone will quibble with the assertion that, all things being otherwise equal, the smaller the swept-volume the lower the consumption of the expensive fuel. When it comes to sheer performance nicely delivered, there is no substitute for litres; but if economy is of paramount importance the smaller the cylinders the better.

This tends to suggest a Nation or a Global-tribe of motorists crawling about in small, slow cars. This seems to be the preferred mode of progression by the more ordinary road travellers and was so before the price of petrol crept ever upwards. But that is no reason for the keen driver, the enthusiast, to despair. Small cars have achieved some notable feats and gone remarkably well in the past.



SPEED FROM LITTLE CARS.—One of the air-cooled, f.w.d. 744-c.c. Panhard-Monopoles which were beaten by a Lotus of the same size at Le Mans in 1957.

The Panhard-Levassors in the 1895 Paris-Bordeaux-Paris race had Phénix engines giving about 4 b.h.p. at 800 r.p.m. and Levassor's winning Panhard (15 m.p.h. for 732 miles) had a 4-cylinder 8-h.p. motor. By 1912 we had seen the 3-litre Coupe de *l'Auto* Sunbeams showing up all but the advanced 7.6-litre Peugeot and a giant Fiat in the Grand Prix at Dieppe. All that was a long time ago but the trend should be noted. After the war AC cars proved able to exceed 100 m.p.h. for various distances, and eventually for a full hour, with non-supercharged 1,500 c.c. engines. Later the 750-c.c. competition cars came on the scene, MG doing the magic "ton" in that category by 1931. It was admittedly with a special supercharged racing car. But do you remember the grand-slam scored by sports MG Midgets in that year's JCC "Double Twelve" hour race, led by the Earl of March and C. S. Staniland? Those were road-going small sports cars, with which the Sports Editor of *The Autocar* no doubt had much fun, using an MG Midget for a season in the MCC long-distance trials, high-speed events round Brooklands, and on his daily travels. It might seem tame today, because times change, cars, even very small ones, get faster, and the competition scene alters. The shapely Jappic and the crude Gush Special which went very well on Brooklands propelled by 350-c.c. single-cylinder motorcycle engines, might not seem exciting now. But they were all helping to prove that even little racing and sports cars should not be scorned. Just before and after the Second World War there were some quite encouraging efforts on the part of small-car tuners and drivers. There was that aerodynamic Fiat 1100 of Lord Brabazon's (FLY 1) which gave an excellent performance and a fuel consumption in the region of 40 m.p.g. at a cruising speed of 60 to 70 m.p.h. There were the Fiat *Topolinos*, one of which Lord Howe used for his journeys to the House of Lords, and racing editions of which won their class in the 1940 Mille Miglia at an average speed of 70.8 m.p.h. with a top speed, *vide* Michael Sedgwick's new Fiat history, reviewed in this issue, of a cool 87 m.p.h. The performance of the DB-Panhards at Le Mans in 1959, 1960 and 1961 will be recalled and, of course, the Cooper-Mini showed just how much poke could be built into a compact

Continued on next page

Motor Sport Fixture List For June

★ **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*
June 1st	Ulster AC	Kirkistown	N. Ireland	Ulster Trophy Meeting (*R*)	14.00
June 2nd	**A.C. Bologna**	**Imola**	**Italy**	**Imola 1000 Kms World Championship for Makes Round 4 (INT)**	**12.00**
June 2nd	**OASC**	**Salzburgring**	**Austria**	**European Formula 2 Championship Round 6 (INT)**	—
June 2nd	BARC	Cadwell Park	Nr. Louth, Lincs	Race Meeting (*R*)	14.15
June 2nd	WECC	Brands Hatch	Dartford, Kent	Race Meeting (*R*)	14.00
June 2nd	TEAC	Lydden Hill	Canterbury, Kent	Race Meeting (*R*)	15.00
June 2nd	Bugatti OC	Prescott	Cheltenham, Glos.	Cordon Rouge Classic Hillclimb (*R*)	14.15
June 2nd	BARC	Stockton Farm	Harewood, Nr. Leeds	Castrol/BEN Charity Speedclimb (*R*)	14.15
June 3rd	Berwick & Dist.MC	Whittingehame Park	Haddington	Autocross (*R*)	18.30
June 6/8th	**OASC**	**Vienna**	**Austria**	**Semperit Rally (INT)**	—
June 8th	Aintree CC	Aintree	Liverpool	Race Meeting (*R*)	14.00
June 8/13th	**Royal Scottish AC**	**Glasgow**	**Scotland**	**Scottish Rally (INT)**	—
June 9th	**Anderstorp RC**	**Anderstorp RC**	**Sweden**	**Swedish Grand Prix (INT)**	—
June 9th	**Badischer MSC**	**Hockenheim**	**Germany**	**European Formula 2 Championship Round 7 (INT)**	—
June 9th	BARC	Silverstone	Nr. Towcester, Northants	Race Meeting (*R*)	14.45
June 9th	LCC	Brands Hatch	Dartford, Kent	Race Meeting (*R*)	—
June 9th	BRSCC	Croft Autodrome	Darlington, Co. Durham	Race Meeting (*R*)	—
June 9th	Romford ECC	Snetterton	Nr. Thetford, Norfolk	Race Meeting (*R*)	14.00
June 9th	Midland AC	Shelsley Walsh Hill	10 miles West Worcester	Shelsley Walsh Hillclimb (*Nat.*)	11.00
June 9th	North Devon MC	Sugworthy Circuit	Roborough, Nr. Winkleigh	Autocross (*R*)	14.30
June 15th	VSCC	Oulton Park	Tarporley, Cheshire	Race Meeting (*R*)	—
June 15/16th	**Automobile Club de l'Ouest**	**Le Mans**	**France**	**Le Mans 24hrs World Championship for Makes Round 5 (INT)**	**16.00**
June 15/16th	Swansea MC	Penrice Castle	Gower	Hillclimb (*Nat.*)	11.00
June 16th	750 MC	Mallory Park	Kirkby Mallory, Leics	Race Meeting (*R*)	14.30
June 16th	Rochester MC	Brands Hatch	Dartford, Kent	Race Meeting (*R*)	—
June 16th	BRSCC	Llandow	Nr. Cowbridge, Glam.	Race Meeting (*R*)	—
June 16th	MEC	Mondello	Ireland	Race Meeting (*R*)	—
June 21st/23rd	**Donegal MC**	**Ballyraine Hotel**	**Letterkenny**	**Donegal International Rally (INT)**	**14.00**
June 22nd	**Stickting Autoraces Nederland**	**Zandvoort**	**Holland**	**Dutch Grand Prix (INT)**	—
June 23rd	**AMU CEAB**	**Zolder**	**Belgium**	**European Formula 2 Championship Round 8 (INT)**	—
June 23rd	BRSCC	Mallory Park	Kirkby Mallory, Leics.	Race Meeting (*R*)	—
June 23rd	NSCC	Cadwell Park	Nr. Louth, Lincs.	Race Meeting (*R*)	—
June 23rd	Darlington & Dist.CC	Croft Autodrome	Darlington, Co. Durham	Race Meeting (*R*)	—
June 28/29th	Larne MC	Campbells Service St.	Newcastle St., Kilkeel	Rally (*Nat.*)	—
June 28/30th	**AC Targa Florio**	**Ypres**	**Belgium**	**12 Hours of Ypres Rally (INT)**	—
June 30th		**Nivelles**	**Belgium**	**European Championship for Touring Cars Round 5 (INT)**	—
June 30th	TEAC	Snetterton	Nr. Thetford, Norfolk	Race Meeting (*R*)	14.00
June 30th	BRDC	Silverstone	Nr. Towcester, Northants	Race Meeting (*R*)	—
June 30th	SDMC	Brands Hatch	Dartford, Kent	Race Meeting (*R*)	—
June 30th	BARC	Llandow	Nr. Cowbridge, Glam.	Race Meeting (*R*)	14.30

MATTERS OF MOMENT

Continued from previous page

saloon motor-car. In 1957 Lotus entered for Le Mans using a 750-c.c. version of the Coventry-Climax engine of that time and with it Allison and Hall brought this 744-c.c. car home in fourteenth place overall, winner of the Index of Performance, with three larger-engined cars, two Panhards and a DB of the same size and a 741-c.c. Stanguellini behind it. And to rub it in, this smallest product of Team Lotus averaged 90.3 m.p.h., which would have beaten the 4½-litre Talbot which won Le Mans outright seven years earlier. And the original Alpine from Dieppe, which won its class in the 1956 Mille Miglia, was based on the diminutive Renault 4CV.

We will refrain from cataloguing similar performances by cars of modest swept-volume. Enough has been set down to show that there is much speed to be got from the smallest-engined cars. It might now be opportune for the "soup chefs" again to turn their attention to extracting more power and fuel-thrift from little power units. And for enthusiasts again to build fast versions of the smaller cars, which can provide great fun for a modest expenditure on petrol and materials.

Over sixty years back the cyclecar fraternity enjoyed showing up bigger and heavier cars up-hill and on the level, while spending far less than the car owners, on petrol and tyres. Since then cars like the Mini and the Imp have had tuning wonders worked on them and we are glad that the British Leyland MG Midget III remains in production, as the present-day equivalent of those 850-c.c. and Montlhéry MG Midgets of long ago. Now, maybe, the time has come again to extract economical power from even smaller engines?

June Gatherings

MALCOLM Buckler, son of the late Derek Buckler, the originator of Buckler cars, has founded a Buckler Register, which will be holding its first meeting of Buckler car and special owners on Sunday, June 23rd, preceded by a light lunch at the Tally Ho Inn, Eversley, Berkshire, eight miles south of Reading on the A327. New members and anybody interested are welcome to rendezvous before 2.00 p.m. at the Tally Ho. For full details write to Malcolm Buckler at Fairy Oak, Regaby, Andreas, Isle of Man.

The DKW Owners' Club is holding its 11th Annual Rally, Driving Tests and *Concours* at Dodington Park, near Chipping Sodbury, Gloucestershire, on Sunday, June 23rd, while on June 9th, the Lea Francis Owners' Club will be celebrating its 21st anniversary with a *concours*, driving tests, etc., at Stamford Hall, near Rugby, from 1 p.m. Late entries for the driving tests should be sent to T. J. Howard, 113 Westerfield Lane, St. Leonards-on-Sea, Sussex (Hastings 51594). Also on June 23rd, the Railton Owners' Club will be holding its national meeting at the Gamecock Barracks, Bramcote, Nuneaton, Warwickshire, which will include a motor jumble, *concours* and driving tests and obviously an interesting display of Railton, Brough, Hudson and Invicta cars. On the same date the Forward Trust Veteran and Vintage Car Rally will be held for the fifth year running, this time in Cannon Hill Park, Edgbaston Road, Birmingham, where the cars will be on view from 11.30 a.m. to 4.30 p.m.

The Jowett Car Club's International Jowett Rally will be held at York on Saturday and Sunday, June 29th-30th, with Jowetts of all ages and types from home and abroad expected. A *concours* and display on the Saturday is hoped to attract the sole survivor of the 1952 Le Mans class-winning team of R1 Jupiters, and an R4 Jupiter of which only four were produced. The annual dinner and dance on the Saturday night will be followed by driving tests on the racecourse approach road, to which the public will be admitted free, on the Sunday.

High performance Renault 16

RECENTLY we spent a couple of extremely pleasant days sampling two new Renault models, the 16 TX, a more luxurious and higher performance version of the popular 16, and the Renault 12 TR, an automatic version of the 12 TS. It was a trip to gladden the heart of any budding Egon Ronay, with lunch at that famous gastronomic high spot, Thornbury Castle, near Bristol, an overnight halt at the Cottage in the Wood, Malvern Wells one time home of Elgar, and lunch the following day at the Dundas Arms, Kintbury, near Hungerford, all splendid reminders that there will forever be an England, however heavily we are swamped by foreign cars.

Of those imported cars, Renault have consistently been the most successful, however hard Datsun have challenged them with current figures, and to drive a Renault again after a long lapse answered the reason why.

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The Grand Prix in Belgium

A nice little race

Nivelles-Baulers, May 12th

THE BELGIAN round in the World Championship series took place on the Nivelles-Baulers Autodrome, south of Bruxelles and the scene was almost identical to that in Spain, reported in detail elsewhere in this issue. Missing from the lists was Chris Amon with his own car, while added to it was Tom Pryce with the neat Token car designed by Ray Jessop, Teddy Pilette with a works Brabham BT42 on loan, Leo Kinnunen with the first of the 1974 Surtees TS16 cars, Gerard Larrousse with the two 1973 Brabhams owned by Moser's Bretscher sponsored team, and Vern Schuppan with Morris Nunn's Ensign, now supported by Theodore Yip from Hong Kong, and painted orange. Frank Williams had replaced Tom Belso by Gijs van Lennep in his second car, otherwise the rest were in their usual places, making a total of 32 drivers, of which 31 took part in the race.

On the mechanical front Tyrrell produced the second car of his 007 series, which Depaillier drove, Lotus still had last year's 72/R8 standing by, March had rebuilt their orange car for Brambilla, Ferrari had their second pair of cars, 011 and 012 with 010 as the hack, BRM replaced Migault's car with an earlier one, P160/05, while Hill's Lola team had no spare this time, the latest car having gone back to Huntingdon to be uprated! There was an all-time record of 41 cars in the paddock, though not all of them were used, but Brabham's had to use their spare as Reutemann damaged BT44/1 on the first day of practice, and Regazzoni damaged 011 Ferrari on the same day and used the spare until his own was repaired, and March had to bend 741/1 straight after Stuck tried to destroy it.

During the week before the event began officially, two days were set aside for testing, and most teams took advantage of this, but they did not seem to have learnt very much judging by the state of things when practice began in earnest on Friday May 10th. Admittedly most people's plans were thrown into confusion by the track still being damp after some heavy rain, so that by the end of the day only a few were in the right condition for the situation, which had dried out. A lot of teams had the wrong driver in the wrong car on the wrong tyres with the wrong suspension and aerodynamic settings at the wrong time, so that the results of the first day of practice did not have a lot of similarity with reality. Things improved on the second day as it was dry and fine and everyone whizzed round and round, those at the front setting the pace with laps below the old record of 1 min. 12.12 sec. and those at the back trying not to get left behind, for while there was no limit on the number of starters the odds and sods had to put in a lap not longer than 110% of the average of the three best times, and this kept everyone on their toes. There was quite a scratch going on among the leading lights to break the 1 min. 11 sec. barrier and Merzario stirred things up by getting closest for quite a time. While Lauda and Fittipaldi were battling away solidly, with Peterson having flashes of inspiration when Team Lotus could get his new car to function properly, Scheckter suddenly appeared amongst them and then broke the barrier, only for the whole thing to be thrown into confusion by an official statement that Regazzoni had got below 1 min. 10 sec. A lot of drivers felt they had been wasting their time, while the Ferrari team shrugged as if to say, "If that's the way the Belgians want it, who are we to complain?" The starting-grid order that was finally published bore some resemblance to reality, A-for-Effort going to Merzario, Stuck, Depaillier, Schuppan and Pryce, while G-for-Gloom went to Ickx and Reutemann, neither of whom got off the ground throughout the whole meeting.

The start was incredibly neat and clean, the whole pack surging away up the straight towards the long right-hand curve at the end. Had it been Formula Three or Formula Ford there would have been an almighty accident in the middle of the corner, but because everyone had 450 b.h.p.

STARTING GRID

3 J. Scheckter (*Tyrrell-Cosworth V8*) 007/1 1 min. 10.86 sec.	11 G. Regazzoni (*Ferrari—flat-12*) 312B3/011 1 min. 09.82 sec.
5 E. Fittipaldi (*McLaren-Cosworth V8*) M23/5 1 min. 11.07 sec.	12 N. Lauda (*Ferrari—flat-12*) 312B3/012 1 min. 11.04 sec.
20 A. Merzario (*Williams-Cosworth V8*) IR/04 1 min. 11.29 sec.	1 R. Peterson (*Lotus-Cosworth V8*) JPS/9 1 min. 11.21 sec.
18 C. Pace (*Surtees-Cosworth V8*) TS16/02 1 min. 11.46 sec.	14 J-P. Beltoise (*BRM V12*) P201/01 1 min. 11.39 sec.
9 H-J. Stuck (*March-Cosworth V8*) 741/1 1 min. 11.57 sec.	24 J. Hunt (*Hesketh-Cosworth V8*) 308/2 1 min. 11.53 sec.
6 D. Hulme (*McLaren-Cosworth V8*) M23/6 1 min. 11.61 sec.	4 P. Depaillier (*Tyrrell-Cosworth V8*) 007/2 1 min. 11.60 sec.
22 V. Schuppan (*Ensign-Cosworth V8*) MN02 1 min. 12.02 sec.	33 M. Hailwood (*McLaren-Cosworth V8*) M23/7 1 min. 11.98 sec.
2 J. Ickx (*Lotus-Cosworth V8*) JPS/10 1 min. 12.42 sec.	15 H. Pescarolo (*BRM V12*) P160/10 1 min. 12.33 sec.
16 B. Redman (*Shadow-Cosworth V8*) DN3/3A 1 min. 12.73 sec.	17 J-P. Jarier (*Shadow-Cosworth V8*) DN3/2A 1 min. 12.53 sec.
42 T. Pryce (*Token-Cosworth V8*) RJ/02 1 min. 12.85 sec.	28 J. Watson (*Brabham-Cosworth V8*) BT42/2 1 min. 12.76 sec.
8 R. von Opel (*Brabham-Cosworth V8*) BT44/2 1 min. 13.34 sec.	27 G. Edwards (*Lola-Cosworth V8*) T370/HU1 1 min. 13.33 sec.
7 C. Reutemann (*Brabham-Cosworth V8*) BT44/3 1 min. 13.47 sec.	41 T. Schenken (*Trojan-Cosworth V8*) T103 1 min. 13.36 sec.
19 J. Mass (*Surtees-Cosworth V8*) TS16/04 1 min. 13.81 sec.	37 F. Migault (*BRM V12*) P160/05 1 min. 13.49 sec.
43 G. Larrousse (*Brabham-Cosworth V8*) BT42/6 1 min. 14.22 sec.	34 T. Pilette (*Brabham-Cosworth V8*) BT42/3 1 min. 14.05 sec.
21 G. van Lennep (*Williams-Cosworth V8*) IR/02 1 min. 15.60 sec.	26 G. Hill (*Lola-Cosworth V8*) T370/HU2 1 min. 14.30 sec.
	10 V. Brambilla (*March-Cosworth V8*) 741/2-2 1 min. 23.81 sec.

PRACTICE TIMES

No.	Driver	Car	Friday First	Friday Second	Saturday First	Saturday Second
1	R. Peterson	Lotus JPS/9-Cosworth V8	1. 37.11	—	**1. 11.21**	1. 11.43
2	J. Ickx	Lotus JPS/10-Cosworth V8	1. 23.63	1. 21.32	1. 12.49	1. 12.42
3	J. Scheckter	Tyrrell 007/1-Cosworth V8	1. 22.27	1. 21.29	1. 11.36	1. 10.86
4	P. Depaillier	Tyrrell 007/2-Cosworth V8	1. 24.25	1. 19.76	1. 12.41	1. 11.60
5	E. Fittipaldi	McLaren M23/5-Cosworth V8	**1. 20.19**	1. 17.07	1. 11.83	1. 11.07
6	D. Hulme	McLaren M23/6-Cosworth V8	1. 26.53	1. 23.00	1. 12.29	1. 11.61
7	C. Reutemann	Brabham BT44/1-Cosworth V8	1. 28.39	—	—	—
8	R. von Opel	Brabham BT44/2-Cosworth V8	1. 22.87	1. 19.92	1. 13.61	1. 13.34
9	H-J. Stuck	March 741/1-Cosworth V8	1. 27.21	—	1. 12.72	1. 11.57
10	V. Brambilla	March 741/2-2-Cosworth V8	—	1. 23.81	1. 35.20	—
11	G. Regazzoni	Ferrari 312B3/011—flat-12	1. 23.53	1. 19.85	—	—
12	N. Lauda	Ferrari 312B3-012—flat-12	1. 22.04	**1. 14.14**	1. 11.87	1. 11.04
14	J-P. Beltoise	BRM P201/01—V12	1. 25.49	1. 17.92	1. 11.39	1. 12.30
15	H. Pescarolo	BRM P160/10—V12	1. 28.47	1. 23.34	1. 13.40	1. 12.33
16	B. Redman	Shadow DN3/3A-Cosworth V8	1. 31.30	1. 16.58	1. 12.94	1. 12.73
17	J-P. Jarier	Shadow DN3/2A-Cosworth V8	1. 23.33	1. 16.38	1. 13.13	1. 12.53
18	C. Pace	Surtees TS16/02-Cosworth V8	—	1. 29.91	1. 12.99	1. 11.46
19	J. Mass	Surtees TS16/04-Cosworth V8	1. 25.25	1. 18.47	1. 13.81	—
20	A. Merzario	Williams IR/04-Cosworth V8	1. 24.51	1. 26.81	1. 11.57	1. 11.29
21	G. van Lennep	Williams IR/02-Cosworth V8	1. 32.22	1. 25.16	1. 15.70	1. 15.60
22	V. Schuppan	Ensign MN02-Cosworth V8	1. 25.72	1. 26.52	1. 13.33	1. 12.02
24	J. Hunt	Hesketh 308/2-Cosworth V8	1. 20.99	1. 15.81	1. 12.18	1. 11.53
26	G. Hill	Lola T370/HU2-Cosworth V8	1. 26.36	1. 20.22	1. 14.30	1. 14.73
27	G. Edwards	Lola T370/HU1-Cosworth V8	1. 25.02	1. 20.64	1. 13.77	1. 13.33
28	J. Watson	Brabham BT42/2-Cosworth V8	1. 29.53	1. 21.64	1. 13.23	1. 12.76
29	J. Nicholson	Lyncar-Cosworth V8			NON-STARTER	
30	C. Amon	Amon AF101-Cosworth V8			NON-STARTER	
33	M. Hailwood	McLaren M23/7-Cosworth V8	1. 26.54	1. 22.60	1. 12.13	1. 11.98
34	T. Pilette	Brabham BT42/3-Cosworth V8	1. 24.56	1. 17.97	1. 14.33	1. 14.05
37	F. Migault	BRM P160/05—V12	1. 33.01	—	—	1. 13.49
41	T. Schenken	Trojan T103-Cosworth V8	1. 30.07	1. 20.96	1. 14.08	1. 13.36
42	T. Pryce	Token RJ/02-Cosworth V8	1. 32.73	1. 22.26	1. 13.99	1. 12.85
43	G. Larrousse	Brabham BT42/6-Cosworth V8	—	—	1. 15.93	1. 14.22
44	L. Kinnunen	Surtees TS16/01-1-Cosworth V8	—	1. 51.43	1. 28.77	—
1T	R. Peterson	Lotus 72/R8-Cosworth V8	1. 26.68	1. 21.18	—	—
71	C. Pace	Surtees TS16/03-2-Cosworth V8	1. 32.07	—	—	—
7T	C. Reutemann	Brabham BT44/3-Cosworth V8	—	1. 26.20	1. 17.11	1. 13.47
11T	G. Regazzoni	Ferrari 312B3/010—flat-12	—	—	1. 11.97	**1. 09.82**
19T	J. Mass	Surtees TS16/03-2-Cosworth V8	—	—	—	1. 16.14
43T	G. Larrousse	Brabham BT42/5-Cosworth V8	2. 16.11	1. 30.45	—	—

Formula One cars it was all very exciting and breath-taking and safe, and Regazzoni and Fittipaldi led the 31 strong field round behind the paddock. It needed only three laps for the scene to divide up into three races, one for those who are, one for those who have, and one for those who never will. The first group consisted of six cars nose to tail, pressing hard on one another, in the order Regazzoni (Ferrari), Fittipaldi (McLaren), Scheckter (Tyrrell), Lauda (Ferrari), Peterson (Lotus) and Hunt (Hesketh). Then came Pace (Surtees), Depaillier (Tyrrell), Beltoise (BRM), Hailwood (McLaren) and the rest. Stuck overdid his clutch slip at the start and was last on the opening lap, but then charged through the tail-enders only to expire after six laps when the clutch gave up the unequal struggle. Depaillier got past Pace and tried valiantly to catch the leading sextet, leaving the rest behind him, so that he was one of the few drivers to run a lonely race. Lauda put Scheckter behind him, and tucked in behind Fittipaldi, but that was the only change to the picture, for the funny little Nivelles Autodrome does not offer much opportunity for passing, unless you can suddenly find another 50 horse-power at the beginning of the straight. For 24 laps it was stale-mate, though good to watch for the leading six were hammering on hard and none was letting up. On Lap 25 they lapped the first of the tail-enders and a new dimension came into their race, for slow-moving *chicanes* were now being introduced onto the circuit and high-speed traffic driving and judgement and perception were about to play a big part as well as normal steering skill. From the general run of competitors odd ones had dropped out or made pit stops, Reutemann had changed front tyres, Pescarolo retired when he got elbowed off into the barriers, and Pace lost the air from a rear tyre when the split-rim wheel leaked.

When the leaders lapped Migault the tempo changed slightly, for Lauda was held up and lost contact with Fittipaldi's McLaren and had to let Scheckter by. Then on Lap 33 the swinging sextet got all fouled up with a whole bunch of slower cars and the rhythm of the race went to pot. Regazzoni still led with Fittipaldi right behind, then there was a small gap to Scheckter who had Lauda right behind, and then another small gap to Peterson and Hunt. They were now catching up with more and more traffic, and it was not going quite as slowly as the real "tail-end Charlies" and on Lap 39 it happened. Regazzoni made a slight error of judgement, as regards what another driver was going to do, and got boxed in as Fittipaldi and Lauda went by on the other side, Lauda already having jumped Scheckter in the traffic just before this. Peterson disappeared into the pits at the end of Lap 38 to have the front tyres changed for some that he hoped would grip better, and when the dust of the overtaking scrimmage had settled the sextet was reduced to a quintet in the order of Fittipaldi, Lauda, Regazzoni, Scheckter and Hunt, with Depaillier next along on his lonely drive keeping well ahead of the rest. Hailwood had forced his way clear of the midway miscellany and was going well, but it did not last long for he had a spin at the hairpin which put him back among his old race-mates once again.

By 50 laps stale-mate had returned, with Fittipaldi leading Lauda, followed by Regazzoni leading Scheckter, and Hunt had spun off onto the grass when a ball-joint on the right-rear suspension of his Hesketh had broken and the corner collapsed. This was on Lap 46 and on Lap 54 Depaillier was in the pits and out of the race with that well-known Tyrrell "brake problem" —a broken strap drive on the left-front inboard brake. The midfield-miscellany had dwindled a bit and now comprised Beltoise in the 1974 BRM ahead of Hulme, Hailwood and Jarier, their situation being of the same stale-mate as the leaders. Team Lotus were excelling themselves once more, with both their new cars in the pits together with a variety of troubles including brakes being bled, fuel leaks, oil leaks and tyre indecisions, as well as a spot of overheating for luck. While the leading four cars cruised round and round, Hailwood was getting all worked up at the sight of the rival sponsor's McLaren in front of him, and he wanged by on Lap 65, and then dealt with Beltoise on Lap 69 and Jarier was equally inspired and followed Hailwood along.

Reflections in the dust of Nivelles

THE WHOLE SCENE in the paddock and pits at the Nivelles-Baulers Autodrome during the occasion of the Grand Prix in Belgium had me confused for a long time, until a friend said "You know what the trouble is, don't you?" I didn't so he elucidated, and I had to agree that I thought he had found the answer. Three years ago the space north of the town of Nivelles was open countryside, then along came Monsieur Benoist the builder and he put a fence round an area of this land and inside he built a racing circuit; in 1972, in an atmosphere of something approaching disbelief a Formula One race was held and afterwards people said "Was *that* the Belgium Grand Prix?". Now in 1974 it was Monsieur Benoist's turn once more to offer his race-track to the Royal Automobile Club of Belgium for their Grand Prix. When there is nothing happening at the Nivelles-Baulers Autodrome it seems to be a deserted and empty waste, exuding nothing in the way of character, and being brand new it cannot exude any history or tradition, so it just sits there waiting for someone to make use of it. This year the big firms who are pouring money into Formula One racing sent their advertising armies in and "dressed up" the dusty desolate Autodrome to make it ready to receive the Grand Prix.

One advertiser or publicity machine can be quite pleasant, two can offer amusement, but when the whole lot pour in with only one thing in mind, to swamp any rivals, the whole business becomes confused, sordid and in the worst taste. It was this that was confusing me at Nivelles, for the whole place seemed to have exploded with advertising drum-beating and publicity gimmicks that was all so tremendous that you had to search about to find a simple and honest Grand Prix car. In fact, I had got the impression that I was at a Trade Fair at which the music had been replaced by "noises-off" provided by Cosworth, Ferrari and BRM. Once my friend had put me right and I had realised that Nivelles-Baulers had nothing to offer except somewhere for the lads to play with their racing cars, and that the "atmosphere" was being provided by the high-pressure publicity machines of lots of firms unconnected with motor racing or engineering, I was able to re-adjust my spectacles so that everything became the same colour and the sound of a Ferrari flat-12 engine on full song past the pits became reality, though even that did not last for long.

Practice had just finished and all was relatively quiet as I wandered aimlessly among the tightly-packed transporters, the wire fences, the numerous controlled gates, the dust and the "happiness" behind the pits. Then I heard it. An engine was running somewhere in the middle of all this confusion, and it was not a simple 450 b.h.p. Grand Prix engine, it had the unmistakeable sound of a supercharged engine running on alcohol fuel, with that "bubbly" sound at tick-over and the ear-splitting sharp bark as the throttles were "blipped". I did not need to hear it twice to know that it was an engine that would develop well over 1,200 b.h.p. at the touch of the throttle, and I just had to see it before it was switched off. I actually found myself running through the crowds to get close to it before that wonderful sound disappeared. It was a supercharged 8-litre Dodge V8 engine running on an 80% nitromethane fuel mixture and needless to say it was mounted in a full-length Dragster chassis. If you haven't heard a highly-tuned Dragster engine being warmed up your motoring education is not complete, for just one of them makes the whole Formula One field pale into insignificance. Why this one was in the paddock was because Marlboro thought it would be a good idea to let the public see real acceleration and hear some real horsepower being developed, so they had invited a small group of Drag Racing enthusiasts over from England and arranged for Alan Herridge to give "Firefly" a quick squirt up the main straight during the lunch interval on race day. It was much appreciated by a lot of people, and helped keep a sense of proportion.

When the Autodrome was built the paddock area seemed enormous but by the second day of practice it was hopelessly inadequate, for the RACB were filling out their programme with National races for Simcas, Renaults and mini-single-seaters and the whole lot were squeezed into the one area, added to which most of the Formula One teams seem to be trying to out-do each other with the size of their articulated transporters and their "hospitality units" some of which are built on even bigger artic chassis, to say nothing of the simple "Motorhomes" that are as big as a single-decker bus. The result was that the "interior" of the circuit was choc-a-bloc and a lot of people found it easier to park with the public and walk in.

Schuppan had been having a good run on his first try with the Ensign, almost avoiding being lapped by the leaders, when his fuel system went on the blink and refused to pick up from the left-hand tank, so a stop to take on more petrol delayed him unnecessarily, and Bryce was having the same trouble with the Token. While he was spluttering his way back to the pits Scheckter ran over him with the result that the Tyrrell had a large graunch on its right rear wheel and the Token had a broken top wishbone on the left front corner. While some were having fuel system trouble, probably caused by the excess of right-hand centrifugal force over left-hand on the circuit, others were having tyre troubles, among them being Watson whose front tyres went so badly out of balance that he was forced to stop for a change, which dropped him further down the results than he should have been. With five laps to go Jarier's good run was spoilt when his Shadow suffered from fuel starvation and a certain sixth place was lost while he stopped at the pits for a top up. With three laps to go Hailwood's hard-earned fifth place disappeared when his McLaren suffered the dreaded fuel starvation and he could only creep along hoping to finish, and having to watch Beltoise and Hulme go by again. On the very last lap Regazzoni suffered the Nivelles disease, only this time there was no technical reason, the Ferrari simply ran out of petrol and as it coughed and spluttered Scheckter went by into third place. Since Lap 39 Lauda had been behind Fittipaldi and it was difficult to see how the situation was going to change on the last lap, but in fact it nearly did for the Brazilian mistook the finishing line and lifted off a fraction early, so that when he crossed the actual line he had Lauda's Ferrari right alongside him, but still in second place, so all was well for his sponsors.

The final results did not reflect the true picture of the race, for Regazzoni, Hailwood, Watson, Jarier and Schuppan did much better than the figures would imply, while Pilette lost most of his 4 laps by continual pit-stops with a variety of troubles. Regularity and consistency paid off for Hill, Brambilla and Schenken.—D.S.J.

Nivelles Snivelles

Some say Mickey Mouse circuits breed Mickey Mouse drivers.

* * *

You don't have to ask which are the successful teams, just look at the mechanics' faces.

* * *

Formula One really is a circus. We've got Grizzly Bears, Baby Bears and Teddy Bears, lots of clowns, some monkeys, and some daring young men, but no flying trapeze.

Results :

THE 32nd BELGIUM GRAND PRIX—Formula One—85 laps—Nivelles
3.724 kilometres per lap—316.54 kilometres—Dry

1st :	E. Fittipaldi (McLaren M23/5)	1 hr. 44 min. 20.57 sec.—182.019 k.p.h.
2nd :	N. Lauda (Ferrari 312B3/012)	1 hr. 44 min. 20.92 sec.
3rd :	J. Scheckter (Tyrrell 007/1)	1 hr. 45 min. 06.18 sec.
4th :	G. Regazzoni (Ferrari 312B3/011)	1 hr. 45 min. 12.59 sec.
5th :	J-P. Beltoise (BRM P201/01)	1 hr. 45 min. 28.62 sec.
6th :	D. Hulme (McLaren M23/6)	1 hr. 45 min. 31.11 sec.
7th :	M. Hailwood (McLaren M23/7)	1 lap behind
8th :	G. Hill (Lola T370/HU2)	2 laps behind
9th :	V. Brambilla (March 741/2-2)	2 laps behind
10th :	T. Schenken (Trojan T103)	2 laps behind
11th :	J. Watson (Brabham BT42/2)	2 laps behind
12th :	G. Edwards (Lola T370/HU1)	3 laps behind
13th :	J-P. Jarier (Shadow DN3/2A)	3 laps behind
14th :	G. van Lennep (Williams IR/02)	3 laps behind
15th :	V. Schuppan (Ensign MN02)	3 laps behind
16th :	F. Migault (BRM P160/05)	3 laps behind
17th :	T. Pilette (Brabham BT42/3)	4 laps behind

Fastest Lap : D. Hulme (McLaren M23/6), in 1 min. 11.31 sec.—188.001 k.p.h.

Retirements : H-J. Stuck (March 741/1) on lap 7, clutch; H. Pescarolo (BRM P160/10) on lap 13, accident damage; A. Merzario (Williams IR/04) on lap 30, broken drive shaft; J. Hunt (Hesketh 308/2) on lap 46, broken rear suspension; R. von Opel (Brabham BT44/2) on lap 50, engine trouble; C. Pace (Surtees TS16/02) on lap 51, wheel trouble; G. Larrousse (Brabham BT42/6) on lap 44; J. Mass (Surtees TS16/04) on lap 54, suspension; P. Depaillier (Tyrrell 007/2) on lap 54, broken front brake; R. Peterson (Lotus JPS/9) on lap 57, fuel leak and other things; C. Reutemann (Brabham BT44/3) on lap 63, engine trouble; T. Pryce (Token RJ/02) on lap 73, hit by Scheckter; J. Ickx (Lotus JPS/10) on lap 73, overheating; B. Redman (Shadow DN3/3A) on lap 81, broken engine.

31 *starters* — 17 *finishers.*

We are not far off the situation that will call for more acres to be provided for the "Trade Fair" than are required for the actual race-track on which to run the racing cars. When that happens I think we shall have to stop and start all over again with a clearer mind, for there seems to be no way of stopping the present trend; the reputed money shortage only seems to have aggravated the situation.

Among all the machinery in what seemed to be a very interesting Commercial Motor Show was a pristine white two-car transporter, all brand new and shiny, belonging to M'Lord Hesketh's pure white all-British racing team. The only blot on the family escutcheon was that it was built on a Dutch DAF chassis, albeit a very good piece of commercial mechanism. Apparently no British commercial manufacturer could supply the Hesketh team with a new transporter chassis before the end of the season, so M'Lord had no alternative but to "go foreign". At times I really do get the impression that the "brains" in British Leyland are living in a little world of their own. You would have thought that somewhere in the commercial world of Leyland a suitable British transporter chassis could have been "found" for the Hesketh team. And it is not as though Lord Hesketh wanted it free.

By 7 p.m. on Sunday evening, after the race, I began to wonder whether the CSI were justified in giving the Belgian club a permit to run a Grand Prix, for we were still waiting for the official results to be published, the race having finished at about 5.30 p.m. and the reason for the delay was never quite clear. Added to that there was a lot of confusion over the time-keeping during Saturday's practice, and very few people were prepared to accept Regazzoni's lap of 1 min. 09.82 sec. as being genuine. Even the Ferrari team were sceptical, for they had their usual team from the Heuer firm doing their lap timing for them, and they had no time for Regazzoni even remotely close to the official one. It took the time-keepers far too long to sort out the practice times for Saturday, so that when they took equally as long to publish the final results after the race a lot of people were a bit disillusioned and sceptical. Not many really believed that Hulme made fastest lap, he having been running in 10th to 14th place with the race at its height, climbing only as others broke.

The official programme said that the race was to be run over 80 laps, as did the printed sheet of instructions showing the time-table of events to competitors and officials. Many of the spectators who could not hear the loud-speakers really thought the race was over at Lap 80, and it makes me wonder whether the Shadow team thought the same, for Redman's engine blew up on Lap 81 and Jarier ran out of petrol as he finished his 79th lap! The race actually ran to 85 laps, a mere 1¾ hours of racing after 6½ hours of practice, plus another 30 minutes for immediate pre-race testing, plus two whole days the previous week. I cannot help feeling the whole "circus" will descend on one of the Autodromes and have a three- or four-day show and jollification and at the end of it find they have completely forgotten to hold the actual race. Providing everybody's sponsor has a Champion and the advertising machine has not been upset, everyone will be happy. At the moment everyone is trying to help everyone else and in each pocket I have a mine of information provided for me by the organisers, by John Player, by Texaco, by Yardley, by Elf, and probably some in my back pocket that I haven't even read yet. All this would be most helpful if it was not so confusing and being keen on the history of Grand Prix motor racing I now do not know whether the first Belgian Grand Prix was held in 1925, 1930, 1950 or 1968. I have printed proof that it was each of those dates. In fact I know it was 1925 because a Belgian friend of mine was taken by his father to Francorchamps to see Antonio Ascari driving a red Alfa Romeo to victory. As a lad he was left in the public enclosure by the start while his energetic and enthusiastic father *walked* through the forest to the Masta straight to see "the Italian ace travelling at enormous speed" with his own eyes, recounting the experience to his small son on his return. Grand Prix races went on for a bit longer than 1¾ hours in those days . . .

One of the faults with the Nivelles-Baulers circuit is that it is built in Belgium, where a lot of people still go to the Spa-Francorchamps circuit in May to see the 1,000 kilometre sports car race, so they know what is right and proper. If it had been built in Luxembourg it would have been accepted for what it is, a dust-laden speed-bowl, with not too much accent on speed, though Fittipaldi described it as a fast circuit in one of his publicity blurbs. The lap record is now not quite 117 m.p.h., so Jacky Ickx must have smiled when he read it, for only the week before he had lapped the Spa-Francorchamps circuit at just over 158 m.p.h. in a sports car, knocking on 200 m.p.h. down the Masta straight. That is a fast circuit, but we are told it is too dangerous for 3-litre Grand Prix cars, though it is all right for even Cosworth-powered 3-litre sports cars!—D.S.J.

THE SPA 1000 KILOMETRES

Ickx wins for Matra

Spa-Francorchamps, May 5th

THE 1,000-KILOMETRE race over 71 laps of the fabulous Spa circuit took place only 10 days after the Monza event, and in consequence suffered from the absence of the Alfa Romeo team who could not prepare their cars in time. Two Matra 670 driven by Pescarolo/Larrousse and Ickx/Jarier, faced a single Gulf-Cosworth V8 driven by Bell/Hailwood, though the Gulf Research team had run two cars during practice. There was nobody else in the small field of 28 cars to challenge these three, although there was plenty of class rivalry in the 2-litre sports and the GT categories. Almost before the race had really got under way Pescarolo was out with a cooked engine in his Matra, the water pump having failed, while Bell stopped early with a burst fuel pressure gauge, petrol spraying over him in the cockpit. This left Ickx well out on his own, but some really hard high-speed driving by Bell and Hailwood got the Gulf car back onto the same lap as the Matra, particularly when Jarier was driving, it being his first visit to the Spa-Francorchamps high-speed circuit. The Gulf lads were pressing on to such good effect that Matra were forced to call Jarier in early at one point and let Ickx take over, in order to get the car going faster with less strain on it. It was not to say that Jarier was not driving well, far from it, but he could not be expected to match the experience of Bell and Hailwood on such an exacting circuit.

In his spirited drive Bell overdid it on braking for the GPDA *chicane* at Malmedy, in use for the first time for sports cars, and the ensuing spin saw him clip the Armco with the front of the Gulf, necessitating a stop at the pits to have a new front cowling fitted in double quick time. Without this emergency the British car might have given the French one even more trouble than it did. Even after all the dramas, it finished on the same lap, and at no time could the Matra team relax, and they were more than grateful for having Ickx in the team for this race, Beltoise deeming Spa unsuitable for Grand Prix drivers! Behind these two cars the works Porsche Carrera with turbocharger ran a high-speed reliability run all on its own, the Ligier, which might have challenged, failing with gearbox trouble.

Most excitement was in the GT class, consisting of eight production Porsche Carrera RSR models, the 1974 version being almost identical to the 1973 works cars run under the Martini banner. John Fitzpatrick was once more the mainstay of the George Loos Polifac team, but he lacked a fast co-driver and had to do more than his share to keep ahead of the Kremer Porsches, that of Schickentanz/Kauhsen finishing a mere two seconds behind after more than four hours of racing. The second Kremer Porsche, driven by Paul Keller/Hans Heyer had a race-long battle with the similar car of Haldi/Ballot-Lena, the closing stages being really exciting with Haldi and Heyer passing and repassing all round the circuit until the very last lap when Haldi ran out of petrol, being classed a lap behind Heyer, whereas in fact he was alongside until half a lap before the end.

An impressive run was made by the CSL BMW of Finotto/Mohr, winning the Group 2 class at an average speed of approximately 125 m.p.h., including all refuelling and driver-changing stops. The 2-litre sports class hardly deserves mention, for out of ten starters only one finished, while one more was still running but was too far back to be classified. This was in direct contrast to the eight Porsche Carreras that started, only one of which failed to last the distance.

Results :

THE 1,000 KILOMETRES OF SPA—Sports/Prototypes Group 5, GT Group 4 and Group 2 Saloons—Francorchamps with "chicane"—71 laps—1,001 kilometres Dull and Cold

* **1st** :	J. Ickx/J-P. Jarier (Matra-Simca 670—3-litre V12)	Entrant: Equipe Gitanes Matra—France	4 hr. 12 min. 15.6 sec.—238.449 k.p.h.
2nd:	D. Bell/M. Hailwood (Gulf GR7—3-litre Cosworth V8)	Entrant: Gulf Research Racing—England	On the same lap
3rd :	H. Muller/G. van Lennep (Porsche Carrera—2.2-litre t/ch. 6-cyl.)	Entrant: Martini Racing, Germany	5 laps behind
* **4th** :	J. Fitzpatrick/J. Barth (Porsche Carrera RSR—3-litre 6-cyl.)	Entrant Polifac Racing—Germany	9 laps behind—205.988 k.p.h.
5th :	C. Schickentanz/W. Kauhsen (Porsche Carrera RSR—3-litre 6-cyl.)	Entrant Samson Kremer Racing—Germany	9 laps behind
6th :	P. Keller/H. Heyer (Porsche Carrera RSR—3-litre 6-cyl.)	Entrant: Samson Kremer Racing—Germany	9 laps behind
7th :	C. Haldi/C. Ballot-Lena (Porsche Carrera RSR—3-litre 6-cyl.)	Entrant: Porsche Club Romand—Switzerland	10 laps behind
* **8th** :	C. Finotto/M. Mohr (BMW CSL—3.4-litre 6-cyl.)	Entrant: Jolly Club—Italy	10 laps behind—203.892 k.p.h.
9th :	B. Cheneviere/P. Zbinden (Porsche Carrera RSR—3-litre 6-cyl.)	Entrant: Porsche Club Romand—Switzerland	11 laps behind
10th :	J. Xhenceval/A. Peltier (BMW CSL—3.5-litre 6-cyl.)	Entrant: J. Xhenceval—Belgium	11 laps behind
11th :	J. Barth/F. Pesch/J. Neuhaus (Porsche Carrera RSR—3-litre 6-cyl.)	Entrant: Polifac Racing Team—Germany	12 laps behind
12th :	J-C. Aubriet/"Depnic" (BMW CSL—3.4-litre 6-cyl.)	Entrant: J-C. Aubriet—France	13 laps behind
13th :	M. Raymond/A. Goodwin (Lola T294-Ford 1.9-litre)	Entrant: Target Racing, England	15 laps behind—185.419 k.p.h.
14th :	J. Braillard/B. St. Hubert (Porsche Carrera RS—3-litre 6-cyl.)	Entrant: J-P. Gaban—Belgium	17 laps behind

* *Class winners.* *Fastest Lap :* J. Ickx (Matra-Simca 670) in 3 min. 19.7 sec.—254.541 k.p.h.

Retirements : H. Pescarolo/G. Larrousse (Matra-Simca 670); G. Chasseuil/F. Migault (Ligier-Maserati); G. Pianta/P. Pica (Lola T282); Terredemer/Pla (Porsche 908/3); V. Schuppan/J. Lepp (Chevron B26); R. Barrios/P. Hanson (Chevron B26); "Christine"/Y. Fontaine (Chevron B21); J. Harrower/A. Birchenhough (Chevron B19); R. Smith/A. Fletcher (Chevron B23); J. Hine/I. Grob (Chevron B23); H. Leguellec/R. Heavens (Lola T294); C. Crespin/B. Joscelyne (Lola T294); P. Blancpain/M. Dupont (Chevron B26); G. Haxhe/H. Koinigg (Porsche Carrera RSR).

28 *starters* — 14 *finishers.*

RENAULT 16

Continued from page 554

If particularly Gallic in appearance they have the ride, handling, comfort, finish and practicality to suit natives of any land.

The usual 16 engine of 1565 c.c. has been enlarged to 1647 c.c. for the TX, in which form it offers 93 b.h.p. DIN at 6,000 r.p.m. and 92.6 lb. ft. torque at 4,000 r.p.m. using a twin choke Weber downdraught carburetter with automatic choke and a compression ratio of 9.25 to 1.

A five-speed gearbox has been developed for the TX, the overdrive 5th providing a perfect step up from 4th to reduce engine revolutions to roughly 5,100 r.p.m. at 100 m.p.h. Maximum speed is 106 m.p.h., though the test car persistently showed 115 m.p.h. with the tachometer on the red line. A column gearchange is retained, coping with the five gears pleasantly and positively. Alternatively, a three-speed automatic gearbox is available.

Distinguishing features are sports wheels, four iodine headlamps, wheel-arch embellishers, rear window wiper and washer and a small, inoffensive spoiler above the rear window to reduce drag and improve stability at speed. Sumptuous seats, electric front windows, tinted glass, electro-magnetic door locks and a laminated windscreen are all included in the useful saloon/estate four-door body. A most comfortable, moderately quiet, good handling, probably ideal family car, advantageously priced at £1,894.

Other than the gearbox, the 12 TR's specification is similar to that of the 12 TS, including the 1289 c.c., 60 b.h.p. engine. If anything this car proved even quieter than the 16 TX at 80 to 85 m.p.h., but most remarkable was the smoothness of the gearbox, making upward changes perceptible only by the change in engine note; credit for this goes to the Renault gearchange design, which includes a mini electronic computer unit which assesses data on road speed and engine loading and selects the gears accordingly. Once again handling, roadholding, ride and comfort were excellent and the TR proved most rewarding and relaxing to drive. It is probably the best four-door 1300 automatic saloon on the market, and if it sounds expensive at £1,472, it must be regarded as being superior to many saloons of greater capacity.

Triumph 2500 TC

Triumph have sandwiched a new twin-carburetter 2.5-litre model between the 2000 and 2.5 PI. Called logically enough, the 250 TC, it has resulted from the supposed new demand for economy. It is claimed to be considerably less thirsty than the Lucas fuel-injected 2.5 PI and not much more thirsty than the 2000 with twin Stromberg carburetters, both of which models continue in production, changed only in detail to conform with the 2500 TC. All have a new wide bar grille similar to that of the Stag, rubber inserts in the bumpers, seat belt warning lights, door mounted mirror, hazard warning lights, redesigned instruments and so on.

The 2500 TC engine has twin SU HS4 carburetters, produces 99 b.h.p. DIN at 4,700 r.p.m. and 133 lb. ft. (not inches, as the press release says!) torque at 3,000 r.p.m., has a claimed maximum speed of 103 m.p.h. and accelerates from 0-60 m.p.h. in 12 seconds. This compares with 84 b.h.p. at 5,000 r.p.m., 100 lb. ft. at 3,000 r.p.m., 96 m.p.h. maximum and 0-60 m.p.h. in 14.6 sec. for the 2000 and 120 b.h.p. at 5,000 r.p.m., 146 lb. ft. torque at 2,000 r.p.m., 108 m.p.h. maximum and 0-60 m.p.h. in 11 sec. for the 2.5 PI. The 2000 is 6 b.h.p. and PI 12 b.h.p. down on pre-emission figures. At £2,166 the TC is £116 dearer than the 2000 and £213 cheaper than the PI, though the PI includes overdrive as standard. The estate car sells for £2,506.–C.R.

The Lotus Elite

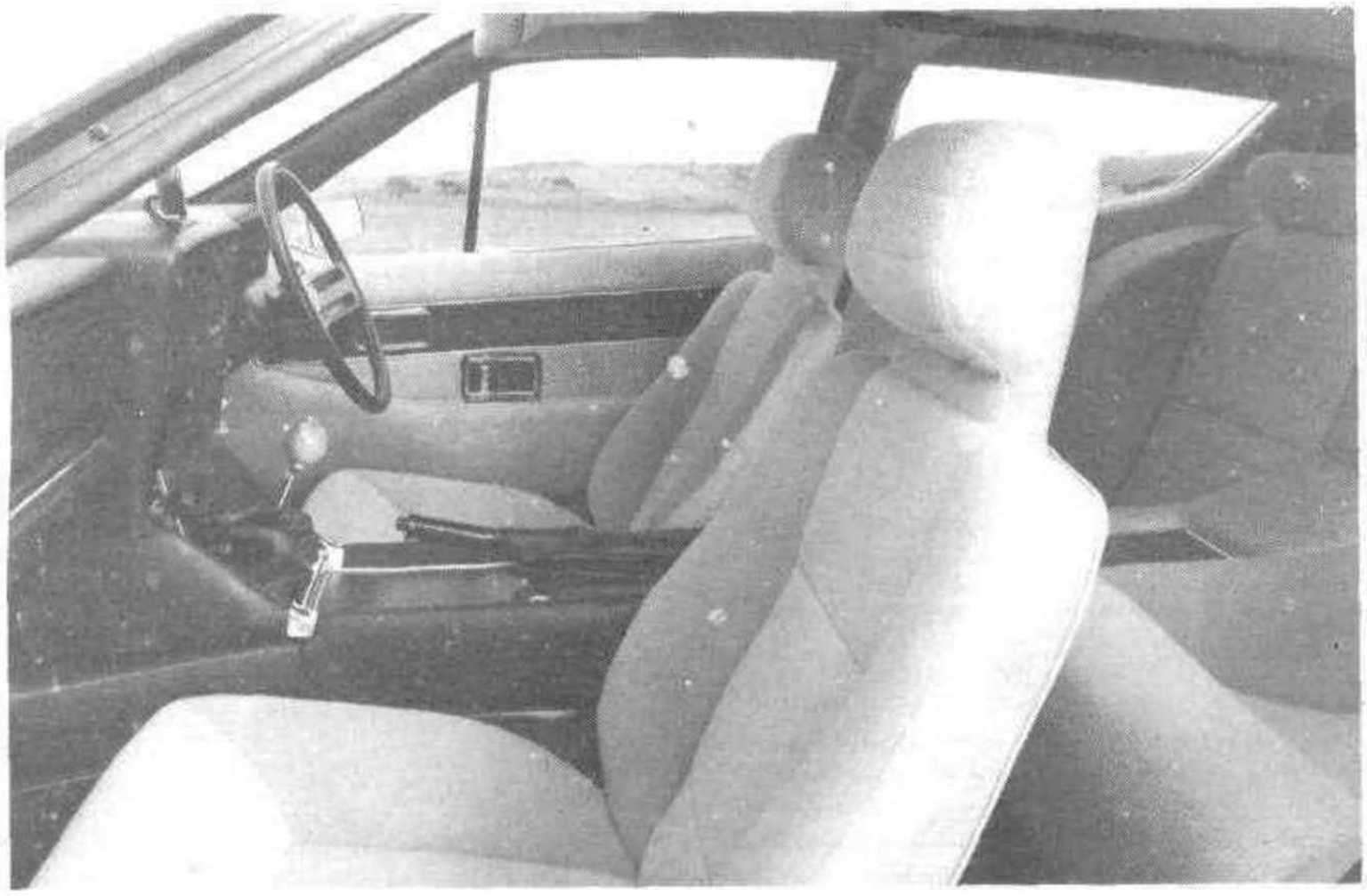
Old name but an all-new Lotus



IT HAS BEEN no secret since the introduction of the Jensen-Healey that the Lotus-designed and built 2-litre, sixteen-valve engine used in the West Bromwich two-seater was destined for an entirely new Lotus four-seater. So it is that the car has appeared much later than planned, perhaps presumptuously carrying the name of that first glass-fibre Lotus, though, while strikingly styled, not inheriting the first Elite's classic beauty, nor, we hope, its record of unreliability.

Instantly Lotus have moved considerably up-market, the cheapest specification Elite, the 501, being priced at £5,445 including taxes, and the option pack 502 at £5,857. Colin Chapman and his team have thus tilted directly at the expensive luxury car market, providing a possible alternative to Jensens, Jaguars, BMWs, Porsches, Mercedes and the like, or even an economical alternative to Ferrari/Lamborghini owners wishing to climb down to a more economical level. On the other hand it is an admirable pinnacle for which current Lotus owners can aim. It will be interesting to see whether owners of those more expensive cars will be attracted by the idea of a four-cylinder, 2-litre engine; as yet there is no sign of the rumoured double-bank derivative of this Lotus 907 engine.

The Elite retains the by now traditional Lotus steel backbone chassis, upon which is mounted the four-seat, two-door, glass-reinforced plastic body, moulded in two halves joined along the waist-line. A touch of Maserati Bora appears in the front end treatment, particularly around the wheel arches, the low nose necessitates retractable headlamps, and the screen is steeply raked into a sloping roof which ends with a stubby tail incorporating a lift-up, hydraulically supported tailgate opened by a remote lock in the passenger compartment. The boot is wide, deep but narrow front to rear and luggage remains exposed to prying eyes. An internal window behind the rear seats cuts off this compartment from the passengers, who sit in exceptional comfort in brushed-nylon seats made at the Lotus factory. For adults of moderate height the Elite is genuinely a four-seater; six-footers need to crouch somewhat in the deep rear bucket seats. Guigaro, of Ital-Design, was responsible for this interior, which is splendidly trimmed, has an impressive facia with comprehensive instrumentation and, in usual Lotus fashion, the cockpit is split by the backbone chassis. A roll-over bar is incorporated and steel box sections are built into the doors. Windows are electrically operated, air-conditioning and tinted windows are included in the 502 package, as is stereo tape player/radio, while the 501 relies on conventional heating, a Philips radio and lacks the 502's heated rear window (which being separated from the passengers should not be affected badly by condensation).



The Lotus 907 twin-cam, sixteen-valve engine has been uprated to 160 b.h.p. compared with the 140 b.h.p. of the Jensen-Healey version and drives through a Lotus gearbox with overdrive 5th gear ratio, in which the car is said to be capable of 128 m.p.h., helped by the remarkably low drag coefficient of 0.3 which ensures a startling fuel consumption of around 26 m.p.g. at 100 m.p.h. Racing practice is followed in ducting hot air from the AE-Covrad adhesively bonded aluminium radiator upwards through the top of the bonnet ahead of the engine. Suspension at the front appears to be basically Triumph type wishbone/coil spring and the rear has tubular lower links, radius arms and suspension units attached to aluminium hub carriers. While disc brakes are retained at the front, the inboard rear brakes are drum, largely to ensure an efficient handbrake, and we can all rejoice that those evil Elan rubber doughnuts in the driveshafts have been replaced by Hardy-Spicer couplings.



At the almost farcical Press announcement at the Hethel factory I was able to complete two laps of the 2.2-mile test track in the rain, which told me little more than that the road-holding was outstanding on the 205/60VR14 tyres which Dunlop have developed especially for this new car, on which they are mounted on 7-in. alloy rims, and that the scuttle felt far too high. I also enjoyed a couple of fast laps occupying the rear seat behind Chapman at the wheel. To draw more positive conclusions from such inadequate experience would be unfair to Lotus, to whom the Elite means "make or break", and these and a more detailed description must wait for a full road-test.—C.R.

The Spanish Grand Prix

Ferrari Dominates

Jarama, Madrid, April 28th

THE OPENING event in the European Grand Prix season was the Spanish Grand Prix, held on the "mickey-mouse" circuit of Jarama, north of Madrid out on the barren plains with the Guadarrama mountains away in the middle distance. An enormous entry was received, there being 29 drivers in the list for the allowed 25 on the starting grid. The numbers were reduced by one before practice began for Silvio Moser, the little Swiss driver, was in hospital following an accident in the Monza 1,000 kilometre sports car race. Practice was held on the Friday and Saturday before the race and many of the lesser lights did their best to eliminate themselves from the competition by having a variety of accidents, while some of the cars tried to destroy themselves, but hard-working mechanics kept slogging away and the charging pace was kept up throughout the two days. From the word go the Ferrari team were in a formidable and confident mood and on the Thursday evening, while many teams were finishing off their new cars, or getting others ready for the first practice, the Ferrari team were paying social visits to the paddock garages in their best suits, watching the activity of the others. As soon as practice got under way Niki Lauda was setting the pace in a brand new 312B3 Ferrari, with Regazzoni not far behind. The destruction-derby began with von Opel, replacing Robarts in the Ecclestone Brabham team, having his engine spray oil all over the place and Brambilla spinning off on it and damaging the second of the works March 741 cars. Hulme found himself understeering off the track on a fast uphill left hand bend, and on his way to hitting the guard-rail he ran over a flag marshal who was doing his best to warn drivers about von Opel's oil and Brambilla's slight excursion off course. Hulme came to rest against the guard-rail with the right front corner of his McLaren sadly bent. When practice resumed the New Zealander carried on in the spare McLaren while the other one was repaired. Graham Hill's Lola HU2 wrecked its engine so he continued in the team's spare car, and Migault's P160 BRM broke its engine, but there being no spare car in the Bourne team the Frenchman had to sit and watch for the rest of the day while another engine was installed in his car. During the second practice session on the Friday, Ickx had his activities with JPS/10 curtailed when second gear in the Hewland gearbox broke, and Lotus hopes rose when Peterson got JPS/9 round faster than Lauda's Ferrari, though the new Lotus was by no means going to the satisfaction of Colin Chapman. The short, sharp sessions of practice did not encourage anything very startling in the way of experiments, added to which most drivers were glazed over with their obsession to get on the front row of the two-by-two grid, regardless of whether the car was good, bad or indifferent. This applied only to the top handful who were capable of a front row position anyway, others were either flogging round hopefully, or trying to learn about Formula One driving, or trying to get brand new cars to function properly. Hunt, with the latest of the Hesketh cars, was not convinced about the braking power of some experimental grooved discs on the front brakes, though the whole car felt nicer than the prototype, but he was of the same opinion as designer Postlethwaite, that the Jarama circuit was not their idea of Grand Prix racing. Another luke-warm aspirant was Hailwood who has no love for "scratchy" circuits, with first and second gear being constantly in use. However, some of the new boys who have yet to experience everything, like Stuck and Jarier were sliding round the hairpins on full opposite lock and their foot hard on the throttle pedal. Many drivers were finding that the only bit of fun they could have was coming out of the last corner, a downhill right-hander, onto the pits straight, for there they could let the car slide up and over the bevelled kerb while heading downhill. At one point it looked as though they were indulging in a private competition to see who could get their car furthest out of line as it came into sight of the pits. Peterson was way ahead of everyone in this game, at one point getting all four wheels well beyond the white bevelled kerb, and when questioned about it by Lotus designer Ralph Bellemy, the Swede in all sincerity denied any knowledge of "going over a kerb"—the ultimate in being "glazed over" when driving.

Scheckter had been getting along quite well with the brand new Tyrrell 007, but on Saturday his efforts came to a stop when the strap-drive arrangement on the left-front inboard brake broke all its little connecting plates. A similar failure to that experienced in 1973 on earlier cars. The South African continued his practice in the spare car. The two Ferraris were so dominating in the front of the field, with the exception of sudden inspired spurts by Peterson, that the real competition was among those at the back to avoid being last. Amon's new car was not making very exciting progress, and even though the air temperature was nothing to get excited about his car was overheating and needing to run without any bodywork shrouds over its side-mounted radiators. While practice was at its height the orange March 741 of Brambilla went straight on at the end of the long straight and into the strategically placed wire catch fences. The rugged Italian climbed out unhurt but the March had broken its back and was a write-off. After a delay while the wire fences were re-erected practice got going again and it was not long before two more cars went off on the same corner, with less disastrous results. Beltoise dented the front of the P201 BRM and Depaillier made a bit of a mess of Tyrrell 005. At the other end of the circuit the destruction-derby was continuing, this time Migault going off the track in spectacular fashion and writing off three of the four corners of his P160 BRM. While Depaillier was not too sure why he had gone off, both the BRM drivers were simple and honest about their efforts, telling their team-manager "we were trying too hard". Although it meant a lot of extra work for the mechanics, to say nothing of the cost of the bits and pieces, there was a feeling that at least they were having a bit of a go, which is better than trailing along in an uninspired fashion like some drivers.

With Brambilla out of the list of possible



Lauda helps Ferrari to victory.

starters, there being no possibility of repairing the March, the numbers were down to 27 and in the last part of official practice everyone went out in a frenzy and there was so much traffic on the tight little circuit that everyone was in everyone else's way, and hardly anyone got a clear run for a lap. Consequently it was all a rather fruitless waste of time, and prompted the thought that such circumstances really do call for individual timed runs, in Indianapolis fashion. The whole thing was so confusing and silly that it wasn't much fun to watch and it was positively frustrating for those drivers who had anything at stake.

When it was all over it was Edwards (Lola) and Belso (Williams) who were left behind, though to look at the BRM of Migault it seemed that he too was going to be left behind, with Edwards taking his place. However, the BRM team emptied their stock of parts and were able to make the car like new, apart from an unimportant dent or two in the monocoque, and on Sunday morning Migault had a complete car once more. The damage to the P201 was very slight, and it was due to have parts of the steering and suspension changed anyway, as a routine precaution on this new car. The Ferrari team more or less washed and polished their cars and stood around admiring them, so little trouble had they given, while in opposition Team Lotus hardly knew which way to turn. Although Peterson was on the front row of the grid, alongside Lauda, the two days of practice had been pretty fraught, the problems ranging from a duff brake master cylinder to a split exhaust manifold.

On Sunday the scene was sheer misery, with rain falling steadily and the sandy soil around the circuit turning into a muddy porridge. Some untimed practice was allowed, which was useful for the Tyrrell team, for Scheckter was due to start in the repaired 007, new parts having been obtained from England in a quick return-flight by Ken Tyrrell's son, and Depaillier was taking over the spare car 006/2, his bent 005 being abandoned. Migault and Beltoise had an opportunity to try their rebuilt cars, and Edwards tried his car out as first-reserve, only to have the engine blow up, so there was a mad rush to get the spare car organised for him, in case anyone should miss the start. The starting grid shows the overall results of the two days of practice, there being three real competitors in the 1 min. 18 sec. bracket, a whole bunch of mixed fortunes in the 1 min. 19 sec. bracket, a miscellaneous group in the 1 min. 20 sec. bracket, and the tail-end Charlies in the 1 min. 21 sec. bracket, and had it been a fine sunny day we could have anticipated four separate races. With the rain still falling as the cars went out for some warm-up laps prior to forming up on the dummy-grid, prospects were pretty gloomy, everyone having fitted the deepest and knobbliest tread tyres that either Goodyear or Firestone could supply.

From the fall of the flag Peterson shot into the lead, with Lauda and Regazzoni pounding after him, spray and confusion obliterating the whole scene to most observers. Out of the gloom at the end of the first lap came the black and gold Lotus of Peterson, followed by the red and white Ferraris of Lauda and Regazzoni, with Ickx, Fittipaldi, Scheckter, Merzario, Reutemann, Hunt, Jarier, Hulme and the rest following. All official 25 starters had left the line, so Edwards did not get a run, though on lap three the number was reduced to 24 as Beltoise retired with a broken engine in the new BRM. Everyone was pussy-footing round, being extremely cautious and little groups of three cars began to assemble from the first lap procession, apart from Stuck, in mid-field who was passing anyone in sight. Peterson and the two Ferraris led the way, then came Ickx, Fittipaldi and Scheckter, then Merzario, Reutemann and Jarier, followed by Hulme, Hunt, Stuck and Mass and the others, with von Opel, Migault and Amon bringing up the rear. In the mid-field Redman was forcing his black Shadow past people until he got up to Hailwood and then

STARTING GRID

1 R. Peterson (*Lotus-Cosworth V8*) JPS/9 1 min. 18.47 sec.	12 N. Lauda (*Ferrari—flat-12*) 312B3/015) 1 min. 18.44 sec.
5 E. Fittipaldi (*McLaren-Cosworth V8*) M23/5 1 min. 19.25 sec.	11 G. Regazzoni (*Ferrari—flat-12*) 312B3/014 1 min. 18.78 sec.
7 C. Reutemann (*Brabham-Cosworth V8*) BT44/1 1 min. 19.37 sec.	2 J. Ickx (*Lotus-Cosworth V8*) JPS/10 1 min. 19.28 sec.
56 D. Hulme (*McLaren-Cosworth V8*) M23/4 1 min. 19.66 sec.	20 A. Merzario (*Williams-Cosworth V8*) IR/04 1 min. 19.54 sec.
24 J. Hunt (*Hesketh-Cosworth V8*) 308/2 1 min. 19.87 sec.	3 J. Scheckter (*Tyrrell-Cosworth V8*) 007/1 1 min. 19.86 sec.
17 J-P. Jarier (*Shadow-Cosworth V8*) DN3/2A 1 min. 20.20 sec.	14 J-P. Beltoise (*BRM—V12*) P201/01 1 min. 20.03 sec.
18 C. Pace (*Surtees-Cosworth V8*) TS16/02 1 min. 20.52 sec.	9 H-J. Stuck (*March-Cosworth V8*) 741/1 1 min. 20.46 sec.
4 P. Depaillier (*Tyrrell-Cosworth V8*) 006/2 1 min. 20.65 sec.	28 J. Watson (*Brabham-Cosworth V8*) BT42/2 1 min. 20.54 sec.
19 J. Mass (*Surtees-Cosworth V8*) TS16/04 1 min. 20.80 sec.	33 M. Hailwood (*McLaren-Cosworth V8*) M23/7 1 min. 20.65 sec.
15 H. Pescarolo (*BRM—V12*) P160/010 1 min. 21.32 sec.	26 G. Hill (*Lola-Cosworth V8*) T370/HU2 1 min. 20.99 sec.
37 F. Migault (*BRM—V12*) P160/09 1 min. 21.43 sec.	16 B. Redman (*Shadow-Cosworth V8*) DN3/3A 1 min. 21.35 sec.
8 R. von Opel (*Brabham-Cosworth V8*) BT44/2 1 min. 21.85 sec.	30 C. Amon (*Amon-Cosworth V8*) AF101 1 min. 21.79 sec.
	23 T. Schenken (*Trojan-Cosworth V8*) T103 1 min. 21.89 sec.

PRACTICE TIMES

No.	Driver	Car	Friday First	Friday Second	Saturday First	Saturday Second
1	R. Peterson	Lotus JPS/9-Cosworth V8	1. 21.37	**1. 18.47**	1. 18.69	1. 19.21
2	J. Ickx	Lotus JPS/10-Cosworth V8	1. 19.78	1. 20.21	1. 19.28	1. 19.64
3	J. Scheckter	Tyrrell 007/1-Cosworth V8	1. 21.10	1. 21.52	1. 19.86	—
4	P. Depaillier	Tyrrell 005-Cosworth V8	1. 20.93	1. 20.65	1. 20.79	1. 20.84
5	E. Fittipaldi	McLaren M23/5-Cosworth V8	1. 20.97	1. 20.34	1. 19.25	1. 20.01
6	D. Hulme	McLaren M23/6-Cosworth V8	1. 21.40	—	—	—
7	C. Reutemann	Brabham BT44/1-Cosworth V8	1. 19.37	1. 19.84	1. 19.37	1. 20.22
8	R. von Opel	Brabham BT44/2-Cosworth V8	1. 27.87	1. 24.54	1. 22.96	1. 21.85
9	H-J. Stuck	March 741/1-Cosworth V8	1. 20.88	1. 21.64	1. 20.46	1. 21.19
10	V. Brambilla	March 741/2-Cosworth V8	1. 22.84	1. 21.84	1. 21.65	1. 19.81
11	G. Regazzoni	Ferrari 312B3/014—flat-12	1. 19.20	1. 19.55	1. 18.78	**1. 18.85**
12	N. Lauda	Ferrari 312B3/015—flat-12	**1. 18.70**	1. 18.87	**1. 18.44**	1. 19.01
14	J-P.Beltoise	BRM P201/01—V12	1. 20.96	1. 20.58	1. 20.03	1. 20.39
15	H. Pescarolo	BRM P160/10—V12	1. 21.33	1. 21.41	1. 21.38	1. 21.32
16	B. Redman	Shadow DN3/3A-Cosworth V8	1. 21.61	1. 22.47	1. 22.07	1. 21.35
17	J-P. Jarier	Shadow DN3/2A-Cosworth V8	1. 20.70	1. 20.41	1. 20.59	1. 20.20
18	C. Pace	Surtees TS16/02-Cosworth V8	1. 21.59	1. 21.51	1. 20.52	1. 21.37
19	J. Mass	Surtees TS16/04-Cosworth V8	1. 24.89	1. 22.44	1. 21.45	1. 20.80
20	A. Merzario	Williams IR/04-Cosworth V8	1. 43.11	1. 22.69	1. 19.54	1. 19.68
21	T. Belso	Williams IR/02-Cosworth V8	1. 26.99	1. 23.67	1. 28.48	1. 22.09
23	T. Schenken	Trojan T103-Cosworth V8	1. 25.84	1. 24.05	1. 21.93	1. 21.89
24	J. Hunt	Hesketh 308/2-Cosworth V8	1. 20.94	1. 20.24	1. 20.07	1. 19.87
25	S. Moser	Brabham BT42/6-Cosworth V8		NON-STARTER		
26	G. Hill	Lola T370/HU2-Cosworth V8	1. 23.11	—	1. 21.27	1. 20.99
27	G. Edwards	Lola T370/HU1-Cosworth V8	1. 23.62	1. 22.53	1. 21.96	1. 22.85
28	J. Watson	Brabham BT42/2-Cosworth V8	1. 23.24	1. 22.19	1. 20.54	1. 20.69
30	C. Amon	Amon AF101-Cosworth V8	1. 25.33	1. 22.55	1. 21.79	1. 22.57
31	R. Peterson	Lotus 72/R8-Cosworth V8	—	—	—	—
33	M. Hailwood	McLaren M23/7-Cosworth V8	1. 21.64	1. 21.63	1. 20.65	1. 20.94
37	F. Migault	BRM P160/09—V12	1. 25.07	—	1. 21.43	1. 22.32
43	G. Hill	Lola T370/HU3-Cosworth V8	—	1. 23.14	—	—
56	D. Hulme	McLaren M23/4-Cosworth V8	1. 29.17	1. 20.83	1. 19.66	1. 20.48
61	J. Scheckter	Tyrrell 006/2-Cosworth V8	—	1. 21.25	1. 21.02	1. 20.55
71	J. Mass	Surtees TS16/03-2-Cosworth V8	—	1. 21.79	1. 21.70	—
81	J. Hunt	Hesketh 308/1-Cosworth V8	1. 24.48	—	—	—

the two of them indulged in a spirited little scrap for fourteenth place. Reutemann was not enjoying the wet conditions and after spinning off and taking a long time to get back on the track he trailed miserably into the pits and gave up. At 10 laps some of the spray had settled and the picture cleared a bit, with Peterson still firmly in the lead and looking fairly comfortable, with Lauda keeping him in sight. Regazzoni had dropped back a bit, and Ickx was in a lonely fourth place. Fittipaldi had just lost fifth place to Scheckter, for the McLaren had wetted a plug on the starting line and was on seven cylinders, it not mattering too much in the opening scramble, but now that things were settling down the loss of one cylinder was proving a severe handicap, even though the track was still slippery. Merzario in the new Williams car was leading the mid-field runners, a fair way back from the leading group, and he had Hulme, Jarier, Stuck, Hunt and Mass following him, with Hailwood and Redman scrapping away behind them. For the record the remainder of the runners went by in the order, Depallier, Reutemann (in the middle of contemplating giving up), Pace, Watson, Schenken, Pescarolo, von Opel (losing oil), Hill, Migault and Amon,

the last two having been lapped by the leaders. Hulme disappeared into the pits after 11 laps to enquire about something that he could feel scraping on the ground at the back of his McLaren, and as there was nothing obviously amiss the suspension units were screwed up to give him more ground clearance and he rejoined the race. On the fourteenth lap Jarier was lapping Migault's BRM by diving through on the inside of a hairpin when his fellow countryman carved across in front of the Shadow and ran over its long protruding nose, making it flatter than normal, so that Jarier had to stop for repairs. The oil coming out of the back of von Opel's Brabham was from a split cooler, caused by a nudge up the back by someone in the opening melee, and he gave up at the same time as Jarier was having his new nose cowling fitted.

As the leaders lapped the mid-field runners the traffic got faster and heavier, and Peterson was delayed a bit, which allowed the pursuing Ferrari to close up, but it was only temporary. This was at 17 laps, and the rain had stopped and the track was drying incredibly quickly. First to be conscious of this and the likely outcome of overcrowding in the pits when everyone realised that a change to dry-weather tyres would be called for, was the March team, who promptly called Hans Stuck in from his eighth place and quickly changed all four wheels, but even so it dropped him to the back of the field. Then Watson was in, followed by Amon, Regazzoni and then chaos broke loose and everyone headed for the pits to change over to dry-weather tyres. As Peterson eased off to prepare to stop Lauda took the lead, and when he was called in Ickx led for a brief moment, before it was his turn to be called in.

The ensuing confusion in the pits, recorded elsewhere, played havoc with the pattern of the race, and for a time it was anyone's guess as to what was going on, but sharp and clear was the fact that the two Ferraris were now firmly in first and second places, with no-one within striking distance. Before all this happened Peterson's Cosworth engine had been losing water, and shortly after he rejoined the race on dry-weather tyres the engine blew up and he returned to the pits on foot. Amon retired somewhat shaken when a front-brake shaft broke and he nearly lost control of his new car, while Migault's BRM engine blew up and left him out of the race. Mass had the Hewland gearbox on his Surtees break second gear and jam everything in fourth gear, so he had no option but to retire, and Merzario crashed in a spectacular manner. Graham Hill went quietly out of the picture with a broken Cosworth engine, his team's third broken power unit at the meeting, and the rest of the runners drove madly round and round wondering exactly where they were in the race.

Because it had looked as though the whole race was going to be run in pouring rain, and the scheduled ninety laps would have taken more time than today's professionals are paid to work, the rule book allowed the race to be run for two hours. Consequently the only thing anyone knew was how many more minutes were left to run, for in the confusion of the pit stops most teams had lost control of the pattern of the race. While the two Ferraris circulated sounding fit and healthy, their first and second places being beyond doubt, it gradually became clear that Fittipaldi was making relentless progress, for during his tyre change stop the wetted sparking plug had been changed, his rear anti-roll bar coupled up and he was in good form. Stuck was well placed by reason of not getting involved in any of the pit stop chaos, and Hulme seemed to be going well now that the track was dry. Hunt was having a miserable time as his Hesketh was running out of front brakes, and he could no longer join in the uninhibited racing that was taking place amongst most of those still in the race, but not knowing exactly where they were, and towards the end of the two hours Stuck was forced to ease off as a front tyre began to lose pressure.

When the two hours were up and everyone lifted off and relaxed the timekeepers came out with some quite reasonable and acceptable results, in which everyone was fairly well satisfied. However, it was not quite clear how Redman had lost a whole lap on Hulme, nor was it quite clear how Hulme was so well placed after having made two pit stops to most people's one, but as everyone had enjoyed themselves the whole situation was accepted philosophically, the only blot on most people's landscape being the complete domination by the Ferrari team; with first and second places, and fastest lap, and with only two cars you can't improve on that.

Among the finishers Depaillier and Schenken were not too impressed with their cars, but afterwards it was found that the Tyrrell had got a broken coil spring on the left-rear suspension, and the Trojan had got a broken rear anti-roll bar mounting. In addition Schenken was having trouble making his clutch free, and when he spun on the last lap, trying to out-do Pescarolo, he stalled the engine and could not restart, but as the two hours were up he was classified a finisher.

There must have been great happiness in Italy, for on the Thursday before practice for the Spanish Grand Prix began Alfa Romeo had finished first, second and third in the Monza 1,000 kilometre sports car race, and the Sunday before that, MV had trounced Yamaha in the 500 c.c. motorcycle French GP . . . April was definitely a joy-month for Italy.—D.S.J.

Results :

THE SPANISH GRAND PRIX—Formula One—2 hours—Jarama—3.404 kilometres per lap
Wet turning to dry

1st :	N. Lauda (Ferrari 312B3/015)	84 laps — 2 hr. 00 min. 29.56 sec. — 142.396 k.p.h.
2nd :	G. Regazzoni (Ferrari 312B3/014)	84 laps — 2 hr. 01 min. 05.17 sec.
3rd :	E. Fittipaldi (McLaren M23/5)	83 laps — 2 hr. 01 min. 18.32 sec.
4th :	H-J. Stuck (March741/1)	82 laps — 2 hr. 00 min. 36.52 sec.
5th :	J. Scheckter (Tyrrell 007/1)	82 laps — 2 hr. 00 min. 48.46 sec.
6th :	D. Hulme (McLaren M23/4)	82 laps — 2 hr. 01 min. 27.18 sec.
7th :	B. Redman (Shadow DN3/3A)	81 laps — 2 hr. 00 min. 43.79 sec.
8th :	P. Depaillier (Tyrrell 006/2)	81 laps — 2 hr. 00 min. 45.72 sec.
9th :	M. Hailwood (McLaren M23/7)	81 laps — 2 hr. 00 min. 46.73 sec.
10th :	J. Hunt (Hesketh 308/2)	81 laps — 2 hr. 00 min. 59.70 sec.
11th :	J. Watson (Brabham BT42/2)	80 laps — 2 hr. 00 min. 45.53 sec.
12th :	H. Pescarolo (BRM P160/10)	80 laps — 2 hr. 01 min. 27.03 sec.
13th :	C. Pace (Surtees TS16/02)	78 laps — 2 hr. 00 min. 45.28 sec.
14th :	T. Schenken (Trojan T103)	76 laps — 2 hr. 00 min. 02.42 sec.
15th :	J-P. Jarier (Shadow DN3/2A)	73 laps — 2 hr. 01 min. 04.79 sec.

Fastest Lap : N. Lauda (Ferrari 312B3/015) on lap 47, in 1 min. 20.83 sec.—151.621 k.p.h. (*new record*).

Retirements : J-P. Beltoise (BRM P201/01) on lap 3, engine broken; C. Reutemann (Brabham BT44/1) on lap 13, gave up; R. von Opel (Brabham BT44/2) on lap 15, oil leak; C. Amon (Amon AF101) on lap 23, broken brake shaft; R. Peterson (Lotus JPS/9) on lap 24, engine; J. Ickx (Lotus JPS/10) on lap 27, brake trouble; F. Migault (BRM P160/09) on lap 28, engine broken; J. Mass (Surtees TS16/04) on lap 36, gearbox broken; A. Merzario (Williams 1R/04) on lap 38, accident; G. Hill (Lola T370/HU2) on lap 44, engine broken.

25 *starters* — 15 *finishers.*

Notes on the cars at Jarama

FROM MEMORY I cannot recall seeing so many Formula One cars in the paddock for a Grand Prix as were seen at Jarama for the Spanish race, though whether quantity took the place of quality is not for me to say. Every race seems to produce a new make of "kit-car" as well as brand new cars from the established teams. Spain saw the *début* of the Trojan-Tauranac, a one-off car designed by Ron Tauranac and built by Peter Agg's Trojan works at Croydon. Not startling, apart from having a wheel and a radiator at each corner, the T103 powered by Cosworth and driven by Hewland, is a neat and straight-forward design of conventional mechanical conception with coil spring-damper units all round, outboard front brakes and inboard rears, with everything hung on an angular monocoque of riveted aluminium alloy. At the front corners are water radiators and at the rear corners are oil radiators, the rear aerofoil being mounted on large side plates attached to the rear radiator mounting structure. This new car, finished in red and white, carrying advertising for Peter Agg's other financial interests, namely the importation of Suzuki motorcycles and Homelite chain saws, was for Australian Tim Schenken a return to Grand Prix racing.

Of the established Formula One makes most of them had spare cars and altogether there were 39 cars ready for practice, though this number was reduced by two when news arrived that Silvio Moser had had a bad accident at Monza the day before the Grand Prix practice started, and would not be starting. His two 1973 Brabhams, BT42/5 and BT42/6, immaculately finished in blue and white, were loaded back in their transporter and returned to his Italian base. Even so, of the 37 remaining cars there were still four Brabhams, the two works cars of Reutemann and von Opel, BT44/1 and BT44/2, respectively, and the Hexagon of Highgate owned BT42/2, driven by John Watson. The second works car had been hired to von Opel for an unspecified sum of money, he replacing Richard Robarts, whose financial friend Bruce Giddy had changed his arrangements with Ecclestone, the owner of the Brabham team. In the works transporter was a complete spare car, BT44/3, though it was never unloaded, as the two drivers kept their cars "on the island".

The Scuderia Ferrari arrived in confident form with a brand new car, 015, for Lauda,

while Regazzoni had 014, both cars having all the latest mods, with rear upper radius rods almost parallel with the car's centre-line, and anchored to the outer extremities of the monocoque and no longer running through the engine inlet air-boxes, and they both had the very smooth cockpit surrounds blending into the air intake above the driver's head. The flat 12-cylinder engines were set to run to 12,500 r.p.m. with good pulling power from 7,500 r.p.m. upwards, and both cars appeared to have been well set-up on the factory test-track and were completely trouble-free. The original car of the present series, 010, was there in reserve, and though it was unloaded from the transporter it was not used. Of the five cars that the team have for 1974, the first three are built around monocoques made in England by John Thompson, and the latest two, 014 and 015, were constructed completely at Maranello. The divided McLaren team had five cars between them, Hailwood using M23/7 on behalf of Yardley, with M23/1 as spare, though not used, and Fittipaldi had M23/5 and Hulme M23/6 on behalf of Texaco and Marlboro, with M23/4 as a common spare. After his slight practice accident Hulme used the spare car, and also raced it, even though his usual car was repaired quite quickly. With three lengths of wheelbase available, and a wide variety of rear suspension settings, the McLaren team could assemble a car for almost any circumstances, the wheelbase variations being done by the insertion of different cast alloy spacers between the Cosworth engine and Hewland gearbox, and different length radius rods could be fitted to a choice of three positions for the top ones and five for the bottom ones. As the whole business was still a bit experimental M23/7 and M23/5 had one layout, while M23/4 and M23/6 had another layout, and M23/1 was unmodified, though these ball joint mounting structures could be changed about.

The new Tyrrell 007/1 was making its first public appearance in the hands of Scheckter, and the other young Tyrrell *protégé*, Patrick Depaillier had last year's 005, while 006/2 was there as a spare for the lucky young men. 005 was very up-to-date with inboard front brakes and the 1974 slim and elliptical air intake, while 006/2 retained the old Trident shaped one. Other two-car teams with a spare one standing by were Surtees, Lola and Lotus, the multi-sponsored Surtees team having three 1974 cars, TS16/02 for Pace, TS16/04 for Mass, and TS16/03-2 as a spare. The three Lolas of Graham Hill's Embassy team had a depressing lack of detail symmetry, indicating a totally unfinished design, and indeed the latest car to be completed, T370/HU3 was the least advanced of the three as regards detail work such as the design of suspension brackets, geometry, and mounting brackets for this and that. Hill was using HU2 and Edwards was using HU1, but during practice when the Cosworth engine broke in HU2, Hill could be seen using HU3. Team Lotus had their two 1974 cars, JPS/9 for Peterson and JPS/10 for Ickx, neither of them having the electrically operated clutch mechanism nor the double rear aerofoil, nor the totally enclosed engine cover. They were both using a new shape of rear aerofoil, not of the fashionable "banana" shape, but yet another variation from the book of "Hopeful aerodynamics for the budding designer". The spare car was a trusty old Lotus 72, number R8, which has been used by Peterson in the past. Although it was all ready to be used, and Peterson actually got himself strapped into it at one point, it never actually went out on the track.

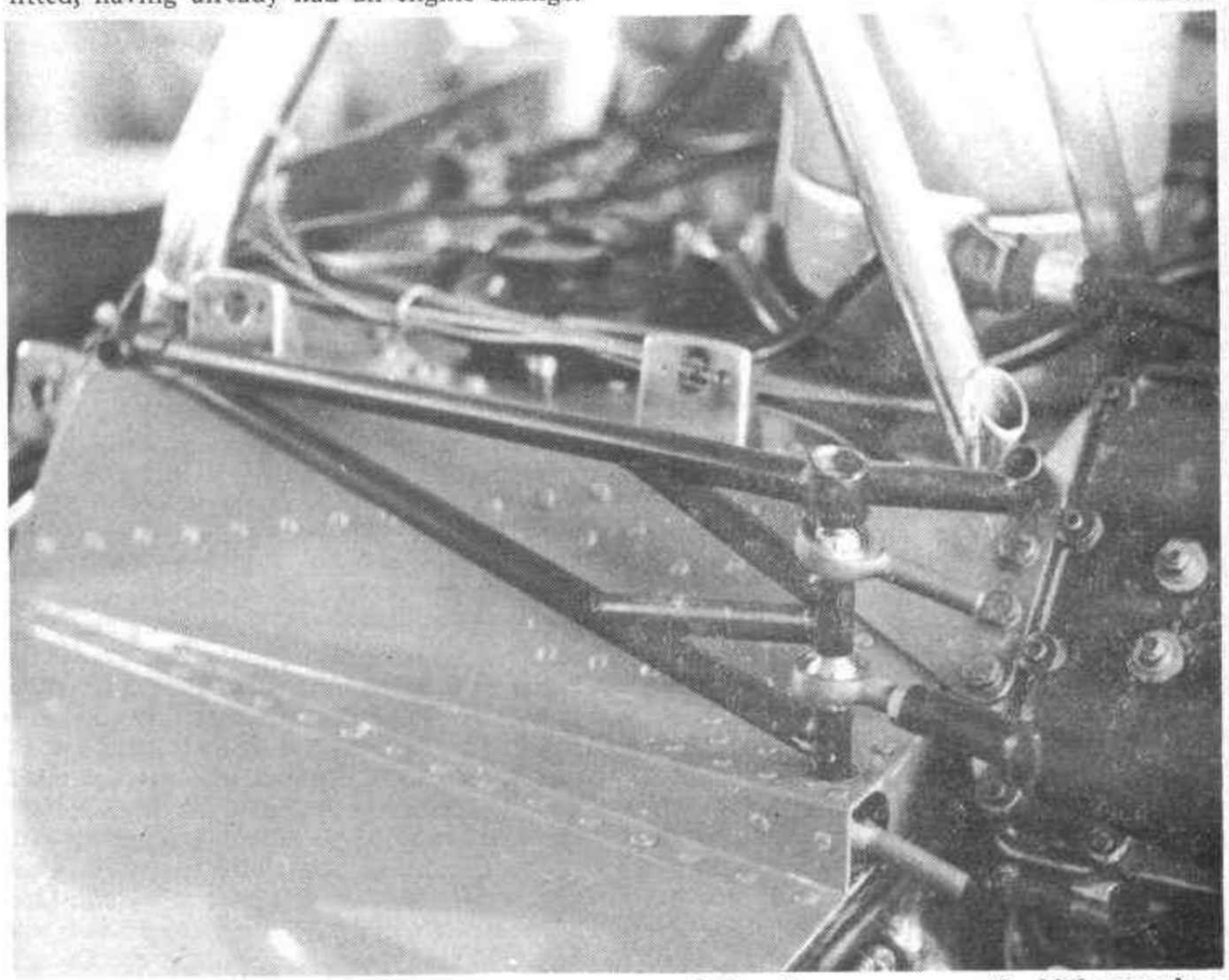
Lucky driver James Hunt had two 1974 cars from the Hesketh Motor Company, of Towcester, England, as it said on the brass plate in the cockpit. The prototype Hesketh number 308/1 and the brand new one number 308/2, both the same in essentials, but the newer one tidied up a bit in details, the earlier car having a rear aerofoil in unpainted aluminium and the newer one having the aerofoil painted the purest white, like the principles of the team owner.

Those who had to make do with what they had, and be careful to boot, for there was no spare car, were the works March team, the BRM team, Frank Williams' Iso-Marlboro team, and the UOP Shadow team. The rather dirty-green March 741/1, with its brave little Union Jack on its side, was driven by H. J. Stuck, and the orange Beta-tools-sponsored 741/2 was driven by the Italian firm's man, Vittorio Brambilla. Beltoise was driving the 1974 BRM P201/01, while Pescarolo had P160/10 and Migault had P160/9, all three having silver tops and Lincoln-green bottoms. Although the Bourne team did not have a spare car with them, they had a very comprehensive stock of bendable parts as was shown when Migault bent P160/09 in practice and had all new suspension, steering and transmission parts fitted, having already had an engine change. The latest Williams car, IR/04, for Merzario was actually finished off in the paddock, and Belso had IR/02, though for what it is worth the team's "entrepreneur" has decided to renumber the cars FW/04 and FW/02. The Shadow team were not only breaking in a new car, but also a new driver, Brian Redman having his first go in DN3/3A in standard wheelbase form with the normal thin spacer between the Cosworth engine and the Hewland gearbox. Jarier's car was DN3/2A in long wheelbase form, with the largest of the three connecting pieces available to the British special builders.

A lonely fellow with a lonely car was Chris Amon with his car designed by Gordon Fowell and built by various helpful friends and workers, it looking very small and very neat in its pale-blue colour. It is certainly different from the average special-builder's kit-car assembled around a Cosworth V8 and a Hewland transmission, having torsion bar suspension, using simple one-piece torsion bars, the fixed ends mounted on easily-adjustable arms, and having inboard brakes all round, with calipers made to their own design by Lockheed. This first Amon car is AF101 or AF1/1, whichever way you like to write it.

With a lot of the Formula One constructors still trotting out the old platitudes about rising costs, shortage of money, lack of sponsors and the need for more starting money, the total of 37 cars for 28 drivers did not encourage belief in this outlook, and with fourteen different makes aspiring for success it would look as though Formula One is a good proposition for anyone prepared to have a go, and there are three more makes yet to make their appearance in a Grand Prix.

—D.S.J.



Where the front end of the top rear radius arms are attached to the monocoque on the McLarens there are numerous variations available. This is the three-position structure on M23/6, with the radius rod on the middle of the three fixed ball-joints.

Reflections in the Spanish Mud

THE RAIN in Spain falls mainly on the circuit of Jarama, it would seem, and the Spanish Grand Prix looked all set to be a rather dismal affair with everyone splashing round on rain tyres with their rear anti-roll bars disconnected, trying to find traction rather than doing any inspired racing. In perfect conditions the Jarama circuit is slow and boring for Formula One cars, and also for most of the drivers, so that the scene was set for two hours of not the best sort of Grand Prix racing. Then quite suddenly the rain stopped and within a few laps the track was bone dry and the great saga of the pit-stop panics took place, which must surely go down in Grand Prix history. The chaos as everyone changed to wheels fitted with dry-weather tyres was complete and the result put new life into the race and into Grand Prix racing in general. Hours after the event a lot of people were still laughing uproariously over the attempts of the "super efficient Formula One teams" to do a simple thing like change all four wheels on a pair of cars. Even those directly concerned with some of the prize-winning boobs were still chuckling amongst themselves because hardly anyone had been left out of the chaos, except the Scuderia Ferrari, for the Italian team had got both their cars in and out like a flash, leaving everyone wondering how they had done it. The answer was simple for most of the team management and the mechanics have been involved in long-distance sports-car racing. A few years ago a Ferrari pit stop was well-known for representing a Chinese fire-drill, but then along came Mauro Forghieri and Peter Schetty and they transformed the team, so that instead of watching a Ferrari pit stop at Le Mans or somewhere, for a good laugh, you watched it with admiration for its slickness and efficiency. This year Ferrari has abandoned long-distance racing and many of the regular personnel are now with the Formula One team.

Nobody was laughing about the Ferrari pit stops, least of all Lauda and Regazzoni, for the swiftness gave them first and second places on a plate and all they had to do was to keep driving hard and consistently. The major pit-stop prize must surely go to Colin Chapman's John Player Team Shambles, who were already holding the MOTOR SPORT Shambles Trophy and if anyone is going to wrest it from them after the Spanish race they are going to have to try very hard indeed. I am not saying that Lotus are going to retain it, far from it, for I am sure they will get the Lotus 76 sorted out and hand the Trophy back. Actually, Peterson's stop for tyres was not at all bad, bearing in mind that the fixing of the rear wheels has not been designed for speedy wheel changes, the single Nyloc nut having to be wound down the long threaded spindle with one tool and tightened up to its predetermined torque with another tool. It was when Ickx came in that it all went wrong; one rear wheel was being tightened with the torque spanner, while the other was yet to be done, when someone gave the signal for Ickx to go. He started up, the wheels spun while still on the jack, the car came off the jack and tools and mechanics flew in all directions as the Lotus started to accelerate up the pit lane. With a rear wheel not properly on its driving pegs, it soon came free and Ickx came to rest with no drive to the rear wheels, coasting to a stop outside the Trojan pit, while a horde of figures in John Player black and gold one-piece water-proof suits chased after him with various bits of pit equipment and tools. Ickx had come to rest just where Ron Tauranac was expecting Tim Schenken to stop and a very loud voice in best Australian told Ickx what to do. Without any drive to the rear wheels he could not do it, so the car was forcibly pushed out of the way, by which time the Lotus chaps were having another go at finishing their wheel change amid a lot of shouting and yelling from all sides, aided by some cheering from the other teams. This time when Ickx was signalled to go he added to the confusion by pressing the fire-extinguisher button instead of the starter and the whole confused scene disappeared in a cloud of white fire-fighting vapour. The engine was started and sucked this into its intake so as fast as the Cosworth engine tried to set fire to the mixture in its cylinders the fire-fighting gas tried to put it out, and it was some time before the Cosworth engine won the battle and fired on all eight cylinders, the white vapour and exhaust gas coming out of the tail pipes being really spectacular and very evil-tasting according to those who got a mouthful. Eventually Ickx rejoined the race, but many laps behind, and he did not go far before returning to the pits to retire with a leak in the front brake system, it not being deemed worthwhile continuing. There were some black and gold people who were not amused, but everyone else thoroughly enjoyed the whole affair, especially the March team who had finished their wheel change on Stuck's car early and could sit back and enjoy the scene that was enacted almost in front of their pit.

While Lotus were the champions there were some good runners-up, like the Hesketh team who let their car down off the jack before the rear wheels were put on, and the Shadow team who were busy fitting a new nose fairing to Jarier's car at the time the track dried, and acquiesced to the driver's demand to leave the wet-weather tyres on. He charged back into the race onto a dry track, returning almost immediately to the pits for dry-tyres, to be sent off with a flea in his ear, as the pit had just signalled Redman in for a tyre-change on the second Shadow. After that was done Jarier was allowed back in again and when he had gone a leak was discovered on the compressed air power spanner that does up the wheels nuts. In case this meant that the wheel nuts had not been done up properly Jarier was called back in and a check made. The real concern was for Redman who was having a good trouble-free run which they did not want to spoil by a fruitless pitstop. As Jarier's wheel nuts were perfectly all right, it was reasonably assumed that Redman's were, his wheels having been changed first. After four pit stops Jarier was able to get on with his racing, which he did with great enthusiasm. The Tyrrell team were well in the hunt of the pit-stop dramas, somehow getting both their cars in at the same time, and so it went on all along the pits, the dramas ranging from major to minor. Even those who had no trouble were not exactly proud of the time taken, and in



Track side spectators in sunny Spain for the start of the 1974 Spanish Grand Prix.

comparison with the great days of the Gulf Porsche 917 racing in long-distance events, when David Yorke and the mechanics of the John Wyer team set some pretty good standards for pit stops, the whole Grand Prix scene was a bit of a joke, but at least most people seemed to enjoy it.

For a long time the Formula One "circus" has been brain-washing us into believing that they are a super-efficient multi-million-pound self-supporting industry, and the whole scene has been almost boot-faced with its own self-importance, whereas in reality they are all quite human, though some of the team owners were still a bit boot-faced afterwards. I have been advocating 1,000-kilometre races for Grand Prix cars, when people have asked me how I would brighten up Formula One, for with pitstops and driver changes it could not fail to be entertaining. After all the dust and vapour had settled and those that were still in the race were on the right tyres, another breath of fresh air pervaded the scene. During the chaos the only people who had kept a lap chart going were the official time-keepers in their air-conditioned tower well up-stream of the pits, who were unconcerned with what was happening off the track. Apart from Ferraris being first and second not many people had much idea of the actual placings, and one or two who had been all right up to the Lotus drama had had everything obliterated by the Lotus gas-bomb. One team was convinced that their lap chart was one hundred per cent correct, except that they had Regazzoni in first place! The result of all this was that the only reliable information most drivers were receiving as they passed their pits was their lap time. Consequently, almost everyone, except the two Ferraris, let their hair down and raced against anything with four wheels that was in front of them.

The shambles had started around lap twenty-two, so that for something like sixty laps there was an uninhibited free-for-all going on with drivers blocking each other, carving each other up, diving through on the inside, running round the outside and generally having a lot of fun. When it was all over most drivers agreed that they had thoroughly enjoyed themselves, even though they hadn't got a clue as to what was going on. It was certainly enjoyable to watch. When these self-styled "professionals" know their race positions to the split-second they tend to cruise around not deeming it worthwhile to try very hard in order to move up from twelfth to eleventh place, and the whole proceedings can become very processional, but it was not processional at Jarama. It was like Formula Ford right to the bitter end, with so many drivers unsure whether they were sixth or sixteenth. Come to think of it, with the two Ferraris way ahead on their own, and only Pescarolo's BRM V12 in amongst all the Cosworth V8 engines, it was virtually Formula (Super) Ford, if you accept that Ford make the DFV and not Cosworth. Normally when a back-runner is being lapped by a third or fourth place runner he slows right down and gets out of the way, if he's not going slow enough already, but not this time. There was no gentlemanly stuff, it was all good healthy motor racing, and pretty skilled at that, with a bunch of five or six elbowing their way into the hairpin at the end of the long straight. Added to this carefree attitude were a handful of renegades who do not conform to the "Stewart school of rules", drivers like Stuck, Jarier, Hailwood, Merzario, Redman and Depallier who just love driving racing cars over the limit. Some people went so far as to suggest that Grand Prix racing is taking on a new and brighter outlook without the oppressive hand of Jackie Stewart ever present in the minds of the new young tear-aways, for in the past the Scot had been known to reprimand a keen young aspirant to Formula One, saying "Och, we don't drive like tha' in Gran Pree". Even his cohort, the late Francois Cevert, took it on himself to reprimand a lively newcomer last year. Whether it would be possible to run a Grand Prix without any pit signals is debatable, but it would certainly liven things up if the Spanish Grand Prix and last year's Canadian Grand Prix are anything to go by.

Aside from the actual racing at Jarama there was an interesting private affair going on with the Formula One constructors. They have all been busily getting on with building cars, and trying to keep up with the detailed rules that kept emanating from the CSI, but are well aware that with the best will in the world they are not all conforming exactly with the letter of the law. It is not a case of blatant cheating, like using a 3.4-litre engine or being under weight, but silly little things like the height of an exhaust pipe, or the position of a trim tab when the ride height is altered and so on. In their own interests the Constructors' Association took a "boffin" with them to Jarama, where they knew everyone would be assembled, and gave him a free hand to wander amongst them with the CSI rule book and make a report on what he discovered. This was Peter Jowitt from the RAE Farnborough, who works in his spare time with the RAC Scrutineering department. As his work at Farnborough deals with Aircraft Crash Inspection and Analysis he had an interesting time at Jarama looking closely at some of the accidents that happened, because during the meeting there were four major crashes and two minor ones. His analysis of the Brambilla accident, where the March 741 went straight on at the end of the straight, indicated the cause to be the rear aerofoil sructure collapsing and pressing a rear brake pipe onto a brake disc, and complete loss of the rear brakes, the sudden full load going onto the front brakes locking the wheels and sending the March straight on, for a locked wheel will neither stop nor steer. In the Merzario accident, it seems that the Italian was trying to chop through on the inside of Jarier's Shadow, on a hairpin, and the rear wheels of the UOP car clouted the nose of the Williams car, thus tweaking the nose fins from "down" to "up"; Merzario went off the road in a big understeer on the next fast left-hand corner, headlong into the Armco barrier and the car rode up it and along it, just as Williamson's March had done at Zandvoort last year. As Merzario's car was on its way to doing a low-level loop in a sideways motion, part of the rear suspension caught the top of the steel barrier, which flicked the car the right way up and it landed on its wheels the other side of the barrier. Unfortunately, a lot of misguided press and photographic people were standing behind the barrier and some of them got clobbered. Naturally there was a lot of shouting and yelling, but one hopes the GPDA will realise that the precious barriers were once more inadequately installed. Just as the Constructors' Association are prepared to fork out and take their own "inspector" with them, the GPDA should fork out and send a qualified civil engineer well in advance of their own inspection party, and he should be there while the installations are being constructed, not after they are finished.

The Grand Prix had been scheduled to start at 12 noon, and it was actually 12.25 when it got under way. Had it been delayed for an hour it could have been run completely in the dry, but it seems that it was being relayed on Eurovision TV and the "eyes and ears of the world" were already in a bit of flap and could not contemplate a longer delay. Had Eurovision not influenced the decision it might have been a deadly dull old race! One friend who normally watches most of his motor racing on television, and thoroughly enjoys it, was at the Spanish race in person, and his instant reaction was the incredible noise and confusion which keeps you tingling and on your toes, an atmosphere that does not come across on television. This was at a dull autodrome that does not exude any character of its own, unlike circuits such as Clermont-Ferrand, Monte Carlo, Rouen, Spa-Francorchamps, Nurburgring, Oster-reichring or Monza, which all exude individual character.—D.S.J.

Tailpiece



A sticker from the side of Mike Hailwood's McLaren.

RALLY REVIEW

East African Safari

AS TECHNICAL knowledge increases year by year, and rockets become faster, eggs quicker to boil, labour-saving devices more plentiful, traffic heavier and prices higher, so our lives are said to be getting easier. But although the advance of civilisation may, on the face of it, signify an improvement in almost everything, to the rallying enthusiasts of the world (and to climbers, aviators, conservationists and many others) it represents a threat to the activity which gives them greatest pleasure.

One of the biggest attractions of the sport of rallying is the element of the unknown which it possesses. That, and the appeal to a motoring sense of fun and adventure, were the reasons for its evolvement in the first place, when a number of motoring sportsmen decided that they wanted something more than the precision and exactitude of a simple race around a circuit or even from A to B.

Over the years many rallies have continued to provide the adventure which, we are glad to say, is still considered an essential part of the best events. But it is becoming increasingly difficult to provide that adventure, not only because new stamping grounds are becoming harder to find between the tentacles of civilisation or because of a growing tendency among legislators to regard motor cars as things which should not be used for sporting purposes, but also because the sport's own administrators are, whether unwittingly or otherwise, seemingly endeavouring to remove from rallying that essential spark which comes from never knowing exactly what to find ahead. It's not so very long ago that it was perfectly in order to send a high-speed convoy of rally cars across Europe and back again; the old Liège rallies, to Rome and to Sofia, used to do just that, and the Coupe des Alpes invariably ran its *selectifs* on alpine roads which were open to normal traffic. But these are now things of the past and rallying in the more populated parts of the world has to rely on special stages for its competition, using roads closed to all traffic except the competing cars.

The use of special stages provides an added touch of excitement, particularly in the case of such events as the RAC Rally (which forbids practice), undoubtedly the most popular rally in the world today. But the tendency nowadays is to make everything except the special stages relaxed and easy; indeed, organisers are even going as far as to make sure that competitors will not have to spend more than one night at a time out of bed. There are many who like the sort of event which is on the road by day and in bed at night, but there are plenty of others who hanker after the sort of competition which taxes physical stamina as well as driving skill.

Whilst the areas in which it is possible to run endurance rallies are becoming less plentiful, those events which still run to the old formula should be preserved and protected for as long as it is humanly possible. The continent of Africa is a superb place for such rallies; in Morocco the big event of the year does have special stages, but they are often all of 200 kilometres long, are incredibly rough in parts and are run in such climatic conditions that stamina and endurance (and vehicle reliability, of course) pay more dividends than sprint ability.

And that brings us to the grand daddy of all today's endurance rallies, the East African Safari. Since its inception in 1953 it has remained a road event, shunning special stages and sticking to the old, simple formula of dividing the route by straightforward time controls and timing everything to the nearest minute. There are many critics of such a style, but those critics cannot realise that there is no possible way of closing a bush track and keeping it free of all moving things except rally cars. It is better to have a road open to everything than have one said to be closed but along which one can still encounter animals, washaways, broken down trucks and the occasional wandering bus. In East Africa the rally driver can never rely on the road being exactly as it was when he practised and made his notes, and since he must therefore keep something in reserve for the unexpected there is no additional hardship in keeping the same thing in reserve for whatever other traffic there may be.

Some four years ago the CSI announced that the East African Safari would be a qualifier in what was then the International Rally Championship for Makes. They did this without consulting the rally organisers. In the meantime, common organising conditions for World Championship events have been established, and when two CSI inspectors visited the 1974 Safari the organisers got the impression that they were being subjected to some sort of "Big Brother" pressure to conform or lose championship status. A certain degree of standardisation is a good thing, but East African rallying has so many peculiarities that there are many ways in which the Safari cannot possibly conform. The organisers must, for instance, reserve the right to change the route at short notice in order to bypass blockages caused by sudden rain, and to increase the maximum permitted lateness if the going becomes dangerously slow due to mud or flood.

These reservations are not exactly in accordance with the general prescriptions for World Championship qualifiers and we feel that the CSI is not making sufficient allowance for various local conditions when making these sweeping conditions. If they become too dogmatic, then the AA of East Africa will surely say "You keep your championship the way you want it and we'll keep our Safari the way we want it". If that happens it will not affect the running of the Safari very much, for it is an event which can stand on its own feet without relying on championship status to attract entries, but it would be a sad happening for the World Championship which will be less colourful indeed without the classic African event.

This year the entries numbered nearly a hundred, its customary level, and the factories represented other than by totally private entrants were Peugeot, Lancia, Fiat, Datsun, Alpine, Renault, Polski-Fiat, Porsche and, by just one car, Ford. Of that lot, only Fiat and perhaps Lancia can be said to be seriously in pursuit of World Championship points; the others were there simply because the Safari generates its own international publicity without the help of any series to which it belongs, adding a little more weight to our earlier argument.

Initially an ambitious route had been planned for the event, taking in territory in the desert regions of Kenya's Northern Frontier District to compensate for the cutting of the customary loops in Tanzania and Uganda. The Uganda sections were dropped because of the problems in that country and the Tanzanian ones because the authorities of that country required the event to start and finish at Dar es Salaam if it were to enter Tanzania at all.

Absolutely freak weather less than two weeks before the start caused the abandonment of the two loops in the far north, one through the Chalbi Desert to the East of Lake Rudolf and the other between that lake and the Uganda border. There was considerable difficulty during competitors' practice sessions, many getting stuck in mud and others having to wait up to a day or more until torrential rivers subsided.

Alternative routes were published to avoid the worst hit areas, but during the rally itself it was the classic favourite from Embu to Meru around the eastern foothills of Mount Kenya which gave the greatest trouble when floods washed away the road foundation and brought slurry down from the hills. The road is used year after year, but this was the first time that it had been in such muddy condition. It caused such a long delay that the organisers, faced also with a communications failure caused by floods bringing down telephone lines and lightning interfering with radio, decided to cancel the penalties on the sections concerned and on the one following it. This decision was controversial, competitors who got through without undue delay before the mud got to its worst being the main complainants.

The situation was much the same as that which caused the incredible fuss during the 1973 Monte Carlo Rally when a blockage of the Burzet special stage delayed the majority of the competitors so much that they were excluded. In that case the organisers were criticised for *not* cancelling the stage, and the competitors who got through before the blockage were just as critical—the opposite view to that taken by the front runners in the Safari. Mud and snow may be a different colour and have different temperatures, but their effects are the same. The only material difference between the situations was the 30 minutes maximum lateness in the Monte and the 12 hours (or even more) in the Safari.

Having disposed of the inevitable controversial matters, now to the rally itself. Outright winners were Joginder Singh (the same man who won with an old Volvo PV544 in 1965) and David Doig in a 1.6-litre Mitsubishi Lancer. The car was built in Joginder's own Nairobi workshop, using parts supplied by the factory in Japan. Mitsubishi doesn't have its own rally team, at least, not one which makes sorties across the world like Datsun and Toyota, but whether the East African success will change that remains to be seen.

The Peugeot team originally consisted of six 504s, but one entry was withdrawn after the death of Achim Warmbold's wife when the car in which they were out on a

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European Letter

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

Dear W.B.,

For some reason or other the season on the mainland started very late this year, it being almost the end of April before anything very important took place. However, this late start did allow me to attend various things on the European island of Great Britain before setting off on my travels, among these being various "one-make" club functions and visits to clubs to give them a chat about this and that. It started an interesting personal competition to try and attend everything in an appropriate vehicle: vintage events in vintage cars, modern events in moderns, motorcycle events on a motorcycle and three "one-make" gatherings in cars appropriate to the occasion—Morgan, Lagonda and Ferrari. I had intended to go to the ERA club dinner but could not solve the problem of transport! When I attended the local jazz club, at which 90 per cent. of the members are motor or motorcycle fanatics, I was asked if I had come in a Riverboat. It would be an interesting exercise to fulfil a complete season of English club meetings in or on the appropriate vehicle.

Still being on the island at Easter I took the opportunity to go to the BARC meeting at Thruxton as a spectator, watching most of the racing from the public enclosure at the Cobb, Segrave, Campbell series of corners, and the view of the racing was excellent, with raised banks to assist the smaller people like myself. There were two main drawbacks, one being the horizontal wind and the other the public address system that was so bad that I had very little idea of what was happening. The wind one cannot do much about, save erecting enormous screens, but the loudspeaker system was something else. All the loudspeakers were pointing down wind, parallel with the track and if you went to a position in line with one the result was worse than gibberish because they were wired up one after the other and you got the sound from four or five all mixed up. "Now, now, now, now, now, we, we, we we, we, have, have, have, have, have", etc. etc. was all you could hear. No doubt the commentators were doing a good job, but I doubt whether many of the paying customers heard very much. I am not sure whether such an absurd situation is more frustrating than a good clear loudspeaker that is continually drowned by the sound of the racing cars. So often a commentator will wait for a break in the sound of his vantage point before saying something vital, so that on the other side of the circuit just when you want to hear what he is saying the pack of competing cars goes by. It would seem that the average spectator has to choose between "seeing it all" or "hearing it all" and more often than not if they try to get a bit of both they end up with the worst of both worlds.

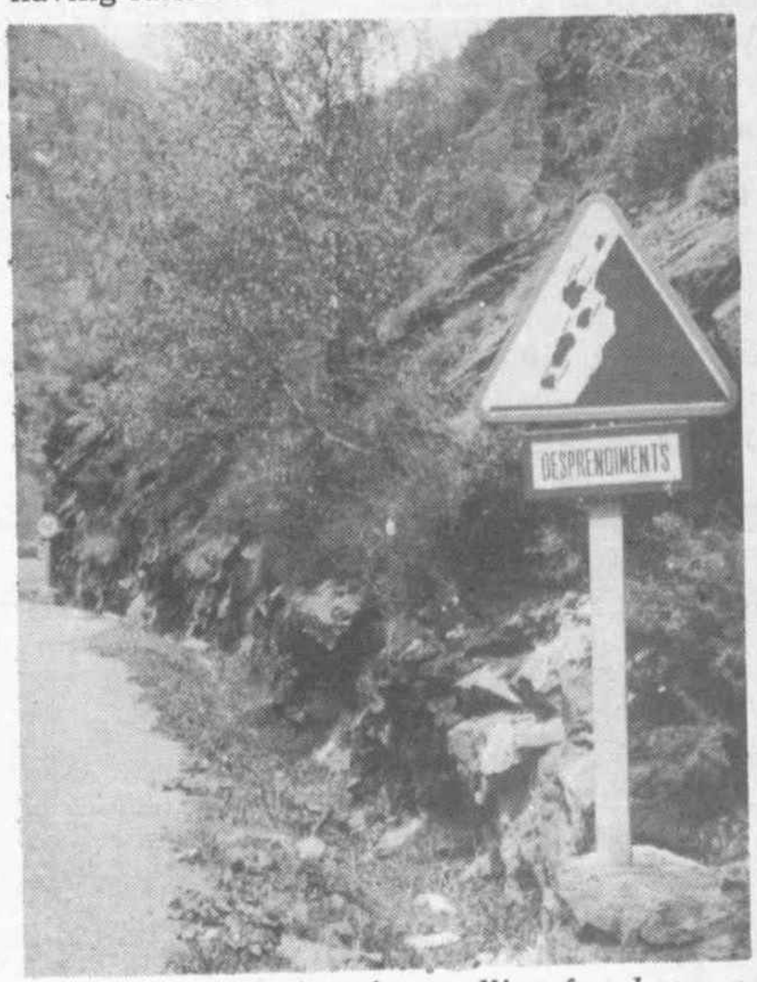
Watching the Thruxton racing in this rather helpless state caused me to think back to the first time I went to a motor race, which was longer ago than I cared to remember, and how I immediately started scheming up ways in which to get out of the public enclosure and over on to the inside in some way, not only to be nearer the racing cars but to become more closely involved with this exciting sport, which to me seemed much more desirable than just standing on the outside watching. In those days opportunities for joining in were few and far between, and I am not referring to actually competing, but merely being involved. Thanks to the indirect help of MOTOR SPORT I was able to get in as a junior mechanic, and from there I never looked back. Nowadays there are far more opportunities, and one way in was brought closer to me when I was giving a club-talk to the British Motor Racing Marshals Club, for they exuded just the same sort of enthusiasm for getting involved in the business of motor racing, that I had experienced and which had made me want to "get over the fence and join in in some way or another". Their club is 800 strong, covering the whole country, and nobody is more "involved" with motor racing than the average British marshal. While their activities are organised on a professional basis it is very much an amateur-enthusiasts club and their off-season activities are like any other motor club, the difference being that whereas the average motor club does things for its own amusement, the British Motor Racing Marshals Club does things for other people's amusement, namely assisting with the running of meetings of all categories.

While chatting to the London and district members at their Club night, the subject of the legendary Mille Miglia open-road race was brought up. One chap who was particularly interested to hear about the unbelievable things that happened in Italy in those carefree, uninhibited days of the early 1950s, was not very old, but an enthusiastic marshal nevertheless, and on enquiry I found that he was four years old in 1955 when Stirling Moss won that great race with a Mercedes-Benz 300SLR, and the extent of his motoring knowledge at the time could not have been more than a few Dinky Toys. I asked him why an event from so long ago, that is long since dead and buried, interested him and he told me that he had heard about it and read some of its history and it all seemed so unbelievable in the context of today's motor racing. Had I not got on my motorcycle and zoomed off into the night after that evening with the Marshals Club I would have begun to think that time and old age had crept up on me!

With the Spanish Grand Prix being held at Madrid this year it was the first opportunity for some serious European motoring, and at the moment motoring in some parts of Europe has become serious and no longer fun. France has speed limits on all its roads, though a fairly realistic one of 140 k.p.h. on the motorways, and "bogeymen" and radar traps are more frequent than are desirable for a relaxed peace of mind, unless you creep about at the legal speed. However, most of this restrictive practice in the support of the great god economy, is centred on the urban areas or the trunk roads, truly rural France is still quite unchanged, even to having no lines or signs painted all over the roads to help those who can't see, think, or drive intelligently. In Spain the rural roads are not worth motoring on, and the main roads are chock-full of lorries so that continual high-speed motoring during normal working hours is very difficult, though I must say that Spanish lorry drivers are very helpful in putting on their "winky-winks" to let you know it is clear for you to waft by.

When you think about official road signs you must realise that most of them are pretty negative and unfriendly, such as "No Entry", "No Right Turn", "No Stopping", or they limit your freedom with such things as "30 m.p.h." or "70 m.p.h.", so that it is always refreshing to see the official road signs in Spain that tell you there is a petrol station, a hotel or a camping site so many kilometres ahead, these being to a standard blue and white pattern nothing to do with advertising. So often this sort of helpful advice is done by the advertising world and in their endeavours to outdo each other the whole business becomes confusing and a bit removed from reality. The standardised official Spanish signs are neat and simple and state a plain and simple fact, which I find very refreshing in these days of "Signitis". In some special circumstances there are some interesting official signs, such as the one depicting a shower of falling rocks on mountain roads, accompanied by a splendid word that to me means "a desperate situation", such desperate situations calling for desperate signs.

Sunny Spain got a bit muddled up as May Day approached and the return trip from Madrid, towards Belgium, was started in everything from rain, through sleet, to snow and the Jaguar E-type hardly ever had the opportunity to go over 2,000 r.p.m. so that by the end of the day it had averaged 25 miles to the gallon of Spain's best petrol which is said to be 96 octane, but might be less. During this unpleasant trip I passed the two enormous articulated transporters of the dual-sponsored McLaren team, one labelled TEXACO-MARLBORO and the other labelled YARDLEY-McLAREN and they were parked beside the road nose to tail. It was shortly after mid-day and I assumed that all the mechanics were away somewhere having lunch at a convenient Spanish "caff".



"... *desperate situations calling for desperate signs.*"

As the life of a race-reporter tends to be three hours behind that of a racing mechanic, our work beginning after the race has finished, I had my lunch stop some distance further on. Setting off again, and ambling along in the rain, pondering on the happenings at the race the day before, I was cruising along a short piece of Spanish Motorway when a ball of spray appeared in the mirror, gaining quite rapidly. It went by and turned out to be a DeTomaso Pantera, and it was quickly followed by an Iso Lele and a Mustang, all three being painted in the gaudy and, to my eyes, obscene red and white stripes and loud-mouthed lettering of the MARLBORO WORLD CHAMPIONSHIP TEAM. These three cars are part of Marlboro's publicity caravan that advertises a Grand Prix in the surrounding neighbourhood of an event, thumping the drum and stirring up enthusiasm for Grand Prix racing before a race. These three cars were heading for Lausanne, where they are based along with Lamborghinis, and other exotica in the Marlboro publicity fleet, and oddly enough are driven by drivers from Britain in the Marlboro organisation. Shortly afterwards the Pantera stopped to refuel, and when it caught up with me again we stopped for a chat. To my embarrassment I discovered that the reason the two McLaren transporters were parked by the roadside was not the simple one of lunch, but that the TEXACO-MARLBORO one had had an accident and its front axle was wrecked, and the mechanics were away somewhere trying to sort things out with the authorities. I was embarrassed about not stopping, and not seeing that one of the lorries was damaged, because when you are in trouble in a foreign country it always helps when you are joined by someone on your side, even if only to have a natter into a sympathetic ear. The Marlboro fleet of exotica had naturally stopped seeing part of their organisation by the roadside, and after offering what help they could had continued on their way to Lausanne. The tiresome thing about the whole business was that the TEXACO-MARLBORO transporter had left on the night of the race, in order to go to Nivelles in Belgium for some private testing with the works McLarens it was carrying, and the accident had happened in the night, the YARDLEY-McLAREN transporter leaving the following morning and coming across its fellow stricken by the roadside.

Large cities that have to be traversed are such time-wasters, with little pleasantness, that I tend to make long detours to avoid them, even if it means crossing mountains, for while mountain roads are slow they are pleasant. Consequently I took the road over the Pyrenees, through Andorra, rather than skirting round the ends with the choice of the confusion of Barcelona or that of San Sebastian. In all the many years of European travel this was my first trip through Andorra, the E-type burbling its way between the high snow-banks and over the surviving winter slush on the road itself. It was one of those perfect mountain days, with not a cloud in the sky and all the mountain tops covered in thick snow, with signs of a lot of skiing still taking place. Twice previously, once on a motorcycle and once in my faithful old Porsche 356 I tried to get into Andorra early in the season only to find the road closed by snow and being forced to turn back. It was third time lucky, though I must admit I have not tried desperately hard, fitting it in by chance more than anything else.

The journey into Belgium was to attend the 1,000 kilometre race at Spa-Francorchamps, and on the way I called in at the Nivelles-Baulers stadium, noticing that the signs in the town of Nivelles that used to say MOTORDROM have all been changed to read AUTODROME, which seemed like subtle local politics. In the great concrete "facility" Formula One cars were practising like mad in readiness for the official practice due more than a week later before the Grand Prix of Belgium. The contrast going from the cold, unfriendly atmosphere of a modern "safety circuit" to the warm and natural atmosphere of the pure road-racing circuit in the Ardennes was brought home by the sight of a mechanised weedkiller spraying the paddock and parking area at Nivelles to prevent grass growing, to the Ardennes forests in full foliage with a racing circuit running through the beautiful countryside. In French there is an explicit word which is *Ambiance*, and if you don't know what it means then a visit to Nivelles-Baulers and Spa-Francorchamps on the same day will soon make it clear, and to me "ambiance" is an all-important part of motor racing. It is the difference between Brands Hatch and Silverstone, they both provide motor racing, but that is the only thing they have in common.

Yours, D.S.J.

RALLY REVIEW—contd. from page 566

game-watching trip hit a buffalo and overturned. Three of the remaining cars were driven by Andersson, Mikkola and Mäkinen, but all three retired after failures of their engine cam followers.

Three works Porsches were "rented" for the rally, along with factory mechanics, two by Chipstead of Kensington for Bill Fritschy and Björn Waldegård and the other by Edgar Herrmann for himself. Two retired, but Waldegård drove to what seemed certain to be outright victory until rear suspension collapse for the second time caused such a delay that he dropped to second place.

The Alpine-Renault challenge consisted of two Alpine Berlinettes and two Renault R17s, but they succumbed to electrical problems, suspension failure (on the Alpines) and overheating caused by mud blocking the radiators. The team also underestimated fuel requirements, not realising that tremendous wheelspin in deep mud greatly increases petrol consumption. The single works Ford Escort RS was sent to Kenya for Vic Preston Jnr., his father, a Safari veteran, having mounted a full scale service support network the equal of any provided by a factory team. Alas, one chunk of delay came when the engine got a wetting and stopped right in the middle of a mud hole and another when the sump pan seams opened up.

Flush with the Portuguese success, the Fiat team brought three Abarth 124s, but all three had their clutches give out. The thick mud of the first leg was hard on these components and many crews afterwards had them changed as a precaution. The Fiats did not, and the inevitable happened. The two cars driven by Barbasio and Paganelli failed to get up the very rough Chesoi Escarpment and retired, but the car driven by local men Ulyate and Smith managed it and even got to the finish. Without a clutch, Ulyate was choosing sandy ground whenever he was obliged to stop, thus providing himself with a natural "clutch" between tyres and loose ground each time he rammed home the gear lever.

Sandro Munari and Lofty Drews, Italian and Kenyan respectively, drove very well indeed in their Lancia Fulvia to finish third, whilst team-mates Shekhar Mehta and Mike Doughty, former Datsun men, finished eleventh. A pair of Datsun 260Z, appearing for the first time with disc brakes on the rear wheels as well as the front, were sent from Japan to be entered by their drivers, Harry Källström (Sweden) and Zully Remtulla (Tanzania). They were embarrassingly powerful and heavy in the mud, but they nevertheless took fourth and fifth places.

Of the 99 starters there were only 16 finishers, the tough going being made even tougher by the long delays in each of the three legs eating their way into the rest periods despite a reshuffling of the timetable by the organisers. Rosemary Smith and Pauline Gullick, running at the back of the field in their Datsun 1800SSS, only had an hour's break at each of the two halts, which must have turned the 1974 Safari into the most fatiguing event they have ever tackled. It is to their credit that they did it, won the ladies' prize and looked far fresher at the end than any of the male competitors.

Whatever controversy might have arisen, and however many varying opinions put forward, the East African Safari remained what it has always been; not just a competition between cars and their drivers but a struggle with Mother Nature herself with such a strong element of African adventure that the event will always stand out among all others. It will be a very sad day indeed if ever the Safari becomes no more than a copy of European rallies.—G.P.

FINISHERS

1st :	S. Joginder/D. Doig (Mitsubishi Lancer GSR)	678 m.
2nd :	B. Waldegård/H. Thorszelius (Porsche Carrera)	706 m.
3rd :	S. Munari/L. Drews (Lancia Fulvia)	742 m.
4th :	H. Källström/C. Billstam (Datsun 260Z)	781 m.
5th :	Z. Remtulla/N. Jivani (Datsun 260Z)	809 m.
6th :	R. Aaltonen/W. Stiller (Datsun 1800)	824 m.
7th :	B. Shankland/C. Bates (Peugeot 504)	842 m.
8th :	P. Huth/P. Hechle (Peugeot 504)	881 m.
9th :	V. Preston/R. Barnard (Ford Escort RS)	896 m.
10th :	R. Ulyate/I. Smith (Fiat Abarth 124)	913 m.
11th :	S. Mehta/M. Doughty (Lancia Fulvia)	975 m.
12th :	S. Davinder/K. Taylor (Mitsubishi Galant GS)	1,133 m.
13th :	J. Noon/J. Heather-Hayes (Mitsubishi Galant)	1,206 m.
14th :	E. Van Leeve/J. Mitchell (Mitsubishi Galant)	1,519 m.
15th :	P. Choda/Mrs. P. Choda (Mitsubishi Galant GS)	1,671 m.
16th :	Miss R. Smith/Miss P. Gullick (Datsun 1800)	1,737 m.

99 *starters* — 16 *finishers.*



The talk of the racing world is the '74 J.P.S. Lotus. And now the talk of the road car world is the new Lotus Elite.

Well, Colin Chapman is recommending the same motor oil for the Elite as he uses for the J.P.S. Duckhams Formula Q.

The same Formula Q you can put in your engine.

You'll be in great company. **DUCKHAMS FORMULA Q**



If you're tempted to use just any oil these days,
ask a man who knows about engines. Ask Colin Chapman

Veteran Edwardian Vintage

A SECTION DEVOTED TO OLD-CAR MATTERS



SOMEWHERE IN ENGLAND, under this collection of old railway lamps, this Rolls-Royce Twenty has gone to earth! It is not *for sale.*

VSCC SILVERSTONE MEETING (April 27th)

THE Vintage SCC had every reason to be pleased with its first 1974 race meeting, which attracted a big crowd, some "new" cars, was devoid of accidents, and had generally fine, if bitter, weather. The High Speed Trial, reduced from 60 to 40 minutes duration to conserve global fuel resources, had a distinct French element, with two competing Amilcars, a Salmson, and a Vernon-Derby which went very well. Alvis 12/50 and Frazer Nash circulating in close company gave a touch of the 1926 Sporting Car Race of Brooklands' memory and 14 drivers qualified out of 28 starters, a wet track perhaps taking some toll. Mrs. Arnold-Forster appeared to have forgotten to replace the sparking-plug which had to be removed during the compulsory pit-stop but in fact her GN had lost a push-rod end.

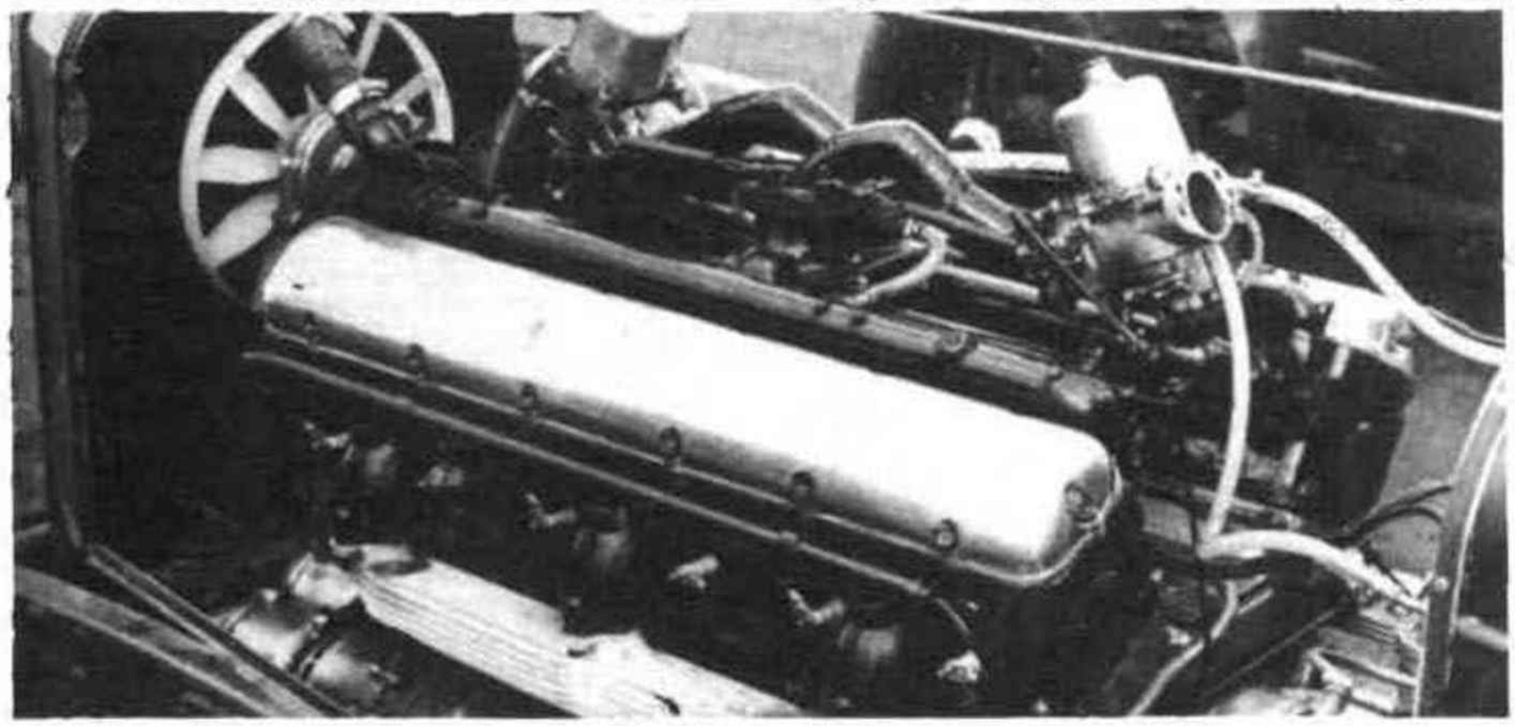
The most interesting race was the Itala and Napier Trophies 10-lap scratch contest. Morley, new owner of the 24-litre Bentley-Napier, made no mistakes and won easily. Moffatt in Wall's Bugatti passed the monster at Beckett's but it accelerated away on the straights most impressively, proving that there really is no substitute for litres! On the last lap but one the Bugatti's cylinder block lifted, leaving Kain's Bugatti in a steady second place and Nigel Arnold-Forster going very well in third place in the blue Delage II. Freddie Giles did some impressive cornering in the GN "Salome".

The 15-lap Allcomers' Scratch Race was enlivened by a duel between Alan Cottam in one of Millar's 250F Maseratis and Ray Fielding's A6GCM Maserati. Fielding took the lead on lap 13 after trying to get by on the inside at Woodcote two laps earlier. Alas, his lead was short-lived, for he went off at Beckett's and although he resumed, he never again went motor racing. This left Richard Pilkington to drive well into second place in the Cooper-Bristol, a drive which gave him the Driver of the Meeting Allied Polymer Award. Simpson's Cooper-Bristol was third, followed by the determined Lockhart in the 3-litre Rover and a wild Van Rossem in another Cooper-Bristol. The Hon. Patrick Lindsay, who aviated to Silverstone, had a plug out in the ERA "Remus" and Arnold-Forster's ERA holed a piston, leaving the pre-war award to Patrick March's ERA.

A 5-lap Scratch Race for pre-war cars up to 1,500 c.c. was between Farquhar's ex-Dixon Riley 9 and Barbet's Riley 9 but with a fastest lap at just over 70 m.p.h. Farquhar won. Kirby's Austin took the 750 c.c. class. Otherwise, it was a series of 5-lap handicaps. Warrington in the Riley-engined Appleton Special, now very smart, won the first from Russ-Turner's blown 4½ Bentley Special and Howell was third in his remarkable 3-litre twin-cam Sunbeam, also blown. The Attenborough Special drew attention to itself, apart from its yellow paintwork, by spinning on the warming-up lap!

The next 5-lapper was good VSCC stuff, Taylor's 1933 Aston Martin winning from Poynter's Lea-Francis and Joseland's Frazer Nash. Halfpenny's 3½-litre triple-SU Alvis Special, looking rather like a modernised straight-8 FWD, won the third handicap, with Jaye in the Appleton second and Bowler coming home third in his "modern" BMW. We then had a "photo-finish" between Russ-Turner in his Wade-inducted 4½ Bentley (see page 584) and Phillips' Cooper-Bristol which pounced on the Bentley on the line, after a fastest lap of 80.18 m.p.h., but not quite quickly enough. This was once a Bob Gerard Cooper-ERA. Bowler ran in third.

In the final handicap Bill Morris came right through from scratch, lapping at 77.39 m.p.h., in Stephenson's Frazer Nash with BMW engine, to win from Clifford V8 Riley, with Golden's 1½-litre Riley netting another third place.—W.B.



A 7.3-litre V12 Bentley! R. J. Burrell's 4½-litre with Rolls-Royce P3 engine.

Silverstone Shivers

Corner, down to drive a BRM or his ERA, was a non-starter. But some interesting "new" cars were present. Mrs. Allin in the Talbot-Simmins was going well, Summerfield had a 3½-litre Bentley engine in a Standard Avon. Burrell produced the Bentley-Royce, which has a 7.3-litre R-R P3 engine with two SUs replacing the original gas-works and Brooklands-like silencers (it also wore a pre-war BARC badge), in a 4½-Bentley chassis with the o/d gearbox and 700 × 19 rear Dunlops. He said he wasn't ready to extend it and it was out-performed by Chapman in Glass' ex-Birkin blower-4½ Bentley. Mann's boat-tailed 14/40 Sunbeam was going indecently fast and, as the only Edwardian, Neve's perennial 1914 TT Humber took the Edwardian prize.

Results:

10-lap Itala & Napier Trophies Scratch Race:
1st : F. P. Morley (Bentley Napier), 78.48 m.p.h.
2nd: B. B. D. Kain (Bugatti)
3rd : N. Arnold-Forster (Delage)

15-lap Allcomers' Scratch Race:
1st : A. S. Cottam (Maserati), 81.72 m.p.h.
2nd: R. A. Pilkington (Cooper-Bristol)
3rd : B. J. Simpson (Cooper-Bristol)

5-lap 1,500 c.c. Scratch Race: A. N. Farquhar (Riley), 67.31 m.p.h.
First 5-lap Handicap: C. A. V. Warrington (Appleton Special), 66.94 m.p.h.
Second 5-lap Handicap: D. M. Taylor (Aston Martin), 61.71 m.p.h.
Third 5-lap Handicap: P. H. Halfpenny (Alvis), 69.81 m.p.h.
Fourth 5-lap Handicap: B. M. Russ-Turner (Bentley), 71.61 m.p.h.
Fifth 5-lap Handicap: W. R. G. Morris (Frazer Nash), 74.37 m.p.h.

Leader in the 1974 MOTOR SPORT Brooklands Memorial Trophy Contest: B. M. Russ-Turner (Bentley), 31 points. **Next round:** VSCC Oulton Park Race Meeting: June 15th.

V-E-V Miscellany.—The news that the ex-Hitler Mercedes-Benz has been sold for 250,000 dollars prompted the *Trinidad Express* to run a story about what it describes as a similar 1909 Mercedes which is in everyday use in that town. From the published photograph the Trinidad Mercedes looks like one of the large vintage touring cars. It is said to have been owned by Pola Negri and to have been brought to Trinidad by an American visitor who sold it to its present owner, who has been using it locally and who recently restored it. It has American-style bumpers and oval, vee-fronted headlamps. Two cars restored recently include a 1905 Arrol-Johnston found in the Glasgow cellar it had occupied since 1926 and said to be the actual car that won that year's TT, and a 1927 Chummy Austin 7 bought for £4 as a box of bits in 1958.

Fifty Austin 7s, ranging from a 1925 Chummy to a 1938 Ruby saloon eventually entered for the 750 MC's London-Monte Carlo Run last Easter. A history of the Wilkinson Sword Company (who make the razor blades used by the writer) reveals that a series of five TAC motorcycles were made between 1909 and 1912, designed by Dutchman P. G. Tacchi, and that seven are still in existence. Last April the Chairman of Wilkinson Sword Ltd. handed over to the National Motor Museum a 1909 Series-3 676 c.c. TAC to Lord Montagu, which was ridden on demonstration by Murray Walker, son of the late Graham Walker, first Curator of the Museum's Motorcycle Section. This year's International Jowett Rally takes place on June 29th/30th, based on York racecourse. There will be a *Concours d'Elegance* and display on the Saturday afternoon, to which spectators will be admitted free, a Club dinner that evening, and driving-tests on the racecourse approach road on the Sunday. It is expected that Jowetts of all ages will be present. Details from: S. J. Laycock, 43, Langholm Crescent, Darlington, Co. Durham, DL3 7SM. A reader would like to trace the present whereabouts of a 20/25 Rolls-Royce, Reg. No. ALX 643, in which his brother-in-law was brought home from the London Clinic where he was born, and which was used, among other things, for a shooting holiday in Eastern Europe before the war. Another reader has acquired a one-owner 1935 Morris Isis 18 tourer, which not only has the rare open bodywork but is claimed to be the last Isis ever made. An article in the Birmingham *Sunday Mercury* about a vintage Cluley light car which a Mr. Don Cluley bought in Kent in 1956 and drove to the Midlands, where it is about to be restored, not only resulted in the car's owner being put in touch with long-lost relatives but produced a photograph of the Cluley restored by the original manufacturers, Clarke, Cluley & Co. Not only that, but it brought a letter from someone whose father bought a Cluley as his first car in the 1920s, for £50, and used it for some adventurous journeys from Manchester to Clun and Cornwall, etc., on one occasion having a "difference of opinion" with a Sentinel. It is suggested that some 3,000 Cluleys were made, of which half-a-dozen possibly survive. Don Cluley's car is thought to be earlier than the car owned by Clarke, Cluley. There is a chassis in Wales and we remember another of these cars being scrapped in Berkshire during the war. The car recalled by the *Sunday Mercury's* correspondent was Reg. No. NR 6976, chassis no. 1643, should it have sur-

Continued on page 573

ROBERT WADDY—AN OBITUARY

THOSE WHO KNEW Brooklands and went to sprint meetings before the war will be sad to hear that Robert A. Waddy passed away at Eastbourne on April 7th, aged 78; it is likely, though, that the mere mention of Waddy's name will raise a smile and lead to a string of good stories, for, even before Fuzzi, that incredible four-wheel-drive giant-killer of his, saw the light about 1936, Waddy had made his uninhibited presence felt amongst people who raced cars and motorcycles and flew light aeroplanes.

Waddy was educated at Oundle, where they took engineering seriously, and raced a motorcycle at the All-Khaki meeting at Brooklands during World War I. After Army service Waddy explored the motoring and jazz possibilities of the United States. Settling at Rochester, NY, he became a brilliant welder under the tutelage of Art Bartold, a dirt-track wizard in those parts, and hit the cinders himself, first with big Harley-Davidsons, then with a Model T Special called, simply, Five, finally with the Duesenberg with which Jimmy Murphy won the 1921 French Grand Prix. During the winters he worked with Art and also became an "ostler" on the Lee High Valley Railroad; that is to say, a driver who drove the great steam express locomotives away and serviced them in the Rochester yards when they came in from a run. He also ministered to the Inner-American during Prohibition, with a truck based near the Canadian border.

Returning to England during the hectic Twenties, Waddy, with a partner named Pearl, quickly made a name in professional dancing and cabaret at night-clubs during the "Ma Meyrick" era, using an E-type 30/98 Vauxhall to commute between Brighton and London. During the day he combined business with pleasure as a lifeguard on Brighton Beach, and put in some flying on Avro 504Ks at Shoreham as a pupil of the immortal Pashley. He quickly moved on to a B-Licence and qualified as an instructor on that principal rival to the DH60 Moth, the Avro Avian.

It was the Warren Girder construction of the metal Avian fuselage that inspired Waddy to build what was possibly the first space-frame racing car, and name it Fuzzi—a corruption of "fuzzilage". Weekday visitors to Brooklands between 1936 and the war will certainly remember the thin wiry character with longish windblown locks, usually wearing a broad grin, a pair of shorts, and nothing else, who worked and lived in a corner of "The Robinery" through the kindness of its proprietor, R. R. Jackson, and who in return would help with track trials of cars undergoing development, being a smooth sympathetic driver with a good ear. [Yes!—ED.]

The Fuzzi was built mainly in Denmark Mews, Hove. In appearance it was a scaled-down GP Auto-Union, just large enough to accommodate one small man and two single-cylinder JAP engines, one fore, the other aft. Waddy was convinced that four-wheel drive was the answer, in those days of narrow tyres, to the wheelspin problem, and experience proved him right. As a piece of shoestring engineering the Fuzzi was brilliant. The most expensive items were the four Citroën torsion-bars used in the suspension. Waddy did his own welding, of course, and the brace of "dirt" JAPs cost about £10 each. By using two independent engines Waddy avoided the differential complications that bedevil every single-engined four-wheel-drive design. Both units were controlled by a single pedal, although the pedal was made in two parts so that the driver could heel-and-toe: heel for the rear engine, toe for the front one, giving instant and sensitive control of wheelspin at either end. In practice, Waddy confessed, he never mastered this footwork, because the motorcycle gearboxes made the car too unreliable for sustained practising. Usually he was up all night before every meeting, and in fact he lost so much sleep that he actually nodded off while competing, with results painful to both driver and car. Apart from Waddy, the only person to drive Fuzzi in competition was Joan Richmond, when he lent her the car for Shelsley-Walsh. Joan said afterwards she couldn't remember what she was supposed to do with her loud-pedal foot and was "so frightened she put the whole of it down". This remark was typical of Joan and she made, of course, best ladies' time of the day.

In choosing four-wheel drive for his Special Waddy was absolutely right. At Brighton Speed Trials one year the weather kindly emphasised this fact. On a dry course Waddy's little unblown 1,000-c.c. Special equalled the time of the Appleton Special, holder of the Class G International record for the standing kilometre; and when it came on to rain Waddy completely saw-off the Appleton, high-pressure blowing and all.

When war stopped play the Fuzzi was all set for a brilliant career. Instead, the little car spent five years at Hove while its creator learned yet another skill, sorting out the intricacies of Lockheed hydraulic steering on high-speed coastal craft for the Navy. Life as a Service Engineer to Motor Torpedo Boats and Gun-boats was seldom dull, although the lingering fragrance of Lockheed fluid and bilgewater mixed was something Waddy tried to forget; he was lucky though in being able to motor between Shoreham, Brightlingsea and Scotland during petrol-rationing, and wise in his choice of car, which was a drophead Delahaye 135 Coupe des Alpes—fast, reliable and amusing.

When motoring sport came alive again Waddy was well over 50 and felt he had had enough. He still went enthusiastically to meetings, but Fuzzi was passed on to younger men who, mistakenly, tried to make four-wheel drive work with a single 3.6-litre Ford V8 engine. Lance Macklin drove the car brilliantly at the Stanmer Park meeting at which an ERA climbed a tree, but the power/weight ratio was poor, and Fuzzi seldom appeared again. A great pity!

Few people had more and better stories than Robert Waddy. He talked well on engineering, dancing, steam-locomotives, motor-racing, jazz music and golf, all subjects he knew from the inside; and could be hilariously funny. We shall miss him very much, apart from which, his work on four-wheel-drive will always assure him a place in motoring history.

D.B.T.

Vintage Postbag

The Leyland Eight

Sir,

I much enjoyed "How Did the Leyland Eight Rate?". The only one I ever saw was in a hay-barn belonging to a country-house hotel at West Wickham in, I think, 1938, or 1937.

Godmanston W. STUART BEST

Sir,

Your excellent articles on the Leyland Eight remind me that, as a boy, I was in Bowness-on-Windermere when Parry Thomas brought the prototype there for testing. He stayed in the Old England Hotel, and the car was housed in the hotel garage. To me, the most memorable things were the awesome length of the bonnet and the fact that it took two men to swing the engine into life. When Parry Thomas returned from a run up Kirkstone Pass, we heard that the car had done this at some terrific speed in 3rd gear.

At that time (1919-21) my father had an American car called a Scripps Booth. It was quite an attractive-looking tourer with wire wheels, and a relatively small-capacity engine. Here, memory is of persistent oiling-up of a plug in one cylinder which no one, I think, ever cured. The Edinburgh suppliers' telegraphic address was "Satisfaction, Edinburgh"; a misnomer if ever there was one!

Richmond R. D. BELL
(Lt. Col. RAMC Retd.)

Sir,

Reading the March MOTOR SPORT brought back nostalgic memories. I particularly enjoyed your article on that incredible creation of J. G. Parry Thomas, the Leyland Eight, which I had the good fortune to ride in. During my apprenticeship with the Austin Motor Company, I spent several busman's holidays working at Thomas' old workshop (Thomson & Taylor) on Brooklands Track, where a colleague kept his supercharger straight-eight Bugatti. In the shop at that time were two Leyland Eights, the property of the Hon. David Tennant, two chassis which Thomas had acquired when production of the car ceased, and the famous Leyland-Thomas No. 1, later fitted with an attractive maroon and black two-seater sports body by Vanden Plas. In another part of the workshop there were two beautiful little 1½-litre "flat-iron" Thomas Special racing cars.

I recall many of the unique features of the Leyland Eight; the automatic chassis lubrication operated by the rear spring movement, twin steering boxes, the silent locomotive-type triple-eccentric camshaft-drive, and the superb action of the clutch, brake and accelerator pedals, reminiscent of a steam engine motion. The touring cars had a single Zenith carburetter on the near-side of the engine but the short speed-chassis had five carburetters, one mounted low on the near-side and four on the off-side. In the centre of the steering wheel there was a neat cluster of small control levers, ignition, throttle and mixture, and on the five-carburetter engine a lever to select either the near-side carburetter or the four on the off-side which, when brought into operation, gave increased performance.

On one occasion Jack Sopp took me for a run around Brooklands Track on the Leyland-Thomas and the smooth steam-engine-like characteristics were most impressive. On another occasion we took out one of the chassis and whilst running at about 90 m.p.h. down the Railway Straight a tyre burst and shattered but the suspension was so near-perfect that we were able to continue back to the workshops and on the way we gave a tow to my colleague who had broken down with his Bugatti.

Your other article describing the arrival of the two Austin Seven racing cars at Tom Wheatcroft's Donington Museum also brought back happy memories, as I was a time-keeper in the Austin team. I especially enjoyed seeing Bert Hadley in the photograph, looking just as he was when he drove the incredible Twin-Cam car before World War II. What a wonderful combination that was, Bert and the Twin-Cam! I was also glad that Raleigh Appleby was there but where was his old partner, Bill Scriven, who I met only last year? And where was the most important man in the team, Colonel Arthur Waite, son-in-law of the late Lord Austin? He was the man responsible for the birth and operation of the cars.

I remember so well Bert's fantastic battle at Donington in 1938 with Prince Bira in the ERA who took the risk of missing a refuelling stop in order to beat Bert to the finishing line. They were happy days.

West Lavington F. T. HENRY

Sir,

MOTOR SPORT is eagerly awaited each month by me (and, I expect, others in Malta). Your article on the Leyland straight-eight brought back memories of many conversations I had over the bonnet of one of these cars, when it was garaged at Wolseley's Petty France Depot. The car belonged to the Hon. David Tennant. It never seemed to want any work done on it—a hallmark of quality in those days!

Malta NEIL S. ROBBINS

The Lucas "Pedomatic"

Sir,

I was reminded by your recent letters about the "Startix" of another device which I have seen fitted to only two cars of the 'thirties era—the Lanchester 10 and the Wolseley 9—although there may have been others. This was the Lucas "Pedomatic". The organ-type accelerator pedal was connected to a switch-box on the engine bulkhead which carried a lead to the starter-motor and a vacuum pipe to the manifold.

In the days before combined ignition/starter switches, it was a great advantage to be able to leap in, turn the key, and depress the accelerator to start, the vacuum switch cutting off the starter current as soon as the engine fired! One thus had the use of both hands for gear selection, choke adjustment, etc., while restarting after a stall was just the reflex-action of a jab with the right foot.

In the 20 years of its life this gadget worked perfectly on a Wolseley I once owned, with no attention whatsoever—the only snag being the necessity to tell bewildered garage mechanics where the starter button wasn't!

Wymondham R. J. KELLIE

Where is it Now?

Sir,

Where is that AEC-Diesel now? I am surprised that no one has asked that question in respect of Eyston's AEC-engined record-breaker. A colleague of mine is quite convinced that this car disappeared very mysteriously from AEC's (while he was apprenticed to the firm a few years ago), and after various enquiries it was assumed to have been stolen.

Can you, or any of your readers, cast any light on this?

Ashwellthorpe A. R. DIVEY

The Pomeroy Trophy

Sir,

I was very sorry not to have turned up with my Lola T70 this year (I was forced to go abroad three days before), and try to circulate 12 times in 30 minutes, as you correctly stated in the April issue. The Pomeroy Trophy is always an amusing meeting, as it gives one a chance to have some fun with cars in one's collection which are not necessarily vintage.

In my view, however, the Trophy should be restricted to cars which arrive at the circuit under their own steam. My Lola is a true road car (although it has been officially timed—0-60 in 3.2 sec. and standing quarter-mile in 11.25 sec.), and I am certainly glad I did not have to race Pilkington's Alfa set up as a racing car and driving on "slicks".

London, SW3 COLIN CLARK

Traced!

Sir,

The number plate attests this Hispano-Suiza Model 68 to be the car written about by Mr. Finglass. It wears the same black/copper motif as mentioned. The car lives at the "Carriage Cavalcade" motor and carriage museum at a Florida tourist-attraction called "Silver Springs". The late Vernon Jarvis used to bring outstanding motor cars from his museum collection to the 12 Hours of Sebring. I photographed this Hispano-Suiza in both 1954 and 1958.

Miami, Florida BOB GEGEN

That White Knight

Sir,

Further to Mr. Worthington Williams' letter regarding my White Knight, he is, of course, quite right—the engine makers are Knight and Kilbourne and not Kilburn. He is, however, wrong in his other assumptions as, although I cannot find out much history on the car, I have a blueprint of the car which was done by a company in London and it would be rather odd for an American Company to have this done in London.

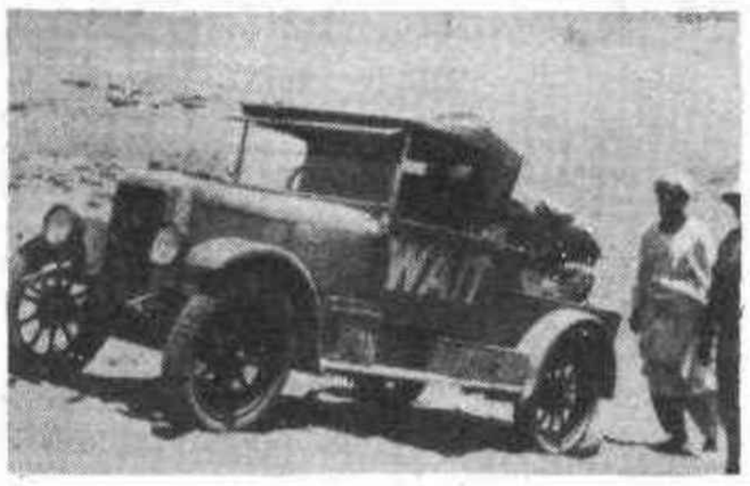
It would also appear that Birmingham have lost their earliest records prior to 1921 on Reg. 04 so I am unable to find out when the car was first registered.

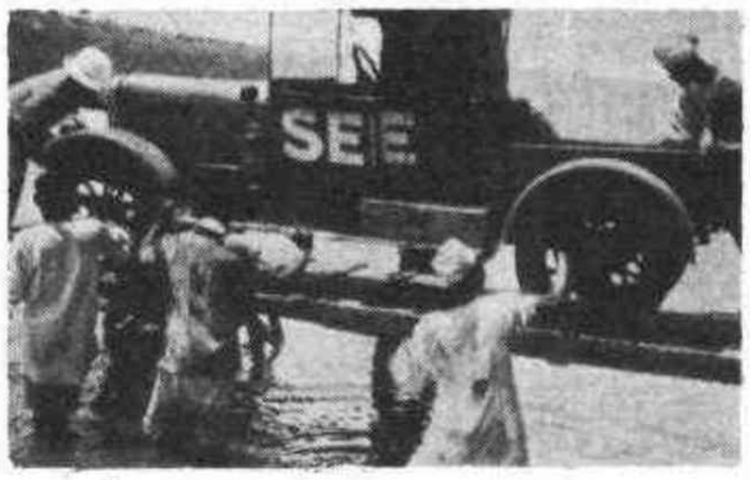
Chaddesley Corbett M. J. CUMMINS

BELATED BOOK REVIEW

I WAS aware that Frank Gray completed a satisfactory crossing of Africa with two 7-h.p. Jowetts in 1926 but only recently, through the thoughtfulness of a reader, had I seen the nicely-produced little book the Jowett Company published to celebrate the feat. Called "Across Africa By Car in 60 Days", it is signed "R. Robertson, Cairo". He summarises Mr. Gray's account of his journey as published at the time in the *Daily Sketch*, adding some fresh details. It seems that Gray accused British manufacturers of not making the right kind of cars for Overseas use. He did this to draw attention to his proposed venture, then refused two offers of free cars for the expedition. He bought his Jowetts, which he did not see until they were unshipped at Lagos. He had, however, met William Jowett and Mr. Mitchell, the General Manager of Jowett's. He was greeted by a band of Jowett owners when he embarked in the "Elmina" at Liverpool. His fellow adventurer was John Sawyer, and they took natives with them.

The expedition was unique on account of the low horse-power of the cars and the fact that they were entirely self-contained, even petrol supplies being carried with them—188 gallons for the 1,500-mile haul from Maidugati to El Obeid. This entailed pulling small trailers, a total weight of 12 cwt. per vehicle. The book, which is well illustrated, tells of the usual adventures, plus the unusual one of freeing a shackled slave woman and giving her a lift in one of the cars. The first day they covered 118 miles, and on the second day, 180 miles, the greatest daily mileage. On some occasions they averaged only 2 m.p.h. Troubles were few—two minor fires, clutch slip, a damaged universal joint and a bent front axle. The gallant Jowetts, which had two-seater bodies converted into platform trucks where the dickeys would have been, were called "Wait" and "See". They gave up to 45 m.p.g. in spite of the heavy loads and even on the stretch from Maidugati to Khartoum, hauling the trailers for over 2,000 miles, hundreds of them in bottom and second gear, they gave well over 30 m.p.g. The radiators used only a quart of water between them. The total distance was nearly 3,800 miles (done in 60 days, or 49 days' running time, an average of 65 miles per day) or about the mileage MOTOR SPORT accomplished in four days in our BMW thrash round Europe in 1972, but over very different terrain. Of course, in Gray's time Britain had an Empire, so the travellers were often generously entertained. Gray, who came home by P & O, said: "It was a romance to cross Africa; the Jowett made it a commercial proposition." Amusingly, as he drove into the Grand Hotel yard at Khartoum one Jowett, which had previously been difficult to start, died and refused "even to move five yards". I bet it was that condenser inside the ignition coil, that refused to function when hot!—W.B.





V-E-V Odds & Ends.—At a picnic meeting of the VSCC, the S. Wales RREC and the Daimler & Lanchester OC recently in the Swansea Valley, three Rolls-Royces, an E20 Daimler, a 1924 Calthorpe, a 1937 Ruby Austin, a 1929 Hillman 14 saloon and a Lagonda Rapier coupé turned out. The Armstrong Siddeley OC is now a limited company. It has its own caravan, which it intends to tow to meetings behind a 346 Sapphire pick-up truck on the limousine chassis; not a vintage Armstrong Siddeley but better than a modern vehicle!

After watching TV the other night, the Editor is now convinced that it must have been Lord Peter Wimsey who drove that 1914 GP Mercedes from London to Derby on the eve of the war! *Multi-Cylinder*, journal of the Pre-'50 American CC, continues its Packard and Allard histories and announces that this year's Rally of the Giants is scheduled for August 3rd/4th, at the Cotswold Wildlife Park, near Oxford. *The RREC Bulletin* has scooped the original Royce papers, about the problems of giving the 40/50 Rolls-Royce front brakes, and reports that its Annual *Concours d'Elegance* takes place on June 1st/2nd at Englefield Park, near Reading. It will be a celebration of the 70th anniversary of the founding of the Rolls-Royce Company. We deeply regret to learn of the death of Robert Waddy—see separate obituary notice, written by a close friend.

From the informative Bean CC Magazine we learn that a 1920s Garford lorry is nearly restored and that a 14/40 twin-cam six-cylinder Lea-Francis is thought to exist in Eire. The 10/30 Alvis we referred to as having been found recently seems more likely to be an 11/40. The Bugatti OC has details of the celebrations which are scheduled to happen at Lyon from September 12th to 15th to mark the 50th Anniversary of the Type 35 GP Bugatti. It is hoped that some 50 of these delectable cars will assemble to drive round the 1924 Grand Prix course, supported by suitable contemporary cars, and that a timed speed-event will be held within the confines of the former circuit, although it seems that the proposed Limonest speed hill-climb may not be possible. The current issue of *Bugantics* contains a revision to the Register of Bugattis and although this may not be the complete story, it is interesting that it lists 31 sixteen-valve cars, 111 Brescia Modifié, 36 Type 30s, 172 Type 40s, 116 Type 44s, 50 Type 46s, three Type 45/47s, 78 Type 49s and 21 Type 50s as known to the Club. Moreover, although it is sometimes said that F. Schlumpf has cornered most of the surviving Bugattis, he is listed as owning only 27 of these. The STD Register continues to publish its *Newsletter* and *Journal*, and its Wolverhampton Re-Union takes place on July 7th. The Veteran CC's Lord *Victor Ludorum* Trophy for 1973 was won by B. L. Firth's 1909 Adler.

A FACET OF HISTORY

IT IS commonly supposed that the last public-road speed-trial took place in this country in 1925, the year in which the RAC ban was enforced, following the accident at Kop involving Francis Giveen's Brescia Bugatti and a spectator. Two such events, one near Hereford and one near Tavistock, took place just after this, on April 4th, just beating the Ban. After that, no more. . . .? Except that Mr. Pat Thornton, whose Austin Chummy I drove at the 750 MC Knebworth Press-Day, tells me that, on June 25th, 1927, the Kettering & District MC ran an event up Grafton Hill, off the village of Ellington, on the A604 Kettering-Huntingdon road, with the permission of the Hunts Police. In those happy days, says Mr. Thornton, officials were allowed to compete and although he was one of the organisers, he won a medal, driving his Aero Morgan. Perhaps not suprisingly, this event does not seem to have been reported in the motoring Press. In the same week (curiously, on the Thursday) sand-racing was held at Seaton Carew, near Hartlepool. The crowds intruding onto the course caused W. B. Thompson's Frazer Nash to roll over and a child spectator and the car's passenger had to be taken to hospital.—W. B.

V-E-V MISCELLANY—contd. from page 571

vived. Mr. Cluley remarked that "Collecting has really been spoiled by the large wallet brigade".

A carburetter, dickey-seat cover, bumpers, indicators, and information generally, are urgently required for restoration of a 1934 Standard Little Nine coupé owned by a reader. The 15th National Standard Register Rally takes place on June 15th at Walton Hall, Walton, near Wellesbourne, Warwicks, commencing at 11 a.m. It is open to Standard cars and commercials of all ages, as well as members of the Triumph Razoredge Register, and will include a *Concours d'Elegance* and a *Concours de Confort*. Details from: Hanson, 3, Cranford Park Drive, Yateley, Camberley, Surrey. In his letter about the Stromboli aero-engine Air Commodore F. R. Banks misquoted its bore and stroke, which should have been given as 12 in × 16 in. To introduce a new service centre in Clapham a Lamborghini Urraco S was followed in cavalcade by a 1929 4½-litre Bentley, a 1931 2-litre Lagonda and Robbie Hewitt's TT Lagonda, the last-named erroneously described in the hand-out as having won at Le Mans in 1935. In Wales a 1932 s.v. Morris Minor saloon was pressed into service after the temporary demise of a one-owner Humber 9/20 with back-axle trouble. The VSCC of America has decided to accept certain post-war cars, up to 1959, as eligible for its events—the rot is spreading!

MEMORIES!

LOOKING through old scrap-books or photograph albums can evoke many nostalgic memories. This was the case when a thoughtful reader lent us some interesting pictures taken from the album of the late Leslie Kesterton of the SU Carburetter Company.

It starts with a faded portrait of a very early motorcycle, make unknown, but of the veteran period. Then come pictures taken in NSW in 1925 of a couple of Bugattis, one the four-cylinder sixteen-valve model with the pear-shaped radiator, the other perhaps a Type 30. The latter is seen being worked-on in company with a Continental-looking car I cannot recognise, spare wheels piled behind the latter's front seats. One page, obviously removed from the album, depicts a 1914 stripped chassis, again unidentifiable, a German-style 1924 tourer with sharply-pointed radiator and screen, plank-decked touring body, disc wheels and a bulb horn branching into triple trumpets. This might be a Stoewer, or a NAG. On the same page Kesterton seems to be driving a 40/50 Napier landaulette but again not enough of it shows for proper identification; the long outside hand-brake lever seems odd, on such a car. The final picture on this page is of Kesterton in a 1924 Wolseley Ten two-seater with chow dog in the passenger's seat. On the reverse side there is an exceedingly good picture of Dennis Poore, the 3.8-litre Alfa Romeo, and its many trophies.

The snapshot of the start of a race is puzzling, because it looks very Brooklands, but the railings are wrong—perhaps a NSW happening? Validity is lent to this suggestion by a picture of the touring Bugatti which Kesterton tuned and which broke the record for Artillery Hill, NSW, with a run in 39.8 sec. This was after Kesterton had qualified at the Central Flying School, Upavon, for service in the RFC, in March 1918, his certificate being signed by the Commandant, Lt. Col. Jack Scott. Mostly, however, the pictures are of later episodes, involving SU tuning. Gardner's records in Belgium with the MG, Barbara Skinner at Shelsley-Walsh in the Morris-Hudson, and Kesterton on Brooklands in a Le Mans Bentley, etc. One is reminded of the splendid performances put up by Gardner and the MG when looking at the 1951 Christmas card from Enever and Jackson, recalling the record runs at 203.5 m.p.h. in six-cylinder 1,100 c.c. form in 1939 and over 204 m.p.h. after being bored-out to 1,500 c.c., 159.15 m.p.h. in 1946 in six-cylinder 750 c.c. guise and 154.86 m.p.h. as a four-pot 500. So Syd and Jacko queried 1950 as a 350 c.c. year, and what of 1951? (In fact, the 350 c.c. MG did over 120 m.p.h. and by 1957 Moss had achieved over 245 m.p.h. on 2-litres. Would that Britain and MG could put up this kind of convincing show, today!) Then there is Gardner's 1947 Christmas card on the same theme, an invitation to Kesterton from Earl Howe to attend a luncheon at the Savoy to celebrate the victory of the MG Magnettes in their class in the 1934 Mille Miglia, an invitation from Kensington Moir & Straker Ltd. to attend the opening of their showrooms in Hanover Square, after the Bentley successes at Brooklands and Le Mans in 1929 and—a coloured plan of a Merlin carburetter. A letter from Cecil Kimber of the MG Car Co. Ltd. to T. C. Skinner of the SU Company expresses gratitude for Kesterton's help in Italy in 1933, endorsed with a cheque for him in appreciation, and there is a picture of Les proudly pointing out to some children the BRDC badge on the front of his (?) MG Midget (MG 6963). It is accompanied on the badge-bar by those of the BARC, Brooklands Aero Club and other organisations. Kesterton is also seen tuning the Birkin blower-4½ Bentley single-seater, and there is another snap, of J. C. Ford's MG which won its class at Le Mans in 1933. How long ago it all seems!—W.B.

VILLIERS SUPERCHARGERS

A NEW publishing venture, Motormedia Publications, The Studio, Cleremont Avenue, Esher, Surrey, run by Eoin Young and Charles Pocklington, has issued a facsimile of a booklet prepared by Amherst Villiers for distribution at the 1929 Olympia Show. It deals with his superchargers and the story goes that he wrapped up the copies, took them to Olympia, went to the Bentley stand, discovered that his nameplate did not appear on the blower casing of the supercharged 4½-litre, walked out of the Show, and never distributed these booklets. If this be true and not legend none of you will have seen the pamphlet, which contains much interesting information about Villiers Roots blowers in general and their application to the 4½-litre Bentley in particular. I confess I learnt new items about the subject from this booklet, notably that when Villiers supercharged a Phantom Rolls-Royce he drove the blower with a separate engine which was not an adapted Austin 7 unit as contemporary reports had it, but his own 625-c.c. o.h.c. power unit of advanced design. The mods. to the R-R engine are also detailed. The soft-cover book also deals with the Mays' Brescia Bugattis tuned by Villiers and the Villiers Vauxhall Supercharged Special, so is good value for £1.70. There is a contemporary profile of Villiers, and pictures of the internal components of the blower-4½ Bentley engine which will interest the BDC.—W.B.

MORE BOOKS

"PROFILES" have changed in style since the original series, and somehow have lost a little of their unique attraction on the journey. The type is now smaller, the cars dealt with are more recent, and the format is directed at the American reader. Nevertheless, it is good that the idea has not died in spite of delay in releasing some of the promised titles. There have now been sufficient "Cars in Profile" published to make up the second bound volume of them, called "Collection-2", with a Foreword by Raymond Mays. This contains the reprinted Profiles about the Facel Vega, McLaren M8, 4½-litre (vintage) Bentley, Matra MS80, Jaguar D-type and Rolls-Royce Phantom II, respectively by authors Sedgwick, Hodges, Berthon/Stamer, Crombac, Appleton, and Oliver. The volume is published by Profile Publications Limited, Coburg House, Sheet Street, Windsor, Berks., for £4.00.

* * *

Michelin have published their latest Red Guide to France. This well-known publication lists 10,836 hotels and restaurants in 4,480 towns, and it also lists 358 places where 20-25 franc meals can be had and 3,284 which cater for meals below 15 francs. 7,911 garages and one-make agencies are also listed. It sells here for £2.20. Another useful Michelin publication is "1974 Michelin Paris and Environs", priced at 50p.

THE THINGS THEY SAY. . . .

"My secretary counted up my written invitations last year and there were 635—and a lot more by phone! I get letters inviting me for any day in 1976. I still find it amazing I can't go anywhere in the World without being spotted. It took five years to find our period house in the country and when we first moved in our furniture was lost in it, it's so vast."—Graham Hill blowing his own trumpet in *Radio Times*, when about to introduce a *Disney News* programme.

* * *

"There are two ways of looking at the Rolls-Royce car. Both were summed up by letters written to *Life* magazine back in 1958 after it had published a study of the subject. One read—'Well done. The virtues of a precision instrument should be made known to all. However. . . I was shaken by your assembly-line picture showing a Rolls partially built. Gentlemen, I would have been no less shocked to have seen a picture of the Queen in her bath'. The other read—'Even an Egyptian Pharaoh would have hesitated to pay 13,793 dollars for what appears to be a perambulating sarcophagus with a radiator like a chrome-plated tombstone.'"—Maurice D. Hendry opening an attack on Rolls-Royce in the *NZ Listener* last year, in which he trots out all those old arguments which have no effect at all on Rolls-Royce sales or prestige!

VSCC AT OULTON PARK

ON June 15th the Vintage SCC holds its annual race meeting at the Oulton Park road circuit near Chester. During the afternoon two Richard Seaman Memorial Scratch Trophy races will be contested, over 10 laps of the 2.76-mile circuit, one for vintage and the other for pre-1940 racing cars. There will also be a 12-lap scratch race for all-comers, in which post-war Historic racing cars will compete. As these events, exciting to believers in tradition and motor racing as it once was, will be supported by a number of four-lap handicaps, one of which should be the popular Chain-Gang Frazer Nash and GN race, Oulton Park should be the mecca for old-car enthusiasts on this notable Saturday. The first race is at 1.15 p.m. and during the day there will be a parade of *Cheshire Life* the *Concours d'Elegance* competitors which cannot fail to include some of the top vintage cars in this country. Further points will be scored towards the MOTOR SPORT Brooklands Memorial Trophy, the top-scorer in which is at present B. M. Russ-Turner, with his blown 4¼-litre Bentley. Note that there will be scrutineering, but no practising, on the Friday. The meeting is run by Cheshire Car Circuits Ltd.

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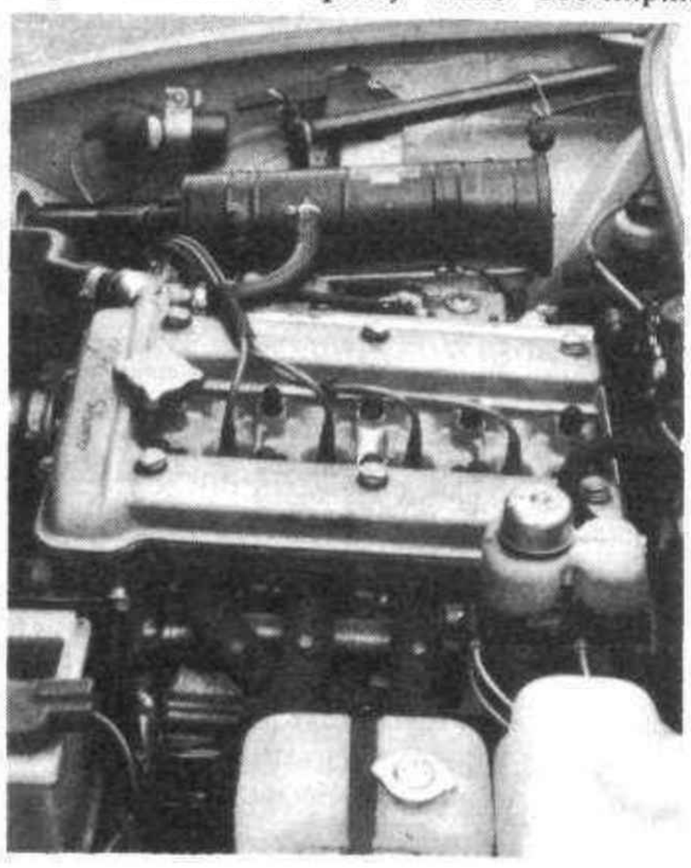
ROAD TEST

The Alfa Romeo Alfetta



THOUGH IT IS reasonably new to the British market the Alfa Romeo Alfetta can hardly be described as a "new" car, having made its appearance on the roads of Italy in mid-1972. It is notable for having its five-speed gearbox, clutch and differential as a unit at the rear of the car and for keeping its rear wheels vertical by means of de Dion rear suspension, a combined arrangement which the Milan company first used on the Formula 1 car from which this sports saloon takes its name, the Alfetta 159. Such a significantly unusual running-gear arrangement might have been expected to endow the Alfetta of the 1970s with significantly exceptional roadholding and handling, or why else should Alfa Romeo have justified their departure from the norm? The beautifully-produced Press Release encourages us to believe that such is the case, but the claimed miracles are not obvious in practice; indeed, compared with conventional lay-out Alfa models we have driven the only pointer to the gearbox being in the rear is that the gearchange feels less positive.

Nevertheless, the Alfetta is an exceptionally rapid little car, and while the effect of those design innovations did not come up to perhaps over-ambitious expectations, it proved to be fun to drive quickly and felt genuinely "sporty", whatever that is usually meant to imply, in true Alfa tradition. Its monocoque four-door body is reasonably compact at 14 ft. long and 5 ft. 5¼ in. wide, carries four people in very real comfort and a fifth slightly less so against the folded-away rear seat armrest and, if studied from the side, can be seen to have a subtle, yet definite, wedge shape and a cut-off tail to counter the vortex effect of the airstream. The Alfa engineers' sums and wind-tunnel tests obviously worked, for the 1779-c.c. twin-overhead camshaft engine is capable of pushing this saloon quite easily up to 112-m.p.h. maximum speed, while 100-m.p.h. cruising is effortlessly maintained, the well-subdued wind-noise, almost complete absence of suspension and tyre thump, and stability making such pleasurable progress feel more like 60-m.p.h. The sloped bonnet begins with an attractive GTV-style nose incorporating four very powerful halogen headlights, but most people seemed to consider that the wind-tunnel calculations had ignored aesthetics in respect of the very high tail. However, this rear-end appearance is far from distasteful and hides a really commodious boot, though luggage has to be lifted over the tall rear lip. High tail or not, the level of the rear window sill is such that the boot is invisible from the driving seat, not calculated to help with parking.



Alfa have slipped the Alfetta at £2,448 into the gap between the Giulia Super 1.6 at £1,998.43 and a little close to the 2000 saloon at £2,599. It may have only a 1779-c.c. engine, but in terms of performance and appointments it compares favourably with the best of the current sporting 2-litre cars such as the Dolomite Sprint and the BMW 2002 (ignoring Alfa's own 2000, an awkward comparison). It is approximately £200 dearer than the non-overdrive model of the former, but is superior in terms of finish, passenger space (helped by convex side windows), boot-room, ride-comfort, high-speed stability and brakes, while the 2002 offers only two doors, only four poorly-spaced gear ratios, positively ponderous steering in comparison with the Alfetta, mediocre brakes under hard use and relatively basic interior appointments for £250 more.

The 80 mm. bore, 88.5 mm. stroke version of the well-proven all-aluminium, twin-overhead chain-driven camshaft Alfa Romeo engine is quite highly tuned to give 140 b.h.p. SAE (122 b.h.p. DIN) at 5,500 r.p.m. Two twin-choke side-draught carburetters are fitted, Weber 40DCOEs in the case of the test car, though because Alfa are firm believers in not keeping all their component suppliers in one basket, Dellorto or Solex carburetters may be found under the front-hinged bonnets of others. The compression ratio is 9.5 to 1, which proved amenable to four-star fuel, the exhaust valves in the hemispherical combustion chambers are sodium cooled, the aluminium block has cast-iron wet liners, the crankshaft is supported on five main bearings and an anti-surge, finned aluminium sump is designed to stay out of the harmful way of kerbs and similar objects. Memories of a hornets' nest once stirred by the Editor are recalled by the centrally-located plugs, described as Golden Lodge SPICA.

Potential owners should not be put off by the apparent high state of tune of this engine, for the test car was as docile, tractable and generally happy in low-speed traffic as far more mundane engines. It would tick over happily with no question of it wetting its plugs and respond eagerly to a touch on the accelerator to put it on the move once again: in fact a very quick car around town. Less satisfactory, and I would believe a malady restricted to the test car, was an annoying flat spot which would occur irregularly and unpredictably at any revolutions below 4,000. What I am sure was not unique to the test car was an insensitive throttle pedal which required a very delicate foot to operate it smoothly at low speeds, such a respect for lightness on the too-high pedal leading to an aching right ankle. Fast driving with the pedal pressed into the floor boards proved the best cure! Such a problem was not obvious on a left-hand drive Alfetta I drove a couple of years ago and perhaps reflects on a lack of detail engineering attention to the right-hand-drive throttle-linkage conversion.

Like Rover engineers of a decade ago the Alfa engineers decided upon the de Dion rear axle as the best means of keeping the wheels at right angles to the road, allowing the tyres to maintain their full contact area, and to reduce unsprung weight, helped further by moving inboard the 9.84-in. disc

brakes. The axle tube is triangulated with longitudinal struts connected to a body cross-member and lateral location is by Watts linkage, pivoting on the de Dion. Variable rate coil springs, separate from the telescopic shock absorbers, are insulated with plastic to reduce noise and the suspension arrangement is completed by an anti-roll bar.

The light-alloy combined clutch/gearbox/differential unit, independent of the de Dion, is connected to the body by two Silentbloc bushes into the cross-member at the front and one at the rear. A two-piece propshaft incorporating flexible couplings connects the engine to the flywheel/clutch assembly at the rear (a starter ring is retained at the engine), so that the propshaft rotates all the time the engine is running. This hydraulically-operated 8.46-in. diameter single-plate diaphragm clutch connects with the all-synchromesh five-speed gearbox, with all-indirect ratios of 1st: 3.30 to 1; 2nd: 2.00 to 1; 3rd: 1.37 to 1; 4th: 1.04 to 1; 5th: 0.83 to 1; reverse: 2.86 to 1. The gearbox output shaft enters directly into the differential to double as the final drive pinion and the axle ratio is 4.1 to 1, giving 20.8 m.p.h. per 1,000 r.p.m. in 5th gear.

The front suspension is simplified and kept quiet by the use of longitudinal torsion bars in favour of the usual Alfa coil springs. They are connected at the front to the inboard pivot of the bottom wishbones and at the rear, half-way down the car, to a T-shaped cross member. Adjustable tie-rods connected to the pressed-steel top links permit camber adjustment, an anti-roll bar complements that at the rear and telescopic shock-absorbers are fitted. The outboard disc brakes are of 10.27-in. diameter. A wide track (53.5 in. at the front and 53.15 in. at the rear) helps stability and appearance, the 5½J pressed-steel wheels, similar in style to those of the GTV and shod in the case of the test car with 165 SR14 Firestone Cavalino tyres, purposefully stand out proud of the bodywork where they are legalised by slightly flared arches.

Unfortunately, like many Italian cars, the Alfetta is designed for that mysterious species of Italian with short legs and long arms. The heavily-varnished, thick-rimmed wooden steering wheel can be tilted but cannot be telescoped to bring it closer to the driver when he is in a comfortable position for the high pedals. In truth, with familiarisation I found myself complaining less and less about the driving position, tending to feed the wheel through in police fashion rather than letting my hands run over the distant top. The seat, on the other hand, was remarkably comfortable, padded in all the right places, beautifully upholstered, with a knurled knob to adjust the angle of the backrest (which I had to keep more vertical than I would have liked because of the distant steering wheel) and with a built-in head-rest adjusted by means of a small knurled knob on the side of the seat. The front passenger seat was identical, of course, and both had map pockets in the rear of the back rests. All the seats were upholstered in a most attractive and comfortable, smooth fabric, a standard fitting, carpets were well-cut and of good quality, the four doors opened wide for easy access and head room was plentiful in the rear.

The Alfetta's instrumentation is particularly clear, a large tachometer, incorporating the oil pressure gauge, and matching speedometer flanking a row of three dials—fuel gauge, clock and water temperature—with a row of warning lights positioned above them, all mounted in a rectangular binnacle. There was no reflection from the instrumentation, night or day, but in strong sunlight the top of the binnacle reflected across the centre of the screen. All lights are controlled in usual Alfa fashion by a left-hand stalk, a short left-hand stalk controls the flashers (how I wish all manufacturers would get together to decide on a universal position for the flasher stalks), and a right-hand stalk looks after washers and two-speed wipers. The facia contains a lockable glove-box, there is further oddment space on a shelf below this and in a tray in the centre console, ahead of the ash-tray and



cigarette lighter. A Motorola radio mounted in the under-facia part of the test car's console was spoiled by boom from the twin speakers in the rear parcel shelf. Opportunity to present the driver with a wide rest for his left foot is afforded by the absence of gearbox, a fact which is otherwise hidden by the console. The four horizontal quadrant heater controls give easy and accurate adjustment of interior temperature, the fan motor is noisy in the fastest of its two speeds and these controls are not illuminated at night. Through-flow ventilation is provided by eyeball vents at the extremes of the facia and a heated rear window is fitted.

The *raison d'etre* for the removal of the complete transmission assembly to the rear of the car is, to quote Alfa, to achieve: "a balanced distribution of weight ... optimum roadholding ... to increase the roadholding quality of the driving wheels . . . with this tremendous improvement of adhesion the driver can accelerate even on rough surfaces without skidding." They were kind enough to add: "As for roadholding in general, stability on the straight and acceleration on bends, we will be glad to allow journalists to judge by testing the car themselves." . . .

The fact is that the Alfetta doesn't entirely live up to their hopes and claims. To deal with traction first of all, accelerating hard in the wet it is easy to spin the wheels and snake the tail a litle, while in spite of the allegedly advantageous weight distribution and the de Dion axle, it is possible to spin the inside wheel when accelerating hard out of tight, damp corners or bumpy, dry corners. Neither is the handling all that might be expected of it: there is a lot of understeer when pressing on round medium bends, admittedly balancing out somewhat on fast corners, and in the understeer condition the steering is made to feel fairly low-geared and heavy against the self-centring action. At the other extreme, round a wet roundabout for instance, the tail breaks away quickly (and can easily be provoked into doing so in the dry), and it is fortunate that one of the Alfetta's virtues is that correction in such a tail-end skid is extremely easy, albeit accompanied by a lurch as the car regains its straight-ahead posture. A different choice of tyres would undoubtedly help; a set of the new Goodyear G800 Supersteels completely transformed the roadholding of a staff 2000 GTV. Quite a lot of roll is exhibited and some peculiar lurching, almost



wobbling movements a little reminiscent of the live axle Alfa saloons. Incidentally, unlike the 2000 saloon and GTV, the Alfetta does not boast a limited slip differential and while on paper it doesn't need one, in practice it would be a help.

Mention above of the steering is misleading in the general sense, for when it is not being used to combat understeer it is one of the Alfetta's finest points, in fact quite delightful in feel, response, effort required at high or low speed and without a doubt superior to that of any saloon car I can think of. It is rack and pinion, the rack being mounted well back below the rear of the engine, and imparts a real thoroughbred feel to the Alfetta.

The all-round disc-brakes are servo-assisted, the direct servo remaining in its left-hand drive position and operated remotely by a pivoted bar on the right-hand drive version, and have a dual circuit with a regulator in the rear circuit. They were effective but the pedal was soft and insensitive, possibly because the pads had been well-cooked by previous testers. If they hadn't been well-cooked they have now, for I managed to provoke fade round some deserted East-Anglian lanes, though sufficient braking remained to avoid embarrassment.

Those gear ratios proved an absolute delight, all five arranged in a manner which encouraged their constant use, rather than fifth being a far-removed overdrive. A slightly optimistic speedometer gave readings in the lower gears at the 5,700 r.p.m. red line of 30 m.p.h., 50 m.p.h., 76 m.p.h. and 100 m.p.h. and the excellent engine revved



so willingly at the top end that the limit was used regularly. However, the gearchange was notchy when cold, 1st gear was often difficult to engage from rest, and 2nd gear synchromesh could be beaten easily. But once warm the five speeds (5th being up to the right opposite reverse) could be engaged rapidly and accurately via the long, rearwards-pointing remote control. The engine was fairly noisy under acceleration, a sporty, inoffensive sound quite in keeping with the car's general aura, and of course as already mentioned the cruising noise level was very refined. Fuel consumption when driven moderately quickly averaged 25 m.p.g., but on that day in East Anglia dropped to 20 m.p.g. The tank holds 10.7 gall.

Because its unconventional layout promised so much the Alfetta has left itself wide open to criticism because it doesn't quite achieve the expected. It is unfortunate for and unfair to a car which in general beats most of its competitors into a cocked hat, is beautifully finished and constructed, can probably be driven from A to B faster and more enjoyably than the majority of production saloons and is, after all, an Alfa Romeo into the bargain.—C.R.

Monza 1,000 kms.

Monza, Italy. April 25th

HELD ON the traditional liberation day national holiday, the 1,000 kilometre sports/prototype and GT race at Monza proved to be a complete walk-over for the Autodelta Alfa Romeo team, after the two challenging Matras had both broken their engines. While finishing first, second and third, it was not a simple thing for Alfa Romeo, for in the uncertain weather conditions Jacky Ickx made the wrong choice of tyres at the start and lost a lot of ground, and then even more when he stopped to change to more suitable ones, while Carlo Facetti had a tyre burst and in the ensuing spin he damaged the nose of his Alfa Romeo, and was nearly caught by the Bell/Hailwood Gulf GR7 powered by a Cosworth V8 engine, at the end of the race. Of the three works 12-cylinder Alfa Romeos the winning car, driven by Merzario and Mario Andretti, was the least troubled and it finished a clear four laps ahead of the Stommelen/Ickx car. Pescarolo in one of the Matras challenged strongly until a connecting rod came out through the block, failing due to loss of oil pressure, and then Beltoise took over the challenge in the second car until that disappeared when a timing gear broke up due to incorrect heat-treatment in manufacture. The French team's co-drivers had been Larrousse and Jarier. The Gulf car had run well, only delayed by gearchange trouble in its Hewland gearbox, which caused Bell to enter the Curva Parabolica in the wrong gear, and spin off into the sand, losing a lot of time getting back onto the track, and at the end of the 174 laps, the British car was only 23 seconds behind the ailing third place Alfa Romeo, whose damaged front was causing some peculiar handling characteristics. On engine reliability, as well as speed the 12-cylinder Alfa Romeos came through with flying colours in a race that was run at a lower speed than in past years due to the use of artificial corners introduced on the back leg of the circuit, but not the Grand Prix "chicane" on the front straight.

Apart from the works turbo-charged Porsche Carrera of Muller/van Lennep, the rest of the 39 competitors comprised private amateur teams or small manufacturers, such as Ligier and Abarth, with a preponderance of Porsche Carrera RSR 3-litres in the GT category, John Fitzpatrick being the mainstay of the George Loos team in bringing their 1974 model home ahead of all the opposition.

While race day was damp and dull and the overall scene was on a pretty low key, it was nothing compared to practice when heavy rain fell most of the time, and was so bad at one point that the session was abandoned early.

Results :

THE MONZA 1,000 KILOMETRES—Sports-Prototypes and GT—174 laps with one "chicane"—1,003.98 kilometres—Damp and dull

1st :	A. Merzario/M. Andretti (Alfa Romeo 33TT12—3-litre 12-cylinder)	Entrant: Autodelta S.p.A.—Italy	4 hr. 45 min. 47.4 sec.—210.657 k.p.h.
2nd:	J. Ickx/R. Stommelen (Alfa Romeo 33TT12—3-litre 12-cylinder)	Entrant: Autodelta S.p.A.—Italy	4 laps behind
3rd :	C. Facetti/A. de Adamich (Alfa Romeo 33TT12—3-litre 12-cylinder)	Entrant: Autodelta S.p.A.—Italy	8 laps behind
4th :	M. Hailwood/D. Bell (Gulf GR7-Cosworth V8—3-litre)	Entrant: Gulf Research Racing—England	8 laps behind
5th :	H. Müller/G. van Lennep (Porsche Carrera T/C—2.2-litre 6-cylinder)	Entrant: Martini Racing—Germany	9 laps behind
6th :	P. Pica/G. Pianta (Lola T282-Cosworth V8—3-litre)	Entrant: Giorgio Pianta—Italy	13 laps behind
7th :	R. Joest/M. Casoni (Porsche 908/3—3-litre 8-cylinder)	Entrant: Joest Racing—Germany	13 laps behind
8th :	J. Laffitte/A. Serpaggi (Ligier-Maserati 2.8-litre V6-cylinder)	Entrant: Automobiles Ligier—France	17 laps behind
9th :	J. Fitzpatrick/G. Loos/J. Neuhaus (Porsche Carrera RSR—3-litre 6-cylinder)	Entrant: Polifac Racing Team—Germany	24 laps behind
10th :	P. Monti/P. Smith (Chevron B23-Ford FVC—1.9-litre 4-cylinder)	Entrant: Pete Smith—England	24 laps behind
11th :	P. Keller/H. Heyer (Porsche Carrera RSR—3-litre 6-cylinder)	Entrant: Samson Kremer Racing—Germany	25 laps behind
12th :	J. Neuhaus/F. Pesch (Porsche Carrera RSR—3-litre 6-cylinder)	Entrant: Polifac Racing Team—Germany	27 laps behind
13th :	E. Bonomelli/M. Keyser (Porsche Carrera RSR—3-litre 6-cylinder)	Entrant: Bonomelli Squadra Corse—Italy	28 laps behind
14th :	W. Kauhsen/C. Schickentanz (Porsche Carrera RSR—3-litre 6-cylinder)	Entrant: Samson Kremer Racing—Germany	29 laps behind
15th :	H. Leguellec/R. Heavens (Lola T294-Ford FVC—2.0-litre 4-cylinder)	Entrant: Escudaria Montjuich—Spain	30 laps behind

Eight further cars qualified as finishers.

Fastest Lap : D. Bell (Gulf GR7) on lap 96, in 1 min. 31.3 sec.—227.513 k.p.h. (*record for circuit with one "chicane"*).



You can do it in an MG

ALAN COREN recalls his first sports car.

THE first car I ever owned was an MG PA Midget, five years my senior; which no doubt entitled it to the mastery over me it always showed. Its sturdy little doors were bound to its sturdy little body with piano wire (since what it conspicuously lacked were sturdy little hinges) and when you hit the brakes, the speedometer fell in your lap. In wet weather, it was fitted with a passenger, this being the only method of holding the roof on, and the combined roar of engine, exhaust, tappets, rear-axle whine and wind was a feature that has left me with a permanent shout: even today, gliding along on the silken purr of some modern seven-bearing crank-shaft, I have difficulty in talking below a shriek.

Now, some of you may feel that, as far as sales pitches go, they have come across more seductive examples. You are, with respect, wrong: when I bought the above item in 1959, it was twenty-five years old, had passed through almost as many hands, had been caned across some two hundred thousand miles of rough road, yet it remained not only an object of joy and love, but would also have gone up the North Face of the Eiger in third, if one had managed to get a decent run at it.

It cost twelve quid; and even granted that inflation has accelerated at a rate that would leave any sports car at the post, that was still not exactly a king's ransom in 1959. And yet, in terms of the mystique it conferred and the delight it afforded, its true value was incalculable.

Even stationary, the Midget did all I ever asked of it, viz. snatch girls' eyes from less worthy occupations and draw their attention to an object which might otherwise have passed as unnoticed as any other pimply duffle. After which, it was then up to me to capitalise upon it; and it is fair to say that to MG must go the credit for much of my character-development, required as I was to live up to the image of a dashing adventurer, a heroic hedonist, a bit of a dog, yet a mature and capable man withal, a bloke with the enviable gift of twitching something volatile out of the wet on a dodgy corner.

That is one of the great strengths of the sports car; it can be all things to all men, conferring maturity on youth, and youth on middle-age – I now recognise that there is no better rejuvenator for both the ego and the image than something low, snorty and mutli-carburetted. It is far less painful than having your follicles transplanted, and far less ridiculous than forcing your welling gut into a pair of flared hipsters.

All of this ego-boosting may well apply to women, too: I am constantly being told that girls are unconcerned with the panache bestowed by this motor car or that, but having seen a number of them hacking a roaring piece of pastel-painted metal away from the lights, giant sunglasses shoved with careful abandon into their coiffes and the dainty left hand twinkling over the gearstick for all the world like something attached to a busty Fittipaldi, I beg leave to entertain my doubts.

I thought long about the wisdom of saying what I finally decided to say next; I have spent large chunks of my writing life in attacking advertisements of one kind or another, usually on the basis of their nonsensical claims or the preposterous life-style they promote, and nothing sets my molars grinding more than a palpable lie tarted up to pass for truth. I naturally worried, therefore, whether I ought to bring this chat about sports cars in general down to the specific object of this advertisement by saying that the name MG is virtually synonymous with the words sports car.

What persuaded me to say that it was is the fact that it is true, and there is no denying it is true, and it is as good a way as any of moving from the general to the particular, since everything I have said about sports cars applies emphatically to the MG. It is an evocative and a haunting name, girt with romance and nostalgia, calling up another era. In a modern MG, one not only slips into the role of present hero, one picks up the accumulated heroics of all the blokes who ever sat behind that thrilling wheel-boss and its poetic enamelling.

In short, it is nice to think that there are still MGs around to drive.



MGB £1,567.04 including car tax, VAT and extras pack, (seat belts, number plates and delivery extra).

Book Reviews

"Fiat" by Michael Sedgwick. 352 pp. 8½ in × 5½ in. (*B. T. Batsford Limited, 4, Fitzhardinge Street, London, WIH OAH.* £5.00).

The gaps in one-make history are gradually being filled-in, so that the serious student of motoring history has at his or her command a very comprehensive reference source. It is perhaps astonishing that such an industrial giant as Fiat has only very recently been the subject of such a book. Fiat themselves, as befits an Industrial complex the origins of which date back to 1899 and which has absorbed so many of the smaller Italian motor manufacturers and has produced such a wide and complicated variety of catalogue and competition cars over the years, many of them possessing noted individuality, are history conscious. Their inimitable *Centro Storico* in Turin emphasises that and no-one has a better grasp of Fiat history that the Curator, Dr. Augusto Costantino. Consequently, it was both surprising and disappointing that past books issued by Fiat, while lavish and beautifully produced, neither entirely filled the bill, nor were completely accurate, a matter partially of the frailties of an English translation. Thus an independent book about the Fiat colossus, with its far-reaching ramifications, and its many subsidiary products apart from fast and slow cars and commercial vehicles, was overdue. It is such a complex subject that I am not surprised that even those writers avid to climb on the motor-publishing bandwagon shunned it. Only Michael Sedgwick, that industrious and erudite historian who has a distinct Fiat-flair and has for years contributed deep data to the Fiat Register magazine, was fitted for the task.

Now his book is here, how to assess it? It is a more modest tome, size-wise and pictorially, than I had expected. But the wealth of information it contains is formidable indeed. Sedgwick covers the whole evolution of Fiat, comparing its many models with those of rival manufacturers and with each other, quoting those endless production-run statistics, not only for Fiats but for other makes, which have only recently been available for inclusion in the historian's repertoire. He cites the political winds which have affected the Fiat picture; he does not flinch from expounding their mistakes, both as he sees them from Fiats he has driven and in terms of technical hindsight. He touches on the great racing days of Fiat, both before and after the first World War. Fiat aero-engines, Fiat aeroplanes, Fiat commercial and military vehicles, tractors, marine engines and the rest, all get a mention.

To cover such a vast field in one comparatively small book must have been a mammoth undertaking. It is reflected in the fact that this is not an easy book to read. It is essentially for Fiat fanatics and serious researchers. Sedgwick tends to dodge about to some extent with the many different models, so that recourse to the copious Index does not always take you directly to what you seek. A chronological order is, however, maintained and "Fiat" concludes with a very useful table of nearly 100 production models, well documented. The page-size cramps the pictures, so that while they are an adequate selection they hardly stand out as dramatic portrayals of what were dramatic cars. One becomes a little tired of certain "Sedgwickisms" as the reading proceeds, notably the number of "cryptos" with which he sprinkles the text, and although contemporary Press reports usually bear repeating in such a work, the interpretation is not always as intended. Thus Sedgwick suggests that I "obviously found much to commend" in the Fiat 2300 because I concluded my MOTOR SPORT report with the words "When I get older and enjoy straights more than corners I shall have nothing but praise for this Fiat". But it is surely more obvious that I thought the 2300 handled abominably!

It is flattering that the author thinks racing and trials successes had a definite influence on Fiat's falling or rising sales, and in view of the subject of our last month's Editorial it is interesting to be reminded that in 1929 the RACI demanded that those members owning foreign cars should quote their reasons for such unpatriotic behaviour!

Sedgwick has done a good job in packing so much important and fascinating Fiat history into one book and, what is more, making such history of real value to the seekers after the truth. He is not writing solely for enthusiasts; his artistry covers a broader canvas. This may at times make him a little sparing of depth in detailed descriptions of the various models but definitely there is sufficient about each to enable the enthusiast to enjoy the book, while not deflecting the attention of industrialist readers. I had, however, one or two disappointments. Sedgwick has been unable to carry the great Fiat mysteries any further than the rest of us—why Sir George Abercromby sued D'Arcy Baker in 1908 over a racing Fiat, what caused the blown 1½-litre cars to fail so early in the 1923 200 Mile Race—which momentarily had even the *Centro Storico* stunned when I raised it with them (I regard the author's proferred explanation that they "just shook to pieces" as weak) or how "Mephistopheles" was made to reverse in 1924. However, the very fact that Sedgwick has not shirked these topics indicates the coverage of Fiat to be expected from his book. Indeed, it reveals much that was new to me—Fiat's experimental production-type straight-eight, absorbing facets of Fiat in this country when raced by amateurs, and much, much more besides. I was disappointed that the reasons for Dante Giacosa using air-cooling for the second-generation Fiat 500s are not given, nor is there an elaboration on the matter of whether Sir Alec Issigonis or Dr. Giacosa was first with an East-to-West front-drive layout.

That, however, is carping, because this is a great book, which cannot fail to be referred to whenever Fiat matters are under discussion. If the Fiat-orientated enthusiast is prepared to wade through it and is not choked by statistics he or she will find every Fiat model, favourite or otherwise, put into sales and technical perspective, no mean achievement in itself. But "Fiat" goes further. It is the first book without factory prompting to tell the truth, the whole truth and nothing but the truth about one of the World's most significant industrial colossus—how it came into being, how it evolved, what it has achieved, to the extent that, if the fable that Fiat owns Italy is untrue, it is only just wide of the mark. Only Sedgwick, as a Fiat-ophile who is also an honest historian, possessed the energy required to compile this all-embracing work. The pictures, if small, are clear, printing errors are, for these days, minimal, and the only item to make me raise a reviewer's eyebrow is whether Rodwell Banks was ever with Castrol (wasn't it Esso?).

Whether your love lies with 501, 509, *Millecento*, Balilla, the Edwardian giants, Fiat's remarkable last-fling GP car, the *Topolino* or later Turin-inspired baby cars, Michael Sedgwick's painstaking book covers them all, not to mention the many models in between or coming after, each of which, the author maintains, was "unmistakably a Fiat".—W.B.

"British Sports Cars Since the War" by Martyn Watkins. 208 pp. 8½ in. × 5 in. (*B. T. Batsford Ltd., 4, Fitzhardinge Street, London, WIH OAH.* £2.50).

The motoring historian is a fortunate being in these times of the prolific publication of reference works. There have been several books about the evolution of the sports car, and now Martyn Watkins takes the story a step further, with concise but useful data on British post-war models. He divides this information into cars of the 1940s, 1950s and 1960s, with adequate pictorial support. As he also discusses the works-teams of that era, the latest sporting saloons, the very-small-output sports and sporting cars, and how the cars for sportsmen are likely to shape in the future, this can be rated a useful book.—W.B.

The Olyslager Auto Library, represented here by Frederick Warne & Co. Ltd., 40, Bedford Square, London, WCIB 3HE, has issued another of those pleasing pictorial depictions of the older cars, this one covering "British Cars of the Late Forties". It is edited by Bart Vanderveen and costs £2.45.

* * *

The Batsford book "Racing and Sports Car Chassis Design" by Michael Costin and David Phipps has gone into a further reprint, priced at £3.00. It first appeared in 1961 and was reissued four times thereafter.

* * *

Pearson's Illustrated Car Series now takes in the Hillman Hunter and the Hillman Minx from 1967, in a book priced at 75p and published by the Hamlyn Group.

* * *

The Glasgow School of Art, 167, Renfrew Street, Glasgow has issued, in a limited edition of 115 numbered copies, a book of charcoal drawings of 16 pre-war sports cars, some excellent, some indifferent, called "Replicas and Blowers". If any are left the price is £1.90.

* * *

The "FIA Year Book of Automobile Sport", which is an essential reference work for all actively associated with the Sport, is available in its usual format and 1974 edition from PSL, Bar Hill, Cambridge, for £2.95. It contains 772 pages, 225 photographs and 166 drawings, no mean feat during three-day working, and includes the 1974 Sporting Code with Appendices H and J, and the 1974 Championship rules.—W.B.

MINIATURES NEWS

IN MARCH I went down to the Swansea factory of Mettoy, to see on the production-line their new Giant Corgi replica of a 1973 Lotus 72 GP car. Corgi have made this larger scale model because this size is popular in Europe and not, they assure me, because Meccano Dinky have introduced a bigger 1 : 25 scale model of the Ford Capri. Corgi Juniors are to a scale of 1 : 72 and normal Corgi cars to 1 : 42 and 1 : 46 scale. But the giant Corgi, the Lotus, or the JPS, as they refer to it, is to 1 : 18 scale, an impressive size until you remember the pre-war P2 Alfa Romeo and Citroën models.

Mettoy model in Mazak, a zinc alloy. Other components are plastic injected moulded. Corgi car miniatures call for wheels of from ½ in. to 3 in. in diameter, in some ten intermediate sizes, and they are automatically put onto their axles.

I was surprised at the extent of the Mettoy works at Swansea, which might well have been producing full-size cars in mass-produced quantity. In fact, in making minute parts and small toys, the methods of the Motor Industry are closely followed, to the extent of automation and spray-painting, etc. Castings are put into rotating barrels to give a good finish for painting, so that another hand-operation is obviated. Before painting, the plastic mouldings and metal castings are hung on wire jigs that move slowly through the paint booths, where electrostatic and air-jet paint is applied. A few tricky parts are hand painted. Before this they have, of course, been degreased in a cold-rinse, phosphated, and again cold-rinsed.

Final finishing of Corgi miniatures embraces things like silk-screen printing and the attachment of suitable transfers. Assembly of the new Lotus 72 Giant Corgi is done by a team of girls, the assembled cars being tested for free running down a ramp, turned round if they are satisfactory, then packed into cartons and put onto a long belt-conveyor that takes these to the final dispatch bay. The number of operators in each assembly group depends on the complexity of the model being produced. The girls sticking on the transfers need good eyesight and steady hands, and some models require highly skilled hand-lining. The "Texaco" transfer which goes round the cockpit front of the Lotus model is actually in three parts, to ensure adhesion. The racing numbers, mirror "glasses" and JPS decals (19 transfers in all) are put on at this stage.

As I have said, the size of the Mettoy operation is very impressive, the Swansea factory having a floor-area of 500,000 sq. ft. and employing 3,000 operatives. Mr. Tony Norton, the Director and General Manager of the Swansea plant, who is a broad-shouldered giant who addresses you as "Squire", and who had but five minutes to devote to the Press, told me that a Corgi Junior contains about six individual parts and a normal-sized Corgi approximately fifteen. There are, respectively, a range of 50 and 90 variants, which adds up to an output of a million "pieces", as each toy is called, a week! Incidentally, Mettoy is a very democratic place, the Directors lunching frugally in the ordinary works canteen, at a small table of their own, no alcohol passing their lips—remarkable!

The design work and programming of the intricate jigs are done at Northampton.

As for the new Giant Corgi Lotus 72 model itself, it is a bigger-than-miniature miniature to warm the cockles of Colin Chapman's heart. It carries No. 1, as so often worn last season by Fittipaldi, and the silver valve covers of the Ford-Cosworth engine shine above correctly bent, golden-hued exhaust stacks. This is not a working replica, so the suspension and rear aerofoil will not move, and although the wide road wheels spin freely, the front ones do not steer. But the result is impressive, the model measuring 10½ in. × 2⅛ in. × 5⅛ in. Emerson is strapped in the cockpit, hands on the steering wheel, and each model comes with a tool-kit containing a spanner for the wheel-nuts, the wheels being detachable, spare nuts, and some Ronnie Peterson transfers. No. 190 in the Giant Corgi listing, the model is not recommended for young children because of its small accessories but should please many grown-ups, while I bet Chapman is envious of the high rate of production. The Corgi Lotus sells for £2.50. In smaller size Corgi now have replicas of several of the 1973 F1 cars and they tell me they had no financial encouragement from JPs over introduction of the Lotus, nor do they pay royalties to any racing-car manufacturer.

* * *

Grand Prix Models of Radlett have introduced a die-cast metal kit of a Ferrari "Breadvan", which sells for £3.30 plus 20p postage.

* * *

Auto Replicas of Parkstone announce a Morgan Plus-8 miniature of screw-together construction, with rubber tyres and steel axles, in which the front and rear suspension is correctly modelled and, moreover, works. It sells for £3. Future models from Auto Replicas will be a Porsche 356 Speedster and a 1938 Tatra Type 77a saloon.—W.B.

Following a letter about March models in "Vintage Postbag", we have received the following letter about these now scarce models:—

From His Grace the Duke of Richmond

Sir,

I was so interested to read the letter from Mr. Goulburn and to see the photograph of the March Model GP Mercedes.

I wonder if a little more of the background of this enterprise might be of any interest? I was a wildly keen model-maker from childhood and was later introduced to a very pleasant Mr. Seldon. This was in the mid-thirties during that slump (oh yes! those of us in our dotage have seen all this before, you know!) and he was looking for a job.

Saying he was a model maker too, I thought what fun to make up some models for enthusiasts and accordingly bought him a very primitive set of tools. I believe the only "advanced" piece of equipment was a treadle fret-saw! And he disappeared with these and one of my own "half models" to try his hand.

He returned in a few days with a really splendid replica and I could see that he had all the skill and ingenuity the work demanded.

Very shortly I turned him and self into a small company March Models Ltd. and installed him in a tiny flat over the Little Grosvenor Mews car service garage of my Kevill-Davies & March Ltd. activity in Berkeley St., W1.

With the addition of a boy, who also became highly skilled, we turned out a number of special commissions. Models for many of the racing drivers, a Motor Show display of a line of pits cars and drivers for Shell-Mex, and a large model of the single-seater Austin Seven record breaker for the Oxford St. Austin showrooms. Seldon turned out some brilliant work and even my friend Rex Hayes tells me he was considerably urged by our efforts, furthermore if anyone knows anything about model car making he certainly does!

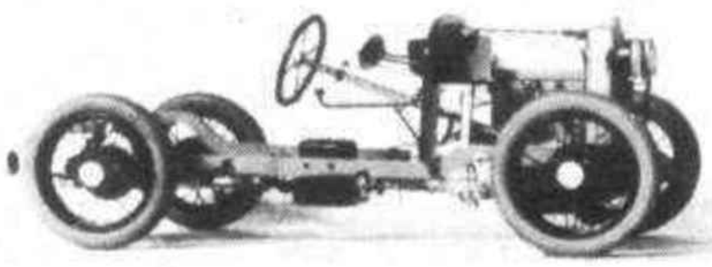
The little Merc in the picture was one of our first sallies into castings. Yes, they were rather expensive, as you say, Mr. Editor, but the work was real artistry. Let anyone who doubts it contemplate making a wire-wheel the size of a 2p coin. This, of course, was long before the ensuing and present age of all these brilliantly produced kits for assembly. Maybe we should have stayed in business a little longer, but Hitler, rather than Gormley, intervened. At a later stage Mr. Seldon went to Lagonda at Staines, where he modelled experimental designs for W. O. Bentley.

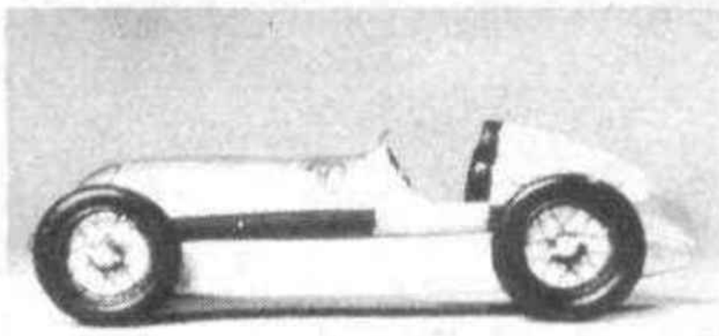
The affairs of March Models Ltd. would have been highly approved of by that odd section of society which regards the word "profit" as a dirty word, for apart from keeping Mr. Seldon's wolf a few feet from his door such profit as there was consisted purely of model mania and a love of craftsmanship.

London, W2 — Richmond.

Some of the pre-war March models, referred to in the accompanying letter from His Grace the Duke of Richmond. From l. to r. they are:— Freddie Dixon with his Riley "Red Mongrel", an MG Midget chassis, and a GP Mercedes-Benz.







VINTAGE VARIETY

The Editor drives some of the older Vauxhall, Austin and Bentley cars



PART OF VAUXHALL MOTORS' COLLECTION.—Alan Garland in the beautifully-restored 1918 D-type Vauxhall Staff-car, photographed at Luton.

ALTHOUGH there is no denying the publicity value of the older cars, some manufacturers have been either a bit late in collecting representative examples of their earlier products or, having collected and restored them, have allowed their collections to become scattered, even neglected. At the opposite extreme, there are now some splendid one-make museums in existence, pioneered on a major scale by Daimler-Benz in Stuttgart

Vauxhall Motors of Luton may not have their own museum as such but they are most conscientious about the historic cars which they have acquired and restored. These are kept in one building at the Luton headquarters and are looked after with skill and enthusiasm by Alan Garland. While they are now less apt to be used for the more strenuous runs, they make ample appearances in suitable events and are available to Vauxhall and Bedford dealers for special display purposes. How different from another large British manufacturer, which allowed two of its extremely interesting pre-war racing cars to become sadly neglected and, when asked if I could drive one of its notable vintage models, told me that it was not sure where this car was stored and then that it was undriveable.

The first car to cross the Rhine after the 1918 *Armistice was this 25-h.p. Vauxhall.*



A D-type Vauxhall Staff-car

No such casual approach to the past can be laid at the door of Derek Goatman of Vauxhall's Public Relations Department. He is proud of his Company's small but effective fleet of pre-war cars and it was with his encouragement and co-operation that MOTOR SPORT drove and described them, back in 1965. At that time a First-World-War Vauxhall Staff-car had been acquired but it was in a very sorry state and restoration would clearly take a long time. This work has since been completed and Mr. Goatman lost no time in inviting me to drive this rare and interesting car.

It was found in a scrapyard in the Brentford area some 28 years ago, its body chopped about, a five-gallon oil-drum serving as a fuel tank, and the mechanical decay severe. Today, thanks to Alan Garland and the encouragement of Vauxhall Motors, it looks as if it is about to leave the final assembly shop, *en route* for the Western Front.

The rebuild has been no mean feat, even with the facilities available. When dismantled, the old Vauxhall, which is one of the D-type, 25 h.p., four-cylinder, 95 x 140 mm. 4-litre models which the War Office put to such good use from 1914 to 1918, was found to be very badly worn in many ways. The c.i. pistons were a motley assembly, some with thick, some with very thin rings. The clutch plates were badly pitted, the gears had teeth broken off them, and even the cross-shaft in the steering box had somehow become bent. Practically nothing is known of how this came about or how the car was abused after it went into civilian service. But it seems highly likely that it was used as a garage towing-hack before Vauxhall's rescued it and took it away to Luton for a comprehensive rebuild.

Garland says that if the original pistons had not been in such a poor condition he would probably have used similar ones for the restoration. As it was, he had a set of aluminium ones made up, after the block had been sleeved to its correct bore size. Incidentally, all Vauxhall's cars of appropriate age are registered with the Veteran Car Club, who were notified of this change in piston material and the fact that replica mudguards had been made up. That apart, Garland was able to restore most of the original parts.

When the immaculate restoration had been completed the VCC was asked to date the car. Dennis Field made his usual thorough investigation, discovering that the Vauxhall seemed to have been first registered in East Ham in May 1919 but that the faded WD number IC-0721 on its bonnet applied to one of two of these 25 h.p. Staff-cars that had been landed in Egypt in 1916. True, the engine and steering box were stamped 1918, but these could well have been replaced after the Vauxhall had seen heavy war service. So Mr. Field was willing to regard the car as a 1916 model. However, Vauxhall Motors felt that the number might have been copied from a contemporary photograph and preferred to have the car dated 1918. It is a disappointing fact that neither the RAOC nor the Imperial War Museum were able to supply any information that might have established whether this is, indeed, one of the Vauxhalls that served in Egypt. They did not even say when the WD number was issued.

As it now stands, the car is a credit to Vauxhall's, being an excellent example of the D-type of the war years. It has a typically-Vauxhall side-valve engine, with the wide tappet clearances of 60-thou., fed by a Zenith 36HAK carburetter via a water-heating annulus, and cooled by a water impeller recessed in the front of the block, augmented by a fan with its blades ringed with wire. Ignition is by a Bosch ZR4 magneto that dates from mid-1913. There are priming taps in the head, but no self-starter. The engine no. is D2318A.

The engine drives through a multi-plate steel-and-phosphor-bronze clutch and four-speed gearbox to an axle with a straight-tooth final drive giving a ratio of 3.64 to 1. The chassis is likewise typically Vauxhall, with half-elliptic springing, a straightforward steering box, a 12-gallon rear petrol tank, and a tube radiator with the tall filler slightly canted forward to conform to the lines of the car. The wire wheels are shod with Dunlop herringbone-tread 880 x 120 tyres. The body is a roomy tourer, the back

seat well away from the front one, so that the Military top-brass sat with plenty of space before them, their feet on a big carpeted foot-ramp, in splendid but draughty isolation, for there never appear to have been any side curtains.

This was the kind of Vauxhall which, along with Sunbeam-built Clegg Rovers and Rolls-Royce Silver Ghosts, was much favoured by the War Office during the Kaiser War. The D-type Vauxhall, based on the 25 h.p. model which had nudged 100 m.p.h. on Brooklands, was in production for the War Office by 1915, when it was built at Luton at the rate of seven a week. During 1916 the output rose to eight a week and it went up fractionally by 1917. Some years ago I met in Fleet, Hampshire, a fine old lady of 90, who remembered driving these Vauxhall chassis to the docks in all weathers during the war years and she reckoned that, given the opportunity, she could still handle one. It was such a Vauxhall tourer that took King George V as far as a car could get, to Vimy Ridge in 1917. One of them was employed by General Botha in E. Africa and in another Allenby entered Jerusalem. They saw service in India, Arabia, Palestine, Cairo, Mesopotamia, and even in Petrograd. One of them set a record from Boulogne to Paris of 4 hr. 10 min., in the service of the King's Messenger Motor Service. In all, 1,998 were built for the War Department, suggesting that as the war went on, the weekly output was increased. Contemplating this fine specimen this year, I felt that I ought to be wearing uniform, instead of an office suit.

The D-type is again gleaming and immaculate. It has a Brolt generator, and brass headlamps that could be CAVs (the name plates have been almost polished out). Splendid new button-upholstery has been installed, made by a Vauxhall pensioner. The kick-plates under the doors read simply: "Vauxhall, Great Portland Street, W." An interesting detail is that no exterior door handles are fitted, but whether to reduce cost, conserve war-time materials, or deter undesirables from opening the doors, I know not. Anyway, the driver has to enter from the n/s, as there is no door his side, for the spare wheel lives there. Naturally, the finish overall is khaki. There was a minimum of instrumentation to confront a Driving-Orderly. Down on the flamewall there are just two brass-rimmed small dials, the left one showing fuel-tank air pressure, the other oil pressure. These had been elevated to a wooden panel at some time in the Vauxhall's life, but the original holes were left uncovered and indicated the correct location. To the right of these is the electrical panel, with ammeter, and a thick ignition turn-switch.

The engine has its own air-pump, that takes over from the hand-pump on the left of the dashboard to maintain the fuel feed. The oil pressure shows 20-25 lb./sq. in. at cruising pace. My first impression was of the truly lofty seating and the fact that the scuttle and single-pane screen cut off any sight of the front mudguards—indeed, only by leaning forward could I glimpse the radiator and bonnet, with their Vauxhall flutes.

When my turn came to drive I found big foot-pedals, with a roller accelerator between them, an inside r.h. gear lever, and a slender outside handbrake, outboard of the spare wheel, which I had to lean out to grasp. Once pulled back, however, this brake lever afforded unexpectedly powerful retardation, via the rear wheel drums. The brake pedal operates a transmission brake, best used merely to steady the car.

The thick-rimmed steering wheel controls accurate but sticky steering, quite light and not abnormally low-geared. Its hub carries the ignition and throttle levers and, in lieu of a choke, a smaller lever labelled "Rich-Normal-Extra". The ignition control can be ignored, as the four-cylinder engine demonstrates its surprising smoothness. The performance is sedate but very soothing, for this is a very strong, well-sprung, flexible motor car. The indirect gears are, however, very noisy, and not due only to wear.

As we travelled the roads of Bedfordshire and Hertfordshire sitting high in this fine Vauxhall touring car, I reflected that, slow as it was, it must have seemed amply fast to Generals used only to horse-flesh, although I would have thought twice about driving it the length of the battle-front under shell-fire. Had I been driving Allenby, let alone King George, I should presumably have faced a Court Martial, because at first I made some awful graunches from the gearbox. This arose because I had assumed the gate to be as on a 4½-litre Bentley or similar vintage car, or indeed, on my 1924 Calthorpe I had recently been driving. There were many permutations of gear positions in the vintage years, some of them very confusing, but generally the lower gears were inboard. On the Vauxhall the gate is conventional, except that you go forward-outside for 1st, and bring the heavy lever across towards you, forward, for 3rd. Having located bottom, the next problem is to snap the lever quickly from 3rd into top, because if you are too slow the dogs will growl loudly and leave you in neutral. Once understood, there is nothing to it, and the clutch is commendably smooth. To engage reverse, you lift a simple catch and shove the lever beyond top.

I greatly enjoyed my experience of driving this Vauxhall Staff-car, even if we encountered a heavy shower and had to erect the hood, which straps down in front.

Apart from this D-type and the other well-known veteran, Edwardian and vintage Vauxhalls in the Collection, which include open-bodied 14/40 and 30/98, Alan Garland is restoring one of the first Bedford commercials and I noticed a Chevrolet truck and a Vauxhall Ten saloon awaiting his ministrations. Mr. Garland tends to wrinkle his nose at the Ten but, remembering its baby-car m.p.g. from what was a full-sized family-car, it ranks as another Vauxhall milestone.

Some Austin Sevens

Immediately after sampling the old Vauxhall it was over to Knebworth House, where the 750 MC was holding an ambitious Press-day, to enable the staff of motoring papers to discover just why the members of this Club rave about their 747 c.c. cars. The Hon. Lytton Cobbold has already had Autocross and an RAC Rally stage in his grounds, and now an amusing little road circuit has been arranged, on which to try the assembled Austins. It was mostly too narrow for passing but was very reminiscent of pre-war Donington, with moments when I thought I was approaching Red Gate Lodge corner at Oulton Park and another when I thought I was dicing down to the memorial in Phoenix Park.

An informative booklet had been prepared about the cars we were permitted to drive and the entire function emphasises how alive the old 750 MC is. I drove first Reg. Nice's 1930 Ulster. This was his "Sunday-best" Ulster (he has two) and it was fun personified.



The Ulster Austin.

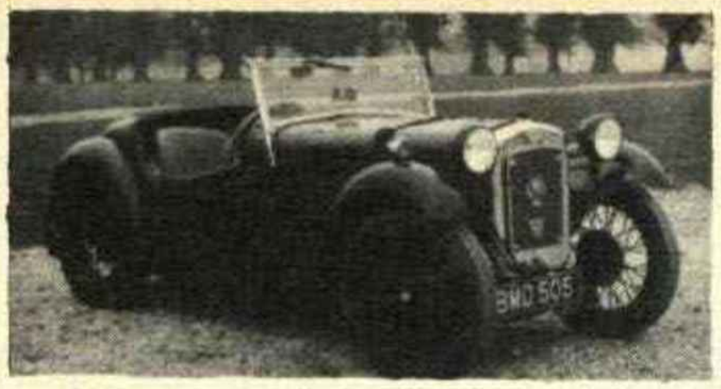
The Ulster sat down well once pulling brakes had been allowed for, I was confronted by "real" instruments, the owner's suggested rev.-limit of 4,000 came up easily, and the exhaust snarl, especially on the over-run, made me change into 2nd with the long, central gear lever just for the sheer joy of promoting these exciting sounds.



The Chummy Austin.

Next I tried Pat Thornton's 1928 Chummy, a very smart example which has been to Holland, entered the EEC via Brussels, and has even been observed by the RAC to do more than 43 miles on a gallon of petrol while averaging 24 m.p.h. round and round Silverstone—some way from my 60 m.p.g./50 m.p.h. target, but interesting nevertheless. I found the pace subdued, and the Chummy felt lifty on the corners and I had to lean forward to coax in 2nd gear in the tiny open gate. It was convenient to depress the starter button with the left foot. The engine was commendably smooth, although original except for the bigger crank; it is unusual for a 1928 3-speed unit in having coil instead of magneto ignition.

Finally, I got into Frank Anderson's rather rough and ready 1933 "65", by sliding back the tiny bolts that held the door shut—a dodge we used to employ before the war on much-used Chummies. Not so satisfying as the Ulster, this was quite a good sports Austin, but as it has a standard engine it also has the saloon-type ball-gate 4-speed gearbox, controlled by a long lever. It contributed its quota to the once-so-familiar sounds my many



The Austin 65.

Austins used to make—the zizz of a dry clutch thrust-race, the slight harshness of incipient clutch-slip, the rattle of a starting handle, the suspension clonks, the snick as a gear lever went home, the buzz of rising revs., the soft purr of a well-assembled power unit, the thrumming of impending crankshaft vibration. Also, there was the "underhand bowling" action you used to change up . . .

Nostalgic is an overused word but how else can I describe it? To thus turn back the clock to the formative years of a Club that is as active and ambitious as ever, and to obtain a glimpse of how motoring looked to Army Brass-hats of five decades back, fully justified the four and a quarter hours it took me to drive home in the modern BMW.

Bentleys at Silverstone

From Austin 7s to something larger and more potent! Having allowed me the privilege of driving his ex-Birkin blower-4½ single seater Bentley on the road last year (MOTOR SPORT, October 1973) "Rusty" Russ-Turner generously suggested that I should try it on the track after he had re-fitted those exciting twin 62 mm. SU carburetters so that it could be run on methanol. Consequently, last April I was made a member of the BDC for a day, signed a blood-chit, borrowed my youngest daughter's parachuting crash-helmet, and directed the BMW to the well-known Northampton circuit. Unhappily, the best laid plans . . . Rusty took the resplendent red Brooklands Bentley out to warm it up and was soon back in the Paddock, with water pouring from the engine. Another block had cracked. Considering that they cost him some £1,000-a-piece, he remained surprisingly cheerful . . .

In lieu of my drive in this very historic Bentley, I was sent out in Russ-Turner's cut-and-shut blown 4½-litre, retaining most of the original pre-war items, a sort of gentleman's sporting two-seater rather than a racer.

Thus I found the Bentley facia with the high-quality instruments and switch panel, although of course lowered and differently arranged. The pre-war Bentley r.h. gear lever, with a *handle* instead of a knob, is inside the car, the typical, matching brake lever outside the shapely body. The car has proper wings, full-width and aero screens, and comfortable bucket seats. The engine is bog standard, even to its c.r., apart from attention to the bearings and an unrestricted exhaust. It gains its urge from a big Wade supercharger on the o/s, sucking from twin SUs, which have an air-filter box over their intakes. All this interesting machinery projects from the bonnet side. The installation was done for "Rusty" by Adlards Motors. The supercharger is driven by a toothed belt, with a jockey tensioning-pulley, from the front of the crankshaft. It runs at engine speed and blows at up to approx. 7 lb./sq. in., which is perhaps 1½ lb. higher than is really good for the engine's sustained health.

The chassis is one of the 1939 MR type, with the overdrive gearbox. This, in conjunction with a 3.9 to 1 axle, the highest ratio made by Rolls-Royce, gives a decently high set of gears, using 6,50 x 16 Dunlop Racing back tyres. The weight of the car is in the region of 27 cwt., of which the blower installation accounts for approx. a hundredweight. Top speed is about 115 m.p.h.

I think "Rusty" is tickled to have two blower Bentleys, one almost vintage, the other a p.v.t., and he is now converting his two-seater 4½-litre vintage Bentley to Villiers forced induction.

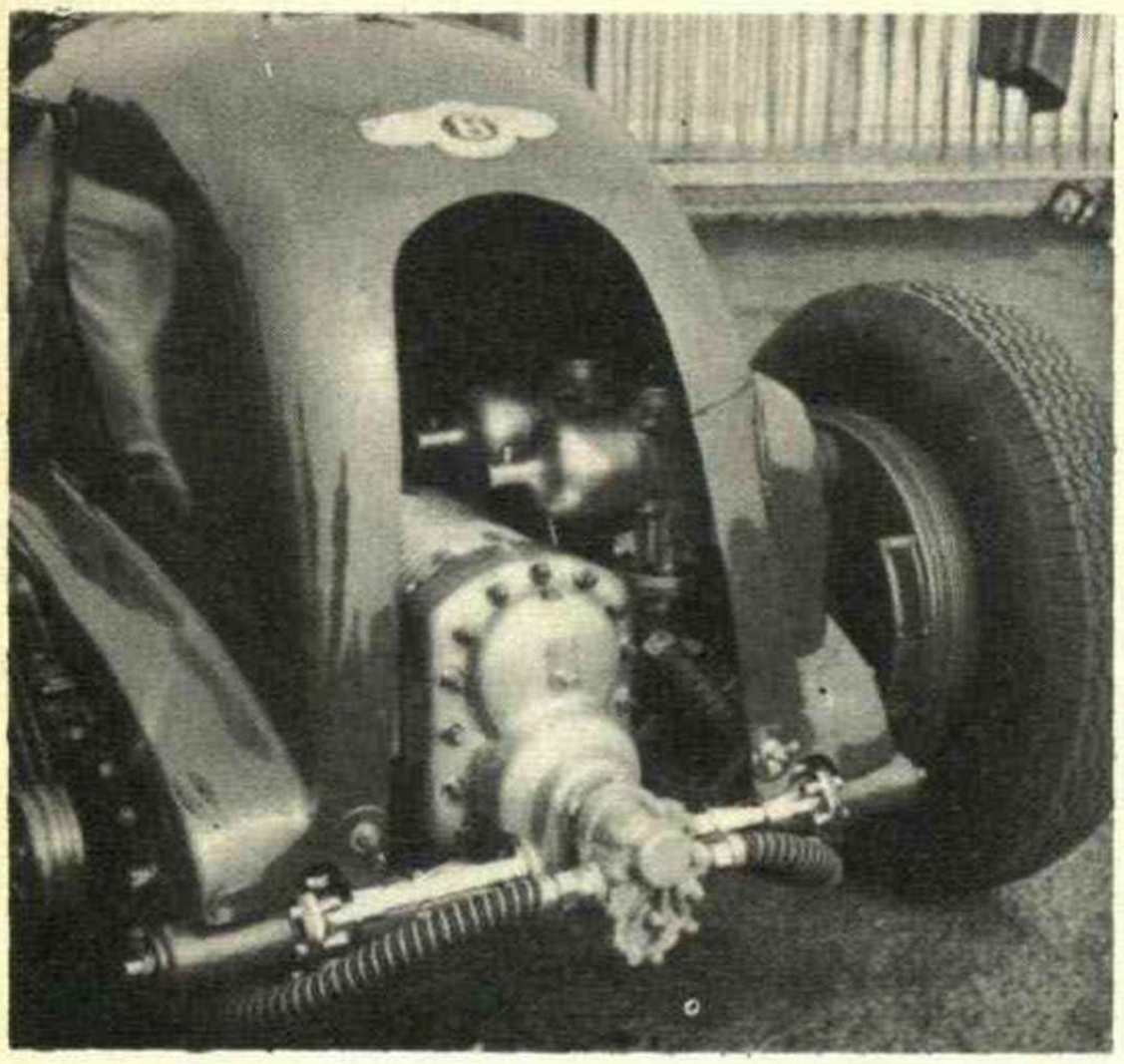
As I have said, the 4½ is a civilised pre-war Bentley Special, retaining the original (lowered) radiator, and keeping its fuel in a slender rear slab-tank.

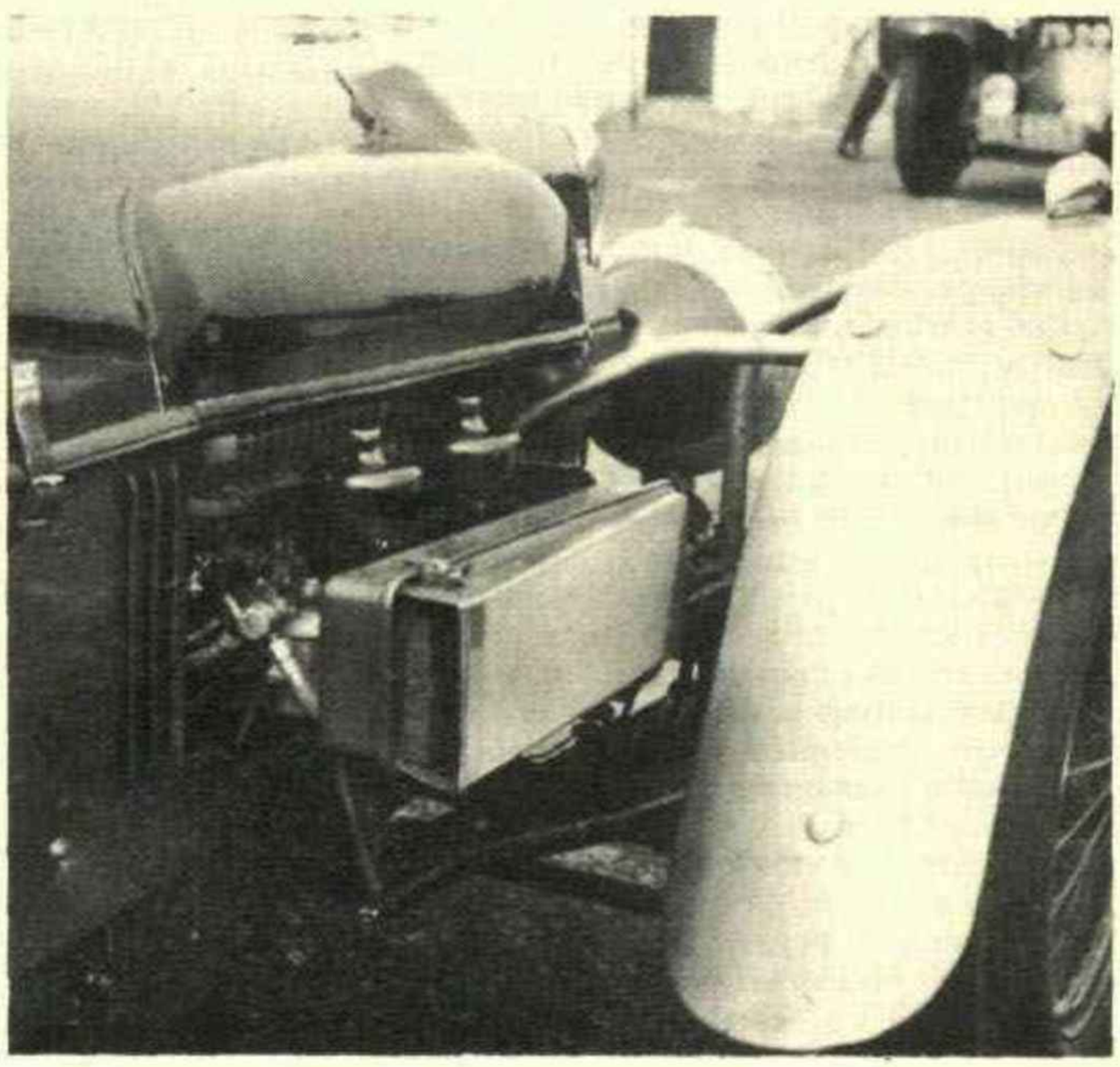
I enjoyed some modest lappery in this Bentley, keeping the engine down to 3,500 r.p.m. as requested, as it was still stiff. I found this came up very readily in 3rd gear, representing some 85 m.p.h., with plenty more to come—the danger mark on the tachometer is at 4,500 r.p.m., which would normally be used. The gear change justifies the "knife-through-butter" tag, being delightfully smooth and willing. The Bentley mechanical servo brakes are retained and are smooth and powerful. The steering is likewise delightfully smooth and light; the wheel-hub retains the plated minor control-knobs, including that for stiffening up the back half-elliptics. On the corners the car sat down well, understeering slightly.

That, then, was my day at Silverstone, apart from some enjoyable laps in a very taut and smooth Morgan 4/4 with Ford 1600 engine, which the BDC Competitions Secretary had brought along, as his 4½-litre Bentley was temporarily devoid of mudguards. I felt mighty sorry for Russ-Turner, who was hoping to run the single-seater at Ghent, with the big carburetters, and now had insufficient time in which to repair it.—W.B.

"The Classic MG Year Book, 1973", which illustrates older MGs in action round the World, is available here from Transport Bookman Ltd., Syon Park, Brentford, Middlesex, for £4.00.

WHERE THE POWER COMES FROM.—Left, *the two 62-mm. SU carburetters which feed the ex-Birkin Bentley single-seater's Villiers-Roots supercharger;* right, *the Wade blower installation on the* 1938 4½*-litre Bentley Special. Both Bentleys belong to "Rusty" Russ-Turner.*





Last year Gulf produced three cars...



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What's one of the world's largest oil-producing companies doing building racing cars?

Well, this way we know more exactly how our motor oils perform under severe stress conditions.

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Gulf **We build our cars to help yours run better**

Opel Ascona 1900 SR. 0-50 mph in



In these days of speed restrictions, top speed may seem slightly irrelevant. But the figures indicate that the Opel Ascona is a very lively car under any circumstance – and that it has a very useful and very quick reserve of power, should the need ever arise.

And its handling matches its performance. Motor: 'We have repeatedly praised the handling and roadholding of the current breed of Opels and that of the 1900 SR is almost beyond criticism.' Autocar: 'All our drivers commented that the roadholding was superb, not only in the dry but even – less expectedly – in the wet.'

So, this deceptive looking family saloon turns out to be a real driver's car – and one with a high degree of refinement. Standard equipment includes front disc brakes, carpeting throughout, electronic clock, cigar lighter, additional halogen driving lights, electric windscreen wash with two-speed wipers, reversing lights, emergency flashers, heated rear window. And above all, that Opel quality of 'feeling right' the moment you sit in it.

It's also exceptionally robust. In a recent reliability report prepared by Sweden's government-controlled Motor Vehicle Inspection Company, the Ascona came fourth out of fifty-nine cars. (There were three Opels in the top eight.)



As Autosport concluded: 'The Ascona's good looks are unobtrusive, but the high standard of finish and the fit of the doors and bonnet are a guide to the class of engineering that is embodied in the less visible components. Similarly, the refinement of running and the smooth action of all the controls bear witness to the precision of construction.' (Ascona 1·6.)

Drive one – you could end up buying one.

Ascona 1900 SR, as illustrated, from £1,778. Prices start from £1,621 for the Ascona 1900 two-door, with laminated windscreen and limited slip differential as standard.

Opel prices start from £1,125. *Car.

There are over 180 Opel Dealerships throughout the UK. For more information, please ask the operator for FREEFONE 2114 (there is no charge for this call) or telephone 01-397 6318/9. We will send you the name of your nearest dealer, a complete price list, and brochures on the models which interest you.

Prices, which are correct as at 1st May 1974, include car tax and VAT. Seat belts and delivery extra.

OPEL

German engineering at its best

Campari con da Vinci

Oh she was a moaner, was Lisa,
She looked like the back of the Forum.
She hadn't a clue
What a model should do
In terms of allure and decorum.

Leonardo made faces
And twiddled his braces,
But every diversion fell flat.
Till he bought her a sari,
And gave her Campari
*Purloined from an old oaken vat.**

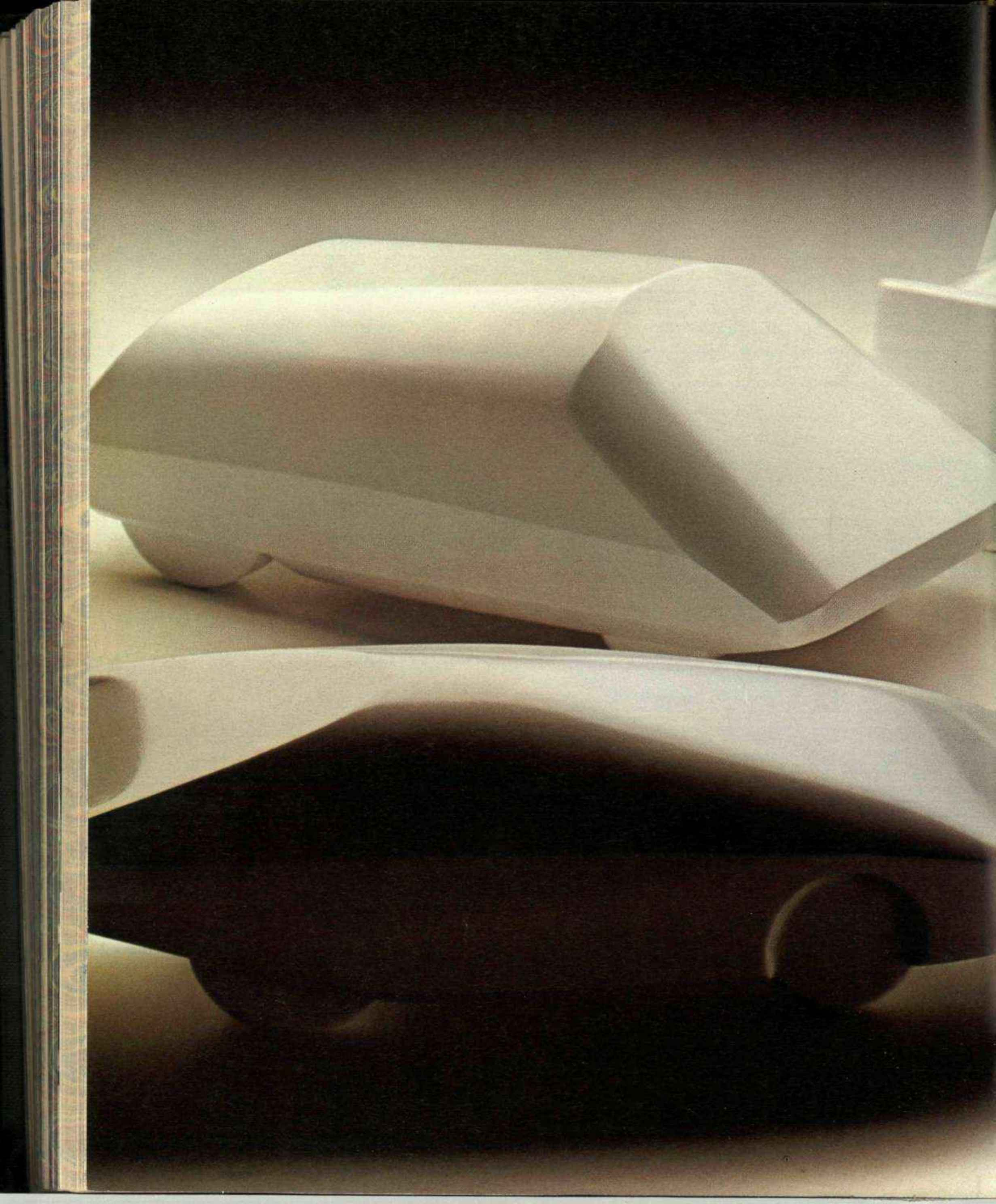
That cryptically pink
And improbable drink
Brought a smile to her lips and some zest.
And while she was grinning
He made a beginning
With sketches - and you know the rest.

* If our V.A.T. were only oak.



EAST AFRICAN SAFARI

Tenacity and a policy of "softly, softly, catchee monkey" paid dividends for Safari winners Joginder Singh and David Doig; whilst faster cars broke themselves on the rough, muddy Kenyan roads, their 1.6-litre Mitsubishi Lancer GSR (*above*) was always poised to take the lead. The Porsche Carrera of Björn Waldegård and Hans Thorszelius (*below*) seemed a certain winner but rear suspension collapse demanded so much repair time that it fell back to second place.



Woe betide any oil company that lags behind.

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

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

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

Quite the reverse.

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

And they do.

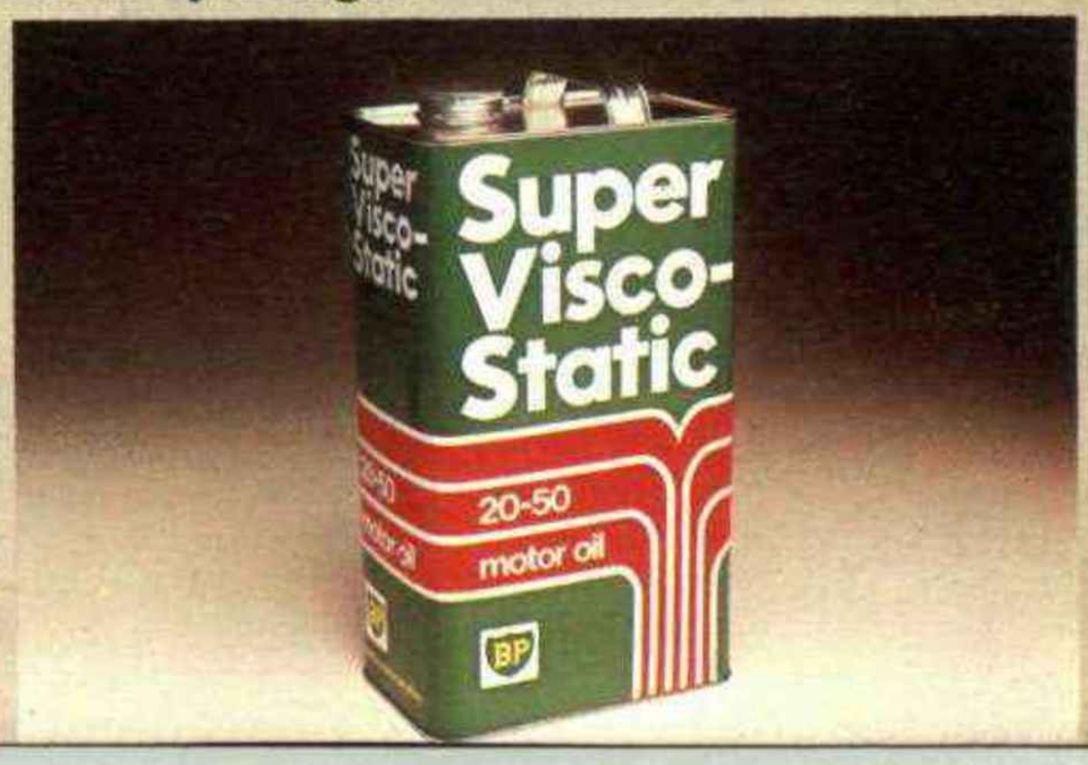
Giving us an undeniable advantage in the development of motor oil.

Hence Super Visco-Static.

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

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

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



SPANISH GRAND PRIX

THE TWO FERRARIS of Niki Lauda and Clay Regazzoni move away on a rain-soaked track at the start of the Spanish Grand Prix at Jarama. Ronnie Peterson, whose Lotus is out of the picture to the right, led in the early stages, although Lauda eventually scored a convincing victory ahead of his team mate. Behind Regazzoni can be seen Ickx's Lotus and Emerson Fittipaldi's McLaren M23.

JODY SCHECKTER drove the brand new Tyrrell 007 to fifth place in the Spanish Grand Prix, although he earned his grid position in the older Tyrrell 006/2. Unfortunately his team mate Depailler crashed Tyrrell 005 during final practice and the Frenchman was allocated 006/2 for the race, both drivers starting from positions earned in another car and taking full advantage of the latest practice car ruling.



HANS-JOACHIM STUCK drove a determined race in his works March 741 (*above*) to earn fourth place and the Siffert award, only being passed by Fittipaldi's McLaren in the second half of the race. Jean-Pierre Jarier's UOP Shadow is seen on the right ahead of Merzario's Williams on the entrance to the uphill Rampa Pegaso corner just before Merzario crashed over the guardrail and injured several photographers. He has just touched the rear of the Shadow, dislodging his car's nose fins and putting them into an "uplift" instead of "downforce" position, causing him to understeer straight off the track. Bottom right, Tim Schenken gave the smart Ron Tauranac-designed Trojan its first Formula One outing and continued to the end although all sorts of minor problems cropped up, while Chris Amon's new car (*below*) was running last when a brake shaft failed and put him out of the Grand Prix.













BELGIAN GRAND PRIX ORGANISED on the Nivelles-Baulers autodrome near Brussels, the Belgian Grand Prix ended with victory going to Emerson Fittipaldi's McLaren M23 by a matter of feet from the Ferrari of Niki Lauda (*below*). Above left, a crocodile of cars speeds through a fast, grass-lined swerve headed by Beltoise (BRM), Merzario (Williams), Depailler (Tyrrell), Pescarolo (BRM), Hailwood (McLaren), Jarier (Shadow) and Ickx (Lotus). Above right, Fittipaldi and Lauda celebrate victory. French sports-car driver Gerard Larrousse drove the Bretscher Racing ex-works Brabham BT42 originally intended for the injured Silvio Moser.



VSCC

SILVERSTONE

TOP: "Driver of the Meeting" Richard Pilkington, second in the 15-lap Allcomers' Race in Simm Phillips' Cooper-Bristol *Left*—a contrast in VSCC machinery, Freddie Giles' very quick-cornering KTOR-JAP-engined GN "Salome" seen above the picture of the Sellers/T. Gjertsen Light-15 Citroen roadster. *Right*—that hard-tried Frank Lockhart with the 3-litre single-seater Rover well wound up, with Van Rossem's 1952 Cooper-Bristol pressing him hard! All the atmosphere of a vintage Silverstone was there in full measure, in spite of a very biting wind and rain for the 40-minute High Speed Trial See report on page 570.





MONZA 1,000 Kms

POTENTIALLY the top sports-car teams of 1974, Matra-Simca and Alfa Romeo met for the first time in strength at the Monza 1,000 Kms. and the result was decisively in favour of the Italian make. Merzario (pictured, leading Beltoise) started from pole position, and although his car shared with Andretti was led by Pescarolo and Beltoise in turn, both Matras retired with engine failures.



SWISS DRIVER Silvio Moser (Lola-BMW in the background) had one narrow escape early in the race when a Porsche 908/3 spun in his path, and later on an almost identical incident led to him crashing and sustaining severe injuries.



A BURST TYRE almost put Facetti's Alfa Romeo out of the race. It happened on the straight, the car went off the road and back on again, arriving at the *chicane* out of control. After repairs the car finished third.

THE GULF GR7 in the hands of Derek Bell and Mike Hailwood finished in fourth place despite a series of problems. It is seen overtaking the venerable Porsche 908/3 shared by Reinhold Joest/Mario Casoni.



What's rich in wool, light in weight and right in style?

Bucks trousers carrying the Woolblendmark.

Bucks are an elegant blend of new wool and polyester.

Bucks feel comfortable, look good and wear well. They shed wrinkles and keep the crease.

Bucks are available in a very wide range of styles, patterns and colours, all with the Woolblendmark symbol of quality.

So step into wool-rich Bucks trousers and look good all year round.

Bucks

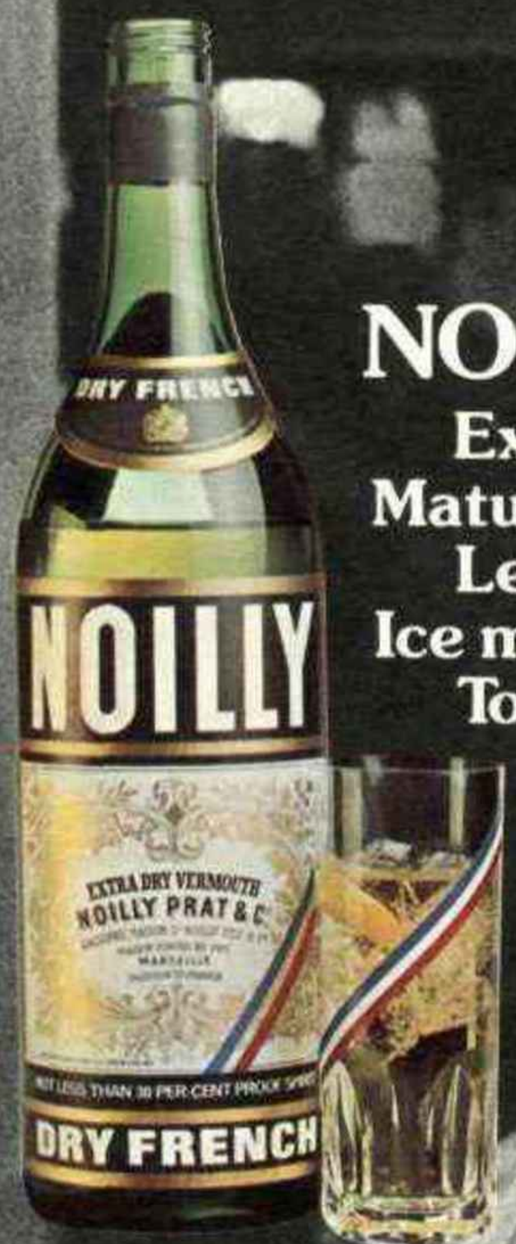
65% NEW WOOL
35% POLYESTER

SPA 1,000 kms. SUCCESS AND DISAPPOINTMENT.—The Matra-Simca team won the Spa 1,000 Kilometres race, Jacky Ickx sharing the winning car with Jean-Pierre Jarier. In the Gulf GR7 (*below*) Derek Bell recorded the fastest practice lap, and was contesting the lead until the fuel pressure gauge broke, then later spun at the Malmedy *chicane* and needed to have a new nose section fitted.

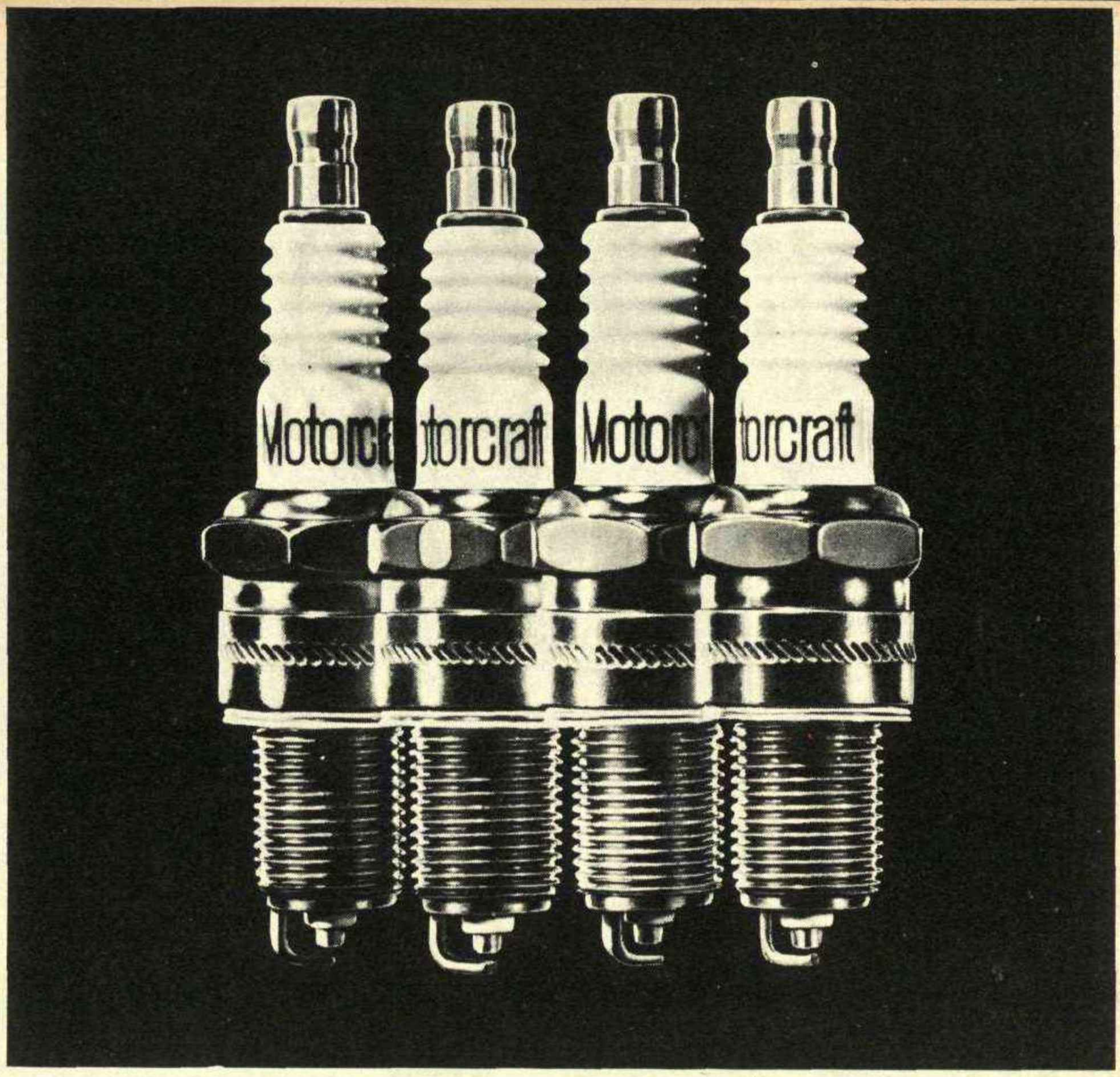
ZA SANDWICHS

NOILLY. The French.

Experience makes it.
Maturity makes it perfect.
Lemon makes it tangy.
Ice makes it cool.
Tonic makes it sparkle.
People make it perfect.
NOILLY PRAT.
Peculiarly French.



1923 Miller 122 s/c 2 litre



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

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

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

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

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

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

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

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

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



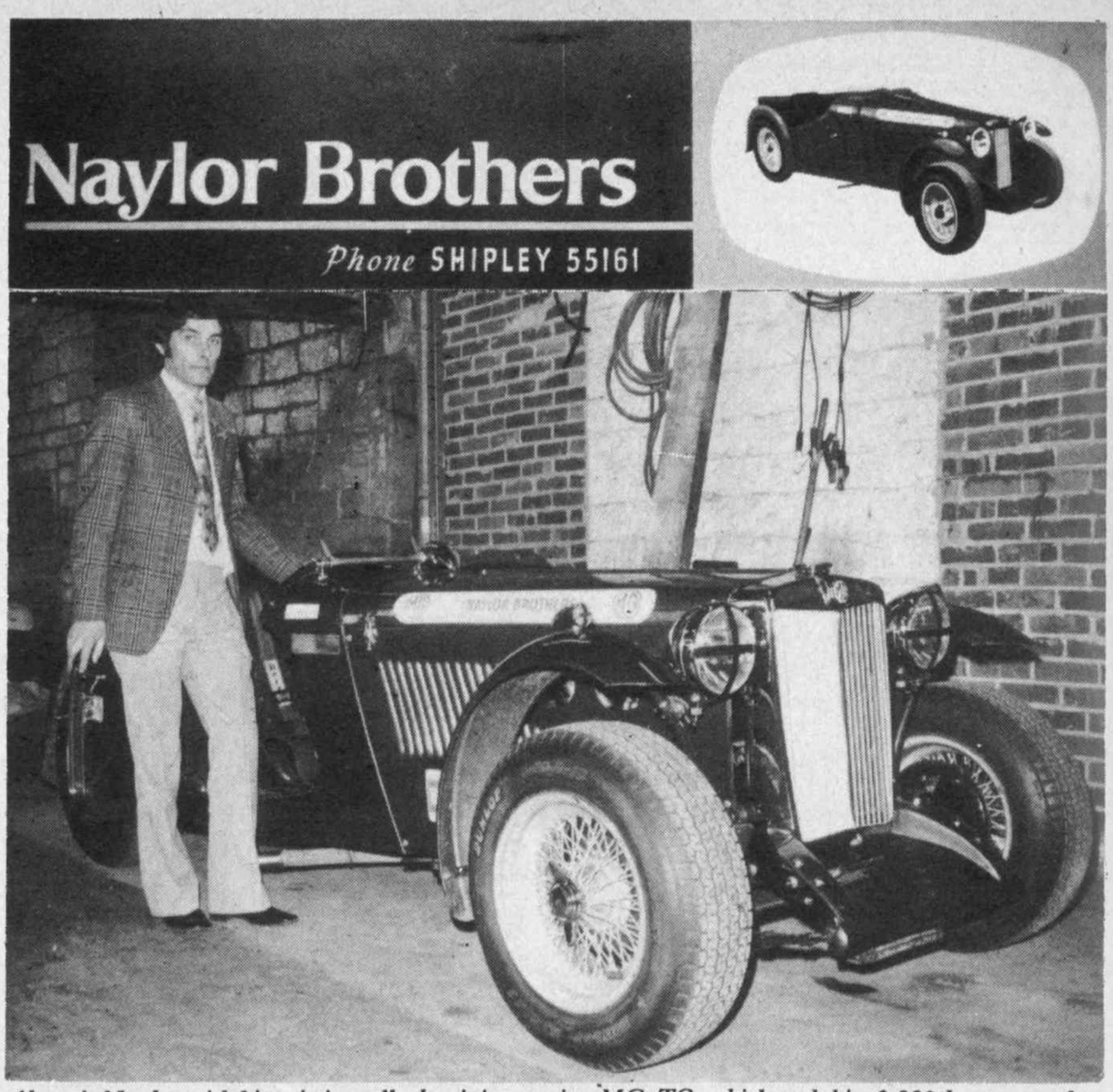
Quality parts for most popular cars

Renovators of Tired T-Types

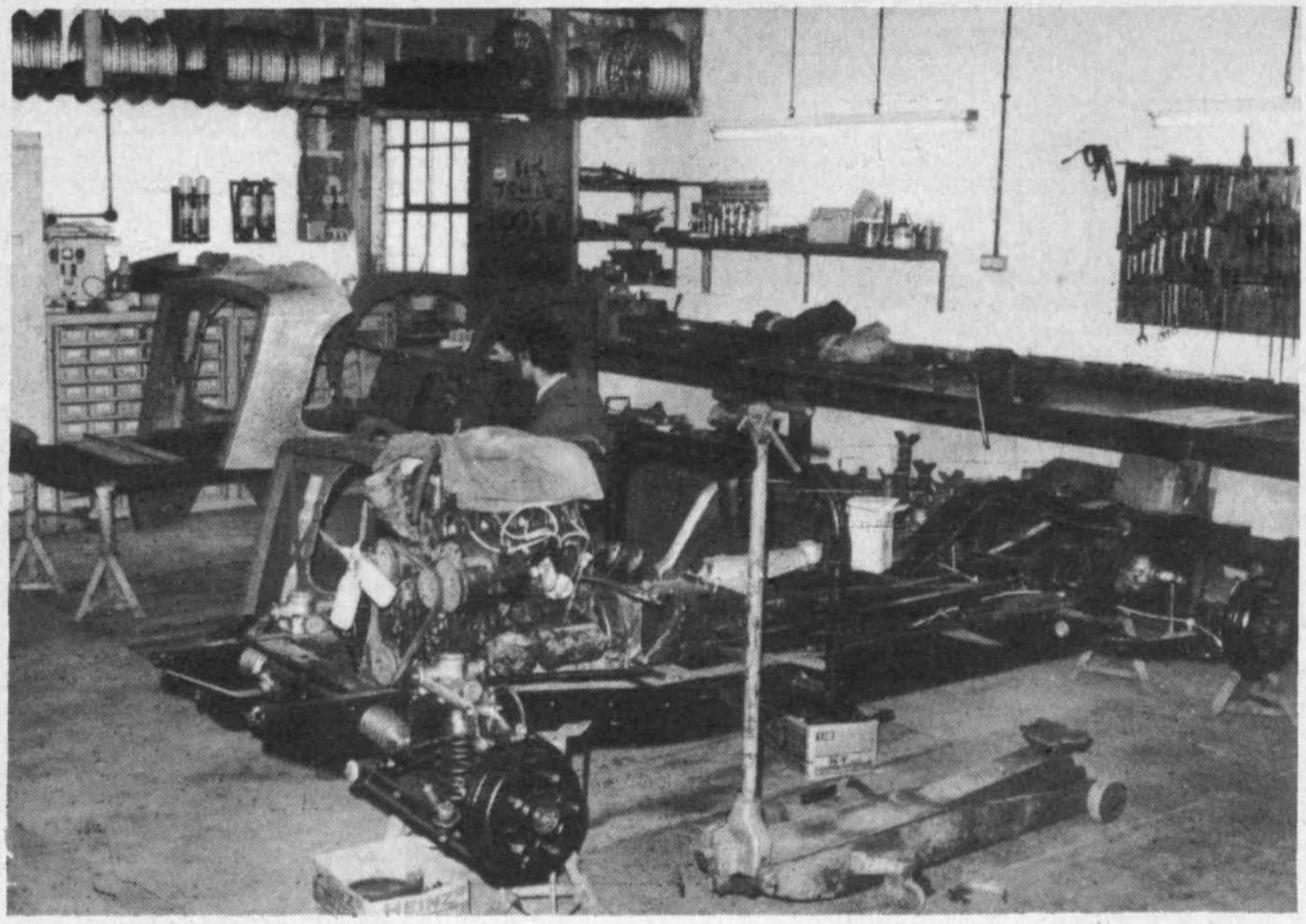
ESHOLT, a suburb of Bradford, is developing another claim to fame besides the sewage works which annually provide a spectacular stage in the RAC Rally. In an old mill just off the main Shipley to Guiseley road, Alastair Naylor has created almost a miniature of the MG car factory, Abingdon, as it might have been in the late 1940s and early 1950s. His firm, Naylor Brothers, claims to be the largest restorer of T-type MGs in the country, but not only the proliferation of MG chassis and spares smacks of Abingdon: even the smell is in character. The MG factory sits next door to the Pavlova leather company and an unforgettable memory of the period I spent with the MG Car Company is of the smell on the days when the wind was in the wrong direction. Naylor Brothers face a similar aroma in the premises they share with a firm treating sheepskins.

Airedale Garage, Hollins Hill, Esholt, Shipley, where today MGs are rebuilt completely from the chassis upwards, is not unaccustomed to car production. In the 1920s Airedale cars were originated and produced under the same roof by Mr. Griffiths, who until his retirement recently was a director of Sharpe and Griffiths, Chrysler dealers, half-a-mile down the road from Naylor Brothers.

Alastair Naylor provides a service for MG TA, TB, TC, TD and TF owners similarly comprehensive to that provided by Oldham and Crowther (featured in the January issue of MOTOR SPORT) for Jaguar XK owners. He is, of course, by no means alone in offering MG restoration in Britain; several smaller firms throughout the country can offer a similar, if not quite so comprehensive, service on a less extensive scale. Naylor Brothers could be said, perhaps, to lead the league in MG restorers in the way that Toulmins are said to be the largest dealers in spares for old MGs.



Alastair Naylor with his pristine, all-aluminium racing MG TC, which took him 2,000 hrs to complete.



A TD chassis undergoing renovation prior to rebodying, the owner in this case electing to rebuild his own engine. Peter Swift panels a new TA frame in the background.

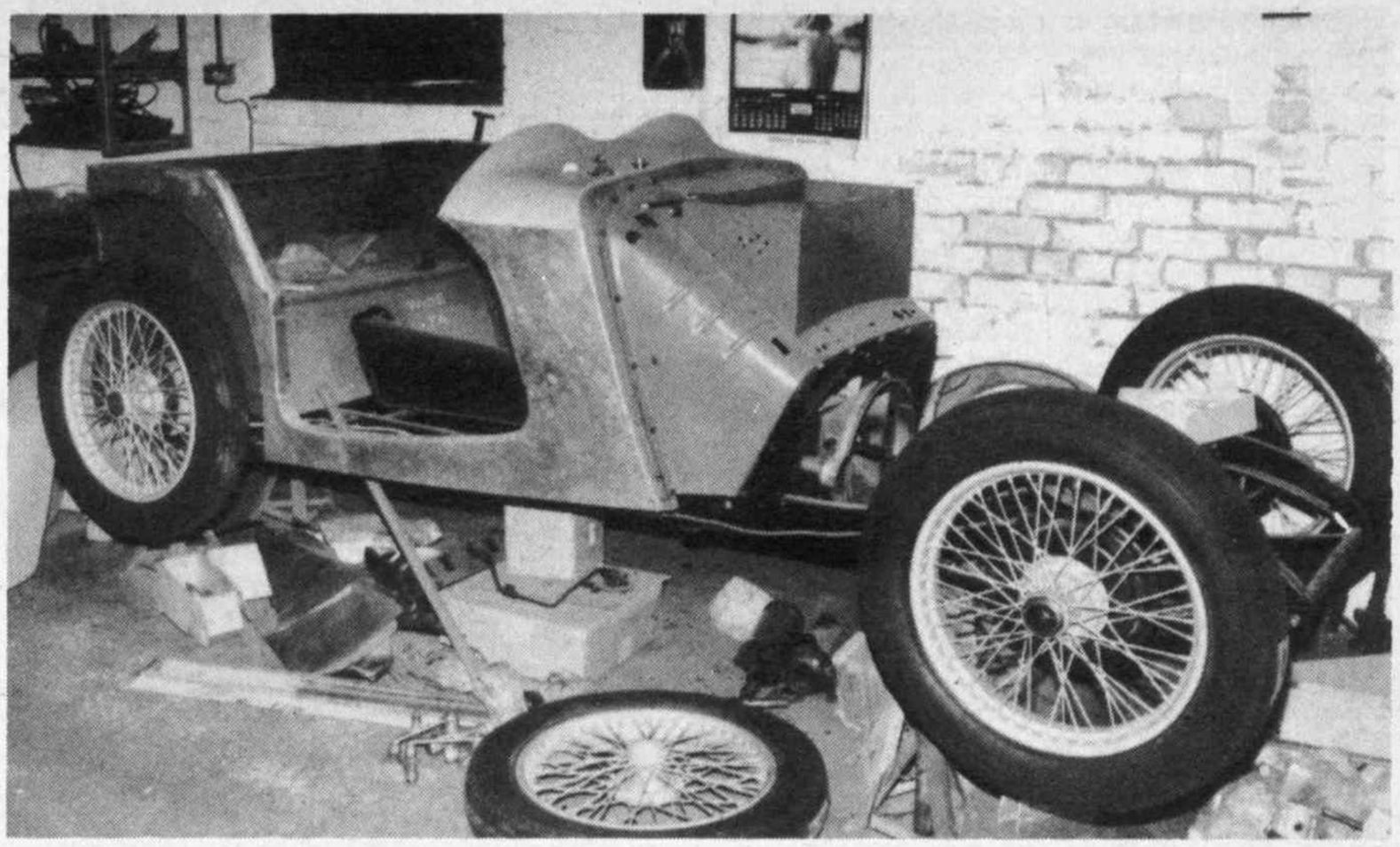
Like Jaguar XKs, old MGs of any type have become an appreciating asset, quite staggering prices being fetched by better examples of the *marque*. They will doubtless continue to appreciate, too, which is just as well for a full Naylor T-type restoration can cost anywhere between £2,000 and £3,000 in addition to the initial purchase price. If that sounds silly money to expend on what were originally cheap 70 to 80 m.p.h. sports cars which even the younger end of our readership will be able to remember as an everyday sight on the roads when in their mechanical and bodily prime, then it is easy enough to justify it in terms of Naylor costings, even if some of us would find it easier to justify spending the same amount on restoring more exciting machinery. Every full restoration takes at least 1,500 hours, on top of which is the cost of materials and as Naylor says, if every hour was charged for, restoration would not be a viable proposition for the customer. Nevertheless, there are at this moment 22 MGs undergoing or awaiting complete or partial restoration at Airedale Garage and in the few years which Naylor Brothers has been running, 18 full rebuilds and approximately 40 partial rebuilds have been completed.

Of course the majority of T-type owners are real enthusiasts whose delight in ownership is as much in undertaking their own restoration and maintenance as in driving the cars and a large part of the Esholt business is in catering for their needs, in body parts particularly. Unlike XKs, T-type MGs rely on a wooden body frame, held together

and mounted to the chassis by a steel frame, to support their body panels. These are the bugbear of T-type restorations, almost always needing replacement in whole or in part, difficult to make as one-offs, practically impossible to buy until recently, yet the critical backbone of the cars. Naylor Brothers has come to the rescue by putting brand-new body frames into production, built in English ash to the identical specification produced originally by Abingdon and available to the restorer either in parts to be built up by him like a sort of jig-saw puzzle, or ready-assembled as a basic frame, or fully built complete with new body panels ready to drop straight on to the customer's chassis. It has been a remarkable achievement to implement the re-production of no less than five body frames, the last of which went out of production in 1955. Each frame contains at least thirty parts and hardly any of them are interchangeable between the different models; for example, while the TC was derived almost directly from the TA, only about four parts of their frames are interchangeable; additionally there are two types of TA, the early one having wider rear wheel-arches and consequently a narrower rear frame than the later model with wider fuel tank; and the TD and TF are totally different again. The frame of the rare TB, however, is identical to the wide TA version.

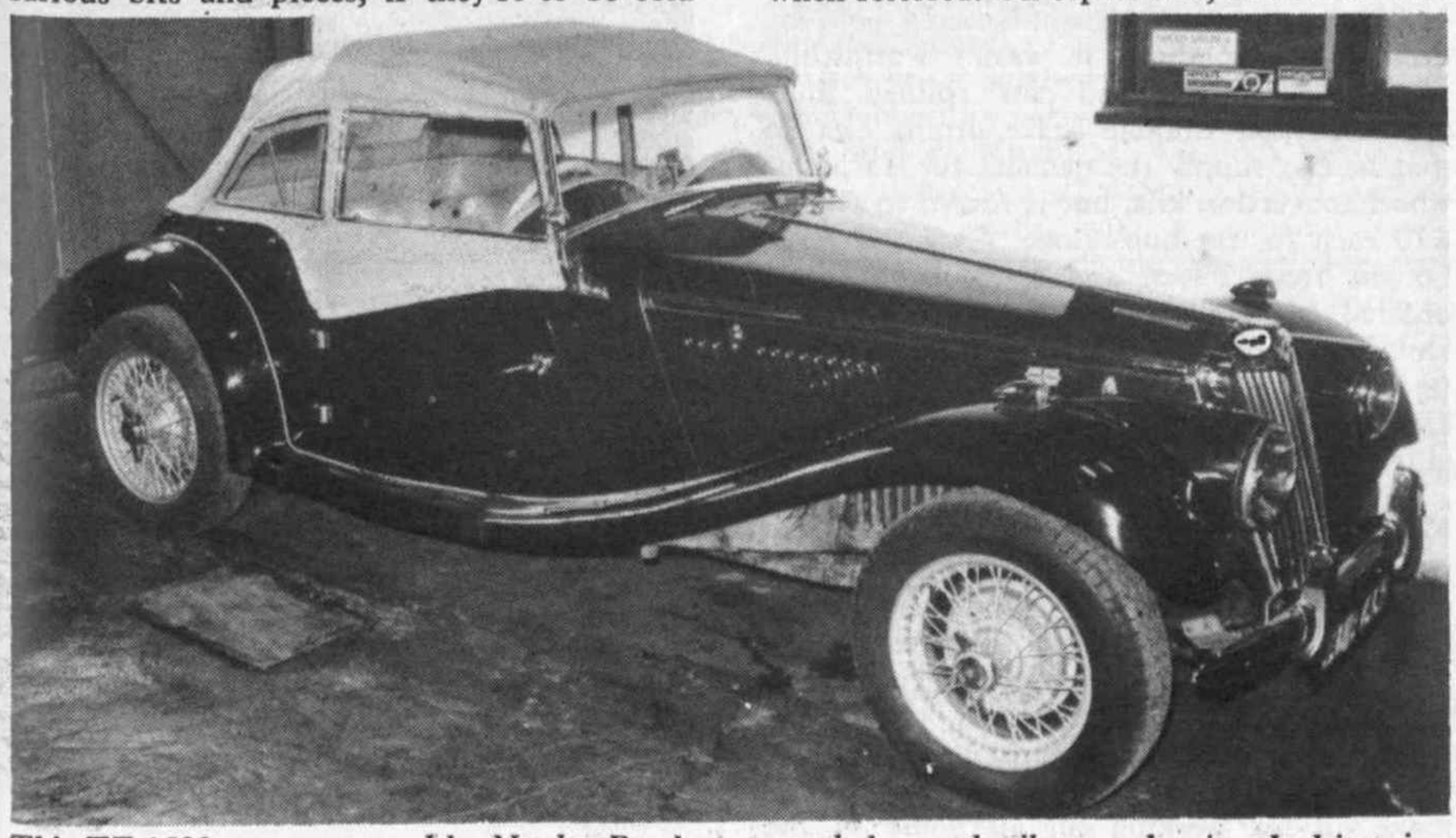
Naylor's carpentry is undertaken at a separate establishment elsewhere in Bradford run by Philip W. Robinson and Donald Stainburn, craftsmen whose meticulousness is revealed as magnificent on close examination of the new frames, or "carcasses", as Robinson calls them. They work from accurate, full-scale drawings and templates prepared by Robinson, himself the owner of a superbly restored TF, from original parts. Seasoned ash is purchased in two-inch-thick planks, marked out with the templates, roughed to shape with a band-saw and finally shaped and finished on a "wheel and bobbin" machine, a sort of overgrown sander which has made the spokeshave redundant for achieving curved shapes. All wooden panels, including the floorboards, rear dashboard panel and the facia itself, are cut from exterior grade mahogany plywood. The multifarious bits and pieces, if they're to be sold as complete body frames rather than as jig-saws, are put together as sub-assemblies, bolted to the new steel frames made in wooden jigs by Stainburn and fully assembled on old slave chassis kept in the workshop. Completed frames are taken to Esholt, where if required they are panelled by hand by Peter Swift, though it is the intention that Robinson, an expert pattern maker, will make formers so that the body skins can be produced and fitted in his workshop.

As completed skeletons these MG frames look relatively simple and it is only when the thirty or forty pieces are seen separately that the amount of work which goes into them makes an impact. Then the £278.60 which an assembled, unpanelled, timber, wide TA frame costs seems reasonable, for the individual parts are moderately priced from 70p upwards. However, a customer could make quite a saving by assembling the frame himself. Similar unpanelled frames for the other models range down to £241 for the TF, while panelled bodies range from £380 for the narrow TA to £355 for the TF, ironically probably the most valuable model when restored. On top of this, most customers are almost certain to need new doors, available in ready panelled form around new ash frames for approximately £45 *each,* in which case the customer might try advantageously to save his old door panels, for the frames are a more modest £15 each.

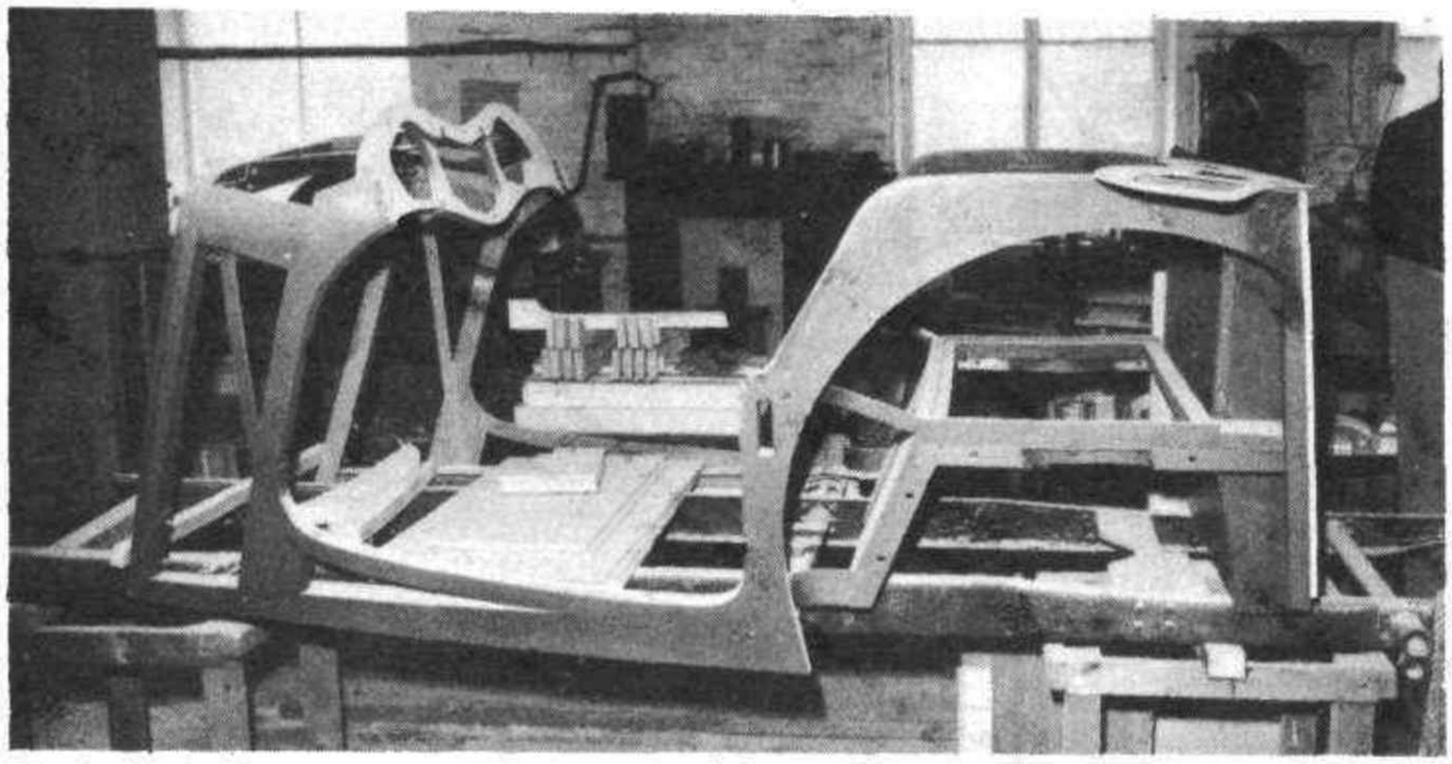


A new, panelled shell is mated to a renovated TA chassis, using the original bulkhead and scuttle.

Alastair Naylor refuses to contemplate restoring old body frames on his customers' cars—"They'd be back in three years to have the rest repaired"—an expensive, false economy. On the other hand an enthusiast renovating his own car on a limited budget can buy individual wooden parts from Naylors, suitable for mating up with the original Abingdon frame, so that only the most decrepit parts need be replaced. Likewise Naylor does not welcome the job of stripping the old body panels off the old frame in order to retain the old skin: it would be sensible for a do-it-yourself restorer to do so should the panels be restorable, but to pay somebody else to do this difficult and time-consuming job (the metal is lapped over the wooden frame) would cost practically as much as buying a repanelled body. Incidentally, the standard Naylor panelling is 18 gauge aluminium, mainly because most customers seem to prefer this as an aid against corrosion in the future. In the places where aluminium accosts metal, Naylor uses a special rubber sealer to prevent a reaction. I don't know how purists regard this change of material—the rest of Naylor-restored cars retain original materials and this panelling too can be carried out in steel should the customer request it. All strengtheners and brackets within the frame, inner wheel-arches, those neat little pockets for sidescreens in the back of the car and running-boards (in aluminium either) remain in steel and recent additions to steel panels include louvred engine side panels for TFs and the shapely, louvred front apron for J2s, the only non-T-type part Naylor Brothers list in their current catalogue. In the past most types of MGs have passed through Airedale Garage and an M-type Midget is having its engine rebuilt and an ND a full restoration right now, but in future Naylor has decided to stick as strictly as possible to T-types. Spares for earlier models often take months to obtain,



This TF 1500 *was renovated by Naylor Brothers several thousand miles ago, has just had its wings straightened after an accident, but indicates the final result to be expected for nearly* £3,000.



The basic body frame assembled in the carpenters' shop. This TA version costs £278.

the cars in the meantime take up valuable space and it is impossible to maintain a viable turnover, while because of low demand, body frames and other parts have to be made uneconomically as one-offs. T-types, on the other hand, are reasonably plentiful, most spares are fairly readily obtainable and turnover often justifies the manufacture of others. Not that individual T-types move in and out very quickly, eight months being a fairly normal time, a far cry, however, from the two years the ND has been there, the last twelve months waiting for a radiator shell so that new panelling can be shaped to it.

Naylor charges restoration customers on a progress method, each stage of work being charged for separately both to give the company working capital (eight months means considerable expenditure in wages and materials) and to make payment a little easier for the customer. When the car arrives, along with £200 to £300 deposit, which is used also to pay for stripping the car, in the case of a full restoration, the vehicle is disassembled to the last nut and bolt. Chassis used to be simply shot-blasted and primed; now they are also metal sprayed, primed with red oxide and finished with two coats of enamel. All brake pipes and wheel cylinders are replaced, pedals rebushed and work beyond that depends upon customer requests. Leaf springs are usually rebuilt, shock-absorbers, no longer available new, are reconditioned, the suspension and steering rebushed and so on. Apparently brake spares are no real problem, suspension parts for the TC onwards are still available (one spacer tube on the TD and TF is available as an MG-B part), but TA suspension spares are difficult, though not impossible. Fortunately, demand for T-type spares has been sufficiently adequate for many of the spares dealers to be able to justify the manufacture of new parts, rubber suspension bushes being a case in point. A full rebuild would include the engine and gearbox, most spares again being available if one knows the source; Naylor has heard that gearbox spares are even being made in Japan! Again orders for vast quantities must usually be placed with a manufacturer to make the final price viable. Naylor himself had to order no less than 7,000 cam followers for the XPAG engine before he could have them made, which could have left him with several thousand pounds worth of stock tied up for years had he not found a sale in the USA for 5,000 . . . Indeed the States is one of Naylor's major markets, twenty bodies having been shipped out to Abingdon Spares over there in the last two years.

No-one to Naylor's knowledge has yet to manufacture new steel wings for these cars and so it is that panel beater John Waterworth is invaluable, repairing those long-flowing wings so skilfully with hammers, welding torch, new steel and abrasive tools that even before painting it would be difficult to distinguish them from new. Front bulkheads and the cowled scuttles too are irreplaceable with new steel components, so are also revived. Rechroming, reupholstery and hood manufacture are carried out by outside firms and instruments are returned to Smiths for reconditioning of faces and internals, but in all other respects Naylor Brothers is practically self-sufficient. Naylor wishes that many other new parts could be manufactured at sensible prices, however. Recently he had an estimate for manufacturing new TC and TF chrome radiator shells, but when he was told that tooling costs alone in each case would be £5,000 and there were only 10,000 of each model manufactured new, he decided that perhaps it wasn't worthwhile after all! He has had new splined hubs machined and suitable brake drums cast so that he can supply the demand for TF wire-wheel conversion kits, but is forced to charge £20 each for the hubs alone. Gasket sets are bought from Payen and again have to be ordered in relatively large quantities. An ambitious project is for Robinson to make up patterns to have new 1.500 c.c. TF blocks cast if only the original drawings can be obtained from BMC.

For the amount of work facing them, Naylor Brothers seem to have a particularly small staff, besides the aforementioned only two others, Philip Richmond and Carol Parker, the secretary, being employed. Richmond joined Naylor six years ago and is responsible for most of the mechanical work, including engine rebuilding. It seems that what they lack in numbers of hands they make up for working till all hours of the night.

Naylor was selling toiletries and rebuilding MGs as a hobby until 1965, but he was trained originally as an engineer with the intention of joining his father's engineering business, until his father died. With his brother, David, he acquired and restored an MG J2, the results being so successful that they found themselves restoring cars for other people, including American airmen at Menwith Hill. It was a story and photograph about those Menwith Hill MGs appearing in the *Daily Mirror*, written by the originator of the Terrapin-Min, the Leeds hill-climber Alan Staniforth, the paper's Northern correspondent, which led to the Manager suggesting forcibly that if Naylor could find time enough to rebuild those MGs, how could he be selling toiletries properly and perhaps he might like to rebuild MGs full-time. Naylor thus started the business with £60 in his pocket and help from his brother, who in fact did not enter the business full time, and for the first couple of years was joined by Richard Sutherland who I remember from that period as a well-known Northern hill-climb exponent with Midgets.

Alastair Naylor's own pride and joy is a most beautiful metallic bronze coloured racing TC with which last season he won the MG Car Club Yorkshire Sprint Championship and finished runner-up in the national MGCC T-Register Championship. Built entirely by himself from a bare chassis it is constructed completely of aluminium around the normal Naylor Brothers ash frame, at the moment has a 1,350 c.c. power unit with Laystall-Lucas aluminium cylinder head, full racing engine internals including a full-race XPAG camshaft for which Naylor holds the master copy, has radius rods and a Panhard rod on the front suspension, which is modified to take Koni telescopic shock-absorbers, has Konis at the rear too, is lowered all round, runs on 15-inch AC Cobra wire wheels and with 75 b.h.p. at the wheels, as against 52 b.h.p. at the flywheel for the original car, is said to be capable of almost 120 m.p.h. It reveals another side of Naylor's work which is competition preparation of customers' T-types, for which his own is the perfect advertisement.—C.R.



Sad-looking MGs await restoration. The funny "MG" in the corner is an XK150!

Letters from Readers

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

Porsche Prices

Sir,

I feel that the letter from Andrew Whyte of Jaguar Cars (MOTOR SPORT, April) in which he states that the Porsche 911S is £2,000 more expensive in Britain than in Germany, cannot be accepted without comment by this company. The purpose of his letter was to correct the errors he infers were made by Mr. Carroll in your January edition, and in doing so he has made some rather vital errors himself. Amongst these must be the mischievously misleading quotation for the DM/£ exchange rate, when the date he has selected for his example, the 7th January 1974, is the very day in the whole of the period from July 1973 to the present date, on which the pound was at its highest peak and the Mark at its lowest ebb!

As many of your readers will be aware, the Pound took its most serious dive since "floatation" during the period May/June 1973, when the buying rate against the Deutsche Mark plunged from 7.1 to 5.85 in a period of eight weeks, a fall of over 17½%. In the weeks following this fall, most importers adjusted their prices or imposed "surcharges" to allow for this fall, and I am sure that the "base rate" for price calculations of most importers from West Germany is now around DM 6/£. An analysis of our own Deutsche Mark purchases during the period 1st July 1973 to date shows that the average cost to this Company of Marks purchased is DM 6.05/£, around 6% more expensive than the rate quoted of DM 6.41/£.

Also, market specification details cannot be lightly brushed aside, since these are considerable, including of course the cost of right-hand-drive for around only 5% of Porsche production. A complete comparative breakdown to the very much fuller British specification is given for the 911S model selected by Mr. Whyte below, the first time—as far as I am aware—that an importer has published such a comparison. I have quoted retail prices without sales taxes (Car Tax and VAT in Great Britain, Mehrwertsteuer in Germany) since this is the only valid comparison. I have also used a conversion rate of DM 6.05/£, as explained above.

	D.M.	£ equivalent
911S coupe — five-speed — German specification	30,216.22	4,995
Plus British specification, viz: Right-hand drive; anti-roll bars, front and rear; Koni shock-absorbers; electric window winders; tinted glass; two-stage heated rear window; forged alloy wheels; rear window wiper; variable intermittent windscreen wiper action; driver's door miror	3,227.03	533
Total (excluding Sales Tax)	33,443.25	5,528
British retail price of above car (excluding Car Tax and VAT)		5,858
Difference		£330

As will be agreed, I am sure, this is not an excessive difference when considering that the British price includes import duty, shipping and insurance and does indeed bear out Mr. Carroll's contention that Porsche prices in Germany and Britain are directly comparable.

As a final note, and to set the record straight, I note that the current pre-tax retail price in Germany for the XJ12 LWB Saloon is DM 39,775. If one assumes, being generous, a conversion rate from Marks to Pounds of 6.10, as against the Pounds to Marks rate of 6.05, this gives a basic price for this model on the German market of £6,520, as against £4,100 on the British market! Perhaps this difference can also be explained by model "enhancement" for the German market?

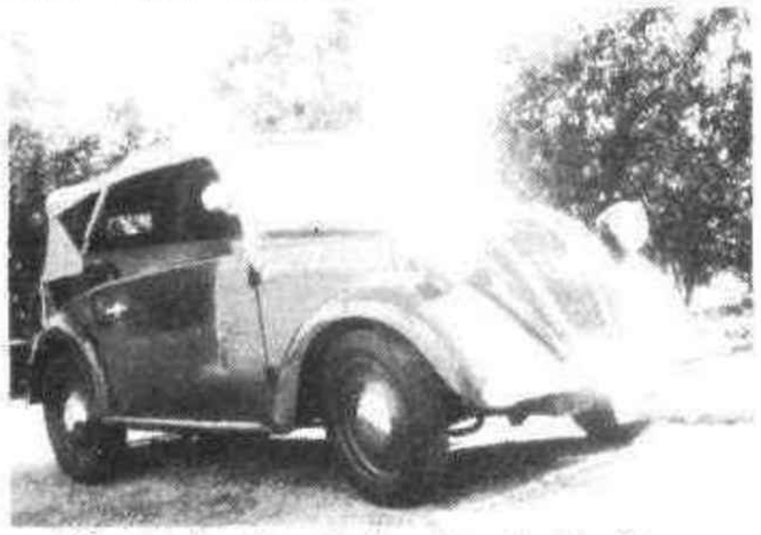
Isleworth — P. T. BULBECK
Porsche Cars (GB) Ltd.

Fiat Service

Sir,

I have just received your January issue. I too, like your correspondent David Willis, have felt it necessary to defend Fiat.

My experience with Fiat was back in 1963 when I undertook the restoration of a Flood-bodied 1937 500.



After being laughed at by the local agents when requesting parts, I wrote to Fiat, Italy, explaining my problems. Within a matter of days I received a workshop manual and a parts book, *gratis,* with a covering letter stating most parts should be available "at minimum cost". Well, the required parts—from a tailgate assembly to a fan—were air-freighted over within a matter of days after ordering. A new cylinder head cost me £13.

I wonder if any other manufacturers would have equalled this for service?

Incidentally, I'd like to hear from any owners of side-valve 500s, or obtain photos of other 500s with unusual bodywork (for example, the Smith Specials). Accurate figures from James Flood on the number built are not available, although it is believed to be about 80. As far as I know, mine is the only surviving example, and probably the only surviving side-valve Fiat 500 in Australia.

Capalaba, Australia — ROSS McGOWN

A Young Beetle Fan

Sir,

I want you to know about our Volkswagen 1302 Super Beetle. We purchased it as new on 1st August, 1972. After about a year we decided to pet-name it "Herbert". It was on our 1973 summer holiday in which it got up to some hairy antics. On leaving our camp on Mull it backfired and stopped. Its distributor cap cracked; anyway it was due for servicing. Soon a white Ford Capri 1600 towed us into a garage and restaurant place. We were stuck there for eight hours which seemed only four hours. Later some American tourists picked us up in their Volkswagen Variant. They lived in Buckinghamshire. We spent a night in their holiday cottage. After servicing Herbert (the distributor cap was sealed up by a local mechanic; we got home) he turned *very* reliable. Remember, I am not trying to mislead any people about Beetles; in fact I want the Beetle to go on and on, haunting Volkswagen showrooms. MOTOR SPORT is a very good magazine; good luck to you and every reader. LONG LIVE MOTOR SPORT.

Middlesbrough — BENJAMIN BURNETT (Age 10)

[Recently we had a letter from a 90-year-old reader. Nor do we often receive letters from 10-year-old boys. It does show a wide readership scale!—Ed.]

A 170DS in Uruguay

Sir,

I read with great interest your article on "The Diesel Background". In 1953 my father visited Stuttgart and bought a Mercedes-Benz 170DS which we still have in daily use in Uruguay.

This car, which was originally supplied with every possible extra from leather upholstery (which hasn't needed renewing) to fitted suitcases, has certainly lived up to its reputation for longevity and low running costs. My father used it in 1953 in Europe and Great Britain where it used to stir interest and where, he recalls, fuel was difficult to obtain. Once, while in Scotland, he had to borrow some from a farmer's tractor in order to continue his travels. In September, 1953, he shipped the car to Uruguay at Le Havre. This 170DS required only one major engine overhaul, when it was nearing 400,000 kilometres and one gearbox overhaul when it had covered 600,000. It's still in very sound condition, has covered about 700,000 kilometres, and we never hesitate to use it even for very long trips up to places where a breakdown might signify a minor tragedy as there we would have to find someone who would be willing to tow the car to the nearest railway station and then have the vehicle shipped back to Montevideo by train. But how could our old Mercedes break down? It has never failed us.

These 170DS cars are still being used as taxis in Uruguay and Argentina, having usually already covered several total million miles. They have a reputation for being stronger than the later 180DS model and this may well be true, as in Beunos Aires one can still see the 170DS taxis around but none of the 180DSs which used to abound.

The recent petrol price increase has particularly enhanced the local value of our Mercedes, as diesel-oil now costs about a third of what regular grade petrol costs in Uruguay.
Montevideo ALVARO CASAL TATLOCK

Michelin High Mileage

Sir,

Seeing that you once published an article featuring the Range Rover, I thought you may be interested to know that the one I purchased new, in March 1971, has just completed 60,000 miles on the original set of Michelin X 205 x 16 tyres.

Although they will have to be changed in the next few weeks, to remain legal, I consider this a remarkable achievement by Michelin and Rover's clever four-wheel-drive transmission design, and it would be interesting to know what results other owners are getting from the Firestone equivalent.

What is more surprising is that the car has always been driven hard, is regularly used for towing heavy trailers and loaded 32-ton commercial vehicles to start them on cold mornings.

Tyres apart, this vehicle has proved to be reliable and cheap to run, and has never been back to a garage for servicing or repairs since new, apart from a carburetter adjustment. I change the sump-oil myself periodically and the replacement of parts has been minimal. Such low maintenance costs more than make up for its consumption of 2-Star petrol of 15 to 20 m.p.g., depending on how it's handled.

Your magazine has made interesting reading since I started purchasing it in 1958. I was at sea at the time and my mother used to forward it to me each month. It was eagerly awaited by me, and half the ship's company, even though most of them had never driven a car in their lives!
Penarth G. F. MILLER

Citroën GS Running Costs

Sir,

I was interested to read the experiences of J. F. Cliffe (MOTOR SPORT, April) and his Citroën GS. I, too, have been amazed at the running expenses of this particular model.

Apart from the fact that it eats brake-pads for breakfast, four front and one rear in 17,000 miles, petrol consumption (four-star) for a small-engined, albeit high-performance, car is excessive. I find that in my work as a general practitioner I am very lucky to get 25 miles per gallon. This, compared, with service charges which are dear, makes what could be thought to be an economical small car, a relatively very, very expensive one.
Tamworth D. ROWLEY JONES

Sir,

I am prepared to accept the basic thesis of your correspondent, Mr. J. F. Cliffe, that the current service costs of even small cars are high. The costs relating to the operation of a Citroën GS are frequently employed to illustrate such an argument. As yet I have observed few, if any, replies in defence of the car in this respect. Perhaps my own experience will be of interest.

I purchased a 1,220 c.c. Super Comfort model in March, 1973. Since that time the car has covered some 17,500 miles. A windscreen wiper-blade and a headlight unit have been replaced under warranty. No further work, other than routine service, has been necessary. A carefully maintained record demonstrates that during a very varied pattern of motoring conditions the car has returned a shade over 33 m.p.g. and has consumed no oil between services.

Servicing costs have been no higher than I was led to expect. A total of six services have been completed together with the replacement of disc pads all round at 15,000 miles. Service on the car has been promptly and efficiently carried out by Jock Andrews Cars Ltd., of Bradford, the suppliers of the car, and by a relatively new agent, J. D. Baxter, of Harrogate. Total service costs (including oil, disc pads, plugs, points, etc.) are as follows:—

600 miles ..	£2.32	
3,000 miles ..	£5.50	
6,000 miles ..	£15.20	
9,000 miles ..	£5.50	
12,000 miles ..	£14.30	
15,000 miles ..	£27.20	(including new pads all round)
	£70.02	

It seems that Mr. Cliffe should find a new agent or move further north.
Wetherby R. S. GUSTARD

Sir,

Over the past year or so the sale of Continental cars has increased considerably in this country for many reasons, the main one possibly being that of better value for money. However, like the roundabouts and swings theory, one has to pay in the end, and it is in the field of spare parts and servicing costs that the initial benefit is lost. This appears to have been borne out by your correspondent Mr. J. F. Cliffe with regards to the price he has to pay for keeping his Citroën GS on the road. I have run a 1,015 c.c. GS Club for the past two years and, like him, I have found the costs higher than running a British car.

In his correspondence J.F.C. makes mention of the 12,000-mile service on his GS which cost £67.86. This, I feel, is intolerably high in the light of my 12,000-mile service which set me back £24.78, the labour charge being £14.63. As his service, apparently similar to mine, was routine there is an obvious discrepancy somewhere. For J.F.C.'s interest and anybody else contemplating buying a GS, the costs which I have incurred for the main services are as follows:—

3,000-mile service	£3.27
6,000-mile service	£28.02
9,000-mile service	£6.12
15,000-mile service	£7.41
18,000-mile service	£28.51

As for the car itself, I have nothing but praise. The ride, comfort and roadholding are everything a Citroën purports to be. The performance is adequate for a 1,015 c.c. engine pulling a ton, including two passengers. Fuel consumption over the past 14,000 miles has averaged a shade over 29 m.p.g. with oil consumption being 980 m.p.p.

In 20,000 miles it has only been off the road once, when a compression ring fused to a piston, at 11,000 miles. This was replaced by Harley Continental Cars Ltd., Birmingham, in two days. This might seem tame but the ring had scored the cylinder so that had to be replaced. As the cylinders on each side are matched this necessitated the replacement of both cylinders on the right side. These had to come from London. It might interest your readers that this occurred 5,000 miles outside guarantee and yet the cost for both labour and spares was borne by Citroën Cars. As was the replacement of both headlights (£25 each) at 9,000 miles, due to slight loss of silvering on the reflectors on the leading edge of the light. This was carried out by the above garage who, at all times, have been the epitome of what after-sales service should be but very seldom is.

All in all, my two years of motoring *à la* Citroën has proved very enjoyable and I am eagerly awaiting the advent of the GS Birotor, despite the fact that it will probably cost nearly £2,000, thus partially negating the point of the GS range.
Little Aston, Staffs. M. N. RUSHTON

Satisfactory Service

Sir,

In these times when many garages are not able to give the sort of service that one would hope for, often for reasons beyond their control, I should like to commend three who have, in the past year, helped me enormously when I was merely a traveller in trouble, unknown to them.

(1) My Renault engine gave a small explosion and poured forth smoke on trying to start, in Eton car park. The first garage approached could not even look at it for two weeks. The second—Messrs. Martin (Eton) Ltd.—came out in five minutes, cured the trouble, and charged twenty pence.

(2) My DB4 cut out on a motorway with a fuel supply problem. Messrs. Holly House Performance Motors, of Dewsbury, Yorks., started work at closing time, with a mechanic and the foreman on the job. They made and fitted a part, road-tested the car, and looked for any other possible faults, before I proceeded, spending 1½ hours with great courtesy and charging £2.50.

(3) My Fiat 125 started to belch forth smoke from the engine, south of Glasgow. The second garage I visited, with oil pouring on to their forecourt, was Messrs. Douglas Motors of Hamilton, who had me on the road within half-an-hour, charging £1.50.

I have no connection with any of the above firms but I would be most grateful if you would recognise their services, by publishing this letter.
Oakham R. C. GREGORY

Buy British

Sir,

I have been reading MOTOR SPORT now for many years and must congratulate you on producing a first-rate publication for the true enthusiast.

One is saddened to hear so much criticism, justified or otherwise, levelled at the British motor industry, especially during these difficult times, so that I feel compelled to narrate

some of my experiences on what must surely be the most versatile and remarkable vehicle, at its price, in the world today. I refer, of course, to the ubiquitous Land-Rover.

I have a SWB petrol Series III model which to date has remained 100% reliable after 10,000 miles. Although its appearance is spartan compared with normal saloons, it nevertheless is surprisingly comfortable on most surfaces, aided, I feel, by its tremendous rigidity and built-in strength, which imparts a feeling of confidence to its occupants, especially the driver. Long distances can be covered, admittedly at a leisurely rate, without fatigue, and it is rewarding to be able to actually see over walls and hedges from one's lofty driving position!

I have pulled a fully-laden 14 ft. Ace caravan over Hardknott Pass and, as an exercise, stopped on one of the many hairpin bends which I thought offered the most severe gradient. Land-Rover handbrakes really work. Restarting was accomplished easily with no trace of clutch slip, merely selecting low transfer 1st and changing into 2nd and 3rd once the outfit was on the move. I should not like to repeat that journey. The room available for negotiating the sharp turns was negligible, and to attempt to reverse down, while already in a jack-knife position, for a second attempt would be virtually impossible, and present one with a nightmare situation. I would be interested to know of any other car (Range Rovers included) capable of pulling nearly a ton of caravan under these conditions. I have taken a similar caravan over the Applecross Pass, in Scotland, and on both these severe climbs I never once felt that the vehicle was even approaching its limit or being stressed in any way. One can therefore visit places and find isolated sites without first having to take into account beforehand the limitations of the towing vehicle.

I have, on occasion, flogged it over the most appalling moorland tracks in Yorkshire and invariably the only thing which prevented further progress was my nerve, which failed. Doubtless, if I had not become obsessed with the problems of possible recovery, I could have continued.

Petrol is consumed at around 17 m.p.g. but is a small price to pay when weighed against advantages such as longevity, alloy bodywork, low depreciation, etc., etc.

Development over many years has only improved what has always been a truly great British achievement, and the design has won respect and admiration throughout the world. It is to be hoped that BLMC recognise this fact.

Ulceby C. H. C DAVIS

Sir, **CA Experiences**

I am extremely interested in the present discussion about diesel-engined vehicles. Four years ago I bought a 1963 Bedford CA van, fitted with a Perkins 4-99 engine, from the National Blood Transfusion Service. It had 104,000 miles on the clock, to which I have added a further 44,000. As far as I know the engine is original and untouched, apart from routine maintenance, and reliability to date has been 100%.

I have made four trips to the Continent, with excursions to Switzerland, Italy, Spain, Corsica (twice) and Andorra in the Pyrenees (five times!). Diesel fuel on the Continent is cheaper than petrol and that, combined with good m.p.g. figures obtainable from a diesel, makes for cheaper holidays. The van cruises happily at 45-50 m.p.h. all day, at which speed the engine is as smooth as any petrol one. I get approximately 40 m.p.g., a figure which is little affected either by load or town driving and I'm sure that this could be improved by fitting a higher axle ratio or larger wheels.

Features which particularly endear the diesel to me include clean pulling-power from cold (no fiddling with a choke control for the first few miles, as with so many petrol engines) and the absence of electrics. What joy it is not to have to contend with damp coils, dirty points, duff condensers and worn-out spark-plugs! With a healthy battery the diesel will start first time, every time, regardless of weather.

The only problems that I have encountered have been fuel seepages from loose unions and the occasional compression leak from an improperly seated injector. Both are easily rectified.

I would like to see more diesel-engined cars on the market. I understand that British Leyland produce diesel-engined Marinas for export. Please, Lord Stokes, may we be allowed to buy them, too?

Old Headington G. ELLIOT-SMITH

Sir, **Mobil**

While one cannot but agree with all you say about C. C. Wakefield, may I add a footnote about one of the other companies you mention, *i.e.* Mobil?

They, too, did not sell petrol in those early days and in fact are still the Mobil Oil Co. Ltd., in contrast to, say, the Esso Petroleum Co. Ltd.

The old Gargoyle was a familar and well-loved precursor of the flying red horse and the advertisements of the period bade us to use oil made from crude stocks selected for their lubricating properties rather than their petrol content.

Incidentally, anyone who remembers Castrol "R" with fondness can now enjoy that aroma, without any of the disadvantages you mention, by using Mobil SHC.

Mobil SHC has to be used to be believed, but the strange thing is that its molecules, synthetically designed to withstand punishment of every kind, possess the unlooked-for bonus that they burn with that delicious "Bisto" aroma. Could be there's a moral there somewhere!

Seaford KEN FANTOM

Sir, **Rally Remarks**

I was interested to read your "Rally Review" in the April issue as you say, as usual, a lot of very sensible things. Many years ago I used to compete in rallies and even won a "pot" or two. I gave this up when my A35 was found to be lacking in go compared to the 1500 Anglias, etc. I turned to marshalling. Luckily, at this time, we had one of the "old school" for a Chairman and he was rather fussy about some things. Honesty, for instance, sadly lacking nowadays in all branches of life, not just motoring sport. I soon came across the chap who was convinced that to knock the baffles out of his silencer made the car go faster and did just that. No more speed but plenty more noise. I felt it my duty to report such noise polluters and soon came to be known for it. One competitor whom I had booked and who was penalised for it appeared on the next event with a completely new system. Strange, I thought?

What this is leading up to is that too many marshals take up this branch of the sport because they can't afford a really competitive machine. After all, what does a full house Escort set you back these days? No, these new marshals, although keen, have nine times out of ten never been to a marshal's training session or even a pre-rally briefing. If they had they would know that just to mark their report sheet that so-and-so in a Bloggsmobile was putting hens off their lay in the next County due to his lack of exhaust silencing, carb. silencer, dud bodywork, etc. Don't be too harsh. If the poor bloke has obviously had a scrape going through a gateway, mention it yes, and ask him to do something about it before he proceeds.

There are a lot of rally cowboys and they are recognisable a mile off. Just note 'em and mark their card once or twice. They soon learn. To the improvement of our sport and the peace of the local natives. They usually work on farms at hours which start very early as is shown by the number we meet as we come "off duty".

One further point; I have always found our policemen to be wonderful. Even had 'em manning a control with me once. Very well behaved competitors that night! Strange?

Broadstairs R. W. A. PUGH

Sir, **Panther West Winds**

I had occasion to visit the above company last year and probably started the "Morris Side Valve Engine" story whilst talking to David Franks.

The original occupants of the factory were Thompson & Taylor, who went there from their premises in Brooklands in 1953. I have owned Alfas for very many years, and when I went to Canada Road for the first time I found the whole factory making little flat-four, air-cooled o.h.v. engines for the Morris Minor. There were several cars there fitted with this engine, and very nice they looked too with two little red fans showing through the radiator grille and two tiny exhausts poking out at the rear.

Pity nothing ever came of it, but I wonder what happened to the engines?

Ewhurst, Surrey A. H. RIPPON

Sir, **Jupiter Register**

I am compiling a world-wide register of all Jowett Jupiter cars, to be based on the factory records. I would therefore like to appeal through your correspondence columns for information on existing Jupiters not likely to be known in the usual club circles.

I would also like to hear from anyone who can supply any information at all on the following competition cars:

MYO704	Circuit of Ireland 1953. Driver A. B. Hibbert.
HKY344	Badly damaged at Goodwood 21-3-53. Driver J. D. Lewis.
NLX909	London Rally 1953. Dr. A. Gordon and P. Steiner.
HAK365	Ex-works Jupiter last seen in 1969, Sussex.

Lewes E. NANKIVELL
(Registrar, Jupiter Owners' Auto Club)

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FOR SALE

ROLLS-ROYCE Silver Wraith. 1951. Park Ward. See Page 169 "The Elegance Continues". Black, ivory, panels. Beige interior. Good condition. Daily use. Indicated 80,000 probably genuine. Private sale. £3,650. o.n.o. Tenterden 2120 office hours. (44080

MARCOS 1500 (Dec. '66) Must be finest example for year available. Deep metallic purple with black trim. Fitted radio, stereo, etc. Engine rebuilt 8,000 miles ago—no expense spared to keep this immaculate car in top condition. Increase in family forces sale so will consider p/ex. with saloon. Cash either way £750. 01-527 7381. (44081

1961 DAIMLER SP250B, excellent condition throughout, white, red interior, recently renewed front suspension and steering, bottom end just overhauled, new exhausts, carpets, tonneau, taxed, MoT, £650 o.n.o. Quick sale. Tel: Potters Bar 57231. (44082

FROG-EYE SPRITE, excellent original condition. Resprayed, new hood, year's MoT. Woodrim. £325. Wirksworth 2447 (Derbys). (44099

DAIMLER V8, 2½ litre, automatic, 1966. HRW. One owner from new. £340. 212, Hill Village Road, Sutton Coldfield, Warwickshire. Tel: 021-308 2272, or Curdworth 70382. (44100

130 m.p.h. GILBERN INVADER. 22-37 m.p.g. on 3 Star, 0-50 in 6.5 secs. Barristers mint second vehicle in metallic blue with tan upholstery. Under 11,000 miles, electric windows and fan, Marchals, HRW, overdrive giving 5,208+ r.p.m. (gearing 26.3 m.p.h. per 1,000 revs.) emigration forces reluctant sale at £1,300 on.o. Phone after 7 p.m. 01-349 1781. (44101

LOTUS EUROPA Special, March 1973, yellow, 5-speed gearbox, alloy wheels, 15,000 miles, £1,850. Rugby 88358. (44102

LANCIA 1968 Fulvia 1.3 coupé. Metallic blue, 45,000 miles, excellent condition, £575 o.n.o. Tel.: Oakley (Beds.) 3316 or Oakley 3118 (office hours). (44090

PHANTOM I, 1926. Completely stripped, meticulously rebuilt mechanically. New tourer body by Wilkinson in soft white with dark blue wings, upholstery immaculate. Box No. 4374. (44073

AUSTIN HEALEY 100-6 BN4 complete with soft top, tonneau and works hard top. Overhauled 2,000 miles ago. MoT. Offers around £400. Tel: Leeds Yorks 673056 evenings. (44074

MERCEDES 600. This unusual colector's dream is in the condition one would expect. Just having passed MoT test at Mercedes main agents. All usual extras. 1974 model new costs £16,968. Will accept £1,475 or exchange for Rolls Royce or Bentley and adjustment. Telephone: 0603 898 492. (44075

AUSTIN HEALEY, 1958, red 100/6. Good condition, retrimmed, new dashboard, taxed and tested. £350. Phone: Roade 862346. (44076

SCIMITAR GTE, 1972. Highland purple tan trim, alloy wheels, overdrive. Beautiful two-owner car. £1,850. Brighton 778107. (44077

TR3A. MANY EXTRAS. All steel panels, much money spent. Very good condition throughout. Excellent value £350 o.n.o. Hockley, Southampton 776421 daytime. (44078

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TR6, SIGNAL RED, 35,000 miles only. Radio, overdrive, latest wheel trims, new battery and exhaust. Registered December 1969. In unmarked and mechanically perfect condition with 12 months MoT. £895 Great Missenden 4300. (44088

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FOR SALE—continued

TR5, 1967, "F" registration. White, wire whels, hard and soft tops, radio, excellent condition. £625 o.n.o. Stratford-on-Avon 5546 evenings. (44092

LOTUS, 1,500 miles only. M registered. December 1973. Europa Special. Twin carburettors. Electric windows. Tawny. Immaculate condition. Would consider late car in part exchange. £1,900. 01-274 9597. (44095

ROLLS-ROYCE PHANTOM II chassis, 1930. Complete and in first-class order. Tempting offers sought. Box No. 4377. (44096

ALFA ROMEO Giulia Spyder 1964. 57,000 miles. Mechanically excellent after recent overhaul. Body somewhat 'tatty' hence MoT failure. Lack of enthusiasm promotes sale. £220 o.n.o. Perfectly mobile. Windsor 52461. (44098

GREAT GATSBY. Fashion bandwagon is a 1928 Rolls-Royce 20 h.p. limousine in beautiful condition. Superb investment at £3,650. Tel: 0452-69670 (Glos.) (44085

LOTUS 7 S4, 1970 red, 1600 crossflow, stereo, trimmed interior. Offers nearest £800. May part exchange old MG. Phone: Lincoln 27088 (office) 20374 (evenings). (44086

FOR SALE—1972 MGB Roadster, 28,000 miles. Bronze yellow, overdrive, radio, electric clock. Full and half tonneau cover, spare set of tubes—£1,100. Contact: K. Crawford. Telephone: Hutton Rudby 700511. (44146

BMW 2002 "L" registered. 15,000 miles. 30 m.p.g. £1,500 o.n.o. Colchester 71279 or Weeley 592. (44145

MG-C GT, '68. Red, wire wheels. O/drive. Regularly serviced. Excellent condition. 49,000 miles. £625 o.n.o. 01-681-3030 or 3173 (office hours). (44144

LOTUS SEVEN Series III. 1600 GT engine. 22,000 miles, full weather equipment, etc. Fast and reliable. £650 o.n.o. Tel: 061-789 1393 evenings. (44143

SCIMITAR GTE, 1971 manual o/d, yellow, alloy wheels, radio. Well maintained, excellent condition, Director's Car, 26,000 mls. £1,385. 01-286 7375. (44142

TR6 '71 "K" REG. Blue. 20,000 miles. O/drive, radio, tonneau. £1,150 o.n.o. Brighton 26058. (44141

BENTLEY 4½, fitted with very late 3-litre engine, and 4-seater tourer body. Box No. 4379. (44140

MG-C GT 1968. Positano yellow, overdrive, chrome wires, h.r.w., etc. Excellent condition. £650. Knowle 4386 (Warwickshire) (44139

MG TD, 1953. Restoration body and mechanics Immaculate appreciating investment £1,100 o.n.o. 1969 MG-B GT. Overdrive, wires, radio. Excellent £830. Littlewick Green 3372. (44138

MG-C GT. Auto., ex BMC demonstrator. All factory extras. Green/black. Low mileage, no faults, year's MoT. £625 o.n.o. Possible part exchanges. Cheltenham 31617. (44136

VOLVO P1800E, 1970. Red, recorded mileage 36,000, overdrive, radio, H.R.W. P.I. engine, sun roof. Excellent condition. House purchase forces sale. £1,350 o.n.o. Phone: Sevenoaks (0732) 52207 day or 61481 night. (44133

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A/H SPRITE, 1971, blaze, black trim, 29,000 miles, very economical—new clutch, battery, exhaust—full history and service records. Offers around £630. 01-402 7080 (Plant). (44131

ONE TOO MANY! Lotus Cortina "F", twin-cam, Lotus colours. Engine rebuilt by specialists and just overhauled, mechanically perfect. No rust whatsoever. Fast and immaculate with front spoiler. (All bills) £495. 1968 Rover 2000 TC. Zircon/tan hide. Mint inside and out £525. Private seller. Sell either/swap both for GTE, E-type+2, Lotus+2. Derby 43701. (44135

FLAVIA COUPE. 1500 cc. Repainted. New sills and side-members. £400 spent in last 6 months. Offers over £600. Hitchin 2940 (day). (44130

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TRIUMPH TR3, 1956, NVA 632. Wire wheels, hood, tonneau, hard top. Mechanics good, body fair, inner body panels poor. Ideal for restoration. Best offer buys. Craven, Pudsey (Yorkshire) 5858. (44128

PORSCHE TARGA 911L. Sportomatic, M.reg. Orange/black interior, radio, cassette, excellent condition overall. £2,100 o.n.o. Tel: Manchester 790-4341. (44127

VERY RARE "Cyclops Eye" 1950 Rover. Good condition throughout. Full MoT. Offers ring Warwick 42712. (44126

MG-A, 1960, red, soft top, 66,000 miles immaculate original condition. 2 owners £485. Bookham 58642. (44124

1957 MG Varitone. Excellent condition, good mechanical order. MoT till March 1975. Original logbook. Dicken, Brighton 773055 or 71278. (44122

RILEY 2½-LITRE, 1953. (RMB 2 engine). In very good condition. Colour brown. 24,000 miles completed since full engine and steering overhaul. 5,000 since new tyres, exhaust system and battery. Extras: sliding roof and radio. Spares include clutches, silencers, secondhand engine and gearbox. Reason for sale: P.V.T. Riley. £320. 061-445 5641. (44162

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BRENZETTA RUJAH, Afghan hound forces sale, 1972 Triumph GT6, red with black interior, overdrive, Radiomobile, Kenlowe, immaculate. £1,090 o.n.o. Avonbank 8577. (44179

TRIUMPH GT6 Mk. 2, 1970 (J) in immaculate Saffron. Outstanding condition. Average mileage. Many extras, radio (Motorola). H.R.W., etc. £695. Headcorn 217 (44178

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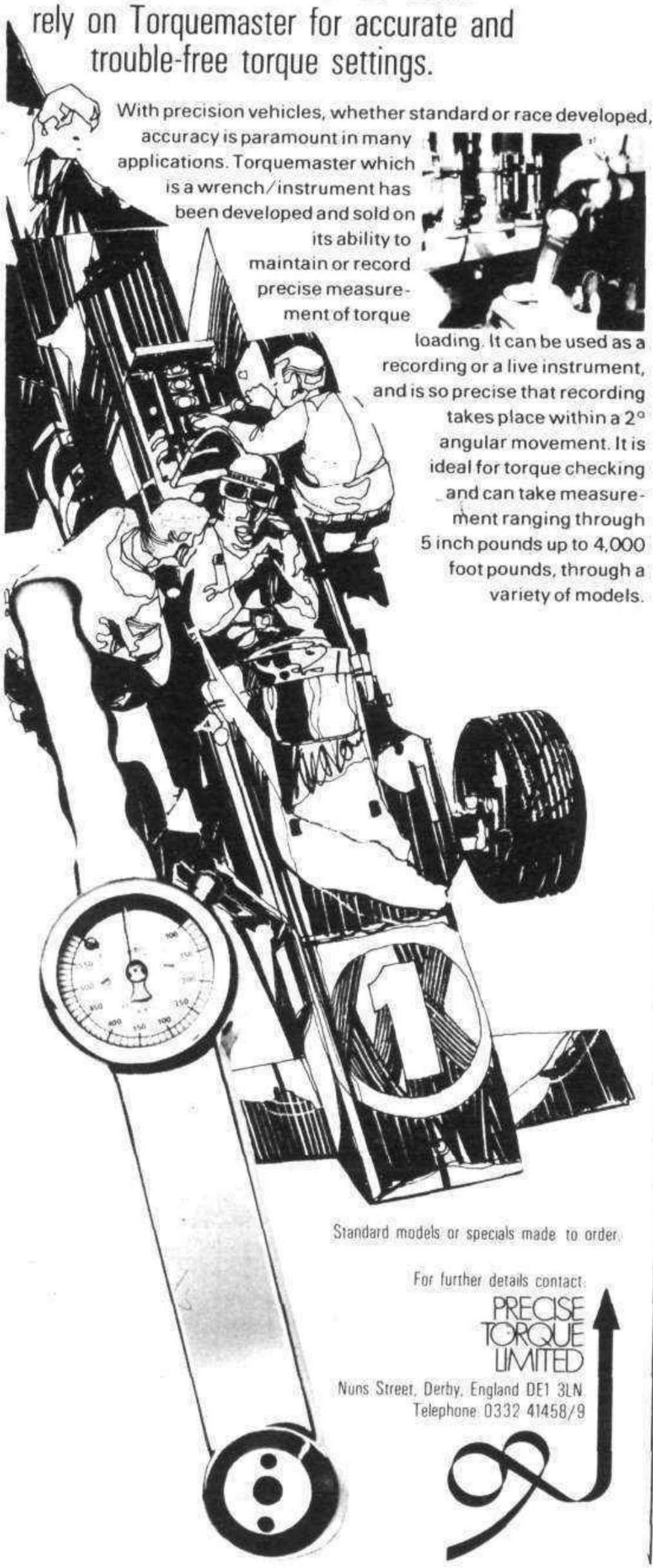
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MINI COOPER "S" 970. Red, 1965. Taxed. 10 months MoT. £220 o.n.o. Telephone Matlock 4330. (44148

LANCIA 1.8 coupe, 1967, white with red leather upholstery. Motorola, sunroof, fuel injection, 30 m.p.g. Excellent throughout £525 o.n.o. Tel: 0632 855996. (44147

STANDARD VANGUARD, 1951. Nice condition. Offers for cherished family car from new. Taxed and MoT. Phone: Exeter 58190. (44118

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MG-B, 1964, Primrose yellow, taxed 4 mths, MoT 12 mths, new soft top, shock absorbers, silencer, works hard top, overdrive, £300 or part exchange cheap TR4 & cash. Phone: Redditch 65207. (44277

GINETTA G4 1500, 1964. 12 months MoT. 40 m.p.g. Very fast. New S.P. Sports alloy wheels £400 o.n.o Coventry 89911 (44278

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LOTUS 7 Series 2, 1300 c.c. GT Ford, recent engine rebuild, alloy wheels, G800, and full weather equipment. Excellent condition. Taxed. £530. Phone Stratford-upon-Avon 68694. (44280

TVR VIXEN, 1971 "K". Sunshine roof, alloys, new tyres £1,100 or , p/ex. economical runabout for wife plus cash. 051-525 7535 (evenings). (44281

LEA-FRANCIS, 1951, 14 h.p. saloon. Taxed. MoT October 1974. Offers Ring Trelleck 379. (44282

ALFA ROMEO Giulia 1300 GT Junior, 1971. White with black trim, 5-speed gearbox, radio, excellent condition. Two owners, current owner only used it for six months before emigrating £1,200 o.n.o. Phone 060-77 2543 & 01-366 7409 weekdays after 6 p.m. (44283

JAGUAR XK 150 F.H.C., Auto., 1958 2 owners. Green with brown interior. Wire wheels. Drives beautifully & looks excellent. Phone Twyford (Berks) 341390 p.m. for details. (44103

ROLLS WRAITH 1939, 1 owner, body by Cockshoots. True recorded mileage 10,680. Maroon & black. Must be unique. Write or phone M. Slay, Field House, Longfield Rd., Twyford, Berks 0734-341390. (44103

MG ZA MAGNETTE, 1955. Immaculate condition. New brakes, exhaust, etc. Long MoT. Firms car forces sale. £175 o.n.o. Phone: Hemel Hempstead 832447. (44285

ALFA ROMEO "Duetto" 43,000 miles. Immaculate red body with black hood/interior. Engine overhauled. Very fast, economical car. Really beautiful condition. 1967. £695. Jagger, "Weaver View", Alton, N.Staffs. Oakamoor 702109. (44286

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In addition to the usual Concours Awards there will be an award for the Best Maintained Car and a special award for the Best Car in Daily Use.

The contest is open to pre- and post-war Rolls-Royce cars and to post-1931 Bentley cars.

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Entry forms and further details may be obtained by writing to or ringing:

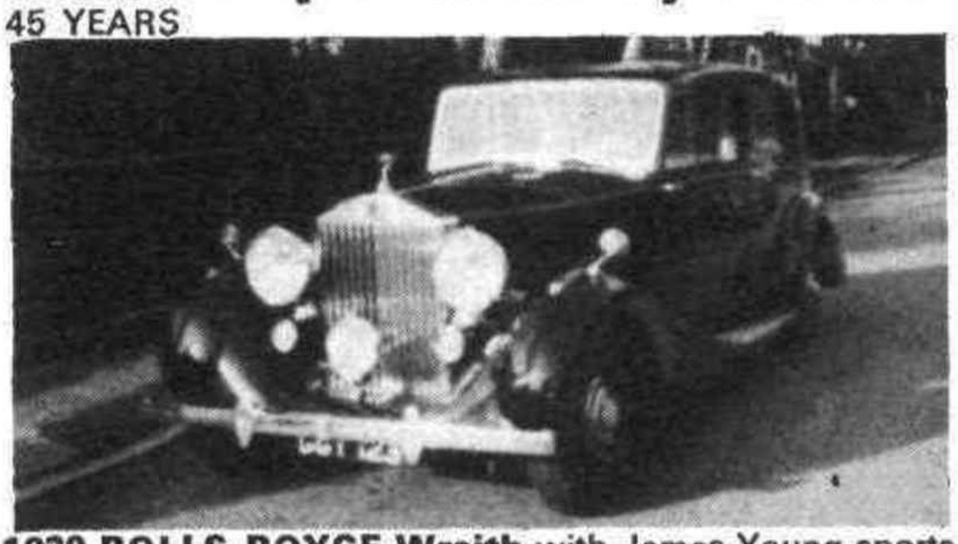
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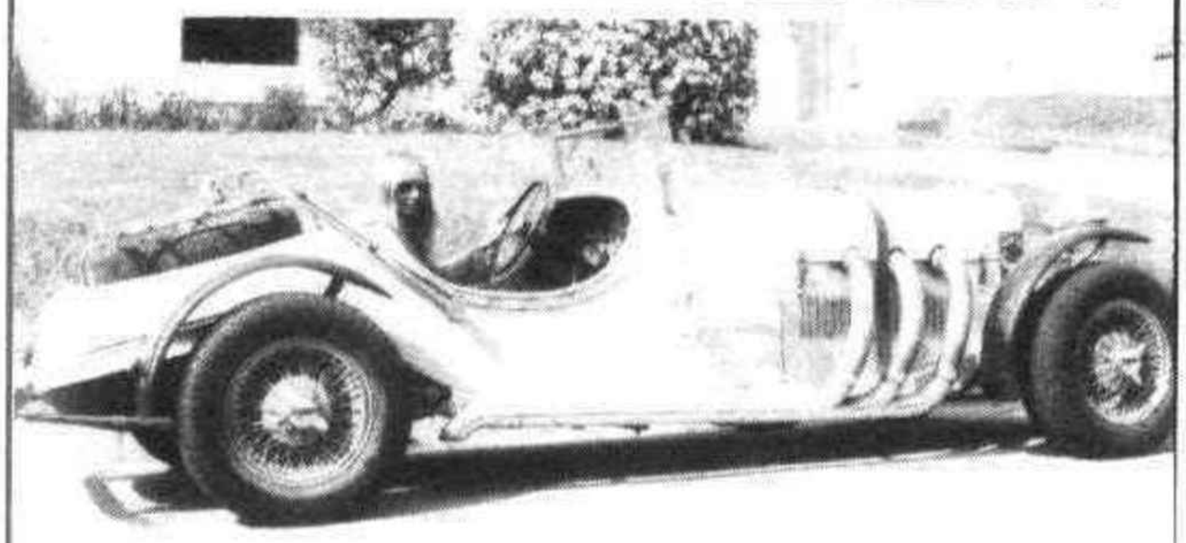
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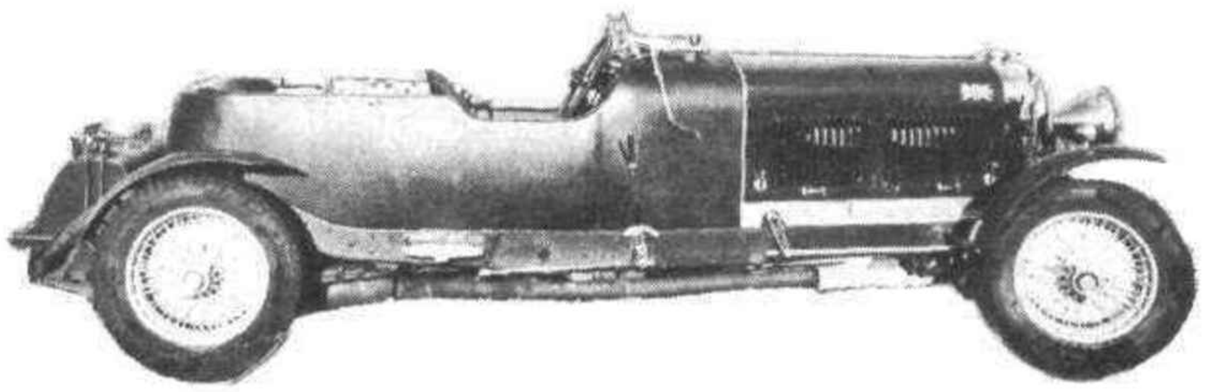
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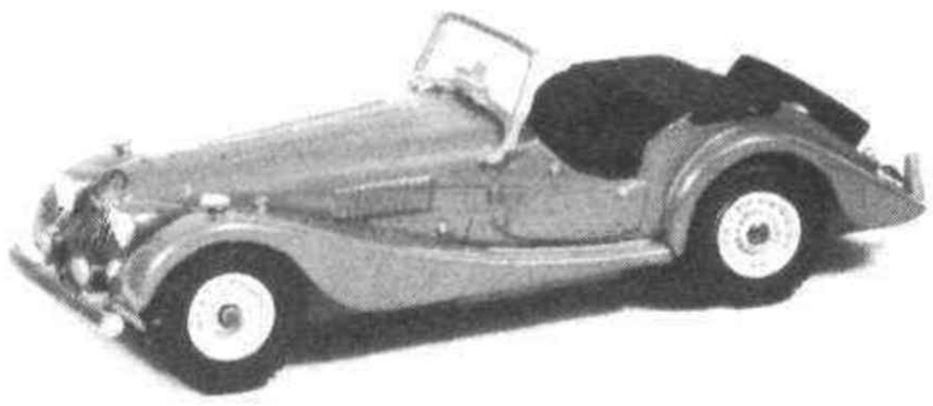
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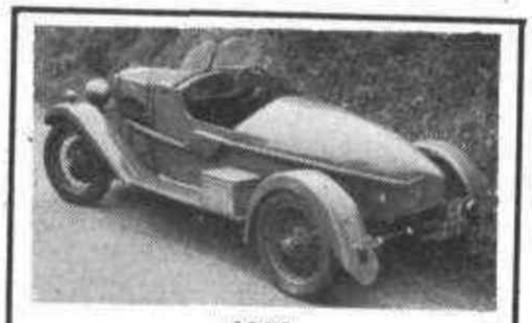
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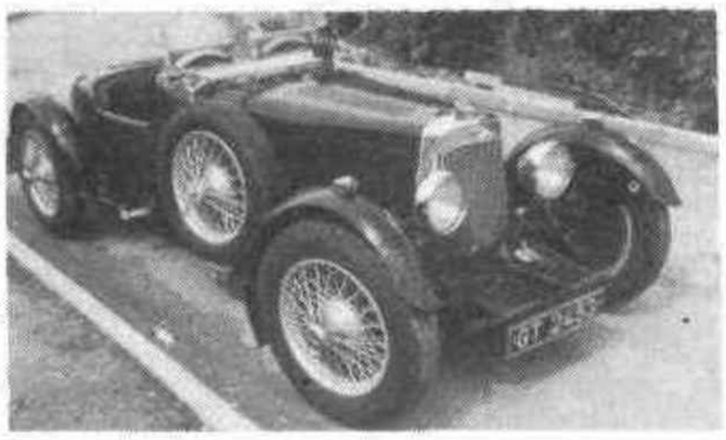
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TX-TRIPPER, 1974 ("M") 2+2 fibreglass sports, Modena green, Spitfire mechanics, alloy wheels, air horns, economy plus performance, real head-turner! £620. Bradford (Yorks.) 46137. (45038

BENTLEY Mk. 6 Saloon, 1950. Excellent condition but needs bottom edges tidying, £650 o.n.o. Halifax 31475. (45041

BENTLEY Drophead Coupé, R-Type Park Ward body, power hood, first class condition. Offers over £3,000. Halifax 31475. (45041

LOTUS SUPER SEVEN, 116E, twin Webers, A2 cam, MoT, good condition, £400. Telephone Livingston 34779 evenings. (45039

HRG, 1947 1100 c.c. Immaculate condition, £1,500. Leigh, Evesham 840332. (45043

LOTUS ELITE Series II, 1962. Very sound and original, respray and retrim to perfect, £495. Tel.: Billericay (Essex) 4277. (44992

WOLSELEY 10 Saloon, 1949. Good mechanical condition, body sound. Price by negotiation. Telephone Grindleford 30140. (44298

ALVIS CRESTED EAGLE Limousine, 1936. Body by Mayfair Carriage Company, good mechanical condition, body sound but needs retrim. Price by negotiation. Telephone Grindleford 30140. (44298

GILBERN INVADER. White, sunshine roof, stereo, less than 5,000 miles. Buy this fabulous car before scarcity forces prices sky high! Machynlleth 2019. (44975

1948 JAGUAR 3½-litre saloon. Pre-war style, concours condition throughout. Offers around £1,500. Tel.: Kenilworth 53086. (45111

SUNBEAM TIGER, 1965 4.2 V8. Midnight blue, matching trim, Cosmic wheels, recent new shock-absorbers/exhausts, good condition, business venture forces sale, £525 o.n.o. Ring Pickmere (Cheshire) 3271. (45113

1974 VAUXHALL Magnum 2300 Estate. Gold starfire, black trim, 2,800 miles only, fitted mud-flaps, 27 m.p.g., 0-60 in 10.9 sec. Save over £200 on new price. Taxed until Feb. 1975. Manufacturer's warranty 10 months, £1,490. Business venture forces sale. Ring Pickmere (Cheshire) 3271. (45113

1968 PONTIAC Firebird convertible 350 V8. Wolfrace, radio, only 44,000 genuine miles, MoT 1975, £999. 01-551 2546. (41894

AC 1948 2-litre sports saloon. Aluminium body, resprayed, some MoT, space urgently needed so £175. Reading 56838 daytime. (43631

DUNSTALL TOURER, March 1971. 750 c.c. Norton, with all engine mods., plus alloy rims, twin discs and higher gearing. Only 9,000 miles, excellent condition, best offer over £300. Phone F. Burson 01-854 3325, SE London area. (43083

MUSTANG Mach 1, 1970, "M" reg., 351 V8, red with black interior, power brakes, power steering, air conditioning, stereo, tinted windows, mag. wheels, MoT, very good condition, £1,250 o.n.o. Part exchange considered. 01-373 4160. (43785

WELL-LOVED MORGAN 4/4. Very good condition, only two owners, colour royal ivory, £1,150 o.n.o. Tel.: 061-445 5011. (42378

LANCIA FLAMINIA 3C, 1967 LHD. Silver, used daily. Offers around £1,000. Mr. Eyre, office hours 0272 292311. (17477

1937 **HOTCHKISS** 3½-litre six-cylinder sports saloon. Superb condition, £2,750. Telephone Newport (Gwent) 64208 or evenings and weekends Penhow 212. (17472

TIGER, 1965 4.2. Green/black, hard/soft tops, excellent condition, engine rebuilt 1973, new exhaust, Sundym screen and other extras, £650. Wickford 3432. (45016

LOTUS ELAN S4 DHC, 1970 "J". Long MoT, electric windows, fully documented history, new tyres, clutch, shocks, water pump, doughnuts, track rod ends, bottom end completely overhauled, all bills available, resprayed emerald green by Mechspray, £1,050. Phone 01-274 0768 after 10th June. (45018

1939 ROVER 10 Saloon. Ideal concours rebuild, £150. 021-550 7251 evenings. (45019

HEALEY 3000 Mk. I BT7, 1961. Hard/soft tops, wires, overdrive, much recent work, near concours. Reluctantly must sell, sacrifice £845. Newcastle/Tyne 861655. (45020

RARE MG-A 1600. Following demise of Twin-Cam unit, limited number of these were produced using standard 1622 engines in Twin-Cam chassis specification. Dunlop discs all round, plate wheels, knock-on hubs, 2,000 miles on present Cinturatos, reconditioned engine/gearbox, radio, I/rack, new hood, front suspension, professional respray. Not concours but good condition, £400. Malcolm Adams, Lockerley 40480 or Lockerley Motors 40404. (45021

MG-B ROADSTER, 1972. Green, excellent condition, Abarth exhaust, radio, spots, many extras, £935. Ring Cobham (Sy) 3579. (45022

SUNBEAM TIGER 4.2-litre, 1967. BRG, new Michelins, halogen lights, hard/soft tops, radio, tonneau cover, in superb order, maintained regardless of cost for company director, £745 o.n.o. Phone Wells 73621. (45023

FOR SALE—continued

4-SEAT CONVERTIBLE: Lancia Flavia Vignale 1.8, fuel injection engine, 112 m.p.h., 30 m.p.g., December 1967, 55,000 miles, brand new hood plus hard top, white with blue upholstery. Ideal for fresh-air fanatic with family. Motorola with electric aerial thrown in for £700. T.: 01-947 2825. (45024

BENTLEY S1, 1957. Black, maintained by Rolls-Royce, new tyres, p/a steering, MoT and tax to November, two owners, beautifully appointed, £1,550. West Kingsdown 2223. (45026

MG YB, 1952 supercharged saloon. Green, good condition, original, in regular use, manual, £375 o.n.o. Ferguson, Rugby 5323. (45027

1932 RILEY GAMECOCK open 2-seater, 9 h.p., minimum mileage since restoration 3 years ago, complete with hood, side screens, tonneau cover, spare engine to build up. Offers over £800. Tottington (Lancs.) 3252. (45028

MARCOS 3-LITRE, 1969. Overdrive, sunroof, Minilites, bargain, only £900 or sensible offer. Fleet 22746 (Hants.). (45029

BENTLEY S1, 1956. Beautiful condition throughout, shell over tudor, rust-free, highly waxed coathwork, perfect gearbox and mechanics, long MoT, fitted radio, £950. 01-692 2772. (45030

TRIUMPH STAG, October 1971. Automatic, power steering, hard and soft tops, radio, fully maintained with history and certified 23,000 miles, £1,825. Ascot 23018. (45034

ISO RIVOLTA, 1966. 59,600 miles. Offers invited. Telephone Whitchurch 2257 (Shropshire) (45042

1929 RILEY 9 SPECIAL. VSCC accepted. Dark blue with pointed tail, excellent condition. Might consider exchange for 1250 Alvis. Serious offers only. Ring 0732 841928 evenings. (45115

TR6 "J", 27,000 miles, Damson, in beautiful condition and very sound mechanically, 2nd car, finance arranged, £825. Ring Carlisle 28001 (office hours). (45116

ALVIS TD21, 1960. A very serviceable example, mechanically excellent, midnight blue, grey hide, manual, MoT, real value, £375. Osmotherley 381. (45117

BMW 2000 CS Coupé, May 1968. 60,000 miles, Pacific blue, Radiomobile, two speakers, electric aerial, electric windows, air horns, immaculate condition, original tool kit and handbook, 12 months' MoT, £900. 01-657 8985 after 6 p.m. (45119

LOTUS PLUS 2, 1969. Metallic blue, burglar alarm, Konis, electric windows, radio, recent head overhaul, £900 for quick sale. Telephone Doncaster 841698 during office hours. Doncaster 882226 after 6 p.m. (45121

FORD FAIRMONT SEDAN. White with black vinyl roof, luxurious speedy eye-catcher. Unmarked condition being only six months and 6,000 miles old. Long awaited R-R forces sale. Save almost £1,000 on new at £2,300. HP can be arranged. Part exchange involving ladies'-type car considered. Huddersfield 24230. (45166

FRAZER NASH Boulogne, 1927 ex-works Aldington car, restored, original, hood and side screens, spare restored engine, substantial offers for unique car. Box No. 4399. (45168

MORGAN 4/4 4-seater, 1971. Genuine 10,000 miles, gleaming Ivory coachwork and as new throughout. An investment at £1,250. Phone Bucklow Hill 830458 (Cheshire). (45169

JAGUAR V12 E-Type Roadster, Nov. 1971. Auto, power steering, tinted glass, hard and soft tops, stereo unit, silver, approx. 23,000 miles. Phone Ellis 04E2 27737 day or 0482 798200 evenings (Hull). (45170

ASTON MARTIN DB6, 1966. Above average for year, recent respray metallic grey, £400 spent since Christmas. £1,395. Tel.: Medway (Kent) 45027. (45172

JAGUAR E-TYPE Drophead, 1968. White, navy trim, radio, stereo, chrome wires, 40,000 miles, immaculate. Offers. Chester 21821. (45162

MG-A 1500, 1959. MoT, taxed, hard top, radio, metallic blue, good condition, £250 o.n.o. Tel.: Dover 201659 evenings or weekends. (45163

BRISTOL 403, 1954. Concours condition, 24,000 miles, lady owner for 18 years, averaged 900 miles p.a. The car is perfect inside and out, mechanics faultless, excellent investment, third car, regretfully must sell. Realistic offers: 01-467 2797, Chislehurst, Kent. (45164

LOTUS ELAN. "G" reg., mostly new running gear including rebuilt engine, new hood and tonneau, good body and trim, yellow and black. Crisp, £1,000. Cheddar 742255 (45165

MG-B GT, May 1971. "J" registered, outstanding example in antelope with black upholstery, 24,000 miles, extras include radio, HRW, reluctant to part, family outgrown, £1,100. Porthtowan 545. (45156

275 GTB4: Complete 1968 low mileage car, dismantled. Engine overhauled, repairable body damage (new panels included in sale). Offers around £1,750. Shere 2562. (45157

MORGAN 4/4 comp. 1970J. Orange, one owner, many extras incl. bucket seats, w/ws, tonneau, radio, alarm, recently fully overhauled, very good condition, £1,250. Phone 061-973 6653 after 14th June, 1974. (45158

RILEY RME 1½-litre, 1954. Very good condition, retains original roof and silver blue finish. Set new Avon Tourist tyres fitted recently. In regular use. MoT to October. Workshop manual included, £500. Tel.: Cleckheaton (Yorks.) 4682. (45160

Ferraris



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BMW 328



BMW 327

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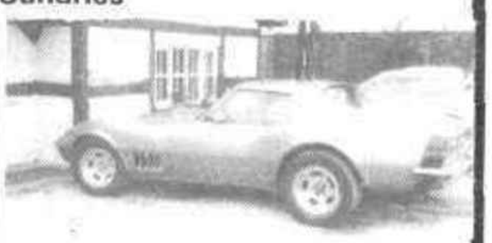
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1964 Bentley SIII 2 door Continental

Sundries



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RILEY RME 1½ LITRE Sherwood green, tan interior. A nicely restored car in above average condition. Offers or an interesting exchange.



JAGUAR 1½ LITRE MK IV Ivory with red interior. Requires an enthusiastic owner. Price very negotiable.



JAGUAR XK 140 DHC. White with blue interior. This vehicle requires some restoration which we will shortly undertake. However, an offer will be considered in its present condition.



JAGUAR 3½ LITRE. Very striking throughout. Red with sheepskin covers. A crowd gathering car in good condition.

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FOR SALE—continued

XK150. "S" modifications, completely rebuilt, body and chassis excellent, retrimmed in leather, all chrome replated. Offers around £1,500. Tel.: Milton Abbas 411 or 675. (45161

FOR SALE: A collector's dream. Two very beautiful Morgan three-wheelers. MX2 o.h.v. barrel-back super sports and o.h.v. JAP Beetle-back super sports. No expense has been spared. "Not cheap but the best never is". Contact: Jack Brown, "Rolls-Dene", Moss Road, Askern, Doncaster, after 6 p.m. Tel.: Doncaster 700768. (17542

AUSTIN HEALEY 3000 Mk. III HBJ8 28618, April 1965. Colorado red, new hood, rebuilt, w/wheels, overdrive, etc. Good car but not suitable for family motoring. Offers around £880. Goldsworthy, Charlton Mackerell (Somerset) 254. (45149

1963 ROCHDALE OLYMPIC 1.5 BMC parts, one owner, 41,000 miles, original practically unmarked tartan red finish. Restall seats, servo brakes, wood door cappings, used second car, 105 m.p.h. or 47 m.p.g., Motor Sport June 1961. Possibly collector's item, £325. Garfield, Churchdown, Glos. 712490. (45150

LOTUS ELAN SE4 FHC, Bahama yellow, low mileage, immaculate condition, engineer's report available, £1,150. Tel.: 01-455 8769 after 7 p.m. (45152

LOTUS 6. Rebuilt to resemble 7. 105E tuned engine, driveable, needs completing. Tel.: Bedworth 313903 (near Coventry). (45153

MERCEDES 190SL white coupé. Recently completely overhauled, respray, etc., excellent condition, low recorded mileage. View Kensington. Tel.: 370 4329. Price £1,250. (45154

TR5, Red, black interior, new overdrive, radio, new MoT, extremely good condition, £675. Tel.: Windsor 60290. (45144

BENTLEY 3-litre Speed Model, 1924. Original, sound, private sale. SAE for details. Box No. 4397. (45145

SAAB 96, 1973, 7,000 miles, immaculate condition, reason for sale ill health, £1,100 o.n.o. HP terms can be arranged. Hilditch, Tel.: Trewern (Welshpool) 253 evenings. (45146

DAIMLER, 1938 17 h.p. sports saloon, 51,000 miles, sunroof, good original condition, £550 or exchange Fulvia Coupé or Dyane. Cash either way. Mills, Brook Cottage, Eldersfield, Gloucester. Phone: Staunton Court 271. (45148

LEA FRANCIS ESTATE, 1949. Good history, attractive, £300 o.n.o. Shoreham, Sussex 2516. (45137

BENTLEY 3½ Park Ward saloon. Mechanically completely overhauled, repainted. Offers to F. Kelsey, Todmorden 3338. (45138

FOR SALE—continued

ALVIS TD21. Manual," 1960, blue saloon, wire wheels, faultless mechanics, exceptional rust-free coachwork, recent bills for £250 including new front and rear suspension, new brakes and exhaust, fitted radio, full year's MoT and taxed. Offers over £500. 01-692 2772. (45140

ASTON MARTIN DB2/4 Mk. II, 1955. White, red leather trim, excellent condition throughout. All offers invited. Tel.: 01-560 1502 evenings. Tel.: Weybridge (Surrey) 43643 daytime. (45143

HEALEY 3000, 1963. Good condition, soft top, overdrive, w/w, MoT Jan. 1975, tonneau, other extras, £485 o.n.o. Crawley 23779. (45132

1949 RILEY 1.5. Mechanically sound, bodywork and upholstery require some attention, £80. Marton (Warwks.) 632267. (45133

SP250B. Immaculate bodily and mechanically, new brakes, tyres, steering and suspension all round. Radiomobile 8-track/radio, ivory/beige, £800. 868 5210 London. (45134

1962 E-TYPE JAGUAR FHC. Maroon, sound, smart and appreciating. Present owner 3 years, recent clutch, fuel pump, top overhaul, etc. MoT November, £525. Oxted (Surrey) 3503. (45135

1948 WOLSELEY, 1548 c.c. 4-cylinder, MoT October, good condition, enthusiast's car. Best offer. Flax Bourton 3230. (45136

SALE: 1934 SUNBEAM 25 h.p. saloon. Alloy body dismantled, some parts rechromed, chassis and body on wheels, £225. Beneden 469. (45122

BUGATTI. Full eight-plug twin-magneto Brescia, 1923. Good condition. Offers over £7,500. 0494 881190. (45124

LOTUS: The Classic Elite Series II Stage II. Bristol body in aubergine white and gold. Recon. Climax plus high ratio diff. give 40+ m.p.g. at 70 m.p.h. Rebuild by specialist company in last year, bills £400+. Can't rust, can't fail to appreciate. Reluctant sale to finance +2 for family. First offer over £1,000 to Bath 24142 secures. (45126

LOTUS ELITE, 1962. New body in 1969, immaculate in yellow, retrimmed in grey, and engine rebuilt in 1971. One year MoT, guaranteed, excellent. Chichester 86265. (45128

ALFA ROMEO 1750 c.c. Super Sports, 1929. Completely rebuilt mechanics and chassis, with rebuilt Zagato body. Dickson, Pitfold, Cranley Road, Guildford. 67358 day, 66128 evenings. (45129

1972 LANCIA 1600HF Lusso. 27,000 miles, Rosso red, radio, mag. wheels, concours condition, serviced by Lancia. £1,625. Serious enquiries only. Telephone: day 455 3356, eve. 954 6705. (45130

BMW 3-LITRE Coupé. Breaking for spares. Tel.: Chesterfield 863965 or 75213. (45270

FOR SALE—continued

LOTUS ELAN +2, 1969. Red, electric windows, radio, really exceptional example £995. Southampton 69582 (evenings). (45250

MAGNIFICENT MG-A 1600 Mk. II. Coupé body rebuilt to original last year, rustproofed by leading company, sacrifice at £500. Heathfield (Sussex) 2396 evenings. (45251

ALFA ROMEO 1750 GTV, June 1971. White with black interior, 30,000 miles, body and mechanics both excellent, usual extras, HRW, radio, 5-speed box, XAS tyres. Fast but economical. Owner must sell, bargain £1,095. Phone Caton (Lancs.) 770124 evenings. (45252

TVR 2500 'M', 1972. 18,000 miles, one owner, overdrive, Speedwell balanced engine (1973), SAH tuned, triple Weber carbs., road/race cam, sports coil, oil cooler, sun roof, radio, new Dunlop HR tyres. Must sell as four seats now essential. Best offer over £1,695. HP terms if required. Shears, Frinton 2215/6 or 2685 home. (45253

BENTLEY SIII, 1963. Immaculate, silver and charcoal, grey hide upholstery, complete history, £2,850 o.n.o. Tel.: Bristol 625353. (45255

MG-C ROADSTER. Yellow, sheepskin seats, sports steering wheel, w/wheels, regularly overhauled by MG-C fanatic, superb condition, £650. Possible p/ex. Healey 3000 (any condition). Bristol 44154 (John). (45256

MORGAN +8. 12 months old, 4,500 miles, headrests, tonneau, serious offers invited. Telephone Almondsbury 613800. (45257

DAIMLER SP250B. 43,000 miles, white/black top, soft top and tonneaus, excellent condition. Sensible offers around £900 to Anthony Crook, 12 Abbey Crescent, Darwen, Lancs. Tel.: 75973. (45258

E-TYPE, 1968 Sports. Open headlights, blue, Ashley GT hardtop, including boot, radio, c.w.w., only needs seeing, private exchange, £895. B'mth 36130. Christchurch 71279. (45259

LOTUS +2 S130, 1972. Red/silver, heated rear window, Lotus mag. wheels, new tyres, Motorola 8-track AM/FM radio, electric aerial, all protected by Watch Dog alarm, taxed August, house purchase forces reluctant sale, best offer over £1,750. Tel.: Ruislip (71) 33752. (45260

DAIMLER, 1935 Light 15 by Mulliner. Very smart and reliable, body just refurbished, tax and long MoT, used daily, £375. Henderson, Caerfallen Ruthin, Denbighshire. (45261

LOTUS ELAN S3 SE, "F" reg., FHC, white, KOs, radio, tinted screens, only 36,000 miles, one garage maintained. Offers over £725 to 0403 730069 (Southwater). (45264

FOR SALE—continued

TVR GRIFFITHS 4.7 V8. All original, recent major overhaul, £850. 01-686 4197 (South London). (45263

STINGRAY Convertible, 1969 auto. 427 INS, 390 b.h.p., engine completely rebuilt, almost everything else seen to or renewed, four new extra-wide tyres, radio/8-track, company maintained regardless, gleaming metallic rust-red fibreglass. Of my three sports cars, must replace this one with family job, so will accept nearest £1,850, or exchange with cash adjustment good Sill Bentley, Merc. 600, 300 SEL 6.3, or other interesting 4/5 seater. 01-629 5060 (day), 01-435 5857 (evenings). (45265

MG MAGNA 1271 c.c. F-Type, 1931/32 o.h.c. 6 cylinder, 2-seater for restoration. Offers around £400. Box No. 4401. (45266

TR6, "M" registration. Mimosa/chestnut, overdrive, 14,000 miles, £1,375. Tel.: 01-761 0534 after 6 p.m. (45267

BMW 1602. "K" reg. (June 1972). Chamonix white, blue cloth trim, 17,000 miles, one registered owner, more economical and as quick as 2002 (identical outwardly), but lots cheaper at only £1,250. Might consider exchange. Southport 78254 evenings. (45269

BMW 3-LITRE Coupé automatic. "L" reg., white, Sundym glass, electric roof, £3,250 or offer. Exchange considered. Tel.: Chesterfield 863965 or 75213. (45270

MORGAN PLUS FOUR, 1952 (flat radiator). Old English white, TR engine, outstanding condition, new MoT, offers. Thorney 433 (Peterborough). (45271

MERCEDES 230SL. Power steering, soft/hard tops, leather seats, heated rear window, automatic, two owners since new, new engine, best example currently available. First offer over £1,700 secures. Tel.: Melksham (0225) 708813. (45272

DINO FIAT Spyder Convertible. £1,750. Opel Manta 1900SR, 1972, blue, Radiomobile, £1,100. Gable Cottage, Brightwalton, Berkshire. Chaddleworth 405. (45273

MIDNIGHT BLUE. Low mileage, immaculate 1967 4.2 E-Type convertible. This car has covered just 53,000 miles on its superb wire wheels. Private sale open to offers but part exchange would be considered. Insurance? I pay £52 per year. Tel.: Winterbourne 774369 (Bristol). (45275

NAR 3 ON AC, 1950 Buckland Drophead Tourer. Chassis/bodywork sound, interior/engine need attention. £350. Cosham (Portsmouth) 77960. (45276

PORSCHE 911. 1966. Red, radio, engine rebuilt by Porsche dealer, new exhaust and tyres, £950. Consider exchange. Tel.: Blewbury (Berks.) 8066. (45277

ROLLS-ROYCE Silver Shadow, "K" registration, Astrakhan with beige upholstery, Sundym glass, refrigeration, radio, £8,500. Marlow 6922 (day), High Wycombe 37393 (evening). (45278

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1970 TVR VIXEN S3, Carnival red, alloys, nice example **£995**
1970 TVR VIXEN S2, Gold/black, alloys, radio **£925**
1969 TVR VIXEN S2, Blaze, wire wheels **£795**
1973 GINETTA G21, Red, overdrive, 4,000 miles, alloys **£1,895**
1972 LOTUS+2S 130, Yellow, silver roof, 18,000 miles, one owner **£1850**
1972 LOTUS ELAN SPRINT, Black, drophead, 22,000 miles **£1,395**
1969 LOTUS ELAN S4, Yellow, S.E., Fixed head **£925**
1969 LOTUS ELAN S4, Sahara yellow, drophead **£895**
1972 LOTUS EUROPA, Pistachio green, 'L' registered **£1,495**
1973 TRIUMPH TR6, Red, overdrive, radio, one owner, 10,000 miles **£1,495**
1970 TRIUMPH TR6, Magenta, overdrive, hardtop, one owner **£965**
1967 TRIUMPH TR4A, White, overdrive, Surrey top, wires **£595**
1972 TRIUMPH GT6, Blue, one owner, 20,000 miles, H.R.W. **£1,075**
1971 TRIUMPH GT6, Damson, overdrive, one owner, 36,000 miles **£825**
1972 TRIUMPH SPITFIRE, White, radio **£795**
1971 TRIUMPH SPITFIRE, Red, heavy mileage, hence price **£595**
1972 MGB GT, Blaze, radio, H.R.W., overdrive **£1,245**
1972 MGB GT, Bronze yellow, overdrive **£1,245**
1971 MGB GT, Teal blue, overdrive, H.R.W. **£1,175**
1968 MGB GT, Mineral blue, overdrive, radio, sunroof, wires, H.R.W., 'G' registered, 36,000 miles **£725**
1965 MG MIDGET, Black **£225**
1965 AUSTIN HEALEY SPRITE, Green, white hardtop, soft top **£295**
1965 AUSTIN HEALEY SPRITE, Red **£250**
1960 AUSTIN HEALEY SPRITE, Green, red hood, 'Frog-eye' **£325**
1973 JAGUAR E TYPE V12, Carmen red, hard/soft tops, stereo **£2,995**
1969 JAGUAR E TYPE 4.2, Sable, tan hood, wires, drophead **£1,275**
1963 JAGUAR E TYPE 3.8, Opalescent blue metallic, fixed head, sunroof, wires, exceptional example at realistic price **£695**
1973 FORD MUSTANG GRANDE, Blue metallic, host of extras, serviced by us from new, one owner, 11,000 miles **£2,100**
1971 FORD CAPRI 2000 GT XLR, Pacific blue metallic, tan interior, radio, 25,000 miles, nice example **£925**
1969 FORD CAPRI 1600 GT XLR, Amber gold, 2 owners, 42,000 miles **£645**
1967 FORD CORTINA 1500 GT, White, red flash, Mk 11 version **£395**
1973 JENSEN HEALEY, White, radio, one owner **£1,495**
1970 RELIANT SCIMITAR GTE, Red, overdrive, sunroof, radio **£1,395**
1970 VOLVO P1800E, Ivory, overdrive, 33,000 miles **£1,295**
1969 GILBERN GENIE, Red, overdrive **£950**
1965 SUNBEAM TIGER, Red, Cosmics, black interior with walnut dash, new hood **£575**
1968 LANCIA RALLYE 1.3, Blue, silver roof **£650**
1967 ALFA ROMEO 1600 SPRINT GTV, Red, radio, 40,000 miles **£575**
1967 SIMCA 1500 GLS, Victoria brown **£280**
1968 FIAT 850 SALOON, Beige **£250**
1964 DAIMLER V8 250 SALOON, Silver grey, usual refinements **£195**

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FOR SALE—continued

ALFA ROMEO 1750 GTV, 1971. 25,000 miles, radio, really excellent, £1,340 or £1,150 cash. Ripon 4803. (45279

ALVIS, 1963 TD21. Metallic blue saloon, 70,000 miles, 5-speed manual, radio, belts, £500. Leamington 25487. (45281

LOTUS EUROPA S2, 1971. Yellow, one owner, 40+ m.p.g., excellent condition, full history, radio, £1,095 o.n.o. Danbury 2136 (Essex). (45282

DAIMLER CONQUEST, 1955. A beautiful example of a thoroughbred car with a future. MoT, taxed, £240. Caterham 47285. (45285

TR4A, 1967 "F". Superb condition with immaculate wedgwood blue paintwork, Surrey top, extras include overdrive, wire wheels, servo assisted brakes, £630. Tel.: 021-705 2196 (Solihull). (45286

RILEY 9, 1934. Rolling chassis, manual box, KOs, engine overhauled, some spares, £160. Box No. 4400. (45287

SPRITE Mk. I. Growing family forces sale. Wood-rim, radials, good mechanically and bodily, £175. Reading 23703. (45288

AUSTIN BIG SEVEN, 1938. Black, £110 recently spent on engine, good mechanical condition and box of spares, bodywork fair, £220. Telephone 01-274 3418 (evenings). (45289

TR6, 1969. Radio, taxed, MoT, tonneau, new battery, must sell, getting married, £660 o.n.o. P/ex considered. Crayford 28933 after 6 p.m. (17555

MG-B GT, 1967. Recon. engine, new clutch, bills available, above average condition, wire wheels with G800s, Radiomobile, taxed and MoT 1975, £545. Consider smaller cheaper car in exchange. 01-462 4083 (evenings). (17556

JAGUAR XK150, 1960 FHC. Wire wheels, mint condition, 90 per cent restored, bargain, £1,750 o.n.o. 0799 22068 (Saffron Walden). (45290

FERRARI, 1962 250 GTE. Superb original condition, acknowledged finest in UK. Tel.: Broughton (Northants.) 432. (45291

ROLLS-ROYCE 20/25, 1935 Boat-Tail. This car is in pristine condition. A total restoration of £4,500 has been carried out, painted Rolls regal red, fawn leather trim, serious enquiries, 01-643 2336. G. Phillips, 148 Northley Avenue, Cheam, Surrey. (45292

1965 MINIMOKE. Good condition, four seats, new red hood and exhaust, long MoT. Economical fun car for £275. Fennell, 2 Foliat Close, Wantage OX12 7AP. Tel.: Wantage 2317. (45293

MG-B GT. "M" registered, US export model, many extras, £1,100. Wright, 5 Oxford Street, Aberaeron, Cardiganshire, Wales. (45294

XK150 DHC, 1959. Red, automatic, chrome wires, new hood, discs, exhausts, SP tyres, carpets, 5,000 miles on completely recon. engine/auto. Immaculate body/paintwork, no rust, year's MoT, serious offers only. No dealers. Colchester 74816. (45297

1971 LOTUS ELAN Sprint. JPS colours, sun roof, stereo equipment, excellent mechanical order, £1,055 o.n.o. Offley 428 or office 01-435 9041. (45298

12/50 ALVIS boys racer. 1928 short chassis, All body, same width, Brooklands screen, KO wheels, 1921 stirrup headlights, improved braking (rods), plus 90 m.p.h. Loads of spares. Restoration needs completing. Best offer over £1,000. 01-693 1524 any time. (43068

1961 AUSTIN HEALEY 3000. Complete rebuild including suspension and steering. Works hard top, overdrive, wires, £475 o.n.o. Offley 428 or office 01-435 9041. (45299

ASTON MARTIN DB2 Vantage saloon. Registration HKG 20, very original, complete engine rebuild, £725 o.n.o. Rochdale 48737. (45300

JOWETT SALOON. First registered 1931, needs restoring. Best offer secures. Simpson, 3 South Rigg, Hexham, Northumberland. (45301

AUSTIN HEALEY 100/6, 1959. Excellent condition throughout, hard and soft tops, overdrive, wires, £350. Tunbridge Wells 35698. (45302

LANCIA 1.3 Sport Zagato, 1972. "L" reg., 12,000 miles, first class condition, red, radio, heated rear window, solicitor sole owner, £1,600 o.n.o. Tel.: Leicester 704242 after 2 p.m. (45303

MG VA, 1937. 4-seat tourer, must be the most original car available. Has not been restored and is not immaculate, just very original. Nearest £1,000. Box No. 4402. (45304

MG-A, 1962, 1600 c.c. coupé. Rebuilt engine and bodywork. Telephone (evenings) Solihull 1900. £120 o.n.o. (45274

MG-C GT, Oct. 1969. Overdrive, w/wheels, beige with black leather trim, works maintained, excellent condition. Telephone (evenings) Hampton-in-Arden 2332. (45274

UNIQUE NOVA COUPE. Managing director's car, built regardless expense, fully equipped, 5-speed box, 2.2 Autocavan engine, absolute host of improvements, modifications, goodies, far too numerous to mention here. Detailed specification and pictures on request. Owner buying Elite, so reluctantly for sale at £3,500 (bills shown) o.n.o. Box No. 4404. (45305

1973 TR6. Red/black, overdrive, full and half tonneaux covers, Kenlowe fan, radio/cartridge stereo player, 21,000 miles, superb throughout, £1,290. Tel.: 9 a.m. to 5 p.m. 0434 3862, after 5.30 p.m. 0434 3009. (45307

AUSTIN BIG 7, 1938. Taxed and tested, new tyres, battery, exhaust, clutch, etc. Runs very sweetly, offered at £225 with a load of spares. Cirencester 2855 (STD 0285). (45308

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£1,995. RELIANT GTE. 1972. 'L' Reg. Finished in Highland purple with tan trim. Fitted overdrive, alloy wheels, radio, etc.

£1,945. LOTUS ELAN +2S 130. 1972. Finished in pistachio with silver roof and black trim, one owner.

£1,895. LOTUS ELAN +2S 130. 1972. Finished in metallic blue with silver roof and black interior. Chrome wheels, etc. Very good condition throughout.

£1,795. TRANSIT AUTOHOME. 1973. 7,000 miles only. 5 berth, fridge, radio, etc.

£1,595. RELIANT GTE Automatic. 1971. Fitted sunroof. Mag wheels, radio etc. Aubergine with black trim.



£1,565. BMW 2002 TII. 1971. K Reg. White with black trim. Fitted Wolferace wheels, radio, hrw.

£1,495. LOTUS EUROPA T/Cam. 1971 K Reg. Fitted alloy wheels, radio 8 track stereo etc.

£1,465. RELIANT GTE. 1970. J Reg. Lagoon blue with black trim, sun roof, radio.

£1,445. LOTUS ELAN +2S. 1970. J Reg. Bahama yellow with black trim, extras include chrome wheels, sun roof, tinted screen, radio, cassette.

£1,395. LOTUS +2 Reg. 1971. Fitted B.D.A. engine. Minilite wheels, P.B. radio, etc.

£1,265. FIAT 128 1300 Coupe SL. 1973. M Reg. 5000 miles, Italian red with black trim, fitted radio.

£1,095. ALFA ROMEO 1300 GT 1971. K Reg. One owner, aubergine with tan trim.pg5

£1,095. FIAT 124 1600 Sport. 1971. Model. M Reg. Apple green with tan trim, radio, 8 track stereo, hrw.

£845 LOTUS ELAN S4 F.H. Coupe. 1968. G Reg. Yellow with black trim, fitted Push Button Radio.

£795 FIAT 850 Coupe. 1971. Finished in red with black trim. 20,000 miles from new.

£745. MGB Roadster. 1969. H Reg. Finished in B.R.G. with black trim. Fitted wire wheels, radio, twin spots etc.



£925. AUSTIN HEALEY 3000. 1965. Silver blue with blue leather trim. Extras include wire wheels, and narrow band white wall tyres.

£595 MGB GT 1967. Extras include overdrive, wire wheels, special paintwork.

£595 LOTUS CORTINA. 1969. White with red trim fitted Rostyle wheels.



£765 ALFA ROMEO 1600 DUETTO 1968. Hard and soft tops. 5 speed gearbox. New tyres. White with red trim.

£595 MGC Roadster. 1968. Fitted wire wheels, radio, etc. finished in red with black trim.

£695 JAGUAR E Type F.H.C. red with black trim Good mechanical condition, requires respray.

£665 RELIANT SCIMITAR Coupe. 1968. Fitted 2.5 engine. Overdrive, radio etc. Midnight blue with black trim.

MINIS

£1,465 1275 GT 1973 M Reg. GS Special. Webasto roof, special coachwork, cloth seats. Alloy wheels, leather s/wheel, air horns, radio, Q.H. lights, etc, etc.

£845 MORRIS 1275 GT 1972. Red with navy trim, twin spots, walnut dash etc.

£845 AUSTIN MINI 1000. 1973. Damask red with Spanish rose trim. H.R.W.

£795 AUSTIN MINI CLUBMAN. 1972. Green mallard with olive trim, H.R.W. Walnut dash etc. One owner.

£725 MINI 850. Saloon. 1972. L Reg. black tulip with red trim. G.T. wheels. H.R.W. etc.

£435 AUSTIN MINI 850. 1968. Silver with black trim fitted tinted glass, mag wheels, special dash etc.

£295 AUSTIN MINI 1966. Maroon with tan trim

£ AUSTIN COOPER 1963. Finished in silver with black trim. Fitted wide wheels, new tyres etc.



£595. RELIANT SCIMITAR Coupe. 1967. F Reg. Finished in yellow with black trim, fitted overdrive, radio, etc.

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AUSTIN MAXI 1750. Aconite/Surrel. Auto belts. 1973. Spec.

MAXI 1750 HL. White with sorrell trim, auto belts. 73/74 spec.

ALLEGRO 1750. 4-dr. SS Teal blue. Auto seat belts.

AUSTIN ALLEGRO 1500. 4-door Cosmic blue with navy.

AUSTIN ALLEGRO 1300. 4-door. Bracken with navy trim.

MINI CLUBMAN Saloon in harvest gold and olive. Auto seat Belts. H.R.W. R/Proof. Door mirror, alloy wheels, walnut dash.

MINI CLUBMAN Teal blue with ochre trim.

MINI 1000. In blaze with navy. Alloy wheels, rustproof.

MINI 1000 In citron with navy trim, face vents, auto seat belts, H.R.W. Door mirror, rustproof, alloy wheels.

AUSTIN MINI 1000 in harvest gold with navy trim, face vents, auto belts 73/74 spec.

MINI 1000 in blaze with navy trim. Face vents, auto belts, 73/74 spec. Underseal.

MINI 1275 FT. Damask red/Spanish rose auto belts, sunroof, vinyl roof, alloy wheels, walnut dash, underseal etc. **CANCELLED ORDER**

MGB GT V8 Damask red with black trim, overdrive, chrome wheels.

MGB GT in citron with black trim, O/D. Tinted glass, servo hand rests, wire wheels, underseal, auto seat belts.

MGB GT Teal blue with autumn leaf, O/D, W/W, Radio etc.

MGB GT. Damask red with black overdrive, tinted glass 74 spec.

MG MIDGET. Citron with black trim, static seat belts, extras pack.

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Bentley Continental Fastback by H. J. Mulliner completely retrimmed and mechanically perfect-a must for the discerning collector. **£3850**

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1960 S2 finished in Midnight Blue, biscuit hide, with refrigeration **£1995**
1961 S2 finished in Sable & Sand, beige hide, electric windows **£1795**
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1960 S2 finished in Sable & Sand, excellent coachwork ... **£1650**
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1957 SI finished in Porcelain White with S3 conversion ... **£1295**
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SUNBEAM Mk. III. 56,000 miles, new clutch and rear springs, enthusiast's car, £350. Grimshaw, 84 Mill Lane, Macclesfield, Cheshire. Phone 22633. (45309

1965 GILBERN GT 1800. Taxed and tested till December, overdrive, radio, engine overhauled, uses no oil, £375. Phone Chesterfield 77537. (45310

PORSCHE 1952 356 coupé. 1300 c.c., stored for last few years, complete and basically sound, needing some restoration. £150 o.n.o. Radlett (Herts.) 6829. (45311

HILLMAN MINX Special, 1955. Not used since 1963. Floor-change box, unused reconditioned twin-carb. engine, body excellent 30,000 miles only. Garaged Gloucester. Offers? Phone Etwall (Derby) 2634. (45312

PRINCE CHARLES had one: MG-C GT, 1968. Overdrive, wire wheels, cassette/stereo/radio, tax, MoT, smart and reliable, £595. Business demands 4-seater, exchange BMW 1600 or similar. Phone Tipler, 01-534 8427 or Chelmsford 380727. (45240

ROVER 110, 1963. Beautiful condition for year, overdrive, fitted sun roof, MoT, etc. Must be seen, £350 o.n.o. Tel.: Bristol 672654. (45314

VINCENT RAPIDE Series "D", 1955. Genuine 36,000 miles from new, extensively restored in original specification, looks as new, about £850. Tel: Desford (Leicester) 3063. (45315

BENTLEY Mk. VI, Nov. 1951. Fitted with beautiful razor-edge sports saloon body by H. J. Mulliner, black/shell grey, £1,250. Firm. Tel.: 061-928 2922. (45316

RILEY 1½-LITRE RME saloon. First class condition, recent engine overhaul, black with beige trim, bargain at £495. Tel.: 061-928 2922. (45316

MERCEDES-BENZ 170S, 1947. LHD, very restorable car, almost roadworthy, not used since 1971, offers. Minehead (Somerset) 2120. (45317

SUNBEAM TIGER, 1965. White, h/s tops, very presentable condition throughout, stored last 12 months. Can be viewed weekends in Berkshire. Underpriced for quick sale at £395. Tel.: 01-673 0440 after 7 p.m. (45318

AUSTIN 7 Nippy, 1934. Very good original car, MoT, best offer. Singer Le Mans, very original and practical PVT, £600. MoT, Morgan 4/4 Climax, original, but has been stored, £575, some spares. Also for sale, superb MG TA, rough but cheap MG PA, Singer 9 sports. Stourbridge (03843) 73174 after June 1st. (49311

MORGAN 4/4 two-seater, December 1971, 19,900 miles only, many extras, v.g.c., offers. Telephone 0274 639823. (45319

AUSTIN SEVEN Chummy, 1928. Good condition, MoT, upholstery and hood need attention. Offers: Sevmour, Stonywood Cottage, Netherfield, Battle, Sussex. (45320

1965 TRIUMPH TR4A (Soft top). Red, wire wheels, overdrive, basically a very sound car both bodily and mechanically but needs attention to u/js, w/bearings. Overdrive, good oil pressure, goes very well, long tax and MoT, nearest £375. Marriott, Edomond 3575 (Newport, Salop). (45321

MG-B GT, '72, "L" reg. Teal blue/tan, overdrive, wires, HRW, servo, 18,500 miles, beautiful condition, £1,275. Rhosneigr 686 (Anglesey). (45322

ASTON MARTIN DB6. Considerably above average car. Maintained to very high standard, £1,600. Part exchange cheaper car considered. Welford/Avon (Warks.) 343. (45323

ALFA ROMEO Spyder Veloce, 1962. Farina hard top and soft top, recent respray Alfa red, re-chromed, gearbox and clutch overhaul, brake reline, new battery, exhaust, rust-free and well above average condition. Best offer over £250. Borough Green (Kent) 2851. (45324

ALVIS 3-LITRE TD21, 1961. Very good throughout. Indicated mileage 76,000. MoT, taxed. £295. Berkhamsted 71427. (45325

AUSTIN HEALEY Sprite Mark I, 1959. Grey, in very good condition, 68,000 miles, £375. Phone Tunbridge Wells 33324 (Kent) after 8 p.m. or at weekends. (45326

OPEL MANTA Rallye Coupé. December 1971. Flame red/black trim, radio, 30,000 miles, excellent condition, £850. Tel.: Stourbridge (Worcs.) 4167. (45327

AUSTIN HEALEY 3000 Mk. IIA, 1963. Curved screen, w/up windows, works hard top, completely original and free from any accident damage. Radio and spare set tyres, £295. Phone Redditch 62742. (45328

MG TF 1500, 1955. In extremely good condition, £1,400. Well worth looking at before buying a similar more expensive model. Phone 01-892 9580. (45329

RILEY, 1951. Immaculate, new tyres, resprayed, MoT, tax December, £275. 01-402 5984 evenings, Rowe. (45330

LANCIA 1.6 HF Lusso, March 1973, 7,000 miles (true), white, radio/cassette, must sell, £1,675 o.n.o. Phone Mr. Salter 01-603 7938. (17586

PORSCHE 911S. Good condition, much cared for car, attractive chocolate brown finish, magnesium wheels, £1,500. Phone Great Yarmouth 57514 office, 788106 after 8 p.m. (45331

TRIUMPH GT6 Mk. II, "J" reg., red, overdrive, wide wheels and boots, sorted suspension, factory high-back reclining seats, QI lighting. £700 o.n.o. Calvert 01-607 3246 or evenings Hoddesdon 60233. (45335

ALFA ROMEO 2600 Sprint, 1967. Silver with red leather upholstery, electric windows, radio, etc., 37,000 miles, excellent condition, reluctant seller going overseas, £925 o.n.o. Byfleet 42978. (45336

MG K3 chassis K3005. Original mechanically and bodily except for very slight modifications. Bo Frick, Igelosa, Lund, Sweden. (5579F

ASTON MARTIN DB3. Blue, twin exhaust, very good condition, £900. Tel.: Warrington 66377. (45337

MG TC. Unfinished rebuild, hundreds of hours and pounds spent. Forced to sell. Offers. Tel.: Bourne End 25208. (45338

TRIUMPH SPITFIRE Mk. IV 1971. White, tan interior. Good condition, £595. Bexhill-on-Sea, Sussex 212515. (45339

TR6 1969. Saffron, black interior, excellent condition. Taxed. Any offers considered or exchange Mk. VI or R-type Bentley. Farnham 21722 or Woking 63820. (45340

BENTLEY S.I. Continental Mulliner Fastback, 85,000 miles. Black, excellent condition. Heckfield 336 (Hants), or Weybridge 43040 (work). (45341

GILBERN GENIE, 1969. Midnight Blue, sunshine roof, electric windows, alloy wheels, tinted screen, fog and spot lamps, electric fan. £795 o.n.o. Tel: Middlesbrough 85573. (45342

GILBERN, 1600 c.c. GT. Long tax, MoT, new wire wheels, pretty good condition. £345 o.n.o. Weekends, Chelmsford 52242. (45343

PORSCHE 912, 1969 model (December '68). Bahama yellow, electric roof, electric aerial, tinted glass, 5-speed gearbox, HRW, individual registration number, 44,000 miles, AFN maintained regardless of expense since July 1971, connoisseur's car, £1,750 o.n.o., Ring 01-586 3505 before 9.15 any morning except June 18th to July 2nd. (45344

HEALEY 1959. 100-6 2 + 2 BN6 engine, metallic blue, overdrive, wire wheels, hardtop. A much-admired car in really excellent condition. £645 o.n.o. Phone: Huntingdon 53130 or Warboys 843 (evenings). (45346

ALVIS 1931-'32. TL 12/60 open tourer, in need of restoration, all instruments damaged, otherwise complete, and in fair condition. Offers over £500. Tel: Earl Soham 544. (45347

RED 1966 MG-B. 11 months MoT, 4 new tyres, new exhaust, radiator, £300 o.n.o. or exchange for Lotus 7 with cash or consider any exchange. Peter after 6. 01-677 0912. (45349

1 YPH on Mini Cooper '63 engine. US. Consider exchange or sell to the nearest offer. After 6 Dave 01-870 5683. (45349

JENSEN 541, 1956. Body sable with black interior, year's MoT, professionally valued £1,000, must appreciate £950 o.n.o. High Wycombe 27340. (45350

ASTON MARTIN DB2/4 Mk. III. All usual plus new clutch, Cints, 8-track, push-button radio. Genuine 55,000 miles. Immigration forces sale, £1,000. Tel: Burgh Heath 56118. (45352

ALVIS TD 21, 1961. Grey, overdrive, requiring some attention, £125 o.n.o. Tel: Claverdon 2956 (near Warwick). (45355

BIG BEAUTIFUL Burgundy Buick, 1936. C.O. Master Straight Eight pick-up, in great condition. Stylish, eye-catching, reliable transport. Offers over £600. Brighton 731864. (45352

MG-A 1960. 42,000 miles. Very original car in excellent condition. Many new parts. Long MoT. Marriage forces sale. Price reflects condition. £475. Tel: 01-553-0771. (45354

V12 LAGONDA, 1939. Very rare Freestone & Webb. Semi razor edge coachwork. Undergoing first-class re-spray and carpeting. This car has had two owners and 47,222 miles. Sensible cash offer or prefer earlier Marque in exchange. Tel: Ponteland 2807. (45358

AUSTIN HEALEY 3000, 1961. White, works hard top, overdrive. A well-maintained car. No longer suited to growing family. Taxed, MoT. Offers around £550. Telephone: Longframlington 668. (45359

1919 CHEVROLET 490 in fine order throughout. MoT, host of history. Registered 1921. Speedo reading 10,000. Body could be 1916 or '17. Offers around £2,500. 1939 Hillman Minx, almost concours. 40,600 miles on speedo and one previous owner. MoT. Offers over £395. Phone: Studley Wks. 2184. (45360

MG-C GT, 1968. Blue, automatic, w/wheels, tow bar, excellent condition, £700. Richards, 4 The Spinney, Fleet, Hants. Tel: 22935. (45361

ALFA ROMEO Guilia Sprint GT, 1964. Red, black interior. Recent engine overhaul, £350. Morecambe 417358. (45362

ALVIS TC21/100. Tickford D.H.C. 1955. Well above average condition. Excellent mechanics. Best offer over £600. Tel: Braintree (Essex) 21156. (45363

JAGUAR E-TYPE F.h.c. Series II. Excellent condition. C.W.W. radio, H.R.W., new clutch, MoT, Taxed, £1,295. Mr. Clarke 01-657-8811. (43964

M.G.-B GT 1970, J, overdrive, wires, undersealed, one owner, 26,000 miles. As new condition. £950. Exchange considered. Cuffley 3462 (Herts). (45348

TRIUMPH TR6 1970 J. One owner, 33,000 miles, undersealed, radio, as new condition. £925. Exchange considered. Cuffley 3462 (Herts). (45348

MIDGET 1973 L. Bronze/black, 12,000 miles, Rostyles ZX tyres, anti-roll bar, undersealed, works hardtop, tonneau. £850 o.n.o. Tel: Gravesend 61668. (456171

TR6, 1970. 35,000 miles. Green, hard-top, soft-top, tonneau, overdrive, wire wheels, excellent condition. One owner. Full service record. Family forces sale. £900 o.n.o. Tel: Dundee 77985. (45383

JAGUAR MK II 1961 2.4. Taxed and MoT Nov. '74, 32,000 miles, beautiful original. Collector's car. £525 o.v.n.o. Ron, Muckhart 331 (Perthshire). Might exchange for drophead E-type. (45384

TRIUMPH TR2, fitted 3A front, four steel wings, o/d, 12 month's MoT, taxed. Stafford 54597. (45386

TICKFORD CABRIOLET Austin Seven. Completely restored including new hood, tyres, and re-chromed. One year's MoT and taxed. £850 o.n.o. Lingfield 832316. (45387

TIGER V8, 1967, new hood, radio, tax, MoT. Bargain at £600 o.n.o. or part exchange for tatty Morgan. Tel: Trowbridge 2100 (Wiltshire). (45388

DAIMLER SP250B Dart 1961. Many extras. Stainless exhaust; recently overhauled diff, steering, brakes, Konis. Family forces sale. Offers real motoring at 24 m.p.g. 01-229-9544. (45374

M.G. TC 1946. B.R.G. Painstakingly rebuilt from scratch by experienced enthusiast perfectionists. Offers invited. Leicester 772883 or Peatling Magna 484. (45375

1936 RILEY 12/4 KESTREL, restorable. Also engine, gearbox, axles, etc. Offers. 1961 Mercedes 180B, petrol R.H.D. Good tyres. Mo.T. Oct. White £70. Jackson, 42 Bath Ter., Gosforth, Newcastle on Tyne 3. (45377

A40 PEDAL CAR. Near mint with lights, pneumatic tyres, opening bonnet & boot. Used for display only £75.00 o.n.o. Phone: Chichester 82949. (45379

ARMSTRONG SIDDELEY, body needs respray, rare car. £750 o.n.o. Ipswich 75351 (day), Brightlingsea 3849 (evenings). (45380

MK. I SPRITE, 1960. Cherry red with black interior. All steel bodywork, rebuilt engine, new rear springs, hood, etc. MoT and taxed. £275. Tel: 073589 7651 (Wokingham, Berks.) (45356

ESCORT RS 2000. First registered Nov. '73. 8,000 mls from new. Powder blue with black trim, works sump guard, "World Cup" rear springs, works lamp brackets with Cibie lamps (4), 8-track stereo tape player, wide alloy wheels. This car is in mint condition and has not been rallied, raced or abused in any way. Tel: Newcastle on Tyne 863193 for details. (45358

BMW CABRIOLET 2002. This rare model ideal for summer driving. M registered in excellent condition (one lady owner) and offered at £2,450 o.v.n.o. (List £4,000.) Might consider good Porsche 911/2 GT6 etc. P/ex. Tel (01) 834 7205/580 6104, 6 to 7 p.m. Williams. (45381

1934 CHRYSLER AIRFLOW. This is the classic early Airflow with the "waterfall" radiator, believed to be the only six-cylinder model of this year in England. RHD, manufactured September 1934, chassis no. CZ77X5079982. The car is in need of complete restoration, although the engine starts on the button, and tyres are excellent. This must represent one of the very last opportunities to acquire a really rare vehicle at a still uninflated price. Offers start at £295. Wiseton (Notts.) 262. (45385

ALFA ROMEO Spider 1600 "D" reg. Grey, good condition, £450. Tel.: Hansford, Westerham 62888. (45389

LANCIA FLAVIA 1966 coupé. Grey, blue leather, MoT January, taxed Dec., radio, new clutch, good condition, £475 o.n.o. Phone 021-262 1444. (45390

SP250 "C" spec. 1963 Dart. New hood, XAS tyres, discs/pads, £600 o.n.o. Braintree 25259. (45391

LAGONDA, 1953 3-litre. White, Tickford aluminium DHC body with black hood. Extensive body/chassis and mechanical restoration undertaken with the last year. This car has been in daily use by the present owner for the past eleven years and is being sold together with an extensive quantity of chassis and body spares, including a spare 3-litre Aston engine and reconditioned gearbox. £550. Telephone Marsden, Cardiff 0222 22121 (ext. 15) (office hours). (45392

ROLLS-ROYCE Cloud I, 1957. Professionally converted from Bentley S1. In excellent condition, just back from coachworks. One year's MoT, £2,100. Telephone Nottingham 77974. (45378

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GILBERN 1800 GT. MG-B mechs. MoT April 1975, recon. engine and gearbox, 26,000 miles, overdrive, w/wheels, v.g.c., well maintained, £425 o.n.o. Kenilworth 52305. (45407
MG-B, November 1972. Overdrive, one owner, only 12,000 miles, undersealed, immaculate condition, £1,150 o.n.o. Tel.: Brighton 502501. (45408
HEALEY 3000 Mk. 1. Body, chassis, interior, mechanics restored 1973 to mint condition, white/black h/s tops, tonneau, overdrive, w/w, XASs, alarm, radio, reg. 2000UE, £900 o.n.o. 051-428 4567. (45409
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TR4 ROADSTER, 1963. Taxed, MoT, and in good working order. For Details ring 01-352 1772 room number 162. (45418
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PORSCHE 914S, 1973. 2-litre, 5-speed gearbox, very fast machine gives over 27 m.p.g., stereo, electric aerial, cost today £3,668 so terriffic value at £1,950 o.n.o. Phone Johnson 628 7891 or 834 7435 (evenings). (45422
MG TF, 1954, 1250 c.c., stored 10 years, complete rebuild in progress, 75 per cent complete, must go as it stands, space needed, £650, offers. Garboldisham 456 Norfolk. (45423
LOTUS SEVEN S4 1600 GT, 1972. Used summers only, immaculate, £920. Tel.: Otley (Yorks.) 2730 for full details. (45425
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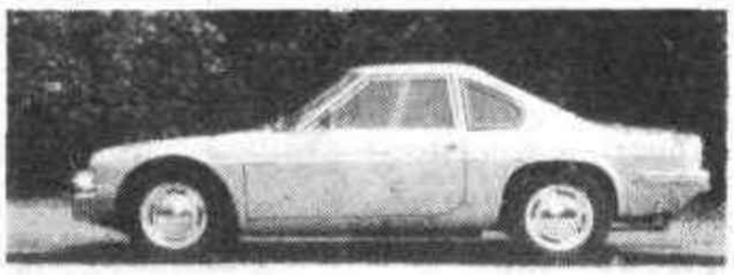
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LOTUS Elan S4 drophead, 1969. Finished in black over white and fitted with electric windows, radio and 8-track, knock-on wheels etc ... **£995**

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FORD CAPRI 3000E, 1970, 36,000 miles, tax, MoT, white, vinyl roof, H.R.W. Above average condition. £750 o.n.o. or exchange Mini 1275 GT, Mk. III Cooper "S", MG Midget or similar. Harrison. Phone 061-223 4505 office. (45514

SUNBEAM ALPINE. F Reg. Nov. 1967. Green. Very sound motor car both mechanically and bodily. Reconditioned engine, 6,000 miles ago. O/drive plus Radiomobile, electric washers and tonneau. Taxed and MoT. For details ring Lancaster 60577. (45513

FORD MEXICO professionally built to full Group 2 specification. This car cost over £2,000 new. K registration. Immaculate condition throughout. Ziebart rustproofed. The car is completely equipped ready to rally or makes very exciting and practical road car. Now on offer due to change in plans for only £1,050. Finance arranged. Ring Swansea 41016 daytime, or evenings Gowerton 872470. (45512

ASTON MARTIN DB6. Vantage 1966. White with tinted glass, chrome wire wheels, radio/stereo unit, etc. Nice condition throughout. Two owners from new. Engine has recently undergone complete overhaul and new clutch fitted £1,350 or nearest. Finance possibly arranged. Neath (Glamorgan) 55845. (45512

BEAUTIFUL LOTUS PLUS 2S, 130. 1971. in Pistachio with black vinyl top and sun roof. Quite immaculate with every luxury specification. Genuine enquiries at £1,550 to Hayling Island 2144. (45511

1967 S3/SE/FHC LOTUS ELAN, metallic green, taxed, tested, good condition £620 o.n.o. Gloucester 20408 office, 29945 evenings. (45509

M.G. TF MECHANICALLY and bodily in first-class, near concours, condition. As original. Stork forces sale. £1,375. Maldon (Essex) 741082. (45508

ALFA ROMEO GIULIA SPYDER 1966. 1600 convertible. Red with cream leather interior. One lady owner since 1968. Low mileage. Well maintained in beautiful condition. Full year's MoT. £395. Telephone 01-723 5720 (Paddington) or Selsey 2250 weekends. (45507

ALFA ROMEO Giulia Sprint Special Coupe. Rare torpedo-style bodywork. White with dark blue interior. MoT. £395. Telephone 01-723 5720 (Paddington) or Selsey 2250 weekends. (45507

1000 C.C. VINCENT BLACK SHADOW 1953. Nice original condition, 1 owner £650. Silver Cloud I 1956, absolutely superb condition. Moss over sage green, £3,250. South Benfleet 4174, Essex. (45505

ROLLS ROYCE, 1955. Silver Dawn, Pearl Grey S.S. Saloon. Reg. No. WNW 7, licensed and full MoT. In near mint condition, 4,000 miles since overhaul by Rolls (Crewe) in 1969/'70. Price £3,250. Private sale, Wells, Lines End, Winchelsea (Tel. 200) Sussex. (45504

TR6 MAY 1973. Hard and soft tops, overdrive, undersealed, radio, 12,000 miles, Mimosa with chesnut trim. Owned by Triumph employee, hence untouched condition. Reduced to £1,395 o.n.o. Coventry 613538. (45522

1926 BULLNOSE MORRIS COWLEY, 2-seater with Dickey, completely rebuilt body & re-upholstered. Also 1935 British Salmson Saloon, very rare example, needs some work. Chapman, Threeburrows, Blackwater, Truro, Cornwall. Tel: Threewaters 285. (45568

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MG TF 1500, very original, stored last five years. Also MG PA in similar condition. Highest offer secures. Penhalls Way, Quay Road, St. Agnes, Cornwall. Tel: Threewaters 285. (45566

FOR SALE: 1953 SUNBEAM TALBOT Alpine sports. Very good condition. New tyres. Sensible offers please. Tel: 029882469. (45565

A.C. COBRA 4.7-LITRE. 1964. Fully race modified. Very successful car. Ex Richard Taft. Fitted Webers, 2 sets alloy wheels. Hard-top. Now eligible post-historic series. £5,250. Phone: Cheltenham 23228 weekends. (45564

BENTLEY "R" TYPE 1953. In good order throughout. Maintained by agents. £1,250 o.n.o. Telephone 024-267 2345 (Bishop Cleeve 2345). (45563

DAIMLER SP2500 1964, C Spec. A really splendid car with beautiful dark blue coachwork, sparkling chrome, and completely unspoilt interior. Hard-top, soft-top & tonneau, radio, taxed, and a complete year's MoT. A wonderful car that really is in showroom condition throughout! First sincere genuine offer takes possession. Please telephone 01-363 5950 evs. (Enfield, Middx) (45562

1965 ALFA ROMEO SPRINT GT 2 + 2 Coupe in blue with sunshine roof. In excellent condition with new exhaust, Spax shockers, rear springs and brakes. Low mileage and MoT. £450 o.n.o. 01-950 6336 (Bushey). (45561

FOR SALE—continued

MG YA, 1949, professionally overhauled. Taxed, new tyres, MoT, excellent condition. Offers around £300. Hillier, Officer's Mess, Chivenor, Barnstaple, Devon. Ext 121 office hours. (45560

JENSEN CV8 MK. 2, 1965. Two owners, gold with caramel interior. Reliable well-maintained example, £950. Bath 6911, ext 2636. (45559

TR4 A, 1966. Radio, overdrive, new hood, tyre, battery, MoT, taxed, good condition. £525. 01-657 0083 (Croydon). (45558

FROG-EYE SPRITE, 1959. Completely rebuilt, tuned 1,100 c.c. engine, large brakes & wheels, very fast. Beautiful. £260 o.n.o. Cobham (Surrey) 2806. (45553

HARRINGTON ALPINE, new parts include rings, bearings, clutch assembly, brake pipes, cylinders, pads, linings, servo, front shockers, and a set of tyres. Just resprayed. Reason for sale I'm taking up boats. A car that can only be regarded as an asset. Very reasonably priced £300. Also a friend has asked me to include a very pretty H Mini Cooper, a well cared for car and so nice on the wallet to run £500 o.n.o. on either. Barrie 061-792 2766 day 061-748-6705 night. (45556

MARCOS 3-LITRE 1970, chrome yellow, mags, new engine, carburetter and tyres. Immaculate condition. Phone 01-803 5665. Breathalized Mike. (45555

LOTUS +25, 1971, white, black trim, radio, elec. windows, etc. £1,325 o.n.o. Tel: 01-722-4225. (45554

MG-B ROADSTER, 1970. Overdrive, radials, radio, AKS tinted hard-top, soft-top, tonneau cover, taxed and MoT March 14/5. Telephone: 0825-3476 (Uckfield). (45551

LOTUS ELAN S4SE, 1970, D.H.C. Radio, tonneau, light fawn, new gearbox, exhaust, damper, doughnuts, hood. Just taxed. All service records, excellent condition. Low mileage. £950. 01-794-6463 (evenings). (45552

M.G. YB, 1953. Black, very good original condition, mechanical rebuild. Offers over £500 Bristol 674903. (45550

SIX CYLINDER ROLLS-ROYCE engine. Model B60. Complete with clutch & ancillaries, less dynamo, new. Sealed and inhibited £120. Hydramatic gearbox ex Bentley with flywheel, torque converter, bell housing and control, £60 E. L. Denney, 54 Esplanade, Redcar. Phone 06-493 3507. (45549

FOR SALE: 1960 DAIMLER DART SP250. Immaculate condition, spare engine & gearbox, as new. Must be seen. Telephone: 029882469. (45565

XK150 D/H COUPE. Dec. 1959. Professionally restored, plus valuable extras. Photo, history, bills available. £2,750. Taylor, Dartmouth 2748 or 2315. (45547

1968 MARCOS 1500, Aubergine, w/w excellent condition, £850, or P/ex. Elan D/H. Harwich 6319 (evenings). (45548

TRIUMPH TR5. Really good condition, March 1968, Surrey top, 40,000 miles, company car and house deposit forces sale at £745. David Hazlewood. Phone: Hitchin 50382 (office) or 55702 (home). (45544

TR3 1959. Reg No. PDB 10. Green, hard and soft tops, MoT for 6 months, taxed. Superb condition all round. Few left in this fast appreciating marque. £375 o.n.o. Tel Mr. Rex Humerstone, Nelson 66104 office hours. (45543

M.G. P.A. Partially restored. Engine, chassis, suspension, etc. stripped and rebuilt. Needs completing. Full details: H. Brown, 63 Barlaston Old Road, Trenthan, Stoke-on-Trent, £500 o.n.o. (45542

FROG-EYE SPRITE, all-steel body, good mechanics, soft/hard-tops, tonneau, radio, spots, etc. Many spares including complete engine. MoT, taxed, very economical. Offers around £325, 021-550-2270. (45539

BMW 2002. 1971 (late model). Yellow. Car 10,000 miles, Ti engine just rebuilt and tuned. Absolutely as new condition. Must sell £1,400 o.n.o. 01-928 3388 ex 32. (45538

VOLVO 1800E coupé injection. 1970. White, H.R.W. Alloy wheels, overdrive. All factory fitted. Radio, electric aerial, 30+ m.p.g. Michelin XAS. Dinitrolled, perfect. £1,350 o.n.o. or part exchange older Volvo etc. Tel: 051 652 5154 evenings, weekdays. (45540

1963 CAPRI GT Mk. I 1500 c.c. Dark green, white roof. Reconditioned engine/gearbox. Reg. No. 700 GLL. Superb example of this rare car £185 o.v.n.o. Tel: Ecclesfield (Yorks) 3851. (45534

ESCORT RS1600. I must sell my immaculate, gleaming white, '71 K, beauty because buying house. 23,000, radio, has to be seen to be appreciated £850 o.n.o. Uckfield (0825) 2831. (45533

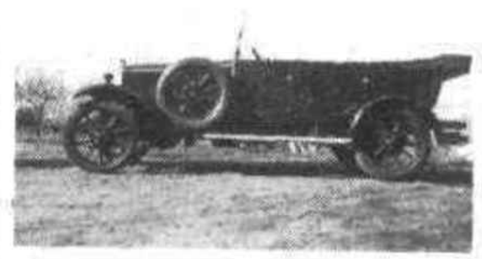
COLLECTOR'S ITEM: A35 fixed-head coupé 1957. British Leyland say they made about 100. Have you seen one with MoT? and in good condition? Ours is grey and £300 o.n.o. Earldoms 331. (45532

ROLLS-ROYCE "20". 1928 beautiful replica open tourer in mint condition, upholstered in Connolly hide. Engine rebuilt approx. 5,000 miles ago, new exhaust system, rewired, six new tyres, original lamps, instruments, and mascot, handbook and nearly full set of tools. All bills available, MoT and taxed. Write: 1A Jeffrey's Court, Jeffrey's Road, Clapham, London SW4 6QE. Tel: (01) 720 7025 after 7 p.m. (45537

LANCIA FULVIA RALLY COUPE, 1971, metallic silver, sun roof, H.R.W., radio, £1,100. Medway (Kent) 62389. (45531

HEALEY 3000 MARK III 1967. 66,000 miles, white, overdrive, radio, one owner, £1,000. Haig 061-834-2313. (45530

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CITROEN I.D.19 Super. Nov. 1968. All extras, white/black interior. Nice car, good on petrol, £550. Full particulars: Halfway House 483. (45529

LOTUS EUROPA SPECIAL, 1973. Metallic blue, JPS trim, oatmeal interior. Five-speed box, 8,000 miles, £1,900. Tel 021-705 6300. (45528

FIAT 124 SPORT COUPE, March 1972. Radio, sun roof, new tyres, £875. 01-864 1024. (45527

BMW 2500. Polaris. November 1971. PAS, spots, radio, electric aerial, new tyres. £1,650. 01-864 1024. (45527

MG TF, superb condition, black/red upholstery. Only 7,000 miles since rebuild by engineer owner, complete refit and restoration—no expense spared. Many authentic extras. One of best examples of this rare model, £1,750 o.n.o. Phone High Flatts 483 (evenings/week-ends), 27201 Huddersfield (daytime). (45526

RARE 1967 STEYR PUCH 650 T.R.. Good condition, 75 m.p.h., with economy. Fiat 500 body with Steyr Puch engine and suspension. Best offer over £150. Clevedon 6101. (45525

MG-A TWIN-CAM, 1959, nice condition, engine rebuilt, resprayed, fast, reliable. Many extras. Offers around £460. Cobham (Surrey) 2806. (45557

1956 FORD THUNDERBIRD. Porthole hard/soft top, auto. MoT 1 year, taxed. Offers invited 01-291-1971. (45536

MORGAN PLUS 8. Registered March 1974. Unique specification. Finished in Rolls-Royce Regal red, leather upholstery, finished in stone. Reclining and folding seats. Used as second car, will be available Aug./Sept. Will have covered 3,500 miles. Offers over £2,700 to Box 4407. (45520

JENSEN 541S 1961, automatic. Silver-grey. Excellent condition. New engine and gearbox. Bargain £700. Thanet 55783. (45518

1934 AUSTIN LICHFIELD, expensively professionally re-trimmed, MoT, runs sweetly. 40 m.p.g., spares. £255. Telephone Emsworth 2012. (45524

MORGAN THREE WHEELER 1948 F. Super. Rebuilt and cared for. Sensible offers or possible exchange for four-wheeler Morgan. Leeds 781625 after June 7th. (45523

JENSEN CV8 Mk. II. Genuine original specimen, low mileage, full particulars Halfway House 483. (45529

1949 FORD PREFECT. Guaranteed genuine 15,559 miles from new. One owner for 25 years. £295.00. This car has been garaged since new and is in perfect original condition in every respect. Taxed and MoT. A superb and reliable example. Private sale. David Burgess at Erith 37089 or Orpington 24241. Write 27 Coniston Road, Barnehurst, Kent. (45435

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1969 SUPER VII, 1600 c.c. crossflow, superb **£845**



1972 "L" PEUGEOT 304 d.h.c., 8,477 miles only (similar to above) **£1,265**



1971 JAGUAR XJ6 4.2, sable, overdrive, 33,205 miles **£1,895**



1971 STINGRAY, mustard, 7,471 miles only **£2,965**

1969 AUSTIN HEALEY Sprite Mk. IV, blue, fast-back hard top, soft top, anti-roll bar, two owners (local car, certified mileage 34,477, delightful condition **£475**

1967 DAIMLER Sovereign, silver grey/blue, one owner, automatic, power steering, h.r.w., local owner **£495**

1973 Imported ('71 model) CHEVROLET Stingray, mustard/tan, a.m./f.m. radio, confirmed mileage since new 7,471, must be seen **£2,965**

1973 GINETTA G15, dark blue/black, one owner, factory made car, rear window, heater, mag. wheels, delightful car **£1,165**

1974 FORD Capri 1600 GT, marine blue/blue, automatic, vinyl roof, push-button radio, sliding roof, one lady owner, certified mileage 1,272, invoice price £1,722 ..... **£1,365**

1972 JAGUAR V12 2+2 coupé, automatic, one private owner, certified mileage 15,719, pale blue/grey, chrome wheel, radio, electric aerial, tinted windscreen, h.r.w. **£2,250**

1971 JAGUAR XJ6 4.2, sable/beige, overdrive, radio, h.r.w., one owner, certified mileage 33,205, superb condition **£1,895**

1958 JAGUAR XK150 f.h.c., red/red, sold by us to last owner four years ago, fitted overdrive, stereo, wire wheels, history upon request, complete file available **£995**

1966 LANCIA Flaminia 3C 2.8-litre V6; imported 1972, very pretty 2-door Superleggera touring coachwork, 2/4 seats, silver grey/red, classic car, appreciating **£1,195**

1971 LOTUS Europa S2, yellow/black, some federal mods., 1565 c.c. engine with emission control, radio, recorded mileage 24,254, exceptional condition **£1,145**

1967 Nov. LOTUS Elan SE f.h.c., light green, knock-on wheels, radio, SP sports, owner gone overseas **£695**

1969 LOTUS Super VII, 1600 crossflow, Cosmic wheels, tonneau cover, stoneguards, recent tyres, Kenlowe heater, very pretty car in aluminium and dark blue wings **£845**

1974 MG-B Roadster, citron, 686 miles only, radio, 8-track stereo, luggage rack, tonneau cover, servo, Cints., headrests, undersealed, quite as new **£1,595**

1972 MG-B GT, harvest gold/navy, one owner, overdrive, h.r.w., radio, SP radials, Rostyles **£1,245**

1971 MG-B GT, midnight blue, one owner, heated rear window, Rostyles, Cinturatos, recorded mileage 22,405 ..... **£995**

1970 MG-B GT, red/black, confirmed mileage 31,239, overdrive, wire wheels, alarm, recent tyres, in most exceptional condition **£945**

1969 ('68 model) MG-C GT, black/red, automatic, chrome wire wheels, 5 push-button radio, two owners (sold by us to the last) **£695**

1972 (imported) 1968 model MASERATI Sebring 2-door coupé, metallic grey/blue trim, Borrani wire wheels, radio, electric aerial, electric windows, 5-speed box, fuel injection **£1,745**

1972 "L" PEUGEOT 304 drophead coupé, one lady owner, certified mileage 8,477, azure blue/black, hard/soft tops, Blue Spot radio, clock, delightful condition **£1,265**

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

1972 TRIUMPH Spitfire, pimento/black, expensive radio, fog/spot, tonneau **£745**

1971 Oct. TRIUMPH GT6 Mk. 3, white/blue, wire wheels, h.r.w., overdrive, very much above average **£865**

1971 "K" TRIUMPH GTC, saffron, overdrive, radio, h.r.w., one owner, very nice **£795**

1970 TRIUMPH TR6, red/black, overdrive, rather a nice example, new tyres **£895**

1967 VOLVO P1800s, white/black, engine work 7-5-'73 cost £102, overdrive, radio, these cars are appreciating **£645**

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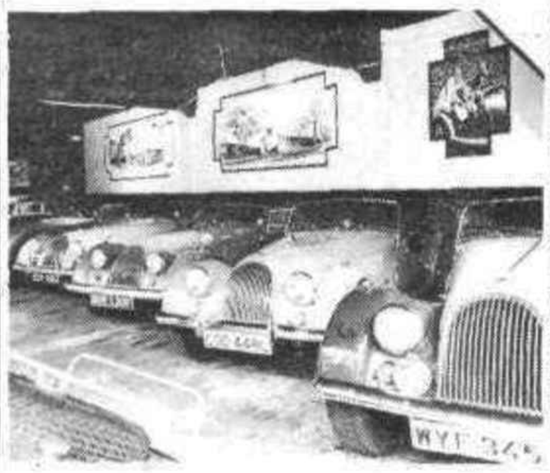
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MORGAN PLUS 4, 66.
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MORGAN 4/4 4-seater, 50.
MORGAN 4/4 2-seater, 38.
Wood & Pickett 1275 S, 70.
Cooper 1275 'S, 67.

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ALVIS TD21 1962 saloon. Body good, 5 new XAS tyres, 5-speed box, engine, front and rear suspension, brakes overhauled at Red Triangle £950. Tel: Dronfield (Sheffield) 6667. (45436

SUNBEAM ALPINE MARK V GT 1968. White, hard-top, tonneau, overdrive, wire wheels, oil cooler, etc. Excellent condition throughout. Offers over £500. Leire 209481. (45437

ALFA ROMEO 1.6 GT, 1973. 4,000 miles, red, black trim, pristine condition, quick sale required, hence only £1,950. Reg. No. MOR 4L. New Milton 612296. (45438

RADBOURNE FIAT 124S, K reg. Piper cam, Weber, low profile Goodyears, wide Cosmics, Konis, specialist suspension conversion, tachometer, spotlights, HRW, rear seat belts, Acoustikit, never rallied. Lots more, taxed, £850, P/ex. possible. Danbury 4313 (Essex). (45442

SCIMITAR GTE MK. 3. One owner, "L" registration. Every extra including overdrive, H.R.W., rear wiper, chrome wheels, low mileage. Highland purple with real leather tan trim. Quick sale bargain £1,685. Private sale but H.P. might be possible. Woking (Surrey) 67057. (45443

RILEY 1½ R.M.E. October 1954. Beautiful car, body and mechanics first-class, £475. Telephone 0603-29941. (45444

FOR SALE—continued

ELVA COURIER, 1961. Fitted new tyres and all weather equipment and tonneau 3 years ago. Then stored till Nov. '73 then tested. Car is as photo on second page of handbook, ie, not altered. Taxed. Colour photo if required, £450 cash. 13 Carlton Grove Elland, Yorkshire. (45451

E-TYPE JAGUAR 42 DROPHEAD 1968. White, black interior, chrome, wires, 31,000 miles. £1,095 with registration 17 PP. Tel: 70213, code 0995, Gt. Eccleston, Preston, Lancs. (45453

BENTLEY 4¼, 1938 sports saloon by Thrupp & Maberly. Very good condition, £1,900. Camberley 26737. Evenings only after 8.30. (45454

MG TD II. Finished in flame red, beautiful car, £850 o.n.o. 48 Bushfields, Laughton, Essex. Tel: 01-508-9583.

1925 AUSTIN CHUMMY. Completely restored, new tyres, hood, upholstery. Engine completely renewed. MoT Sept. View: Preston Park Museum, Eaglescliffe, Cleveland. £1,000. Tel: Stockton 553949. (45634

PORSCHE 911T LUX. SPORTOMATIC, H reg. Blue, HRW, radio, 25+ m.p.g. taxed, MoT, good condition. £1,700. Higgs, 10 Belmont Rd., Chesham, Bucks. Tel: Chesham 71678. (45642

1957 RILEY 2-6, black, 54,500 miles only. Good condition, in daily use. Offers: Plot 6, Woodmarket Estate, Lutterworth Leics. (45655

FOR SALE—continued

BENTLEY MK. VI, 4¼, 1951 standard saloon, an excellent good looking car, respray maroon/silver with body restoration retrim headlinings, new carpets, exhaust tyres, rechrome, converted to run on (low price) gas or petrol with certificate, £1,500 or nearest offer. Phone: Bath 22991 evenings. (45651

TWO SPRITES: Frog-eye, 8 months restoration on all steel body and all mechanicals. Totally unusued for 4 out of last 6 years. Marvellous condition. Plus mass of spares. £290. 1970 Sprite. Low mileage. Wife's car. Very good condition, plus extras. £515. Tel: 051-625 9228. (45652

DAIMLER 250 V8 1969. Regency red, MoT April '75. Very good condition, £995 o.n.o. Tel: Ossett (Yorks) 4016. (45653

LOTUS ELAN S4SE 1969 drophead. Excellent car in top condition. One previous owner. Radio, alternator, Aley bar, Konis, tonneau, balanced. £970 o.n.o. Bristol 48668 evenings. (45654

BENTLEY R-TYPE automatic. Velvet green, tan trim, radio, in superb condition throughout. Good history. £1,450. Tel: Harrogate 62492 or Darley 306. (45637

ROLLS PHANTOM II HEARSE. Complete, original and in excellent order. £2,850. Box 4409. (45635

ROLLS-ROYCE Silver Wraith, 1952, hearse body. Good running order and tyres. MoT and taxed, £850. 01-399 7401. (43997

FOR SALE—continued

1954 SUNBEAM TALBOT 90 SALOON. Sapphire blue, two owners, 57,000 miles recorded. New clutch just fitted, tyres good. Vacuum servo, Kenlowe fan. Licensed October, daily use till recently. Genuine reason sale. £200. (Hayle) 073675 2171 (evenings). (45658

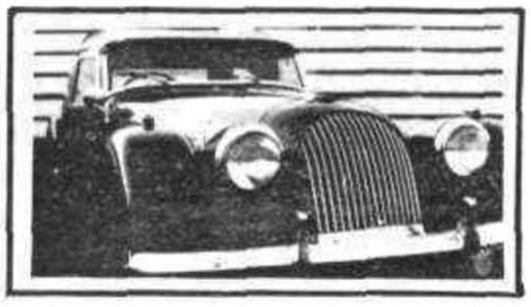
MG-C ROADSTER 1968. Exceptional condition. Blue with black leather trim, taxed, MoT £475 o.n.o. Staines 51107 evenings. (45659

ALFA ROMEO 2000 SALOON. Registered August 1972. Finished in white with black cloth interior. Unmarked and in excellent condition throughout. Has been maintained regularly by agents from new. Complete with spare set of studded tyres for winter use. Demonstration can be arranged. An opportunity to acquire this much sought-after high performance 5-speed saloon. £1,550. Bridgnorth 4247. (45660

PORSCHE 356C 1966. Two owners, 4 discs, 32 m.p.g., radio, £875. Harris. Tel: £572 3903. (45638

M.G.-A 1600 Mk. II D.H.C. 1961. Classic car appreciating in value. Finished in Old English White: wire wheels. Exceptional condition. £550. Telephone Ilkeston (Derbys) 2376 or 3932. (45639

AUSTIN HEALEY 3000 MARK III. 68,000 miles. Green, w/w, radio, black interior, VG condition. Tel: Glade 01-603874. (45640



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DAIMLER 2½-litre Barker Special Sports. New carpets, chrome and hood. Rebuilt gearbox and axle, many spares. £1,050. Tel: 061 480 3683. (45445

PORSCHE 356B S75 CABRIOLET 1962. New clutch assembly, recently resprayed original white, tax and MoT, economical, reliable and smart car, £450 o.n.o. Tel: 0632 665437 (Newcastle upon Tyne). (45446

PONTIAC FIREBIRD 400, M registered, bronze, vinyl roof, manual gearbox, Positraction, AM/FM radio, stereo, etc. Superb performance and looks. Emigrating, no nearest cash offer to £1,000. Newark 892685 (45447

JAGUAR 3.8 F.H.C. E-TYPE, 1963. One of the finest original rust-free examples available. Condition commensurate with mileage of 50,000. Extras include sun-roof and close-ratio gearbox. £895. Details from Welwyn (Herts) 4895. (45448

ROLLS-ROYCE PI 1929/30 HEARSE. Very good condition, al complete. £2,100. Camberley 32283. (45449

FERRARI 275 GTB. Excellent condition. Red with black interior. New tyres. Best road holding. £3,600. Camberley 32283. (45449

SALE DUE TO MARRIAGE: ex-aristocracy MG-B 1966. 36,000 genuine miles, superb condition, overdrive, H.R.W., Radiomibile, fogs, etc. Must be seen. £620 o.n.o. Tel. Chesterfield 66 or 311052. (45450

LE Z'EBRE 1921, 2-seater, dickey, pretty rare, very original. Plenty of brasswork, 2 owners, £3,300. 33 Henley Street, Oxford. (45452

DB6 VANTAGE 1967 in very nice condition. Finished in autumn gold. New gearbox and top overhaul last year. Tinted screen and electric windows. £1,850. Ring Peter Brown, North Weald 2545. (45641

TVR 2500, 1971, marigold, sun roof, cassette/radio, etc. In superb order, any inspection welcome, £1,150 o.n.o. Woking 4726 after 5.30 p.m. (45643

CAPRI 3000 GT XLR 1970. Sunroof, H.R.W., Kenlowe fan, spots, radio, dual exhaust system, rust-proofed, professionally recellulosed 1973, in black with gold coach lines fastidiously maintained. Superb condition throughout, buying house. £900 o.n.o. Phone: Fairseat, Kent 822449. (45581

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ASTON MARTIN DB4 1961. BRG, red leather. Excellent in all respects £950. McGregor, Farnham 4162 (home) Merstham 4172 (works). (45645

AC 2-LITRE, alloy body saloon 1951. Outstanding condition. Recent respray. Also breaking Somerset (good engine, tyres). Full details ring Bourne 3274 (not Sunday), write Crookston, 2 Northorpe, Bourne, Lincs. (45646

SAAB 96, October 1972, red. Red interior, 15,000 miles, beautifully kept, genuine reason for sale. Extras, £950 o.n.o. Tel: Coalville 36092. (45649

LOTUS ELITE, late series I. Rebuilt to original specification except that a new ZF box has been added. Asking price £900 includes many spares. Tom Brooke 021-783-3939. (45650

MG-A 1962, red, w/w, MoT. Requires work. £210. Ross-on-Wye 3536. (45656

MG TD 1953. Fitted with SU twin carbs. Original body, radio, twin speakers, "MG" reg. no. plate. This car is in excellent condition. A bargain at £1,150. Tel: Bolton 42068 (after 4.30 p.m.) (45657

49,613 MILES ONLY on a 1963 Healey 3000 convertible, one owner for last 8 years. White/red, O/d, wire wheels, hard-top and soft-tops. Yale locks, tonneau, Continental spare wheel, handbook/manual, taxed, MoT. £865 (view London). Box 4408. (45570

130 m.p.h. GILBERN INVADER. 22-37 m.p.g. on 3 Star, 0-50 in 6.5 secs. Barristers mint second vehicle in metallic blue with tan upholstery. Under 11,000 miles, electric windows and fan, Marchals, HRW, overdrive giving 5,200+ r.p.m. (gearing 26.3 m.p.h. per 1,000 revs.), emigration forces reluctant sale at £1,550 o.n.o. Phone after 7 p.m. 01-349 1781. (41812

JENSEN CV8 6¼-litre automatic saloon, 1965, Mark II, but with Mark III dual braking by Jensen. One owner from new until last year. Recorded history and service details. MoT tested for £795. Also Mark III, 1966, available. Tel: Northampton 843120. (42784

1969 MG-C GT. Unique, 38,000 miles, only with one RAF officer owner. Delivered to him in Germany (RHD), brought back to England in 1971 ("J" reg.) BRG, black, overdrive, £695 secures. 01-560 0271. (44098

HONDA S800 open 2-str. 1967. White, black interior. Superb performance. Really VGC. £285. Luton 33581. (45661

1933 ROLLS-ROYCE, 20/25, f.h.c., mechanics perfect, rebored, rewired, body good, interior fair, HUS 1. £3,500. Might p/exch. Taxed, tested. Leeds 628663 (45662

TR5 PI CONIFER 1968. 52,000. Surrey hard/soft tops. Taxed Dec. '74. For quick sale £550. Bracknell 28811 evenings. (45663

XK150 F.H.C. 3.4SE CARMEN. Body and interior good. Mechanics excellent. £565 or with good Mk. II 3.4 for another £85. Telephone Doddington (Lincs) 341. (45664

MG-C GT, 1968. Blue, wire wheels, radio, good condition. Reluctant seller, £695.00. Tel: 051-227-4181 daytime (ref: DIH). (45665

AN EXTREMELY RARE ALVIS and first-class investment. 12/70 four-seater, drophead tourer first registered in September 1938. One of seven by specialist coachbuilders Whittingham and Mitchell of which over three believed to remain. Exceedingly attractive and in the process of being rebuilt to a high standard. Excellent original chassis. Engine completely reconditioned. Owner emigrating. Would sell completed or as it. Credit terms available. Part exchange modern car of any size considered. Telephone Lowestoft 67472 (office hours, including Saturday). (45665

1967 SUNBEAM ALPINE GT. Excellent condition, tested, belts, hard-top, £250. Ring 051-733-9568 or 051-928-4611. (45727



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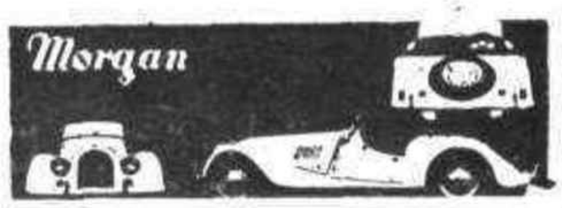
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John Britten



Those who seek sportscar service and parts will find journey's end at Arkley (Herts). **Morgan 4/4 2-seater,** 1973, finished in Hotspur (a sort of icky mauve), black interior, 6,000m., bumper, grid. **Morgan Plus 8,** 1970J, cooking apple green with brown leather, brown hood and brown tonneau cover; woodrim wheel. **Morgan Plus 8,** 1969, cinnamon brown with double cream, spent much of its life breathing the rustproof air of the Highlands. **Morgan 4/4 2-seater,** 1963, brown, 1650 power unit, wire wheels, there's-a-hole-in-my-bucket seats. **Morgan 4/4,** 1971, bumper, tonneau, stereo, property of a butcher, finished (oddly enough) in blood red. **Morgan Plus 8,** 1969, broken white, bumper, grid, sad previous owner wanted to take it back to Argentine, deterred only by 3,000% import duty. **Morgan Plus 4,** 1968, four seats, Post Office red, black trim, 23,000 miles. **Morgan Plus 4,** 1952 (a FLAT RAD of course), black with dark green trim, orignal manual and some history, twin-carburettor Vanguard 2,088cc engine to the very smooth 75bhp specification, four seats, solid driver. **Morgan 4/4 2-seater,** late 1972 with "L" reg., royal ivory, wire wheels, grid, bumper, Plus 8-type bucket seats. Previous owner was cautious to a degree. **Morgan 4/4** (two seats unless I say otherwise), 1969, canary yellow, wire wheels. **Morgan Plus 8,** 1972 "L" reg., 6,000 miles, royal ivory, push-button radio, rear bumper. **Morgan 4/4 4-seater,** 1973M, canary yellow, wire wheels, tonneau, grid, Underseal, latest reclining and folding seats as shown Earls Court. **Morgan Plus 4,** 1956, hump-tail single spare model, 15in. wheels, white, LRSW. **Morgan Plus 4 4-seater,** 1966, Oxford blue, black trim, grid, tonneau; one owner now returned to tropics where car spent much of its life (he found time to order a new Plus 8 before sailing). **Morgan 4/4 4-seater,** 1969, heavily customised as a realisation of wealthy Guards officer's fantasies, dark green with black wings, black leather, Webers, Klaxon, woodrim, catcher, chrome wire wheels, strap and much else. **Morgan 4/4 4-seater,** 1973, dark green, one owner, Ziebart treated (this costs £49.50, did you realise?). **Morgan 4/4,** 1965, black, 1500 GT unit, wire wheels. **Morgan 4/4 Competition,** 1969, indigo blue (a colour of many coats, which the first lady owner paid extra for), old-fashioned Morgan bucket seats, lovely dash, Brooklands steering wheel. **Morgan 4/4 4-seater,** 1973M, signal red, radio, wire wheels, Ziebart-treated, latest fresh-air heater, etc., etc. **Morgan 4/4 4-seater,** 1972, royal ivory, one lady owner, always garaged, 8,000m., Underseal, door handles, grid, tonneau, mirrors, bumper. **Morgan Plus 4,** 1968, dark metallic green with gilt edge, bumper, tonneau, grid. **Morgan Plus 4 4-seater,** 1963, kingfisher blue, black trim, multi-spoke wire wheels, badge bar, tonneau, bumper, branched exhaust, Kenlowe fan. **Morgan Plus 8,** 1974, metallic Manhattan blue, stone leather trim, matching headrests, latest model with wider bodywork, 3.31 final drive, fitted with faired rollover bar, bumper, Q.I. headlamps, fitted tonneau, piped hood, Wolf-race wheels, spare wheel cover. Several other Morgans arriving soon. **Austin Healey 3000 Mk. II sports convertible,** 1963, original indigo blue paintwork with blue leather, overdrive, wire wheels, winding windows, RS5s, 41,000m., one lady owner. **Lotus Seven Series II/III,** stardust apple green, 1,500cc quasi-Cosworth with twin 40DCOEs, wide wheels, hard top and full folding foul weather equipment, radio, two owners. **Dutton "B" Type,** I believe the "B" stands for "boot" 1972K, new 1,300cc Spitfire engine, yellow, roll-over bar, Minilites (two). **TVR Vixen,** 1967 or '68, MG-B 1,798cc unit, ermine white, wire wheels, radio; once upon a time our demo car. **Triumph GT6,** 1967 white, black interior, walnut dashboard, late type wheels. **TVR Tuscan V6,** 1969 nut brown, black trim, sun-roof, radio, overdrive. **Lotus 7 Series III,** 1970, white, fully equipped. **Triumph GTR4,** 1964, jasmine yellow, fixed-head coupé with four seats, 2½-litre V6 unit. **MG Midget,** 1967/8F, 1,275cc, wire wheels, new gearbox, awful paintwork, ideal for Arkley-builder. **MG Midget,** 1967, 1,275cc, as above but glorious paintwork, hard and soft-tops, lady owner, radio. **TVR Tuscan V6,** 1970, aquatic jade, overdrive, 18,000 miles. **MG 'Y'-type saloon,** 1951, maroon with beige leather, sliding roof, opening screen, two owners, full history; those who feel that inspiration died at Abingdon as the alphabet drew to a close will approve of this long, narrow and solidly built thoroughbred. **NEW MORGANS.** The waiting list is long, but we deal with all orders in strict rotation. If anyone has to cancel, we offer his car down the line, it does not become one of those black market ones you see advertised. Our mechanics enjoy working on Morgans; if you'd like them to work on yours see our man Bob Shellard. **NEW JENSEN HEALEY.** We have these in stock, choice of colour. Also spare parts, display panel festooned with special tools and a demon mechanic called Sid who is our J-H specialist. **ARKLEY SS** in kit form from stock again; £130, a tatty Spridget and a *soupcon* of VAT enables you to build your own with remarkably little expenditure of labour and skill; we have a show Arkley on permanent display so you can see how it's done. We have a **Prodsports racing Morgan Plus 8** which came 5th in the £4,500 class at Brands Hatch the other week but we *guarantee* to do better next time out. We have more fancy registration nos. than cars to put them on and would sell JOY 25, TVR 4 and perhaps 1 KON to reasonable offers, also NMF 123. Would quite like to buy a FOX. **LENHAM HARD-TOPS** in stock. We also require a Mini-Tractor, the kind that's also a lawn mower (I understand that *Denny* has got one) and other garden tools and equipment. Have for exchange inflatable boat with outboard motor, may be seen at the premises of the people on the opposite page who never answer their phone (out sailing?). Open to 7pm weekdays, 6pm Sats. (workshops and stores close 1pm Sat.), closed Sundays and Bank Holidays. We are on the A441 road between Barnet and Elstree, ¼ mile from the A1 (turn off at Stirling Corner caravan display); nearest tube station High Barnet, followed by brisk walk, 107 bus, or phone us to come fetch.







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FOR SALE—continued

LOTUS ELAN +2S/130/5. Metallic lagoon blue with silver roof. November 1972, L registration, 12,000 miles. Fitted with latest electronic ignition. Radio and stereo cassette tape. Workshop manual and AA report. Remarkable acceleration and wonderful roadholding yet on a long journey over 30 m.p.g., with 5-speed box. A lovely little car. Reason for sale, £2,150. Phone: weekdays Southampton 21265. (45668

1972 SCIMITAR GTE, K reg. Blue. Manual overdrive, 12,000 miles only. Well maintained and in immaculate condition. Extras include radio, stereo, spot and fog. Laminated screen £9,000 o.n.o. Phone Littlebourne Kent 522. (45669

LANCHESTER 14 H.P. Roadrider De Luxe 1938. 43,000 miles. Two previous owners. Excellent condition. Offers: Williams, Alloa 2100 ex. 48 business. (45670

ALFA ROMEO GTC DROPHEAD. Very rare R.H.D. 1600 MoT, mechanics good, body requires some attention hence bargain at £350 or would consider exchange for vintage tourer. Hampden Row 456 (Bucks). (45671

1950 JAMES YOUNG, two-door Bentley. 116,000 miles. New engine 50,000. In very good condition. What offers? Phone Byfleet 45287. (45677

1952 2½-LITRE RILEY. Fitted R.M.C. (shell bearings) engine. Tidy body, good tyres. MoT Feb. '75. £250 o.n.o. Clemence 01-501-0991 (Ilford). (45678

TRIUMPH GT6 Mk. 3 August 1972. Overdrive, occasional rear seat, 14,000 miles only. Arrival of company car means sale for £1,070 o.n.o. 17 St. Marks Rd., Teddington, Middx. (45680

1913 STANDARD 9.5 MODEL "S". Two-seater tourer with dickey seat. In good original condition. Fitted with artillary wheels and pneumatics. Offers considered around £2,500. Bateman, Dereham (Norfolk) 2293 day, Dereham 2897 evenings. (45682

1951 RILEY 1½-LITRE
Mechanics good, body poor.
£100

1963 JAGUAR MK. 10
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SPITFIRE Mk. 4, 1972. Saffron. Hard/soft-tops **£795**

SPITFIRE Mk. 4, 1971K. Pimento. Overdrive, radio **£735**

SPITFIRE Mk. 4, 1971. Sapphire blue **£685**

SPITFIRE Mk. 3, 1969H. White. Hard/soft-tops **£525**

SPITFIRE Mk. 3, 1969. Valencia blue **£465**

SPITFIRE Mk. 3, 1968. Dark blue. Wire wheels, radio **£435**

SPITFIRE Mk. 3, 1967. White. Hard/soft-tops, wire wheels.. **£375**

AUSTIN HEALEY Sprite, 1971K. Dark blue, 16,000 miles..... **£625**

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1963 AUSTIN HEALEY 3000 Mk. II. Red, soft top, tonneau, overdrive, wire wheels, radials. Good condition. £500. Tel: 01-439-2742/7114 evenings. (45686

MG-B GT V8 COSTELLO "K" reg, 14,900 careful miles. Fitted overdrive, sun roof, HRW, radio, head rests, undersealed. This magnificent bronze yellow specimen is in immaculate condition and is regretfully offered at £1,450 o.n.o. Phone Hassocks 3204 (Sussex). (45688

MG-B GT. Nov. '66. Beige, wire wheels, overdrive, radio, leather steering wheel, etc. 58,000 miles. Exceptional condition, full MoT £435. Tel: Blackpool 33639. (45689

HEALEY 3000 late 1965. Blue, overdrive, wire wheels, Konis, radio, good history and excellent condition £1,050. Hirst 01-622-6759 evenings. (45690

JENSEN CV8 Mk. 3, 1965. Glistening silver with grey hide interior, superb appearance with folding Webasto sun roof-deflector, white band XJ6 tyres on Interceptor 6½ in. rims, Motorola radio, stainless exhaust, present owner spent 6 months travelling the country to find this specimen. Collector's gem. Only offers in region of £1,600 will tempt me to part. Seeing is believing. Genuine enthusiasts only please. Mr. Davies, Earlswood 2252 (Warwicks.). (43632

BENTLEY SI 1957. Silver grey over black. Excellent condition throughout. £1,500. Tel: 061 445 1351. (17627

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SUNBEAM TIGER 4.2, 1965. Red Good condition, hard and soft tops, radio, new clutch, brake discs, pads, shoe cylinders, exhaust, water pump, petrol pump, front springs. All fitted within the last 8,000 miles. Taxed MoT. £595 o.n.o. Consider part exchange. H.P. available. Telephone Colwyn Bay 44566 daytime. (45692

MG-B ROADSTER. "K". o/drive, undersealed. One owner. VGC. Leaves for USA. Reluctant sell at £875 o.n.o. Tel: Kings Langley (Herts.) 65228. (45693

AUSTIN HEALEY 3000 Mk. I 1960. Body rebuilt 1973, resprayed, hard and soft tops. MoT November 1974. Excellent car. £450. Maidstone 37561. (45694

MG-A 1600 COUPE, 1960. Enthusiasts car, maintained in good condition throughout. Offers around £400. Telephone (Windermere) 09662 3415. (45695

MG YA 1950 1¼-litre sports saloon. Reliable, friendly motor. New battery, good tyres, MoT to November. Body ropey. £180 o.n.o. Tel: 01-789-1629. (45696

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LOTUS SEVEN S4, 1971, 1600 GT. 31,000 miles, one careful owner. B'ham 021-472 2242, after 9 p.m. (45699

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ROVER SPORTS SALOON, 1939. 47,000 miles. Complete original condition. Offers over £250. Derby 700159. (45703

TVR VIXEN J Reg. White. Sundym stereo, XAS on alloy wheels, etc. Immaculate. Must be sold. New car arrived. £900. HP poss. View midlands. Abergynolwyn 248. (45706

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1934 STANDARD THIRTEEN suitable for restoration or spares. Offers Ring Leatherhead 77613 after 7 p.m. (45701

ERA—part share reluctantly offered for sale. Please ring 072886-338 or write Box 4411. (45705

LOTUS 7 1966. MoT, taxed, £485 o.no. Alloy wheels. Tel: Don 60056 56406. (45708

MG-B GT 1966, o/drive, wires, radio, air horns, HRW, recent overhaul. Exceptionally good. £465. Matlock 3505. (45709

ALFA ROMEO 2.6 Spyder convertible 1965. Offers or exchange for late Mini considered. Thompson. Tel: Southport 67365 after 8 p.m. (45711

LANCIA 2.6 Flaminia, 1964 model 3C Superleggera, F/H Coupe R.H.D., very rare model, believed only 6 in the country with R.H.D. Offers or exchange considered. Thompson. Tel: Southport 67365 after 8 p.m. (45711

MORGAN +4. One off special coupé 1964. Unused five years. Reasonable offers wanted for this enthusiast's car. Kirkby Consdale 71456. (45712

BENTLEY Mk. VI 1950. Rare Park Ward convertible. Mainly alloy body, pale blue, electric windows and hood. Engine 49,000 miles only. £1,850. Ilminster 2498 (Somerset). (45714

BENTLEY 1935 3½-litre Park Ward. Aluminium body, excellent engine and mechanics, stripped ready for complete restoration. Ill health forces sale. £1,400 o.n.o. 01-229-8859 evenings. (45715

MG TF 1250 c.c. First registered June 1954. Red with matching trim and black weather equipment. A very, very good one at somewhere near £1,600. For details ring Mike at Southport 4860 or write M. Harper, 17 Brocklebank Rd., Southport, Lancs. (45716

1275 "S" Mk. III, 1971. Choice of two. White/black roof, wide wheels. Bronze yellow, alloy wheels. £775/£875. Phone: Leigh (Lancs) 72512. Newton-le-Willows area. (45717

MERCEDES BENZ 220 saloon, 1958. L.H.D. Quite exceptional condition, Havana brown, cloth seats, tinted glass, Radiomobile. All original features. No rust. MoT 1975. Rare, reliable, economical transport. £320 o.n.o. Phone Tatsfield (West Ham) 592. (45719

XK140 DROPHEAD, 1956. Silver grey, red leather. Wire wheels, Cinturato tyres, good chassis, engine and mechanics. Body not so good. Present owner six years. Used daily. Swop for 1966 Land Rover or sell £450. Portsmouth 21856. (45674

DAIMLER EL24 limousine 1938. Interior good, body sound, engine requires minor attention to start, £250. Culcheth 4361 (Warrington). (45723

1970 MG-B, overdrive, Rostyles, oil cooler, alternator, reclining seats, wood wheel, undersealed, above average, long MoT, £675. Porthcawl 3327. (45725

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1939 WRAITH LIMOUSINE by Hooper, electric division and rear blind, mileage 102,000. This car is in pristine condition, two owners, chauffeur maintained and very elegant. Showpiece that must be seen to be believed.



1934 BENTLEY 3½ DROPHEAD by Parkward, restored to full concours, coachwork, ivory with red hood and red connolly hide interior. The car is as new, the finest in the country.



1935 BENTLEY 3½ SPORTSMAN'S Saloon by Hooper, Regal Red and black coachwork. Engine, transmission etc. Completely rebuilt. History from Crewe and Rolls-Royce agents. Superb throughout and very reasonable.



BENTLEY 4¼ MX overdrive by H. J. Mulliner. High vision screen and panoramic roof with all shutters working. Coachwork in Silver Grey with red connolly hide interior. Completely restored, and can only be described as a "Brand new vehicle" the finest in the world.



This must be the rarest Bentley 3¼-litre in existence, being a special order, chassis built in 1931, body completed in 1934, known as the "Gabrioler" by Barker. Having only done 51,000 miles, very low and rakish. We will have completed restoration to original concours by early June. Very expensive.



1969 ROLLS-ROYCE Silver Shadow, 3 speed gearbox, silver grey with black Evertex roof. Black interior, Sundym, refrigeration, stereo radio, etc. A superlative car.

1962 ROLLS-ROYCE Silver Cloud II 52,000 miles from new one owner. Silver/Black coachwork ALL the extras including refrigeration system.

1967 (OCT) MERCEDES BENZ 230 two owners only. Excellent condition throughout price £695.

IVAN DIXON
1 Junction Street
Burnley, Lancashire Tel: 23702.



Aston Martin DB 2/4 Mk1 Drophead, 1955. 3-litre engine, dark blue, grey hood, very original condition. Complete ownership history and mileage known. Alfins, radio, MoT, taxed, engine and front suspension just overhauled. Very rare car and superior to Coventry corrosion. £1950.

Aston Martin DB.2. Saloon. 1953. Vantage specification. Original engine, recently refurbished; in good ord throughout. Dubonnet red, red trim. MoT. Taxed. £800.

Morris Mini Pick Up. 1966, one owner and undersealed from new. Belts, mirrors, chrome bumpers, radi MoT, fog and spotlamp. Custom made tonneau. Three spare wheels. £225

Rover Coupe. 3-litre auto. PAS radio, auto, belts, recliners. Halogen lamps. Probably the finest available. am the third owner and over £450 has recently been spent making it absolutely superb. Low mileage £39 secures.

Exchanges considered on any of the above except the drophead.

Available later this year at present undergoing complete to original restoration. 1952 DB. 2. saloon. One the first delivered U.K. 1957. DB 2/4 Mk2 Fixed head coupe. About £2000 each. Also a DB 2/4 Mk saloon. Complete for the D-I-Y enthusiast to rebuild to concours £450.

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Midlands Morgan Agent

I have in stock or am expecting the following Morgans. A 1972 Plus 8 in canary yellow with leather interior and 18,000 mls., a 1969 Plus 8 in indigo blue with luggage rack and approx. 40,000 mls. A 1971 4/4 4-seater in B.R.G. with 72-spoke wire wheels, leather interior. A 1971 4/4 2-seater in indigo blue, low mileage and in super condition. A 1968 Plus 4 with wire wheels, moderate mileage, which had slightly dull paintwork but is now re-sprayed. A 1970 4/4 4-seater with wire wheels and brown leather interior which has recently been resprayed a metallic green and looks fantastic, and finally a very rare and very nice 1938 4/4 4-seater. Please phone me for any details as stocks change quite rapidly

MIKE



WANTED

L.H.D. MG MIDGET or similar, up to £500, wanted. Must be good condition. Tel: Otley (Yorks) 2730. (45425

PRE-69 LOTUS 7, Ginetta or Morgan wanted for cash. Even tatty examples considered. Bertil Olsson, Bjorkstigen 3H, S-68500 Torsby, Sweden. Tel: 0560-11367. (45440

WANTED. Early Silver Ghost parts, car, chassis, frame, wheels, Elliot speedo, literature. Joseph M. Levin, 7079 Colerain Ave., Cincinnati, Ohio 45239 USA. (F 55818

WANTED: M.G.-B GT 70-72 must be in immaculate condition, low mileage and overdrive, preferably with sun-roof. Leamington Spa 22205 after 6.30 p.m. (45499

WANTED: Copies of Motor Year Book of 1956 and adjacent years. Please contact: Voller, Southland Securities Ltd., Cavridy House, Ladymead, Guildford, Surrey. (45503

WHEREABOUTS of wrecked Lombardi G.P. or will a Lombardi owner please ring Hollingbourn 237 (reverse charge). Body details required. (45159

VANE OR ROOTS TYPE supercharger and manifold to suit 1½ Invicta 12/90 Blackburne tourer. Cycle wings, windscreen, any other parts please. R. A. Parrett, 59 Bishops Court, Trumpington, Cambridge. Tel: Trumpington 3400 (evenings). (45171

TR3A WANTED. Wires, overdrive. Must be original. Approx. £300. Mr. Davy, 5 Wellington Close, Newbury, Berks. (45262

STUDENT ENTHUSIAST requires inexpensive vintage or P.V.T. sports/tourer/saloon, Riley, Alvis, M.G., Austin W.H.Y. 2 Ravencroft, Stourbridge (5903) Worcs. (45268

FERRARI SPARES for 275 two-cam engine, engine and other spares as available, especially cylinder heads. Phone: Melksham (0225) 708813. (45272

CAMERAS. Old wooden plate/box cameras, any condition. Also stereos, miniature (Leica, Zeiss), Detectiva, Kodaks, Photographic albums and images. P. Hasbroeck, 56 Albert Court, London SW7 2BE. (45283

WANTED: Accident damaged or faulty Toyota Corolla TE27, 1400 or 1600 c.c. Condition immaterial. Also 1600 c.c. engine only. Maughfling, Knucklas, Knighton, Radnorshire (Knighton 201). (17552

MG TA water pump, set of seats and fittings wanted. Yeadon, 9 Thornbury Rise, Darlington 65690. (45112

ALVIS, LAGONDA, or similar sporting motor, in good condition. Straight cash purchase. 01-828 7449. (45120

THE FOLLOWING VEHICLES are required for a private collection: Rolls-Royce PI or II, Alfa Romeo 1750, Bugatti, Isotta Fraschini, and others of similar calibre. Please send full details to Box 4396. (45147

WANTED—continued

MG-A ROADSTER WANTED. The better the condition the better the price. Tel: 01-941-0798. (45147

FOR CITROEN Light Fifteen an exhaust down pipe. Good price paid. Shenton. Tel: 061-483-1191. (45151

DINKY TOYS WANTED, particularly good Guy vans and unbroken early items. 11 Streamside Road, Chipping Sodbury. Tel: 314207. (45155

WANTED: Mercedes 300SL Gullwing. Damaged car or parts required, or car in need of restoration. Please contact Anthony Thomas, Nottingham 862121 day, Nottingham 212591 evenings. (43037

WANTED: ROLLS-ROYCE Silver Ghost chassis for restoration. Apply J. L. Bradshaw, Portlaoise, Southern Ireland. (4043

PRIVATE RESTORER requires tatty MG, Morgan, Singer, Wolseley, Triumph, Riley, Austin 7, BSA or similar sports or touring car. Phone Melksham (Wilts.) 703324 any time. (42267

ANY SPORTS CAR wanted or any Rolls-Royce or Bentley. Condition unimportant. Cash. 01-658 1005 (any time). (42327

WANTED URGENTLY: One set of door handle units for Austin Healey 3000 Mk. I or II. Must be in good unmarked condition. Will pay a good price. Phone Preston (Dorset) 832535 or write to Mr. Pressly, "The Rest", Sutton Poyntz, Weymouth, Dorset. (42106

OLD TINPLATE steam or clockwork toy cars, boats, trains, etc., wanted. Will buy or exchange. Pressland, 43 Lavender Hill, London SW11. 01-228 0648. (5596

ASTON DB5 convertible required on return to England in June. Top price paid for immaculate example. Reply with description, etc., to Raine, PO Box 2197, Lusaka, Zambia. All replies answered. (43313

CAPS FOR MORRIS 8 pre-series, 1934. Two hub caps, three tyres 450.18, or 400.18. Two semaphor arms, hopefully complete. Or would consider buy and collect complete car, any condition. Lewis, Hull, Yorks. 0482 821607. (43644

WANTED: Parts to complete my early Rolls-Royce Silver Ghost cars. Please send list and prices. Joe Loecy, 9930 Chardon Road, Chardon OH 44024 USA. (55408F

PRE-WAR RILEY wanted. New Bean Cottage, Shellbank Lane, Bean, Dartford, Kent. (42137

PORSCHEPHILE returning UK requires late 912 or 914. Top condition and sensible prices please. Box 4393. (44989

WANTED: MG TC. Must be a runner, price commensurate with condition. 01-529 7901 (home) 01-928 2011 ext. 547 (work). (44726

FOR 1940 SUNBEAM Talbot Ten two-seater. Carburetter, front wings, starter ring gear, seats. Anything considered. Telephone: day, Kibworth 2636, after 6 p.m. Thurnby 5027. (44732

WANTED—continued

MG 4-SEATER pre-'36 wanted for rebuilding. 9 Squires Ride, East Goscote, Leicestershire. (45720

PRE-WAR sales brochures on American classics. Price and description please. Box 4314. (42009

HEALEY SILVERSTONE wanted, preferably E-Type, or Frazer Nash Le Mans Replica. P. H. Betts, Broadwater Road, Framlingham. Telephone: Framlingham 723675. (17480

BENTLEY 4¼. Preferably MX in run-down or stripped condition. Mechanically complete and suitable for rebuilding. Box No. 4394. (45033

WANTED: ROLLS-ROYCE 20, condition of body not important but engine, gearbox and transmission must be in good condition. Apply Box No. 4395. (17502

THREE-WHEELER Morgan wanted, in any going condition. Details and possibly a photo to C. Morton, 60 Woodbine Street, Bowral, NSW 2576, Australia. (44940

ANDRE HYDRO-TELECONTROL shock-absorbers. One pair of type HC2 for front axle urgently required. Watson, 14 Castlefields Drive, Charlton Kings, Cheltenham. Tel.: 32228. (44943

PORSCHE CHRISTOPHORUS magazines and sales literature, handbooks, etc., on 356 series Speedsters, Carreras, etc. Tel.: Adrian, East Grinstead 26455. (44979

WANTED: TR3A wires, h/top. Write stating condition. Phillips, 7 Havergal Close, Caswell, Swansea. (44980

WANTED: Exceptional R-Type, S1, S2 Bentley or Rolls-Royce any model. H. J. Sibley, Lake-House, 3 Flexbury Park, Bude, Cornwall. Telephone Bude 3182. (44981

WANTED: Pre-war 4¼-litre Derby Bentley, preferably MX overdrive chassis, body condition immaterial, must be complete otherwise. Letters to "North Stables", Fulmer Lane, Gerrards Cross, Bucks SL9 7BL. (44985

MARSHALL 75/Centric 160/Arnott 1600 supercharger. Good condition essential. 1½ in. or larger SU; anti-clockwise Scintilla NV4; pair 16 in. x 5.50 wheels/tyres. 150 Clayhall Road, Alverstoke, Hampshire. (44170

INTERESTING vintage tourer, French or Italian make preferred. GM, Alfa, Delage, Hispano or others. Substantial cash sum offered or alternatively could exchange with cash adjustment any of my own cars. Gausden, 17 Bracebridge Road, Four Oaks, Sutton Coldfield, Warwicks. B74 2SB. Tel.: 021-308 1078. (44154

RECUMBENT SPHINX wanted for 1939 Armstrong Siddeley. L. Bell, West View, Cliburn, Penrith, Cumbria CA10 3AL. (44581

ALPHABET OF RINGWOOD require Morris Minor 1000 convertibles, low mileage examples preferred but would consider those needing slight attention. Telephone Ringwood 2347 daytime, Ringwood 3961 evenings, or call at: 141 Southampton Road, Ringwood, Hants. (44647

WANTED—continued

SPORTS CARS urgently wanted for ca or part exchange. Boughton (022-77 223. (174

ATALANTA! ATALANTA! Any spa wanted, especially engine spares or a co plete engine (Atalanta or Gough). A wanted: Cotal electric gearbox. R. Hodg Ward's Farm, Woodcote, Near Readir Berks. Tel.: Office hours, Woodcote 21 (449

DAIMLER Century Saloon or Coupé enthusiast. Must be low mileage, go original condition. Cash available. dealers. Swadlincote (Derbyshire) 7865. (449

WANTED: Interesting vintage tourer restoring. Any condition, or incomple considered. Edwards, 41 Demowbray Wa Lancaster Park, Morpeth NE61 3RF. Pho 0670 55487 evenings. (449

BRISTOL 406. Details to Ferrier, 35 vine Crescent, St. Andrews. Telepho 3660. (442

BENTLEY 51. Consider Mark VI. Retur ing SA shortly, cash, no exchange. Knoc holt 3030. (443

WANTED: Interesting Mercedes, preferab LHD convertibles, 1945-1965. Also goo LHD Jaguar saloons. St. Albans 587 (daytime). (171

MGs: A, TF, TC, TD, TA, TB, Y, VA WA, P, J, etc. Also pre-1960 Rolls an Bentleys. 061-224 1069 evenings and wee ends. (3985

REWARD OFFERED for information lea ing to purchase of Adams "Probe", dea or alive. Tel.: Bristol 0272 30163. (443

LOW DISTINCTIVE car number require With or without vehicle in any condition Please phone 051-428 1517 evenings write PO Box 5, Liverpool L25 6JS. (446

WANTED: MG TA, TC, TD, TF or pre 1939 MG 2/4 seater. Also wanted: Morga V-Twin 3-wheeler, plus 4 or 4/4 or othe interesting sports, tourer or coupé. An condition, good or bad. Very high pric paid for suitable vehicle. Please phone 01 521 0520. (440

WANTED: MOTOR SPORT, complet years 50-51, 62-65 and 68. Wanted od copies 59, May, June, July, August Sept., Oct. 60, July, August, Oct., Nov. Dec. 61, March, April, August, 66 Jan., Feb., March, 69, Jan., March April, May, June, July, 70, Jan. July, Dec. 71, May, Nov., Dec Write stating price required to D. R Scott, Giffords, Tuddenham Lane, Wester field, Ipswich IP6 9BG, Suffolk. (441

2½ TON GUY back axle, complete, o propshaft and pinion only for circa 1919 24 commercial. J. Tregenza, 4 Byfor Close, Rayleigh, Essex. Tel.: 71520. (441

2-LITRE 6-cylinder Rover engine required for 1928-1932 model. Patrick Jones, Llys Parsellau, Letterston, Pembs. Letterston 460. (441

WANTED—continued

WANTED: MG TC 1947 engine in good condition and original instruments. MG PB engine in good condition. Send description, price. Box 4389. (17328

MOTOR SPORT. Complete set January 1967 to December 1971 wanted. Good condition. 01-229 9851 ext. 54 (day). (44097

WANTED "Autosport" 1950-'63 inclusive. Must be complete. Please state minimum price. Mason, 6 Queen Square, Brighton 1 (Brighton 66755 ex. 661, office hours). (45123

ALVIS TC21/100 d.h.c. sought by genuine Alvis enthusiast. Good home and price offered for sound example. Tel: 01-977-2089. (45740

MISCELLANEOUS

SPARES A PROBLEM: We can help. Join us. VTEC, 14 Broadway, London SW1. (4398

RETIRED fishing boat, 45ft., built Whitstable about 1930. Original (Atlantic) engine in situ. Suitable restoration or accommodation single person or young couple. Owner's personal residence last three years. Price £2,000; but would consider interesting car in part exchange, and/or include my 1965 Sprite. 01-549-4347. (Kingston). (45713

RETIRING V.C.C. member disposing of large acetelyne headlamps, 815 x 105 tyres, Rolls-Royce mascot, badges, clocks, speedos and many other items. SAE for list or telephone Saltburn, Yorkshire 2844. (45724

QUICK SALE. Racing pad. Silverstone village. Modernised stone cottage, 2 bedrooms, lounge, kitchen, bathroom. Small gardens. Space up to 3 Minis. Tel: Silverstone 292. (45768

MOTOR SPORT 1963 to date. Also Motoring News 1968 to date. Offers Lytchett, Minster 2406. (45773

MOTOR SPORT 1960-1963 complete. Car & Driver 1961-1969 complete. Pirelli Calendar 1973—offers: Lougher, 263 Upton Rd., South, Bexley, Kent. Crayford 23851. (45636

DETACHED 3 bedroom house in Guildford with garage and 1954 A.C. Ace. Total value £14,900. Will exchange either house and car or both or equity value (mortgage of £8,000) for Edwardian/Vintage or PVT Sports, Tourer or racing car. Please write to Box 4410. (45667

MG TA/TC SPARES. Breaking complete car. Prefer swap my TA engine for TC unit. Tel: Bristol 36690. (45697

JENCOLE & CO. Vintage Car Restorers. We have been established over a year and specialise in mechanical overhauls on all makes of vintage cars, in any condition. Our rates are competitive and our workmanship is of a high standard. Why not call in or ring between 11 a.m. —1 p.m. Park Rise Garages, Park Rise (off South Circular), Forest Hill SE23. Tel: 690-47445. (45647

MG-C ENGINE with carbs and auto gearbox, recond. with one year guarantee £115. Crayford 24447. (45025

AUSTIN SEVEN script motifs for radiators of pre-Ruby Sevens available at £2.00 each from Smith. 15 Chesnut Road, North Hykeham, Lincoln. Phone: Lincoln 60223 (45040

55 KTM with '63 Oxford, no MoT. Offers phone Kingfisher (Bedford) 450. (45114

DE DION BOUTON chassis 1907? Should be of use to somebody as spares, must go! Phone: Limpley Stoke 3158. (45141

HEADLAMPS: 2in dia Marchals 11in dia early Ghost Bells, 9in dia B.R.C. French gas and many others. Also speedos, clocks, horns, etc. Overseas enquiries welcomed. S.A.E. for reply. Box 4398. (45142

MERCEDES 230, 250, 280 SLs. Centre console oddments box specially made to fit in centre tray. Green leather hinged lid. Very suitable for cassettes/cartridges. £15. Cost double. Cooke, 70 Richmond Hill Rd., Birmingham 15. (45167

SPARES. Lots available from 1967 and 1970. F.H.C., E-types. Also BMW 1800 2002 and 2800. Tel Southport 40047, office hours, 78254 evenings. (45269

OMNIBOB hard-top for Sprite/MG Midget as new. Cost £70. Accept £50 o.n.o. Musical air horns £7.50. Tonneau cover for Mk. 2. Crayford Cornita £15. Tel: Winterbourne 774369 (Bristol). (45275

LE MANS 24 hours. Return lift wanted. 13—16 June. A. J. Morris, Upper Chine, Shanklin, I.O.W. (45296

NATIONAL TRIUMPH DAY. June 23rd. Weston Park, Shifnal, Shropshire. Entries welcome from pre-war Triumphs, post-war Roadsters, Razoredges and early T.R.s and all Standards. Concours and driving tests. Entry forms from Colin Eastwood, 41 Hillside, Lichfield, Staffs. (45313

CONCOURS AND SPRINT, Sunday 23rd June, 1974 Curborough, Lichfield, Staffs. Classes for all years. Regs available from: Tel Worcester 23338 (day) Colwall 431 (home). (45332

JOWETT JUPITER OWNERS' Auto Club, formed 1962. Monthly meetings, quarterly newsletter, register events. Secretary Jim Read 11, Ashridge Close, Bletchley, Milton Keynes. (45333

ALEXANDRA PALACE AUCTION. June 7th. Over 100 vehicles expected including already entered a few veterans, such names as Itala, Bugatti, Lagonda, Talbot, etc., many '50s (genuine!) classics, Rolls-Royces from Silver Ghost to Silver Shadow, Bentleys from 4½-litre to S-type Continental. Late entries invited. Catalogue 50p. VTEC 14 Broadway, SW1. 01-834-9225. (45510

MISCELLANEOUS—continued

WORKS STEEL HARD-TOP for early Spitfire. Trimmed, excellent condition £20. Also glassfibre bonnet, c/w lights, grille (primer) £15. Tel: 061 477 1102. (45357

PISTONS for vintage P.V.T. cars, commercial vehicles and motorcycles. P. Hepworth, Red Gables, Ben Rhydding Drive, Ilkley, Yorks. (S.A.E.) (45382

FLEET CARNIVAL concours d'elegance and motor jumble Sunday 23rd June. Veteran, vintage and pre-War motor cycles, cars and commercial vehicles. A happy family event, with giant flower show for mum! Come and enjoy the day! Entries welcome for motor jumble stalls and concours, S.A.E. please to: Carnival, 3, Bramshot Drive, Fleet, Aldershot, Hants. (45396

ROY NOCKOLD'S prints of Fane breaking Shelsley record in 1935, driving Frazer-Nash single seater. Limited 250 edition, each signed by artist and numbered. Quality paper size 14in x 10in, £2 CWO, to Winder, 1 Lancaster Park Road, Harrogate. (45416

WE TRANSPORT CARS, caravans everywhere. England, Scotland, Continent. David Black Transport. Tel: Newington (Kent) 842726, Medway 366131. (45417

COLLECTION of old motorcycle catalogues—mostly pre-war—in really nice condition, Range 1912 to present day. Offered in one-make blocks: 65 different makes. 161 Victoria Road East, Thornton, Near Blackpool. Phone Cleveleys 72978. (44649

REGISTRATION No. PCW 3 on Hillman Minx 1600. Offers to Harrison, 257 Manchester Road, Nelson, Lancashire. Tel.: Nelson 66202. (44653

ROLLS-ROYCE PI. Substantial collection of 1927 parts: gearbox, axles, engine, chassis, etc., available. Prefer to sell in one lot. Also very rare five split-rim wheels, 33 in. x 5 in. for late Ghost, including tyres. Owner visiting England end of June. Write in first instance, John Flower, 12 Lonsdale Road, Gloucester. (44723

MOTOR SPORT: Bound volumes, 1930 to 1947 and some later years for sale separately. Also loose issues from 1950. Green, 50 Churchill Crescent, Headley, Bordon, Hampshire. Headleydown 2400. (44728

MATCHED PAIR Heuer Monte Carlo stop and time watches as used by international rally navigators. Never used, £80. Halda Supersport Speed Pilot, reconditioned, £20. Factory 1600 GT cylinder head, crossflow, F/Ford specifications with valves and double springs, £18 new. Ford Capri 1969/73 rear axle case, new, £8. Pirelli calendars, '73 and '74, in packing cases, £40 the pair. Or near offers. Evenings Gt. Dunmow 2492. (41925

HOIST, ¾-TON. Portable steel gantry, new paint spray gun, old Motor Sports. Offers: Hoddesdon 64204. (44810

A FLYING DISPLAY by historical aircraft that flew with the RFC and RAF will be held at Old Warden Aerodrome, near Biggleswade, Beds., on Sunday, 30th June. Gates open 11 a.m., main flying 2.30 p.m., but arrive early. Car and driver, £1; adult 50p; child 25p. (44446

PHOTOS OF BUSES, commercial vehicles, unusual lorries and cars, 1924. State interests. Terry, 59 Norfolk Street, Portsmouth. (44449

DU6 SU twin-choke side-draught carburetter as fitted to Coventry Climax FPF d.o.h.c. 1½-litre engine. Recently rebuilt by SU, complete with manifold for 'B' Series motor. Approx. 30 m.p.g. when fitted on 'B' motor. Write: Bob Eld, 11 Windsor Road, Boscombe, Bournemouth. (44931

MOTOR SPORT, 1953 to 1973. VSCC Bulletins, 1958 to 1973. Workshop manual Riley RMA/B, parts list Riley RMF, pre-war P100 headlamps, many pre-war Riley spares, Second World War leather flying helmets (new), £3.50 each. Telephone Pirton (Herts.) 461 evenings. (44089

SHAPED BROOKS TRUNK. Very good condition, size 37 in. wide x 21 in. high x 20 in. deep. Top and front opening. Fitted with three suitcases. Offers. Box No 4381. (44093

LOTUS ELITE SPECIALISTS. Complete mechanical and bodywork overhauls and full re-trimming. Fibreglass services. Chichester 86265. (45129

HOUSE FOR SALE: 4 bedroom, 2 reception, breakfast and fitted kitchen, cloakroom, rose gardens, brick and tile 30 x 11 garage, lifting beam. Parking for further 6 cars. £19,500. 061-962 6443. (44117

DUNLOP R1 racing tyres, c/w tubes, new and unused. Four 5.50 x 18 in., two 6.00 x 18 in., £100. Proud, 149 Walstead Road, Delves, Walsall, Staffs. (44182

1964 EUROPEAN Grand Prix (Brands Hatch) original souvenir programmes, with photographs, £1 each. Burleyhurst Cottage, Burleyhurst Lane, Mobberley, Cheshire. (44119

FOR SALE: Hispano-Suiza stork mascot, perfect condition. Sensible offer secures: Telephone Welwyn 4350 (44120

FOR SALE: One pair of brand new unused Rolls-Royce Silver Ghost cylinder block castings. Offers. Telephone Welwyn 4350 or write "Holly Lodge", Danesbury Park Road, Welwyn, Hertfordshire. (44120

JAGUAR E-TYPE Series II hood and frame complete, black, new, £48. Also used one in light tan, good condition, £28. Set of five chrome wires unused, slight rust only, £32. Box No. 4380. (44134

AC ENTHUSIASTS are invited to join the AC Owners' Club Technical advice, comprehensive library, monthly meetings, newsletter and magazine. New membership secretary: 4 Portsmouth Road, Camberley, Surrey. (7542

MISCELLANEOUS—continued

1925 SUNBEAM TIGRESS racing car without engine. Also Napier Lion to exchange for 6½ or 4½ Bentley engine. 021-353 3705. (44140

ROLLS-ROYCE set of five PII wheels excellent condition, £100. 20/25 front and rear axles, £30 and £35. 20 h.p. dynamo complete with driveshaft and mag., also PII 25/30 and 3½-litre dynamos. PII crankcase, £30. 25/30 crankcase, complete with crank, timing gears and case, £45, block if required PI rolling chassis, complete with fire-wall, £250. Silver Wraith half-shafts, one complete with axle tube and back plate with brake shoe assemblies, £15 the lot. Kingsway Service Station, Kingsway North, Warrington. Tel.: Warrington 34240, after 8 p.m. Leigh 5667, Lancs. (44926

CARS ON STAMPS? Our speciality! Racing cars and drivers, sports, veteran, vintage cars. Comprehensive lists, 2 x 3 stamps. G. S. King, 154 Telfer Road, Coventry. (44662

HEALEY 3000 tonneau cover, unused, vinyl. Offers. Macclesfield 21727. (44664

NEW, PLATED BOLTS, sets (incl. HT), nuts, washers, pins, s/tap screws. 6/32 in. to 5/16 in. UNF/UNC/BSF. ¼ in. to 2 in. long. 7 lbs. (approx. 1,600 pieces). £3.50 p.pd. BSF bolts and sets, c/w nuts, washers. Mostly HT and plated. 3/16 in. to 3/8 in. dia. ½ in. to 3 in. long. 150 assorted, £3 p.pd. E. A. Clare, 25A Lenton Road, Nottingham. (44278

PAIR OF REAR WINGS to fit Healey 3000. New, cost £10 each. £12 pair. Sheffield 482222. (44284

CITROEN TRACTION Avant driveshafts, factory reconditioned. Tel.: 032983 2282. (44290

SILVERSTONE 6 MILES. 3-bedroomed stone house of character. Ideal for enthusiast. Two large reception rooms with beams and open fireplaces. Pine fitted kitchen, bathroom, c.h. attractive private garden with stone walls. Lots of parking space. Double garage with Mini inside included in sale. Convenient for M1. Offers over £20,000. Blakesley 378. (44331

MOTOR SPORT for sale. Many issues including complete volumes (some bound). SAE for lists. Box No. 4385. (44348

ARMSTRONG SIDDELEY Owners' Club Southern National Day at Woburn Abbey, Sunday 26th May. Non-members welcomed. Our guests are the Daimler and Lanchester Owners' Club. Details from D. J. Cunningham, 22 Fenton Close, Speke, Liverpool 24. (44353

ARMSTRONG SIDDELEY Owners' Club. Details of membership and services offered from Membership Secretary, 31 Vicars Hall Lane, Boothstown, Worsley, Manchester M28 4JP. (44353

SOMETHING DIFFERENT on June 1st and 2nd. Meet fellow enthusiasts at an Old Motors Drive-in. All makes, pre-1939 (interesting vehicles up to 1954 also acceptable). No entry forms. No regimentation. No competitions. Free entry to Steam Rally/Old Tyme Fayre. Just a day out in beautiful Wiltshire at Fonthill Park (off A303 near Salisbury). Any enquiries Tisbury 359. (44360

OWNER OF 1937 Tatra 97 is interested in corresponding with other Tatra owners. Reynolds, 9 Wellington Road, St. Saviours, Jersey. (44362

FOUR 16 in. x 185 unused Cinturatos, complete with new tubes. Offers: Dr. Knox. Phone Doncaster 66666, 9 a.m. to 5 p.m. weekdays. (44301

LE MANS 1974. Coach leaving Victoria Friday evening, return 8 a.m. Monday 1st timers welcome, regulars especially, £14.50 return. Phone evenings 01-856 2973. (391126

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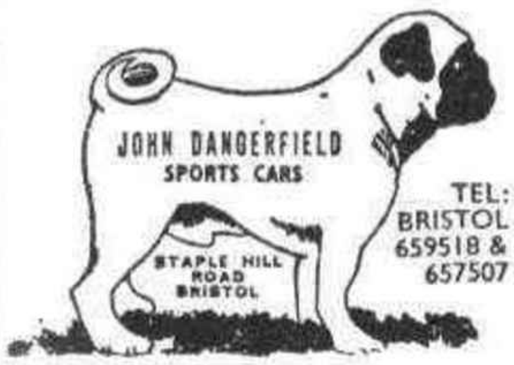
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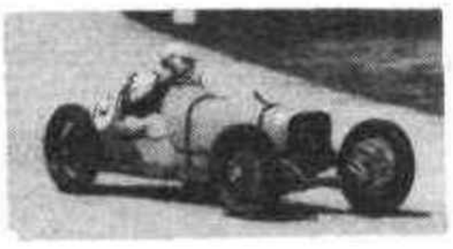
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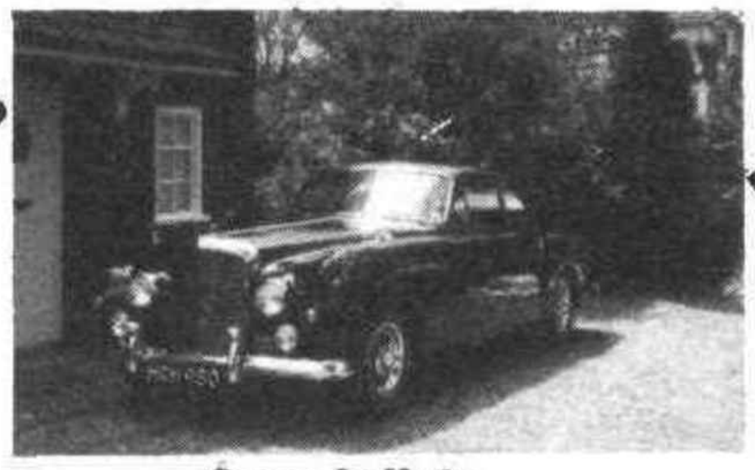
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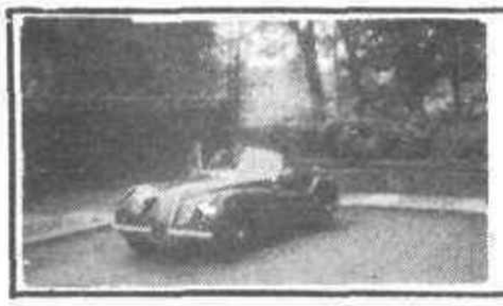
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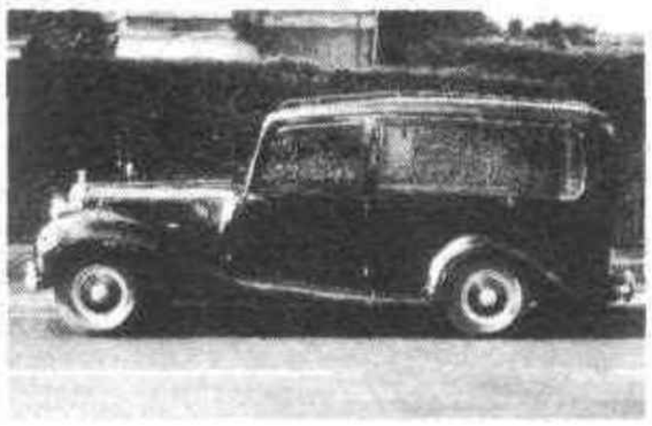
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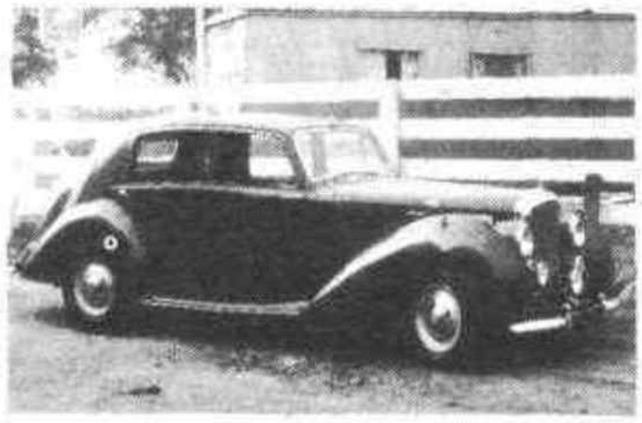
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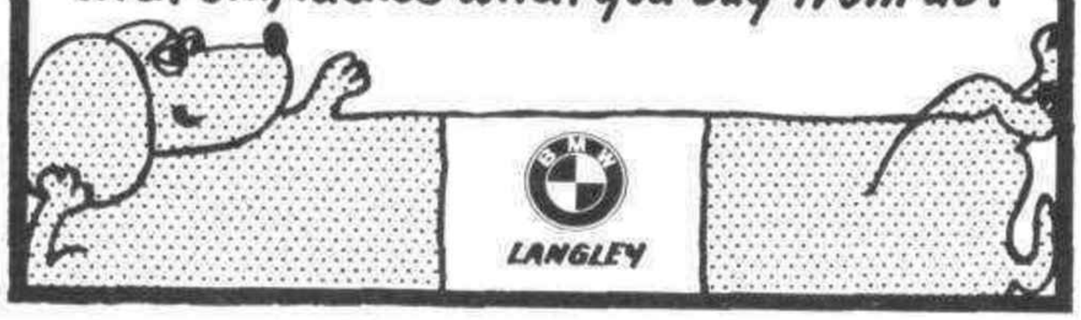
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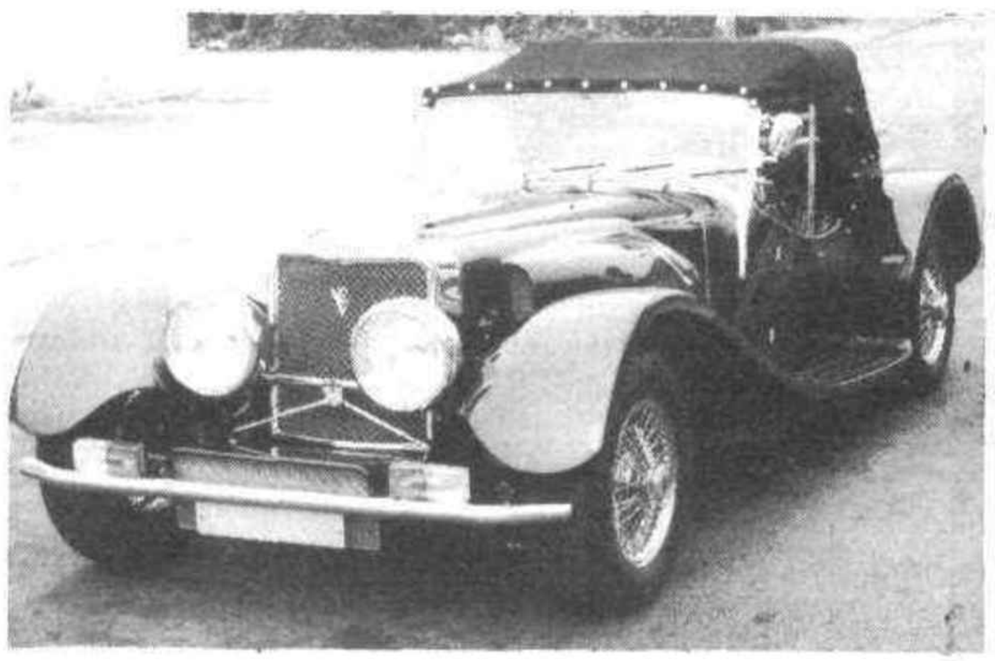
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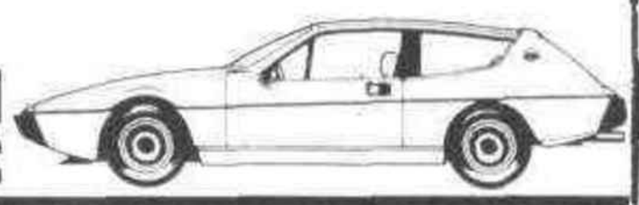
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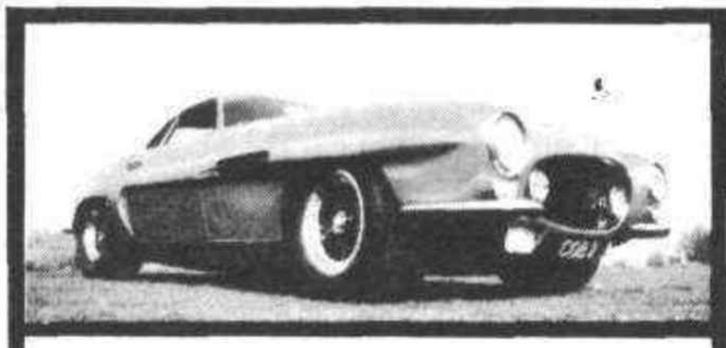
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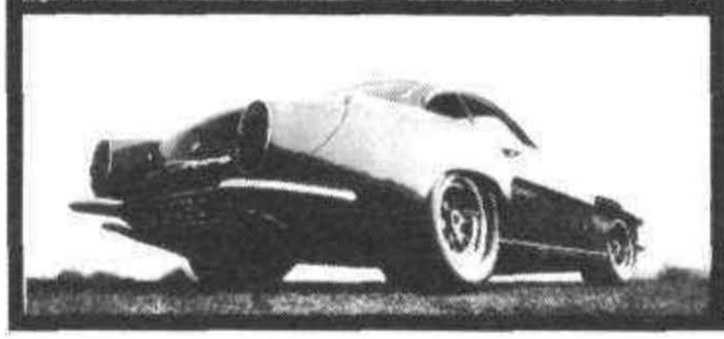
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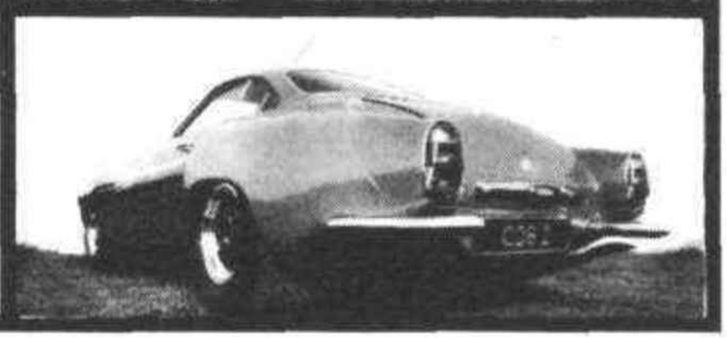
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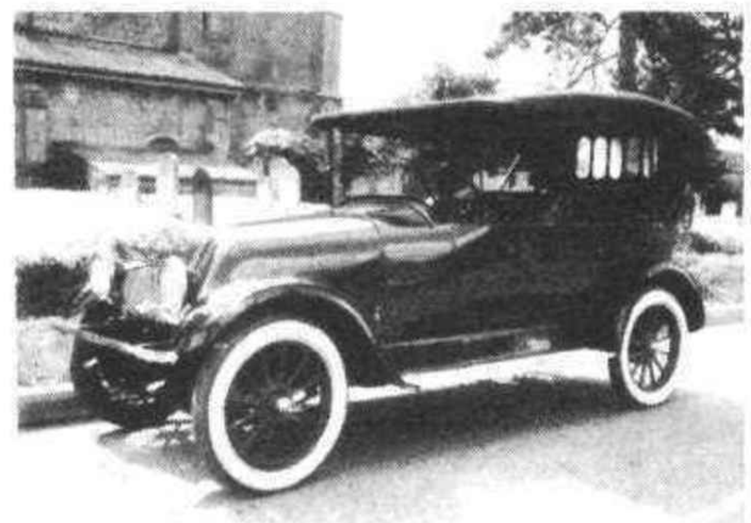


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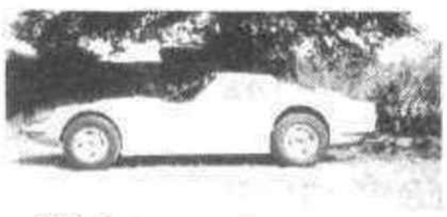
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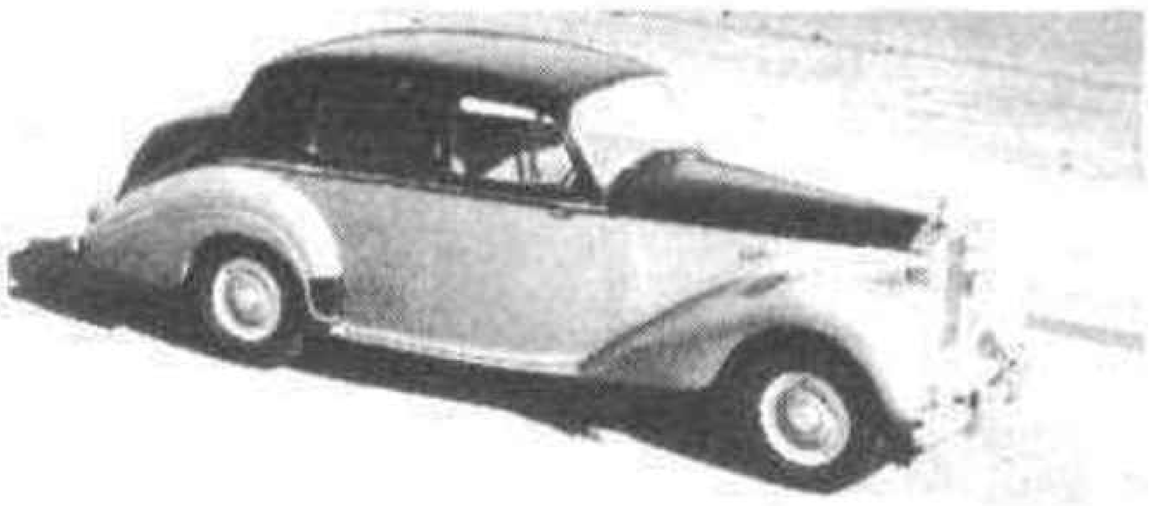
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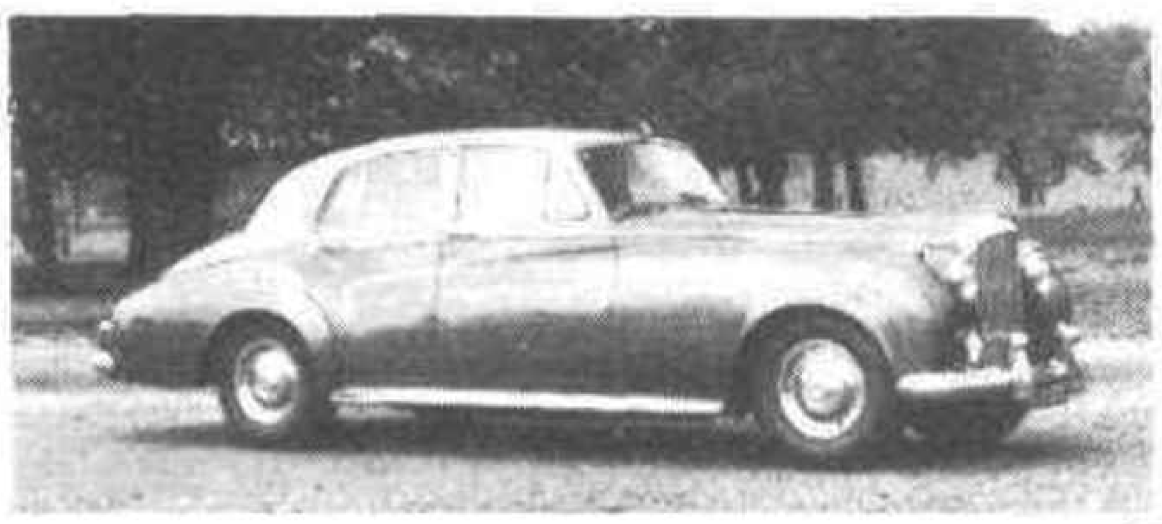
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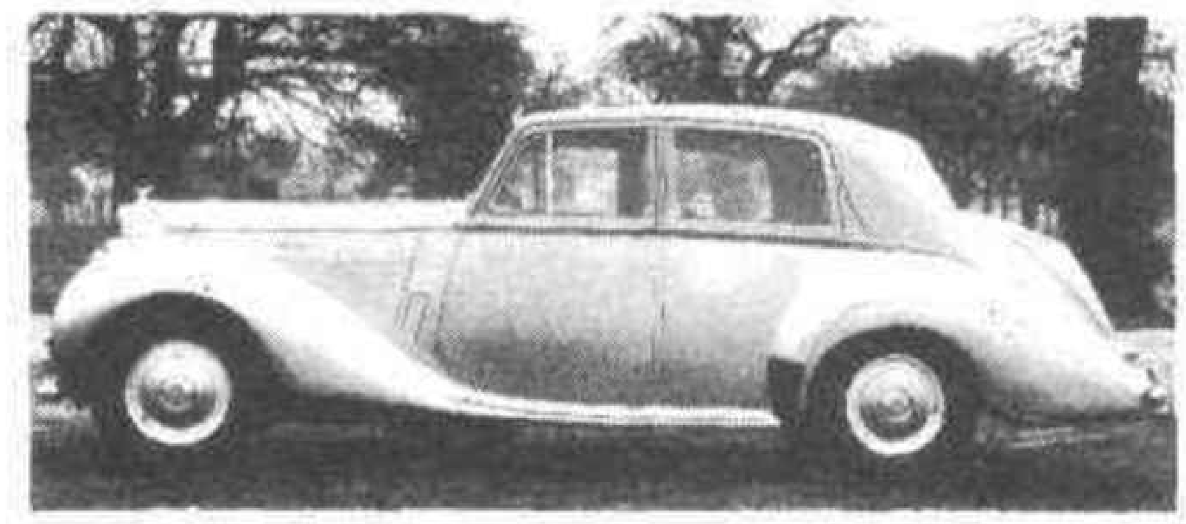
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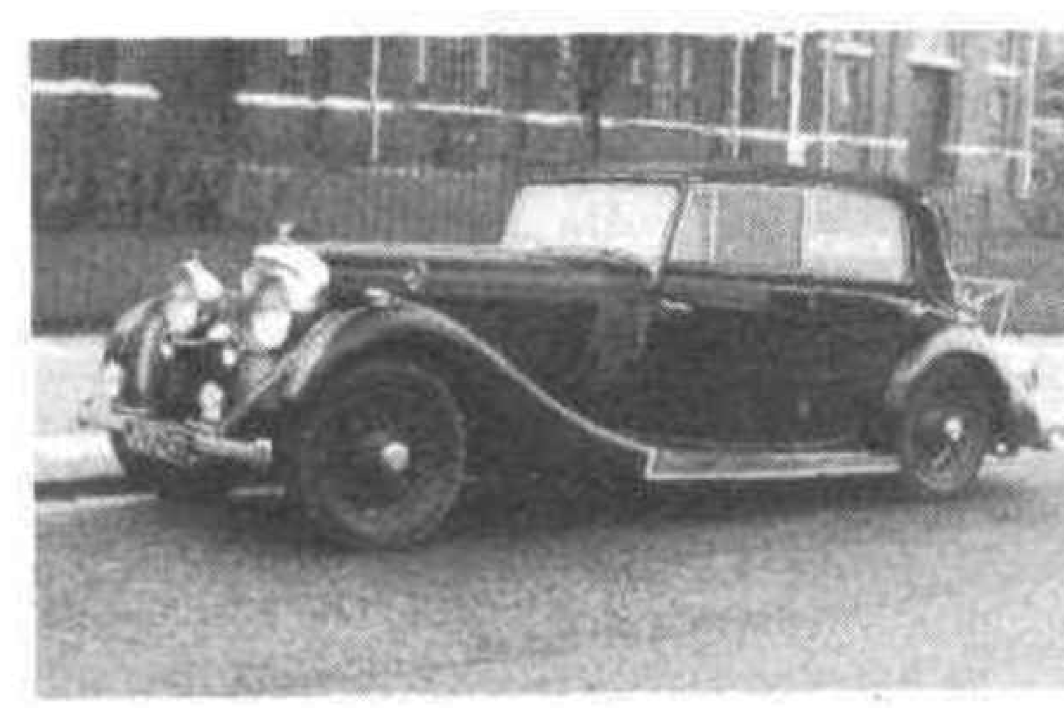
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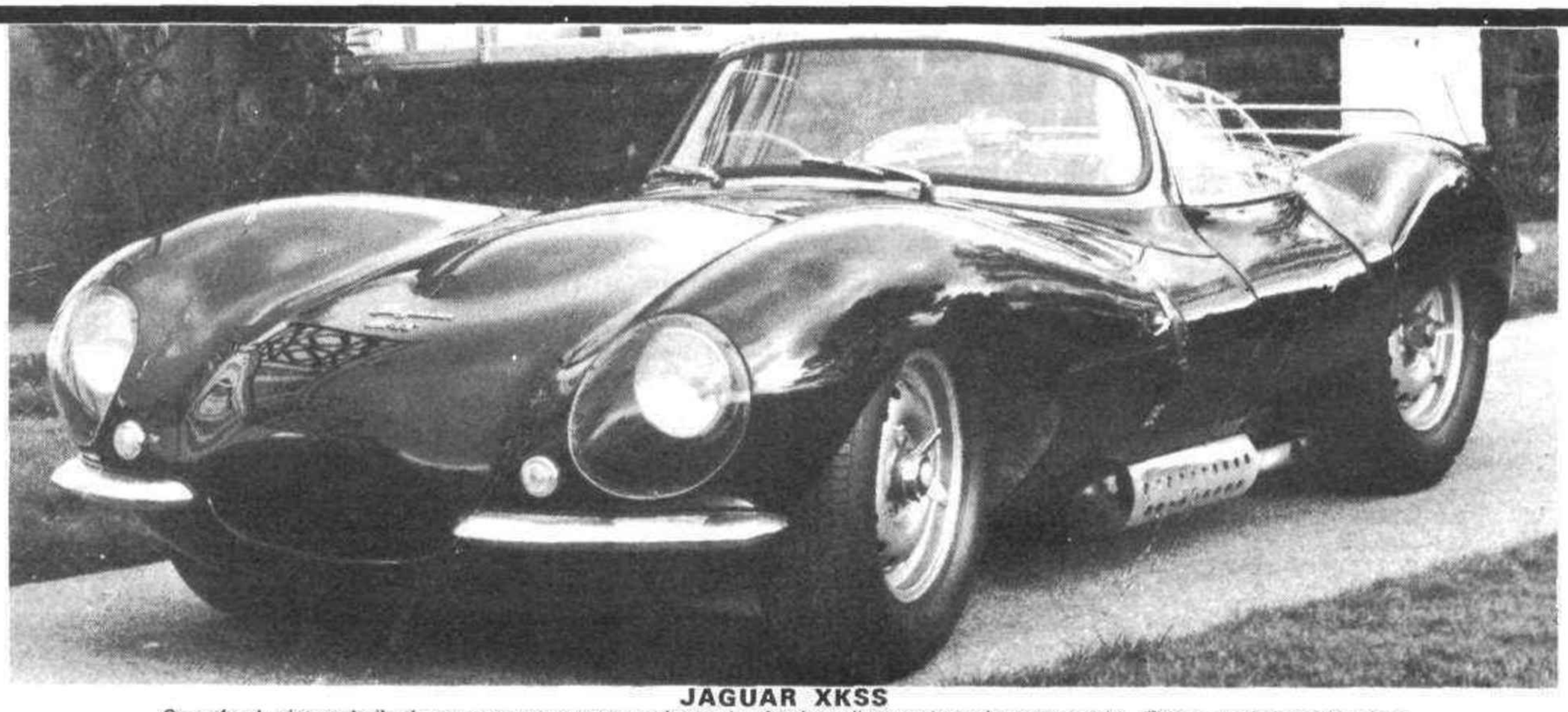
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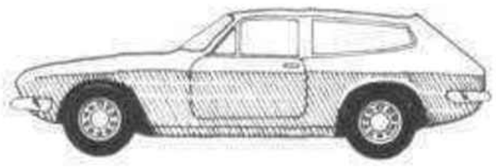
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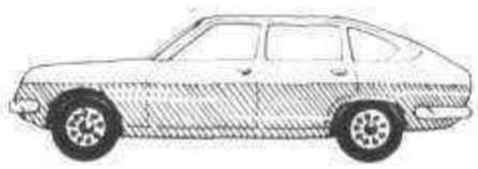
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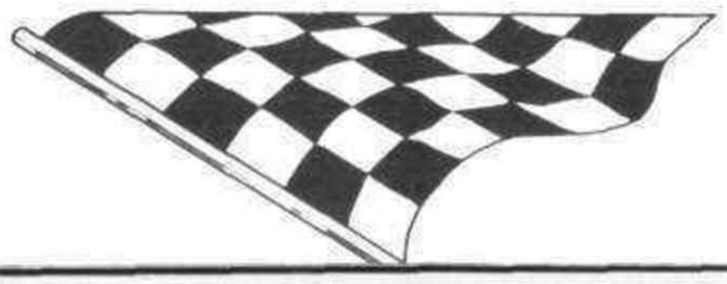
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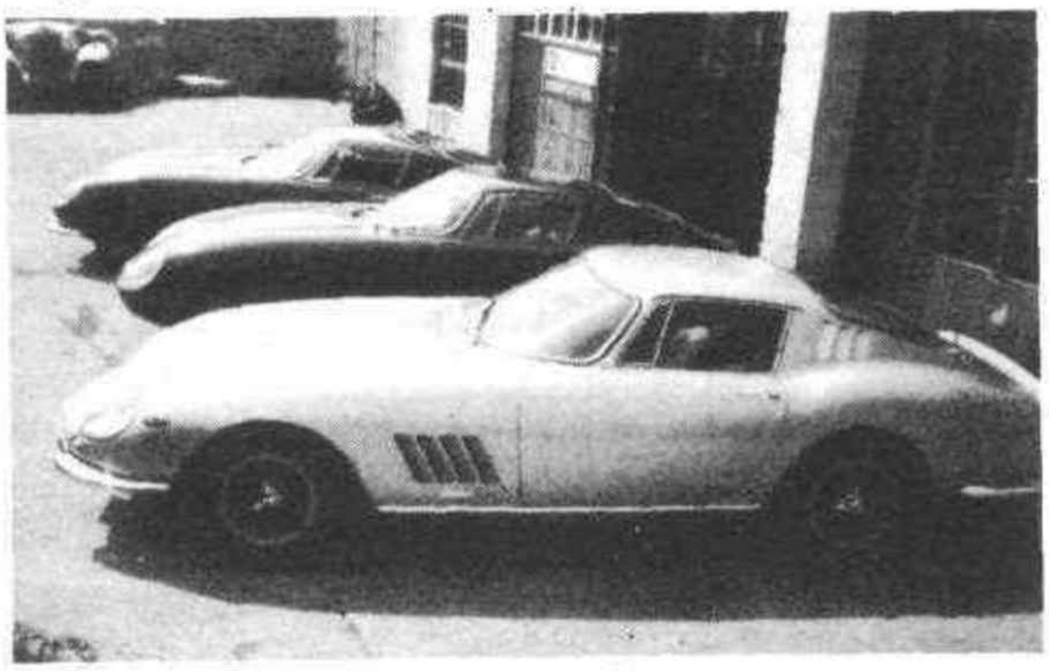
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1963 ROLLS-ROYCE Phantom V touring limousine by James Young, subtly painted in midnight blue, blue hide trim to front. West of England cloth rear; side-facing occasional seating; recorded mileage only 65,000, replacement engine by Rolls agent recently fitted (bills available). A really elegantly styled car in outstanding order throughout.



1964 ROLLS-ROYCE Silver Cloud III Mulliner convertible, discreetly finished in midnight blue with contrasting black power-operated hood, superb grey hide trim, electric windows, Sundym screen, all the expected refinements. Mechanically excellent, with a recorded mileage of only 64,000, surely the rarest, most desirable and undoubtedly the most elegantly styled model of any post-war series.



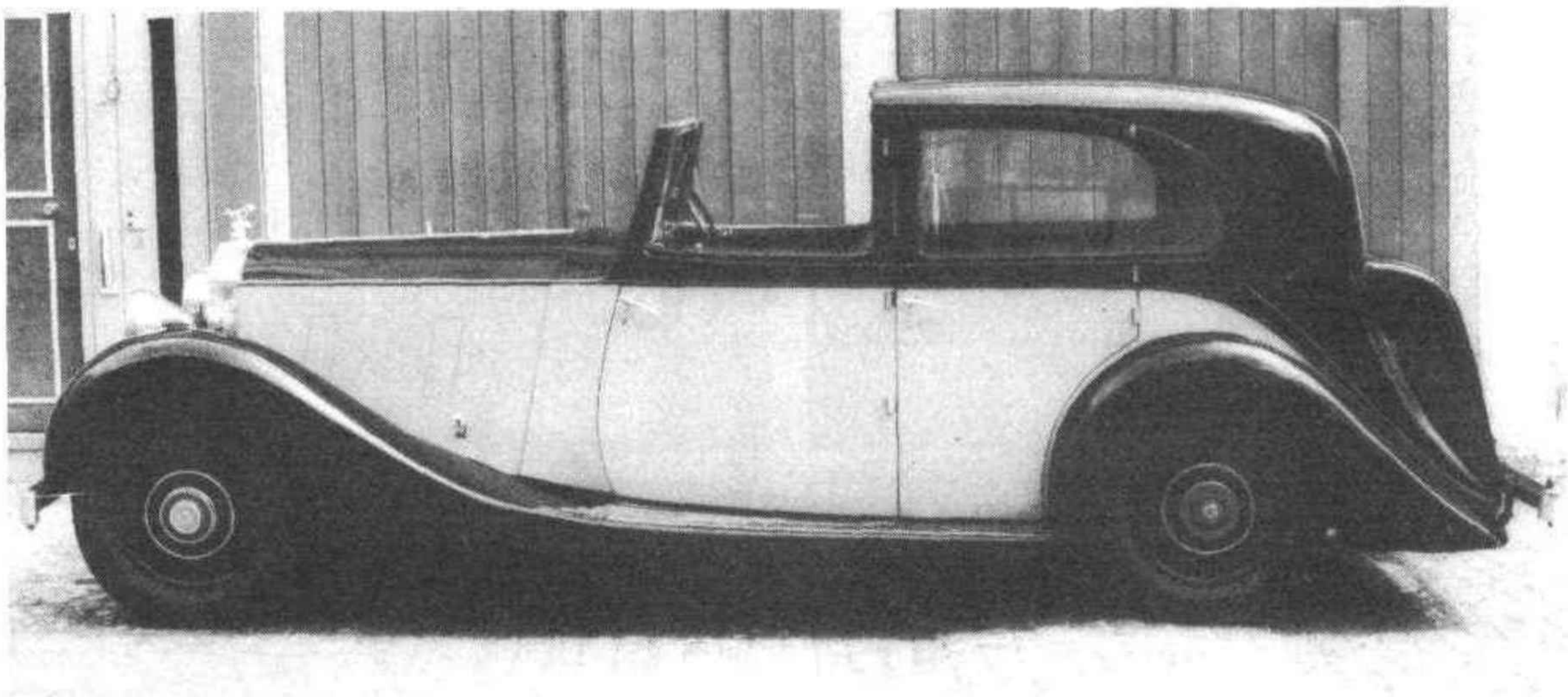
1959 ROLLS-ROYCE Silver Cloud I, high-compression series, magnificent export specimen, with left-hand drive, fitted with factory refrigeration, the entire vehicle is in the condition that one would expect from a one-owner example, with a recorded mileage of only 51,000. Black coachwork with tan hide trim and carpet.

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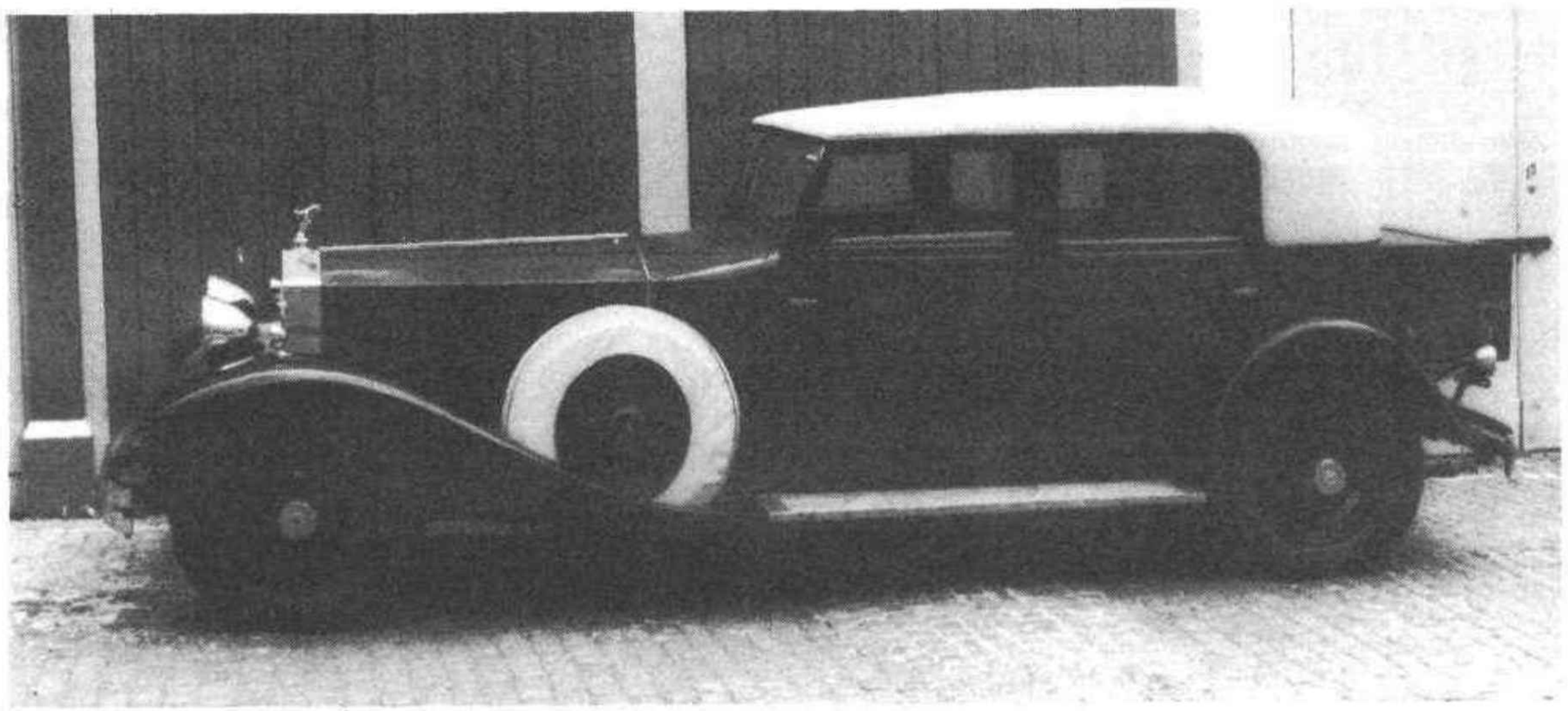
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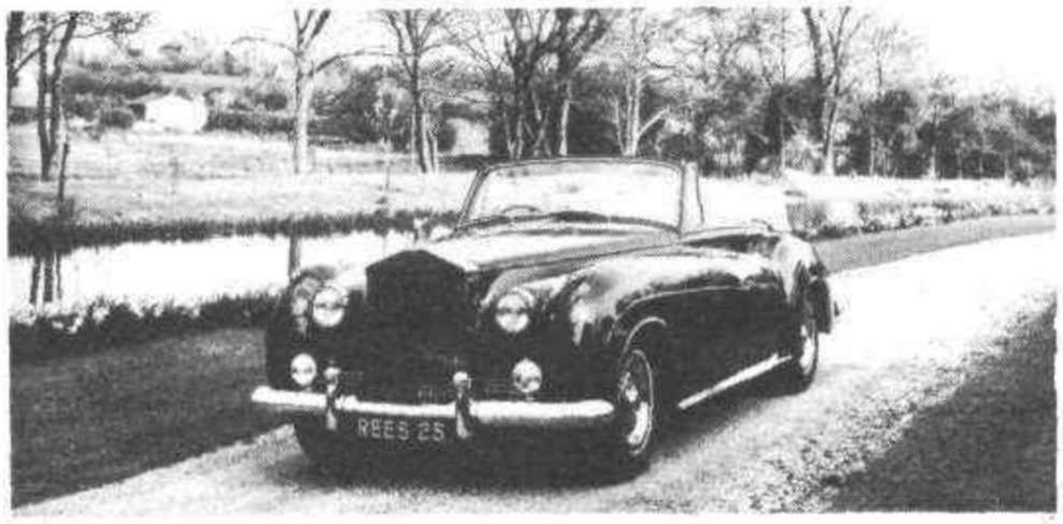
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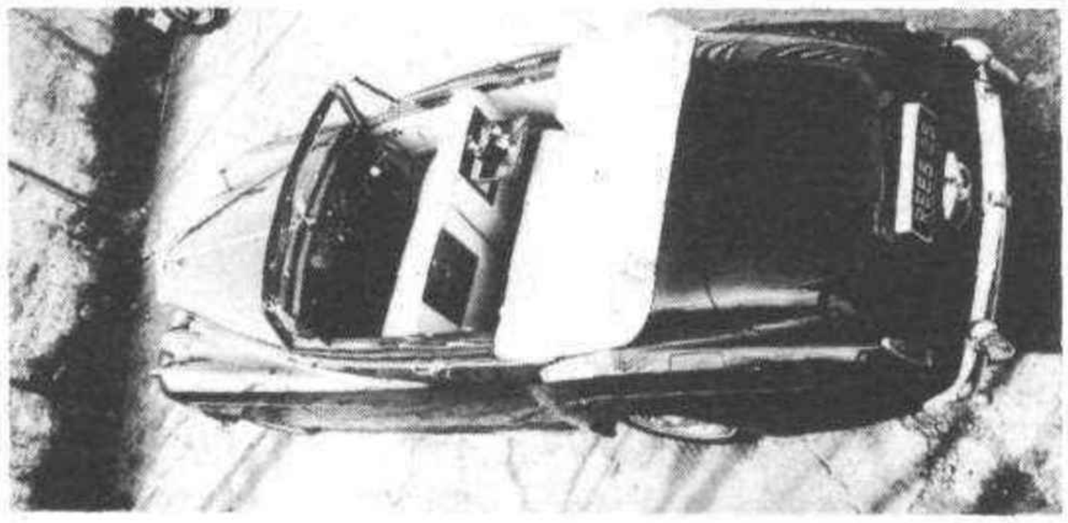
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1965 ROLLS-ROYCE SILVER CLOUD III 36,000 recorded miles only finished in Embassy black over silver with special black hide interior. A unique car in impeccable condition.

1965 SILVER CLOUD III 2-door fixed head Coupe by Mulliner-Park Ward. This rare continental-style Rolls-Royce is beautifully finished in Regal red with fine grey hide interior, equipped with power operated windows and good stereo equipment. An exceptional example of a rare model which has a recorded mileage of 53,000.

1963 ROLLS-ROYCE SILVER CLOUD III. Recorded mileage of 62,000 is genuine and this concours motor car is finished in Sand over Sable with cream hide interior and specially selected walnut veneers.

1929 ROLLS-ROYCE PHANTOM II sporting 4-window divided saloon with fabric-covered roof, coachwork believed to be by Van Vooren. Completely re-built to its present specification around 1939, this unusual automobile is reminiscent of the best styled Packards of the late Thirties. Equipped with disappearing glass divider, sunshine roof to the rear and excellent Marchal headlights, this is definitely a most desirable Rolls-Royce.

1927 ROLLS-ROYCE TWENTY H.P. sports saloon by Gordon Motor Bodies. Ivory with immaculate French grey tapestry interior, individual front seats and commodious pouch pockets to all four doors. A compact car with integral boot, double-tubular bumpers, side mounted spare, comprehensive instrumentation set in beautiful woodwork and altogether a most unusual Twenty.

1923 ROLLS-ROYCE SILVER GHOST Limousine by Maythorn. Black, fabric-topped roof over deep cherry red, belt lined in black with matching fenders and box-lined bonnet. With divided windshield, peaked roof, dual side mounts, sideways-facing occasionals, this is an outstanding example, restored to really excellent standards. Fine West of England cloth to the rear, beige hide to front, fitted luggage grid and registered AA 46. Purdah glass to rear compartment.

1920 ROLLS-ROYCE SILVER GHOST. This exceptionally rare example of the 'Speed' model Ghost chassis (with inset levers, high-compression pistons and continental Touring axle ratio) carries unique lightweight open-drive, small limousine carriagework by Hibbard and Darrin. Completely original save for the addition of radiator shutters, front wheel braking and 1930 Lucas headlamps; this magnificent Grand automobile is finished in Lavender grey over black, with Japanned hide covering to the roof, polished alloy bonnet, plated rings to the split rim wheels which are of Springfield type. Equipped with occasional seats and many special interior fittings, this British-built Silver Ghost has blind rear quarters in typical Town-car fashion, fine original interior trim and of course has right-hand steering with four-speed gearbox.

1923 ROLLS-ROYCE TWENTY with "Doctors" fully folding head ¾ Coupe bodywork by Windover. Beautifully restored in Wine red with black fenders and deep tan hide: there is optional side-mounting for a second spare wheel and the trunk has been fully trimmed to form a double dicky-seat; also the usual folding grid for luggage and a neatly tailored cover for the new folding top. Recently winner of a major Concours.

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1965 BENTLEY CONTINENTAL SIII 4-door sports saloon by James Young. Shell Grey with cream hide interior, remarkably well maintained and in pristine order throughout.

1958 CONTINENTAL S-type Fast-back 2-door by H. J. Mulliner. 431 six-cylinder S-series Continental Bentleys were hand-crafted, the majority carrying beautifully drafted, lightweight, all aluminium bodies by H. J. Mulliner. With the usual power-assisted steering, this one has electrically operated metal sliding sun-roof and powered windows, is superb mechanically and with its Regal red interior, entirely re-upholstered interior and impeccably finished cross-banded Walnut veneers, is ready for show purposes or touring in the Grand Manner.

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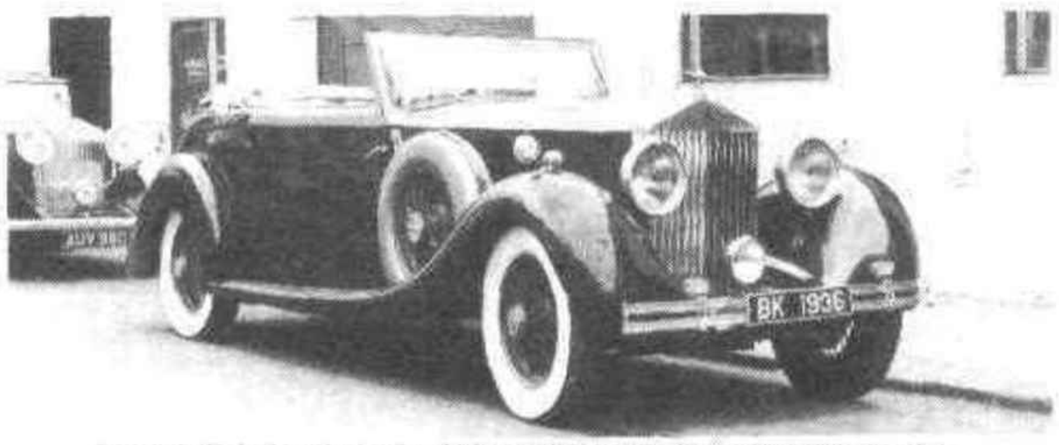
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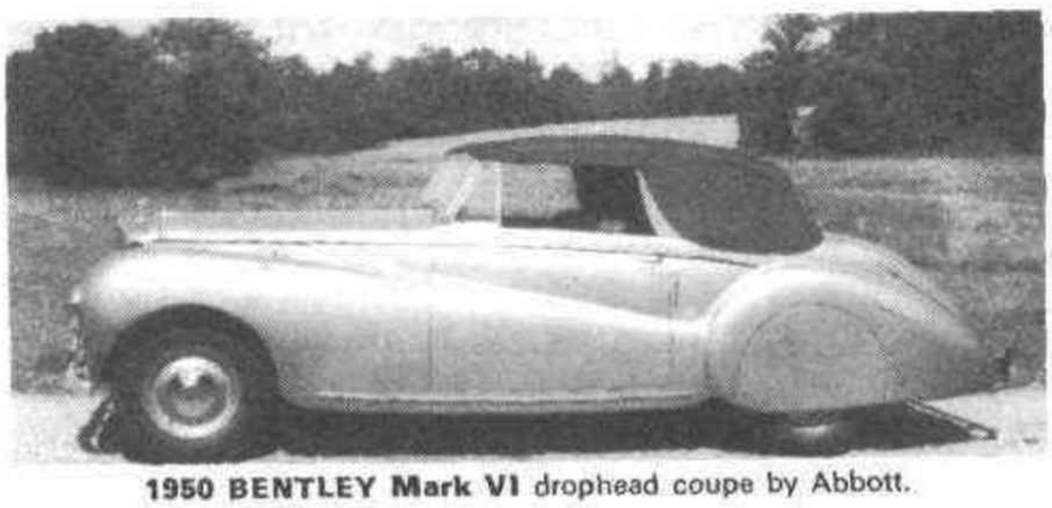
1958 ROLLS-ROYCE Silver Cloud by Freestone & Webb.



1947 BENTLEY Mark VI by H. J. Mulliner. Unique.



1936 ROLLS-ROYCE 20/25 drophead coupe by Windovers.



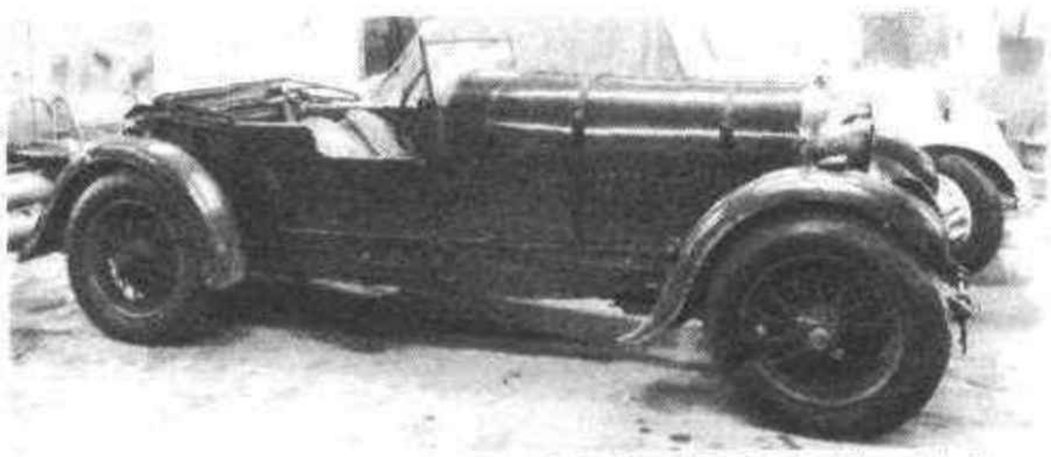
1950 BENTLEY Mark VI drophead coupe by Abbott.



1959 ROLLS-ROYCE Silver Cloud standard saloon (choice of two).



1960 BENTLEY S.II Continental James Young (choice of 6 Continentals).



1926 BENTLEY 3-litre Speed Model by V.D.P. Totally original.



1964 S.III BENTLEY Continental convertible by H. J. Mulliner/Park Ward, low mileage.

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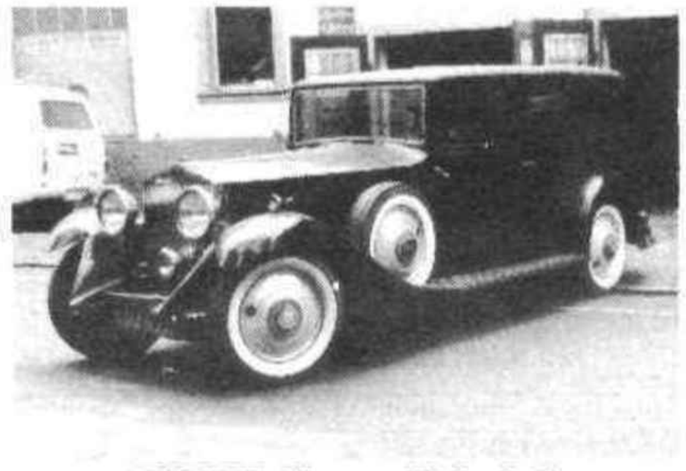
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MG TC, 1947, mint.
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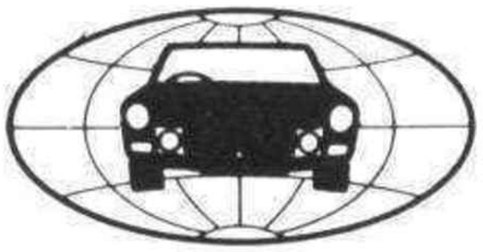
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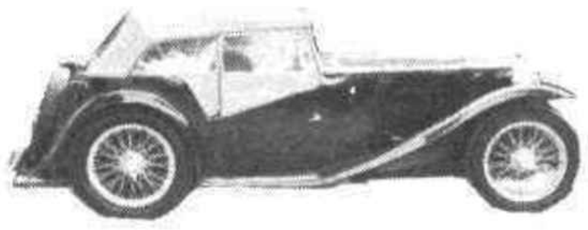
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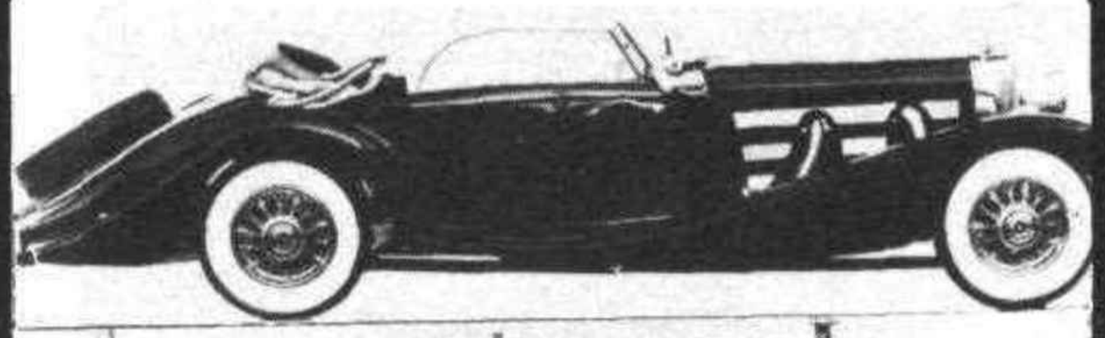
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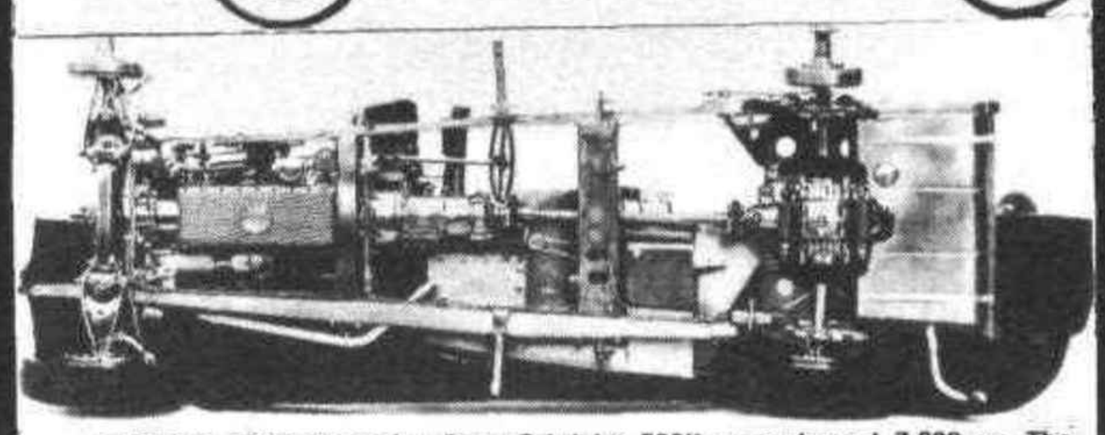
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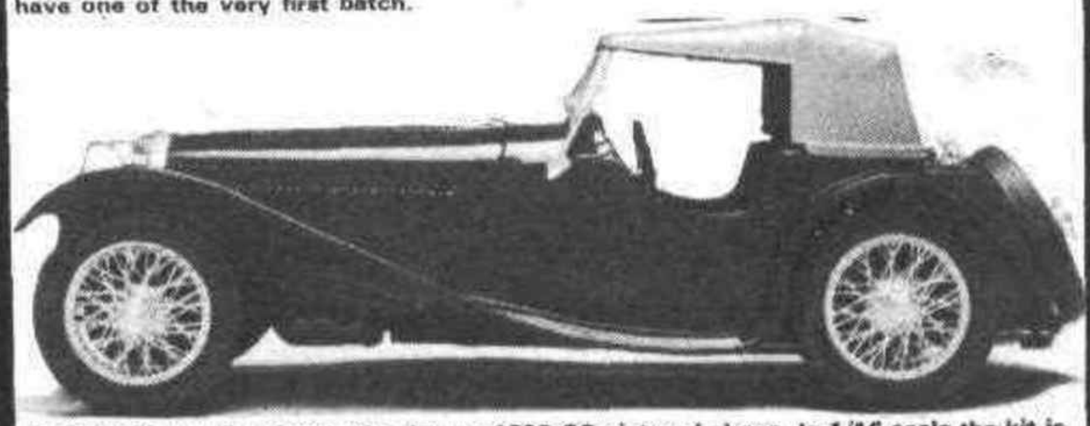
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CLASSIC CARS





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ARRIVING any day now is the Jaguar 1939 SS pictured above. In 1/16 scale the kit is easy to build and well finished. Features–turnable steering, detailed engine, hinged opening bonnet, tonneau or hood, detailed cockpit and seating, detailed dash, rubber type tyres, detailed suspension and transmission. Limited supplies at £4.80 plus 30p post & insurance.



IN 1962 this Ferrari, nicknamed the "Breadvan" but in fact a Drogo bodied Testa Rossa, appeared at Le Mans and Brands Hatch. It captured our imagination then and at long last we've made our own metal kit of it. Simple to build and well detailed in 1/43 scale it costs £3.30 plus 20p post etc and comes complete with detailed history and drawings. Our first two kits – the Allard J2 and Lotus Elite are still available at £3.30 each and this month our Aston Zagato should be ready. Detailed below are a few of the many models we carry at GP Models which is now Europe's model car centre. Order from this advertisement by cash, Barclaycard or Access (mail or 'phone) or send for our fully illustrated catalogue which costs just 30p.

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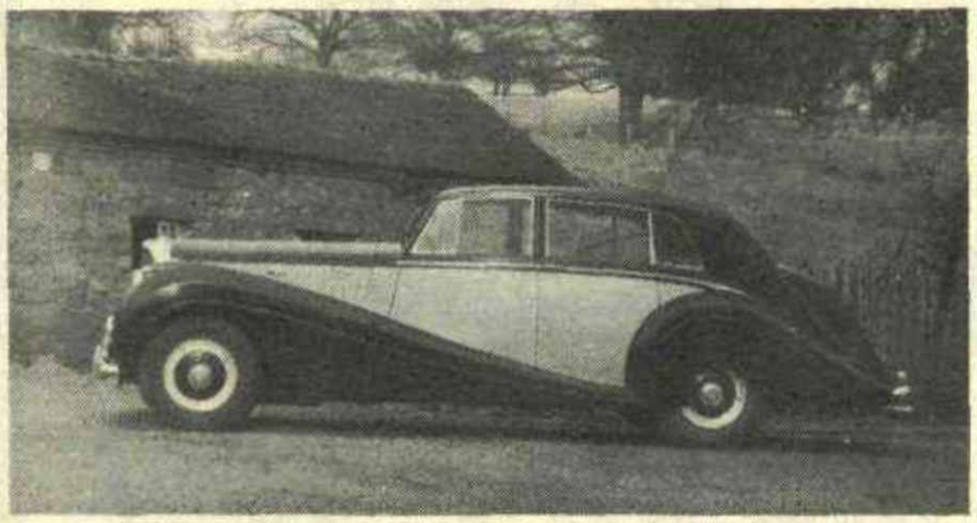
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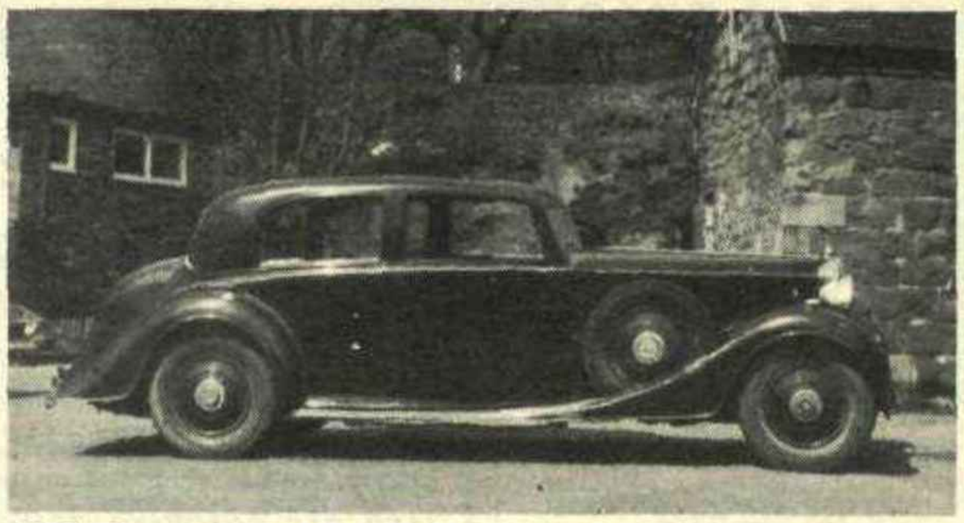
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SPORTS CAR BODY PANELS

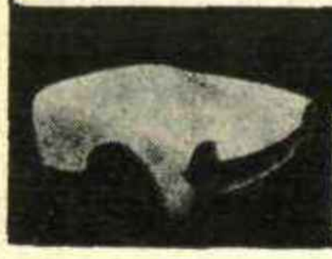
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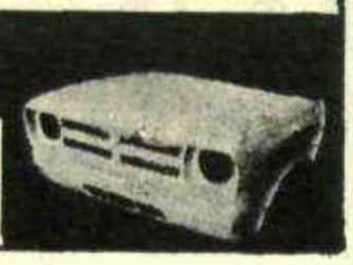
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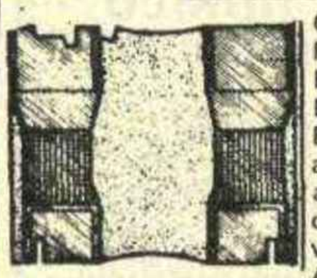
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