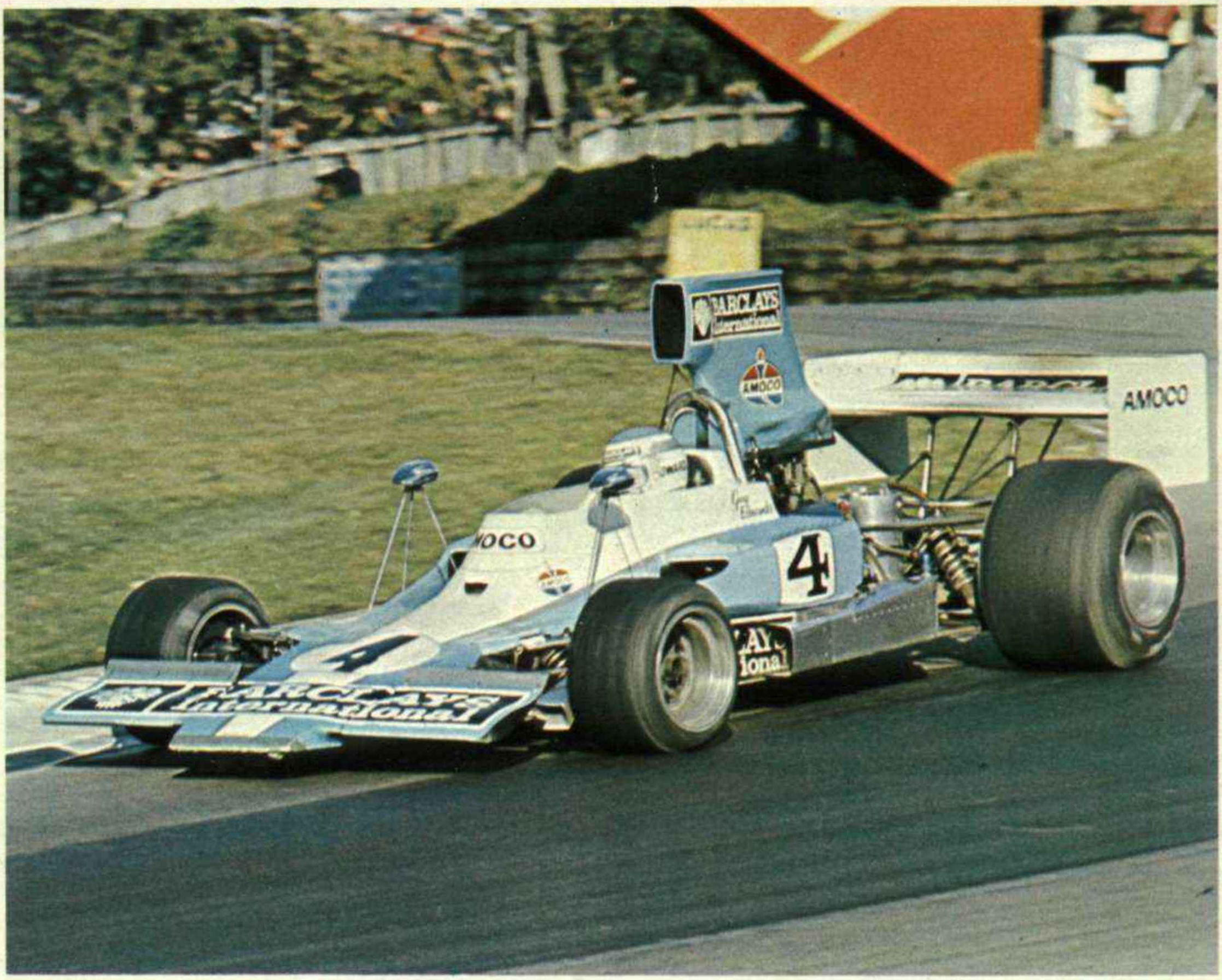
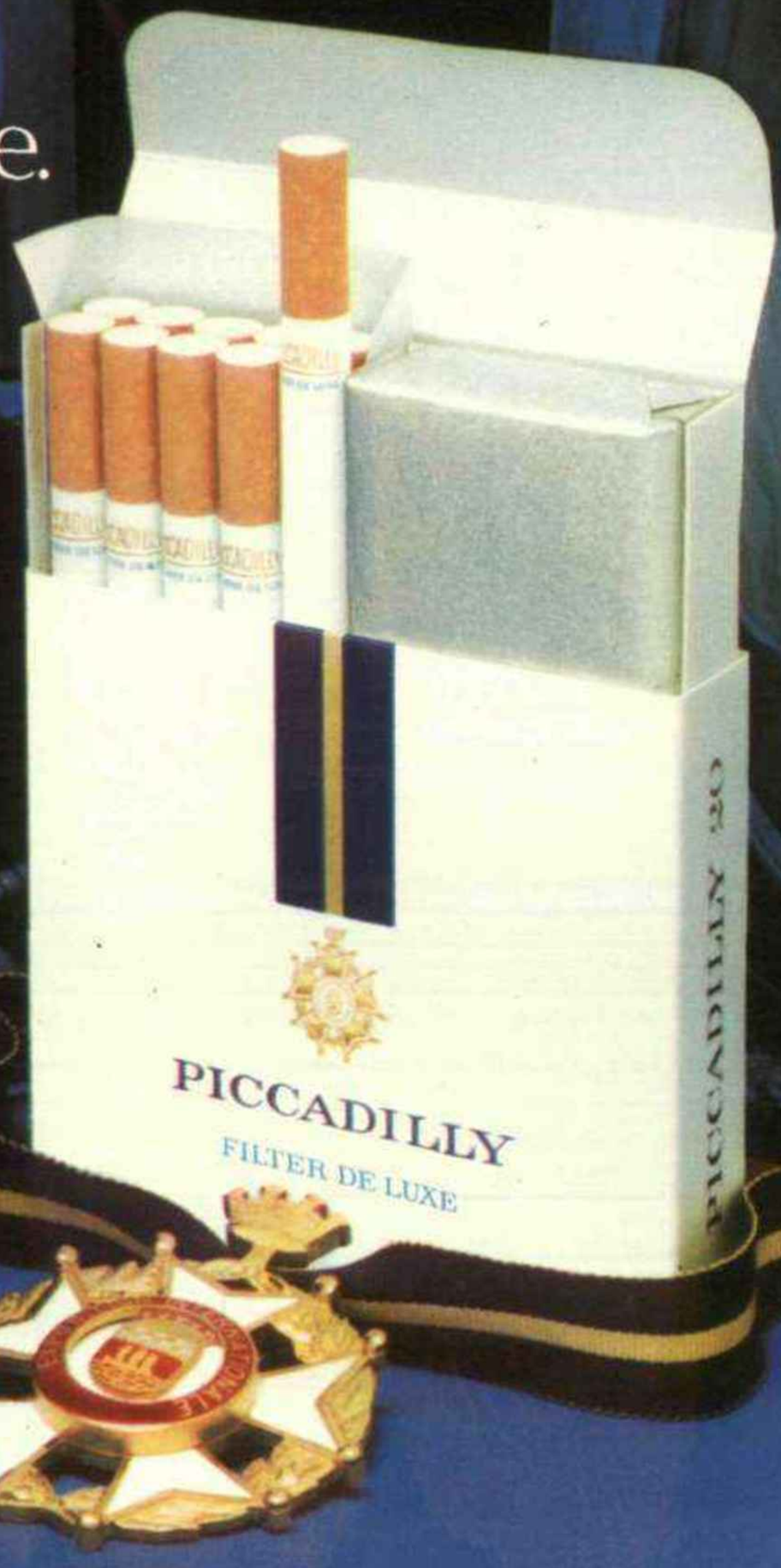
December 1973 Vol. XLIX No. 12 15p

MOTOR SPORT

Founded in the year nineteen twenty-four



Britain's finest cigarette.



EVERY PACKET CARRIES A GOVERNMENT HEALTH WARNING

Whatever the British weather might bring, the Pirelli MS35 can take.



During the past 2 years, 32 international rallies have been won by cars fitted with Pirelli tyres.

The result of this is more than a collection of trophies and favourable comment in the motoring press.

The experience gained during these rallies, plus our constant development of the famous Pirelli Cinturato, has led to the introduction of a new Series 80 tyre, the Pirelli MS35.

This tyre was developed by Pirelli engineers in Scandinavia, working in conjunction with international rally driver, Hakan Lindberg.

Their job was to construct a tyre which could take everything the harsh Scandinavian winters might bring, and which would meet the demanding requirements of Hakan Lindberg.

It took several years to perfect this tyre, and now, it's available to you.

At first sight, the MS35 could be mistaken for a rugged highway tyre. Unlike many winter tyres, it doesn't look as though it should be fitted to a tractor.

In fact, the MS35 sounds, feels and behaves like a normal radial when used on ordinary roads. It offers great directional stability at high speeds. Angled blocks and sipes present biting edges in all directions. The shoulders are treated to bite into soft ground. And the tread pattern provides progressive cornering characteristics in both wet and dry conditions.

So there's no need to change tyres when the snow and mud have gone.

But when the snow and mud are there, the MS35 really shows how efficiently it handles even in the worst conditions. It has moulded holes ready for the fitment of ice spikes, incorporated into the tread pattern.

Rain. Mud. Hail. Sleet. Snow. Ice.

Whatever the British weather might bring, the Pirelli MS35 can take.

PIRELLI
CINTURATO

It's easy to see which are the b

te
re

best fog rear guard lamps.

Recently, "Motor" conducted a
st using ten different makes of fog
arguard lamp.
Of the Lucas model, they said:
"This lamp undoubtedly has the best performance with a good-sized beam penetrating well."

And they saw fit to make it the only lighting product included in their "Accessories of the year" list.

Buy a pair. You'll see what they mean. As will everyone behind you.

Whether it's in a downpour, a blizzard, a pea souper, or anything else for that matter.

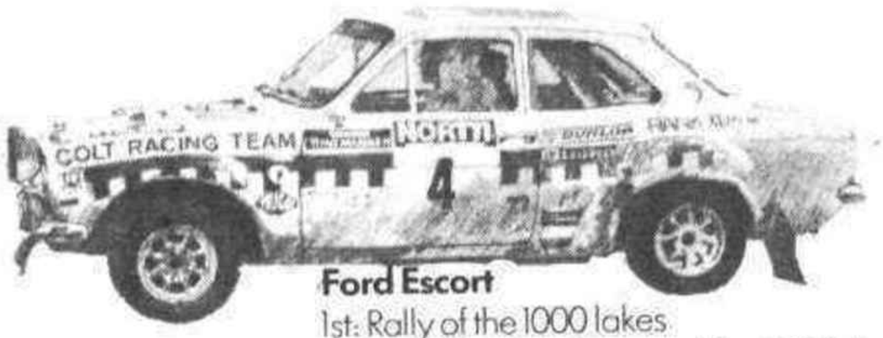
LUCAS

Fit a pair of Lucas fog rear guards. It could save more than your car.

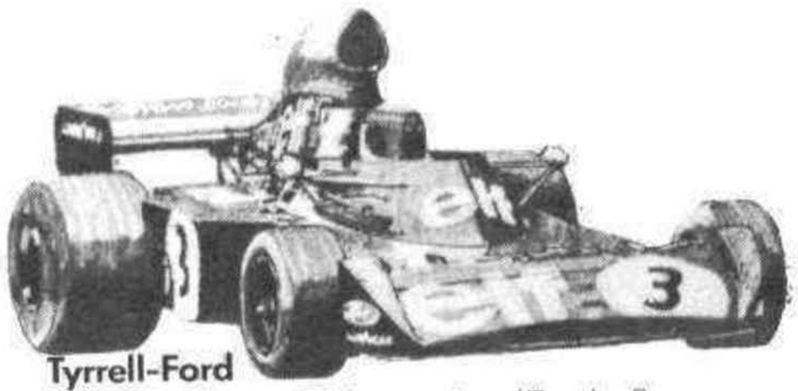
Joseph Lucas (Sales & Service) Ltd., Gt. Hampton Street, Birmingham B18 6AU.



MV Augusta
1st: 1973 500cc World Championship
for solo motorcycles. Lockheed Brakes



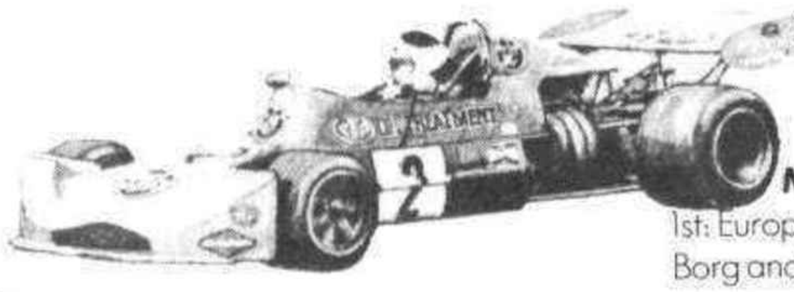
Ford Escort
1st: Rally of the 1000 lakes
Lockheed Brakes. Borg and Beck Clutch



Tyrrell-Ford
1st: South African GP, International Trophy Race-
Silverstone. Borg and Beck Clutch Purolator Filter
1st: Belgium GP, Monaco GP, Dutch GP, German GP,
Austrian GP and 1973 World Championship.
Lockheed Brakes Borg and Beck Clutch Purolator Filter



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



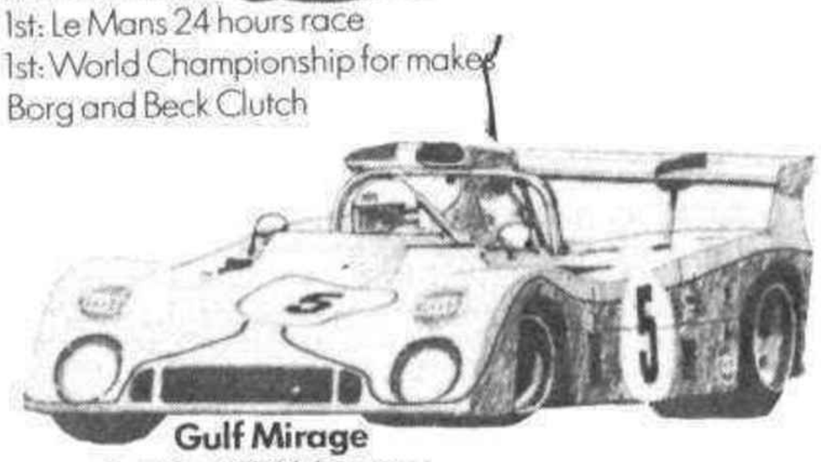
March 732 Formula 2
1st: European Championship
Borg and Beck Clutch



Matra-Simca
1st: Le Mans 24 hours race
1st: World Championship for makes
Borg and Beck Clutch

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





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

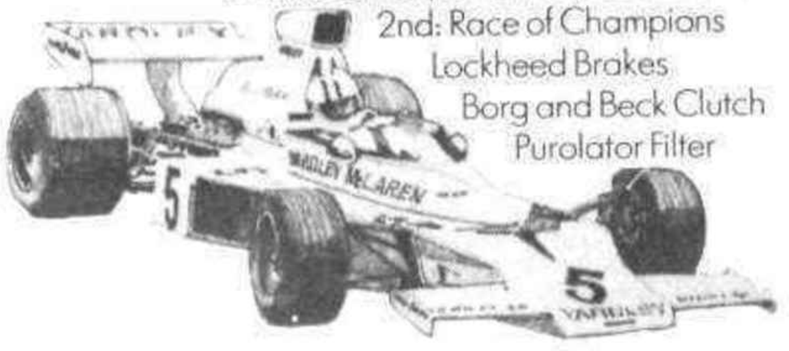
SCA Camaro Group 2 Saloon
1st: RAC British Touring Car
Championship
Lockheed Brakes
Borg and Beck Clutch
Purolator Filter





John Player Special (Lotus 72D)
1st: Argentine GP, Brazilian GP,
Spanish GP, French GP,
Italian GP, American GP.
Borg and Beck Clutch
Purolator Filter

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



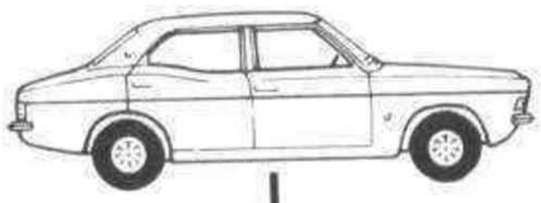
Our track record speaks for itself.

ap

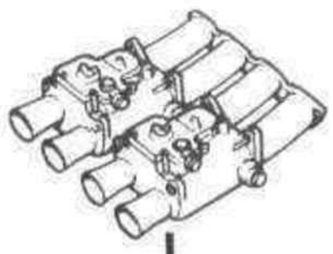
Automotive Products Ltd.
Leamington Spa, Warwickshire.

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

JANSPEED POWER FOR YOUR FORD CORTINA

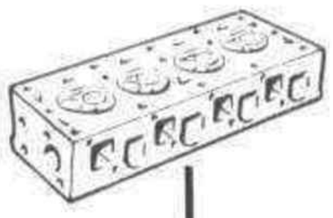


We produce conversions for all models of Cortina. Our latest, a Stage II kit for the Mark III 2000 GT was tested by *Cars and Car Conversions* who did 0-80 mph in only 14 secs., an improvement of 9 secs., on standard. *Car* said, "it will cruise at 95-100 mph still with plenty in hand", and this is with only a modified cylinder head, exhaust manifold and system and twin 40 DCOE Weber carburettors. There is also a Stage I kit, costing under £100, giving a maximum of around 108 mph and a 0-60 time of 9 secs. We also supply springs, anti-roll bars and shockers that will transform the handling of your car.



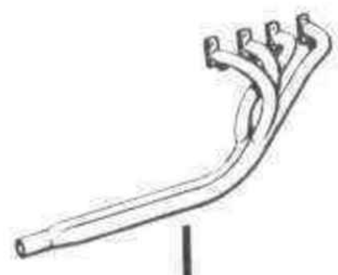
Carburettor Kits

Our Carburettor Kits offer outstanding value for money. Each one is individually designed to suit the engine in question. They are attractively finished in flame orange and come complete with all necessary parts, ensuring that they are quick and easy to fit. Two kits are produced for the Cortina range: the Weber 28/36 DCD which costs £36·90 and a complete Weber twin/twinchoke 40 DCOE kit at £72·50.



Cylinder Heads

Janspeed cylinder heads are world-renowned. From Stage I to Full Race, each one is individually modified to the very highest standards, giving smoother running, increased power and improved thermal efficiency. Stage I heads cost £30. For engines with combustion chambers in the head there is a Stage II kit at £40 and Stage III at £48. OHC heads are £45, all on exchange.



Free-Flow Exhaust Manifolds

We are Britain's largest manufacturer of these manifolds. Our competition experience ensures that only the very finest products are offered for sale. Our rally systems are used by Ford's Competition Departments in England and Germany. Manifolds from £16·50 and free-flow matching exhaust systems available for full Ford range.

Send 25p for the complete Janspeed catalogue, listing over 480 different items and conversions for most popular cars (cost refundable on first purchase of over £5), or send large s.a.e. for leaflets, stating car, to

Janspeed Engineering Ltd, Southampton Road, Salisbury, Wilts, Tel: (0722) 6955 6

or contact one of the following selected Janspeed main agents: **Andy Barton**, The Garage, Newburn, Newcastle upon Tyne NE15 8PT, *Tel: Lemington 674449*. **Forril Service Station**, 86 London Road, Forest Hill, London SE23, *Tel: 01-699 0132*. **Ingham Engineering**, Chertsey Road, Byfleet, Surrey, *Tel: Byfleet 42107*. **Ingham Engineering (Weston) Ltd**, Shearmurs Garage, Worthy Lane, Weston super Mare, Somerset, *Tel: W-SM 23836*. **Kerr-Bridgland Ltd**, 52 Westfield Road, Harpenden, Herts, *Tel: Harpenden 62575*. **Chris Montague Carburettor Co**, 364 Cricklewood Lane, London NW2, *Tel: 01-455 3039*. **Speed-Sport Conversions**, 2 Roebuck Lane, West Bromwich, Staffs, *Tel: 021-553 1103*. **Sports Tune (Accessories)**, 10 Brandon Terrace, Edinburgh EH3, *Tel: 031-556 3507*. **Bristol Street Motors**, Winchcombe Street, Cheltenham, Glos, *Tel: Cheltenham 27061*. **Hoopers Ltd**, 62 Jacobs Wells Road, Bristol 8, *Tel: Bristol 23946*. **Calne Service Station**, 126 London Road, Calne, Wilts, *Tel: Calne 3315*.

JANSPEED UNDERSTAND CORTINAS!

Buy it on BARCLAYCARD Extended Credit

Spoil your front end.



Have you ever noticed the way the front end of a dragster lifts when it blasts off? A similar thing happens to a road car when you hoof the throttle.

That's just one of the things our Front End Spoiler helps to overcome.

It acts just like a wing: in fact it is an aerodynamically designed wing section. It helps to hold your nose down when you're accelerating. And the faster you go the more downward thrust it exerts.

So it tends to improve your steering. And your road-holding.

It also takes some of the colly-wobbles out of side winds (the harder your front end is forced downwards the tougher it is to push it out of line).

While it's giving you all these benefits it also looks great.

We supply them in matt black finish but you can paint them to match your livery, or make them a contrasting colour.

You can stick stripes on it, or decals, badges, and numbers.

And it's made from high-impact resistant plastic which weighs a trifling few pounds.

Will it fit your car? Well, each spoiler is individually shaped to fit a particular car: they are not a universal fitting. So check the list below and if your banger is included, the answer is yes it will. And what's more it'll fit easily because all screws and instructions are included.

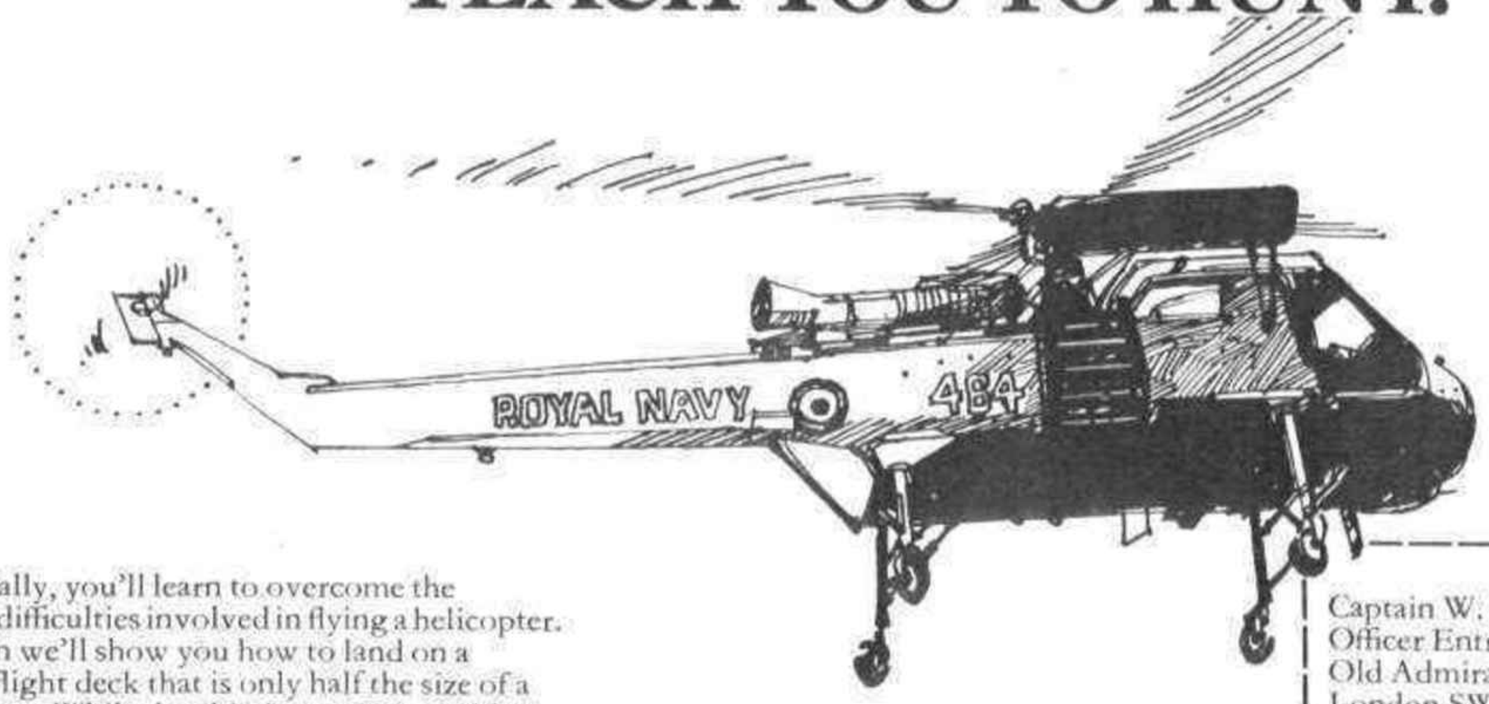
Front end spoilers can be obtained from all good accessory shops, garages and tyre depots.

If you have any difficulty please let us know.

Application list:
Minis **£4.75**, Mini Clubman all models **£4.75**, Escort, Capri, Cortina Mk I, Cortina Mk II/III, Anglia 105E, Marina, BLMC 1100/1300, MGB, Avenger **£6.25**.

Richard Grant Motor Accessories Limited, 3 Market Square, Eaton Bray, Bedfordshire LU6 2DG. Telephone: Eaton Bray (0525) 220245 and 220242.

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That's why flying for the Royal Navy requires such a rare combination of skill, intelligence and courage.

If you think you possess these qualities, you could become an officer in one of two ways, both of which, to a lesser or greater extent, involve time spent at Dartmouth.

Firstly, as a Naval College Entrant, you must be between 17 and 26 years of age and have a minimum of 5 'O' levels (or equivalent), including Maths and English Language.

Alternatively, you could enter as a graduate in which case you must be under 26 and also have 'O' level English Language and Maths.

Whichever method of entry you choose, you may either serve for 16 years and receive a sizeable pension, or you may leave after 8 or 12 years, with a tax free gratuity of £2,750 and £5,000 respectively.

As a preliminary, however, you must first pass the Admiralty Interview Board. This is a series of practical and theoretical tests, together with interviews, each designed to assess your potential as a naval officer.

It isn't easy, admittedly, but then nor is flying for the Royal Navy. But then that's probably why you'll be interested.

Captain W. R. Canning, R.N.,
Officer Entry Section (894KS1),
Old Admiralty Building, Spring Gardens,
London SW1A 2BE.

Name

Address

Date of Birth

Please send me further information about commissions in the Royal Navy for Helicopter Flying Duties.

My present or expected qualifications are:

A degree in

graduating in 197

A minimum of 2 'A' levels (or equivalent) ☐

A minimum of 5 'O' levels (or equivalent) ☐

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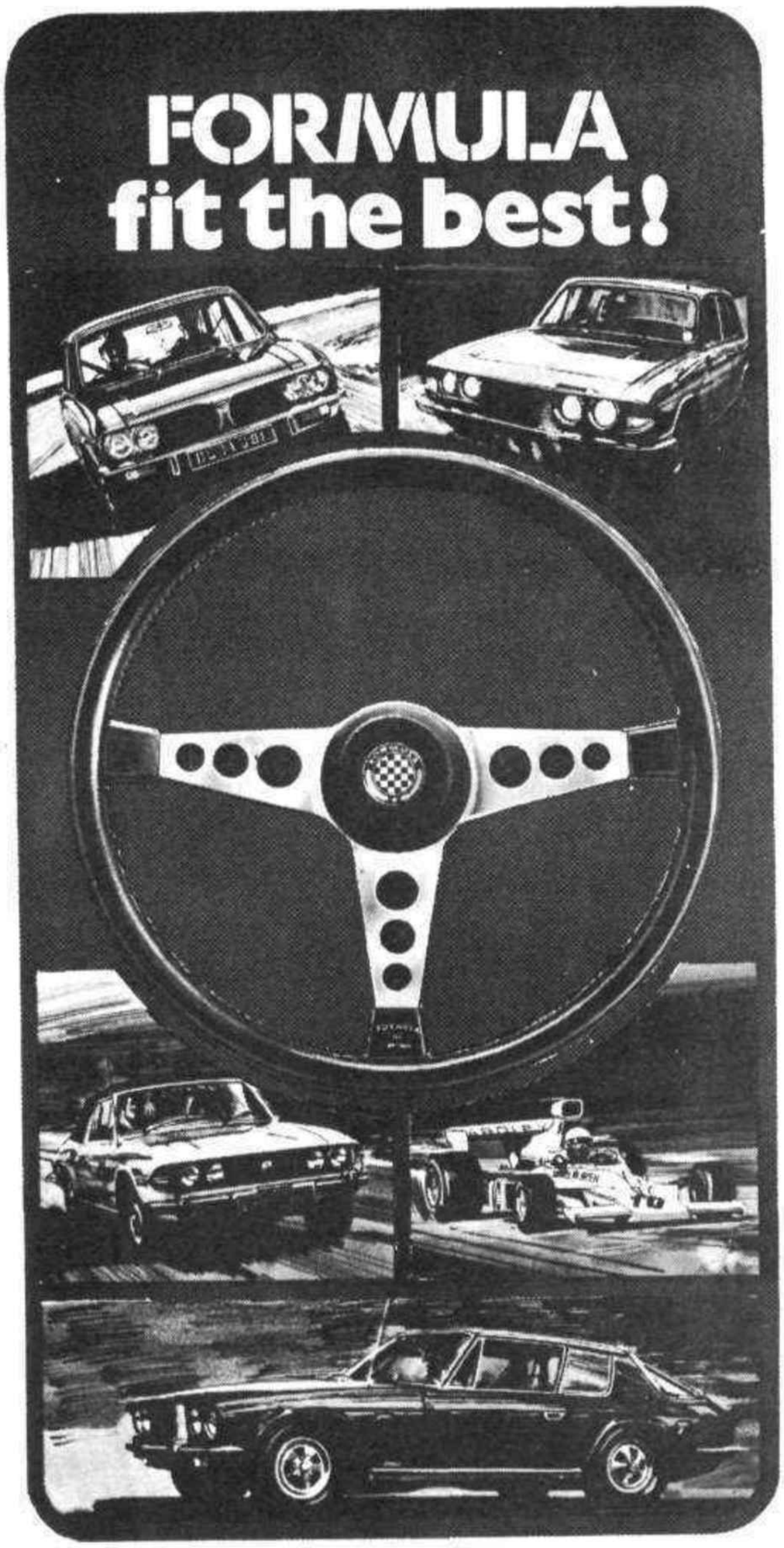
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Wrap it up with an ACOUSTIKIT

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 Acoustikik 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.

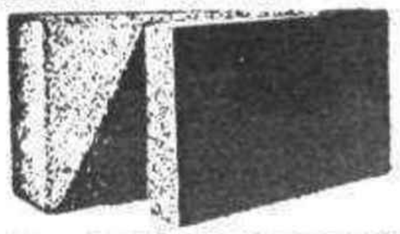
2 **Underbonnet Acoustikits.** To insulate the engine compartment only.

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:



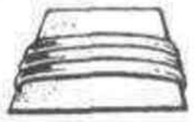
1. Acoustiseal Panels: Cut from ¼" thick specially treated natural jute felt, rubberised for underbonnet and boot, and plain for use under carpets.



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.



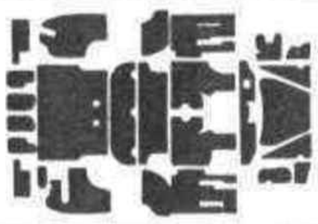
4. Sealsound. Strips of mastic material to block holes and other small problem areas.



Adhesive and spatula



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



Here's a typical Acoustikit layout.

All prices quoted include Value Added Tax

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Mini Estate & Clubman	£2.90	£11.30
Mini Van	£2.90	£11.00
1100/1300	£3.10	£11.20
A.60 Farina Range	£3.10	£11.60
Healey Sprite II/ Midget	£4.20	£10.80
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1800	£3.30	£12.10
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44 55	£3.10	£12.10
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100A Cherry	£3.10	£11.60
1200 Coupe	£3.30	£12.10
Fiat		
124 Saloon	£3.30	£12.10
127	£3.30	£12.10
128	£3.10	£11.70
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Cortina Mk. II Saloon & Estate	£3.80	£12.80
Cortina Mk. III		
Saloon & Estate	£3.50	£13.00
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Viva H.B. & Estate	£3.30	£12.60
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164	£4.20	£13.00

Prices: Underbonnet Acoustikits are shown first in heavy type. Super Acoustikits are shown second. Please add part carriage charge of 40p for Underbonnet Acoustikits and 75p for Super Acoustikits (mainland only, others by quotation).

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

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HURRY! POST TODAY

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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 .....

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MS 35

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FINAL END-OF-YEAR CLEARANCE – HUGE DISCOUNTS!



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Cash prices so low you buy around Wholesale price from the U.K.'s largest importer of Chronographs! No risk – every watch fully guaranteed, full aftersales service! Attractive extended credit facilities. Each model is Swiss-Made, brand new, thoroughly tested, guaranteed, and ready to give years and years of reliable service. And you buy with a 14 day money refund guarantee if you are not absolutely satisfied in every way. Check through this fantastic offer, but don't delay too long. Stocks are limited at these prices – so its first come first served ! Mail your order today.

237 ASTROCHRONO — £6.00 Deposit

At least £10 lower in price than its nearest competitor! 17 jewelled lever incabloc movement, case tested watertight to 10 ATMS. 1/5second stopwatch with 30 minute recording dial (with 5 & 10 minute 2 coloured countdown warning zones), tachy average speed & telemeter Time/distance scales. Complete with rotating time elapsed bezel with both minute & hour calibrations. Free S/Steel bracelet included for £19.95 cash or £6.00 deposit plus six monthly payments of £3.00 (Total credit £24.00).

236 COMPUTERGRAPH — £7.00 Deposit

A modification of the Astro Chrono, featuring a navigators slide rule calculator! In current use with RAF pilots on Phantom and Lightning Squadrons – the EXACT same watch! Carries all the features of the Astro Chrono, in addition Slide Rule enables you to multiply, divide, calculate ratios, percentages, fuel consumption, av. speeds etc etc. Full instructions supplied. Complete with free S/Steel bracelet. £23.50 cash or £7.00 deposit + 6 months @ £3.50, (Total £28).

048 ROADMASTER — £4.00 Deposit

Truly remarkable specification at an unbelievably low price. Supply is now very limited – demand is collossal. 17 jewelled Swiss shock resistant movement inside a beautifully styled case. Pushbutton operated flyback second stopwatch, minute recording dial, internal rotating elapsed time bezel, external tachometric average speed scale. Supplied with tropic strap (S/S bracelet 90p. extra). £12.95 cash or £4.00 deposit + 4 months @ £2.88 (Total £15.52).

770 SPORTCHRONO — £7.95 Cash

We've managed to get only one consignment of this brand new budget-price Swiss Chronograph. Compare the looks with £50 models !!! Spec: includes jewelled movement, shock resistance, pushbutton operated stopwatch, separate minute and hour dials, Midnight Blue/Black dial, bold luminous markings, and a fantastic asymetrical styled case in high polish chrome; Supplied with top grade strap at the incredibly low price of £7.95 until they're all gone!

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Mail your order today enclosing the correct amount of money (either total cash or deposit) adding 25p. per watch to cover post packing and insurance.

I enclose £ ..... including 25p. post etc per watch. Please mail the watch indicated below. I understand I may return for full refund if I am not delighted.

☐ Tick for Catalogue 236☐ 237☐ 048☐ 770☐

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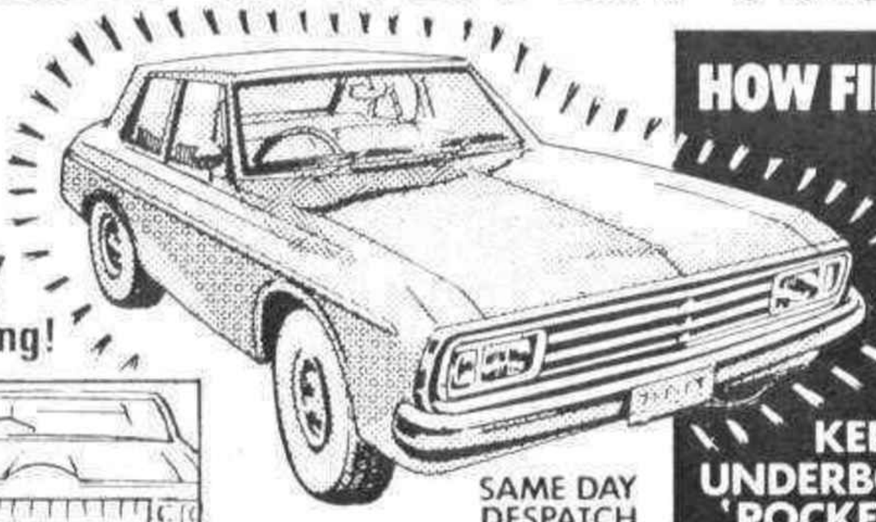
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SPRAY WITH EASE and SPEED
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NEW DO-IT-YOURSELF APPLICATOR-INJECTOR

KILLS WINTER RUST FROM DAMP & ROAD SALT! To guard against gruelling winter conditions—vicious road salt, as well as wet snow, grit, and condensation rusting—EVEN IN GARAGED CAR—you would be well advised to rustproof your car NOW with Finnigan's WAXOYL. Your car could then safely sleep out! WAXOYL PROTECTS every tiny 'pocket' of UNDERstructure where rust STARTS *even before car leaves factory*—EATS UPWARDS—ruins surface and 'showroom' condition *despite constant polishing!*

BENEFITS PROVED by users: International car club member reports "**. . . lab. tests proved most impressive. Fully endorse statement regarding salt resistance, etc.**" Rover Sports Register member writes: "**. . . has covered 197,000 miles in daily use; approx. 15,000 miles annually. No penetration of WAXOYL coating, despite heavy salting.**" Yorks user: "**. . . a more pleasant and easily applied fluid have yet to find . . . remarkable . . .**" Llandudno user: "**. . . Excellent part-exchange after 50 months. Car remarkably rust free. No garage . . .**" Once it sets into a waxy skin, not even high pressure car wash or steam cleaning can shift WAXOYL (another user reports). FORGET CORROSION!











ONE SIMPLE, QUICK APPLICATION NOW protects car for several years. Soaks deep into metal, even if wet. KILLS WINTER RUST from damp and load salt. KILLS SUMMER DAMP PERIL. *Seals for all time* against rust and corrosion. HOLDS 'SHOWROOM' CONDITION.
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The Turnberry Veteran & Vintage Car Classic

April 26, 27 and 28, 1974



British Transport Hotels and British Rail, in association with the Royal Scottish Automobile Club, are again promoting this event based on the luxury Turnberry Hotel, on the Ayrshire Coast, following the success of the 1973 classic.

Entry limited to 70 cars.

Qualifications:

Veteran; vintage, post-vintage thoroughbreds; and post war thoroughbreds – 1946-52.

A special night sleeper Motorail train will leave London for Girvan on April 25 returning on April 28.

* Light hearted contests
* Motoring tour to Bannockburn
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* Concours d'Elegance

Many prizes, including a week at the famous Gleneagles Hotel; Motorail trips; weekends at luxury resort hotels in the B.T.H. group.

Price, including accommodation, meals, entry fee, V.A.T. £33 per person for Scottish and Nothern entrants

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Fill in the coupon below for entry form.

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Please send me entry form for the Turnberry Veteran and Vintage Car Classic, April, 26, 27 and 28, 1974

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Type of Car .....
Make .....
Model .....
Year .....

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Whether the car in your life is a mass produced family saloon, a hot rod, one of the world's most expensive and majestic motor cars or a racing machine, the efficiency of its engine will have begun to drop almost from the first moment the engine was started. This efficiency will have continued to drop each week with increasing rapidity unless preventative measures have been taken. Combinations of heat, friction, corrosive combustion formed acids and harmful deposits not unnaturally cause engine wear and the oxidization of motor oil. This oxidization leads to a lowering of oil viscosity, less protection and again engine wear.

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Maintain Engine Power
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These benefits are obtained by using Wynn's for Oil, and Wynn's for Gas regularly in Service.

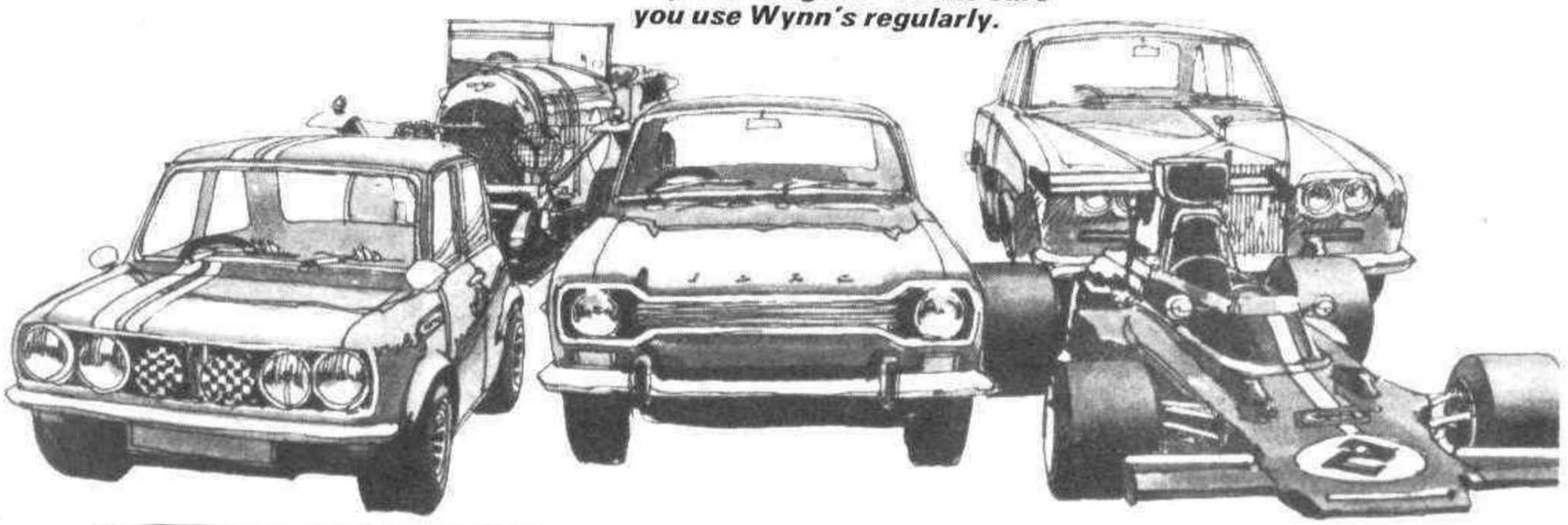




Wynn's for Oil contains special extreme pressure additives which chemically change moving metal surfaces under conditions of heat, friction and pressure, making them measurably smoother. Smoother surfaces mean less frictional drag and frictional damage or wear. In addition harmful combustion formed acids are prevented from reaching and damaging metal surfaces. Wynn's for Oil also contains viscosity improving agents which inhibit oxidization of motor oil, so extending its useful life.

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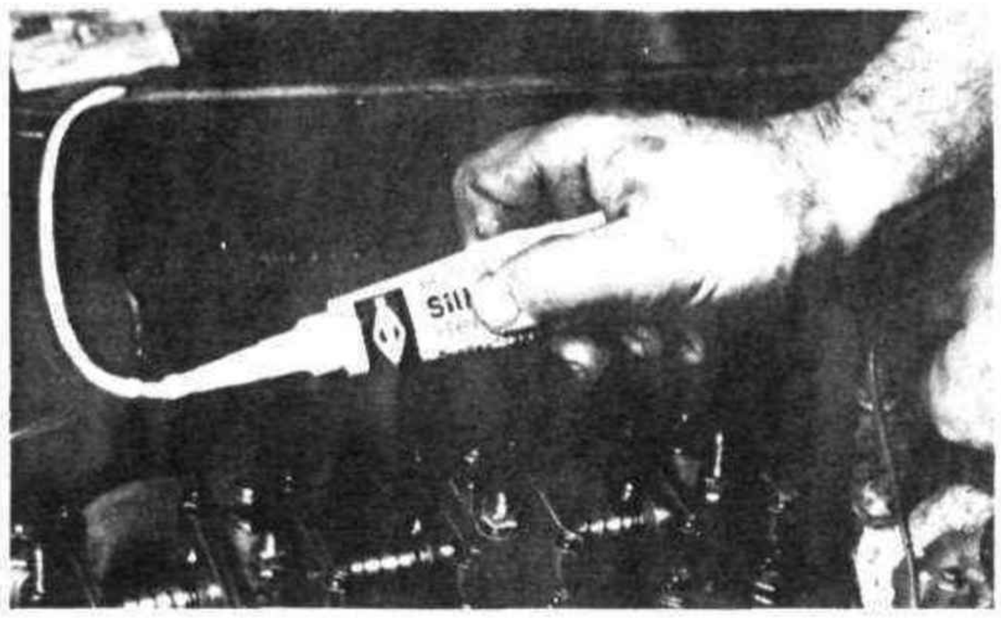
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Tel: Crowland 316/7/8.
London Depot: Motortune Ltd., 250 Brompton Road, S.W.3. Tel: 01-581 1234.

Please send me prices and technical details of the appropriate Koni shock absorbers for my car.

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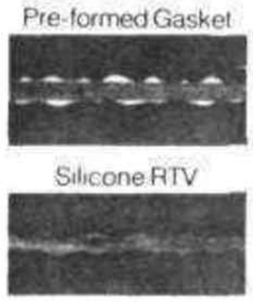
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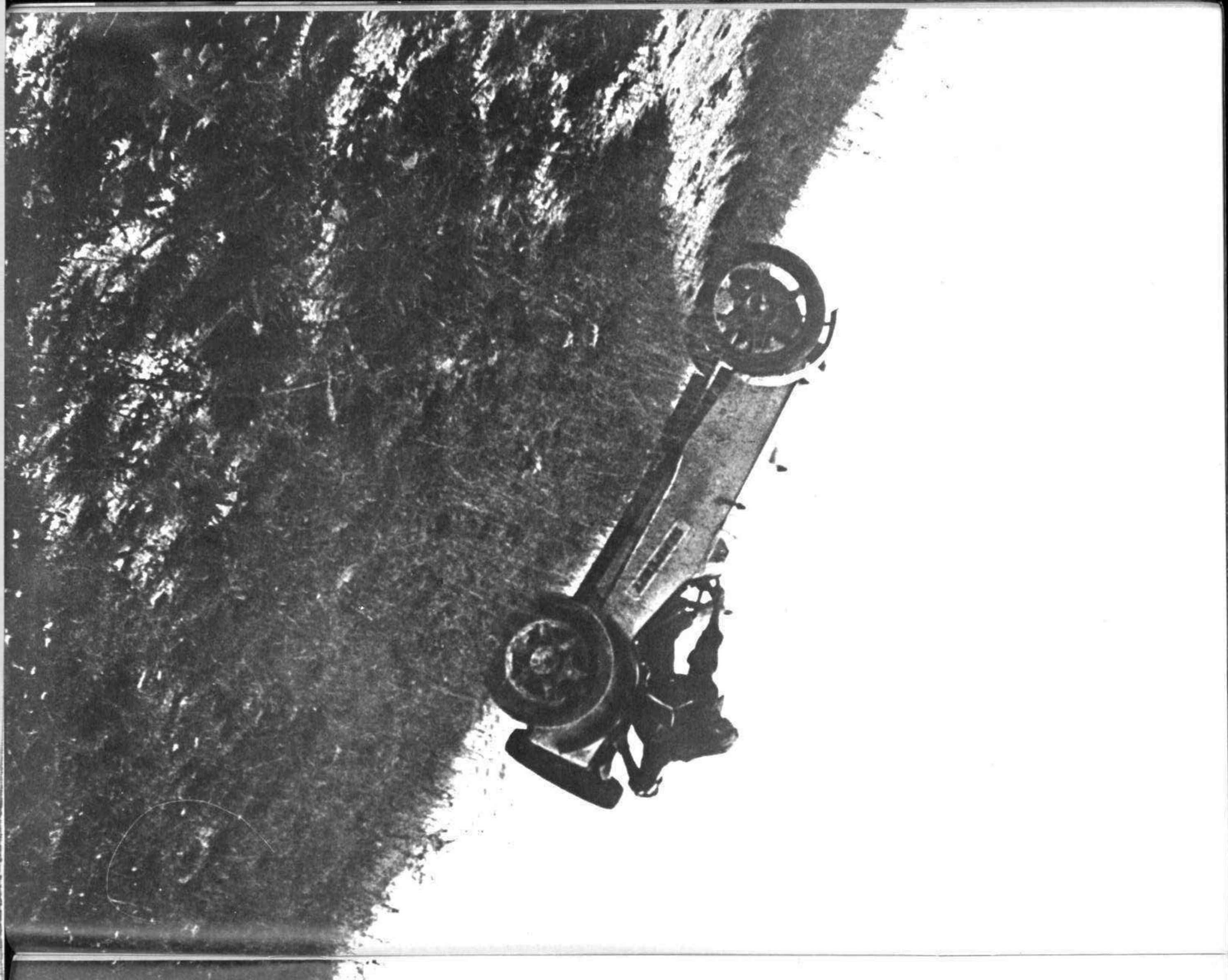
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With any steel braced radial you buy, you get high speed safety and a few thousand extra miles of wear.

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Because the fact is that 74% of accidents happen in built up areas where speed is restricted to 40 mph or below.*

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As long as your car is in good shape, your chances will increase or decrease (a) depending on the condition of your tyres, and (b) the quality of the tyres fitted to your car in the first place.

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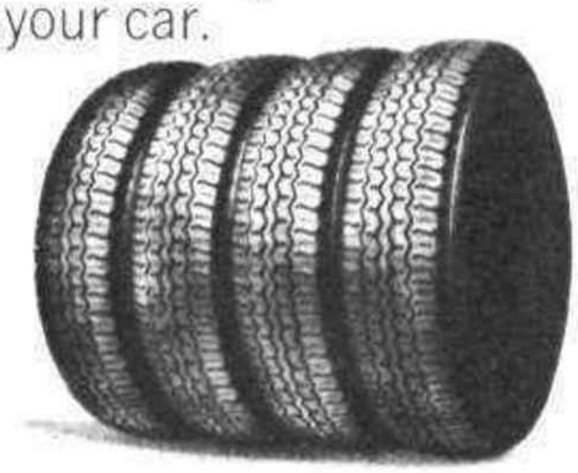
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Source * 1. Transport and Road Research Laboratory – D.O.E.
* 2. Causes and Effect of Road Accidents – 5 vol. study. Dept: Road Transportation and Environment Planning. University of Birmingham – June 1969.

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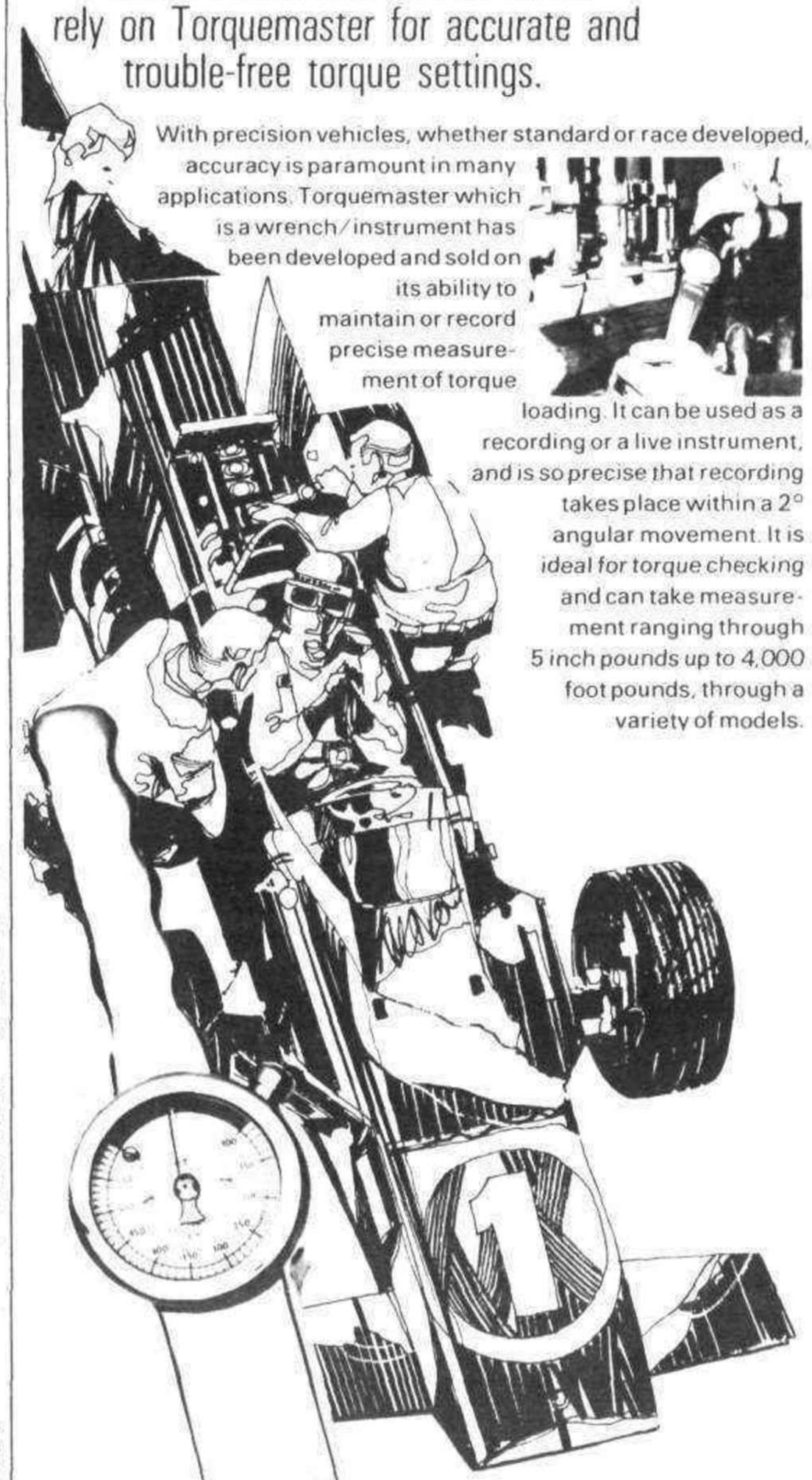
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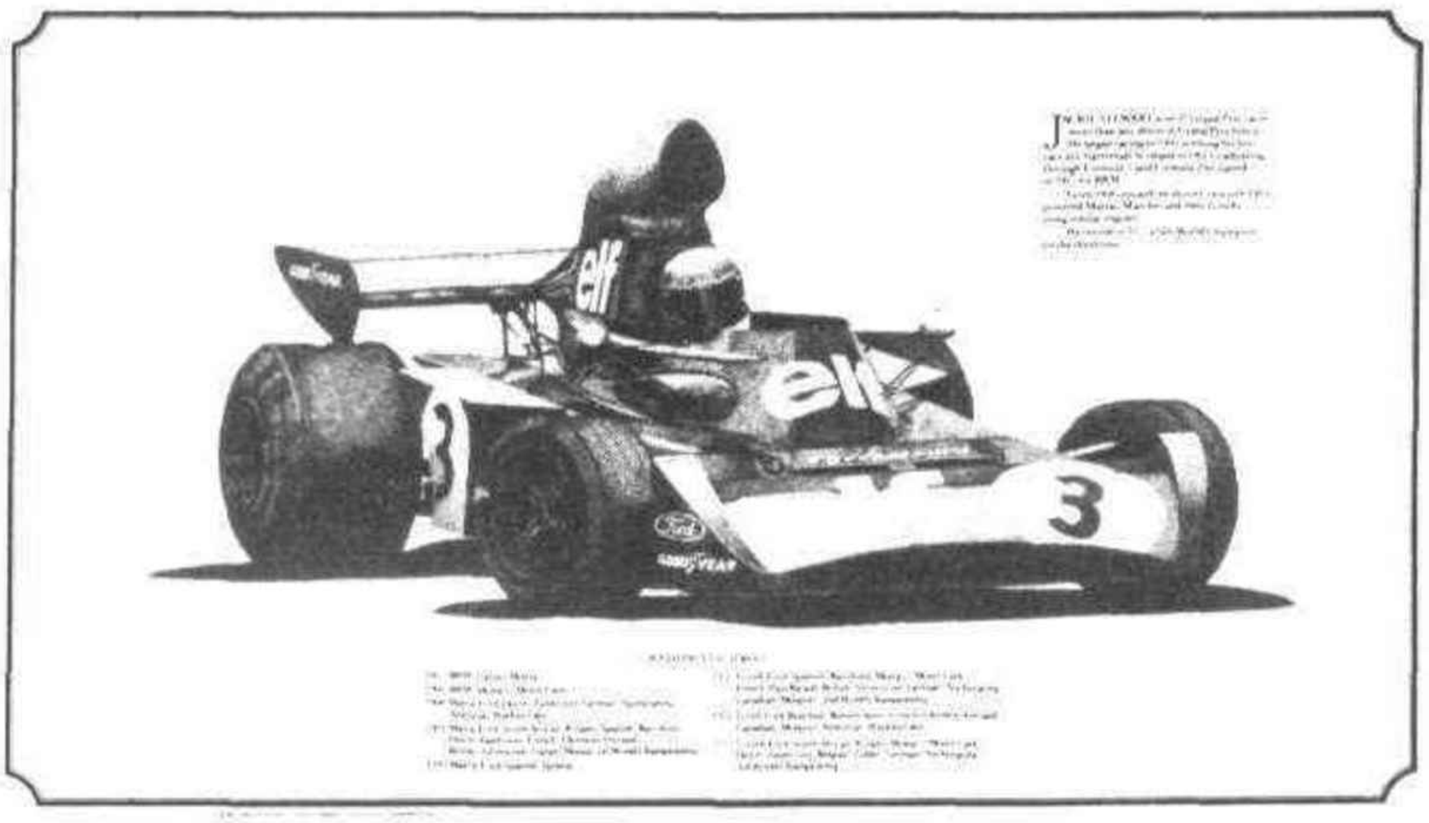
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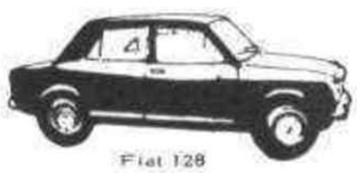

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1. Entrants can win only one prize and no cash can be substituted for prizes won.
2. The competition closes at midnight on January 31st, 1974. Entries received after this date will be deemed void. Entries will be judged as soon as possible after the closing date and winners will be notified by post.
3. A list of prizewinners will be published in the "Competitors' Journal" on 21st March, 1974.
4. The Judges' decision is final and binding and no correspondence will be entered into.
5. The competition is open to all U.K. residents except employees, agents, publicity advisers (and their respective families) of Sta-Power (U.K.) Ltd.
6. Proof of posting is not proof of receipt. No responsibility is accepted for loss, damage or delay to entries. Illegible entries will be disqualified. Only entries on this form will be accepted.
7. Prizes will be awarded to those entrants who correctly list all the differences between Can 1 and Can 2 and who, in the opinion of the Judges, come up with the most original new name for STA-POWER for advertising purposes.
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All entries must be received by midnight 31st January 1974.

BLOCK LETTERS PLEASE (AND DON'T FORGET THE 95p.) MS.I.

MOTOR SPORT

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

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FRONT COVER PICTURE: AIDED by some very effective Goodyear tyres, Guy Edwards gave the Barclays International Lola T330 a decisive victory in the final round of the Rothmans European F5000 Championship at Brands Hatch last month. It was Edwards' second win in that category this season.

ANNUAL SUBSCRIPTION RATES

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MATTERS OF MOMENT

■ THE STATE OF THE ART

As another year draws to a close the Editor says he feels it the right time to look at the state of the Art, or Science, or at any rate, the business of motoring, or, if you associate motoring with the open cars of considerable age, goggles, and double-declutching, then of driving and car-ownership. He writes: "Perhaps it was once again going to the London Motor Show, after all these years, in a VW (or rather a super-Audi with VW badges on it) which makes me want to look at where the motor-car stands, at the prevailing state of play. Cars are safe and satisfactory things to contemplate, unlike the human race, which seems to be losing more of its control over itself every year, so that the pleasurable, even the vital, things of this life, like food, houses, petrol and being buried, cost ever more and more, while money buys less and less. Old institutions have lost much of their dignity, with banks advertising their prevailing interest-rates in their windows as a fish-monger prices his cod, Post offices competing with the stamp-dealers instead of concentrating on getting Her Majesty's Mail away as efficiently as possible, politicians and the grab-grab boys not getting any better, Graham Hill buttering-up the traffic wardens, and war again coming uncomfortably close. But I digress . . .

"The motor vehicle, fortunately, continues to advance, if too slowly on our over-congested, speed-limit-bound roads. By and large, the 1970's car is a decently-reliable piece of machinery, complex as it has become. It usually only fails to live up to this reputation because it has been badly put together, improperly maintained, or abused by its inconsiderate or incapable owner. Design-wise, it is a notably effective mechanism. Its engine is a tireless power producer, and will become more efficient as it is made to cause less pollution. Automatic chokes, ignition timing, and fuel filters have eradicated three of the one-time anxieties — difficult starting, pinking and blocked-jets. There is no excuse these days for not having an overhead-camshaft, now that there exist simple, silent cogged-belt drives. And power output is such that even the small family cars will far exceed the legal speed-limit and, which is more important, will pick up speed quickly, stick safely on the road even in the wet, and stop quickly in an emergency. Gear changing has had the skill removed from it and automatic transmissions function reliably and well — but only the belt drive DAF gives a truly progressive variable-ratio drive. With all mod.-cons. the present-day saloon car is a mobile drawing room suitable for most occasions, albeit only the older big cars provide true armchair, legs-out standards of home comfort. In general, however, I maintain that the modern car is a sound proposition, its use marred only by moron drivers, radar-traps, the rising price of petrol, oil and insurance, and its popularity, which later will continue to cause cars to flood the roads until the Government prices a lot of them out of action or my alternate-days licensing system is introduced, whereby *you* motor on Mondays, Wednesdays and Fridays and *I* do so on Tuesdays, Thursdays and Saturdays, with enormous penalties if we are caught with our throttles open after midnight on the wrong day. The Government could charge a very big fee for *Sunday driving*, or reserve this for its members, or might perhaps exchange this privilege for services rendered by the civilians, such as recruiting more traffic wardens or reporting an impressive number of cars seen exceeding 70 m.p.h. on our fine, new Motorways or something of that kind.

"In this Utopian motoring world, as it is and as it might and may be, there is room for improvement, naturally. As we are being told to conserve fuel, the cost of which encourages this anyway, I think coasting should cease to be illegal, in the case of private cars. Brakes are so universally good these days that this should not be dangerous. Indeed, the free-wheel, a feature of Rover, Studebaker, Volvo, Standard and other cars at one time or another and later used by Saab who inherited it from DKW, might well be revived, as an aid to reducing petrol consumption. Modern back axles are quite capable of standing up to any extra loads incurred, as they have been since the days when the early automatic gearboxes imparted some mighty thuds. Stripped pinions and broken half-shafts, like blown gaskets and decarbonising, are mostly unheard of now, so the free-wheel should present no problems.

"On this topic of economy, I have been sampling the best of the smallest cars, the Fiat 126, which has very good springing, a very nice gearbox, clings to the road like tar, is unexpectedly comfortable, and is really quite acceptable to those who are both patient and deaf. Joking apart,

Continued on next page

We wish our readers

A Happy Christmas and New Year

January issue will be published on the 5th.

Motor Sport Fixture List For December

★ **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 = Interntional.

DATE	*CLUB*	*RENDEZVOUS*	*NEAREST PROMINENT TOWN*	*CATEGORY*	*TIME*
Dec. 1st ..	**Goldfields Raceway .. ..**	**Goldfields**	**South Africa**	**Goldfields 3-Hours—Springbok Series Round 3 (INT)**	—
Dec. 1st/2nd	Dukeries MC	Nevilles Auto Gardens	Mansfield, Notts.	Sherwood Rally (*C*)	—
Dec. 1st/2nd	Taskers Valley MC	Pontings Garage	Andover, Hants.	Anton '73 Rally (*C*)	23.01
Dec. 2nd ..	Tunbridge Wells MC	Brands Hatch	Fawkham, Kent	Race Meeting (*C*)	13.30
Dec. 8/9th ..	RAFMSA	Willhire Rent-a-Car	Barton Mills, Suffolk	Willhire Norfolk Rally (*R*)	22.31
Dec. 15/16th ..	Roding CC	BP House	Harlow, Essex	Super Visco Moonraker Rally (*C*)	—
Dec. 16th ..	**Natal Motor Sport Union ..**	**Roy Hesketh**	**South Africa**	**Roy Hesketh 3-Hours—Springbok Series Round 4 (INT)**	—
Dec. 16th ..	Stockport MC	Oliver Rix Garages Ltd.	Nantwich, Cheshire	Revenge Rally (*C*)	00.01
Dec. 22nd/23rd	RAFMSA/Swindon Club West ..	Watchfield Airfield	Wiltshire	1973 Galaxy Rally (*R*)	22.45
Dec. 26th ..	BRSCC	Brands Hatch	Fawkham, Kent	Castrol Trophy Meeting (*R*)	12.30
Dec. 26th ..	Darlington & Dist. MC	Croft Autodrome	Nr. Darlington, Co. Durham	Martins-Texaco Championship Rallycross Round 3 (*R*)	13.30

MATTERS OF MOMENT

Continued from previous page

and more to the point, this infant Fiat also gives 46½ m.p.g., driven harry-flatters and properly warmed up on frosty mornings. This is good, but not as good as I would have thought possible in this fuel-injection, turbo-charged, Wankel state of the Art. I want 60 m.p.h. cruising and 60 m.p.g. from a tiny car. I think someone like Daniel Richmond, who has put such excellent all-round performance into Downton Minis and 1100s and the like, might now turn his magic hand to extracting better economy from the Mini Minor, which I feel sure he could do without making it so sluggish that no-one would care about driving it. When petrol costs 50p a gallon and is rationed into the bargain we should all then beat a path through Salisbury to Downton's door.

"That is one future line worth following, which the soup-up shops could surely turn to? Another is getting down to more mid-engined coupés of a practical kind. The new AC 3000 was a highlight of Earls Court although I do not think any demonstration runs were given. But it shows that a small Company can do what Lord Stokes refused to do, with the best of all the mid-engined cars, the V8 Rover BS coupé of 1968, and that is to get it made and shown, as a production proposition; apart from which, the 3000 is the first chain-driven AC since the Sociable . . .

"There are other aspects in which even the 1970's cars too frequently fall down. All too often you cannot see what is in the luggage boot in the dark, because you have naturally switched off the side-lamps before walking round to it. All too frequently you, alone in the car, cannot open or shut any but the driver's window while on the move because their handles are exasperatingly out of reach — so let's have more electrically-controlled windows. Fuel gauges are anything but accurate in so many cars, bumpers could protect better, sometimes screen pillars are still too thick, gear levers frequently baulk badly when trying to get into bottom gear and too many bonnets need propping-up. A truly foolproof radar detector is now pretty imperative, to give the same ease of mind as does a heated rear-window, but how we are to cope with computer traps, I don't know. And so on . . . The state of the Art is satisfactory, if not marred by bad assembly, a bad garage, or an inexperienced or ham-handed, lead-booted operator. But that is not to say that there is no room for improvement."

PRICE INCREASE

IN common with other publishers, we at MOTOR SPORT have had to absorb a 50% increase in paper costs since January of this year. The crunch had to come eventually and from January 1st 1974 the price of MOTOR SPORT will increase by 5p to 20p. The present price of 15p has been maintained since September 1970, a difficult task in the face of dramatic inflation. We make no promises in the way of special offers or similar gimmickry to offset this increase, simply that MOTOR SPORT will continue to offer the traditional quality and value for money in its Golden Jubilee year. It is interesting to reflect that the first issue of the BROOKLANDS GAZETTE, from which MOTOR SPORT developed cost one shilling in July 1924 at a time when petrol cost approximately eleven old pence per gallon. Today, the same eight pints can cost as much as 40p (eight shillings) on the motorway.

VSCC Lakeland Trial

(November 3rd)

ONE OF THE most exciting aspects of this year's Lakeland Trial was the laying out of the course on the Friday, for this was done in Clerk of the Course Dick Smith's Landrover, which now sports a huge belt-driven Wade supercharger, blowing at about 8 or 9 lb. This innocent looking vehicle has apparently caused many a Range Rover driver to scratch his head, and it was estimated that it could probably lay out the course for a Welsh Trial in addition to the Lakeland in one afternoon if the speed limit was waived for the occasion.

Some sixty cars assembled at the start at Loweswater on a surprisingly mild day to face eight hills with completely dry surfaces. As the cars were being dispatched, a herd of cows appeared and was driven past the cars on to the road. When warning of their arrival was given, an attractive lady competitor who was coming up to the starting line rather wittily announced "This cow is going to stop!"

The entry was divided into long chassis and short chassis classes, and although nobody cleared the first hill, Askill, two short chassis cars, Arnold-Forster's Frazer Nash and Batho's Amilcar-Riley got up to the 16 point, and four long chassis cars achieved 15 marks out of 20 (Peacop's 1930 Morris Minor tourer, the Austin Sevens of Kelley and Lyles and the 1934 Railton tourer of Moore). Wood Farm lulled most people into a false sense of security, the hill being cleared by all the short chassis cars with the exception of Hargreaves' 1924 Jowett and Garfitt's 1934 Type 315 Frazer Nash-BMW of unusual aspect, which achieved 16 and 17 points respectively. Lower Whin Fell also did not present a great deal of difficulty, but Upper Whin Fell did considerable sorting out, best short-chassis climb being by Freddie Giles (1928 Frazer Nash) on a surface which seemed to suit the 'Nash contingent, the best climb in the opposite class being by Ian Grant's Vernon-Derby.

By the end of the morning, Freddie Giles was in the lead for the trial as a whole by one point from Mark Joseland, both on vintage Frazer Nashes, whilst in the long chassis class R. G. Moore's PVT Railton led John Rowley's vintage 30/98 Vauxhall, also by one point.

At lunch time Geoff Winder (1930/2 Ulster Austin) stood despondently in a field at Loweswater gazing at a blown cylinder head gasket, he, for once, having brought no spare with him on this occasion. By the greatest of good fortune an itinerant vendor of vintage Austin Seven head gaskets, Costigan by name, came wandering through the field, and a deal was soon effected with what were to prove remarkable results.

In the afternoon there were three hills at Lanthwaite Green, one a very short and steep affair which was only climbed by the Frazer Nashes of Mitchell, Giles and Stoyel and Clark's HRG. The best climb on the longest hill was by Box on his 1928 Brooklands type Jowett. The most entertaining hill went through a stream, and here a big bouquet must go to Mrs Jean Kain in her first trial in husband Bernard's Type 43A Bugatti, who drove in a completely nonchalant manner and hers was the only long-chassis car to make a clean climb. Max Hill (Type 49 Bugatti) holed his fuel tank on a rock whilst trying to reverse out of the stream, and he then cheerfully announced that he had also lost his ignition key in the river. Other cars which managed to hole petrol tanks during the course of the trial were the Frazer Nashes of Stoyel and Blakeney-Edwards, whilst Hamilton-Gould's Austin Seven had its fan disintegrate.

Thirty-one drivers cleared Drum House this year, the dreaded climb from the slate quarry at the top of Honister, including the imperturbable Mrs. Kain. Most unfortunately Freddie Giles, who was leading the trial at the time, was taken ill just before his climb and this cost him the Trophy. After a visit to

Continued at foot of next column

The Best Small Car in the World?



The Ti version of the Alfasud is distinguished by quadruple headlamps, front and rear spoilers, two instead of four doors, ventilated wheels and much more appealing characteristics.

ELSEWHERE is this issue (page 1417) can be read a brief road test of the Alfasud, Alfa Romeo's new small car. Since that section of MOTOR SPORT went to press I have had the opportunity to sample a more sporting version of the model, the Alfasud Ti. I suggest that the test of the ordinary version should be read first, from which it will be seen that it proved disappointing in terms of engine performance and interior appointment. It would be nice to think that Alfa Romeo had been psychic, for the Ti removes virtually every criticism I made of the ordinary Alfasud other than the annoying positioning down by the front passenger seat of the handle for boot lid release. The result of the improvements are, as I suspected they might be, to realise much more of the Alfasud's design potential and to create what in my opinion is the finest small car on the road today.

The British journalists' test of the Ti was based at the still unfinished, ultra-modern Alfasud factory at Pomigliano, near Naples, almost within sprinting distance of Mount Vesuvius. It would be nice to report that we were able to examine the sophisticated production lines, but no: apparently the fickle workers object to being "looked at like animals in cages", and in the interests of continued production (500 Alfasuds a week are rolling off the line currently—the potential if labour relations allowed is 1,100) we were restricted to the exterior and a temporary bar. It is quite amazing how in Italy as in Britain motor industry workers are prepared to throw dirt in the faces of gift horses. The Naples area is one of the poorest in Italy and the Alfasud works was intended to be a lifeline for the area: many of the workers have been dragged out of poverty and some of them seem to resent the improvement in their status.

Taking mechanical matters first, the Ti flat-four engine mounted ahead of the front wheels retains the same capacity of 1,186 c.c. but various modifications have raised the DIN b.h.p. from 63 at 6,000 r.p.m. to 68 at the same revs., while maximum torque has been raised from 61 lb. ft. DIN at 3,500 r.p.m. to 65 at 300 r.p.m. less. This has been achieved by replacing the single-choke downdraught carburetter with a twin-choke downdraught Weber carburetter, raising the compression ratio to 9:1 and improving the profiles of the two overhead camshafts. This uprated engine has been mated to a 5-speed gearbox, the extra gear being accommodated in the same casing as the 4-speed model. The McPherson strut front suspension and rear beam axle are unchanged, as are the 4-wheel disc brakes, though a servo becomes standard.

The most obvious changes are to the diminutive and attractive exterior, which nevertheless affords five people as much room as an XJ6. Only two doors are available on the Ti (the ordinary Alfasud will continue to be available in 4-door form only) and a neat Porsche-type spoiler plus four circular instead of two rectangular headlamps enhance the frontal appearance. I'm not so sure that the screwed on plastic boot lid spoiler does the same for the tail, though. Perhaps it would look better if it was painted in body colour instead of matt black. Semi-sculpted, ventilated steel wheels without hubcaps (still the same size at 5J x 13 in.) and overriders are the other exterior changes.

The interior has been changed quite considerably compared with the ordinary Alfasud, removing most of the cheapness which I criticised. A vital 8,000 r.p.m. rev.-counter containing the fuel gauge has joined the 180 k.p.h. speedometer in the same twin gauge ccwl, while usefully angled oil-pressure and water temperature gauges plus a blank for an optional electric clock are grouped in the centre of the facia, below which is a central console with repositioned ash-tray, a cigarette lighter next to the heater controls, provision for radio accommodation and some useful stowage space. The facing of the facia is of neater quality, extremely comfortable cloth-trimmed seats have built-in headrests and pleasingly the cheap plastic matting has been replaced by a well-cut fitted carpet, which incidentally is available as an option on the standard Alfasud. Two more criticisms have been removed by the fitment of a heated rear screen as standard and the conversion of manual windscreen washers to electric, operated by a button on the end of the right-hand steering column stalk. The dished steering wheel has the same soft plastic rim as the Alfasud, but the spokes are hollowed out.

Given chance I could let rip with superlatives about the Ti. Because of the improved torque and the reliable mixture distribution it has everything that I felt the basic version lacked in terms of flexibility. The engine is crisp and responsive and will potter along in third gear through town more easily than the other would in second. The five ratios are superb: there is a slightly noticeable gap between second and third, but the other ratios remain ultra-close. In true Alfa tradition, fifth is a usable gear rather than an overdrive. Even the most useless driver should find the gearbox easy to operate without finding the wrong gear at the wrong time and I'd go so far as to say that this is the finest 5-speed gearbox fitted to a mass-production car. Improved sound-deadening has made the engine if anything even quieter than the ordinary Alfasud, reducing it to a distant buzz, though the exhaust note from behind is even more of a raspberry noise.

Handling and braking through semi-mountain country was exhilarating, the feeling helped by the excellent driving position, good ride and low noise level. I can think of no other front-wheel-drive car

Continued on page 1404

Continued from facing page

hospital he recovered later in the evening from his illness, but not from the disappointment of missing his annual climb up the Drum House.

When the results were worked out, Geoff Winder (1930/2 Ulster Austin) and Tony Mitchell (1930/6 BMW-engined Frazer Nash) were seen to have tied with the best marks, Geoff getting the Trophy on the "furthest, cleanest" principle, whilst F. G. Moore earned many congratulations for his unexpected win in the long chassis class in his Railton.

Results:

Kirkstile Trophy: R. G. Winder (1930/2 Austin).
Kirkstile Plate: F. G. Moore (1934 Railton).
R.P. 51 Cup: W. L. T. Winder (1926 Frazer Nash).
1st Class: A. R. Mitchell (1930/6 Frazer Nash), C. P. Marsh (1922 Morris) and J. W. Rowley (1925 Vauxhall).
2nd Class: R. J. Clark (1937 HRG) J. E. Meeks (1921 Austin), Mrs J. Kain (1929 Bugatti) and I. Grant (1929 Vernon Derby).
3rd Class: K. M. Hill (1925 Frazer Nash), M. T. Joseland (1926 Frazer Nash), R. C. Bath (1927/8 Riley-Amilcar), H. F. Moffatt (1923 Bugatti), R. J. Odell (1933 Riley), A. D. Jones (1923 Vauxhall) and M. R. Connock (1927 Austin).
Team Result: South West 100, North 99, Midlands 91, South 89, Scottish 68.

Can-Am '73

IN 1973, for the second year in a row, Porsche dominated the Canadian-American Challenge Cup Series for sports cars with a sweep reminiscent of the great days of Team McLaren. Porsches won eight out of eight races while the works Roger Penske/Sunoco entry of Mark Donohue won six of them and was fastest qualifier by a considerable margin for all eight races. In the two races which Donohue didn't win, he was placed seventh in one after a shunt with a slower car and second after a leaking fuel filler cap forced a pit stop. Never before had any driver started and been running at the finish of every race of the season, a credit to the preparation of the Penske machine.

In fact, there were two Penske machines, matching 5.4-litre turbocharged 917/30 Porsches for Donohue, the latest long wheelbase, long body works model, developed by Porsche and Penske Racing from the previous all-conquering 917/10. Donohue's regular race car was subtly tweaked throughout the year while the spare remained in reserve and rarely left the transporter. The only time the spare car actually raced was at Watkins Glen when a hemispherical suspension joint failure caused Donohue to crash in practice and the spare car rolled off the transporter, secured the pole position within minutes and saved the weekend by winning the race in Penske/Donohue style, from start to finish.

Penske with his usual iron-clad deal had exclusivity for the 917/30 so that the best that Porsche customers had to race with was the 1972 model 917/10 but with the latest 5.4-litre engines which Donohue was using. In truth, the only opposition Donohue had throughout the year came from Porsche customers but at best they could slip ahead briefly or tag along behind as Donohue won race after race. Southerner Bobby Rinzler had purchased both 1972 Penske cars for his own Royal Crown Cola team to be driven by defending Can-Am Champion George Follmer and Charlie Kemp. For Rinzler it was for the most part a year of disappointment as his mechanics were not capable of handling the enormously complicated turbocharged cars and the drivers rarely got them to handle as well as they wanted them to. When everyone else fell out in the season opening race at Mosport in June, Kemp scored a lucky win after Donohue shunted with a slower car. In the second race at Road Atlanta in July, Donohue had his fuel filler cap problem and Follmer was an equally lucky winner. From then on it was Donohue the winner, although on two occasions, at Mid-Ohio and Laguna Seca, Follmer led Donohue for much of the race. At Mid-Ohio Donohue was sandbagging and took the lead in the closing laps while at Laguna Seca Donohue was starting from midfield due to a blown engine in the qualifying heat and when Follmer's engine blew Donohue led without opposition to the finish line. In addition to his Road Atlanta win, Follmer scored two seconds and a third but failed to finish the remaining four races while Mosport winner Kemp's next best finish was third.

California Porsche specialist Vasek Polak mounted an impressive private team. Polak is himself a master Porsche mechanic and he had a good crew of German mechanics so that the 917/10 for Jody Scheckter was always at or near the peak of its performance. The young South African was on his way to winning Mosport when tyre failure put him out, and in fact on several occasions later in the season he suffered from tyre problems. In the second race at Road Atlanta, Scheckter's 5-litre was no match for the 5.4-litres of Donohue and Follmer but he finished third.

Can-Am at the crossroads?

THE MOST popular question heard in road racing circles this past season in America was "What is going to happen to Can-Am?" What was happening was no mystery—the restaging of the annual Can-Am pageant in which one team with little or no opposition won all or most of the races and most of the prize money. In 1973 it was Roger Penske's Porsche effort just as it had been in 1972. Domination by one team of the North American sports car series for big bangers was nothing new for in the eight years since the Can-Am began in 1966, seven of them have been one-team years with Team McLaren holding court from 1967 through 1971 until Penske took over.

There are plenty of statistics to indicate just how low the Can-Am has slipped in 1973. The smallest starting field in Can-Am history—15 cars—took the green flag at Edmonton while there were two races in which only eight finishers were still running at the chequered flag. The closest finish was the ten-second gap between Donohue (Porsche) and Follmer (Porsche) at Mid-Ohio but Donohue is known as a thinker, winning at the slowest possible speed in order to preserve his car. The largest margin for Donohue was when he lapped the entire field at Laguna Seca while the largest victory margin of the season was Kemp's (Porsche) windfall victory at Mosport where he had two and a half laps on second place after all the hot dogs expired.

But strangely, in spite of this lack of close exciting racing the Can-Am continues to draw crowds. Virtually every track in the series showed a crowd increase in 1973 and made money. The strong promoters such as Mosport, Mid-Ohio and Laguna Seca had handsome crowds while even the weaker ones did better than before. Riverside with the added attraction of the International Race of Champions had the best crowd in years. Apparently the spectacle of firebreathing Can-Am cars can draw crowds no matter who is driving them or how weak the competition.

But while crowds have come year after year in ever increasing numbers to see less and less, many have been looking to the future when the crowds won't come to see the same old show. Many people including promoters, drivers, car owners, sponsors and the organising body the Sports Car Club of America have been pursuing their own private plans to transform the Can-Am but in truth most of them don't really know what elements of the present Can-Am to keep and which ones to discard. At the beginning of the Can-Am season in June there was a move to adopt a 3-litre racing engine/5-litre stock block format which would have made obsolete every contemporary Can-Am car. Fortunately for those with so much invested in unlimited displacement and turbocharged cars, this 3-litre/5-litre plan was nipped in the bud. But since that time there have been plans to ban turbochargers or create an equivalency formula between turbos and non-turbos. This too was junked but what developed was enormous uncertainty about the future of Can-Am, casting great doubt on its future at all.

But what the Can-Am crisis really boils down to is pure and simple finance. For winning six of eight races in 1973, Can-Am Champion Mark Donohue's prize money totalled $114,533. Two years ago, when Johnson Wax company sponsored the championship, Peter Revson won the title plus five races and a total of $134,500. His team mate Denny Hulme won three races making Team McLaren's total for the season $257,437. In 1969, when there were 11 races, Team McLaren totalled a modest $322,174. In two races that season they entered three cars. Back in 1968, when there were only six races and when Team McLaren's winning streak was just starting to roll, McLaren and Hulme won $163,040—over $93,000 for Hulme and over $69,000 for McLaren. In 1973 for running eight races, Donohue won $114,533, Follmer won $57,501 and Hurley Haywood (Porsche) third placed in the championship won $39,300. Clearly there is not as much prize money as in years gone by due to restructuring and the loss of J-Wax sponsorship. At the same time the cost of racing is higher. The cost of a turbocharged Porsche engine alone today is worth more than an entire car and spares run by Team McLaren just a few years ago.

Clearly the Can-Am has become too expensive for all but a few well financed teams to compete in. The solution is twofold, increase the prize money and reduce the costs.

It now appears as if SCCA will keep unlimited engines and turbochargers but will instead restrict the amount of fuel permitted, a method which USAC has selected to slow down its Indy cars. It is expected that SCCA will limit Can-Am cars to from 50 to 70 gallons of fuel for 200 miles. Compared to as much as 100 gallons required for a turbocharged engine, this represents a considerable cutback and the necessary detuning will probably see smaller engines producing around 700 horsepower, as they did five years ago.

In fact, this fuel limitation formula may nullify the advantages presently held by the turbocharged engine but whether or not this step will change the Can-Am for the better remains to be seen. The resultant reduction in costs won't harm the teams at all and may even re-introduce some competition again simply because of the fact that winning as well as losing will become less expensive.

However, the outrage at the apparent ease with which Team McLaren in the past and Penske Racing in the past two years have dominated the Can-Am does not account for one thing—excellence. Fuel formulas may be fiddled and turbochargers limited or banned but excellence cannot be banned. The fans who pay to see the Can-Am races pay to see excellence as they know it and the fact that it turns out to be the same people year after year doesn't really matter to them.—D.S.

He scored another third plus a second to Donohue at Road America but it was an unlucky season for, even with a 5.4-litre, things such as being rammed from behind, which damaged his clutch mechanism, spoiled every race after Road America.

Polak had a second Porsche, the old original 917 Spyder which Jo Siffert drove in the 1969 Can-Am. Actually a cutdown coupé (917-028), the second Polak car had been updated to 917/10 specification by some neat refabrication of the rear chassis. Steve Durst drove the car naturally aspirated in several early season races but Polak's *pièce de résistance* was to fit a turbocharged engine for Brian Redman in the last two races of the season. Redman was a strong qualifier and should have finished second at Laguna Seca but engine failure forced him out after being second in the qualifying heat. In the season-ender at Riverside, a recurring chassis failure in the remodelled car forced him out of the race, again losing a certain second place.

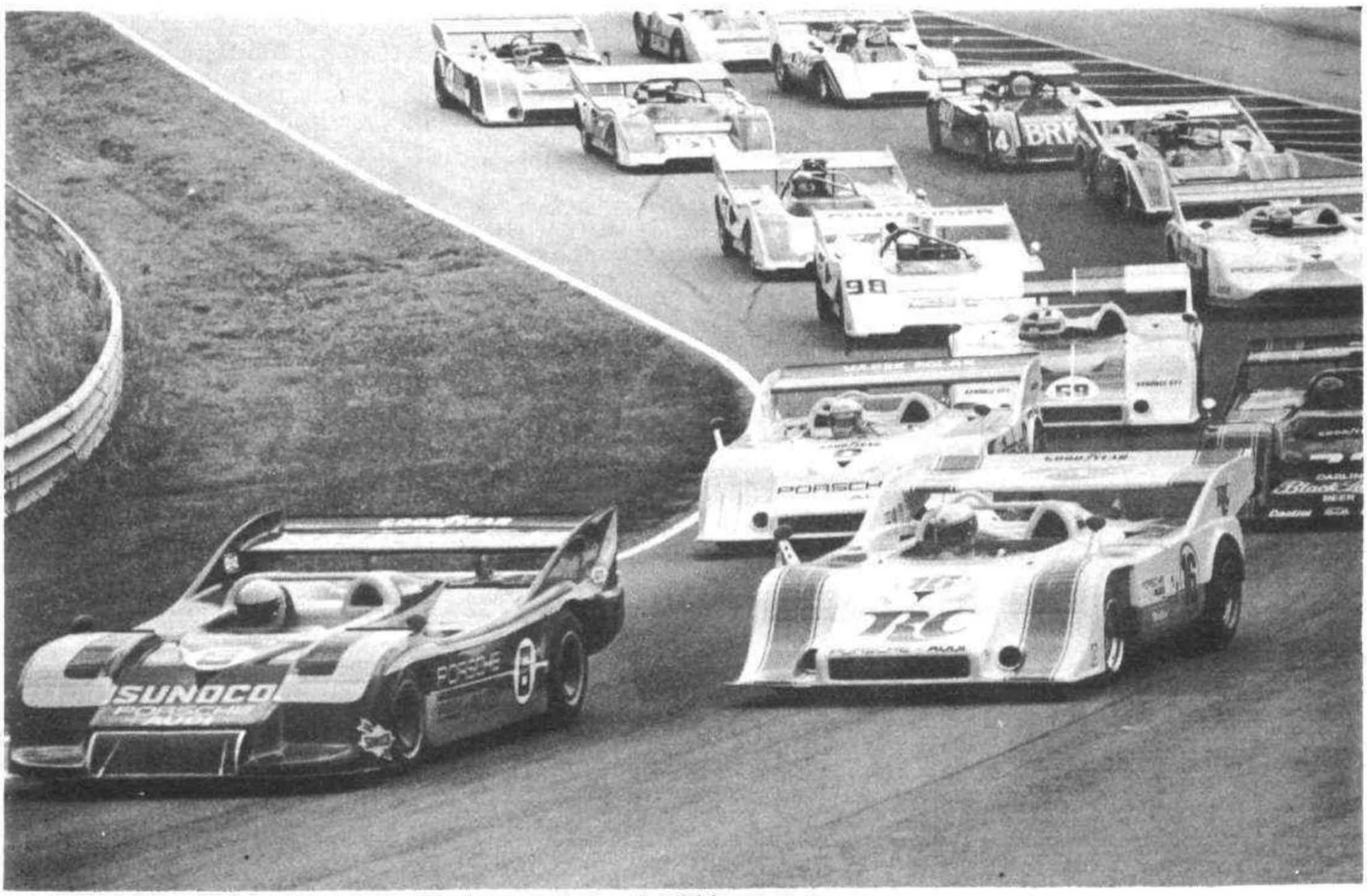
In his first season driving anything bigger than a Porsche 911S, Hurley Haywood revealed himself as a promising newcomer in his Brumos Porsche 917/10. In fact a protégé and partner of Porsche specialist Peter Gregg, Haywood was driving Gregg's old Can-Am car which with a 5-litre turbocharged engine he placed fifth once, third twice and second once to give him third in the Can-Am Championship standings with 47 points, behind Follmer with 62 and Donohue with 139.

Against the Porsches, the Chevrolet-powered opposition was very thin indeed. The only works team other than Penske's was Don Nichols' Universal Oil Products sponsored Shadow effort. With a new Tony Southgate design, Nichols had high hopes, starting the season with a naturally aspirated car while a second turbocharged Chevy powered car was being readied. In fact, the Shadows were too little too late for the naturally aspirated car first turned a wheel in the Mosport paddock the day before the first race while the turbocharged car did not appear until mid-season in equally unsorted condition. Nevertheless, the naturally aspirated car became a strong runner and Oliver was placed third at Edmonton and second at Laguna Seca. Vic Elford drove the turbo-Shadow in the last two races of the season and reported that its 1,240 horsepower made it the strongest car he had ever driven and that in fact he thought the power characteristics better than the turbocharged Porsche which he had driven in the Interseries. Regrettably, Elford retired from both races, one with lack of brakes and the other with body damage due to hitting course markers. Elford's brief run in the Shadow however revealed what was potentially a Can-Am winner with the necessary pre-race development, a factor missing due to the requirements of Nichols' Formula One debut.

While Nichols' UOP Shadow crew have been turbocharging a big 8.1-litre version of the Chevrolet V8, Mike Slater's Commander Motor Homes team had been working on a smaller 7.1-litre higher-revving version for Mario Andretti to drive fitted to Commander's ex-works M20 McLaren. Like the Turbo-Shadow, the Commander Turbo suffered from lack of sufficient development and only ran the last two races of the season. Surprisingly, Andretti ran third in the qualifying heat at Riverside but decided to bypass the final for he had another handicap, a lack of competitive tyres because he is a contracted Firestone driver and Firestone has left Can-Am to Goodyear for many years.

While the turbocharged Chevrolets had as much as 1,200 horsepower and the turbo-charged Porsches as much as 1,100, the balance of the Can-Am entry with naturally aspirated Chevrolet V8s were hopelessly out of the picture with less than 750 horsepower. In this category was David Hobbs in Roy Woods' ex-works M20 McLaren-Chevrolet, called the Carling Black Label Special. Woods' plan was to run a steady race, hoping to finish well when the more powerful cars failed to finish. With Donohue finishing every race, needless to say, this plan didn't work although Hobbs did manage one second place at Watkins Glen. In fact, mechanical problems (mostly engine) spoiled Woods' "run to finish" plan or Hobbs might have scooped up more high finishes when the lesser Porsches failed.

One driver with a similar plan to Hobbs who made it work was veteran Bob Nagel with the ex-Jackie Stewart works T-260 Lola-Chevrolet. Running on a low budget, Nagel's 8.1-litre Lola scored points in six of the eight races with third at Mosport his highest finish. As a result he was fifth in the Championship points, having won over $30,000 in prize money which was more than the purchase price of his car.—D.S.



The Porsches of Donohue, Follmer and Scheckter lead the pace car at Road Atlanta.

Continental Notes

Next year

THE POPULARITY of Grand Prix racing continues unabated in spite of numerous small wrangles and difficulties, and once again there are fifteen major races in the calendar, starting with Argentina and Brazil in January 1974 and ending with the United States race in October. Of those races that alternate their venue the FIA list says that the Spanish GP will be at Jarama, north of Madrid, the Belgian GP at Nivelles, south of Bruxelles, the French GP at Dijon, south-east of Paris and the British GP at Brands Hatch, south-east of London. A full list of dates and venues will be published in the January 1974 MOTOR SPORT.

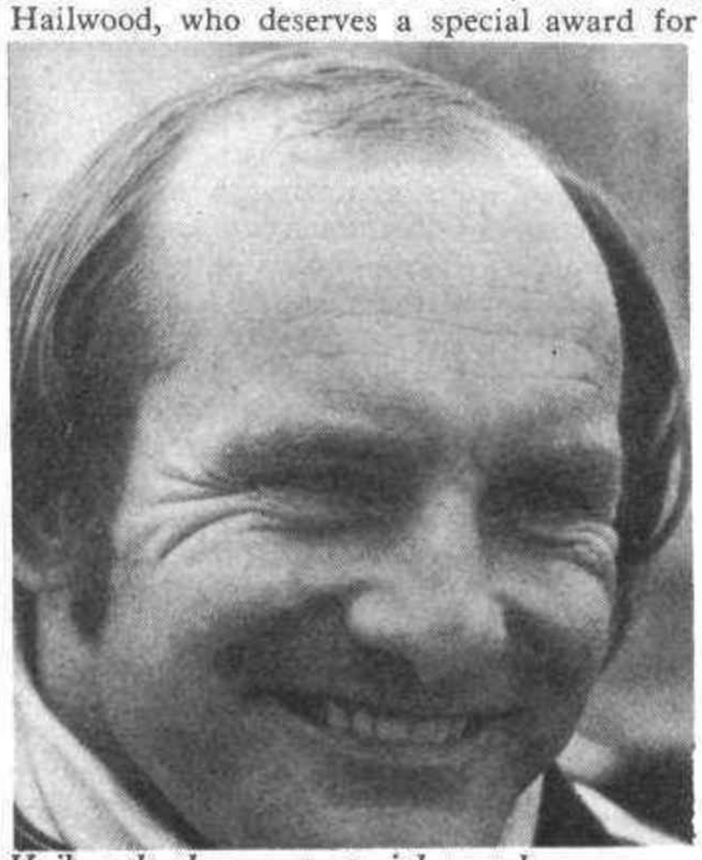
With surprisingly little fuss most of the major teams have had a shuffle round, ready for 1974, the accent being on drivers and sponsors, with some thought to better chassis, but apart from BRM and Ferrari, an overall acceptance of whatever engine Cosworth Engineering dish up with Ford cast on the cambox covers. With a Hewland gearbox bolted on the back most teams are in business again for another season. No doubt they all lost vast sums of money over the 1973 season, but in spite of that they will be back, to lose even more in 1974. The Tyrrell Team, still backed by ELF and Goodyear, are starting from scratch, and Ken Tyrrell is going to have to work hard with his new drivers to stay in the running. With Stewart retiring from racing and the untimely death of Cevert, the Team had to do some careful thinking and they have employed Jody Scheckter as number one driver and Patrick Depailler as number two. Scheckter is a fast driver, but youthful and wild, lacking experience, while Depailler is a bit mediocre, but at least he is 100% French and ELF require a French driver in the team. On hearing that Scheckter was joining the Tyrrell Team, one enthusiast remarked that he hoped the Tyrrell lads were hard at work building up a supply of cars. During 1973 Scheckter drove in four Grand Prix races and damaged four cars, a record nearly as good as Peterson's. Agreed that the damage at Watkins Glen was not his fault, but nonetheless, the car was damaged. It could be that he is just unlucky, and his luck will change in 1974 with Tyrrell. The 1973 World Championship Team, call them what you will, were Lotus and they should have a brand new model ready for next season. Continuing the successful 1973 policy of employing two ace drivers, they have replaced Emerson Fittipaldi with Jacky Ickx, retaining the services of Peterson who has been this year's "blue-eyed boy". Although the Swede has crumpled quite a few cars during the season he more than made up for it by winning four races and making innumerable fastest practice laps. In fact, it has been Peterson who has been the pace-maker more often than not and at many races when the Lotus morale was struggling, due to everyone else being faster in practice, it has been Peterson who has risen to the occasion and put the team on the front row. Fittipaldi started off well, but did not continue the pace and has been something of a disappointment to Team Lotus, especially after his fine 1972 season. Admittedly he had a nasty accident in practice for the Dutch GP, but on the whole he seems to have spent too much time talking and not enough driving. While he has been yacking and wittering, his fellow number one in the team was pressing on furiously, to everyone's joy. Quite how Ickx will get on, trying to keep pace with the flying Peterson remains to be seen, but some indication of the Belgian driver's potential can be gained from his effortless third place in the German Grand Prix driving a works McLaren.



Ickx—can he hold Peterson?

The McLaren Team have undergone a shuffle, losing Scheckter to Tyrrell, and replacing Revson with Emerson Fittipaldi. The 1972 World Champion should enjoy driving the McLaren and he should not have any problems teaming up with that placid old bear, Denny Hulme. Having left the McLaren Team Peter Revson has joined Don Nichols' Shadow Team, still backed by Universal Oil Products, and it looks as though George Follmer will be number two driver to Revson, making it an all-American team. Old man Ferrari continues to battle his lonely way against the British-based teams and has made a clean sweep in the racing department, bringing back Mauro Forghieri in charge of design and development, and employing Regazzoni and Lauda to do the driving. Somehow Regazzoni and Ferrari seem made for each other, the swarthy Swiss has a bearing and a driving style that cries out for a screaming red racing car. If he wins any races for the Scuderia, as well he might, there will be rejoicing throughout the land. His team-mate from Austria tries very hard to justify his position, and drives hard and courageously, but does not seem to be a natural winner. He has a tendency to corner in a spectacular fashion, often a bit too fast so that he is not really in full control until well after the corner, whereas someone like Peterson on the same corner is under control and on full power right through the corner. Italian enthusiasts should be happy with Niki Lauda in the team, as Austria is a friendly neighbour and very popular with Italians, providing you do not come from the Dolomites.

John Surtees is well on his way again preparing for 1974, in spite of weeping into the television cameras at the British Grand Prix and saying all was lost. The worthy Brazilian Carlos Pace will still be driving for Surtees and towards the end of the 1973 season he showed some fine form, though the cars could not stand the pace. His team-mate once more will be the jovial Mike Hailwood, who deserves a special award for his 1973 season with Team Surtees. To achieve absolutely nothing throughout the year and still be happy and smiling through it all takes a good character amid the rat-race of professionalism. The story I like best of all about Hailwood was one race where his car broke down continually during practice, and every time he set off from the pits he could never be sure of returning, so finally he tucked a paperback novel into his overalls before setting off again, saying "I'm getting fed up with just lying out there in the sun waiting to be collected, I'm taking something to read this time".



Hailwood—deserves a special award.

Bernie Ecclestone's Brabham Team would appear to continue unchanged, with Reutemann and the elder Fittipaldi driving, and of the rest we know that Lord Hesketh is having Harvey Postlethwaite design a new Cosworth-powered car for James Hunt, while Graham Hill is up to something with a Lola chassis from Eric Broadley's factory. If the big white chief of BRM is to be believed the Bourne Team do not know themselves what they are doing in 1974, but whatever they do it cannot be much worse than their efforts in 1973, and the same might be said of the March Team. Frank Williams is still aspiring to be a Ken Tyrrell and there is a whole row of "hopefuls" aspiring to replace Stewart. Among them Chris Amon is on the way down and Jochen Mass on the way up, the rest are fairly static.

No mention has been made of the colours of the various cars because at the time of writing everything seems to be matt white, but once the spray-shops get into action we will see who is going to win! For my money, whatever colour the new Lotus turns out to be will be the winning colour.

Rules and Regulations

The rule-makers in Paris have made some important pronouncements recently. The Formula Three rules that come into force on January 1st 1974, will remain in force at least until December 31st 1976. Formula Two will continue until December 31st 1977, with a possibility to increase the width of the body to 130 cm., so as to include a crushable structure, as is used in Formula One. This new width with the crushable structure will become law in 1975. The minimum weight limit for Formula Two cars will be increased to 500 kilogrammes in 1975 for safety reasons.

The existing Formula One rules for Grand Prix racing will continue until December 31st 1975, so we have two more seasons of the present 3-litre cars. Exactly what the new Formula will be is not known at present but the CSI will prepare a new Formula in collaboration with the interested parties on the following basis:—

1. Single-seater—[thank goodness! D.S.J.]
2. Increased minimum weight—[Progressive thinking! D.S.J.]
3. Restricted tyres—[Oh dear! I hope they talk to Firestone and Goodyear. D.S.J.]
4. Aerofoils prohibited—[What! They tried that once before. D.S.J.]
5. Four-wheel drive prohibited—[Real progressive thinking. D.S.J.]
6. Restriction of the air intake for control of power output—[Oh no! Haven't they been to a F3 race?]
7. Commercial fuel—[What else! With ELF, GULF, TEXACO, FINA, YPF, Shell and UOP in racing can you imagine using alcohol or nitro? D.S.J.]

So there we have the lines of thinking along which the CSI are plodding their unenviable way to sort out the future of Grand Prix racing.

The 3-litre prototypes for sports car racing are to continue until December 31st 1975, *i.e.* two more seasons for Manta, Ferrari, Alfa Romeo and Cosworth-powered specials to battle it out over 1,000 kilometre races and the Le Mans 24 Hour Race. To encourage the future of GT racing the production run of 500 units will be able to be spread over two years instead of one year, as from January 1st 1976. As from January 1974 it will not be allowed to run Group 5 prototypes in events counting for Rally Championships, for safety reasons, so no more V12 Matra rally cars!

On circuits the CSI have banned all International events at Montlhéry and the Montlhéry track owners have said "We give up anyway". Having spent more money than they can afford, to try and keep Montlhéry healthy and safe to CSI/GPDA standards, it is still not enough and officialdom is demanding more and more money to be spent in the endless search for safety. The Montlhéry owners have cried "enough" and have opted out of the whole business. How long, I wonder, before the next circuit opts out of the endless battle to keep pace with officialdom's demands?

The new little circuit of Croix-en-Ternois near Arras in France has been restricted in its activities in a big way, the CSI forbidding F1, F2, and any cars over 2-litres in Groups 5, 6 and 7, which doesn't leave them much future.

Some rules on starting grids are interesting; Formula One race being limited to two cars per row and the rows must be staggered, and for F1 and F2 races "a driver having changed cars after setting his best practice time shall retain his place on the grid *providing that he starts with a car of the same make, type, group and category*". Now this is important, for it will allow teams to use specially tweaked-up sprint cars for one super fast lap, and if it blows sky-high on its second lap it will not matter. This should liven up practice quite a bit, once Chapman, Tyrrell, Ferrari and McLaren catch on to the idea. It is going to be really exciting to see Team Lotus wheel out the "qualifying car" for Peterson, once they have got everything worked out. This year we have toyed with this idea in the use of "qualifying sticky-tyres" and there were some awful screams from people who did not have access to these special tyres. I can hardly wait to hear the screams from those who are unable to build special "qualifying cars". The 1974 season looks good.

* * *

Warning

A note has come from the Brands Hatch owners which I quote in full, no comment being necessary.

"In the case of the British Grand Prix we would like you to know that in 1974 we shall be obliged to pay £75,000 in Formula One prize money alone, compared with £46,000 in 1972 (the last time the GP was at Brands Hatch), when a £2 admission charge sufficed. In fact, with VAT and other increases, our costs for the entire meeting will soar towards £150,000 necessitating greatly increased spectator charges. Our current thoughts are to keep the basic *admission cost* as low as possible (probably £2.50) and to raise grandstand prices to nearer the Continental level—not as high as the £20 per seat charged for one Grand Prix, but at various rates between £2 and £5 extra."

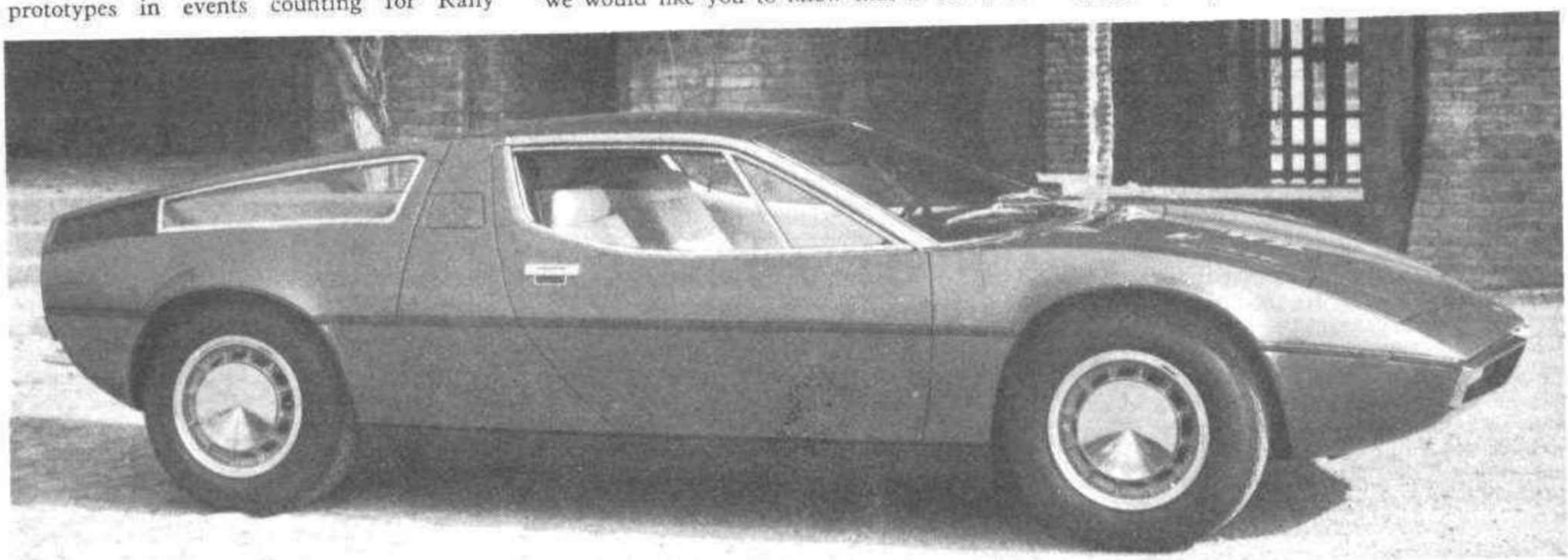
Start building your portable grandstands now chaps, and strengthen the roofs of your cars, space will be at a premium.

* * *

Maserati

A sad note came from Maserati SpA of Modena, to the effect that they applied to the CSI for homologation of the mid-engined Bora, with 5-litre V8 four-cam engine, in Group 4 (Special Grand Touring cars), with a view to competing in GT racing. The CSI committee were unanimous in turning down the application, because production of the Bora was not sufficient, according to the existing rules which require 500 units in 12 consecutive months. The Maserati firm had already prepared two Boras for racing and were very upset by the decision. They admit frankly that they knew they had not built 500 cars when they sent in their application, but they knew also that other manufacturers had not complied with the 500 rule and yet their cars had been accepted. They do not mention Ferrari, De Tomaso and Porsche by name, but we know who they mean. A couple of Maserati Bora coupés in amongst the Daytonas, Panteras and Carreras would have been interesting and sporting, but the CSI did not seem to think so.

Maserati SpA have not given up hope, and there is hope in the new rule that has just been announced, that the 500 can be spread over two years as from 1976, but it is doubtful if the racing Bora will wait that long. A pity about the rule-makers. International Formula Libre is what we want.—D.S.J.



From the sporting view it is a pity the Maserati Bora is not homologated in Group 4.

Press on Regardless

GENERAL CLASSIFICATION

1st :	W. Boyce/D. Woods (Toyota Corolla)	418.47 min.
2nd:	J. Walker/T. Palmer (Volvo 142S)	439.96 min.
3rd :	J. Smiskol/C. Smiskol (Datsun 240Z)	453.60 min.
4th :	J. Buffum/W. Zitkus (Ford Escort RS)	459.03 min.
5th :	J. Rodgers/E. Brooks (Datsun 510)	465.01 min.
6th :	R. Mucha/R. Zyszkowski (Polski Fiat 125P)	477.51 min.
7th :	W. Dodd/R. Kren (Ford Capri 2600)	484.91 min
8th :	J. Callon/G. Hays (Datsun 510)	488.20 min.
9th :	S. Dorr/R. Andersson (Datsun 510)	489.47 min.
10th :	C. McLaren/D. Leverton (Datsun 510)	496.21 min.

58 starters — 23 finishers.

THE FIRST qualifying event to be introduced to the World Rally Championship from outside the continents of Europe and Africa was the USA's Press on Regardless Rally which was adopted for the series in 1972 after a CSI observer's report of the 1971 event. Some may say that it is not for MOTOR SPORT to comment upon the findings of that observer, but we find ourselves unable to do otherwise for we feel that the rally has not yet attained the maturity that such events require, and that must have been apparent in 1971.

In the United States there has been a strong movement in the past few years to create "proper" rallies and to separate them from the complex navigation exercises which have been, and still are, gathered within the same collective title. American rallies are largely tests of mental agility rather than trials of motoring skill, and it is this image which supporters of real rallying are anxious to shake off. The organisers of the Press on Regardless Rally are such people, fanatically keen on the sport and avid gatherers of as much information and knowledge of how it is practised in Europe. However, all the theory in the world is no substitute for honest-to-goodness practice, and until the mistakes have been made and the lessons learned the POR Rally must be regarded as still in the development stage.

American readers might consider these words to be those of a pompous European only too pleased to criticise the POR in order that world class rallying might remain in the hands of a clique. Nothing could be further from the truth, for rally people in Europe are delighted that their brand of the sport should be gathering momentum in the USA. It is really a pity that the POR was drawn into the World Championship when it was, for it was forced into a gallop when really it was only at the trotting stage. Had it been allowed to progress in its own way, it might have been better for it.

For several years the POR was sponsored by Leonard Refineries and then by Total, the petrol company with which the refinery is now associated. But sponsorship doesn't mean vast dollar reserves, as some Europeans suppose is the case with all forms of publicity-seeking backing in the USA. Indeed, the support has been quite limited, and this year was withdrawn altogether leaving the Detroit Region of the SCCA in quite a financial predicament. There they were with a World Championship event and no money with which to run it. They decided to run it with the income from entry fees only, hardly enough to pay a fraction of the bills, and were then helped by the Cooper Tyre Company, the American associate of Kleber. Even so, the kitty wasn't a very big one and the organisers had to tread very carefully lest they should sink into debt.

In Europe the sport of rallying has at last been recognised for what it is – a crowd puller of tremendous potential – and has attracted the attentions of all manner of publicity-hungry companies with money to spend on promotions. But in the United States it's not at all like that. To most Americans a rally is still a crossword puzzle on wheels, and very few backers are interested in the publicity they would get from supporting that sort of thing. Furthermore rallying attracts little public attention and the special stages in the Michigan forests were quite deserted when the POR Rally passed through.

Indeed, there seemed to be a distinct apathy among the American public to the passage of the rally; special stages arranged near towns especially for spectators seemed to attract only people connected with the event, and when a parade of cars was held behind a band through the streets of Alma it was watched only by casual downtown shoppers and the occupants of cars held up for the parade to pass. Indeed, we have seen more enthusiasm among the reindeer herdsmen of Lapland, the oasis dwellers of Morocco and the tribesmen of East Africa than we saw in Michigan during the rally. Promotion depends a great deal on sufficient public interest, whereas the latter is quite frequently aroused by diligent application of the former. Somewhere there is a means of using each to help the other.

Despite World Championship status, the POR attracted none of the teams regularly seen on other qualifying rounds. Restricted budgets and shortage of time and manpower were the two most quoted reasons, but there is another which is perhaps more pertinent. The championship hasn't really been tackled properly by many teams and we feel that most people take part in the individual events for their own sakes and not for the series of which they form parts. Keeping the championship for cars and not their drivers is a big mistake, as we've said before, so the main consideration these days seems to be the value of an event in its own right and not as part of the championship. Since the POR has not yet become established as a publicity catcher, there was none of the attraction of the Monte, the Safari or the RAC. True Fiat did enter two cars, but they were withdrawn and the team cancelled its travel arrangements a matter of days before the drivers were due to leave for Detroit.

The only team from Europe was that of Polski-Fiat, not championship points chasers by any means. They sent three cars, backed them with advertising from all manner of things Polish from air and shipping lines to bicycles, and did a fine job of stirring nostalgic enthusiasm among Detroit's various generations of Polish expatriates. All three cars finished, though not exactly highly, and they took the Manufacturers' Team Prize with ease, for theirs was the only such team taking part. Among the individual foreigners were one from Finland, one from Kenya and one from Wales.

The remaining entries were those of American and Canadian privateers, both sponsored and otherwise, importers and semi-official competition concerns such as Competition Limited which undertakes the Jeep programme for American Motors. Last year there were long faces when a Jeep Wagoneer won the event, for the rally people felt that their sport was hard enough to promote anyway, without such a result creating the image of an "off-road race". This year two Jeeps were entered again, but this time their engines were tuned and the result was an increase in power at the expense of reliability and both retired early with what was thought to be piston failure.

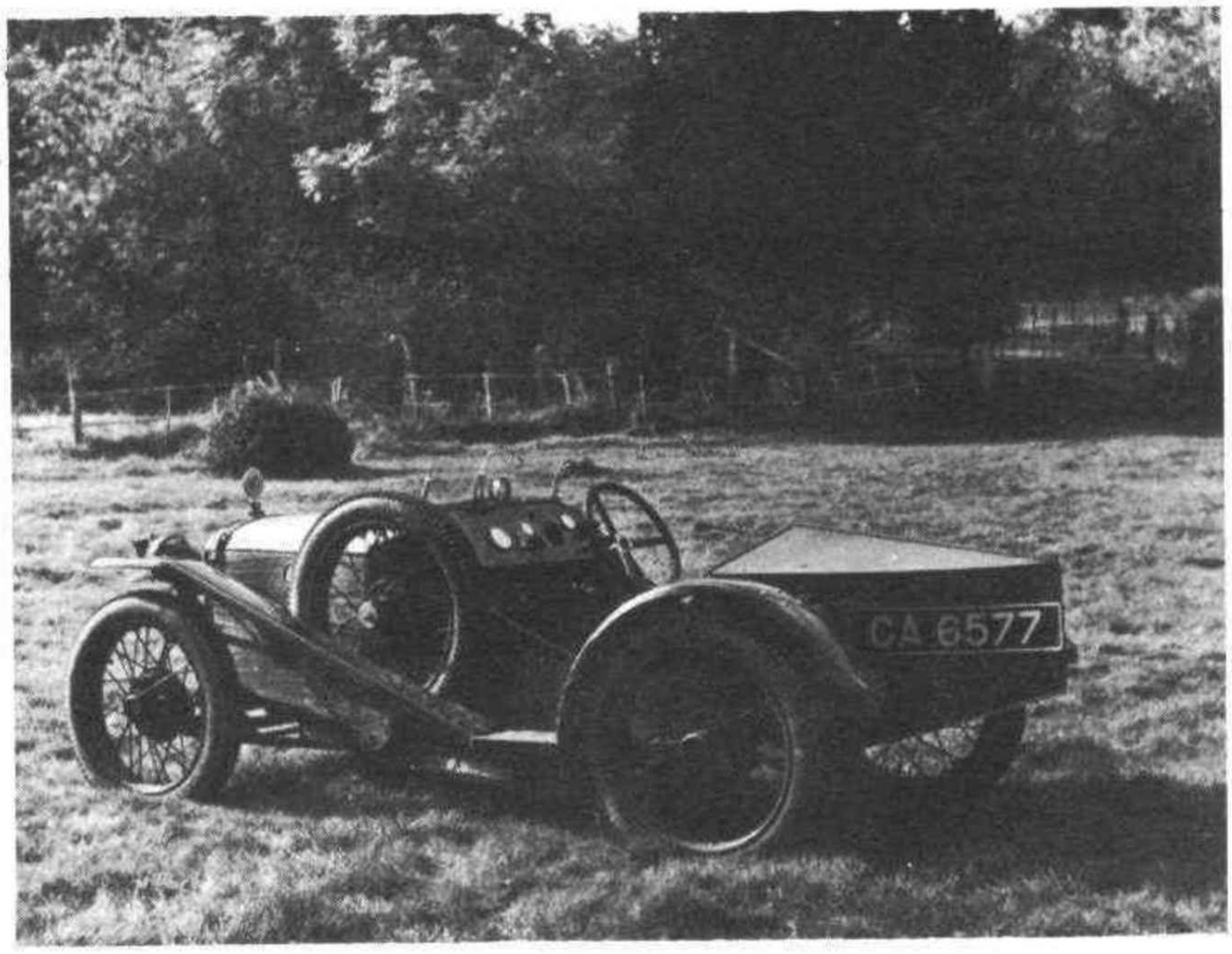
It was surprising that the Japanese manufacturers took no interest in the POR, for the USA represents a tremendous market for their cars. They were well represented in the entry list, and it was eventually a Toyota Corolla 1600 Coupe which won, driven by two Canadians, Walter Boyce and Doug Woods. New names among rally prizewinners are always regarded with just a slight touch of disdain if they are not Finns or Swedes, for few other countries can match the champion-producing record of Scandinavia, but Boyce is no big fish in a small pond; he is a smooth, tidy, fast driver who ought to do very well indeed if given the opportunity to broaden his horizons and pit his ability against that of European professionals.

The Rally itself was devised in a manner similar to European events, with some eighty special stages spread over three legs between Thursday morning and mid-day Sunday. The roads used were the sandy-surfaced tracks through the State Forests of both Lower Michigan and its Upper Peninsula. Unfortunately they tended to cut up very easily, whether wet or dry, and after the passage of a dozen or so cars there were deep ruts to catch the unwary. Some stages were used twice, and during the second passage the early runners got a taste of what the later crews had to put up with throughout the event. There was so much loose sand on some corners that many cars found their power being totally consumed, like the lone Alpine-Renault which was provided on loan for the crew of an American dealer. The low car simply bottomed its skid plate on the sand and stuck fast.

The competition itself was well contrived, but its operation was a little slack. Marshalling was particularly poor, though we would add readily that experience was the only missing ingredient among the officials. Too few people were doing too many jobs and the countdown procedure at stage starts was so haphazard that some drivers were adding seconds to their times whilst others were quick to take advantage and were jumping the starts.

At present the Press on Regardless Rally doesn't quite come up to the accepted organisational standards of the World Championship, but experience is all that is needed to put matters right. After all, European-style rallying is still in its relative infancy in the United States and it only needs encouragement of the right kind to level the transatlantic balance. Next year there could be a vast improvement, for the POR and Canada's Rally of the Rideau Lakes are to run just a few weeks apart to encourage Europeans to tackle both events in one trip. Furthermore, people from both countries have this year spent some time competing in European events and by next year it's likely that their experience will have been passed on to their colleagues. – G.P.

Skinner's Folly

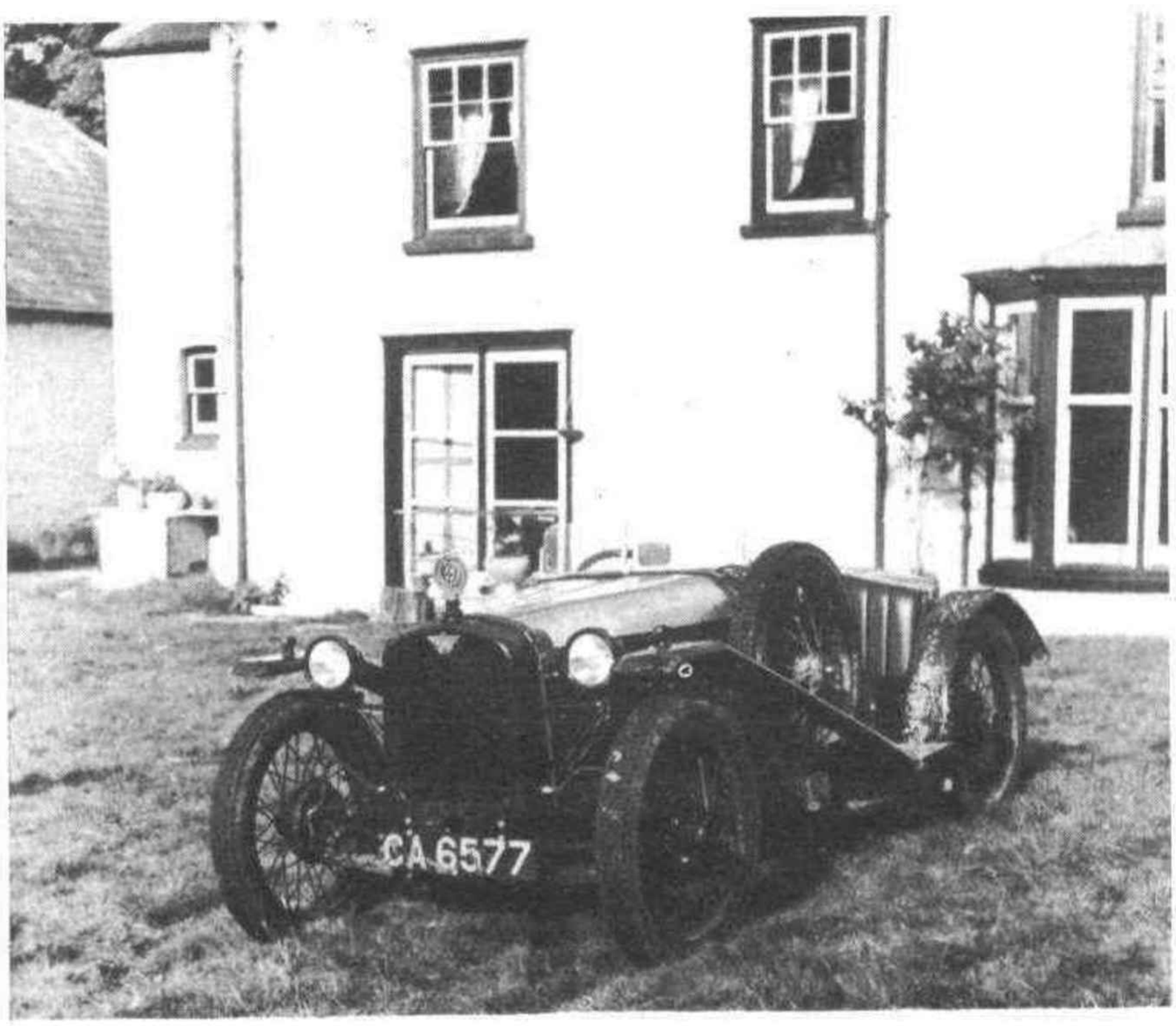


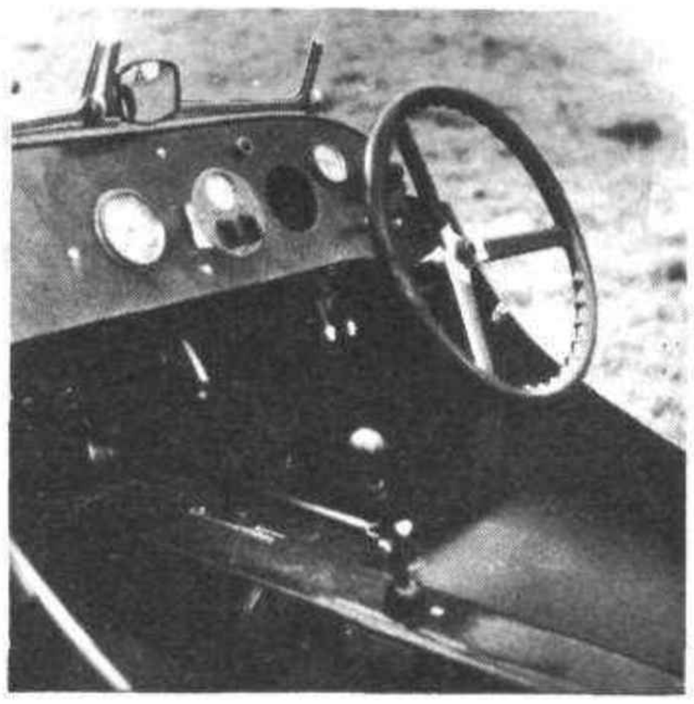
I HAVE been recapturing my Austin-Seven youth, by driving a car which might well be called "Skinner's Folly", although Sandy Skinner, Editor of the *VSCC Bulletin*, will not thank me for so describing it, or for mentioning it at all, come to that, in these pages. He built it with a definite purpose in mind, namely, to give pleasure in the vintage-car idiom to as many people as possible, without having to worry if they stuffed it—through a hedge or by letting a rod come out—and without having to answer endless futile queries as to what it will fetch at the next Christie's auction. Skinner tells me that in the first six weeks after it was completed 42 people drove it, including his Bank Manager, his Barman, and others who were unaccustomed to the ways of little old motor cars. This, he thinks, does more good in spreading the gospel that vintage-type cars are still usable and even enjoyable, than any amount of simply looking at fabulously-irreplaceable, carefully-nursed pieces of pre-war machinery driven by others.

So what is this innocent Austin? It carries a 1924 registration, issued in Denbigh. The engine has a magneto-ignition crankcase, with the magneto replaced by a horizontally-mounted distributor, so that coil-induced h.t. current is fed to the NGT Type-A-7 plugs. Two 45 deg. SUs are used, fed electrically, and there is a four-branch exhaust manifold. The front axle is of the dropped variety, with flattened spring, Ulster-style, and the wide-ratio 3-speed gearbox is controlled, and quite precisely too, by a second gear lever coupled to the cut-down original one to give remote control. The body and prop.-shaft tunnel are of polished marine-three-ply, the pointed tail being metal-lined, while the wooden bulkhead is metal-faced to provide the necessary fire-wall.

The top panels of the tail can be opened by using an outsize carriage-key. This done, a two-gallon Pratts petrol tin is found on the n/s, serving as the fuel tank, its original cap retained as the filler, but now with a curly vent tube, and a small Lucas battery is secured with bungee-rubber on the o/s. Between them there is a shelf, presumably for a screw-jack. The tankage is adequate, under the theory that no one will wish to travel non-stop in the thing for more than 70 to 80 miles, anyway.

The brakes have been converted to hydraulic operation and really stand the Seven on its nose. The tyre problem was solved by buying five 3.50 × 19 Avon Sidecar Heavy Duty Mk. II covers with those prominent knobbly treads. The back mudguards withstand leaning-on, as when "bouncing" up a trials' section or just climbing out. Two aero-screens comprise the weather protection, when this Skinner-wagon is cruising at its customary 55 m.p.h. It starts promptly after long disuse in chilly climates, it feels pleasantly rigid, it rides comfortably over the rough stuff and it corners well, the light steering geared 1½ turns, lock-to-lock. The exhaust-pipe emerges rather cheekily just ahead of the n/s back wheel but this is made up for by a big RAC badge on the radiator filler-cap. The wood facia has a brass Lucas switch panel incorporating an ammeter to show that the transverse dynamo is really charging, a Smiths 60-m.p.h. speedometer, the switches and choke-knob, and a Morris Motors' Eureka oil-gauge "guaranteed to withstand an overload of 200 lb. sq. in."—and it shows a healthy eight pounds, *when the oil is cold*. Oil is one thing the engine consumes greedily, in spite of the long wooden bung in the sump-filler doing its best not to let any escape. There is also a large horn-push and a badge saying "made under Gordon England patents", which must be more of a sop to the shape of the mudguards and step, which resemble those of a GE Cup-model, than to GE fabric, or any other, body construction. A hidden button on the floor, guaranteed to





pierce the thumb, sets the machinery going.

Skinner says he had an expendable Austin 7 twenty years ago and that it's nice to own one again! I agree. The car gave me much fun, on the road and round my land, where it rocketed up the grass-covered gradient which defeated quite a number of competitors in the VSCC Light Car Section Rally. And on those narrow-section Avon tyres, with a tired engine and driven by one who had never previously driven in a VSCC Welsh Trial, the "Folly" came near to gaining an award in that recent Presteigne-based event. Perhaps to counter the unrealistic values placed on most vintage vehicles nowadays, we need more specials on the lines of this Austin and Ashley-Cleave's Morris.—W.B.

Inexpensive Racing

INEXPENSIVE racing has been the aim of many enthusiasts over a lengthy period of time. It was so in the days of the racing cyclecar and then the 500 Club hoped to encourage inexpensive single-seaters, which soon became costly machines powered with "double-knocker" Norton engines. It has always been the same, the ideals having to be changed because the drivers and onlookers demand more speed, the scrutineers cannot ensure that cost-defeating rules are adhered to, or because cheating results in endless bickering.

Fortunately we still have the kind of Club racing fostered by the 750 MC, including the ambitious Birkett Six Hour Relay Race, and Group One saloon-car racing is a worthwhile attempt at racing near-standard cars. Some people think there is reason to go further towards the racing of normal saloons and races have been held and more are mooted for 1974, under the following rules:—

1. The cars to be road-going saloons marketed before 1st September 1958.
2. Bodywork to be entirely as manufactured, with no more than two metal panels replaced with different material.
3. A current MoT Test Certificate must be held.
4. Racing tyres are not permitted.
5. Wheel-rim width is free, providing no body modifications are necessary, including wheel spats and extensions.
6. Steel road wheels must be used.
7. The original type of cylinder block must be used.
8. The original type of cylinder head must be used.
9. The original type of engine mountings must be used.
10. The original location of the engine mountings must be used.
11. No modifications to the suspension, or suspension medium are permitted, with the exception of dampers (which are free), the addition of anti-roll bars and the strengthening of existing components.
12. Fuel injection, water injection, supercharging and turbocharging are not permitted and cars must run on ordinary pump petrols, diesel fuel, or gas. No fuel additives will be allowed.
13. No more than the original number of chokes (carburetter) may be employed.
14. No advertising will be permitted on the cars except that authorised by the RAC. for the sponsor(s) of the championship or event.
15. No limited slip differentials unless fitted as original equipment

Miniatures News

A NEW range of metal miniatures kits is visualised by Mikansue, who have already issued one for a Jowett Javelin saloon. This sells for £2.95, overseas postage 15p, and nicely captures the allure of this once-advanced British 1½-litre car. The maker's address is Bell Lane, Eton Wick, Windsor, Berkshire and they plan future kits covering the Bristol 401, which should be out this month, followed by some vintage commercial vehicles early next year. They are also agents for the John Day kits, of which the latest is a wire-wheeled Type 59 GP Bugatti. Very nicely detailed, with dumb-iron tie-bar, outside handbrake, fuel-fillers, steering track-rod and drag-link, etc., rear-view mirror, outside exhaust-pipe, reversed ¾-elliptic back springs and so on, this makes a good companion to the Auto Replica's Brescia Bugatti model. Future John Day offerings are to include a 1935 Ulster Aston Martin, UOP Shadow, an early BRM, and an SS 100. Mikansue also publish *Modellers' World* which contains information about past and present motor vehicle miniatures.—W.B.

BEST SMALL CAR? – cont. from page 1397

which understeers as little as this one. My test car, on 165/70 Ceat radials, was almost entirely neutral, but a colleague whose example was fitted with Pirellis had a problem with oversteer! The steering was a delight and the brakes impressive, except for a hint of fade after one long thrash down a mountain. As for autostrada performance . . . we were all utterly amazed by the staggering stability, to the extent where one journalist covered half-a-mile at 100 m.p.h. with his hands off the wheel! Quiet, comfortable, relaxing and fast. Indeed, virtually all the test cars proved capable of pulling 6,500 r.p.m. in fifth gear, well into the red sector, equal to 107 m.p.h. Alfa claim a top speed of exactly 100 m.p.h. at 6,000 r.p.m., which seems to be a perfectly happy cruising speed.

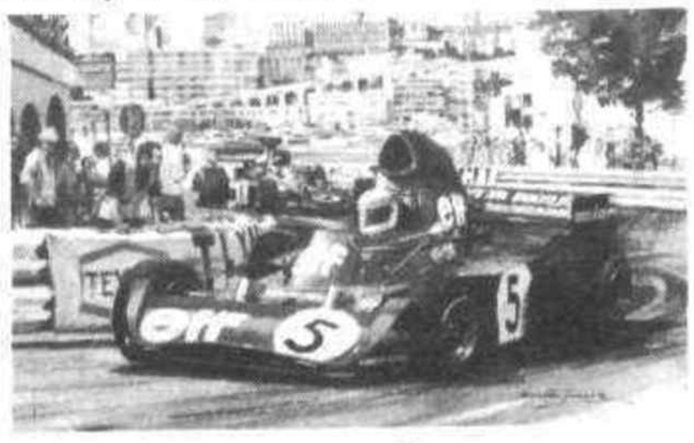
I have suggested that the ordinary Alfasud may not represent particularly good value for money at £1,400. When the Ti version appears in Britain next Spring or early Summer it is likely to cost about £1,600 and so superior is the Ti to the ordinary model that every pound would be well spent.

During the factory visit I discovered that the carburetter problems I experienced with the ordinary Alfasud tested in this issue were not uncommon ones. Heat from the radiator was causing fuel evaporation within the single-choke Solex and as a temporary production measure a heat deflector was added to the front of the carburetter. Even this did not effect a 100% cure and future production Alfasuds will be fitted with single-choke Dellorto carburetters.—C.R.

Turner Cards for Christmas

CHRISTMAS is only just round the corner, but it isn't too late to order sets of Michael Turner motor sporting Christmas cards, colour reproductions of this artist's famous paintings, which must be the most appropriate and attractive cards for any motoring enthusiast to send. The only unfortunate aspect is that the sender fails to reap the value of their beauty so it's essential to persuade your friends to send them too! Two different sets of five cards and envelopes are available at 60 pence per set including VAT and postage and packing in the UK (overseas postage costs another one and 5 pence). Set 1 represents the world of Formulae One and Two: Stewart at Monaco; Peterson leading the Swedish Grand Prix from Fittipaldi, Cevert, Stewart and Hulme; Revson taking the chequered flag in the British GP; Jacky Ickx's Ferrari duelling with Follmer's Shadow in the Spanish GP; and European F2 Champion Jean Pierre-Jarier clinching the title at Karlskoga. Set 2 contains Roger Clark's Escort on the Welsh Rally; the Lancia Fulvia of Kallstrom/Billstam on the Swedish Rally; Larrousse/Pescarolo winning the Watkins Glen 6 Hours for Matra-Simca; European Touring Car Champion Toine Hezemans with the colourful, winning BMW CSL chased by a Capri at Zandvoort; and Shekhar Mehta/Lofty Drews on their way to a Safari win in the Datsun 240Z.

Large reproductions of a selection of Turner's paintings are also available from the same source as the Christmas Cards: Studio 88 Ltd., 95 West End Lane, Pinner, Middlesex, HA5 3NU. These prints, depicting both motoring sport and aviation cost £2 each, with reductions on orders for larger numbers. Of equal interest to MOTOR SPORT readers will be Studio 88's reproductions of pre-war racing posters: 1933 Brooklands; 1934 Monaco GP; 1936 Donington; and a Bentley at Le Mans.



Rumblings

■ **DONINGTON PARK.**—Work on the redevelopment of the Donington Park road-racing circuit continues steadily and plans have been made to hold the first race meeting in August 1974. This will be no more ambitious than a mixed short-race Club meeting and will be followed by a national motorcycle meeting. Further Club meetings, a Vintage Sports Car Club meeting and a second motorcycle meeting complete the plans for 1974, which should see the circuit operating smoothly and preparing for a much more ambitious programme of events in 1975. The present situation as regards work on the circuit is that all the services and drainage, etc., are completed, the base of the circuit is finished, widened to thirty-three feet, and the flat corrugated kerbs round both edges of the track are virtually finished. A spectator tarmac walkway has been laid round seventy-five per cent of the 2½ mile circuit and the start and pits area is being levelled. The top surface of the track will not be laid until the springtime, when all the other work has been completed.

Before the first race meeting it is hoped to hold an inaugural "garden-party" opening day, with parades and demonstration laps by cars that raced at Donington Park in the past, those that would have raced there since the war, had the Army released the circuit in 1946, and those that will be racing there in the immediate future. This first Donington Day will be open to the public at a nominal charge, with access to all parts.

Motor and motorcycling activities in the form of Club gatherings, driving tests, demonstrations and so on are happening already, in conjunction with group visits to the Donington Park collection of single-seater racing cars, which is located on the outside of Coppice Corner, adjacent to the A453 road. The old loop of the pre-war circuit where it ran downhill to Melbourne Corner from Starkey's Hairpin and round a 180-degree hairpin and back up the hill to the pits and starting area, breasting the famous Melbourne Rise where the Grand Prix cars aviated so spectacularly in 1937, is being preserved and used for Club gatherings and driving tests. This loop is not incorporated in the 1974 circuit for various reasons. The 2½ mile circuit that will be used next year will be fast and interesting both for competitors and spectators alike, open grass run-off areas all round the course providing a great amount of uninterrupted viewing, even though the character of the Park is retained. With Donington Park being only three miles off the M1 Motorway it could become the most popular motor sporting centre in the country and already activities are increasing week by week.

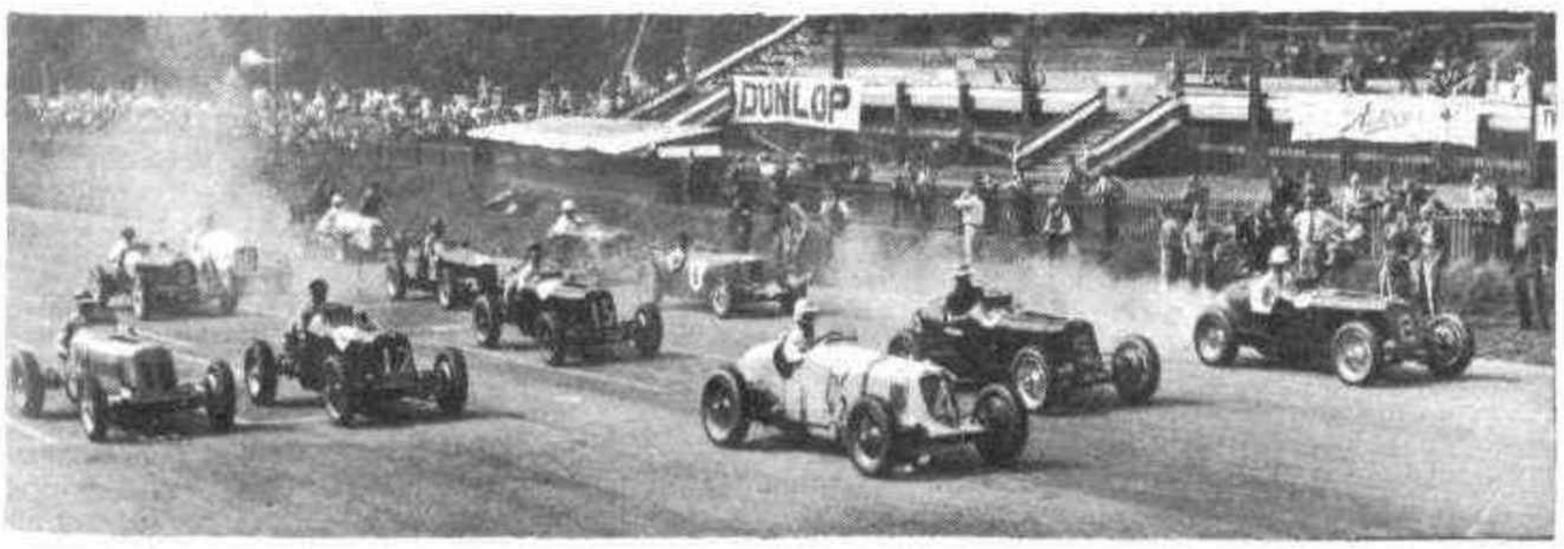
Visitors to the Racing Car Museum are welcome to inspect the progress of the work on the circuit and the residents of Castle Donington village are so keen on the re-opening of the Park and the return of racing that they have formed the Donington Park Racing Association 1973, membership at 50p being open to anyone who wishes to support the return of racing to Donington Park. Secretary of the Association is Mr. Martin Hexter, 8 Park Lane, Castle Donington, nr. Derby, and the Association plans to hold various activities, the proceeds from which will go to village charities.



This Daytona-winning P4 Ferrari is among the collection of David Clarke, who has opened a new Ferrari service centre in the Midlands.

■ **FERRARI SERVICE.**—With the growing number of Ferraris in Great Britain, especially the little Dino 246GT and Daytona, it is interesting that a new service centre and spare parts store has been opened in the Midlands under the name of Graypaul Motors Ltd. In consequence Ferrari owners in the North will not have to make the long trek down to Egham in Surrey before they find anywhere that knows all about Ferrari cars. Maranello Concessionaires, the importers of Ferrari cars, have been situated at the western end of the Egham By-Pass for some years now, and any time you pass the establishment there is a mouthwatering collection of Ferraris outside. Now, if you turn off the M1 at Junction 23 and drive the mile or two to Shepshed with your Ferrari you will be greeted by a staff of knowledgeable and enthusiastic people to whom a Ferrari is a living thing, and not just "one of them foreign cars". In the middle of the small town of Shepshed there is a large factory manufacturing rigid cardboard boxes for a variety of purposes, in particular for the shoe industry of nearby Leicester. This factory is owned by the Clarke family, and David Clarke has long been a Ferrari enthusiast owning six very desirable Ferraris. In the early fifties David Clarke was an active competitor in motor racing and used to share a Le Mans Replica Frazer Nash with Bob Gerard. His enthusiasm for the marque Ferrari has snowballed over the years and he has now opened a comprehensive service and spares centre in a spacious building behind the box factory, access being through the main gates of the parent factory. He is specialising in servicing and rebuilding as well as the supply of spares both new and obsolete, and whereas the Italian firm can no longer supply some things for Ferraris that are ten years old and more, Clarke is having parts made and building up a large mail order clientele. The large Ferrari sign in the main street of Shepshed looks a little incongruous against a rather dowdy background of Midlands houses and factories, but will be a welcome sight to Ferrari owners needing spares or assistance.

At the time of our visit there was a P3 sports/racer of 1966 belonging to Anthony Bamford and a 250 GTO belonging to Bob Roberts undergoing rebuilding. Alongside was Clarke's own pristine P4 sports/racer, showing how the cars would look when then were finished. More mundane 250GT coupés and 2+2 coupés were also in for service, that is if any Ferrari can be described as mundane. Clarke's own Ferrari collection include the P4 already mentioned, this being the 1967 Daytona winner driven by Amon/Bandini, as well as being the actual car that Vaccarella crashed on the opening lap of the Targa Florio on that classic occasion in Collesano, also an early Vignale bodied 212 Export, a 1962 GTO and a 1965 P2 works car uprated to P3 specification with 4.4-litre engine. Ferrari owners visiting Shepshed will be sure of one thing, and that is that Clarke and his staff know about Ferraris.



August should see a revival of activity at Tom Wheatcroft's Donington Park. This is how the circuit used to look, the event being the 1937 JCC 200 mile race, won by A. C. Dobson in E. R. A. number 9.

BOOKS FOR CHRISTMAS

"The Complete Encyclopaedia of Motor-cars." Edited by G. N. Georgano. 751 pp. 10½ in. × 8½ in. (*Ebury Press Ltd., Chester-gate House, Vauxhall Bridge Road, London, SW1V 1HF.* £9.50.)

When the first edition of Nick Georgano's all-embracing Encyclopaedia was published, MOTOR SPORT described it as a stupendous and complete book. Little did we realise that this publication Rainbird prepared for Ebury Press would have such a ready sale that it would justify reprints of the original 1968 edition in the three following years and that it would be revised and re-issued this year. As a reference work to the World's cars it is admittedly unique, carrying on what Doyle started as just a list of manufacturers' addresses and dates of manufacture. As a huge collection of pictures of popular and rare cars dating from 1885 the enormous tome is very fascinating browsing material. But the real proof of its worth to historians, the Industry, old-car restorers and owners, students of the motor-car and the simply curious is this quick re-issue, within six years of the first edition, of what is not exactly an inexpensive book.

The indefatigable Georgano, given the green light, set about eradicating errors, adding a great amount of new text and fresh pictures, and generally tidying-up a reference work covering 88 years of the automobile and every conceivable make and model, alphabetically, from the two different AAAs to Zwickau. In between the coverage is breath-taking, with pictures not only of most of the makes, be they never so rare or unheard of, but of popular models of these makes as well. Fresh authors were recruited for the formidable task, and much midnight electricity must have been consumed in the making of this remarkable book.

There are, as if ordinary text, and pictures to the number of over 2,000, are not sufficient, many fine colour-plates, a long Introduction as to the purpose, arrangement and use of the contents, a glossary of technical terms, and indices covering not only the 4,000 and more makes dealt with in excellent potted-history style, but of personalities, component makers and agents, and sporting events and venues referred to in the text. Stupendous! The Model-T Ford on the first dust-jacket has given place to a 3-litre Bentley and supporting sports cars.

If I had to choose any one annual-type motoring book to take to that proverbial desert island — or more likely, being a motorist, to prison — I would go unhesitatingly for Georgano's great compilation, if I wanted to have enough to study to remain sane, instead of something light with which to just pass the time. — W.B.

"World Cars—1973". Edited by L'Editrice Dell'Automobile Lea. 439 pp. 11 in. × 9¼ in. (*Herald Books, 3, Henrietta Street, London, WC2E 8LU.* £5.80).

We have reviewed previously this most useful annual, which every year covers the World's production cars in great detail, specification-wise and from the viewpoint of performance data. Anyone who requires to know about the intimate details of many different cars needs this book, the 1974 edition of which can be expected by the middle of next year. It contains illustrations of cars and their components, covers all those makes currently in production in Europe, the Americas, the Middle East, Africa, Asia and Australasia—see what I mean! There are lists of manufacturers' addresses, prices, top speeds, and a section devoted to the histories, structure and activities of the leading companies. Motor racing in 1972 is written-up by Lurani, the state of play in France, Germany, Gt. Britain, Japan, America and Italy is covered by specialist writers, other forms of racing are reviewed, and there are some colour plates, notably of exotic bodywork by specialist builders.

"World Cars" is an extension of the book reviewed above, and a very necessary one, highly recommended. It weighs about 4 lb. W.B.

"The Grand Prix", by L. J. K. Setright. 320 pp. 9¾ in. × 7¼ in. (*Thomas Nelson & Sons Ltd., 36, Park Street, London, W1Y 4DE.* £6.50.)

There have been complete histories and coverage of the Grand Prix scene previously, notably by Pomeroy, Monkhouse and Court. So it may be doubted whether another book on the subject is warranted. This has to be qualified in this instance by the observation that the author who has tackled it again, from 1906 to 1972, is the industrious Setright. This means that if you haven't the previous Grand Prix histories you will find this one good if expensive reading, with technical development of the top-class racing cars over a span of 66 years clearly expressed, with commendable continuity. Claimed to be the only single-volume work of its kind, there are well-chosen if rather "sepia" illustrations to back up the text, and the inevitable colour-plates. Setright uses the sub-divisions 1906-1911, 1912-1921, 1922-1933, 1934-1953, 1954-1960, 1961-1967 and 1968-1972 but there are no tabulated results, and some may find the wad of text rather off-putting. The book is about the cars rather than the races in which they ran, but as such is a good record to have between two covers. — W.B.

"To the Ends of the Air" by Group Captain G. E. Livock, DFC, AFC. 204 pp. Soft covers. 7⅛ in. × 4½ in. (*Imperial War Museum, HMSO, London.* 70p.)

Having written last October that I so greatly enjoyed "Black Lysander" by Wing Commander Nesbit-Dufort (Jarrolds) that I hoped other books about flying with the RAF between the wars would be written, especially the early nineteen-twenties. I was pleased to receive another truly excellent account, by Group Captain Livock, which covers the period 1914 to 1931. It is about flying in seaplanes and flying-boats, during the war and in long-distance RAF flights in peacetime. Usually I prefer the accounts of aeroplane pilots but this book is the exception, the author making his life in float 'planes and flying-boats absolutely enthralling. He writes with commendable briskness, as did the Wing Commander and does not omit detail. The result is a quite fascinating book about a little-known period and sphere of RNAS and RAF activity.

The book is a soft-cover publication, as the third in the Imperial War Museum's new publishing venture, and while it would merit better treatment, production-wise, it is commendably inexpensive. It has maps and some splendidly-informal snapshot-type pictures, and the interest, even for general readers, is well maintained to the end. Those who only like cars will have to excuse this review, although the author does refer to his war-time 3½-h.p. TT Rudge motorcycle, which had been raced at Brooklands. It was bought for £15 in 1914 and sold for this sum in 1918. He also refers to cars in the Far East—a Model-T Ford carrying 14 people, an old (in 1927) bull-nose Morris used by a rubber-planter, and the Bean ("a make which is never heard of these days [!-ED]) he hired in Penang for the 1927 survey through Malaya. I wish he had named the many other cars used.

The book is about flying and fighting in machines such as the early Short seaplanes, with Gnome, Salmson, Sunbeam and Renault engines, according to date and type. There is a glossary, by Martin Brice, of the 56 different aircraft mentioned in the text, and mostly flown by the author, and the six Aircraft Carriers involved at the end of the book.

This is no eye-wash story by a "brass-hat". The author describes the mistakes and stupid moves by the RAF alongside its great achievements and as a personal story of a very experienced seaplane and boat pilot who took Supermarine Southamptons to Egypt and Cyprus in 1926 and to Singapore, Australia and Hong Kong in 1928, the latter an historic and eventful 27,000-miles' flying, it is compulsive reading. Apart from one extraordinary spelling error, this is a book I cannot fault and which I enjoyed enormously. I liked the author's remark, when quoting performance data for a Napier-Lion-engined Southampton boat; "I realise that these figures are not according to the book but pilots are only interested in what a plane will actually do, not what it ought to be able to do." That sets the measure of this excellent auto-biography. I commend both it and the Imperial War Museum's entry into publishing — will it please do more of this kind of thing, with, perhaps, a book about motor transport in the First World War? — W.B.

"The Dangerous Sky" by Douglas H. Robinson. 292 pp. 9⅛ in. × 6 in. (*G.T. Foulis & Co. Ltd., 50a, Bell Street, Henley-on-Thames, Oxon.* £5.35.)

This is a rather specialised book even for MOTOR SPORT to review, but it could be of interest to doctors engaged in motor-racing tasks and will be valuable to those concerned with aviation medicine, for it is a complete history of this aspect of medicine, from ballooning days onwards, by an author who flies his own Cessna 170B. The standard of production, illustration and bibliography is what one expects from this publisher. — W.B.

"The Book of the Veteran Car" by Phil Drackett. 146 pp. 8½ in. × 5¼ in. (*Pelham Books Ltd., 52, Bedford Square, London, WC1B 3EF.* £2.75).

This could be an excellent introducton to the veteran-car movement for the up-to-now uninitiated, or a child, especially as I know that Phil Drackett, Director of Press and Public Relations at the RAC, writes well and has a command of the subjects he tackles. But when I read of how he dressed up as a red-flag-man to precede the veteran cars down the Madeira Drive at Brighton in 1956 and narrowly escaped being winched down from a helicopter, I read no further, realising that this is not a serious book about the veterans. Incidentally, aren't books expensive these days?—.W.B.

"My Way with a Camera", by Victor Blackman. 260 pp. 7 in. × 9½ in. (*The Focal Press, 31 Fitzroy Square, London W1P 6BH.* £3.00)

Although containing little of motoring interest, save some rather nasty accident scenes of the type which news editors feel the public wants to see, Victor Blackman's book "My Way with a Camera" is a *must* for any photographer who wants to learn the trade secrets that make the Fleet Street photographer so successful.

Victor Blackman is a respected professional of long standing in the newspaper world, and his approach to photography is eminently practical. He abhors all unnecessary technicalities both in the taking and processing and concentrates on getting the right picture on every occasion. His writing and thinking on the subject of photography is clear, concise and to the point, and the anecdotes of "the Street" with which this book is filled, make it amusing as well as instructive.

A chapter on sporting action includes comprehensive instruction on motor racing photography and to some extent explains the necessary philosophy of these, when the job forces them to photograph accident scenes when they would rather walk away.

This is a book on photography, pure and simple, for photographers by an ace photographer. It should be read by everyone with any photographic ambition.

At £3.00 it seems costly, but the production by Focal Press is well up to their standard and the invaluable advice contained will enable the purchaser to recoup the outlay with the sale of his first picture.

My only reservation, as a working professional photographer, is that the author might have given away too many professional secrets!—L.A.M.

The *Bulletin of the Morgan Three-Wheeler Club* is a splendid monthly dose of Morganatics which I read avidly, in spite of shamefully not having exercised my 1927 Family Morgan for a long time. So it is excellent that the Club has issued a 96-page booklet called "The Best Of The Bulletin" in time for Christmas. It contains reprints of some of the better Bulletin articles and pictures, and thus provides a fine cross-section of past and present competition Morgans, amusing anecdotes and, particularly, some very essential advice and hints and tips for those rebuilding and maintaining Morgans. Enjoyable! It is offered for £1.00, as an attempt to raise funds for the Club's photographic library, and is obtainable from the Registrar, Barry Davison, of 63, Etchingham Park Road, Finchley, London, N3, who would appreciate early Morgan photographs for copying for the archives of this active and happy Club.

* * *

The 13th volume in the Olyslager Auto Library series is about "Fairground and Circus Transport". As these books which Bert Vanderveen edits contain a fabulous collection of rare pictures, the subject this time whets the appetite for them. You should not be disappointed with the pictures packed into this 64-page landscape book, published at £1.95 by Frederick Warne & Co. Ltd., of 40, Bedford Square, London, WC1B 3HE.

* * *

Normally I do not like reproductions of magazine articles or catalogues done up as books. But there is more excuse for treating the Catalogue of the first SMM&T Motor Show, held at the Crystal Palace in 1903, in this way. Patrick Stephens Limited, Bar Hill, Cambridge, have made it into a big hard-cover book, selling at £2.00.

* * *

These days body repairs are rife, so "Do Your Own Body Repairs" by Paul Revere should make an acceptable Christmas present. It is a 96-page book of practical instruction, with photographic illustrations, published at £1.75 by W. Foulsham & Co. Ltd., Yeovil Road, Slough, Bucks.

* * *

The "Castrol Racing Drivers' Manual" is a guide to racing from the pen of Frank Gardner, who was British Champion Driver in 1972, after starting to race in 1949, and who is a well-known saloon-car and Formula 5000 champion. It's all there, in this Doug Nye ghosting of Gardner, which Castrol have sponsored, so that you can get it for £2.20. The Foreword is by Eric Broadley of Lola. The book has 160 pages, 8¼ in. × 5⅞ in. and contains 92 pictures and seven drawings. It is published by Patrick Stephens Limited, Bar Hill, Cambridge, CB3 8E1. This one I really do recommend as a present for the race-mad.

* * *

Don Brake Linings have issued an 84-page, spirally-bound Guide to "Service *Off* the M6 Motorway", in conjunction with John Waddington Ltd., which sells for 80p.

* * *

If the present is for a motor-minded kid I suppose you could do worse than invest in "A Mini Called Zak" (a racing Mini to boot) by William Stobbs, although luckily they gave me more erudite motor books when I hung up my stocking — well, a pillow-case. The Bodley Head do this coloured thing, and sell it for £1.20. Their address is 9, Bow Street, Covent Garden, London, WC2E 7A1.

* * *

"Brockbank's Grand Prix" by Russell Brockbank — No need to recommend this one! It is 96 pages of Brockbank cartoons aimed mainly at the Grand Prix circus. If there is a snag, its that I seem to have seen 'em all before. But they are knitted together by a lighthearted recitative by Henry Manney III and to have them in one volume is nice, and it makes a good present — at £1.45, from Eyre Methuen Ltd., 11, New Fetter Lane, London, EC4P 4EE. — W.B.

CARS IN BOOKS

NAPIER ENTHUSIASTS will be troubled to learn from "A Victorian Son" by Stuart Cloete (Collins, 1972) that, living in Paris as a child, his "first mistrust of motor cars" arose from rides with the Rusts, who had the Napier agency because, we are told, these cars were always breaking down! Later he attempted to drive a car while at school, which ran away, so his opinion of cars was not of the best. But we learn that in his first Regiment during the 1914/18 war, although cars were scarce and confined to Fords, one Officer had a Sunbeam and that Cloete had a Triumph motorcycle and sidecar in England during the war, as a wounded Officer. When Mr. Rust retired from the Napier agency he bought the Chateau d'Hardelot.

Apart from all the aviation interest, there are two intriguing references to cars in "Barnes Wallace" by J. E. Morpurgo (Longman, 1972). We are informed that the great scientist made his first acquaintance with the then new-fangled automobile at the age of 17. It was a tiller-steered, single-cylinder Oldsmobile which someone had sold cheaply to his father and which had been sent by train from the friend's house in Newcastle to King's Cross. Barnes was sent to fetch it and, never having driven before, "began a dashing tour of London, including a sprint through the heavy traffic of Park Lane". That would have been 1904. The author says that "each time the cylinder fired the Oldsmobile leapt forward making progress like a kangaroo, at what seemed a terrifying pace. But the driver's efforts failed to overtake a smart-stepping pair of horses pulling a smart barouche!" Later Barnes Wallace was to work "on the first racing-car built in England and on the prototype London taxi-cab" while employed by the Thames Engineering Company, about which historians may wish to comment. Much later, when his fame was fully established and he was working at Brooklands, Wallace and his wife are described as driving to look for a house, which he eventually bought at Effingham, in "their two-cylinder car". The year was 1930. What would this car have been? A Jowett?

You would scarcely expect to find anything for this column in "Rascal – The True Story of a Pet Racoon" by Sterling North (Hodder and Stoughton, 1963) even if it did win the Dutton Animal Book Award. Yet there it was, and by page 35, showing that I never shall escape from cars! Here is the first mention of the author's father's Oldsmobile. The interesting thing is that the story relates to the closing years of the First World War and this Oldsmobile has a fold-flat windscreen, although it is also equipped with hood and side curtains. A woodcut by John Schoenherr makes it look in front view not unlike a Le Mans Bentley and I leave it to American-car buffs to tell me what model it would have been.

This Oldsmobile was used when "There were no super-highways . . . to streak impersonally toward some distant goal, scoring the countryside with ribbons of unfeeling concrete." So the Oldsmobile, its driver, son and racoon roamed over "friendly little roads, muddy in wet weather, dusty in dry, but clinging to ancient game and Indian trails . . .". This was of course in America, the route on this occasion being toward Fort Atkinson to ascend Rock River

Continued overleaf

Sponsorship

The gentle art of persuading someone else to pay for your racing – but it has its pitfalls.

THE OBJECT of sponsorship, as far as competitors are concerned, is to get someone else to pay for your motor racing. Whether it be a rich daddy, a wealthy philanthropist, a garage owner, a factory, a manufacturer, or a cigarette firm they are all sponsors, and one hears a continual cry from within motor racing that without the help of sponsors there would be no motor racing. This is perfectly true, for the first sponsor appeared on the scene at the turn of the century when racing motorists were asked to drive cars that they did not own, either by a wealthy owner or by a manufacturer. From the very first motor races there must have been aspiring drivers looking for someone to lend them a car, and preferably to pay all the running expenses. While the great motorcar manufacturers were participating in motor racing a lot of drivers were "sponsored", although they were also "employed" as racing drivers, and in one early pioneer race the factory employees were banned as they were considered to be socially unacceptable in the company of aristocratic gentlemen drivers conducting their own racing cars. Imagine Peterson, Stewart and Hulme having their entries refused because they were socially unacceptable in the company of owner-drivers! Times have changed and that rare occurrence of the gentlemen not wanting to mix with the employees did not last long.

As motor racing progressed and the industry expanded the major accessory firms joined the ranks of sponsors and petrol, oil, sparking plug, tyre firms and others joined the sponsorship bandwagon, for the trade was now both ways. The sponsors paid for the drivers racing and in return the driver attempted to win and boost the sales of his sponsor. It was only natural that financial support should at first come from the growing motor industry, but as long ago as 1924 Raymond Mays sold himself and his Brescia Bugatti to G.H. Mumm et Cie, calling his car Cordon Rouge, after their famous champagne. While his sponsors did not pay for his racing, merely supplying him with champagne in return for his advertising, they did allow him to be able to spend more money on his racing, having no drinks bill to cover! No doubt there were similar "arrangements" in motor racing long before 1924, and perhaps one day some motoring historian will dig up the advent of the first sponsor from outside the motor trade or motor industry. The number of drivers in big-time International motor racing who paid their own way must be very small indeed, for though most drivers between 1920 and 1940 were able to live comfortably by their own independent means, few of them owned the cars they raced. The sponsors or backers were very retiring and made little fuss about owning the cars, and when you dig about in history it is amazing how often you discover that an apparent private-owner racing driver was actually driving for someone else, an unknown figure in the paddock who owned the car. Some of them, like the Hon. Dorothy Paget or Woolf Barnato were well known sponsors, and the firms of Delage, Bugatti, Alfa-Romeo and so on were employing professional drivers. Admittedly many of the drivers could have afforded to buy themselves a racing car, and probably did buy their first one, but their ability soon found them sponsors to pay for their racing, in the form of factory drives.

By 1938 the great Fangio was getting sponsorship from an Argentinian hat manufacturer in races in his native country, and when he came to Europe he had sponsorship from an Argentinian shirt manufacturer. These sort of things did not pay for his racing, but they helped him to live as a racing driver, like Raymond Mays and his champagne. Motor racing has always been a pastime on which people are prepared to spend money and it has always been an activity that could be used for promoting sales, whether it was Mercedes cars in 1903 or John Player cigarettes in 1973. Since the FIA relinquished the rules about advertising on racing cars the whole business of sponsorship has snowballed and it has about as much stability as a snowball! It ranges now from the local garage supplying parts for a rally car at trade discount to big firms like John Player buying a complete racing team. Much of the small-time sponsorship which entails advertisements on cars is tied up with the driver's own garage or business, the cost of his racing being put down to advertising in the firm's accounts and therefore deductable from the taxable profits, an allowable and legal "fiddle", all aimed at "someone else paying for the racing", which is the art of sponsorship. When it becomes large and into the realms of big business there has to be tangible returns for the outlay, firms like Yardley, Marlboro, Rothmans, John Player and so on, all hoping that the resultant publicity from motor racing will sell more of their products.

It is interesting just how the effect of motor racing advertising makes an impact on the enthusiast. Without thinking you find that you begin to notice brand names or commodity names because of their association with motor racing. To me a packet of tea is a packet of tea, but when I go into the grocers I automatically buy Brooke-Bond, not because I think it is particularly good tea, but I think "Oh yes, they sponsor old Hailwood, I'll have some of that". When it applies to a commodity I am particularly interested in, such as oil or tyres or batteries, this sponsorship "brain-washing" does not work, for I make decisions by other standards, knowing the industry. When Dunlop had a monopoly in Grand Prix racing, and every race was won on Dunlop, they were the last tyre I contemplated buying. The sponsorship-advertising brain-wash really only works when you know little or nothing about the subject. I always remember Colin Chapman telling me how his wife dragged him off to buy a television set in his early days, and he suddenly found himself surrounded by commodities of which he knew absolutely nothing. He felt terribly vulnerable and at the mercy of the salesman, a situation he did not like at all, and in a panic bought a set that was the same colour as their existing sideboard! Had this occasion been 1973, shortly after the Swedish Grand Prix, which was sponsored by Hitachi, I have no doubt as to which sort of television set he would have bought. The sponsor-advertisers do not have it all easy in their brain-washing, for this identification can back-fire on them. I was in an airport shortly after Lotus had won a Grand Prix for John Player and over the bar was a John Player clock, with the inscription "The John Player Time". It was about 40 minutes slow compared to the airport clock on the opposite wall, and my immediate reaction was "Huh! A pity their clocks are not as efficient as their racing team". If John Player were not sponsoring Team Lotus I do not imagine I would even have noticed the clock, and if I had I would not have bothered about it being 40 minutes slow. Most of the cigarette advertising leaves me unmoved as I am a non-smoker, but when I see the Hampshire countryside littered with empty cigarette packets I instinctively register more than usual annoyance if it is Rothmans, Marlboro, Players No.10 or any other name that I associate with motor racing. Being also a non-shaver and not worried about smelling a bit dirty and oily the Yardley products are not things I buy, but when I am in someone else's bathroom I notice that they use Yardley After-shave Lotion, whereas before they sponsored motor racing the name meant nothing to me. Discussing this business of advertising impact and motor racing with Yardley's publicity man I made the point that I had no use for After-shave Lotion, so did not smell of Yardley perfume. By the next post some samples of Yardley's Deodorant arrived; some people have a strange sense of humour.

While this sponsorship business pays for people's motor racing they need to be a bit watchful that it does not try to control their motor racing. Fifteen to twenty years ago it was the petrol and oil companies who were the major sponsors in motor racing and apart from the fact that they brought about the outlawing of alcohol-based fuels they also wielded the big stick over contracted drivers, which is why one driver could not have a certain type of car, or another could not join a certain team and why there were some strange driver-pairings in long-distance races. Today the cigarette companies are doing the same thing, which is why Jacky Ickx was seen in one of Frank Williams' cars at the United States GP and why Emerson Fittipaldi cannot step into a McLaren until January 1st, his John Player contract expiring on December 31st. When the petrol and oil companies controlled the destiny of motor racing it was reasonable enough, even if you did not agree with them, for at least they knew about motor racing and were an essential part of it, but if the non-motoring commodity sponsors try to control racing's destiny I am not so sure that it is a good thing, for they have no reason to know about motor racing any more deeply than their advisers tell them. They could get motor racing into a dreadful muddle to suit their own ends and then leave it high and dry to fend for itself. Sponsors there always have been and sponsors there always will be, but there are all types of sponsors, some good and some bad, some I like and some I dislike, while there are those I feel I can trust and those I can't, and the last group are those that worry me. –D.S.J.

CARS IN BOOKS . continued from page 1407

Valley, on the journey to Green Bay. The car, presumably a 1916 if not a pre-war model, made excellent time, in spite of two blow-outs, which involved struggling with "tire irons, inner tubes likely to be pinched, and hand pumps". Incidentally the car had a key, and if ignition key is meant, I found this perhaps unusual for a pre-war dashboard? Finally, the book includes an account of a race between a clergyman's brass-radiator Model-T Ford and a race-horse, which the horse won, on handicap, as the excited Ford driver wasted precious time cranking-up. The author obviously knows about Model-Ts and refers correctly to starting procedure and control by hand-throttle. – W.B.

Decorate the Christmas tree with these, and see how well they decorate the car.

Oil Pressure/Battery Condition Indicator BPP £6.40

Tachometer ICT £15.50

Water Temperature Guage TDT £5.30

KLG Ignition lead and suppressed Plug Covers PSL6 £1.05 PSL10 £1.26

KLG Plug Spanner KPS-1 £1.25 KPS £0.74

KLG Spark Plugs £0.31½

KLG HT Tester HOH £0.42

Bluecol De-icer BDI £0·26

"Smiths" Screen Cleaner WSC £0.28

Bluecol Anti-freeze £0.28 per pint

"Smiths" Air Freshener CAF £0.28

Pyrene Fire Extinguisher PFE63 £4·50

Motor Watch MW3 £3.88
Stop Watch MWS4 £5.35

30" Rear Window Heater RWH30 £3·50

Car Seat Cover
CSC-M £4.96
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A SECTION DEVOTED TO OLD-CAR MATTERS

Special Mission

WHEN DISCUSSING the aero-engined car owned briefly in 1924/25 by Lord Donegall, I suggested that this might have been either the Scarisbrick Benz or the 225 h.p. Sunbeam-engined Mercedes built by the aviator Harry Hawker, remarking that the latter car seemed to have disappeared after Hawker's death in a flying accident in 1921. On this point I was incorrect, as the accompanying letter proves.

I remember the *Riley Record* as the house journal of the Riley Motor Co., although I no longer have copies, as I do of the *Austin Advocate* and the *Morris Owner*. The information this pre-war copy quoted by our correspondent contained made a visit to Leominster imperative, for I thought that the old monster might still be hidden thereabouts! Fortunately I now live within easy distance of this ancient town, where the new is beginning to obliterate the old, and where the bridge over the railway forms an acute S-bend at one end. In the days of steam the now derelict sidings must have been of much interest to local railway enthusiasts. But my memory of the place is coasting into it with a very dead Morris 1100, the fuel-pump of which had expired beneath mud and water flung up from the road, to the disgust of the Bedford agent in the town, who very obligingly fitted another pump to this alien make of car. Going there this time, I was greeted by notices "Bird Show at the Youth Club", a facility not provided in my youth.

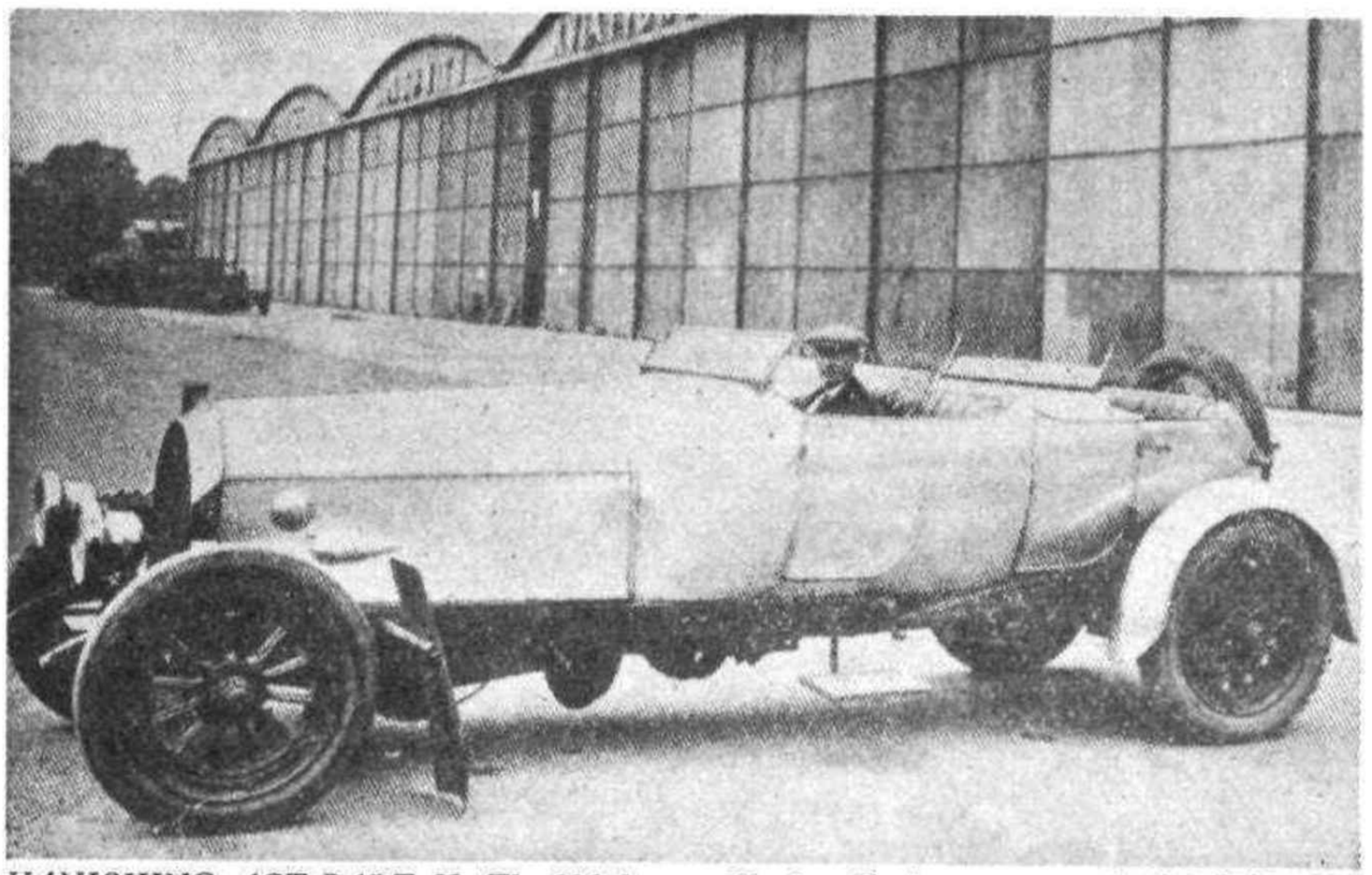
Anyway, that reader's letter was of great interest and I lost little time in hastening to Leominster in the VW Passat I happened to be road-testing. I drove first to a garage at which I have bought petrol previously, as it looked to be one of the longest established. But its custodian said they were fruit merchants at the time of which I was speaking and recommended a call at Henlys. This is now a smart modern building with its showroom full of Marinas, but I was told it had formerly been Friar's Motors and that their Mr. Edwards would probably be able to help. He certainly could!

Asked if he remembered Capt. Hunt, he said he remembered him very well, and proceeded to tell me about him. When I moved the conversation round to the Hawker hybrid he remembered that, too, although not as a breakdown truck, saving that Friar's had used a Rolls-Royce for that purpose, which a mechanic confirmed. But there was no doubt that the Mercedes-Sunbeam had been at that garage in the mid-thirties. Mr. Edwards also recalled a supercharged FWD Alvis he had owned, but had sold to Bill Bengry, now Simca agent in the town, on the outbreak of war . . . What was more, he suggested that if I called at Cadbury's depot on the outskirts of the town I would find a maintenance-fitter who actually worked on the aero-engined monster for Capt. Hunt.

So in the dusk, that is what I did. The person I wanted had left, but a most obliging Security man promised to deliver a note to him. Again we got talking, and, surprise, surprise, this Security chap was himself surprised when I said I was seeking information about an aged aero-engined motor car. "Why", he responded, "when I had the only accident I have ever had, that was the car which towed me in". So it seemed the Mercedes-Sunbeam *had* done breakdown duty. I was getting warmer and warmer. "What car did you crash?" I enquired. "Well", came the reply, "it was my Mother's overhead-camshaft Morris Minor, actually quite an excellent little thing". We were right back in the 1930s! Although, today, my informant uses a Range Rover to tow his caravan.

The following Saturday I drove again to Leominster on a delightful sunny October afternoon. After some difficulty I found the house of the person I was seeking, a very cheerful fellow who had worked at Friar's Motors, who were Riley and Morris agents, and who remembered their *circa*-1912 Rolls-Royce breakdown-truck (for which R-R supplied a new half-shaft just before the Second World War and the engine of which was apparently thereafter sold to America) but who said the Hawker car was before his time, although he remembered it being seen about. He confirmed that Capt. Hunt, since deceased, was an enthusiast, recalling that when he had the garage, as Hunt's Motors, he had owned Invictas and suchlike; a rare Bugatti was also recalled.

I was about to return home, which involved passing Baron's Cross Garage beside the A44. It has always looked a fascinating place to me, with coaches as well as cars being worked on and a sort of breaker's yard at the back. On this occasion the presence of a V-twin, fabric-bodied 1933 BSA three-wheeler for sale in the showroom prompted me to stop. I asked a boy who was holding a punctured inner-tube if he knew how long the garage had been there. "Since 1913, when we opened it", he told me. This was promising, and a mechanic I was introduced to, although obviously too young to have known the Hawker car, provided a useful clue when he said the father of someone he knew was reputed to have had a big and unusual car . . . Tracked down eventually, this person said he was only a schoolboy at the time but remembered a big breakdown vehicle his father had, which he thought was sold eventually in the London area. This was all



VANISHING ACT-PART II. The 225 hp. ex-Hawker Sunbeam aero-engined hybrid which vanished in 1921 but turned up again later.

Sir,

In reference to Harry Hawker's Mercedes-Sunbeam aero engined special — you say that after Hawker's death in 1921 the car disappeared. Well, not according to an article in the *Riley Record* of July 1934. I quote: "a representative of the *Riley Record* recently discovered what must be one of the biggest cars in everyday use, the car which is the property of Captain Hunt of Leominster was originally built by the late Captain H. Hawker the famous airman. It has for its power unit a 420 h.p. [sic! —Ed] Sunbeam Arab [sic again! —Ed] aero-engine, the remainder of the chassis is that of a Mercedes, with a wheel base of 12 ft. 4 in.

The Leominster model is now doing duty as a break-down car for a garage in which Captain Hunt is interested, and recently attained a speed of 90 in third gear!"

Hope this is of some interest, you never know it could still be there???

Grenfell — TED LOBB

he remembered but he readily gave me the names of two older people who had worked for his father. So off yet again to Leominster! Alas, although the car was freely recollected, the people I talked to were not quite old enough to have encountered it personally. But it seems quite definite that the Hawker hybrid lived in this Herefordshire hide-out, up to 1934, perhaps up to the war. The unsolved problems are, why did it go from Sopwith's to Leominster, and what became of it?

Other aero-engined cars have disappeared in similar fashion. I have never had definite proof that those as famous as the Wolseley Viper, Isotta-Maybach and Chitty III were broken up, although such must have been the case of these and other pre-war aero-engined monsters, one supposes, while this fate definitely overtook Chitty I.

Chitty II is in America, after a law suit, as is the Scarisbrick Benz-engined Mercedes. The Fiat "Mephistopheles" is in Fiat's *Centro Storico* in Turin, Owen Wyn-Owen has "Babs", FitzPatrick his Metallurgique-Maybach and the Hon. Patrick Lindsay has, or had, the Napier-Railton, the 350-h.p. Sunbeam is in the NMM, so, apart from Land Speed Record machines, quite a number of these fascinating monsters exist. Two which vanished under slightly mysterious circumstances were the Rolls-Royce Falcon-engined TT Sunbeam which Burnand had partially-finished when war broke out, and the Napier-Sunbeam raced once at Brooklands by Cyril Bone. The former apparently found itself in a South Coast boat-yard after the war, *sans* radiator, tyres and body, owned, I believe, by Sisted, who had raced cars as diverse as MG Midget and a big Mercedes. I heard a rumour that it was seen later in a London lock-up and was wantonly destroyed when a block of flats was built on the site, but of this story I have no confirmation. Bone's car crashed in practice under tragic circumstances and was probably too badly damaged to survive — but the remains vanished likewise, although something of the kind was rumoured to languish in a Chertsey boat-yard up to a few years ago.

The Hawker car is described in the *Riley Record* letter as having a Sunbeam Arab engine, which made me wonder for a moment whether it was, in fact, the TT Humber in which Philip Rampon put one of these 150 h.p. power units — another of these cars which vanished without trace. If the Leominster car really was the Hawker Mercedes-Sunbeam it would have been of around 225 h.p., the engine probably an early-series Cossack.

The Hall-Scott of Lord Donegall's which started me off on this tirade, was, by the way, registered as such in Oxford in 1925 by Mr. F. A. Harris and given the Reg. No. FC 7791, if anyone knows anything of this one.

Even today, aero-engined cars are not unknown. Apart from John Llewellyn's successful Bentley-Napier, Ron Barker is said to be contemplating a Napier "Lion"-engined road car, Knight a Liberty-powered one, there is that Merlin-propelled Silver Cloud, and Hamish Moffatt was heard murmuring the other day about planting an aviation motor in an OM chassis. Old traditions die hard — but where are the vanished ones?—W.B.

Rules remarkable

WITH OUR marshalling instructions for the VSCC Presteigne trial came some Final Instructions, which we later read in detail. They contain some remarkably cautious requirements, in which we can sense the hand of the RAC Competitions Department, when you reflect that they are applied to mild mud trials, not to racing. For instance, while we can see the logic of insisting that passengers must be at least 16 years of age, read on and you will find that this applies to open cars. If your trials machine is a saloon, you can fill it with passengers over the age of six years. Why seven-year-olds are thought less liable to massacre than six-year-olds, or why anyone should want to have such young children with them in a competition, we do not profess to follow. Smoking, we are glad to note, is not permitted while actually attempting a hill — presumably an *observed* hill — and we would be glad to see it banned at all times while driving any kind of car.

There are sensible rules about how passengers may lend their weight to a successful climb, and how they may "bounce" but it must be difficult for officials to check this all the way up a long section, while how many times do they check to see if tyres are deflated below the stipulated 15 p.s.i. minimum before observed sections are tackled? We are sure we have seen covers nearly off the rims. Also, we note that the rear seats may be occupied only by the number of persons for which they were designed. As vintage cars usually have narrow bodywork, this surely means a couple at most and we wonder about three in the tail-seat of a Wensum 30/98. Perhaps, fortunately, the VSCC does not take these SSRs too seriously.—W.B.

Another mystery

WE SEEM TO be attracting motoring mysteries! A reader has sent us a picture postcard, issued by Valentine's obviously by 1910 or earlier, which shows the cliff road at Penmaenbach, near Penmaenmawr in Wales. The picture bears the inscription: "Scene of the alleged Charlesworth Motor Mystery". The road is unfenced, with a sheer drop to the rocks and sea below, but what the alleged mystery was, we can but guess. Can any of our erudite and well-informed historians tell us more?

V-E-V Miscellany.—The remains of what are thought to be an early Austin Six tourer lie near the Ulva Ferry in Scotland. The British Salmson OC has a membership of about 50. The new Hon. Sec., R. K. Taylor, "Newstead", Mill Lane, Hemingborough, Near Selby, Yorkshire, will be pleased to welcome new members. The Trade Commissioner for Sri Lanka(Ceylon) asked the AA recently whether there would be any interest in this country in the sale of 19 pre-war cars. These apparently range from a 1926 Austin Seven to several 1935/36 Austin 7s and 10/4s and a couple of Morris cars, both Eights, of 1931 and 1935. We were puzzled at first that in the descriptions all were called "battery-operated" but this presumably means that they have coil ignition. We have the address to which to correspond, should anyone here be interested. The Scriven Special "No No Nanette" has been on display outside Swiss Cottage Public Library. P. Anthony Morgan, BSc, MIMich.E, of Heron Hill, Breinton, Hereford HR4 7PP, who runs the ex-Hill AJS two-seater is endeavouring to form a Register of all AJS cars and to form a spares source, especially of half-shafts, for these cars, so would interested owners please contact him.

A Beckenham Special with MG Tigress Mk. III engine has turned up in pieces in Hampshire, and a 1913 Sunbeam 12/16 which was buried in a Scottish orchard after its first owner was killed in the 1914/18 War and his father had an accident in it, has been dug up as a chassis and is being restored. There was still oil in the sump and neither engine nor back axle were seized up. The Brooklands Centre of the 750 MC is organising a London-Monte Carlo social run next Easter, confined to pre-1937 Austin Sevens. Several interesting vintage cars have come to light recently, including a 1926 Talbot-Simmins, which is to be restored in Somerset. The Manx Classic Car Club has come into being, with Cecil Clutton as Chairman and over 70 members. The Secretary is: D. Baird, "Mugello", 31 Birch Hill Park, Onchon. The Racing Department Mechanics' Notes of the AC Company, covering Brooklands racing and speed-trials from 1921 to 1925 were found recently in a tin bath half filled with water behind the factory at Thames Ditton and have fortunately been saved. J. L. Thomas, whose Amanco stationary engine was referred to in the October issue, says our facts about it were correct except that it has a long exhaust push-rod made of oblong bar, not angle-iron. The old car bodies which we mentioned as being available in the Channel Islands interested a reader who is restoring two Calthorpes. He has acquired the appropriate type, which was one of a batch of four made by Pythchleys in June 1920 and this two-seater body has been supplemented by a four-seater Calthorpe body bought at Beaulieu, so that both these Calthorpe chassis will be wearing correct coachwork. The Chevrolet body is believed to be still available.

Comdr. Woolley's 1901 Panhard-Levassor has had a new tube for its hot-tube ignition system supplied by Philip Cornes & Co., but made of nickel alloy, not platinum. After the Brighton Run this two-cylinder Panhard went to an American collection in Oklahoma, where it is claimed to be the only car in the USA running on hot-tube ignition.

A Liverpool Garage

THE OTHER DAY I was lent a cutting from the *Liverpool Echo* about the business of William Watson, and the booklet this Company issued when opening the second Annual Motor Show in their fine showrooms at Renshaw Street, Liverpool. The Company was founded by William Watson, who left a Solicitor's office to become a racing cyclist on the then-new safety bicycles and later a cycle manufacturer. This was in Faulkner

Street in 1898. The next step was to make motorised tricycles. A motor agency followed, Mr. Watson buying six Daimlers in 1900, according to the article by Ann Cummings, with which he started a hire service, said to be the first in Britain. Apparently he had the first Hackney Carriage licence in Chester and ran a service from there to Farndon. Another Watson venture was a goods service, transporting strawberries from Farndon to Chester and Liverpool.

William Watson began to import cars from France. In 1908 he won the TT on a Hutton and became a member of the Vauxhall racing team, continuing to race 30/98s after the First World War. His business moved to Newington in 1904 and to impressive premises in Renshaw Street in 1906. A year later he obtained one of the first Rolls-Royce agencies. William Watson died in 1961, at the age of 88.

The booklet is rather interesting because it contains a speech made by Kaye Don, when he opened the aforesaid Liverpool Motor Show at the Renshaw Street premises, the date being November 1931. By this time the Company sold Rolls-Royce, Sunbeam, Talbot and Alvis cars but a fine double-spread photograph of the splendid show-rooms shows it full of Morris saloons, of the sort with the electric horn either above or incorporated in the tie-bar before the radiator. There must have been nearly two dozen of them. The Service Depot was round the corner in Oldham Street and 2,000 sq. yards of floor area was devoted to Morris service. There was a smithy and a coachworks department, Roesch Talbots and a Rolls-Royce figuring in a picture of the latter. Batteries were serviced and radiators and wings and lamps repaired in separate bays. A picture of cars in the Company's Birkenhead garage, which covered an area of 6,000 sq. yards, shows more Morrises, an Austin Seven and what looks like a 30/98 Vauxhall, Reg. No. MB 1828. Then there is the electrical depot at the bottom of Mount Pleasant with an early Austin 7 Chummy outside, while Morris Minors predominate in the Chester Depot and Ford Eights and V8s in the Colwyn Bay Depot. And I was interested to learn that Watson's owned the garage in Grosvenor Road, on the Embankment, which then, as now, was largely patronised by taxis. —W.B.

That Inn-Keeper

WHEN "centuries ago" I started the still continuing series "Cars in Books" I am sure I included the inn-keeping diary of John Fothergill. I have since been re-reading what I think is an earlier edition, because I remember a Salmson being referred to previously, which is not in this edition. But the references to cars and motoring personalities are worth noting.

A book about an Inn is perhaps apt to refer to cars, because without them the guests would not arrive, and for the same reason we must excuse the names-dropping. But how the autocratic Fothergill avoided libel in his enjoyable descriptions of his less-welcome visitors, I do not know! His book "An Inn-Keeper's Diary" (Chatto & Windus, 1932) is about how he tried to keep the "Spread Eagle" at Thame a place for decent people. I think that he had fortunately moved on when I was in Thame before the war in my Chummy Austin, its tatty hood repaired ineffectually with brown paper and safety-pins, on the day of a big mud-storming trial. The lunch break was in the Market Square. All the drivers and officials disappeared into the "Spread Eagle". Actually they dived into the downstairs bar. I had not realised this and wishing to give the rather dubious chorus-girl who was my companion that day a meal, I walked into the dining room. In a moment we were surrounded by attentive waiters. The memory of trying to skip every other course at that luncheon, partly to save time for seeing the rest of the trial, but also to try and reduce the size of the bill I knew to be imminent, lingers still.

But to the book. After naming some of the visiting cars, such as the "splendid Hispano-Suiza covered with escutcheons" which the "silver-grey chauffeur" told Fothergill belonged to the Spanish Royal Family, comes the bombshell, or so I think. For there is reference to Romney Summers bringing a man to dinner whom he had raced there from Oxford in his Vauxhall. The year is 1926, so this was no doubt a 30/98. The other chap was a stranger until the cars drew alongside and a mutual dinner was suggested. His name? Clement. Now he is later named as being in a Bentley, which he found difficult to reverse out of the yard but then "seemed to lift up bodily and jumped into the darkness like a thunderbolt". Surely he *must* have been Frank Clement, the Bentley works racing driver? And as the Vauxhall had once averaged 36 m.p.h. from Glasgow to Thame, it must surely have been a 30/98?

Other cars Fothergill remembers in this book include Rumball the theological student's "vast red Cadillac" (this in Oxford in 1927), Lady Osler's overloaded Ford, certainly a Model-T by the date of the incident, a "fleet of six Daimlers" which brought Summers and thirty friends to dine, and who had to go home in someone's Bentley because he hadn't noticed the departure of the Daimlers, while Richard Hughes is mentioned as still liking "the romance of poverty and a Bentley automobile", in 1927. Then comes the famous passage about Bentley and Mrs. Bentley arriving with Alan Bicknell for lunch, W.O. being described as "this timid little man". In his autobiography W.O. tells how he got his own back on the inn-keeper by driving him very fast in the new 3½-litre Bentley at its pre-release showing.

Now the fact that Fothergill was invited to that party and his frequent reference to Bentleys makes me wonder if he owned one? The only reference to personal vehicles in the book is to an open lorry and his yellow four-wheeled dog-cart. But does anyone know the kind of car he used? Because he understood cars—he notes three girls, who used the Inn lavatory without asking, as descending from a Lancia, he had an obvious dislike of Austin 7s, and remembers Geoffrey Hart as owning, in 1928, "only two Isotta-Fraschinis". Apropos Austin Sevens, one visitor, asking what he would charge to garage hers, was told by Fothergill that if she cared to have it in the bedroom, nothing, and that it would be better fitted with handles. He also recalls Mr. Jones of a well-known Estate Agents in a chauffeur-driven Austin Seven in Oxford, also in 1928.

It is rather interesting the times guests were delayed or didn't arrive in Thame because of breakdowns or punctures in those vintage years. Later in the book a Bentley, "the latest and best", is referred to, but the make of a "terrific car" which some young people owned who annoyed Fothergill (not very difficult to do!) is not named, but they are described as "certainly good with car". It was the age of chauffeurs (60 people and 11 chauffeurs one night), Rolls-Royces that filled the coach-house and "full-sized" Daimlers — I like the latter description! Sir Lionel Halsey is quoted as keeping Rolls-Royces and Minervas and eating at the Ritz in 1919-29, when Viscountess Cowdray was using "a bright yellow Rolls-Royce with chauffeur and footman in fawn with coronet". Lucas Scudamore also had a Rolls-Royce and was surely the person who raced a Ballot in speed-trials, etc.? Capt. Jones and Oldmeadow of the Brooklands Flying School (another literary reference for the Brooklands Society to note!) came to discuss a local landing ground — and wasn't Oldmeadow a Bentley owner? I am now wondering whether Fothergill was a Bentley owner himself, a matter which the Bentley DC may care to ponder.

As his Inn was close to Oxford it may not be so astonishing that several visitors were either racing drivers or of the same family. Thus we find David Plunket Greene, Arnold-Forster, Lord Donegall and others referred to while Van Raalte, described as a cigar merchant, was surely the first Bentley owner, and I thnk Alfred Biet may have been the son of Sir Otto Biet, whose 40/50 Napier Cabriolet Sir Alastair Miller converted into an anonymous Brooklands racing car.—W.B.

Morris Diamond Jubilee

THE ARRIVAL of further issues of the magazines of the Morris Register and the Bullnose Morris Club reminds me that the Diamond Jubilee year of the Morris car was well and admirably celebrated. It is pleasing to know that British Leyland entertained the Cowley Rally arrivals to lunch, and that some ex-employees of William Morris, the late Lord Nuffield, were present. They included Alfred Keene, who joined Morris in 1901 and rose to be a Morris Director (he also ran an indecently-fast single-seater bull-nose in speed trials), Carl Kingerlee who was also a Morris Director and was for 17 years Lord Nuffield's personal assistant, Cecil Cousins who requires no introduction to MOTOR SPORT readers, Bill Bestley, Stan Westby, Bill French, Frank Thornton, Fred Sheratt and John Archer. So the old Morris cars, a fine assembly ranging from a 1913 bull-nose through almost all the models up to 1939, commercials included, numbering some 128 cars, returned to their birthplace to meet some of those men who had created them. This idea originated with the Sunbeam STD Register's Wolverhampton Rally.

Ken Revis welcomed each guest in his speech and generally compered the event with his customary enthusiasm and although Lord Thomas of Remenham and Lady Thomas could not be present, as they were abroad, His Lordship, who, as Sir Miles Thomas, was Vice-Chairman of the Nuffield Organi-

Continued on page 1414

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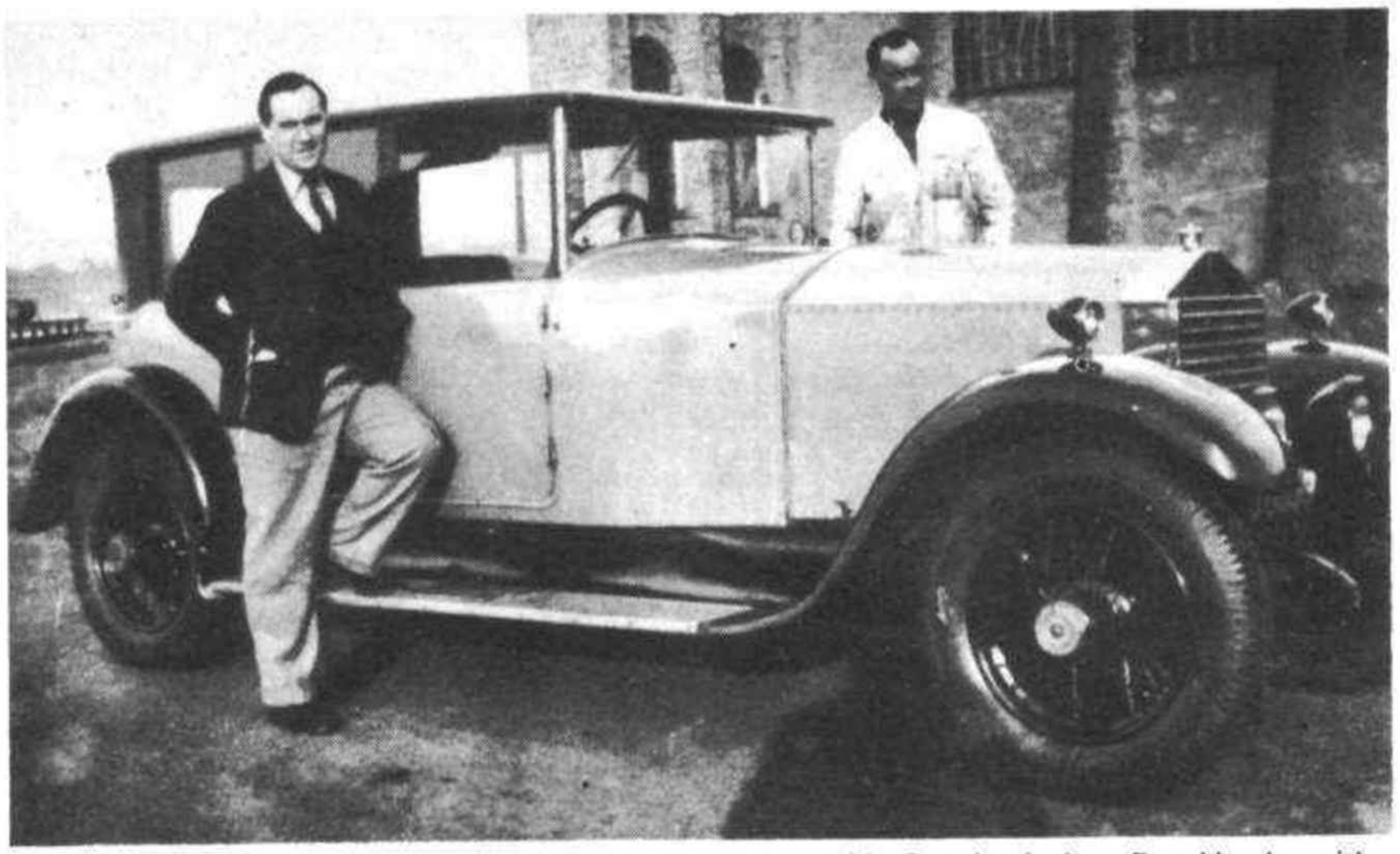
MORRIS DIAMOND JUBILEE

Continued from page 1412

sation until 1947, sent a very interesting address to be read to the assembly. He remarked that in 1924 when the "Buy British" campaign was at its height they did not care to be reminded too forcibly of the American origins of the Morris-Hotchkiss engine! Lord Thomas referred to the Bull-Nose badge, saying that it was in shape compatible with the Oxford City insignia. It was also true that the artistic outline of the bull in the badge was formed with compasses, set-squares, etc. in the Cowley drawing office, into the exact curves and precisely the dimensional shapes required, with radii and centres of diagrammatical dimensions. The result was a very virile bull, but any attempt at modesty would have raised howls of protest from the local farmers and stock-breeders (who could be good Morris customers), to say nothing of the pained looks on the faces of the cows which encountered a bull-nose Morris car on the road! Or words to that effect. Lord Thomas confirmed that the bull-nose shape of radiator helped cooling of an engine which had no water pump. He concluded by saying what a good thing it is that the enthusiasts of the Bull-Nose Morris Club and the Morris Register are, in physical form, keeping alive the memory of a splendid motor car originated by a splendid man who brought work and prosperity as well as many benefactions to so many people. "You well deserve success", he concluded.

At this memorable assembly Capt. G. E. T. Eyston was the Guest of Honour and replied on behalf of the guests. The prize winners at this Oxford Rally included a 1926 Oxford saloon which took the Bull-Nose-with-well-base-wheels class, a 1929 Oxford saloon judged to be the best Flat-Nose, a 1935 Morris Eight which won the post-1930 category, a 1926 Cowley van that headed the commercials, and a 1926 Cowley tourer which took the award for the longest distance travelled to the event. The member coming the longest distance also got a prize and had travelled from Australia, but not by car. The Ken Revis Trophy went to Miss Thomas' 1925 Oxford coupé and the Ladies' Award to Mrs. Smith's 123 Cowley tourer.

Among many other Jubilee celebrations the Morris Register had a 12-hour Endurance Run at Silverstone. Seven Morrises, from the 1926 CB-engined racing Bull-Nose "Red Flash" which Wellsteed and Cyril Paul drove at Brooklands to a modern Marina, took part. The racer retired with carburetter flooding after 270 miles and a 1959 Mini with overheating after 257 miles. The rest ran distances of from 476¼ miles to 500 miles, these including a 1948 side-valve MM-type Minor saloon which, entered by British Leyland, had only done 188 miles in its whole life before the run! The Ten-Six Cunard Special referred to in "Vintage Postbag" last month covered 492.35 miles, a 1934 Minor two-seater 476.26 miles, and a 1939 Series-E Eight saloon did 505.23 miles.—W.B.



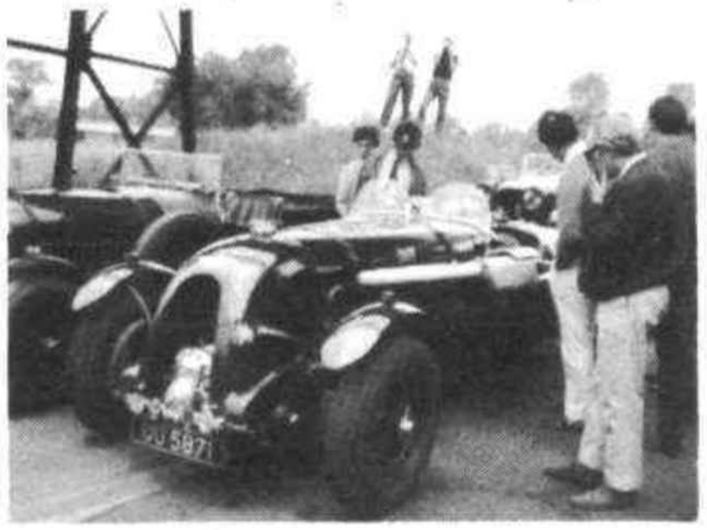
W. B. Scott and his racing mechanic E. C. Querico outside Scott's shed at Brooklands, with a Rolls-Royce he then owned.

Vintage Postbag

The ex-Birkin Bentley single-seater

Sir,

I am writing to thank you for the fascinating and erudite article which appeared in the October "Motor Sport" about the Birkin 4½ blown



single seater I was privileged, at the age of 20, to see Birkin drive the car at Brooklands in 1930. The next time I saw it was in the Jubilee run at Oulton in 1969, in 2-seater form and, as the enclosed photograph shows, B.R.G.!

Anyway, thank you for your article and for the consistently high quality of "Motor Sport" over more years than I like to think about.

Newhaven. R. Ker-Lindsay.

30/98 Brakes

Sir,

Your paragraph about the 30/98 Vauxhall Register lists the various "foreign" front axles which have been fitted, and includes an appeal to be searched in the case of the Fisher. This is not in fact a case of axle transplant but a contemporary bolt-on goodie attached to the Vauxhall axle.

Fisher also made F.W.B. for the S & G Rolls-Royce and possibly some other expensive cars in the early 1920s. A search of the *Autocar* for the years 1921-22 will reveal a description and, I think, a drawing.

It would be interesting to hear of any cars other than the Vauxhall E.269 which are so exclusively retarded.

Welwyn. "30/98"

(And, of course, it was our printers who invented a Lagonda-Lagon front axle! Ed.

R. O. Shuttleworth

Sir,

I was very interested to see a picture of Richard Shuttleworth's house – Old Warden – in your September issue. Richard was a great friend of mine and I flew up with Armstrong Payn to visit him several times. The place was certainly vast, but I'm not sure of the exact acreage. As you say, the aerodrome was easily swallowed by it. The distance from the gates at the public road to the house was example enough. One could, say, easily exceed 100 m.p.h. in this long drive.

The inside of the house was beautiful. I particularly remember the library. Army Payn, who knew more about oil paintings than anyone I knew, was thrilled. I remember him saying, as we came out of that room, in an awed whisper, "Blimey, there is at least £1 million's worth of pictures in this one room alone!"

My racing mechanic, E.C. Querico, used to work on Richard's cars in my shed at Brooklands. I enclose a photo taken by Richard near my shed Carlo Quericois standing on the far wing of my car. He was some 5 in. shorter than I, though he is cheating in the photo! I wish I still had that car now.

Dudley Watt, Tim Rose-Richards and Army Payn all used to fly up to Old Warden. They were all great mates of mine, Payn sharing the wheel with me in the 1½ G. P. Delage in the 10 hour 1931 French Grand Prix and both the latter helping me take the 1½-litre 24 hour record at Monthlery (plus a few other records on the way). All three were killed flying in the war. However, one of our special close gang remains. Deryck Hyland ("Jimmy" to his friends). He lives in

Palm Springs, California and has not been over here for a trip since 1961-62. He, too, flew in the R.A.F. in Blenheims in the war. He has a wonderful tale of Shuttleworth building a huge swimming bath at Old Warden which always leaked. He said Richard then bought an enormous fire engine to top it up with water.

He has still a few very interesting and amusing motor cars. A 3-litre 300 SL Mercedes Benz, which he still uses daily. (Exact replica of the full page picture in your September issue). Also two old Rolls-Royces.

Balsham. W. B. Scott

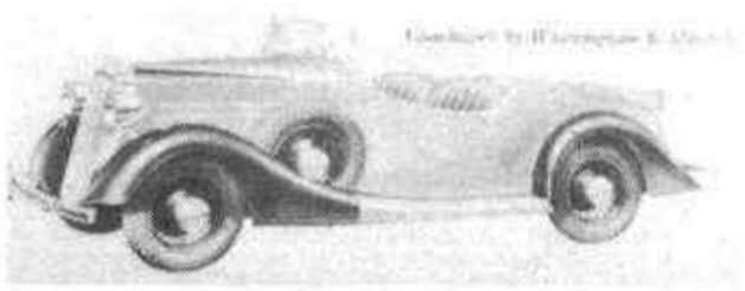
I understand that the Shuttleworth estate in those days was of some 7,000 acres . not bad for Bedfordshire! . of which about 5,000 remain.

ED.

A Rare 1935 Vauxhall

Sir,

Please find enclosed a photograph of a 1935 D. X. Vauxhall tourer, coachwork by Whittingham and Mitchell.



I have the remains of the only one of this model imported into New Zealand and am having much difficulty in locating information about it. As it is in a rather sorry state I need more information and photographs before I consider restoring it.

I have written to General Motors in the U.K., Australia and New Zealand, as well as the National Motor Museum, and almost drawn a blank everywhere. A copy of this photo is the only photo I have been able to acquire, although I have some of the almost-identical, previous model sent to me by a very generous English gentleman.

As a subscriber and an M.G. T-type owner I have had a lot of enjoyment and help through your magazine, even though it is three months old when it reaches here. Keep up the good work and I only hope you can help me with my present problem.

New Zealand. B. Goodalls.

Vauxhall Hurlinghams

Sir,

I have owned a T80 Vauxhall Hurlingham for the last 35 years and am now compiling a Register of all Vauxhalls in the U.K. having a Hurlingham body. It would seem that there were only two chassis onto which these were built namely, the 20/60, 20 h.p., 1927-29, and the T80, also known as the Silent Eighty, 23.8 h.p., 1931-32.

I have traced the present owner of the one advertised, in your February issue last year.

Perhaps you would mention that I am compiling a Register, and tell your readers that I would be glad if they would let me know of any others.

Chiswick. S. Irving.

Holland Park Bugatti

Sir,

For several years I have been trying to trace the history of my 1921 Bugatti, but with little success.

One of the clues which I have not yet used is that the last body was a very narrow 2-seater by Holland Park Bodies.

Can I impose upon your irreplaceable magazine to beg a little space in "Vintage Postbag", to find out if any of your other devoted readers know anything of this firm or of the car?

It would be a help if I could find the company records, or a director or worker, as I'd like to know when the body was built, and by whom the work was commissioned.

At some later date, the car passed into the hands of one G. C. Bishop (Aston Martin owner?) who may have owned it during 1953-54. By then most of the dreadful modifications that have been perpetrated on it were unfortunately existing, although they may help in identifying the car in relationship to other owners, before or after Mr. Bishop.

These mods are:-

(1) Chassis frame shortened at extreme rear, in peculiar manner.
(2) Front axle replaced by an Amilcar unit to give 4WB.
(3) 1925 Brescia radiator and gearbox installed (no sign of originals).
(4) "Modern" well-base wheels and tyres fitted.
(5) Bastard steering wheel installed.
(6) Twin Zeniths fitted (ex Austins 7).
(7) Other mods, all too numerous and horrible to recall.

The car was registered in Canterbury in 1950, as EJG 638, although there is a note in the Eaglesfield/Hampton Bugatti Book that it was originally registered in 1926.

H. G. Conway's records show it to have been delivered from Molsheim to Bugatti's Paris showrooms in 1921 (Chassis No. 1254, Engine No. 854) so it's a safe bet it was imported in 1926, and modified for racing shortly thereafter.

If anyone knows anything at all about Holland Park Bodies or the car itself I will be most grateful to be enlightened and it will help solve yet another "Bugatti Mystery", as God knows they are legion!

Eastleigh. D. Skinner.

Mystery Model-T

Sir,

On page 1141 of your October issue you ask for information about a Model-T Ford in a museum at Syon Park.

Could this possibly be the car that the late David Cairns and I built in Edinburgh in the late 1920s?

On a visit to the USA I brought back a lot of tuning parts. The principal items were a 16 valve head and a gearbox. The head was, I think, bronze with exhaust and inlet manifolds and a large carburettor (Carter?). The gearbox bolted on behind the standard epicyclic box and took the place of it. The bands were removed from the epicyclic box where they were the cause of much friction. The footbrake went to the back wheel drums. No reverse.

A pair of bronze lowering brackets brought the chassis down by some ten inches. They brought the front axle forward and the back axle back. This lengthened the wheelbase which was already lengthened by the extra gearbox.

Aluminium pistons we made ourselves, raising the compression to about 5 to 1. Back magneto chain driven. The magnets were removed from the flywheel which makes one wonder about the electric headlamps you mention.

Lengthening the steering column, which was a very thin flexible affair, made it highly peculiar to handle on the road. David was the driver and the only person who could keep it under control with no apparent effort – I certainly couldn't. Going fast was a petrifying experience. In its competition guise it was merely a bare chassis with one aluminium bucket seat, weighing somewhere around five hundredweight. For its day it had quite a performance. It cleaned up all the Scots sprints and hill climbs. Including one to which the Bentley company sent a beautifully turned out team under the command of the late Frank Clements. The object being to put these ignorant northerners in their place.

David always drove in a bowler hat stuffed with cotton wool which he insisted would save him in a crash. He also competed on an o.h.v. Douglas and a 500 Marster Sunbeam. This very stark outfit with its bowler-hatted charioteer always caused much merriment with rivals and spectators until they saw it perform.

Dumfries. A. H. D. Aikman Smith.

AC History

Sir,

Your 'Some AC History' article raised some nostalgic memories for me. Nigh on fifty years ago I was an apprentice at the AC factory in Thames Ditton.

The competition cars were built and serviced in a caged-off section of the production engine shop, where I spent a lot of my time scraping main and big-end bearings.

Kop Hill was a favourite venue of mine, where I used to go on my Matador Bradshaw to see Joyce take the sprint car up in spectacular fashion on the loose surface.

Other cars that come to mind during my 'time' was Thompson's 2-litre AC which broke the 24-hour record at Monthlery, driving the whole time. The Hon. Victor Bruce was a frequent visitor to the works during the preparation of his Monte Carlo Rally 2-litre. For the hour record Joyce carried a mechanic of small stature and light weight whose job was to keep the fuel tank pressurised so that Joyce could concentrate on holding the car to its correct line. The mechanic was shaken and bruised after the run, there being virtually no trim in the car to soften the bumps.

I know from personal experience how rough Brooklands track was, having acted as 'chair' ballast for some of the motorcycle racers in the late twenties.

Thank goodness for MOTOR SPORT each month; like Brooklands Track it's got 'atmosphere'.

Plymtree. D. P. Wilson.

The Black Prince

Sir,

Reference to the Union engine (by Mike Knight in the October issue) as having been used by Black Prince Motors is correct. The Black Prince cyclecar *was* produced with this engine. albeit in small numbers, and miraculously one survives.

I believe it was discovered slung on ropes in the roof of a barn. Paul Foulkes-Halbard had it for a while and the last time I saw it was at a Norman Cole auction some years ago.

The Black Prince wasn't the only car to use the Union engine. The three-wheeled Tankette of 1920 – another short-lived cyclecar – also fitted it although I think it was probably of a smaller c.c.

Hurstpierpoint. M. Worthington Williams.

Two Excellent Cars

The Editor Reports on Extended Tests of a BMW 520i and a Ford Consul 3000 GT

HAVING, in my annual "Showtime Soliloquy" last month, described the BMW and Ford as "two excellent cars", I feel I should qualify this remark. Both were submitted for extended road-tests by a confident Concessionaire, and a confident Manufacturer respectively, and the Ford was reported on in the issue for July last, the BMW in that for August. I said at the time that if there was anything more to say I would return to the subject. In fact, so dependable have both cars proved, that there is very little to add. I say this after the BMW has notched up over 8,000 miles and the Ford 10,350 miles in my care and mostly in my hands although a few other drivers have begged them from me or helped me out when they have had to go in for routine servicing and I have been testing other cars.

In those mileages, mostly driven pretty hard, reliability has been outstanding. The Ford had a shake in the steering caused, I was told, by the ventilated front brake discs going out of true – apparently holes are drilled in them to improve cooling, which weakens them – and as no replacements were at first available, I put up with this for a long time, as it was neither really unpleasant nor dangerous. The good Alf Belsen has since changed them and all is serene in that department. The fierce clutch, which one comes to live with, remains, so it is difficult to disguise clonks from the transmission as the drive takes up. There have been no actual failures of anything apart from a turn-indicator bulb and fuel-gauge – the latter quite a good ploy, because if you lent the Ford to anyone, they immediately assumed that you had given them very little fuel with it or it had been milked overnight, so, of course, being nice people, they topped it up!

One such friend carried extremely heavy machinery in the boot, which did not seem to distress the suspension in any lasting way. I like this 3-litre Consul very much. It is a great load carrier, its upholstery puts up well with dogs and it is a nice car on long or short runs, when you do not need to do more gear-changing than you want to. A contrast to the more sporting BMW. The Consul, indeed, has been favourably commented on by everyone who has sampled it, from these aspects, and I miss very much its openable roof, when in other cars.

I have carelessly kept no log of the quantity of fuel used but it gave 22-24 m.p.g. over a big mileage, depending on driving conditions, and its rugged V6 engine never needs oil between its infrequent servicing, which has tended to run over the specified 6,000 miles. It is a car which, although obviously far more refined, much better at fast cornering and so on, reminds me of those excellent pre-war Ford V8s which brought high-performance within the reach of family-car customers.

The one irritating thing this Consul did was to refuse to keep its broad bonnet shut, and that shortly after leaving a Model-T occasion organised by Fords at their new Droitwich Spares Department, for all the world as if it was jealous that I had deserted it that day for a flivver. I cured this by brutally flexing the bonnet panel and thought no more of it. Then, after it had been serviced, I drove from Brentford to the Office at EC2, and was feeling happy to have this easy-running, comfortable car to drive the 180 miles home in, when after a few miles, up flew that bonnet. This time nothing would induce it to stay shut. I had a miserable, slow drive, not trusting the safety catch at high speeds. A local Ford dealer was defeated, as I had been after so adjusting the catch that I thought Alf would need a flame-cutter to get inside the engine compartment afterwards. A friend who knows about ships rigged up a secure system of straps using some bungee rubber and binder twine. For weeks I drove happily about, the power unit requiring no oil or to be looked at. Finally, at the next opportunity, Alf Belsen look at it, found a stretched cable, replaced it, and that shortcoming has never recurred. And that is really all I have to add about some very enjoyable usage of the big V6 Ford, except that my eldest daughter, although fortunately no Amazon, has never complained about the lack of power steering, and is as pleased as I am with the Consul/Granada Fords.

The BMW is a different sort of car. You feel a clown not to drive it hard, using the gearbox as it should be used and the truly splendid road-clinging to the full. The urge, even in top gear, from the fuel-injection 2-litre engine, is most impressive and very fine average speeds can be set up, in comfort and security. If there is a point I failed to make in the original report, it is that the car is rather noisy at Motorway cruising speeds, but it is after all, a sporting saloon – very much so.

The only trouble, and that is a harsh term, to have occurred has been a tendency for the engine to idle roughly and tend to stall in traffic, approaching the 4,000 servicing periods. I used to get this with the BMW 2500 and then it was the plugs fluffing after too much slow running. With the 520i it is apparently a question of adjustment to the fuel injection system. Again I have kept no careful record of the consumption of liquids – good intentions are so seldom maintained! – but the petrol thirst is quite exceptionally economic – over 30 m.p.g. being noted quite frequently, and about 27 m.p.g. overall. Again, oil consumption is negligible.

One rather odd fault, for a £3,700 car, was the advent of a piece of metal under the cushion of the driver's cloth-upholstered seat. I hardly noticed this but Raymond Playfoot, who is a 100% efficient PRO once you have forgiven him his Motor Show lion cub lapse, said he found it most uncomfortable and it would be fixed when next I could spare the car. They are doing that now, but I have not found very apparent what is causing the protrusion, nor has it troubled my shape of posterior.

So there you have it. Two very excellent, dependable, enjoyable cars, complementary one to the other, because they have such different characteristics. The BMW makes almost every other car which comes to me for appraisal seem inferior in several or a great many aspects. The Ford is a most accommodating car when you don't want to drive quite so thrustfully or you need even more space. The BMW has extra-special instrumentation whereas the Ford's is better not discussed and I think the 520 is the least impressive BMW to look at, whereas the Ford styling appeals. But really it is a fact that I have been very satisfied with both and could be happy to personally own either. Incidentally, both are Michelin shod and I have had absolutely no tyre trouble and all eight tyres have a useful life left on them. – W.B.



The Consul's bonnet preferred to be open – so precautions were taken. The trouble was cured at servicing and never re-occurred.



AN EXCELLENT PAIR of quick luxury saloons, one a very safe-handling sporting model,the other more spacious and less-exacting to drive, so that one was complementary to the other.

ROAD TEST

The ALFASUD

An Alfa Romeo for the proletariat

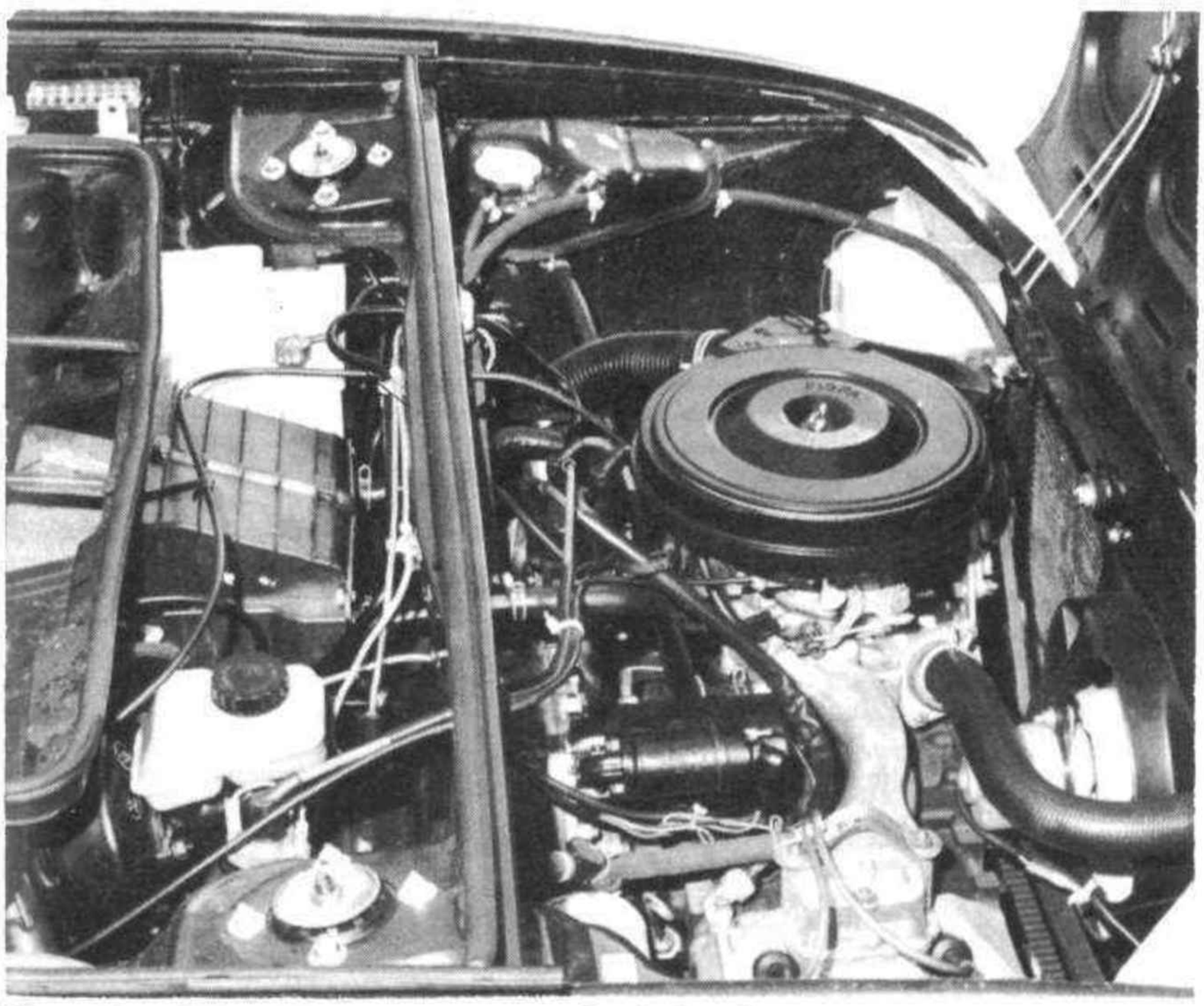
THE ALFASUD is Alfa Romeo's first challenger in the small car market, a distinct departure from the Milan company's previous offerings and to produce it a new factory has been created at Pomigliano near Naples. In Italy this front-wheel-drive "Alfa for the masses" may well be a cheap car, but by the time it has travelled overland to Britain the price has escalated to a few pence under £1,400, a great deal of money to pay for an 1,186-c.c. family saloon.



On the credit side the Alfasud has a sophisticated flat-four engine, superb handling and road-holding, is surprisingly spacious, the four-door body being capable of carrying five people with adequate luggage, and is astonishingly quiet and comfortable. However, its appointments are cheap and tasteless and its performance is most un-Alfa-like. While acceleration figures of 0-60 in 14.9 sec. and a top speed of over 90 m.p.h. are extremely creditable for such a small engine (they're just about as good as the current Triumph Spitfire) they fail to reveal the real drawback of the Alfasud, a disappointing lack of low speed torque and throttle response leading to the need for far too many revs. to move the 16.3 cwt. car from rest and continual rowing of the precise gear-change, the lever being surrounded by the usual Alfa bellows and linked to the gearbox by a rod system. Performance drops considerably with a full load.

Once under way at reasonable speed on the open road the sophistication of the Alfasud is apparent in its quietness and ease of cruising up to maximum speed, but for driving around town I find my wife's Escort 1100 (shod with Michelin ZX, a transformation) much more enjoyable, quicker through the traffic because of the better low-speed engine characteristics and easier to park. It is also £450 cheaper and gives a 12 m.p.g. better overall fuel consumption than the Alfasud's 24 m.p.g.

Impressions of the test car were coloured by a carburetter malady which I hope was restricted to this car. When engine temperature rose under conditions of hard driving or heavy traffic, the flat-four lost power and failed to respond to the throttle immediately. The car was returned to Alfa's Edgware Road headquarters for a day for rectification, but the symptoms returned while heading back to the office through heavy traffic. I can't help looking suspiciously at the induction design as a whole and wondering whether this could be an inherent problem. A little single-choke Solex carburetter sits on top and in the middle of the one-piece, cast iron engine block and feeds the mixture through two very long, water heated, alloy inlet manifolds, one to each bank. Those inlet tracts are extraordinarily long, surrounded by hot water and directly in the rising heat from the engine block, which could perhaps account for the malady appearing when the engine became hot. In any case the size of the carburetter must restrict the power output, though it didn't seem to help economy.



The positions of the McPherson strut top mountings in the sub-compartment denote the approximate axle line—the flat-four engine is mounted well ahead. Note the long inlet manifold, one of a pair.

This 63 b.h.p. DIN at 6,000 r.p.m., 80 mm. bore x 59 mm. stroke (grossly oversquare and surely designed ultimately for a longer stroke) Alfa engine sits ahead of the front wheels, its configuration allowing for a low bonnet line and considerably lowering the roll centre. Drive to the front wheels is via an all indirect four-speed gearbox behind the engine, contained in the same alloy casing as the hypoid differential and the self-adjusting, 7 in. single-plate, hydraulic clutch. Driveshafts have double constant velocity joints. Though the engine block is iron, the cross-flow cylinder heads are alloy. Combustion chambers are in the pistons plus a small part of the cylinders. There is a single overhead camshaft to each bank, activated by toothed belts from the steel crankshaft and easy tappet clearance is provided by an Allen-key operated screw pad on top of each valve stem, accessible through holes in the camshaft. A four-branch exhaust manifold, two pipes per bank, merges into a single system. The

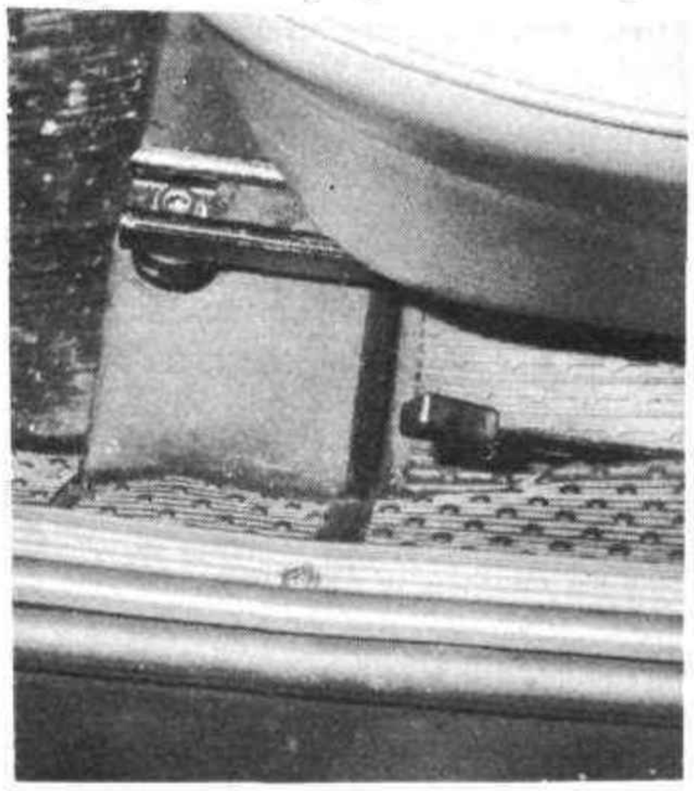
front-mounted radiator is aided by a thermostatically controlled electric fan and an alternator is standard.

Within a sort of sub-compartment between the windscreen and the engine are housed the top mountings of the McPherson struts, a Varta battery, a screenwasher bottle, fuse box, tandem brake master cylinder, reservoir and £15.49 worth of optional servo, and the steering rack and pinion. This double bulkhead, together with liberal use of sound deadening materials insulates occupants from engine noise most effectively.

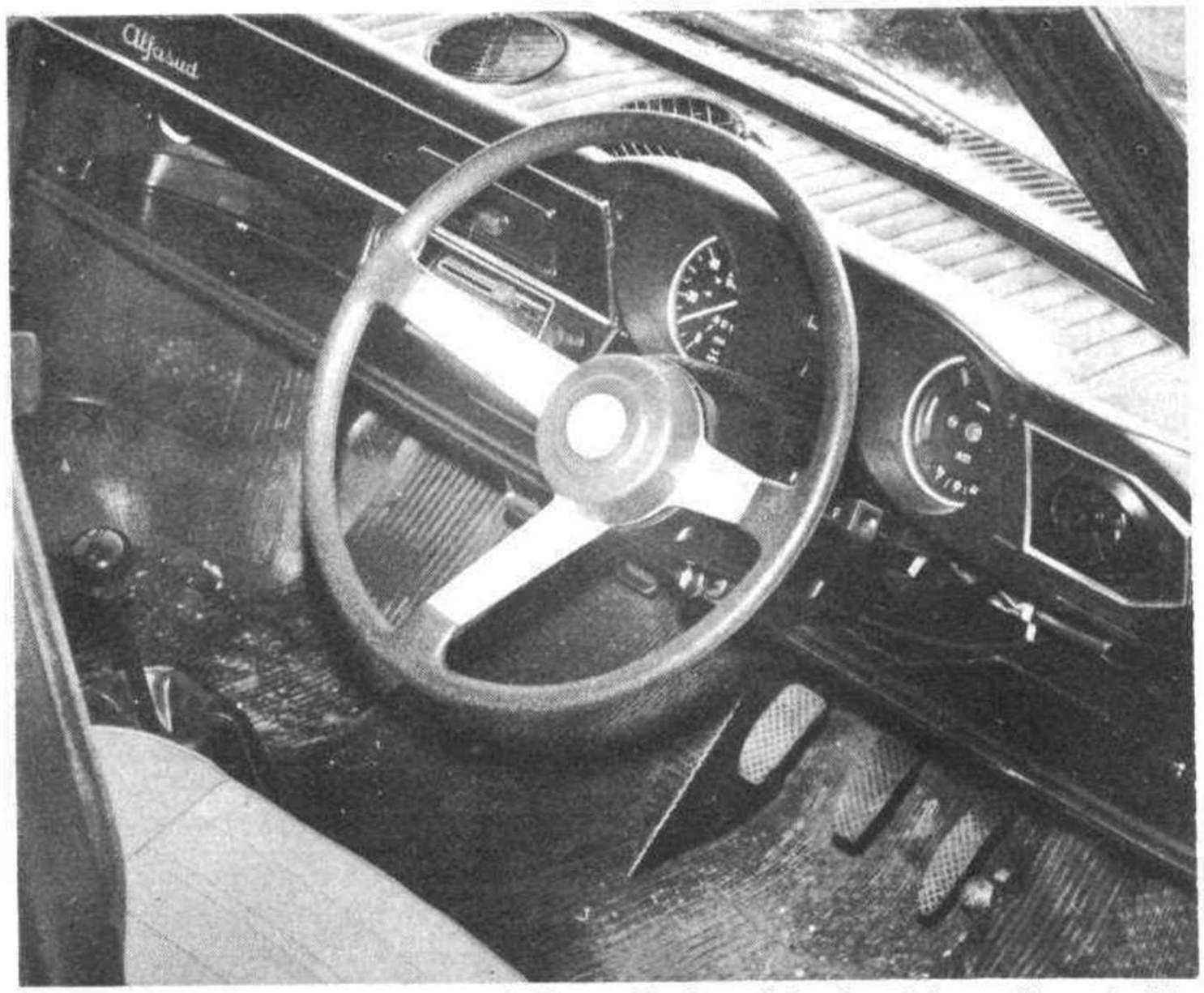
The front suspension is McPherson strut type and the rear is equally simple, employing a beam axle controlled by a Panhard rod, Watts linkage and vertical dampers/coil springs, a system which keeps the wheels effectively vertical at all times. It consumes very little space, too, enabling an 11 gallon fuel tank to be fitted under the flat boot floor, along with the spare wheel. The track is very wide, which, combined with the fat 165/70 SR 13 Ceat tyres, gives the Alfasud a pronounced "glued to the road" squat appearance.

The Alfasud is the antithesis of the old tale about cars being overpowered for the chassis. To do full justice to this little Italian's splendid roadholding another 30 or 40 b.h.p. would be required and the brakes too should cope with such increased performance. Four-wheel discs are quite an innovation for a small car and what's more the 10.15 in. front ones are inboard mounted and have the handbrake connected to them. The rear discs are of 9.17 in. diameter. Resultant braking is excellent without a trace of instability or wheel-locking. I cannot recall another front-wheel-drive car with such precise and pleasant steering and the handling is impressive, with very little roll and only moderate understeer. Wet or dry the Ceat radials are almost impossible to break away. The ride over any surface is almost as good as the Citroën GS, which the Alfasud exceeds slightly in price, and the general feeling behind the wheel is one of tautness in suspension and body.

Once a high cruising speed has been reached and can be maintained the Alfasud is able to show superiority over several 2-litre cars in terms of lack of wind noise and subdued engine and road noises. Even better, straight line stability up to maximum speed



The offending left-hand boot opening lever.



The steering column is adjustable and the driving position is good, but the pedals are offset to the left, the floor is rubber covered and instrumentation is restricted.

is the equal of any car on the road today, another virtue of the engine in the nose and front-wheel-drive.

The interior is cheap and disappointing. Rubber mats cover the floor, admittedly practical but lowering the tone, the facia and door trims are cheap and plasticky and there is not even a lidded cubby-hole. Seats are cloth-covered and comfortable, but the knurled knobs for adjusting the back-rests are obstructed by the door pillars. The driving position is excellent, the dished, alloy spoked, soft plastic rimmed wheel being adjustable in an up-and-down plane. Unfortunately the pedals are set too far to the left. The Veglia speedometer has a trip mileometer and is red-lined at 26, 48 and 72 m.p.h. intermediate gear speeds, but the engine characteristics cry out for a tachometer. A second dial contains a badly fluctuating fuel gauge and warning lights for alternator charge, oil pressure and water temperature (extinguished at 45°C from cold and activated if the coolant becomes too hot). More warning lights between the dials advise of flashers, main beam and choke behaviour. Warning lights are no substitute for proper instruments in a £1,400 car. A right-hand steering column stalk controls the two-speed wipers (which lift partly off the screen above 75-80 m.p.h.), two-speed heater blower, powerful but noisy on its fastest speed, and the horn. The opposite stalk controls indicators and all the light functions. Whilst Alfa were at it they could have added an electric screenwasher to the steering column controls in place of the manual pump on the facia.

Heating and ventilation is effective in everything except demisting: the steeply sloping back window mists up instantly on cold mornings or in wet weather and I consider it quite ludicrous that such a window design should not include a heated screen at the Alfasud's price. Ventilation is via eyeballs at each end of the facia and demisting via Escort-type grilles in the facia top. A crude plastic flap operated by the left toe switches from heat to demist. Another annoyance is the interior boot lid handle mounted on the left of the passenger seat (put there of course for l.h.d. operation). Impossible to reach from the r.h.d. driver's seat and difficult to move at all without opening the passenger door. The boot lid itself lacks a prop and fumbling fingers usually let it fall, meaning another trip round to the passenger door.

The Alfasud has an appealing appearance and distinguished cornering, cruising and braking behaviour, but its engine lacks the essential torque to make it pleasant. Many of its appointments are cheap too, but it is likeable and distinctive. I suggest that potential customers take a long, hard look at its value for money, however (and the same goes for any foreign car purchasers at the moment), and look at what they can Buy British for the same price. Take, for example, the 2.3-litre Vauxhall Magnum four-door which offers over 100 m.p.h., 0-60 in around 10 sec., similar fuel consumption to the Alfasud, vast torque and tractability and every interior comfort except radio for £1,318. Then decide whether you can afford to pay the price of individuality.—C.R.

As this section of Motor Sport goes to press, the Assistant Editor should be in Naples testing a twin-carburetter version of the Alfasud. Presumably this will remove some of the performance criticisms, but doubtless at a hefty premium.

MAURICE GOMM—

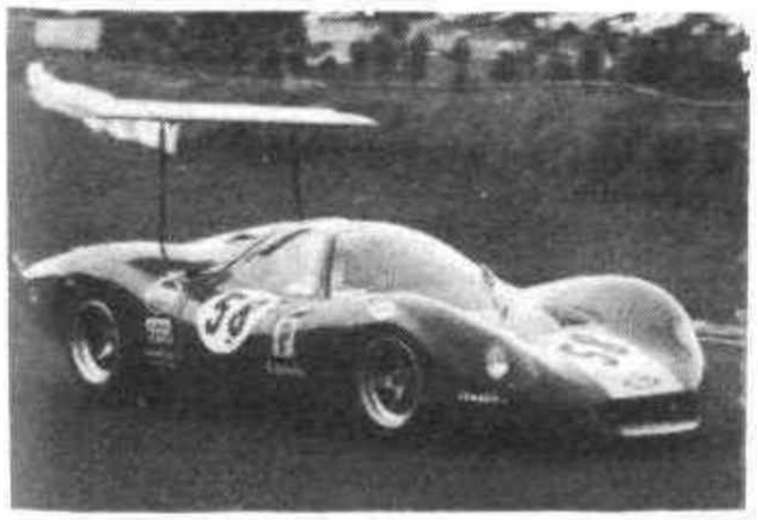
a craftsman in metal



Maurice Gomm, in white coat, with the craftsmen of Old Woking. Left to right: *Nobby Sharp, Mick Gomm, Dave Gourley, Phil Kettle (partly hidden by Hughie Gomm), Francis Gomm, Mick Andrews, Barry Bolton and designer Len Bailey.*

MOTORING SPORT is full of backroom boys, quiet men who get on with their favourite job of assisting in the success of others, don't expect the praise and glory to be showered upon them but fill with inner pride and contentment when their charges do them proud. These are the men without whom motoring sport would fade into a shadow, dedicated men who work long hours not just to earn a good living but to put something into the sport they love the one way they know how. Such a man is Maurice Gomm and the signed photographs and messages of gratitude from World Champions, other famous drivers and team managers which decorate his office at Gomm Metal Developments Ltd., Manor Way, Old Woking, Surrey give some indication of the esteem in which this greying, modest and generous man is held.

Maurice Gomm is a panel-beater extraordinary, the Emperor of the trade, a craftsman in metal who has contributed in small or major ways to virtually every international victory won by a British (and many foreign) cars in racing and rallying for more than a decade. He and his equally skilful employees, who include his three sons, Hugh, Mick and Francis, have contributed towards victory in countless World Championships, including Stewart's latest one, Indianapolis for Graham Hill, Le Mans, Can-Am, the Tasman series, the Hillman Hunter's London-Sydney Marathon win and Ford's Safari and London-Mexico wins. The list is endless, for Gomm sheet metal products are included in virtually every competitive racing and rally car in the country. The product could be anything from an oil tank to feed a dry-sump system to a complete chassis and body for a Formula One or Can-Am car, but whatever, the interlinked MG initials on it denote its pedigree ancestry. Think, for instance, of all the successes garnered by works Ford Escorts over the years. Gomm Metal Developments prepare every works racing/rally Escort bodyshell to the point where only spraying and assembly of the mechanical components is required at Boreham.



The Alan Mann Ford-Cosworth P68, or F3L, with temporary wing, at Brands Hatch, 1968. Three were built with monocoque bodies by Gomm.

The compact Gomm factory (an additional building is about to be constructed on adjoining land) is a goldmine of interest, bestrewn with racing cars, bits of racing cars and embryonic racing cars. Eight works Escort shells are in various states of preparation in the main workshop, two for the Monte Carlo Rally and no less than six for the World Cup Rally. Ford have yet to announce their plans, but one would assume that three of these may be recce cars. Alongside them is the buck (the complex form around which the aluminium panels are formed) of the fixed-head Le-Mans Mirage body, the most advanced car aerodynamically in terms of penetration and downthrust that its designer Len Bailey has ever met. Sadly it was damned by the inadequacies of its Weslake V12.

The adjoining workshop has its own very special claim to fame, the scene of a BBC television documentary, for this is the home of Graham Hill's Embassy Racing Team, this season revolving around the Embassy Shadow, but next year Graham's new Lola, supervised by Dave Kaylor. The Shadow was built in its entirety at Old Woking, but Maurice (Mo) Gomm does not have a direct interest in the running of the team. Graham was looking for a base and Maurice offered his hospitality, as simple as that.

Indeed, Mo Gomm's hospitality is legendary in racing circles. Many are the constructors and teams who have started their careers in his generously loaned space. This season another corner of the Hill workshop has been occupied by Brett Lunger's F2/Chevron looked after by Tony Fox.

But the story doesn't end at racing cars. A complete Manx Norton engine rests on a bench in the main workshop, while bits of a similar engine cover another bench in an adjoining room. And underneath a green canvas cover lies Maurice Gomm's Manx Norton. Mo is a motorcycling fanatic too and has entered the Manx Norton for a number of riders in the island of its name. The bike is prepared by Phil Kettle, one of the few Manx Norton tuners left. Phil, who worked for the legendary tuner Francis Beart for 16 years before setting up on his own, runs his business from the Gomm premises in return for preparing the Gomm Norton.

Gomm developed an interest in things mechanical at an early age, and had not war intervened would have taken up the then very popular motorcycle grass track racing. In fact the War provided him with the next best thing — he became a despatch rider, but not before he'd learned his trade on the construction of Wellingtons and Wellesleys for Vickers-Armstrong Ltd. in the early years of the War. This provided invaluable experience with light alloys for his racing car work of later years.

After the War he worked for a company called HBR at Sunbury, making sheet metal work for all sorts of uses, of which particularly he remembers some peculiar bodies constructed on Ford V8 chassis for the Anglo-Iranian Oil Company. It was Paul Emeryson ("I can't understand why he never became a Formula One driver — he was brilliant") who set Gomm on the road to his current success by asking him to do some work for him on the Emeryson 500s in his spare time at evenings and weekends, along with Nobby Sharp, the man responsible for most of the beautiful, hand-beaten shapes emanating from Old Woking today. Subsequently 22 years ago Gomm went into business on his own, originally as K.P. Engineering at Chertsey, later moving to Byfleet and Camberley before moving to Old Woking five years ago. Practically the first job he did was on an ex-Parry Thomas chassis, possibly a "Flat-Iron", but he can't remember for certain, belonging to Vaughan Davis. But bread-and-butter work was far

less exciting for this aspiring racing driver who had built three Austin Seven Specials and was racing one in 750 MC events against the likes of Colin Chapman. The mainstay of his business was making metal cases for carrying artificial insemination kits for the Milk Marketing Board! From 750 racing Gomm transferred to driving 500s, an Arnott first, followed by an Emeryson and a Cooper, but his racing career fell to the demands of his business.

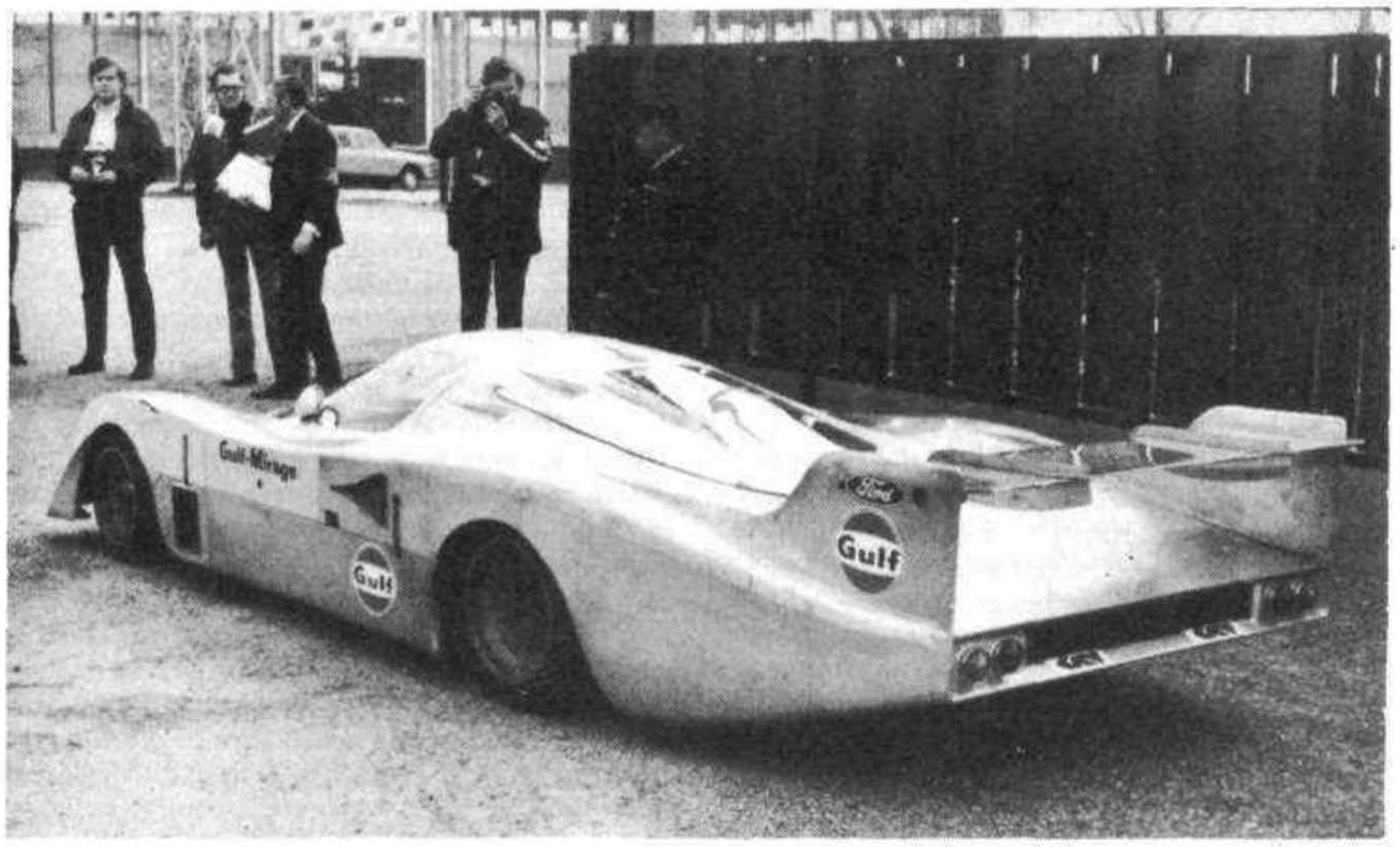
More and more racing car designers beat a path to Gomm's doorstep and among the first of these was John Tojeiro, who required bodywork on the 1100 Tojeiro and later on some of the work on Tojeiro-Jaguars. Tojeiro had designed the AC Ace/Cobra, etc., chassis and so it was that Gomm was commissioned to build the bodywork for the 1964 AC Le Mans car, the Daytona Cobra, more notorious for its high-speed excursions up the M1 and its alleged influence on the imposition of a maximum speed limit.

Another customer in the late '50s was Brian Lister, Archie Scott-Brown's Lister-Jaguar in particular being recalled. Round about the same time in 1956/57 a civil engineer and amateur racing driver from Bromley rang Mo to ask whether he could make the front and rear shaped aluminium panels for a racing special he was constructing. His name was Eric Broadley and the request marked the start of Lola cars and a long and friendly association between Eric and Mo. The Lola was so successful that Broadley rang Gomm one day with a request for five more lots of panels. The demand became such that Broadley asked Mo whether he should give up his civil engineering and concentrate on racing car manufacture full time. He did, and for two years Lola Cars shared Gomm's West Byfleet premises whilst Broadley established himself sufficiently to take on his own factory.

Formula Junior days were busy ones for Gomm, just about every manufacturer demanding his services. Round about this time John Cooper requested some fuel and oil tanks, the start of an association which only ended with the demise of Coopers and led to Gomm becoming acquainted with Bruce McLaren and Jack Brabham both of whom used his services when they turned constructors. When Bruce McLaren was testing the Ford GT, the development of the Lola GT with which the Ford Motor Co. had become involved, problems with the oil tank were encountered and Bruce McLaren put Ford in touch with Gomm. That was how the Gomm/Ford relationship started, for which Mo is eternally grateful to Bruce and since when his company has never looked back.

The Ford GT developed into the GT40 for which Gomm manufactured all the metal fabrications. Gomm thus met Len Bailey, the GT40 chief engineer. Len later moved to Alan Mann Racing to design the racing Escorts, for which Gomm prepared most of the shells and when Bailey was called upon to design the starring car of "Chitty Chitty Bang Bang" Gomm built five chassis and bodies for the different variations of the car in the film. Alan Mann then built up the complete cars. Gomm is no stranger to the film industry, a dummy cockpit for the film "The Sound Barrier" starring Ann Todd having been one of the first things he constructed after starting his own business. An incredibly futuristic Len Bailey-designed car based on Zodiac running gear for the television series "U.F.O." was made at Old Woking. He rather enjoys this sort of work as a change from what are to him routine competition cars, although the Howmet gas-turbine car rebodied in 1968 after crashing at Le Mans was hardly conventional. Subsequently Gomm built the 1970 Howmet.





Below: *A supreme example of Gomm craftsmanship and Bailey artistry, the Gulf-Mirage V12 Le Mans car. This aerodynamic masterpiece hasn't run since the Le Mans test day, but may be redesigned to accept a DFV in place of the Weslake V12.* Above: *The buck around which the aluminium body was shaped.*

Gomm enjoys a remarkably successful working relationship with Len Bailey, who has occupied a first floor drawing office at Old Woking since he left Ford's employment six months ago. In fact Len's move to self-employment has done little to change this long liaison — Len continues to design things and Mo makes them, articles ranging over the years from oil tanks again to the Mirage monocoques and chassis, Frank Williams' Politoys-Ford (built completely at Old Woking) and those beautiful Ford F3Ls, the Ford 3-litre prototypes built by Alan Mann which Chris Irwin demolished at the Nurburgring. Five GT70s, another Bailey design, have been built at Old Woking, too. Len Bailey confesses that he has more Ford work coming in now than he had when he worked for them: he has a consultancy contract with them, the upshot of which is that whereas previously he worked exclusively for Boreham and associated projects amongst outside Ford competitors, now he works for AVO too. He has a contract with Gulf too, a logical step since he worked for them with Ford, and hopefully will continue development of the Mirage, his design baby from the outset. He's extremely hopeful for next year's Mirage, anticipating better progress now that he has been able to redesign the rear end to accept the Cosworth DFV exclusively, instead of it being a compromise to accept both this V8 and the Weslake V12. The Gulf team should be in a happier tyre situation too now that Firestone tyres are catching up with Goodyear and larger diameters will be available, though this will mean big suspension and chassis modifications to the Mirage. But he still rues the failure of the closed Mirage, a superb body let down by the wrong engine.

Bailey has designed a new Formula One car and confides that he had hoped that Graham Hill might have decided to use this design to build his own car, instead of choosing the Lola. The design is fairly conventional around a DFV and Bailey is attempting to have it accepted elsewhere. But he and Gomm had hoped that if Hill had taken it on they could have developed into complete F1 constructors instead of making tubs and bodywork for others. Amongst Gomm's past F1 triumphs was helping with the original Tyrrell 001 for Stewart, the Gomm works suffering intense security for several months while the monocoque and bodywork were constructed (aluminium bodywork originally, from which glassfibre moulds were taken).

Apart from doing prototype monocoques and bodywork for single-seaters and sports cars there is a rare old trade in repairing damaged cars such as Roy Woods' Indianapolis McLaren which had been flown over from the States when I was in Old Woking, and manufacturing wings and aerofoils for most constructors, including Lotus particularly.

Security is quite a problem as one can imagine when top-secret projects have to be hidden from rival constructors who are also Gomm customers. No representatives are accepted without prior appointment to avoid them stumbling deliberately or unknowingly over new designs. This should prove less of a problem when the additional building has been constructed away from the offices.

Monocoque tubs are built up from drawings, while the aluminium bodies are rolled and tapped into shape around bucks similar to that of the Mirage shown, though the aluminium bucks themselves have to be made following the designers drawings, an operation almost as complex as making the body. In the old days there were very often no accurate drawings available and often replacement body panels had to be copied from photographs, but the "design on a fag packet" era seems to have given way to proper draughtsmanship. However, the firm is about to undertake the complete rebodying of a Cooper Monaco working exclusively from photographs.

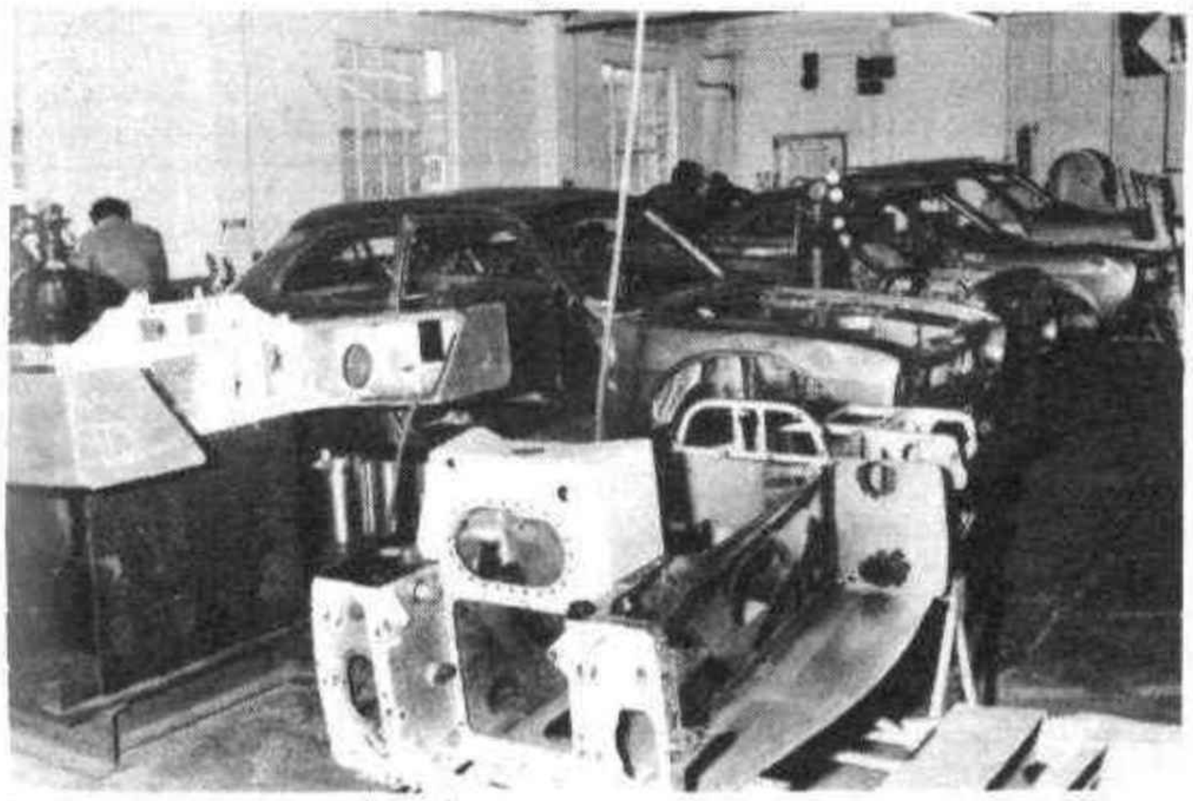
Aluminium body and chassis construction isn't the limit of Gomm's scope. Ford employ him to make or modify prototype axles, Watts linkages, radius arms and so on for Escorts and Capris, usually, of course, of Len Bailey design. It was interesting to see that the Escort rally shells undergoing preparation were to have coil-sprung racing type rear suspension, similar to that tried recently by Roger Clark. Incidentally, the day after my visit John Taylor won the very first European Rallycross Championship with a Gomm-shelled Escort, another championship to the firm's credit. Other diverse activities include tank manufacture for British Antarctic Expedition Snowcats.

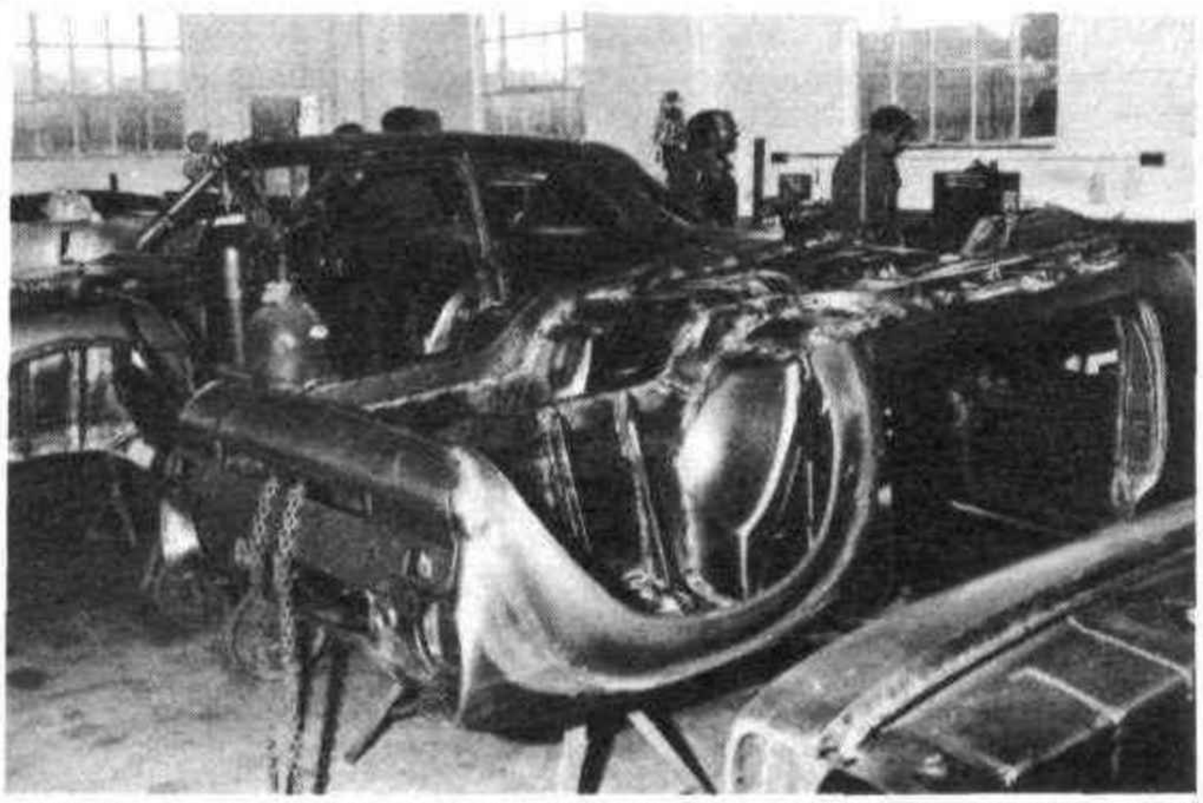
Gomm has also been a racing car as well as bike entrant, running an F3 Lotus 59 in conjunction with Dickie Metcalfe for David Cole to drive in 1970. The said Dickie Metcalfe is a somewhat remarkable character well known at Brooklands as C. Le Strange Metcalfe in cars such as Abbot-Nash and Horstmann and at other circuits after the war in a Fiat Balilla, who continues to race at the age of sixty-six, nowadays in a Lotus 23C with a twin cam engine and, when it has been restored by Maurice Gomm, a pushrod 23B. Both cars live at the Gomm premises where Dickie Metcalfe is a frequent interesting and knowledgeable visitor.

At the age of 51 and with such a successful business around him Maurice Gomm might have been expected to enjoy more leisure time and leave much of the load to his sons and the two leading men, Nobby Sharp, who joined him from HBR eighteen years ago and is the main shaping and panelbeating exponent and Barry Bolton, the monocoque expert. On the contrary, this sole directer of Gomm Metal Developments Ltd. (his wife Linda is the company secretary) devotes 12 hours each weekday, five hours on a Saturday and several more hours on a Sunday to the business which he loves. To Maurice Gomm his work may be a pleasure, but to motoring sport it is an essential service.—C.R.



Embassy Racing with Graham Hill resides in part of the Gomm works where the building of the Shadow from scratch was filmed for TV. With the season over, Hill's mechanics (who have included Mick Gomm for part of the season) prepare the car for display and await the new Lola's arrival.





Left: *The tub of a damaged Indianapolis McLaren (foreground) and a new Mirage monocoque in company with future works Escorts. Gomm Metal Developments prepare all Boreham's race and rally shells. Some of the work is easier upside down* (right). *Strengthening, new pick-up points for coil-spring suspension, wheel arch extensions and larger transmission tunnels to take ZF gearboxes are some of the jobs tackled.*

ROAD IMPRESSIONS–

The Volkswagen Passat LS coupe



AFTER AN ABSENCE from Volkswagen driving for a considerable time it was interesting to find myself, once a confirmed VW enthusiast whose image in this light has not rubbed away after some fifteen or more years, driving the latest Wolfsburg offering – or would have been if I could regard the VW Passat as anything other than a badge-engineered Audi. True, Volkswagen have their own ideas about gear linkage, body styling and suspension rates, but broadly the Passat is an Audi 80 with the VW badge on it, and a rather poor indented Wolfsburg castle symbol on the cross-spoke of the steering wheel.

However, the finish and trim are in the excellent VW tradition and keys and hand-book reminded immediately of my old, well-loved Beetle. And in its own right the Passat LS two-door coupe, which is the car at present being sold by VW dealers in this country, is a very acceptable family car. The LS is the mid-way model with the 1,471 c.c., 75 b.h.p. engine, an economy 1,296 c.c. version and an 85 b.h.p. TS 1½-litre model being available, also an estate-car body. As this is basically an Audi there is water-cooling, front-wheel-drive and the special Audi steering geometry which is planned to give straight-line running when braking hard on slippery surfaces or should a front tyre blow out or aquaplaning conditions be encountered – the poor man's Maxaret, although on a different principle. For die-hard Beetle fans, such as I confess still to be, the rear-engined, air-cooled insect persists, in much improved guise.

I found the Passat a very willing, restful car, quick about the place without calling for the higher echelons of skill or concentration. It felt less stable, obviously than the BMW I had temporarily exchanged it for, but does corner very safely with no real hint of driven front wheels, the understeer of extremely rapid cornering becoming neutral for the average fast driver. Like my early Beetle, the steering, geared 3¼ turns, lock-to-lock, is very smooth and pleasant, needing a light touch from those accustomed to beefier control. The servo disc/drum brakes, their hydraulic circuit split diagonally, can be forgotten, so effective are they, although when using them one encounters uncomfortably off-set, rather close together pedals, nor is there anywhere to park the left foot.

For Motorway driving I thought the Passat noisy, for the engine buzzes a bit, but this is not really fair criticism, because for a family type car it isn't excessively loud and also this is another penalty of the British speed-limit, because if the car is allowed to increase its speed towards its 98 m.p.h. maximum, it quietens out quite noticeably.

The vague gear change, with the positions clearly marked in the nacelle before the driver, sometimes baulked badly getting into bottom and second. The seats have a durable knap-surfaced cloth trim but are hard in the cushion, although otherwise fairly comfortable on long runs. The front back rests are adjustable by means of small black knobs but the driver found his stiff and tended to reach out and use the higher knob intended for quick release to give back-seat access because the squabs do not move under spring action. On the passenger side the seat back did not move forward properly for this purpose. That, and a knob which came off the rheostat panel-lighting control and a rather nasty Yale-like petrol-filler-cap key were the only out-of-Wolfsburg tradition items I found fault with.

Once you understand their action and allowing for the confusing lighting sequences to comply with the German never-sidelamps-only law, the minor controls are excellent and *very* neat. Two substantial stalks look after the usual services, with the horn sounded by pressing the steering wheel spoke. Neat little press buttons, with in-built lights, look after hazard-warning, rear window heater (Sekurit) and side and headlamps, dipping being by flicking the left stalk lever. The two-speed wipers, properly angled for r.h.d., are operated by the r.h. stalk and there is a powerful electric washer.

The shallow simulated wood fascia has also the rheostat knob aforementioned, excellent fresh-air vents at its extremities, and the simple heater controls, with two horizontal quadrants for positioning and two-speed fan and quantity of air and a big knob for heat-control. The heater is very good indeed and simple to use. The Vdo instruments comprise the 110 m.p.h. speedometer and matching dial containing six tell-tales and the heat and fuel gauges, with a Vdo quartz crystal clock of smaller diameter between them, all in a nacelle before the driver. In certain conditions of day-light the fuel contents are almost impossible to read but the gauge is commendably

Continued on page 1425





There have been so many take-over stories about Volkswagen that we are a bit confused. . . .



We'll put a stop to whatever you're up to.

The increased performance of a 'hotted-up' engine means your brakes are going to get very hot. Kinetic energy increases as the square of the speed.

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accurate, if very slow in operating. VW apparently discourage having loose objects about the car, the stowages being confined to a driver's under-fascia shelf and a lockable under-fascia drop well. These are unobtrusively placed. The ignition key was a bit difficult to put into the steering-column lock. The interior and internal door handles, and the arm-rests, etc. are very nicely contrived. The turn-indicator stalk and interior lamp have not been altered to the o/s for r.h.d. cars but you meet this in far more expensive foreign makes. A cigarette lighter and ashtray are nicely fitted to the underside of the black-finished bulkhead.

I found this orange Passat growing on me and somehow a nicer car than the Audi 80. It goes very ably, doing 0-60 m.p.h. in under 12½ seconds and its canted-over, overhead-camshaft engine will rev. to 7,500 r.p.m. which gives you almost 60 in second gear and, without screaming it up quite so much, all but 85 m.p.h. in third gear. The high-gearing of the Beetle is perhaps not quite followed out, 1,000 r.p.m. in top gear being equal to 66 m.p.h., so that you are revving a bit hard on our Motorways, in spite of which this is a very happy Passat on such roads. The engine sometimes snatched badly when picking up speed.

The Giugiaro-styled body is pleasingly crisp and functional in appearance, has generous areas of glass, if rather wide screen pillars, and is very spacious in the back seat, which has no central arm-rest, and in the unobstructed boot, the lid of which is openable without the key, using a turn-control. There are no bumper overriders but the lamp clusters are smart. The Passat LS has rectangular Hella headlamps, which could have given a better full-beam, the small-engined VW having circular lamps, the TS dual headlamps. For a 97"-wheelbase car the space within is notable. Another notable feature is the economy, for in normal motoring I obtained 34.4 m.p.g. of 98-octane petrol. The 10-gallon tank thus gives a range of around 340 miles. Starting gave no cause for anxiety, being especially prompt after a cold night in the open. The test car was on 13" Continental tyres.

The steering is rack-and-pinion, the suspension by MacPherson front struts and the dead back axle is sprung on coil springs, which give a generally good ride. Heated rear window, reversing lamps, "fitted carpets", heater and under-sealing are standard equipment and the 17 fuses are as accessible as the rest of the servicing items. Note, too, that apart from an oil change every 5,000 miles the Passat needs servicing only at 10,000-mile intervals, which is a step towards the long-life, no-liability motor car. Unfortunately the price here of this pleasing Passat is high, £1,729, without seat belts. But even so, the Passat should be in considerable demand. – W.B.



The rear-end treatment of the VW Passat distinguishes this car from the Audi 80 on which it is based.

ASHLEY CLEAVE'S MORRIS

Some Notes on a Remarkable Car which has had a Varied and Successful Competition Career Extending Over More Than 35 Years.

AT THE very wet VSCC Shelsley Walsh hill-climb last year W. Ashley Cleave's Morris won its class and I was reminded that this remarkable car and its 70-year-old driver had been competing pretty consistently since the pre-war trials days. Indeed, the Morris first took part in such events in 1937/38, before the RAC ban on "knobbly" tyres in January 1939, which spoilt this form of sport, because with ordinary treads on the back wheels the cars could get no grip in wet weather unless they were rebuilt as freaks with most of the weight concentrated over the back axle, which made them impractical, even dangerous, for road use, resulting in trials hills concentrated in one area so that the special mud-storming cars could be conveyed to and from on trailers.

That day was some way away when W. Ashley Cleave built his Morris Special to be both a comfortable road-going car and a potent competitor in the 1,100 c.c. class. He was Works Manager and eventually became a Director of Callington Motors Ltd. in Cornwall, a company which had been Morris dealers since 1926. So it was natural that in planning a competition car he should use Morris components. A badly-crashed 1937 Morris Eight Series One saloon provided the basis. The engine was carefully assembled and supercharged with a Centric blower, arranged to give a boost of 6 lb./sq. in. for trials and 15 lb./sq. in. for speed trials and hill-climbs. Separate drop exhaust pipes were made up for Nos. 1 and 2 and Nos. 3 and 4 exhaust ports, and it was found that, by carefully maintaining the contact-breaker, a sports coil coped with the rev. range. A four-speed gearbox from a 1934 Morris Minor was used, modified to mate up with the Morris Eight engine. The clutch was altered to transmit the extra power and the differential carrier machined out slightly so that a heavier unit could be fitted.

It is interesting that the modern ploy of using components from various models of the same make was exactly the way in which Ashley Cleave evolved his very successful Morris. As he would have to drive long distances out and back to the events he proposed to enter, and as trials in those days were quite long-distance road events in themselves, a sensible body was required. So a light two-seater was constructed, not unlike that on the current open Morris Eight, and proper mudguards, hood, side-screens and upholstery were provided.

In the days of which I am writing all manner of potent trials cars went out to do battle up the slimy hills of England. Yet this little Morris proved capable of doing well against opposition from such as the blown MG Musketeer Magnettes and their successors, the Cream Cracker and Musketeer MG Midgets. Here again one sees the mingling of parts from different models of one make, the Magnettes being virtually P-type MG Midgets with overbored and supercharged N-type MG Magnette power-units and the Cream Crackers based on the T-type MG Midget with superchargers added.

Apart from trials, in which, shared by the builder and C. S. L. Burleigh the Morris had won some two dozen trophies by the time the ban on Comp.-tyres came into being. Ashley Cleave decided that the road-holding was good enough for the car to participate in speed trials and at Brooklands. So this versatile car, the body of which weighed about 95 lb. after the 75 lb. or so of steel mudguards and stays had been removed, became a racer. There just isn't room to detail all its outings and successes but it had rather a field-day at Brooklands in 1938. This was in the MCC High Speed Trial and supporting races. Running road-equipped, I am told that the astonishing Morris out-accelerated the Ford V8 opposition in the sprints and in the one-hour blind it, although not quite so fit beneath the bonnet as when it had left Callington, was timed to do a flying-lap at 73.46 m.p.h. This implies a maximum of around 80 m.p.h. which wasn't bad for an under-one-litre car thirty-five years ago. After this the Morris was driven all the way back to Cornwall without attention. Incidentally, it was registered CCV 952 and its chassis was never shortened, which is why I refuse to dub it a Special.

Encouraged, Ashley Cleave fitted one of the new Series E Morris Eight engines and gearboxes



The Morris with its 1937/38 awards.

when this was introduced in 1939. The former supercharger installation was fitted to it. This proved equally successful in keeping up with the increasing opposition. Then Hitler intervened, so the blower was taken off and the Morris used for hack work until 1943. The pause for hostilities to be concluded enabled Ashley to think out the next mode of attack. What he did was to obtain a Morris Ten engine and gearbox, which he linered down to 62 mm. so as to remain in the 1,100 c.c. class. The crankshaft was unaltered, although carefully balanced. The capacity of the new engine was 1,086 c.c. Martlett pistons from the Brooklands Engineering Company with specially shaped crowns were obtained, which Ashley machined himself to their final shape. He took the standard Morris Ten camshaft in hand, contriving to change somewhat the valve lift and timing overlap. Twin carburetters, triple valve springs, and special push-rods were the only other changes made to the engine, which says much for its rugged construction. By changing from one set of pistons to another, Ashley Cleave had available two different compression-ratios, the normal cr being 9.0 to 1. But by using dope fuel – in a Morris Ten! – he was able to go to a cr of 12.5 to 1, when the engine would produce peak output at an astonishing 6,400 r.p.m. and was safe, for short bursts, above that crankshaft speed.

For the 1951 season more performance was obtained from this now hoary Morris by making



for it a lighter body. This still had the outward appearance of a road-going two-seater but it was composed of aluminium panelling over wooden formers. This saved some 50 lb as the new "coachwork" weighed a mere 45 lb. A separate bulkhead was used, stayed to the body shell by light-gauge triangulated tubes. The bonnet sat on this, on rubber sealing, and the result was a rigid construction well able to stand the racking it underwent on trials sections, yet usefully light when it came to acceleration in speed-trials and speed hill-climbs.

It is significant, to owners of pre-war Morris Eights, that standard road springs were retained, but reset as flatter leaves and that the chassis, although strengthened here and there to avoid lozenging tendencies, was otherwise not tampered with, although as twin rear wheels were needed for trials a rear extension was made to support this extra tail-end weight. The shock-absorbers were piston-pattern Armstrongs, suitably set up. A longer steering drop-arm was a simple means of obtaining higher-geared or, rather, quicker steering response and the turning circle was still in the order of approximately 28 feet.

The former steel mudguards, strong for long-distance driving, were at last replaced by alloy ones, as were their stays, which saved some 63¾ lb. The complete car now turned the scales at 13 cwt. 80 lb. . but note that this was in ready-to-go-to-a-trial, which meant with two spare wheels, hood and side curtains, all equipment and the petrol tank filled with 14½ gallons of fuel, to give a range of over 400 miles. When it was stripped for speed work this Morris Eight/Ten weighed a mere 10½ cwt. or thereabouts.

The new 62 x 90 mm. engine with its lightened flywheel, twin 1⅜" SU carburetters and the afore-described modifications would turn at 7,000 r.p.m. and the propeller shaft was, wisely, balanced as was the clutch unit in company with the crankshaft.



In some thirty-five years of competition work the remarkable Morris has done well in trials – it is seen here on Wool Heath during a W. Hants & Dorset MC Knott Cup Trial – and also –

Normally a standard Morris Ten gearbox was used but another with closer ratios was available for sprint work, these being 1, 1.3, 1.85 and 2.98 to 1. By making good use of three different crown wheels and pinions for different types of event, Ashley Cleave had a choice of final-drive ratios of 4.8, 5.0 and 5.7 to 1. No doubt Morris experts will recognise what components were used. The differential was a four-star unit as used in the then current Series III Morris Twelve. The front wheels were usually fitted with 4.50 x 17 tyres and the back ones with 6.00 x 16 covers for trials driving and with 5.00 x 17 on the road. There could be variants on this theme, of course.

Engine power output has never been measured. But in 1951/52 guise the Morris was taken to an aerodrome and carefully timed. I am assured that in sprint trim on dope fuel it achieved a 0-60 m.p.h. time as the mean of several runs of 13.7 sec. 0-50 m.p.h. through the gears occupying a time of 10.17 seconds. In this guise the top speed was over 90 m.p.h. and even with the lower compression-ratio the Morris would reach 90 m.p.h. if sufficient space was available.

Valve bounce would restrict crankshaft speed to 7,000 r.p.m. and the safe limit was regarded as 6,500 r.p.m. On the l.c. pistons pump petrol plus 15% benzole was the brew, and checked over 1,000 miles of "fast touring", which to Ashley Cleave on pre-war roads meant averaging 50 m.p.h. and more, the petrol consumption worked out at a surprisingly useful 33 m.p.g. So there was a full-tank fuel range of nearly 480 miles!

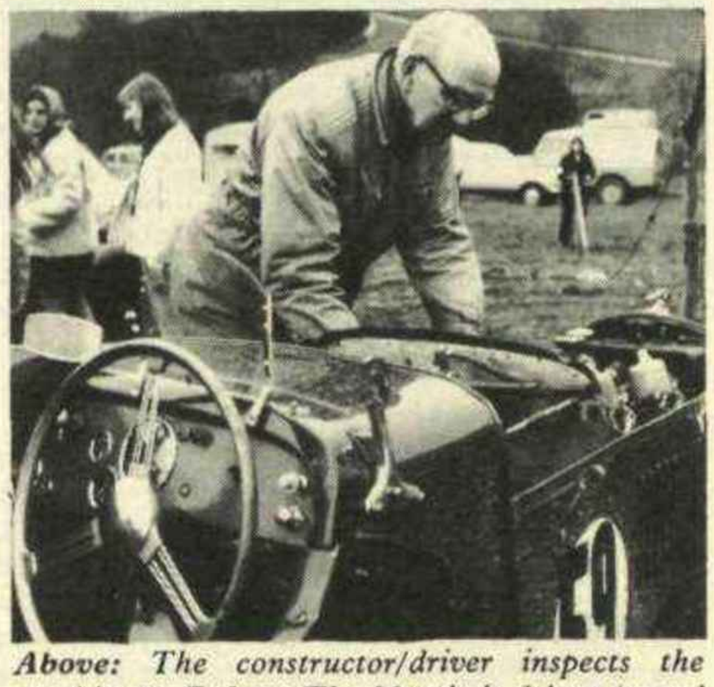
It would be impossible after all the successful motoring that CCV 952 has done to list its enormous number of prize-winning outings, for Ashley Cleave must have some 400 trophies to his credit. Apart from Brooklands the Morris has run in an MCC Land's End Trial, at Lulsgate, Castle Combe and Ibsley race meetings, Naish and Trengwainton hill-climbs to quote but two of these, at Weston-Super-Mare only this autumn, and in scores of the important pre-war and post-war mud trials. In 1951, competing on unknown territory against the pick of the leading trials exponents driving cars like V8 and V12 Allards and the like, the irrepressible little Morris made the best performance of the day. At Trengwainton that year it climbed in a time of 27.58 seconds, which was only 1.62 sec. slower than the new course record established by a



. . . in Sprints and . . .



– *in speed hill climbs and even at* –





Above: *The constructor/driver inspects the machinery.* ***Below:*** *The Morris is driven to and from competition events, for which purpose a hood and side screens are fitted.*

4.4-litre Allard. That was on the 9.0 to 1-compression pistons.

After 1952 further mods were carried out. The wheels and tyres were changed to 185 x 13 rear, and 165 x 13 front. The shock-absorbers were changed to Woodhead Monroe telescopic type with special made-up brackets, front and rear, with anti-roll bar at the front only. Torque arms were fitted to the rear axle, to stop tramp. Ashley-Cleave found the angle between axle and chassis runners to be very critical.

The brakes have been modified, the wheel cylinders being bored-out to one inch and the master cylinder modified. The springs are now progressive, to further improve the ride, also the spring shackles were modified. Spring eyes have been ground out and bushes fitted and pins from the Series-E drilled for greasers, and modified. The back axle now has a Series-Z van diff carrier, drilled to fit the Series-II rear axle beam and modified to take all Timken bearings instead of the ball races, to take the extra load. The only part of the car which is not of Morris or BL manufacture is the crown wheel and pinion, this is another manufacturer's product which is machined to fit the Morris diff and housing. (Ford? – ED) This meant a lot of work but was well worth the effort and, says the owner, "I also needed a 4:4 to 1 ratio for the 13" wheels.

The gearbox now has a choice of two sets of ratios:-

3.04	1.76	1.232
2.6	1.52	1.237

The first one quoted is the set most frequently used. All these ratios were made by Ashley-Cleave by using Morris and BL parts, building up the standard layshaft and mainshaft by grinding off the gears and fitting necessary gears and welding in position.

All waterways where possible were cleaned out and made larger. The water-pump impeller was modified to increase flow. All oilways in cylinder block were enlarged, also the oil-pump suction pipe. Oil-pump capacity increased, crankshaft oil supply pipe redrilled to supply oil to the lowest pressure point of the crank pins. Head shape and ports were redesigned in an effort to get a very turbulent charge. The compression-ratio is now 11½ to 1. The engine will run perfectly on 5-star fuel, which is always used nowadays.

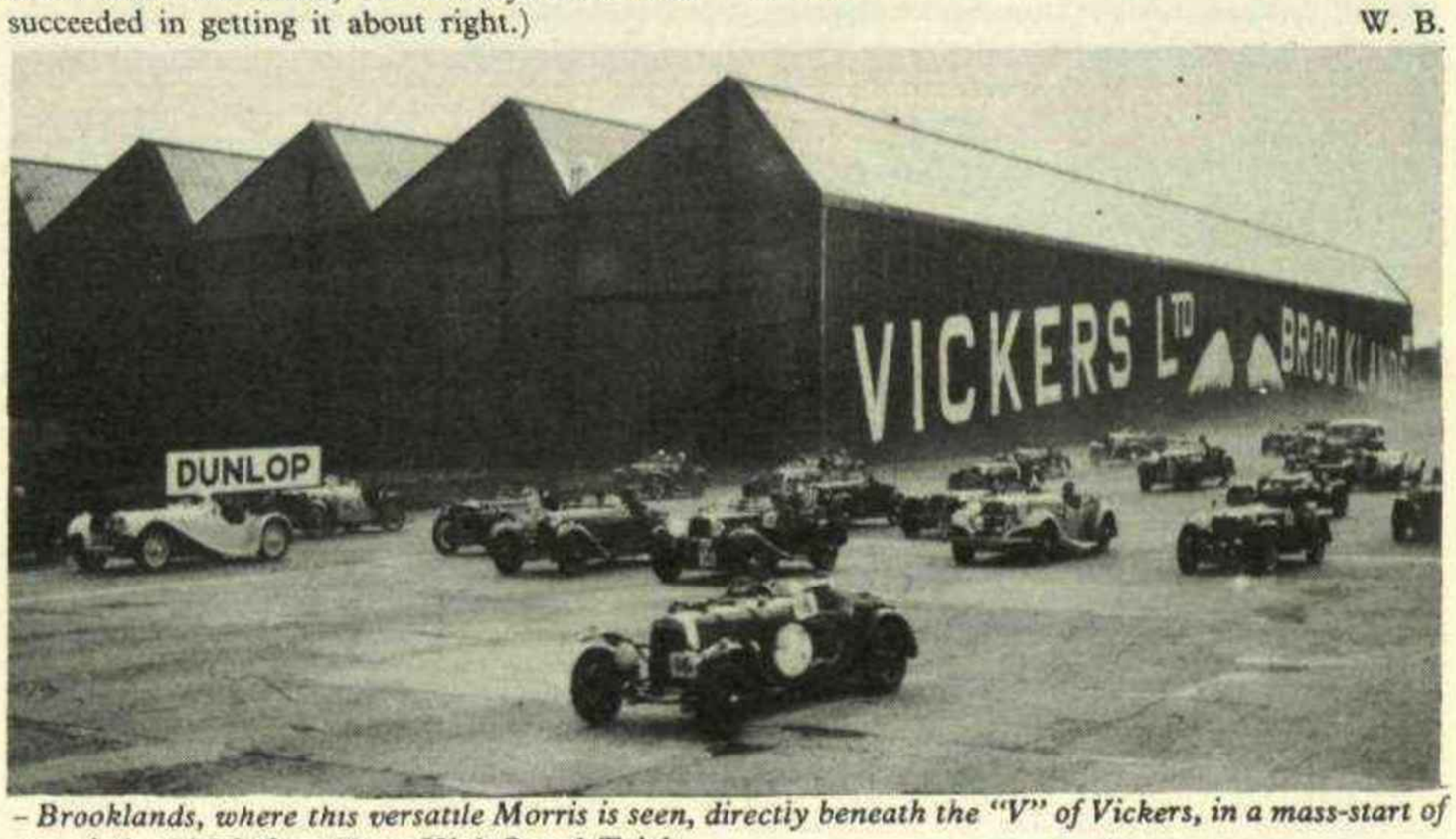
The carburetters now fitted are 1½" SUs, with the bottom of the pistons radiused to match the main carburetter bodies.

The camshaft gives the following timing: – Inlet opens 20, before top dead centre, closes 62, after bottom dead centre, Exhaust opens 54, and closes 27, after. The camshaft was reprofiled by Callington Motors. Distributor unit advance curve modified to fit the above oil timing. (After much trial and error, Mr Ashley-Cleave has succeeded in getting it about right.)

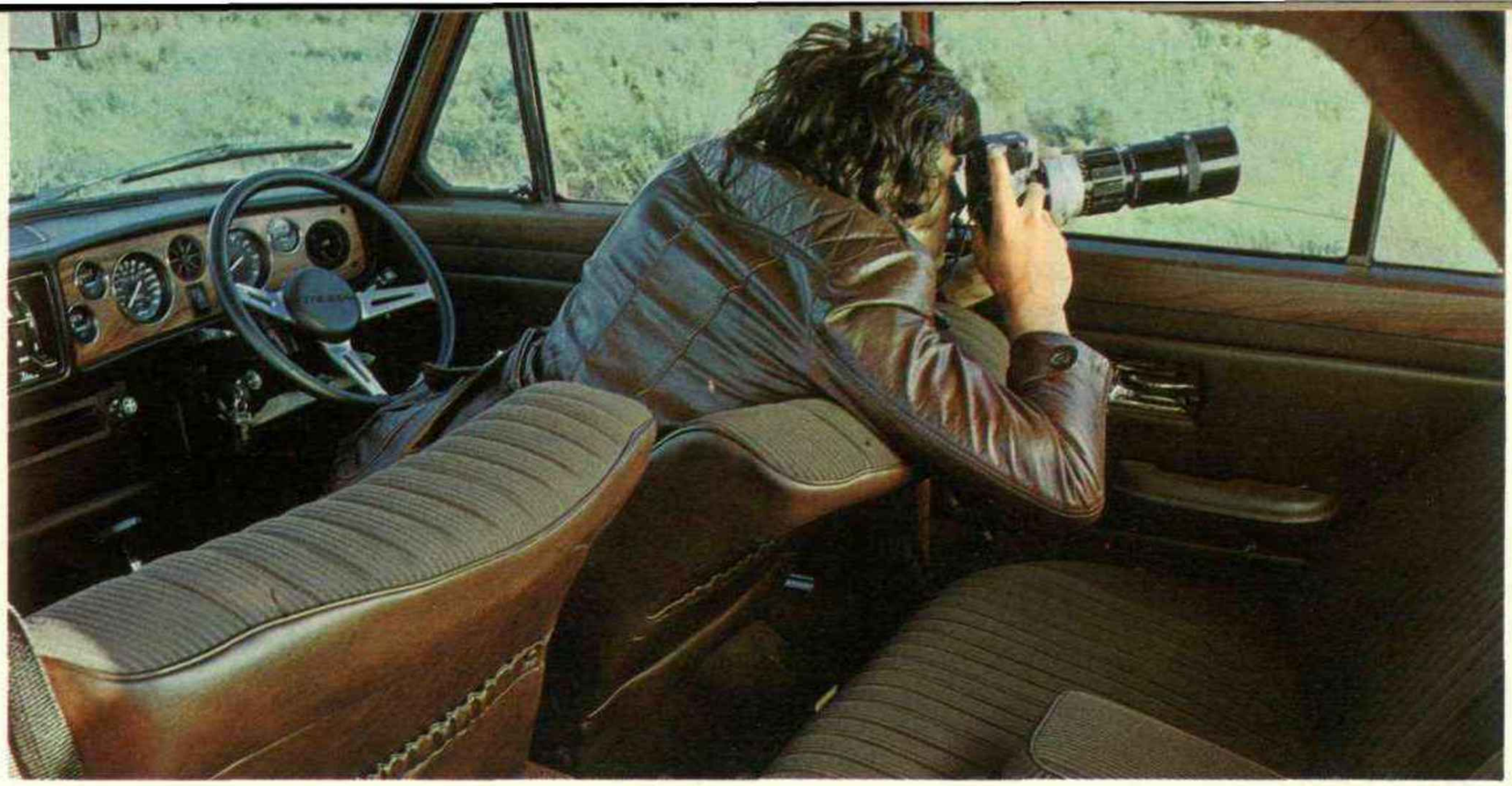
For 1975 he is thinking about increasing the engine capacity to either 1250 cc or 1500 cc. He remarks "As you well know, the very popular 1100 cc class does not seem to exist any more and I am usually running in anything from 1300 cc to 2000 cc and still getting a very credible performance".

The list of splendid performances by this now 36 years-young Morris driven by its driver/builder who is in his seventies, is truly creditable. Moreover, the thought occurs that any reasonably competent member of the Morris Register could build himself something of much the same sort – but using components from crashed cars, because these days the original Morris Eights, Tens and Twelves are of sufficient interest to make deliberate cannibalisation a crime.

W. B.



– *Brooklands, where this versatile Morris is seen, directly beneath the "V" of Vickers, in a mass-start of one of the MCC One Hour High-Speed Trials.*



The new Triumph Dolomite Sprint is luxurious, quiet and utterly civilised. It's also the fastest four-door saloon under £2250.

Back in June, we announced the Dolomite Sprint as a truly new concept in British motoring.

We thought the car good enough not to need any launch gimmicks or razmataz. And judging from the response, we were right. But instead of us telling you why, let some of Britain's leading motoring correspondents tell you in their own words.

First, general impressions

'...outstanding value for money without a rival in sight at the price . . . a winner all the way' MOTOR

'AT-A-GLANCE: Sparkling performer, yet very tractable. Effortless cruising allied to good economy. Responsive handling and comfortable ride. Luxuriously appointed. Tremendous fun to drive' AUTOCAR

'...a true British challenger for the growing market for real sporting saloon cars . . . does not rely on a couple of 'GT' badges and go-faster stripes for its extra appeal'
DAILY EXPRESS

Did they like the performance?

'...a sizzling 16-valve (4 valves per cylinder) overhead camshaft engine that pokes out a mighty 127 brake horse power at 5,700 rpm'
DAILY EXPRESS

'...first time an engine with four valves per cylinder has been put in a high quality production saloon . . . a racing technique for super-efficiency' DAILY MAIL

'Its top speed of 116 mph and its acceleration to 60 mph in just over 9 secs compare favourably with the Italian and German two-litres' FINANCIAL TIMES

'. . . the BMW 2002 and the Fiat are nowhere in the running' AUTOCAR

What about handling and road holding?

'. . . excellent . . . I was particularly impressed by the stability in strong cross winds' THE TIMES

'The steering is light and clean'
SUNDAY TIMES

'. . . handling to lick any other European sports saloon in the price range for value'
LONDON EVENING NEWS

And comfort, luxury?

'The car's specification is comprehensive, with heated rear window, radial tyres, alloy wheels and reclining seats as standard' GUARDIAN

'. . . style and luxury normally associated with far more expensive machinery. The standard of finish is excellent.
'. . . roomy . . . seats are admirably comfortable . . . inside and out the workmanship on the car I tested was exceptional'
SUNDAY EXPRESS

After all that, is the price bad news?

'. . . up to £1,000 cheaper than makes such as BMW, Lancia and Alfa Romeo, with comparable performance' THE SUN

'. . . considerably cheaper than its continental rivals but still offers the same performance' FINANCIAL TIMES

'. . . the two foreigners cost £1,000 more than the Sprint in its basic form, and neither is as comfortable' MOTOR

Dolomite Sprint £1,698·67 ex-works, including car tax and fitted front seat belts, plus £169·87 VAT. Number plates and delivery charges extra.



Triumph Motors—
British Leyland UK Limited, Coventry.
Telephone: 0203-75511.

Dolomite Sprint £1869.

Including VAT

Triumph

Individual cars for individuals.

HIGHLIGHT of the final round of the Rothmans European Championship at Brands Hatch last month was the race for second place between the Trojan T101s of John Watson and Keith Holland, the latter just winning the contest by less than a second. Above, Watson gets two wheels on the grass at the hairpin as he tries to slip the Hexagon entered car past Holland's machine which runs under the banner of Ian Ward Racing. Ian Ashley follows in the Henley Forklift Lola T330, but he failed to finish after a pit stop with a flat tyre, subsequently spinning at Paddock and retiring. The BARC organised meeting was also the occasion of the final round of the John Player Formula 3 Championship, a race and title won with ease by Tony Brise at the wheel of a March 733. Below we show a crowd of closely matched Formula 3 cars rushing into Druids hairpin, with the Chequered Flag March of Russell Wood, the Team Modus March of Mo Harness and the Gekas car of Sweden's Conny Andersson.



THE very last RAC Group 2 saloon championship race took place at Brands Hatch and it was Brian Muir who took first place in the Alpin-Gaartlan BMW CSL after Frank Gardner spun his SCA Freight Chevrolet Camaro avoiding a slower car (below left). There were two Formula Ford races on the programme, the first being the final round of the European Trophy. Syd Fox (below right) drove to a comfortable race victory in this Hawke.





'It's breaking all the rules of motor racing really- a terrific test for an ordinary family saloon!'

HOW THE EXPERTS DO IT
Nº2

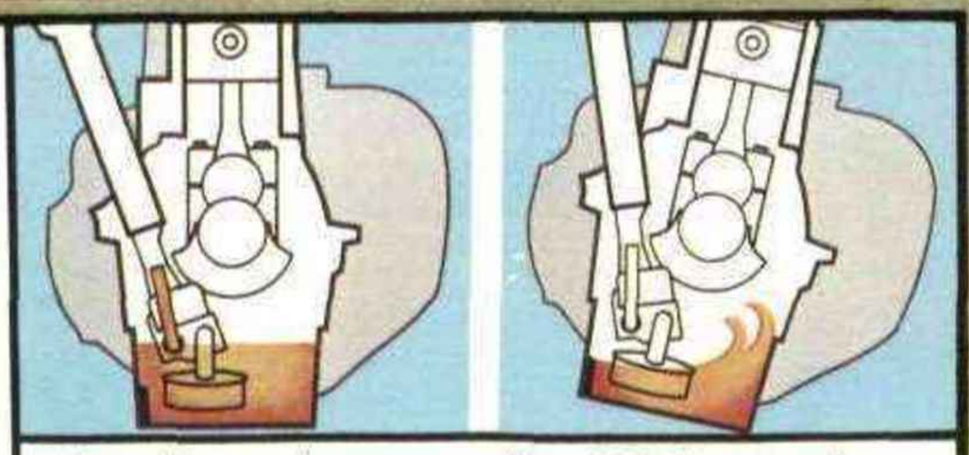
Bernard Unett, leading driver of the Chrysler Dealer Team, talks about the Hunter he has driven to 26 out of 28 class wins in this year's Production Saloon Car Championship. The car is a standard 1725 cc Hunter GLS— just like you could buy from any showroom.

Mechanics Tony James and Phil Davison and Competition Manager Des O'Dell give Bernard the car he needs to win races.





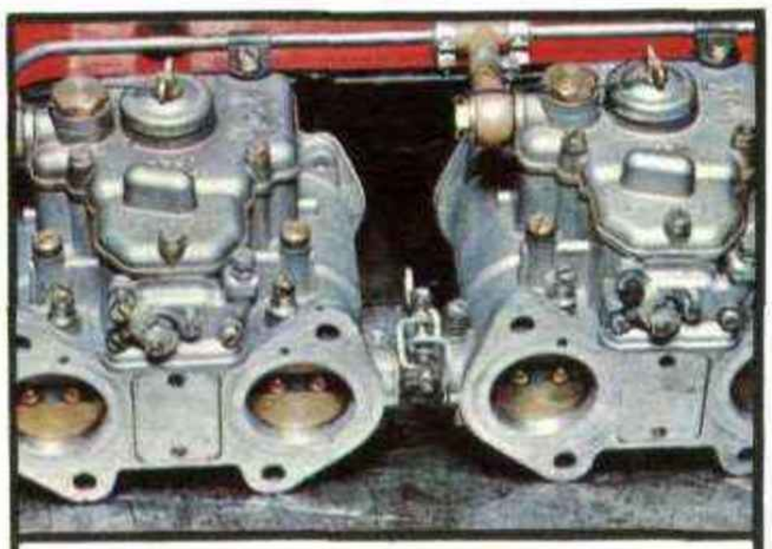
'At the start of each season the RAC scrutineers inspect all cars and stamp all the engine components. After assembly the engine is sealed with wire and chemically sensitive paint.'



'A terrific test for a motor oil too! You're at peak revs most of the time, you've got no oil cooler, so the oil gets hot—120°C and more. Also, you're bending the car round corners so much that the oil spends a lot of its time up one side of the engine. So you need an oil that gives something extra in lubrication.'



'Races are won in the workshops. Des O'Dell, the competition manager, leaves nothing to chance. Wheel hubs are checked for true rotation. Anything that could shake loose is drilled and wire-locked.



'The Hunter is fitted with twin Webers as standard. They're terrific—100% responsive. And once set, they hardly need adjustments.'



'We use only Shell Super Multigrade. At the start of the season I used to look at the oil pressure from time to time, but there was never any problem. You just put it in and forget about it. That's how good it is.'

Shell Super Multigrade with the exclusive 'muscle-molecule'- the oil that always stays in grade.

(Bernard Unett just pours it in and forgets all about it.)

1924 Hispano Suiza 37.2 H.P.

Letters from Readers

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

Motorway Logic

Sir,

A few days ago, quite by chance, I was able to read the morning newspaper from cover to cover. Owing to events I was able to repeat this for the following few days also.

As an interested reader I could not fail to notice one subject, to which the paper kept on returning day after day.

The subject is that of speeding on "Motorways", and the sheer relish with which some of the police, or the MoT, or the Government are setting about (what can I say?) trying to enforce this law.

Please find enclosed cuttings from the *Daily Telegraph* for the dates 26th, 27th and 28th September 1973.

Here you will find that the police are having a field day spending very large sums of public money to buy speed traps, or tax collecting equipment, without telling the public more than they have got to, to "stamp this out". The remarks that are made are quite unqualified, the thinking behind this attitude, and the reasons and proposed effects are not even hinted at.

Despite the RRL findings that 74% of all accidents happen at 40 m.p.h., or slower, the police and Government are making great leaps and bounds to clamp down on the Motorway Speeder. I also learnt recently from the Minister of Transport's own lips that half the number of people killed on our roads are on foot.

I did not think that members of the public were allowed to walk on the Motorways. Clearly there must be something wrong here. The police are screening the Motorways with £5,000 BMWs, and people are being killed elsewhere.

Although many well known groups and individuals have said that the worst aspect of the 70 m.p.h. limit is the bad bunching of vehicles that results, see what Sir George Scott says. He just pours cold water on the whole idea.

Now take the cost of setting up all this expensive equipment. You will see that new high-speed radar meters are being bought, on board computers costing £600 each, unmarked cars, and of course BMW 3.0 Si at £5,000 each, Jaguars at £3,674 each, (not the 12s yet), and BMW 'bikes at £1,100 each. How can one expect the average worker to think that this country is in serious trouble if the Government goes on spending at this rate? The Peer who spoke up from the "Think Tank" knew what he was talking about, until the Government bloodhounds silenced him. We cannot go on acting as if we own the world.

As an aside it must come as a bitter blow to you to see that the man who is in favour of lifting the 70 m.p.h. limit is cashing-in flogging £5,000 cars to the police to catch motorists exceeding that same speed. Remember the fuss over "That Red Jaguar".

Then we come to the lack of consultation. When detailed observations have been made and sent to the MoT, all the Government machine will say is "your views have been noted". Surely the public should be given more information than that, bearing in mind the amount of money that is changing hands?

Lastly I come to bad accidents on the Motorways in fog. There was an article in *The Sunday Times* some time back which would have answered everybody's worries on this subject.

Some time ago BEA had a series of mid-air mishaps with their Viscount airliners. Some of these accidents were fatal, and others were never noticed by the public.

The problem started when one of these aircraft crashed, for no apparent reason, into the sea off the East Coast of Ireland. Another aircraft of the same type got into trouble just as the crew was starting to let down into the approach to the airfield in the Channel Isles. The pilot, by great good fortune, was able to overcome the problem and land, and that is how the fault was traced.

In brief. For some reason that model of Viscount at times suffered total and simultaneous failure of the generators on all four engines. When this happened there was, of course, total electrical failure on the aircraft, except for the batteries, which gave power for, say, 40 minutes. The critical instruments on the flight-deck were powered by electricity, so, when the batteries ran down the vital instruments just ran down and left the pilot without any aids. This is thought to have happened over the Irish Sea. The pilot, now without aids, tried to keep on a level course, he was in cloud at the time, but after some minutes this proved to be too much and after a series of dives and turns, the airframe limitations were exceeded and the aircraft broke up in mid-air.

The aircraft flying to the Channel Isles had the very same thing happen to it. Just as it arrived at the let down point all, ALL, the instruments packed up, but by wonderful luck the pilot spotted a hole in the clouds. Turning the aircraft, to keep the hole in sight, he was able to let down through the hole and land by a purely visual approach. He was able to land by the seat-of-his-pants as he was able to use some reference on the ground by which to orientate himself. Thus he was able to keep level and the right way up and land safely.

Tests have been carried out to see how long trained pilots can retain their bearings when all reference points are removed. Flight in solid cloud (fog): On the average, pilots were able to retain their position and altitude for less than three minutes. The very best that was recorded was one man who was able to carry on for eight minutes. Remember these were trained professional pilots.

Now then, take the average motorist on a Motorway, driving at 55/60 m.p.h. in clear conditions; then suddenly introduce thick smoke or fog. We know how long trained pilots can retain their sense, now how long does the Government expect the average motorist to retain his bearings? Surely the Motorways have got to be closed in thick fog conditions?

Hemel Hempstead. M. G. C. POTTER.

Clean Air

Sir,

In the very early thirties, when I was flying aircraft such as Gypsy Moths, Fox, Puss and Leopard Moths, I owned three very fine motor cars; a Lancia Lambda, a 20/60 and, later, a 30/98 Vauxhall. The two Vauxhalls, I believe, are still running round Johannesburg.

What puzzles me is that none of these cars was fitted with an air cleaner, and in those days there were far more dirt roads than tar in S. Africa. Admittedly the revs. were lower, the 30/98 fired about once every lamp post at 60; but the dust made up for that as far as gulping trouble through the carburettor intakes was concerned.

Why then must every car today be fitted with air cleaners? I am puzzled.

I wish your G. P. Boys wouldn't get so worked up about Jody Scheckter's way of driving. He's merely following what our Government calls the S. African way of life. Out here the general idea is to get in front and stay there, even if it means motoring a family saloon at ten tenths downhill.

Keep up your fine magazine; it's something to look forward to every month.

Plaston, E. Transvaal. J. WOLSTEHOLME.

Lanchester versus Citroen G.S.

Sir,

When recently I decided to desert British Rail and commute by car between Macclesfield and my work at Stoke-on-Trent, almost 250 miles per week, well meaning motoring friends advised me to change my 22-year-old Lanchester for a modern car.

I have long admired Citroen for its individuality and, as the G.S. appeared on paper to be highly suitable, I was delighted recently to have the opportunity of driving one about 50 miles. A person accustomed to vintage and other old cars is sufficiently adaptable not to need the acclimatization required by Marina/Cortina type drivers facing a Citroen for the first time. The comparison between the G.S. and the L.D. 10 was interesting and can be summarized as follows:-

1. Suspension.

The vaunted Citroen system was a great disappointment. It is so firm to small movements that every minor bump is heard and felt, yet is overall so soft that two of my passengers felt car sick within 5 miles. There are no unmade tracks on the normal route from Macclesfield to Stoke-on-Trent to get some benefit from this system. The firm, old-fashioned suspension of the L.D. 10 is much superior on English main roads.

2. Road Holding and Handling.

Whilst the Citroen can be cornered very fast, all it does is to throw passengers about from side to side, which may be very clever but is of no practical benefit for day to day driving. From what I see of Marinas and Avengers on winding roads the Lanchester seems to hold the road better than them. Its handling is nicely balanced and pleasant without being inspiring.

3. Performance.

Whilst the Citroen is quicker on paper I doubt whether I could save 5 minutes on any journey from home to work. The Lanchester's easy performance is restful and ensures that I cannot be booked for exceeding the 70 m.p.h. speed limit.

4. Gearbox.

That on the Citroen is poor even if not as bad as the average British Leyland f.w.d. The L.D. 10 has the best fully controllable system ever invented, the fluid flywheel and pre-selector gearbox.

5. Economy.

Both cars appear equal at about 28 m.p.g., although Lanchester owners tell me they get between 35 and 40 m.p.g., presumably through driving very gently.

6. Brakes.

These are the only feature I really liked on the Citroen, having effect proportional to effort with very little pedal movement. The Lanchester can stop effectively but its brakes need very heavy

pedal pressures and frequent adjustments. This will be corrected with a hydraulic conversion to the front.

7. Seating.

The Citroen was too soft and the cloth upholstery too warm. Passengers in the Lanchester enjoy the old-fashioned unfashionable advantage of sitting up high in comfort instead of crouching at exhaust level. I would find it very hard to improve the driving position and seat. It is of course upholstered in leather.

8. Reliability.

The owner of the G.S. apologised for certain defects with the excuse that the car had done over 20,000 miles. The L.D. 10 has done over 90,000 and is unfailingly reliable. *Res ipsa loquitur.*

I have drawn two conclusions. The first is that progress and improvements in the purely technical sense do not necessarily bring about any tangible benefit in practise. The second is that I cannot persuade myself that technical developments, which do not add anything to the pleasure or practicalities of my motoring, are worth about £1,000 more than my present car.

Macclesfield. R. W. RAMAGE.

(Well, I never thought to see a 1950s car compared to one of the best of the modern small cars, but what a turn-up for Lanchester enthusiasts! Of course, I agree about leather upholstery and real wood and old people usually like the upright seats, leg-room and easy entry and exit provided by the older cars. – ED.)

Toyota Troubles

Sir,

As another "expatriate Briton" I have read with increasing dismay, but also resignation going by other things one reads about the U.K. these days, the letters from your readers on the subject of reliability in British cars.

I am writing this, not so much to disagree, the evidence is too strong for that, but more in the hope of showing that "not *all* that is bad is British".

In October 1968, I purchased a brand spanking new Toyota Corona; I sold it in March 1970 (18 months later), at 20,000 miles; in that time the following had been done to it:

1. The front brakes were dismantled 6 times, and the drums machined out 3 times in an (unsuccessful) attempt to eliminate a strong pull to the left.
2. New universal joints were fitted, front and rear;
3. A new differential was put in.
4. Synchromesh cones in the gear-box were renewed;
5. At the same time as 4, the clutch plate was apparently "re-faced".
6. The timing gear was repaired – I'm not exactly sure what was done to it.
7. Finally, as the crowning (no pun intended) glory at 18,500 miles, the engine was fitted with new bearings and rings.
8. When I sold the car the differential was starting to become noisy again.

The manufacturers refused to accept my only (?) other complaint which was about the paintwork; this was lifting due to what looked like bits of grit underneath, and rust was forming at these points.

Items 1 – 7 were all fixed without charge, and outside the official warranty period (6 months or 6,000 miles), so at least I have that to be thankful for. My main mistake was eventually writing to Japan and complaining; I received a letter in what apparently passes for English, stating that all responsibility for their cars lay with the local assembler. About a fortnight after I received this, another letter arrived, from the local people stating that as my vehicle was now 18 months old, they could no longer accept responsibility etc. I sold the car about a month later.

I now drive a 1965 Mini.

Victoria, Australia. G. A. WATTS.

Datsun 240Z Sales

Sir,

I am the European Correspondent for the American Datsun 240Z Club based in Michigan, and close contact with them reveals an ever-growing membership in the States. They have just sent me a copy of the following clipping from *Advertising Age*, 23 July 1973: "The entire US sports car market totalled about 175,000 units during 1972. Using this as a base, (Chevrolet) Corvette's calendar 1972 sales of 26,652 units would be good enough for about a 15.2% share of the market. Others vying for shares include Datsun 240Z 28.5%; MG (all types) 17.6%; Triumph (all types) 12.8%; Porsche (all types) 11.9%. Opel GT 11.4%; Jaguar XKE 1.3%; and Pantera 0.88%; according to industry estimates."

Feltham. B. SQUIRES.

Fiat Experiences

Sir,

I was interested to read Mr. R. J. Hardaker's letter in the October issue concerning his experience with his Fiat 124 Special T 1600. I have owned a 1400 c.c. Special T for fifteen months, during which time I have covered 17,000 trouble-free miles. My only problem has been the necessity to replace the cylinder head gasket after about 1,500 miles, which was purely due to the inefficiency of the garage servicing the car, after the first 500 miles, when they failed to tighten down the cylinder head. Other than that, to date I have nothing but praise for Fiats.

I consider the car to be a first-class family and sporting saloon, having excellent acceleration considering its capacity, and capable of cruising comfortably at 90 m.p.h.

I would, however, be interested to hear other owners' experiences on the road holding. Since new the car has been shod with Pirelli Cinturatos. In dry conditions when driven hard the car tends to understeer, but in the wet I find the back-end very lively, with the result that it would be very easy to lose control if driving without due care in such conditions.

Lichfield. R. S. KETTEL.

Sir,

Writers of recent letters for and against foreign cars are surely crying for the attainable. Let us face it, general attitudes of workers in Western Europe, the diversification of models and products, and the ever-increasing demands, (till petrol rationing reverses them!) make it inevitable that the perfect new car which the unperfect supplier will not need to work on to correct deficiencies will continue to be the exception rather than the rule.

I can sympathise with Mr. P. G. Doyle who in the August issue told of his many frustrations with his Fiat. Like him, I run a Fiat, in my case an 1800 coupe, . :y third in a row. This one so far has needed a new windscreen, the steering wheel tightened, the carburettor cleared of swarf. It still occasionally stops, suddenly and unaccountably, due, I suspect, to a badly set carburettor. All this and the desperately thin paint covering in places I accept. What I find hard to tolerate is Fiat's skimping of underbody protection, thereby reducing the resale value. This latest model is advertised as having p.v.c. underseal – which it has, on the parts one can easily see on looking casually underneath the vehicle. The rest is lightly painted only.

To make matters worse, before Fiats paint the bottom of their cars they mask the wiring outlets with adhesive tape. This they do not trouble to remove later, merely including them in the final spray. For the third car running I have been obliged to detach these tapes myself and paint over the exposed priming coat.

In spite of all this why do I continue to purchase Fiats? Where could I do better at the price? Continental drivers, especially Italians, punish their cars in a way that British drivers, on their incomparably smooth but crowded roads do not.

I could not easily contemplate the dowdy native sports product, with its antediluvian body, low ground clearance, sickly shock absorbers and what appears to be soft steel used in vital places.

No, I will continue to put my money on smart, easy on petrol, unburstable, relatively spacious inside, if somewhat tail-happy little Fiats.

Dungannon. Dr. C. McCLUSKEY.

(Fiats, to their credit, now have a two-year guaranteed anti-rusting process. – ED.)

Cars in Books

Sir,

Mr Vic Butler writes of the intriguing story of the invention of a gas turbine racing car recorded in "Sicilian Circuit" in 1933 and wonders if this is the first fictional mention of the gas turbine as a prime mover for automobiles.

There is a novel which anticipates "Sicilian Circuit" by some 30 years in dealing with the exploits of the inventor of a gas turbine. It is "The Motor Pirate", by G. Sidney Paternoster, published by *The Car Illustrated*. There is no date in the book, which ran into at least two editions.

The engine "worked by the expansion of liquid hydrogen", although "apparently petrol was utilised in some way as a means of securing the necessary heat to secure the expansion of the gas for the starting of the engine". The inventor proceeds to cruise around at night, at speeds of 100 m.p.h. or so, holding up stray motorists he met, but eventually meeting his just deserts on the cliffs at Lands End after being chased from St Albans by the hero, who had managed to commandeer a second car of the villain's. It is all good, stirring stuff, with romance, Royalty (one victim of a hold-up is an August Personage), and odd mention of 9½-h.p. Clement, Sixty Mercedes, and Daimlers of various sizes.

Stoke Holy Cross. P. H. STARLING.

Switch Ergonomics

Sir,

May I impose on some of your space to do my "voice-in-the-wildnerness" act on the subject of switches in cars? To establish credentials, I have an E-Type coupe, 1967 model, and a new Fiat 127, for which I have just swapped a Lotus Elan Plus 2 of 1968 vintage. The Fiat has, in common with most new designs these days, three small plastic liquorice sticks poking out of its steering column, plus a switch on the dashboard, to operate lights, wipers, and indicators. The Jaguar has three controls for the same purpose, two switches and a steering column lever, as had the Elan.

The Jag has its switches laid out symmetrically, in two groups of three either side of another group of three, with the light switch centrally above. The Elan had switches dotted about all over the dash, with different heads and pictures according to function. I cannot remember which did what, in spite of driving the car for four years.

There is now constant criticism, at least in the non-technical press, of any car which does not have liquorice sticks, and I understand even the new Jaguar coupe is going to conform. Please, join me in condemning this fashion, for fashion it surely is, before the roads are full of drivers signalling with their wipers, and turning all their lights off when it begins to rain in the dark! After all, even a modest pianist does not have too much trouble hitting the right note, even without looking, and he has 88 almost identical keys to contend with. While I type this letter, I do not need 46 different shapes to identify the keys, and the plain simple English lettering is instantly recognisable, at least to those of us that speak the language.

On the Jaguar, I have no trouble at all selecting the right switch without looking, with my left hand, while holding a cigarette with my right. On the Elan, I could never remember where the switches were, and had to strain to read the pale printed legend or interpret the picture almost every time. On the Fiat, there is nothing to read, and no picture, and it is really a matter of guess and hope, or pull them all in turn. It also has a little green light to tell you when your sidelights are on, in case you forget to cancel both the dash switch and the steering column lever. On a Renault I hired in Spain recently, you had to twist the column lever, as well as push and pull it, and I believe bashing it on the end may have worked the horn, although I cannot be sure.

On a Fiat 125S I hired in Italy, I never did find the windscreen washers, and I did about 100 miles on an autostrada before I discovered that the reason the wipers only worked spasmodically was not an electrical fault, but that there was another position on the liquorice stick for continuous operation. (I discovered this while trying to signal a right turn off the autostrada.)

One meets the same mentality among designers of road signs, which now seldom have any wording, merely one of about thirty different symbols or patterns. What does a black arrow pointing up, and a white arrow pointing down, on a red background, actually mean? Or is it a red arrow on a black ground, with a black umbrella on a white arrow?

Most of us who drive cars can read English, and can even translate the odd foreign language with the aid of a dictionary. Why the hell should we have to refer to the instruction book to find out what a picture means, or what a plastic stick does? Or to the Highway Code to see whether the car which has just hit us actually has priority or not? The trend is more and more towards swapping cars every year or every 25,000 miles, and to hiring cars for short periods. I doubt if any of the accessories will get used except by accident.

Just one more comment. There is much talk about head-up displays for cars, and I gather Smiths already have a workable system. When designers have for years done their best to get rid of reflections in the windscreen, can you imagine anything more stupid than to put them there deliberately?

Caddington Common. D. R. Kelsey.

An interesting letter – but the only abbreviation I dislike more than Jag is Bent. – E.D.

Headlamps

Sir,

A good headlamp enables a driver to see without creating undue glare for other road users. An acceptable performance can only be achieved by high standards of design and manufacture of the headlamp mirror, the front lens and the bulb. Fitting non-standard bulbs in existing headlamps is a procedure fraught with problems. It can be done satisfactorily if the conversion kit has been produced with the co-operation of the headlamp manufacturer.

The bulb shown in the Brown, Geeson advertisement on page 1217 of your October issue has the whole filament assembly upside down. If it fits into headlamps in the manner shown in the illustration, the result will be catastrophic. Your readers should be warned.

E. Finchley. J. B. Davey.
Member of the Illuminating Engineering Society.

Mountains and Motors

Sir,

I have been a keen reader of MOTOR SPORT for nearly twenty years but cannot remember seeing any letters from enthusiasts who combine long distance motoring with mountain climbing or fell walking.

This is surprising because quite a few people (myself included) have driven from London to Ben Nevis, Scafell Pike and Snowdon, reached the three peaks and returned in quite impressive times. A group of Esso people recently accomplished this within 46 hours.

I would like to relate my recent variation on this theme in which I traversed the famous Five Sisters of Kintail in a most interesting but fairly stiff weekend.

I set out along from Chelsea in my Marcos 3-litre (Ford) at 4.15 a.m. on Saturday, October 6th and drove to Loch Duich in Ross and Cromarty. My recorded distance was 605 miles which took 11¼ hours with a driving time of 9½ hours; a time somewhat influenced by two endorsements. Arriving at 4 p.m. gave me a chance to get the lie of the land for an early start the following morning.

I stayed the night at the local hotel and was on the mountain side at 8 a.m. Sunday morning. The "walk" took 9½ hours in rather wet and misty weather. The scenery was fantastic (mist permitting) but the walk which involves more than 10,000 feet of ups and downs made my other mountain experiences like the "Snowdon Horseshoe" seem a relative picnic.

Returning to Loch Duich at 5.30 p.m. I got a lift to the Marcos and started my return journey at 6 p.m.

The 600 miles back took 11¼ hours again but with about 10½ hours of driving in wet conditions with dense patches of mist. I was back in Chelsea at 5.45 a.m. Monday and in the office a little late and feeling rather the worse for wear.

The Marcos behaved faultlessly returning about 28 m.p.g. I consider it to be the best sports car I have owned out of about twenty high performance vehicles over the years including two Elans, a Europa twin cam and a couple of Healey 3000s.

I hope other MOTOR SPORT readers who are mountain enthusiasts will have found this of interest and will perhaps write to you describing their own driving and climbing exploits.

Chelsea BARRY J. WHITE

Mr. White should read of the exploits of the Glegg brothers and others in this field, pre-war.— E.D.

The Tough Land Rover

Sir,

I thought that you might be interested in a long distance motoring trip, of which the high spot must be fantastic Land-Rover reliability. In 1971 I bought a 1959 Series 2 Land-Rover with 55,000 Norfolk farm miles on the clock. I chose a short wheelbase model for the extra chassis rigidity and superior cross country capability. The vehicle was carefully overhauled only needing a new clutch, piston rings, exhaust valves and specially built rear springs. It was then adapted to carry a payload of 1½ tons — of which ½ ton was carried on a special roof-rack. The load included 70 gallons of fuel, 20 gallons of water, all camping gear and rations for 126 person days. In addition we had every conceivable spare and six passengers travelling in reasonable comfort.

During the year '72-'73, the vehicle was driven from London to Capetown, across the Sahara Desert, the jungles of Zaire (formerly the Congo — where the roads have not been maintained since 1960), across East Africa — and finally to Capetown via Zambia and Rhodesia — easy stuff. Once in Capetown I collected a new crew and then drove across the Northern Kalahari Desert to Maun and the wonderful Okavango swamps. Driving North we then drove once again round East Africa, seeing many of the smaller game parks before shipping the outfit to Bombay and driving home on the "Hippy Trail" via Pakistan, Kashmir, Afghanistan, etc.

The vehicle took a tremendous pounding on the Sahara Desert tracks — for the surface had corrugations five inches high and eight inches apart. Often because of the expanded air reducing engine power and the load, we were not able to reach the 50 m.p.h. necessary to "float" the truck over the washboard surface. In Tchad we hit a bump and flew 15 feet. In Zaire we got bogged in mud that covered the tops of the tyres. On our return to Kenya, we got bogged again, this time in Tsavo Park, at night, the vehicle sinking precariously balanced on two wheels and with crates of food on the roof. Later I was told that an elephant had had a bath there the day before. In Afghanistan we drove the truck to 11,000 feet, the Land-Rover racing up the mountain with the aid of its high altitude jet, whilst the occupants suffered badly from mountain sickness.

Things began to get cold in Eastern Turkey. Twice the Land-Rover was frozen to the ground, and once the steering froze solid as I was driving. The passes were a simple matter of frozen ice, tight hairpins and steep gradients — all effectively coloured with horrendous accidents. In spite of my panic buying stupifyingly expensive American made chains for the 750 x 16 tyres, the Land-Rover proved remarkably safe in FWD, and in spite of the load we were able to travel at a reasonable speed on ice.

In that year we covered 37,000 miles, driving across 34 countries at a cruising

speed of 45 m.p.h.. Carrying a full load for 80% of that distance we averaged 16.2 m.p.g. and 2,000 miles per pint of engine oil, though the engine had never been rebored. All repairs and servicing was carried out by ourselves, and apart from the odd oil seal ruined by desert sand, we had only to replace part of the front axle and first gear which "got tired". In addition I replaced piston rings, bearings, exhaust valves and guides in Capetown as a precaution.

Recently I parted with the vehicle — and I understand that it has been on a jaunt to Morocco without breakdown or incident. My congratulations to Rovers.

Haslemere R. J. A. NOBLE

[It's British too!—ED.]

A Reply to Mr. Michie and Alvis

Sir,

You can imagine my huge delight to read the letter from my old friend Mr. D. Michie. It was so good that my son rang me up late last evening to tell me the good news.

Yes it was about April, and certainly 1954. Today I am now 75 and driving my 52nd car a BMW 3.0CSi and a superb job it is although I took a little time to get used to it after a succession of six Porsches. The cars are somewhat different, both magnificent examples of superb engineering; with Porsche you rarely put a spanner on it. The BMW did need some adjustments, the main one being the fitting of Koni shock-absorbers. These transformed a very good car into a superb machine. I had, of course, to get used to power steering. I had three Alvii and it may interest Mr. Michie that my son met the present owner, an Australian (the Grey Lady DHC is now in Australia), at a Vintage Car gathering at Nelson last Easter or thereabouts. Between Alvis and Porsche there was an Aston Martin DB2/4, another fine car but after a severe operation I found it too heavy to handle and dropped it in favour of Porsche. I only dropped Porsche because there was none available at the time and at my age one does not waste months waiting, they are too precious, hence the BMW. Sorry Mr. Michie, I had no idea of your rank or status but I was astounded at the reception I got in England. In NZ they do at least fill your tank with petrol on purchase of a new car.

Also regarding cause of delay, I paid for this car months before I arrived to take possession. Those days too, one did not expect to find faults on a new car. Today people get them with up to thirty faults hence my preference for German cars, although we here should all be buying British cars, but boy, oh boy, just read Consumer Report and you will see why we do not. Again Mr. Michie, I have always received good service Sunday or any other day, if you go to the right man and in a decent manner. One reason for my being upset was that we were running on a tight schedule and when one starts out with a car giving trouble from the outset it is somewhat disturbing. However when I wrote the first letter it was more in a spirit of fun and not that I held any grudge against Alvis. In fact I got used to the Grey Lady and for a while did not know if I had done the right thing in buying the Aston.

Long life to you Mr. Michie and some day if you don't wait too long we might see you in NZ and I'll take you for a run in a good car.

Havelock North, NZ E. VOGTHERR

Alfa Romeo Service

Sir,

Some of your readers may be interested in hearing of my recent experiences with Alfa Romeo (Great Britain) Limited. In March this year I purchased a *second-hand* 2000 Berlina (July, 1972), with approximately 4,500 miles on the clock. The car was as new. After driving the car for four to six weeks I realised that at 4,000 revs. in all five forward gears, when the engine was hot, a rather worrying mechanical noise developed. Being unable to identify the source and still less the cause, I took the car to Mr. S. A. Morley (the proprietor of Ramponi Rockell & Co.) who has looked after the various Alfas I have owned over the past nine years. Mr. Morley was unable to identify the cause of the noise with any certainty and so he called in one of Alfa's technical people. Further road tests were unable to produce the answer and so Alfa's took the car into their Edgware Road workshops. Here the car was put on rollers, but the noise could not be reproduced. It was, however, still present when the car was driven on the road, and at this time it was suggested that the problem could be the clutch. Alfa's then took in the car (at this time the mileage was 8,260 miles), and replaced the clutch; still the noise continued. They then replaced the carburetters and distributor but the noise was still to be heard.

The engine was taken out and stripped down. Where there was any doubt about tolerances on any parts, Alfa's replaced them, and then reassembled the engine. At the end of this exercise the noise had gone and was put down to being caused by the timing gear. All this work was undertaken during a three week period and was completely free of charge.

There can be very few, if any at all, of the major car manufacturers who would give this type of service and attention to a car which was purchased second-hand and well outside the warranty period. I personally feel that this speaks very highly for Alfa's and their service agents. Needless to say I am extremely grateful to them.

Kingston-upon-Thames J. C. WHITE

Danish View

Sir,

While I usually sympathise almost completely with your views, Mr. Anthony Bird's hysterical outburst in the October issue (page 1115) seems not to serve the cause of the enthusiast. Here in Denmark, as in much of Europe, multi-toned horns are used exclusively by police, ambulances and similar emergency vehicles. It may be that all Europe would be better off adopting the quaint bells of the English, but I suggest you would be better served by scrapping your beastly American sirens and replacing them with quaint two-toned Danish horns. By the way, what is a po-face?

A few pages further on, D.J.S. presents us with a very remarkable article of the dying breed, the British Motorcycle. Would that he were more critical, and more honest, like Roger Bacon of *Flight*, and own up to the fact that many British products are sad examples of the patch-up and make-do stodginess which is destroying British Motors. Fifteen years ago, I was the proud owner of a Triumph motorcycle, when it was one of the world's best makes. Today I am about to buy another motorcycle, but I cannot see how I can honestly choose a British machine. If Nortons, Vincent-HRD, BSA-Triumph, etc. are to compete on the world market, they must again achieve the state-of-the-art superiority which they held in the past, oh so many years ago. And not only motorcycles. Most of the British cars are unspirited and unimaginative. A pity.

Bagsvaerd, Denmark GORDON SORBER

TAILPIECE



Calamity for a Cooper at Croft in 1957. [Photo by P. Birch.]

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FOR SALE—continued

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BRISTOL 406, 1959. Over £250 spent recently on extensive overhauls. Excellent example in daily use, £950 o.n.o. 01-571 1795. (6749

BENTLEY SII, 1960. 94,000 miles. This car is in perfect mechanical condition, as well as the body and paintwork which have been recently restored, over £900 has been spent in the past 12 months, and due to the purchase of a new house I am forced to sell, £1,800. Tel.: Cambridge 65323 (after 6.30 p.m.). (6755

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RELIANT SCIMITAR GTE, overdrive, Oct. '72 ('73 model, i.e., uprated engine, HR tyres), laminated screen, Radiomobile 8-track/radio. Shetland blue/tan. Carefully run-in and regularly serviced. Owner posted abroad. Demonstration/delivery by arrangement. Offers over £2,200. Taylor, Tel.: Irvine (Ayrshire) 311611 ext. 45 office) or Irvine 311677. After Dec. 6th 01-373 8257 (6735

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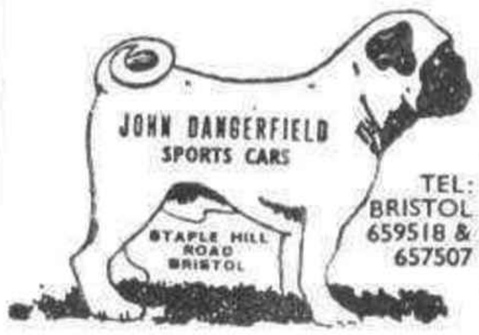
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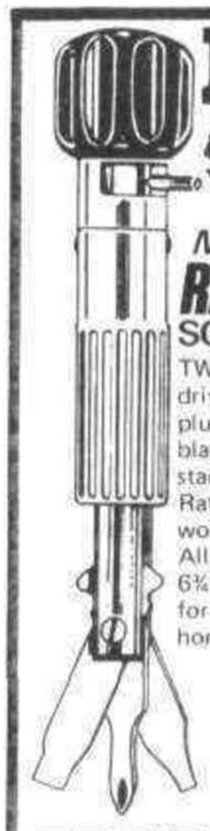
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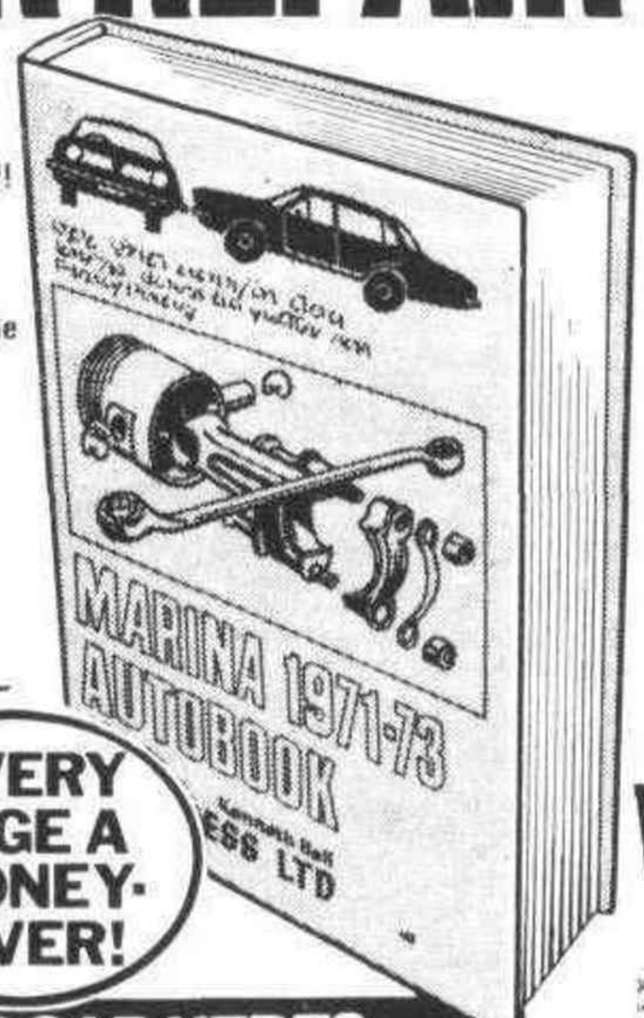
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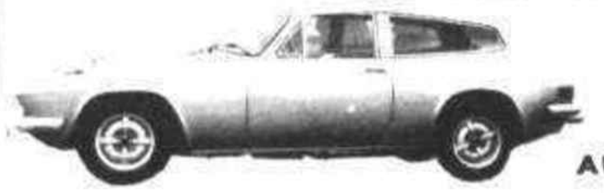


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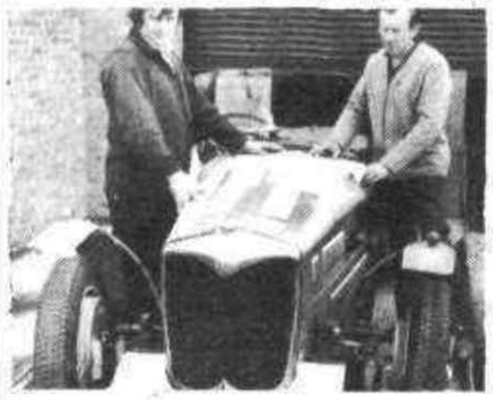
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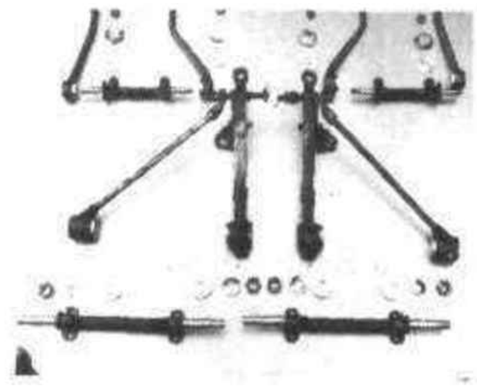
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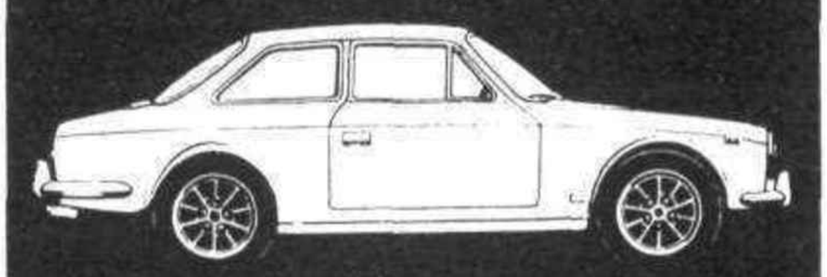
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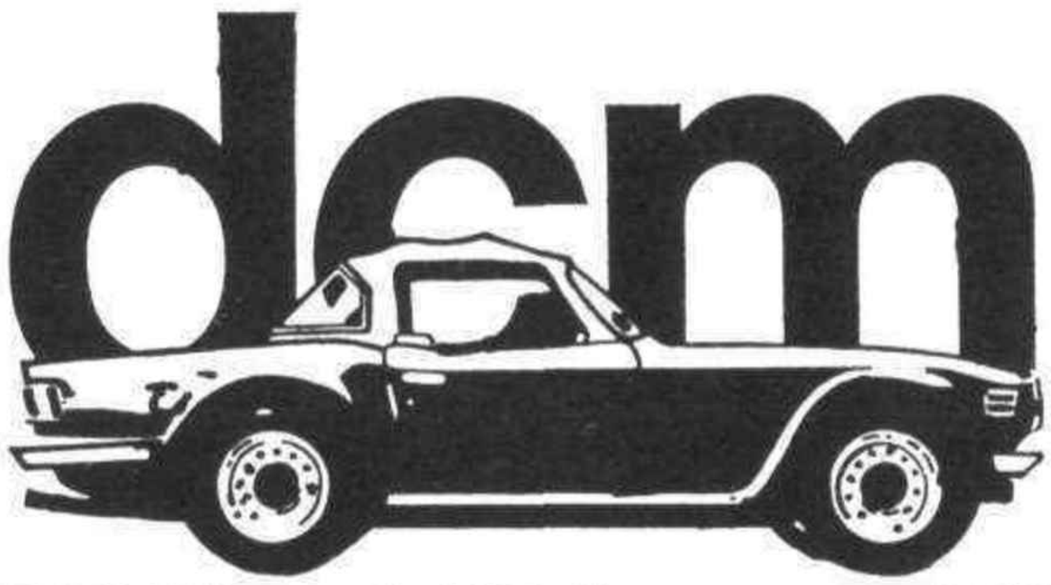
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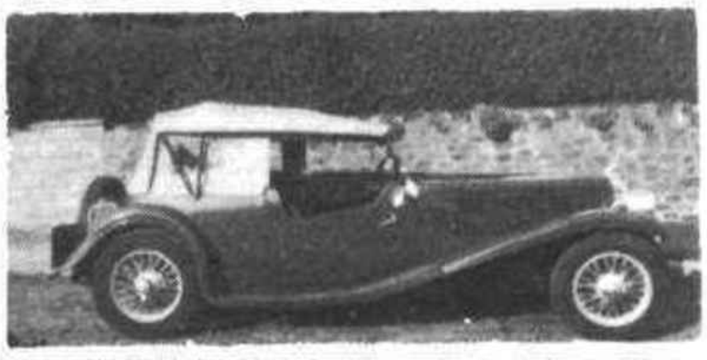
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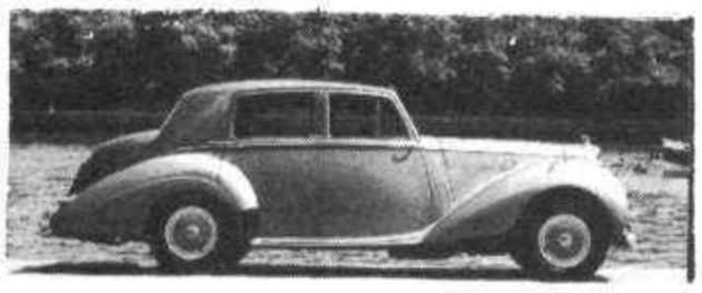
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FOR SALE—continued

1929 DENNIS Fire Engine with escape, VGC, £950. 1936 Fiat 500 (Mickey Mouse) VGC, £195. Tel.: Hadlow (Kent) 547. Box 4164. (6879

MG TF, One owner, nicely original and in wizard condition. Rebuilt engine by specialists, £1,200. Contact Rae Davis, office 01-570 5342. (7268

AUSTIN SEVEN, 1929. Non-original 2-seater, open body, £250. Box No 4169. (6724

FORD VENDOME V8 Sports Saloon. l.h.d., interesting French version of Pilot, very low indicated mileage, £375. Vintage Renault chassis, ideal for rebuild as tourer or wagonette, very sound order, wooden wheels, coal-scuttle front, r.h.d., £550. Enormous ugly limousine ambulance body on very sound 1929 Minerva AK series chassis, originally Olympia show car, now crying out for major rebuild, probably as stately tourer, engine out of chassis. A rare and interesting opportunity, £900 o.v.n.o. Headley Down 2147. (4096

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BRISTOL 403. Good condition but diff. noisy. £150. Would p/ex for other model. Tel.: Godstone (Surrey) 2131 (6933

FOR SALE—continued

LOTUS ELAN Sprint, 'K' reg., yellow, d/head, low mileage, extras, £1,295 o.n.o. Tel.: Lytham 38241. (7243

BENTLEY Mk. 6 Special Fixhead Coupé, opening panel requires little work to complete, can drive. Space required to any reasonable offer. Hindhead 4846 (7244

1939 AUSTIN 8 hp 4-door grey saloon, very good condition, one owner, 36,000 miles since new engine, £90 o.n.o. Tel.: Price, Barry 3949. (7245

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ALVIS TD21, 1963. Automatic, immaculate, grey, white Reutter seats, c/wires, Radiomobile, £600 spent recently, £1,100 o.n.o. Further details: Stratton 021-429 1055. (7249

AUSTIN HEALEY 3000 Mk. III, 1964. 72,000 miles, very good condition throughout, ice blue, w/wheels, radio, overdrive, heater, spot, luggage rack, good tyres (ZX), £750 o.n.o. Puddletown (Dorset) 598 (7247

LANCIA FULVIA Rallye "S" Coupé, 1970. Immaculate condition throughout, £1,050. Griffin & Kingston, Cecil Road, Northampton. Tel.: 36918. (7250

ALFA ROMEO Giulietta/Giulia Sprint Coupé. Exactly as in Telegraph Magazine recently, but with 1600 dohc engine and 5-speed gearbox. Engine rebuilt, MoT, ideal investment for enthusiast. Bargain £160 o.n.o. Forest Row 2612. (7251

AUSTIN 20 circa 1923. Most mechanical parts available. First £80. 4 Byford Close, Rayleigh, Essex. (7252

TRIUMPH TR4A Coupé, 1965. BRG, black interior, good condition for year, hard and soft tops, radio, radial tyres, taxed end Dec., MoT July '74. Offers around £425. Ring Chorley, Lancs. 5108. (7256

1966 JAGUAR E-Type 2+2. Well maintained, £820 o.n.o. 158 Dale Road, Spondon, Derby. (7225

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AC BUCKLAND TOURER, 1950. New hood, much recent mechanical work, bills. C/o Dept. of Public Health, Mendi, Southern Highlands District, Papua New Guinea (7029

BENTLEY 4½-LITRE. 1930. Original Drophead Coupé body by Salmons, sound, seen Scotland. Phone Glamis 303 (6932

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NOSTALGIA



Twelve cars for Christmas!



If you read the specs. of this month's cars, you may agree that many of them qualify for the above description — propriety prevents me from explaining further! So apart from exhorting you all to buy one or more as a Christmas present for yourself, I'm going to cut the chat and just give you the facts, ma'am. **AC SHELBY COBRA '289' 1963, LHD.** At last it's ready! This 2-owner, 36,000-mile beauty has unfortunately taken much longer to prepare than I first anticipated, due entirely to my perfectionist standards. I have had the body stripped to the bare aluminium and sprayed Rolls-Royce regal red. The Cobra 6J wires have been shotblasted and stoved; the slightly modified engine is being rebuilt as I write this, the gearbox too; the interior has recently been properly retrimmed in expensive materials. I am very proud indeed of this example, which I reckon to be possibly the very best Mk. II anywhere. £5,750. (Photo is of Mk. III that I recently sold.) **TVR TUSCAN V8 LWB, 1969** — the 300+ b.h.p. Cobra engine has been mated with a very high back axle ratio and the result is a genuine 85 m.p.h. in first! The rest I leave to your imagination. It is, however, still beautifully tractible even in heavy traffic. Colour is black and metallic lime green, with special mag. wheels. Phew! £1,950. TVRs also made the **TVR TINA 2+2 SPORTS, 1971,** originally intended as a joint venture with Aston Martin's, though only this one was produced, specially for the London and Turin Motor Shows. FISSORE of Italy built the all-steel body and power and chassis, etc., is by modified Sunbeam Sport, giving over 100 m.p.h. and 35 m.p.g. Absolutely unique and as new — £2,250. Another unique vehicle is the **EX-JOHN CHATHAM AUSTIN-HEALEY 3000 Mk. III, 1971 'K'**, entirely built from all new parts by the well-known racing driver in '70/71. Mileage is 16,500 and this must be just about the best Mk. III around. £2,000. Fiat Dino Spyders are rare enough with the '206' engine fitted, but a **FIAT DINO SPYDER '246', IRS, 1971,** is an exceptional "find". 29,000 km. only, so nearly as new. Cornering is really astonishing and the 190 b.h.p. engine is magnificent. £3,300. Possibly another **FIAT DINO SPYDER '206', 1970,** in similar condition for £2,600. A friend has asked me to feature his **TRIDENT VENTURER V6, 1972,** and this I am delighted to do because it is such a nice example. Opening rear window, chrome wires, radio, etc. Jolly good value at £2,250. As you should all know by now, I only keep and feature sports cars in absolutely specimen condition (so you never need fear a wasted journey), and this **JAGUAR XK150S ROADSTER 3.4 1958** must be the definitive example too. It has been totally rebuilt with all brand new components, body, engine, interior, etc., over the past three years. Restoved wires, rewired, rechromed (re-coppered first), retrimmed (new Connolly hide), re-hooded, and re-silenced (in stainless steel throughout). The registration number — why, "A XK 150", of course! Finally, I have a really superb **RELIANT SCIMITAR GTE, 1972, Manual and O/D.,** for sale. 15,000 miles, one owner, oatmeal upholstery, radio/stereo 8, etc. £2,400. **The following may still be available as you read this:** **ELVA COURIER, FULL RACE/ROAD, 1960** — a bargain D-I-Y racing package, which is road registered, tested and equipped, too, all in *concours* condition. This time next year it will be worth much more than my asking price of £1,000; even the badges on this car are gold plated. Next is the **SINGER 4-STR. ROADSTER, 1949** — this example is the best anywhere, having won the Singer National *Concours* Award again this year, for the third time running — £1,250. **RILEY 3-STR. 2½-litre ROADSTER, 1948;** the total mechanical and bodily rebuild to *concours*-winning standards is anticipated to be finished around Christmas, £2,250. **TRIUMPH TR FURY, 1965/8.** Unique, immaculate collector's dream. Cost £100,000+, I should like £3,500.





BEING CHRISTMAS, I'LL DISCUSS REASONABLE OFFERS FOR MOST OF THE ABOVE! HP, PART EXCHANGE, LLOYD'S INSURANCE ARE ALL AVAILABLE, AS ARE SALE-OR-RETURN FACILITIES IF YOU WOULD LIKE ME TO SELL YOUR CAR FOR YOU.

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LASTLY: THE SEASON OF GOODWILL SHOULD BRING OUT THE BEST IN US; SO PLEASE DON'T MAKE A DEFINITE APPOINTMENT TO VISIT AND THEN NOT BOTHER TO TURN UP. I CAN'T REQUEST THIS STRONGLY ENOUGH!





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(Left) EXCLUSIVE TO VINTAGE AUTOS LTD., the much admired and very fast **Bentley Mk. VI 4½-litre Custom Built Super Sports Le Mans** 2-seater roadsters. Fitted outside chrome exhausts, outside hand-brake, P.100 headlamps with stone guards, fold-flat windscreen with twin aero-screens, etc., etc. No. 16 (with many improvements on previous models) expected in stock this month. No. 17 should be in stock next January/February. These Bentleys are real crowd gatherers and stop the traffic wherever they appear.

(Right) FOR THOSE WHO REQUIRE NOTHING BUT THE BEST (like most of my clients), I have just purchased a superb **1935 Rolls 20/25** owner-driver saloon by Park Ward (with the unique registration number AAA 915), which must be the finest example of its type, having done only 1,000 miles since restoration to new condition at a cost of over £4,000 by leading Rolls Specialists (for a well-known American Producer). Fitted special tinted windows, sun-roof, heater, etc., and a new p.b. radio with twin rear speakers just installed. In full *concours* Show condition in rich burgundy with gold coachline, polished aluminium wheel discs with special American wide white-wall tyres. The new interior is in champagne hide with matching carpets and highly polished veneers.



At the time of going to Press the following cars are expected in stock, or being restored to my usual high standards :

1927 BENTLEY 3-litre Red Label Speed Model by V.D.P.
1930 BENTLEY 4½-litre short chassis by V.D.P.
1929 AUSTIN 7 "Chummy" open 4-seater.
1928 DODGE 6 sedan. **1910 CADILLAC** open 2-seater.
1938 ALVIS 12/70 sports tourer.
1931 MORRIS Cowley open 2/4-seater.
1937 ROLLS 25/30 sports saloon by F. & W.
1954 BENTLEY R-Type (Automatic) sports saloon.

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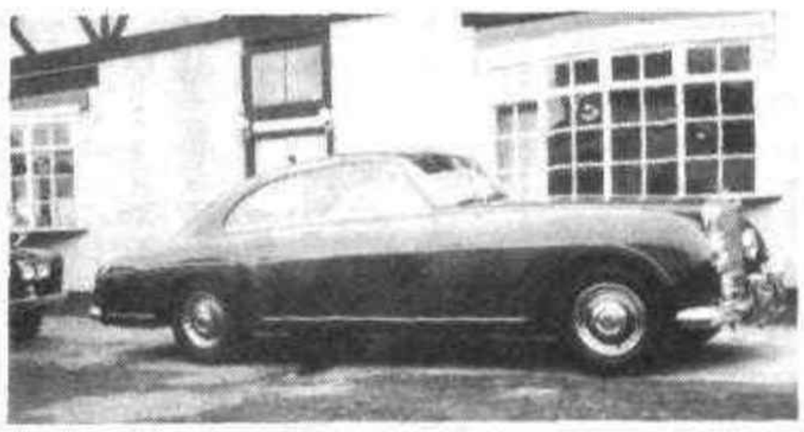
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Visitors here are likely to notice one or two early post-war models that are remarkably free from rust. When told of the underlying reason they may be slightly incredulous. The mention of fibre glass in connection with cars conjures up the somewhat flimsy and often unpainted sections of panelling sometimes encountered. In fact, our mouldings are nothing like these. They are constructive with the strength and durability of a ship's hull. They carry paint in such a way that the finished job is indistinguishable. Added to all this, they cost less than half the price of steel panels. Price lists free.

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Very original
S. Wraith 1950 Saloon
20/25 1935 Owner driver saloon

Bentley
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R Type standard manual gears
Mark VI James Young coachwork, rebuilt engine

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We hold a wide range of commonly needed spares for post-war models up to 1965 and also some stocks of pre-war spares including major assemblies, dynamos, starters, etc. If ordering please quote chassis no. and identify difficult parts by drawing or photograph.

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We can supply the following items new, specially manufactured to a very high standard:
special tools for hub removal on pre-war models.
Outer wheel discs for 20/25 and 25/30, superb finish in spun aluminium, too good to paint!
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£3,150 : FERRARI 275 GTB.
Exceptionally good example.



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£895 : 1964 PORSCHE SC.
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1971(K) TRIUMPH TR6 £1,295
1969(G) LOTUS Elan +2 £1,095
1969(G) BMW 2000 F/N. £1,050
1970(H) MG-B GT £1,025
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1969(G) MG-C £850
1960(–) MERCEDES 220 SEC £850
1970(H) BOND Equipe £745
1969(H) TRIUMPH Spitfire £575
1967(E) TRIUMPH GT6 £495
1967(E) SUNBEAM Alpine GT £495
1966(D) BOND Equipe £295

1964(B) HEALEY 3000. Complete but front-end written-off £275

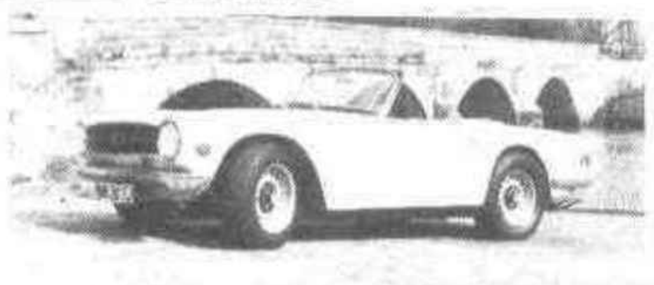
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1973 V12 E-Type Roadster, 2,360 miles only from new. Primrose with Black trim, fitted pressed wheels, combined radio and stereo tape deck with electric aerial **£3,495**

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1970 E-Type 2+2 4.2, most attractive in Carmen Red with Black trim. Extras include sunroof, chrome wire wheels and radio. Two owners from new **£1,995**

1970 E-Type FHC, J-Registered, 22,000 miles from new, fitted numerous extras including power assisted steering, chrome pressed wheels and radio **£2,195**

1970 E-Type Roadster, a one owner car, low mileage from new. Fitted chrome wire wheels, slim-line whitewalls and radio **£2,045**

1969 E-Type 2+2, finished in Primrose with contrasting Black trim. Supplied by us to previous owner 18 months ago and serviced by us since then. Chrome wire wheels and stereo **£1,745**

1966 E-Type Roadster, attractive in Opalescent Silver Blue. Again supplied by us to previous owner. Fitted detachable hard top, and wire wheels **£925**

1973 Reliant Scimitar GTE with Granada power unit, and close ratio gearbox. One owner from new, chrome alloy wheels, radio **£2,395**

1971 Reliant Scimitar GTE Automatic, only 22,000 miles from new and one owner. Everest White with Black trim. Fitted radio and H.R. window **£1,945**

1970 Reliant Scimitar GTE, lovely car in Golden Sand. Fitted automatic transmission, pushbutton radio and seatbelts **£1,645**

1969 Reliant Scimitar GTE, with V6 Ford engine, extras include overdrive, reclining seats, radio, etc **£1,395**



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Europa Special 5-speed, Sable with Champagne trim, alloy wheels, airhorns ..... **LIST**

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+2S.130 5-speed, Roman Purple, Tan trim, tinted glass, radio, alloy wheels ..... **LIST**

+2S.130 5-speed, demonstrator available. Please ring Geoff Barker on Bournemouth 28884 for appointment.

1973 Lotus +2S.130/5-speed, in Almond Green with Champagne trim, 4,000 miles only, fitted alloy wheels, radio, tinted screen **£2,695**

1971 Lotus +2S.130, Nov. K-Registered, only 15,000 miles from new with one owner. Extras include radio, heated rear window, rec. seats **£1,895**

1970 Lotus +2S, distinctive in Carnival Red with Black trim. Serviced by us for last 18 months. Fitted radio and stereo tape deck, chrome wheels etc **£1,545**

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1972 Lotus Europa Twin Cam, one owner car with tinted glass, Dunlop SP Sport tyres and interesting registration **£1,625**

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1972 Lotus Elan Sprint DHC, 18,000 miles from new, fitted tonneau, radio and tinted screen. Colorado with Black trim ... **£1,645**

1971 Lotus Elan Sprint FHC, November K-Registered car with tinted glass, knockon wheels, SP sport tyres and seatbelts **£1,495**



TRIUMPH

1973 Triumph TR6PI Roadster, this car, registered in July, has covered only 5,000 miles from new and is the latest model. Overdrive, G.1 spots **£1,575**

1972 Triumph TR6PI Roadster, finished in White with contrasting trim. Extras include overdrive, radio and tonneau **£1,375**

1971 Triumph TR6PI, with hard and soft tops, only 14,000 miles with one owner. Overdrive, radio and seatbelts **£1,365**

1970 Triumph TR6PI Roadster, a most attractive example in Sapphire Blue with Gold coachlines and Black trim **£1,145**

1970 Marcos 3-litre, J-Registered, V6 Ford power unit gives shattering performance, fitted overdrive, Revolution alloy wheels, sunroof and electric windows **£1,445**

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1969 Mini Cooper, very attractive example of this popular model, fitted radial tyres, reclining seats **£595**

MG

1973 MGBGT in Green Mallard with Ochre trim, 7,000 miles from new with one owner, chrome Rostyle wheels, overdrive, tinted glass and radio/stereo unit **£1,695**

1971 MGBGT, a one owner car with numerous extras including overdrive, wire wheels, heated rear window, etc **£1,225**

1972 MGB Roadster in Blaize with Black velour trim, overdrive, wire wheels, radio and tonneau cover **£1,195**

1971 MGB, exceptional car, Bournemouth registered, only 12,000 miles from new. Fitted overdrive, tonneau, headrests, radio and Rostyle wheels **£1,095**

1966 Austin Healey 3000 MkIII, probably the best 3000 for sale at present. Its one change of ownership was conducted through us at 11,000 miles and the total to date is only 26,000. Fitted overdrive, radio and wire wheels ..... **PRICE ON APPLICATION**

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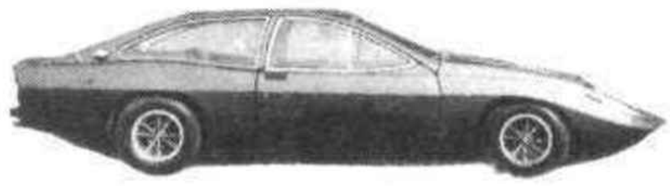
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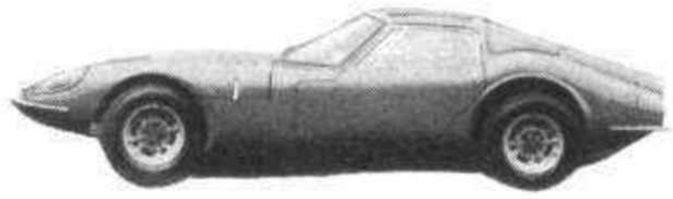
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SWANS

JEM MARSH





MARCOS

1971 MARCOS Mantis, silver, push-button radio, electric windows, alloy wheels.

1971 MARCOS 3-litre Volvo, tangerine, radio, sun-roof, low mileage.

1971 MARCOS 3-litre Volvo, opalescent plum, radio, sun-roof, alloy wheels; one owner.

1971 MARCOS 3-litre Ford, orange, radio, stereo, sun-roof; one owner. low mileage.

1969 MARCOS 3-litre Ford, yellow, alloy wheels, sun-roof, radio.

1969 MARCOS 3-litre Ford, white, sun-roof, radio.

1969 MARCOS 3-litre Ford, Bahama yellow, sun-roof, Minilites.

1970 MARCOS 2-litre Ford, orange, chrome wire wheels, radio, stereo.

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1971 MARCOS Mk. II 1600, silver and black, alloy wheels, radio, stereo; low mileage.

1969 MARCOS 1600, silver, sun-roof, radio, Minilite wheels.

1968 MARCOS 1600, tangerine, radio, sun-roof, wire wheels.

1964 MARCOS 1800, blue/yellow, alloy wheels; good car for the year.

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1963 MINI OGLE, SX 1000, aubergine, Cooper engine.

G.P. Beach Buggy, full weather equipment, extra wide wheels.

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ROLLS-ROYCE 20/25, 1932, sports saloon by Thrupp & Maberly. Black pearl over B.R.G. One of the prettiest cars in stock.

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ROLLS-ROYCE 20-h.p. 2-door fixed-head coupé by Cooper. Attractive body in restored condition with its original trunk. First class runner.

ROLLS-ROYCE P.II, 1935, sports saloon by H. J. Mulliner. Midnight blue with red hide interior. Completely restored to a very high standard.

BENTLEY 4¼, 1937, Park Ward. Burgundy over black pearl. New carpets and headliner.

BENTLEY 3½, 1934, by Thrupp & Maberly. Burgundy with blue interior. A car that runs extremely well.

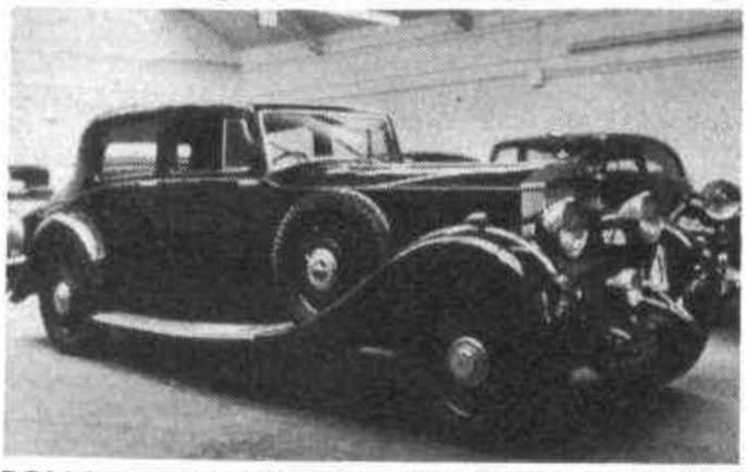
ROLLS-ROYCE, 1957, Silver Wraith by James Young. Auto. and power steering, and in very fine condition.

ROLLS-ROYCE Silver Cloud II, 1961. Fern green over black pearl. Air-conditioning and Sundym windows. A first-class example.

Choice of three Silver Cloud IIIs, all in good order.

BENTLEY 'R'-Type, 1954. Gunmetal with red hide interior. Three owners and a good history.

ROLLS-ROYCE Silver Wraith by Hooper, 1948, 44,000 miles, and must be considered one of the finest examples in the world.



ROLLS-ROYCE 20/25 sports saloon by Hooper. Finished in black pearl. A very pretty car.

ROLLS-ROYCE 1935 20/25 Six Light saloon by Thrupp & Maberly. A very sporting shape and excellent mechanics.

ROLLS-ROYCE 20/25, 1934, owner-driver by Windover. New carpets and headlining. Warwickgrey with blue-grey interior. Ideal for the enthusiast.

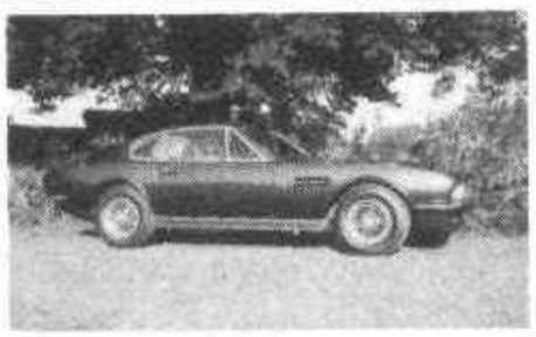
ROLLS-ROYCE 20/25, 1934, Landaulette. Retrimmed in light blue hide, new carpets, chrome, etc. Ideal vintage wedding hire car, and if needed a vintage **Wolseley** in matching colours.

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1969 AUSTIN HEALEY Sprite. Economical sports-car motoring. Above average car in B.R.G. **£449**

1970 AUSTIN HEALEY Sprite. Fitted with hardtop and Motorola radio. Beige with tan seating. **£649**

1972 (Reg'd) B.M.W. 2500 Manual, P.A.S. Inertia reel belts. Superb in Silver with Navy interior. **£2,799**

1972 B.M.W. 2000 Touring. Sportsman's compact fastback estate. Immaculate in White. H.R.W. Radio **£1,899**

1971(K) B.M.W. 2002 Coupe. Outstanding car in Golf yellow with Black trim. H.R.W. Rapid 4-seater **£1,599**

1972 CITROEN S.M. Electronic Fuel Injection, 5-speed. Refrigeration, P.A.S. Tinted glass, leather upholstery, etc. Brun Scarabe. **£4,999**

1973 DAF '66' Marathon Coupe. 1 owner. 3,000 miles. H.R.W. Attractive fastback in White with black cloth trim **£1,299**

1971 FIAT 124 Sport Coupe 1600. Eye catching example in Yellow with black. 5-speed gearbox. H.R.W. **£1,249**

1972 (L) FIAT 128 SL 1300 Coupe. 1-owner car in Red. 11,000 rec. miles. H.R.W. Most attractive **£1,299**

1971 FORD Escort Mexico. Really quick 4-seater sports saloon in Maize yellow. Highly recommended **£869**

1971 GILBERN Invader. Good performance with generous 2+2 seating. Overdrive, sunroof, alloy wheels, radio/8 track. Attractive in Beige **£1,399**

1972 JAGUAR 'E' Type V12 2+2 Manual. Webasto sunroof, motorola radio, chrome wheels, headrests and H.R.W. 1-owner car in Black **£3,299**

1971 JAGUAR 'E' Type V12 2+2 Automatic. P.A.S. Radio and H.R.W. Blue with Grey trim **£2,799**

1970 JAGUAR 'E' Type roadster with hardtop. Chrome wires, push-button radio, etc. Exceptional car in Maroon **£1,849**



1972 LANCIA 1600 Sport Zagato. 5-speed gearbox, elec. windows, hi-back seats. H.R.W. Red with Black fur-fabric seating **£2,149**

1973 JENSEN S.P. Even more incredible performance than the Interceptor. Auto., P.A.S., Air conditioning, radio/stereo, sundym, etc. Blue **£6,799**

1971 JENSEN Interceptor MkII Automatic. Air conditioning, P.A.S., Sundym, radio/stereo, H.R.W. etc Metallic Blue with Tan Hide **£4,649**

MkIII Interceptor. Superb in Aubergine with Black hide. Usual Auto. P.A.S., Air conditioning, sundym and other luxury features **£5,699**

1972 LANCIA 1.3 Zagato. 5-speed gearbox, radio, H.R.W., etc. Magnificent in Tangerine with Black trim **£1,799**

1972 LANCIA 2000 Pininfarina Coupe. 5-speed gearbox, power steering, alloy wheels, radio/cassette player and H.R.W. Gold **£2,349**

NEW LOTUS ELAN SPRINT Fixedhead Coupe, in White with Black trim. H.R.W. Must be one of the last available ..... —

1972 LOTUS +2S 130. Superb in Regency with black interior. Radio and H.R.W. Elegant 2+2 styling **£2,149**

1969 LOTUS +2S, attractive in Burnt Sand with black trim. Radio and H.R.W. Must be seen **£1,499**

1972 LOTUS Europa Twin Cam. Race-bred mid-engined GT. White with Black trim **£1,599**

1972 LOTUS Elan Sprint. Convertible. 1-owner car in Lotus Yellow over White. Tonneau **£1,629**

1970 LOTUS Elan F.H.C. Special equipment model in Yellow with Black trim. Radio, K.O. wheels, etc **£1,149**

1969 LOTUS Elan Series 4 Special equipment D.H.C. Knock-on wheels, servo brakes, electric windows, etc. Red with black **£1,029**

1968 LOTUS Elan Drophead Series 4. White with Black trim. Attractive appearance. Above average condition **£949**

1970 MARCOS 3-litre V6. Choice of two very nice cars, both finished in Yellow and fitted with overdrive and other extras from **£1,499**



1973 GILBERN Invader. Finished in Green with Tan trim. Radio, overdrive. H.R.W. **£2,399**

1971 MASERATI Indy 4.7 Automatic. P.A.S., Radio, air-conditioning, tinted glass, H.R.W., etc. Blue with Champagne nide **£6,999**

1972 (L) MG Midget. 1 owner car in Blue with tan interior. Radio. Superb condition throughout **£779**

1969 MG Midget MkII. Powerful but economical 1275 c.c. engine. Very pretty car in Red **£469**

1972 M.G.B. Roadster. 1 owner car in Green, fitted with overdrive, headrests and tonneau cover **£1,149**

1971 M.G.B. Roadster, attractive in Red with black. Overdrive and radio. Ro-style wheels, etc **£949**

1966 M.G.B. Sports. Extras include wire wheels, hardtop and radio. Lovely appearance in white. Exceptional condition **£449**

1972 M.G.B. GT. Superb example in Flame red. Overdrive, radio, H.R.W. and headrests. Highly recommended **£1,349**

1971 M.G.B. GT. Overdrive, wire wheels, radio and H.R.W. Beautiful car in Teal Blue with Tan **£1,149**

1968 M.G.C. Automatic roadster with detachable hardtop. Other extras include radio and tonneau. White **£699**

1972 OPEL Kadett Coupe. 1-owner car in Red. Sleek 4-seater fastback ... **£999**

1972 OPEL Manta 'S' Automatic. 1.9-litre sports saloon, fitted with H.R.W. and finished in Yellow with black **£1,399**

1972 OPEL Manta 1.9 Rallye. Fitted with radio, H.R.W. and laminated windscreen, and finished in metallic green **£1,349**

1971 PORSCHE 911 'S' 2.2-litre. 5-speed gearbox, electric sunroof, radio, H.R.W. Orange **£3,999**

1969 PORSCHE 912, attractive in Fawn with Black. H.R.W. Very nice example **£1,849**

1973 RELIANT Scimitar G.T.E. Overdrive, alloy wheels, H.R.W. etc. 1 owner car in Nevada Yellow ... **£2,549**

1969 RELIANT Scimitar G.T.E. Manual with overdrive, push-button radio. Metallic green **£1,349**



'M' Regd. JAGUAR 'E' type V12 Roadster. Works mileage car in red with black trim. Chrome wheels, headrests and tonneau cover ..... —

1971 RELIANT Scimitar G.T.E. Automatic. Usual luxury spec. including radio and H.R.W. Smart car in Red **£1,949**

1972 RELIANT Scimitar G.T.E. Automatic. Outstanding car, fitted with sunroof, radio/stereo, etc. Yellow with Black **£2,299**

1972 RELIANT Scimitar G.T.E. Manual with Overdrive. Silver with Black trim. Superb condition. Radio and H.R.W. **£2,249**

1968 RELIANT Scimitar 3-litre G.T. Coupe. Manual with overdrive. Blue with Black interior. Radio **£849**

1968 TRIUMPH Spitfire MkIII. Particularly nice condition for the year. Radio and tonneau cover. White .. **£429**

1972 TRIUMPH G.T.6 MkIII. Overdrive, radio and H.R.W. Superb in Red with black trim **£1,179**

1972 (L) TRIUMPH T.R.6. Hardtop Coupe. Overdrive and radio. 1 owner. 6,000 rec. miles. Bright in Saffron **£1,599**

1972 TRIUMPH T.R.6. Roadster with overdrive. Blue with tan seating. 1 owner. Tonneau **£1,389**

1968 TRIUMPH T.R.5. Surrey Top. Overdrive and Wire wheels. Very much above average for the year. White with black trim **£899**

'M' Regd. TRIUMPH Stag Automatic. Works mileage car in Mimosa. Hard and soft tops, sundym glass. P.A.S. . **£3,499**

1970 VOLVO P.1800 E. Alloy wheels, headrests and H.R.W. Superb in Red **£1,549**

1971 VOLVO P.1800 E. P.I. engine. Overdrive, radio, H.R.W. 1-owner car in Yellow **£1,799**

1972 VOLVO P.1800 E.S. Sports Estate, Overdrive, radio and H.R.W. Immaculate car in Red **£2,349**

1973 (Series) Volvo P1800 E.S. Automatic. Magnificent in White. Radio, tinted glass, halogen spotlamps, H.R.W. Cost new over £3,100. Substantial saving at **£2,599**



1971 TRIUMPH Spitfire Mk.IV. Pretty and popular, this example in Blue with tan trim. Tonneau **£729**



1969 OPEL 1900 G.T. (Regd. 1970) Rare and beautiful sports G.T. Radio and H.R.W. Metallic blue **£1,099**



1973 (M) LOTUS +2 S130. Sundyn. glass, radio and H.R.W. Immaculate in White. Would cost today over £3,200. Substantial saving at **£2,449**



1969 JENSEN Interceptor. Auto. Power steering, radio/stereo, sundym screen and H.R.W. Sparkling in white **£2,999**

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LOTUS Elan + 2S 130, '71. 2/4-seater.... **£1,895†**
LOTUS Elan coupe, '67. Special Equip. **£795†**
CHEVROLET Corvette Stingray. Fibreglasss body, 5.3-litre V8, hard/soft-tops..... **£1,195**
M.G.-C GT, '69. Overdrive, wires..... **£955***
FORD Capri 2000 GT XLR, '69 (Dec.).... **£870**
FORD Capri 1600 GT, '69H. Many extras **£745***
(*Illus.*) **MERCURY Comet GT,** '71 series (reg. '70J), 4-str. sports coupe, 4.9-litre V8, auto., P.A.S., radio, stereo, tinted screen..... **£1,795†**

TRIUMPH TR6, '71K. Various extras.... **£1,195***
TRIUMPH GT6, '68G. Sun-roof, wires.. **£640***
TRIUMPH TR4A roadster, '67..... **£620†**
TRIUMPH TR4A roadster, '66. Wires, etc. **£575†**
TRIUMPH Spitfire Mk. III, '67..... **£395†**
TRIUMPH Spitfire Mk. II, '66. Wires.... **£355†**
TRIUMPH Vitesse II, '69, 2-ltre., sun-roof **£595***
DUTTON B-type, '72L reg. Similar Lotus 7 **£595**
Probably coming — FORD Mustang Mach I; MINI-Cooper; Spitfire IV; M.G.-B II roadster.

M.G.-B GT Mk. III, '73. O/drive, etc..... **£1,620***
M.G.-B Mk. III, '73. O/drive, radio..... **£1,395***
M.G.-B GT Mk. II, '70J. Sun-roof, wires.. **£1,055***
M.G.-B GT Mk. II, '69. Overdrive, etc... **£895***
M.G.-B GT Mk. II, '69..... **£885***
M.G.-B GT, '67. Radio, etc..... **£695†**
M.G.-B ,'66. Overdrive, wire wheels, etc... **£525†**
M.G. Midget, '71. "New look". Extras.... **£680***
(*Illus.*) **ESCORT RS 1600,** '71 (Nov.). Special paintwork, flared arches, wide wheels.... **£1,145†**



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1916 DAIMLER commercial engine and gearbox and front half of chassis, £90. Citroen 5CV and B14 spares. Galloway engine and gearbox. Erskine front axle with Stepney wheels. Tel.: Rayleigh 71520. (7149

1947 AUSTIN 8, immaculate, perfect running order, good bodywork, MoT, £300. Chalfont St., Giles 5114. (7151

DAIMLER SP250. Beautiful condition, Olde English white, h/s tops, wires, year's MoT, 47,000 miles, bills from new, best offer or first over £600 secures. Tel.: Mike, Bude 2048 (9 a.m.-5 p.m.). (7153

CAPRI 3000 GT, July '70. First class order, 40,000 miles, recent complete engine overhaul, new brakes, clutch, generator, exhaust system, etc. Exchange for Estate car equal value and in good condition or sell, £825. Annable, telephone Chinley 611. (6929

ASTON MARTIN DB6. December 1966. LHK 200D, manual five-speed Polychromatic blue haze, new clutch, exhaust and steering last six months. Superb order throughout. £1,550. Stratford-on-Avon 840200. (4261

1965 JAGUAR E-Type, 4.2, FHC, dark green, recent decoke and new clutch, good condition, £765. Tel.: Nottingham 53016. (7147

JAGUAR SPORTS car. This superbly constructed car is offered for sale with trailer and racing spares. £600 o.n.o. Bryant, The Riffel, Sunbury Hill, Torquay. Tel.: 0803 28105. (7148

1931 MORRIS Minor Tourer. Two-seater, body and mechanics first class, many new spares. £450. 01-580 4468 ext. 4639 (days) or write 9 Parkfield Way, Topsham, Devon. (4249

GINETTA G15, 1970 "J". Recently fitted 998 cc wet liner block, Wills rings for reliability, high lift long dwell camshaft giving useful performance for road and sprints, alloy wheels, SP Sports, rear Spaxs. Regretful sale due to company car. Offer around £775. Dawson, Metheringham (052-62) 525. (7489

RILEY RME, 1954. Maroon, engine rebuilt 1971, taxed, MoT. This beautiful vehicle, last in series in excellent condition throughout. Genuine enquiries only. £375. Lancing 63899. (7491

JENSEN 541S, 1961. Automatic. Grand Touring saloon. Only 127 of these beautiful and reliable machines were made and this may be the best in the North. Fitted sunroof, Kenlowe fan, Mobelec electronic ignition, halogen headlights, Motorola radio with electric aerial, etc. Maintained as director's car regardless of expense since May 1971 and previously owned by another meticulous enthusiast. Jensen Club registered. An appreciating investment and a bargain at £950. Private sale. Guisborough 4466 between 6 and 7 p.m. please. (7486

OPEL MANTA 1900, 1972. 14,000 miles from new, flame red in superb condition throughout, part exchange considered, HP available, £1,325. Telephone Ashbourne 2760 or 2407 after 8.30 p.m. (7493

JAGUAR XK150, 3.8, FHC, white, rare automatic transmission, mechanically and bodily excellent, Konis, tow bar, MoT, only £650. Weedon (Northants.) 40670. (7286

ROLLS ROYCE MASCOT. Very early model (1911), very good condition. Offers: Gray, 16 Milkwell, Corbridge Northumberland. (7268

MARCOS 1972. Believed third from last built. Immaculate, all extras, 12,000 miles, £1,700 o.n.o. Tel.: Dinnington 4804. (7289

TR6, 1972 "L". Bargain, immaculate, as new saffron/black, overdrive, carefully maintained, must be seen, genuine 26,000 miles, lady driver, must sell, taxed Oct. 1974, £1,325. Tel.: Slough 28020 evenings. (7291

RARE MG TF 1500. What a lovely car. New body, immaculate chassis, rebuilt suspension, needs a trifle finishing. Expensive offers: Rae Davis 01-570 5342. (7292

1973 HONDA Z Coupé. Under 6,000 miles, under maker's warranty, £765. Bristol 691421. (7359

1965 AUSTIN HEALEY 3000 Mk. III. Overdrive, wires, soft/hard tops, 11 months MoT, no rust, £750. Reason for sale, need a larger car for my business. Phone Sheringham, Norfolk 2815. (7356

LOTUS EUROPA Special, 1973. Pistachio and gold, Lotus alloy wheels, radio, Sundym, air horns, 4,500 miles only, very carefully used, never even scratched, serviced by Lotus, £2,350. Office 01-508 2134. (7355

TR3A, 1958. Wire wheels, overdrive, etc., 34,000 miles indicated mileage believed genuine. Probably the best available, £685. 12 Spicer Close, Culiompton, Devon. (7494

FEBRUARY 1973 Triumph Spitfire, 4,500 miles only, fitted with hard top, overdrive, radio, Dunlop 70 series, soft top also available, colour red/black trim, one lady owner, immaculate. Must change to 4-seater car, £1,150. Telephone: Bridgwater 4044 (day) Bridgwater 3158 (evening). (7495

ROVER 10, 1946. Complete mechanical rebuild, one owner, MoT, August, £195. Tel.: Abingdon 49 (Berkshire). (7496

BRISTOL 406, 1961, fast, impressive, 2.5 litre, 98,000 miles, used daily, fine leather interior, radio, new tyres, discs, grey, taxed, MoT, £1,000 o.n.o. Evenings Bristol 241248, day 27944. (7447

DAIMLER Consort, 2½-litre saloon, 1952. Green, very fine appearance, taxed, long MoT, in weekly use. Tel.: 021-458 7366. (7498

TRIUMPH GT6, 1972 "L" registered, overdrive. As this car has only completed 6,000 miles it is in showroom condition. Sienna, tan, £1,175 o.n.o. Crammond, 19 Hardens Close, Chippenham 4881. (7499

MG-B GT, Mk. II. December 1967, mineral blue, blue leather interior, specimen condition, 45,000 miles only, overdrive, Radiomobile, wire wheels with XAS6, Sundym screen and air horns, 2 owners only. £775 to a good home. Peatling Magna (Leicester) 521. (7500

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1953 ALLARD RED RAM

This car is a Dodge engined prototype, the only one ever built. It is pictured before it was restored to concours condition by ourselves. This restoration included stripping to bare metal and recellulosing in red, re-upholstering in leather and recarpeting. A superb 4-litre V8 sports car. **£2,650**



1953 JAGUAR Mk 7

This immaculate example must be seen to be appreciated. The recorded mileage is 40,000 and this must be genuine, judging by the unmarked exterior and luxurious interior which are finished in black and red respectively. A stunning motor car which must be one of the very best in the country.



JAGUAR XK120

This fully and expertly restored roadster can only be described as magnificent. The bodywork which is finished in dark green is absolutely faultless, and this is matched by the newly upholstered cockpit and the mechanical condition of the car. Very desirable.



1971 COSTIN AMIGO

Built by Frank Costin of Marcos fame, this is one of the only nine Costins produced, and the only one with the Vauxhall 2.3 litre overhead cam engine. A fast motor car which handles superbly, at present being recellulosed in "Antique brown" and retrimmed.



1966 JENSEN CV8

A superb example of this extremely desirable motor car. Finished in metallic silver with green leather and walnut interior. Two owners and low recorded mileage. Service history available.



1970 MORRIS COOPER 'S'

This 1275cc car is in fantastic condition. Fitted with Corbeau seats, Firestone alloy wheels, air horns etc., it is beige and white, and is a delight to the beholder. The engine had a bottom end overhaul about 5,000 miles ago and new wheel bearings and C/V joint boots have just been fitted. ... **£760**

Welcome to the chat section. We wonder how many of you read this bit for amusement. If any do, we apologise! Seriously though, folks, we do have a few more interesting motor cars, so we had better write about a few of them.

1972 Lotus Europa Twin Cam may still be available. Finished in Lime green, black interior. Really immaculate. **£1,550**

1963 Ferrari 250 GTE. Bills available in excess of £1,400 over 2 years. Must be one of the best five in the country, so we are looking for a figure around **£2,400**

The **TVR-Buick,** which as those of you who have enquired will know, has been held up due to staff shortage problems at our works, but happily this resprayed, retrimmed Minilited (new word?) V8 engined, docile *and* hairy motor car should be ready by publication date. **£1,795**

1973 Trident Venturer V6. Very low mileage, black with red coachline, sheepskin upholstery, stereo, Woolferace wheels etc. **£3,795**

We also usually have a number of more ordinary vehicles in stock – for example we have 2 1971 Minis, a 1600 Capri, a Vauxhall Ventora etc. at the moment and we are ready to haggle on prices of all our cars.

Please don't be put off by our 'Ansamatic'. We do listen to the messages promptly!

REMEMBER – subject to stock we require excellent sporting machinery of all kinds.

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1966 Silver Shadow finished in Sand over Sable with red hide interior, 88,000 miles from new, recent top end overhaul by our works department superb in every detail. **£5,995.**

1964 Silver Cloud III Standard steel saloon. Shell over Tudor grey with matching grey hide interior. 65,000 recorded miles. This car can only be described as outstanding and is highly recommended in every detail. **£4,350.**

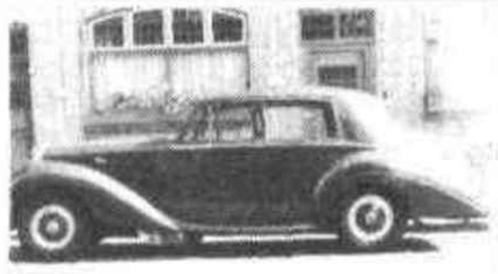
1963 (December) Silver Cloud III Standard steel saloon, finished in dawn blue with matching pale blue leather upholstery. 124,000 miles 2 owners from new. **£3,950.**

1963 Silver Cloud III Standard steel saloon finished in shell over Tudor grey with matching grey hide upholstery fully serviced in excellent condition throughout. **£3,850.**

1961 Silver Cloud II Standard steel saloon black pearl with light grey hide interior. 2 owners from new with 85,000 recorded miles. Electric windows, well maintained. **£2,995.**

1957 Silver Cloud I Saloon finished in porcelain white with red hide interior. Sunroof by Webasto, recent suspension overhaul, exceedingly good value. **£2,250.**

1934 20/25hp touring limousine by Hooper finished in black with beige hide interior. Requires some finishing. Hence **£1,595.**



BENTLEY

1964 S.III Saloon finished in burgundy with black hide interior. 1 owner from new, 55,000 recorded miles. Full service history must be seen.

1961 S.II Saloon finished in Astral blue over shell grey. New gear box servo and brakes, fully serviced superb example. **£1,895.**

1961 S.II Saloon. Smoke over sage green with dark green interior. Electric windows, 8 track stereo. Major service just completed. Offered at **£1,795.**

1960 S.II Standard steel saloon finished in smoke green with matching interior. Electric windows, 8 track stereo. Extremely original. **£1,695.**

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GILBERN GENIE, 1968/69. Alloy wheels, sunroof, electric windows, 3-litre V6 with overdrive, white with black interior, excellent condition, £950. Tel.: Stamfordham 437 (near Newcastle Upon Tyne) evenings. (7352

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PORSCHE 911T, 1968. Righ hand drive but unregistered and stored unused in England since 1969, so obviously in outstanding condition, £1,650. Part ex. and HP possible. Hornchurch 46935. (7540

AUSTIN HEALEY 3000 Mk. III. Wire wheels, overdrive, racing green, MoT, in very good condition, only three owners, £875. Offley 428 evenings, weekends. (7541

ALFA ROMEO 1300 GT Junior, 1968, "G" reg., blue with tan interior, radio, tax and MoT, superb 2+2 car, £760 o.n.o. Tel.: 061-962 5721. (7542

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MG-A TWIN-CAM. First registered Feb. 1960. Excellent condition, recorded mileage 26,000 believed genuine. Offers invited. Reigate, Surrey. Phone 74 44719. (4471

FROG-EYED SPRITE, 1958. H/s tops, tonneau, 5½Js, many extras, beautiful motor. Offers. Tel.: St. Athan 306. (4474

MORRIS MINI Cooper "S", 1275, 1968 "G" reg. Rebuilt and tuned engine, very good condition, very fast, £550 o.n.o. W. Charters, The Cliffs, Little Hereford, Ludlow, Salop. Tel.: Tenbury Wells 810488. (4475

MG YA, 1950. MGCC member. Come and test drive my excellent example of this rare model offered at £275 with numerous spare parts. Ring Coventry 412861. (4476

SCIMITAR 3-LITRE GT Coupé, 1967F, white, overdrive, h.r.w., 8,000 miles since comprehensive overhaul, i.e. engine, gearbox, new clutch, brakes, steering, suspension, exhaust system, etc., etc. Only gentle use since. 27 mpg, uses no oil. I now need more load space so must sell, £725. Horton, Odiham (Hants.) 2633. (4477

MERCEDES-BENZ, 1956, 190. Black, good condition, radio, electric aerial, Kenlowe fans, sliding soft top, good tyres, alas, ring trouble. What offers, 01-850 8483. (4480

1968 BRG E-TYPE Roadster. Chrome wires, recent new bonnet (not shunted), shockers, rear hub bearings, good oil pressure etc., very tidy motor, nearest £1,050. Ring Shrewsbury 54980. (4481

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HEALEY 3000 Mk. III, 1967, 45,000 miles, Colorado red, wire wheels, overdrive, spotlights, radio, bootrack, tow bar, new exhaust system, absolutely beautiful, £925. Call after December 9th, Laros (Ayrshire) 5833. (7532

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1971 DAIMLER XJ6. Two owners. P.A.S., auto.; elec. windows. White **£2,650**

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1970 TVR Tuscan V6. Two owners, 34,000 miles; o/drive. Burgundy **£1,160**

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SCIMITAR GTE, 1972 "K", 14,500 miles, highland purple, tan leather trim, overdrive, radio/stereo cartridge, 4 speakers, spots, rear fogs, Selmar alarm, alloy wheels, map light, £2,175. Olsen, 01-699 9678 (evenings). (7581

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BENTLEY, 1961, S.II Continental convertible by Mulliner/Park Ward, three owners, recorded mileage of only 85,000. Documented history with extensive work recently completed. Finished in ivory with red trim and carpet. Power-operated hood, electric windows and aerial.



ROLLS-ROYCE, 1968, Silver Shadow 4-door standard sports saloon, finished in embassy black with contrasting plum hide trim and carpet. Full refrigeration, Sundym glass. Service history, two owners, with a recorded mileage of 73,000. A really outstanding specimen in all respects.



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ROLLS-ROYCE, 1958, Silver Cloud I standard sports saloon, fully automatic transmission and P.A.S. Nicely finished in shell over Tudor grey with contrasting red hide, trim and carpet. Just fully serviced, etc.



VINCENT, 1951, Comet 500 c.c. Good original condition.

BENTLEY, 1939, 4¼ MX Overdrive Series. Good history with extensive work just completed. Painted in eggshell blue with original hide trim. Very sound and sweet-running example.

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SCOTT, 1947, Squirrel 600-c.c., water-cooled, twin 2-stroke. Rebuilt throughout.

SUNBEAM, 1916, 3½-h.p. Very rare belt-driven machine. Nicely restored. Complete with original working gas lights, etc.

BENTLEY, 1938, 4¼ LE Series sporting 2-door sedanca coupé by Gurney Nutting. Rakish coachwork. Nicely finished in velvet green with black fabric top. Trimmed in fawn hide. Mechanically excellent. Just fully serviced and M.o.T. tested.

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1971 V12 'E'-Type 2+2 Automatic in primrose with black trim. **£2,895.**
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Another car of the same specification, though 6 months older. This vehicle fitted with Jaguar 4-speed gearbox and overdrive. Extras include full-length sunroof. 21,000 miles only and offered realistically at **£1,095.**
Due in shortly, FORD Escort Mexico. The ex-Broadspeed/Andy Rouse 1972 Championship-winning car. Still in Broadspeed colours, this vehicle comes complete with a host of spares and extras.
1972 TRIUMPH Spitfire Mk. IV, finished emerald green; one owner, 12,000 miles only. Many extras fitted, including Ashley hard-top, o/d., electric aerial, Kenlowe fan, tinted glass, etc. Spotless condition, **£925.**
1970 (Dec.) TRIUMPH Stag. Automatic conv. Finished in sienna. Low mileage. Radio. Excellent condition throughout. **£1,925.**
1972 ('L' Reg.) RANGE ROVER. White with tan trim. Sundym glass. Unmarked condition. **£2,850.**
1971 N.S.U. Ro80. Light blue. Low mileage. Fitted radio, stereo, h.r.w. Today's cost new £3,700. This very smart vehicle represents excellent value, **£1,695.**

MARSHALL, WINGFIELD LTD. 856, Finchley Road, Temple Fortune N.W.11.

FOR SALE—continued

1953 RILEY RME 1½-litre. 11 months MoT, good condition. A very attractive car. Offers £300-£350 Phone Bedford 711565. (7699

FOR SALE: HRG, 1948, 1500 cc. Rare slab tank model in very fine condition, £2,000. Please phone 076-121 377 (Somerset). (7688

MERCEDES-BENZ 230SL roadster, 1966, with power steering, automatic, 3rd seat, hard top, radio and stereo player, top condition, £1,795. Phone Brentwood 212593. (7689

1972 MACH 1 Mustang. Superb condition, full history, low mileage, metallic green with tinted glass, 351 engine, Hirst shift, 8-track stereo and p/b radio, inertia reel belts front and rear, taxed, £2,250 for quick sale. 01-221 4884. (7692

SALE: 1938 TRIUMPH Dolomite Roadster MoT, original condition, BRG, model illustrated in Autocar 18-1-1968, page 71. £650 o.n.o. Benenden 469. (7684

LOTUS +2 ELAN, 1969. Beautiful Royal blue, recent engine overhaul, good tyres, taxed, fabulous condition, £1,100 o.n.o. Minehead 2159 (Somerset). (7685

1913 PANHARD Levassor, type X19, 12 hp tourer. One owner until 1971, original, unrestored, fast and reliable, VCC dated, spares, handbook, £4,850. 01-642 7808, 44 York Road, Cheam, Surrey. (7686

TRIUMPH TR6, "H" reg., Damson, 35,000 miles only, works hard and soft tops, overdrive, new XJ6 tyres and cassette stereo, £925. Camberley 29949. (7687

1929 HUMBER 16/50 tourer. Immaculate, new interior and hood. Offers to Dewey, 1 Sherwood Vale, Scunthorpe, Lincs. Tel.: 66232 (7677

FOR SALE or exchange, a 1921 IVY solo motorcycle restored as new. Also 1934 BSA fwd. car suitable for rebuild, one or both in exchange for vintage four-cyl. motorcycle. Cash either way. Box 4209. (7678

FORD CAPRI 3000 GT. "J" registered, white with black vinyl roof and black interior, one previous owner, £900. Delivered anywhere in UK if expenses paid. 051-336 4039, Cheshire. (7679

MINI 1275 GT, August 1972. Stage 1 tuned engine, many extras, £900 051-647 6372 (day), 051-608 1101 (evening). (7681

BENTLEY RED LABEL 3-litre speed model, fabric bodied tourer, 1925. Box No. 4185. (7673

3-LITRE LAGONDA Tourer, 1930. Excellent condition, £7,500. Box No. 4184. (7673

PORSCHE 1949, chassis number 37, one of the 46 very first Porsches built in Austria with aluminium coachwork. Needs restoration, £750 o.n.o. Box No. 4183. (7674

JENSEN INTERCEPTOR II, 1970 "J". Impeccable condition with dark metallic green coachwork, 31,000 miles, air conditioning, electric windows, radio, 8-track stereo and electric aerial, HRW, just completed £800 overhaul, bills available, AA inspection welcomed, £3,825. Telephone Bedford 58488. (7675

BENTLEY 3½-LITRE Airline Saloon by Thrupp and Maberly. Unique collector's car, grey with red interior hide, meticulously maintained, last owner 23 years. Offers £2,500. Tel.: Bourne End 21640. (7667

VOLVO 1800S, 1967 Coupé in excellent condition, 49,000 miles, new radio, cream with black interior. Offers £850 Tel.: Bourne End 21640. (7667

TRIUMPH GT6, 1967. Black, wide wheels, G800 radials, QI lights, Blue Spot radio, extra instruments, excellent inside and out, one previous owner, taxed May 1974, £410. Brown, 233 Kingston Road, Teddington, Middlesex. 01-977 7062. (7669

FIAT 1600S CABRIOLET, Reg. No. 5 LHO. Oscar TOHC engine, needs overhaul. Best offer Faraday, Gardiners Farmhouse, Sandhurst, Gloucester. (7669

JAGUAR 2.4 Mk. 2, 1960. Very sound condition, recon. engine, much other work done, wire wheels available, MoT, £125. Ford Popular E93A, 1956. Very clean car, MoT, £75. 061-427 5900. (7670

1973 FIAT 124 Sport Coupé 1800. Sierra red, black interior, low mileage, only recently completed fastidious running in programme. Superb condition, available now at the realistic price of £1,795. Hornchurch 48048 (Essex). (7660

FOR SALE—continued

1970 3000 GT XLR Capri VGC engine rebuilt 7,000 miles ago, radio, etc., taxed, MoT, £850. Tel.: Lutterworth 2059 evenings. (7763

MG-C GT, 1971 registered. White, radio, wires, HRW, £950 o.n.o. A. C. English, office 01-481 1431; home, 01-735 6103. (7664

RELIANT SCIMITAR 3-litre coupé, 1968. Metallic light blue, radio, overdrive, £700 o.n.o. A. C. English Office 01-481 1431 home 01-735 6103. (7664

RILEY 1951 2½-litre. Green/black, recent overhaul including brakes, exhaust, steering, tyres, battery, excellent condition throughout, owner bought DB4, £385 o.n.o. Tanworth-in-Arden (Warks.) 2271. (7665

RALLY PREPARED IMP. New 998 engine, RYY cam, 28/36 Weber, front rad., sorted suspension, fibreglass bonnet and boot, perspex windows. Body strong but tatty, hence £295. Days 021-558 5334 (Mr. Day), eve, weekends Bromsgrove 31708. (7659

1938 RAILTON Sandown saloon. Good chassis, sound body, nice interior, chrome good, paint fair, straight eight engine, 20 mpg, taxed and tested, £500. Eccles-field 4357 or write McKenzie, Fairmiles, Barnes Hall Rd., Burncross, Sheffield. (7662

LOTUS ELAN +2 "F" registration, red, radio, no expense spared maintaining car in superb condition by Lotus agents, £985. Portishead 847132. (7655

XK150 3.4 FHC. 1,000 miles since rebuilt engine (9:1) and new clutch. Mechanically entirely rebuilt over the last 15,000 miles including brakes, suspension, steering, gearbox, splined stub axles, 15 in. chrome wire wheels, Dunlop Sport radials, radiator, batteries, QI head/spot lights, maintained regardless of expense, beautiful body just resprayed Carmen red, no rust, rot or door sag. This car is first class. MoT June, taxed March, £1,650. 01(London)623 2751. (7656

BAB 27 AUSTIN 10 Saloon, 1936. Excellent condition, £200. Axelberg, Neen Sollars, Kidderminster Tel.: Cleobury Mortimer 268. (7657

LOTUS ELITE 1962. Metallic green, retrimmed, all mechanics rebuilt or replaced, radio, £850. For full details: Telephone Stratford-upon-Avon 66083 (evenings). (7658

PEUGEOT 404 COUPE, 1965. Most attractive and unusual Farina body, standard mechanics, no spares problems, top condition throughout, completely rebuilt KF2 injection engine just installed by Peugeot specialist, known history, very low mileage, many extras, long tax and MoT, £575. 01-998 6131 evenings. (7766

1932 MORRIS Minor saloon, very good condition, original side valve engine. MoT, £300 o.n.o. Loxwood (Sussex) 752235. (7705

RED LABEL BENTLEY Tourer Le Mans, 1926. Good condition, £8,000. Box No. 4182. (7703

FERRARI 275 GTB2 1966 longnose with the smooth aerodynamic hood. Drive shaft enclosed in torque tube making engine and transaxle a solid assembly. Yellow with black leather. New tyres. Total miles 42,000. This car has been well cared for from new so it is clean and fresh throughout. Excellent condition. Since this is an established collector's model value will increase. Currently the only one in Italy. Price $8,000. Jay Bushway, 12/C Via dei Colli, Grottaferrata, Italy. Telephone 945 8644 Rome Exchange. (4243

ALFA ROMEO 1900C Super Sprint. Superleggera Carozzi Touring. To concours condition recently, MoT and taxed, accepted HSCC spares—too numerous to list—incl. engine, rear axle, 5 Borrani wheels and tyres. Sole reason for sale, new Alfa delivered and wife refuses to sell Giulietta! Start haggling around £1,125. Full details from Box No. 4186. (7653

VINTAGE ROLLS-ROYCE, 1930, 2-seater Boat-Tailed tourer, 20/25, in good mechanical order, interesting replica body. An appreciating asset for modest outlay. Offers over £2,000. Tel.: 878 2462 (office). (7654

MG-B (FEB. 1971). Immaculate, white/black interior, overdrive, soft top, hard top, full and half tonneau, 27,000 miles, one owner, once only offer for quick sale, £840 o.n.o. Ring Colne (Lancs.) 3914 evenings. (7650

FOR SALE—continued

LANCIA FULVIA 1.6 HF Lusso distinctively registered November 1972, white/black, HRW, alloys, 4-speaker Autovox radio/stereo cassette, electric aerial, one fastidious owner/driver. An exceptional car. L1985 Whyte, 01-437 0678 ext. 220 (day), 01-435 9066 (evening). (7649

1930 HILLMAN 14 hp Tourer, £650. 1931 Alvis TJ-12/50 Tourer, £1,075. Details from Ellor, 8 Westfield Ave., Highfurlong, Blackpool 23806. (7651

AUSTIN HEALEY 3000 Mk. III, 1966. Immaculate condition due to thorough rebuild this year. Used as second car and garaged. Old English White, undersealed, full weather equipment, 57,000 miles, wires, new dampers, king pins, MoT, taxed May 1974, radio, QH lighting and spots, electric fan. Genuine reason for sale, £930 o.n.o. Mr. J. Anson: Home 021-458 1956, work 021-554 5252. (7652

CORSAIR 2000E for fast family motoring. "G" reg., Lotus gearbox and suspension, 5½J wheels with new radials, black vinyl roof, reclining seats, excellent condition, taxed and MoT, £595. Consider cheaper small car in exchange. 01-462 4083 evenings. (4883

MG-B, 1967. Registration XFS 1K. Recent tyres, exhaust, and disc pads. Fitted with overdrive, w/wheels and radio, taxed and MoT, £585. Tel.: 0224 38779 (weekends) (Aberdeen). (7647

1936 ALVIS Silver Eagle. Considerable body renovation, reconditioned front suspension and steering. Good practical motor car, MoT, taxed. Offers over £500. Railton Straight Eight chassis £150. Crouch, Adcote Mill, Baschurch, Salop. Baschurch 425 after 7 p.m. (7648

ROVER 95, Nov. 1962. Grey, very good condition, 67,000 miles, MoT June 1974. Price £340. J. Fisher, Purbeck, Hatford, Nr. Faringdon, Berkshire SN7 8JH. (6734

BARKER DAIMLER Special Sports, 1951. Metallic grey, new fully lined Mohair hood in blue, red upholstery with new matching carpet, completely rewired, new dampers, new UJs and completely overhauled. Offers in excess of £850. Tel.: 061-962 5414 after 6 p.m. (6715

RILEY 1½, 1949, DJT 566. Recent roof, sound body and mechanics, MoT March, £175 o.n.o. Lewins, 10 Greenwood Way, Shipdham, Norfolk. (4535

WOLSELEY 6/90, 1956. Full history and bills. One previous owner, rechromed, post-war thoroughbred. Cobham 4066 (Surrey) weekends. (7683

1960 DAIMLER Dart. Finished in ivory with light brown interior. Two owners, 20,500 miles, full service history, superb condition in every respect, real collector's item. Best offer over £2,200. Telephone: Ripley (Surrey) 2485 daytime, Ripley (Surrey) 3334 evenings. (7588

1956 AUSTIN HEALEY 100/4. Metallic blue, four speed gearbox, overdrive, disc brakes, fluted bonnet. MoT tested, 1st class condition for year. Best offer over £800. Telephone: Ripley (Surrey) 2485 daytime, Ripley (Surrey) 3334 evenings. (7588

AUSTIN HEALEY 3000 Mk. 3. Exceptional condition in silver blue with black trim, overdrive, radio, etc. £995 o.n.o. Also Fiat 128 1971 4-door, yellow, low mileage, £700 o.n.o. Tel.: Harpenden 61387 day, 2691 evening. (7805

TR6, SEPT. '71. Immaculate hardtop coupé with overdrive, brand new tyres, Motorola radio, and tow bar. Borgain at £1,200 o.n.o. Phone 021-353 3499. (7806

BENTLEY 1958 S1 Saloon. This car has just been restored to magnificent condition at a cost of £1,200. There can't be many left like this one. Tel.: Meigle (08284) 306. (7807

ELAN S4, 1970 "J", DHC, white, radio, tonneau, etc., original beautiful condition. Company car arrived, £1,020 o.n.o. Finance arranged. Weybridge 44303. (7808

1936 MORRIS 8 4-door. 1935 Rover 10 saloons in running order. Exchange MG TD or TF or similar. Tel.: Desford 2765 eve., Kirby Muxloe 4863 day. (7810

1966 HEALEY 3000 Mk. 3. Lagoon blue metallic, £650. Tel.: Cromer 3418. (7811

MASERATI INDY, May 1970. Maroon/black interior, 24,000 miles, two owners, £7,000. Please contact managing director's secretary on Colchester 42142 for appointment to view. (7822

FOR SALE—continued

BENTLEY R-TYPE automatic, 1954. Tudor over shell grey with pale blue interior, in very fine condition throughout, £1,1450. Bentley Mk. VI, 1949. Recently restored to a high standard, £1,100. Telephone: Lochans 343. (7812

MG-B, "J" REGISTERED. Excellent all-round condition with recent top end overhaul (Stage 2 Downton head), extras include overdrive, radio and tonneau, whilst the coachwork is undersealed to preserve the blue royale finish. £895 o.n.o. Tel.: Farnborough (Hants.) 47553. (7813

MASERATI GT1 Drophead, 1962. Rare r.h.d. Vignale Convertible in dark blue with white upholstery. Electric windows, five-speed box, radio, airhorns, new stainless steel exhaust system, overhauled injection system by Lucas. Recently purchased to wife's displeasure. £1,200 or interesting part exchange. Telephone: Corby 5871 office hours. (7814

FRAZER NASH TT Replica. Completely rebuilt, original car. 01-892 2213 evenings. (7815

1955 XK140 coupé. Requiring restoration, another complete restored rolling reconditioned chassis, with two engines and gearboxes, overdrive and wire wheels fitted. Other parts obtained to date—new C/H panel, new headlamps and new tail-lamp cover. All trim and instruments complete. Ring Clitheroe 24570. (7816

MORGAN 4/4, 1960, 1500 cc 2-seater. Recent respray, £650 or part exchange vintage, PVT road or racing. 0782 503595 (Staffs.). (7819

MG-B, 1972. Overdrive, radials, radio, undersealed, tonneau, headrests, meticulously maintained from new, £1,160. Mildenhall 713996 (Suffolk). (7820

FRAZER NASH chassis, 1955, new. Most parts to roll. New Radiator. No wheels. £525. Footitt, 20 Childe Road, Cleobury Mortimer 218, Salop. (7821

JENSEN CV8, Mk. 2, 1965. 66,000 miles, resplendant in deep maroon with excellent beige hide upholstery and white band Dunlop SP Sport tyres. Truly remarkable condition for its year, £975 o.n.o. Tel.: Earlswood 2252 (Warwicks.). (7823

E-TYPE JAGUAR 4.2 FHC, 1970. Only 20,000 miles from new and this mileage is genuine. Regal red with beige hide trim, CWW Motorola, HRW. The entire vehicle remains in a condition commensurate with this mileage and is probably unique. Offers in the region of £1,800 will be entertained. Tel.: Earlswood 2252 (Warwicks.). (7823

E-TYPE V12 2+2 Automatic, 1973. Mileage just over 6,000 miles with one very careful owner, really immaculate throughout, fitted special chrome wheels, tinted screens, heated rear window, special seat belts, up to 18 months waiting list for this scarce model. Cost on the road today in the region of £4,300. Will accept £3,995. Part exchange considered, terms available (no deposit required). Telephone Kirkcaldy 52531. Call or write to: Corner Garage Fife Ltd., 149, 157 Rosslyn St., Kirkcaldy, Fife. (7825

UNFORESEEN MATRIMONY forces sale of my beautiful 3.8 Jaguar automatic, 57,000 miles, pampered as my first love. Sacrifice, £400. Telephone Woking (Surrey) 4786. (7828

DERBY BENTLEY, 1935, 3½-litre Park Ward 3 position drophead coupé. In fine original condition. Phone Kirdford (West Sussex) 380. (7832

JAGUAR 3.4 Mk. II, 1962. BRG with matching upholstery, overdrive, wire wheels, limited slip differential, radio and air horns. Zeibart type underseal, meticulously maintained at all times and in superb condition in every respect. £350 o.n.o. Office 427 2857 (Harrow). Evenings 950 6121 (Bushey). (7829

LOTUS CORTINA Mk. II, 1970. Taxed, new MoT, £700. Liss (073082) 2120. (7830

MG T-SHAPE, Singer 4AB Sports, 1947, original OHC engine, twin carbs., c/r g/box, new hood, side screens, workshop manuals, log book, reg. no. KHT 380. Stored five years, rolling chassis but everything's there. Space needed so £275 only. Plus: Tatty 1937 Fiat Topolino Sports. New trim, rev. counter, complete, £75 or £300 cash the pair. Buyer collects. Tel.: Bristol 691422. (7831

HENDON WAY MOTORS

1972 PORSCHE 911S 2-4, primrose, 15,000 miles, Sundym, electric roof, radio/stereo, Recaro seats... **£4,785**

1970 model PORSCHE 911E 2-2, polo red, 16,000 miles only, one owner; sun-roof..... **£3,195**

1973 LOTUS Europa JPS 5-speed, 3,000 miles **£2,395**

1973 LOTUS Europa JSP 5-speed, 3,500 miles **£2,295**

1973 LOTUS Europa JPS 5-Speed, 6,000 miles **£2,145**

1973 LOTUS Europa JPS, Sundym, 6,000 miles **£2,095**

1973 LOTUS Europa Special, 4,000 miles, tawny, Sundym **£2,295**

1973 model LOTUS Europa Special, Regency, Sundym **£1,995**

1972 LOTUS Europa TC, white, oatmeal..... **£1,645**

1972 model LOTUS Europa TC, 12,000 miles **£1,595**

1971 LOTUS Elan +2S 130, pistachio, radio/stereo, Sundym; one owner..... **£1,895**

1972 LOTUS Elan Sprint d.h.c., 11,000 miles **£1,645**

1972 LOTUS Elan Sprint f.h.c., 10,000 miles **£1,595**

1572 LOTUS Elan Sprint d.h.c., 12,000 miles **£1,595**

1971 LOTUS Elan Sprint d.h.c., 15,000 miles **£1,495**

1972 LOTUS 7, big valve engine, 6,000 miles ... **£1,195**

1970 JAGUAR 'E'-Type roadster, hard-top/soft-top, radio **£1,795**

1970 JAGUAR 'E'-Type roadster, radio..... **£1,695**

1973 Mk. 2 TRIUMPH TR6 PI, o/d., hard-top, radio/stereo; one owner..... **£1,595**

1972 TRIUMPH TR6 PI, o/d., sienna, soft-top... **£1,395**

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

FOR SALE—continued

LOTUS +2S 130/5, 1973 "L". Regency/silver, champagne interior, alloy wheels, HRW, immaculate car, 9,000 miles, £2,245 only. Tel.: Wendover 2540 evenings (Bucks.). (7856

TVR, 1960, green, genuine 55,000 miles only, completely rebuilt 10,000 miles ago —many new parts fitted, £195. Great Barton 692 (Suffolk) evenings. (7838

MG TD 2, 1953. White, new top, tonneau, carpet, tyres, original upholstery, excellent mechanical and body condition, £1,100 o.n.o. Hitchin 812 571 ext. 385, ask for Charlie Schwarz, from 8-5 Mon.-Fri. (7839

ALFA ROMEO, 1966. Giulia GTC convertible, nearly £500 spent on complete mechanical rebuild, £1,200. Harlow (02796) 29454. (7841

TRIUMPH SPITFIRE, 1962. Engine number one, chassis number three. Approximately £200 recent overhaul, slight attention required, recarpeted, reclining seats, tow bar, MoT October, 1974. Offers invited. Barnes, 129 Ansty Road, Wyken, Coventry. (7842

1971 LOTUS Elan S4 drophead coupé. Bahama yellow, radio, knock-on wheels, excellent condition. Price £1,075. Phone Ecclesfield 4722. (7843

ELAN 67. VGC, new hood, tonneau, engine needs attention, hence £575. P/ex. considered. 86 Eversleigh Road, Coundon, Coventry. (7845

ALVIS TD21 Saloon, 1961. Overdrive, wire wheels, radio. £800 official valuation. Garage needed hence sale at £700. Hythe, Hampshire 3953 evenings. (7827

EXPRESS ESTATE Mk. III Cortina Savage Estate. Fantastic performance from this 200 bhp V6 Jeff Uren conversion. 0-60 in 7.5 sec., sports wheels, vinyl roof, special bonnet, rear wiper, heated rear screen, rear belts, etc. No. NVB 11L. Offers over £2,000. Phone Oxford 772582 daytime, Banbury 4811 evenings. (7866

LOTUS +2S 130. Big valve, 1972 "L", blue with silver roof, 14,000 miles, radio, stereo, HRW, new SP Sports, tinted windows, absolutely superb condition, £2,195 o.n.o. Congleton 4987. (7867

MORGAN for Christmas. 4/4 4-seater, Dec. 1970, dark blue, luggage rack, bonnet strap, good condition, 25,000 miles, £1,450 o.n.o. Tel.: day 01-253 2644, evenings 01-995 6361. (7868

LOTUS SEVEN, S4 twin-cam. September '71 "K", metallic Pacific blue, roll bar, air horns, Kenlowe, electric washers, fully weatherproofed, breathtaking performance. £895 o.n.o. HP available. P/ex. welcome. Elwood, 103 Saxby's Lane, Lingfield, Surrey. Telephone Dormans Park 513. (7869

E-TYPE FHC 4.2, 1967. Opalescent blue, CWW, XJ6 tyres, HRW, stereo, 2 owners, 29,000 miles from new, hence mint condition. Part exchange. £1,200. Genuine enquiries to: 47 Old Mill Lane, Mansfield, Woodhouse, Nottingham. (7870

DAIMLER SP250, C Spec., 1964. Very good condition, XAS. Biggin, 51 Castle Bank, Stafford. 0758 52293. (7871

BMW 2002, 1970 (Dec.). A really outstanding example of this fast, economical (31 mpg) sports coupé. Extras include HRW, Blue Spot radio, stereo, headrests. £1,125. Exchange considered. Welwyn 4113 (Herts.). (7872

TWO COMPLETELY rebuilt Vincent 1000 cc Series "C", £850 each o.n.o. Further details upon request. Ely Valley 2576 Glamorgan. (7873

RILEY 1½-LITRE, 1955. Engine reconditioned, 20,000 miles, resprayed black, reproofed, £265. Wood, RNEC Manadon, Plymouth. Tel.: Plymouth 53746 ext. 381 evenings. (7875

GT6 "L" REG. Red with black trim, overdrive, undersealed, HRW, radials, full service record, taxed till July. £1,195 o.n.o. Maidstone 45973 (home). (7876

LOTUS ELAN S4, 1971, FHC, white with black stripe, 28,000 miles, servo brakes, Radiomobile 5 push-button radio, good tyres, beautiful condition. Sale due to impending marriage, £1,200 o.n.o. Tel.: Blackpool 28985 (office) or Blackpool 52059 (home). (7878

BMW 1600, late 1970. This car is in immaculate condition with only 20,000 miles, finished in chamois, extras include Blaupunkt radio, workshop manual, always garaged, taxed and MoT. £1,065 o.n.o. Tel.: 940 5739 Richmond. (7879

FOR SALE—continued

FIRENZA 2300 Sport, 1973. Yellow, vinyl roof, radio, 11,000 miles, £1,090. Tel.: Norwich 53816 evenings. (7880

'68 (NOVEMBER) MG-C GT. White, black trim, 59,000 miles, regular servicing and maintenance, recent new clutch, £625. Further details: Telephone 01-891 0226 (office hours) ask for Mr. Tate. (7881

LOTUS ELAN S4, "H" reg, white/black, DHC, new hood, tyres and couplings. Beautiful and economical, £1,000. Also: 1920 Auto Mower 275 cc, 30 in. blade, restored but not yet running. Offers over £150. Phone Nuneaton 69346. (7882

1970 E-TYPE JAGUAR 4.2 FHC, silver blue, w.w., HRW, radio, 37,000 miles, MoT, tax '74, immaculate condition throughout. Reason for sale, house purchase £1,800. Apply: Mr. J. Alden. Tel.: Hullavington 211X or 233 ext. 297 after 1700 hours. (7883

1970 PLUS 8. Red, excellent condition, £150 plus new Woolferace and Goodyears, £1,665. Radio, etc. Yateley 874485. Serious enquiries only. (7885

XK120 FHC. Steel sun-roof, new rear wings and spats, needs work, £450 o.v.n.o. Tel.: Hawkshead 292 (Lake District) evenings, weekends. (7886

MG-B GT, Sept. 1966. Overdrive, radio, wire wheels, seat belts, leather wheel, quartz-hologens, XAS tyres, marine blue, excellent condition, £585 o.n.o. Tel.: Colchester 79752. (7887

1972 FIAT 127. Red, 40+ mpg, genuine 8,000 miles, second car, excellent condition, £800. Masters, 34 Kelso Road, Bury, St. Edmunds, Suffolk. (7888

1958 ASTON MARTIN Mk. III. Exceptional condition. British racing green metallic, new brake linings and pads, new clutch and valves. Much professional work done on this machine. A truly magnificent beast. Offers around £1,000. Brocklehurst, Bakewell 2738. (7889

1973 EUROPA Special. Tawny, oatmeal trim, 1,185 miles, all extras plus Radiomobile stereo and radio. Brocklehurst, Bakewell 2738. (7889

RILEY 1½-LITRE, 1949. Garaged and unused since 1962 owing to death. Offside front and rear wing and running board missing. Only suitable for someone requiring something to do. Garage now wanted. Offers. 14 Park Road, Hampton Wick, Kingston-on-Thames 01-977 4646. (7891

1949 MORGAN 4-4 Coupé. Recent reconditioned engine and gearbox, very good condition, £550. Dave Gilbert, Bishops Stortford 814345 evenings (not Tuesdays or Wednesdays). (7892

STANDARD FLYING 8, 1939. MoT, 3 owners from new, original handbook, very good condition, vast amount of spares, engines, gearboxes, etc., £225. J. Bouckley, 61 Terry Drive, Walmley, Sutton, Coldfield, Warwickshire. 021-351 4176. (7897

1970 E-TYPE Jaguar 4.2. Sable with tan trim, Bermuda hard top, radio, etc., £1,800 o.n.o. HP arranged. Phone Bedford 740011. (7898

BENTLEY 4¼-LITRE cylinder block, has one small crack at front end (none in valve chests). Present bore STD + .025 in. Offers around £130. Phone High Wycombe 20412 (evenings only). (7899

ALFA ROMEO 1300 TI, 1969. White/black, radio, 2 owners, super condition, £600. Wragg, 34 Church Street, Hampton Lucy, Warwick. 021-236 5050 (office hours). (7900

PORSCHE 912, 5-speeds, dark blue, generally in good condition, only 45,000 miles. Offers around £1,150. Acquisition of 911S is reason for sale. 021-705 2249 anytime. (7901

SUNBEAM TIGER 4.2 V8, 1965. H/s tops, tonneau, low profiles, metallic blue, good condition throughout. MoT, £545 o.n.o. Oxford 47502. (7903

MY SUPERB 1952 Riley 1½ must go. No sensible offer refused. Excellent tyres, fabulous burgundy interior, overhauled engine and paintwork. Complete with 12 months MoT. Malmesbury 3680. (7904

LANCIA FULVIA 1.3 Coupé, 1967 "F". Taxed, MoT 1 year, white, recon. engine, radio, excellent condition, £695 o.n.o. Baxter, 12 Bakers Road, Wroughton, Wilts. Tel.: (work) 0793 20932. (7905

FOR SALE—continued

AC 1952 2-litre saloon. Black, slightly tatty, very sound, used daily. Cawston 203 (Norfolk). (7906

1947 MORRIS Series "M" Saloon. 1140cc, excellent original condition, first class running order, MoT, £150 o.n.o. Wanted: T-Type MG, cash waiting. Nottingham 66987. (7908

1964 DAIMLER SP250 Series C. VGC, white, black trim, wire wheels, new hood, carpets, etc., MoT Nov. '74. Offers around £1,000 considered or part exchange lesser vehicle plus cash. Wembury 862344 (South Devon). (7909

AUSTIN BIG SEVEN, 1938. MoT and taxed, £200 o.n.o. Brown, 37 Simonburn Ave, Fenham, Newcastle-upon-Tyne NE4 9UA. Tel.: 33802. (7911

LOTUS ELAN, 1966 DHC, 12 months MoT, recently new hood, SPs, battery, clutch, synchro, plus, plus. Extras include knock-ons, radio, alternator, transistorised ignition, hazard warning, extremely reliable, must be seen to be appreciated. Nearest to £600 takes. Birmingham 422 3417. (7912

REG. NOV. 1948, Series E Morris Minor Saloon. Offers invited. Tel.: Colwall 399 after 7.30 p.m. (7914

MARCOS 3-litre Ford "J" reg., yellow, all extras, 29,000 miles, all bills, superb condition, £1,400. Phone Derby 810886 often or write Carmichael, 33 Green Castle, Donington, Derby. (7915

JAGUAR E-TYPE 4.2 FHC, 1965. Black, K/O Minilites, red hide, very smart with history and low mileage. £775. 0270 65348 Cheshire after 6 p.m. (7916

LAGONDA RAPIER, 1935 Classic sports-racing car. Rare 2-seat Eagle body. An investment at £1,500 o.n.o. Fraser, 116 62666, business Cullin 644. (7918 Lockerbie Road, Dumfries. Telephone:

MG-C ROADSTER, 1968. Exceptional condition, MoT, £575 for early sale. Staines 51107 evenings. (7919

1936 BENTLEY 4¼-litre Semi-Razor-Edge sports saloon, coachwork by Thrupp & Maberly (see top page 206 "Bentley, 50 Years of the Marque"). Has been stored many years, needs restoration. Complete and original. Erskine. Telephone: 01-546 2027 (London). (7920

DAIMLER MAJESTIC. About 50,000 miles, very pretty, seems completely sound. Situate Cornwall. Broomhall. Tel.: Penistone 3741 (daytime). (7921

SUNBEAM ALPINE. Soft top, 1968, racing green, overdrive, 48,000 miles, £390. Tel.: Colne (Lancs.) 6473. (7923

LOTUS ELAN S2, 1965, £390 spent on mechanics since February, bills available, very smart body, £475. Stoke-on-Trent 264785. (7925

LOTUS CORTINA, 1966. Very good example, maintained by Lotus Specialists, Cosmic wheels. MoT May 1974, £375 o.n.o. Brightlingsea (Essex) 2977. (7926

JENSEN-HEALEY, October 1972. 18,000 miles, excellent condition, £1,499. £700 under current price. 051-327 5387. (7927

MARCOS, 3-litre V6, 1970. Mag wheels, overdrive, sunroof, electric windows, regularly serviced, new MoT, £1,300 o.n.o. Tel.: Bransgore (Hants.) 72429. (7928

BMW TII, 1972. Inka orange, tinted windows, Cosmic wheels, Cibie spotlights, leather steering wheel, radio, immaculate condition, £2,045. Tel.: Cliff (Thanet) 42758. (7929

TR4A COUPE, 1966. Blue, white, soft/hard tops, overdrive, wires, recent rear wings, alloy wheel. Offers around £590. Ascot 23506. (7930

FERRARI 330 GT, '65. 52,000 miles. A great deal of money has been spent to put the car mech. excellent cond. Genuine reason for selling. £1,875. Tel.: Woking 4786. (7931

TVR VIXEN S3, 1971. Lagoon blue, alloys, 20,000 miles, new S4 exhaust, recent steering, suspension and brake overhaul, exceptional example, £1,050. Godalming 4620 evenings. (7932

1946 MG TC. Good condition, new tyres, £750. 18 Lowerfold, Great Harwood, Blackburn, Lancs. or Tel.: Great Harwood 884222. (7933

LOTUS ELAN Sprint DHC, July 1972. Air horns, one owner, superb condition, £1,380. Telephone East Bergholt 707. (7934

FOR SALE—continued

BUGATTI. Full eight plug twin magneto Brescia with original Jarvis two-seater body. In same owner's hands half its life. Offers to Banbury 2312. (7937

ALUMINIUM JAGUAR XK120. Original roadster, RHD, one of about 10 in country. Offers, exchanges. Tel.: Northwood 25435. (7938

1275 "S", Oct. '71. Bronze yellow, sunroof, w/wheels, Radiomobile, genuine 24,560 miles, £1,200 o.n.o. No time-wasters. Fleming 041-248 6271 day, 041-632 5461 evenings. (7939

BENTLEY VI, 1952 Dual Grey, owner emigrated but believed good condition. Offers around £1,000. 052-540 3188. (7940

ALVIS TD21 Park Ward, 1961 auto, wires, Radiomobile, MoT, used daily, perfect mechanics, all bills available, body as new, resprayed sunset red this year, grey hide interior, many other extras. Genuine 78,000 miles, good for 250,000. Selling only due to acquisition of Interceptor. £555. Call 01-202 9300. (7941

ALFA ROMEO GTV Sprint, 1967. Two owners, exceptional condition maintained regardless. £550 o.n.o. McKean, Leominster 2229. (7942

PORSCHE 356B, Ivory, radio, 30 mpg, mechanically good, 10 months MoT, body requires slight attention hence £400 o.n.o. Tel.: Stamford 740509. (7943

BRISTOL 401. Excellent condition, brand new cylinder head, radiator, instruments, exhaust, battery, headlights, MoT April, £475. Tel.: Newcastle-upon-Tyne 665576 (office). (7945

1967 "F" TR4A, White, Cosmic wheels, new hood, exhaust, carbs., carpets, good condition throughout, £525. Tel.: 061-370 3988 (evenings). (7946

ROLLS-ROYCE 20/25 chassis, incomplete. Also S1/S2 Bentley radiator grille. 1947 Daimler DE36 Hooper Special Limousine in sound order. Offers please to. Tel.: Bloxwich (Staffs.) 77476 anytime. (7947

HRG 1500, 1948, competition history, dismantled, sound. Offers near £680. 17 in. 18 in. tyres, some new. Box No. 4191. (7950

PORSCHE 912, October 1968. Yellow, 53,000 miles, in excellent order throughout, completely overhauled, £1,400. 01-681 1588 (356C or beetle wanted). (7951

CITROEN DS21 Pallas, 1968 Series. Economical luxury in metallic silver with optional black leather upholstery. Webasto, Radiomobile, power everything. A super genuine car. £795 or try offer or part exchange something sporty or interesting. Finance possible. Telephone: Fordingbridge (Hants.) 53995 (after 7 p.m.). (7952

RELIANT SCIMITAR GTE, 1970 July. Mexican red with black interior, 38,000 miles, fitted overdrive, Motorola radio, full services, sheets and history, in superb condition throughout. This car must be one of the best for its year, and must be seen to be appreciated. £1,525. Tel.: Winkfield Row 4952. (7953

COLLECTOR'S PIECE, only 17 built. Triumph GTR4 2+2 fastback by Dove. Late 1963, red, wires, rechromed, recarpeted, tinted rear window, special exhaust. £550 o.n.o. Redbourn (Herts.) 2889. (7954

4.7 SUNBEAM TIGER, 1965. White, h/s tops, year's MoT. Must appreciate. £650 o.n.o. Tel.: Chertsey (09328) 62950 (office), 62317 (home). (7955

1934 ALVIS Sp.20 Charlesworth Saloon. Engine and mechanics undergoing restoration, will have MoT. Very good body and interior. Many parts rechromed. Offers: Speyer, 45 Stone Street, Tunbridge Wells, Kent. 0892 22651. (7956

ALVIS TA14 to TC21/100 complete but rough, several models to choose from. Also full range of spares. Speyer, 45 Stone Street, Tunbridge Wells, Kent. 0892 22651. (7956

ONE OF THE greatest: Mercedes-Benz 300C. Having undergone a complete restoration, this magnificent car is now offered for sale at £750. For further details: Telephone Walton-on-Thames 43911 evenings please. (7959

LOTUS ELAN S3/SE, August '67. Maroon FHC, MoT 11 months, low mileage, one previous owner, £695. D. Utting, 15 Broadway Road, Leicester. Tel.: 737061. (7960

PERFORMANCE CARS

GREAT WEST ROAD
BRENTFORD MIDDX.
Tel: 01-560 7071



1971 TVR S3 Coupe, marigold, mag wheels, owner abroad **£1,095**



1968 RELIANT SCIMITAR 2.5 V6, green, overdrive **£745**



1967 JAGUAR 'E', lovely white car, chrome wires, radio **£1,145**



1968 TRIUMPH TR5 P1, blue/black, hard and soft tops **£765**



1966 LANCIA FLAMINIA 3C 2.8 V6, superleggera coachwork **£1,195**



1971 LOTUS EUROPA, yellow, 1565 c.c. engine, reputed 24,254 miles, superb **£1,195**



1967 AUSTIN HEALEY Sprite Series IV, dark blue, wire wheels **£425**



1973 'M' M.G.-B, teal blue, 2,748 miles, lots of extras, as new **£1,365**



1973 MUSTANG MACH 1, 4,039 miles, lots of extras, man what a car **£2,795**

1972 BMW 1602 Coupe, black, certified mileage since new 11,854 Ziebart undersealed, radio, stereo, alarm, delightful example **£1,565**

1973 FORD MUSTANG MACH 1, one lady owner, certified mileage 4,039, yellow, with black nasa styled bonnet, tan sports interior, 2 spoke leather wheel, ¾ black vinyl roof, am/fm radio, rear sports deck, power steering and brakes, electric windows, tinted glass all round, undersealed, chrome strips, one could go on for ever on this car **£2,795**

1967 AUSTIN HEALEY SPRITE Mk. IV, blue, wire wheels, tonneau, SP sports, mirrors, nice condition **£425**

1970 FORD 3000E, Blue mink, radio, h.r.w., sports wheels, ¼ lights, last owner (Dr.) **£845**

1967 JAGUAR 'E' Roadster, white/red, chrome wire wheels, radio, one owner since 1970 recorded mileage 29,365, owner says genuine, exceptional example **£1,145**

1971 LOTUS EUROPA S2, yellow/black, some federal mods, 1565 c.c. engine with emission control, radio, recorded mileage 24,254, exceptional condition **£1,195**

1969 LOTUS ELAN S4 Fixed Head Coupe, white special equipment model, two owners, 36,491 miles, radio, knock-on's, hot window, Kenlowe fan, servo discs, a very exceptional example **£925**

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**

1973 MGB Roadster, teal blue/ochre, 2,748 miles certified one owner overdrive, wire wheels, static belts tonneau, Cinturato's, total undersealed cost over £30, quite as new **£1,365**

1972 M.G.-B GT Automatic, teal blue, one owner, radio, h.r.w., heater, belts, certified mileage 18,678 ..... **£1,365**

1972 M.G.-B, L Reg., white, one owner, certified mileage since new 6,500, overdrive, wire wheels, expensive radio, works hardtop and soft top, Cints, delightful example **£1,195**

1971 M.G.-B GT, midnight blue, one owner, ro-style, Cints, airhorns, hot windows, 22,405 ..... **£1,045**

1968 M.G.-C GT, white/black, two owners (last one a Dr.), wire wheels, 5 p.b. radio, oil cooler, servo, rear window heater, this is an exceptional example **£875**

1968 M.G.-C GT, rare silver blue, overdrive, wire wheels, servo, radio **£745**

1972 (Imported) 1968 Model MASERATI SEBRING 2 door Coupe, metallic grey/blue trim, Borrani wire wheels, radio, electric aerial, electric window, 5 speed box, fuel injection, what a motor car **£2,150**

1972 MORRIS MARINA 1.3 Coupe, super deluxe, white/blue, one owner, certified mileage 12,591, undersealed, reclining seats **£745**

1968 G RELIANT SCIMITAR 3 litre Coupe, blue/black, overdrive, Radiomobile, belts, recorded mileage 35,296, rather nice **£795**

1968 RELIANT SCIMITAR 2.5 V.6. Coupe, Essex green/black, overdrive, Cinturato's, last owner Estate agent p/e our '71 TR6 ..... **£745**

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

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

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

1968 G TRIUMPH TR5, royal blue/black, radio, hard and soft tops, rear window heater, luggage rack, badge bar, rather nice number LES 777 ..... **£765**

We are 1½ miles west from Chiswick Roundabout. **Opening hours MON. to SAT. 9 a.m. to 7 p.m. (Works) 8 a.m. to 6 p.m. For Sunday (viewing only), Telephone Saturday for an appointment. Courtesy car : Proceed Piccadilly Line to South Ealing, cross road to W. H. Cocks & Sons who will arrange transport to Performance Cars Ltd. If Cocks are closed, use public phone outside tube station.**

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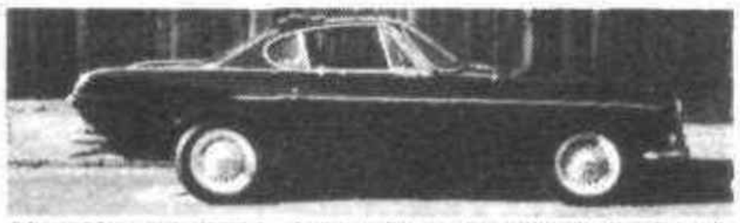
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GENUINE REDUCTIONS

WINTER SALE

CONSIDERABLE SAVINGS



VOLVO P1800 'S', 1968: Black coachwork with red upholstery. One of the finest available, in mint condition, fitted with wire wheels, sun-roof, overdrive and radio. **WAS £1,095. SALE PRICE £995**

JAGUAR 'E'-Type drophead Mark II: Burgundy coachwork with oatmeal hide interior; fitted with chrome wire wheels and a radio. This must be one of the finest examples currently available. **WAS £1,495. SALE PRICE £1,400**

TRIUMPH TR6, 1970: Signal red with black upholstery and fitted with overdrive, radio, hard- and soft-tops. Most attractive car. **WAS £1,095. SALE PRICE £1,045**

MARCOS V6, 1970: Chrome yellow with black upholstery; fitted with sun-roof, alloy wheels, overdrive, boot-rack, radio and electric windows. Quite superb. **WAS £1,495. SALE PRICE £1,400**

LOTUS Elan Sprint drophead, 1971: Lime green and white coachwork; fitted with electric windows, servo, knock-on wheels, etc., recently new clutch. Excellent throughout. **WAS £1,445. SALE PRICE £1,400**

OPEN 9.30 a.m. TO 6.30 p.m.

LOTUS 47 (Europa), 1968: Chrome yellow with black upholstery; fitted with wide Minilites, discs all round rose-jointed suspension, "an actual 47". Superb example of this sought-after car. **WAS £1,095. SALE PRICE £1,000**

LOTUS Elan S3 fixed-head, 1968: A really exceptional example, finished in black and fitted with knock-on wheels, electric windows, electric aerial, radio and tinted screen. **WAS £895. SALE PRICE £845**



LOTUS Elan +2, 1968: Rallyflek "Ember" and silver with black upholstery; fitted with electric windows, radio and sun-roof. All the usual luxury features. **WAS £1,295. SALE PRICE £1,200**

TVR 1800 'S', 1967: Roman purple and silver with black upholstery; fitted 1800 "B" engine with overdrive, wide wheels and a radio; engine recently overhauled in our own workshops. **WAS £795. SALE PRICE £700**

TVR 3000M, 1973: Polar white with black upholstery probably one of the lowest mileage examples available; fitted with alloy wheels, heated rear screen and a radio. This car has covered only 5,000 miles since new and is in quite outstanding condition. **WAS £1,895. SALE PRICE £1,755**

ASTON MARTIN DB5, 1965: Carmen red with matching interior; ZF 5-speed gearbox, chrome wire wheels, radio, tinted glass, Selectaride. Recent engine overhaul. An investment, hence **£1,295.**

JENSEN Interceptor, 1969: Californian sage coachwork with green upholstery; fitted with radio and full-length sun-roof. The absolute ultimate in performance. **WAS £2,795. SALE PRICE £2,650**

MERCEDES-BENZ 220 SEBC, 1965: Metallic silver with beige leather upholstery. New gearbox and axle just fitted in our own workshops. A most attractive 2-door coupé, with the usualy luxuriously appointed interior. **WAS £1,095. SALE PRICE £975**



ASTON MARTIN DB6 Automatic, 1967: Dark blue with red hide upholstery; fitted with full-length Webasto sun-roof, chrome wire wheels, radio, electric windows, Selectaride and Sundym glass. New exhausts recently fitted. Must be seen. **WAS £1,835. SALE PRICE £1,695**

SPORTS CARS WANTED

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THE LAST of the great convertibles: August 1972 Consul 375. 2 private owners, 58,000 miles, with full history. Finished in primrose with white. This diminishing marque is offered at £500. A fine investment. Telephone Walton-on-Thames 43911 evenings please. (7957

JAGUAR Mk. IX Automatic. Powered steering, wireless, last car with chassis, Mich. X, excellent condition, rustless. Enthusiast-collector's car. Absolutely reliable, maintained regardless, any trial, £650. Brigg 4308 (Lincs.). (7905

EUROPA TWIN-CAM. Exceptional condition, G800s, GPs on 5½Js, marriage forces sale, £1,480 or part exchange cheaper car. D. Brooks, 1 Elmside, Fernham, Faringdon, Berks. (7962

1970 MG-B GT. MoT, taxed September '74, overdrive, HRW, radials, excellent condition. Woodhall Spa (Lincs.) 52789. £950. (7966

JENSEN HEALEY, March 1973. 4,000 miles, Blue Spot stereo system, save £500 on new price, buy mine at £1,725. Phone Lincoln (0522) 26906. (7591

1969 JAGUAR 4.2 E-Type FH coupé. Light blue, £1,550. 1959 Frogeyed Sprite, green, £260. Ring Glastonbury (Somerset) 3355. (6863

1929 DENNIS fire engine with escape, VGC, £950. 1936 Fiat 500 (Mickey Mouse) VGC, £195. Tel.: Hadlow (Kent) 547. Box 4164. (6879

TR5 TRIUMPH Sports. Petrol injection 2500, 1968. Midnight blue, low mileage, very good condition. Having to sell for domestic reasons, £850 o.n.o. 49 St. Peter's Way, Porthleven, Cornwall. Tel.: Helston 4121 7323. (7975

LANCIA FLAMINIA V6 sports coupé. 1960. Very rare, good condition. Offers: contact R. Harris, Leicester 24936 from 9-6 p.m. (7976

DAIMLER ROADSTER. Two-seater, very rare model, with side screens, finished in ivory with blue trim and new chrome, an appreciating asset. First offer over £1,000 secures. Exchanges considered. 061-224 5878. (7989

FOR SALE—continued

TVR Mk. 3, 1964. MG-B engine, low mileage, with service history, superb paintwork, 11 months MoT, taxed January, £395 o.n.o. (Leicester) 0533 675770. (7978

MG J2. Very original, mechanics in superb condition, body very sound, but requires tidying. Sensible offers please, 051-924 1138 office hours. (7979

MG-B. "K" REG. Blaze, overdrive, oil cooler, radio, 8-track stereo, undersealed. 25,000 miles, immaculate throughout, £925. Dickinson, 171 Palatine Road, Manchester 20. 061-445 7412. (7981

MG-A 1600, 1960 DHC, URP 900. MoT July, 1974, red and in excellent condition both bodily and mechanically, £300. Hereford (0432) 65738. (7983

MG-C GT, 1969. Grey, black interior, overdrive, radio, HRW, reclining seats, spots, sunroof, £850 o.n.o. Tel.: Kinver (Staffordshire) 3489. (7984

TIGER, 19-12-66. Hard and soft tops. J. A. Pearce mag wheels, Cibie spots, radio, recent engine and brake overhaul, MoT 13-8-74. Excellent condition, £635. Might exchange. 01-550 1136. (7986

BRISTOL 406, 1960. Silver/grey, history and one owner since 1968, taxed and MoT, above average condition, £850. King. Tel.: 01-589 6726 day, or Radlett 4181 evenings. (7987

JAGUAR SPECIAL. Reminiscent of D-Type/Lister Jaguar. Recently featured in national magazine. Finished in red with white Connolly hide, aeroscreens, outside exhaust. Exchange considered, cash adjustment, £1,595. For complete details Telephone 061-881 5986 (day), 061-428 4895 (evenings). (7988

ISO GRIFO. Rare RHD 1967 with unusual reg. Two-seater, hand built Italian sports car, 5.3 litre Corvette engine coupled to close ratio box, electric windows and aerial, radio, HRW, mag. wheels, 8-track stereo. Bertone body finished in powder blue with navy hide trim. Offered at a fraction of the original price. £2,825. Exchanges, HP possible. Day, 061-428 6301. Evening, 061-224 5878. (7989

FOR SALE—continued

TRIUMPH MAYFLOWER, November 1951. Sound condition throughout. MoT July '74. Full details: Hoddesdon 65085 office. (7994

TRIUMPH GT6. New 1973 model, registered February. Magenta, Sundym glass, overdrive, undersealed, 9,000 miles (warranty transferable). Company car forces sale, £1,275 o.n.o. (HP possible). Tel.: Hitchin (0462) 54341 office hours. (7995

TRIUMPH TR6, Sept. 1973. Red. 1,600 miles, radio, overdrive, soft-top, tonneau cover. Family reason for sale, £1,599. Ring Southwell 3544 evenings. (7996

MARCOS 3-LITRE, 1971. 17,000 miles, alloys, sun roof, elec. windows, overdrive, tangerine, Pristine condition, £1,400 or exchange Capri 3000 plus cash. Horsham 3656 weekends, 12-8 p.m. (7997

RARE 1967 MERCEDES 230 saloon. 6-cyl. 120 bhp twin-carb., disc brakes, plus extras. Halogen spots, sun roof, hazard lights, set of snow tyres, works manual and service history, "K" reg. no., LHD, MoT/tax Dec. '73. New co. car cause of sale, £500. Tel.: Staplehurst 891 227 or 01-248 1304 (office). (7998

LOTUS EUROPA, 1972 "L". White, 11,000 miles, big valve engine, 5-speed gearbox, alloy wheels and other extras. Immaculate bargain at £1,650 o.n.o. Tel.: 935 6600 ext. 8243 (day), 789 9037 (evenings). (7999

BENTLEY, 1953 R-Type manual two-tone silver, immaculate mechanical and body condition. £775 spent on mechanics by R-R agent. Full history from new. Offers over £1,500. Michael Price, Stratford-upon-Avon 69084 daytime, Studley 3876 evenings. (8001

MG-B Mk. II, "G" reg., overdrive, wires, Motorola, underseal, beautiful condition, £625. Exchange possible. Welwyn 4113 (Herts.). (8003

1930 PETROL SAVER. Singer 8 saloon. One registered owner since 1935. Recorded mileage under 35,000 believed genuine, stored many years, very pretty car, £450. Phone 01-399 3101 day. East Horsley 2727 evenings. (8011

FOR SALE—continued

FAIRTHORPE ZETA 1960. Very competitive, many class wins but also entirely tractable and reliable road car. Tremendous performance—standing quarter 15.8 sec. (road test available). Has Zephyr engine with Raymond Mays conversion. Completely rebuilt and in excellent condition. Taxed, log MoT, £375 o.v.n.o. 01-998 6131 evenings. (8004

"M" REG. MORGAN +8. Mileage 2,000, green, black trim, works roll-bar, carrier, best offer (reluctantly) accepted. Smith, Telephone Worcester 421901 7-9 p.m. only. (8005

ASTON MARTIN DB6, 1967. Low mileage, excellent condition. Autumn gold/tan trim, radio, twin speakers, electric aerial, electric windows, Selectaride, £2,250. Jowett, 20 Exeter Close, Feniton, Devon. (8006

MG MODEL Y Saloon. Exceptionally original, 54,000 miles from new. MoT. Phone: Coleford 3318 evenings. (8007

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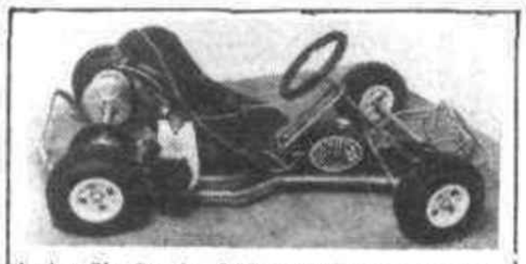
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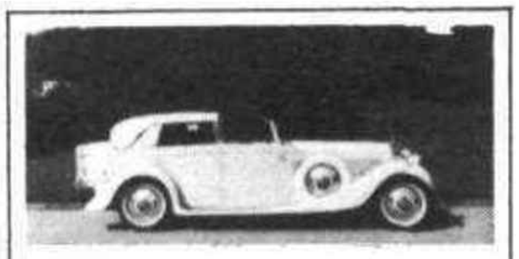
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ASTON MARTIN DB3 FHC. Much work done, needs finishing, hence first reasonable offer. Tanglewood Lodge, Common Road, Stanmore, Middx. 01-950 1019. (8123

LOTUS ELAN S/E, 1966 convertible. House purchase forces quick sale at £470. Details: Abertillery (Mon.) 2706. (8140

TR6, JUNE 1972. Sapphire blue, h/t, genuine mileage 13,000, spare still unused, immaculate condition, £1,445 o.n.o. P/ex. may be considered. 021-440 4163. (8141

LOTUS ELAN S4 FHC. "G" registered, red, 37,000 miles, Webers, Motorola, electric aerial, excellent condition. £860 o.n.o. P/ex. considered. 061-624 9003. (8143

THE GREAT banana republic—here we come . . . 18 per cent money and massive inflation will herald a mass exodus out of money into things—things which will increase in value like rare cars. If I still have my Ford GT40 when this advert appears I exhort you to untap your savings and invest in a growth asset. Chassis number 1024, very tractable and truly thoroughbred motoring with a flexible Shelby 48 and ZF 5-speed gearbox. Call me to see if the four Lotus and Aston Martins are still in stock. Chris Stewart, Bishops Stortford 814510. (8144

1972 LANCIA 2000 Pininfarina coupé, one owner, met. silver/blue cloth, PAS, radio, stereo, excellent condition, £1,950. Tel.: Wombourne 4095. (8154

TALBOT LAGO 2½. Pair to restore, both runners, both 1950. One Saoutchik convertible, one factory saloon. Offers over £1,000. 080-422 357 (Devon). (8155

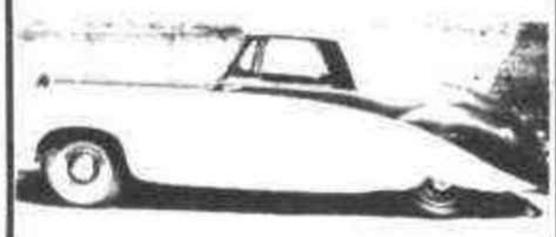
1935 AUSTIN "NIPPY" Sports, complete but dismantled for restoration, partly restored, requires rebuilding. Largely original. Offers over £300. Tel.: Prestatyn 2173 for further details. (8156

ASTON MARTIN DB 2/4 Mk. I, 1955. MoT, beautiful AM red coachwork, £300 recently spent on new engine parts too numerous to mention, new tyres, new clutch, battery, all brakes, steering, wheels excellent. In daily use by my wife. Enjoyable, fast, reliable, true motoring. An investment, £1,195. Lapworth 2857 (Midlands). (8157

BMW 2002. White, 1968, 50,000 miles, one owner, carefully maintained. £875 o.n.o. Tel.: Redditch 64261 or Barford 264 (evenings). Terry, Wasperton House, Warwick. (8158

PORSCHE 911E, 2.4, 1973 Series. Probably the most immaculate and mechanically faultless used example in Britain. Rich marigold orange, beige interior, Recaros, front spoiler, rear wiper, electric windows, radio, HRW, very low (garaged) miles. Forced sale below dealer price, £4,300. Brighton 734915. (8162

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69 ROVER 3500, auto. Recently had £200 spent on mechanics. Excellent all round condition..... **£995**

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1950 BENTLEY Mk. VI standard steel saloon, shell grey with grey hide. Very nice usable car in all respects and free from most of the usual faults associated with these cars **£795**

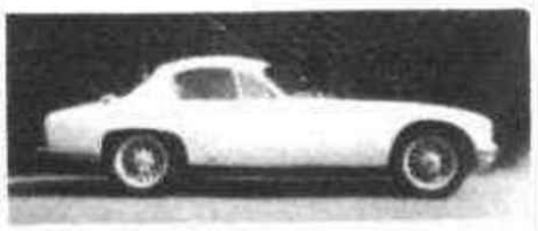


1957 MG-A roadster, pale green with black interior; 47,000 miles, believed genuine; not hard to believe once you drive it **£795**

1953 HEALEY 100/4, B.R.G.; condition commensurate with the 45,000 miles recorded; a pleasure to drive..... **£795**

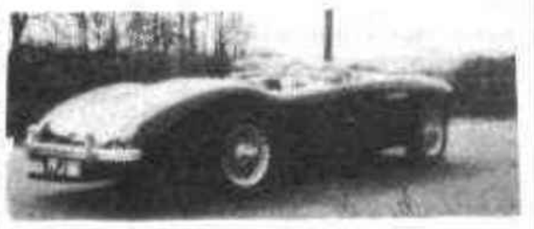
1969 MG-C GT, B.R.G./black, radio, SP Sports, etc. **£865**

1967 TR4A with Dove 2/4-seat conversion; more room than the MG-B GT and something a bit different. Engine overhauled 5,000 miles ago and less than 1,000 miles on factory replacement gearbox and overdrive. Fitted wire wheels and Blue Spot UHF radio **£695**



1953 HEALEY 100/4 BN1. Special 2/4-seat conversion with fully folding hood **£425**

1953 RILEY 1½-litre saloon. Outstanding coachwork and interior make this an above average car not overpriced at..... **£535**



1970 BOND convertible, one owner, etc. **£765**

1969 SPITFIRE, red/black..... **£565**

1971 MARINA TC, blaze/black; nice car..... **£855**

1963 LOTUS Elite, well above average **£835**

1968 FIAT 850 coupe, Valencia blue **£535**

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FOR SALE—continued

1966 VANDEN PLAS 4-litre "R". Grey over stone with light tan trim, 83,000 miles. Fine condition throughout. A luxury car at a fair price, £650. 1952 Lagonda 2.6-litre open tourer, handbuilt body requires trimming and completion. Completely reconditioned mechanically, £495 or offer. Will part exchange Triumph roadster or any sports car. Working hours: Telephone Paignton 55166. (8146

SP250, 1964. Excellent, h/s tops, tonneau, new f/discs, Cinturatos, seat belts, Radiomobile, year's MoT, taxed, £950. 01-254 6595. (8147

NODDY CAR. Fiat 500 Gamine. French blue, "G" registration, 26,000 miles, hood, sidescreens, tonneau cover, £200 o.n.o. to Richard Moon, Royal Agricultural College, Cirencester, Gloucs. (8148

JAGUAR E-TYPE Convertible. "F" registration, dark blue, black interior, chrome wire wheels, Radiomobile 8-track. Over £700 spent recently. Excellent condition overall. Telephone Preston 21151 office hours. (8149

JENSEN HEALEY. "M" reg., 4,000 miles, red, black interior. Advanced motorist owner from new. Extras include cartridge stereo, tonneau, button radio. Marriage causes sale, £1,760. Nottingham 55585. (8167

ALVIS 4.3 Charlesworth saloon, 1937. New carpets and trim, repolished woodwork, good paint and chrome, engine rebuilt, transmission, wheels, steering, brakes overhauled, new MoT, only for sale due to change of plans, £1,550. Tel.: Milton Abbas 411 or 675 (evenings). (8196

AUSTIN 10, 1935. Two owners only until recently, full service history, and MoT to November 1974. No mechanical faults, no rust, and uses no oil, starts first time. Two slight imperfections: an uncomfortably placed spring in the front passenger seat and a slow leaking valve in one tyre, otherwise perfect. Offers around £500. Weybridge 49758. (8194

TVR 2500M, Aug. 1972. Immaculate, overdrive, moss green metallic, sun-roof, taxed, £1,490 o.n.o. Tel.: 01-499 0631 (day), 01-789 7285 (home). (8169

FIAT 2300 coupé, 1964. Fast, luxurious and beautiful. Reclining seats, electric windows, reconditioned engine, new tyres, £300. 01-359 0170. (8170

MG-B, 1966. Mineral blue, meticulously maintained, fitted overdrive, servo, wire wheels, twin reversing lights and racing mirrors, new exhaust, good tyres, soft top and tonneau, taxed and long MoT, £450 o.n.o. Tel.: Repton 2497. (8172

DAIMLER SP250 Dart, 1962. Red, soft top, tonneaus, many spares, taxed March, MoT May, workshop manual, £800. Tel.: Market Drayton (0630) 2974. (8173

ROVER 16, 1947. Immaculate condition inside and outside, new MoT, runs very quietly, original tools, handbook, radio, heater, sliding roof and many extras. 57,000 miles since new, £350. Lyndhurst 2265 evenings (Hampshire). (8175

TR4A, IRS, 1966. White, black trim, w/w, overdrive, tonneau, servo asstd. brakes, new engine, clutch, diff., shockers, MoT Oct. '74. Enthusiast maintained, £600. Tel.: Walton-on-Thames 27602. (8179

LANCIA FLAVIA 1800 coupé, 1964. Resprayed original Lancia red, part rechromed, XAS tyres; new headlamps, excellent condition throughout, any inspection, £475. Tel.: Watford 26837 daytime, Luton 51587 evenings, weekends. (8178

MERCEDES BENZ 220 SEB, fuel injection saloon, registered 1971 "K", LHD, sole owner since imported, good condition throughout, new tyres and exhaust, taxed and MoT, £375. Tel.: Watford 26837 daytime, Luton 51587 evenings and weekends. (8178

MG TD, 1953. Excellent order, £70 steering overhaul, good weather equipment, year's MoT, £595. Pakenham (Suffolk) 30255. (8180

AUSTIN HEALEY 100/4, 1954. 4-speed box with overdrive, partially stripped, basically a sound vehicle before rebuild began, but pressure of business forces end of this project. A worthwhile investment at £225. Tel.: Mere (Wiltshire) 683. (8242

ASTON MARTIN DB6, 1966. Vantage engine, recently overhauled, Sundym glass, electric windows and aerial, Motorola radio, chrome wire wheels, finished in dark blue with white leather interior. Do not confuse this car with your "average" Aston, £1,900 o.n.o. Phone: Falkirk (Scotland) 24688/25661. (8243

1970 JENSEN FF. Finished in metallic quartz with tan interior. This fine car has only covered 29,000 miles. Complete with automatic trans., Sundym glass, air conditioning, electric windows, etc. Price £4,200 o.n.o. Poulton-le-Fylde 3742. (8182

MG-B, 1964. Radio, belts, overdrive, year's MoT, £300. Harpenden 62966. (8192

IMP SUPER, 1966. Good body and engine, gearbox needs attention, Weber carb., Ian Walker inlet manifold, MoT till March 1974, £150 o.n.o. Potters Bar 50595, Herts. (8228

VCK 6 on Mark I Lotus Cortina (1964). Very good condition for age, taxed and tested, radio, 69,000 miles, price £295 o.n.o. 1 Moorland Road, Poulton-le-Fylde, Lancs. (8182

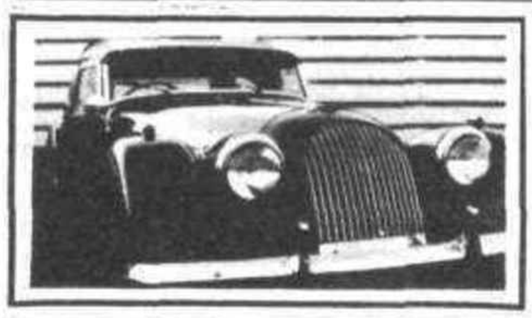
JENSEN CV8, 1966 (Sept.), Mark III, 6¼-litre, automatic saloon, low total mileage with regular maintenance. One of the last CV8s built, MoT tested. For particulars and financial terms telephone Chapel Brampton 3120 (Northampton). (8181

JENSEN CV8, 1965 Mk. II, 6¼-litre automatic saloon, until recently one owner since new. Mark III dual braking, documented mileage and maintenance records available. MoT tested, £1,100, terms available. Tel.: Chapel Brampton 3120 (Northampton). (8181

TRIUMPH 2000 Razor Edge. Renown. First reg. Jan. 1951, three owners, 2nd engine 12,000 miles, tax Dec., MoT May, many spares available. All for £260 or v.n.o. Ring 0993 5573 evenings. (8227

MG-B, 1966. Dark blue, wire wheels, burglar alarm, five new G800 radials, overdrive, excellent condition, £440. Crowborough 3761. (8229

LANCIA FLAVIA Milleotto 1800 cc, "F" reg., white, £475. Telephone 051-336 4338. (8218



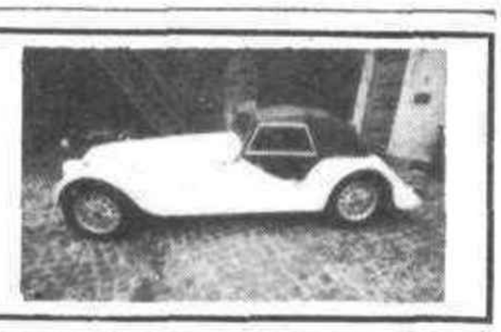
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FOR SALE—continued

JAGUAR XJ6 2.8 manual deluxe. 1971 "J", sable/tan leather trim, power steering, HRW, inertia belts, p.b. radio, excellent condition, genuine sales reason so must go, £1,850 o.n.o. or exchange for smaller family car (late model 4-door only). Tel.: Aldershot 29875. (8159

AUSTIN HEALEY 100/6. Excellent condition, overdrive, wire wheels, 14 coat respray BRG, black hard top and hood, five new G800s, stereo speakers, new seats, carpets and trim. Many spares, £800. Horley 3915. (8160

MG-B 1967. Blue, overdrive, wire wheels, Bermuda hard top, hood and tonneau, radio and extras. Really looked after, £500. 01-688 8815 (Croydon). (8161

MG-B, 1968. White, wire wheels, overdrive, radio, v.g.c., £575. 6 Tilting Road, Thornbury, Bristol. Phone Oldbury 4158. (8163

TR3A, 1965. Green, alloy wheels, overdrive, radio, transistorised ignition, good condition, £475. Phone Gloucester 32241. (8163

MARCOS 2-LITRE, 1970. Tangerine, sun roof, electric windows, private sale, must go reluctantly. Office hours, Barton, Warminster 3381, £1,270 o.n.o. (8165

MARCOS 2-LITRE, 1971. Alloys, new Cints., Radiomobile, yellow, £1,375. Tel.: Chelmsford 74562. (8166

MERCEDES 300 saloon, 1956, MoT, rare model, reasonable offers accepted. Part exchange considered. Doncaster 840431. (8200

MASERATI SEBRING, 1967. "G" registration, bronze with black upholstery, beautiful condition, £2,300. Tel.: 061-445 8391. (8199

AC SPORTS Saloon, OHC, alloy body, engine rebuilt, recent exhaust, tyres, brakes, headlining, halogen lights, £375 o.n.o. or exchange. Tel.: Middlesbrough 43547 weekdays. (8198

1970 LOTUS Elan +2S with £150 extra metalflake silver finish, 25,000 miles only, £1,650 o.n.o. Phone Catterick Garrison 2280 up to 6.30 p.m. (8197

NSU, 1971 MAY. Excellent order throughout, latest type of engine fitted, £1,300. Tel.: Milton Abbas 411 or 675. (8196

LOTUS ELAN S4, 1969 FHC. Recorded mileage 34,000, finished in gold leaf Team Lotus colours, K/O wheels, Webers, beautiful car, £995. HP and part exchange considered. 01-390 0404. (8195

V6 CORTINA Mk. 3 GXL, 1972. 4-door, main dealer conversion, comprehensive specification, confirmed cost £2,400. Really must be seen and driven, standard spares, 8,000 miles, condition as new, £1,495 or offers. Full details, Danbury 4313 (Essex). (8171

SINGER HUNTER, 1956. 17,000 miles since rebore and complete mechanical overhaul, new MoT, just repainted, very sound condition throughout, radio, heater, twin foglights, very economical to run, £250. Lyndhurst 2265 evenings (Hampshire). (8175

TVR VIXEN S3. August 1971, 19,000 miles, blue, sun-roof, alloy wheels, Sundym glass, radio, £1,295. Tel.: 051-638 5879 (evenings). (8174

ESCORT TWIN-CAM, 1971 "J". David Wood engine prepared for '71 RAC, all usual professional modifications, quick sale, £850 o.n.o. Voxall 768. (8176

LOTUS ELAN S2, '66 "D". Decoked, new shock absorbers, hood, rebushed suspension, £600. Marchington 353 (Staffs.). (8176

CONDOR V6 Capri (170 bhp), "J" 1971, Weslake modifications, 4 Q/H inset Cibies, uprated suspension, radio/cassette, Kenlowe, HRW etc. Brand new 195 SP70s, twin exhausts, 19,000 miles guaranteed as hotel car, £1,350. Turpin, Blenheim Hotel, Bovey Tracey. Tel.: Bovey Tracey 2422. (8183

LOTUS EUROPA S2, 1970. Bahama yellow, electric windows, 28,000 miles, Else tuned and serviced, £850. Part exchange considered. Kirkby-In-Ashfield 3307. (8184

LOTUS +2, reg. May 1971, royal blue, 17,000 miles, excellent condition, £1,350. Ring Pardoe, Ridgeway Cross 452 evenings, weekends. (8186

1933 AUSTIN SEVEN, sliding roof saloon. As new, unused since £800 rebuild, £800 o.n.o. Lynn Winterbourne 778021 (Bristol). (8189

1958 MG ZB Varitone, 52,000 miles, £250 or offer. Fine example. Tel.: Paignton 56764. (8190

SPITFIRE Mk. IV. Petrol rationing? Buy a sports car which isn't thirsty, my 1971 "K" registration model in Damson, complete with tonneau and radials for only £699. Tel.: 01-868 6936. (8191

WOOD & PICKET MG-C. Genuine Wood & Picket MG-C, registered July 1970, square Cibie headlights, rear wheelarches slightly flared, wide alloy wheels, W&P grille, engine converted by Downton, 135+ mph, immaculate black bodywork with gold coachline, genuine 31,000 miles, ovcrdrive, latest BMC foldaway soft-top, Motolita, taxed, MoT 1 year, one previous owner, RAC inspection welcome. Almost indistinguishable from new. Offers around £1,250. Part exchange considered. Oxford 65619. (8193

MORGAN PLUS EIGHT, July 1973. Dark blue, Zicbart, adjustable seats, Rover box. Box No. 4204. (8188



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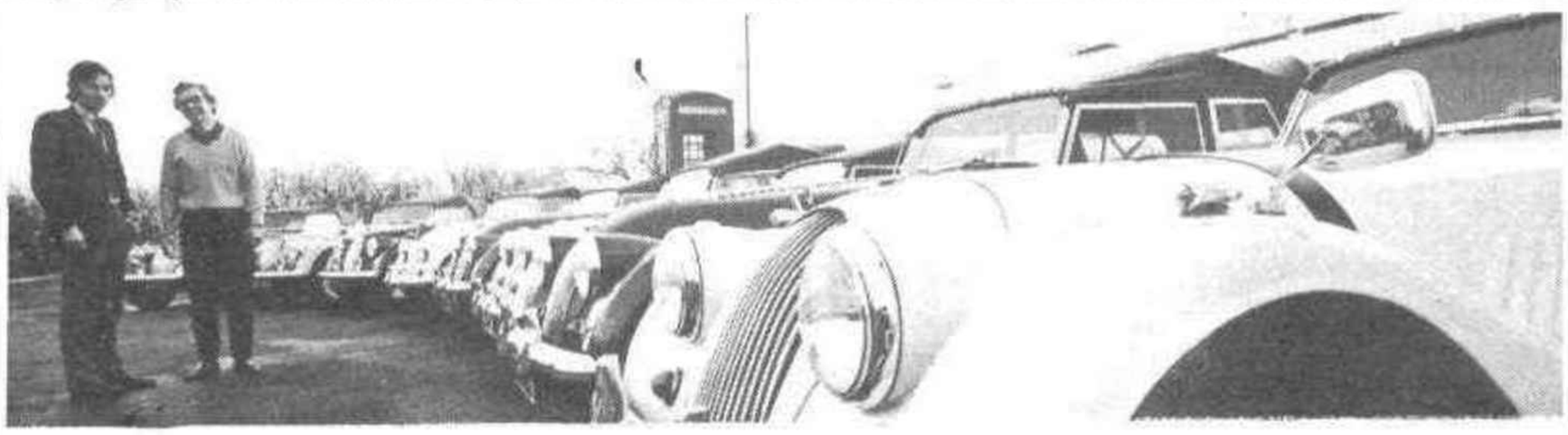
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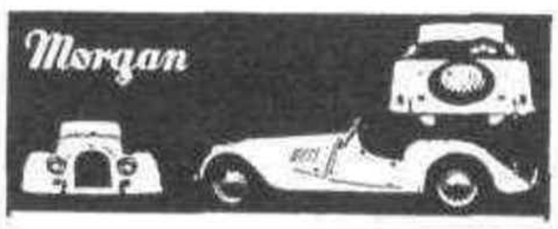
Reece Mews, London, S.W.7. 01-789 0757 01-589 8309



John Britten



Some cars are hawks and others doves; ours are best handled with leather gloves. **Jensen Healey,** 1973, yellow, radio, one titled owner, £1,595. **Morgan 4/4,** 1959, recently rebuilt on to new chassis, no further details (to tell the truth our man Chris Alford has *misloid* this car somewhere in the centre of England). **TVR 3000M,** 1973, burgundy with black trim, sliding sun-roof, ultra wide Woolferace wheels, heated safety glass rear window, about 2,500 miles, £500 under list, £1,950. **Morgan 4/4 Comp.,** 1970J, Post Office red, 72-spoke wires, rear bumper, tonneau cover. **MG "Y" saloon,** 1951, MG red, sliding roof, two owners. **Morgan 4/4,** 1969H, black, wire wheels, rear bumper, leather trim. **Morgan Plus 4,** 1965, yellow. **Dutton B-Type,** 1972, red, black trim, 1,147cc SAH-Triumph power unit, roll-over bar, boot, £495. **Triumph TR5,** 1968, midnight blue, overdrive, radio, TR6 wide-rim wheel, hydraulic steering damper. **Morgan 4/4,** 1962, Jaguar dark green as early XK120s, comprehensively rebuilt. **Morgan Plus 8,** June 1972, olive green, Rover gearbox. **Morgan 4/4,** 1969, crimson, child's footwell. **TVR Vixen S1,** 1968, ermine white, black trim, Ford 1600GT unit, leather rim, radio, wires, £760. **MG-B,** 1971, midnight blue, gold coach-line, Rostyles, headrests, radio, one owner, £980. **MG-B GT,** 1972, glacier white, h.r.w., radials, one owner, £1,295. **Morgan 4/4,** 1969, yellow, wires, comp. engine, grid, tonneau, one owner. **Morgan Plus 8,** 1971K, flame, stereo, trivial mileage. **Morgan 4/4,** 1972L, indigo blue, alu-shade), wire wheels, rear bumper, polished wood dash. **Morgan Plus 8,** 1969, Westminster green, radio, grid, air horns. **Morgan 4/4,** 1970J, indigo blue, grid, tonneau. **Lotus Seven S4,** 1971K, yellow, 1600 unit, £990. **Morgan 4/4,** 1971K, orange chrome, wires, spots, louvres, grid, tonneau. Lots more on the way. **New Jensen Healey,** delivery in a few weeks, including a black one with tan interior. All J-H now coming through as Mk. II models, identifiable by full-length chrome strip at door handle height. We have Mk. II demo. Excellent spares and service facilities for Jensen Healey, boxfuls of special tools. **New Morgan:** the same, plus boxfuls of orders (delivery being somewhat protracted, I fear). **Arkley SS:** based on the Sprite/Midget floorpan the Arkley is accepted by the BARC and BRSCC as a modsports car and a few people are building them for 1974. They are lighter, cheaper to build, and easier to repair than your ordinary Spridget. Special Team Arkley deal for promising drivers (promising to pay, that is). Roadgoing Arkley kits in stock, complete body outfit £110 plus VAT. Must send large addressed envelope, plenty stamps. **Lenham Hard-tops:** we have a selection on display for most popular sports cars, from £54.90 tax paid. The Lenham top is a superior product: leathergrain finish, self-coloured fibreglass, warm cloth headlining, safety glass rear window, easy-fit system. *Nota bene:* We are closed between Christmas and New Year, our portals close at 6pm Sat. Dec. 22, re-open 8.30am Wed. Jan. 2. Normally open to 7pm weekdays, 6pm Sats., closed all day Sunday. We need one or two of the best mechanics in our district and will pay the best salary in the district; also a senior sales trainee. Christmas greetings to friends and foes!



rim wheels, white hood, £870. **Morgan 4/4 Comp.,** 1970, royal ivory, wire wheels, luggage carrier, torn-you. **Morgan 4/4 4-seater,** that is the proper catalogued title, many people call it the "4 Plus 4", at Malvern Link the specification card which



is tied to the embryo chassis and remains with it until the car is complete, calls it the "4/4/4"; this one is canary yellow, wire wheels, grid, bumper, etc., of 1972 vintage. **Morgan 4/4** (perhaps one should say 4/4/2) (or possibly 2/4/4?, sounds more like a shunting engine), 1968, yellow, wire wheels, 1600 engine with remote control gearbox, grid, tonneau, etc. **Morgan Plus 4,** 1959, aubergine, "dried milk" controls, a relic of the days when any ivory-coloured dashboard fittings were mistakenly thought to be made of some sort of casein plastic extracted from lactic residues. Instruments to match. **Morgan 4/4,** 1965, electric blue, 1500 engine, pneumatic seats, radio. **Morgan Plus 4 drophead coupe,** 1963, BRG, wire wheels, modified head, wood-





minium body, bucket seats, wire wheels. **Morgan Plus 8,** 1970, GPO red, tonneau, rear bumper, Solicitor owner. **Morgan Plus 8,** 1971, indigo blue, Accountant owner. **Morgan 4/4 4-seater,** 1970J, luggage grid, replacement engine, rear bumper. **Morgan Plus 4,** 1968, kingfisher blue, grid, tonneau. **Morgan 4/4,** 1971, nutkin brown, wire wheels, radio, ton-



neau, one owner. **Triumph GT6,** 1967, Spa white, radio, high ratio final drive, Mk. II wheels, £560. **Triumph Dove GTR4,** fitted with the sturdy but frugal Ford 2.5-litre V engine, yellow, radio, wire wheels, £595. **Austin Healey Sprite,** 1971K, white, £690. **Morgan 4/4/4,** 1972L, Post Office red, strapped and louvred bonnet, grid, bumper, spots. **Morgan 4/4,** 1969H, willow green (a most powerful

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

FOR SALE—continued

GINETTA G16 OLDSMOBILE sports racer with 3½-litre fuel injected dry sump aluminium V8. Successful hill-climb record. Unique very pretty car. Road registered, many spares, gear ratios, tyres, trailer. Phone Miserden 387. (8221

RILEY 1½, 1954 with spare engine/gearbox, plus other spares. Not sold sep. A little work needed. Kept in the warm three years. £15 o.n.o. 061-775 3939. (8219

ALVIS SALOON TE21, Nov. 1964, in first class condition, engines and brakes overhauled, new exhaust systems, bills available, MoT August, taxed April, radio, £1,000. Spilsby 2581 Lincs. (8217

MG WA in need of restoration. Lack of time forces sale. Many spares. Offers invited. Phone Bedford 711565. (8216

LANCIA FLAVIA 1800 Saloon, 1964. Good engine, sound body (very little rust), clean interior. Must be sold this month, about £125. Donovan, 11 Harbord Road, Sheffield 8. Phone 49121 (office). (8215

FIAT 2300S Coupé, 1965. MoT, recent engine overhaul, electrically operated windows, Motorola radio, leather upholstery, £350. Schofield, Kings Lynn, Tel.: Gooderstone 305. (8214

MG-C GT Automatic. 35,000 miles, exceptional condition throughout. Every extra including tinted glass and wire wheels. Genuine sale, best offer around £785. Cheltenham 31617. (8220

CHEVROLET CAMARO. 307 ci. "M" reg. 1969. Power steering and brakes, automatic 3-speed, LHD, Kelly green, black vinyl roof and coach lines, p/b radio, new w/w tyres, exceptional condition, £1,675 and worth every penny. Ring West Kingsdown 2408 to view. (8211

1927 MODEL Narrow Body Austin 12/4. Spare axles, 10 wheels and tyres. Last on road 1948, stored since, engine run regularly, needs restoring. Exchange convertible Beetle RHD or £450. P. Gibb, School Bungalow, Bushey Corfe Castle, Dorset. (8210

ROLLS-ROYCE 20/25 Sedanca de Ville by Hooper. Recently overhauled and in very good condition. Telephone Ensor, Bristol 209391. (8207

MARCOS 1600, 1969. Sun-roof, wire wheels, electric windows, Motorola radio, stereo, immaculate throughout. Gosport 84018. (8204

SIMCA 1501 Special, 1972. Excellent condition, £875. Terms, exchanges possible. Brighton 32126. (8202

LAGONDA M45 4½-litre Tourer, 1934. Completely rebuilt throughout after 20 years rest. Run 100 miles since. Total professional rebuild of engine/ancillaries, rewired, new ash/aluminium/fabric covered Le Mans 2/4-seater sports body, new radiator, petrol tank, tyres, battery, brakes, screen, t/cover, etc. All parts rechromed, black body/chassis, red interior/upholstery/wheels. Super condition, very fast, VSCC Lag. Club member, heartbroken at sale but business/domestic commitments compel unexpectantly. Best offer around £2,950. Bognor Regis 21633 or Eastergate (Sussex) 3356 after 6 p.m. (8201

ALFA ROMEO 1750 GTV, 1971. Turquoise metallic, new SPs, taxed September '74, mileage 35,000, superb order, £1,650 o.n.o. Exchange considered. Broughton (Northants) 383. (8203

MG TC rolling chassis. Restoration with new wood nearly complete. Engine overhauled, £375. Taylor 01-434 1694 (office hours). (8205

MG ZB Magnette, 1958, 49,000 miles, new MoT, taxed, in outstanding condition. First £275. Phone 420650 Caerleon Mon. (8208

DAIMLER SP250,1963. Hard/soft tops, MoT till April 1974, good condition. Must sell to first sensible offer. 01-622 6185. (8212

LOTUS ELAN S4 FHC. "G" registered, red, Webers, Motorola, electric aerial, excellent condition, £860 o.n.o. P/ex. considered. 061-624 9003 day. (8061

VERY FAST LOTUS +2, 1971. Fitted with 150 hp rally special engine (7,500 revs. in each gear), competition clutch. Never been raced or rallied. Finished in metallic fern green (the only one I've seen) with black interior, plus usual Lotus features, £1,950 o.n.o. Phone Falkirk (Scotland) 246/25661. (8243

1936 HORNET SPECIAL. Unique EW open two-seater, unused twelve years, needs sorting out, including reconditioned engine. Gift at £250 for original vehicle. Gilby, 43 Madeley St., Crewe. (8246

MARCOS 1500 GT Ford, 1967. Janspeed conversion, Weber 28/36 with half race cam, new g/box and tyres, taxed and good order throughout. Need money for aircraft, £875. Hibberd, 28 Westbrook Rd., Evercreech, Somerset. Evercreech 341 evenings. (8248

1934 SUNBEAM, 2 owners, 59,000 miles, absolutely original, MoT, tax, £785 o.n.o. Also 1958 Riley 2.6, Good runner or make useful spares for Healey 100/6, £45. 20 Churton Road, Rhyl, Flintshire. Tel.: 53831. (8247

JAGUAR E-TYPE V12. Automatic drive, wheels, radio/stereo 8 player, one owner, convertible, 2-seater, signal red, chrome registered March 1973, recorded mileage 4,446, £3,650. Caffyns Ltd., 200 Dyke Road, Brighton 553061. (8249

DAIMLER 104 automatic. Silver over black with beige interior, usual Daimler refinements, MoT and taxed, index no. VNE 333. £350 o.n.o. Tel.: Kidsgrove (Stoke-on-Trent) 5238 after 6 p.m. (8250

ALFA ROMEO 1300 Spider, 1969. Red, black trim, 13,000 miles covered by one lady owner, immaculate, £1,175. Southampton 69582 (evenings). (8252

FOR SALE—continued

1¼-LITRE 1953 MG YB sports saloon. Sound engine but body repairs required. Can be made roadworthy. Suit enthusiast. Reasonable offers. Phone 061-330 5545. (8255

RILEY 9 LYNX, 1933 Tourer. Completely rebuilt, long MoT, offers over £800. Tel.: Newton Abbot 66748. (8251

ROLLS-ROYCE 20/25 sports saloon by Barker. Original and sound condition, excellent chassis, body requires tidying. Sound investment at £1,000. Tel.: Crowthorne (Berks.) 2235. (8254

TRIUMPH DOLOMITE, 1938. Much work done, good order. Offers. Tel.: B'ton 556008. (8258

BENTLEY R-TYPE, 1953. Freestone and Webb sports saloon. Golde sliding roof, manual gearbox, silver/black, new pistons and gearbox, superb car and sound investment. Genuine reason for sale, £2,600. Henley-on-Thames 6474. (8256

HEALEY 3000, 1961, BT7 2+2. New exhaust, 5 XASs, clutch, tonneau, taxed, MoT, good condition, goes very well, £375. Tel.: C1-874 7324 day, 874 9299 evening. (8257

1943 HUMBER HAWK. Sound condition, £100 or offer. Phone Tom Tucker, Potters Bar 53968. (9001

SUNBEAM ALPINE GT with overdrive, radio, clock, lighter, etc., 1965, black, 1 owner. Excellent condition, £385. Tel.: Guildford (0483) 72059 anytime. (8433

1930 MORRIS Oxford 6-cylinder 4-door saloon. Only one of its kind known to Morris Register, side mounted spare wire wheels, sunroof, large impressive vintage motoring. Must appreciate. £950. East Horsley 4595 (evenings), Burgh Heath 59133 (day). (5632

WANTED

WANTED: Handbooks, catalogues, road tests, posters, concerning Ferrari, Maserati, Pegaso, Talbot Lago, Pininfarina, Bertone. Box No. 4179 (7501

WANTED: MG TC, Singer Le Mans, Wolsley Hornet, Riley or similar. Condition unimportant, runner preferred. Phone Lichfield (Staffs.) 53508. (7480

TRIUMP ROADSTER, 1949/50 model. Condition must be immaculate. Box No. 4180. (7358

YB MG or similar. Good home offered to mechanically sound and reliable example. Phone Eastbourne 22112 after December 7th. (7360

FRAZER NASH REQUIRED in good condition. Telephone Bow Street 623. Write Cook, 15 North Parade, Aberyswyth. (5200

JOWETT JUPITER or Lea Francis Sports car wanted urgently. Good condition preferred but would consider original car requiring restoration. Baillie, 29 Gray St., Aberdeen. (5214

WANTED—continued

AUSTIN SEVEN two seater. Please write with full particulars and if possible photograph to Director of Caister Castle Motor Museum, Gt. Yarmouth, Norfolk. (4031

WANTED URGENTLY: Light 15 Citroen gearbox. Please contact Nicky Van Mesdag, 01-672 6846. (5477

WANTED: E-TYPE, any condition, including damaged. Rusty or MoT failure. Also E-Type spares. Phone Pudsey 76683 (Yorks.). (5110

VINTAGE AUSTIN 12, 16 or 20 in first class condition. Box No. 4136. (5114

FORMULA FORD wanted, 1965 onwards. In reasonable condition. Box No. 4137. (5116

MG PA/PB in good technical and original condition. True offers to: S. Weinberger, 637 Oberursel, Berlinerstrasse 50, West Germany. (5135

LAGONDA 2-LITRE requires "blown" type engine, supercharger and 21 in x 5.50 wheels. Will purchase or part exchange 3½-litre engine (good condition). 021-643 7576 office, 021-453 3168 home (Birmingham). (5088

ENGINE for 1935 Morris Oxford 16/6 or complete car, any condition, reasonable price. Mitchell, 42 High Street, Heckington, Sleaford, Lincs. (5204

WANTED: ROLLS-ROYCE Silver Ghost chassis for restoration. Apply J. L. Bradshaw, Portlaoise, Southern Ireland. (4043

REGISTRATION numbers. Short or interesting numbers wanted on any vehicle. Box No. 4142. (5329

ROLLS-ROYCE, Interesting car of any age wanted by enthusiast. One needing work considered. Silver Cloud particularly wanted. Also any Rolls literature books or models wanted. Box 4141. (5329

ROLLS-ROYCE Phantom I parts wanted, especially radiator, bonnet, head, petrol tank and instruments for an LF series 1927. Can buy outright or have for trade 1 mascot, 1 set of original tools (new condition), Weston ampmeter, Elliot ampmeter, P2 speedo, set of 3½ Bentley instruments, 2 PI wheels and many other parts. Talbot, Willow Lodge, Church Rd., Warton, near Preston, Lancs. (5416

WANTED! WANTED! Any unusual or interesting sports or racing car. Any condition! Anywhere! Best possible payment! Telephone 01-602 0748 (Kensington) now! (7154

LAGONDA M45 Tourer, preferably complete and original but anything considered. Nigel Han, Mile End House, Mottram Cres. Phone Mottram 2766. (7130

WANTED: Sales brochures on 1950-1970 European cars and trucks. Will buy or trade for? Send list to: Harris, 6169 Northfield, West Bloomfield, Michigan, USA 48033. (4158

REGISTRATION number wanted. Number one, or single number required on (7817
any vehicle in any condition. Please phone 051-428 1517 evenings. 6910

WANTED—continued

WANTED: RILEY Sprite. May be in poor condition or incomplete. Box No. 4172. (4251

MEADOWS vintage gearbox, Rotax vintage head and side lamps, Marles steering column circa 1936, and radiator and engine for 1925 Invicta. 4 Byford Close, Rayleigh, Essex. (7149

WANTED! WANTED! Any Rolls-Royce Silver Dawn or Silver Cloud. Any condition! Anywhere! Best possible payment! Telephone 01-602 0748 (Kensington) now! (7154

3-WHEELED MORGAN. No rotting hulks or fancy prices please. Offerings, preferably with photographs to: Flt. Off. R. W. Mathew, Officers Mess, RAF Marham, Norfolk. 7075

WANTED: Late damaged or tatty Healey 3000, MG, TC, TD, TF. Poole 71508 Dorset. (6898

XK150 WANTED: Sound condition only. Cash. Summer Place, Wonersh Park, Surrey. Tel.: Bramley 8186 (evenings). (7035

DAIMLERS WANTED: DB18 and Special Sport Drophead Coupés, aluminium bodied Empress models, and pre-War Lt. 15 and Lt. 20 Straight Eights with alloy body considered. Prefer sound original condition, good mechanical, must run well. Send price and details (all pictures will be returned) to box 4115.

FOR 1922 GHOST: Ammeter, oil and petrol pressure gauge, AT speedo 0-80 mph, Lucas instrument lamps, petrol pump hand, front shock absorbers, Barker dipping gear, LHS luggage grid or spec. of same, Klaxon horn and bracket, starting handle and brackets, etc. Many other parts required. Please advise price and spares available. Box No. 4171. (4248

WANTED: 1963/4/5/6 Volvo P1800S coupé, excellent condition, original, no rust, resprays or mechanical faults, genuine low mileage. Write: Box No. 4178. (7548

FOR A DB5—ZF gearbox; Jensen CV8, V12 Ferrari, 1955 Ariel Square Four motorcycle. Parkwood House, Rhiwderin, Monmouthshire. (3906

WANTED: AC Ace. Phone John Peskett, Leicester 27236 day, 737802 evening. (7246

WANTED: Arrol-Johnston (1923) front axle, radiator, wheels, instruments, etc. 4 Byford Close, Rayleigh, Essex. (7252

PRE-WAR CAR wanted. Any make. Jack Dawson, Casa Nuestro, Sussex Rd., New Romney, Kent. Tel.: 067-93 3327. (2279

PRE-WAR OPEN sports car wanted, running and restorable with complete original equipment. Please write or phone with full details. Smith, 24 Carr Manor Rd., Leeds LS17 5AZ. Tel.: 681873. (3691

LOW REGISTRATION number wanted, with or without any vehicle, in any condition. Please phone: 051-428 1517 (evenings). (4075

WANTED—continued

MAGNIFICENT MONSTERS, beautiful beasts, rotten wrecks and surplus spares wanted by members of the Vintage Transport Enthusiasts' Club, anywhere. Write or phone, 4 Victoria St., London, SW1. Tel.: 01-834 9225. (4398

WANTED: 1923-1926 Austin 7 handbook, spares book (pram hood type). Photos any spares please. £10.00 per book paid. Mr. Simon Mansfield, 3 Red Gate Terrace, Groes-Faen, near Pontyclun, Glam. CF7 8NN, S. Wales. (7283

BY PRIVATE COLLECTOR. Jaguar XK120 drophead in concours condition if possible. Phone: Mr. Read, Reigate 49451 during office hours, or write to Box no. 4181. (7587

SPORTS CARS urgently wanted for cash or part exchange. Boughton (022 775) 223. (7576

WANTED: VINTAGE Austin 12, 16 or 20 in first class condition. Box 4136. (5114

WANTED: LEFT-HAND drive car to carry four people. Anything considered, though would prefer Volvo or Peugeot Estate. Duly, Merry Piece, Oxford Road, Woodstock, Oxford. (7628

REGISTRATION numbers. Short or interesting numbers wanted on any vehicle. Box 4187. (7683

ROLLS-ROYCE. Interesting car of any age wanted by enthusiast. One needing work considered. Silver Cloud particularly wanted. Also any Rolls literature, books or models wanted. Box 4188. (7683

AUSTIN 7, Swallow, Ulster, Nippy or any interesting vehicle, pre 1930. Photograph if possible. G. Priest, 41 Noddington Lane, Whittington, Lichfield, Staffs. (7661

WANTED: AUSTIN SEVEN, pre-1930 model, good price paid for nice example. "Hornby Gates", Old Hall Lane, Pleasington, Blackburn, Lancs. Tel.: 22634. (7695

WANTED: MORGAN or BSA three-wheeler. Restorable, reasonable price. Tel.: 061-761 3606 (evenings). (7696

WANTED! WANTED! Any Rolls-Royce Silver Dawn or Silver Cloud. Any condition! Anywhere! Best possible price! Telephone 01-602 0748 now! (7704

WANTED! WANTED! Any interesting or unusual sports or racing car. Any condition! Anywhere! Best possible price! Telephone 01-602 0748 now! (7704

WANTED: 6 new 700 x 19 tyres, white Torpedo side lights. Whiteaway, Combewalled if possible, also a pair of CAV T-Head. Newton Abbot, Devon. 7840

VINTAGE MOTOR racing paintings by F. Gordon Crosby, Peter of Dalkeith, Guy Lipscombe, Nockolds, Cuneo. Preferably oil. Box no. 4189. (7837

WANTED: A pair of original 1925 3-litre Bentley headlights and Torpedo side lights. Will exchange 4½-litre P80s. If anyone knows the whereabouts of a 1912 to 1918 Ghost chams and engine or a complete car I would be very grateful. Peter Newons 01-940 2752 day, 01-940 1321 evening.

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1971 TRIDENT Clipper V8, just undergoing a complete works checkover. 271-h.p. Cobra engine with close-ratio box. 0-60 recorded 4.7; one of the fastest GTs with four seats. Webasto roof, four-speaker stereo, full works warranty **£2,995**

1973 'M'-registered VENTURER V6 for sale on behalf of customer.

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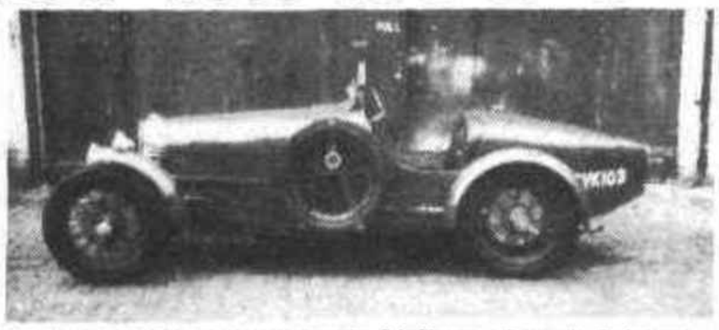
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SPITFIRE	Mk. 4	1971	Damson, radio, 24,000 miles	£765
SPITFIRE	Mk. 4	1971	Valencia blue, radio	£745
SPITFIRE	Mk. 3	1970	Pale blue, o/drive, radio, 36,000 mls.	£645
SPITFIRE	Mk. 3	1969	Valencia blue, wire wheels	£525
SPITFIRE	Mk. 3	1968	Dark green, wire wheels, hard-top	£475
SPITFIRE	Mk. 3	1967F	White, overdrive, radio, 39,000 miles	£465
SPITFIRE	Mk 3	1967F	Valencia blue, wire wheels, o/drive	£465
SPITFIRE	Mk. 2	1966	White	£295

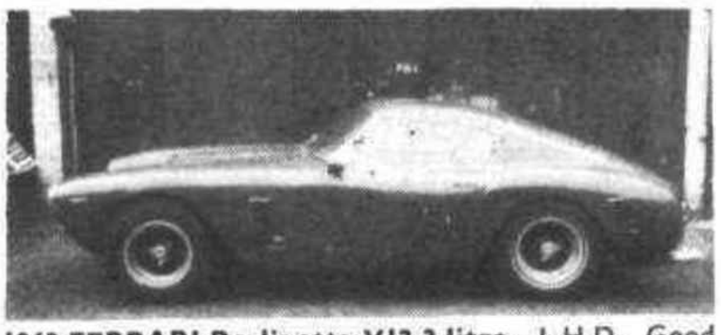


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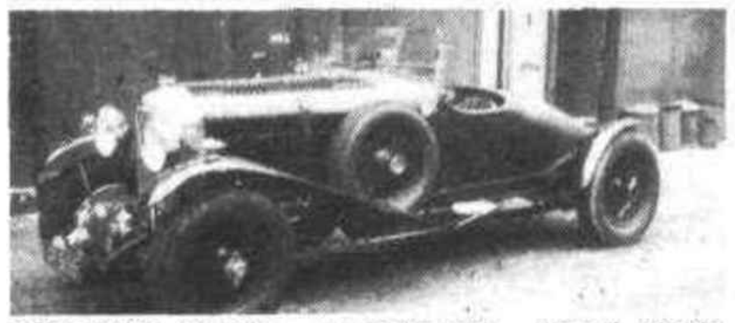
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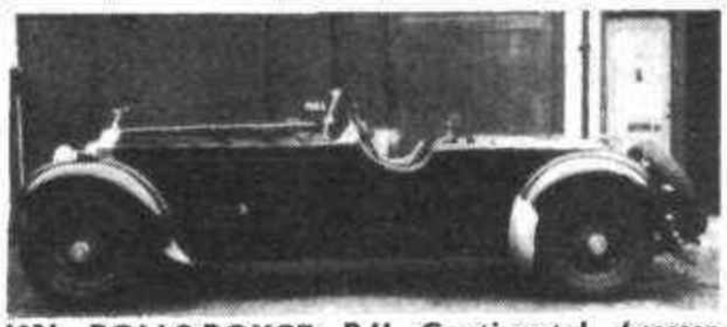
1926 BUGATTI Type 37 1½-litre Grand Prix car. Chassis No. 37139. Fully authenticated history. Not used since complete rebuild.



1960 FERRARI Berlinetta V12 3-litre. L.H.D. Good example. Also available shortly aluminium-bodied Berlinetta.



BENTLEY 4½-litre, supercharged. Actual Birkin Chassis No. HR 3977. Famous car in mint condition.



1931 ROLLS-ROYCE P.II Continental 4-seater tourer by Carlton. Chassis No. 6GX. Low mileage car in fine condition.



1932 BENTLEY 8-litre sedanca-de-ville by Freestone & Webb. Fine original example. Now being repainted.

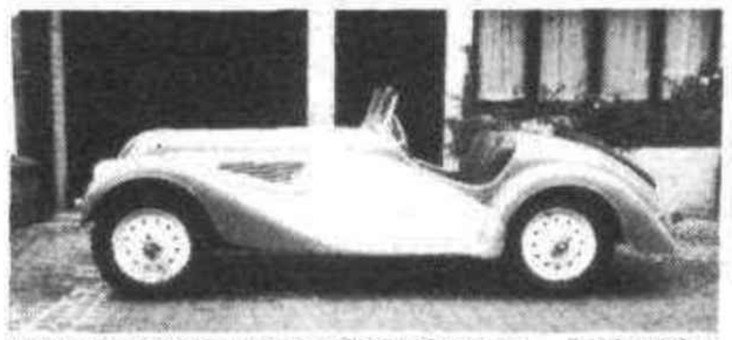


1938 ASTON MARTIN 2-litre short-chassis 2-seater drophead coupé. One of 25 built. In excellent order.



1953 ALLARD CADILLAC J2R competition 2-seater. De Dion rear suspension and coil spring front suspension.

1952 JAGUAR "C"-Type, Chassis No. 1006, ex-Ecurie Ecosse.



1938 BMW 328 competition 2-seater. Registration DXV 3. Well known competition car in mint condition.

1931 ALFA ROMEO 8C 2.3-litre supercharged 2-seater.
1924 ROLLS-ROYCE Silver Ghost landaulet by Clarke of Wolverhampton.
1949 BENTLEY Mk. VI 3-position drophead coupé by Abbott. Requires restoration.
1924 A.C. "Empire" 12-h.p. 2-seater with dickey.

1926 AMILCAR 6C Competition model, fitted with 4-cylinder engine.
1936 TALBOT 110 2-door saloon by Freestone & Webb.
1939 BENTLEY 4¼ MX Series high vision saloon by H. J. Mulliner.
WANTED: ALL VINTAGE AND P.V.T. CARS.

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72 (K) ASTON MARTIN DBS V8 20,000 miles, unmarked Cornish gold; many extras. **£6,250.**

71 'E'-Type d.h.c., in maroon with chrome wire wheels. A real eyeful. 28,000 miles; radio. **£1,995.**

71 (K) MUSTANG fastback, blue/silver, 21,000 miles; radio. Superb 5½-litre auto. **£1,995.**

70 ELAN +2S, 28,000 miles; yellow, unmarked. **£1,595.**

69 ELAN +2S, French blue, 32,000 miles. Cannot be faulted. **£1,475.**

68 ELAN +2, burnt sand, 38,000 miles. Pristine example of this early model. **£1,195.**

72 EUROPA Twin Cam. Choice of two, white or yellow. **£1,695.**

71 ELAN Sprint, red on white, 28,000 miles. Superb car. **£1,445.**

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69 LOTUS Europa S.2, low mileage; bronze with J.P.S. coachline, Weber carb., radio. At the price you have to see it. **£995.**

71 (L) TR6, hard-top, radio, o/d., w/w.; saffron finish; 20,000 miles. **£1,395.**

71 M.G.-B, Rostyle wheels, o/d., radio, tonneau. Very pretty in black with gold coachline. **£995.**

68 TVR Vixen 1600. Outstanding condition, in orange; w/w., radio, and only two owners. **£865.**

Saloon cars also in stock: BMW 3.0S, XJ6, to CORTINAS and MINIS.





67 DB6, Vantage, metallic claret, sunroof, Sundym, radio, c.w.w. Full history. absolutely immaculate. **£1,895.**

72 LOTUS Europa T.C., white, black trim; only 9,000 miles; radio, alloy wheels. Immaculate. **£1,695.**

72 Model LOTUS Europa T.C., white, black interior; only 16,000 miles; alloy wheels. **£1,645.**

71 (K) ELAN Sprint d.h.c. Regency red, black trim, 8-track, Sundym glass; one owner, only 24,000 miles. The nicest Lotus we have ever had. **£1,495.**

71 ELAN Sprint f.h.c., red, radio; one owner, only 16,000 miles. **£1,495.**

70 (J) ELAN f.h.c., red with black leather roof, excellent cond. **£1,295.**

70 (J) ELAN d.h.c., red, 8-track, radio; only 27,000 miles. Immaculate. **£1,295.**

High Performance Centre

928 HERTFORD ROAD, WALTHAM CROSS, HERTS.
Tel.: 97-23570/21405

69 ELAN f.h.c., yellow, black interior. Beautiful little car. **£1,095.**

69 (H) ELAN d.h.c., yellow and black, radio; recent engine rebuild, bills available. **£1,095.**

69 M.G.-B roadster, teal blue, black interior; radio, w/w., hard-top. Immaculate. **£795.**



CLOSING DATE FOR JANUARY CLASSIFIEDS 14th DEC.

WANTED—continued

WANTED: One piston, new or second-hand, for Bentley 4¼-litre. Size STD. + .040 in. three rings. Telephone High Wycombe 20912 (evenings only). (7899

MG-Bs, MG-B GTs, TFs, TDs, TCs. Wanted urgently. Top cash prices paid for good examples. M. L. Richardson, Main Avenue, Moor Park, Nr. Northwood. (100 yards Moor Park Tube Station.) Tel.: Northwood 25161. (7902

ELAN SPRINTS, Elan S4s, Elan +2s, Europas. Wanted urgently. Top cash prices paid for top examples. M. L. Richardson, Main Avenue, Moor Park, Nr. Northwood. (100 yards Moor Park Tube Station.) Tel.: Northwood 25161. (7902

WANTED: XK120 Roadster. Private buyer requires an original example not a rebuild. Good home and price offered. Brierley, Old Bent House, Littleborough, Lancs. Tel.: 78448. (7895

DELLOW WANTED: State condition and price. Cash purchase. Wood, Roundwood Close, Baildon, Shipley, Yorks. (7894

EARLY GILBERN. Any condition. Peerless might do. Bennett, 28 Main Street, Evington, Leicester, Leicester 737116. (7877

WANTED: BRISTOL, Jensen, value £2,500. 8 Harewood Close, Reigate 49585. (5462

JOWETT JUPITER or Lea Francis sports car urgently wanted. Good condition preferred but would consider original car requiring restoration. Baillie, 29 Gray St., Aberdeen. (5214

PORSCHE 912 wanted, 1967 or later model. No rubbish please. Phone Longworth 762 (Berks.) evenings or weekends. (4603

ROLLS-ROYCE Phantom I iron cylinder head wanted, good price paid, have also to offer in part exchange, PII carburetter complete, 5 20/25 wheels, 4 3½ Bentley wheels, 4 20/25 shock absorbers. Tel.: Freckleton (Code 0772) 633320. (7913

LINCOLN CARS wanted to add to private collection of American cars. 1936/1939 Lincoln Zephyr, 1940/48 Mark I Lincoln Continental, 1955/57 Mark II Lincoln Continental. Also interested in original sales brochures, owner's manuals, parts lists, new or used parts, V12 engines, any leads appreciated. Box No. 4192. (7917

LOTUS ELEVEN wanted in any condition. Also any spares for Elevens. 021-745 3576. (7935

XK120 ROADSTER wanted in any condition. Also any spares for XK120s especially chorme parts. 021-745 3576. (7935

SIMCA 1000, 1969/71, in top condition required. Preference for special or car with 1,118 cc engine. Hartridge, 4 Pemberton Terrace, Cambridge. Tel.: Cambridge 65264 (evenings). (7944

CORD 810 or 812 in any condition by private enthusiast. J. Parrish, 1 Viewfield Road, London SW18 1NB. Tel.: 01-874 2884. (7958

WANTED: 1966/7/8 Triumph 2000, manual, original showroom condition, genuine mileage under 40,000, no rust, excellent mechanics. Write: 459 Idle Road, Bradford 2, Yorkshire. (7961

MG TF WANTED. Anything considered but would particularly like one of the following: KRX 90, UKL 392, UHK 777. 01-886 0424. (7528

AUSTIN SEVEN in excellent condition. Top price paid by private buyer. Tel.: Bolton 54100. (7527

BENTLEY 51 required. Private buyer, cash, fair to good condition. Please Tel.: Long Buckby 393. (4479

LAGONDA, RAILTON, Rolls, Sunbeam or any veteran, Edwardian, vintage autos wanted. Buyer now seeking several interesting autos including American varieties. Complete details and photos. P. & H. Sales, Box 751, Temple City, California 91780, USA. (4248

LAGONDA 2-LITRE requires "blown" type engine, supercharger and 21 in x 5.50 wheels. Will purchase or part exchange 3½ litre engine (good condition). 021-643 9576 office, 021-453 3168 home (Birmingham). (4997

ENGINE for 1935 Morris Oxford 16/6 or complete car, any condition, reasonable price. Mitchell, 42 High Street, Heckington, Sleaford, Lincs. (5226

WANTED: JAGUAR SS 100 in good original condition, any similar cars considered, i.e. Ulster Aston, Riley MPH, etc. Write Box No. 4196. (7982

HRG, AC ACE, XK120 and Jowett Javelin wanted. Very good cash price paid. Please ring Cullingworth 3114 (Yorkshire) evenings. (8002

WANTED: HEALEY 3000 suitable for renovation/rebuild. Will possibly consider other interesting convertible car. Tel.: 01-300 7191 (evenings). (8021

WANTED FOR Daimler SP250. Soft-top and tonneau cover. Preferably black or suitable matching colour. 69 North Gate, Oldham, Lancs. (8025

WANTED: VINTAGE car, 4-seater tourer in very good condition, price limit £2,000. Tel.: Bow Street (Cardiganshire) 623. (6145

BENTLEY SI or Mark VI. Would consider Rolls. Cash, no exchange. Grove Cottage, Shelleys Lane, Knockholt, Sevenoaks, Knockholt 3030. (8253

PRIVATE PURCHASER requires 3½ or 4¼ litre Bentley with either open or interesting coachwork. Photograph appreciated (which will be returned). Please write: S. Duman, The Bracken, Broomhall Lane, Woking, Surrey. (8206

WANTED: 15 inch mag. alloy wheels for 1959 Lotus, De Dion axle assembly, Climax engine, Lotus Seven windscreen or any other parts. Box No. 4203. (8223

WANTED—continued

WANTED: ROESCH TALBOT 110, 105, 95, 75. Desperately needed, any spares. Also Lagonda 3-litre (1930), Aston-Martin Mk. II (1935), SS Jaguar spares needed. Complete cars considered. Tanglewood Lodge, Common Road, Stanmore, Middx. 01-950 1019. (3199

CAPRI 3000 Variant 1970/71, overdrive appreciated, private cash buyer. Weddell, 156 Coldharbour Road, Bristol BS6. 45202 evenings. (8209

WANTED: For MG PA Midget, 1934. Complete engine and auxiliaries, clutch, gearbox and propeller shaft. C. A. Smith, 4 The Retreat, Whiteshill, Stroud, Glos. GL6 6BS. (8422

MILLE-MIGLIA Storica, 1973. Major award winner, lonely 8c Alfa requires characteristic companion. Preference complete supercharged Bugatti, similar good home assured. Pinfield House, Barntgreen, Birmingham 445 2551. (8420

E-TYPE WANTED. Soft-top preferred. XK150 drophead (value approx. £600) plus cash offered in exchange. Or would consider outright sale. All replies acknowledged. Please write to Box No. 4152. (5658

1933/1935 RILEY Lynx. Four-figure sum available. Box No. 4154. (5647

THE ROLLS-ROYCE of motorcycles. This book on the Brough Superior is desperately sought by Brough owner Tel.: 01-979 1290. (5680

ALVIS SPEED 25 Saloon. Complete mechanical and body renovation, trim, paint and chrome. Exchange for post war 2½ Riley or TA/TC 21 Saloon. Cash adjust. Tel.: Blythe Bridge 2982. (Nr. Stoke-on-Trent). (5549

ELITE Mk. II. Condition not important if complete and body sound. Billericay 3065 (Essex). (5541

LATHE up to 6 in centre height. Also any engineers small tools. Phone Dunsfold 525 (Surrey) evenings and weekends. Distance no object. (5540

AUSTIN. Genuine enthusiast requires pre-1929 Austin 12/4 or 20. Saloon or Tourer must be in mint original condition. Good price paid. Andersen, 25 Lord Chancellor Walk, Kingston, Surrey. 949 2938. (5493

MINT JAGUAR. Late Mk. II 3.4/8. Good price paid for an outstanding rust-free example. Phone Yardley Gobion 542156 (Northants.). (6750

BENTLEY CONTINENTAL 2-door Saloon up to £3,000 cash waiting. Car in need of minor restoration considered. Tel.: Highcliffe 4340. (6756

FULL WIRE WHEEL conversion, any condition for Morgan +4 Watford 22634 evenings. (6753

FRONT BUMPER for Ferrari 330 GT Mk. I. Must be in good condition. Tel.: Woking 4786 (6744

WANTED: Hardtop for TR6. Tel.: Ashton-in-Makerfield (0942) 75345. (6723

ALFA 1300 GT, TI or 1600 Super, 1968, 1969, low mileage. Mr. Mackey, 6 Princess Close, Mossley, Lancashire. 061-205 2321 ext. 567 (office hours). (6729

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

MISCELLANEOUS

FERRARI 275 GTB/6C carburetters, 6 x 40 DCN9, with manifolds for sale at £400. P. F. Schouwenburg MD, Tintorettostraat 17, Amsterdam. (8176

FERRARI 212 EXPORT spares: 2 engine, one complete except carburetters. Need restoration. Good 5-speed gearbox, clutch, 2 new pistons, all 212 parts for £750. Other parts: New valves 36 and 39 mm, new 340 and 375 piston rings, 4 cyl. Marelli Magneto, f50 DCO carbs., Fimac petrol pump for TR and others. New 250 SWB grille. Can supply some LM parts. P. F. Schouwenburg, Tintorettostraat 17, Amsterdam. Tel.: 795129. (8176

COLLECTION of old motor car catalogues, mostly pre-war. Over 1,000, plus 230 odd leaflets, representing some 127 different makes. Range 1912 to present day, in really excellent condition. List available. Price £3,000 o.n.o. Will consider offers for one make blocks. 163 Victoria Road East, Thornton, Nr. Blackpool. Phone Cleveleys 75760. (8177

RILEY 1½ RMA and Jaguar 3.4 components. Engines, gearboxes, etc., good condition. Also miscellaneous items of interest and registration numbers EVN 600, NDY 77, s.a.e. for list or tel.: Lawrence, 7 West St., West Butterwick, Scunthorpe, Lincs. Tel.: 274. (8164

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PRE-WAR CATALOGUES, handbooks, parts lists. Many Austin Seven early post-war magazines, etc. s.a.e. list, North House, Ousterne Lane, Fillongley (40455) Warwicks. (8245

MISCELLANEOUS—continued

AUSTIN ULSTER engine, dismantled. Also 10 stud block, rods, sundry A7 parts, literature. North House, Ousterne Lane, Fillongley (40455) Warwicks. (8244

FOR SALE: Jaguar V12 new chrome wire wheels. Set of 5 complete with SP Sports tyres. Race Developments, 021-476 4916. (1436

PERIOD TOY CARS, planes, etc. Wanted by collector for exhibition. Tel.: 01-228 0648 or Box 3893. (6554

RILEY RM CLUB for owners of 1946-55 Rileys. Membership 660. Spares, bi-monthly newsletter, meetings. Details s.a.e. Membership secretary: Neil M. Ross, 7 Stanley Rd., Edinburgh EH6 4SE. (4192

SPARES A PROBLEM? We can help. Join us. VTEC, 4 Victoria St., London, SW1. (4398

MASERATI CLUB for owners and enthusiasts of this marque, officially recognised by the factory. Details from the Secretary, Richard Crump, Grooms Barn, Bulls Cross Ride, Waltham Cross, Herts. (2289

MATCHING PAIR of CAV Model F bell-shaped electric headlamps. Brass, excellent condition 9 in. reflectors, best offer. Box No. 4173. (7076

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HOOD complete framework, believed for 1920? Humber. Offers: Phone Charlbury 590. (6906

STANDARD FLYING 8 spares. Engine, gearbox, springs, clutch and miscellaneous items. Offers: J. Bouckley, 61 Terry Drive, Walmley, Sutton Coldfield, Warwickshire. 021-351 4176. (7242

XK OWNERS. Registration No. XKJ 53 for sale on an A30. Best offer over £20. (100s of other numbers. s.a.e. for lists) to Hayward House, High Street, Burringham, Nr. Scunthorpe, Lincs. (4250

MOTOR SPORTS, Jan. 1955-Jan. 1973. Complete, £15. Buyer collects. Also motor registrations, 7 FOM, £75; also 380 ACD, 507 DNG, YWE 699, AFP 808, GYJ 516, XOE 433, XCH 512 all at £8 each. 25 Matlock Road, Ambergate, Derbys. Phone Ambergate 2061. (7152

MOTOR SPORTS, 1937, 38, 39, 1947 to 1972. Many complete years. Total 360. £50. Very good condition. Phone 01-647 6513. (7146

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JOWETT CAR CLUB. Surviving link with the famous marque. All areas catered for, magazine, advice, meetings, for details: Secretary A. N. Wright, Ambleside, Clun Road, Cravan Arms, Shropshire. (9146

AC ENTHUSIASTS are invited to join the AC Owners' Club. Technical advice, comprehensive library, monthly meetings, newsletter and magazine. New membership Secretary, Mrs. I. W. Topping, 47 Grove Road, Chertsey, Surrey. (7542

GHOST and other spares. Prefer to exchange for other Ghost parts. 5 new 895 x 135 B/E rims; 5 wheel centres; 5 new tyres and tubes, B/E 895 x 135; 5 32 x 4½ SS cord tyres and tubes, approx. 100 miles use; 4 Pirelli tyres and tubes, 600 x 20 T. Good tread. Engine sump; CAV P172 junction box; Rotax 20046 cut out; Dynamo and mounting bracket; Left and R.H. front hubs; Rear spring bearings; Waltham speedo 0-80; Watford 5-80 speedo; Stewart 0-60 speedo; Servo unit; Cambridge thermometer and element; SU carb. 4031; Coley 0-100 lbs. pressure gauge. Offers to Box No. 4170. (4248

XK120 rear spats (2 prs.), complete tow bar, brake shoes, etc., XK140 revcounter cable, 2 window winder mechanisms (FHC), Triumph TR2/3 tonneau cover, large quantity Land-Rover spares, numerous Autosports, Motor, Autocar, etc., miscellaneous workshop manuals, handbooks Clyno 9 hp, Allard, Triumph Renown, Hillman Hawk, Morris 8 and many more. Sell or prefer exchange any Aston Martin literature, especially copies of AM sales literature, Dinky Toys, WHY. Tim Frost "Dellfield", Castle Farm Lane, Wickham, Hants., Wickham 303. (4478

FOR SALE: Fibreglass bodyshell for 1937 Derby Bentley. J. A. Hyde, Mullantine, Portadown, N. Ireland. Tel.: 33461. (4472

JAGUAR XK140 FHC. Partially dismantled, suitable spares. Best offer over £125. Buyer collects from Sheffield. Box 4177. (7529

OIL PAINTINGS of any cars—vintage, racing, modern, painted from your coloured photographs. For details write to Miss Mary Smith, Columbyne Cottage, Inworth, Kelvedon, Nr. Colchester, Essex. Telephone Kelvedon 70438. (7357

MOTOR SPORT, July 1963 to June 1973. Offers: Barker, 18 Bittaford Wood, Bittaford, Ivybridge, Devon. (7490

THE XK CLUB wishes all its members past, present and future a Happy Xmas and a trouble-free New Year. Secretary Phil. Henshall, 46 Toll Bar Road, Great Boughton, Chester CH3 5QX. E-Type owners (series I and II) contact our new E-Type Secretary, Brian Wilkes, 24 Victoria Road, Bridgnorth, Salop. (7492

TURNER enthusiasts unite. Write for free club newsletter. Scott, 43 Oakdene Road, Hillingdon, Uxbridge, Middx. Tel.: Uxbridge 52395. (7485

MISCELLANEOUS—continued

FAIRTHORPE owners advance and be recognised. For free club newsletter: Gibbs, Rose Cottage, Tse Hollington, Long Crendon, Bucks. Tel.: LC 208418. (7485

HILLMAN 14, 1929, spares. Write or ring: Roberts, 26 Tinwell Road, Stamford, Tel.: 3254. (4452

STEWART, Peterson, Fittipaldi, etc.—Six large multicoloured postage stamps, 15p; Historical cars (six) including 1907 Silver Ghost, etc. 25p. Prices include postage and comprehensive listings. Lists only 5p. G. S. King, 154 Telfer Road, Coventry. (7549

1920 SMITHS dashboard clock, perfect order, £10. 2 Monks Path, Walmley, Sutton Coldfield, Wks. Phone 021-351 4180. (7598

FOR A DB5 gearbox, Jensen CV8, V12 Ferrari, Ariel Square Four motorcycle. Parkwood House, Rhiwderin, Monmouthshire 3906.

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YEOVIL CAR CLUB will be organising events for veteran/vintage cars up to 1939. Concours, rallies, trials, etc. Why don't you join now? Details from Keith McGee. Tel.: Yeovil 4630. (7672

3 GARAGES and spacious detached house. 3 beds, 2 rec, kit., bath., clockroom. Ideal property for enthusiast. Cooper & Cooper, 63 London Road, Cowplain, Hants. Tel.: Waterlooville 51418/9. (5477

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REGISTRATIONS LCW 4 and VFD 6 for sale. What offers? Tel.: Tutbury 2525 after 6.30 p.m. (7907

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1964 TR4 in outstanding condition throughout. Arrival of large dog enforces exchange for a saloon or estate or larger sports machinery. Sale considered around £550. Tel.: Bristol 78721. (8278

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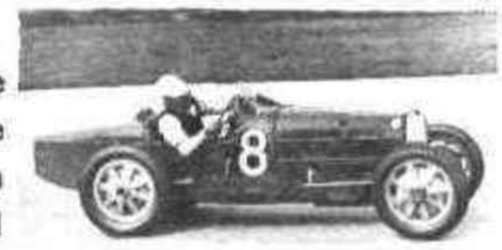
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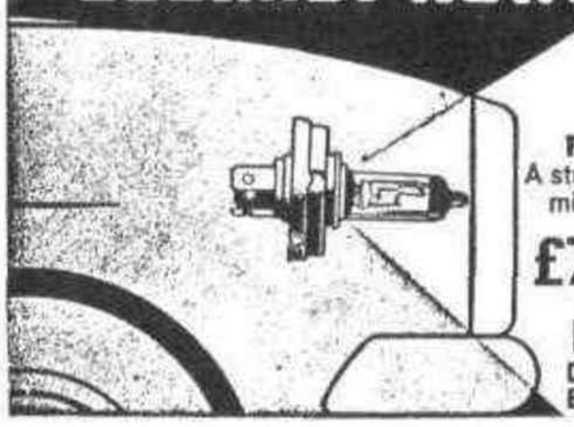
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*670—16 6 ply	12·54	1·40	*700—21	27·71	2·31	but please let
*450—17	6·19	1·40	*32—4½	23·76	2·02	us have your
*500—17	10·50	1·51	*700—18	27·80	2·21	enquiries and
*525/550—17	12·85	1·51	*650/700—19	17·19	1·68	we will let you
*450—18	7·90	1·40	*600/650—17 'c'	16·26	1·68	know when we
*475/500—18	9·69	1·51	*700—17	22·20	2·21	can expect
*525/550—18 4 ply	11·05	1·51	26×3	8·19	1·65	supplies.
*525/550—18 6 ply	12·99	1·51	*30×3½	16·19	1·57	Sole U.K.
*600/650—18	17·64	1·90	*710×90	16·19	1·57	Agents for
*350/400—19	7·31	1·40	*730×130	22·31	2·39	Universal Tire
*450—19	8·06	1·40	*760×90	16·19	1·57	Company,
*475/500—19	10·14	1·51	*810×90	17·88	1·74	U.S.A.
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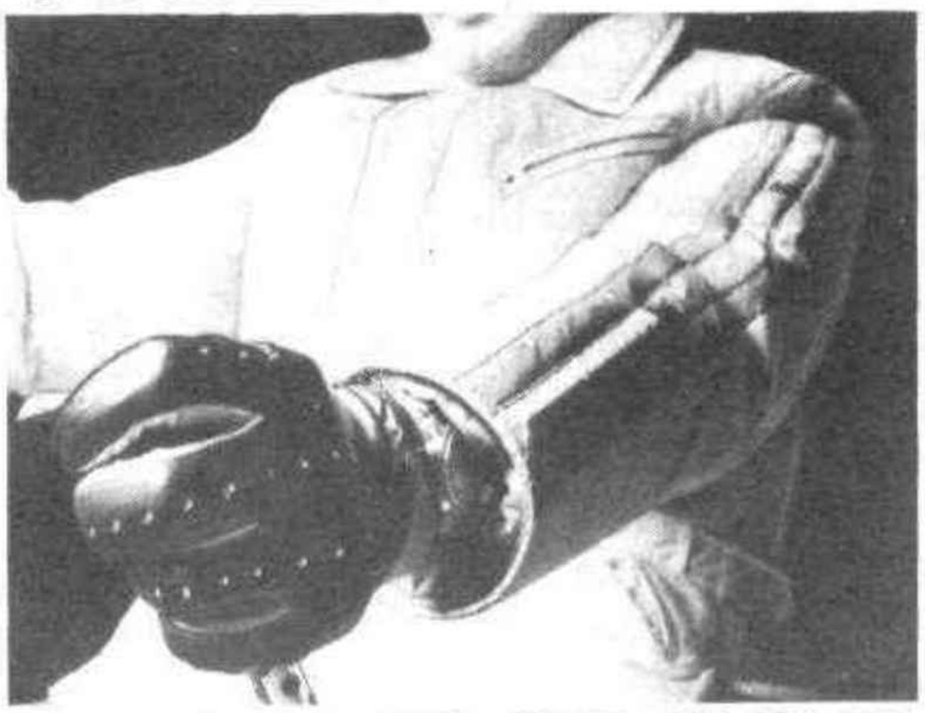
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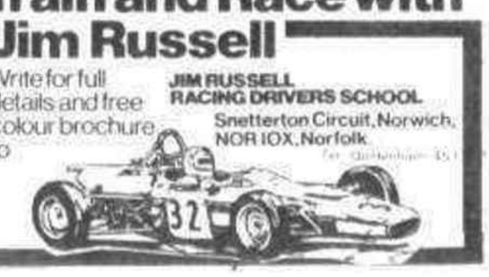
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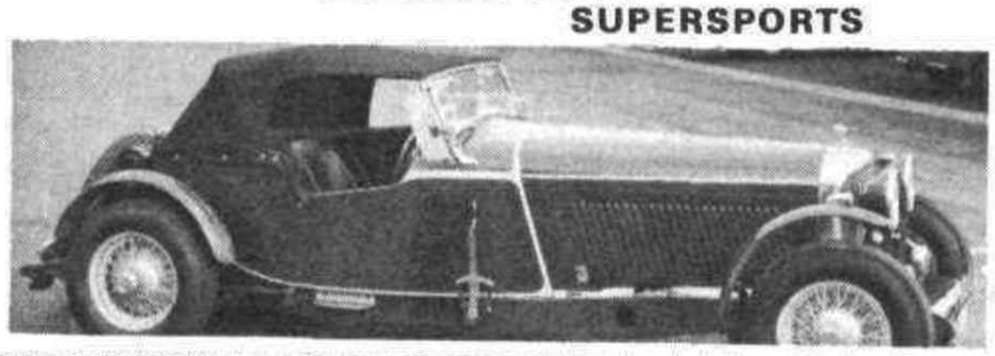
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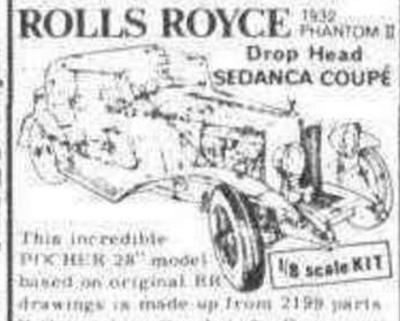
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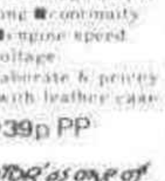
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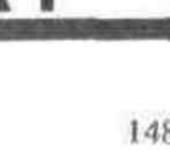












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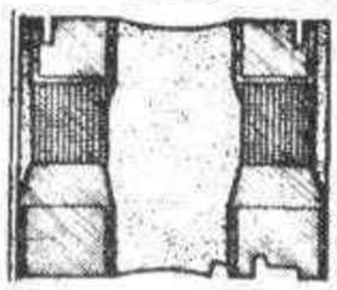
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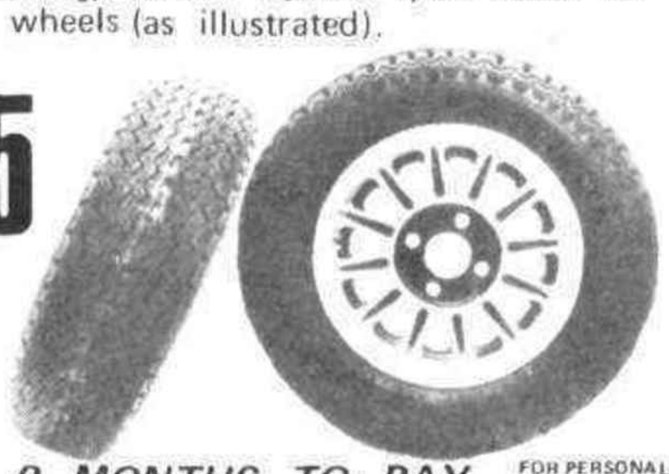
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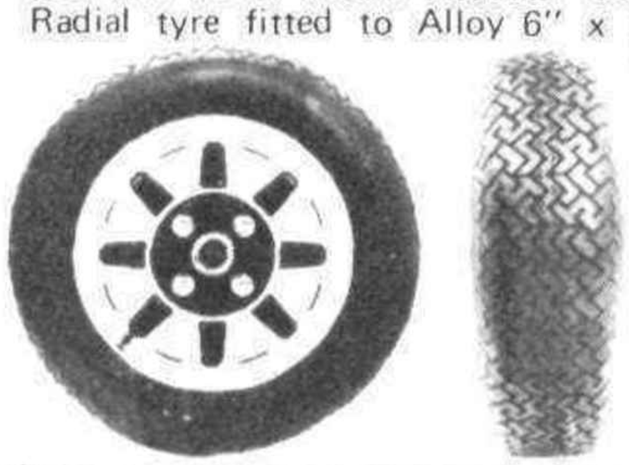
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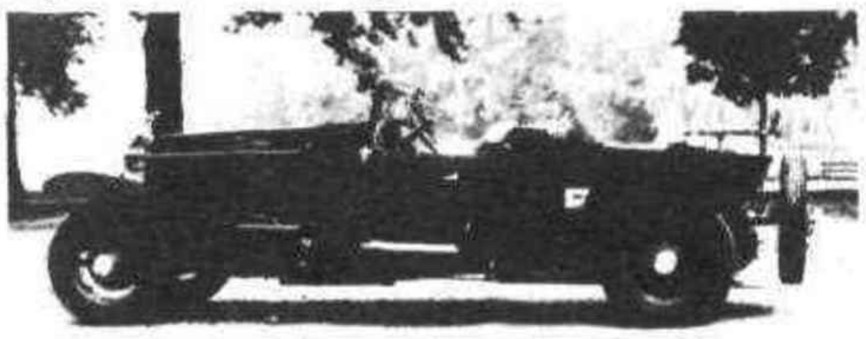
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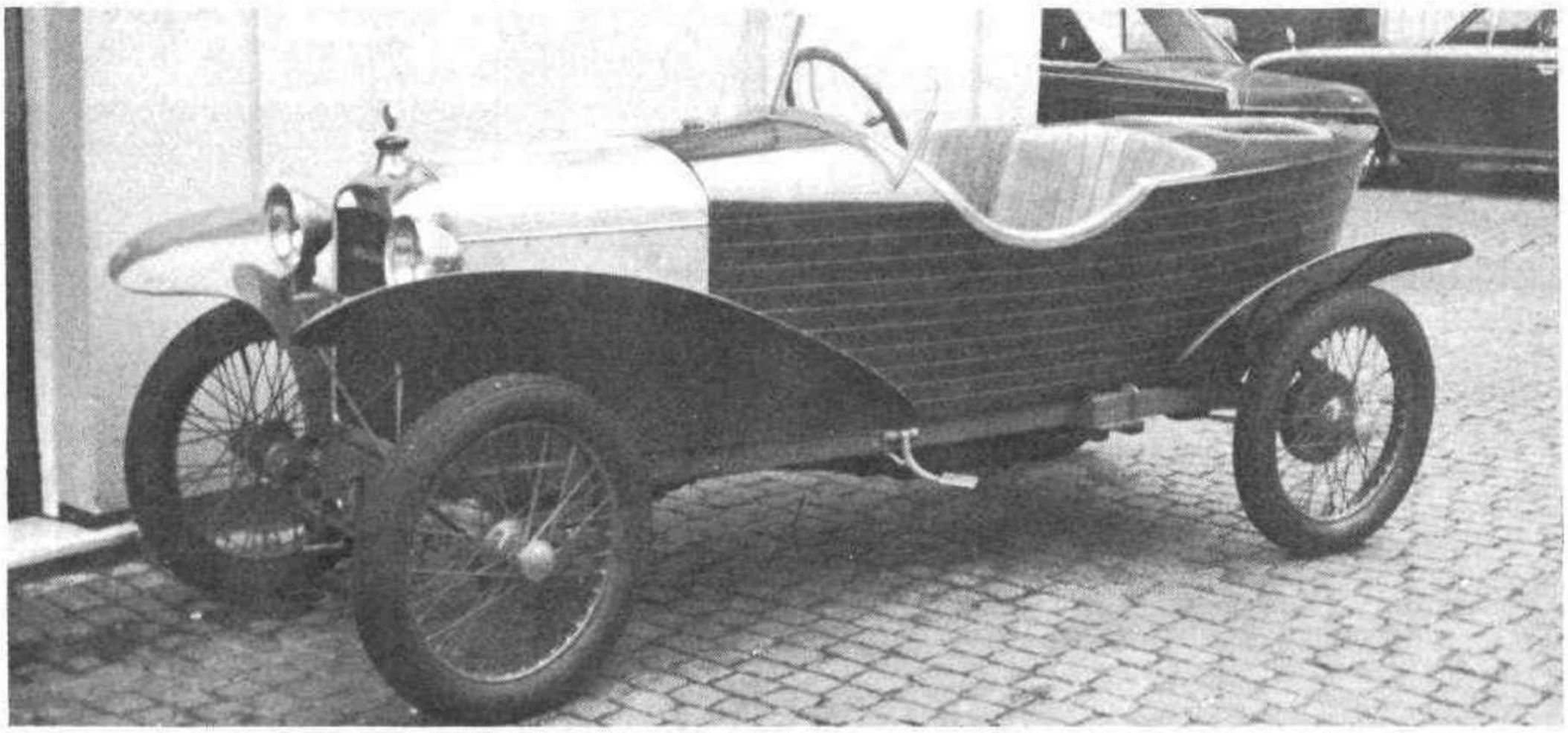
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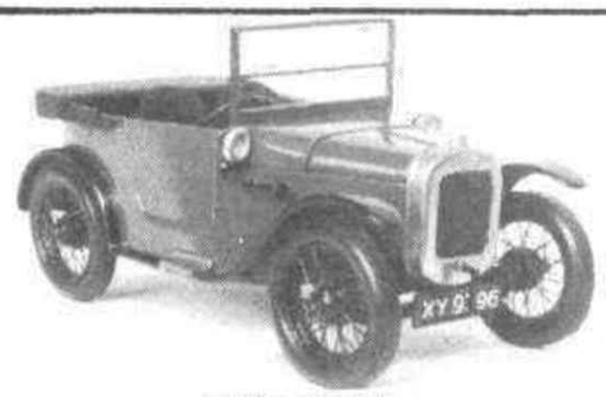
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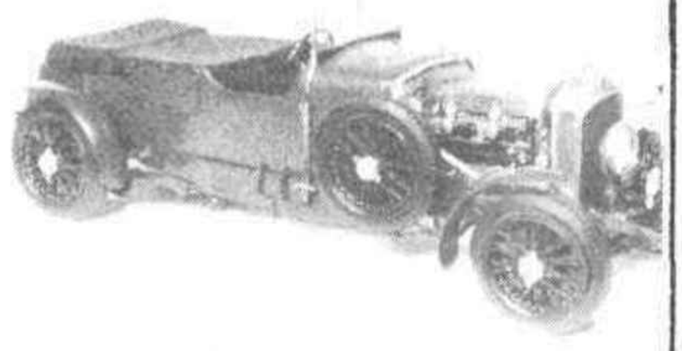
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1934 BENTLEY 3½-litre "Fisherman's" Saloon by Hooper. This well known car, finished in silver over blue with blue hide interior, is a very practical little Bentley with body styling reminiscent of an early 30s Rolls-Royce: very square in outline with many special features including removable seats and special carriers for fishing rods, opening back window, pipe rack, etc., etc. A most unusual small Bentley.

1965 BENTLEY S.3. Continental. Four-door saloon by James Young. Regal metallic red exterior in Concours condition with immaculate crimson hide interior. Good maintenance history: equipped with refrigeration, Sundym glass and powered front windows.

1965 BENTLEY S.3. four-door saloon. Sand over sable with beige hide interior, a really excellent all-steel Bentley in super condition.

1963 BENTLEY S.3. four-door saloon. Black over silver grey with grey hide interior, a really excellent specimen having the original registration book proving four private owners from delivery: fitted Webasto roof and believed 60,000 miles only.

1961 BENTLEY Continental S.2. Flying Spur four-door saloon by H. J. Mulliner. Caribbean blue with off-white hide interior, piped in blue. A lovely specimen – three owners from delivery.

1958 BENTLEY S.1. six cylinder four-door saloon. Shell grey over astral blue and in beautiful order throughout. A very much above average S. type Bentley. High compression engine, power assisted steering.

1957 BENTLEY S.1. six cylinder four-door saloon. Ivory with Burgundy hide interior and original rich red Wilton mats. An outstanding specimen with power assisted steering.

1956 BENTLEY S.1. Continental Fast-back by H. J. Mulliner. Black with tan hide interior. Automatic transmission, now undergoing a comprehensive re-fit in our workshops. Re-finish and re-trim to concours standards is being considered.

1954 BENTLEY 'R' type folding-head coupe. Hand crafted, custom made coachwork in light alloy by Park, Ward and Co., as illustrated on page 255 of "Fifty Years of the Marque" by Johnnie Green. Our car is finished in black with smoke blue interior and matching top. Comprehensively prepared and thought to be the best remaining example available.

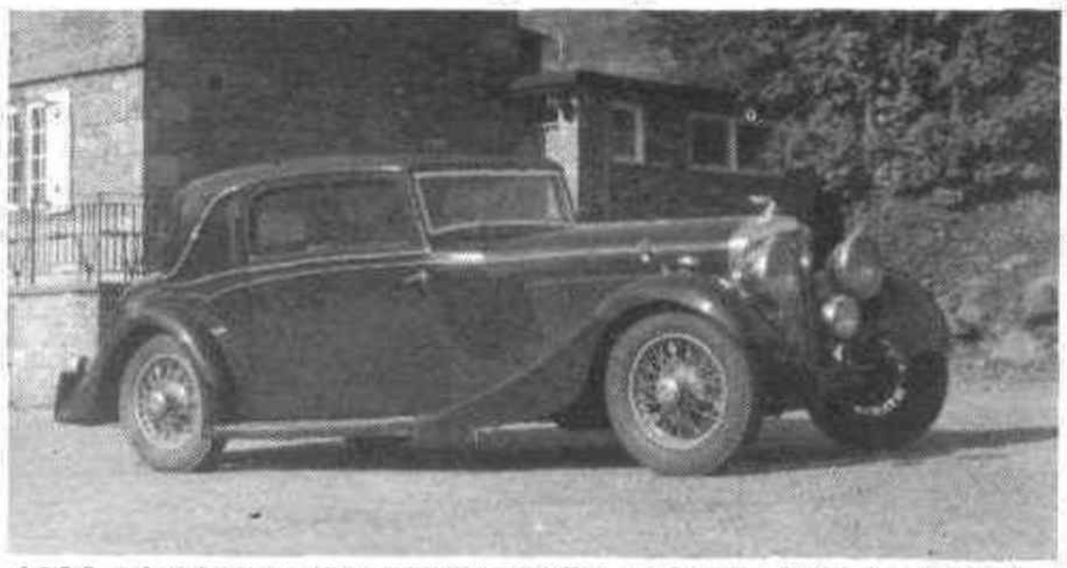
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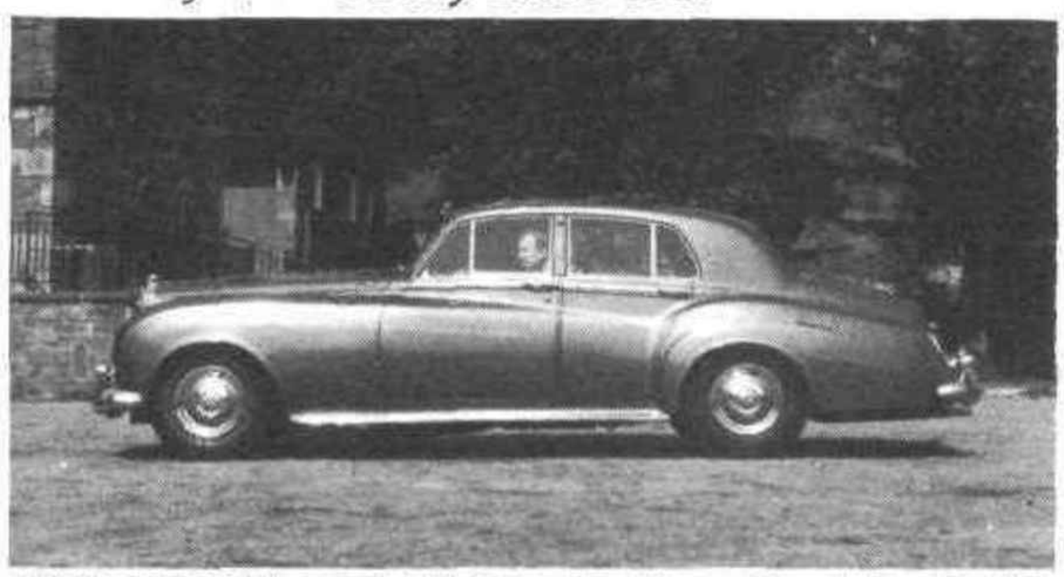
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1956 (NOV) SILVER WRAITH LWB Touring saloon by H.J. Mulliner *x* the actual Earls Court exhibit. Two owners only from new.



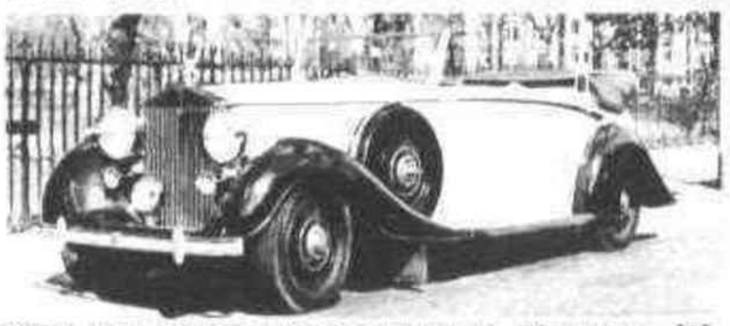
1932 PHANTOM CONTINENTAL. Short chassis by Hooper. As shown but with 2 spare wheels black over ivory. Now undergoing a complete interior restoration.



An unusual Cooper-bodied 4½-litre BENTLEY which is an outstanding chassis. Battleship grey with red hide. Does anyone know the pre-1939 history of this car?



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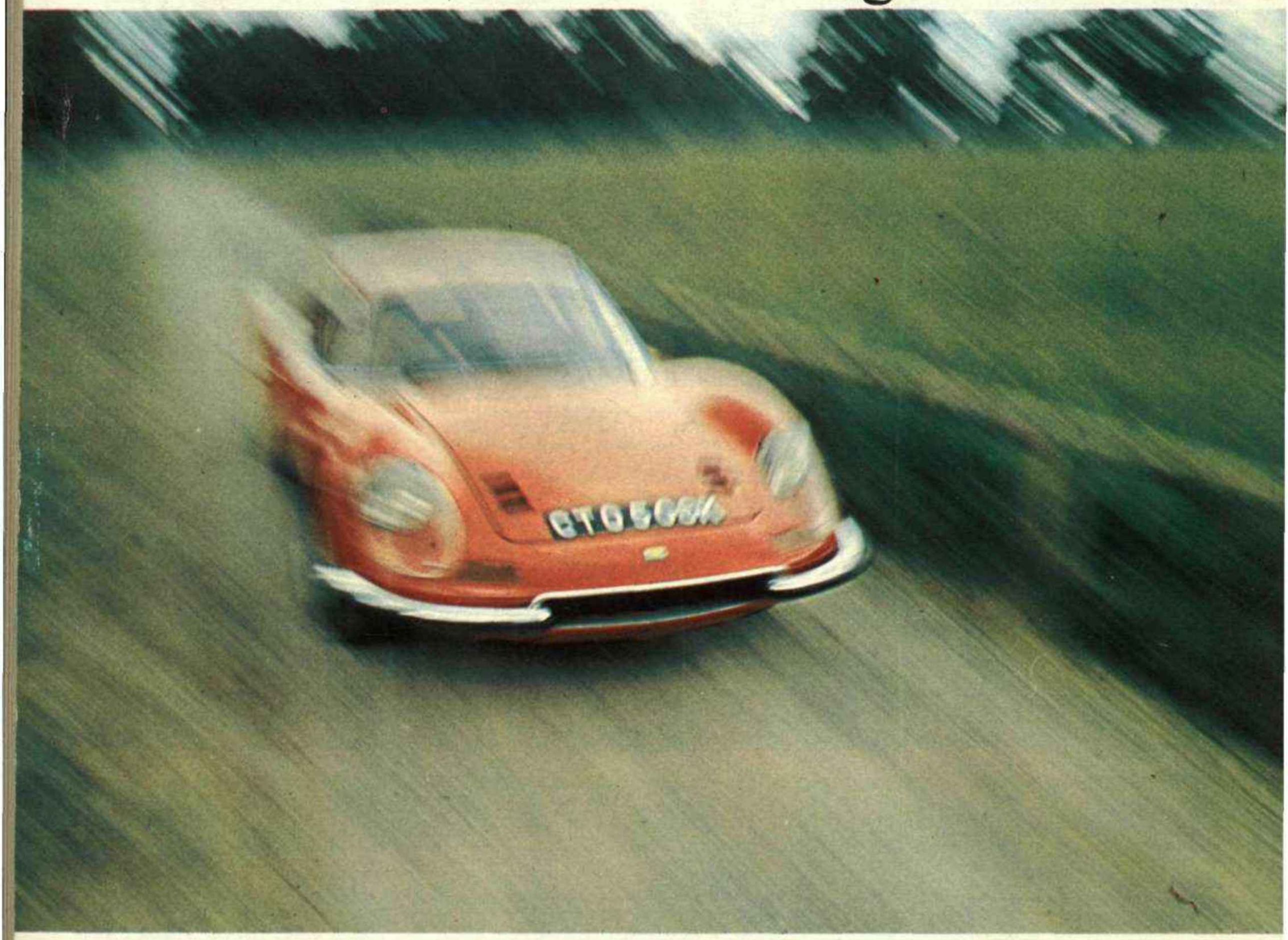
1956 SILVER WRAITH divided saloon by James Young. Velvet green, 4.9 engine, hide interior throughout.

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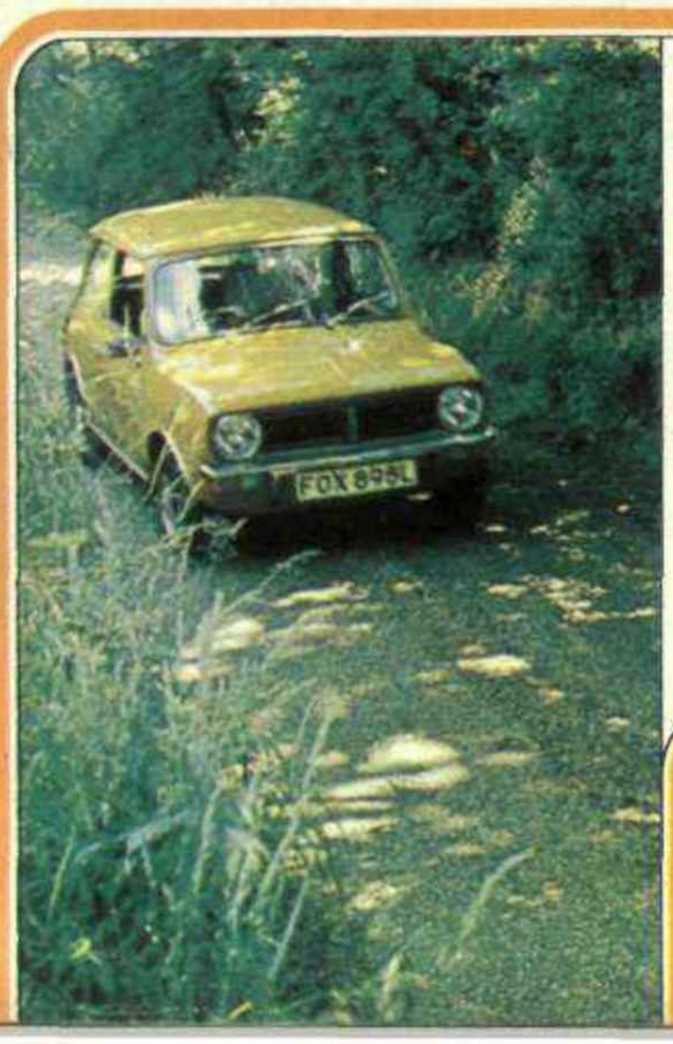
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