July 1974 Vol. L No. 7 20p

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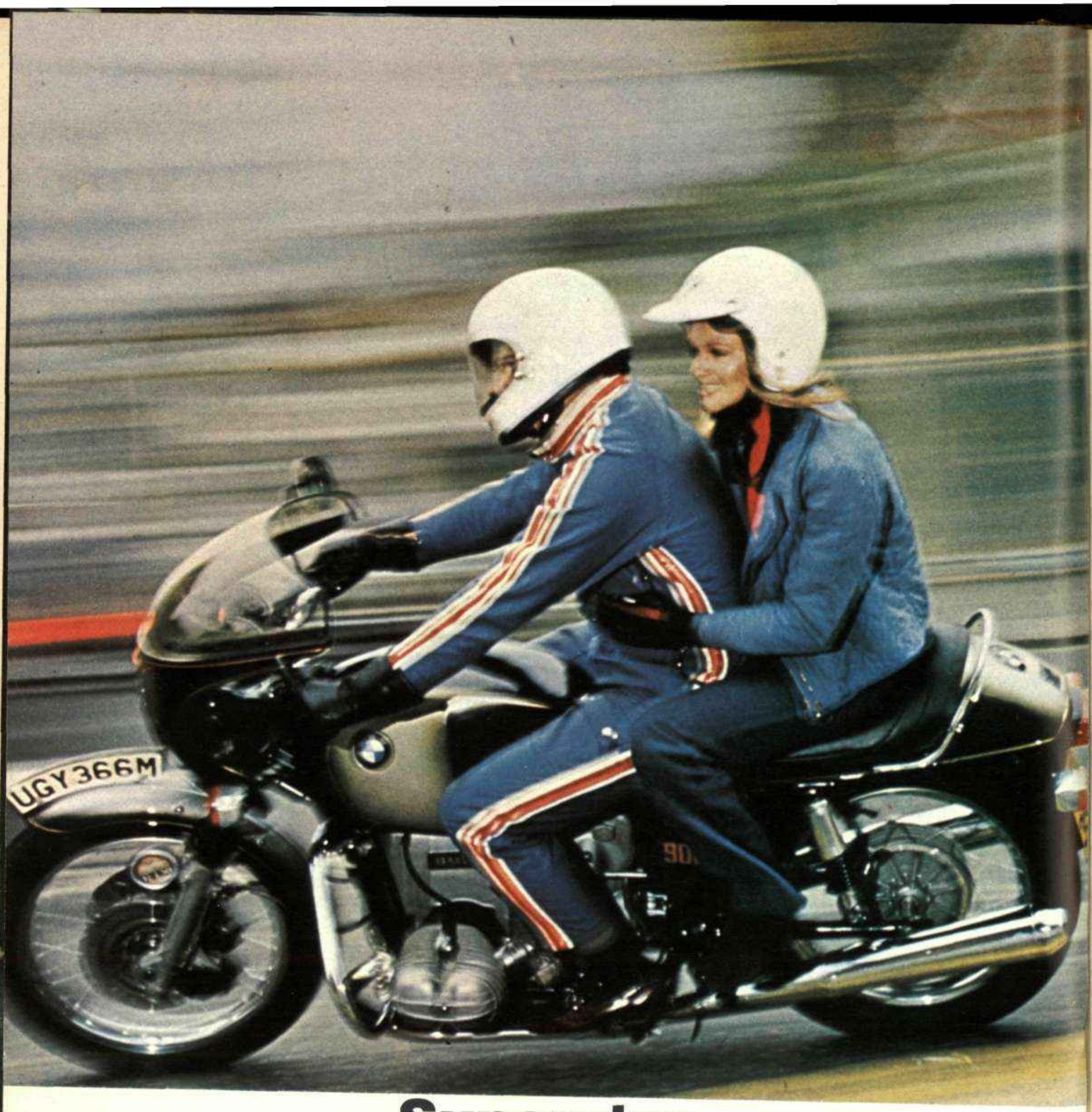
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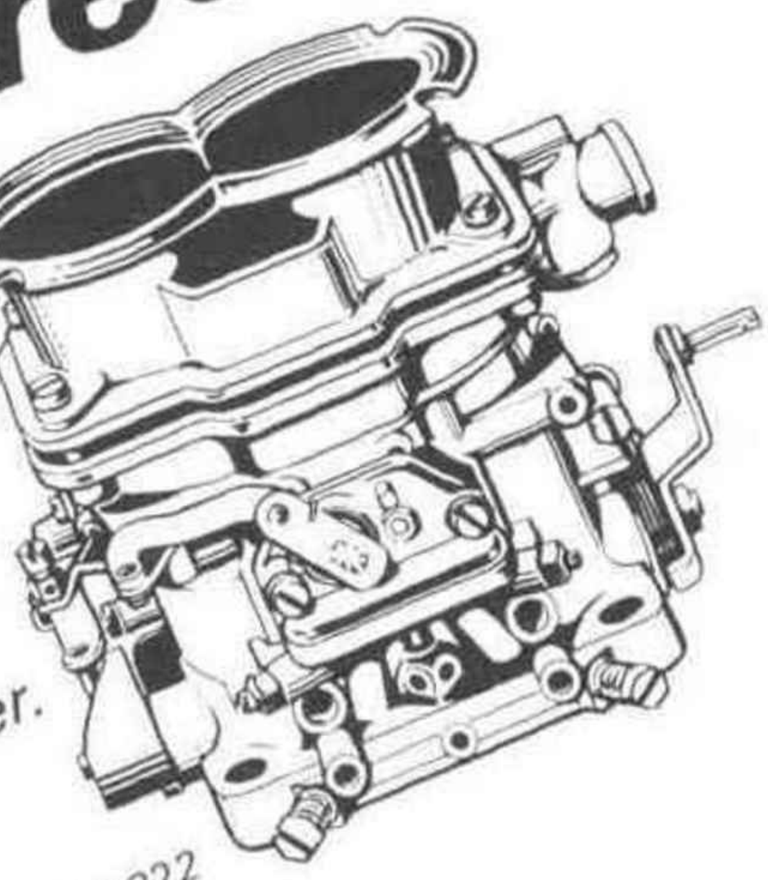
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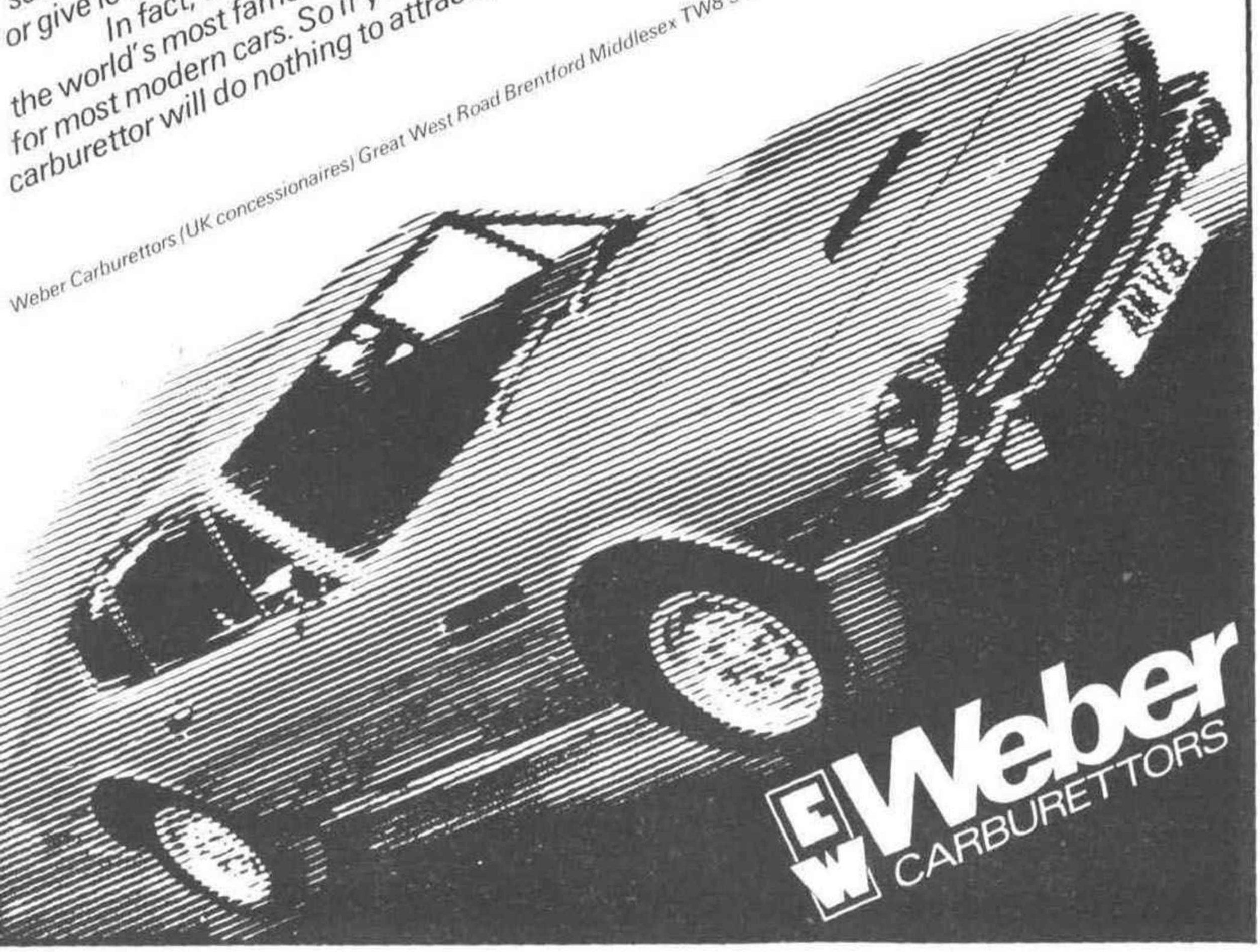
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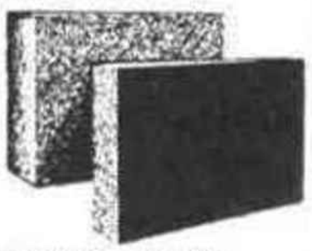
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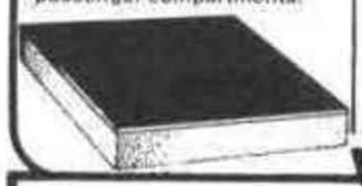
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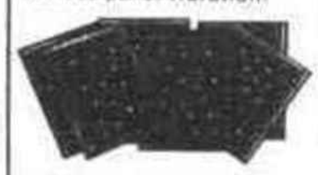
1. Acoustiseal Panels: Cut from ⅛" thick specially treated natural jute felt, rubberised for underbonnet and boot, and plain for use under carpets.



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



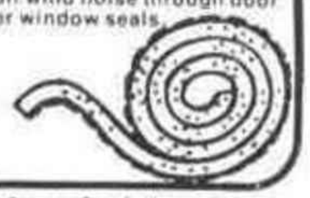
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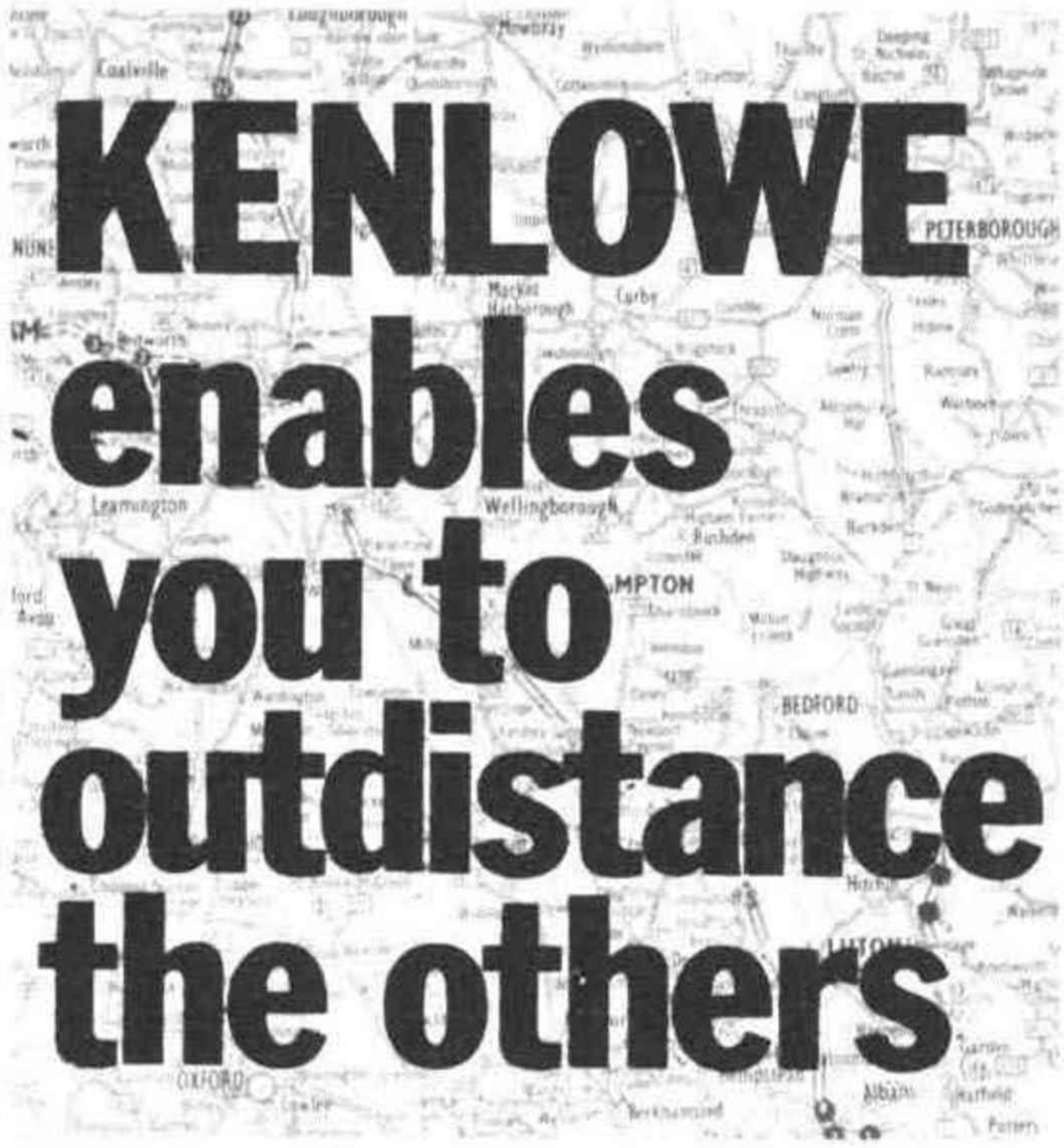
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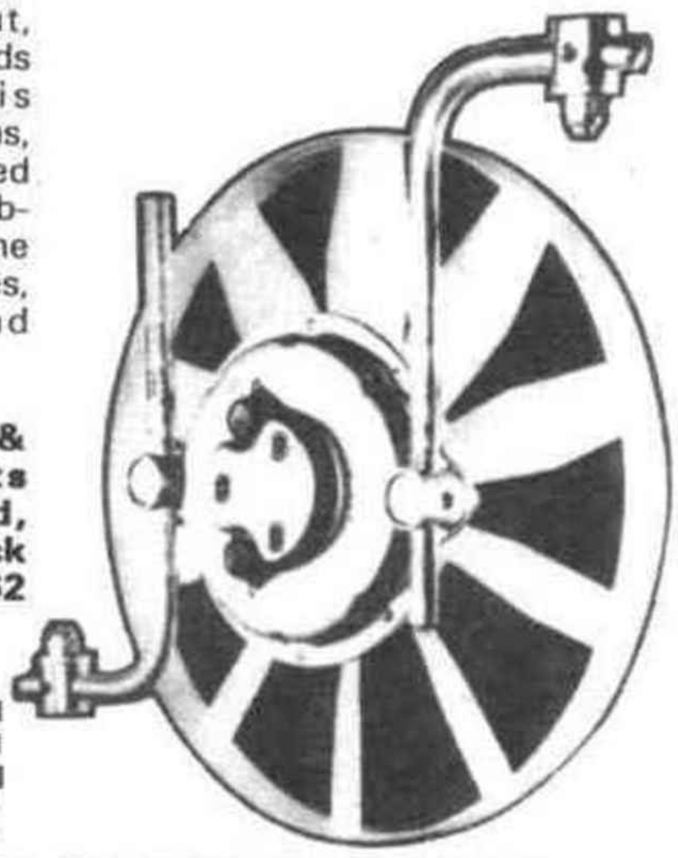


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Engine Size _____ cc

Automatic/Manual Gear Box
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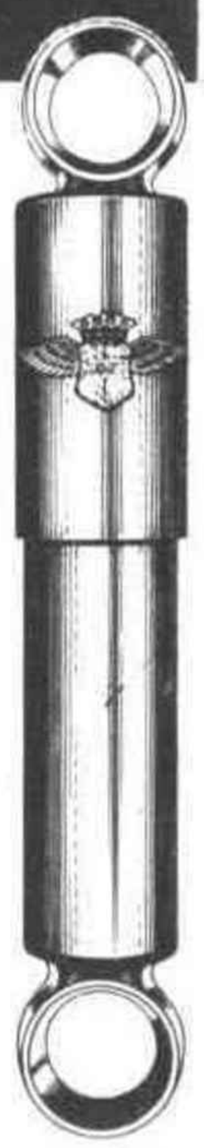
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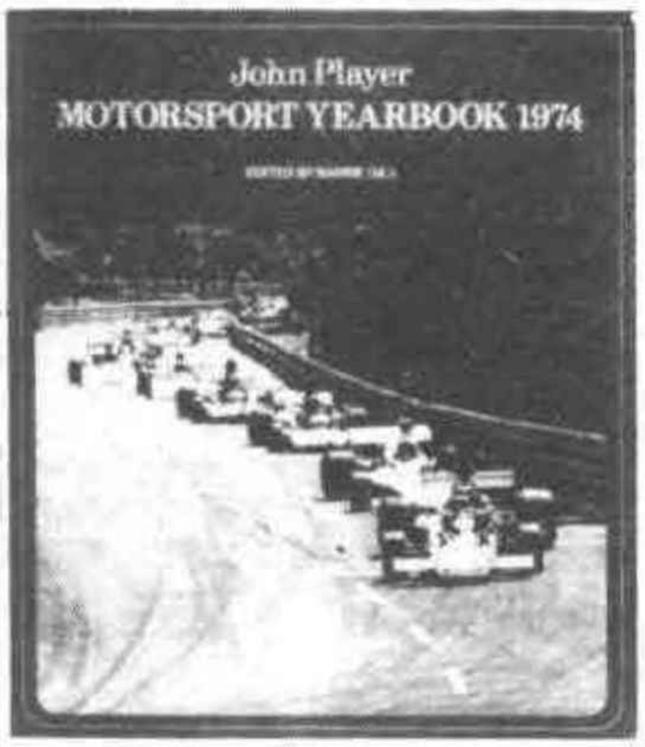
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List Price £84.70 **J.B.W. PRICE £55.35**

335 IN DASH 8 TRACK with MW/FM STEREO RADIO 4 track lights. Individual controls. 6 watts per channel. Neg. earth
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336 IN DASH 8 TRACK with LW/MW. Individual controls, 4 track lights, 6 watts per channel, fast forward feature. NEG or POS earth.
List Price £66.00 **J.B.W. PRICE £44.30**

344 IN DASH CASSETTE PLAYER/MW/FM STEREO RADIO. Individual controls, fast forward button, output power 14 watts. Neg. earth
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345 IN DASH CASSETTE PLAYER/MW/LW RADIO Similar to 344. Neg. earth
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337 IN DASH CASSETTE PLAYER/MW/FM STEREO RADIO. Individual controls, fast forward/eject/rewind controls, tape end indicator lamp. Neg. earth, 4 watts per channel
List Price £86.90 **J.B.W. PRICE £52.80**

338 IN DASH CASSETTE PLAYER/MW/LW RADIO Similar to 337. Neg. earth
List Price £81.40 **J.B.W. PRICE £49.90**

331 PUSH BUTTON MW/LW RADIO Complete with speaker. Output 4 watts. NEG or POS earth
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339 FM–STEREO CONVERTER. Fits all 8 track players.
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356 Convertible wedge or flush stereo speakers 5 oz 8 ohms
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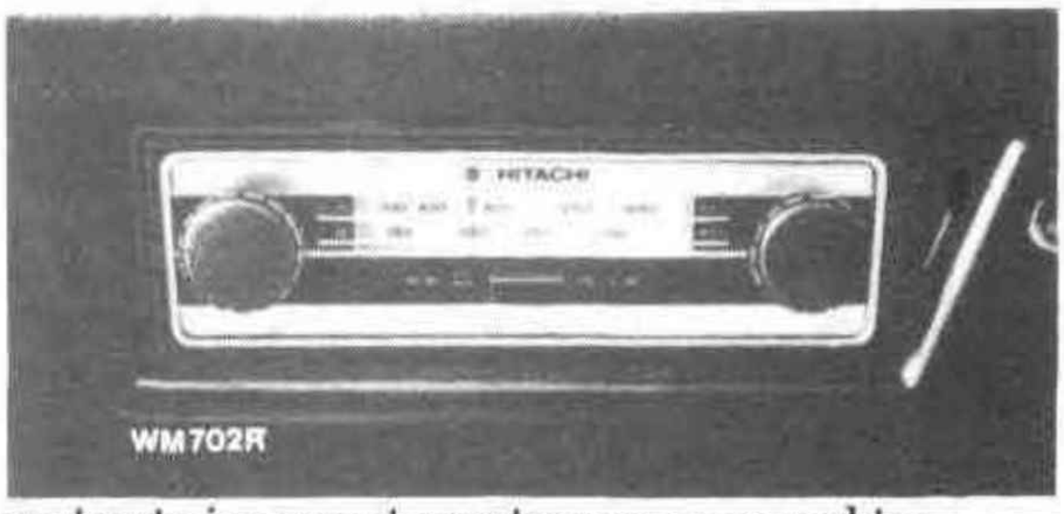
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One day, driving around in silence will seem as quaint as watching a silent movie does today.

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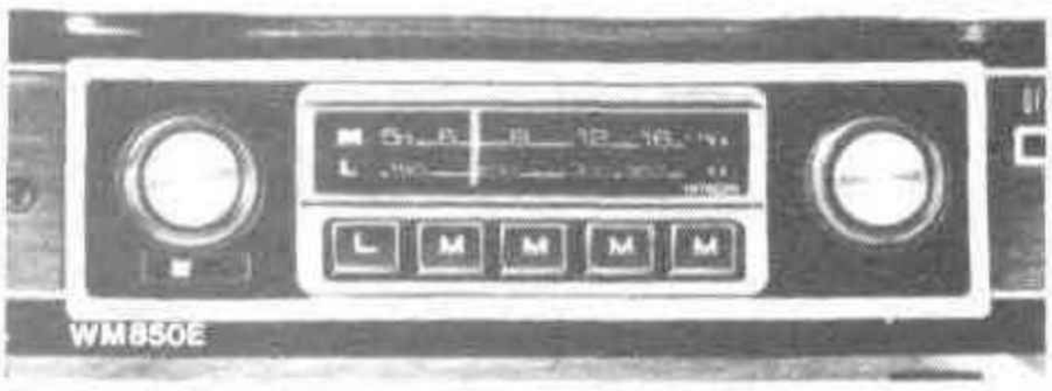
For drivers who want tomorrow's comforts today, Hitachi provide the answer with a superb range of in-car



entertainment systems, geared to give the best in music on the move.

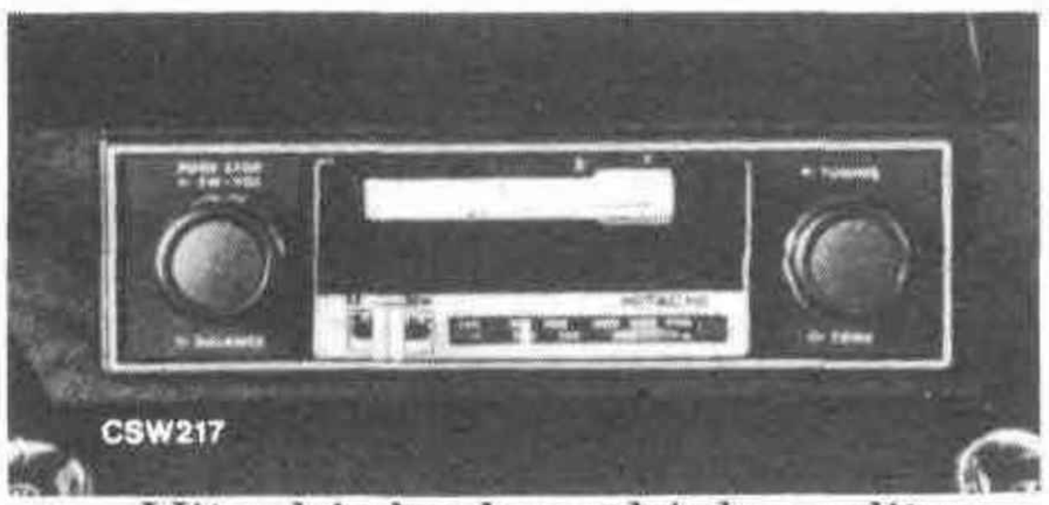
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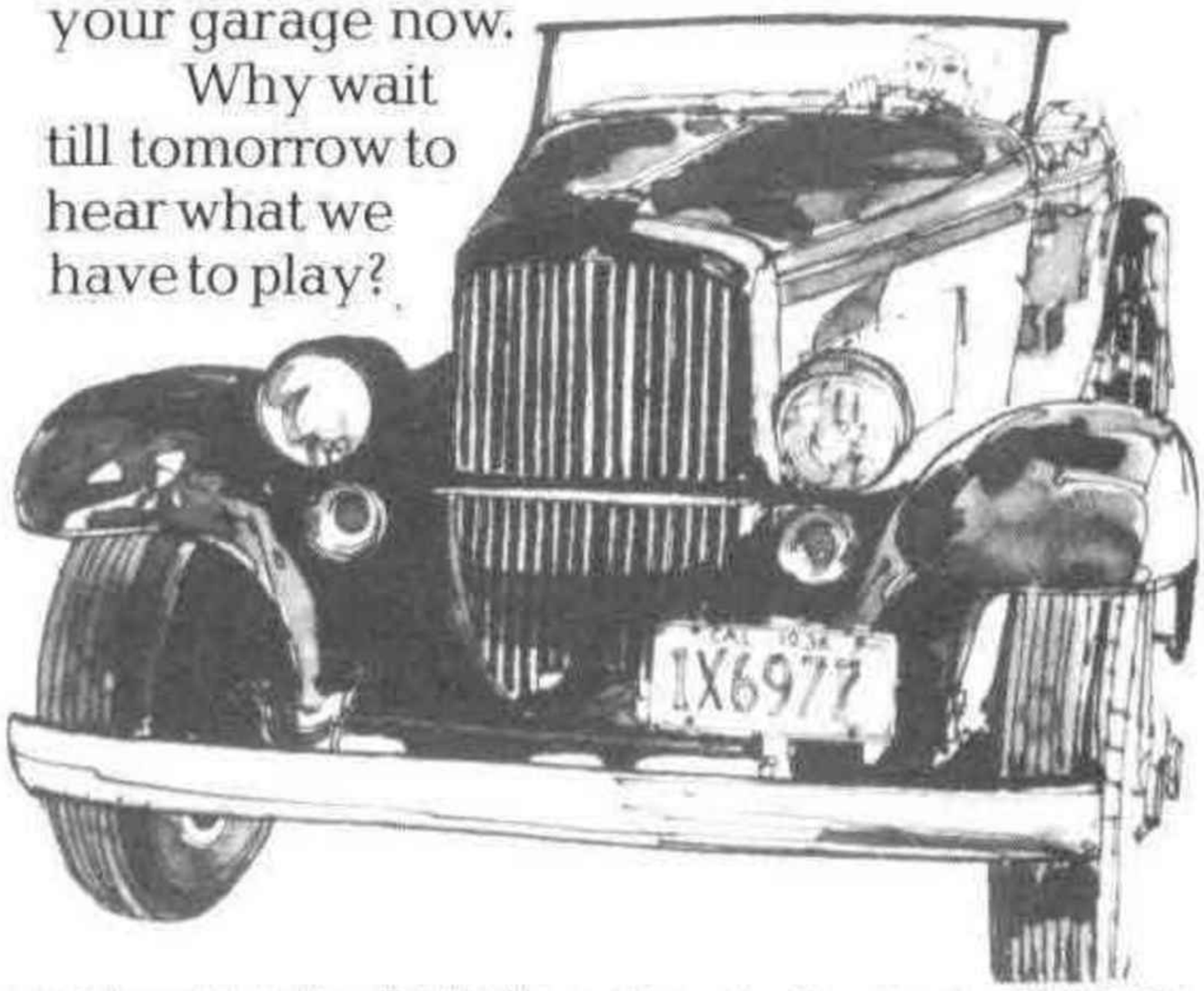
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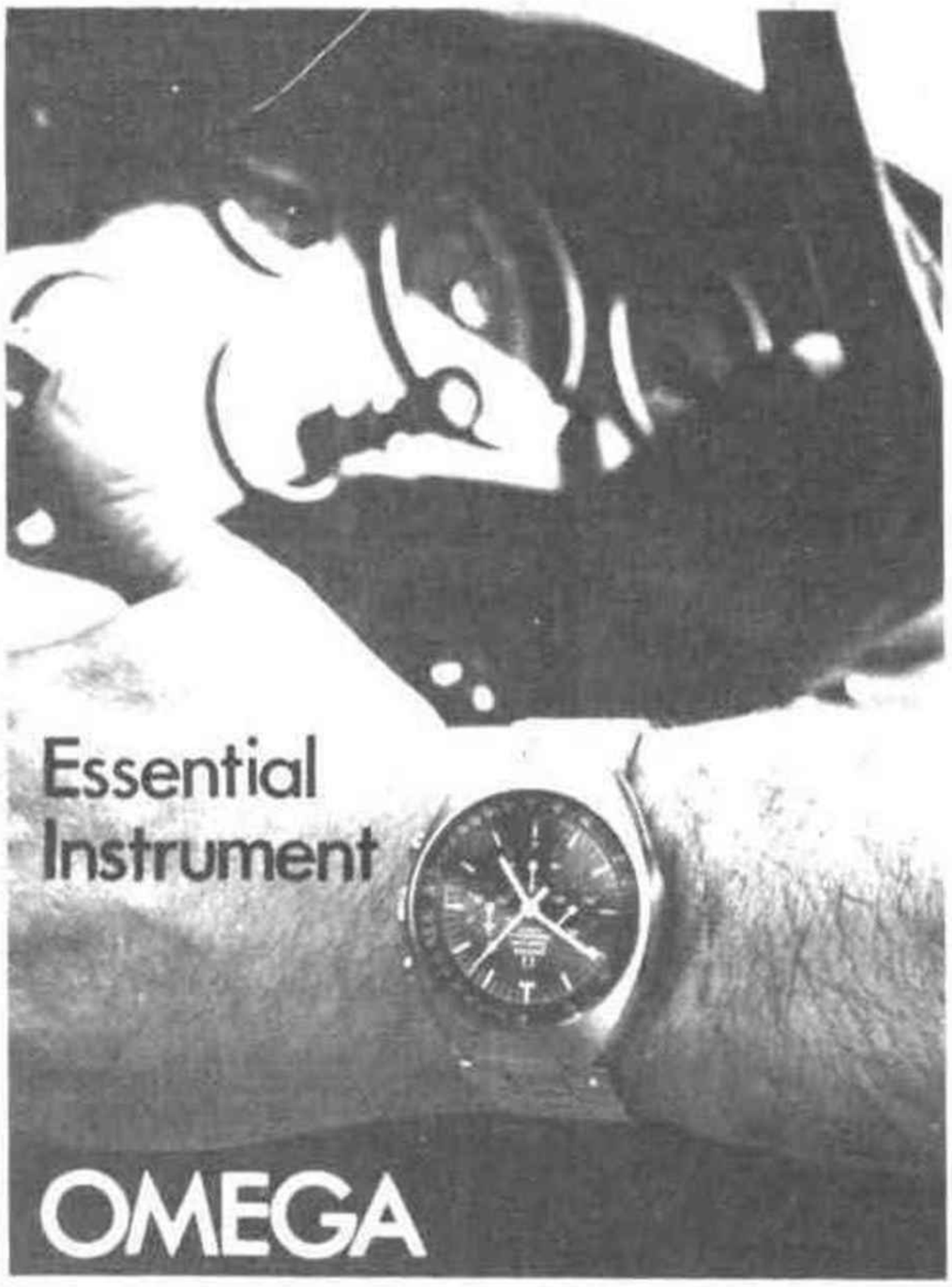
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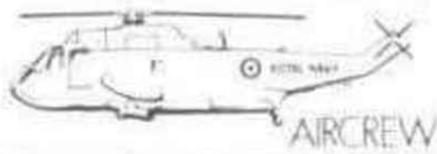
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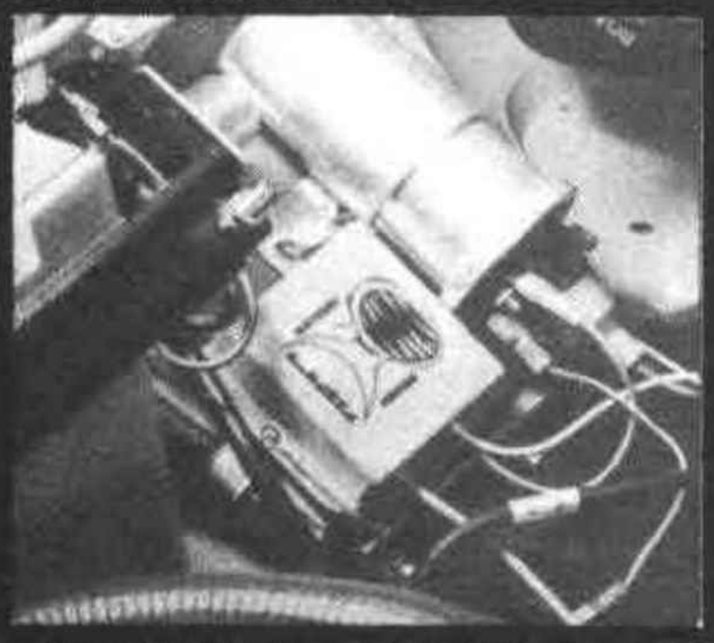
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LESS POLLUTION

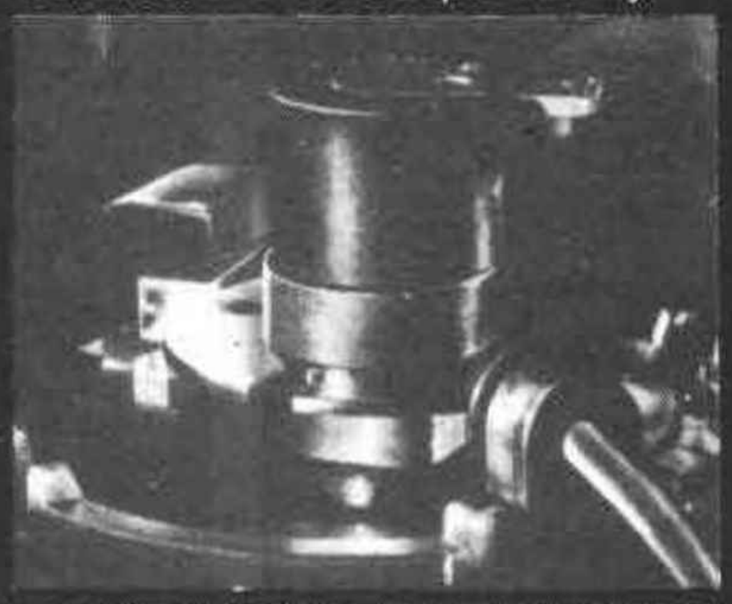
Complete burning of fuel means that atmospheric pollution through the exhausting of unburnt fuel is substantially reduced.

EASIER STARTING

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

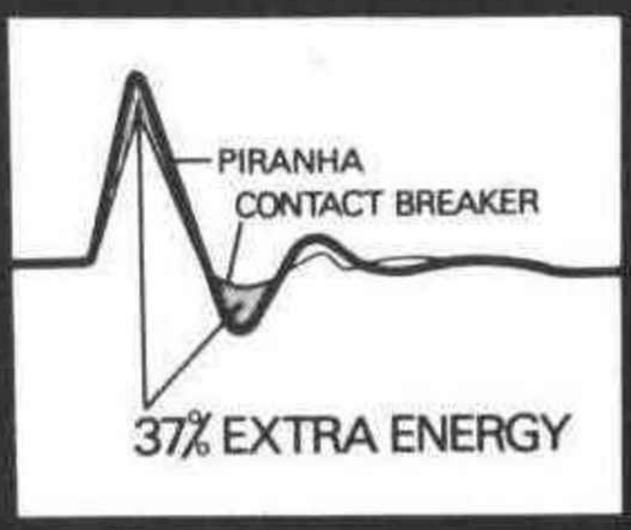
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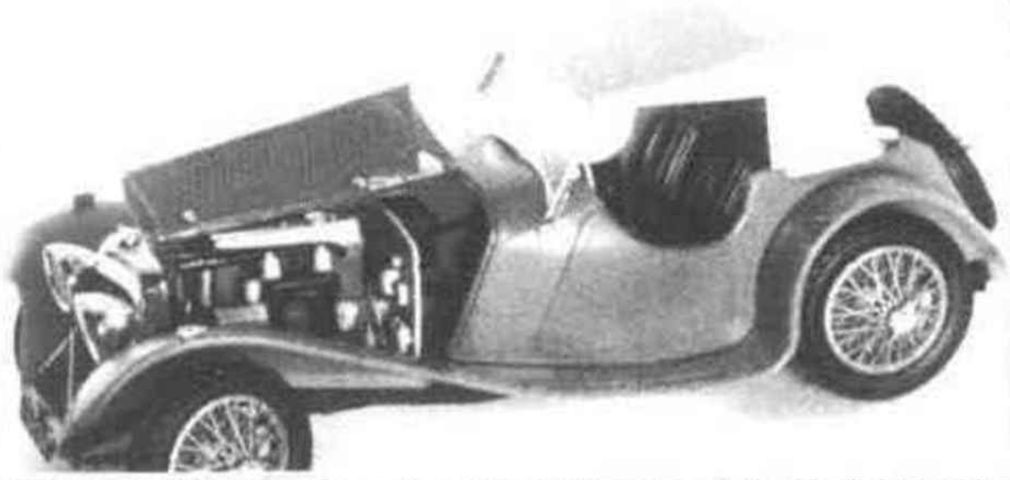
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Available again our fully illustrated kit catalogue 30p; owr own model car magazine "Four Small Wheels" 30p single copy or £2.40 annual sub gives full details of all ready made and small scale kit models.



JUST arrived. 1/16 scale 1939 Jaguar SS kit. Pictured above is our sample which took eight hours to build. Features working steering, detailed engine, hinged bonnet, tonneau or hood, detailed cockpit and seating, detailed dash, rubber type tyres, detailed suspension and transmission. £4.80 plus 30p post, packing and insurance. Kit seen and approved by at least one owner of an original SSI



PICTURED above our own new "Classic" series models. Left is our Aston Martin Zagato, right our 1953 Porsche Le Mans Coupe. Both come in simple, metal 1/43rd scale kit form and can be built in one evening if you're short of time. Both have full plans and instructions so even a newcomer to model building can make a good job of them – easily. They cost £3.30 each plus 20p post etc. Also available Allard J2, Lotus Elite, Ferrari Broadvan, Mercedes 196, Aston DBR1/300, Tyrrell 006, Aston Martin Ulster, Frazer Nash Le Mans Replica, 1957 Le Mans D type – all £3.30 plus 20p post (covers up to 4 models 5p each thereafter – full illustrated metal kit list and building hints sent with each).

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Both these 2 litre cars, with twin overhead camshaft engine and five speed gearbox, are in the three litre performance class.

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The anatomically designed reclining seats are covered in either a soft, sumptuous cloth or Texalfa. The interior is lavishly equipped, the dashboard comprehensively.

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Alfa Romeo 2000.

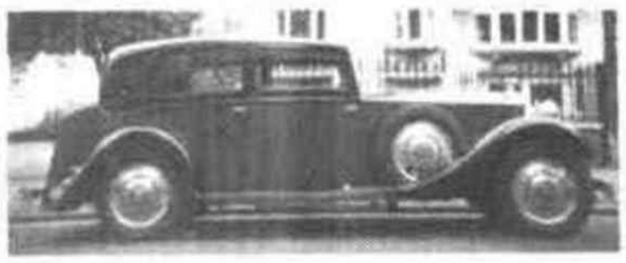
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1958 Silver Cloud I finished in Dual Green, high compression engine £2950
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As we say each month, readers, we are happy to hear from any of you with problems concerning any post-war Rolls-Royce or Bentley car, and our Managing Director, Mr. W. Harold Burgess, will do his best to help and advise. We offer only first-class workmanship and a genuine interest in your cars.
The 1959 S1 Continental which we mentioned last month is now ready for sale and your inspection is invited by appointment (full particulars on request) — together with one or two other worth-while specimens which have been brought for our attention.
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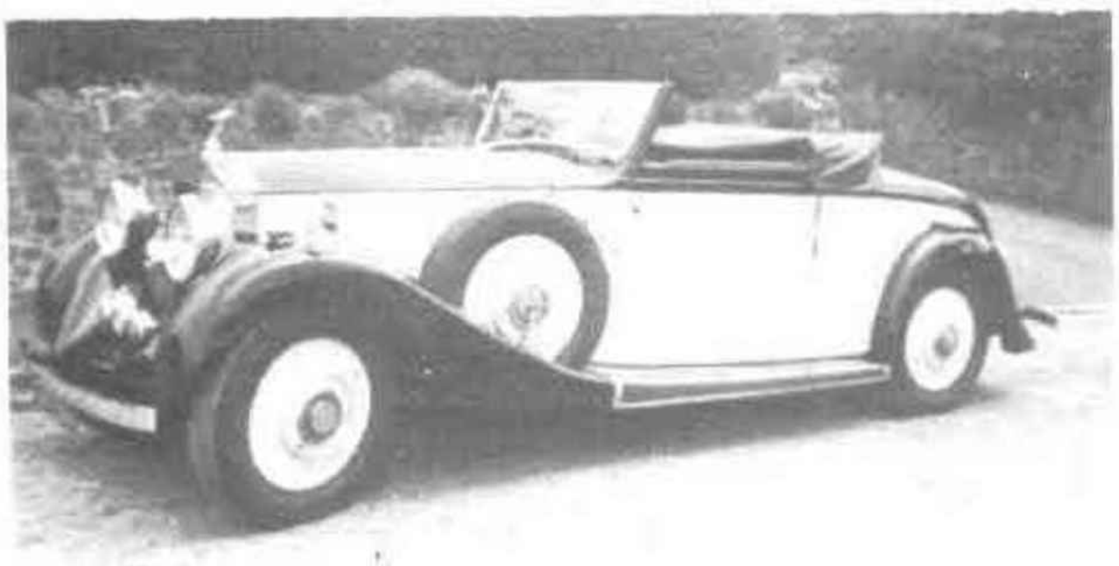
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1925 Phantom I boat-decked open sports 2-seater, **1932 20/25** 7-passenger limousine by Windover (Rolls Club Concours winner), **1934 20/25** sports saloon by James Young, **1936 20/25** owner/driver saloon with sun-roof by Park Ward, **1937 25/30** coupe-de-ville by Freestone & Webb. (Also three sports **Bentleys** in stock.)
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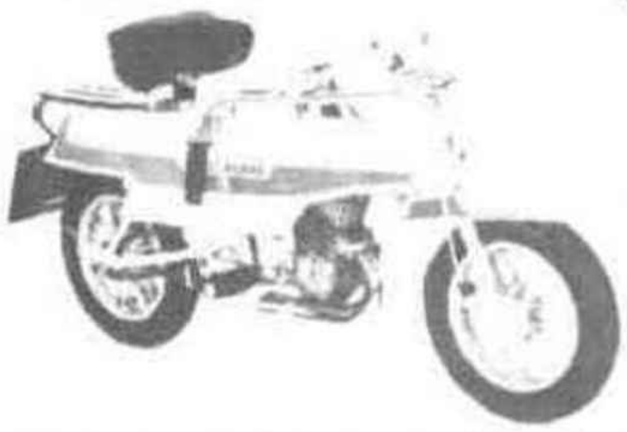


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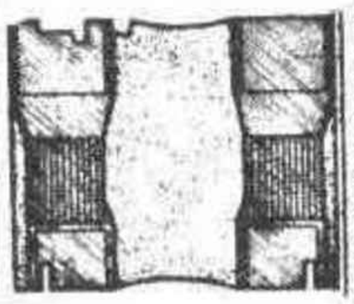
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Rolls-Royce

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Bentley

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1937 Bentley 4¼-litre Park Ward saloon in silver and black; five new tyres; very bright example. Offers around **£975.**

1954 Austin Somerset saloon, superb black cellulose, original inside and out. **£150.**

1947 RILEY 1½-litre saloon, green. Fair looker, drives well. **£150.**

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NOSTALGIA

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By tradition, it seems that 'dealers' aren't supposed to have beautiful motor cars. As you should by now know, however, I'm trying to change all that, but it still surprises me when many of you come here and tell me you didn't expect *such and such* to be *that* good. Of course, I'm mostly dependent on you to provide the quality and rarity of vehicles to buy or sell on your behalf, so please bear me in mind if you're thinking of disposing of your cherished possession.

NEW IDEA : Registration numbers given for each car to prove they really exist — so you can do your own checking up in 'Registers', etc.

HERE WITH ME :

1918 LE ZEBRE 4-seater TOURER, 784 NA3 — Totally restored; a very pretty, practical family tourer. 100 pts.
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1933 ASTON MARTIN 'LE MANS' 2/4-seater, AML 227 — Totally original, known history, admired within the AMOC. 90 pts.
1935 RILEY 'IMP', JK 4949 — Mostly original; featured on p. 133 of 'Private Motor Car Collections of G.B.'; mechanics 90 pts., rest 75 pts.
1951 ALLARD K2 'COMPETITION' 2-seater, OKM 728 — Totally rebuilt, but original; modified Ford 3.6-litre V8; 93 pts.
1952 ASTON MARTIN DB2, 324 LMX — This vehicle won its class at the "Classic Car Cordon Rouge Concours" at Prescott on June 2nd; it is fitted with a polished works DB3 engine (190 b.h.p. approx.) and much modified suspension and brakes. 99 pts.
1957 AUSTIN-HEALEY 100/6, WUO 3 — 47,000 m. and two owners. Totally documented history, 'Concours' placing at Healey National Rally 1973. 99 pts.
1958 ELVA SCORPION FORMULA JUNIOR — with DKW engine, at present separate from this very successful historic single-seater. 90 pts.
1962 LOTUS ELITE — Totally restored and as good under the bonnet as on top. 99 pts.
1965 FERRARI 275 GTB/2, 6 carbs., R.H.D., 4 CAN (to be retained) — 26,000 m., warranted, ex-Maranello demonstrator, the best I've seen. 99 pts.










1968 AC COBRA '289' Mk. II, 1968, R.H.D., PPN 6G — Totally rebuilt with every single inner and outer panel replaced, new chassis, new modified engine with Shelby heads (330 b.h.p.), new Connolly hide, polished mechanics, etc., etc., all done to perfectionist standards. Would certainly rival 'COB 1' in a *concours*. 100 pts.
CHIT-CHAT — 'FAT POWER — COB 2' isn't my car, though I know it and the owner very well, and would like to buy the number plate! **TRIUMPH TR FURY** is now sold, after being on sale for 13 months; is this a record? **AC COBRA 427 'COB 1'** will be at Silverstone July 6th, please come and chat. **PERSONAL NUMBER PLATE located, such is the power of advertising.**

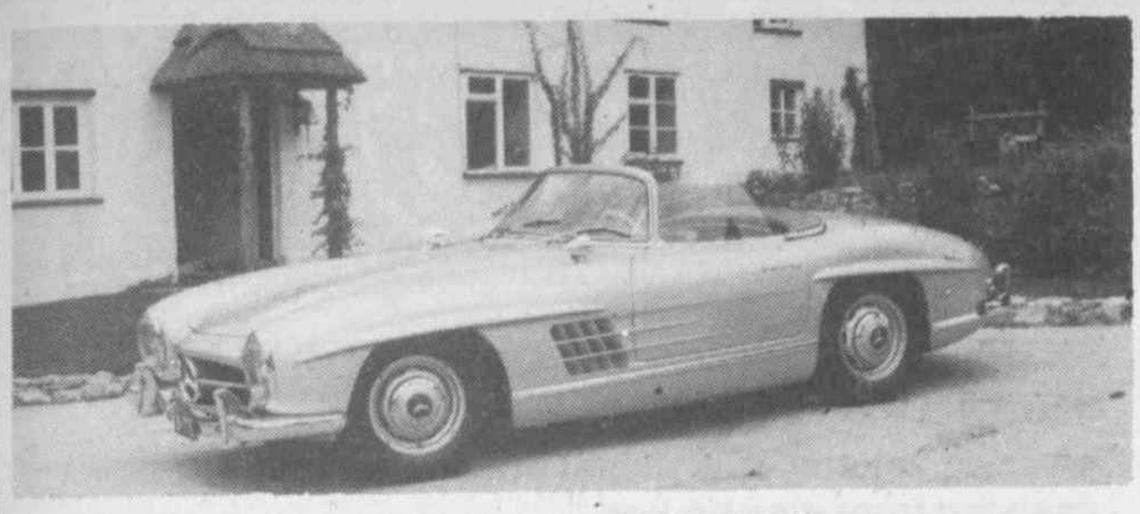
AVAILABLE ELSEWHERE (with private owners) :
Aston Martin DB2/4 Tickford coupe, 1956. One of 34. 65 pts. **Fiat Dino Spyder '206', 1970, L.H.D.** Mechs. 94 pts., body 75 pts. £1,850. **Fiat Dino Spyder '246' 1971, L.H.D.** 97 pts. £3,100. **Ferrari Dino, 1972.** 95 pts. £3,700. **Healey Alvis, 1953, 3-seater tourer,** very rare. 80 pts. £950. **Jaguar XK150S 3.8 d.h.c., 1960.** 59,000 m. 80 pts. £1,700. **Lancia Flaminia GT 'Touring', 1961.** 8,000 m. 100 pts. £1,700. **MG-B, 1966. Reg. No. 1966 MG.** 87 pts £550. **Plymouth 2-door Sedan, 1939, L.H.D.** 95 pts. £1,000. **Sunbeam Tiger Mk. II, 1967.** Three owners, 40,000 m. 90 pts. £1,350. **Triumph TR5, 1969.** 8,000 m. Many extras. 96 pts. £875.

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MY TELEPHONE is still my biggest problem. It is more than likely to cut you off at any point during conversation, or simply go dead as soon as you get through. The G.P.O. can find nothing wrong, but we know better! Please be patient and keep trying.

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One easy application gives 'YEAR-ROUND' rust protection. Once set into waxy skin not even high-pressure car wash or steam cleaning can shift WAXOYL. (So enthusiastic user tells us.)

USERS TESTIFY: University Science Lecturer:— **"Tested yours and other products; only WAXOYL came through unscathed."** Rover Sports Register member:— **"No WAXOYL penetration despite heavy salting."** PRACTICAL MOTORIST Mag:— **"Dense spray with wide spread. One syringe-ful completely coated inside MINI front wing."** Int'l Car Club Member:— **"Lab tests most impressive; fully endorse statement regarding salt resistance etc"** Llandudno User:— **"Excellent part exchange after 50 months. Car remarkably rust free. No garage."** Yorks User:— **"A more pleasant, easily applied fluid I have yet to find. Remarkable!"**.











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'It's certainly very spacious. Quite deceptive really. These seats give excellent support.'

'Yes, sir. Might have been designed by a surgeon, eh?' Ha, ha. . . . .'

'Quite so. Doesn't seem to be starting. What's the matter with it?'

'They all say that. Just listen.'

'All I can hear is the clock.'

'Haven't you noticed that humming sir? It's the rotary engine. Only 3 moving parts, compared with over 160 in an ordinary engine. Makes it much more reliable. And much less noisy.'

'Rotary engine? I'm not one for new-fangled gadgets you know.'

'But the rotor car wasn't born yesterday sir. It's being used all over the world. Mazda have sold more than half a million already.'

'Well, I've always valued a second opinion.'

'Can you pull in here, while I top her up sir?'

'2 star?'

'Oh, very economical. Runs on the cheapest juice.'

'Most gratifying. And how much of this 'cheap juice' does it use?'

'I'm glad you asked that. Mazda have just tested one under RAC supervision. And they got over 29 miles to the gallon.'

'I must say, this seems a most sensible car. Refined. Thrifty. And the engine's guaranteed for 2 years or 24,000 miles, I understand.'

'Quite correct sir. That's double the guarantee you usually get on conventional engines. Says a lot for the rotary's reliability, eh sir?'

'I'm very concerned about safety too.'

'The RX-3 has radial tyres. A collapsible safety steering column. And a dual braking system with power-assisted front disc brakes.'

'Radial tyres. Power-assisted disc brakes. That means it must go quite quickly. Tell me more.'

'Just put your foot down and watch the rev counter sir.'

'4,000. 5,000. 6,000. This is getting very interesting.'

'Hold on sir. I thought you wanted a sensible family car. Not a sports car. What's come over you?'

'Shut up. What's the 0-50 mph time? Come on.'

'Er, 7.4 seconds.'

'Faster than the average police car then?'

'Yes, I suppose it is sir.'

'These bucket seats. . . . .'

'Fully reclining sir.'

'. . . . . and this black interior are so luxurious they're almost sinful. Look at that speedo needle. Just how fast will it go?'

'Gulp, 108 mph. But you can't do that here you know.'

'And yet it's still so smooth and quiet. I could actually sneak up behind someone without their hearing, couldn't I?

'Pardon sir?'

'Just thinking aloud.'

'Doctor, you seem like a changed man.'



For a test drive, ring Tunbridge Wells 34431 (STD Code 0892) or send this coupon to Mazda Car Imports (GB) Ltd., Longfield Road, North Farm Industrial Estate Tunbridge Wells, Kent. And we'll tell you who your nearest Mazda dealer is.

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MOTOR SPORT

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

VOL L No. 7 JULY 1974

Fiftieth year of publication

Publication date first of the month

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FRONT COVER PICTURE: WE APOLOGISE for displaying a saloon car on the cover of MOTOR SPORT and for it to be another BMW. Firstly, it is class photography—secondly, it demonstrates the acclaimed "smoothness" of the track—thirdly, on this lap Hans-Joachim Stuck, the driver of this 24-valve BMW CSL, broke the Nurburgring Group 2 lap record in 8 min. 12.8 sec. Progress indeed, when you remember that the Formula One and outright lap record stands at 7 min. 11.4 sec., achieved by Carlos Pace.

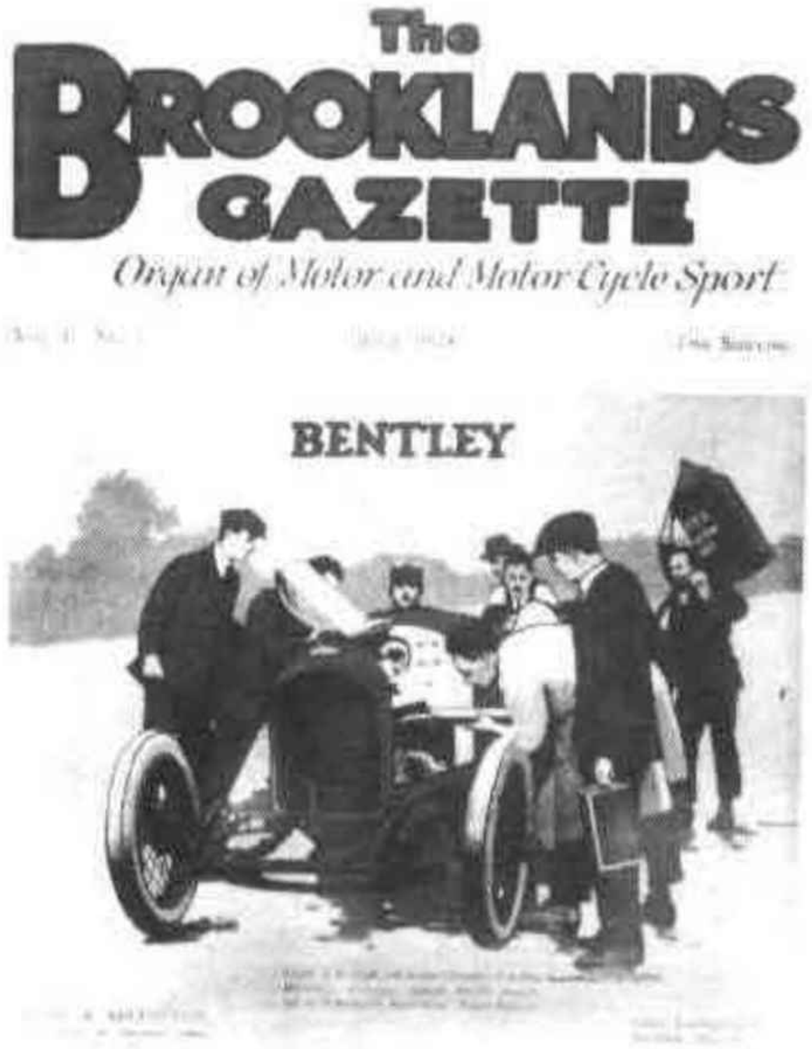
MATTERS OF MOMENT

■ 50 YEARS YOUNG

This issue of MOTOR SPORT marks the fiftieth anniversary of the journal's introduction, for it was started, as *The Brooklands Gazette*, in July 1924. We feel that we cannot let this pass without brief comment, in view of the very kind letters of congratulation and good wishes for the future which we have been receiving from so many of our staunch readers. These letters are very much appreciated, as is all the correspondence we get, even though it is but possible to publish a small proportion of it. Happy as we are to have survived in a healthy condition for half-a-century, we have decided that as the industry is still recovering from the disastrous three-day week, and with so much unrest about in both the Motor and the Printing Industries, it will be more opportune to postpone any idea of a special Jubilee issue until 1975, when the MOTOR SPORT title itself will be 50 years of age—for, wishing to broaden their scope, the original Proprietors of the magazine changed the title from the one with a Weybridge-flavour to the clever, all-embracing MOTOR SPORT in August 1925.

Meanwhile, the Editor and Proprietor give thanks to the staff, both editorial and secretarial, the contributors, the printers, the distributors, the advertisers and, in particular, to the readers, who have made possible the continued success of MOTOR SPORT, over the past eventful 50 years. The present Proprietor took over not long before war was declared in 1939, but MOTOR SPORT was published without interruption throughout the period of hostilities, albeit in curtailed form. He has since added further to his motor-publishing interests, with the monthly

Continued on next page



AS IT WAS IN THE BEGINNING.—The front cover of the July 1924 Brooklands Gazette *featuring John Duff's 3-litre Bentley on his Double Twelve record attempt.*

1934



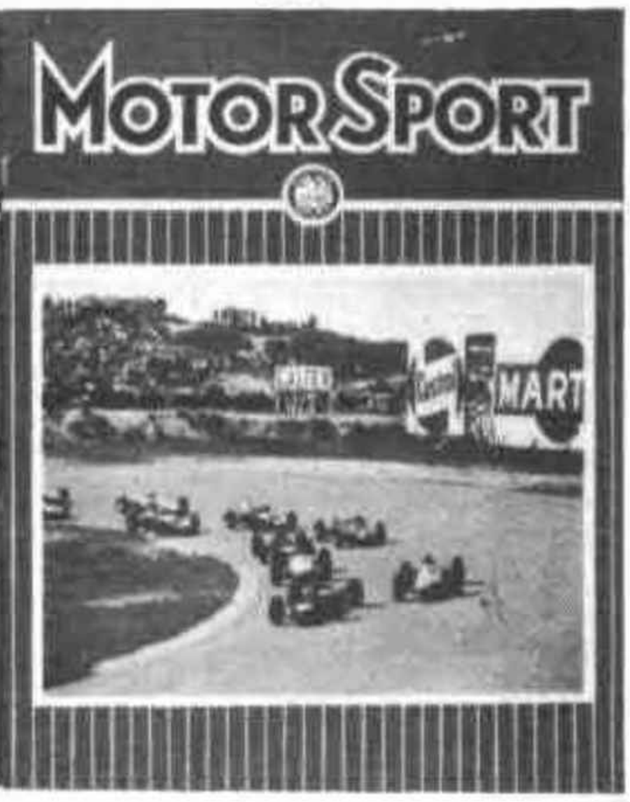
1944



1954



1964



Motor Sport Fixture List For July

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

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

DATE	*CLUB*	*RENDEZVOUS*	*NEAREST PROMINENT TOWN*	*CATEGORY*	*TIME*
July 6th ..	AMOC	Silverstone	Towcester, Northants.	Race Meeting (*R*)	14.00
July 6/7th ..	Northumbrian MC	Newtown Street	Duns	Jim Clark Memorial Rally (*Nat.*)	19.30
July 6/7th ..	BDR & HRA	Santa Pod	Wellingborough, Northants.	Drag Racing Internationals	12.00
July 7th ..	**ASAC Bourgogne .. ..**	**Dijon**	**France**	**French Grand Prix (INT)**	—
July 7th ..	BARC	Thruxton	Andover, Hants.	Race Meeting (*R*)	14.00
July 7th ..	LAC	Longridge	Lancashire	Race Meeting (*R*)	—
July 7th ..	BRSCC	Croft Autodrome	Darlington, Co. Durham	Race Meeting (*R*)	14.45
July 7th ..	BARC	Stockton Farm	Harewood, Nr. Leeds	Harewood Shell Speedclimb (*Nat.*)	12.30
July 11/14th	**BRSCC .. .. ..**	**The Post House**	**Great Barr, Birmingham**	**Avon Motor Tour of Britain (INT)**	**09.00**
July 12/14th	**Automobilklub Krakowski**	**Krakow**	**Poland**	**Polish Rally**	**16.01**
July 13th ..	VSCC	Silverstone	Towcester, Northants.	Race Meeting (*R*)	—
July 13th ..	BRSCC	Castle Combe	Chippenham, Wilts	Race Meeting (*R*)	11.00
July 13th ..	BRSCC	Oulton Park	Tarporley, Cheshire	Race Meeting (*R*)	15.00
July 14th ..	**SCCA .. .. ..**	**Watkins Glen**	**USA**	**6 Hours of Watkins Glen, World Championship for Makes Round 7 (INT)**	—
July 14th ..	**Automobile Club .. ..**	**Mugello**	**Italy**	**European Formula Two Championship Round 6 (INT)**	—
July 14th ..	**Automobilclub Saar ..**	**Nurburgring**	**Germany**	**European Championship for Touring Cars Round 6 (INT)**	—
July 14th ..	**NSCC .. .. ..**	**Mallory Park**	**Kirkby Mallory, Leics.**	**Race Meeting (INT)**	—
July 14th ..	RECC	Snetterton	Thetford, Norfolk	Race Meeting (*R*)	14.00
July 14th ..	750 MC	Lydden Hill	Canterbury, Kent	Race Meeting (*R*)	—
July 14th ..	BARC	Pontypool Park	Pontypool, S. Wales	RAC Hill-Climb Championship	—
July 19th/21st	**T and AC of Turkey ..**	**Istanbul**	**Turkey**	**Aegean Rally (INT)**	**15.01**
July 20th ..	**RAC .. ..**	**Brands Hatch**	**Dartford, Kent**	**British Grand Prix (INT)**	11.30
July 20th ..	750 MC	Silverstone	Towcester, Northants.	Birkett Six-Hour Relay Race (*R*)	13.00
July 21st ..	BDR & HRA	Santa Pod	Wellingborough, Northants.	Drag Racing News Trophy	12.00
July 21st ..	SMRC	Ingliston	Edinburgh	Race Meeting (*Nat.*)	—
July 21st ..	BARC	Cadwell Park	Louth, Lincs.	Race Meeting (*R*)	14.15
July 21st ..	BARC	Gurston Down	Broadchalke, Wilts.	Castrol/BARC Hill-Climb	—
July 24/25th	Jersey MC & LCC ..	Bouley Bay	Jersey, CI	Race Hill-Climb Championship	—
July 27th ..	BARC	Oulton Park	Tarporley, Cheshire	Race Meeting (*R*)	14.00
July 27th ..	Guernsey MC & CC ..	Le Val des Terres	Guernsey, CI	RAC Hill-Climb Championship	—
July 27/28th	Wakefield & Dist. MSC ..	Selby Fork Motor Hotel	Selby, Yorks	Calderford Trophy Rally (*R*)	—
July 28th ..	**MEC .. ..**	**Mondello**	**Ireland**	**Race Meeting (INT)**	—
July 28th ..	BRDC	Silverstone	Towcester, Northants.	Race Meeting (*R*)	—
July 28th ..	BRSCC	Snetterton	Thetford, Norfolk	Race Meeting (*R*)	14.30
July 28th ..	BRSCC	Cadwell Park	Louth, Lincs.	Race Meeting (*R*)	14.00
July 28th ..	BARC	Mallory Park	Kirkby Mallory, Leics.	Race Meeting (*R*)	14.20
July 28th ..	BARC	Llandow	Cowbridge, Glam.	Race Meeting (*R*)	—
July 28th ..	RMC	Brands Hatch	Fawkham, Kent	Race Meeting (*R*)	—
July 28th ..	Cirencester CC	Cirencester Park	Glos.	Arkell Rally (*R*)	—

MATTERS OF MOMENT

Continued from previous page

Motorcycle Sport and the weekly *Motoring News*. The present Editor met the new Proprietor soon after the pre-war take-over. He had read MOTOR SPORT without a break from issue No. 1 (which he discovered at the age of eleven) and was to have a great deal to do with its publication from 1936 onwards. So he was as delighted as he was surprised to be asked to edit it after peace had broken out again, in 1945. He has held this position ever since, paying the penalty in the form of being interviewed at his home a year or so ago by the BBC's Cliff Michelmore as the person who has sat in the Editorial chair of a British motor journal longer than anyone else, which is about the only association with the paper that W.B. says he would prefer to forget!

Until our full-scale Jubilee next year, what we propose to do is simply to underline the dramatic changes which have taken place in publishing and motoring since our first copy went on the book-stalls in 1924, by quoting extracts from that first issue and those of the July numbers in subsequent decades:

1924: When we were born public road speed events had nearly run their course and the mecca of motoring sport was Brooklands. The July issue carried a report on the Whitsun races, at which Capt. Toop had unfortunately been killed when the Peugeot he was driving went over the Byfleet banking. The winners were Dr. Benjafield (Bentley), Gillow (Riley), Count Zborowski (Mercedes), Gordon England (Austin 7), C. G. Brocklebank in the ill-fated Peugeot, Blackstock (Bugatti) and Clive Gallop (Ballot). A BMCRC motorcycle meeting at which Claud Temple's British Anzani Montgomery won the fastest race at 105.42 m.p.h. was also covered. We started out, as we hope we have continued, an influential journal. Thus that first number contained articles by Capt. Frazer-Nash about his racing GN "Kim", C. F. Temple on riding the Montgomery at 113 m.p.h., Col. Lindsay Lloyd on Brooklands, T. W. Loughborough on motorcycling sport, Capt. W. G. Aston on high-efficiency engines, and Ivy Cummings on how this girl regarded her motor racing. George Brown debated with George Reynolds whether the TT should be run in England. Capt. Richard Twelvetrees wrote of taking his 11.9 Bean through the MCC London-Edinburgh Trial. There were copious Club notes, and road-test reports on the 3-litre Bentley and the SS80 Brough-Superior. The Editor was Oscar E. Seyd and the price 5p.

1934: It had all become much more sophisticated. The photographic front-cover showed the Hon. Brian Lewis leading the start of the IoM Mannin Moar in a 2.6 *monoposto* Alfa Romeo (he won, at 75.34 m.p.h.). We reported Le Mans, Shelsley-Walsh, the Montreux GP (which the ill-fated Count Trossi won for Alfa Romeo), Avus, the Southport "100", Indianapolis, the British Empire Trophy race, etc. Also those Mannin races, the small-car event a victory for Norman Black's MG Magnette. And Guthrie's win on a Norton in the TT. It was mostly reports. But there were road-tests of a used sports Alfa Romeo supplied by Street & Duller and of a current 3.6-litre Renault Special Six d/h. The Editor was anonymous and the price 2½p.

1944: We had just about got through non-stop publishing of MOTOR SPORT during the war, which W.B. edited by remote control from Farnborough and Harrogate, helped by enthusiastic readers who sent him their eagerly-awaited contributions from ships at sea, RAF aerodromes, and Army camps. In spite of Hitler we ran to 24 pages, with a Brooklands picture on the front cover and advertising, including some of the avidly-read "smalls", from the Lanchester Motor Co., Lucas, Papworth, Laystall, Aston Martin, Robinson's Jubilee Clips, and the specialist used-car dealers. The Editor was being technical about the 1,000 h.p. Rolls-Royce R-type aero-engine which had clinched the Schneider Trophy for Britain and was developed into the R-R Merlin that was the salvation of this country during the Battle of Britain. He also looked back on the 1923 200-Mile Race, won by a 12/50 Alvis. There was a long "Cars I Have Owned" by an Officer in the Indian Command, letters from readers mostly with Service addresses, and Holland Birkett was airing his views on motor-racing for the impecunious, which bore fruit after the war in the form of the 750 and 1172 Formule. The war had put the price back to 5p.

1954: It was all go now! In the July issue we reported on the Ferrari/Jaguar duel at Le Mans, had Salvadori on the front cover driving a Gilby Maserati at Snetterton, and packed our pages with sporting events. The Editor was on about the Decline of the Small British Sports Car, Aintree's opening meeting was covered, Rob Walker was entertaining about his visit to Sebring and to show that we regarded (as we still do) motoring

ort to embrace cars of all kinds, the road-
st was of the new 70 m.p.h. side-valve
172 c.c. Ford Anglia. Dealers and accessory
ople apart, we had the advertising support
Girling, Cleveland, TVR, Esso, Valspar,
nsen, Marchal, Triumph, National Ben-
le, Shell, Mintex (a brake-lining, not a
ppermint), Castrol, Citroën, Zenith,
bilee Clips, and Lucas. There were a lot
ore pages; the price was now 7½p.

1964: What was MOTOR SPORT doing a
cade ago? Well, the front cover was in
lour, and the July issue reported on the
8 Daimler and the 3.8-litre S-series Jaguar.
he vintage pages and Book Reviews were
ourishing, all types of events were reported
, with drawings of the latest GP car details,
nd we had tested an F3 Ginetta and a
peedwell Mini. There was even a "Tail-
iece" picture. We were honoured to carry
dvertising from the following car manufac-
rers, as we hope they felt honoured to be
king space in MOTOR SPORT—BMW
or their 700 coupé), Ford (announcing 13
lass F records established with a Corsair
at had averaged over 100 m.p.h. for three
ays and nights round Monza), Standard-
Triumph, Austin, Fiat, Volkswagen, MG,
otus (for the Cortina-Ford), and Alfa
omeo. Old W.B. was still Editor and the
rice, in this age of rising prices, was 10p.

Now another decade has gone and, with
our esteemed support, we embark hopefully
n our next half-century. We cannot claim
o have been the first motor paper (but we
an claim to have pioneered sporting motor
ournals). We take consolation from the thought that we have out-circulated the older ones since 1924. And, as C.G.G. of *The Aeroplane* weekly (which MOTOR SPORT has out-lived) used to remind us, to have been first merely proves antiquity, but to become the first proves merit!

50 Years Young

Sir,

May I take this opportunity to offer my warmest congratulations on your 50th anniversary?

It would be impossible in a mere letter to begin to do justice to the service which you have rendered the enthusiast over the years, but suffice to say that for honesty, integrity, quality and a refreshing down-to-earth, no-nonsense approach, you are without equal. It is this maintenance of standards which is, I am sure, the reason for your outstanding and continuing success, and your monthly tonic comes as a welcome foil to the usual claptrap associated with this age we live in. Your healthy regard for the past, and matters vintage, are particularly appreciated.

Whilst offering thanks to all your hard-working staff, I am sure they will not mind my singling out you, sir, and Denis Jenkinson, for special mention. The initials W.B. and D.S.J. are legendary among true enthusiasts, and are synonymous with motoring journalism of the highest order. Clear thinking, good sense, a thorough knowledge and understanding of the subject, and an ability to see the wood "in spite of the trees", are characteristic.

Your undying hard work as Editor over the years, particularly during the dark years of the war, and your uncompromising defence of what you know to be right, has made MOTOR SPORT more of an institution than a mere motoring magazine, and it would indeed be sorely missed, whereas if most of your "competitors" (I use the term loosely) were to fold up tomorrow, it would hardly be noticed.

Denis Jenkinson's attitude and reporting techniques in motor sporting matters, is, to my mind, the ideal, and should be an object lesson to some of the self-styled "experts" we have with us, whose experience, by comparison, is nil, as is their apparent knowledge and understanding of what motor racing is all about. Reading a letter written by a youthful D.S.J. in my copy of MOTOR SPORT for Nov. 1939, recently, led me to reflect on how little he knew at the time of the important and integral role he would play in later years.

There is much left that I could add, but I will end by saying that your efforts in writing as enthusiasts for enthusiasts, are greatly appreciated, and I thank you enormously for the pleasure you have given over the years, and long may you continue in your splendid work. I only hope that either your modesty, or lack of space does not preclude publication of this letter.

Barking, Essex. J. R. BELLAMY

[Well, thank you very much! Perhaps being motoring enthusiasts who write instead of journalists who drive cars has something to do with it.—ED.]

Le Vingt-Quatre Heures du Mans

Matra's Le Mans hat-trick

Le Mans, June 15/16.

THE CLAIM on the advertising posters that he Le Mans 24-Hour race is "la plus grande ourse du Monde" seemed rather extravagant when the final entry list was published, howing that the Alfa Romeo team had with-drawn from the race and that the lead would robably be disputed by four Matra-Simcas and wo Gulfs, with two turbocharged Porsche 911 Carreras and two Ligier-Maseratis following p, hoping for good placings as the faster rototypes retired. Yet it turned out to be an nteresting race with moments of excitement, or by midnight only one Matra, that of Henri Pescarolo and Gerard Larrousse, was running trongly; on Sunday morning that car spent n hour in the pits having its gearbox rebuilt, nd the turbocharged Porsche driven by Herbert Muller and Gijs van Lennep was only ne lap behind when the Matra went on its vay.

There were jubilant scenes at the finish, for the Matra-Simca team had won the race for the third consecutive time, and Henri Pescarolo achieved his personal hat-trick of victories. It had seemed a foregone conclusion that Matra would win, yet within four hours of the start the team was virtually halved as Jarier collided with another car in the pits lane, and Jabouille's car was overheating badly. Jarier and Beltoise were catching up quickly when their engine broke a few minutes before midnight, and almost simultaneously Jaussaud's car came to the pits silently with another broken engine.

The Gulf team had anticipated transmission trouble and fitted ZF gearboxes instead of Hewland equipment, but it was the constant velocity jointed driveshafts which let the team down. The Schuppan/Wisell car retired on Saturday evening with a broken cv joint, and in the latter half of the race Bell and Hailwood were making long pit stops to have the cv joints on their car greased liberally. They finished fourth, unable to challenge even Jabouille's overheating Matra.

The Martini/works team had a setback when Koinigg's car blew up its turbocharged engine dramatically on the Mulsanne Straight during the night, but Muller/van Lennep had a virtually trouble-free run until they lost the use of fifth gear on Sunday morning.

The Grand Touring class, and fifth place overall, went to the Ferrari Daytona of Claude Grandet and "Depnic" after the majority of the 14 Porsche Carreras sustained transmission failures of one sort or another, but interest was maintained all the way to the finish as the NART Ferrari Daytona of Dave Heinz/Alain Cudini passed the Cheneviere/Zbinden Porsche Carrera into sixth place in the closing minutes.

Hopes of a good British finish ran high at the 13-hour mark when Alain de Cadenet's amateur team lay in third place (the de Cadenet-Ford DFV being driven by Chris Craft and John Nicholson), ahead of the Gulf GR7, but a suspension failure dropped the de Cadenet back and another suspension breakage caused Nicholson to spin and bounce off the armco in front of the pits.—M.L.C.

Results :

' **1st :**	H. Pescarolo/G. Larrousse (Matra-Simca 670—3-litre V12)	Group 5	Entrant: Equipe Gitanes Matra—France	337 laps—4,606 kms.—191.940 k.p.h.
2nd:	H. Muller/G. van Lennep (Porsche Carrera—2.2-litre t/ch. 6-cyl.)	Group 5	Entrant: Martini Racing—Germany	331 laps—4,527 kms.
3rd :	J-P. Jabouille/F. Migault (Matra-Simca 670—3-litre V12)	Group 5	Entrant: Equipe Gitanes Matra—France	324 laps—4,429 kms.
4th :	D. Bell/M. Hailwood (Gulf GR7—3-litre Cosworth V8)	Group 5	Entrant: Gulf Racing Research—England	317 laps—4,323 kms.
' **5th :**	C. Grandet/D. Bardini (Ferrari 365/GTB/4—4.4-litre V12)	Group 4	Entrant: Raymond Tourol—France	313 laps—4,280 kms.—178.354 k.p.h.
6th :	D. Heinz/A. Cudini (Ferrari 365GTB/4—4.4-litre V12)	Group 4	Entrant: NART—USA	312 laps—4,262 kms.
7th :	B. Cheneviere/P. Zbinden/M. Dubois (Porsche Carrera RSR—3-litre 6-cyl.)	Group 4	Entrant: Porsche Club Romand—France	312 laps—4,260 kms.
8th :	J. Laffite/A. Serpaggi (Ligier-Maserati JS2—3-litre V6)	Group 5	Entrant: Automobiles Ligier—France	310 laps—4,231 kms.
9th :	J-C. Andruet/T. Zeccoli (Ferrari 312B—3-litre V12)	Group 5	Entrant: NART—USA	298 laps—4,071 kms.
10th :	R. Tourol/D. Rua/H. Cachia (Porsche Carrera RSR—3-litre 6-cyl.)	Group 4	Entrant: A. S. A. Cachia—France	288 laps—3,934 kms.
11th :	L. Guitteny/C. Ethuin (Ferrari 365 GTB/4—4.4-litre V12)	Group 4	Entrant: NART—USA	285 laps—3,891 kms.
12th :	L. Nageotte/P. Laffeach/D. Thiry (Porsche Carrera RSR—3-litre 6-cyl.)	Group 4	Entrant: Claude Haldi—France	276 laps—3,776 kms.

Fastest Lap : J-P. Jarier (Matra-Simca 680—3-litre V12), 3 min. 42.7 sec.—220.494 k.p.h.

' Class winners.

Thermal Efficiency Index : Grandet/Bardini.

Hobbs at the Brickyard

Few Britons have featured in the results at the infamous Indianapolis 500, with the notable exceptions of Jim Clark and Graham Hill. This year DAVID HOBBS finished fifth in his Carling Black Label-sponsored, turbocharged Offenhauser-powered works McLaren M16C/D, while American team-mate Johnny Rutherford went on to win. Hobbs has kindly sent MOTOR SPORT this account of the race and the build-up to it. The Northamptonshire-based driver currently spends most of his time in the USA, driving a Carl Hogan-prepared Formula 5000 Lola for Sterling Industrial Securities, winning at Mosport as this account goes to Press.



I HAVE SEEN more changes this year than they have ever had at Indianapolis in a long time, brought about by last year's catastrophic race and also the supposed fuel crisis in the USA. The first change was that the month of May was reduced to three practice weeks. The cars were changed in that the wings came down to Formula One size, 43 inches wide instead of 65 inches, which they were last year, and we all had to use a lot less fuel both in the race and in practice. Practice fuel was always completely unrestricted, but this year only 300 gallons were allowed, which is about 500 miles; practice was cut down from 9 a.m. to 6 p.m. every day to 11 a.m. to 6 p.m.; qualifying was reduced from four days to just the two middle Saturdays and, of course, in the race we were reduced to 280 gallons of methanol instead of 350. So all this meant quite a lot of changes to the cars. The smaller wings meant slightly lower corner speeds and, of course, a lot less fuel for the race meant an awful lot less power.

The other changes were to the organising body, probably the most traumatic that they had had to go through for a long time. Harman Pengler, the Chief Steward, was replaced by Tom Binford, current director of ACCUS in America, which was of course a very difficult thing for the Speedway to bring themselves to do as Harman Pengler and Tony Hulman, owner of the Speedway, have been very close friends for many many years. But everybody felt that after last year's disastrous start in the race and some very poor decisions which were made during the month, it was time they had a new steward. The final changes were to the track itself. Last year coming out of turn 4, where Swede Savage was killed, was a very dangerous bottleneck, particularly to people who were unused to the Speedway. It was more noticeable to them in that the wall tapered down and the track was reduced to its narrowest point just coming off one of these 190-mile-an-hour corners. Just after this narrow point was a little slot in the wall which was supposedly the pit entrance, but this year all this had been taken away, the wall had been pushed back about 100 ft., a great big new pit entrance made; the grass dug up, pavement and tarmac put down, and the pits lengthened. Each individual pit was lengthened from 30 ft. to 40 ft. which, of course, meant there was an awful lot more room in each pit and the pit lane itself was widened by about 6 ft., so all this made the physical contour of the track change a little bit too. I would personally like to see more changes made: I would like to see them pave all the grass on the inside of the turns, because it seems to rain here all through the month of May anyway, and we get the situation where if you spin off the wet grass doesn't help you slow down much.

Because of these changes we finally arrived there on May 6th instead of the usual April 28th or 29th, and practice got under way. The shorter practice month was a welcome change, though, meaning that people had to start going fast much sooner, so we had a lot more cars out on the track on the first day and I was one of them in the new Carling Black Label McLaren. This was a brand new M16C/D, exactly the same as Johnny Rutherford's. The final suspension settings had been fixed by Rutherford at a tyre test at Indianapolis in March, so my car started to go very well immediately. I was very impressed with the team all the time; they helped me a lot at the track, they looked after the car well and, of course, it was so nice to come in after doing a run and be able to talk to Gordon Coppuck, who designed the car, Tyler Alexander, who was a sort of overall chief of the Indianapolis team, and, of course, my own personal chief mechanic Hughie Absolym. Hughie was on Revson's car last year, has been awarded the Chief Mechanic's award here twice before, is very, very well known in Indianapolis, and also knows a lot about Indianapolis racing, which is a big help. Last year was a bit of a shot in the dark, the blind leading the blind with Roy Wood's team, in that none of us had had much Indy experience before.

On the first day I lapped at about 179 m.p.h. The fastest run of the day was Bobby Unser at 188. Only three or four went over 180, so we were doing quite well, though obviously with a fair way to go and one of my first impressions of the team was that they didn't try to rush me on. No one was going around with long faces saying, "Why isn't Hobbs up there with Bobby?" They were all very good about it and said, "Ah, well. Just let it come, you know. Give yourself a bit of time." But with the practice restrictions we couldn't wait too long and, of course, the first qualifying was on the Saturday which was only four days away by this stage. Johnny Rutherford, by the way, didn't go out at all on the first day. On the second day I went out again and got the speed to 185. Bobby Unser didn't go any faster, in fact he went slower at about 186, Mike Mosley did 185 (Mosley's always very fast here), and I think only five people were over 180 all day. Rutherford then went out and showed everybody what the McLaren team were all about this year by doing 191 on his second lap, which was all a bit disturbing for me, and even more disturbing for the other competitors. The Viceroy super team at this stage were not showing us anything. Mario Andretti was trying the new 1974 Maurice Philippe designed Viceroy Parnelli Jones car, which wasn't doing anything at all. Al Unser was using his Eagle, which they had bought last year and Mario had his back-up Eagle in the garage ready to go. At this stage Al in his Eagle was only doing speeds in the region of 180-181 and Mario was doing 178 in the new Philippe car, so they were all a bit down in the mouth.

We were running very low boost in an effort to get good fuel consumption, needing to get something over 1.8 miles to the gallon, which sounds horrible, but in actual fact it's a heck of a lot better than these cars have been getting in past years when they have been down to 1.2 to 1.4 miles to the gallon. This year we had to do over 1.8 to get through on our fuel allotment and I was running about 75 inches of mercury on the gauge in my car and Johnny was running 79. Eighty was the legal limit for qualifying, which was another little stumbling block we were to come against on the Saturday of qualifying, in that the organisers bolted a valve on to the inlet manifold, set to blow off at 27½ lbs. per sq. inch. In the end, of course, everybody had to fit one of these valves, so there was no point in trying to practice at much over 80 inches of mercury because you would have to have it all cut down again on qualifying day. The handling changes quite a bit on these cars as the engine power goes up or down, so we were running very conservatively and also getting extremely good fuel consumption—about 1.95 to the gallon which obviously was going to be plenty for us.

Johnny Rutherford started to help me with advice after watching me going through some of the turns. It looks so easy at Indianapolis, for left-handers all appear the same, but in actual fact they are all incredibly different. I always find turn 3 the easiest for some inexplicable reason and turn 1 the most difficult, which is a shame because it's the one just past the pits so everyone can hear you back-off while they don't see me doing my thing through

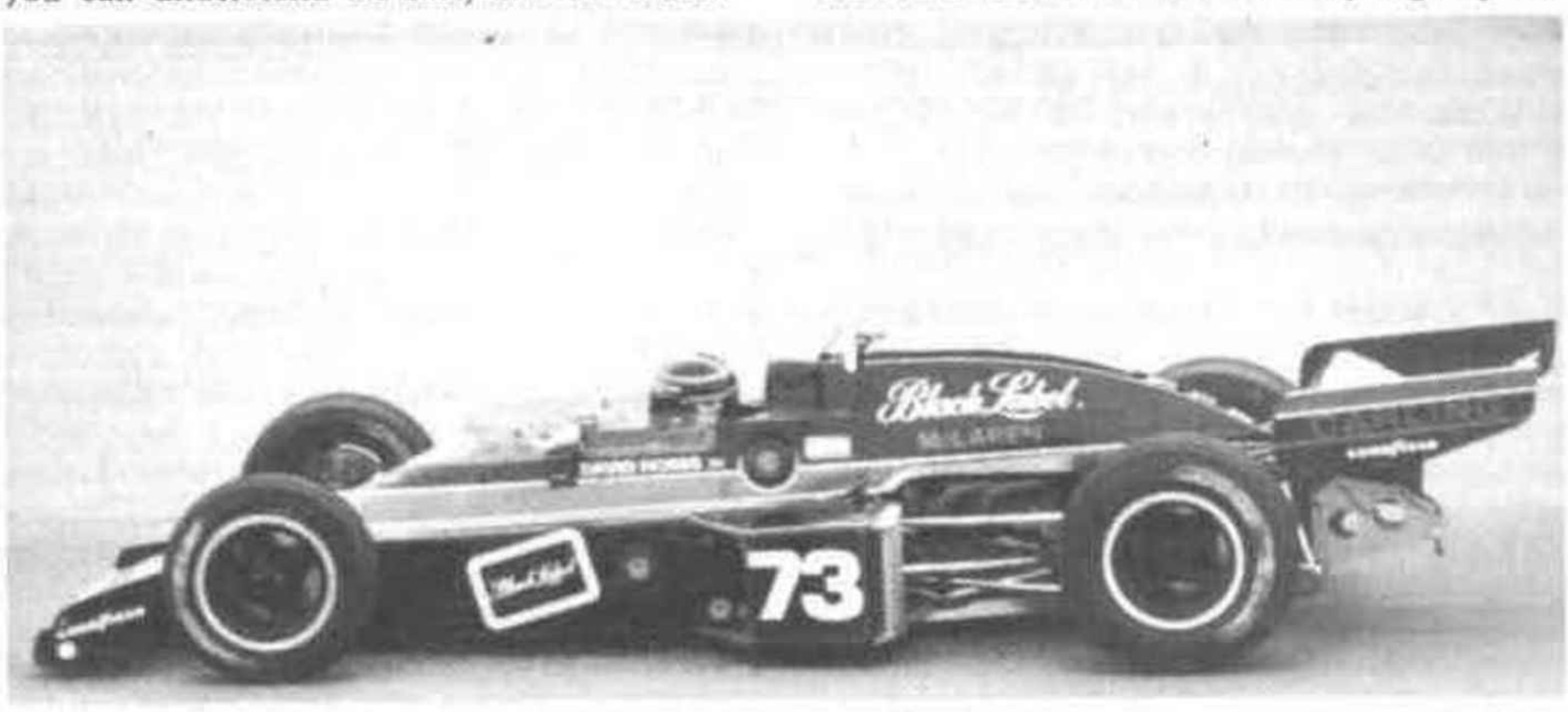
n 3. A lot of this turn 1 difficulty is sory: you've got very high stands crowd- all through the corner and it makes it sharper than the others. Of course it ot, but just has a very different look to s you come down a big "tunnel" through grandstands. Of course, they are quite rp, going to a right angle, obviously, and are going through them at speeds around and close to 190. Coming off the cor- when we are close to the wall we are to 190 again and we reach the terminal a velocity of about 205 this year with it less power compared with last year's . Then Johnny's final piece of advice e in: "Of course you're not using the kes are you?" So I went a bit white and , "Of course I'm using the brakes," and the left foot, because you keep the right on the accelerator to try to keep the ssure up, for if you back right off, of rse, the boost pressure drops away and akes a few moments to come back on. So said, "Well, you had better get used not using the brakes," and so I said, ow, you're just trying to tell me you e howling down the straight at 205 this right angle left-hand bend and 't use the brakes at all!" And he said, at's the idea." He's right, in actual fact. you just lift off a little bit it can be e, and so this is what I had to start ctising. It rained all day Wednesday, so, course, nobody went out, and Thursday arted to get with it on this no braking eme and, of course, my speed did go up te dramatically—I did 190.6, and nny's fastest lap to that date had been , so I was one of the only four drivers o over 190.

Unfortunately, A. J. Foyt was back in n. A. J. won his first race at Indy in 1 while I was driving a Lotus Elite in racing in England and he first ran at Speedway in 1958, the year before I ted racing a Morris Oxford. Obviously is very, very experienced here and there no doubt about it that round these oval uits he is in a bit of a class of his own. really is very, very quick and, of course, got his own cars, his own team, comes n Texas and has a big, larger-than-life sonality. And everybody was waiting to what he would do because this year the fuel restrictions seem to have given his d engines a new lease of life. They are called Foyts as he has the sole rights hem, but they're the Ford V8 that Jimmy rke first used here in 1963. For the four or five years they have taken a bit a back-seat to the very old Offenhauser ine; the very high boost and high fuel ge of this period seem to have helped Offenhauser but now with fuel restric- s the Ford seems to have come back into own. In Ontario he was very much cker than anybody else, and at Trentham Phoenix he was quick too, so everybody waiting for him to go out at Indy. e enough he went out and did 196, clearly fastest time of the month. But everybody w he was using quite a bit of boost, much e than he would be able to use in qualify- and so it was just one more part of the e in Indianapolis. The whole first week given over not only to seeing how fast can go and to set your car up, but also to doing a few odd laps with a lot more boost than usual to try to frighten the opposition. The whole thing is quite extraordinary, not like Formula One or Formula 5000 at all. Al Unser at last got his Eagle into the 190 bracket and did 191, Wally Dallenbach driving George Patrick's STP Eagle, did 193 and so there were seven of us at over 190. Bobby Unser did 192 as well, so there were Foyt at 196, Dallenbach 193, Rutherford and Bobby Unser 192, Al Unser 191 and me 190-and-a-bit. I might point out that the weather on Thursday was absolutely ideal, being very still and clear and quite cool, which of course, helps these engines quite a lot. I think this was one of the reasons why everyone went so well on Thursday. On the Friday it was a bit windy and I was back down to about 188 miles an hour but then everybody else was running a bit slower on Friday as well.

So Saturday dawned for first day qualifying. The crowd was down this year, with a mere 200,000 people instead of last year's record of about 250,000 to 275,000. It really is an experience for a European who is used to going to Mallory Park, Silverstone and Brands and seeing relatively sparse crowds, to see this huge stand absolutely packed with people just come to see everybody run four laps at a time. Quite extraordinary, in that a tremendous amount of people prefer the qualifying date to the race itself. It was a bit windy on Saturday and a little bit warmer again, which wasn't going to help the qualifying speeds and as luck would have it at the Friday night draw for qualifying positions old A. J. Foyt drew No. 1, so he had the number one qualifying spot.

We ran into one of the many Indianapolis wrangles which go on year in, year out, in the morning when Johnny Rutherford blew his engine in the 1½-hour pre-qualifying practice. They took the car away to the garage to change the engine in a fantastic time of 1 hour and 45 minutes—but unfortunately he joined the line-up outside after 11 o'clock, apparently the deadline, so he was unable to qualify as what they call a first day qualifier. Unfortunately only first day qualifiers are able to run for pole, if you can understand all this, and so Rutherford was very upset because he was pretty convinced that he could get pole, as was the whole McLaren team. Anyway, A. J. took his run just after 11 o'clock, turned in some laps at about 190, and qualified at 191.632 thereby setting a target for all the rest of us to run at. Next to go was Bill Simpson in the American Kids Racer (they couldn't find a sponsor so they distinguished it with this name) and he was a bit slower at 181. I was supposedly 19th in the queue but one or two people didn't make it and I actually ran about 11th on the list. Unfortunately I followed Wally Dallenbach, which was the next point of contention. It turned out that he had a very large turbocharger on his car, so large, and it sucked in so much air, that in actual fact it bypassed the valve which was fitted in the manifold. This caused a lot of fuss among the other teams, because everybody felt he'd cheated which, of course, he had, but as he'd been using the valve nobody could really think of a suitable reason for disqualifying him, so Wally did the second fastest time to date at 189.683. I finally went out and did 184.833, which was a little bit disappointing because I'd hoped to qualify about 187-188. We'd have been doing it on 79 inches of boost easily, but the thing that fouled us up was the valve; when they put the valve in and read the gauge it seemed to be reading very low, so they turned the boost up to try to make sure we were getting our legal 80 inches. Unfortunately, this had upset the pick-up—when I lifted off for the corners the throttle response had completely gone to hell, so this in turn caused the car to understeer because I couldn't get the power down. As it started to push through the corners then I had no power to get the back—well I wouldn't say get the back round—but at least help the car through the turn, so we lost a bit of time there. Just after my run there was a tiny sprinkle of rain, then Mike Mosley went out and did 185.3, just pushing me off fourth fastest of the day. Then it really rained and that completely washed out all the rest of the qualifying for that day.

On Sunday it was very clear but very windy, which has a tremendously adverse effect on these cars at these very high speeds



Familiar lager-can packaging on Hobbs' new McLaren M16C/D.



Intense discussion with Indy-winner Rutherford for Hobbs (left), McLaren designer Gordon Coppuck and Hughie Absolym.

and nobody did very much at all. We went out and had a very brief run and decided it wasn't worth it and put the car away. Of course, normally the people that were in the queue for qualifying would have gone out on the Sunday, but this year they decided to make the qualifying just the two Saturdays, so Sunday was a bit of a wasted day. This affected me because it gave people like Mike Hiss and Mario Andretti another week to get their cars sorted out, for they could have all next week's practice, whereas we had had our run and couldn't have another try. It would have been nice to see them qualify on the Sunday because the weather was so rotten that they probably wouldn't have gone as fast as me! Neither of them at that stage had gone as fast as I had so there was a very good chance that I would be on the second row.

Just as an aside here, on the Monday and Tuesday I went up to Detroit with Carling Black Label on a sponsorship sort of promotion tour and then I went off testing on the Wednesday and Thursday for Carl Hogan at Mid-Ohio. During the month of May I did a total of 62 interviews on behalf of Carling, with newspapers, small radio tapings and television interviews in Detroit, Flint, Saginaw and of course Indianapolis itself and my wife Margaret did about five or six interviews on tape and newspaper articles. This is the sort of thing, of course, that anyone who has a sponsor in the United States has to go through.

We arrived back in Indianapolis on Friday to watch the qualifying on Saturday. Unfortunately for me it was a very nice day, very cool, with no wind at all, so I just knew that I was going to be bumped from the second row to at least the third and maybe the fourth row because it was obviously going to be a slightly faster day. The first run was by Gordon Johncock, who went out and pushed me down one place, the second runner was Mike Hiss, who promptly pushed Johncock down one place and got himself on the front row with 187 and then Mario Andretti qualified at 186 putting himself on the second row. I finally ended up on the outside of the third row in 9th spot. Nobody went any faster. These people were allowed to bump me down because they had been in the queue before it rained on the previous Saturday and were, therefore, still classed as first day qualifiers. The last first day qualifier to run was in fact Mario, and everybody who ran after him hadn't been in the line-up and, therefore, whatever speed they did they would be behind the first five rows. Of course it rained again then for about an hour and the track was closed for nearly four hours, not being opened again until 4.30, poor Johnny Rutherford, meanwhile, still not having made his run. He was the second man to go out after the track opened and his first lap was 192 as he had been really determined to, as he called it, "smoke old A. J." In actual fact he ended up just a tick slower at just over 190, but even so he had to start 25th on the grid, another dangerous anomaly that happens here at Speedway.

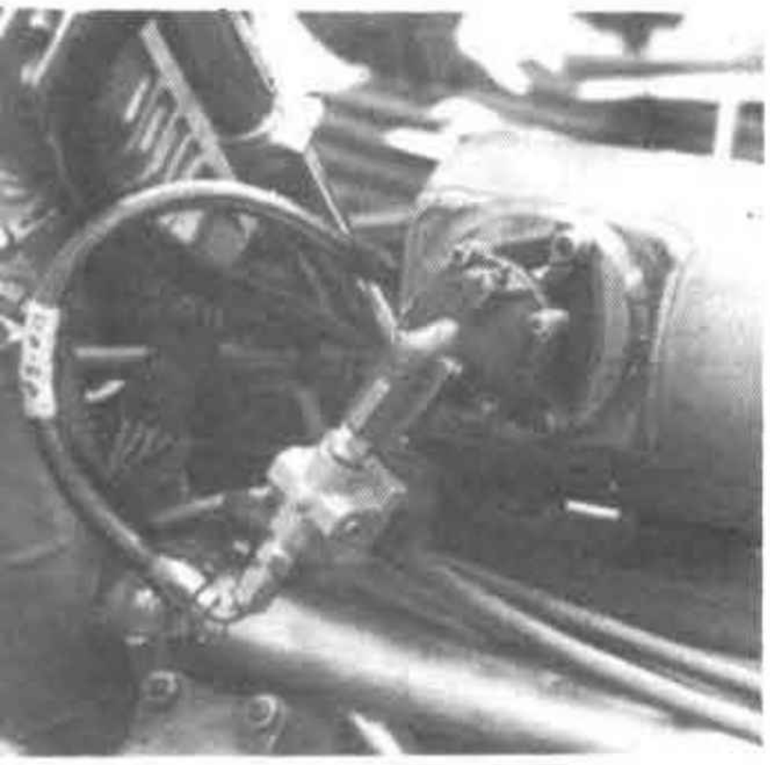
After the second qualifying day we had another week of nothing to do and the track was closed from the Saturday afternoon right through until the Thursday, carburation day, during which time the track was opened for an hour and a half for, well, practice. My McLaren ran very well. I did 185, Rutherford did 191 on hardly any boost at all and everything looked set to be a very good race for the whole team. Foyt did 188. After the carburation we had pit practice, without engines running, so all the teams were frantically working out their strategy for changing the tyres and putting the fuel in the quickest way they possibly could, timing their own stops and, of course, everybody else's stops. We also had a drivers meeting, which was a bit of a farce; every time anybody asked any awkward questions they were immediately fobbed off to somebody else to be answered.

After that came the bicycle race. We didn't do too badly but unfortunately, the most serious injury of the month took place in this race when a well known member of the Press and Foyt came together coming through turn 3 at approximately 15 miles an hour and the poor chap fell off his bike, suffering four broken ribs and a punctured lung, pretty ironic when you think of the speed that Foyt and others were due to go through that corner on the following Sunday during the race itself.

The weather during the month had been pretty unsettled, a lot of rain, a lot of very violent thunderstorms, high winds and tremendous variations in temperature. Some days we only had a high of about 50, other days we had highs well into the 80s, and everybody was sweating on the top line because one of the main reasons why last year's race was such a tremendous disaster was the terrible weather before and during race day. The race was delayed for three days because of the weather and everybody this year was really very worried that the same thing might happen. Thankfully race day, Sunday, the first time the race has been held on a Sunday and not on Memorial Day itself, which is the Monday, dawned absolutely perfect weather for racing. It was clear, cool with very little wind, slightly overcast, so the sun wasn't going to create any problems of glare or too much temperature and it just couldn't have been better. We'd had our drivers meeting and had all been told to take it very, very steady at the start. I think the new Chief Steward, Tom Binford, was very nervous about the start and of course so were the drivers because of last year's terrible crash when the flag dropped, and he was very insistent that anybody who tried to jump the start was going to be penalised at least one lap.

It's a pretty nerve-racking three or four hours before the race, which is finally ended when Tony Hulman, the owner of the Speedway, says, "Gentlemen, start your engines," in his quavering voice, the millions of balloons are sent up, the crowds go mad, everybody starts to cry, the engines start to roar—a very emotional experience. When the flag did drop this year two laps later it was an almost perfect start and I slotted in about 9th place, which is more or less what I expected. I started off on the outside of course, so I had to get down into the line and I was a bit worried about the man behind me, Dick Simon, trying to carve me up on the inside, but he didn't. Well, as always happens in Indianapolis, millions of dollars of preparation and forethought very often come to an early end and both Mario Andretti and Gary Bettenhausen, both driving for the two best sponsored teams in the race, were out at the end of the first lap. Gary dropped a valve, and Mario holed a piston, which is an incredible thing to happen when you think of the time and money and general preparation which have gone into these cars. Dick Simon also dropped out on the first or second lap, but luckily there were no incidents, no spins nor crashes, and in actual fact the first yellow light didn't come on for something like half an hour.

Unfortunately, when I started the race the car didn't feel right; the track conditions had changed a little bit and, of course, at those very high constant speeds, it doesn't take much change to become very noticeable in the car. Instead of under-steering, which it had done all through practice, it started to over-steer a little bit and in fact it got worse and worse and finally I had to make a pit stop and have a tyre change at the rear, which of course was disastrous under the green light situation early in the race. Just about everybody passed me while I was in the pits and of course this put me right down to 21st place, which was a bit disheartening to say the least. We also made a change to the front wing, which is a very quick adjustment on the McLaren and after the pit stop the car did start to go better and I started to pick up speed again, but some of my laps were as low as 175 miles an hour when I had been pretty confident that I would be lapping at about 184 during the whole race. Rutherford, meanwhile had moved up from 25th to 4th in 10 laps and then he and Foyt were to fight for the lead for the next 100 odd laps, while I fought to come back from about 21st place. One chap who was running very well at this stage of the game was Tom Sneva, a rookie, who had started next to me on the 3rd row and at one stage got up as high as 3rd place, very close to Bobby Unser, who started on the inside of the third row, a very good show for the rookie. We seemed to run into a bit of bad luck with our pit stops; every time we stopped it was green and every time we went out it was yellow which makes a very serious difference at the speeds we're talking about. People were dropping out pretty thick and fast, but there were still no really major spins. Jerry Karl touched the wall coming out of turn 4 (which we saw on a playback of the race in the evening), which looked pretty hair-raising. He just grazed the wall with his outside tyres —which is cutting it a bit too fine for my liking—and, subsequently, spun violently at turn 3 and ran into the wall. His was the only major crash of the day, in actual fact. Al Unser, in the other super team Viceroy Eagle, had the car drop out of gear while he was going at full chat and, of course, the valves hit the pistons, so he was sidelined. A. J. Foyt started to drop oil and was black flagged, went out again and in about two laps he came back and went straight into Gasoline Alley, a very disillusioned man, very upset because he really wanted to make this his fourth win. If and when he does win here next time, he'll be the first man to have won this race four times in its history. Even to win it three times is a pretty good record!



The controversial blow-off valve on the Offenhauser's manifold.

This put Johnny Rutherford firmly in the lead, and in fact he was to lead for the next 100 laps, making a total of 122 laps in the lead. Bobby Unser was up to 2nd place and running very strongly—in fact if they hadn't had a very bad pit stop when they couldn't get a right rear wheel off, he might have given Johnny an even closer run for his money, instead of which he was beaten by 20 odd seconds. Billy Vukovich passed me when I made the first pit stop, so he was now two laps in front of me and running very strongly in about 5th place. Lloyd Ruby was running in 4th and Gordon Johncock was running 3rd. Johncock had a long pitstop when he ran out of fuel on the track and just managed to make it back to the pits, so that dropped him back a little bit (unfortunately not far enough) and Lloyd Ruby used his entire fuel allotment by the 188th lap, which, of course, dropped him right out of the running—they had some problem with a leak in the fuel injection system.

Other people to run into trouble who had been running quite well were Gerry Grant in his Cobra Firestone Eagle who had some mysterious engine malady and just cruised around for about the last 50 laps; Bill Simpson, in the American Kids racer had been running quite well until he had some sort of engine problem; and Mike Hiss who had a mysterious engine failure—the engine just stopped on him but he was towed back to the pits and after working on it for a long time he continued to run, although he only completed 159 laps. So both of Roger Penske's super team cars were out and by this time the third Viceroy super team car was out too, driven by Jan Opperman, a rookie to Indianapolis, but a very successful sprint driver. He had a big spin coming out of 3, spun right from 3 to 4, didn't hit anything, but rather frightened himself, and they pushed the car away. Steve Krisiloff's clutch had let go fairly early on—he was a man who could have been expected to go quite quickly. Mike Mosley dropped out very early on lap 6.

So the race ran out luckily very uneventfully, with no big spins, no big crashes, no nasties at all, perfect weather and, of course, in Johnny Rutherford a very popular winner with everybody, especially Team McLaren! This was his first win in 11 attempts and he led for 122 laps. Bobby Unser was 20 sec. behind in 2nd place—he has won here once, finished 3rd once and 2nd once, and every other time he has never finished here—Billy Vukovich came 3rd, which of course, for him was terrific, for he came 2nd last year, Gordon Johncock came 4th, having won the shortened race last year in his STP Oil Treatment Eagle. Somebody by the name of David Hobbs was 5th in his Carling Black Label McLaren Offenhauser—a little bit disappointed, as I felt that I should have perhaps come 3rd really, the way the car went potentially. I ran on slightly lower boost than we meant to run, because unfortunately the gauge had gone wrong and I had 25 gallons of fuel left when the race was over, which obviously meant we could have used a bit more power. Sixth was Jim McElreath in a Thermo King Eagle; 7th was Duane Carter, the first rookie and, of course, naturally enough, the Rookie of the Year, driving a Cobra Firestone; 8th was Bob Harkey in an Eagle; and 9th was Lloyd Ruby who had run out of fuel at 187 laps, so he was the first non-runner.

After the race there was much joy and drinking of Carling Black Label in the McLaren Garage in Gasoline Alley. The Garage suddenly filled with all sorts of friends shaking Johnny Rutherford and me by the hands and saying, "Hi, buddy, remember me from somewhere or other...?" Johnny was really flying high, terribly pleased to have won this race and, of course, the whole McLaren team was overjoyed. They have done so well at the Speedway in terms of speed and they run such an efficient little team, it has always been a shame they have never won one of these 500's before. The nearest they have come was Peter Revson in 1971 when he was on pole and came 2nd to Al Unser, so for them it was a first time and it couldn't have happened to a nicer bunch of people. Tyler Alexander and Teddy Mayer missed Monaco to be here, and I think they really deserved to win. The cars ran absolutely faultlessly and the engines ran faultlessly (of course, they do their own engines). It is, probably contrary to popular belief, one of the less well endowed teams in terms of finances. There was only one major sponsor here and that was Goodyear on both cars; Carling came along and sponsored my car, but when you think of the money that some of the teams, the Val's Parnelli Jones outfit, Roger Penske and even Dan Gurney's All-American Eagle, have behind them, they really are a very lightly sponsored team. And, of course, they put on a whole month of perfect running. I had no engine problems at all with my car, with neither the practice engine nor the racing engine. Johnny had one engine let go, which was one they were trying an experiment with and even then it wasn't terribly serious, and on the carburation day he had another engine go, when the car dropped out of gear, which meant that the valves touched the pistons, as happened to Al Unser in the race. Apart from those little untoward incidents and the fact that Rutherford couldn't run for pole, the whole thing ran absolutely perfectly—a very popular win and, of course, even more popular for Johnny because he picked up $240,000 odd, on Monday night, which finished off a rather nice month for him!

There is a possibility now that Johnny might run in the Formula 5000 series over here. He is very keen to go road racing and USAC and SCCA have made an agreement that USAC drivers can run in it. At the moment Carl Hogan is trying to think of a way of letting Johnny, or getting some finances together for Johnny to drive our second car, my back-up car, so we might see him with us on the road racing circuit before long.

RALLY REVIEW

Morocco Rally

A COMBINATION of several circumstances resulted in a drastic reduction in the quality of the entry for this year's Morocco Rally. Normally well supported by the French manufacturers, the event only attracted Alpine-Renault this time, the Dieppe-based team running away with victory without too much effort. Citroën used to work on the principle that their cars would show up best on the rougher events, and this, coupled with the publicity which the Morocco Rally received in France, was the main reason for always going to Morocco. But Citroën has now called a halt to its competitions programme, has sold the rally-prepared cars which were "in stock", and is now concentrating on such exercises as the Raid Afrique, a journey from France down into West Africa and back (*via* the Sahara) for selected young drivers in variants of the versatile little 2cv.

Peugeot doesn't really have a car which can compete successfully with the more agile, lighter and more powerful vehicles used by the regular rally teams, but on events where reliability is more important than sheer power they have, in recent years, put in teams of cars. Morocco was always top of the list, followed by events in other countries with strong links with France such as the Bandama Rally in the Ivory Coast. But this year the team made a tremendous, six-car effort to win the Safari, an effort which failed disastrously. The proximity of the Safari to the Morocco Rally, and the feeling of despondency which must have existed in the Peugeot team after the Kenyan expedition resulted in no works Peugeots turning up in Morocco, although several private ones took part and finished creditably.

Another reason for the little factory interest in the event may have been its absence from the list of qualifiers in the 1974 World Rally Championship. At the end of last year the CSI dropped the event from that series on the rather feeble grounds that the organisers had not applied for championship status within the specified period. For next year the event will certainly be back in, for the CSI now freely admits that it is far easier to run a fast, tough, relentless rally in the continent of Africa than it is in traffic-ridden Europe.

The Alpine-Renault team consisted of two Alpine A110 Berlinettes and two Renault R17s, the same strength of side which they had in the Safari. World Championship points do not concern Alpine this year after having won the series last year, but they are very much concerned with the prestige events of the world and those which will bring greatest publicity.

Of the two Alpines, that of Bernard Darniche and Alain Mahé retired in the first of four legs with a broken gearbox, and of the two R17s that of Jean-François Piot and Jean de Alexandris retired in the third leg with suspension failure after having led for a while. The remaining Alpine of Jean-Pierre Nicolas and Christian Delferrier became outright winner and the remaining R17 of Jean-Luc Thérier and Michel Vial was second. Two Alpines and a Renault 12 Gordini also occupied the next three places, for the team had revitalised their practice cars before the rally started and had given them on loan to deserving private drivers, by prior arrangement.

The World Cup Rally had passed through Morocco only a week before, but there seemed to have been little enthusiasm for that event compared with the vast throngs which turned out to watch the locally-organised rally. As usual, it was divided into four parts, the first being in the comparatively civilised north and the other three in the Atlas Mountains and the rocky deserts of the south. The whole event is run at a brisk pace, and the substantial rest periods between each of the legs ensures that no-one really suffers from both fatigue *and* the effects of the desert heat.

For next year, when it will be back in the World Championship, the Morocco Rally could well have a change of style. Certainly new "roads" are already being planned, but the big innovation under consideration is the complete scrapping of special stages in favour of a road event in the style of the East African Safari, with timing to the nearest minute instead of the nearest second. In an event which has penalty differentials amounting to more than ten hours between first and sixteenth finishers, the abolition of seconds isn't going to make any difference. Whatever style is eventually chosen, the Morocco Rally will remain a classic endurance rally, testing skill, tenacity and reliability to the full, for many years to come, and will be more than worthy of World Championship status.

RESULTS

1st :	J-P. Nicolas/C. Delferrier (F) (Alpine-Renault)	(0 min.)	18 hr. 43 min. 08 sec.
2nd :	J-L. Thérier/M. Vial (F) (Renault 17)	(2 min.)	18 hr. 59 min. 29 sec.
3rd :	"Le Tahitien"/de Warren (MA) (Alpine-Renault)	(1 min.)	19 hr. 53 min. 49 sec.
4th :	J. Heyder-Bruckner/G. Vuillemin (MA) (Alpine-Renault)	(0 min.)	20 hr. 12 min. 52 sec.
5th :	J-P. Hoepfner/P. Fourton (F) (Renault 12G)	(18 min.)	21 hr. 13 min. 27 sec.
6th :	J-C. Bertrand/M-C. Palacia (CI) (Datsun 240Z)	(49 min.)	21 hr. 37 min. 02 sec.
7th :	R. Puigsegur/P. Hoerni (MA) (Peugeot 504)	(38 min.)	23 hr. 18 min. 46 sec.
8th :	A. Flottard/A. Choay (F) (Ford Escort)	(43 min.)	23 hr. 25 min. 43 sec.
9th :	J. Prive/R. Metge (F) (Range Rover)	(1 hr. 42 min.)	24 hr. 08 min. 26 sec.
10th :	P. Hadley/R. Wiltshire (GB) (Opel Ascona)	(1 hr. 16 min.)	25 hr. 27 min. 41 sec.
11th :	Boucham/Resfaoui (MA) (Peugeot 504)	(1 hr. 44 min.)	25 hr. 43 min. 13 sec.
12th :	A. Nachat/"Le Basque" (MA) (Renault 12G)	(1 hr. 55 min.)	26 hr. 05 min. 07 sec.
13th :	P. Chamagne/A. Junguenet (F) (Peugeot 504)	(2 hr. 33 min.)	26 hr. 32 min. 41 sec.
14th :	M. Bour/R. Ferry (F) (Citroën GS)	(2 hr. 44 min.)	26 hr. 49 min. 19 sec.
15th :	J. Pena/G. Rouffiance (F) (Citroën DS23)	(3 hr. 43 min.)	28 hr. 23 min. 24 sec.
16th :	P. Portier/M. Vaderbeke (F) (Peugeot 504)	(3 hr. 20 min.)	29 hr. 05 min. 26 sec.

65 *starters* — 16 *finishers*. Road penalties in brackets

Welsh Rally

TWO CELTIC internationals were to have featured in this month's MOTOR SPORT; instead there is only one, for the Scottish Rally was needlessly cancelled by the RSAC when a petrol shortage was created in Scotland by a strike at a petrol distribution centre. There were fears that the shortage would cripple the rally, but instead of waiting for definite news the RSAC decided at noon on the Wednesday (the rally was scheduled to start the following Sunday) that it should be cancelled. Doubtless the idea was to decide one way or the other before competitors began their journeys to Glasgow so that they would be spared the costs of those journeys. Alas, the RSAC appeared to ignore the time and money already spent on preparing for the event (by competitors, sponsors and others as well as themselves) and seemed not to be able to grasp the fact that very few people indeed would have minded turning up in Glasgow even if there was only a small chance that the rally would be held. When the RAC Rally was cancelled late on the night before the start in 1967, no-one complained that the decision had not been made earlier. Everyone agreed that it had been right to wait until the last possible moment before calling the event off.

It was necessary to cancel that RAC Rally, but it was not at all necessary to cancel the 1974 Scottish Rally, for on the day after the announcement petrol supplies were well on the way to being normal again. Indeed, there were under-the-counter indications that this would be the case even before the cancellation decision was made.

Enough about a rally which didn't happen; now to one which did. In May, the International Welsh Rally occupied a Friday, Saturday and Sunday as usual, the route around the Welsh forests (plus a sortie into England for stages in the Forest of Dean) starting and finishing at Barry in Glamorgan. The event didn't attract the number of overseas drivers as the Scottish would have had, but nevertheless brought Markku Alén from Finland to romp home a comfortable winner in his works Escort RS. Roger Clark started the rally in his customary nine-tenths way, but before he got a chance to speed up his Escort's 16-valve engine blew its head gasket and he was out. Swedish visitor Per-Inge Walfridsson never got used to the over-tuned engine in his Volvo which finally blew up on the last morning, whilst Irishman Billy Coleman finished an excellent second, ready all the time to move into the lead had Alén's smoking engine expired before the finish.

Many British drivers shone during the Welsh Rally, among them such people as Tony Pond, Tony Fall, George Hill, Colin Malkin, Will Sparrow, Paul Faulkner, Nigel Rockey and Marek Gierowski. Best Welsh driver was undoubtedly Jeff Churchill from Tonypandy who had been in the running for a position in the leading trio before his clutch broke. Others to retire from good positions were Chris Sclater whose Datsun 260Z blew up and Tony Fowkes whose Escort's gearbox broke when he was in second place.—G.P.

RESULTS

1st :	M. Alén/J. Davenport (Escort RS 1977)	180 min. 22 sec.
2nd :	W. Coleman/D. O'Sullivan (Escort RS 1998)	184 min. 14 sec.
3rd :	A. Pond/Miss F. Cobb (Escort RS 1998)	186 min. 55 sec.
4th :	A. Fall/M. Broad (Opel Ascona 1.9)	188 min. 32 sec.
5th :	G. Hill/K. Wood (Vauxhall Firenza 2.3)	190 min. 55 sec.
6th :	C. Malkin/B. Coyle (Hillman Avenger 1600)	191 min. 23 sec.
7th :	W. Sparrow/N. Raeburn (Vauxhall Firenza 2.3)	191 min. 59 sec.
8th :	P. Faulkner/M. Peters (Escort RS 1860)	192 min. 05 sec.
9th :	N. Rockey/P. White (Escort RS 1998)	192 min. 37 sec.
10th :	M. Gierowski/M. Nicholson (Porsche Carrera 2.8)	192 min. 49 sec.

191 *starters* — 152 *finishers*.

The Swedish Grand Prix

A Tyrrell Double

Anderstorp, June 9th.

THERE WERE a few changes on the driver scene for the Swedish Grand Prix as drivers retired hurt, just retired or were busy doing something else. Arturo Merzario had broken a finger in an accident during the sports car race at Imola, the week before the Swedish event, so his place in the Frank Williams team was taken by Richard Robarts. In the March team Reine Wisell took the place of Hans-Joachim Stuck, as the forceful young German was competing in a Formula Two race at Hockenheim, having his sights set on winning the European Championship, and in the UOP-Shadow team Bertil Roos took over the place vacated by Brian Redman, the Lancastrian deciding that the rat-race of Formula One was not his way of living. Roos is a Swede who lives for the most part in America and does a lot of racing there in European-type National racing. With the total entry limited the BRM team decided not to be greedy with a three-car team, and dropped Francois Migault for this event. The organisers agreed to take 27 drivers for practice, the fastest 25 to take part in the race, though there was a clause in the supplementary regulations that allowed them to take the extra two drivers onto the starting grid if they should be Scandinavians! With advice from the Formula One Constructors Association the 27 drivers did not include Chris Amon, Tim Schenken and some newcomers, the exclusion of Ron Tauranac's Trojan for Tim Schenken coming as a surprise to quite a few. On the mechanical front the scene was pretty stable, most of the crashed cars from Monaco having been repaired or completely rebuilt or even replaced. Team Lotus had the same formula as for Monaco, with Peterson on 72/R8 and Ickx on 72/R5, with this time the Lotus 76 number JPS/9 for Peterson to try as a spare car. The Tyrrell team of Scheckter and Depailler had the two 1974 cars, as raced previously, with Tyrrell 006/2 as a spare, though it was never used. The McLaren outfit had nearly a full set of M23 models, Hailwood having his usual pair, M23/1 and M23/7 for the Yardley side of things, and Fittipaldi and Hulme having M23/5, M23/6 and M23/4 to race in Texaco-Marlboro colours, while on a trailer as advertising material was M23/2. Reutemann and von Opel had the usual three Brabham BT44 models between them, and John Watson had BT42/2 for the Hexagon racing team. The March that Stuck crashed so extensively at Monaco was virtually scrapped and a new one built around the same identification plate; so that we can justifiably call it 741/1-2, in the same way that Brambilla's car is 741/2-2 after being written-off in Spain earlier in the season. The Ferrari team's neat arrangement of ringing the changes on their five cars was spoilt by Lauda at Monaco when he crumpled 015 in practice, and raced 010, so 015 was rebuilt for him to use in Sweden, 010 was given a rest, 012 was the spare car for this race and Regazzoni had 011 as planned. The two-car BRM team of Beltoise and Pescarolo comprised the two 1974 cars, the former having P201/01 and the latter having P201/02, it now having its front brakes mounted in the normal position of "inboard" for this model of BRM. The Swedish import to the Shadow team took over Redman's car, while Jarier had his usual car, in long-wheelbase form, and the new and as yet unraced car as a spare. Team Surtees were not in the best of spirits, both drivers thinking it was time they started winning races, and were even unhappier than usual as John Surtees was not there for them to moan at. As mentioned, Robarts was acting as stand-in for Merzario, and his team-mate was the Danish driver Tom Belso. With time being short the Ensign team, backed by Theodore Racing of Hong Kong, brought along the 1973 car for Schuppan to drive, rather than hurriedly prepare the car used at Monaco, and Graham Hill and his young apprentice-driver Edwards, had the pair of Embassy-backed Lola cars that they had raced at Monaco, both looking immaculate and as if brand new, the cars that is, not the drivers. Hunt was driving his lordship's Hesketh 308/2 and to complete the list there was The Flying Finn, Leo Kinnunen with the prototype TS16 Surtees, carrying more Scandinavian advertising than seemed reasonable for its potential.

Since last year, when the first Swedish Grand Prix at Anderstorp was held and reckoned to be a huge success, the organisers and the Anderstorp Racing Club had tidied up a few ragged edges that occurred and everyone seemed very happy and contented. The circuit was modified slightly in that instead of zooming flat-out off the main straight, which is an airfield runway, through a right-hand sweep onto the wiggly part of the circuit, an ess-bend was built into the curve, so that the cars zoomed off the runway as usual, but then had to brake and lose speed through this ess-bend, to around 50 mph and then accelerate along a short straight to the first sharp corner on the infield. This effectively cut out the only fast corner on the flat circuit, it being in the interests of safety we were told. What it did was provide opportunities for drivers to bounce wheels over the cambered kerbs of the ess-bend and promote an unprecedented series of breakages during the race. Initially it added a second or two to the lap time, but by the end of practice, lap times of the top group were well below the lap record of 1 min 26.146 secs, set up last year by Hulme. In spite of the long blast down the runway, the rest of the circuit is so wiggly that the lap speed is only just over 100 mph, fast enough for some Formula One aspirants, but hardly Grand Prix by motor racing standards.

Practice was more than adequate, being in two sessions on Friday afternoon, and two on Saturday afternoon, though the time between the two sessions was not long enough for doing any really serious work. On Friday short sharp showers of rain messed things up, but in the dry spell Lauda showed form once more by setting the pace, with Peterson as usual charging along behind him in the Lotus 72. Scheckter was unobtrusively in third place, only a fraction of a second behind the Swede, followed by Fittipaldi and Jarier recording good times. Merzario had a very brief try in the Williams car, but soon realised it was not possible to drive properly with his damaged hand, so the car was made ready for Robarts to drive in the second session. Regazzoni crumpled the front of his Ferrari very early on, and while it was repaired he did a few slow laps in the spare car. During the second session on Friday the rain played havoc and conditions were never completely dry so progress as far as lap times were concerned was backwards and it was Jarier's turn to be fastest. Not a significant situation.

Early morning rain on Saturday was not encouraging, but the weather soon cleared and a warm sun dried things quickly. Everyone went off with a rush, conscious that the previous day's practice had not really sorted out the grid positions, but almost as quickly everyone stopped. The electrical timing apparatus had gone on the blink, but it was soon rectified and practice got under way again. On the average Formula One car there are probably ten variables that affect lap times, and anyone who gets six right can reckon on being in the running, nobody ever getting ten out of ten, because some of the variables, like fuel load, tyre wear, temperatures and so on are continually changing. One important variable is driver ability, providing he has the opportunity to show it, but on the Anderstorp track this variable is neutralised by the simplicity of the dead flat circuit, so that an inferior driver with more of his variables right than a highly

PRACTICE TIMES

No.	Driver	Car	Friday First	Friday Second	Saturday First	Saturday Second
1	R. Peterson	Lotus 72/R8-Cosworth V8	1. 27.444	1. 29.194	1. 25.535	1. 25.390
2	J. Ickx	Lotus 72/R5-Cosworth V8	1. 29.786	1. 33.124	1. 25.650	1. 27.362
3	J. Scheckter	Tyrrell 007/1-Cosworth V8	1. 27.539	1. 44.135	**1. 25.076**	1. 25.532
4	P. Depailler	Tyrrell 007/2-Cosworth V8	1. 28.552	1. 39.655	1. 25.482	**1. 24.758**
5	E. Fittipaldi	McLaren M23/5-Cosworth V8	1. 27.724	1. 30.804	1. 25.938	1. 25.962
6	D. Hulme	McLaren M23/6-Cosworth V8	1. 28.011	—	1. 26.480	1. 26.176
7	C. Reutemann	Brabham BT44/3-Cosworth V8	1. 28.439	1. 29.793	—	—
8	R. von Opel	Brabham BT44/2-Cosworth V8	1. 30.997	1. 33.789	1. 27.690	1. 28.649
9	R. Wisell	March 741/1-2-Cosworth V8	1. 34.155	1. 30.586	1. 27.750	1. 27.382
10	V. Brambilla	March 741/2-2-Cosworth V8	1. 28.890	1. 29.758	1. 27.390	1. 27.470
11	G. Regazzoni	Ferrari 312B3/011—flat-12	1. 30.385	1. 30.244	1. 25.276	1. 25.683
12	N. Lauda	Ferrari 312B3/015—flat-12	**1. 26.946**	1. 30.878	1. 25.161	1. 25.645
14	J-P. Beltoise	BRM P201/01—V12	1. 28.548	1. 32.531	1. 26.813	1. 27.219
15	H. Pescarolo	BRM P201/02—V12	1. 32.907	1. 33.753	1. 28.381	1. 27.503
16	B. Roos	Shadow DN3/3A-Cosworth V8	1. 29.186	1. 31.028	1. 28.540	1. 28.298
17	J-P. Jarier	Shadow DN3/2A-Cosworth V8	1. 27.829	**1. 28.868**	1. 27.280	—
18	C. Pace	Surtees TS16/02-Cosworth V8	1. 30.193	1. 30.954	1. 28.574	1. 28.737
19	J. Mass	Surtees TS16/04-Cosworth V8	1. 32.211	—	1. 28.266	1. 28.119
20	R. Robarts	Williams IR/02-Cosworth V8	—	1. 34.200	1. 28.930	—
21	T. Belso	Williams IR/03-Cosworth V8	6. 26.268	1. 31.794	1. 28.790	1. 27.889
22	V. Schuppan	Ensign MN01-Cosworth V8	1. 34.614	1. 31.901	1. 29.480	1. 29.819
23	L. Kinnunen	Surtees TS16/01-1-Cosworth V8	—	1. 46.924	1. 30.180	1. 29.387
24	J. Hunt	Hesketh 308/2-Cosworth V8	1. 28.627	1. 35.181	1. 26.113	1. 25.448
26	G. Hill	Lola T370/HU2-Cosworth V8	1. 31.384	1. 31.168	1. 28.456	1. 27.173
27	G. Edwards	Lola T370/HU1-Cosworth V8	1. 31.504	1. 34.861	1. 28.494	1. 27.407
28	J. Watson	Brabham BT42/2-Cosworth V8	1. 29.490	1. 30.582	1. 27.100	1. 27.392
33	M. Hailwood	McLaren M23/7-Cosworth V8	1. 28.211	—	1. 26.040	1. 26.192
1T	R. Peterson	Lotus JPS/9-Cosworth V8	—	—	1. 27.112	1. 26.568
7	C. Reutemann	Brabham BT44/1-Cosworth V8	—	—	1. 26.853	1. 25.962
7T	C. Reutemann	Brabham BT44/3-Cosworth V8	—	—	—	1. 28.331
11T	G. Regazzoni	Ferrari 312B3/012-Cosworth V8	1. 45.504	—	—	—
17T	J-P. Jarier	Shadow DN3/4A-Cosworth V8	—	—	1. 26.561	1. 25.725
20T	A. Merzario	Williams IR/02-Cosworth V8	1. 53.677	—	—	—
33T	M. Hailwood	McLaren M23/1-Cosworth V8	—	1. 44.135	no time	no time
5T	E. Fittipaldi	McLaren M23/4-Cosworth V8	—	—	—	1. 25.960

skilled driver, could appear to shine. By the end of the two sessions this was illustrated by nine drivers being grouped within one second. Some car/driver combinations never will go very fast, while others could but won't and others would but can't. The morale of the two Surtees drivers was so low that their times were not at all representative, Pace being only a fraction faster in the dry than Jarier was in the wet, and Pace is one of the hard-chargers when he feels like it. So is Jochen Mass, but they had both mentally given up due to a general discontent with no progress being made as the season wears on, apart from the disconcerting breakages they suffered at Monaco, but if the drivers do not try then they cannot hope to make any progress. One driver who really does keep on trying is Peterson, and though he drove the Lotus 76 very briefly, with huge temporary scoops on the side to gather more air for the radiators, it was with the Lotus 72 that he was concentrating his efforts. Between the two sessions on Saturday the Ferrari team took their gearboxes apart and altered the fourth and fifth ratios, it taking longer than the interval, so that Lauda and Regazzoni lost some of the final practice time. This change had been prompted by Scheckter recording the fastest time at the beginning of Saturday practice, his driving being neat and tidy and adjusted nicely to the geometric configuration of the track, the Tyrrell 007 also being well suited to a circuit not calling for anything out of the ordinary, other than an honest balance. The Ferrari changes were no help, for Scheckter was still faster, and almost overlooked by the Maranello men was Depailler, who went even faster than his team-mate, to get himself on pole position and be alone in breaking 1 minute 25 seconds for the circuit. Other than the two Tyrrells being on the front row instead of the two Ferraris, as everyone expected, the disposition of everyone on the grid did not cause any particular excitement.

The weather forecast for Sunday was not too promising so a repeat of the Spanish Grand Prix pit-stop drama could be envisaged, and Team Lotus spent some time practicing wheel-changes. The pits at Anderstorp being small, primitive and crowded, the Formula One Constructors Association came up with an excellent idea of using the front of the pits and the back of the pits, to give more room.The organisers hurriedly ripped the back out of the existing pits, erected a barrier across the paddock to form a lane behind the pits, and Chapman (in pit number 1) and Tyrrell (in pit number 2) drew lots to see who should have the front pit and who should have the back pit. Chapman lost, so his team had to work from the back of the pits, while Tyrrell's team worked from the front. From then on along the line of pits the team's kept their same pit, but alternated front to rear, and everyone had much more space and was very happy. It was fortunate that the pit/paddock area had more than enough space available to allow plenty of room for the run-in and for the run-out. As things turned out the weather improved steadily, and the only clouds in the sky were light fluffy ones and the sun grew hotter all the time, but nobody doubted the wisdom of the double-sided pit idea. First thing in the morning, before a series of national races took place, everyone had the opportunity for a last final fling, with no times being recorded, and poor Tom Belso literally flung his Williams car up the road when the suspension collapsed on him. Although the race was not due to start until 1.30 p.m. there was no possibility of repairing it, so Robarts was made to stand down and Belso took his car Fittipaldi also decided to change cars, preferring the feel of the spare McLaren to his usual one, these sort of last-minute changes being allowed by the 1974 CSI ruling, providing the driver does not change make of car.

STARTING GRID

3 J. Scheckter (*Tyrrell-Cosworth V8*) 007/1 1 min. 25.076 sec.	4 P. Depailler (*Tyrrell-Cosworth V8*) 007/2 1 min. 24.758 sec.
11 G. Regazzoni (*Ferrari—flat-12*) 312B3/011 1 min. 25.276 sec.	12 N. Lauda (*Ferrari—flat-12*) 312B3/015 1 min. 25.161 sec.
24 J. Hunt (*Hesketh-Cosworth V8*) 308/2 1 min. 25.556 sec.	1 R. Peterson (*Lotus-Cosworth V8*) 72/R8 1 min. 25.390 sec.
17 J-P. Jarier (*Shadow-Cosworth V8*) DN3/2A 1 min. 25.725 sec.	2 J. Ickx (*Lotus-Cosworth V8*) 72/R5 1 min. 25.650 sec.
7 C. Reutemann (*Brabham-Cosworth V8*) BT44/1 1 min. 25.962 sec.	5T E. Fittipaldi (*McLaren-Cosworth V8*) M23/4 1 min. 25.938 sec.
6 D. Hulme (*McLaren-Cosworth V8*) M23/6 1 min. 26.480 sec.	33 M. Hailwood (*McLaren-Cosworth V8*) M23/7 1 min. 26.040 sec.
28 J. Watson (*Brabham-Cosworth V8*) BT42/2 1 min. 27.100 sec.	14 J-P. Beltoise (*BRM—V12*) P201/01 1 min. 26.813 sec.
9 R. Wisell (*March-Cosworth V8*) 741/1-2 1 min. 27.382 sec.	26 G. Hill (*Lola-Cosworth V8*) Lola T370/HU2 1 min. 27.173 sec.
27 G. Edwards (*Lola-Cosworth V8*) T370/HU1 1 min. 27.407 sec.	10 V. Brambilla (*March-Cosworth V8*) 741/2-2 1 min. 27.390 sec.
8 R. von Opel (*Brabham-Cosworth V8*) BT44/2 1 min. 27.690 sec.	15 H. Pescarolo (*BRM—V12*) P201/02 1 min. 27.503 sec.
19 J. Mass (*Surtees-Cosworth V8*) TS16/04 1 min. 28.119 sec.	21 T. Belso (*Williams-Cosworth V8*) IR/02 1 min. 27.889 sec.
18 C. Pace (*Surtees-Cosworth V8*) TS16/02 1 min. 28.574 sec.	16 B. Roos (*Shadow-Cosworth V8*) DN3/3A 1 min. 28.298 sec.
22 V. Schuppan (*Ensign-Cosworth V8*) MN01 1 min. 29.480 sec.	23 L. Kinnunen (*Surtees-Cosworth V8*) TS16/01 1 min. 29.387 sec.

Non-starter : R. Robarts (*Williams-Cosworth V8*), 1 min. 28.390 sec.

After a warm - up lap the cars formed up in grid order in front of the pits, with Kinnunen taking the place of the unfortunate Robarts, while Schuppan, who was slowest in practice, was told to join in on the back just in case anyone dropped out, thus ensuring 25 cars starting. All 26 cars set off on the pace lap round to the starting line, led by the two ELF blue Tyrrell cars, everyone keeping station behind them. There was a pause on the starting grid and then everyone was away to start the 80 laps race, including Schuppan, as no-one had signalled anything to him. While Peterson was carving his way through from the third row, to tuck in behind Scheckter, who had made a good start, Depailler was not so quick and had to follow the black and gold Lotus into the first corner. While all this was going on Pescarolo's BRM was developing flames around the back end, and while the field went away on the opening lap the BRM pulled off the track and was doused by the fire-marshals. Scheckter led from Peterson, Depailler, Lauda, Regazzoni, Reutemann, Hunt, Jarier, Ickx, Fittipaldi, Hailwood and Hulme and on only the second time round Roos retired to the pits with a broken gearbox, while next time round Beltoise did likewise with a broken engine. With a clear road in front, Scheckter began to pull out a small lead, while the rest down to Hailwood ran nose-to-tail, nobody looking like doing anything desperate. At six laps Hailwood coasted to a stop out on the circuit, a leak in the main fuel system cutting off the supply to the engine, and it was a case of follow-my-leader and see who didn't break down. At nine laps the front and the back of the field suffered a loss, Peterson coming to a stop with a broken rear drive-shaft and Kinnunen coming to a stop on the runway with a dead engine. The Lotus 72 retirement left the Tyrrell cars first and second and soon a situation of stale-mate set in, the circuit not encouraging anyone to do anything heroic. The field divided into two parts, the first one containing a procession of aces and professionals, with the cheeky Brambilla doing a splendid job hanging on to them, and the second part comprising the amateurs and also-rans, who were actually enjoying a little private battle far more than the front runners. Mass, Belso and von Opel were racing against other, while just ahead of them the tow Lolas were giving a nose-to-tail demonstration like the two Tyrrells out at the front of the race. One by one the enfeebled began to drop by the wayside, Reutemann calling at his pit with failing fuel pressure, only to find the back of the car covered in oil from the engine breathers, so it was withdrawn before it blew up. Ickx stopped with electrical problems and then gave up altogether with low oil pressure, and Pace gave up in disgust. Regazzoni's Ferrari broke its gearbox, and Lauda was not going as well as he should have done, for the right rear suspension was collapsing and the wheel was leaning inwards. His reduced pace was holding up Hunt, who had badly wanted to get by, but there was no possibility round the wiggly part of the circuit, and the Hesketh could not out-speed the Ferrari down the straight. All the time the two Tyrrell's were pulling further and further away into the distance, pit signals telling them to take it easy and drop their maximum rev-limit by 1000 r.p.m. There was no opposition behind them, with the remaining Ferrari sagging visibly, Hunt boxed in, the two McLarens of Fittipaldi and Hulme running so slowly that Brambilla was giving them trouble, and the charging Jarier having been deflated by first of all making a nonsense and missing a gear-change on the opening lap, and a little while later having the on-board fire-extinguisher system going off. It seemed impossible that the two Tyrrell "new-boys" could be having it so good, but obviously Team Tyrrell had got more variables right than anyone else, and they were dead reliable with it. Watson and Wisell were having a nice little scrap together, for ninth place, but it did not last, as Watson had to stop to change a tyre on the brown Brabham, and Wisell went out at three-quarter race–distance when a pivot bolt in the rear suspension broke. Schuppan was having a lonely drive round on his own, right at the back of the field, but kept going as no-one signalled him to stop racing, and when it was all over he found himself excluded from the official results as he was not supposed to have started! Mass skated off the track when the front suspension of his Surtees broke (perhaps he does have cause for complaint) and Hulme dragged himself to a stop when the rear suspension broke on his McLaren. The troublesome rear suspension mounting point on Lauda's Ferrari was gradually tearing the welded joint away, and as the wheel leant inwards the load was being trasmitted to the final drive unit and the gearbox and the young Austrian was having difficulty changing gear. Finally the transmission gave up

the unequal struggle and the second Ferrari retired to the pits, leaving Hunt a clear track at last. However, there were only ten laps to go, and though the blonde Englishman put on a stirring display in gaining ground on the two Tyrrells, even if he had caught them there would have been little hope of getting past them. Both Scheckter and Depailler knew exactly what was going on, the South African setting just the right pace, with his agitated Franch team-mate close up behind him, and though the last minute flurry by Hunt and the Hesketh woke everyone from their stupor it was a bit meaningless, and the Tyrrells cruised home to an impressive 1-2, on reliability and practicality rather than genius and inspiration, those last two qualities being strewn around the circuit where their progenitors had fallen by the wayside. As the Tyrrells completed their last lap Brambilla's March seized its Cosworth engine and coasted to a stop short of the finishing line, losing a worthy sixth place, dropping to tenth in the results. – **D.S.J.**

Results :

THE SWEDISH GRAND PRIX—Formula One—80 laps—Scandinavian Raceway, Anderstorp
4.018 kilometres per lap—321.44 kilometres—Dry and sunny

1st :	J. Scheckter (Tyrrell 007/1)	1 hr. 58 min. 31.391 sec.—162.723 k.p.h.
2nd :	P. Depailler (Tyrrell 007/2)	1 hr. 58 min. 31.771 sec.
3rd :	J. Hunt (Hesketh 308/2)	1 hr. 58 min. 34.716 sec.
4th :	E. Fittipaldi (McLaren M23/4)	1 hr. 59 min. 24.898 sec.
5th :	J-P. Jarier (Shadow DN3/2A)	1 hr. 59 min. 47.794 sec.
6th :	G. Hill (Lola T370/HU2)	1 lap behind
7th :	G. Edwards (Lola T370/HU1)	1 lap behind
8th :	T. Belso (Williams 1R/02)	1 lap behind
9th :	R. von Opel (Brabham BT44/2)	1 lap behind
10th :	V. Brambilla (March 741/2-2)	1 lap behind
11th :	J. Watson (Brabham BT42/2)	3 laps behind
12th :	V. Schuppan (Ensign MN01)	3 laps behind

Fastest Lap : P. Depailler (Tyrrell 007/2) in 1 min. 27.262 sec.

Retirements : H. Pescarolo (BRM P201/02) on lap 1, caught fire; B. Roos (Shadow DN3/3A) on lap 2, broken gearbox; J-P. Beltoise (BRM P201/01) on lap 3, engine failure; M. Hailwood (McLaren M23/7) on lap 6, fuel leak; L. Kinnunen (Surtees TS16/01) on lap 9, engine failure; R. Peterson (Lotus 72/R8) on lap 9, broken drive-shaft; C. Pace (Surtees TS16/02) on lap 15, driver gave up; G. Regazzoni (Ferrari 312B3/011) on lap 24, broken gearbox; J. Ickx (Lotus 72/R5) on lap 28, engine failure; C. Reutemann (Brabham BT44/1) on lap 30, fuel pressure and oil leak; J. Mass (Surtees TS16/04) on lap 54, broken front suspension; D. Hulme (McLaren M23/6) on lap 57, broken rear suspension; R. Wisell (March 741/1-2) on lap 60, broken rear suspension; N. Lauda (Ferrari 312B3/015) on lap 70, broken rear suspension.

26 *starters* — 12 *finishers.*

Reflections in the Swedish lakes

THERE WERE one or two minor lakes in the paddock during practice, as the weather tried to wreck the Swedish Grand Prix, but fortunately the sun won the battle and the water soon evaporated. Until mid-morning on race day everyone was prepared for another Spanish Grand Prix riot, the expectations of tyre-changing being uppermost in most people's minds. The over-night modifications to the pit area, described in detail in the race report, deserve every credit, both to those in the Constructors Association who thought up the idea and those in the organising club who put it into action so promptly. It was not a perfect arrangement, but it was a very good compromise. There is something about the atmosphere in Sweden that makes this sort of thing possible, the Anderstorp Racing Club are essentially enthusiasts, keen to progress and keen to learn. Sven Asberg, the Clerk of the Course, is a strong and powerful "no-nonsense" man whose word is law, even to the point of being a dictator, like Raymond Roche used to be at the late lamented Circuit of Reims. When you have got one strong man at the head, with an enthusiastic committee following him you can get things done, otherwise the organising committee dicker about and fail to make strong decisions. Sven Asberg is known affectionately as "Smokey" as he is seldom seen without a long cigar stuck in his mouth, and it never seems to get any shorter as the day goes on! Although he is very much the man at the helm, and will stand no nonsense from anyone, he actually has a very humorous side, as was shown at the prize giving, held in the paddock after the race. Without understanding a word of Swedish it was possible to appreciate that Asberg is a born comic in front of a microphone, and he spoke not a word of English. His actions and facial expressions as he conducted the prize giving in a one-man show, were highly entertaining, and having presented all the national prizes there was still no sign of Ken Tyrrell and Jody Scheckter, so "Smokey" carried on with a line of patter that kept everyone amused until the Tyrrell team arived. It was not their fault they were late, no one thought to tell them about the prize-giving and Tyrrell and his driver had returned to their hotel. Their arrival, late though it was, was well received, and Tyrrell recalled his own race win in Sweden in 1955, with a Formula 3 Cooper. I can recall that particular prize-giving myself, for it was a good party, and when it was at its height Ken Tyrrell went to the Grand Piano in the huge ballroom and with a flourish that would have done justice to a concert hall, he played the opening bars of a Rachmaninoff concerto. There was an instant silence, as everyone expected him to continue, but Tyrrell got up and said "That's all I know of it" and walked back to his table! I can also recall the ballroom having the most incredible cut-glass chandelier hanging from the centre of the ceiling, and next morning someone's braces were hanging from it. It was a very high ceiling, and the human pyramid next morning, with yours truly balanced on the top, hooking the braces off with a broom handle, would have got a round of applause at any circus; and we did not bring the whole lot crashing down either.

While the Anderstorp Raceway is nothing to write home about as far as circuits go, being a Super Slot Track, and the sort of shape you make in your lounge with Scalex kit only because you never have room to be imaginative, there is a pleasant atmosphere surrounding it all. It is very much like the old Zeltweg races on the Austrian Airfield before the Osterreichring was built, the organisation exuding such a friendly atmosphere that everyone is very tolerant. If you are given a pass to go anywhere, it does just that, unlike some circuits where there are so many variations on the pass theme that you find yourself climbing up the wall in despair, when all you are trying to do is go to the lavatory. Anderstorp is not the easiest of places to get to, and accommodation is limited and not of a very high order, compared to somewhere like Bruxelles or Monte Carlo, so that there was a noticeable absence of drongoes, fairies, play-actors, powder-puff boys and hangers on, such as reaches an all-time high in Monaco. Even the great sponsorship publicity machines were on half-cock, a great relief.

Although Jody Scheckter is referred to as a "new-boy" someone who keeps statistics reckoned that it was his thirteenth Formula One race, so it was high time he had a win. Last year his supporters thought he was going to win four or five races, but as Eoin Young pointed out in his Hulme column in *Autosport*, Baby Bear kept spilling his porridge last year. Having taken him away from the influence of Grizzly Bear Hulme, it would seem that Ken Tyrrell has put a bib on Baby Bear Scheckter and taught him how to use a spoon. All credit to Tyrrell for persevering, but even more so for seeing the possibilities. While Patrick Depailler is a "new boy" to Formula One racing, he is not a new boy to racing, having had a lot of experience in all manner of categories, and now that he has a pole position to his credit I have learnt to spell his name correctly. It is Depailler, and not Depaillier, as I have been writing for too long.

For quite a while now the Scuderia Ferrari have been taking with them to races a very complex timing equipment made by the Swiss Heuer firm, operated by an expert from the factory. While this does not affect starting grid positions, the official timekeepers deciding the results, this does allow the team to know very precisely and accurately, as well as speedily, what the opposition are doing during practice. The equipment consists of a box with a battery of five buttons, each one designated to a given car. When a button is pressed the electrical contacts operate a timing clock that prints the time on a roll of paper, giving the actual lap time to one place of decimals. There are two of these boxes with five buttons on them, wired up to the time recorder and printer, and the operator watches the lap time and the car number as it is printed in front of him, and notes anything of interest down on a pad so that the team-members can see for themselves. It also records the number of laps completed, and accounts for pit stops, providing the operator presses the right buttons in the right sequence. The fellow who runs it for the Ferrari team is an artist with the buttons as well as knowing the Grand Prix scene and who to time and who not to time. With ten buttons available, two of which are obviously ear-marked for Lauda and Regazzoni, the buttons being numbered 12 and 11, respectively, it leaves eight more for the opposition. In the final practice in Sweden it was interesting to see who the Ferrari team considered to be their opposition, by the numbers on the remaining eight buttons. They read 1, 3, 5, 7, 33, and 24, with two blanks. These were, in the same order, Peterson, Scheckter, Fittipaldi, Reutemann, Hailwood and Hunt. They did not have Ickx, Hulme, Beltoise or Depailler on their short list, but it did not take the operator long to add Depailler's number to one of the spare buttons. One can assume that the Ferrari team are pretty clued up on the state of Grand Prix racing, so that the numbers on the Heuer timing buttons give a pretty good indication of what they think will be happening. It must be every aspiring ace's ambition to get his number on a Heuer button in the Ferrari pit, when that happens he can consider he has arrived.

The number of suspension breakages during the race was not only unprecedented, but unexpected. On Lauda's Ferrari it was the inner mounting of the top transverse link on the right side. This mounting comprises the ball of a Rose joint in a short tube, the tube being welded to the tubular superstructure stemming from the cast bridge-piece across the back of the engine. The welding was gradually tearing away, so that the centre of the ball joint was moving inwards, thus causing the wheel to lean in. This slow collapsing promoted what is described as "deteriorating handling". In addition, it was causing the drive-shaft to bottom on its sliding splines, thus

European Letter

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

Dear W.B.,

I have just made a small sea voyage in the interest of historical motor racing research. On the way back from the Swedish Grand Prix I traversed most of Denmark and made a detour to the west coast to the port of Esbjerg, where I saw the Hesketh DAF transporter and the March Ford articulated transporter heading for the boat to take them to Harwich. The Danish boats that make the crossing of the North Sea in some 18 hours are pretty big and, apart from racing transporters, seem to be full of Lurpak butter, the port of Esbjerg being quite a sizeable one and very busy. However, my boat trip did not take 18 hours, more like 18 minutes, for it was on a small car-carrying ferry over to the island of Fanø. Just off the Danish coast there are three islands, Fanø, Manø and Rømø. The first you get to by the aforementioned ferry, the second being so small that nobody seemed to be going to it, and the third is accessible by a six-mile causeway built across the sea. My reason for going to Fanø was to visit the famous beach that runs the length of the island on the North Sea side, for as you know it was used in the early nineteen twenties for International Speed Trials, and in 1923 Malcolm Campbell was timed at 137.72 m.p.h. over a flying mile on the sands in the 350 horsepower Sunbeam that now resides down in Hampshire at the National Motor Museum. It really is an impressive stretch of sand and at the southern end there is a small airfield, while the northernmost end is out-of-bounds to motor vehicles; even so, you can still drive up and down six and a half miles of flat sand, with low dunes on one side and the rugged looking North Sea on the other. The day I was there the weather was coming in horizontally off the North Sea and stretches of the beach were water-logged and it would have been all too easy to lose ones' sense of direction even at a modest 50 m.p.h. Actually there is a 40 k.p.h. speed limit on the beach, with signs on posts every so often, which served as useful markers for finding the way back from the southern end, for the access road is from Fanø Bad, the small holiday resort at the northern end of the island. I gather there was quite a lot of Speed Trial activity on the beach in the early twenties and Cyril Posthumus gives quite a lot of interesting details, especially about Campbell's two visits, in 1923 and 1924, in his book "Land Speed Record," published a little while ago by Osprey Publishing. While driving up and down the beach in the E-type Jaguar I was intrigued by the thought of how Campbell got that great racing Sunbeam to the island. Presumably he took it by boat to Esbjerg and then on a ferry boat, which must have been a bit small and crude in those days, and then I wondered how it was towed from the big boat across the port to the small boat and how it was man-handled aboard. It is the small details of such exploits that I find fascinating, though they are seldom recorded in the history books.

Danish is not a language that one would want to learn, there being little use for it in motor racing outside Denmark, but while motoring about in that quiet little land you cannot help picking up the odd interesting word, even if you cannot pronounce it. One I liked was STOPFORBUD, which at first I interpreted to be something to do with a bus stop for buddy, but it soon became clear that it was something to do with no stopping. Another was PARKERINGFORBUDT, which was pretty easy to interpret, while I found the though of FRISK FISK delightful, but there was no sign of any CHIPS. Returning to the mainland from Fanø I motored south in the pouring rain and just had to visit Rømø, via the long straight causeway. From the end of Rømø there is another small car ferry to yet another island, but between them is the Danish/German frontier. I was about to embark on another short sea voyage, to cross into Germany, when I looked closer at my map and saw that what I thought was another road across a causeway was in fact a railway line, so I retraced my steps and went in Germany by the front door. A little while later was a bit narked to see a sign that indicated th the railway from the German island to t mainland was able to carry cars; I shall have go back there someday, preferably in bett weather, for the rain and wind kept up unabat all the way down to Hamburg, right through th vast city and on along the Autobahn until stopped the night at a motorway Motel, and was still raining next morning.

While the Swedish Grand Prix is not one of th more exciting meetings to attend, it is pleasan and the motoring and boating trip to Anderstor is always enjoyable (apart from the weather times) and there are numerous ways of goin You can go north from Hamburg, right throug Denmark and take the 1½-hour boat trip to th Danish island on which Copenhagen is situate and then across to Sweden on th Helsingor/Halsingborg ferry, or you can drive t the very north-east corner of Germany and tak the hour-long boat trip to the bottom of th Copenhagen island, or yet again you can take nine-hour boat trip from Travemunde on th very edge of the Russian zone, to Malmo at th bottom of Sweden. Once on the Swedis mainland you can go to Anderstorp by the mai roads and odd bits of motorway or you ca deviate up the back roads and enjoy yourself i some splendid scenery on hard dirt roads, seein for yourself why Swedish rally drivers are s good on special-stages. The trip to Sweden alsc allows one of those fascinating journeys, if th timing is right, where you can breakfast i Sweden, lunch in Germany, have tea in Hollan and dinner in Belgium, or vice-versa, th northern-European motorway system being ver nearly as complete as one could wish for, fro the point of view of covering ground. Across northern Germany it is no strain to continually put 80 miles into an hour, unlike southern Germany which is chock-a-block with holiday traffic heading for the sunny south.

This brief trip to the land of lakes and forests recalled the Swedish races of nearly twenty years ago, when I was Porsche motoring, and a particularly memorable trip to the Arctic Circle and the land of the midnight sun in a 300SL Mercedes-Benz taken straight from the race-track at Karlskoga and used for a week's touring holiday. It is interesting that if you look at the race results for that meeting at Karlskoga in 1955 you will see that the Formula 3 race was won by R. K. Tyrrell (Cooper-Norton). That was the same Ken Tyrrell whose Formula One car won the 1974 Swedish Grand Prix, which makes you realize how old everyone is getting, but more important, it makes you realize what a long and unbroken period of motor racing we are in. After the war motor racing got going again in 1945, in France, so that we are now in our thirtieth consecutive year of motor racing. There has never before been such a long unbroken run of racing, so it is not surprising that at times it seems to be getting out of control and confused and muddled. When the game of racing motor cars against one another started in 1894/5 it ran for 20 years before the Great War put a stop to it, then it ran for another 20 years before another war put a stop to it. Now it has been running for 30 years, with no signs of it being stopped, so it is easy to see why some of us are not quite sure where it is all going and why.

As I motor into sunny France I will leave you with that thought.

Yours,

D.S.J.

REFLECTIONS . continued from previous page

transferring all the sideways loads into the final-drive unit and the gearbox shafts, which finally began to break up, On Hulme's McLaren the rear suspension is located on a tubular bridge across the gearbox, with a near-vertical tube running down to the lower mountings. It was this near-vertical tube on the left side which failed, allowing the pivot point to rise upwards, and the wheel to lean in, until the tubular bridge across the gearbox finally broke. On Wisell's works March the pivot bolt that runs across the bottom of the rear hub-carrying upright on the right side, broke. On Brambilla's car the front right hand lower wishbone was badly bent, caused by him running over the kerb at the new ess-bend, to which he admitted freely, saying that the car went alright afterwards, but it felt a bit different.

Brian Redman's withdrawal from the UOP-Shadow team after only three races was honest and straightforward, typical of his character, he being one of the few mentally well-balanced drivers in motor racing today. As Stuart Turner, of Ford, once said "It's not that they are dishonest, but they just don't know how to tell the truth". With Redman there is no such problem. He throughly enjoyed driving the Shadow, it being a nice car, and he enjoyed being with the team, but it was the rat-race of the overall scene of Formula One that he could not stomach. He found the whole business too tense and at a pressure higher than he was able to enjoy, so he wisely opted out and returned to Sid Taylor's Formula 5000 racing team, an activity imbued with more sport than business. Redman summed it up by saying "There never seemed to be time to take a leisurely bath after practice and go out for a quiet meal with one of your chums". Some time ago he told me that he got more satisfaction out of winning a small 2-litre Sports car race for his friend Derek Bennett in one of his Chevrons, than in finishing sixth or seventh in a Grand Prix, adding "and let's face it, I'm never going to be another Jackie Stewart". What a nice honest chap.

While watching a Grand Prix race I keep a sort of lap chart in a small note book that tells the story of the race in signs and symbols that only I can interpret. Alongside these I make cryptic comments, like "What the hell does he think he is doing?" or "Good old Regga" and now and then "Ooi . . ." or "Ker-rist". During the Swedish Grand Prix at lap 29 I wrote "Now we'll just have to wait for them all to fall apart". On lap 63 I noted "It's only the exhaust note of the Ferrari that keeps me awake". Lauda went out on lap 70, and on lap 73 there is a simple note that reads "I fell asleep" . . . it was not one of the most exciting Grand Prix races. **D.S.J.**

THE HENRY AFFAIR

An investigation into a significant motoring mystery

Since 1912 It Has Been Generally Accepted that the Peugeot Twin-Cam Racing Engine Set a Significant Fashion, one followed Ever Since for High-Performance Power Units, as The Work of Ernest Henry, Goux, Boillot and Zuccarelli. The Unsolved Question is whether Henry was the Engineer Responsible, or just a Skilled Draughtsman. In Probing this Mystery an American Writer has Discovered that Several Prominent Present-day Historians Suggest that Henry was Neither. Instead, They Represent Him As a Cheap Industrial Thief, who Stole Hispano-Suiza Drawings and Sold Them to Peugeot. The Editor Investigates.

MOST STUDENTS of motor racing accept that twin-overhead-camshafts actuating multiple o.h. valves were pioneered by Peugeot for their successful 1912 GP car and developed equally successfully by them for their 1913 3-litre racing cars. It is historically important to establish this, in view of the almost universal subsequent use made of twin-cam engines for racing and high-performance production cars, and the fact that such engines, with four-valves-per-cylinder as used by Peugeot's Racing Department over sixty years ago, are still a current F1 design. Until recently there seemed no reason to doubt the identity of the persons responsible for the origin of this classic Peugeot engine, because ever since Georges Boillot won the 1912 French GP for the French Company it had been accepted that these cars were the product of a separate Peugeot Racing Department, whose design-team consisted of the great racing driver himself, his team-mate Jules Goux, Paul Zuccarelli (who had driven *voiturette* racing cars for Hispano-Suiza so effectively that he had beaten the Lion-Peugeots and then been asked to join the French concern) and the enigmatic Swiss, Ernest Henry. It was obvious that the design was a joint effort, but one of the team presumably headed the project. Was it Henry, or was he the team's draughtsman?

In recent times the initiative for writing motoring history, once a European preserve, has blossomed in America. Thus Griffith Borgeson wrote his book about the Golden Age of American racing and, not satisfied that he had cast Henry in the correct role, decided to probe further. This in itself was historically interesting. What he has dug up is devastating.

His researches made Borgeson realise the depth of the Henry affair, probing the mystery of which involved him not only in voluminous correspondence but in undertaking long journeys from his home in Campagne Mirail to Paris and elsewhere. His investigations reveal that it is not just Henry's career and status in the Peugeot racing-shops that is in question. The validity of Peugeot as the pioneer of the twin-cam, multi-valve, dual-ignition racing engine is in jeopardy and the memory of the long-dead Swiss is sullied by the astonishing suggestion that, *far from designing or drawing the* 1912 *7.6-litre Peugeot power unit, he was merely a cheap Industrial thief who made-off with Hispano-Suiza plans for just such an engine, selling them to Peugeot.*

Having, like many others, been educated, as it were, at W. F. Bradley's knee, with Laurence Pomeroy's Grand Prix tome as my bible, I never had any doubts about Henry being a respected member of the engineering-team that originated this classic and significant Peugeot. So my eyes opened very wide when I read what the industrious and painstaking American had to say on the subject, in an article in the excellent New York-published *Automobile Quarterly*, edited by that charming girl Beverly Rae Kimes, who surely has a better grip of the motoring past than any other writer of her sex. This article, from which I quote freely with Borgeson's generous permission, appeared in the third quarter of last year (Vol. XI, No. 3).

Borgeson's initial investigation, as to whether Henry was brilliant engineer or the draughtsman in the Peugeot team—a team he calls *Les Charlatans*, a Bradley-inspired title which has always made me wince—has so far not reached a conclusion. It is known that Henry was born in Geneva in 1885 and that he died, it is said in poverty, in Paris in 1950. His death gave rise to a garbled, quite brief article in *L'Automobile*, which according to Borgeson was used over the name of Paul Frère in our *Motor*. Apart from this, Henry remained an enigma until Borgeson's recent writings. Like most of us, Borgeson had his attention drawn to Henry's Peugeot association by the late Laurence Pomeroy, who wrote, in war-time issues of *Motor*, and in his monumental book, "The Grand Prix Car", that Henri (as Pom insisted on spelling the name) was the designer, the engineer, responsible for "the classical prototypes of the modern racing cars", *i.e.*, the 1912/13 Peugeots. That was in 1949. By 1956 Pomeroy had begun to play-down a little Henry's work for Peugeot and just before he died in 1966, by which time he had come to accept his friend Kent Karslake's correct spelling of Henry's name, Pomeroy had transferred credit for the Peugeot racing engines to Zuccarelli, whom, he explained, Boillot and Goux had persuaded M. Robert Peugeot to engage. Pomeroy, leading authority, had relegated Henry to the role of draughtsman.

Borgeson followed Pomeroy's later theory in writing his book, "The Golden Age of the American Racing Car", but with a most commendable conscience-pricking with which other historians are all too seldom afflicted, he wished to correct any possible errors about Henry therein perpetuated. As he had been influenced not only by Pomeroy but by the famous English correspondent who was based in France, W. F. Bradley, Borgeson first interviewed this gentleman, then aged 90. Bradley was hardly brief, but certainly to the point. Henry, he said, was a draughtsman without ideas, hired by Peugeot to get the



ERNEST HENRY, the enigmatic Swiss. Was he Peugeot's racing-car engineer, or their draughtsman? Or was he a cheap industrial thief who stole the drawings of a twin-cam engine from Marc Birkigt?

team's designs down on paper. This conflicts strangely with Bradley's earlier comments. For example, in *The Autocar* in 1921 he wrote that "the Peugeot racing cars of 1912, 1913 and 1914, which continued their successes in America in the first two war years", were "the product of Henry". In the same article Bradley calls Henry "one of the most brilliant engineers in Europe", the man "whose work has been most closely watched and copied by racing engineers since he burst forth with the wonderful Peugeot racers of 1912." In his book "Targa Florio" Bradley describes Henry as "the Swiss engineer". Like Pomeroy, however, he later changes his tune. In 1960, in "Motor Racing Memories", Bradley goes out of his way to emphasise that in 1912 Henry was but a draughtsman, that the 1912 Peugeot was inspired by Zuccarelli, and that it wasn't until 1919 that Henry designed an engine—the straight-8 Indianapolis Ballot. Were advancing years, or other reasons, the cause of Bradley's blatant about-face; and was Pomeroy influenced by these views?

Unable to obtain a solution of the enigma from the aged Bradley, Borgeson took his researches further. He honestly admitted "all its inevitable imperfections" when quoting his own book, remarked that "writing history is a hopeless task", but relentlessly set about trying to discover "What Really Happened".

This took him to René Thomas, the retired racing driver, at the "Villa Indianapolis" at Colombe. Thomas told Borgeson that Henry was the engineer responsible for the d.o.h.c. Peugeots and accused Bradley of belittling the memory of the dead man. Next, the American writer saw Paul Yvelin, who had retired from Peugeot's in 1971 and who has written a book about the Peugeot cars of 1889-1928. This authority said, "of course Henry was the 1912 racing engineer of the Company". This sent

Borgeson back to Bradley. Confronted with Thomas' story, Bradley spun a yarn to show why the old Peugeot and Delage driver had deep personal reasons for wanting to give Henry all the engineering credit and play down the part taken in Peugeot design affairs by his fellow racing drivers. To endorse this, Bradley apparently told his interviewer that Thomas was "fourth man in a three-man team and never got a drive in a Peugeot that had any chance of winning", hence his distaste for the other drivers. Borgeson contradicts this (although he was gentleman enough not to do so to Bradley's face) by saying that in 1912 the 3-litre GP Peugeots ran in four races, of which Thomas won two and Zuccarelli one. This knocks flat Bradley's explanation; but I confess I would feel happier if I knew which races Borgeson has in mind.

Be that as it may, Borgeson was next introduced to some evidence supplied to Yvelin by Pilleverdier, then 91 years of age, who was apparently Manager of the Peugeot Racing Department from 1911-1914. He confirmed that Henry was definitely an engineer and had certainly created "the combustion chamber and valve train peculiarities of the Peugeot racing engines", by which he presumably meant the revolutionary 16-valve head and twin o.h.c. valve-gear, which used a vertical shaft and bevels drive in 1912, a train of pinions for the smaller 1913 engine.

Borgeson had another Henry link when he came upon a Peugeot V8 twin-cam aero-engine in the *Musee de l'Air* in Paris, which had been designed by Chamuseau, Gainque, and Gremillon, the later Peugeot design-team. This was so similar to an unsuccessful aero-engine said to have been designed by Henry that it seemed to tie-in with Henry's engineering reputation and his Peugeot associations. (It is an instance of the complexities of the chase that Borgeson had found this engine described in an American Aero-Engine Directory, a copy of which Raymond Mays had given to Ettore Bugatti in 1924 and which Roland Bugatti had later passed on to Borgeson, no doubt when he was in Molsheim checking Bugatti's connections with Miller.) Curiously, Yvelin had never heard of this Peugeot engine.

How Henry spent the war years, apart from designing aero-engines, is a mystery within a mystery. However, everyone concerned seems to agree that afterwards he designed the 1919 Ballot racing cars. Borgeson thinks Thomas induced him to do this and says he put pen to paper in a Paris bed-sitter and 33 days later the first racing Ballot was running. However, I can never swallow these tales of such rapid work! And anyway, W. F. Bradley says they took 90 days and elsewhere 101 days are mentioned. . . .

If we accept for a moment that Henry did openly and straightforwardly design the exciting Peugeot racing cars, where was the now-historically-significant depot situated, where they were built? I remember being in France some years ago and finding myself going from Paris to Sochaux to meet a Peugeot representative who was actually in the Capital all the time! Fortunately, the journey was pleasant, but my hopes of finding the place where Lion-Peugeots and GP Peugeots had been constructed proved frustrating. Later I was informed, I cannot remember by whom but it could have been by Yvelin himself, that had I stood on a balcony surrounding the Peugeot spares-depot after my return to Paris I could have looked down into the very courtyard where the racing cars were run-up after assembly, all those long years ago. This seems to add-up, for Zuccarelli was killed near Nonancourt while testing a racing Peugeot and Nonancourt is the road you might expect him to take out of Paris. It is certainly nowhere near Sochaux. (Incidentally, Borgeson is wrong in thinking that this sad accident happened while Zuccarelli was practising for the GP de France. It occurred in June 1913, whereas the race wasn't run until the August. He also calls Zuccarelli "a great Italian racing driver", whereas Karslake says he was a Spaniard.)

The twin-cam Peugeots were widely copied, by Sunbeam, Humber, Premier and Monroe, etc. I find myself wondering, as these copies arrived so soon after the advent of the Peugeots, whether in fact Henry and his racing associates ran a design office which sold designs to others, perhaps with Peugeot as the intermediary? Louis Coatalen may have pinched a complete Peugeot from which to crib, before building the 1914 TT Sunbeams. But it seems possible others may have paid royalties to the Henry-team, which would explain the many apparently blatant copies of his engines. There has been mention of a patent applying to the famous 1912 GP Peugeot, which strengthens this theory. There is also the controversy as to whether Henry ever came to Wolverhampton to work for the STD Experimental Department. His son, whom Borgeson cleverly traced, thanks to Anthony Heal, and interviewed, maintains that he never did, and that he was very bitter because Coatalen stole his designs. But Ian Nichols, who wrote the Sunbeam section of "Motoring Entente", claims that after Ballot abandoned racing Henry was transferred to Sunbeam's, "for whom he had in effect been designing since the 1914 TT". He refers to a Henry-like war time Sunbeam aero-engine but thinks "there is no need to suppose that actual racing-car drawings were obtained from Henry before he left Ballot, as is sometimes suggested". This, and the fact that when Count L. Zborowski wanted a racing engine for his Aston-Martins he sent his manager, Clive Gallop, to France, where a Peugeot engineer in effect "tore in halves an 8-cylinder drawing", lends weight to my idea that Henry and Peugeot sold their designs to others.

As to whether Henry actually worked at Sunbeam's, Thomas, Yvelin and Henry's son deny it. But John Wyer says he "certainly worked for them and was responsible for the 1922 4-cylinder Strasbourg GP cars". All this, fascinating as it is, seems to be getting us nowhere. But now comes the crunch.

The Kernel of the Matter

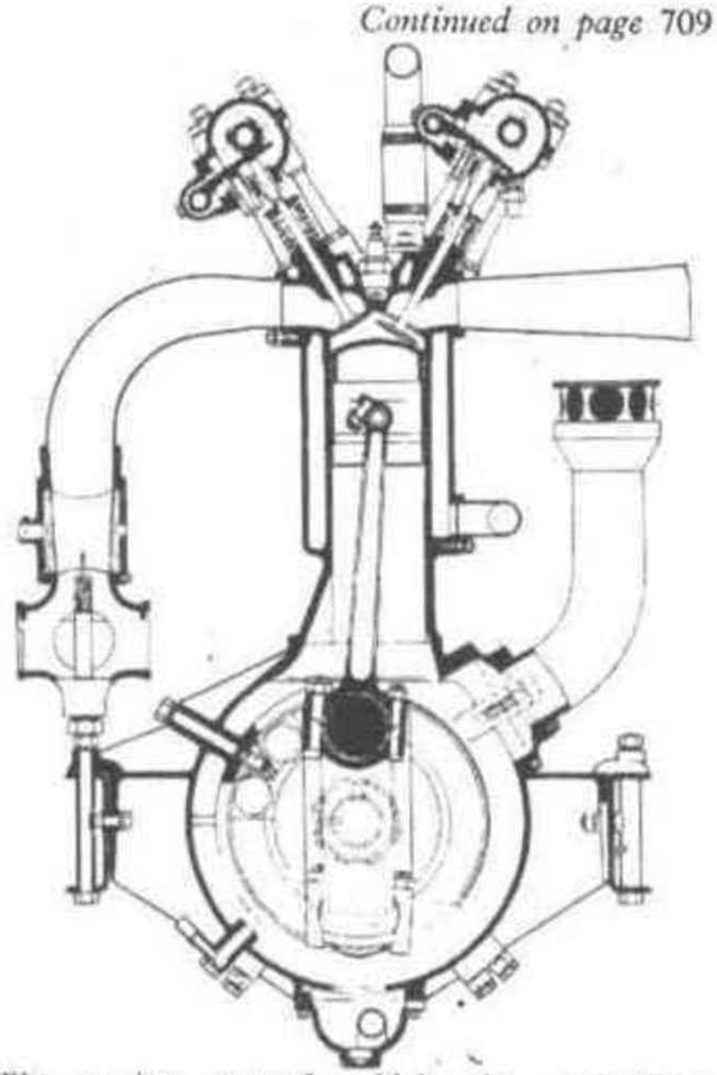
Being determined to leave no stone unturned in his quest for the truth, Borgeson read "Automobile Designers and their Work". In this book, published in 1970 by David and Charles, he found an incredible indictment against Henry. In the chapter about Marc Birkigt, by Michael Sedgwick and José Manual Rodriguez de la Vina, appears the theory that, far from Henry having designed the pioneering Peugeot, this was the work of Birkigt, who had Zucarelli (sic) and Henry working for him. The story is that the trio got out a twin-cam, dual ignition engine to replace the then-ageing T-head Alfonso Hispano-Suiza. This car is said to have been completed by December 1911 and so pleased the King of Spain that he said it must be called the Espanâ model. Whereupon, the Spaniard and the Swiss, so Sedgwick and Vina aver, became cheap Industrial thieves and went hot-foot to France, where they sold Peugeot the design. A GP Peugeot based on these drawings is supposed to have been running by March 1912. More rapid manufactury!

This is a devastating pronouncement! It not only reverses all previously-held views about who pioneered the twin-cam engine but puts Zuccarelli and Henry in a very shabby light. But there it is, and one has to accept that not only noted British and Spanish historians believe it, but that so apparently do Ronald Barker and Anthony Harding, the book's joint Editors, because a reprint of the book has been issued recently, without any amendment. Another authority, Lord Montagu of Beaulieu, in his "European Lost Causes", also says that Birkigt was responsible for what Peugeot stole and it appears also in the "Encyclopaedia of Motor Sport".

Any lesser writer than Griffith Borgeson might have given up at this point. Instead, he seemed more intent than ever on clearing Ernest Henry's name. He wrote to the authors who were the first to call Henry, in effect, *a cheap imitator and an Industrial thief*. I will spare you chapter and verse. But I would ask you to consider some factors in the defence of Henry. There is supposed to have been a Law Suit against the thieves, which Birkigt is said to have won. But it is like the one alleged to have taken place between Alfa Romeo and Triumph, following the straight-8 Dolomite crib. Plausible, but no-one can find chapter and verse.

Then it seems very odd, if Birkigt had

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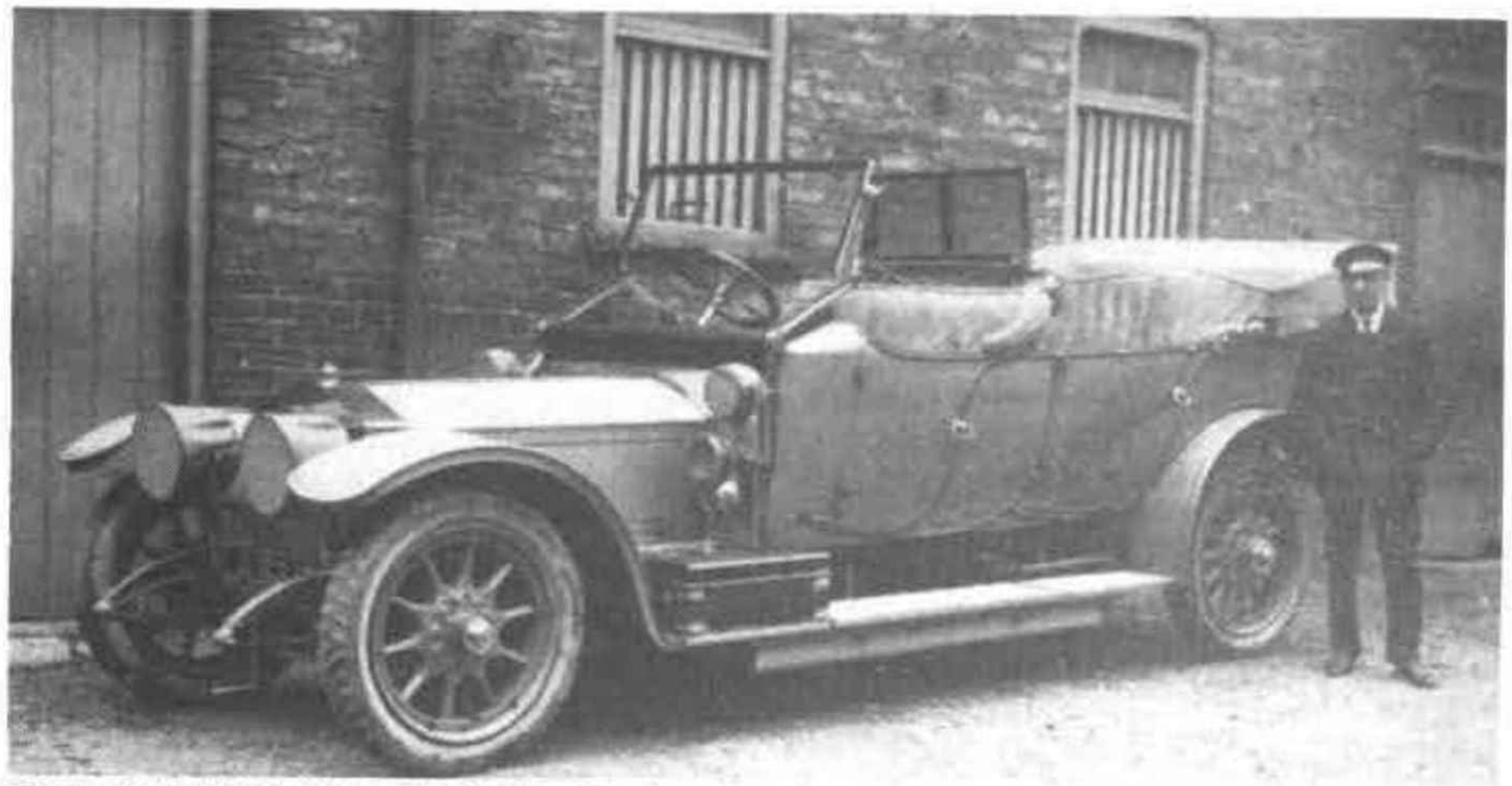


The engine around which the conundrum revolves—in fact, the successful 1913 *3-litre Peugeot Coupe de l'Auto power unit, with the* ***classic and universally-copied twin-cam valve*** *arrangement. Was it the work of Henry of Peugeot, or of Birkigt of Hispano-Suiza?*

Veteran Edwardian Vintage

SECTION DEVOTED TO OLD-CAR MATTERS

VSCC at Oulton Park (June 15th)



EDWARDIAN ROLLS-ROYCE.—Readers have been sending us some interesting historic photographs recently. Here is a splendid example of the Edwardian Silver Ghost touring-car, perhaps photographed during the 1914/18 war in view of the masked head- and side-lamps. No doubt R-R experts will be able to identify it; it seems to have been owned by someone in Lincolnshire.

HE VINTAGE SCC Race Meeting at ulton Park is regarded as the most enjoyle event in the high-speed vintage fixture-t. It was run this year in sultry weather, fore a good crowd which came to see an try of 174 performing on this road circuit. here was also the customary Beauty Show, hich attracts some rare cars, the *Cheshire fe* Trophy being won by F. Lythgow's 1911 lls-Royce.

We predicted a win for Freddie Giles in GN "Salome" in the first 4-lap handicap t after swopping the lead with Dodds' rooklands Riley 9 he retired, leaving the llow-wheeled blue Riley to come home unallenged. Newton's HRG held second ace, well ahead of Waine's Riley Special. he winner made quickest lap at 69.8 p.h.

The usually exciting Richard Seaman emorial Vintage Trophy Race followed, but s this time rather tame. Morley's 24-litre ntley-Napier led away but was soon out, its ar suspension unsuited to controlling the ant round Oulton. Hamish Moffatt, sufferg from a malady contracted in the deserts the World Cup Rally, drove Wall's 35B agle-seater Bugatti and it was duff plugs ther than illness which made it impossible him to catch Ron Footitt in the AC-GN th its Hampton snout. It was exciting watch Moffatt reducing the gap, to a close ish. But it was Footitt who made fastest , at 80.29 mph. These two left the rest the field so far behind that one almost erlooked the good drive by President nold-Forster in the big Delage, which k third place, the more meritorious beuse the body had been removed from the for mechanical investigations shortly forehand. The Vauxhall Villiers added to non-starting reputation but Neve drove only Edwardian entry, his 1914 TT amber, and the o.h.c. Alvis-engined Norris ecial, although a single-seater, was notable being taxed and driven to the circuit. rry Clarke's GN powered by Ford went fire again, in practice, so did not appear the race. Another 4-lap handicap proced a big and mixed field, ranging from "limit" Vernon-Derby to Davis' cratch" Speed 20 Alvis-engined Frazer sh. It included Ward's odd-looking Ulster stin disguised as a Chummy, with "tin-l" body, lowered steering column, and 0 x 15 tyres—Austin 7 wheels tend to get aller and smaller or bigger and bigger, depending on whether you look at rim or tyre! This vintage variant did not last long, and the winner was Naylor's slab-tank twin-cam Lagonda Rapier, from Meeks' noisy Austin Chummy and the Vernon-Derby. Interesting runners were the Vernon-Crossley and Sudjic's boat-bodied PI Rolls-Royce, said to have originally been the property of a Spanish Nobleman and to have been rebodied on its return to this country in 1946.

The "Seaman Historic", also a ten-lapper, was a lucky victory for Martin Morris in his twin-SU 2-litre ERA, because although it led throughout, the engine went very flat, a valve insert having become detached. This did not deter Morris from lapping at 81.74 m.p.h., to win easily at over 80 m.p.h., but the car failed to complete its lap of honour. Patrick Marsh in the ex-Seaman 1½-litre ERA was going splendidly in second place, closely pursued by Venables-Llewelyn in his 2-litre ERA until it retired on lap six with a suspected broken crankshaft. Whereupon Marsh eased up, Glass (ERA) in third place being far away. No-one else was in sight!

Whittaker drove his 1928 Chrysler, now with wood-planked and fabric-tailed body, and Avril Scott-Moncrieff a composite ex-coupé Type 57 Bugatti, altered to look something like a TT 57S, in the next 4-lapper, which Eyre's Ulster Austin took from Mann's Targa Florio Alfa Romeo and Potter in Saunders' Type 35 Bugatti.

The 12-lap All Comers Scratch Race was a farce, for out of 31 entries only ten started. Soon only seven were racing and positions changed only because cars retired from the procession. Corner (BRM) was conspicuous by his absence and the ERA "Remus" had gearbox trouble. Fielding's 1954 Maserati A6GCM won from Cottam in Millar's 1956 Maserati 250F, the only interest being when the latter closed up towards the end. Cottam was hampered by a grabbing n/s front brake, but made best lap, at 84.09 m.p.h. Far back, Simon Phillips (Cooper-Bristol) in third place, led Lockhart's Rover. It was a good event for novice lap-scorers! But this kind of race does not please the spectators, many of whom began to leave before it was over.

There remained the traditional Frazer Nash/GN handicap, which Keith Hill won in his aluminium-bodied Anzani Nash, and a final 4-lap handicap which produced a tense battle between Quartermaine's 30/98 Vauxhall and Askey's 1750 Alfa Romeo, and another between the Chrysler, before it retired, and Graham's Delage, until Black came through to win in his replica-bodied Monza Alfa Romeo, from Chapman in the Glass ERA and Arnold-Forster in the Delage.

Results:

Seaman Vintage Trophy Race:
1st: G. R. Footitt AC-GN (Cognac Special), 78.81 m.p.h.
2nd: H. Moffatt (Bugatti).
3rd: N. Arnold-Forster (Delage).
Seaman Historic Trophy Race:
1st: M. H. Morris (ERA), 80.33 m.p.h.
2nd: C. P. Marsh (ERA).
3rd: M. J. Glass (ERA).
Allcomers Scratch Race:
1st: R. Fielding (Maserati), 82.19 m.p.h.
2nd: A. S. Cottam (Maserati).
3rd: S. F. Phillips (Cooper-Bristol).
First 4-Lap Handicap:
P. Dodds (Riley). No speed given.
Second 4-Lap Handicap:
B. Nayler (Lagonda Rapier), 59.34 m.p.h.
Third 4-Lap Handicap:
M. F. Eyre (Austin), 67.90 m.p.h.
Fourth 4-Lap Handicap:
K. M. Hill (Frazer Nash), 59.09 m.p.h.
Fifth 4-Lap Handicap:
W. D. A. Black (Alfa Romeo), 70.67 m.p.h.

Leaders to date in the MOTOR SPORT Brooklands Memorial Trophy Contest: B. M. Russ-Turner (Bentley), 31 points; N. Arnold-Forster (Delage), 24 points. **Next round:** Silverstone, July 13th.

AS Donington circuit will not, after all, be opened this year, the VSCC will hold its final 1974 race at Thruxton, near Andover, on August 31st.



Morley's 24-litre Bentley-Napier had rear suspension unsuited to Oulton.

WHERE HAVE THEY GONE?

WHEN, last February, I indulged in the piece "Where Are They Now?" I did so because motoring seemed to be coming to an end and I thought that MOTOR SPORT would need to resort mostly to history to fill its columns, as we had to throughout the war. Mercifully, this hasn't happened. But as that article aroused much interest, here is some more on the same theme.

I think most of the Gwynne 8s I ran during the war years still exist, even thrive, including the remarkable fabric coupé with the twin Amals and ABC 4-speed gearbox which I called "Turog" (because it resembled that sort of loaf). But does this include the odd little Gwynne Special with body like a J2 MG and Rover 10 f.w.b. axle, that I had for a few hours in the Shepperton area (it wouldn't go, so was quickly disposed of) and the pick-up truck which D.S.J. had for a time after the war?

Then there was that little twin-cylinder Colebri, made by the German lighter people, which a few pounds would have bought, in Yorkshire, in the middle of the Blitz. It went afterwards to York Museum. But where is it now? There is also hazy memory of a Brasier which we moved from one place to another, I think at the instigation of Holland Birkett, during the war. It was a big, exciting car, although perhaps really of about 4-litres, and recollection suggests it had poor tyres, so was towed rather than driven, to its new owner, I believe probably in Bucks. It is the only Brasier I have seen and not the one that E. D. Woolley restored and used about ten years ago, because that one was discovered in a field in Auxerre, a 1908 twin-cylinder with *camionette* body, and it was returned eventually to France and the Malatre collection. Whereas the car we moved had a four-cylinder engine, behind the typical and imposing Brasier radiator, although I wouldn't claim it was a racing-car.

I have often wondered whether the *circa*-1909 twin-cylinder Riley, with that wide radiator up against the scuttle in the manner of its kind, which once languished behind a café on the Reading Road near Woodley, was ever restored? The as-new 1925 R4B Delaunay-Belleville Maythorn landaulette which gave me amusement some years after the war is today repainted and lined, in the Guy Griffiths Collection. But where is that beautiful 1923 22.6 h.p. Delaunay-Belleville that I encountered at Newlands Corner in 1953, on the occasion of a hectic drive in my wife's Sunbeam 16 tourer, during a Sunbeam MCC road-rally? Another car which eludes me is the FN saloon (made in Antwerp, not Isleworth) which my wife bought me round this time. It was in good order and I think we found it near Oxford. It was said either to have run in the 1928 Ulster TT or to have the engine from a car that did but although Paul Frère kindly did much research into this, nothing was ever established It was a rugged car to drive, rather like the PV4 Volvo of about the same age that I drove later in Sweden. But nothing would induce the rod-operated f.w.b. to function effectively and so, even in those pre-MoT times, it had to go. I encountered it soon after that, on a back road near Aldershot, since when it has never been seen again . . .

Come to that, there are two Frazer Nashes untraced I believe even by the active FN Register. One I bought from two girls whose husbands were away at the war, from a farm in Wiltshire or thereabouts. It was a Meadows four-seater, of no known body-style I think. It was taken gleefully home but raising the floorboards revealed a split diff.-housing. Aluminium welding was less easily done in those days, or so I was informed. So that one was quickly disposed of. Also during the war, I knew a girl who rebuilt an early narrow-track Nash with twin-cam R-type Anzani engine, like that used in the Squire. This engine proved singularly unable to retain its fluids. But the owner would have been unlikely to have scrapped it and as she painstakingly wired each electrical service with a separate dash-board switch, it should be possible to identify it, should it still exist.

I also had a Grand Sport Amilcar for a short period during the war, bought in Yorkshire, but found to have a tooth out of the crown wheel, so that one wasn't kept long, either. I hope it is now in the Amilcar Register. It was astonishing the number of vintage and Edwardian cars you could buy for less than £10 in the first years of the war, while I seem to recall a Model-T Ford with sound tyres valued at 50p. Which reminds me, has the Model-T truck I used to encounter vending paraffin on the country road between Chobham and Chertsey in the 1950s, survived? This looking back becomes a habit, boring if carried to excess, so I will stop. But I cannot promise not to return to the subject when space permits. Meanwhile, does anyone know of the cars I have referred to?—W.B.



A STYLISH TRAVELLER.—This car, thought to be a Mercedes, was equipped with a case on the running-board for samples of Holbrook's and Punch sauces. From other pictures sent to us by a reader, Mr. Barnes Smith, who also provided the photograph on the preceding page, it seems that the firm either had more than one such Mercedes or that this car was later modified with a higher driver's door enclosing the previously external hand-brake, and a horn and tool-box on the o/s running-board, which necessitated a shorter front mudguard. Can anyone tell us more?

L. T. C. ROLT—AN OBITUARY

WE DEEPLY regret to have to record the passing of L.T.C. (Tom) Rolt, writer, historian, gentleman, at the age of 64. Tom Rolt was a well-known member of the VSCC, as owner of his father's 1925 12/50 Alvis tourer and 1924 Alvis 12/50 duck's-back (bought for £10) he had owned since before the war. He was the instigator of Prescott, finding that venue for the Bugatti OC in 1937. He served an engineering apprenticeship in steam and early diesel lorries. But Rolt fought a conflict between his love of machines and his respect for the countryside. For a time he ran the Phoenix Garage with John Passini, raced GN Specials, and drove a 1903 Humber in the Brighton Run. Yet his respect for the English landscape, the pastoral scene, tended to outshine his liking for machines. He was a keen reader of *Kilvert's Diary*, about long-ago Radnorshire and the Welsh border country seen through a clergyman's eyes (it so happens that I write this in a house where Kilvert was wont to stay), and Rolt's associations with material things were with heir-looms from the past—canals, old railways, balloons, steam engines, vintage cars.

After the war he took to writing professionally and completed some 27 books, including his account of managing the Talyllyn narrow-gauge line, his biographies of the great engineers Brunel, Telford, Watt, Stephenson, Trevithick and Newcomen, and *Landscape With Machines*. What better memorial than its sequel which was completed by Tom Rolt shortly before he died?

* * *

We also deeply regret to learn of the death, at the age of 89, of Sir Henry Ralph ("Harry") Ricardo, the famous engineer who was responsible for the Ricardo/Triumph motorcycle engine, the engine of the TT Vauxhall cars, etc.—W.B.

CAVALCADE

ON July 7th the annual Cavalcade of Motoring takes place at the NMM, Beaulieu. It includes the replica Renault 45 saloon record-breaker from the Cleres Museum, Poore's 1913 Argyll saloon which was his mother's wedding present and in use from 1913 to 1926, while 94-year-old Mr. Randolph will meet again the 1899 Daimler he was on in the 1900 1,000-Mile Trial. An F1 Porsche and a W169 Mercedes-Benz will be run briefly—think of the sounds!

BMW Motorcycle Division

V-E-V Miscellany.—A reader who is restoring an Atalanta, believed to be the car used by the manufacturers for their 1938 publicity programme and thought to be one of only three remaining, asks anyone who has had contacts with this make to write to him. (Letters to this column can be forwarded.) The *Reading Chronicle* some time ago published a picture of G. Jarvis & Son, in the days when this now-flourishing concern was a smaller affair; the photograph shows the Unic landaulette which they used in 1924 as a taxi and the 14-seater Unic coach which undertook trips to Southsea for 8/6d and to Bournemouth for 11/6d. They also used to send out a bullnose Morris breakdown van to repair punctures on the Bath Road. The same paper recalled that Horncastle Garages Ltd. started as a country filling-station on the Bath Road, in 1928, when it was known as Royal Blue Motors. A 1929 Austin 7 Swallow has been stolen from a Swedish museum. It bore the Reg. No. MW 5751 and was light blue, with dark blue mudguards. The theft has been so widely publicised that we wonder whether the car will survive intact? The Lea Francis OC is holding its 21st Anniversary in Coventry on September 15th, based on the old Much Park Street works site and the Herbert Museum. R. Harle, 10 Trinity Road, Four Oaks, Sutton Coldfield, Warwicks, would like to hear from any old employees, directors, drivers and others who could attend. A reader offers two framed pictures of pre-1914 meetings of the old N. Yorkshire AC to anyone connected with this Club, who could collect them from Harrogate. A six-cylinder Brough Superior drophead has been disinterred from a barn in Cheshire and is being restored, *vide* the Railton OC Monthly Bulletin.

This year's HCVC Brighton Run was sponsored by Barclaycard, which seems to have necessitated the Barclaycard 'bus joining in and the arrival of the BBC's "Dad's Army" in a butcher's van, accompanied by strident shouts, which is another example of the decline in dignity of the banking profession and something which hardly fits in with the serious task of restoring and operating historic commercial vehicles. However, congratulations to Michael Banfield who, out of some 180 participants, won the Barclaycard Challenge Cup in the *Concours d'Elegance* with his 1918 Crossley RAF tender and also scooped up the *Commercial Motor* Challenge Trophy, the British Leyland Truck Challenge Trophy and the Veteran Commercial Vehicle Trophy. Those who enjoy seeing a great assembly of Austin 7s of all types should note that the 750 MC's National Rally takes place at Beaulieu on June 7th. A reader who has recently purchased a Type N9 15.9 h.p. SCAR, first registered in 1917, requires information about this make, especially the bodies fitted to post-1911 examples.

It is becoming almost commonplace to dig up old cars these days, following the successful "Babs" disinterment. In Hampshire a 1923 Buick tourer and a circa-1930 V8 Lincoln were recovered from a "grave", according to a local paper. The Booker Air Park veteran and vintage rally will not take place again until 1975, says Airways Aero Associates Ltd. Midland Alvis Day takes place at Donington on July 7th.

Vintage Postbag

A De Dion Bouton in Ireland

Sir,

I enclose a photograph of my father in his 6 h.p. single-cylinder De Dion Bouton. I don't know the date of the photo, but I remember riding in the "dickey' seat (I am now 70), and I remember having to get out and help to push it up a small hill in Co. Clare!



My father told me that once when he was driving a friend of his, Herbert Draper (the artist) round Co. Clare, the news went ahead, and a priest in a small village gave out from the pulpit that "a motor car was coming", and he warned the congregation to keep their children and animals off the road! It must have been one of the first cars in the West of Ireland. My father was 15th Baron Inchiquin.

Andover F. M. M. O'BRIEN

The Napier Lion

Sir,

I read with great interest your article under the title "How did the Leyland Eight Rate?", particularly the references to Napiers and A. J. Rowledge. I was a member of the design team working with Mr. Rowledge during the First World War on the design of the Napier Lion aircraft engine and later, on the design of the post-war car.

Mr. Rowledge did not leave Napiers until after design of the new car was completed (see page 29 of W. H. Robotham's book "Silver Ghosts and Silver Dawn").

Design work on the post-war car began in 1917 and was completed in 1919 and a chassis was exhibited at the first Olympia Motor Show after the War.

I left D. Napier and Son (as it was called then) in 1919 to go to Palladium Autocars at Putney but corresponded with Rowledge after he joined Rolls-Royce.

My recollections of the details of the car design are now somewhat hazy but I do remember that we had a Hispano-Suiza car engine in the drawing office sometime in 1919. I, personally, was more involved with the Lion aircraft engine.

In my opinion, Rowledge's design of the Lion engine was a brilliant piece of work giving a very short and compact unit which was later to power the first of the three final victorious Supermarine Schneider Trophy sea-planes.

Incidentally, only the prototype Lion engine had cast monobloc cylinders and it ended by blowing up during a brake test. Later models had steel cylinders with welded water jackets.

It started as a 450 b.h.p. engine but eventually exceeded 1,000 b.h.p. There is one in the Science Museum.

Brandon O. W. GILL, C. Eng., M.I.Prod.E.

Which Was First?

Sir,

I agree with Mr. Robert I. Whyte that the Wolseley Register is a little presumptuous in claiming the Wolseley as Britain's First Car. When I was preparing the text of *Lanchester Motor Cars* I questioned George Lanchester closely about the first trial run. His remarkable memory was unable to provide a precise date but the run was made very early in the morning, before dawn, of a day of hard frost with a clear starlit sky. It could have been as early as the first week of February, 1896 and probably not later than the first week of March as the decision to fit a more powerful engine was taken in mid-March.

The possibility of the Wolseley having been photographed between May and September, because of the leaf-clad background is useful evidence of the season but not of the year. As it is known that Austin went to Paris to see what was being done there and as the first Wolseley tricar bears such a strong resemblance to the Léon Bollée, which was first shown to the public in December, 1896 (and is unlikely to have been shown to a trade rival earlier) there is a good case for arguing that the first Wolseley tricar made its bow between May and September, 1897.

Of greater importance than the date is, to my mind, the relative behaviour of the two cars. In its original form with the single-cylinder engine the Lanchester was underpowered (or over-geared) and the new twin-cylinder engine was made and installed, together with the worm-gear final drive and pre-select epicyclic gear, in the summer of 1896. Thereafter the first Lanchester was a perfectly practicable and reliable machine able to carry five passengers in comfort, six at a pinch, at 18 m.p.h. It was not finally pensioned-off as a work's hack until about 1903, and it was brought out of retirement occasionally in the 'twenties and 'thirties.

By contrast I do not believe the first Wolseley ever performed properly, and if one looks at the arrangement of the engine details it is not difficult to see why. In his history of the Wolseley Company, the late St. John C. Nixon says the engine design was remarkably advanced with an overhead camshaft and mechanical inlet valves; but this is a little misleading as the engine is a horizontally-opposed two-cylinder and the cams, valves and combustion chamber are "overhead" only in the sense that they are on top of the crankcase. Therefore, although the engine has two cylinders it fires as a single with the difference that the expansive force of the

burning charge has to travel down two exposed pipes, with rather sharp corners, from the central combustion chamber to the two cylinder heads. It's an ingenious way of giving good mechanical balance but as the Wolseley Company kept very quiet about any practical trials with this machine, and Herbert Austin soon built another tricar with a more conventional engine, I think it is safe to assume it did not work very well.

In other words, like the Bremer or Edward Butler's "Petrocycle", it must be thought of as just another abandoned experiment and Mr. Whyte is quite correct to point out that the Wolseley Register is unjustified in calling it Britain's First Car. Or even Britain's first petrol tricar, as the honour there surely goes to Butler?

Potbridge ANTHONY BIRD

* * *

Sir,

Further to Robert I. Whyte's letter, I always understood that Britain's first car was either the Knight of Farnham or the Bremer of Walthamstow, with the George Lanchester Car being third, constructed during the later half of 1896.

Oxted B. W. GARRETT,
Honorary Secretary, Lutzmann OC

[Here is one for the VCC pundits! How genuine is the Bremer and how many Knights were sold?—ED.]

Another Mystery Solved

Sir,

I refer to your article "Cars in Books" published in the March issue of this year, and posing the question as to what car H. V. Morton was driving in 1931 when writing "In Search of Wales".

As I remember seeing this gentleman years ago when shopping in Somerset West in the Cape Province, I thought I would put the question to him over the telephone 1,000 miles away. I am pleased to report that Mr. Morton is still very much alive and was most helpful. He told me that round about that time he was driving "either an old Standard tourer or an old Austin tourer —but I do know that one was called 'The Witch' and the other 'The Bitch' ". Was the latter the car you mention that broke a back spring on the road from Aberystwyth to the Elan Valley, I wonder?

Mr. Morton went on to say that "however, the car I remember well, which was used when I wrote 'In Search of England' was a Morris Cowley with flapping celluloid windscreens, and bits and pieces on it to delight the modern collector. This car had the unfortunate habit of stopping at the bottom of hills and had to be wound-up on occasions".

I asked Mr. Morton what car he drives now and he promptly answered "a Jaguar", but was uncertain of the model. However, after prompting from his son I was told it is a 420.

It may be of interest to some readers that whilst living in the same area as Mr. Morton does now, I drove and competed in a 1939 2½-litre SS 100, which the English factory informed me was the very last one off the production line. The last time I saw this car, which I sold in 1960 for £250, it was a sorry sight languishing in a barn in Somerset West after receiving heavy punishment on the roads (?) of S.W. Africa. I also owned a 1917 Buick tourer, complete with wooden artillery wheels and self starter—in immaculate condition, purchased in 1962 for £450 on the condition that when I sold it, which I regrettably had to do later on, it was sold for the same price. I wonder if the present owner will do the same!

Durban BRIAN R. WILLMOTT

Brooklands Films

Sir,

You mention a fragment of a Flanagan and Allen film of the 1930s at Brooklands. This was called "A Fire Has Been Arranged". I supplied five Bugattis for this and took them to the track with four other drivers at the agreed price of £19 per day for the lot. In those days this was good money and fortunately for us the weather proved dull for two days so that three days were needed to complete the shooting. Thus the amount came to £57.

Bud Flanagan asked me, during the waiting time, to take him on the track and I took him round the outer circuit a couple of times in a 2-litre T35. Also attending the film company were some Bentleys and an Aston Martin. I recall that there was some competition amongst my drivers to "see the other makes off", but I was able to curb these racing tendencies at the request of the film director.

London, NW2 J. LEMON BURTON

That Beardmore

Sir,

Mr. Neve states that he bought this car in 1933 in Manchester but the photograph he sent in is not, in my opinion, the car in question.

The Cyril Paul car was built in 1923-24 and was registered for road use in Glasgow, GB 3634, by Cyril Paul, 220 Adelaide Road, London NW3, on Sept. 7th, 1925 and run in a re-bodied form, *i.e.* four-seater, until 1926.

The body was reverted back to a two-seater in November, 1926, possibly whilst the property of Mr. George Hepworth of Messrs. Hepworth and Grandage Ltd., from whom I purchased the car in August 1933, Mr. Hepworth having owned the car from 1926 to 1931 and again in 1932-33. I parted with the car in 1934 to a Mr. Bill Walker of Ilkley (in exchange for a Brough Superior SS100), who only ran it for a short time and then it stood at the rear of Messrs. Sharpe & Griffiths Ltd., Baildon, Yorks. for a considerable time.

Last year I rang Mr. Griffiths, who has long since retired, and he quite clearly remembered the car being there but could not say definitely what happened to it; possibly it was sold along with many other vehicles for scrap at the outbreak of WW2.

Incidentally, I still have in my possession the original Log Book which obviously enables me to quote exact dates, etc., a photograph, a copy of which I possess appeared in the Nov. 16th, 1949 issue of *The Motor* in an article under the heading "Made in Scotland"; it shows Cyril Paul in action at Shelsley Walsh in 1924. I hope this letter is of interest to the many people who have made enquiries through various magazines regarding this once famous car.

Clayton RONALD GEE

The Hall-Scott

Sir,

I read with considerable interest the article "A Mystery Solved" (page 219, March 1974) concerning a Hall-Scott.

As a postscript to this, it may be of interest to you, that I have had a fair amount of experience with Hall-Scott V12 marine engines, produced during the last war, and installed in various high-speed rescue launches. Two such craft finished up in the hands of the Royal New Zealand Air Force after the war, hence my contact with them.

I am enclosing a few pages selected from a workshop manual and I hope you will find them interesting, particularly the single o.h.c. valve-gear arrangement, and the dual-coil ignition system complete with that "modern innovation", ballast-resistance.

These engines, like most, had their idiosyncrasies, and one in particular comes to mind. The camshaft sprockets were not keyed or positively located on the camshafts, but held only by friction on a large-diameter shallow taper and centre bolt. Should, for any reason, the engine have backfired whilst running under load, there was a fair chance of the sprocket slipping, with rather disastrous results!

Fuel consumption at cruising r.p.m. was in the region of 30 g.p.h.—each! A bit rough at today's prices.

As a postscript to a postscript, I would like to recall the last occasion I wrote to MOTOR SPORT. It was in 1949-50, as a rather youthful corporal in the Royal New Zealand Air Force, that I wrote asking for information and technical data for my 1924-26 (?) Rhode!

You really made my day some weeks later, when my name appeared in print, featuring in the "We Hear" columns, although at the time I was a little put out by your remarking that I had "unearthed" a 1926 Rhode! It was my first car, and my pride and joy. Not an investment for the future, but bread and butter transport.

Crawley J. T. MORAN

Free-wheeling Jowetts

Sir,

I read with interest your article on free-wheels. I was surprised no mention was made of the Warren Synchroniser, or "Easychange".

Humphrey Sandberg devices were fitted on Jowetts of the late '20s—the Metropolitan Police acquired a fleet of them. After the '30s I think Laycock free-wheels were fitted as an optional extra to the twins and fours—sometimes with a centrifugal clutch. In 1937-38 the Warren Synchroniser was available.

The trouble with most free-wheels was that they could only be disengaged and the transmission locked when the engine was actually driving the car, and should one be caught unawares in strange country by a steep hill it was not always possible to do this.

The Warren Synchroniser was actuated by the last quarter of an inch of clutch pedal travel, and as Jowett clutches cleared long before maximum clutch travel the device could be ignored. However, in use, it was possible to depress the pedal fully, select any forward gear and provided the speed of the car was within the range of the gear selected one simply accelerated and on the engine revolutions matching the road speed the free-wheel became inoperative and the transmission was normal. As you can see, one could not be caught unawares as a blip on the throttle locked the transmission.

Pre-war Jowett Tens are seldom mentioned, but they had an excellent performance and were very willing "revvers"; probably the only comparable family saloon in those days was the Rover Ten; they had similar speeds in the gears—30 in 2nd and over 50 in 3rd. These speeds were not to be sneezed at in pre-war days.

Shelf J. C. HAIGH

Early Steam

Sir,

I was most interested in your letter from Mr. A. B. Demaus concerning my father's early experiments with steam cars. The engine in the wagon was from an American locomobile steam car—this was a small triple-expansion engine; the wagon was found to be wanting in many respects so this engine was removed and fitted to a Darracq car. It was fitted under the front seat, the flash boiler and paraffin burner (designed and patented by my father) was fitted under the bonnet. Some of the work was carried out by an engineering firm called Naylor's of Hereford. I enclose a snapshot of the car and you will see that the gill-tube radiator was retained as a condenser and the water tank is clearly visible under the running board. My father only took to the internal combustion engine after the First World War.



First he had a belt-driven Bleriot-Whippet, his second car being a Bayliss-Thomas with a Coventry Simplex engine. After that he took to Bugattis. His first one had previously been owned by Laurence Pomeroy Jnr. [And by D.S.J.—ED.]. This was a 16-valve plain-bearing model, his second being a modified Brescia, both of which gave him great pleasure.

Cheltenham R. S. PEACEY

Salmson Recollections

Sir,

Mr. Dave Hunt's letter recalling happy memories of Sunday mornings at Bunny Hill and, in particular, his mention of Sir Henry Birkin's Salmson, has taken me back over many years to when I was employed by this once-famous firm at their depot in Motcomb Street, Belgrave Square. I well remember this actual car before Sir Henry took delivery of it.

In those days our agents for the Nottingham area were two brothers by the name of Gibson, who had a garage in the City. Their salesman was a cheerful type by the name of George Simkins, with whom I was on very friendly terms, after an acquaintance covering several Olympia shows. One day he confided to me with great satisfaction that he had secured a firm order for one of the new "Grand Prix" models, of which hardly any had come over at that time, and asked me to keep a special eye open for its arrival, as it was to be delivered in chassis form and the owner was to be a well-known nobleman and sportsman who had built up a reputation by racing motorcycles. The body was to be built to special order by a local firm.

Now in those days all but a very few of our cars were delivered by barge to Messrs. Leps Wharf at Chiswick, in the middle of the Sewage Farm, and stood out in the open until collected. One morning, to my surprise, George arrived apparently unscheduled at Motcomb Street, clad in his usual immaculate light grey overcoat but sporting a natty line in Nottingham caps in place of his bowler. After the usual greeting I enquired what had brought him to London, only to be told that he had come to take delivery of the GP and hoped it was ready! A general flap then ensued and I was despatched immediately by LGOBC to collect it from Chiswick. When I arrived there the chassis had only just been landed but I slapped in the regulation two gallons of petrol, strapped on my tradeplates, and tied the spare wheel down with cord for a seat. As usual the car was unstartable by hand after its long stay in the open coming over on the boat. But I secured a tow from a passing lorry driver, and away we went. Never shall I forget that journey! The French are a wonderful people in many ways but their penchant for never delivering anything quite the same as last time was absolutely outstanding in those days and frequently gave us a lot of trouble. In this case I had only gone a few yards when I discovered that I had no silencer of any kind and that all that was fitted was a short length of exhaust pipe connected to the manifold and which terminated beneath where I was sitting. However, time was short and my old friend was waiting, so I really got down to it and pressed on with gusto. I can only describe my subsequent journey as meteoric. My progress as I sped up the Chiswick High Road through Hammersmith and past the Albert Hall must have astonished a great many respectable beholders. Apart from the thunderous roar from the exhaust, every time I lifted my foot from the accelerator, tremendous reports filled the air and sheets of flame shot beneath me. Eventually, I turned into Lowndes Square and shot round the corner into Motcomb Street and straight on to our service lift, which to my amazement ascended at once. I think they had heard me coming and somebody had his hand on the switch! With one final effort I roared off the lift and across the floor to the fitters'-bay, where I stopped. George rushed over and almost embraced me, beaming with joy as he murmured "Wonderful old boy, wonderful!" I started to say something about having dinner and spending the evening together but to my great surprise he turned away saying firmly, "Notttingham tonight!" As it was then well after lunch on a dull, wintry day and the car was not fitted with lights, you can imagine my feelings at this remark but I knew George and once he had made up his mind, that was that! And so, after a quick check round by the fitters, to Nottingham he went and, marvellous to relate, arrived intact. I saw him shortly afterwards and I seem to remember that he said he covered the last 30 or so miles in total darkness by hanging behind large vehicles. But these were happy carefree days and provided that you did not actually kill or maim anyone, the police did not bother you, especially if you were well-known locally—in other words, keep out of trouble and we don't want to know! [Quite right too!—ED.]

Dear old days indeed! If George Simkins or Fred Clarke, the great tuning impresario from Motcomb Street, or any of the old gang with whom I have lost touch these many years are still in circulation, I would be glad to hear from them.

By the way, Sir Henry very nearly did not get his Salmson after all. George once confided to me that a week or so after the order had been placed, a beautiful limousine arrived outside Messrs. Gibsons Nottingham showrooms and a venerable figure stepped out, none other, I believe, than Sir Henry's father. Entering the showrooms he tackled George at once and said "I believe sir my misguided son has ordered a racing car or some such thing from you. I won't have it, do you hear, I won't have it". However, if George had not been a motor salesman he might have been in the diplomatic corps. He knew his onions and stuck to his guns and as we all know, the deal *did* go through!

Cheltenham. HAROLD K. G. GARLAND

[I didn't know Birkin had a Salmson—presumably between DFP and Bentleys. Has anyone a picture of it?—ED].

V-E-V Odds & Ends.—A reader, Mr. A. B. Snow, of Newcastle, Staffs., recently delivered a talk to Stoke-on-Trent Round Table on vintage cars, in the course of which he quoted statistics of used cars advertised in a weekly motor paper in 1924 and 1929. With the proviso that these were cars largely from London and Home Counties addresses and that cars such as the Model-T Ford probably sold so readily that they would seldom be advertised, it is interesting to find that in 1924 the most popular makes advertised were Humber (51), Wolseley (46) and Buick (38), out of a total of 435, and that of 916 cars advertised, 191 were pre-1920, and that 656 had open bodies, 201 bodies that could be opened and 59 had closed bodywork. The most popular single models were 27.3 h.p. Buick (29), 11.4 Humber and Austin 20 (26 each) and Model-T Ford and 2.9 h.p. Maxwell (20 each). By 1929 Morris led with 247 from Austin with 201 and Chrysler with 82 and out of 1,985 samples 920 were open, 265 openable and 800 had closed bodies. The most frequently advertised single model types were Morris-Cowley (130), Morris-Oxford (116) and Austin 12 (99). In 1929 Buick scored 78, Armstrong Siddeley 71, Standard 65 and Bentley 62, in this painstaking analysis by this chartered accountant.

THE 32nd MONACO GRAND PRIX

Peterson keeps the faith for Lotus

Monte Carlo, May 26th

WITH NO UNOFFICIAL practising being possible on the Monte Carlo street circuit, there were three sessions made available to the twenty-eight aspirants for the twenty-five positions on the starting grid. Everyone turned up for the Thursday afternoon practice period, ready and raring to go, with spare cars at the ready. Since last year the kerbstones on the apex of the Casino Square and the Mirabeau hairpin had been filled in with concrete to form a bevelled edge over which everyone was certain to put their inside wheels. In the past a lot of expensive damage has been done to alloy wheel rims, due to drivers brushing the kerbs, but this year it was going to be the suspension systems that were going to get a bashing. The John Player Team Lotus realised that they would not get any development work done on the tight little street circuit, so entered Peterson and Ickx with the Lotus 72 cars they raced last year, with the Lotus 76-JPS/10 as a standby with Ickx's number on it. It did not take Ickx very long to decide that the 72 was the best bet, while Peterson never deviated from his 72. Tyrrell had two happy young drivers in 007 models, neither of them showing the slightest interest in trying the spare car, which was last year's 006/2, it standing to one side and looking a bit tatty compared to the 1974 cars. Another team that had a spare car that neither driver wanted was the Brabham team, for Reutemann was in BT44/3, von Opel in BT44/2 and the car that Pilette drove in Belgium, BT42/3, was the spare as BT44/1 had not been repaired since Reutemann crashed it in practice in Belgium. There were five McLaren M23 cars in the pit road, with M23/1 and M23/7 for Hailwood, and M23/4, M23/5 and M23/6 for Fittipaldi and Hulme, the first of their cars being the spare one. The Ferrari team were ringing the changes on their set of 1974 cars, this time using 014 and 015, for Regazzoni and Lauda, respectively, with 010 as reserve. The Shadow team of Jarier and Redman were using the two cars they raced in Belgium, and there was a brand new car in the pits, but it was never used. Likewise, Graham Hill's Lola team had their third car with them, with Hill's number on it, but it was never called upon to be used. On the other hand, Surtees had his usual three cars with him, for Pace and Mass, and as the meeting developed he could have done with more than one spare car. Williams had only one entry for this race, so Merzario had both the Iso-Marlboro sponsored cars at his disposal. While practice was in progress a brand new BRM was being finished off in the paddock garage, this being the second of the P201 series, similar in most respects to the car raced by Beltoise but having the front brakes mounted "outboard" on the wheel hubs. This is only a temporary measure and all the fittings were there for the "inboard" layout. The other regular runners all had to make do with only one car, and consequently had to be careful about bouncing off the guard-rails. Amon had his pale blue car somewhat revised, with the front brakes mounted "outboard" on the wheel hubs, and the side radiators replaced by a single one across the nose, with a new fairing over the nose. In fact, he tried two different fairings during practice.

As expected it was Lauda who set the pace, and not surprisingly Beltoise was right behind him, for the little Frenchman is quite good at scratching round slow corners. At one point these two found themselves on the same part of the circuit and Lauda pressed the BRM really hard until he got past. Having done so he was busy showing Beltoise the way when he overcooked it on the wiggly piece of road along the harbour front and bounced off the guard-rail on the left and cannoned into the rail on the right, which caused the right front wheel of the Ferrari to be pushed back well and truly into the monocoque. End of practice for Lauda. The Ferrari team were not unduly perturbed and planned to set up the "muletto" number 010 with all Lauda's suspension settings and so forth and have him back in business by next morning. As he was still fastest in the first session they did not even reprimand him, telling him not to worry when he chastised himself for his recklessness. While 010 was being prepared for him a call to Maranello got another complete car up to Monaco as a standby, this being 012 which he had driven in Belgium. Jochen Mass had a rear upright break on his Surtees, so he was glad of the spare car, and Hulme had a gearbox shaft break, which stranded him out on the circuit. Redman bounced off a guard-rail and bent the right rear suspension of his Shadow shortly before the end of practice, and a lot of nose fairings were getting rubbed away underneath as drivers braked heavily on the downhill sections of the town circuit. Gearboxes were also getting a hard time, especially the lower gears, as drivers called for maximum acceleration out of the hairpin before the pits. As is usual the first practice session did not produce any startling times, for everyone was having to play themselves in to the circuit, not having driven on it for 12 months, while a number of drivers had never been round it before, and some of these were still wondering which way they were going when practice finished.

The next session was on Friday morning, starting at 8.55 a.m., and conditions were excellent, as they had been the day before, though now the air was cooler and the scene began to get sorted out. Lauda was in the spare Ferrari, 010, set up to his requirements, and was once again setting the pace, though this time he had Peterson challenging him, the Swede putting all he knew into his driving, these two getting into a very select bracket of 1 min. 26 sec., well below the existing lap record, and also well below Stewart's best practice time in 1973 which was 1 min. 27.5 sec., the lap record standing to Fittipaldi at 1 min. 28.1 sec. in last year's race, the first on the altered circuit, with the "mickey mouse" section along the harbour front by the swimming pool. This sort of pace by the Austrian and the Swedish driver left everyone a bit breathless and almost overshadowed the excellent times put up by the Tyrrell lads, Scheckter and Depaillier, both of them recording 1 min. 27.1 sec. Regazzoni equalled Stewart's 1973 time, but Beltoise could not match the pace. At the back of the field there was quite a large group trying not to be last, or even two from last, for the slowest three were not going to be able to start the race. Stuck lost a lot of practice time when his works March, now half orange and half green, broke a drive-shaft, but even so he got below 1 min. 30 sec. which was clearly going to be the minimum to aim at. Shortly after this prac-

PRACTICE TIMES

No.	Driver	Car	Thursday	Friday	Saturday
1	R. Peterson	Lotus 72/R8-Cosworth V8	1. 29.5	1. 26.8	1. 26.8
2	J. Ickx	Lotus 72/R5-Cosworth V8	1. 38.6	1. 29.4	1. 29.5
3	J. Scheckter	Tyrrell 007/1-Cosworth V8	1. 32.0	1. 27.1	1. 27.2
4	P. Depaillier	Tyrrell 007/2-Cosworth V8	1. 29.4	1. 27.1	1. 28.0
5	E. Fittipaldi	McLaren M23/5-Cosworth V8	1. 31.7	1. 29.5	1. 28.2
6	D. Hulme	McLaren M23/6-Cosworth V8	1. 31.0	1. 28.2	1. 29.0
7	C. Reutemann	Brabham BT44/3-Cosworth V8	1. 31.0	1. 28.8	1. 27.8
8	R. von Opel	Brabham BT44/2-Cosworth V8	1. 33.8	1. 31.3	1. 31.1
9	H-J. Stuck	March 741/1-Cosworth V8	1. 30.5	1. 29.2	1. 28.0
10	V. Brambilla	March 741/2-2-Cosworth V8	1. 32.5	1. 29.4	1. 28.7
11	G. Regazzoni	Ferrari 312B3/014—flat 12	1. 30.7	1. 27.5	**1. 26.6**
12	N. Lauda	Ferrari 312B3/015—flat 12	**1 28.4**	—	—
14	J. P. Beltoise	BRM P201/01 V12	1. 28.9	1. 28.2	1. 28.1
15	H. Pescarolo	BRM P160/10 V12	1. 31.6	1. 30.7	1. 31.9
16	B. Redman	Shadow DN3/3A-Cosworth V8	1. 32.2	1. 28.8	1. 29.3
17	J-P. Jarier	Shadow DN3/2A-Cosworth V8	1. 30.3	1. 28.3	1. 27.5
18	C. Pace	Surtees TS16/02-Cosworth V8	1. 30.0	1. 29.1	1. 29.4
19	J. Mass	Surtees TS16/04-Cosworth V8	2. 06.08	1. 28.8	1. 29.6
20	A. Merzario	Williams IR/04-Cosworth V8	1. 31.0	1. 29.8	1. 28.5
22	V. Schuppan	Ensign MN02-Cosworth V8	1. 33.5	1. 30.3	1. 30.8
23	T. Schenken	Trojan T103-Cosworth V8	1. 33.1	1. 30.2	1. 30.7
24	J. Hunt	Hesketh 308/2-Cosworth V8	1. 31.6	1. 27.8	1. 28.9
26	G. Hill	Lola T370/HU2-Cosworth V8	1. 31.8	1. 30.0	1 32.1
27	G. Edwards	Lola T370/HU1-Cosworth V8	1. 33.9	1. 30.4	1. 31.7
28	J. Watson	Brabham BT42/2-Cosworth V8	1. 31.9	1. 30.1	1. 30.0
30	C. Amon	Amon AF101-Cosworth V8	1. 32.7	1. 29.8	1. 31.7
33	M. Hailwood	McLaren M23/7-Cosworth V8	1. 29.5	1. 29.4	1. 28.1
37	F. Migault	BRM P160/06 V12	1. 31.6	1. 30.2	1. 30.0
2T	J. Ickx	Lotus JPS/10-Cosworth V8	1. 33.7	—	1. 38.1
5T	E. Fittipaldi	McLaren M23/4-Cosworth V8	1. 33.7	—	—
11T	G. Regazzoni	Ferrari 312B3/010—flat 12	1. 31.6	—	—
17T	J-P. Jarier	Shadow DN3/4A-Cosworth V8	—	—	—
18T	J. Mass	Surtees TS16/03-2-Cosworth V8	1. 33.1	—	—
33T	M. Hailwood	McLaren M23/1-Cosworth V8	1. 28.6	1. 28.4	1. 28.1
12T	N. Lauda	Ferrari 312B3/010—flat 12	—	**1. 26.3**	1. 26.8
20T	A. Merzario	Williams IR/02-Cosworth V8	—	1. 38.5	—
14T	J-P. Beltoise	BRM P201/02 V12	—	—	1. 32.2
11T	N. Lauda	Ferrari 312B3/012—flat 12	—	—	1. 37.3

STARTING GRID ↑

12 N. Lauda (*Ferrari—flat* 12) 312B3/010 1 min. 26.3 sec.	11 G. Regazzoni (*Ferrari—flat* 12) 312B3/014 1 min. 26.6 sec.*
1 R. Peterson (*Lotus-Cosworth V8*) 72/R8 1 min. 26.8 sec.	
3 J. Scheckter (*Tyrrell-Cosworth V8*) 007/1 1 min. 27.1 sec.	17 J-P. Jarier (*Shadow-Cosworth V8*) DN3/2A 1 min. 27.5 sec.
24 J. Hunt (*Hesketh-Cosworth V8*) 308/2 1 min. 27.8 sec.	7 C. Reutemann (*Brabham-CosworthV8* BT44/3 1 min. 27.8 sec.
9 H-J. Stuck (*March-Cosworth V8*) 741/1 1 min. 28.0 sec.	33 M. Hailwood (*McLaren-Cosworth V8*) M23/1 1 min. 28.1 sec.
14 J-P. Beltoise (*BRM V12*) P201/01 1 min. 28.1 sec.	6 D. Hulme (*McLaren-Cosworth V8*) M23/6 1 min. 28.2 sec.
5 E. Fittipaldi (*McLaren-Cosworth V8*) M23/5 1 min. 28.2 sec.	20 A. Merzario (*Williams-Cosworth V8*) IR/04 1 min. 28.5 sec.
10 V. Brambilla (*March-Cosworth V8*) 741/2-2 1 min. 28.7 sec.	16 B. Redman (*Shadow-Cosworth V8*) DN3/3A 1 min. 28.8 sec.
2 J. Ickx (*Lotus-Cosworth V8*) 72/R5 1 min. 29.4 sec.	18 C. Pace (*Surtees-Cosworth V8*) TS16/02 1 min. 29.1 sec.
37 F. Migault (*BRM V12*) P160/06 1 min. 30.0 sec.	26 G. Hill (*Lola-Cosworth V8*) T370/HU2 1 min. 30.0 sec.
23 T. Schenken (*Trojan-Cosworth V8*) T103 1 min. 30.2 sec.	28 J. Watson (*Brabham-CosworthV8*) BT42/2 1 min. 30.0 sec.
27 G. Edwards (*Lola-Cosworth V8*) T370/HU1 1 min. 30.4 sec.	22 V. Schuppan (*Ensign-Cosworth V8*) MN02 1 min. 30.3 sec.
4T P. Depaillier (*Tyrrell-Cosworth V8*) 006/2 1 min. 27.1 sec.	15 H. Pescarolo (*BRM V12*) P160/10 1 min. 30.7 sec.

*P. Depaillier (*Tyrrell* 007/2) 1 min. 27.1 sec.

Non-starters :J. Mass (*Surtees* TS16/04) 1 min 28.8 sec.
C. Amon (*Amon* AF 101) 1 min. 29.8 sec.
R. von Opel (*Brabham* BT44/2) 1 min. 31.1 sec.

tice session finished a drizzle of rain began which dampened everyone's ardour and made all the boats in the harbour look a bit bedraggled, but fortunately it did not last long and soon all was sunshine and gaiety again.

On Saturday afternoon the final practice began, in which the all-important front row of two cars had to be decided, and the three slowest cars were going to be eliminated. BRM had their new P201/02 out for a brief test by Beltoise, and Lauda gave the newly arrived spare Ferrari a short run, but concentrated on the "muletto" for the serious business of pole position. His time from the day before of 1 min. 26.3 sec. was still the best, and Peterson did another 1 min. 26.8 sec., as he had done the day before, but Regazzoni pulled one out of the bag and clocked 1 min. 26.6 sec., to notch fastest time of the day, and second position on the grid. Try as he would Peterson could not match the Ferrari times, though he was the only Cosworth-powered runner to get below 1 min. 27.0 sec. The Ferraris are not only producing adequate horsepower, but they have a wide power spread and can get the power down on the road, in spite of what some people think. Lotus had brought along a special Cosworth engine with modified inlets, exhaust pipes and camshafts, which was claimed to give a much faster torque curve, at the expense of some 20 b.h.p. loss at the top end. On paper it seemed a good idea, but Ickx tried it without much enthusiasm. Transmissions were still suffering, Pescarolo coasting to a stop with a broken drive-shaft shortly after practice began, while later on Hunt had the gearbox on the Hesketh break, and Ickx had similar trouble on his Lotus 72. The Lotus 76 lost all its fuel pressure, so the Belgian driver sat and watched for a lot of the afternoon. The Surtees team took the Team Shambles Trophy away from Lotus with a flourish during the afternoon, for Pace went skating along behind the pits in a shower of bits when a universal joint broke on the left-hand drive-shaft, and shortly afterwards Mass was equally spectacular when his right rear hub carrier broke. Both cars were dragged off the circuit and dumped near the pits exit, a sad and sorry sight, enough to make John Surtees throw himself in the harbour. Hill's Lola died in the tunnel with fuel starvation, and Schenken came walking back, the Trojan having petered out undramatically. Poor Amon was thinking of joining Surtees in the harbour, for his new car was once more in trouble, with bearings turning in their housings in the hubs, and Pescarolo joined the disgruntled ones, being next to slowest, whereas he is used to being next to fastest with the Matra-Simca sports car. Hailwood was a bit confused, having driven both his cars throughout the practices and ending up with identical times in them, even though the new one was supposed to be better. What he found was that the old car was easier to drive at his fastest time of 1 min. 28.1 sec., though the reason escaped him. Scheckter was impressing and pleasing Ken Tyrrell, doing another good 1 min. 27.2 sec., and Depaillier was quite happy.

While the tail-end of the grid was being sorted out the problem was assisted by Amon withdrawing his car and Surtees withdrawing the entry for Mass. Amon's team went off to do some more detail design work and Surtees decided that he did not have enough spare parts to do a proper repair on his second car, and Mass was not exactly displeased for he was getting tired of his car collapsing in a heap under him. These two withdrawals let Edwards into the list with the second Lola, and Pescarolo with the third BRM, which he described uncompromisingly as a "garbage car". All this left von Opel as the only really frustrated driver, though he was quite philosophical about it, admitting freely that he just was not fast enough.

On Sunday morning there was a short session of practice which was untimed, for doing final adjustments, and during this the engine in Depaillier's Tyrrell went off song and would not pull over 8,000 r.p.m., so it was promptly whipped out and a new one installed, the race not being due to start until 3.30 p.m. As the cars left the paddock to drive round to the pits Reutemann's Brabham would not go into gear, the clutch withdrawal race having seized, so while everyone else went off to sit in the sun and watch the off-duty film stars, off-duty drivers, and on-duty Royalty parade around the pits and starting area, the Brabham mechanics split the transmission from the engine and fitted a new mechanism, joining the social scene in the pits in plenty of time. Ferrari had their new spare car, 012, under a sheet, as did the Tyrrell team with 006/2, both cars being race-prepared in case of emergency. Both Lotus drivers were in last year's cars, Peterson in 72/R8 and Ickx in 72/R5, the latter once more taking part in a race after having been pensioned-off for Chapman's own personal museum. The Belgian driver was using the special fast-torque-curve engine, deciding it put less strain on the transmission even if it was no faster. Fittipaldi's McLaren was in long wheelbase form, with the top rear radius arms anchored on the cylinder heads, this geometry giving anti-squat when accelerating, thus keeping the nose level, whereas Hulme had his car set up with the radius rods anchored on the monocoque, as originally designed, he not minding the back sinking and nose rising when accelerating; his car was also using the long wheelbase spacer between the engine and gearbox. Hailwood was using the older of his two cars, with a medium-length wheelbase, and the Yardley management were smiling contentedly at seeing their car ahead of the two Texaco-Marlboro ones on the grid. A-for-effort certainly went to Jarier, who had his Shadow on the third row of the grid, and also to Brambilla who was up amongst some quite well-known names.

After Prince Rainier and his Princess had opened the circuit officially and the course-cars had circulated, the racers went off on a warm-up lap. While they had gone it was interesting to reflect that as long ago as 1936 Prince Rainier had been involved in the racing at Monaco, for in that year the "voiturette" race, the equivalent of the Formula Three race today, was for the Prince Rainier Cup. Thanks to his enthusiasm for racing in his Principality the Grand Prix takes place every year, and he and Princess Grace always watch from the Royal Box, unfortunately not the best place for seeing the action, and they always present the cup to the winner. When the twenty-five contestants returned from their warm-up lap they lined up on the dummy-grid, all that is except Depaillier who shot into the pits with petrol pouring from his fuel-injection metering-unit. There was no time for repairs and poor Depaillier was bundled into the spare car, that had not been used throughout practice, and while it was warmed up he was wheeled to the back of the grid, the start being delayed just long enough for him to join in. It was a bitter blow for the little Frenchman and the Tyrrell team, for the two Tyrrell drivers were all set for a good race from their positions of fourth and fifth fastest times.

It was Regazzoni who led up the hill from the start, with Lauda, Jarier, Peterson and Reutemann in hot pursuit. As the mid-field runners raced up the hill Hulme somehow got himself out of the "crocodile" and nobody seemed disposed to let him back in again, with the result that his McLaren tangled wheels with the BRM of Beltoise. The McLaren was left stuffed into the guard-rail while Beltoise carried on with his right rear

suspension broken. This coming together caused a chain-reaction among those following with Brambilla running the nose of his March under the back of Merzario's car, which rammed Redman's Shadow and punted it into Pace's Surtees. Schenken managed to stop in time to avoid all this and was promptly rammed by Schuppan in the Ensign, while Ickx knocked his front fins awry as he skated through the traffic. When the dust settled Hulme's McLaren was immovable on the left of the road, and the cars of Pace, Merzario and Redman were dragged through a gap in the barriers. Schenken got as far as the sea-front before he realised he was losing oil from a broken cooler, and Beltoise and Brambilla dragged themselves back to the pits to retire, while Schuppan also got back and after having the nose patched up he rejoined the race.

Out in front, in the important part of the race, Regazzoni and Lauda were leading Jarier and Peterson, with Reutemann, Scheckter, Hunt and Hailwood following; then there was a long gap in which the "crashers" should have been, before Fittipaldi arrived, leading the remains of the field, the Brazilian not being at his best due to fighting off attacks of 'flu. The multiple crash had not affected the race itself, for those that were out to win were well out in front and could look forward to a good race with less "traffic" about. Although it was a Ferrari 1-2, it was the wrong way round, for Lauda would have dearly liked to have got by his team-mate because on lap three he had Peterson right up his exhaust pipes, the Swede having nipped by Jarier. These four were pulling away from the rest, and Jarier's *brio* was being appreciated by everyone, while a little way back Hailwood got past Hunt and set about catching Scheckter. While the leading four were establishing the pace drivers came walking back from the first lap crash, Merzario, Redman, Hulme and Pace getting rounds of applause from the crowd. As the leaders finished the sixth lap Peterson clipped a barrier with a rear wheel, as he headed into the final hairpin, and promptly spun, Jarier, Scheckter and Hailwood going by while the Lotus was going backwards. Just as Peterson was sorting himself out Reutemann arrived and ran over the front of the Lotus, breaking the rear suspension of his Brabham. The Lotus withstood the shock and Peterson charged off in sixth place, leaving a very disgruntled Reutemann to retire. It was quite clear that Regazzoni was holding up Lauda, and in consequence allowing Jarier to keep up with them, while a little way back Peterson was pressing hard on Hailwood and Scheckter, trying to regain his place up with the leaders. Schuppan lost control of the Ensign on the cement dust that had been spread over the oil dropped by Schenken, and he spun into the guard-rail at the corner leading into the Casino Square, and no sooner had his car been dragged into a gap in the barriers than Hailwood arrived and did the same thing, his bent McLaren being pushed down the slot with the Ensign. Crashes were still the order of the day among the lesser lights, for Stuck had tangled with Hunt, the Hesketh suffering a damaged right rear wheel rim, while the March was launched into the air to come crashing down on the pavement and skate helplessly down the footpath towards the Mirabeau hairpin and crash into the guard-rail, while Hunt continued on his way. Migault had sailed into the Saint Devote corner with his right front brake locked on solid, and on that same lap he went straight on at the *chicane* smashing the front of the BRM.

With the race barely under way there were only thirteen cars left running, but the leading group were still racing hard and untroubled by slower cars. At nineteen laps Peterson got past Scheckter, just as the leading trio were lapping Pescarolo. The two Ferraris nipped by with no trouble, but Jarier got baulked going into Saint Devote and lost a lot of ground, shaking his fist at Pescarolo as he passed him up the hill to the Casino. Peterson went through the corner on full noise, and gained a lot of ground on the Shadow as he went up the hill. As Regazzoni was finishing his twenty-first lap in the lead he goofed at the final hairpin and spun, letting Lauda, Jarier, Peterson and Scheckter go by, joining in again behind them in fifth place. Lauda now had a clear run and quickly pulled away from Jarier, who had Peterson's Lotus right under the tail of his Shadow, but not for long, for on lap twenty-five the Swede was by and had his sights set on the fleeing Lauda. At twenty-eight laps there was a bare three seconds between the Ferrari and the Lotus, and Lauda looked anything but confident, for Peterson was in terrific form and his sheer determination could be heard coming out of the exhaust pipes of his Cosworth engine. Almost unnoticed Hunt retired with a broken drive-shaft on the left side of his Hesketh, and Ickx was called into his pit as a piece of a rear wheel rim had been found in the road. While the wheel was changed, a new nose was fitted, to replace the tattered looking one that was falling apart, and he rejoined the race at the back of the depleted field. At thirty laps Peterson had the Ferrari well in view, and although he was driving hard, he was gaining too rapidly for the well-being of the Ferrari. Sure enough on lap thirty-one the crispness had gone from the Ferrari exhaust note, and on the next lap the Lotus was right alongside as the Ferrari engine began to die with ignition trouble. While Peterson swept on into a commanding lead poor Lauda came to rest on the "mickey mouse" section of the circuit, the ignition system failing completely. While this had been happening Jarier was having problems, inadvertently switching off the ignition as he twirled the steering wheel, so that Scheckter caught and passed him. The South African was driving a good steady and hard race, so once by the Shadow there was no hope of Jarier regaining his position. A rather deflated Regazzoni was dropping back, but safely in fourth place, while a long way back the ill-at-ease Fittipaldi was being badly embarrassed by John Watson in the Hexagon Brabham BT42, the Irishman really enjoying himself and trying on all sides to pass the works McLaren.

By half-distance, which was 39 laps, there were only ten cars left running, for Ickx had quietly disappeared when his special Cosworth engine destroyed itself, and at the back of the field the two additions to the grid, Edwards and Pescarolo were having a merry little race. Graham Hill had yet to be lapped, and was in seventh place, and Depaillier was earning himself a medal for trying, holding eighth place in the unpractised Tyrrell 006/2. It was now all over as far as excitement was concerned, Peterson driving smoothly and regularly, reeling off the laps completely unchallenged. Scheckter continued in a firm second place, followed by Jarier and Regazzoni, while Watson was still trying to get by Fittipaldi, the rather unwell Brazilian wishing the troublesome Irishman would go away. To add to the ex-World Champion's troubles Peterson lapped him on lap 59, whereupon he woke up and began to drive harder, keeping up with his old team-mate. It was all rather pointless, but no doubt boosted up his ego. Depaillier felt his Tyrrell beginning to handle in a peculiar manner and stopping at the pits it was discovered that a wheel nut was coming loose. After having it tightened he rejoined the race, but was now completely last, a position that he really did not deserve.

When Peterson finished his seventy-eighth lap and received the chequered flag he was overjoyed, as were Team Lotus, who were beginning to wonder what had happened to their habit of winning races. Scheckter gave the Tyrrell team a most worthy second place, well run and sound, though not a fighting second, and Jarier was the blue-eyed "new-boy" for his courageous battle in the opening stages, and a good third place. Poor Regazzoni was a dissatisfied fourth, conscious of having thrown the race away by spinning. Fittipaldi was an uninspiring fifth and John Watson a deserved sixth, while the Lola team were happy to have both their cars finish in good order, though Edwards had a deflating rear tyre towards the end.—D.S.J.

Results :

32nd MONACO GRAND PRIX—Formula One—78 laps—Monte Carlo

3.278 kilometres per lap—255.684 kilometres—Very Warm

1st :	R. Peterson (Lotus 72/R8)	1 hr. 58 min. 03.7 sec.—129.540 k.p.h.
2nd :	J. Scheckter (Tyrrell 007/1)	1 hr. 58 min. 32.5 sec
3rd :	J-P. Jarier (Shadow DN3/2A)	1 hr. 58 min. 52.6 sec.
4th :	G. Regazzoni (Ferrari 312B3/014)	1 hr. 59 min. 06.8 sec.
5th :	E. Fittipaldi (McLaren M23/5)	1 lap behind
6th :	J. Watson (Brabham BT42/2)	1 lap behind
7th :	G. Hill (Lola T370/HU/2)	2 laps behind
8th :	G. Edwards (Lola T370/HU1)	3 laps behind
9th :	P. Depaillier (Tyrrell 006/2)	4 laps behind

Fastest Lap : R. Peterson (Lotus 72/R8) 1 min. 27.9 sec.—134.252 k.p.h.

Retirements : D. Hulme (McLaren M23/6) accident, on lap 1; B. Redman (Shadow DN3/3A) accident, on lap 1; C. Pace (Surtees TS16/02) accident, on lap 1; A. Merzario (Williams IR/04) accident, on lap 1; T. Schenken (Trojan T103) accident, on lap 1; J-P. Beltoise (BRM P201/01) accident, on lap 1; V. Brambilla (March 741/2-2) accident, on lap 1; H-J. Stuck (March 741/1) accident, on lap 3; V. Schuppan (Ensign MN02) accident, on lap 5; C. Reutemann (Brabham BT44/3) accident, on lap 6; F. Migault (BRM P160/06) accident, on lap 9; M. Hailwood (McLaren M23/1) accident, on lap 12; J. Hunt (Hesketh 308/2) drive shaft broke, on lap 28; N. Lauda (Ferrari 312B3/010) ignition failure, on lap 33; J. Ickx (Lotus 72/R5) engine broke, on lap 34; H. Pescarolo (BRM P160/10) gearbox broke, on lap 63.

25 starters — 9 finishers

Reflections in the Monte Carlo harbour

ONCE THE social party that surrounds the Monaco Grand Prix had dispersed and all the hired yachts had left it was possible to look into the waters of the harbour with a cool clear eye. For a moment I thought I saw a red Lancia D50 lying on the bottom, alongside a green Lotus-Climax, but I soon realised it was only my memory playing me tricks, for with the iron guard rails along the edge of the harbour it is no longer possible for a car to plunge into the water if the driver makes a mistake at the "chicane" which turns the circuit off the sea-front road onto the harbour road. When Ascari misjudged the "chicane" and sailed over the edge in his Lancia V8, in 1955, and Paul Hawkins did the same thing in a Lotus-Climax V8 in 1965, they both surfaced very quickly and swam to the rescue boat that was hovering nearby. It is probably a good thing that there is an iron wall preventing cars going into the harbour these days, for once a driver is belted into a modern Grand Prix car, with all his life-saving apparatus plugged in it takes him longer to get free and there could be the added problem of his space-helmet filling up with water as he went to the bottom. Although a lot of well-meaning people think that progress makes things safer I sometimes wonder whether all it is doing is making the dangers different. As Bandini unfortunately illustrated, a mistake at the "chicane" can now mean an inversion when bouncing off the iron guard rails and a subsequent fire. One thing that Ascari and Hawkins did not have to worry about was fire when they plunged over the edge. Don't think for a moment that I want to see cars going into the harbour if the driver makes a mistake, it is just that I am not prepared to accept that things are any safer today than they were then; Monaco is just as dangerous, only the dangers are different.

Another instance was the spectacular accident that Hans-Joachim Stuck had all the way down the hill from the Casino square to the Mirabeau hairpin. He ended up with a bang against the iron guard rail on the outside of the hairpin, and was very lucky to escape with only a broken thumb. Before the advent of "safety barriers" there used to be an escape road at the Mirabeau hairpin and a car could disappear quite a long way down the small street that goes straight on where the circuit hairpins right. Blanking off escape routes with an iron wall is something I never did understand in the "make it all safe" programme that the GPDA instigated a few years ago. If my brakes fail I like to be able to sail on as far as possible, with the hope of rubbing off speed, not to have to go head-on into an iron wall. Sometimes I think that the "safety barriers" have been put up to make it safe for Press Gentlemen, Photographers, flag marshals, and officials. I know that these days I can stand in places on the Monte Carlo circuit without much risk of getting run over, that I would not have dreamed of standing in back in the fifties or early sixties, even at the low speeds that racing cars were going then, let alone at the rocket-like speeds they are doing today.

At the Mirabeau hairpin where Stuck ended up after his wayward flight down the right-hand pavement after he clipped the back of Hunt's Hesketh car, there was an enormous mobile crane, parked behind the barrier. When the dust had subsided the operator swung the jib round, picked up the wrecked March and lifted it over the barrier and out of harm's way. It was interesting to see that the March 741 was perfectly balanced when hanging from its cockpit-crash bar, without the driver on board and with nearly full petrol tanks. It was a pity that Robin Herd was not there to see this illustration of the weight distribution of his latest design. It was fortunate that the March did not bounce over the guard rail, as has happened too often recently, for it would have hit this big mobile crane fair and square. There was another of these mobile cranes just after the Saint Devote corner, parked behind the guard rail, ready to pick up any wreckage resulting from an accident on that very fast uphill right-hand bend. With guard rails along both kerbs there is nowhere to put a derelict car, and this caused a problem halfway up the hill to the Casino where the multiple crash happened on the opening lap, for Hulme's bent McLaren was sitting in the road for the whole race, fortunately not on the "racing-line" through the swerves up the hill. When you drive up that hill on a normal day you are not conscious of there being any curves in it, but to see a racing car go up there when you are standing at the bottom makes you realize that at their speed there is quite an ess-bend up the hill.

The more you think about the Monte Carlo circuit, the more unreal it becomes, and yet when it was first used in 1929 it was typical of many circuits. If there was an Automobile Club in a town and they wanted to organise a motor race they merely closed some of the streets and made a circuit. This way you not only had your circuit right alongside the Club Headquarters but you had a captive audience, and if you chose the height of holiday time, you could guarantee a big audience. Such races abounded at places like Nice, Monte Carlo, San Remo, Genoa, Marseilles, Nimes, Perpignan, Avignon and Pau. If anyone was to build an artificial Autodrome on the lines of the Monte Carlo circuit, with adverse cambers, humps in the middle of corners, hairpins at the end of downhill stretches, a tunnel, blind corners and kerbstones, everyone would say they had gone out of their mind, and the whole professional scene would refuse to race there, yet each year they go to Monte Carlo without the slightest complaint. Personally, I am very glad they do, and hope they always will, for races like the Monaco Grand Prix help to keep a sense of proportion. I would not want every race to be on such circuits, and equally I would not want all the races to be on circuits like Nurburgring. What I am worried about is that if we don't watch out all Grand Prix races will be on circuits like Nivelles. It is the wide variety between Monte Carlo, Nurburgring and Monza that makes Grand Prix racing the ultimate motor racing activity. After watching the race at Jarama, followed by the one at Nivelles, I expressed the opinion that this season was never going to get going properly, for the next race was due at Monte Carlo, continuing the line of "Mickey Mouse" circuits. While Monaco does come in the category of "Mickey Mouse", the mice have got to be pretty brave and very skilful if they want to do well. After the Nivelles race the Ferrari team went off to the Nurburgring to do some private testing and Niki (I nearly said Mickey) Lauda put in a lap at 6 min. 58.2 sec., the first time anyone has gone round the 14 mile mountain circuit in under 7 min., a truly shattering performance with an average speed of over 122 m.p.h. The news kept ones sense of proportion and it also kept the faith that Grand Prix drivers have got to be the best, though that does not refer to all drivers who take part in a Grand Prix. There is a subtle difference between a Grand Prix driver and a driver who drives in Grand Prix races, just as there is a subtle difference between someone who wins a race and someone who finishes first. With this year's French Grand Prix being held on the funny little Dijon circuit, the British Grand Prix being held on the funny little Brands Hatch circuit and Monza fouled up with "chicanes", there is not much of a standard by which to judge Grand Prix drivers, but as long as Monte Carlo and Nurburgring are the two extremes of the season we can endure the "grey porridge" in between.



The winner reflects too.

To return to this year's race, if any deserved a win it was Peterson, for he has striven hard to keep the end up in the Lotus camp in spite of all manner of trouble. The new Lotus 76 still has a long way to go before it becomes a race winner, and some of the things that have been happening in the past few races are enough to disenchant anyone. Ickx does not have to tell us he is disenchanted, it stands out like a disease, but fortunately it is not catching and Peterson has gone on hammering away with unbounded enthusiasm. He may not have been on the front row of the grid, but throughout practice he drove his guts out to beat the Ferraris and was the only driver with Cosworth power to get in the exclusive 1min. 26 sec. bracket, along with Regazzoni and Lauda in the cars from Maranello. In the race he was in the same terrific form, having a spin early on and making up for it in a very short space of time. It does the heart good to watch the Swede in action for while he has his foot hard on the accelerator, as he always did, it now has much more effect than it did in his early days with the March team. It is called maturing. The way he went over the blind brow in the Casino square with the Cosworth throttle slides fully open and the rear tyres trying hard to break away, made the adrenalin flow, and I refer to mine, not his; and he does it all with that placid baby-face look with the glaze over the eyes.

When the grid was drawn up it provided a lot of interesting speculation with the two Ferraris on the front row. If there was any team control then all they had to do was let Lauda take the lead into Saint Devote, with Regazzoni right on his tail, and on the opening lap Lauda could have pulled out five seconds lead while Regazzoni held the screaming mob at bay. After that the race would be all over and a Ferrari 1-2 would be in the bag. Although the Ferraris were first and second fastest in practice it was not by a big enough margin to be certain of being able to and on the second row with his chisel nose already between the two Ferraris' rear wheels was Peterson in the Lotus 72. Now Peterson is noted for starts that would do credit to a Drag Meeting, so clearly the two Ferraris had got to stay close enough together to stop the Lotus rocketing between them, but alongside Peterson was another small problem in the shape of Patrick Depailler in a Tyrrell. While the little Frenchman has not got a lot of Grand Prix experience he has got a lot of enthusiasm and "get-

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LOOKING BACK WITH TONY ROLT



IT SEEMS hard to believe that Tony Rolt could be old enough to have raced at Donington, but the fact remains that, at the relatively tender age of twenty-one he won the 1939 British Empire Trophy at the wheel of the ex-Bira 1½-litre E.R.A. "Remus". Since that period when many hailed him as a promising youngster, a varied racing career brought him the first Le Mans victory to be gained at an average speed of over 100 m.p.h. as well as a regular place in the Jaguar works team. Perhaps, more than anything, his name is connected most strongly with the research work into four-wheel-drive systems and their application to racing and road cars with Ferguson Research Ltd. Now Managing Director of FF Developments, an entity in its own right which has been in existence for just two years, we visited Major Rolt at his Coventry premises in the shadow of the big Massey-Ferguson plant to chat informally about his racing memories and his work with Fred Dixon and Harry Ferguson.

A. P. R. Rolt was born shortly before the end of the First World War, firing an early enthusiasm for matters mechanical long before he was ever old enough to hold a driving licence. His family lived for a time on a farm in North Wales and the young Rolt bounced round the farm tracks "in an old Singer and an early G.N.", demonstrating sufficient enthusiasm for motoring as was necessary to swing his parents round to providing him with a Morgan three-wheeler before he left for Eton. One was permitted to drive three-wheelers at the age of 16, so this willing workhorse was immediately put to work in trials; "it wasn't particularly suitable with that two-wheel-front, one-wheel-rear arrangement. But that's all there was, so I made do." He confesses that, as a young boy, he often spent hours sitting by the roadside near Maidenhead watching for an interesting car to appear.

These schoolboy watches by the roadside were often sustained in the company of Lance Macklin, a face he was later to meet regularly on the circuits of Europe once the war was over. When the writer, later quizzing Major Rolt on the subject of D-type Jaguars, remarked that these cars were his personal favourites when he was growing up, our subject agreed with the theory that one forms one's basic criteria by which one judges everything later in life when one is young and impressionable. So, although Major Rolt has a particular soft spot for the D-type —"remember, it was only a 3.4-litre engine . . . I think Duncan (Hamilton – Ed) managed to wind one up to almost 190 m.p.h. at Agadir or somewhere like that" – his personal favourites were the 2.8-litre Roesch Talbots. "These were the cars I really loved. As far as I was concerned, Bentleys were just tanks, Bugattis too finicky. Those Talbots always won the team prize. You can't imagine how I envy Anthony Blight, owning those team cars of his!"

The days of car-watching were soon over and Rolt's ambitions to go motor racing remained unfulfilled. His first "real" motor car was a 1936 Triumph Southern Cross – "Ex-Donald Healey, overhead inlet, side exhaust, straight six. Do you know, it would do over 110 m.p.h. when you wound it right up." The Triumph was duly dispatched to Spa for the 24-hour sports car race shortly after Rolt's seventeenth birthday where he achieved a worthy fourth place in the 2-litre class. "First, second and third were a team of German Adlers; that was real Teutonic efficiency for you. But I'd actually competed in the same race as Dick Seaman – he was driving a Lagonda – which gave me a great thrill to say the least." Unfortunately, a slight disagreement with the local constabulary in rural Wales as to the precise speed achieved on one occasion with his later, and rather rare, Triumph Dolomite was responsible for his reduced programme in 1937, even though the RAC were not obliged to suspend competition licences automatically!

By this time Tony Rolt had moved to the Royal Military College at Sandhurst, duly passing out and being commissioned into the Rifle Brigade before the Second World War broke out. But, before that unfortunate turn of events, Rolt had purchased "Remus" from Bira for the 1938 season and embarked on a very ambitious programme of racing. It was during the winter of 1938/39, when searching for more speed and road-holding from the E.R.A., that he met the rugged and rough former motorcyclist Fred. W. Dixon who had already built up a substantial reputation for preparing and driving Rileys.

Dixon agreed to carry out the preparation of Rolt's E.R.A. while also mentioning the fact that he'd prepared plans for a four-wheel-drive record-breaking car. Rolt took a great interest in this project, but managed to persuade Dixon that his ideas would be better if they were applied to circuit racing rather than record breaking. By this stage, very little development had been done in the sphere of four-wheel drive. Back in 1903, Spyker had built such a car which, powered by an 8.6-litre engine, had won a Birmingham Motor Club hillclimb. In 1932, Ettore Bugatti built his hillclimbing pair of four-wheel-drive Type-53s and Rene Dreyfus had actually established a new record for the La Turbie hillclimb near Nice, being the first competitor ever to ascend the 6-kilometre course at more than 100 k.p.h.

It was eventually agreed that Dixon would prepare a four-wheel-drive chassis powered by Rolt's E.R.A. engine, but although plans were drawn up for this project in 1939, the onset of war meant that they had to be shelved. Nevertheless, the two men formed a small company called Dixon-Rolt Ltd. with the intention of examining such systems and Rolt spent a lot of time attempting to persuade the War Office that they would be ideal for military vehicles. However, they were not particularly interested and the matter was left in abeyance after Rolt was captured at Dunkirk and Dixon just got on with his work for the War Department on other matters.

After the war, Rolt returned from his enforced sojourn in the notorious Colditz, where his most famous exploit had been to instigate the building of a glider for an escape attempt from the Castle roof, to find Dixon still hard at work in his small Reigate factory and he retired from the army in 1948 to resume a career in motor racing "despite my parents urging me to take a choice between the army or racing, emphatically pointing out that motor racing could not be made to pay. Of course, I was absolutely determined to prove otherwise." Rolt's first post-war mount was the famous Alfa Romeo *Bimotore*, the twin-engine record breaker in which Nuvolari had bravely established some 200-mph-plus times on an Italian autostrada in 1935. However, this car was now minus its rear engine, owing to an overwhelming inclination to eat up its rear tyres at the rate of one set every ten miles or so.

In addition to his efforts with the Alfa Romeo, in which he took a fine second place at Zandvoort, Rolt got together with two friends, Geoff St. John Horsfall and Pat Fergusson (no relation to Harry Ferguson) and, together with Dixon, built up their first four-wheel-drive test bed, this being a rather stark two-seater equipped with a pre-war Riley engine. This showed considerable promise.

Meanwhile Harry Ferguson, in whose Belfast garage Fred Dixon used to keep his Rileys whilst competing in the pre-war Ards T.T. races, was making a big name for himself in the tractor world. He also distinguished himself by being one of the few people to sue the Ford Motor Company with success (this being in connection with tractor design) and obtained some three million pounds in damages. He had kept in touch with Dixon and, approving of the four-wheel-drive concept, offered a small amount of monetary assistance to the precariously financed Dixon-Rolt Ltd. Shortly afterwards, Aston Martin designer Claude Hill, the man who designed both engine and chassis of the DB1, left David Brown's firm and joined Dixon-Rolt Ltd. He was later to design the famous Ferguson Project 99.

Rolt's racing career, meanwhile, was developing apace. Between 1949 and 1952 he drove all manner of cars, notably Rob Walker's famous Delage and Delahaye which Walker had promised his wife he would never again race in circuit competition after the war. In 1950 and 1951, sharing the wheel of a Nash-Healey on both occasions with Duncan Hamilton, Rolt finished fourth and sixth at Le Mans. His attraction to long-distance racing was the factor which had driven him to Spa when he was just seventeen.

In 1952 came the most significant move of his racing career; he was invited to join the Jaguar team. "I'd proved quite competitive at Dundrod where I actually lapped the C-type faster than Stirling. Then they asked me who I'd like as my co-driver and I said Duncan. They said "Duncan, you must be mad!" But he joined me in the team for 1952 and we always drove in long distance races together." The first Le Mans was a disaster for Rolt. "Stirling had been blown off by the Mercedes on the Mille Miglia and came back telling us that there would be no way of keeping

up, so Jaguar rushed through the construction of a more streamlined "droop snout" nose section. Ironically, the Mercedes were not as quick as we'd feared, but all the Jaguars overheated and were sitting in the pits, three cars retired, by the time it was seven o'clock on Saturday evening."

The 1953 race was memorable, because Rolt and Hamilton became the first to win the 24-hour classic at an average speed in excess of 100 m.p.h. at the wheel of a 3.4-litre C-type. However, Rolt's memories seem more stirred by the 1954 race, where their D-type ran to second place on its very first outing.

On the billiard-smooth surface of Le Mans, this classic aerodynamic machine could reach 170 m.p.h. which, in retrospect, seems shattering for twenty years ago. "We had a lot of problems in practice, and we were told that we'd only got time for two laps. But I told Lofty England that I had to do one flying lap, which meant I'd really got to put in three laps. As I came past the pits to start my flying lap I turned a blind eye to "come in" boards and tried as hard as I could all the way round. The chequered flag was out when I arrived back at the pits, but I tore across the line and then obliged Lofty to have a lengthy argument with the organisers to establish whether I'd got the time or not. They eventually agreed to give us 4 min. 23 sec. which was really not bad for my first flying lap in a D-type!"

Rolt and Hamilton had a troubled time in the early stages of the race, their D-type starting to misfire from an early stage. They stopped at the pits to change plugs and check the electrics, it eventually becoming clear that the Jaguar team was using their car as a "guinea pig" to find out what was wrong so that if any of the other team cars ran into trouble they could be quickly repaired. Eventually it was diagnosed as dirt in the gauze of the fuel filters, so they went back into the race with a vengeance.

"We agreed to drive flat out all the way," recalls Rolt. "We were chasing the Gonzales/Trintignant Ferrari all night and the following day. We could take ten or fifteen seconds a lap off it when Trintignant was at the wheel, but we were pushed to take two or three seconds a lap when Gonzales was driving." Nevertheless, the Jaguar roared on through the night at a terrific pace, hauling in the Ferrari all the time.

Then came an incident which slightly clouded the race for Tony Rolt. "It started to rain, in fact hail, like I've never seen before. The road was awash on the Mulsanne straight and smaller cars were skating everywhere. I realised that I couldn't see properly, so I stopped at the pits to ask for a vizor. It wouldn't have taken a few seconds, but the Ferrari was in its pit at the time and they just waved me out again. Next time round it was still very bad, so I came in again. My goggles were full of water. I hopped out to fix on a vizor and the next thing I knew was that Duncan had jumped into the car and was away. That caused just a little bit of tension, I really don't know why they couldn't have given me that vizor."

Having made up a four lap deficit, the Rolt/Hamilton D-type finished second, less than four kilometres behind the winning Ferrari. Rolt's success over the years with Jaguar enabled him to continue with Rob Walker's team, handling the 2-litre Connaught and later the 2½-litre Formula 1 Connaught, but he was always in touch with the motor industry as, back in 1950, Harry Ferguson had bought out Dixon-Rolt Ltd. and installed them, now as Harry Ferguson Research, near the tractor plant



LE MANS, 1953: Tony Rolt climbs back into the 3.4-litre C-type Jaguar which he and Duncan Hamilton drove to victory.

in Coventry. This quite naturally suited Rolt, for Jaguar's factory was just a few miles away from the Ferguson premises.

By the end of 1956, although still a member of the Jaguar works team, Rolt fully realised that an increasing commitment to Harry Ferguson Research Ltd. was going to take more and more of his time, so he retired from active motor racing at the end of the following year to devote his full-time efforts to the development programme. Later, much later, he tried Stirling Moss' Rob Walker Lotus 18 during a test session and concluded that he retired at about the correct time. "I liked to see the nose of the car, I liked something to aim with, and after a few laps I came in and told Rob that I just couldn't get used to it."

Of course, whilst trying to sell the British motor industry the concept of four-wheel-drive on a commercial basis, Ferguson Research laid plans at the end of the 1950s for their famous Project 99 Grand Prix test bed. Claude Hill's work on this distinctive "centre engined" machine with its rear-mounted driving position was completed by early 1961, but only Tony Rolt remained of the original triumvirate to see this project through to fruition. Fred Dixon had died five years earlier after splitting with Ferguson in 1952 after a difference of opinion and poor Ferguson himself died suddenly in the autumn of 1960. The decision was taken to proceed with the project and, although Rolt was more than capable of driving the car fast enough for test purposes, Jack Fairman was called in to drive it in the British Empire Trophy and the British Grand Prix at Aintree, proving without doubt that four-wheel-drive allied to the Dunlop Maxaret braking system was substantially superior in the wet. The P99 was run under the Rob Walker banner and, after Stirling Moss won the Gold Cup at Oulton Park in the car, Ferguson offered the whole project to any team that was interested. Unfortunately, Grand Prix racing didn't aspire to any great heights as far as engineering standards were concerned in the early 1960s and there wasn't a British team with the technical "know-how" to successfully adopt the P99. Despite a later trip to the Tasman Series and success in Peter Westbury's hands in the RAC Hillclimb Championship, the car wasn't used very much again.

Meanwhile, Ferguson Research Ltd. built up several systems for racing cars as well as trying to interest the British industry as a whole. Rolt made contact with Andy Granatelli, a move which sparked off a series of four-wheel-drive systems for the Novi-Fergusons, the STP Turbine car and latterly the Lotus 56 turbines. "BRM wanted to do a system for the H16," Rolt recalls "but they were not prepared to turn the engine through 180 degrees and they wanted to use the same gearbox. It really wasn't feasible. Incidentally, you realise that there was a hole down the centre of the H16 motor between the cylinder banks . . . that was to accommodate the drive for a four-wheel-drive system." As it was, BRM had sufficient problems with the car to forget four-wheel-drive and it wasn't until 1969 that the constructors ended up swinging their engines through 180 deg. and taking the power off the "front end".

Harry Ferguson Research Ltd. has now changed its name to FF Developments and it is G.K.N. who hold the licence to mass produce the Ferguson four-wheel-drive system should a bulk order be required from any manufacturer. G.K.N. show a fatherly interest in the project, but Tony Rolt continues to keep control of FF Developments to which G.K.N. pass over any orders "if they are less than 50,000 a year" explains Rolt. Looking round the workshops it may come as a surprise to many to see just how many people are interested in paying £1000 (or more) to have the full four-wheel-drive treatment on their road cars. Patting the roof of a Capri, Major Rolt quipped "this fellow comes from Switzerland and uses it a lot in the snow. He gets a great deal of pleasure from stopping to help Porsche drivers to fix their chains and then shooting off away up the road!"

Despite his all-consuming involvement with four-wheel-drive systems, Tony Rolt remains an ardent motor racing enthusiast and a great supporter of his son, Stuart, who has just started in Group 1 with a 3-litre Capri. "Really, I find saloons rather more stimulating than formula cars nowadays," he remarked. Then, with a flicker of pride on his face, he added, "He's done eight races in that Capri now and he's only once touched another competitor. That's not bad for Group 1, is it?" Not bad at all, in fact, and a virtual guarantee that the military bearing of Major Tony Rolt will continue to be seen at the race circuits all round this country, his effervescent enthusiasm for cars and motor racing unlikely to wane. –A.H.

The Sports Car Scene



The turbocharged Porsche Carrera, doubtless a saleable production racing car for 1975.

THE TITLE of this article is not referring to Lotus Elans, Morgan Plus Eights, Triumph Spitfires or MG-Bs, but to the International racing category known as Group 5; cars which bear little or no resemblance to sports cars but which have a close affinity to Formula One Grand Prix cars. For better or for worse their days seem to be numbered, having been pushed around from pillar to post by the well-meaning rule makers of the FIA for many years. If people will insist on making rules it is only natural that other people will either try to break them or dodge round them, and for years there has been a running battle between certain manufacturers and the FIA rule makers, with the manufacturers coming out on top. However, the latest move in this endless battle looks as though officialdom is going to win, albeit by slightly unfair means.

As things stand at present long-distance sports car racing is for Group 5 Sports/Prototype cars with a maximum engine capacity of 3-litres, with a sub-division of 2-litres, and it is optional for organisers to make up their entry with GT cars (Group 4) and if they feel inclined, a number of Group 2 Saloon cars. All this tends to produce a pretty mixed field, but it does ensure that something interesting is happening somewhere in the race during 1,000 kilometres or even 24 hours. The future of this type of racing is once more in a shaky state by reason of some decisions made at a meeting last Spring, which are shortly to become law, though there is just a slim chance that they could be thrown out. The suggestions are that from 1976 there should be *two* World Championships in long-distance racing, one reserved for series-production cars as specified in Groups 1 to 4, which means Saloon cars and GT cars, and the other for Sports/Prototypes and two-seater racing cars, of Groups 5 and 7, which means the combination of existing 3-litre sports versions of Formula One cars, and Can-Am or Interserie type cars, like the turbocharged 917 Porsche or McLaren-Chevrolet V8 cars. On the face of things it would seem that the FIA are merely proposing to formulate rules to embrace anything and everything that is not an open-wheeled single-seater, but it is suggested that organisers can choose which of the two World Championship categories they want to support, as can manufacturers and it does not need a clairvoyant to see what will happen.

The organisers at Le Mans have been trying for years to get the conception of a Le Mans-type car to resemble something akin to a production car, and at times have nearly succeeded, only to get side-tracked by National pride that twisted things so that Matra could win for France, and thus let in the pure two-seater Grand Prix car. Without doubt Le Mans would be run to the Saloon/GT category, and the race would be sure to get support from Porsche, Ford and BMW, all of whom would love to win the 24-hour race with an outwardly standard-looking production car. The Autodelta team who run the flat-12 Alfa Romeos, which are thinly-disguised Grand Prix cars, would no doubt have pressure brought to bear by the State-subsidised parent firm to get them to run V8 Montreal coupés or some derivative. At the moment they have a lot of internal political problems over the fact that the racing programme, which costs a lot of money, cannot be tied directly to the production programme, which is something that prevents them getting interested in Formula One racing. Ferrari always likes to win Le Mans, and if it was restricted to GT cars he would soon be in with a team of Berlinetta Boxer flat-12 coupés, especially as it is in production with a 4.4-litre engine already. The organisers of the 1,000 kilometres of the Nurburgring are closely tied to the German industry so it goes without saying that their race would follow the Le Mans lead, and the Austrians would probably follow the German lead. Daytona and Sebring (if it ever happens again on an International footing) would almost certainly plump for the Saloon/GT category, having no Prototype manufacturers in the USA, and it would really only leave Spa and Monza with any interest in the Prototypes, though Spa would not stand out alone, and Monza would soon go for Saloons and GT if Ferrari and Alfa Romeo were supporting that category. Of those at present participating in long-distance racing only Matra and Gulf could be expected to continue interest in 3-litre Sports/Prototypes, but it seems unlikely that they would have any events in which to compete. So the one statement from the FIA seems to have sealed the fate of long-distance racing as regards the scene at present, but this does not mean that the events will die. Far from it, for the future could be quite bright if sufficient manufacturers take an interest, but the FIA have hoped for this before and failed, so they may well do so again.

When they imposed the 3-litre limit on Sports/Prototypes they vainly hoped that "constructors of Grand Prix" would join in long-distance racing, piously saying that Formula One engines could be used for long-distance racing as well and thus keep the costs down. Matra, Ferrari and Gulf Research can tell them where that idea went wrong. There was a lot of talk about a "silhouette Formula" in which a basic production car could undergo unlimited modification as long as it was unaltered externally, and for a time this seemed popular, but long before any decisions were made Porsche, Opel and BMW began to indicate the lines along which it would go, and by the time provision had been made for wider tyres, bigger brakes, aerodynamic stability and control and so on, the cars were not looking much like production cars. Something along these lines seemed to be the right idea, for the aim of long-distance racing was to pass on knowledge gained to the customer, and undoubtedly BMW and Porsche have done this, so if the suggested new arrangement is accepted it could well continue this idea. The Porsche Carrera RSR models that are being sold for racing this year are almost identical to those raced by the factory last year under the banner of Martini Racing. This year the Porsche factory are racing the turbocharged Carrera, and if all goes well it will no doubt become a saleable production racing car for 1975, by which time the road-going Carrera RS will be virtually like the Martini cars of 1973. This is the sort of logical programme that the FIA want to encourage and is the reason behind long-distance racing. The other aspect is for firms like De Tomaso to build their Panteras in production and then produce racing versions, as Maserati would like to do with the Bora. The Gulf Research team with the Cosworth DFV-powered Formula One car and Matra with their V12 Grand Prix car and Alfa Romeo with their "sports car" with its flat-12 Grand Prix engine, are leading nowhere as regards

production cars are concerned, though Gulf no doubt gain some research knowledge in petrols and oils, Matra are building up French prestige and self-confidence and Alfa Romeo are keeping their name to the fore in the world of cars other than Formula One, but none of it is very deep.

In long-distance racing this year it is proving rather difficult for the public to get very enthusiastic, even though they are still supporting the events, probably because you get a lot of racing for your money, even though it is not of a high order. It is the complete opposite to Formula One, or Grand Prix racing, where you get an abundance of high-class racing for a few fleeting minutes. If Matra, Gulf or Alfa Romeo opt out of an event, and one of the other teams has trouble early in the race, it is all over for the public. Anyone closely involved, or deeply interested, can in fact derive a lot of enjoyment even so, for the battles in the 2-litre category, the GT class or among the saloons, are terrific for those involved. They are nearly all amateurs, which does not detract from their efforts, but it means that the average spectator does not really know who they are. If you are attracted to a race to watch Ickx, Jarier, Hailwood, Bell, Merzario, Reutemann, or Beltoise taking part and within 30 minutes the event has fallen apart and all you see is Ickx touring round unchallenged, and Hailwood or Bell suffering infuriating delays due to mechanical trouble, you are unlikely to get excited about a battle going on between Claude Haldi and Clemen Schickentanz, even though it is as fierce as that that started between Ickx and Bell. If you know Haldi and Schickentanz personally, or you know their teams or their co-drivers, then you can get very interested and excited. Indeed, already this season there have been some splendid races among the Porsche Carrera private owners, as for example at the Spa 1,000 kilometres, where the last hour saw two rival Porsches passing and re-passing three or four times a lap, right up to the last lap. For British enthusiasts there is the pleasure of cheering on John Fitzpatrick as he battles against German, French and Swiss drivers in the Porsche Carrera GT category. Last year "Fitz" was driving for the Erwin Kremer team, and won many races for them, while this year he is driving for the George Loos team and the Kremer cars are his hottest rivals. The closeness of this racing is such that the class can be won or lost on a pit-stop, for during a 1,000 kilometre race they have to make three or four refuelling stops, and also change drivers, so that any team with a weaker driver as number-two has to have a very good number-one to make amends, especially against a pair of equally matched drivers, even though they may not be the best. The racing Porsche Carrera RSR is so strong and reliable that it can be driven flat-out for four or five hours, providing it is well prepared, so that a wheel-to-wheel dice between two teams, such as occurred at Spa and the Nurburgring, can continue unabated to the bitter end.

In one of these Porsche battles the Swiss driver Haldi ran out of petrol half-way round the last lap and coasted to a stop as his rival went on to win. The reason was not really known, it could have been a miscalculation, a mistake in filling up at the last stop, increased consumption due to being driven harder than expected or a slight leak somewhere. Stopping near another abandoned racing car, Haldi siphoned some petrol from it to put into his own tank, in order to get back to the pits, arriving long after the last competitor had been flagged off. Naturally, he was somewhat cheesed-off about losing his private battle, but more so when he found he had been omitted from the official results, the reason given being that it contravened the regulations to receive outside assistance in the form of taking on petrol other than at the official refuelling pits. This was absolutely true, but then Haldi pointed out that the race was finished when he did this, for he and the other Porsche driver had been lapped by the leader two or three times so there was no way they could complete the full number of laps, and while they were on their last one, the leader was receiving the chequered flag at the end of the total race distance. After a lot of fairly friendly discussion it was agreed that the race was officially over before Haldi siphoned the petrol out of the other car, so he was re-instated in the results, his position being that in which he was as he started his last lap. This sort of thing never forms part of the story of the race, because in the overall picture it is insignificant, especially if all the works teams are taking part, for the private owners are probably battling for something like 24th position over-all, even though it might be for 2nd place in their class.

Just as there can be a lot of exciting racing and a lot of drama in the GT category, the same goes for the 2-litre Sports/Prototype category in which privately-owned Lola, March, Abarth, and the odd special take part, although at the moment the standard of competitor in this category is not very high, and the battle seems to be one of survival rather than wheel-to-wheel racing. A 1,000-kilometre race may appear on the surface to be uninteresting due to lack of top teams and top drivers, but for the enthusiastic follower there is always plenty to see but, of course, for the organiser this is not enough, he wants the big stars and the big names, in order to attract a bigger public. At the moment long-distance racing is sadly lacking in such things, and the likelihood of this season running the full gamut of events is pretty doubtful, so that 1975 looks even less hopeful. As things are there is no great encouragement for a constructor to get interested in long-distance racing, and of those who are in none have any real convictions; Gulf have floundered along since the Ford GT40 onslaught, through the days of the 917 Porsche only to find themselves forced to build a thinly-disguised Grand Prix car with Cosworth V8 power; Matra opted out of Grand Prix racing because they were not really getting anywhere, and the Sports/Prototype racing offered a place in which to make a name; while Alfa Romeo have muddled along, getting deeper and deeper into the complicated involvement technically. Porsche have tried hard to keep faith with the machinations of the FIA, and took the mickey out of the rules with their 917 Porsches, while Ford and BMW want to get involved, but not to Grand Prix standards.

Without doubt long-distance racing has got to change, or rather the machinery used has got to change, for everyone is quite happy with the race-distance of 1,000 kilometres, accepting the Le Mans 24-hour event as something special, but not really wanting the Daytona 24-hour event, while the detail rules about fuel tanks being limited to 120 litres, and a driver not being allowed to go on for more than three hours without a break, and other such things are all accepted and agreed to. It is the type of car that is being used that is wrong, and the sooner something definite is decided the better for everyone. The way the FIA have done it at present is far from satisfactory, suggesting two World Championships and leaving the choice open to the organisers. Too many people have got to make a decision and there is the possibility of a divided vote, which will foul the whole business up once more.—D.S.J.



Gulf's GR7 thinly-disguised Grand Prix car with Cosworth V8 power.

FIAT ECONOMY

GRAHAM HILL is many things besides being a racing driver these days and you may have seen him on television running out of petrol in a Fiat 126 in Preston Park, Brighton (not on a double-yellow, I hope Graham?) after he had attempted to drive there from London on a gallon of fuel. The run was supervised and scrutineered by the RAC and filmed by TV, and in the ITV commercial you heard Hill praising the little car's handling and gearbox, and saw it apparently accelerating past larger vehicles as no 126 has done before or since. The RAC gave the consumption as 58.8 m.p.g.—and I hope they checked the mileometer for accuracy, because some years ago I did a similar test of a reconditioned Fiat Topolino which Mayfair Motors Ltd. claimed would give 50 m.p.g., only to find that on actual distance covered it was doing about 48. Certainly Graham Hill must have driven with a heavier foot than Jack Hill of Reading, who got 63.4 m.p.g. at an average of 27.34 m.p.g. from a Fiat 126, also under RAC observation, as we reported in the May isue.

My own experience has been that a normally-driven Fiat 126 should give at least 46 m.p.g., and I have had better than 55 m.p.g. by coasting downhill. But so far my long-standing target of 60 m.p.h./60 m.p.g. has not been attained, even with a 126 the Weber carburetter of which was tuned by Fiat's themselves; the best then obtainable was 50 m.p.g. still driving carefully, give or take 0.5 m.p.g.

Consequently, when I was informed that, tied in with the G. Hill demonstration, there was a competition open to the ordinary driver, I decided to try again. All I had to do, I was told, was to call on my local Fiat dealer and try for a good economical figure over a route of from three to five miles, of my own choosing, during which petrol consumption would be checked by a GIL Flowmeter accurate to 1/100 of a gallon. This reminded me of a similar scheme put on by Vauxhall's before the war, to publicise the petrol-thrift of their then-new Vauxhall Ten, and of what fun the late John Eason-Gibson and I had, by driving the demonstration car flat-out and to hell with economy, to the alarm and despondency of the luckless salesman accompanying us! However, I have grown older and more staid since then, so there would be no repetition of such youthful pranks.

My nearest Fiat dealer was in the rather sinister Welsh town of Llangammarch Wells, a drive of about half an hour from home, through impeccable scenery. I rang them. They were just discussing it, they said. Could I have a go? Not bloody likely, was in effect the Eliza Doolittle answer—the equipment costs £75 to fit, they said, and anyway the hilly country hereabouts would not be conducive to good fuel economy. Next, I rang the Fiat dealer at Llanfarian, who serves Aberystwyth. There was no answer to the ringing tone all day. So I then tried the Stow-on-the-Wold address listed by Fiat, thinking gleefully of all the lovely three miles of downhill away from that picturesque Cotswold town. Alas, all day all I got was the "engaged" tone, and I learned subsequently that this is no longer a Fiat agency. Feeling now as desperate as a driver tearing up a parking ticket stuck to his car by one of Graham's girl-friends, as all chance of the Italian marble plaque engraved with my name which I could win by beating the Hill m.p.g. faded from my grasp, for the competition closed in ten days, I telephoned Godsells Ltd. of Hereford, who obligingly agreed to let me pit my skill against that of Hill.

I arrived at the appointed time to find the little chap from Turin smothered in posters urging those who drove it to "Beat Graham Hill" and was told that it had just come back from a Shell-Henly Fuel Economy Run run by the Hereford M.C. I asked whether there was any speed or non-coasting stipulations and was told "no"—no holds barred. This seemed rather hard on Hill, who can surely not have driven all the way to Brighton at 10 m.p.h. or less!

As the Fiat 126 has only one distance recorder, which doesn't read to "tenths", the distance assessment was also somewhat casual.

Anyway, off I went and, aided at first by a down gradient but later being obliged to slog up a long hill in top gear, I managed my three miles on what the Toric flowmeter said was 0.0352 of a gallon. I was told this would be converted into m.p.g. back at the garage but when we got there I was told it was no-go, as my figure was off the conversion charts provided by Fiats and the flowmeter was thought to be misreading. "Never mind", I said, "let's try again". But that wasn't allowed, because the well-labelled 126 was due in the workshop—the dynamo had stopped charging and there was an oil-leak, all rather unfortunate as it had done less than 900 miles, according to the odometer.

As a matter of interest I got the office computer to work out what three miles on that 0.0352 of a gallon represented. It made it 85.23 m.p.g. I would like to think that although I cannot beat Graham the Grand Prix driver on the circuits I may have bashed him a bit when driving the smallest car for sheer economy. So I had another go, in the same car over the same route, but with a heavier passenger, which gave 0.0397 of a gallon, which Godsell's converted to 70+ m.p.g. and we make 75.57 m.p.g. Since then Fiat 126s have recorded 73.9, 79.2 and an astonishing 96.8 m.p.g. when driven by motoring writers at Silverstone. But I still want a car that will do 60 m.p.h./60 m.p.g., *driven normally*. Any takers?—W.B.

Fuel Economy Runs

WE announced recently that just when fuel economy is uppermost in the minds of many drivers Mobil have decided to withdraw support from the Hants & Berks MC over the running of the well-known annual Economy Run. Fortunately, Total have taken over and intend that for this year an Economy Run will be held at Brands Hatch on September 17th. What I find of especial interest is that, apart from classes for standard cars, Total intend to encourage experimenters, as Mobil did in the early days of *their* Run. I remember how the late Holland Birkett and I averaged 83.7 m.p.g. in the 1954 Run with a Citroën 2 c.v., by mildly tuning the carburetter, increasing the tyre pressures to twice their normal figure to reduce rolling resistance, and coasting whenever possible. The raised tyre pressures would now be illegal and later Mobil eliminated such engine tuning by insisting on recent-model British cars only, in standard trim. Wise as this was from a publicity angle, it curbed economy initiative. So I am glad to note that Total intend to have a class at Brands Hatch for All Comers, which will accommodate series-production 4-seater saloons of from 500 c.c. to 2,000 c.c., with any engine modifications permitted, even to using a different make and size of power unit than the standard one, although the only additive allowed will be water (!) and the only fuel petrol. Ultra-high tyre pressures will be discouraged and average speed has not yet been finalised, but will be probably between 40 and 50 m.p.h.—W.B.

MORE BOOKS

"Armstrong Whitworth Aircraft Since 1913" by Oliver Tapper. 390 pp. 8½ in. × 5 in. (*Putnam & Co. Ltd., 9 Bow Street, London, WC2E 7AL.* £6.00).

It is excellent that Putnam's are continuing their inimitable one-make aircraft histories, which show up similar work in the motor-car field. This one is about the company which built among so many other famous aeroplanes the never-to-be-forgotten Siskin, so redolent of the golden age of flying and RAF. The Siddeley Deasy, and Armstrong Siddeley flavour will appeal to motoring historians but the book stands out as another very complete piece of specialised aviation history, in Putnam's standard format. That means with a most interesting and informative introduction to the AW Company and its personnel, followed by detailed technical descriptions of each of its products, from the wartime veterans to the 1970s Argosies. An appendix covers AW projects, the book is fully indexed and copiously illustrated, with the expected three-view plans of many of the aeroplanes.

This is exactly how history should be presented and students of AW happenings will be well satisfied.—W.B.

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"Ferrari—The Sports and Gran Turismo Cars" by Warren W. Fitzgerald and Richard F. Merritt. 255 pp. 11 in. × 8½ in. (*PSL Ltd., Bar Hill, Cambridge, CB3 8EL.* £11.95).

It might be thought that Ferrari, important and exciting make that it is, has now had ample book coverage. But a pictorial history is always more attractive at first sight and this American publication, first published in 1968 and now updated and enlarged, is certainly that. From the early Colombo-designed 1½-litre V12s to the present flat-twelves this is a nicely produced history with ample text to support the many black and white pictures and the colour plates.—W.B.

* * *

Speedsport's book by Paul Davies about tuning the four-cylinder Fords has been issued in a second revised edition, at £1.50.

Hamlyn's 75p Pearson's Illustrated Car Servicing Series now covers the Ford Cortina Mk. III.

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up-and-go", so we could see him nipping through on the right if the two Ferraris concentrated too much on stopping Peterson getting through. Then again, it is a brave man who would try to stop Peterson going through a gap, so we could see Regazzoni being elbowed over and probably collecting Depailler just as he was nipping through. There were immense possibilities for a really exciting start, but unfortunately it all fell apart when Depailler's Tyrrell sprung a leak in the metering unit of its Cosworth engine on the warm-up lap. By the time he had switched to the spare Tyrrell he could only join the back of the grid, so Regazzoni's problems were eased. However, as it turned out the swarthy Swiss got on with his own job, heedless of others and led everyone into the first corner and away up the hill. The gap on the grid caused by Depailler's trouble gave Jean-Pierre Jarier the opportunity to shoot up the inside and elbow his way in behind the two Ferraris, ahead of Peterson, something no-one had thought about.

It is interesting that the two most popular races about which no-one seems to complain loudly are the two at which there is no opportunity for any pre-race testing. These are Monte Carlo and Barcelona, both held on public roads, so that the only chance to practice is during the official sessions on the days immediately prior to the race. At all the other races it is possible to run test days well before the event, and indeed it is becoming something of second series. After Madrid a lot of teams took advantage of test-days organised at Nivelles; after that race some went to Nurburgring, others went to Anderstorp, and after Monaco there was a test-day at Dijon. Much of this testing is paid for by Firestone and Goodyear, and if you were to follow all the testing closely you could have just as active a season as you would if you followed the actual racing. It is surprising how much damage is done at these test days, for at nearly every one someone manages to crash or break the suspension or a drive-shaft or have brake failure. Although Grand Prix races are being run virtually every alternate weekend at the height of the season, most teams are in action somewhere or other between times, so that you can say that a team is running its cars every week. I sometimes wonder if it would not be a bad idea to call a truce and settle for just the Grand Prix races with a minimum of practice, and let them all spend the rest of the time designing something new or making what they have got a bit stronger, or even spending a few hours in the Inspection Department, always assuming they have one.

After each practice session at Monaco there was an interesting "parade" that could have provided spectators with a lot of enjoyment had it a good running commentary. The Monaco paddock is on the sea-front at the opposite end of the circuit to the pits, which are by the harbour, so that when practice was over nearly everyone had to make the journey round the circuit from the start, up the hill, through the Casino square, down through the hairpins of Mirabeau and the old Station, to the Portier corner, where they peeled off left into the paddock. Some drivers drove their racing cars, without their crash-hats on, so that you could actually see their smiling or scowling faces, depending on how practice had gone, while others went in saloon cars, vans or on the official transport pick-up trucks. With the present shape of Grand Prix cars being wide and flat there is room to take a passenger lying alongside the cockpit, so some drivers took their chief mechanic, others took the team-manager or the designer, some even had one on each side. Some mechanics rode on the back, sitting on the aerofoil astride the engine, while some lucky mechanics actually drove their racing cars. Anyone who aspires to breaking the record for the number of people you can get in a telephone box should have seen some of the saloon cars travelling between the pits and paddock, it would have given them ideas on scientific packing, especially as wheels and tyres, tool boxes and signalling boards were packed in as well as the streaming mass of humanity. Colin Chapman went by on a Honda mini-bike, with Geoffrey Kent the boss-man of John Player on the pillion, and the way he negotiated the Casino square indicated that Chapman is not a born two-wheeled man. When I mentioned this to him later he said, "You should have seen me at the Station hairpin, I nearly dropped the lot."

Motorcycles, or two-wheeled mini-bikes were all the rage this year for getting about the Principality for there are never any traffic or parking problems when you are on two wheels, though in Monte Carlo two feet are even better, for there are a lot of short cuts involving flights of steps. Crossing one of the small squares to go and have a look at a real motorcycle, a sports version of the Guzzi V7, I saw a familiar figure in the process of starting up a small Japanese fizzer. It was the retired World Champion Jackie Stewart, who was about to ride off to some urgent appointment in his funny hat and dark glasses. I went over to him and said "Mind how you go" and then added "but I wouldn't let the clutch in just yet if I were you." Giving me a quizzical look Stewart said "Why not?" So I pointed down at his back wheel, which still had a padlock and chain laced through the spokes and round the frame. There are still people who maintain I don't like Jackie Stewart! I must admit that as I went on my way I thought "Hmm, ..." – D.S.J.

THE HENRY AFFAIR—contd. from p. 694

available to him such a great and revolutionary engine that Peugeot were able to use it immediately, in racing form, to win two major Grands Prix, not to mention vanquishing the might of the *voiturette* world, Hispano-Suiza dropped it like a block of ice. Yet when Birkigt was playing with supercharging, and when he later built some more racing *voiturettes*, they had a single-overhead camshaft-and-rockers configuration. Foolish, surely, at a time when Peugeot were driving all before them with what the authorities now say was Birkigt's own twin-cam sixteen-valve engine?

Borgeson puts in a firm line of defence of his own. He obtained a description of the Tipo Espanâ Hispano-Suiza. Far from it being the alleged twin-cam wonder-car, it had what Borgeson calls "a pedestrian s.o.h.c. engine with fan and two-port inlet manifold. I think this is where MOTOR SPORT can come to the American's aid. When Kent Karslake wrote those articles for us in 1950 on Hispano-Suiza history, which have come to be accepted as authoritative, he sought to discover when Birkigt first adopted his subsequently classic system of direct valve actuation from a single o.h.-camshaft. This involved eliminating all Hispano engines without this feature. One of these was in the Tipo 8 Hispano which had inclined valves operated by a single o.h. camshaft and rockers, and which had a fan. It was known here as the Barcelona model, was current in 1913, and could well have been the same as the one called Espanâ in Spain (the cylinder dimensions seem to tally). The significant thing is that nowhere did Karslake (who although a stock-broker, not an engineer, was a very thorough historian) or Gallop, or the American researcher Alec Ulmann, who entered into the 1950 discussion, find any evidence of a twin-cam Hispano engine. Apart from which, Vina seems to be unable to distinguish a pent-roof from a hemispherical head. . . . Then there is the established fact, given to Borgeson by Henry's son, that his father came to Paris in 1909 as an engineer and had no connection with Birkigt, except as a friend. (Incidentally, he said that Henry used a d.o.h.c. not to improve gas flow or to reduce reciprocating weight in the valve gear, but simply to safeguard against valve failure. This may not be so unlikely as it sounds, for broken valve springs were commonplace before 1914 and would not be as serious with double as with single valves.)

Could it be that Henry and Zuccarelli designed a twin-cam, sixteen-valve, dual-ignition engine for Birkigt, that Hispano-Suiza decided against it, and that the quoted Law Suit was from Henry to Hispano, for non-payment of fees? A lesser affair than one for stolen copyright, and therefore not documented? Henry would then have taken his design to Peugeot, who set him up to design for them and sell designs to others?

Whatever the truth, it seems that Henry was under no cloud of disgrace after the war, when Ballot and others employed him; he is said to have designed the Omega Six before losing his money in an unsuccessful piston-factory venture.

Another item that seems to confirm that Henry was Chief Engineer of the racing set-up at Peugeot is that he lived until 1950, whereas Zuccarelli was killed in 1913—driving a racing car. The engineer is not usually subjected to the risky calling that Zuccarelli, Boillot and Goux followed! This is perhaps rather charmingly endorsed by one of the pictures which illustrates Borgeson's article. It shows the Peugeot team about to leave from the Gare St. Lazare for Indianapolis in 1914, where Boillot was fastest until tyre failure intervened. He is seen at the station resplendent in a natty bowler-hat and dark suit. Goux and Zuccarelli are wearing loud caps. Henry, a frail shy figure, is standing aloof, in an undistinguished tweed-suit and straw-hat. Could this little man, I found myself wondering, really be the team's top designer? Then I reflected that Jackie Stewart might well have overshadowed Ken Tyrrell, for instance, in such a situation and that in this context the picture was no nearer proving whether Henry was great engineer or skilled draughtsman, pioneer racing-engine designer or a cheap thief.

Lord Montagu, Sedgwick, Vina, Barker and Harding contribute to the last-named view of the man. We must hope that eventually, with someone as tenacious as Griffith Borgeson on the scent, the truth will emerge. Then Ernest Henry will either stand forever damned, or, as I hope, his name will be cleared.—W.B.

THREE FOREIGNERS

Road Impressions of the Saab 99L, Lancia Beta 1800 and Mazda 1300

AS A COINCIDENTAL ANTIDOTE to the May Buy-British Editorial, the three most recent road-test cars have been a Saab 99L, the new Lancia Beta and a Mazda 1300. I drove the smaller-engined Saab 96 in 1973 and was at the time eager to sample the 2-litre model with the increased performance I thought the car needed. The 2-litre Saab 99L does have good if not striking pick-up, is reasonably happy driven mainly as a top-gear car, and retains the many individual features of the famous, durable Swedish make. The latter include those Bertil Ilhage-developed wiped-and-washed Hella H4 headlamps, a driver's seat adjustable for height as well as rake and distance from the steering wheel, and a driver's heated seat cushion. It also has those ugly and heavy-looking safety bumpers, very accessible under-bonnet fuses, and a bonnet which, although forward-hinged, has a front safety-catch and lifts like that of a BMW 520. The heated seat works over a range of 14 deg. C to 27½ deg. C when the ignition is switched on. It is said to be appreciated by those who suffer from backache and abdominal chills; in my case I suffered both after driving the car, but no doubt this was another coincidence.

In town the Saab did not impress me. The heavy clutch was as sudden as that on a vintage Austin 7 and the gear-change was about the stickiest I have experienced on a modern car, further complicated because you cannot dislodge the console-mounted ignition-key until you have put it in the reverse position. I sometimes wonder whether the growing use of automatic transmission is causing design-teams to opt out on good manual gear shifts? The Saab was so unpleasant in this department that I can only think all was not well with this particular specimen. Thus it wasn't until the Metropolis was vacated and the open road stretched ahead at a tedious 50 m.p.h. that the car began to appeal. Once in top gear it sweeps along effortlessly, the driver having a commanding view from a high-set comfortable seat, although the head-restraints restrict rearward vision, and the screen is rather remote, so that you get a sort of bow-window, drawing room effect. Get on a Motorway and increase the pace to a furious 70 and more engine noise than is entirely pleasant is induced. The steering is somewhat heavy, matching the clutch and horrid gear-change, but the front-wheel-drive and the big Firestone Cavallino 15 in. tyres ensure good fast-cornering characteristics. Acceleration is moderate for a car of this size and power, 95 b.h.p. at 5,200 r.p.m., being in the order of 0-60 m.p.h. in 13 seconds, which the fuel-injection 110 DIN b.h.p. engine would obviously improve on. It is interesting that dropping the c.r. from 9.0 to 1 to 8.7 to 1 enables both these 2-litre Saabs to burn 3-star 94-octane petrol.

The driver is confronted by three big Vdo dials, clock, 110 m.p.h. speedometer with total and decimal trip mileometer, and multiple recorder with pictorial symbols for its indications. The fuel gauge is accurate but the low-level reading, with warning lights, seems to stay on interminably when you want to run dry for check purposes. There is a row of minor controls, with a notch-out manual choke, on a strip of simulated wood, and shallow console cubby and glove box. The instrument readings tend to be blanked by the safety pad on the thick non-slip-rimmed steering wheel when it is on lock—it has a horn-sounding inset strip. There is a heating system which requires learning but then provides comprehensive ventilation and warmth mixes. Two slender stalk controls cover the usual operations, including the lamps' cleansing—maybe one day instead of fussing over air-bags and seat-belts those who watch over us will insist on heated rear windows and such lamps' washers on all cars? The boot is very spacious in spite of housing the spare wheel. On the test car the n/s rear door refused to open and there were irritating creaks when the steering wheel was turned.

Saab are noted for their safety features and reliabilty and the 99L is very much a "garage-car"—*i.e.* one with many items worth going over. On the road it struck me as good transport but a car lacking in character, so that it is nothing like the Saab 96 in enthusiasts' affections. It sells here for £1,873 for which you get, among other advantages, the well-proven BL-type o.h.c. engine, rather low-geared (3.7 turns, lock-to-lock) rack-and-pinion steering, and full disc braking. But the off-set pedals are not altogether nice and I could never live with that gear-change.

Fuel consumption came out to 27.8 m.p.g. under 50 m.p.h. speed-limit conditions and I could not check the oil level as by the end of the test the bonnet release would not work.

* * *

Having returned the Saab, I was presented with a Lancia Beta 1800 saloon for appraisal. There had been much delay in the release of this front-drive Lancia, following the fusion between Fiat and the quality-car Company started years ago by a great racing driver. So I was interested to be driving a Lancia again, especially as I have mostly very happy memories of the make. Immediately prior to the outbreak of another major war in 1939 I regarded the Lancia Aprilia as the finest small saloon motor-car obtainable, and the greatest possible fun to conduct. Since then there have been other excellent Lancias, not forgetting my rather clapped-out, mildly cut-and-shut £15 Lambda of the war years.

I remember an Aurelia B20 GT 2500 in 1956 which I put "in the category of perhaps the most pleasant motor car sampled to date, and withal, one of the fastest in respect of average speeds on public roads". Nothing else came my way from Wembley until 1961, when I was allowed to try a flat-four front-drive 1½-litre Flavia, of which I observed that it had impeccable manners, safe handling qualities, and provided great refinement from splendid suspension and a very smooth engine. By 1964 I had road-tested the 1.8-litre version of the Flavia with Pininfarina coupé body, again a very refined mode of transport, which even made sitting in traffic jams less frustrating than usual, on account of its comfortable seating and dignified interior arrangements.

The Saab 99L



The Lancia Beta 1800



The Mazda 1300



The Fulvia coupé was tried in 1966 and I liked it so much that I posed the question of whether it wasn't the best small car currently available, rather as a colleague today regards the Alfasud. The Flavia 2000 coupé I sampled in 1970 was not so well-liked. For a £3,100 car it seemed a too-expensive acquired taste. Now, with the Beta, Fiat/Lancia have entered the upper-bracket family-car market and have, I think, done it rather well. I was glad to try it in 1800 form —it is also available as a 1400 and 1600.

There is a bit of "badge-engineering" about the Beta, with its Citroën-pedigree five-speed gearbox, MacPherson suspension struts all round, and a transverse Fiat engine, although when you find that this engine is a twin-cam (cogged belt) power unit, there is not much to quibble about. The Beta has an air of quality about it, with its dignified interior, upholstered throughout in vinyl which gives the impression of being nylon, its fine attention to detail in the minor-switches, door-locks, the sort of anti-dazzle mirror that does not get misplaced every time you dip it, automatically-self-levelling Cibie q.i. headlamps, and so on. It has a fairly comfortable driving seat and such things as an adjustable steering column, clock, extremely comprehensive heating and ventilation, sensible-size head-restraints, a Securit Thermovis heated back window, petrol-cap lock, lighting of almost every cavity, a hand-throttle and a manual choke, the latter unpleasantly stiff to use, intermittent wipe for the screen, Toric inertia seat-belts, dual exterior mirrors, and a top-tinted screen are standard. But the doors lack "keeps". The ride is good and gives that "expensive" feel, although it could with advantage be somewhat stiffer for really fast work.

If the Saab had a too-sudden clutch, the Lancia Beta had over-servo-ed brakes, although, warned of this, I found these all-round discs very light. They were apt to pull to the n/s and were much too sudden, however. The steering is almost too light and vague around the straight-ahead position in normal driving but it gets somewhat heavier on lock and if you accelerate hard there is a bad pull to the o/s. Engine noise is subdued until 4,000 r.p.m. is exceeded but wind roar tends to emanate around the sides of the body. The gearbox has quite a seductive action when going from fifth to fourth gear but the whole point of having a multi-ratio box is negatived by low-gearing. Thus an indicated 70 m.p.h. takes the engine to not far short of 4,000 r.p.m. in this fifth gear and although it is possible to do most of one's motoring in it, the engine pulling away smoothly from absurdly low speeds, it is not in any way a Motorway overdrive. The gears are silent and this impressed me as not a bad gearbox, but with rather long and ponderous lever movements. Reverse is nicely guarded, as to select it you have to press the knob down before going beyond the fifth-speed position.

Accommodation is adequate, the rack-and-pinion steering is responsive, almost shock-free and enhanced by the excellent driving position, but it is a trifle low-geared, at four turns, lock-to-lock. The instruments are not instantly readable but I had no great complaint on that score.

The 120-m.p.h. speedometer and matching tachometer have between them the heat and oil-pressure gauges, the needles of which point upright at normal readings of 160°F and 55 lb./sq. in., respectively. The engine idles somewhat roughly at 1,000 r.p.m. and gets clattery at over 5,000 r.p.m. The warning mark comes at 6,000 r.p.m., with the tachometer's red-sector from 6,500 to 7,000 r.p.m. There was furious running-on after the ignition was cut. There are 10 fuses to protect the electrical system, neatly located in the engine compartment. Further Beta refinements are an electrical socket and the provision of a plug-in rechargeable torch. The tiny push-in dipstick is deeply buried but easy to remove; no oil was required after 920 miles. The fuel tank holds nearly 11.4 gallons and has a screw-thread cap, another Fiat feature.

The bonnet is rear-hinged and this reminds me that I do not think the frontal aspect of the Beta particularly handsome. But it was nice to see a "Lancia—Campione Del Mondo Rallies" transfer on a side window, proof that the makers appreciate the publicity value of competition participation.

There are triple stalk-controls, the twist headlamps' control and shorter stalk for the turn-indicators (which cancels too quickly) on the right, the wipers' stalk on the left, the lockable cubby is big enough to take a pint tin of oil, and the test-car had a Philips Turnolock radio (an extra). Additional stowage is provided by floor-level wells on the scuttle interior and the very deep rear-window shelf, the latter tending to mask reversing-vision. The tyres were 14 in. Michelin XZ. Fuel thirst worked out at 33 m.p.g.

When it is considered that in spite of low-gearing this Beta 1800 has a top speed of 109 m.p.h. and s.s. ¼-mile acceleration of 17.2 seconds that it is a refined car of considerable character, and that it should give pleasure to the family-man while being acceptable to enthusiastic drivers with its neutral cornering and responsive controls, it must be regarded as quite an achievement at its British selling price of £2,096. But it is not a Lancia.

* * *

The Mazda 1300 which I sampled next turned out to be quite a pleasant surprise. I had visualised a sober small saloon and having been away for a few days in the Beta with my wife and daughter, which as married men will know involves carting about a great quantity of luggage and odds and ends, I even wondered whether it would take all that the boot of the Italian car had accepted with space to spare. I need not have worried! It all packed away easily into the smaller boot of the shining blue Japanese car, which I found also to possess a reasonable turn of acceleration and pace. This Mazda 1300 can be regarded as a "Japanese Escort", being of about the same size as the popular Ford and possessing rear-wheel-drive from a fore-and-aft engine, and suspension by struts at the front, semi-elliptic leaf springs at the rear. But whereas the 1300 Ford develops 57 b.h.p. in its ordinary forms, it seems that the single-o.h.c., 5-bearing, 1,272 c.c. engine of the Mazda, with its light-alloy head, pokes out 87 b.h.p. This endows it with a sporting performance and easy 60 m.p.h. cruising. It is pleasant to drive, with a light clutch and a quick, simple gear-change. Although the Japanese weaknesses of spongy brakes (disc/drum) and choppy suspension are present, they scarcely detract from the acceptability of this very willing little car.

The interior tends to be a bit spartan, with only a non-lockable cubby for front-compartment stowage, apart from a ridiculously small "hole" before the driver. But the seats, with head restraints and adjustable squabs, are comfortable, and the controls are unusual but effective. A tiny l.h. stalk controls the lighting from the Koito headlamps and sidelamps and a single substantial r.h. stalk operates all the other services, its knob twisting to switch on the 2-speed wipers.

The Mazda was on Broadstone radial ply 13 in. tyres. In the dry it cornered fast with only a slight feel of lurching and some understeer. It was much faster than I had anticipated; it winds up to 93 m.p.h., with s.s. ¼-mile acceleration of 18.2 sec., but I believe the Escort is faster. It sells here for £1,174, or £18 less than a 4-door Escort, and is generally a neat little car, although the mounting of the reversing lights within the back bumper is rather droll. The self-propping forward-hinged bonnet reveals the National New-Top battery, the various reservoirs and a long dipstick, all most accessibly placed. The driver is confronted by a 110 m.p.h. Archi Towei speedometer with total mileometer only, and matching dials giving heat, amps, and fuel-level reading. The steering is fairly light, and quick, being geared 3½ turns, lock-to-lock.

I got 35.8 m.p.g. in normal use and was pleased to find that not only does the lockable flap over the fuel-filler shut automatically but that the filler-cap is attached to a chain. Scarcely any oil was consumed in 440 miles, and generally this car is well contrived, being equipped with heated back window, facia fresh-air vents, cigarette igniter, brake-on-light, etc., and the screen wiping is really effective. But it is horribly noisy at Motorway cruising speeds. However, it shows that improvement in the products from Japan which the British motor industry must guard against.—W.B.

Racing on Public Roads

SINCE 1925 speed events on public roads have been banned in this country. So it is interesting to discover that when the Tour de France bicycle race was staged here, the Plymouth Stage on June 29th was held on the Plymouth By-Pass, which was closed while a circuit race of some 100 miles took place. The race was timed to start at 10 a.m. and spectators were charged admission. Not only that, but Plymouth Municipal Offices have published brochures about this race and other road races and time trials which will take place in the area. But try to close a small piece of public road for a motor car or motorcycle speed trial and you will be very much out of luck.

Incidentally, we notice that the Plymouth Council prefaces its Tour de France publicity material with the statement that this classic pedal-cycle event compares with other classics such as "The Indianapolis 500, the Ryder Cup, the Prix de l'Arc de Triomphe, Wimbledon and the World Cup". What is so wrong with the British Grand Prix and the IoM TT?—W.B.

MATRA BEATS ALFA ROMEO BID

Nurburgring, Germany, May 19th

LAST YEAR the Matra-Simca team had a slight superiority over the Ferrari team which resulted in a narrow win in the World Championship for Makes. This year the French *equipe* again has a slight margin of superiority, but instead of Ferrari making the challenge the Italian colours are worn by the Alfa Romeo team, which recorded a splendid 1-2-3 victory at Monza after both Matras retired. The tables were turned at the Nurburgring, however. Henri Pescarolo put his Matra on pole position with a time of 7 min. 10.8 sec., fractionally faster than Carlos Pace's Formula One and outright circuit record, with Jean-Pierre Jarier alongside him nearly two seconds slower.

The Alfa Romeos were eight or more seconds slower around the 14.1-mile circuit, Arturo Merzario recording 7 min. 18.8 sec. during practice and Rolf Stommelen 7 min. 19.8 sec., whilst five or six seconds slower again were the Gulf GR7s of Mike Hailwood/Derek Bell and James Hunt/Vern Schuppan. The Autodelta team's practice had been marred by oil system failures on all three cars during the first minutes of the opening practice session: the Facetti/de Adamich car lost oil pressure, the Stommelen/Reutemann car dropped its oil filter, and the Merzario/Redman car broke an oil line.

Practice times were indicative of form during the race. Jarier quickly pulled out a commanding lead while Pescarolo baulked the Alfa Romeo drivers at the rolling start then maintained second place, falling back 22 sec. in the opening seven laps of the race (which had been reduced from 44 laps, 1,000 kilometres to 33 laps, 750 kilometres as a fuel conserving measure). Stommelen and Merzario were visibly outpaced, while behind them Bell got the upper hand on Facetti.

Jarier, having his first really competitive drive in the Matra team, set a new sports car lap record in 7 min. 15.9 sec. whilst establishing his lead, and handed the car over to Jean-Pierre Beltoise with a comfortable margin of a minute over Larrousse. After 15 laps Larrousse made an unscheduled stop with the engine running badly, and the blue car lost two laps while diagnosis confirmed a dropped valve. Larrousse was sent out again, and eventually finished in fifth place.

The Alfa Romeo challenge slowly wilted in the sunshine. Facetti lost time after colliding with his team-mate, Reutemann, and was a lap behind after having the car's nose section replaced. Reutemann continued safely but was lapped after 26 laps; Merzario and Redman were 4½ minutes down after 29 laps but then the gearbox casing cracked, and the car retired behind the pits with seized transmission.

The Gulf cars did not feature in the race for the lead although Bell moved up to second place for two laps when the economical DFV engine out-distanced the 12-cylinder power units. Hailwood spun the car and damaged the rear suspension, leading to retirement, then Bell transferred to the Hunt/Schuppan car which finished in fourth place. Turbocharged works/Martini Racing Porsche 911 Carreras ran trouble-free into sixth and seventh positions, despite van Lennep damaging his car badly during Saturday's practice and Schurti colliding with another Porsche during the race.

The works Chevron B26, with a new Brian Hart designed alloy 2-litre engine installed, ran impressively in the hands of John Watson and Peter Gethin but retired from a safe class lead late in the race with rear wheel bearing failure. The 2-litre class, and eighth place overall, was then claimed by John Hine/Ian Grob in the KVG Racing Chevron B23. The Grand Touring class was as close as ever, contested by no fewer than 21 3-litre Porsche 911 Carreras, and John Fitzpatrick/Jurgen Barth emerged the winners by 56 sec. from Claude Ballot-Lena/Bob Wollek

It was the Ford versus BMW battle that many people in the 60,000 crowd came to see, a rare encounter in this year's diminished factory programmes. Hans Stuck was exciting to watch, trimming 14 sec. from the Group 2 lap record during practice with Jochen Mass' Capri close behind, and for three laps they kept the crowd on tip-toe circulating inches apart. Then Stuck's BMW transmission seized, and shortly afterwards the Mass/Lauda Capri retired when an insecurely fastened wheel worked loose after a pit stop. There was only one other Group 2 car in the race, another works Capri driven by Glemser/Hezemans who finished in eleventh place.—M.L.C.

Results :

750 KILOMETRES OF THE NURBURGRING (33 laps)—May 19th—Warm and dry

Third round, World Championship for Makes

1st :	J-P Jarier/J-P. Beltoise (Matra-Simca MS670C—3-litre V12)	Entrant: Equipe Gitanes, France	4 hr. 07 min. 24.1 sec.—182.753 k.p.h.
2nd:	R. Stommelen/C. Reutemann (Alfa Romeo 33TT12—3-litre flat 12)	Entrant: Autodelta S.p.a., Italy	1 lap behind
3rd:	C. Facetti/A. de Adamich (Alfa Romeo 33TT12—3-litre flat 12)	Entrant: Autodelta S.p.a., Italy	1 lap behind
4th :	J. Hunt/V. Schuppan/D. Bell (Gulf-Ford DFV GR7—3-litre V8)	Entrant: Gulf Research Racing Ltd., England	1 lap behind
5th :	H. Pescarolo/G. Larrousse (Matra-Simca MS670C—3-litre V12)	Entrant: Equipe Gitanes, France	2 laps behind
6th :	H. Mueller/G. van Lennep (Porsche 911 Carrera—2.2-litre turbo flat 6)	Entrant: Martini Racing-Porsche System, Germany	3 laps behind
7th :	H. Koinigg/M. Schurti (Porsche 911 Carrera—2.2-litre turbo flat 6)	Entrant: Martini Racing-Porsche System, Germany	3 laps behind
8th :	J. Hine/I. Grob (Chevron-Ford FVC B23—1.9-litre 4-cyl.)	Entrant: KVG Racing, England	3 laps behind
9th :	A. Merzario/B. Redman (Alfa Romeo 33TT12—3-litre flat 12)	Entrant: Autodelta S.p.a., Italy	4 laps behind
10th :	J-P. Jabouille/P. Depailler (Alpine Renault—2-litre V6)	Entrant: Alpine-Renault, France	4 laps behind
11th :	D. Glemser/T. Hezemans (Ford Capri RS—3.4-litre V6)	Entrant: Ford Cologne, Germany	4 laps behind
12th :	J. Fitzpatrick/J. Barth (Porsche 911 Carrera—3-litre flat 6)	Entrant: Georg Loos-Polifac, Germany	4 laps behind

Fastest Lap : J-P. Jarier (Matra-Simca 670C), in 7 min. 15.9 sec.—188.589 k.p.h. (Group 5 record)

MATRA MOVES ON

Imola, June 2nd

ALFA ROMEO's sweeping victory at Monza in April flattered only to deceive. As last year, the Matra-Simca team has had to overcome engine unreliability early in the season but having done so, no team can stand up to the speed and teamwork of the French *equipe*. At Imola, a 5.1-kilometre track near Bologna, the Matras of Beltoise/Jarier and Larrousse/Pescarolo formed the front row of the grid, followed by the shorter wheelbase Alfa Romeo 33TT12 models of Merzario/Ickx and Stommelen/Reutemann, then a "normal" Alfa Romeo driven by de Adamich/Facetti. No Gulfs went to the Italian circuit, the British team preparing for Le Mans, and sadly the 1974 Prototype Ferrari 312P has yet to make its debut.

The two Matras took an immediate lead, but after 12 laps the hard-trying Merzario passed Beltoise into second place. Almost immediately ex-Alfa Romeo team driver Galli, in an Abarth, collided with Merzario while being lapped and both cars left the road, Merzario breaking a finger of his right hand. Minutes later Stommelen bumped over a kerb, breaking the nose on his Alfa Romeo and upsetting the handling, and de Adamich slowed with oil on the clutch.

Within half an hour of the start the race was effectively over, the two remaining Alfa Romeos having been lapped. The Matra team was prevented from claiming both leading places when Beltoise retired only 14 laps from the finish with a recurrence of valve spring trouble.—M.L.C.

Results :

IMOLA 1,000 KILOMETRES—Groups 5 and 4—198 laps—Imola—Very warm

Round 4, World Championship for Makes

1st :	G. Larrousse/H. Pescarolo (Matra-Simca MS670C—3-litre V12)	Entrant: Equipe Gitanes, France	6 hr. 13 min. 36 sec.—160.90 k.p.h.
2nd:	R. Stommelen/C. Reutemann (Alfa Romeo 33TT12—3-litre flat-12)	Entrant: Autodelta S.p.a., Italy	2 laps behind
3rd:	A. de Adamich/C. Facetti (Alfa Romeo 33TT12—3-litre flat-12)	Entrant: Autodelta S.p.a., Italy	9 laps behind
4th :	J-P. Beltoise/J-P. Jarier (Matra-Simca MS670C—3-litre V12)	Entrant: Equipe Gitanes, France	14 laps behind
5th :	P. Keller/H. Heyer (Porsche 911 Carrera—3-litre flat-6)	Entrant: Samson/Erwin Kremer, Germany	21 laps behind
6th :	G. Schon/G. Borri (Porsche 911 Carrera—3-litre flat-6)	Entrant: Jolly Club, Italy	25 laps behind
7th :	R. Wollek/J-M. Seguin (Porsche 911 Carrera—3-litre flat-6)	Entrant: J-M. Seguin, France	26 laps behind
8th :	P. Blancpain/K-H. Lehmann/R. Joest (Porsche 908/3—3-litre flat-8)	Entrant: Scuderia Nettuno, Germany	29 laps behind
9th :	E. Tondelli/C. Francisci (Chevron-Ford FVC—1.3-litre 4-cyl.)	Entrant: Team Italiano Chevron, Italy	34 laps behind
10th :	C. Garrone/"Bramen" (AMS-Ford BDA—1.3-litre 4-cyl.)	Entrant: Scuderia Tricolore, Italy	42 laps behind

Fastest Lap : G. Larrousse (Matra-Simca 670C) on lap 10, in 1 min. 40.8 sec.—180.714 k.p.h.



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Maturity makes it perfect.
Lemon makes it tangy.
Ice makes it cool.
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Hermetite formed-in-place gaskets are the answer because they conform exactly to the mating surfaces, however uneven, *and* have an exceptional operating temperature range from –100°F to 450°F. In effect, one tube of Hermetite 'Instant Gasket' gives you a

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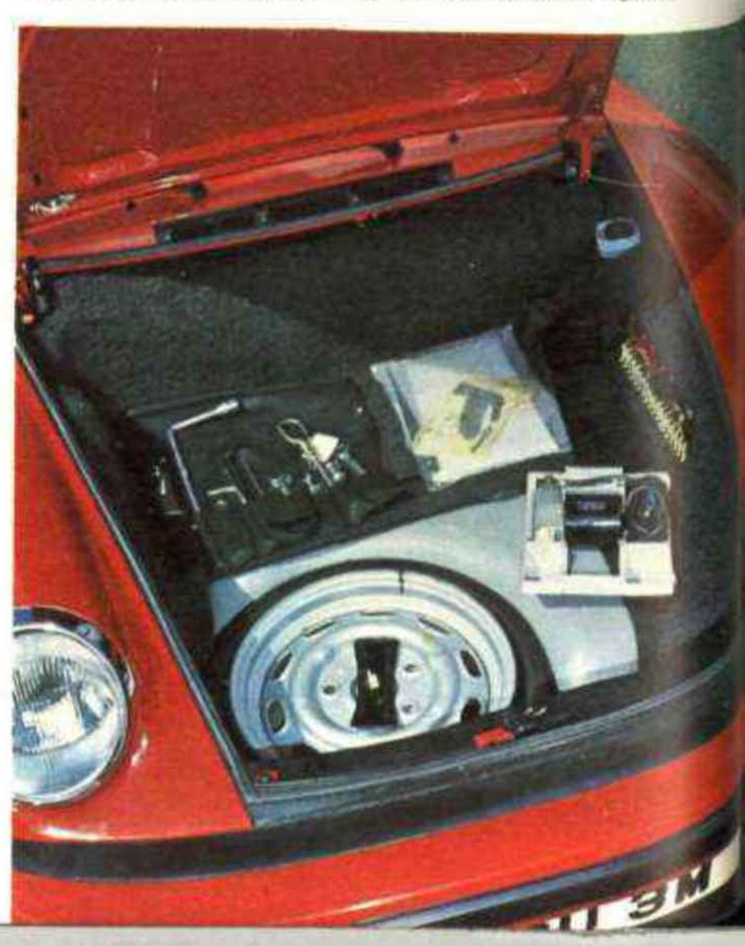
The Porsche 911 2.7-litre

SUCH IS THE LOT of a motoring journalist that he usually becomes rather blasé about the more expensive cars he drives yet at the same time hyper-critical, perhaps trying to avoid the impression that he might be trying to be too kind to the particular manufacturer. However, every so often the lot of MOTOR SPORT's staff includes a car which provokes uninhibited enthusiasm and unavoidable eulogies and more often than not the cause of the pleasure is the Porsche 911 badge on the tail. To us, as enthusiastic drivers, Porsche 911s are the instigators of a search through our little black book of superlatives in an inadequate attempt to describe the qualities which provide almost unbeatable engineering quality, exquisite handling and roadholding, magnificent performance, indeed in most of our minds the finest all-round road car in the World.

If Porsches have had one failing in the past it has been that the engines have been somewhat inflexible (more than somewhat in the case of the 2-litre 911S), necessitating considerable stirring of the five-speed gearbox, perhaps enjoyable on the open road, but tiresome in traffic. As capacity has crept up from 2-litre to 2.2-litre to 2.4-litre the torque and thus flexibility has improved and now the introduction of the 2.7-litre flat-six engine for the 911 and 911S, the capacity which was first tried and tested on the Carrera, has created a veritable velvet glove, certainly in the case of our 911 road-test car, quite amazingly easy to drive so that even grandmother stepping out of her Minor 1000 wouldn't find herself in too much deep water, indeed would probably love the car. At the other end of the scale few up-and-coming racing drivers would wish to be without one as a road car if they had the chance and the choice. To remove the velvet glove reveals not a particularly vicious iron hand in 911 guise (the range has been simplified, the 911T and E being replaced by the 911)—the 911S and the 2.7 Carrera, or even more so, the 3-litre Carrera should you be so lucky as to acquire one of the five right-hand-drive cars to be imported into this country, provide a more angry specification. In fact the 2.7-litre engine is a few brake horsepower down on the old 2.4-litre 911E, the version which is more readily comparable, being quoted at 150 b.h.p. DIN. On the other hand, torque has risen to 168 lb. ft. DIN at a modest 3,800 r.p.m., the real object of extracting the extra capacity by increasing the bore to 90 mm. while retaining the same 70.4-mm. stroke. The result is that while standing-start stop-watch figures may have suffered fractionally, overall performance would almost certainly be found to have been improved were it possible to do a back-to-back test between the 2.4 911E and the 2.7 911 over a reasonably long and varied stretch of road.



Porsche quote a 0-100 k.p.h. (62 m.p.h.) acceleration time of 8.5 sec., and a maximum speed of 130 m.p.h. for this "ordinary" 911 and if ever there was justification for regarding performance figures as meaningless, this is it. If standing-start acceleration is insisted upon as a criterion then it should be remembered that whereas the 911's "on paper" figures are poorer than, just to take an example, a BMW 3.0 CSi, the Porsche's rear engine and suspension provide such outstanding traction that its maximum acceleration can be achieved on almost any surface except mud and sheet ice; even in dry conditions dramatic wheelspin usually occurs when trying to indulge in maximum acceleration with conventional layout performance cars like the CSi, so encouraging restraint and wasting performance potential. No such restraints are required with the Porsche, which can have its full potential released all the time without embarrassment. Still, that is neither here nor there; what I found so remarkable about the 911 and the proof of real all-round performance was the way in which I was able to average 70 m.p.h. without exceeding 75 m.p.h. on winding "B" roads in mid-Wales. More significantly the 2.7-litre engine called for nothing more than 4th and 5th gears to achieve this, when most certainly 3rd and even 2nd gear would have been required with the smaller engines. I might add that this brief spell as a law-abiding citizen was occasioned by the ravages on my wife's stomach of the very high "g" forces caused by the Porsche's limpet-like roadholding when progressing rather more meteorically. Again, on the subject of figures, 130 m.p.h. is nothing out of the ordinary in 1974; what is not reflected in this is that the 911 has a chassis designed for a 170-m.p.h. maximum speed, that the air-cooled flat-six engine regards 130 m.p.h. as a happy maximum cruising speed and that Porsche engineering makes such a speed





comfortable, relaxing and safe. To cruise at similar speeds in some cars I can think of is almost like pitting a cockleshell against a Force 10 gale. To extend the simile would be to liken the Porsche to the Queen Elizabeth II in Force 6. It is the sort of performance which allowed me to cover two 200-mile journeys in two hours each without exceeding 110 m.p.h. more than half-a-dozen times and to arrive at journey's end more relaxed and happily satisfied than at the beginning. This caused our much-travelled and similarly blasé photographer, who was equally comfortable and relaxed in the passenger seat, to remark, unfacetiously, "This beats flying." The Porsche is that sort of motor car.

Not only performance attracts superlatives: on the first of those 100-m.p.h. average journeys the 911 consumed petrol at the rate of 20.64 m.p.g. On the second journey, perhaps because of slightly more favourable conditions, the average was 21.85 m.p.g., while on the faster part of that journey into Wales the average was 21.58 m.p.g. A similar average was maintained on the daily 50-mile round trip to the office, encompassing motorway, single and dual carriageway main roads and a long crawl into the City of London; my TR6, at last properly tuned, is averaging a miserable 17.6 m.p.g. for the same journey accomplished slightly more slowly. To gild the economy lily, the 911 runs on two-star, 91-octane petrol! Unfortunately few garages could supply less than three-star, usually added to the 17.5-gallon tank by disbelieving attendants who more than once tried to direct me to the five-star pump. Over a total of more than 1,200 miles consumption averaged 21.4 m.p.g.

But the sheer economical practicality of this remarkable car doesn't end there. That this Porsche is meant for pleasurable and purposeful driving rather than the one-upmanship of most exotica is indicated yet again by the 12,000-mile service intervals, only routine checks on hydraulic fluids, pressures in the 185/70 VR 15 Michelin tyres and brake pad wear being required in between. The oil level can be checked without moving from the driver's seat, a gauge giving the necessary indication from the tank for the dry-sump system when the engine is at tick-over and working temperature. I added only one pint of oil in 1,200 miles, although another one or two pints would have been required when I returned the car. This sensible between-service performance makes the Porsche ideal transport either for the wealthy executive averaging 1,000 miles per week on business or for that high-speed holiday trip to the South of France. Compare it with 2,500-mile service intervals for the Aston Martin V8! And it is even an exceptionally easy shape to wash.

This Porsche invoked confidence immediately the key was turned for the first time each morning. The new Bosch K-Jetronic injection introduced for the 911 and 911S 2.7-litre models takes care of cold start mixture problems automatically and all the driver has to do is pull up the hand-throttle between the seats and fire up. The test car would fire immediately, then stop, but fire again on the next touch of the key to run as smoothly as it would when warm, about three-quarters hand throttle being advisable to avoid "flame out" when the accelerator pedal was lifted during the first couple of miles. As a matter of habit I employed a touch of hand-throttle whenever the car had stood for more than quarter-of-an-hour to ensure first-time starting and immediate tick-over. K-Jetronic injection employs neither mechanical nor electrical injection pump, relying for its control on inlet pressure and providing a continuous supply of the optimum amount of fuel/air mixture to the combustion chambers via valves directly into the inlet manifolds. There is automatic compensation for load conditions and barometric pressure and height. This efficient system, combined with a new piston crown designed to induce turbulence of the mixture, is instrumental in reducing emissions and allowing for the use of low-lead fuels.

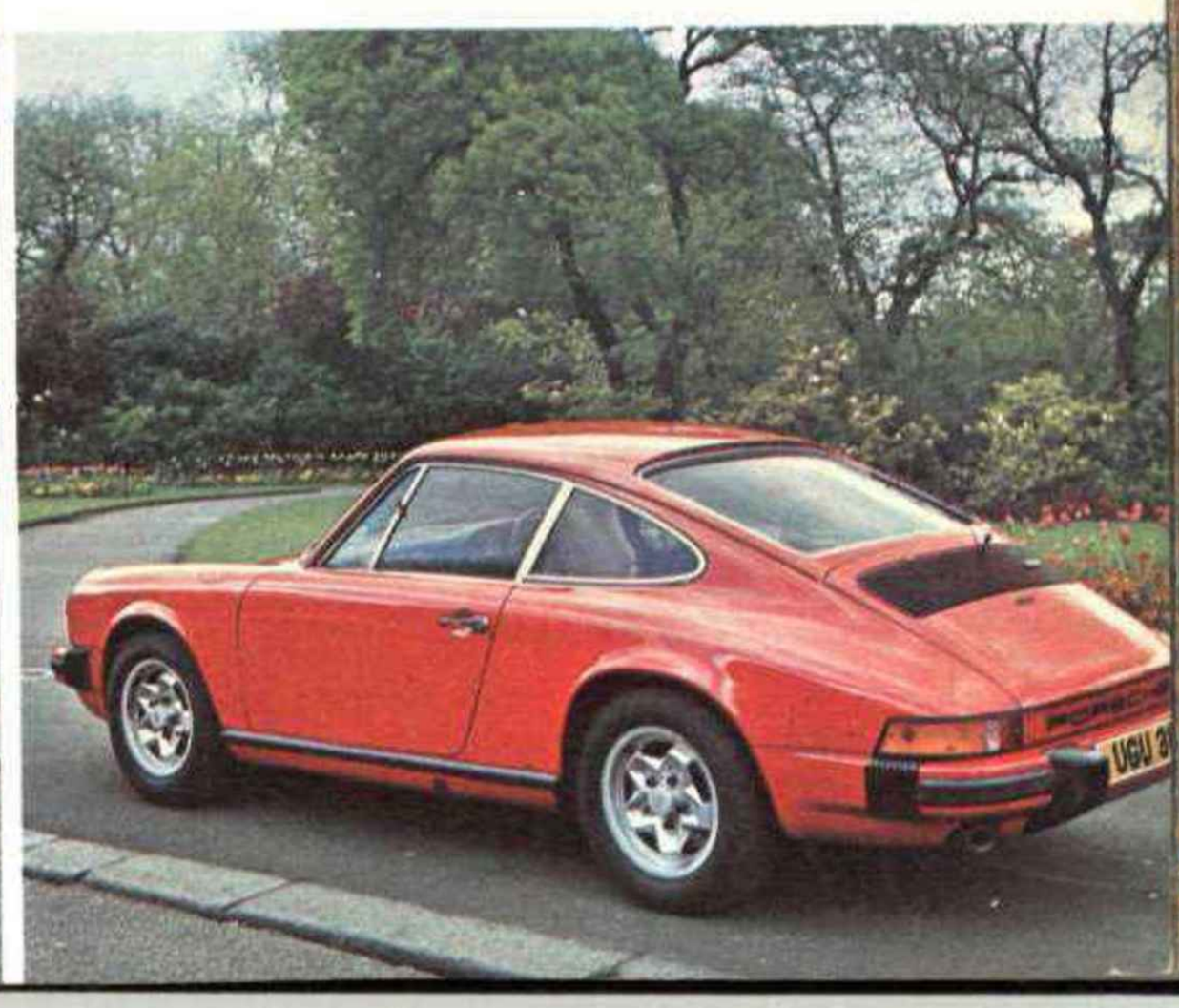
As the whirring rasp of this new 2.7-litre engine hurtled this bright red machine along at three-figure speeds or ticked over in London traffic without fear of over-heating nor, with this latest engine, fear of plug fouling, unlike the 2-litre 911 our Production Manager used to run, it occurred to me, why on earth should man try to find an oil-consuming alternative to the internal combustion engine when Porsche's internal combustion engine already achieves practically everything required of those alternatives? My idea of Utopia would be to have Porsche 911s as the Environmental People's Car . . .

The Porsche 911 series has been described sufficiently in previous MOTOR SPORTs to make a detailed description superfluous. Externally this latest model can be distinguished by the slightly cumbersome-looking "5 m.p.h." bumpers, which in the cases of the 911 and 911S hide crushable tubes, replaced by shock-absorbers on the Carrera. Highly attractive new alloy wheels are fitted to the 911, while the 911S and Carrera retain the traditional shiny spokes. An additional four gallons capacity is included in the fuel tank, its 17.5 gallons offering a range of 350 to 400 miles between stops, but necessitating the adoption of an emergency "space-saver" tyre on a steel spare wheel. Consequently, in the event of a puncture, the punctured tyre cannot be placed in the wheel well and should the boot be full a polythene bag is provided so that this wheel can be carried on the front-seat passenger's lap to the next garage! A neat portable air-compressor worked from inside the fuse-box in the boot or from the cigarette lighter is provided for inflating the spare.

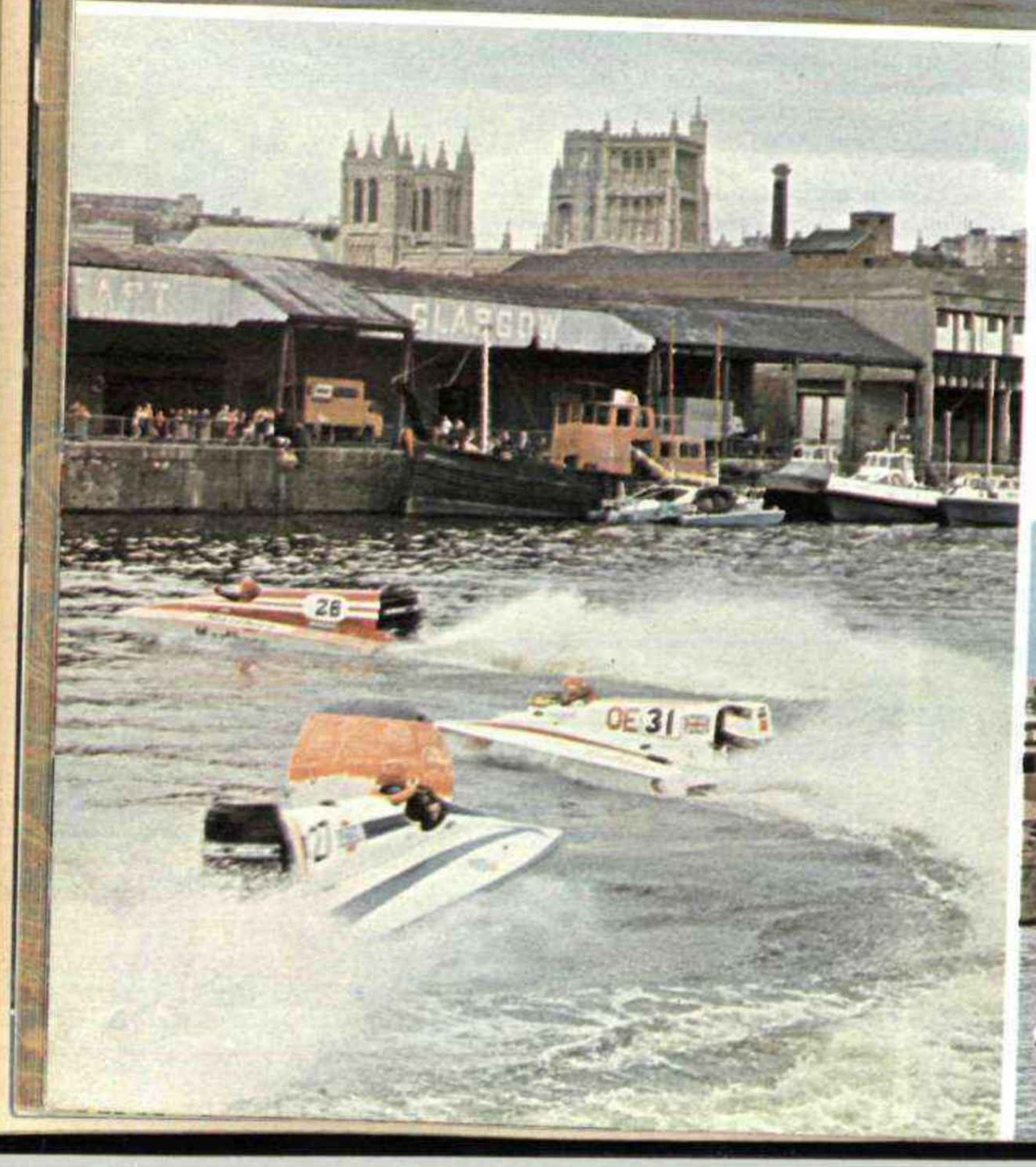
Other detail changes include the fitting of an almost two-gallon washer bottle, filled from underneath the petrol filler-cap in the

Continued on page 739









EMBASSY GRAND PRIX

THE LAST-MINUTE cancellation of the Scottish Rally and a consequently empty colour page gave us the chance to look at a power-boat race in Bristol docks. Overall winner of the big boats (*above*) was Italian Caesare Scotti (ON class—1,500 c.c. to 2,000 c.c.) catamaran of his own design powered by an Evinrude V6 engine. He averaged 76.3 m.p.h. for the second 90-minute heat. Race for the lead (*left*) of the OE and O1 class (850 c.c.–1,500 c.c.) race between Joop Raymakers in a Dutch Marlboro-entered Molinari, Roger Jenkins in the British Embassy-entered Miles and Johan Koch in a Dutch Datsun-entered Molinari. (*Below*) Lady Player is lowered into the water from the pits. The catamaran shape is clearly shown and at speed only the propeller and the last foot of each side are in the water. The large straight-6 Mercury engine will push this boat along at up to 100 m.p.h.



LE MANS NEVER HEADED: The Matra-Simca 670B driven by Henri Pescarolo and Gerard Larrousse led the 24-hour race from the first lap to the last, though support from three other cars in the team dropped away by midnight. The chase was taken up by the turbo-charged Porsche 911 Carrera driven by Herbert Muller/Gijs van Lennep, which might have taken the lead on Sunday morning while the Matra's gearbox was being rebuilt had not the Porsche also lost 5th gear. Below, Alain de Cadenet's Ford-Cosworth DFV-powered special driven by Chris Craft/John Nicholson lay in third place at 1 a.m., but retired at dawn with the rear suspension collapsed.

Opel Ascona 1900 SR. 0-50 mph in



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

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

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

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

8.2 seconds. Top speed 104 mph.*



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

Drive one – you could end up buying one.

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

Opel prices start from £1,125. *Car.

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

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

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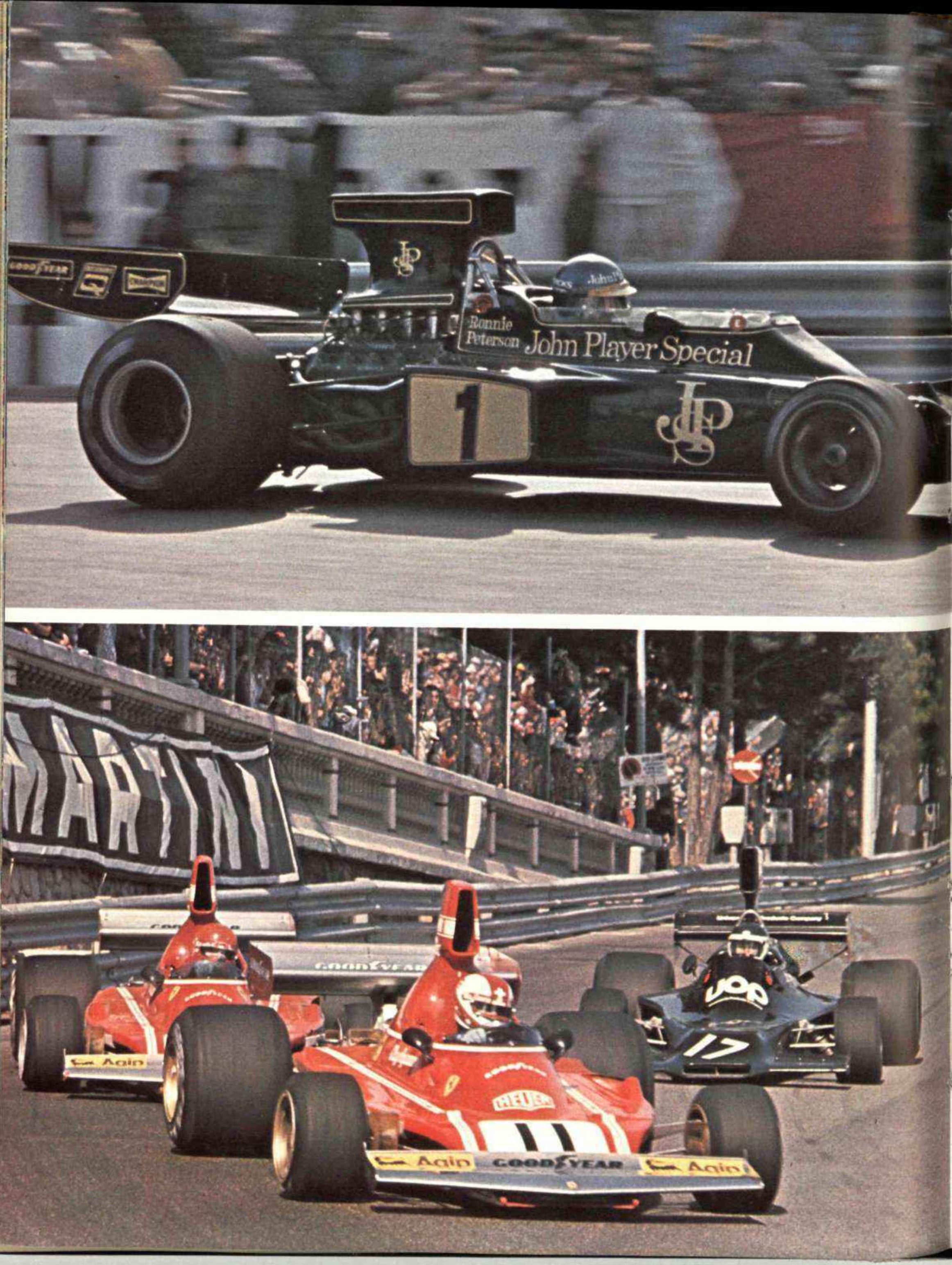
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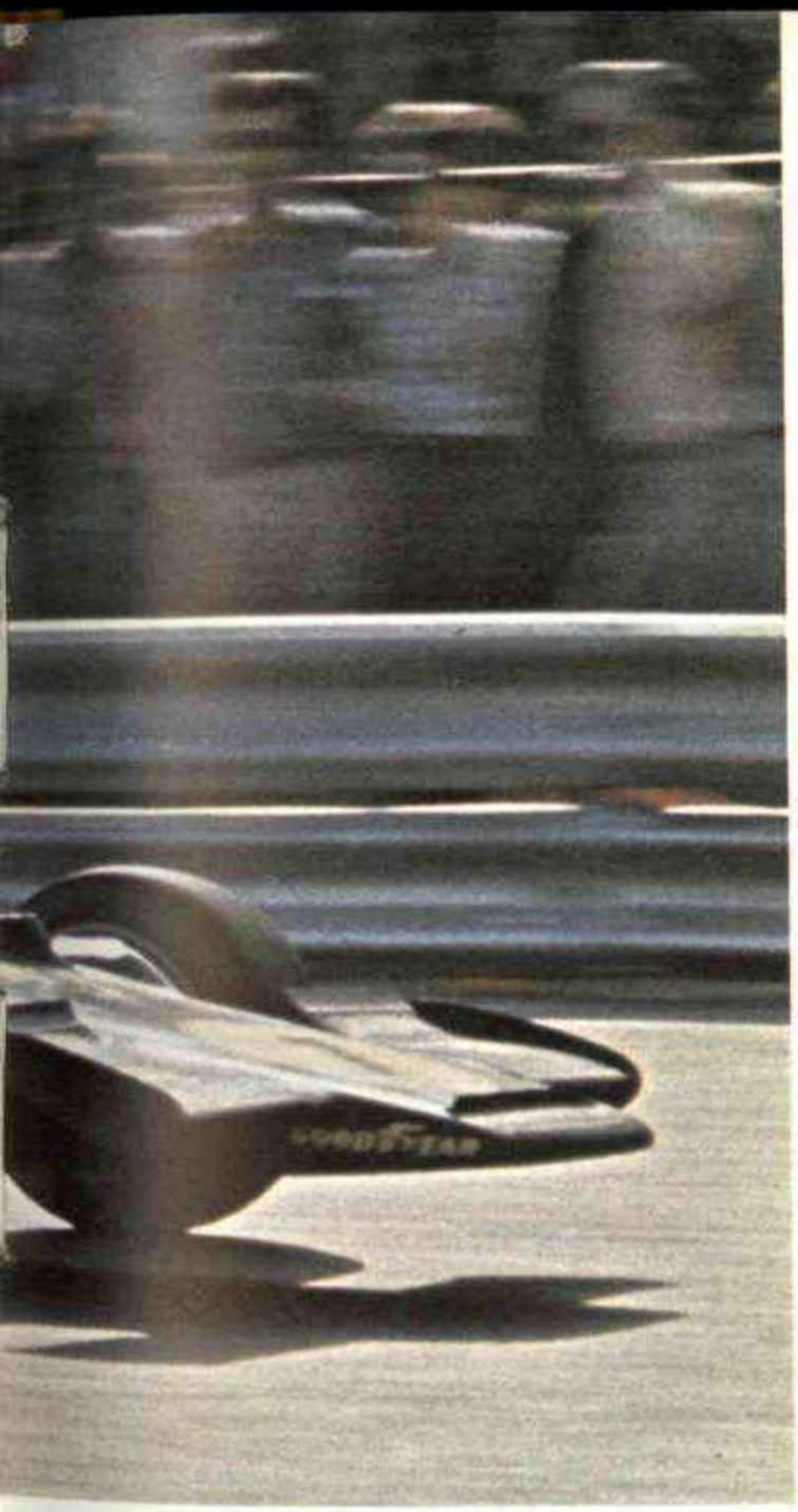
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Agip
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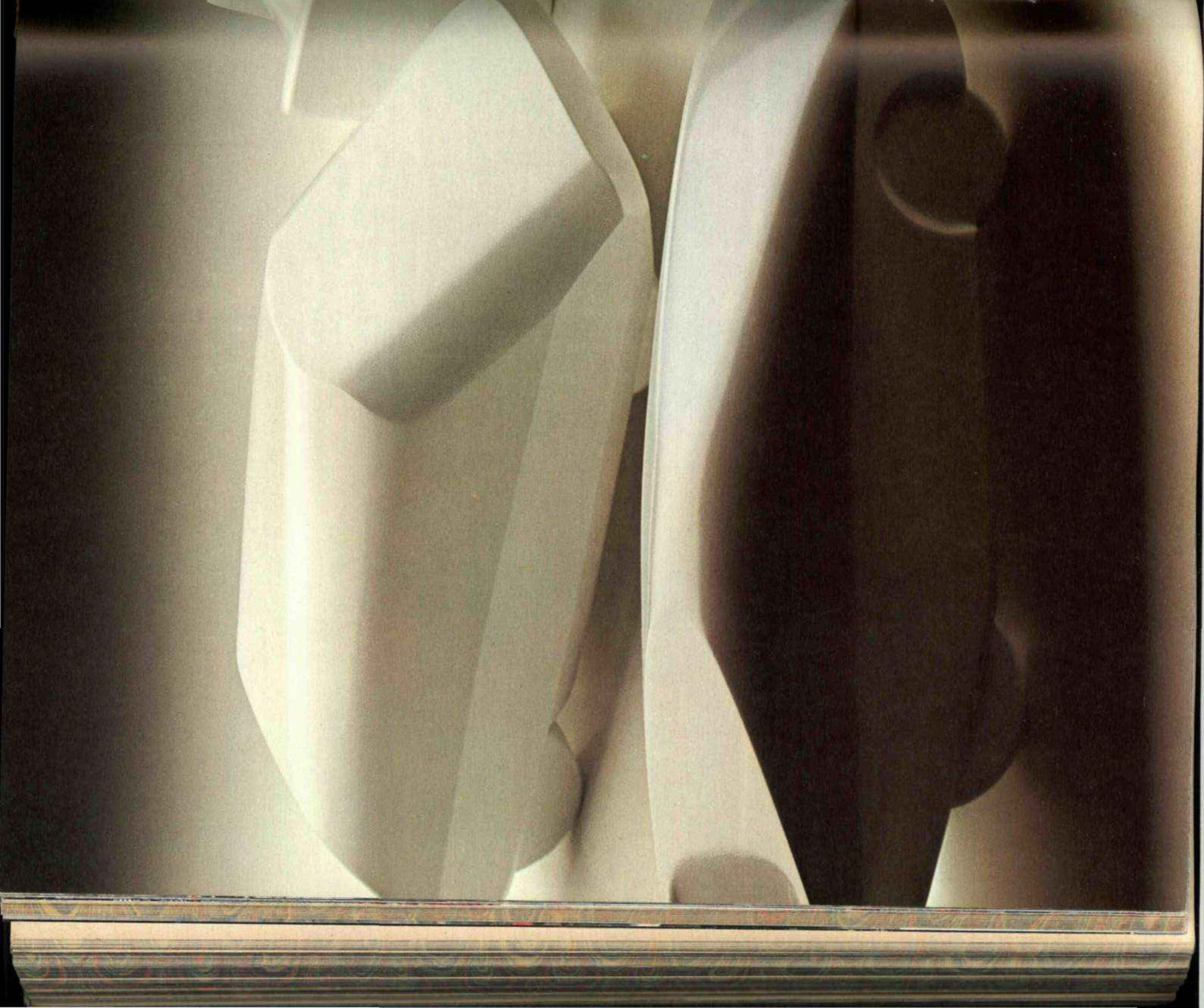
MONACO GRAND PRIX

DESPITE A SPIN early in the race, Ronnie Peterson staged a magnificent recovery to win the Monaco Grand Prix driving one of Team Lotus' old 72s (*above*) in place of the newer, troublesome 76 model. The Swede survived a spin in the early stages of the race which unfortunately eliminated Carlos Reutemann's Brabham BT44. A multiple collision on the opening lap accounted for the immediate retirement of seven cars, but the Ferraris of Clay Regazzoni and Niki Lauda were already well away in the lead of the race. The two Italian cars are seen (*left*) swinging round the Tabac corner on the harbour front just in front of the UOP Shadow driven by Jean-Pierre Jarier. The opening phase of the race backed up the Ferraris' practice form, but Regazzoni spun the lead away and could only finish fourth, while Lauda, who inherited the lead from his team-mate, stopped with electrical trouble and handed the lead to Peterson. On the right, Jody Scheckter's Tyrrell 007 can be seen cornering against a backcloth of yachts and skyscrapers on its way to an excellent second place. His team-mate Depailler, who had lapped in an identical time during practice, was forced to race the older 006 after Tyrrell 007/2 broke a fuel line on the warming-up lap. On the previous page we show one of the closest disputes of the race, the battle between Emerson Fittipaldi's McLaren M23 and the privately-entered Brabham BT42 of Ulster's John Watson. The Brabham challenged hard, but was unable to find a way past the McLaren, while Fittipaldi pulled away in the closing laps after he had been lapped by Peterson's winning Lotus. Fittipaldi finished fifth, Watson sixth.

SWEDISH GRAND PRIX

TYRRELL DRIVERS Jody Scheckter and Patrick Depailler dominated the Swedish Grand Prix at Anderstorp, the South African leading the seventh round of the World Championship from start to finish, with Depailler taking over second place from Peterson's Lotus after the Swede stopped with a broken driveshaft. Above, the field pours into the first corner with Scheckter leading Peterson, Depailler, and the Ferraris of Lauda and Regazzoni. Below, Jean-Pierre Jarier's Shadow is seen just after lapping Tom Belso's Williams and Rikky von Opel's Brabham BT44 on his way to fifth place.

JAMES HUNT drove the Hesketh 308 (*above*) to third place at Anderstorp, this being the first occasion on which this new *marque* has recorded Constructors' Championship points. On the right, Scheckter showers champagne on the victory rostrum after his flag to flag victory. Below, the two Tyrrells speed past the start-finish line in a formation familiar to those who watched the Stewart/Cevert combination over the past few years. On the left of the picture Vittorio Brambilla pushes his works March across the line. Depailler established the fastest lap of the race although he failed to beat Hulme's 1973 record, due in some part to the installation of a *chicane* at the end of the long back straight.



Woe betide any oil company that lags behind.

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

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

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

Quite the reverse.

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After Le Mans 24 hours, we really take our oil apart

Straight from one of our cars at Le Mans, a litre sample of the motor oil used–Gulf Multi G 20W/50–is sent to Gulf's Rotterdam Research Laboratory.

It's exactly the same oil you can get at any Gulf service station. No difference in formulation.

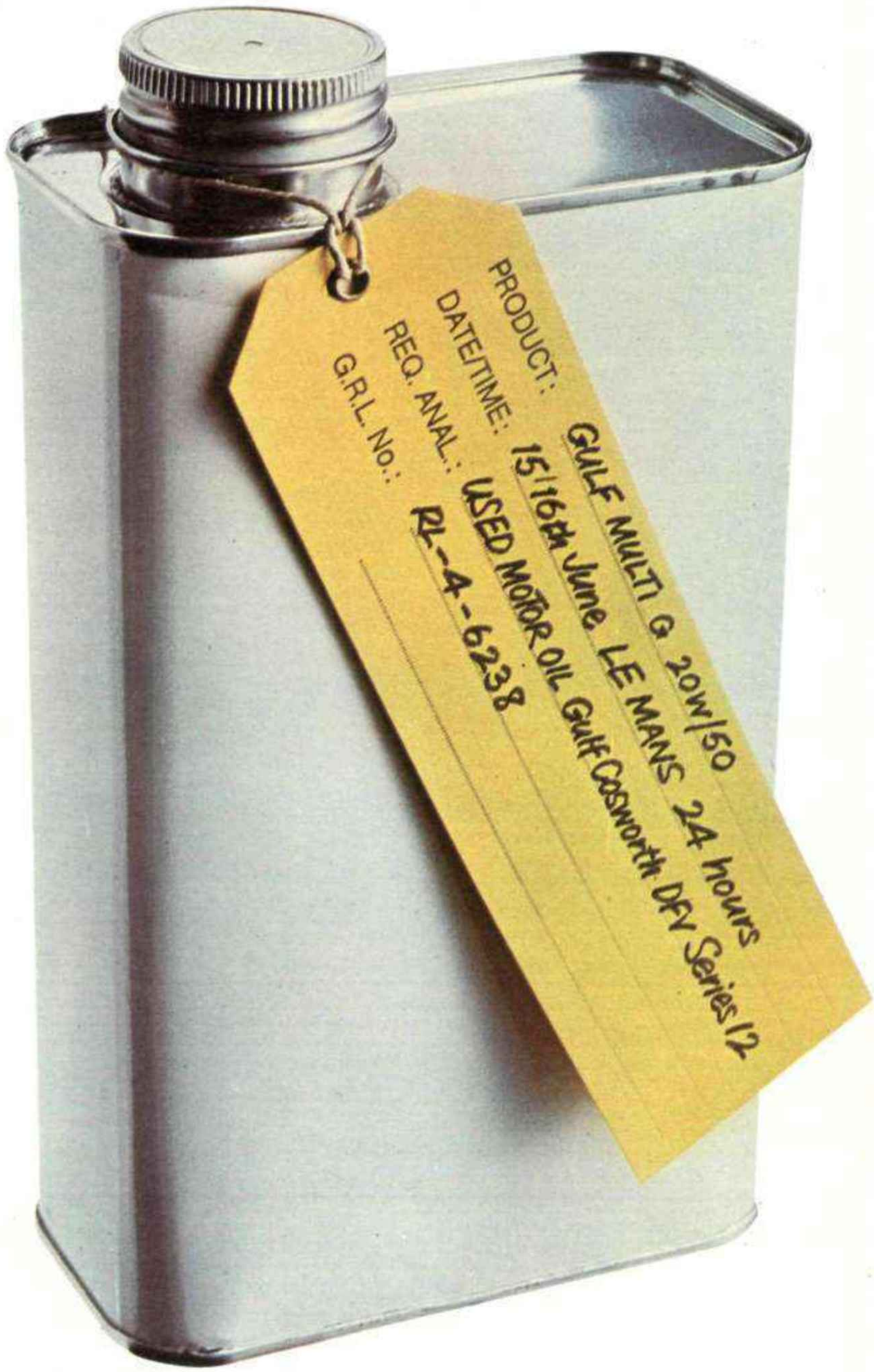
At Rotterdam we subject the sample to viscosity measurements, spectrographic and infra-red analyses, and many other tests to check how our oil has maintained its quality.

The results of these tests, conducted after each race, are collated with other laboratory and engine tests as part of our continuing programme of product development.



Designed and constructed by Gulf Research Racing Company, the Gulf runs on Gulf Multi G 20W/50, as available on all our forecourts.

A race sample of Gulf Multi G 20W/50 being checked for viscosity at 210°F–one of a series of after-race tests.



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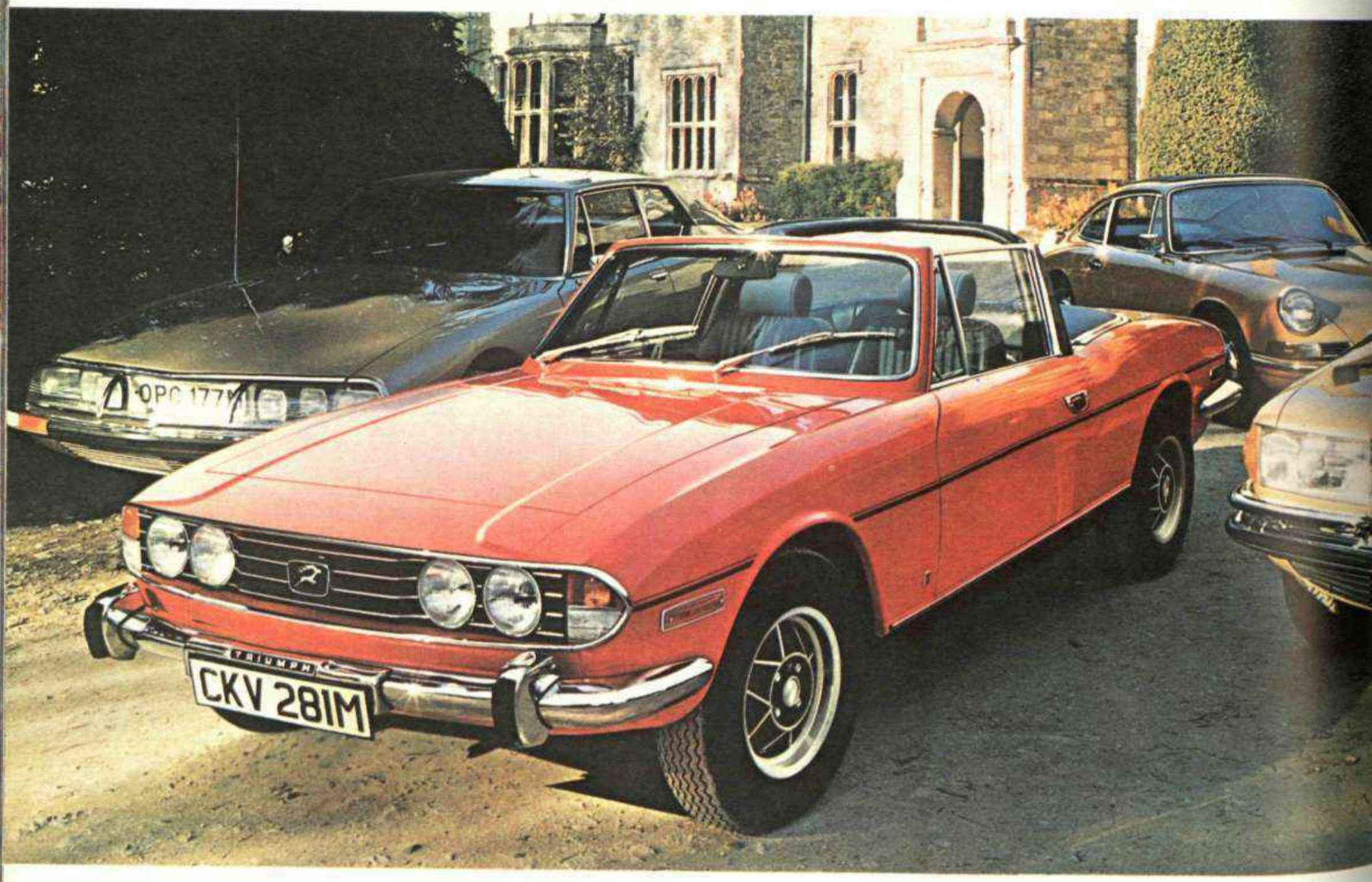
MATRA-SIMCA were marginally faster and distinctly better organised than Alfa Romeo's Autodelta team at the World Championship's first visit to the Imola circuit. Above, the Matras of Beltoise and Larrousse lead the Alfas of Merzario, Stommelen and de Adamich. Left, Fitzpatrick and Elford involved in the Porsche Carrera battle in the GT class. Below, the 1,300-c.c. prototype class was won by Italian Chevron agent Eris Tondelli in a B26, about to be lapped by Pescarolo.







Keeping up with the Triumph Stag is no problem if you've got the money.



"The Stag's closest European rival in character and performance costs over £4,655."

Motor wrote this in 1970. There have been a few changes to the Stag since then; overdrive and front seat head restraints are now fitted as standard. Yet the price gap has become even wider. Quite simply if you want to match the Stag, double your money.

The Stag is not cheap. But it is outstanding value for money. Here's what you get.

First, a stunningly beautiful coachwork, now with a double coach-line, and the option of 5-spoke aluminium alloy wheels shown here. (They're more than just pretty: they reduce unsprung weight.) But the Stag has brains as well as beauty. The famous Triumph 8-light warning dial keeps tabs on all its systems. And the steering column adjusts four inches in length and two inches in rake.

Out of sight (and almost out of earshot) is a 146 bhp 3-litre V8 engine, with overhead camshafts. It's a superbly efficient power plant, and overdrive makes it even more so–adding the benefits of smoother performance and improved economy to an already outstanding engine. The Stag returns an overall consumption of 20·9 mpg with overdrive (*Motor*).

There's also a 13-blade fan, with a special viscous coupling to reduce noise and power-loss at high speed. A no-loss cooling system. Fully independent suspension, with the rear mounted on a rubber-insulated sub-frame. Separate braking systems, for your own peace of mind. An inertia-operated switch to turn off the fuel pump in the event of a collision.

The special refinements of the Stag would fill a book. They do–it's called a catalogue. Any Triumph dealer will let you have one. It's an eloquent testimony as to why the Stag can only face comparison with cars costing twice its price.

Rover Triumph, British Leyland UK Limited, Coventry. Phone: 0203-75511.

Triumph

BRITISH LEYLAND





NURBURGRING 750 KILOMETRES

REDUCED THIS YEAR in length to 33 laps of the Nurburgring circuit, 751 kilometres, the German round of the World Championship for Makes resulted in a runaway victory for the Matra-Simca team. Jean-Pierre Jarier (*above*) with Jean-Pierre Beltoise finished a full lap ahead of the Alfa Romeo 33TT12 of Rolf Stommelen and Carlos Reutemann (*left*) in second place, with another Alfa Romeo placed third. Jarier also recorded a new Group 5 record for the 14.1-mile circuit. Turbocharged Porsche 911 Carreras finished sixth and seventh, the car of Manfred Schurti (*below*) handicapped for most of the race by body damage sustained when he rammed this Kremer-prepared Porsche 911.



Campari in Paradiso

'I've abandoned all hope,' muttered Dante,
'Of inventing a torment for Tantalus.
Paint him badly, in oils?
Have him crushed in the coils
Of a python? Or feed him tarantulas?'

Then, whilst quenching his thirst,
He thought, 'Keep him immersed
*In Campari with soda and ice.**
He can bend, he can stretch,
But the desperate wretch
Can never quite drink it. Yes, nice.'

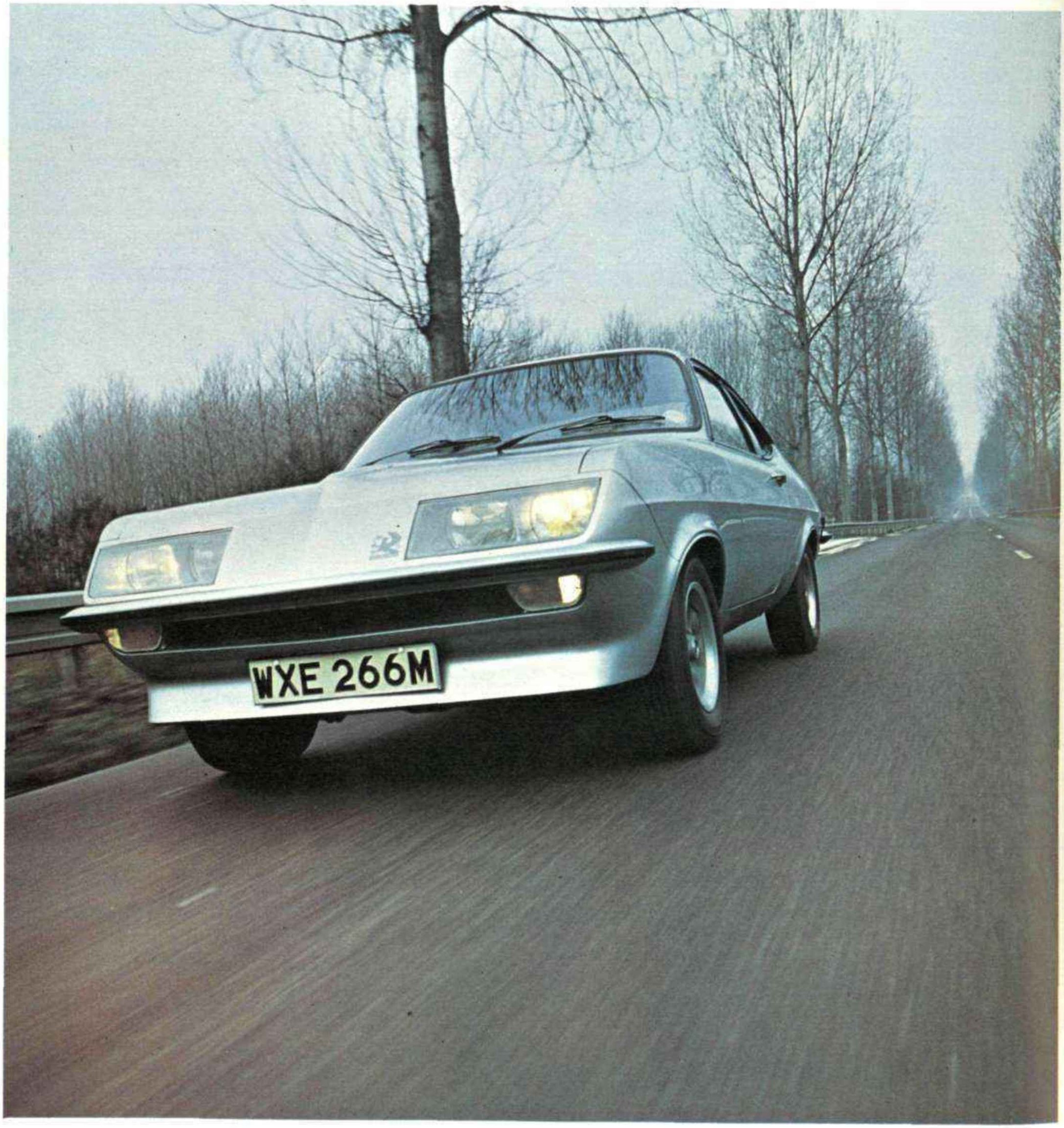
All at once, in a glide,
Beatrice swept to his side
Crying, 'Dante! Come, how could you be so
Obtuse? Oh, disgrace!
Why, there's only one place
For Campari, and that's Paradiso.'

*Mind you, for Dante, without a slice of orange it was sheer purgatory.

1938 Bugatti 57SC Atlantique

Firenza.

0-60 in 7.5 seconds. 120 mph. 40 mpg.



Few cars have created as much excitement before their release as the new Firenza.

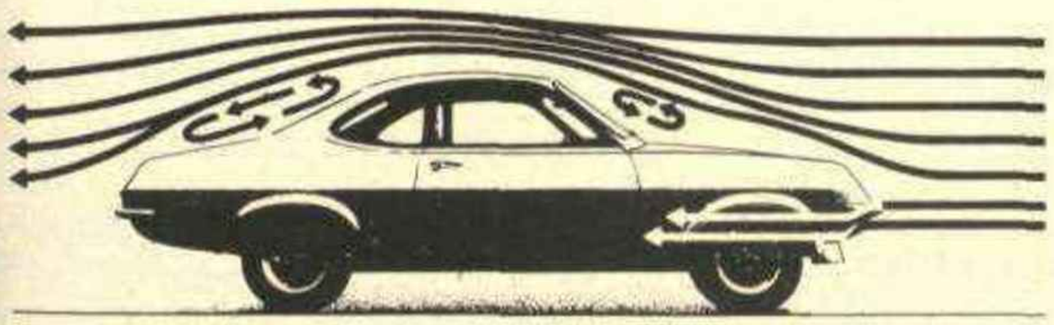
This is what 'Motor' said, "The package looks so good, so adventurous that it's hard to believe that Vauxhall are actually going to produce it for sale."

Well, seeing is believing.

But what makes the new Firenza such an exciting story?

In a nutshell, a lot of things.

But let's start with the Firenza's striking appearance. The Firenza's nose was designed to make the air-flow work for you. And the benefits are two-fold. It not only reduces the drag co-efficient, but it also increases stability when you need it most; at high speed.

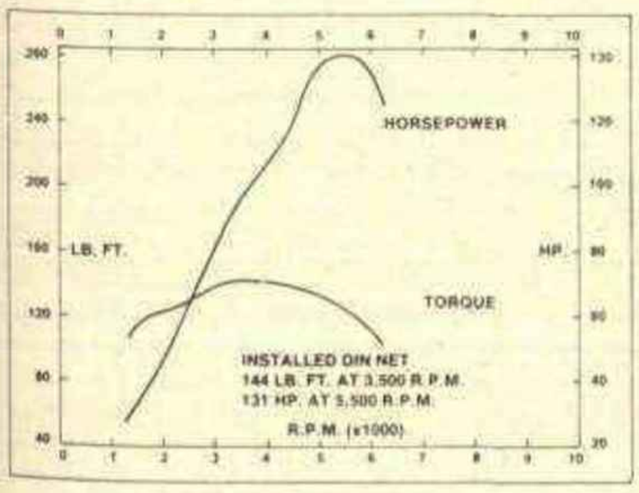


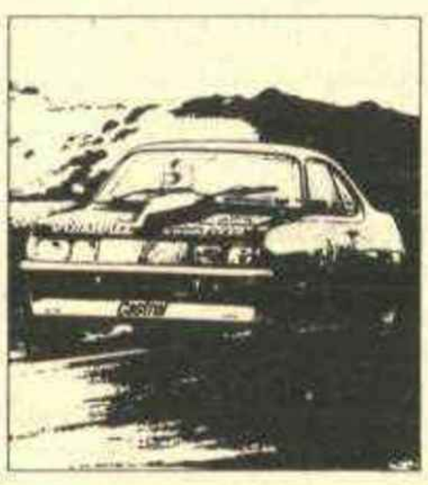
There's an added bonus in mpg figures too. The Firenza returns 40 mpg† at a constant 50 mph.

With economy like this you could forget it's a high performance car.

But not for long.

The Firenza goes from zero to sixty in 7·5 seconds.** And has a top speed of 120 mph.** That's bordering on Porsche 911 country. All this comes from a 2·3 litre OHC engine, which produces 131 bhp (DIN net) at 5500 rpm and 144 lb.ft. of torque.





And all 131 horses are uniquely flexible. Which means the Firenza is just as much at home in your local supermarket car park as it is on the Autobahn.

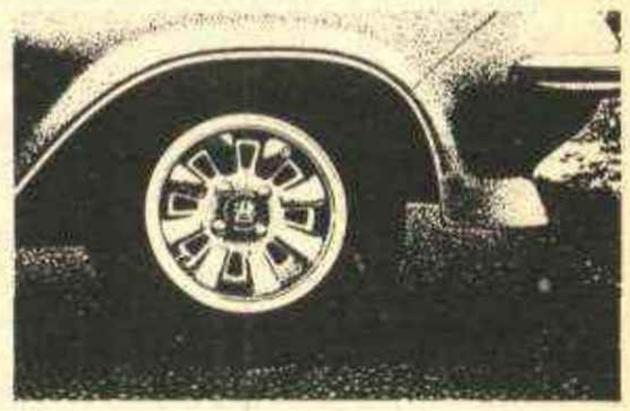
There's another side to the Firenza's performance. A side that makes it even more attractive. Unlike other performance cars, the Firenza's power doesn't come via highly complicated mechanical arrangements.

So, if you think you'll have to spend your weekends under the bonnet, forget it.

Complementing the smooth engine is a smoothy of a gearbox: a ZF 5-speed unit. This is what 'Motor' had to say, "The ZF gearbox has sensibly close ratios and a precise, fast change."

Naturally, the suspension in a car like this is equally important.

And the Firenza knows it. Heavy duty coil springs and high capacity shock absorbers are fitted all round. And a high duty live rear axle and a front anti-roll bar complete the picture. "In brief, the handling is terrific", that's how 'Car' put it.



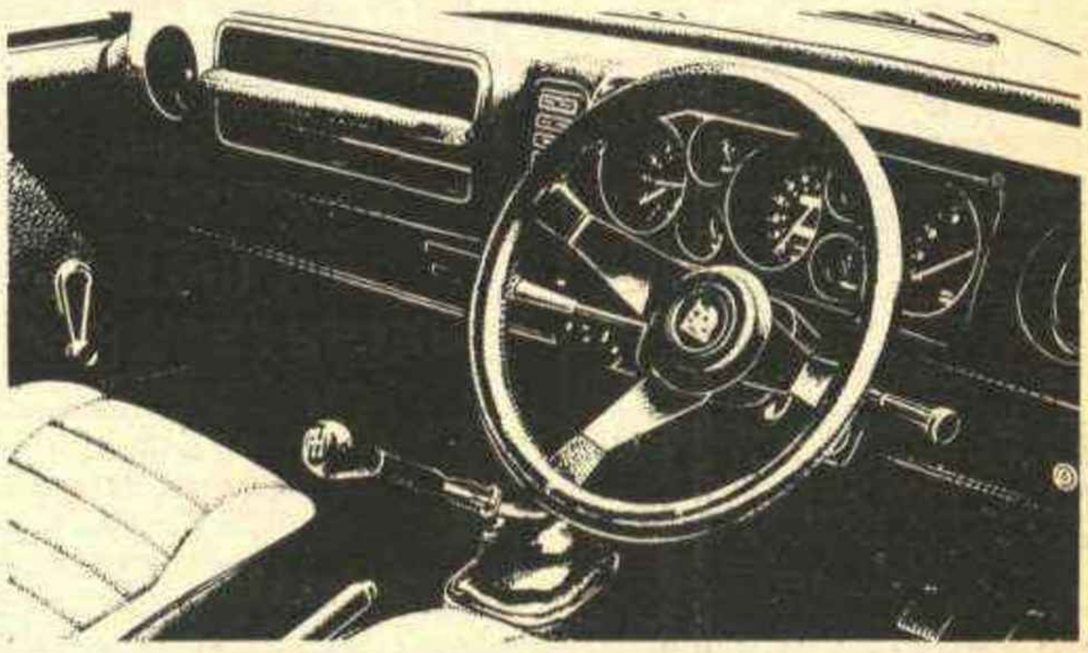
6J radials are fitted to Avon Safety Wheels specially styled to Vauxhall requirements. And we are happy to say this makes the Firenza the first production car to have these safety wheels as standard equipment.

The Firenza is well endowed in the braking department as well. With extra big 10" discs at the front, and 9" drums at the rear. 'Car's' conclusion, "The car stops fantastically well."

Often, headlights on performance cars are sadly lacking. Not so on the Firenza. It features twin-pairs of Cibié halogen headlights.

But don't get us wrong.

The Firenza is far from being a stripped-down racer. It has a level of refinement, comfort and trim in real Grand Touring style.



There's full carpeting, cloth covered reclining front seats, inertia reel seat belts, full 7-dial instrumentation, leather-covered sports steering wheel, and a heated rear window, to name but a few.

It's always nice to read about a car's specifications. Especially in the Firenza's case.

But to fully appreciate the Firenza, you've got to drive it.

Because, only then, will you fully appreciate why few cars have created as much excitement as the new Firenza.*

*Specifications correct at time of going to press.
†From Vauxhall test at the Millbrook proving ground.
**Performance figures from 'Car' magazine test.

VAUXHALL GM **Vauxhall**

The Right Cars. Right now.

Book Reviews

"World Cars, 1974". 439 pp. 11 in. × 9½ in. (*Herald Books, 3, Henrietta Street, London, WC2E 8LU.* £6.50).

The latest English-language edition of that all-embracing reference work, "World Cars", published by the A.C. of Italy every year, is now available. There is little sign of car design stagnating and the make and model diversity is as complex as ever. With this essential publication it can all be sorted out—the specifications, the performance figures, the prices, of the World's production motor cars.

Apart from the "meat" of the book, its copious pictures not only of complete cars but of technical items, and the very detailed specifications of every car from 43 m.p.h. Lawil Varsina to the £15,750 Rolls-Royce Corniche, competition motoring has a chapter to itself, by G. Rogliatti and in another six chapters experts look at World automobile production in Great Britain, America, France, Germany, Italy and Japan. Special-bodied cars get their own colour section, car and body firms are given an historical biography and there is an index to take you to specifications, prices and performance figures.

Intended as the best possible reference work for those whose business it is to know about cars, which it unquestionably is, "World Cars", which weighs nearly four pounds, is also a magnificent browsing tome, a book for hours of window-shopping, whether your tastes lie in the direction of a little 300 kg. Lawil Log or the 188-m.p.h. Ferrari Boxer Berlinetta.

I would not like to be without a copy.—W.B.

"British Aviation—The Adventuring Years" by Harald Penrose. 727 pp. 8½ in. × 5 in. (*Putnam & Co. Ltd., 9 Bow Street, London, WC2E 7AL.* £10.00).

This is the third of Harald Penrose's splendid history books and, dealing as it does with those formative and adventurous years from 1920 to 1929 inclusive, must be of unfailing interest to many of our readers. Certainly for this reviewer it is enthralling reading, recalling as it does so much that is remembered, dimly and not so dimly, about this exciting period of aviation development.

Penrose was in it himself, as schoolboy-enthusiast, pilot, engineer and senior aircraft executive, and while he writes straight history, with a great deal of technical description of current aeroplanes, this is enlivened by his personal knowledge of those encountered at Westland's. Moreover, although this is straight history, a few pen pictures here and there bring the background to life. Naturally, there must be repetition but I found that in taking us chronologically through the period he is reviewing, the author gives a much clearer picture of how things shaped than can be easily obtained from any number of one-make and events-histories and other kinds of aviation books. He paints a sober but very realistic description of the significant happenings of the 1920s—the air races, Cobham's pioneering surveys, the light-plane contests, the slow growth of the Industry, and the political issues. From this book I was able to obtain a clearer understanding of how it all happened—the beginnings of metal construction, the helicopter, the long-distance air routes and the part played in such by all the firms in the empirical Aircraft Industry.

Nostalgic it certainly is, apart from its greater purpose as an accurate record of aviation progress. Penrose takes us to Croydon when the machines taxied over Plough Lane and I think I recognise the display (or was it that impromptu race?) which I happened-on when I went there with my Mother as a very keen small boy—on a day when an Officer took us across the aforesaid Plough Lane to see a derelict Handley Page V/1500, either because my mother passed for an attractive war-widow, or more likely because pity was taken on the only two occupants of the public enclosure! (No-one has ever explained to me what the derelict "Berlin bomber" was doing at this civil aerodrome!).

I am askance at the labour Penrose must have expended on this amazing book and delighted that he has dedicated it to the memory of C. G. Grey, unforgettable Editor of *The Aeroplane* pre-war, whom I was able to applaud recently in *Blackwood's Magazine*, and whose quotations Penrose uses throughout the book. However, the author is not above correcting C.G.G. when not to do so would, as he points out, perpetuate error. In this connection I would take *him* to task for saying "Tiny" Scholefield was "an enthusiastic Brooklands driver at week-ends". He drove Alastair Miller's Buick once or twice but was scarcely a regular competitor.

This is a work to be read carefully, not hurriedly, and after it has been finished to be kept as an invaluable reference work, and a tonic for those who realise that much of the fun and adventure have vanished from flying. I await the next volume impatiently, meanwhile thanking the painstaking author sincerely for the enjoyment of the three already completed. There are over 600 pictures and drawings to look at as you read him, many of them published for the first time, and including constructional details of famous machines. Putnam's can be especially proud of this one. There are some motoring references, too, and perhaps someone will tell me the make of the Continental Air Express motorcycle combination depicted on page 12 and whether the Huck's starter on page 264 is, as I think, on a Siddeley-Deasy chassis? The cars at the 1920 Hendon display and the Chevrolet used to transport Fokker's glider at Itford in 1922 (it fell later from the plank across the car and was wrecked) will I am sure also not pass unnoticed.—W.B.

MINIATURES NEWS

WE apologise to Auto Replicas of Poole for suggesting that the Cadillac-Allard miniature we referred to when correcting a mis-statement about the engine in the original car was their product, which it is not, being in fact a John Day kit. Auto Replicas have no connection, they tell us, with John Day, Grand Prix Models or Micansue.

CARS IN BOOKS

"THE Profound Attachment" by Eileen Hunter (André Deutsch, 1969) is mainly concerned with the author's father, who founded the famous Sun Engraving Company, with those well-known premises at Watford in later years. He is described as owning a 1910 Renault which was "pale grey with handsome brass fittings and lamps and an endearing police-helmeted cupid on the bonnet as a mascot, one hand advanced, the other holding a watch". This mascot was presented to Eileen by her father Edward Hunter in 1937 as a Christmas present. The Renault is further described as "lined with dark blue buttoned leather and her front seat was slightly enlarged after I was born so that I might sit between my parents. She had a front windscreen only, the box dickey at the back was totally exposed, but I and my sisters would travel there quite happily, our hair whipping in our faces, our ears and noses pink with cold, entertaining ourselves with songs and—for most part—amiable games, and when it rained merely holding a heavy mackintosh rug above our heads". (This Renault is described as still existing, in almost road-worthy trim, in 1969.) One of the sisters was Lisba, who married Prince Chula, and the book contains interesting pen-pictures of Chula and Bira, "the racing motorist".

Just before the Second World War and during it Edward Hunter is described as running, from his Frensham home, a "1926 barrel-bonneted Bentley", from which I infer that it was probably a Big Six. The author's grandmother had at this time a chauffeur-driven Rolls-Royce, and another Rolls-Royce mentioned is that of Lord Camrose, who was a family friend, a "sleek black one drawn up in Monte Carlo beside the Dockers' Daimler, from which one almost expected carnival music as the wheels began to turn beneath the brassy mudguards".

Incidentally, when I wrote to Eileen Hunter chiding her for not mentioning Brooklands in her book "Christobel Russell" which otherwise so splendidly captures the atmosphere of the nineteen-twenties, she sent a charming reply, in which she said that during her gay life as a girl she *had* been to the famous Track.

From "Queen of the Turf" by Quintin Gilbey (Arthur Barker, 1973), the story of that remarkable millionairess Lady Dorothy Paget, we learn of her love of fast driving, 100 m.p.h. not being uncommon and her secretaries trained in such driving. Her cars are said to have included a supercharged Bugatti, a V12 Lagonda, an XK120 Jaguar ("The Tiddler") which was her favourite in the 1950s, this being changed for an XK140 Jaguar, a Mk. V Jaguar and a Mk. VII Jaguar ("The Balloon"). There was also a Rolls-Royce "Hilda" which was a 21st birthday present from her father, Lord Queenborough, which, if it were a new car then, would be a 1926 model and therefore presumably a New Phantom, although it may have been much older. It was kept taxed and insured, although unused for many years. Lady Paget had a car, or cars, to follow hers in case of breakdown, one thus used being a Rover.

The book includes a good picture of her in

a Bentley with Sir Henry Birkin, Bt. In view of the fact that she disliked any man coming anywhere near her, it is remarkable that Birkin got her to finance his racing team for a time, it is said to the extent of over £40,000, a mere flea-bite compared with her horse-racing and betting expenditure. She apparently met Birkin at Brooklands when she went there on the occasion of the 1929 BRDC 500-Mile Race. She is even said to have raced herself, as "Miss Wyndham", which perhaps someone will research.

In "The Sun in my Eyes" by Beverley Nichols (Heinemann, 1969), which is just how a travel book should be written if it is to entertain, there is a remarkable account of Donald Campbell having a visitation from his late father, Sir Malcolm, just as he was about to set off to break the Land Speed Record at Lake Eyre in 1964, remarkable not only from the spiritualistic aspect but because Nichols says Donald said his father reminded him of how *he* felt when *his* "Bluebird" burst a tyre at Utah on 2-9-35 and ended up "a burnt-out wreck". The remarkable thing is that I can find no record of this; indeed, if "Bluebird" was burnt out on September 2nd, how was it that the following day Campbell broke the record with the car, exceeding 300 m.p.h. for the first time? Admittedly a tyre caught fire on the first run . . . In fact, what a shocking piece of journalism, Mr. Nichols! It is hard to believe that Donald Campbell "personally checked and corrected the story a few days before his death", for he knew intimately the history of all his father's cars. Elsewhere Nichols gives an accolade to Jaguar when, remarking that the Australian painter Paul Jones had such a car, he adds: "and all the things that go with that sort of motor-car".—W.B.

Vision

THE little Fiat 126, although air-cooled, has a heater quite capable of de-misting the back window. Nevertheless, Alfred Woolf ensured that the car I am testing was provided with a Toric external driving mirror, to make rearward vision doubly-sure. This simply clips to the driver's door and is a most useful adjunct to any 126 driver. Toric make a big range of accessories for Fiat cars, whose owners will find much of interest in their comprehensive catalogue. Their address is: Toric Accessories International, 35 Wake's Way, Mitcham, Surrey.

An interior rear-view mirror made to EEC safety standards and provided with winker-repeaters is made by Mirrocator, 125 Furtherwick Road, Canvey Island, Essex. It is priced at £5.95 inclusive of VAT, postage and packing. The winker lights are in the driver's constant vision and are dimmed according to prevailing light conditions so as not to dazzle.—W.B.

Although it seems that the Wankel engine may not be best suited to motor-car use now that fuel economy and anti-pollution laws are prominent, Wolf Tools have announced the Wolf-Wankel Rotondor lawn-mower, the engine of which is factory guaranteed for two years.

The Things They Say . . .

"THE ROLLS-ROYCE is a peculiar car. It stands at the absolute pinnacle of elegance and prestige. Its only real rival in excellence is the Mercedes 600, an austere, somewhat boxy car of extreme complication and not 100% reliability."—Richard H. Rush, writing under the title of "The Car With The Negative Depreciation" in *The Wall Street Transcript.*

Take Heed!

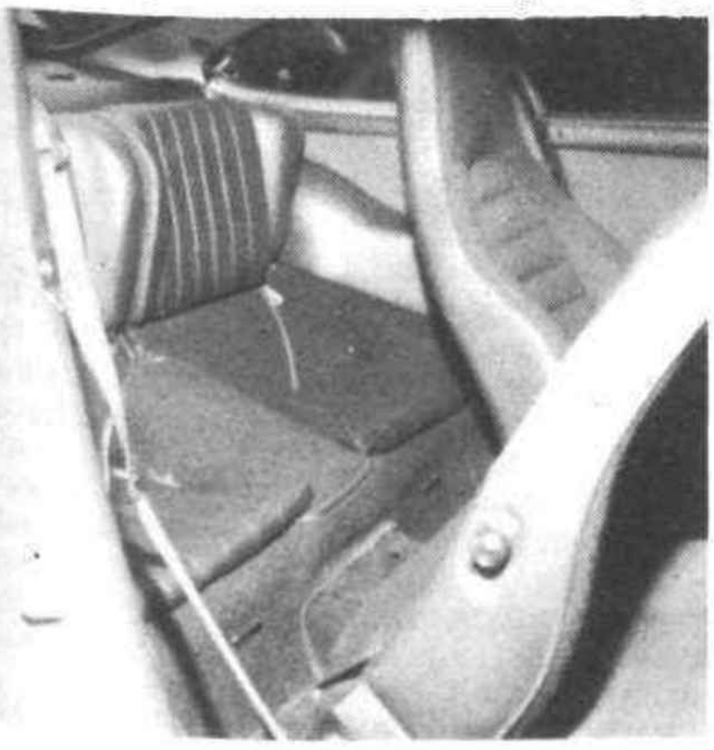
IN CALIFORNIA vehicles such as racing cars, dragsters, go-karts, competition motorcycles and so on, which are not used on the public highway, have to be registered, which costs 15 dollars, and display 2½ in. x 4 in. registration stickers. Even engine changes in competition have to be reported to the Department of Motor Vehicles. Although it is illegal to so much as tow an unlicensed and uninsured vehicle on British roads, we are not obliged to register any vehicle which is used on private ground or on a race circuit and it seems that a strong stand should be taken against any change in the Law by those who may be contemplating copying Big Brother in California.

The Citroen SM

CITROEN have decided not to develop and market the proposed right-hand-drive version of the 142 m.p.h. Citroën SM. The left-hand-drive version will continue to be available in this country.

PORSCHE 911 *2.7-LITRE—*
Continued from page 717

front wing, released from inside the car, the inclusion of Repa inertia reel seat-belts as standard, fresh-air vents/side window demisters at the facia extremities and improved seat with high backs. The road-test car had most comfortable cloth upholstery, a no-cost option which added to the feeling of being part of the car, that secret ingredient which only Porsche and perhaps the Ferrari Dino manage to fully achieve in a production car. Those familiar, perfectly-positioned pedals pivoting in the floor are retained, the two rear seats will take a couple of maturing children comfortably, two adults in discomfort or a single sideways adult reasonably comfortably or will fold down separately to provide a luggage platform. Nowadays the Porsche gearbox is of conventional H-pattern with 5th up to the right and the test car's was rather notchy from 1st to 2nd. Indicated speeds in the gears on an obviously very optimistic speedometer at the 6,250 r.p.m. red line were 35 m.p.h., 63 m.p.h., 89 m.p.h. and 120 m.p.h. Though maximum power occurred at 5,700 r.p.m. it was quite unnecessary to use much more than that for rapid progress.



Apart from being slow to warm up, the 11.1-inch diameter front discs and 11.4-inch diameter rear discs, all ventilated, were impeccable, tremendous feel being encouraged by the lack of a servo yet the pressure required remaining moderate and with no sign of the front wheel locking which dogged early 911s. The McPherson strut/torsion-bar front suspension and semi-trailing arms at the rear with anti-roll bars front and rear remain unchanged as does the perfection of the so-positive steering. Boge shock-absorbers are fitted to the 911 and Koni to the 911S.

I am tired of hearing people tell me how bad they believe Porsche road-holding to be in the wet; at three-figure speeds on wet roads I found it impeccable and while I know, though haven't personally proved, that a standard Porsche will spin very quickly once adhesion is lost, it would require a suicidal idiot to reach such a stupid situation on public roads. If any particularly pointed criticism can be levelled at the Porsche it is regarding the heater, which can vary between a foot-singeing blast to freezing cold without the heat control being moved, engine revs. and forward progress dictating the performance of the exhaust heat exchangers.

If any manufacturer can improve on the Porsche for a combination of quality of finish, performance, handling and road-holding, economy and real practicality, then I look forward to hearing from them. The Ferrari Dino is perhaps superior in road-holding and looks, but in other respects it doesn't prevent the Porsche being the finest two-seater GT car in the World, not just for grand touring, but for practical every-day use too. And for 90% of potential Porsche owners there should be no need to pay more than the £6,249 demanded for the 911 simply for the snob value of an "S" suffix: its performance is more than adequate and its flexibility infinitely pleasurable.—C.R.



Letters from Readers

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

Good for MG!

Sir,

Although it is now a few years since the MG-C died prematurely, killed by those short-sighted people at British Leyland who got cold feet when they read all those ill-informed "bad reports" in the motoring Press, I still read magazine articles that knock the old "C" as a disaster or a mongrel and other ill-chosen phrases. It is a pity that all the correspondence about the TR6 in MOTOR SPORT didn't come out a few years earlier; then British Leyland could have justifiably killed that off and kept the MG-C in production.

It is obvious from this that I am a "C" fan; but I do have plenty of experience of driving two of these cars, and have been entirely satisfied with them both. After the first "C", I had a new TR6 and . . . well, enough said! Since that time I have been driving my second "C" for 30,000 miles in one year with no problems at all. It is entirely at home on either fast Continental and motorway journeys, town pottering or as a "work horse". (With the roof down it makes an ideal pick-up truck, with plenty of power for "humping" heavy loads!)

The MG-C, as I know it, certainly is a much better car than the TR6; it is safer, faster, more economical and definitely much more reliable; all this and more I know from experience. Dare I go so far as to say that the "C" is the best MG ever made? And that includes the V8 barge with its cast-off Buick engine that commands a ridiculously high price for very little more (if anything?) and no fresh-air motoring!

As a second-hand buy, I would say that the MG-C offers probably the best possible value for money; with only a £500-odd price-tag on the average example these days, this is surely true. Where else would one find a 130 m.p.h., 30+ m.p.g. sports car with excellent handling qualities and good comfort with a big, unstressed engine that will go over 100,000 miles, and still give over 1,000 m.p.p. of oil, and needs no attention, save the usual servicing, to keep it in perfect running order.

I am sure that there are many other "C" owners who would agree with what I have said. If only British Leyland had shown confidence in a product well worthy of it, we would have had the MG-C with us today, and there would have been no need to invest in useless PI or V8 "Gimmick Wagons".

Newquay R. S. FULLER

* * *

Safer Racing

Sir,

Safety is the big thing in racing nowadays and after hearing the discussion between the GPDA and the FIA, I would like to bring to your attention my disagreement with this. I am talking about the two-by-two grids and pace-car system. As you know, every driver dreams of beating the others for pole position so he may gain confidence and status and, of course, a good start. But how many other drivers have the same dreams? I think a wider grid should be employed on all circuits, perhaps a three-by-three or four-by-four (or maybe a five-by-four layout), so the tension to surmount is eased. A two-by-two grid is too cramped and too much to strive for to even gain a good place on it. To clarify this, I have some simple examples: would it be better to roar off at high speed in a narrow file or to roar off with some margin for space or error?

And moving further from the grids: would it be safer if a driver kept flying along a narrow track or a wide one? And would not a wide run-off area with securely installed catch nets be handier and safer than deadly Armco boarding up the sides of the track? I am not one to authorise anything but I think these questions and other similar ones should be discussed with a little more sense and logic applied. In time, somebody will have to wake up and solve all the safety problems. Then we may be able to enjoy races like the Belgium GP at Spa again.

I am a very ardent motor racing fan, particularly of the Grand Prix races, and I think the Lotus 72D (not the JPS Special) is plainly a good piece of machinery. I have no particular racing idol because I think all drivers deserve some credit and fame. And on the subject of drivers, I would like to see more pictures of drivers' faces, because I usually see two dots behind a visor

Between my father, brother and I, we are restoring a 1923 Gwynne, 1929 Riley 9, 1933 Riley Monaco, 1953 Riley 1½ and an ex-Regal 1920 Crossley.

Klemzig, S. Australia ROMANS LAPINS
(Aged 16 years)

* * *

Coasting NOT Illegal

Sir,

Having scanned the relevant statute law and authorities, may I dispel the mistaken belief mentioned in your interesting article on freewheels (MOTOR SPORT, May 1974) that freewheeling or "coasting" is some kind of illegal practice. There is no statutory prohibition on the use of a freewheel nor any legislation forbidding a driver, if he so chooses, from coasting out of gear. The Highway Code does not discourage it, nor do the Construction and Use Regulations curb the installation of freewheels in passenger vehicles, or you could be sure that manufacturers such as Saab and Rover would have discovered it. As the owner of a Saab 96 I have the manufacturer's comprehensive handbook which both instructs and encourages owners in the use of this fuel-saving device.

I imagine that the belief that coasting is not permissible arose in the days when brakes were less efficient than they are today and also because of that old maxim of good driving that says "Always be in the right gear at the right time". I took that to encourage the use of engine-braking and the heel-and-toe technique and I well remember being disconcerted a decade ago to learn that a certain high-performance course discouraged the use of gears when, say, braking for a roundabout from three-figure speeds, on the basis that disc pads were cheaper to replace than gearboxes! [It also applied, presumably, in the days of "crash" gearboxes when even an expert might experience difficulty in getting from neutral into a low gear if his vehicle began to get away while coasting down a hill.—ED.]

However, the Ministry of Transport Manual entitled "Driving", published in 1969, has this to say:

> "Any form of coasting is wrong, because it lessens the driver's control of the car, and particularly of steering and braking."

This assertion is based, the Foreword tells us, on the experience of 30 years of driver testing. I would respectfully agree with the authors to the extent that coasting should not be encouraged with inexperienced drivers or in cars with inadequate brakes. With that proviso, my own view is that, whilst undeniably one cannot call upon engine-braking in an emergency such as total brake failure, nevertheless any reasonably competent driver should feel insulted if it be suggested that he cannot make safe use of freewheeling in today's cars. Saab actually advocate the use of the freewheel in treacherous conditions on the basis that wheels that are neither driven nor braked will be least likely to skid.

As I see it, the only way in which a driver could possibly be penalised for using the freewheel or coasting would be if his use of the car in this manner could be shown to amount to careless or dangerous driving. Having experience both of a freewheel and of the circumstances in which Courts tend to uphold charges of these kind, I find it difficult to envisage a case where sensible freewheeling could be the subject of any criticism. Certainly my own car, when freewheeling with the engine idling, is charging the battery via an alternator and providing sufficient vacuum for the servo brakes (which are, anyway, of the split-system fail-safe type). Provided one is aware of the altered running characteristics there need be no anxious moments with the freewheel operating. Indeed, if it were to be suggested that freewheels are dangerous, then the authorities would have to take a hard look at cable-operated, rubber block-braked pedal cycles!

As for fuel saving, I have my doubts about the claims made. It is true that if I go all out for economy I can, with the use of the freewheel, improve from my normal 30 m.p.g. to nearly 40 m.p.g. in open-road driving. But this requires such a repression of my natural instincts and results in such depressing average speeds that, for practical purposes, the freewheel gains me only about 2 m.p.g. in normal driving which, in my case, saves me perhaps £18 per year. Is it really worth it?

Capel Llanilltern C. G. MASTERMAN

A Buckler Special

Sir,

A photograph for your collection. I have owned this car since 1966 and suddenly I feel an urge to boast about it, since I think it is quite unique.



You possibly can't place it but I'll bet you knew something about it at the time it was built. It is, in fact, a Buckler "BB" and I believe it to be the survivor of only two built, the original being a road-going version built for the 1960 Racing Car Show while this one was built for a Mr. Moor who owned a garage in Chipping Norton. The shell is built the hard way from aluminium, the frame of small-diameter steel tubing is of a Y-shaped "backbone" (hence BB) configuration, the front-mounted 100E Ford engine lying at 45 degrees in the "Y" while the 100E Ford rear axle is suspended on coil-spring/damper units and located by an "A" bracket, the apex of which is attached to the diff. and the legs to the frame just behind the cockpit, and single parallel links. These characteristics, I believe, anticipate the Lotus Elan and Mark 1 Lotus Cortina by a year or two, and I wonder if there is any connection since the Technical Director at the time the Buckler BB was built was one Peter Hilton who subsequently left Buckler's and, I believe, joined Lotus; I remember seeing something to this effect in MOTOR SPORT.

It cannot have escaped your notice that there is now a Buckler Register and some 25 of these cars are now registered, oddly enough most of them Mark 5s. Only one Buckler 90 appears in the list, odd because I would have thought quite a number were built, since I built one and two others were building at the same time within seven miles. The existing Buckler 90 is an extremely pretty one with a body by Maurice Gomm—now there's food for thought!

I can't help thinking that the late Derek Buckler never really received the credit which was his due in his contribution to the space-frame for, as I understand it, he was racing a car with a space-frame years before much better-known manufacturers saw the light. I hope I have not bored you with these "Fragments on forgotten specials".

Burton Latimer — J. C. ORPIN

Electric Cars

Sir,

What a funny letter from Mr. Lillow in last month's MOTOR SPORT. My commuting hack for the past two years has been a 4 h.p. electric car built in 1948. This is based on milk-float running parts, and a long-serving service manager from the works confirms that for this model they did not really have in mind 11-mile non-stop journeys, including one mile-long hill rising about 450 feet. It was commissioned for use in London, but this does not prevent it from providing practical and economic transport in central Wales. Repairs have been negligible, maintenance rudimentary, and the difference between the costs of electricity and petrol covers its tax and insurance.

Obviously all vehicles are designed to be more suitable for some usage than for others. If certain electric vehicle manufacturers really are prepared to provide "tailor-made" vehicles, then this is surely a feather in their cap, shared by a minority of the most exclusive petrol-engined car manufacturers. To imply that they must be *ipso facto* unusable otherwise is illogical and balderdash. Demonstrably so, if my apparent neighbour Mr. Lillow cares to contact me for a spin some time. Who knows? He might be converted to the joys of driving flat-out at all times without risking a coronary.

Talking of performance, maybe I'm a trifle out of touch regarding Ford, but I thought they were still mainly interested in petrol cars. For a genuinely "interested party" can one cite, for example, the Baker Company and their exploits of 60 and more years ago?

Crickhowell — D. FILSELL

Europa Economy

Sir,

I found your comments in the May issue concerning Fiat and the 60 m.p.g./50 m.p.h. target of interest. From the figures quoted for a Fiat 126 of 63.4 m.p.g. and 27.34 m.p.h., I would have thought that the target may not be within the capability of this car, but perhaps the alternative candidate can be found at a different extreme of the motoring spectrum—a Lotus Europa S2 for example?

My own well-used model regularly averages over 40 m.p.g. and over one journey of 437 miles of mixed driving averaged 53.3 m.p.g. and over 47 m.p.h. (during the 50 m.p.h. limit, I should add). Whilst this is clearly still not good enough, this is in a standard car with 50,000 miles behind it that has never been professionally tuned from new, so there may well be room for improvement. It may be significant that my Europa has the 1565 c.c. Renault 16 engine with emission control to Californian requirements for 1971, and I should also add that the accuracy of my figures above are probably only within 5% or so.

My experience of this car over 3½ years from assembling it from a kit may also be of interest although, of course, this method of tax evasion is no longer available. Incidentally, D.S.J.'s enthusiastic report of a trip to Sicily in a Europa influenced my original decision significantly!

The handling is, of course, fairly unique, whilst performance is not so remarkable. The seats and driving position are very comfortable and the ride reasonable, if a shade "knobbly". Visibility is excellent forwards and something that one gets used to backwards, and whilst the controls are generally good, the gear-change does improve with use.

Compared with some reports the reliability has been fairly good with three rear damper units, two exhaust systems, a battery and four rear brake shoes falling into the "expected" category. An alternator, a rear hub bearing and a broken clutch cable were less expected. Incidentally, driving onto and off the ferry from Morocco to Spain without a clutch is an interesting exercise!

The front disc pads are still original and the Dunlop SP Sport tyres last about 35,000 miles per set of four, although the wet-weather grip sometimes causes unexpected excitement, adding to that caused by excessive water leaks around screen and doors.

Overall running costs have averaged about 3p a mile, doing all maintenance myself, but allowing for depreciation, insurance, loss of interest, etc.

In conclusion, a motoring experience not to be missed, and not necessarily as expensive or impractical as is widely believed.

Little Baddow — M. C. PINCHES

The Police Praised

Sir,

I have often heard and read "grouses" about the Police, re: Motoring in the Seventies. Indeed, I have often endorsed many of these comments. However, a recent personal experience has spurred me to put pen to paper in an effort to redress the balance of criticism in a positive direction.

This weekend my car, a 1969 TVR Vixen S2, which I have owned for only five weeks, was stolen. It was parked, locked (no alarm), outside my flat in Highgate at 2.15 on Saturday morning. Imagine my surprise and anger at seeing it gone at breakfast time the same morning. I reported the theft to my local Police Station (Holloway) at 9.30 the same morning.

The officer who interviewed me was extremely depressing with tales of total disappearances and vandalism. Thus, having duly informed the insurance company, I resigned myself to an uncertain future, transportwise.

At 10.30 on the Sunday night of the same weekend the telephone rang and a voice said "would you like to collect your car, sir". To cut a long story short I was chauffeured the same night in a patrol car to fetch my own vehicle—undamaged but minus the cassette/radio and speakers. I feel that this one-and-a-half-day recovery time between theft and recovery must qualify as something of a record considering 200 cars a day are reputed to "disappear" in the Greater London area alone. Perhaps other readers have been as fortunate; it would certainly be interesting to hear of other people's experiences

Lastly, may I say two final words of praise. Firstly, for the Police, their speed of action, politeness and helpfulness was really exemplary. Secondly, for TVR. My Vixen was chosen after *very great* deliberation after a year of Morgan +4 motoring and an MG-A before that. What a delight to drive, own and service it is, and economical too! One can only lament the fact that production has ceased. I for one would go straight out and buy a new one now if it were available.

Keep up the good work MOTOR SPORT.

London, W19 — C. MARRIOTT

[It is nice to hear words of praise for our wonderful policemen. It is essential in these days of riot and bombing, strife and trouble, to maintain the best possible relationship between Police, including the Judicial system, and the public, remembering that several millions of the latter are car owners and drivers. Only the other day we hear of two cases unlikely to foster much love between the impressionable young and the wise old sages of British Justice. In the first, a young

lad could not afford a licence renewal for his aged van until he had saved for a while. He was under the impression, as so many people are, that he had 14 days' grace before renewing. He bought and displayed a correct new licence disc on the 15th day without any reminder or intervention from the police. But they had observed that for 14 days no licence was displayed, so the boy was summoned, and, if we remember correctly, fined £3 and given an endorsement. Any sensible person would surely have thought a caution adequate. The other case concerned a young motorcyclist whose machine, devoid of any lighting equipment, got it MoTed. The next day he was charged, in daylight, with having no means of illumination. We think he is in the right. But, right or wrong, he is now faced with a no-doubt expensive defence. Is this the best way to encourage Law and Order in a disturbed and disturbing situation or to help recruiting for the Civil Guard we may one day have to enlist and for which healthy young riders and drivers could be ideal material?—ED.]

BMW Service and Disservice

Sir,

I recently purchased a used CS BMW from Langley Motors of Thames Ditton and the extraordinary after-sales service experienced prompts me to seek publication in your excellent journal. Soon after purchase the car had to be returned twice for adjustments and on each occasion I was given a very expensive set of wheels to keep me mobile. One of these cars was new and cost in excess of £4,000. Profound apologies also, for being troubled and having to return the car.

After my purchase (please note *after*) I was invited to attend a splendid Bavarian evening and some two weeks later, a luncheon, to meet other CS owners. In addition, I have been invited to Brands Hatch, Silverstone and Goodwood, to thrash expensive machinery round the circuit. Is it surprising that the market penetration of this particular breed has been so successful, despite a very high monetary premium? Wish that this letter were all praise but, alas, no.

On requesting the cost of a set of stainless steel wheel arch trims for my new steed, I was presented with the staggering figure of £296, for four pieces of 1½ in.-wide pressed steel. A local engineering shop have agreed to make a set of four for £10, which prompts me to ask BMW to justify this extortion.

This problem seems to be general with the Fatherland's higher-grade vehicles, as my pocketbook took a further shock last week, on paying £94 (inc. VAT) for an air cleaner assembly for my 190 SL Mercedes.

Perhaps it is time that our much-discussed Government Price Control Office diversified their activities to imported motor parts.

Notwithstanding my grievance which, after checking the price of the wheel-arch trims with two other BMW dealers, is obviously no fault of the Langley Motor organisation, it has been refreshing to deal with a company who genuinely invest in the marketing of their product and seem interested in maintaining contact long after the actual sale.

Long may I be in a position to purchase their excellent but expensive motor cars; and long may my BMW run before requiring spare parts!

Maidenhead JOHN A. SANGSTER

Facilis Descensus Averni

Sir,

All of your readers must know that British Leyland is the last outpost of the All British Production Car.

They will then, no doubt, be as concerned as I am to see that the proposed mighty Empire has been brought to its knees.

Assailed from all quarters, by Mr. Heath's three-day week, Mr. Wilson's savage increases in the cost of steel, power and petrol, and a Trotskyist-inspired strike, Lord Stokes continues to smile at us from the news television screen, but it is clear that the patient is far from well.

Despite the fact that British Leyland made a good profit last year, already it has made a £16,000,000 loss for the first quarter of 1974. On Saturday, May 4th, the shares were down ¼ to 12¾, from a 1974 high of 21¼, and the company is running a massive overdraft.

If, then, this Trotskyist-inspired strike continues to bleed British Leyland white, and Lord Stokes promises of continuation come to nought, Harold Wilson, and his bunch of forty thieves will then have the chance to rise Phoenix-like from the ashes, and like an avenging angel (*Deus ex machina*) thrust his Sword of Nationalisation into the heart of the British Motor Industry, smirking all the while, and giving him the opportunity to say, "The British Motor Industry could never have survived without a Labour Government". Rather like an undertaker murdering people to make business pick up.

If, and I say IF, this state of affairs does come about I sincerely hope that Lord Stokes would sell out to General Motors rather than have a Government who, like our Town Hall, take a great deal of our money in local rates, spend it all, and give very little in return.

Mrs. Castle would then be in her element producing one-cylinder, two-speed, 45-m.p.h. top-speed Bureaucratic Specials. The Cabinet Ministers, and Police, would continue to drive £6,000 cars, of course, thus enabling them to catch even more motorists, raid newsagent's shops, or generally waste even more of our money. You know it makes sense.

We have all suffered a miserable winter: How good therefore to see MOTOR SPORT casting off this blanket of gloom and go out testing a feast of "dirty, filthy, rich Capitalist luxury automobiles" (where is the Corniche and Corvette?). I am so pleased to see that you have retained your sense of humour and freedom. Well done.

Hemel Hempstead M. G. C. POTTER

Allen Crankshafts

Sir,

Referring to the above, your correspondent Mr. F. J. E. Aylott writes—"it is only in recent years that certain types of cast iron have been used for crankshaft quantity production"—and then goes on to explain just why this is now possible.

Unless my memory is seriously at fault Ford used a cast-iron crankshaft when they introduced their 3.6-litre s.v. V8 engine in 1932, something over 40 years ago, and continued to do so right up to the end of production some 20-or-so years later.

Hundreds of thousands of these power units were, of course, used very successfully in a variety of service vehicles during the war, and they were continued after the war in the Ford Pilot, apart from powering most of the American "hot rods" in the late '40s and early '50s, machines which would cover the standing quarter in (from memory) around 10-11 sec.

The design of this particular V8 crankshaft was rather complicated, and I do not think that in any case it would have been possible to produce it by forging. Failure of the shaft was, I believe, very rare indeed, which must say quite a lot for their technique.

Bridlington A. C. SAVILE

Buy British!

Sir,

Over the past few months there have been so many letters in your columns denigrating the quality of British cars, that I hope you will find the space to redress the balance.

The cars currently driven by the members of my immediate family, and the faults they have suffered, are:

1971 **Rover** 3500, 46,000 miles to date. This car was delivered with one defective shock-absorber, and thereafter suffered no faults at all until at 42,000 miles the heater controls ceased to operate, due to a small screw falling out.

1970 **MG 1300,** replaced two months ago having done 25,000 miles. No faults at all.

1973 **Ford Escort 1300 Estate,** 16,000 miles. No faults.

1971 **Mini 1000,** 16,000 miles. No faults.

My own 1972 **Triumph GT6** with overdrive 15,000 miles. This car bears little relation to Mr. Carrick-Smith's, insofar as it is beautifully finished, inside and out, everything in working order, and while I am currently trying to keep to the spirit of the 50-m.p.h. legislation, is returning 30 m.p.g. with no difficulty.

My other vehicle, a **1971 Mini pick-up,** 42,000 miles. This has suffered from no troubles except one faulty drive-shaft coupling, which went at 4,000 miles.

The above list is, I feel, a tribute to our British product; there is no reason to suppose we have been particularly lucky; I am sure most people have the same experiences, but they are not the ones who write letters. It is the few unfortunate people who are unlucky enough to get a "rogue"—and nobody would deny such cars exist—who do write, and who are getting an undeserved bad name for British cars. 12 months out-of-date: my ideal pair: 4.2-litre XJ6 and an Austin-Healey 3000 Mark III.

Marcham WILLIAM CUMBER

FORD GEARCHANGING

FORD AVO are offering a "short shift gearchange" for all 2-litre Cortina Mk. 3 models built after March 1972. The change is the same as that fitted as standard to the RS 2000 and literally halves gearchange movement. It comprises a ½-inch longer gearlever, new adaptor plate for the external gearlever mechanism, and is available through Ford Rallye Sport Dealers for £3.50 (plus VAT) under part number 9052381 for the gearlever only plus another £2.25 (plus VAT) under code number 9052385 for the adaptor plate.

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FOR SALE

TVR 3000M 1973. Only 1,500 miles. Sun roof, radio. Perfect condition. Still under guarantee. Family requires larger car. £2,250. Ring Newcastle upon Tyne 815601. (45726

PORSCHE 911 LUX, 1966. White, black leather upholstery, unmarked, magnificent condition throughout. Genuine 50,000 miles only. Exceptional for year. £1,125. Contac: Guildford 61390 day, Guildford 73459 evenings. (45728

RILEY ROADSTER 1948. This rare car in v.g.c. Also a 2½ saloon for spares. Sale forced due to increase in family. Offers Box 4413. (45729

MG-A 1960 ROADSTER with h/top, new engine, several spares, £350 o.n.o. Phone: Stadhampton (Oxfordshire) 8274. (45730

E-TYPE JAGUAR 4.2 Roadster 1968. Red, genuine 3,500 miles and in fine condition. Chrome wire wheels, radio, MoT, taxed, £1,150. Phone Brewood (Staffs) 850663 (45731

1948 ROVER 60. Taxed, tested, fine condition, lovingly maintained. First £200 secures. Prynne, Work. 01-499 4141 ext. 36. (45732

KARMEN GHIA, Volkswagen 1500 c.c. (current model), 1968 Radio, smart, totally reliable, cheap beetle mechanics, £495. Bloxwich (Staffs) 75046. (45733

DAIMLER CONQUEST Century Roadster 1955. Wind-up windows. 3,000 miles since new engine. Offers over £1,500. Also W.O. Bentley 4-litre cylinder head. Byford, 89 High St., Maldon, Essex. (45734

SUNBEAM TIGER '67. 4.2 engine. Excellent mechanically. Hard & soft tops. £750 o.n.o. 730 7887. (45735

JENSEN HEALEY, blue, 18,000. Immaculate condition, new roof, etc. Only £1,299. 01-576-2148. (45736

ALFA '72 2000 GTV. Special metallic green. Sun roof, radio, plus extras. Serviced exclusively by Alfa Romeo. Immaculate car, fast and beautiful. £1,750. G. Marcus 01-807 5072 business or 01-452 7903 otherwise. (45738

JENSEN CV8 Mk. II 6¼ manual 1965. Professional respray in Bath blue. One owner past nine years. Mint condition throughout. £995. Phone: Wilmslow 25826 (Cheshire). 45759

COSTELLO MG-B GT V8, 1972. Beige. Sun roof. O/drive, 21,000. Electric aerial. Fast, docile, 25+ m.p.g. Frilford Heath 837. (45760

1936 ALVIS SPEED 20 Charlesworth sports saloon. Original mechanicals and body. MoT. Taxed, £900 o.n.o. 68 Lionel Ave., Wendover, Bucks. Tel: 0296-622384. (45761

ASTON MARTIN DB 2/4 Mk. II 1956. Been stored 9 years. Sound car. Needs a little work. £425. Shaun Magee, The Thatched Cottage, Silvlers Lane, Lower Upham, Southampton, Hants. Durley 397. (45762

ROLLS-ROYCE. Freestone and Webb 1934, 20/25. Wing-mounted spare. Sports saloon. Stored last 7 years. A lot of expensive restoration has already been completed, woodwork, engine, etc. Offers in the region of £1,000 considered. Tel: 01-337 7448, office hours. (45763

FORD 1929 model "A" Coupé in excellent conditon for sale. Reply to: Nya AB Utländskt Trä. Box 41, S-401 20 Göteborg 1, Sweden. Telephone 031/19 20 50. (17642

ASTON MARTIN DB6 Vantage. Chrome wires, electric tinted windows, radio, etc. 100 lbs./sq.in oil pressure, 5-speed manual box, good car. £900 for quick sale. 0908-582651 (Bucks) office hours. (45764

TRIUMPH ROADSTER 1800 1947. Excellent paintwork, rechromed, running well, very usable car, taxed, £475. Tel: Woburn Sands 582651. (45765

MG PB 2-seater. Original O.H.C. PB engine. Swept wings, sound car needing some work. Offers over £500. Tel: Woburn Sands 582651 (45765

AUSTIN HEALEY 100M requires finishing, over £700 spent on parts. Serious offers over £700 to Congleton 71935 (Cheshire). (45766

FOR SALE—continued

LOTUS EUROPA T/C. June '72. One owner, 13,000 miles. Red, black interior, alloy wheels, as new. £1,375. Telephone: Nottingham 40707. (45767

LANCIA FULVIA 1.3S Rally Coupe, 1969, H. In superb condition, navy with cream interior. Must be sold quickly hence only £830. Tunbridge Wells 28420. (45769

1969 WHITE MG-C Roadster. 42,000 miles. MoT and tax. Wire wheels, bodywork excellent. £700 o.n.o. Phone Rochdale 341216 after 6 p.m. (45770

MG-A 1600 D.H. 1961. Meticulously cared for in concours condition and used as 3rd car. Recent new engine, finished in black with radio, tonneau, rack and gleaming chrome. £625 o.n.o. 01-644-0981, or 01-622-3558. (45771

1974 MG-B V8 White. 2,000 miles. Cadulac rust-proofed. Fitted clock, battery meter, 2 qh fog lamps, hf horns, taxed Jan. '75. Best offer over £2,000. Baille, Fox Hills, Crowborough, 2450. (45772

SCIMITAR GT 1967. Good condition with all extras. MG-B V8 forces sale. Only £600. Bedford 63741. (45774

LOTUS EUROPA Twin-Cam, 1972. Metallic blue, oatmeal, 20,000 miles, alloy wheels, lw/mw radio, Mexolita wheel, £1,475. P/ex. 901-352 9431/589 3835. (45775

TR5 PI COUPE. White, Surrey top and soft top. TR6 wheels, XAS tyres, latest Eng.Mods, Kenlowe fan, thief-proof, interior light, air horns, luggage rack etc. Oil consumption nil between changes, new clutch & exhaust system. Superb original car used as second car. Full history and records. Tel: Midhurst, Sussex 2787. (45776

DAIMLER SP250. £1,100. Expensive, but one of the best. For details: Fleet 21684 (Hants). (45778

MG TD. Good all-round condition. £850 o.n.o. Maidenhead 28264. (45779

ALFA 1750 SPYDER VELOCE. 1969. One owner/driver and serviced by same mechanic from new. Yellow ochre, Fergat mag wheels, Konis, Qls, SPs ,2 new). Hard and soft tops. No accidents. Just MoT and taxed for year. £1,095. Willcox, 12 High St., Stonehouse, Glos. Phone 3184 (business). (45780

PRISTINE 1966 Series I, 4.2 Jaguar E-type Roadster, finished in metallic silver grey. Recorded mileage 26,072. This car is in exceptional condition and is for sale at £1,400. Trust 01-898-4089. (45739

SUNBEAM TIGER, 1965. Midnight blue and blue trim, reconditioned gearbox, complete new electrics, hard and soft tops, tonneau, radio, spot/fog lamps, excellent condition, AA inspection invited. £595.00. Tel: Welford-on-Avon 331 (Warwickshire). (45741

SUNBEAM TIGER 1965, 4.2 V8. Midnight blue/blue. Hard top, soft top and tonneau. This gleaming car has fitted radio, Rostyle wheels and radials. Taxed and MoT. Much admired beauty not compatible with marriage and company car. Only £545. Tring (Herts) 4624 (44369

RILEY RME 1½-litre, 1954, very clean and sound throughout in original condition. Long MoT. Valve radio. £250. Herne Bay 4772. (44365

356 PORSCHE 1955. 1500 collector's revival piece. Stored 6 years, mech o.k. Porsche 356B 1963 NMP473. Good nick, goes well, v.cheap about £300. Exchange. WHY? Like 911. Barnsley 88602. (45777

MAGNIFICENT DAIMLER 2½-litre saloon. Full service history, year's MoT, 2 owners from new, £450 o.n.o. Mr. Fairweather 01-407-0478 (office). (45782

AUSTIN HEALEY 3000 Mk. 3, 1966. Bodywork recently restored. Bills for £400. Colour black. Woolfrace wheels, Dunlop SP57s, £1,200. Tel: 992 6173. (45742

JAGUAR XK150, 3.8, "S". Year of manufacture 1961. D.H.C., grey, blue trim. Present owner 12 years, 53,000. Konis, headlights, radials, otherwise no modifications. Original paint and chrome. Accepted entry for auction Beaulieu Motor Museum 11th July 1974. For sale prior to auction, around £1,500. Also my Thunderbird town sedan, blue, white hide. Constant road speed control, all electric. Perfect condition, £2,500. Owner abroad. Cheke-Fletcher, The Mount, Penshurst, Tel: 304, Kent. (45743

JENSEN FF 1971, 2 owners, 41,000. Nice condition. First £2,950. Tel: Cwm (049538) 226. (45891

TVR 300M, low mileage, extras include Woolfrace wheels. £1,850, part exchange considered. 2 Cambridge Cres., Binbrook, Lincoln. (45745

CAPRI 3000 GT XLR 1971. In absolutely immaculate condition with metal sunroof, towbar with power socket, radio and cassette player, electric aerial, finished in maize yellow and black. Garaged, taxed and MoT. Two new tyres and exhaust. Will pay for AA or RAC inspection. £830 o.n.o. 940-5739, Richmond. (45747

1959 AUSTIN HEALEY 100/6. Two-seater in chariot red, fitted with 3000 Mk. 2 engine. Just completely rebuilt and in beautiful condition. Overdrive. One of only 50 built with discs all round. Used daily. Will haggle around £795. Tel: Axbridge (Somerset) 641. (45749

AUSTIN HEALEY MK. III. Dec. 1964. Ice blue. Wire wheels, overdrive, radio, bootrack, undersealed since new, almost new hood and carpets. Beautiful condition throughout. £950 o.n.o. Otham (Kent) 613. (45750

ASTON MARTIN Mk. III DH coupé, 1958. Rebuilt throughout and thus totally immaculate, £2,500. 01-937 4303. (45751

FOR SALE—continued

1951 VINCENT Black Shadow. Immaculate and original in every way. £1,000. 01-937 4303. (45751

BENTLEY MK. 6. James Young sports saloon. 4-door razor edge. Full-flow engine. Good mechanics, but very rough body and interior. £375. Also similar Standard saloon at £275. No dealers please. Phone: Cirencester 2855. STD code 0285. (45753

AUSTIN HEALEY 3000 Mk. III, 1964. White. Radio, spots, tonneau, good condition, £750 o.n.o. 051-608 3519. (45754

LOTUS EUROPA, Twin-Cam, 1972. Alloy wheels, radio, Colorado, black trim. Taxed December. £1,500. Lingfield 832656, evenings. (45755

TR3A ROADSTER. Red, wire wheels, overdrive. Concours condition. Offers Egham 2274. (45756

LHD MG-B GT, 1969. White, wire wheels, sun roof, HRW, overdrive, radio. Immaculate at 65,000 kilometres, £750. Tel: Long Eaton 66446 daytime, or Dold, Trent College, Long Eaton, Notts. (45757

SCIMITAR GT "G" Reg. V6. Firebrand red, black band. Sun roof, HRW, 8-track stereo, Radiomobile, Luminition electronic ignition. Special exhausts. 185 x 15 G800s, 40,000 miles. Mechanically and bodily excellent. All bills readily available to prove maintenance and condition. £695. Tel: 01-274 7871 ext. 11, 01-592 1209 evenings. (45758

MG-C. 1968. Blue, wire wheels, overdrive, hard-top, radio. £530. Tel: Ruislip 75874 (evening): Slough 28161 Ext. 136 (day). (45721

FERRARI 365 GT 2 + 2. Metallic silver blue Pininfarina body. Genuine 4-seater. 33,000 miles. Regularly serviced by Maranello Concessionaires. Radio, HRW, 5-speed box, electric windows. A beautiful, fast car. Sensibly priced at £3,560. Tel: Winchester 6556 (day). (45710

1936 ROLLS-ROYCE 25/30. Owner-driver, semi-razor edged saloon, with sun roof and hidden division by Freestone & Webb. Low mileage, twin-mounted spare wheels. Black/burgundy, with beautiful red leather interior. A very pretty original in fine condition. Sensibly priced at £3,595. Tel: Winchester 65560 (day). (45710

MG-C GT, G registration, auto inspections invited. £600. Crayford 24447. (45025

MORGAN PLUS 8. 1971. Blue. Rear bumper, tonneau cover. Spare wheel cover. Luggage rack. £1,700 o.n.o. Box 4115. (45939

AUSTIN HEALEY BN1. Fold flat screen, W/W, O/d. A beautiful car requiring no attention. Spare engine, g/box in excellent condition. Enough spares to keep car on road forever. 45, Kimberley Rd., Cardiff. Tel: 35758. (45940

MG-B GT "F" REGD. Overdrive, wire wheels, over £200 recently spent to bring this car up to mint condition. Taxed Feb. 1975. £590. Also MG-B GT 5-bearing crank engine, requires overhaul, £20. Tel: Leeds 600529. (45941

ROLLS ROYCE 20/25 Continental Sports Saloon by Park Ward. Possibly the most elegant saloon ever seen. Chassis No. GLZ28, twin spares, louvred bonnet and scuttle projecting boot, mascot, needs interior retrimming, £2,500. Talbot, Willow Lodge, Church Road, Warton, Preston, Lancashire. Telephone: Preston 633320. (17689

166 M.P.H. registration on beautiful convertible Alfa Romeo Giulia Sprint GT 1600. This delightful car will always turn heads. £800? Esher 66413 (45935

ASTON MARTIN DB5 Superleggera. 1965. Engine just rebuilt. New exhaust, 12 months MoT, ten months tax. £900 for quick sale. Can arrange finance. Holmer Green 2214 (South Bucks). (45938

FIAT 124 sport coupé, 1971, white, HRW, 5-speed gearbox, radio, 20,600 miles, new tyres, £1,100. Paterson, Great Missenden 2995. (45900

Y5T 24 REGISTRATION number on 1964 Fiat 1500, for sale. Offers: McIntyre, 169 Nobleston, Bonhill, Dunbartonshire, Scotland. (45125

HONDA S800 1967. Rare sports coupé spridget killer. Low mileage, low insurance. V. cheap £190. Barnsley 88602. (45777

CONVERTIBLE BOND EQUIPE 1969. Undersealed, radio, lady driver, 34,000 miles. £575. Cuffley 3462 (Herts). (45318

1960 MG-A sports 1600 c.c., 64,000 miles, immaculate condition. Offers: Mrs. L. F. M. Dawson, Bentley's Farmhouse, Maxstoke, Nr. Coleshill. Tel: Fillongley 40903. (17695

LANCIA FLAVIA coupe convertible, 1968 F 1800. H/soft tops, very unusual and attractive motor car in sound condition. £575 o.n.o. Consider P/ex. E-type or similar. Luton 881323. (45934

MG-A 1600 Mk. II, 1961. White, excellent condition and running order. Just overhauled. £650. Hitchin 4762. (45892

FOR SALE—Mini 1275 GT "K" Reg. Alloy wheels, radio, black windows, tow bar. £850. Southend 231043. (45893

IMMACULATE Aston Martin DB5 Superleggera. Completely rebuilt including new engine (4,000 miles only), new gearbox, retrimmed interior. Recent respray (silver), radio, etc., £1,350. 01-368 5422 (evens), 01-437 6881 (days). (45895

E-TYPE JAGUAR ROADSTER 1961. Carmen red. MoT, taxed, new tyres, many new parts. £575. Tel: no. weekends South Godstone (Surrey) 2253. (45897

LOTUS ELAN Sprint 1972. Orange/black DHC. Under 13,000 miles. Turnolock radio, extras. £1,500 o.n.o. View near Chester. Lilliesleaf 234. (45898

PAGE TOURS

This month, we take the opportunity to give up-to-date availability of some forthcoming departures.

FRENCH GP
July 7th

Fully booked.

GERMAN GP
August 4th

We have seats on several week-end visits, from £34.

AUSTRIAN GP
August 18th

The ten-day holiday is full, but there is a seven-day holiday — by air to Basle and onwards by coach — at £74. There are still a few seats left.
Also, there is a week-end visit, staying in Vienna and flying by British Airways direct from Heathrow. £69.

ITALIAN GP
September 8th

Monza always produces an exciting race. The five- and nine-day coach holidays are already fully booked, but we have started a "wait-list".
Week-end flights are available from Friday to Monday, from both Luton and Heathrow, from £55 and £58 respectively. There are some super hotels on and near Lake Como. On the Sunday there is a one-day visit from Luton at £29.

U.S. GP
October 6th

Now in its fourth year, this five-day visit is as popular as ever. It includes two nights in New York, at £115.

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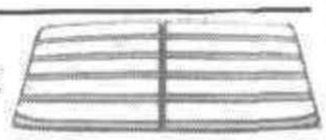
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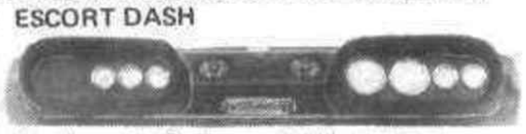
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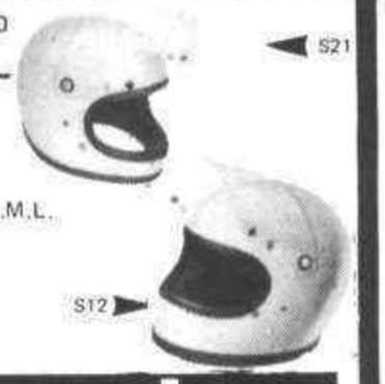
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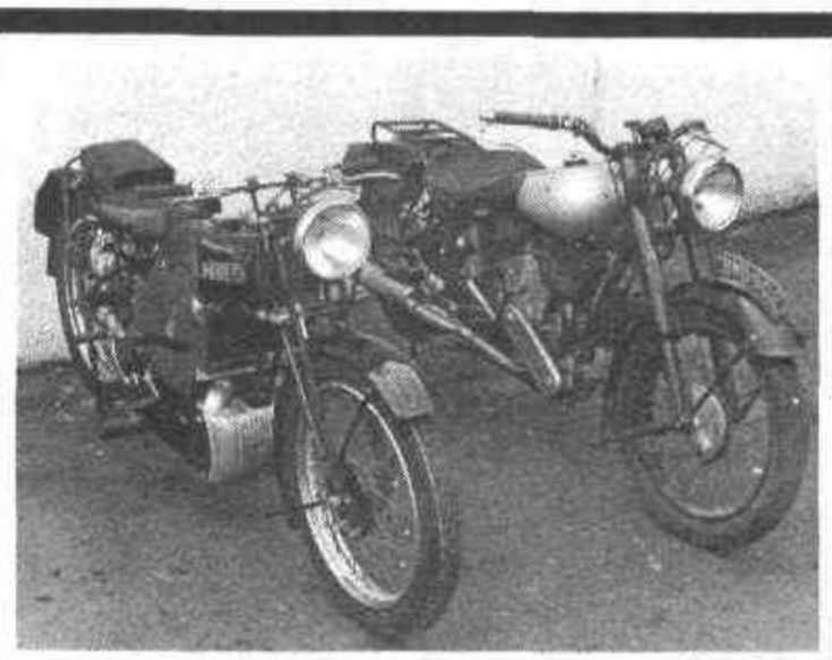
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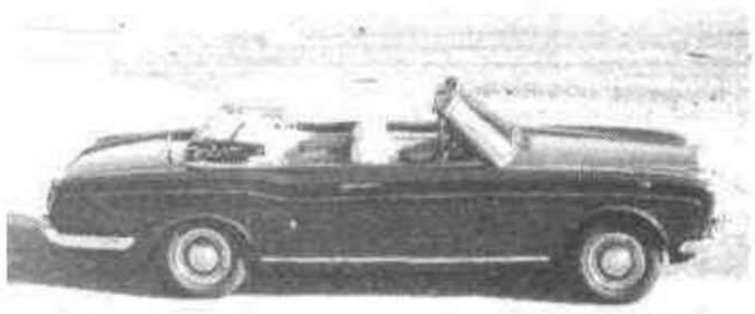
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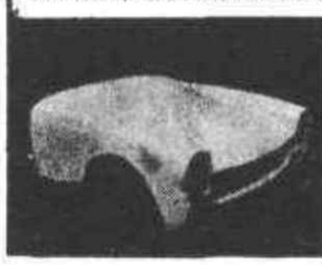
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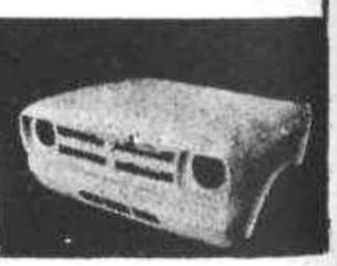
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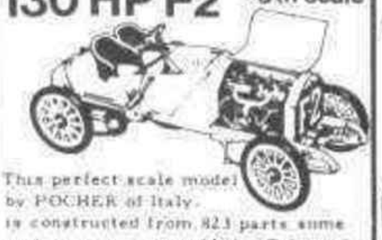
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LOTUS SEVEN Series IV Ford 1600. Red, 1970, 22,000 miles, heater, screenwash, soft top, £800. Phone Stoke-on-Trent 657701. (46320
LOTUS ELAN SE/S4, 1969. PHC, Bahama yellow, beautiful condition throughout, Radiomobile, electric windows, knock-ons, HRW, Spax dampers. Terrific performance and handling for £925. Whitaker, C.A.T., Hamble 3158, 3074, 2195. (46321
PORSCHE 911T 2.2 1970. Mileage 36,000, blue, 5-speed box, comprehensively equipped. Conscientiously maintained, smart, fast, reliable. Sacrifice £2,195. Pamridge Green 710582 evenings. (46324
BENTLEY CONTINENTAL Fast Back, Mulliner body, Regal Red. Original log book. First owned Sir Charles Bruce Gardner. Well looked after. Telephone day 06132 40428, night 06272 8281, Leslie Crawley. (46325
BEAUTIFUL MK. IX JAGUAR 1960. Grey, o/d, sun roof, radio, manual, 31,600 clocked. MoT, taxed, p.a.s., chromed under bonnet, spares, gift at £750. Wolverhampton 36677. (46326
ASTON MARTIN DB 2/4 Mark III completely original. Golden sand with red upholstery. £1,150. Nice example of this rare car. Tel: Bournemouth 43210. (46327
AUSTIN HEALEY 3000 Mk. III 1966. Immaculate condition, wire wheels, SP sports, ovnrdrive, silver blue, MoT, Radiomobile. Bills work done. £1,000. C. Burton, 28 Wellington Square SW3. Tel: 01-730-3973. (46328
TR4 TESTED end April, taxed Sept. 4 recent wings and sills. H/soft tops. Around £220. Horsforth 89109 (Leeds). (46331

FOR SALE—continued

SUNBEAM TIGER 4.2 V8. British Racing Green, newly upholstered in tan. New exhausts, 5 new tyres, and radio. Supplied with hard and soft tops. 140 m.p.h. with economy of 25 m.p.g. Excellent condition for 1966. £680. Finance can be arranged. Phone 0602 559140 evenings. (46332
1957 MERCEDES 220S convertible LHD. Good condition, £300. 1951 Mercedes 220 saloon stored last 15 years. LHD. Good condition, £250. 1 Colville Terrace, London W11. (45897
1947 AUSTIN 16 Saloon. 50,000 miles (genuine). First-class body condition. Taxed. Offers over £500. Boroughbridge (Yorks) 2798. (17921
TRIUMPH GT6 Mk. 2. G Reg. Immaculate condition. Extras include: overdrive, HRW, rear seat, mag. wheels and sun roof. New MoT. £625 o.n.o. Coventry 593289. (1864
HEALEY TICKFORD 1951 sports saloon. Rare, sleek and fast. Very good all-round condition. All alloy body. Recent complete front suspension and steering overhaul, rechrome, new tyres, etc. Offers around £500. Phone: Sheffield 390304 for full details and recent photo. (46426
1951 MG YA: Unlicensed. Sound, but needs work. Also four new 7J's to fit Minor 1000. Space urgently required. Any sensible offer. Richmond, Yorkshire 3815. (46428
TRIUMPH TR6 1972 Dec. Cherished second car used only at weekends. Pimento red, black trim. Overdrive. Cibie headlights. £1,260. W. Franklin, Stevenage 54112. (46429
ALFA ROMEO 1570 c.c. 2 + 2 fixed head coupe. Red, 5-speed, radio, stainless exhaust. Low mileage, immaculate example. £380 or estate wanted in similar condition. Crossley, 14 Albert St., Millhead, Carnforth, Lancs. LA59DR. (46431
JENSEN 541, 1955. Overdrive, discs, good condition, 12 mths MoT. £435. Tel: Liss (Hants) 2090 (evenings). (46432
BENTLEY S2, June 1960. Good mechanical condition. Exceptionally good interior. Individual reclining Radford seats. Electric windows, exterior very good. Silver/black pearl. New set tyres. Taxed. Year's MoT. £1,575. Phone: Malvern 3272. (46434
BREAKING MG-B Midget. Most parts available inc. o/drive gearbox, engines and wire wheels. Phone Birkenhead 051-645-9081. (46435
GILBERN INVADER Mk. III. Silver with black trim. Registered 1973. 1 careful owner. 15,000 miles and in superb order. Fitted with radio, electric windows and aerial and new Cinturato CN36's. £1,750. Telephone Bath 29552. (46436
VOLVO 122S, 1970. Red. Radio. Good condition £785 o.n.o. Exchange considered. Terms, tel. Chesterfield 863965 day, 75213 evening. (46439
CAPRI GT 1600 M registration. New 2,000 miles. Diamond white. Black vinyl roof and upholstery. Genuine reason for sale of this lovely vehicle at bargain price of £1,200. Telephone 01-777-1185. (46441
AC 428 FRUA FASTBACK. Manual gearbox, shattering performance, outstanding condition, silver. £2,500. Tel: Northwood 25135. (46443
230SL MERCEDES sports hardtop model, with manual gearbox. This beautiful car has been maintained regardless of cost. Genuine reason for sale. Offered at the realistic price of £1,050 o.n.o. Tel: Sheffield 392912. (46093
LOTUS SEVEN series 2, 1963. Yellow/alloy, 1500 GT Ford. Hood, tonneau, good condition. Tax, MoT, £495. For further details Poole (02013) 77631 (daytime). (46445
DAIMLER CONQUEST5 (2) 1953. Much money spent including new rings (£100). Both mechanically good. Long MoT. Bodywork required on both. £120 each. Luton 56713. (46446
TR4-A JULY 1967. Immaculate condition. White, MoT'd, w/wheels, radio, etc. Must sell hence £550 o.n.o. Bicester 2740 evenings. View weekends. (46447
AUSTIN 7 TYPE 65, 1933. Partially stripped for second body rebuild. Mechanically excellent. Complete. £450. Need money for other project. Champion. 01-589-8208. 11—7 p.m. Tues-Sat. (46448
RILEY, 1952, RMB 2 2½-litre saloon, tax and MoT to April 1975. Good condition throughout and in regular use. £325 o.n.o. Farnham Common (Slough) 2937 evenings. (46450
MERCEDES 190SL 1961. Hard and soft tops, very poor bodywork, need new cloth and expert attention. £190. Telephone 743-5041 after 6 p.m. (46451
1968 LANCIA Fulvia rallye coupé, very good condition, 45,000 miles, 2 owners, service history. £575. East Horsley 2932. (46453
BROUGH SUPERIOR D/H coupé, 1938. Hudson straight six engine. This car is in outstanding original condition. A delightful car to look at and ride in. Sensible offers Bakewell 2253. (46454

FOR SALE—continued

SUNBEAM TALBOT 90 saloon, 1 doctor owner from new. Maintained regardless of cost both bodily and mechanically. A wonderful opportunity to acquire an outstanding marque. Also 1939 Austin 10, with sliding roof, mechanically restored throughout. Bodily very good. Both these cars taxed and MoT. Phone Sheffield 43215. (46454

RELIANT SCIMITAR. Overdrive, 25,000 miles. One owner. Nevada yellow. Excellent condition. Extras include radio, stereo, leather trim, alloy wheels. £2,200 o.n.o. Apply Dr. R. Yuill, 061 427 2080 business, 7409 private. (46455

ROLLS ROYCE Mulliner 2-door (same as Corniche), refrigeration, sun roof, radio, stereo, 2 owners, 46,000 miles, June 1970. Deep bronze green, beige leather. Distributor-maintained 4-year service just completed. Beautiful condition throughout. Bargain for quick sale. First £8,450. HP and part exchange arranged. Tel: Cwm (049538) 258 or 226. (46464

ASTON MARTIN DB2/4 3-litre 1954. Dark blue. Long MoT. 4 new Cinturatos, Serck radiator, radio. Bargain for quick sale. First £395. Tel: Cwm (049538) 258 or 226. (46464

1929 MORRIS OXFORD fixed head. Doctor's coupé. £995. 60 New Cross Road, Guildford, Surrey. Tel: Guildford 77906. (46465

LANCIA Flavia (Farina Coupé), 1964. Blue, 1,800 c.c. right-hand drive, leather upholstery, cared for by enthusiast. Price DM 2,700. Kurt Kiefer, D 41 Duisburg 1, Julius-Str. 18. —1795r

LAGONDA 1932. Special 3-litre. Restored. Immaculate sports tourer. Ring Gainford 350. —17972

LANCIA FLAVIA 1966 coupé. Grey-blue leather. MoT January, taxed Dec., radio, new clutch, good condition. £475 o.n.o. Phone 01-262 1944. (45390

JAGUAR "E" convertible. 1962/3. LHD. Dark metallic blue. CWW. 125,000kms. (approx. 80,000 mls.). Excellent original condition. Full details on request. No reasonable offer refused. Offers to David Grace, Lopperstr 6, Ch. 6010. Kriens, Switzerland. Tel: 041-41-95-06. (46460

PORSCHE 356A 1958 coupé. MoT. Excellent mechanics, underneath completely sound, new floor pans, needs respray. £350 o.n.o. 01-683-3067 (Cheam). (46461

1928 4½-LITRE BENTLEY short chassis, Le Mans replica. Fully restored and maintained to a high standard since. Serious enquiries to H. L. G. Melly, 38a, Grosvenor Road, Birkdale, Lancs. Southport 66473. (46462

HONDA S800 COUPE. Exceptional condition. MoT, tax, new tyres. 35 m.p.g. Engine, clutch completely reconditioned. Very reliable, regularly serviced, extras, £435. Evenings: Norwich 26568. Weekends: Cranleigh 2975. (46463

FIAT 124 COUPE 1600. Yellow, K registration. Radio, 22,800 miles. One careful owner. £1,080. Birmingham area 351-1877. (46456

TR5, PI, 1969, overdrive, signal red, w/wheels, s/top, excellent condition, £695. Norwich, Norfolk 610798 after 6 p.m. (46457

TRIUMPH MAYFLOWER 1952. Don't miss a unique opportunity to purchase this rare and appreciating car in immaculate condition. Recently resprayed in an original colour. Engine faultless. Low original mileage. Bargain at £500. Tel: Winchombe (Glos.) 602963 evenings and week-ends. (46458

BRISTOL 400, 1949. Very good bodywork, paintwork, mechanics, interior restoration needs finishing. £850 o.n.o. Phone: 0632-674793 (Newcastle). (46459

CLAN CRUSADER May 1973. Yellow. Mag. wheels. Sun roof. Sundym glass, etc. Economical to run and maintain. £1,225. Wormley (Surrey) 2943 (evenings). (46538

1929 ROLLS PII HEARSE. Excellent condition. Complete. £2,850. Box 4422. (46539

BENTLEY MK. VI 1949. 4½-litre. Synchro. Absolutely original. Full toolkit. Radio, handbook, etc. Recent engine and brake overhaul. Year's MoT. Taxed, black with red hide. Private sale by VSCC member. £800. 061-430-5340. (46540

RILEY 1½ 1952. One previous owner. Full history. Needs transporting. £50. Tel: Stafford 58550. (46541

FREESTONE AND WEBB Bentley Mk. VI 2-door sports saloon. Excellent mechanically. Known history. Needs some panel work and trim-work completing, woodwork repolishing etc. to become desirable £2,000 car. Real bargain £850. Melksham, Wilts (0225) 703324 anytime. (46542

BENTLEY "R"-TYPE 1953. Manual gearbox. First-class body and mechanics. £1,150. Tel: Lochans 343. (46543

ROVER 75. 1953, freewheel control, superb condition, 45,000 miles genuine. Taxed, MoT, etc. Must be seen. Sensible offers please, Ruislip 34576. (46544

TURNER SPORTS 848 c.c. with hood and tonneau. Needs MoT. £75 o.n.o. Tel: Stafford 58550. (46547

JAGUAR E-TYPE 3.8 FHC. Superb throughout. Indicated mileage 28,000. Grey with red trim. Stereo 8. Very fine example of this rapidly appreciating vehicle. £950. Tel: Droitwich 4185 (Worcs). (46548

JAGUAR XK150 3.8 S/E FHC. 1960. A beautiful motor car in very good original condition. Full specification including wire wheels and overdrive. £1,250. Andrew Dunbar, 21 Freeman Court, Chesham, Bucks. Tel: Chesham 5709 (home) or 01-606 6060 Ext. 3243 (office). (46553

FOR SALE—continued

SUNBEAM TIGER 4.2. White trim black. Hard and soft tops, tonneau cover. New clutch and road springs. Reluctant sale at £500 o.n.o. Would consider part ex. Telephone 06495 3240. (46551

TR3A. Overdrive, hardtop, hood, etc. taxed. Long MoT. 70 PSI, radials, new carbs, many extras and parts replaced inc. new battery. Offers around £265. Bradford 492422. (46552

XK120 ROADSTER. Appearance identical colour photo January Motor Sport, but green leather. Extensively restored. Phone: Peterborough 252542 after July 14th. (46554

TRIDENT VENTURER V6. 1972. 19,000 miles only. Wire wheels, sun roof, HRW, tinted windows, overdrive, radio, electric aerial. Excellent condition. £1,900 o.n.o. Colne (Lancs) 4335 after 9 p.m. (46555

PIPER GT-T, November 1970. Taxed, MoT, p/b radio, electric fan and aerial, etc. £1,150 o.n.o. M. Jeffery, 52 Locarno Road, Copnor, Portsmouth. Tel: Portsmouth 962251 (evenings/weekends), Gosport 84242, ext 239 (day). (46557

ASTON MARTIN DB4 1963 Drophead. Vantage collector's car. Remarkable condition, under 40,000 miles. Soft top, hard top with Webasto roof, set of wire wheels anodised for winter use, set of wire wheels, chromium-plated for summer use. Od. Radio. 2 owners. Present owner over 6 years. Very highly maintained. £2,200 o.n.o. Phone: 946-0751. (46558

E-TYPE, '62, 3.8, BRG, F/H w.w. radio, front offside body damage repairable, otherwise clean and sound. New self-adjust clutch. £500. Hunter, Faversham, Kent. Tel: 3197. (46559

LOTUS ELAN +25, 1969. Yellow with black trim. Radio, HRW, carefully driven and maintained. One owner. 26,000 miles. £1,285. 01-942 3237 (New Malden, Surrey). (46560

ALVIS 1937 12/70 open boat-tail two-seater. MoT, taxed, spare engine, gearbox. £800 o.n.o. Rens, The White House, Lightwood Lane, Randwich, Glos. Tel: Stroud 2871. (46561

APPRECIATING E-TYPE Series II 1969 Roadster. Immaculate, original, low mileage, regal maroon with white tan leather upholstery, every extra including distinctive registration. £1,450. PE & HP. (bike or car) considered. Ring Haddenham 569. (Cambs). (46562

AC ENTHUSIASTS, My 1958 AC Aceca Bristol is on the market. Advertised in this magazine a while ago I then decided not to sell. Now in all its glory (!) it is available to the highest bid over £800 received between July 27th and August 20th 1974. I am away from July 5th-24th but phone other dates 946 5361 ext 260-946 7241, Wimbledon. (46563

TR6 "H" (MAY 1970). Damson, 48,000 miles, overdrive, radio, new set S/A recently fitted. £900. Tel: Ross-on-Wye 3332. (46564

HUMBER 16/50 1930, Sole surviving Weyman 4-door coupé. Sunshine roof. Running well. MoT May 1975. Body sound, needs paint/fabric refurbishing. 2 owners. £750. Side, 18 Highfield Road, Kemsing, Sevenoaks, Kent. (46565

GINETTA G15, 1973. Cosmic 4½Js. Low mileage. Excellent condition, tartan red, one owner. £995. HP arranged. Leicester 885801 (home), 50022 ext. 2308 (work). (46566

GINETTA G15 1971. Yellow, 875 c.c. MoT. Good condition, fast economical. £745. Phone Dolton 374 evenings. (46567

1953 TRIUMPH MAYFLOWER. Very good average condition. Ideal for detailed restoration. Investment at £165 o.n.o. Tel 051-526-0119. (46568

MG-A 1600 COUPE. 1960. Stored last 2 years, engine rebuilt, bodywork excellent, just MoT'd. Whole car good condition. Haggle around £395. Telephone Sedgley 5701 Worcs. (46569

PORSCHE 911S 1968. 2.2 fuel injection engine fitted 1971. New clutch and rebuilt gearbox, 15,000 since this work. New silencer and transistorised ignition 1973. Tinted glass, electric roof. Blue Spot radio. £1,950 o.no. 01-836-2336 (day) 01-229-2791. (46570

MORGAN +8, 1969. 38,000 miles. New Rover engine fitted June 1973. 8,000 miles since then. £1,700 o.n.o. Fareham 82538. (46571

BMW 327 CABRIOLET. Yes one is for sale and is an excellent example of this 1939 car finished in white. All original specification with no body rot. This car is a rapidly appreciating asset and has not been used for at least 12 years until present owner finished the odd jobs started but not finished prior to his ownership. This is a car that must be seen. £1,950. Miles, The Paddock, Abbotts Ann, Andover. Phone (026471) Abbotts Ann 312 after 7 p.m. (46572

MASERATI Vignale 3500 GT Drophead. 1962. White with black hood and black interior. A very fine example of this rare desirable model having wire Borrani wheels, good tyres, recent engine rebuild with excellent oil pressure and beautiful looks. This car can only appreciate. £1,350. Miles, The Paddock, Abbotts Ann, Andover. Phone (026471) Abbotts Ann 312 after 7 p.m. (46572

TR4A IRS 1967. Superb condition in immaculate pure white paintwork with surrey top. Extras include servo assisted brakes, HRW, cassette stereo, radio, electrical aerial, spots, reverse lights. £600. Phone: Llandudno 47218 (evenings). (46577

FOR SALE—continued

1275 COOPER S Mk. 3, 1970. "J" Reg. One lady owner from new, above average mileage but carefully maintained and very good condition. £675 o.n.o. HP if required. Tel: Sandbach 4782 evenings (Ches.) (46573

ASTON MARTIN DB5. 1965 manual 5-speed box, £1,175. Metallic gold. £350 spent last two years. Excellent appearance and performance. Chrishall (Essex/Cambs) 561. 46574

CONVERTIBLE Mk. II Zodiac or Zephyr, choice of either, privately owned, professionally restored at cost of £300 and £200. Power hoods, etc. £495 and £350 respectively. Chrishall (Essex/Cambs) 564. (46574

MG-B 1970 ROADSTER. Primrose with black trim, wire wheels, o/d, 25,000 miles. Virtually unmarked throughout. £740. 01-858-4638. (46575

RARE AND DESIRABLE 1920 Bullnose Morris 2-seater. Taxed and MoT first time since 1930. Best offer. Consider smaller car in part exchange, vintage or PVT. Snape, 19 Moor Avenue, Penwortham, Preston, Lancashire. (46576

AUSTIN HEALEY 3000 Mk II, 1963, 2+2, dark blue, new soft top, overdrive, wire wheels, etc.; newly re-built engine, new exhaust system, very nice condition. Losing driver's licence, must sell. Offers around £500. Phone 031-667 1290 (office), or 031-332 8586 after 6.00 p.m. (46578

ALVIS TF21 1967 Park Ward Saloon. Automatic. P.a.s., HRW, 63,000 miles. £1,500 o.n.o. Phone 048-65-3479 evenings. (46579

BRISTOL 406 (1960). 2.2-litre Superleggera aluminium coachwork, hide upholstery, 26 m.p.g. Cinturatos, excellent condition. £725. Stanford-le-Hope 79874. (46580

LOTUS CORTINA, November 1970. Dark blue, extras, Undersealed, fast, economical. One of the last twelve made, never raced or rallied. Immaculate. £750 o.n.o. Tunbridge Wells 23103 (evenings). (46581

MG L-TYPE MARK I 1933. Complete and original. Ready to restore. £900 o.n.o. Tel: Timsbury (Somerset) 71088. (46582

RILEY 1950 1½-litre, excellent condition throughout for year. Needs slight attention for MoT (wiper arms, speedo cable, washers). Space needed. £350. Tel Market Harborough 2870. (46583

PORSCHE 911 De Luxe 2 + 2 FH coupé. First registered May 1966. This car has covered the remarkably low mileage of 65,000. With both bodywork and trim unbelievable for its age, Radiomobile p/b radio and, of course, full MoT. This is an absolute give away at £1,050. Tel: 0203-58598/58089 days and 0203-522476 evenings/weekends (Coventry). (46585

GORDON KEEBLE 140 m.p.h., 0-60 in 6 secs. 18 m.p.g. Full 4-seater saloon. 5½-litre V8. Fibreglass body. Only 99 produced hence appreciating. Spares easily obtained. In excellent condition throughout. Haggle around £1,750 or try interesting p/ex. Newcastle-on-Tyne (0632) 601768 (home). (46586

MG TD 1952, Ivory, excellent condition. Baby forces sale. Offers over £1,000. Tel: 01-580 6633 ext. 213 (day). (46587

1967 SUNBEAM ALPINE. Overdrive, radio, tonneau, h/s tops, in good order, £400. Leamington Spa 29530. (46588

RIGHT HAND drive Plymouth Barracuda Convertible V8 Automatic 1969 with power hood, twin-speaker Radiomobile and electric aerial. Power-assisted brakes, new tyres, spares, taxed, MoT, etc. A magnificent compact American sports car in exceptional condition with brilliant performance. Red with black interior. £895. Hire purchase possible. Part exchange considered. Peter Courtney, Beaminster (Dorset) 478 anytime. (46589

1948 BENTLEY MK. VI. Fitted magnificent coachbuilt aluminium saloon body by H. J. Mulliner. Velvet green over sand. Full-flow engine. Extensive restoration to Concours just completed. £1,850. J. Weston, Brink Farm, Buxton Rd., Macclesfield, Cheshire. (Telephone Macclesfield 22920). (46590

ALFA ROMEO 1750 GTV 1970. 2 owners, 48,000 miles. Radio, HRW, new tyres. Ziebart anti-rust treatment. Genuine beautiful condition and reason for sale. £975. Cleckheaton 2494 (Yorks). (46592

DAIMLER SP250C (BAE 697 B) Automatic, absolute concours condition. Full history and documentation. Must sell. No reasonable offer refused. 0272 48173 (Bristol). (46594

TR4A 1966. Valencia blue. New wings, sills, boot lid plus complete respray. A bargain for £400 o.n.o. Contact Bruton, 15 Hudson Drive, Coningsby, Lincs. (46596

MERCEDES 600. This unusual collector's dream is in the condition one would expect, just having passed MoT test at M-B main agents. All usual extras. 1974 model new costs £16,968. Will accept £1,475 or exchange for Rolls Royce or Bentley and adjustment. Telephone: 0603-898-492. (46597

BENTLEY 4¼ MK. VI. Exceptionally well cared for and delightful to drive. Good investment at £750 o.n.o. Harper, Lowestoff 62794. (46598

TRIUMPH ROADSTER 2000 1949. New engine and clutch 10,000 miles ago. New MoT. Ash frame needs slight attention, hence £250. Write: Gwynn, 35 Elm Grove, Rhyl, Clwyd. (46603

AUSTIN CHAMP—Taxed and MoT. Engine good condition. £195 o.n.o. Phone: Wolverhampton 37751. (46604

SUNBEAM TIGER, 1965. British Racing Green, black trim. Hard/soft tops, radio, good condition. £395. Southampton 69582 (evenings). (46606

FOR SALE—continued

RILEY "9" ENGINE less cylinder head, dynamo, steering rack, Kestrel axials, 3 in Rotax sidelights, Mentone 12/6 handbook, Alvis Speed 20 triple carbs, P100 headlights, MG TC and TF cylinder heads; sell or exchange for MG K or KN spares. 14 Burford Avenue, Salisbury 28305. (46600

LOTUS +2S 130/S 1973. Only 4,000 miles, new condition, beautiful metallic green, tinted windscreen, heated rear screen, oatmeal trim, radio. Used as second pleasure car. Reason for sale new car arriving. £2,200. Phone: Harvey, Medway 75452. (46601

DATSUN 240Z. A well-maintained car finished in metallic green with tan upholstery. Complete with all the usual Datsun extras. £1,695. Phone: Mr. Gros, Worthing 64141 or 62200 (evenings). (46602

ALVIS 1934 Silver Eagle Saloon, fitted 19.8 engine. £1,250. 156 Baring Rd., Cowes, Cowes 3575. (46641

PORSCHE 356C. Dec. 1965. Low mileage, polo red. Concours condition. £825. Tel: 021-308-2415 before the 29th June or after 6th July. (46642

BENTLEY R-TYPE Automatic 1954 Standard Saloon. Black over silver with red upholstery. Good condition and smart appearance. New tyres, king pins, brake linings, and piston rings. £1,250. Farnham 21786 (Surrey). (46643

MARCOS 1971. Virgin white, Ford 2000 power, many extras including radio, alloy wheels, electric windows, only 21,000 miles. Must be seen, absolutely immaculate, one fastidious owner, £1,195 o.n.o. Must regretfully sell. Telephone: Beaconsfield 4397. (46645

AUSTIN HEALEY 3000 Mk. II 1961 (4-seater). O/d, w/wheels, works hard top, soft top, tonneau. Recent radials, professional respray, new chrome, carpets, numerous spares including g/box with o/d. £595. Phone: Middleton-on-Sea (024 369) 4551. (46646

GILBERN INVADER 1970. Automatic. 21,000 miles, sunroof, radio, e/aerial,. Silver. Fine car for discerning motorist. £1,100. Phone: Middleton-on-Sea (024 369) 4551. (46646

AUSTIN HEALEY 3000 Mk. III Nov. 1964. MoT, radio, spots, w/wheels, o/drive, hard and soft tops. Good condition. £395 o.n.o. Ring Dr. Crisp, Norwich 28377. (46647

TR5 PI, 1968. Registration TMP 100F. Temperature 100°F, one owner, 29,000 miles. White, new hood, new set special radial tyres cost £125. Immaculate £750. Day 01-445-5047, evening 01-349-1937. (46648

E-TYPE 2 + 2. Dec. 1966. MoT, taxed Dec. New clutch, £130 rec. spent. CWW radio. Midnight blue/black. V.g.c. £750 o.n.o. Exchange. High Wycombe (Bucks) 30707. (46652

1930 AUSTIN 7. Chummy runner. All complete. Bodywork requires painting. Interior upholstery. Best offer secures. Hassocks 2824. (46653

GILBERN INVADER 1971. Italian red, black interior. 25,000 miles, immaculate condition. Offers: Towcester 50610. (46654

SUNBEAM TIGER 1967 4.2. Very genuine and original car in dark blue, with alloy wheels. Appreciating fast. £850 or exchange for interesting car. Phone March 3331 anytime. (46655

MG TF. Very good condition. New hood, MoT, taxed. £1,595 o.n.o. Tel: Ongar (Essex) 3934. (46656

1955 DAIMLER DJ250 Conquest. Excellent condition for year. Damaged front o/s wing, hence £95. 01-452-9392. (46657

ISO GRIFO. Rare RHD model 1967. 4-sp manual, mag. wheel, 8-track stereo, £2,450. Credit facilities available. Tel. after 8 p.m. 061-432-3615. (46658

BENTLEY 3½-LITRE special 4½-litre engine. Fitted very attractive 2 str body with duck backs, full weather equipment, new MoT. £2,950. Financial assistance possible. Tel: 061-224-5878. (46659

BRISTOL 405. Midnight blue. Two owners, present one for twelve years. Good condition. £450 works overhaul att Filton two months ago. MoT and taxed until April 1975. £1,000. Hincks, Barnstaple House, Cheddar. 742544. (46662

ELVA COURIER Mk. IV "T"-type. "J" registered. Rorty red reliable rarity. 1800 c.c. At £380 who needs an Elan? Bedford 851942. (46663

ROLLS ROYCE Silver Cloud 1. Superb comfort with economy. Garnet red with beige interior. 1957 power steering. This must be one of the best examples of this desirable model. £2,650. Beechcroft, Crowlees Road, Mirfield. Phone 494106. (46664

BENTLEY S3. First registered 17th December 1964. Blue/grey and steel blue. This car has done a certified mileage of 62,000 miles from new and is in a comparable condition. Fitted with electric windows, and is probably one of the best examples of this model available today. £3,200 o.n.o. Beechcroft, Crowlees Road, Mirfield. Phone 494106. (46664

MG TF 1954. Gleaming black, red trim. Must be one of the best available. 200 miles since restoration including new ash frame and cab. Resprayed, rechromed, retrimmed to original. Phone Stourbridge (Worcs) 4285 (STD 03843) evenings or weekends. Offers around £1,600. (46665

RILEY FALCON 1935 in regular use. Low mileage. One of the few remaining examples. Original handbook and tools. MoT and taxed to January 1975. £600 o.n.o. Phone: North Curry, Somerset 536. (46666

FOR SALE—continued

MG-C GT 1969, w/w, o/d, recent new wheels, hubs, tyres, batteries and exhaust system. Grey with red interior, radio, taxed, tested, excellent condition. Offers over £650. Sheffield 22368 office. Eckington (Derbys) 4494 home. (46667

XK 150 SE 3.4 FHC. Pearl grey, red interior. 46,000 miles from new. 100% original and faultless. Substantial offer considered. Northop 232 (Flintshire). (46668

UNIQUE LAND ROVER. 1956. SWB. Soft top. 1 owner, 15,000 miles from new. 100% original and sound. £350. Northop 232 (Flintshire). (46668

ASTON MARTIN 1971 DB6 Mk. II. Manual, vantage, s/steel exhaust, Kenlowes, genuine faultless concours car which must be seen. Full history. £3,775 or make an offer. Knowle 4980 (home), 021-783-8118 (office). (46669

TRIUMPH RENOWN 2000. 1953 Model Razor Edge Saloon. Excellent condition. Three owners from new. 51,400 recorded miles. This car must be one of the best kept examples of this rare machine. Black original coachwork, cream leather interior. Original manufacturer's equipment. Offers are invited in the region of £700. Photographs can be made available on request. Enquiries to Mr. Brough, Plot 31 Derry Road, Fiskerton, Lincoln. Tel: Lincoln 50947. (46670

1949 ALVIS TA/14. Black, beautiful condition. Taxed, MoT. Reasonable offers: Phone Mr. Andrews, Nottingham 76015 (office hours). (46671

1936 WOLSELEY 12/48. Recent re-spray, carpets, tyres. Engine needs slight attention. £250 o.n.o. Mr. Andrews, Nottingham 76015 (office hours). (46671

COOMBS JAGUAR Mk. II 3.8. BRG. Louvred bonnet, wire wheels, Webasto roof, engine and suspension modified to Coombs spec. when sold new, 280 b.h.p. Taxed, MoT. £400 recently spent, brain shattering performance. Sensible offers around £875 for an appreciating asset. Phone Haddenham (Bucks) 291 347. (18018

BENTLEY Mk. VI 1952. Newly-finished Rolls regal red after body restoration. New carpets, varnish, superb brightwork. Radio, HRW, good tyres, new MoT, very attractive. £1,050 o.n.o. Brockenhurst 3512. (18017

XK 150 FHC 1959. Chassis rebuilt, for restoration. £250. Brockenhurst 3512. (18017

1929 MORRIS COWLEY 2-seater and dickey. Very original. Plenty of brass. Yellow and black. Extremely attractive crowd puller. Used daily. Will drive anywhere. £1,200. (61-773-1587 (home), 061-643-8698 (business). (46672

SUPERB HEALEY 3000 Mark 3, 1966, BJ8. A faultless example, unusually smart continental hardtop (£120), zip-out r. window hood, w/wheels, o/d, recent Clnts, exhaust, h/book, w/manual, Healey bible and bills with full history. Garage proprietor owned and mainained. £1,075 o.n.o. White/black bop. Also consider offers around £500 for 1955 BN1 104. New hood, screen, grille, wings, etc. H/top. Family owned from 6 months old. Phone K. Bradley Esq. 9—6 Mon-Fri. St. Annes, 726799 Lancashire. Possible HP. Spare o/d g/box and engine 104. (18004

TVR "M" SERIES, 2,500 c.c. "L" Registration, 16,000 guaranteed miles. yellow/black interior, dark glass, stereo, sunshine roof. Overdrive. Fast and different car. (Price new £2,800). £1,325. Tel: (office) Nottingham 40747, (home) Woodborough 2249. (18001

THE LUND SPECIAL: supercharged historic racing OHC MG very regretfully for sale (No dealers please). Full details and history from: N. J. Churcher, Stoke House, Shaftesbury Road, Gosport, Hampshire. (46673

MASERATI 1963 Sebring. Red with tan interior, 3,700 c.c. engine, 5-speed gearbox, wire wheels, good tyres. MoT to October. A very good example of this model which has only done some 46,000 miles since new. M registered. Price £1,490 includes sheepskin seat covers. Miles, The Paddock, Abbotts Ann, Andover. Phone (026471) Abbotts Ann 312 after 7 p.m. (46674

CONCOURS WINNER. Immaculate and faultless Sunbeam Mk. III 1955. 57,000 miles from new. Recent top-end overhaul. New battery, clutch, dynamo and SPs, handbook and manual. Probably best example on offer. Serious enquiries phone Gerrards Cross 87875. (46675

LAGONDA RAPIDE. Built 1961 for Lagonda Chairman and modified to 1964 specification. One owner since then. Total mileage 68,000. Replacement engine 11,000 only. This rare car in splendid condition. New tyres, MoT, May 1975. Offers over £1,750. Wadham, Clifford's Mesne, Newent, Glos. Telephone 0531-820530. (46676

MORGAN 4/4, 2-seater, Dec. 1973. 2,250 miles, plus unique colour, wire wheels, radio and many other extras. A reluctant sale. Offers around £2,100. Tel: 051-427-6268. (46677

PORSCHE 911 T. 2-litre Sportomatic, electric sliding roof, rally seats, radio, undersealed, new Michelins, new battery, taxed till next April, 22,000 miles (genuine). No rust or corrosion. Meticulously maintained. The whole car is in mint condition. £1,950. Ryde (I.O.W.) 3638. (46678

1958 MERCEDES 190. Pampered by one lady owner, now deceased. Absolute showroom condition. 54,000 careful miles. £850. Loxwood, Sussex 752442. (46679

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1953 MG TD: This car completely rebuilt in 1970 and has done only a matter of hundreds of miles since. Mechanically the car is perfect. The renewed parts are too numerous to list but include engine, gearbox, back axle, steering gear, clutch, etc. Now beautifully turned out in MG red. New hood, tonneau, sidescreens, tyres. Not *concours* but only short steps away. Drives as it did 21 years ago. Must be an excellent buy at **£1,450.**

1969 LOTUS SEVEN: Ford 1600 cc engine. This car has been extensively rebuilt by us over the winter months, including new pistons, big ends, clutch and relined brakes. The car has been newly painted in BRG and yellow and has been individually styled at the rear. Extras include full weather equipment, standard or aluminium front wings and aeroscreen. A superbly turned out machine with typical Lotus performance. **£825.**

We also have on offer on 'sale or return' basis: 1961 MERCEDES-BENZ 190SL. This car has had two owners only and looks superb in white/grey, red interior. The bodywork has just been restored at a cost of £100, making this car mechanically and bodily excellent. Newish hood completes the car. However, chromework needs attention and hence very reasonably priced at **£785.** Superb open-air motoring. Mercedes excellence and an appreciating investment. The effort to view will be worthwhile.

Finally, **R-type BENTLEY.** Few details at present except simply superb.

Sorry to insist, but please an appointment to view is essential.

JOHN KEEBLE

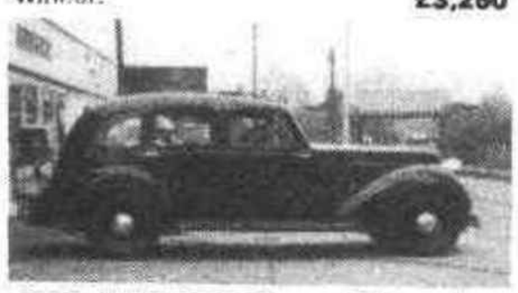
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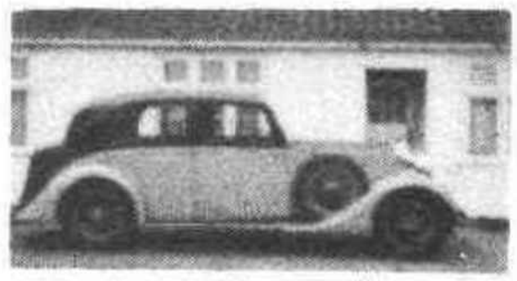
1926 BUICK McLaughlin open 2 seater. 31,000 miles believed true. First prize Vintage and Concours winner. **£3,250**



1935 CITROEN 4 seater open sports. Motorshow car believed one only. **£895**



1937 HUMBER Super Snipe. Low mileage & superb example in every way **£895**



1932 ROLLS-ROYCE 20/25. Sports saloon with division by James Young. Excellent condition. **£2,950**

1926 LAGONDA 1½-litre open tourer. Fully restored. Very rare **£3,250**
1959 MERCEDES 190SL Sports. Ex Maureen Swanscom car. Radio/stereo. Reg No. MS 190 (Mercedes Sport 190)
1961 ASTON MARTIN DB4 Sports Saloon. O/d. Sunshine roof. Twin speaker. Radio. **£1,095**

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1930 FORD Model 'A'. Open 2 seater
1932 PACKARD VICTORIA by Dietrich. D.H.C.
1937 PACKARD 120. Straight Eight open 2 seater
1950 ASTON MARTIN DB2. Open 2 seater
1952 LAGONDA 2½-litre D.H.C.

Selected Cars

71 MASERATI Mexico automatic £4,950
62 BENTLEY S2, 2 owners **£2,250**
68 MERCEDES 280SL, automatic £2,100
72 (Dec.) XJ6, manual 4.2, overdrive **£2,450**
71 XJ6, automatic **£2,145**
69 (M registered) **DINO Spyder £2,100**
60 JAGUAR XK150 'S' Type drophead **£1,995**
69 XJ6, auto. Excellent.... **£1,395**
70 CAMARO Rally Sport 350 automatic **£1,485**
72 TRIUMPH TR6, overdrive, hardtop **£1,295**
70 MG-B GT, overdrive, Webasto; low mileage **£945**
69 FIAT 124 Sport coupe, 1,600cc 5-speed. 23,000 miles.... **£1,245**
73 FORD Mexico, 11,000 miles **£1,145**
70 (Dec.) RS1600 Group II Escort. Just reconditioned as new **£1,095**
69 TRIUMPH TR6, overdrive **£765**
69 CORTINA GT. Low mileage **£575**
69 DAIMLER Sovereign, automatic **£795**

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C.C. ..... Value .... Year ..... Car Garaged / Left in open.
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ROLLS-ROYCE SILVER CLOUD, 1958, Light Green over Suede Green with tan trim. 2-owners, full history. £1,000 spent in last six months. Superb example. **£3,250**

LOTUS Europa Twin Cam 'Special', 1973 series. Oatmeal trim, mag. wheels, low mileage **£1,895**

LOTUS Elan Sprint, 1972, d.h.c. Low mileage (stored for a year). Radio. Unmarked **£1,525**

MASERATI Mistrale, 1966. Brilliant red with black hide trim. Borranis, fuel injection, e. **£1,345**

FORD Mustang 289, 1969. Dark blue with light blue trim. Fitted Wolfrace wheels and new tyres. Radio, cassette player **£845**

LOTUS Elan S.3 d.h.c., 1967. Fitted radio **£675**

LOTUS Elan Sprint, 1971, d.h.c. Choice of two, both fitted radio, k/ons, etc. From **£1,295**

LOTUS Elan +2, 1970. French blue with black trim. Fitted heated rear window, radio. Recent £100 overhaul **£1,295**

M.G.-B GT Mk. II, 1971. Fitted overdrive, heated rear window, radio. Bronze yellow with black trim. Outstanding condition **£1,075**

LOTUS Elan +2, 1969. Red with black trim. Low recorded mileage. Fitted radio, heated rear window **£1,045**

M.G.-B Mk. II roadster, 1971 (K-reg.). Fitted Bermuda hard-top and soft-top, overdrive, wire wheels. Midnight blue with black trim **£945**

M.G.-C GT, 1970. Fitted sun-roof, radio, wire wheels. Ivory with black interior trim **£895**

AUSTIN HEALEY 3000 Mk. II. Fitted overdrive, wire wheels, radio, tonneau. Silver blue, navy trim .. **£795**

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M.G.-C roadster. Overdrive, wire wheels **£595**

M.G.-B GT, 1967. Overdrive, wire wheels, radio **£565**

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Cortina 2000 GT, 1973; 1302 Volkswagen, 1971; Morris 1300 GT, 1970; RS1600, 1970; ZA Magnette.

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MG-B GT V8, 1972. Overdrive, undersealed, HRW, headrests, recoil belts, radio, fabulous effortless performance with economy. £1,400 o.n.o. Littlewick Green 2012 evenings. (46680

SSI TOURER 1935. Breaking for spares. 1947 saloon, fitted 1938 3½-l SS engine. Body rough. Regular use until 1973. £250 or break. Reproduction SS100 louvred bonnet, apron, lamp bar, hoodsticks, tank, stoneguards, etc. Fernhurst (Sussex) 785. (46682

JENSEN 541S 1961. Only 25 made with manual o/d. Good condition. Taxed. £900 o.n.o. Waterhouses 313 (Staffs). (46683

TRIUMPH TR3A. 1960. Rebuilt, immaculate restored condition. Red, wires, new tyres, engine needs running-in. £450. Telephone: 051 645 7108 Bebington, Cheshire. (46684

MG TF 1500 ex-Ron Flockhart. Incomplete bodily but opportunity for restoration. Offers: 0494 7 3755 (Bucks). (46685

1936 MORRIS EIGHT, 1937 Austin open 2-seater, 1947 Riley 1½. Full details Pernanporth 2421. Exchange any above for early Minor tourer. (46686

YA—MG SALOON. New MoT, taxed '75. Very reliable, condition good but body requires little attention. St. Albans 55012 evenings. (46689

1924 MODEL T FORD. Attractive Mifflinberg Surburban style body, 6-seater convert pick-up. Good condition, offers invited. Also loads of spares, almost enough to build one. 17 various wheels, tonneau chassis, 4 back, 2 front axles, steering wheel and columns. Boxes of misc. parts. Lt. Chalfont 2060 after 10th July. (46690

HUMBER 11.9 1919 with attractive two-seat tourer body in good original condition. Needs new upholstery, hood and two tyres. £1,600. Dundee 78340. (46691

FORD T, 1925 four seat tourer. Resprayed black to high standard, reupholstered, new hood and radiator, four new tyres. £1,800. Dundee 78340. (46691

BENTLEY SII 1961. Silver grey, grey trim. Guaranteed 65,000 miles only. Automatic power-steering, radio, casette player, electric aerial. Superb condition, must be seen. £1,975 o.n.o. Telephone Harrogate 62492 or Darley 306. (46693

1972 (JUNE K) Triumph Stag. Blue/light blue interior. Overdrive, hard/soft tops (latter virtually unused). HRW, electric windows. Excellent mechanically and bodily. 1 previous owner; genuine 28 m.p.g. touring, full service, hence £1,885 for quick sale. Telephone Southampton 557131. (46694

998 c.c. IMP, 1971, K. Lowered, SP Sports, Corbeau GT6, Motorlita, Tacho, Fiamm horns, HRW, taxed 12/74, £650. Sandhurst (Kent) 349. (46695

TR6 PI 1970 H. Damson/fawn interior. Excellent condition throughout. 22,000 miles only. Motorola radio, twin spots, £900. HP available. Ring York 22787, 9-5 p.m. or York 20575. Would consider exchange for good Spitfire, with cash adjustment. (46696

LOTUS 7 SERIES 2½ 1600E engine. Genuine 'L' registration. Not a rebuild, only 14,000 miles recorded. Now not used due to business reasons. Full weather equipment, £980 o.n.o. Beautiful condition admired by all. Oadby 4119. (46697

E-TYPE ROADSTER, 1970, navy, chrome wires, stereo tape, radio, low mileage. £1,680 o.n.o. Tel 051-652 6080. (46698

TR4—maroon, Surrey top, overdrive, wire wheels, radio, must be seen, £650 o.n.o. Tel: 051-652 6080. (46698

BRISTOL 405 1956. Maroon, leather interior, blue coachwork. Overdrive, servo brakes, Kenlowe fan. BOC member. A beautiful practical car in fine condition. £650. Hoddesdon 61408 (Herts). (46701

LANCIA FULVIA RALLYE 1968. "G" Regd. Special lightweight body, economical. Fantastic condition for year. Fitted radio. Must be seen to be appreciated. £575. HP arranged. Tel: Rugby 74583 evenings. (46702

VOLVO P1800 S. O/d, H Regd. B20 2-litre engine, low mileage, superb condition. Grey/red leather interior. £1,100 o.n.o. Tel: 061 928 6275, or write 37 Eyebrook Road, Bowdon, Cheshire. (46703

MG-B GT, 1966. Only 48,000 miles. Lowered back axle ratio with overdrive, well shod wires, new brakes, taxed, MoT, good condition. £375. 061-790-2491. (46704

AMERICAN GRAFFITI 1956 Chevrolette Road Racer. Silver metallic, 7½-litres, 500 b.h.p. Must be the quickest saloon on the road. £975. Tel: 01-946-6134, 29 St. Mary's road, Wimbledon, SW19. (46707

TRIDENT VENTURER V6 1972. Low mileage 2 + 2. Sunshine roof, tinted windows, wide mag. alloys, h.r.w., radio, stereo, twin quartz-halogen. £1,950 o.n.o. Bristol 28470 (office), 33279 (home). (46708

LOTUS ELAN S3, 1967. Good condition, low mileage. Sacrifice, £675. Bristol 28470 (office), 33279 (home). (46708

TVR VIXEN S2 1968. Economical, reliable, fast and sturdy. No faults. Would like to sell this month, therefore all serious offers considered. Possibly even exchange for anything interesting. Thompson, Lowestoft 4251 (office) or "Wendling", Station Rd, Sth., Great Yarmouth, Norfolk. (46709

JAGUAR E-TYPE V12 2+2. Manual. Certified mileage under 13,000. Blue/blue interior, stereo, radio, HRW. This car is in faultless condition and still looks and drives like new. £2,500. Ring 021-351-1962. (46712

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1937 SS JAGUAR 1½-litre, two owners from new. Documented mileage 32,000 believed genuine. Stored last eight years. Complete but needs restoring. Offers Box 4430. (46714

DAIMLER Century Coupé, 1955. Only 53,000 miles. Offers to Box 4429. (46716

ALFA ROMEO 2600 Beltone Sprint. 1964. Engine just rebuilt, new clutch, overhauled brakes, suspension, steering. Good body. Immaculate interior. Superb example of this rare 120 m.p.h. hand-built luxury coupe. Offers around £400. 01-861 1024 (evenings). 01-578-2388/32 (day). (46717

UNUSUAL FIAT 1500 coupé, 1965. LHD. Unregistered but import duty paid. Bodywork by Ellena. Needs slight attention for MoT certificate to register. £150. 01-521-4166. (46718

BRISTOL 406, 1960. Sandstone, oatmeal hide upholstery. Low mileage. Three private owners from new. Recent history of maintenance by Bristol cars. Major service in March. £1,450. Martin, Oxford 43026 (daytime). (46719

AUSTIN HEALEY 100/6, 1959. Excellent throughout. All original bodywork, hard and soft tops, tonneau, wires, overdrive. £350 or exchange for Triumph Herald Convertible. Tunbridge Wells 35698. (46720

NOV. '66 TRIUMPH TR4A, White, black interior, surrey Top, 70,000 miles. Never damaged. Outstanding condition throughout. Usual extras. Taxed. £500. 90, Warwick Rd., Aikrington, Middleton, Manchester. (46721

IMMACULATE JAGUAR 420 1968. Low mileage, golden sand, automatic, p.a.s. radio, HRW. Service history. Only has to be seen. (06284) Marlow 6594. (46722

PORSCHE S75, 1963. Bahama yellow, Sundym glass, 12 volt sys. Empi wheels. Q1 spots and headlamps. Sports wheel. Radio, emergency flashers. Rear fog lamp. Excellent condition. £900 o.n.o. Phone Wing 256 Bucks. (46723

REG. NO. YHA 1 on 1955 Mercedes 300B. Eng. partly recond. Body needs attention. Good offers ph. Wing 256 Bucks. (46723

LOTUS ELAN +2S, '69. Red/black trim. Maintained in top-class condition by Lotus agents. Below average mileage. £1,250. Ring C. Coleman; Coventry (0203) 58089 office hours. (46729

1948 ROVER 60 P3. Black, grey leather, genuine 55,000, unused many years, pristine throughout. Tools, literature. Not restored and in no need of it, but recellulosed and recarpeted to exemplary standards. Otherwise original. New battery, tyres, MoT. Suitable for the fastidious Rover Connoisseur. Not at all expensive at £575. Also Riley Special chassis, 1½ unit, lowered, hydraulics, scintilla, much mechanical restoration 1969, unused since, very scruffy, amateur body dreadful 2-str. Located Swansea, £75. Riley, Hawklands, Jacobstow, Cornwall. St. Gennys 471. (46724

BENTLEY MK. VI. Aluminium coachwork by James Young (semi razor edge). Finished in unmarked dark blue. Some new chrome, new head linings, carpets, wood, etc. New engine 20,000 miles ago. Recent new exhaust and brakes. The car is in excellent condition throughout. £1,575. Details Tel 0-658-1005 or Box 4427. (46725

MG TF 1250. Almond green, black leather trim. Unused since extensive restoration. Nearest £1,250. Woodcote 229 (Oxon). (46726

AUSTIN COOPER S, 1275. Tartan red/black. No goodies or extras only factory-fitted reclining seats, 4½ Js, oil cooler and twin tanks. Beautiful condition, exceeds 1,000 miles per pint of oil. Lady owner. £375 or possibly p/ex. Minivan/Estate, Renault 4L or Dyane 6. Mrs. Batson, Aylesbury 86206. (46730

1948 WOLSELEY 1548 c.c. 4-cylinder. MoT October. Good condition. Enthusiasts car. Best offer Flax Bourton 3730 (46731

LOTUS CORTINA 68G. Well above average, maintained regardless. Rebuilt engine. 2,000 miles. New clutch, brakes, exhaust, etc. MoT. Radio. £495 o.n.o. Ken 061-998-9981. (46732

1936 AUSTIN. Ruby with glassfibre body. Many new parts. Unfinished. Useful for spares. Ormskirk 73940. (46733

DAIMLER CENTURY 1957. Absolutely superb condition throughout. £335 for quick sale. Burgh Heath 58823 (Surrey). (46735

LOTUS SPRINT. DHC. Yellow. Fastidiously maintained. Any trial welcome. £1,195 o.n.o. Tel: Stamford (Lincs.) 4312. (46736

BENTLEY MK. VI 1952. Black, silver, rechromed, woodwork repolished. New clutch, MoT, taxed, needs new exhaust. £800. Ashtead 73526 Surrey. (46781

BORGWARD COUPE. 1959, 12 months MoT, 3 months tax. Very good condition. £370. Prices includes re-spraying in the colour of buyers choice. Telephone: Mr. T. Williams: Day: Cannock (Staffs) 2747 Ext 39. Evenings: Heath Hayes (Staffs) 79478. (46783

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BMW 520, 1973. Red with black velour..... **£2,495**
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Fiat 124 coupe, 'L' registration. 1,600 c.c., 5-speed **£1,345**
Citroen DS21 Pallas, 1970. Fuel injection; radio **£795**
Rover 3.5 coupe, 1969. Two owners..... **£795**
Jaguar 340, 'F' registration, wire wheels; new overdrive **£495**

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TR6, Mimosa. "M" registration. 5,000 miles only. As new condition. Overdrive. Laminated screen and head restraints. 3 months unexpired guarantee. Price new now about £2,000. Sensible offers around £1,500. Tel: 01-580 8161 (day) 01-874 6757 (evenings). (46784

FIAT 2300 S COUPE, 1967. Beige, 53,000 miles, recent battery and service. 2 owners. Excellent condition. £625. 01-229 4483. (46785

BENTLEY R-TYPE. Beautiful example. Private sale. £1,750. See this before buying another. Box 4431. (46786

MORGAN 4/40 L Reg. 1972 exceptionally good condition, low mileage, wire wheels, £1,700. Phone day 01-262 0088, evening 01-602 4931. (46787

E-TYPE 2+2. 3 yrs. old. 27,000 miles. Colour Jag lavender with grey hide, upholstery. New carpets, headlinings, visors, 5 p/b radio and almost new c.w.w. This car has the appearance of the V12, having the new V12 bonnet assembly, motifs, door mirror, tyres, exhaust, and chrome fishtail. All work completed in last 500 miles, including clutch assembly and complete service. Bills for £600 parts alone. V12 status 4.2 economy. Exchange caravanette or cars value £1,900 or cash £1,695. St Helens (0744) 23415. (46788

DAIMLER Double Six 1973. One owner, under 24,000 miles, air conditioning, electric Sundym windows, plus all usual extras. Immaculate condition. Private sale. £3,650. Tel: 676713. (46789

1952 SUNBEAM TALBOT 90. Engine excellent, bodywork good. Long MoT. Realistic offers please. Tel: (Flax Bourton) 02 7583 3480. (46792

HEALEY 3000, 1961 2+2. Overdrive, wires h/s tops. Well above average condition. £580. Brentwood 217501 (Essex). (46777

TR 4A 1966. Damson. Excellent bodily and mechanically. Overdrive. Regularly maintained, taxed, etc. £550 o.n.o., evenings 01-603 6438. (46774

DAIMLER DART SP250, "C" specification. Imperial maroon with silver hardtop and black interior. Soft top, tonneaux, wide wheels, Halogen lights. Superb condition throughout, very low mileage. Engine just rebuilt to latest Daimler-Jag spec. Full history available, including strip-to-chassis rebuild. Complete with original jack and handbook. Also works manual. 1950. 0793-782551 Ext 264 (office), or 021-747-5470 weekends. (46776

ALVIS TE21 1964. Company maintained manual saloon completely rebuilt 12 months ago with sunshine roof, 5-speed gearbox, radial tyres, wire wheels, electric windows, radiomobile, electric aerial, new rear and front wings, respray, etc. MoT and tax until April 1975. Offers around £1,200. Telephone: 01-242-9511 (day); Cranleigh 3471 (home). (46778

ASTON MARTIN DB5. New factory engine recently fitted. Tyres and exhaust system also recently replaced. Colour pacific blue. Excellent condition. Price £1,100. Ring Redford 750081. (46779

LOTUS ELITE 1962. Recent respray and retrim, 60 p.s.i. hot, new tyres, battery. MoT May 1975. £1,175, must appreciate. 8, Redman Close, Ely, Cambs. (46780

FLYING STANDARD 14. 3 owners. Good original condition. Reconditioned engine and sunroof. Offers. Tel: 01-464 9427 evenings. (46801

GILBERN INVADER MK. II 1971 "J". One driver since new; metallic silver, black interior, o/d, radio, electric windows, heaetd rear screen, reclining seats. Excellent condition throughout. Inspection recommended. £1,550 o.n.o. Phone Shrewsbury 4112 daytime, 54407 evenings and weekends. (46806

JAGUAR 240. May '68. White. One owner, 60,000. Overdrive. £520. Tel: New Milton (Hants) 611810 after 6 p.m. (46807

JAGUAR MK. V Sports Saloon finished in silver grey and astral blue. £525. Mymeswold 880067. (46775

SINGER Le Mans 4-seat tourer. Excellent original condition needing detail attention. £450. Wymeswold 880067. (46775

FOR SALE—continued

ROCHDALE OLYMPIC GT, Mk. 1 Riley 1500 TC, under 40,000 miles. Built for me and maintained by RR mechanics, now outgrown by my family. Your opportunity to acquire a really sound 100 m.p.h. 2+2 saloon with fibreglass body and standard BLMC parts giving 40 m.p.g. at 50. £275. Moore, 107 High St., Hampton 01-979 5350. (46808

JAGUAR XK 120 ROADSTER, Excellent mechanics, nice paintwork. Taxed and MoT'd. £975. Thistleton 666. (46809

MG VA TICKFORD. Drophead. Excellent mechanical condition. New leather seats. New soft top. £875. Thistleton 666. (46809

TR6 1969. Saffron, black interior, excellent condition, taxed. Any offers considered or exchange for Mk. VI or R-type Bentley. Farnham 21722 or Woking 63820. (46810

A GOOD HOME is required for a superb character, Daimler Consort 1952. Rare coachbuilt model. Alloy body. Good mechanics. Long MoT. Taxed. Used daily. £450. Farnham 21722. Will only sell our friend to considerate purchaser. (46810

ASTON MARTIN DB 2/4 Mk. III 1959. A sound and presentable example of the comparatively rare drophead coupé version. DBD (Special Series) engine. One of the last 2/4s built. £1,550 o.n.o. Box 4435. (46813

1933 ROLLS-ROYCE Phantom II Hooper Saloon with large boot in excellent condition, formerly property of Sir Richard Fairey. Enquiries telephone Middlesbrough 590473. (46814

AUSTIN CHUMMY 1928—just completing rebuild. Claret body, black mudguards, hood, sidescreens, tonneau, etc. Offers £900. Spares available. Box 4432. (46816

TRIUMPH TR5, March 1968. 41,000 miles, really good condition, signal red, surrey h/s tops, £715 o.n.o. Please contact at office: David Hazlewood, Westinghouse, Burymead Road, Hitchin, phone 50382. (46818

MG MAGNETTE VARITONE 1958. One registered owner from new. Offers over £250. Kings Langley 65010. (46793

XK 120 ROADSTER 1951. Restored to concours condition. Immaculate old English white body. Re-upholstered in Red Connolly Hide. Everything re-chromed, new carpets, hood, s/screens. New brakes and mechanically sound. Collector's item. Must be seen. £1,750 o.v.n.o. Tel: St. Annes (Lancs) 725167 evenings. (46794

HEALEY ABBOT DROPHEAD 1950. Very rare, aluminium, good order, sell £495 or p/ex. pre-war Rolls, Bentley. Saffron Walden 22330. (46796

AUSTIN HEALEY 3000 Mark IIA 1963. Very reluctant sale of this absolutely superb example. Rebuilt from chassis upwards. Bodywork tastefully modified with flared arches, louvred bonnet and side vents. Colour: metallic midnight blue. Engine extensively modified to produce ample power with tractability and economy. Other features too numerous to list, but if you are looking for a Healey of this calibre then a journey to Lincolnshire will not be wasted. £1,250. Richard Frost, "Highfield", Eastgate, Sleaford, Lincolnshire. Phone Sleaford 3130. (46797

D19 SPECIAL 1973 "M" Registration. Mileage only 3,000. Blue camargue/blue nylon trim. Taxed end July. Expensive radio. HRW. Urgent sale necessary. Reasonable offers considered. Phone: Pearce, Baltonsborough 629. (Glastonbury area). (46798

ALFA ROMEO F/H coupé. Sprint 2,600 Bertone '67. Grey/blue leather interior, electric windows. New MoT. Taxed. Superb having had £900 spent last 2 years. 124 m.p.h./25 m.p.g. £650. Highcliffe 72885. (46800

MORGAN 4/4 four seater 1972. Orange. All the usual extras including wire wheels. 20,000 miles. £1,495. Iver Heath 4519 (home), 01-575 4826 (work). (46801

MORGAN PLUS 4, 1951. Fine condition. TR2 engine. £975 o.n.o. Enquiries: Northampton 34700, ext. 68. (office hours). (46802

1937 TRIUMPH South Cross. Virtually completed restoration, with spares. Offers: Robert Speak, 2, Bury Row, Sabden, Blackburn, Lancashire. Tel: Padiham 73465 or Nelson 66253. (46803

FOR SALE—continued

MG TA, 1937. Complete. Needs engine rebuild. £450. TC spares: XPAG engine (recon.), chassis, doors, bonnet, steering boxes. TA spares: chassis, both axles, windscreen, diffs., propshaft. Propshaft tunnel, remote controls, starters. Lots more. Stafford 55780 (evenings, weekends). (47094

TR2, 1955, wife ownership from new. 43,000 miles. Recent MoT. White, blue trim. Aeroscreens, tonneau, wire wheels, radials, radio. Magnificent collector's specimen. Indistinguishable from nearly new, any inspection. £1,000. 348 Wilsthorpe Rd., Long Eaton. (47095

LANCIA FULVIA Rallye 1.3S coupé, 1970, but "M" registration. New radials, tow bar. Excellent condition. A real bargain at £890. Tel.: Bushey 01-950 7590. (47096

1966 SUNBEAM TIGER 4.2, soft- and hard-tops, Minilite wheels, XAS, radio. Good all round condition, full oil pressure, etc. MoT. The fastest car you can buy for £625. 0908-582651 (Beds.). (47097

PORSCHE 914, 1970. Low mileage, exceptional condition, original tyres. AFN serviced. £1,500. 01-352 7842. (47099

TR6. ONLY 2,700 miles old with no bugs! Overdrive and hard-top. Prompt sale required, therefore sensibly priced at £1,635. No offers. Tel.: Buxted 3471. (47088

PIPER P2. Beautiful 1974M factory-built version of this rare vehicle. Pristine condition throughout. Extras include Wolfrace wheels, etc. Other commitments force sale. Offers. Tel.: Carlisle 31991 (work). (47039

ALFA ROMEO Giulia 1300 GT Junior, 1968. 51,000 miles. 5-speed box, MoMo man. wheels, Radiomobile 8-track stereo. White, black interior. Taxed, MoT. Whole car in excellent condition. £690 o.v.n.o. Regretful sale owing to appointment abroad. Tel.: 01-727 0733 (Kensington). (47090

1200 BEETLE, 1960. MoT failure bodywork; mechanics good. Offers for whole or will break and could deliver. Lucas, 46 Lindsey Drive, Holton-le-Clay, Grimsby. (47091

TR6, 1970 (J). Magnificent throughout, sienna/tan. Long MoT. Reluctant but essential sale. £760. Staines 56045. (47092

ASTON MARTIN DB4. Good condition, new tyres. Taxed, long MoT. Excellent value at £750 o.n.o., private sale, but p/ex. interesting car considered. Nottingham 603346. (47084

BEAUTIFUL 3.8 E-Type coupé. Resprayed primrose. New clutch, silencers. Motorola, Webasto, XASs. Taxed, tested April. £495. Great Longstone 470 (Derbyshire). (47085

LOTUS +2S, 1970 model. Excellent condition. Burnt sand with black trim. Many extras. No reasonable offer refused. Ottery St. Mary 342). (47086

1969 MORGAN Plus 4. Engine, gearbox, clutch, rebuild. New carbs., SP Sports, list to long. Around £600. Please write for info.: Arthur, 5 Birchover Walk, Tunnel Rd., Liverpool 7. (47087

MORGAN 4/4 4-seater. Black. June 1969. Recond. engine, w/wheels, £1,100 o.n.o. Thompson, Forest Row (Sussex) 2944. (47101

ASTON MARTIN DB6 Volante. Metallic silver, blue hide and carpet interior. Genuine 50,000 miles. First offer over £2,250. Tel.: Emsworth (024 34) 4661. (18075

MORGAN 4/4 Competition, "J" registered. Orange. Wire wheels. Must sell, £795. Mr. Nicholas, Nottingham 75016 (office). (47075

1963 E-TYPE JAGUAR f.h.c., opalescent maroon. One owner last seven years. Fastidiously maintained. MoT March 1975. £575. P/X considered. Northallerton (Yorks.) 5578. (47079

1932 AUSTIN Heavy 12/4 Eton, 2-seater with dickey seat. Good original condition. £795. Sheffield 304619. (47080

DAIMLER SP250, 1961. Spec. B. Lovingly cared for by lady owner for past eleven years. Woodrim steering wheel, servo brakes, soft/hard-tops, tonneaus, radio, etc. £735. Westbury (Wilts.) 2670. (47081

JAGUAR XK120 roadster. My wife says it's me or the car. So to preserve conjugal bliss I must part with my most cherished possession for the best offer over £2,000. 01-458 3172. (47083

ALFA ROMEO Primavera, 1954. Pillarless saloon. 2,000 c.c., 30 m.p.g.; 14 in. Alfin drums. Very rare, one only, prototype to the Sprint. Much work has been done on electrics, engine, transmission and body. Requires little more work to finish this lovely saloon. I'm asking only £200 o.n.o. Box No. 4376. (44026

FOR SALE—continued

GILBERN 1800 GT 1961. Stage IIIc, 5½ wires, overdrive, many expensive extras, £595. Chandlers Ford 66710, Hants. (46830

DAIMLER SP250, 1963. Rebuilt engine, steering, brakes, very good condition, h/top. Chandlers Ford 66710, Hants. (46830

ASTON MARTIN DB2-4 Mark 2. Just resprayed, correct oil pressure, MoT to May 75. £625 o.n.o. Lockwood, The Cottage, Salford Priors, Nr. Evesham. (46834

RILEY PATHFINDER 1955 in very original condition. Excellent black bodywork. Red leather interior. Everything works. Typical noisy 1st gear, spare gearbox in boot. £185. 01-789-7128. (46836

1971 (K) JAGUAR XJ6 4.2 Automatic. Sable with cinnamon interior, 8-track stereo/radio, electric aerial, fitted head rests, power steering, wing mirrors, undersealed, superb condition, 35,000 miles, two owners, £1,795. Phone: Wilmslow 25826 (Cheshire). (46837

RELIANT SCIMITAR GTE Auto. Aug. '71. Dark blue, 32,000 miles. Well maintained, carefully run gives 25 m.p.g. radio, £1,550. Odiham 2193 evening. (46838

MG-B GT Mk. 3, L Reg. Blaze, overdrive, servo brakes, HRW, full rustproofing, 18,000 miles. £1,295 o.n.o. Phone: Newcastle (0632) 883901 after 6 p.m. (46858

FOR SALE HEALEY 3000 Mark III 1967. White, overdrive, radio, tonneau, taxed, one owner, bodywork recently renovated, now immaculate. £1,000. 061-834-2313 daytime. (46839

JAGUAR 3.8S AUTO, 1966. Dark blue, P.a.s., HRW, Webasto roof, AM/VHF radio, maintained by Jaguar agents. History last 5 years, MoT to Dec. Very clean, £325. Little Chalfont (Bucks) 3188. (46817

TR4A/IRS, 1966. Black with white soft top, TR6 wheels, Motolita steering wheel, bodywork immaculate. Taxed and new MoT. £570. Tel: 01-679-3421. (46821

TIGER 1965 289 cu. in. Holley four barrel, Tarantula manifold, Hairy cam, 10.5-1 pistons + .030, high rev TRW lifters, HD valve springs, Kenlowe fans, Mk. II servo, Konis, wide wheels, up to 20 m.p.g. Engine alone cost over £400 to build 600 miles ago. £620 inc. spare engine. Linstead 268. (46822

CITROEN, Light Fifteen, 1953. Workshop manual. Many spares. Particulars W. Rose, 41 Sea View Rd., Upton, Poole, Dorset. 46823

SWALLOW DORETTI, aluminium bodied sports version of TR3 engine/chassis unit. First registered 1957 so must be one of the last produced. Not mint but very presentable in BRG, with aluminuim hard top. Can only be very few of these much-admired cars left in Britain, so must be an investment, especially with Registration number TBM 2000. Offers around £650. Telephone Nottingham 607069. (46824

TR2 1964. Overdrive, wires, good radials, radio, full weather equipment, £245 o.n.o. Nottingham 251769. (46825

MORGAN 4/4 1969. Red, new hood, many extras incl. w/w's, tonneau, radio. Enthusiastically maintained. £1,100 o.n.o. 01-959-6417. (46827

MG TC 1949. Dismantled for complete rebuild. Original engine plus spare. Restoration started. £175. Calne 2936. (46828

LOTUS COSWORTH Super Seven. 1500 c.c. Disc braked series II. Recent mechanical rebuild including Lotus CR box. £510. Great Glen 3107 (Leics). (46529

MAZDA RX3 Rotary Coupé 1973. 15,000 miles, alloy wheels, Konis. £850 o.n.o. Wincanton 2218 (week-ends) 01-385 7188 (evenings) (46853

BENTLEY Mk. VI, 1947. Standard saloon, black/yellow, a beautiful example, much admired. £997. Telephone: Newport (Mons.) 64585. (46855

FERRARI 250 GT Lusso, 1964. RHD. Dark blue ex Rob Walker. Superb mechanics, factory engine rebuild 6,000 miles ago. Very sound body. New MoT. House move forces sale. £4,000. 01-460 9835 evenings. (46820

LANCIA 1600 HF Fulvia registered March 1972. 12,000 miles only. Excellent condition, lady owner £1,650. Can be seen at Newey Goodman Ltd., Robin Hood Lane, Hall Green, Birmingham. 021-744-6691. (46849

FOR SALE—continued

RELIANT SCIMITAR GTE 1969. Overdrive. Golden sand with black interior. Push-button radio. 43,000 miles. A nice example of this much admired grand touring estate car. £1,295. Telephone: Caternam 43997. (46841

JENSEN CV8 MK. 3, 1965. Glistening silver with grey hide interior, superb appearance with folding Webasto run roof-deflector, white band XJ6 tyres on Interceptor 6½ in. rims, Motorola radio, stainless exhaust, present owner spent 6 months travelling the country to find this specimen. Collector's gem. Only offers in region of £1,600 will tempt me to part. Seeing is believing. Genuine enthusiasts only please. Mr. Davies, Earlswood 2252 (Warwicks.). (46790

AUSTIN HEALEY 3000 Mk. II A. Overdrive, servo, heater, silver blue, leather trim, tinted windscreen. Enthusiasts two-year rebuild includes hood, carpets, chrome, electrics, full balanced engine, gearbox, rear suspension. Immediate sale required, thus a splendid opportunity. £850. 078-583-3307 (Staffs). (46840

MORGAN SINGER. Morgan 4/4 series I with standard special engine or Singer Le Mans wanted by genuine enthusiast. Best home and cash price offered. Prefer car needing some work but consider anything. Please write to: G. Kristensen, Sandhojen 19 2720 Vanlose, Denmark. (46842

XK140 DHC. CWW O/d, new tyres, MoT, £800. Also XK150S, CWW Webasto. Details on request, Horley 3915. (46843

ROLLS (Bentley Conversion) 1949 James Young semi razor edged sports saloon. Black and green, recent respray. New radiator. £2,300 o.n.o. Luton 36044. (46844

(46845

COLLECTOR'S ITEM. Rebuilt TR4, mint. Offers around £800. Phone: 01-539-6401 (46846

JENSEN CV8. Red with tan trim, v.g.c. investment at £800. P/ex. considered. Tel: Burnley 31192. (46847

CITROEN 1954. Big 15. Collector's item. Now rarely seen in UK. £950 or near offer. Box 4433. (46848

COLLECTOR'S VEHICLE? 1960 Austin 4-litre Princess Ambulance. Wadham body. Cranleigh 5634. (46850

DAIMLER Consort, can only be described as immaculate. Taxed, MoT, etc. Chosen for DLOC/Daimler Co. Cavalcade through Coventry. £475 o.n.o. Venables, Overseal 281. (46852

CANADIAN COLLECTOR wishes to dispose of following: 1952 Riley RME 1½-litre. V.g.c. New brakes and exhaust. Long MoT. £475. 1951 Sunbeam Talbot Supreme. 59,000 miles from new. In perfect order. £395. Telephone 01-841 9231 for appointment. (18074

TR3A 1958. Excellent example, extensive restoration undertaken, refurbished interior, s/screens, rechromed brightwork, new w/wheels—SP sports. £655 o.n.o. Price reflects condition. 01-422 4688. (46755

GILBERN INVADER Mark II, October '71, all extras plus sunroof, casette radio, genuine 34,000 miles. £750 or consider exchange. Phone 061-436 1918. (46757

1954 HEALEY Tickford F type. Low mileage. Very good condition. Offers over £500. 1937 BMW 327 Drophead Coupé. Complete and ideal for restoration. Offers invited. Phone Corby 5401 evenings. (46607

MORGAN 4/4 1966. Recent engine rebuild, mechanics good. Body and chassis need repair. Ideal restoration. Taxed, but MoT expired, £400. Bassett, 9 Radnor Street, Swindon. (46754

ELAN S4 DHC. Recent new clutch, shockers, engine overhaul. Radio/cassette unit. £845. Beard, Lancing 5881 ext. 146 (office), Brighton 591849 (evenings), Camberley 26922 (weekends). (46758

TRIUMPH TR4A, 1967: 67,000 miles, two owners. Dark blue, twin spotlights, airhorns, overdrive, radio, boot rack, tonneau cover. Second car used for summer months, £645. Martin, Oxford 43026 daytime. (46759

BRACE OF DRAGONS! Growing family demands disposal of my two beautiful 28 m.p.g. Gilberns. 1970 (H) Invader Mk. I: Ivory/black upholstery, 28,000 miles; overdrive, p/b radio, electric windows/aerial, tinted screen, reclining seats, alloys plus usual Gilbern specification. £1,195. 1967 (E) Genie: Ivory/red upholstery; 33,600 miles; overdrive, Webasto, p/b radio, stainless exhausts, reclining seats, wires, etc. £875. Both completely overhauled by Gilbern agents. Unused since. Seen Birmingham. Finance available. £2,000 package, including 3 months parts/labour warranty. Telephone Beaconsfield 4562 anytime. (46760

TR6 AUGUST 1971. White, overdrive, radio. Taxed November. £1,075 o.no. Tel: day Southampton 448507. Evening Southampton 445689. (46762

LOTUS CORTINA, 'G' registered. White with Aubergine flash and roof. 6 in alloy wheels with new SP tyres. £550 o.n.o. Dunstable 68381 after 6 p.m. (46763

E-TYPE JAGUAR 4.2 Drophead 1965. Metallic silver, chrome wires, good radials, radio, new clutch, recent exhaust, £565 o.n.o. Long Eaton 5671 or Nottingham 251769. (46764

PORSCHE 911S 1971. Metallic silver, black interior, Sundym, electric windows, sun roof, and aerial. 30,000 miles. £2,900 o.n.o. Long Eaton 5671 or Nottingham 251769. (46764

MORGAN +8 1971. 21,000 miles. Golden yellow, stone leather, twin exhausts, rear bumper, radio, stone-guards, tonneau. Just had £100 service (front suspension, etc). Superb. £1,895. Tel: Penn 2733 (Bucks) after July 7th. (47046

FOR SALE—continued

MG-C GT, 1969. 44,000 miles, one previous owner, British Racing Green, overdrive, sun roof, radio, wires, HRW, £800. Tel: 01-876 1518. (46766

ALFA ROMEO Giulietta Sprint Speciale 1962. Very rare model, sound condition throughout. Harrington (Cumbria) 830288. (46767

MG-A 1600 COUPE. White. 2 owners, 51,000 miles, 1960. Good condition. £370. Phone: Godalming 21123 (Surrey). (46768

ALFA ROMEO 1600 SPIDER, 1966, v.g.c. new clutch, radials, Alfa Red, radio, MoT and tax. £330 o.n.o. Heisby (Cheshire) 3747—day. (46769

SAAB 99, 1972. Excellent condition, 45,000 miles, service history, one owner, radio, olive green. £950 o.n.o. (below trade price) Heisby (Cheshire) 3747—day. (46769

MG-B GT 1970, 39,500 miles. Excellent condition, wire wheels, overdrive, stereo, tape, Radiomobile, four new tyres, MoT March. £825. Telephone: Thurnby (Leicester) 4239. (46770

1928 CHENARD WALCKER 12/40 six-seater coachbuilt saloon by Guinot. Typically French upright lines with vast period trunk at rear. Restoration needed but car complete and intact, running engine, no rust or wood rot, r.h. drive and one pair of ancient French socks still in trunk. £875 o.n.o. Pemberton, 64 The Green, Twickenham, Middlesex. 01-894 1024. (46771

BEAUTIFUL RED XK150. Just resprayed, 2,000 miles since engine rebuilt (9:1). Maintained regardless of cost over last three years but interior original and faded. Must sell hence price reduced to £1,400. No offers. Berkhamsted 3167. (46772

TRIUMPH MAYFLOWER 1953. Very good condition, new exhaust system, genuine mileage 36,851. Unused since last MoT, expires 22-7-74. Two owners, £265. Canvey Island 65757 (evenings). (46773

TR6 "J". Genuine low mileage. Superb condition. 2nd car garaged each winter. Damson, extras, £840. HP arranged. P/ex. considered. Carlisle 28957 or 28001 (office hours). (47029

UNIQUE LOTUS ELITE, works built with S/E twin-cam 1968. Featured "Car" and "Classic Car," recent expensive black cellulose; engine and rear suspension overhaul, black Minilites (£200), Konis, twin-speaker Motorola. Fast, practical asset. £1,750. Orp 26972. (47030

BRISTOL 406, 1960. Sandstone with oatmeal upholstery. Low mileage, three private owners from new. Recent history of maintenance by Bristol Cars. Major service in March. £1,450. Martin, Oxford 43026 (daytime). (47031

PORSCHE 911T LUX TARGA. Long wheelbase 2-litre, Ossi blue. Very comprehensive specification including "S" wheels and brakes, tinted glass, HRW, radio. Outstanding condition. 911 H registration. £2,350. Tel: 01-387-5040 ext 230. (47032

1968 G MK. II Mini-Cooper Crayford Convertible. Immaculate. 1968 Motor Show car. 35,000 miles from new, all service details, bills available. Special seats, rev. counter, 4½Js, tinted screen, L/R wheel and more. Offers around £700. 01-462-1189 after 7 p.m. (47033

1972 "L" REG. MORGAN 4/4 four-seater, 12,000 miles, orange, black hood, tonneau cover, towing ball, Cinturatos, selling due to overseas posting. Offers around £1,700 ring Berkhamstead 6300. (47034

PORSCHE 356B 1962. Immaculate. White, restored regardless of expense. 37 plus m.p.g. Tax, MoT, £695. Sunbury-on-Thames 87111. (47036

LENHAM LE MANS, 1973 conversion of 1275 Midget. Rebuilt engine, gasflowed, new pistons, bearings, valves, etc. Fabulous Fastback body, HRW, wires, fat radials, MoT May 75. Exotic yet economical. Photo Motor Sport July 1973, P729. Offers Farningham 862220. (47035

E-TYPE 4.2 DHC, Reg. 6.1.65, chassis no. 1E1045. Believed genuine 48,000 miles. Own new hood. Surely a fast appreciating asset £795. Darlington (0325) 51011. (47038

JAGUAR E-TYPE FHC 3.8 rebuilt from new bodyshell 1970. All synchro gearbox, Mk. II bonnet. Immaculate bodily and first-class mechanically. New clutch, tyres, exhaust, etc. etc. Last 1,000 miles. £795. Chesterfield 2266 (office), 51728 (home). (47039

TR5 PI 1968. 52,000, Surrey hard/soft tops. Taxed Dec. 74 for £550. Well looked after. Bracknell 28811 evenings. (47042

LOTUS ELITE 1962 SE, ZF, Webers. Very low mileage, must be seen to appreciate. £1,300 o.n.o. May part exchange Europa twin-cam/Special. Dunstable 603046. (47043

MORGAN +8 1969. 41,000 miles, superbly finished in dark blue over light blue. Fitted Wolfrace wheels, walnut dash, etc. £1,750 o.n.o. Tel: 01-435 1280 evenings. (47044

MORGAN THREE-WHEELER. 1936, F4. Recent professional respray and upholstering. Mechanically excellent. Arthington 2529 (Yorks). (47044

BENTLEY MK. VI 1948 coachbuilt two-door saloon by James Young. Electric windows. Black over beige. Not concours. In daily use and runs well. Present owner about 10 years. Reg. No. MPF 3. Also a 1949 Mk. VI SS saloon suitable for spares. Offers over £800 for the two. W. K. Austin, 55 Wood Lane, Timperley, Altrincham, Cheshire. 061-980-6470. (47051

MG-A 1957. (VEL 13). 28,000 miles, 1500 coupé. Excellent condition. Sale due to marriage. £750 o.n.o. Kew Tel: 01-940-6803 (evenings). (46765

FOR SALE—continued

TVR TUSCAN 3000 1971. 25,000 miles. Overdrive, radio, Sundym all round, alloy wheels. Maintained in superb condition. Very fast with good economy. £1,095. Nottingham 52238 evenings. (47067

PHANTOM II Continental 1931. H. J. Mulliner Sports Saloon, flared wings and twin rear mounted spare wheels. Engine overhauled 1971 at a cost of £1,300. Price £6,750. Leatherhead 75500. (47061

1973 TR6 PIMENTO. Immaculate condition. Soft top, extras. £1,250. Tel: Macclesfield 25496. (47062

AUSTIN HEALEY 3000 1963. Wire wheels and overdrive, re-sprayed Healey Blue. Wire wheels stove enamelled, re-carpeted, dark blue interior, hood, tonneau cover and hood pocket. Engine completely reconditioned and tuned to Mk. III specification at vast expense. New discs and linings fitted. New petrol tank. Taxed and new test after this beautiful original example has been garaged for nearly 3 years. £790. Mr. Holder, Cheltenham 36978. (47065

AN EXTREMELY RARE ALVIS and first-class investment. 12/70 four-seater, drophead tourer first registered in September 1938. One of seven by specialist coachbuilders Whittingham and Mitchell of which only three believed to remain. Exceedingly attractive and in the process of being rebuilt to a high standard. Excellent original chassis. Engine completely reconditioned. Owner emigrating. Would sell completed or as is. Credit terms available. Part exchange modern car of any size considered. Telephone Lowestoft 67472 (office hours, including Saturday). (45665

MORGAN 4/4, competition 2-seater, 1966. Completely rebuilt 1972, fitted twin 40 DCOEs, LSD, close ratio box, telescopic rear shocks, light aluminium body. Potential competition car, presently used on the road. A little work needed, hence I will accept offers in the region of £550. Please write to "Morgan" 36, Rydal Close, Brownsover, Rugby. (47069

ESTATE AUTOMATIC 1966 Singer Vogue. Years MoT, taxed, new Weber carb, complete professional engine rebuild. Roomy and fast. £215 o.n.o. Tel: Waltham-on-the-Wolds 807 (Leics). (47059

MG TC 1949. Excellent condition throughout. BRG, with tan trim. Painstakingly maintained with no expense spared for past 4 years. Offers over £1,100. Phone Sheffield 302970. (47060

FIAT 2300S COUPE, 1964. Metallic bronze, tan interior, electric windows, reclining seats, fog, spot lights, radio, brakes, recently overhauled, MoT to March '75. Bills available. Very fast. Due to company car this car will be sold to whoever makes the highest offer, whatever the offer! Phone: Leics 64010 for details. (47048

FOR SALE—continued

MG-A SPORTS 1622 engine first reg Aug. 1964. Dark blue, new discs, plate wheels, knock-on hubs. Good tyres, taxed July, MoT April 1975. Good condition. £395 o.n.o. Phone: Ponteland 22337. (47050

PORSCHE 911E LUX, March 1973. Electric steel sunroof, electric windows, tinted glass, rear wiper and heated rear window, p/b radio, 8-track stereo with 4 speakers. Light yellow. Immaculate. £4,650. 'Phone Milliner, day: Gerrards Cross 85565. Evenings: Gt. Missenden 4347. (47052

LANCIA FULVIA COUPE, April 1973. Blue agnano with white interior in clean condition. P/b 2-speaker radio with electric aerial, fog lamps, rear safeguard lamps, etc. A fast and economical car, giving 40 m.p.g. at 70 m.p.h. Serviced by main agents for all its 25,000 miles. Reluctant sale at £1,500. Seen London or Wiltshire. Tel: East Knoyle 463. (47053

FEB. 1968 LANCIA Fulvia 4-speed coupé, metallic blue with clean black interior. 74,000 miles, new block/pistons etc. at 70,000 with thorough engine overhaul by main agents. MoT Jan. 1975. Requires work on sills, some paint, and new discs to make a good road car for another 50,000 miles. £650 o.n.o. Seen Wiltshire. Tel: East Knoyle 463. (47053

TR6, 1970, overdrive, lady owner, professional respray to owner's choice of colour—damson, black interior. PI system overhauled, new fuel pump, metering unit. Radio, new tyres, long tax, MoT. £900 o.n.o. Southampton 23791. (47054

MASERATI TYPE 61. "Bird Cage" complete engine renewal, new tyres, top-class respray Alfa Romeo. 1929 1500 twin-cam super sport, fabric covered Italian body, polished front axle, completely rebuilt in immaculate condition. 061-338-3102. (47055

LOTUS EUROPA 1971. Fabulous performance yet over 30 m.p.g. Perfect condition, bargain £850. Buckeridge, Beechwood, Bartley, Southampton (Cadnam 3313). (47056

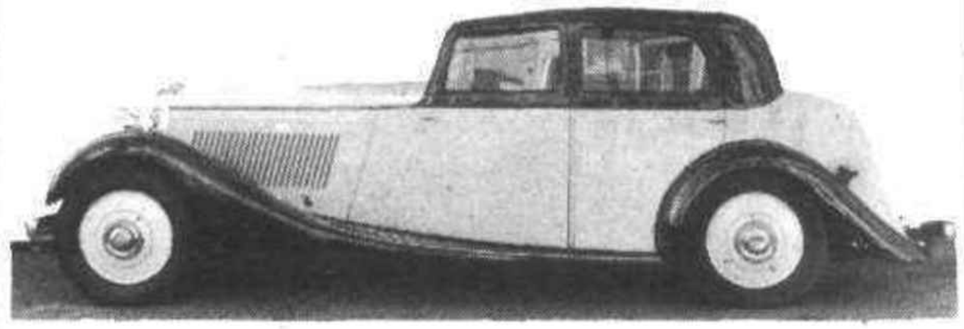
TR6 1970. Overdrive, red, low mileage, soft/hard tops, radio, smart fast car. Recommended, £795. Witney 3355/6 daytime. (47071

GROWING FAMILY? Then exchange your GT6 Elan DHC for my pristine 1971 Capri 3000 GT 120 m.p.h. 24 m.p.g. 33,000. Radio, Acoustikit, Waxoyl, or sell £950. HP arranged. Watts Downham Market, 2648 (evenings). (47058

1923 MORS 12CV TOURER in very clean and original condition. £2,300. Leatherhead 75500. (47061

ASTON MARTIN DB5 (manual) 1965. Finished in midnight blue and fitted with Sundym glass, Selectaride susp., HRW, radio, 8-track stereo, 92,000 miles. Good condition. £1,225. Contact: John Roberts, Abingdon Service Station. Tel: Abingdon (Berks) 746. (47064

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Some of you will remember at the last V.T.E.C. auction at Alexandra Palace on 18th January, the above 1936 Bentley 3½ ltr Park Ward sports saloon in dark and light blue. You may also recall the standard of paintwork which we achieved, comparable, many said, with pre-war levels. We undertake restoration work of this kind for enthusiasts and car lovers who want the best.

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1923 Rolls-Royce 20 h.p. drophead coupe
1928 Rolls-Royce 20 h.p. six light saloon.
1936 Alvis Speed 25 Drophead by Charlesworth.
1946 M.G.T.C.
1950 Silver Wraith.
1957 Silver Cloud.
1956 Bentley S.1.

Others for sale are:-

1971 Reliant Scimitar G.T.E. h.r.w., radio etc.
1971 T.V.R. Vixen 1600 c.c. tinted glass, alloy wheels, radio.
1972 Opel Rallye Manta Ochre yellow, radio, electric aerial.
1970 Triumph 2000 automatic.
1972 Simca 1100 van, unwritten.
1971 Mini two tone paintwork.
1973 M.G.B. G.T, one owner, overdrive, wire wheels, white.

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FOR SALE—continued

TRIUMPH SPITFIRE Series IV. Registered November 1972 "L". White, tonneau cover, wing mirrors, 15,000 miles from new. One lady owner. All service receipts available. Absolutely immaculate. Available 6th July at £875. Mrs. A. Hill, 65 Lidgett Park Court, Leeds 8. Tel: 0532-666433. (47066

TF2 ON 1905L. 41,000 miles only. Hard/soft tops, radio. £1,250 o.n.o. Radnage 3131. (47074

MG TC 1948. Mechanically good, rebuilt engine, many extras. Ideal for renovation. Emigration forces sale. £550. Call Coventry 24011 ext 2253 (office) or 31, Barras Lane, Coventry, to arrange inspection. (47073

FROG-EYE SPRITE, Reg. no. 893 A. Original l/book, full MoT, radio, tonneau, new steel bonnet, finished in original red, spent £150 now marriage forces sale. Also many spares. Offers: Brierley Hill 75794 (Staffs). (47071

DAIMLER DART SP 250B. Great investment, beautiful Burgundy body, tan interior. Fine example. New MoT. £795 o.n.o. Mason 01-228-0725 home, 01-580-6690 office. (47009

MG TC extensive rebuild. Blue, new bonnet hood and sidescreens. Very desirable car. Offers around £1,500. Smallfield 2198 after 7.30 p.m. (47010

MG TF complete rebuild and in concours condition. A really superb car. Offers around £1,650. Smallfield 2198 after 7.30 p.m. (47010

VOLVO 1800S COUPE 1967. White, only two owners, no expense spared on this truly immaculate car. Kenlowe fan, air horns, recent new clutch, brakes, exhaust and tyres. £750 o.n.o. Wargrave 3207. (47011

LAGONDA 1954 3-litre DHC. One owner last eleven years. Spares include Aston engine and gearbox. £350 o.n.o. Telephone Marsden, Cardiff (0222) 22121 ext. 15 office hours or write 107 Claude Road, Roath, Cardiff. (47013

TR6, JUNE 1972. Pimento red/black. Overdrive, tonneau, one owner, excellent condition, 22,000 miles. £1,150 o.n.o. Currie, Peterborough 69418. (47015

MG TF. Red with matching trim and full black weather equipment. Rebuilt and excellent throughout. Offers invited around £1,320. Write to M. Harper, 17 Brocklebank Rd., Southport, Lancs, or phone Southport 4860. (47016

SINGER LE MANS 1½-litre 1931 2-seater sports, 3 carb. with crossflow head. Very rare. MoT. Superb condition. Offers required. Basildon 710566. (47017

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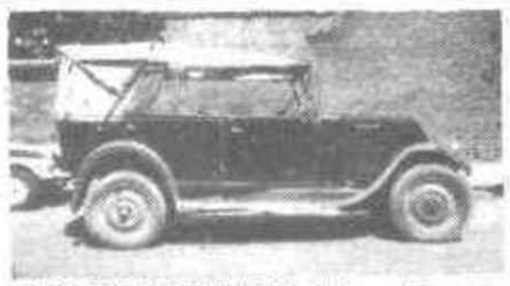
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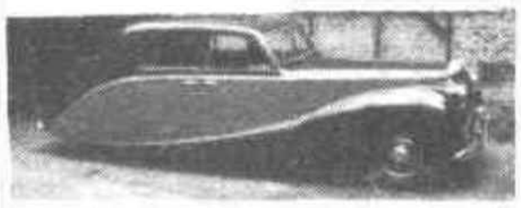
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1958 MG-A sports two-seater. Extremely sound and attractive. Reg. No. SAM 611 ..... **£395**

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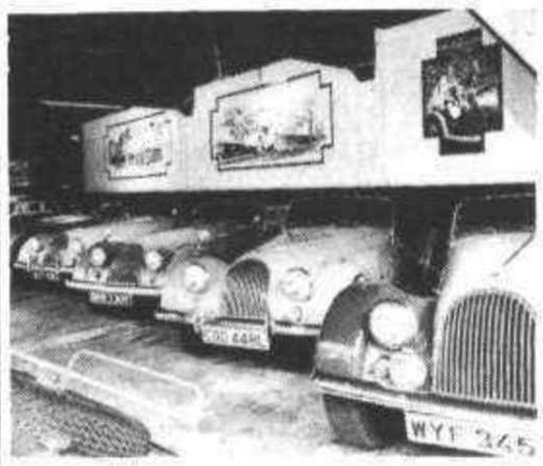
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1958 JENSEN 541R. Reg. No. VYL 9. Renovated. Offers: 061-748 8336. (46999

MINI-COOPER "S" Mk. 3, late 1971. Superb original unmarked condition, Ziebart, many extras, 19,600 miles, £895 or best offer. Hoddesdon 63424. (47000

MARCOS 3-LITRE, J Reg. Radio, stereo, all usual extras. Immaculate appearance. Taxed November, MoT, emigrating. Phone Bishops Waltham 3360. (47001

WHITE EUROPA S2 1971 K, 37,000, Weberised de-anti-polluter. Wolverhampton area. Codsall 2195. (47002

1955 ASTON MARTIN DB 2/4 Mk. II. Finished in white with red leather trim. New carpets and headlining. Excellent condition throughout. £1,350 o.n.o. 01-560 1502 evenings, Weybridge 43643 daytime. (47003

1955 MERCEDES BENZ 220 saloon. Finished in dark blue with grey cloth trim. 64,000 miles. Full service history. Concours condition. A future classic, £700 o.n.o. 01-560 1502 eve. Weybridge 43643 daytime. (47003

JENSEN HEALEY 1972. 17,000 miles, no bugs, new hood, two new tyres, optional radio, electric aerial, best stereo about. £1,400 or swap for reliable MG-B Lotus 7 plus £600. Brighton 508960. (47005

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RILEY 2½-LITRE SALOON. Extremely good order, just restored. Resprayed original autumn red, new roof, excellent tyres, new MoT. Original value radio in working order. A collector's must. Taxed £595. Parker, 17 Glenleigh Avenue, Bexhill-on-Sea, Sussex. Phone: Bexhill 212515. (45298

ALFA ROMEO 1750 GTV 1971. White, radio, heated rear window. Excellent throughout. £1,145. Derby 841309. (46993

MG-C ROADSTER, 1969 "G", white, factory hard and soft tops, stereo, racing mirrors, good investment, £565, exchange considered. Camberley 64309. (46995

TVR 1800S 1966. Yellow with black interior. Modified engine, wire wheels, good condition throughout. Taxed and MoT. £525. Camberley 33630. (46996

ELAN S3 FHC 1967. Red, good clean condition, new clutch just fitted, good tyres just fitted, tax and MoT. Workshop manual. Must sell, stork arriving. £625 o.n.o. 01-850-6613 (S.E. London). (46297

VOLVO 1800E COUPE, injection. 1970. White, HRW, alloy wheels, overdrive, all factory fitted. Radio, electric aerial, Michelin XAS. Dinitrolled, 30+ m.p.g. Perfect. £1,350 or part exchange older Volvo, etc. Teelphone: 051-652 5154 evenings. (47110

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AUSTIN HEALEY 3000 Mk. III, 1967. Immaculate throughout. Black, overdrive, wire whels, engine rebuilt 12 months ago, recent respray. £1,100. Ring 01-370-4930 (evenings). (17929

JENSEN CV8. Mechanically superb, body and interior sound. Original. £750 o.n.o. 01-672 9787 (S. London). (46141

1951 JAGUAR Mk. V. All original saloon. Sunshine roof. £1,075 o.n.o. Taxed, MoT Jan. 75. Day 01-626 8417, evenings Frinton (02556) 3519. (46454

A.C. 1951 BUCKLAND 2-litre 4-seater tourer. New hood and tyres. Good mechanical order. One owner last 20 years. In daily use, MoT. Offers over £500. Box 4436. (46815

JENSEN 541S 1961. Automatic. Silver-grey. Excellent condition. New engine and gearbox. Bargain £625. Thanet 55783. (45518

TR4A GT 2+2 1965. Rare estate body by Dove. White, w/wheels, extras. Good condition. Fast commodious transport. £375 o.n.o. Bishops Stortford 813009. (46455

1929 PONTIAC SEDAN. Some restoration needed to complete. Offers: Kilcreggan (043 684) 2215. (47102

MG-A 1622 DHC 1959. Recon. (1,700 miles), w/w, respray. Many new parts. £395. Workshop 81873. (47103

FOR SALE—continued

AUSTIN HEALEY 3000 Mark 3. Dark blue, wire wheels, overdrive, radio, immaculate original condition throughout. £950 o.n.o. Mr. Boon, Reigate 44600 or work 01-686-9911. (47176

ASTON MARTIN DB5 Vantage 1969. Recent complete engine rebuild, regularly serviced, excellent condition, £2,400. 01-226 8797 evenings and weekends. (47178

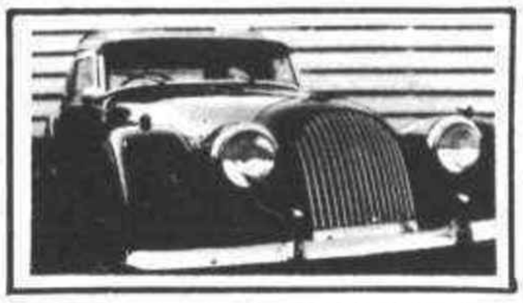
BMW 1800 TI. Chamonix white. Superb performance. Only £330 as garage is required for newer car being purchased privately. Cranleigh (Surrey) 5681. (47179

1951 AUSTIN SOMERSET. 37,000 miles. MoT. Original, new carpets. Immaculate. £150+. Phone Thatcham (Berks) 62291. (47180

MG-A 1600 COUPE, 1960. O/E white, new Firestone radials, Gold Seal engine fitted 32,000 miles ago, recent steel sills and rear wings, radio, etc. £365 o.n.o. Phone: Retford (0777) 2571 evenings and weekends (emigrating). (47131

BMW 2002. "L" reg, one owner, dark blue, sunroof, radio, in excellent condition, £1,300. Sleaford (Lincs) 3731. (47137

BOND EQUIPE GT6 2-litre Fastback Saloon. Overdrive, well-maintained. Reluctant but must sell, £415. Mead, 3 The Gossetts, Margaret Roding, Dunmow, or Arborfield Cross 760794 evenings. (47183



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ALFA ROMEO 1750 GTV June 1969. Red black interior, radio, new clutch, reconditioned head, etc. Mileage 42,000. Good condition. £875 o.n.o. Phone Medway (Kent) 49682 evenings. (47007

1936 AUSTIN SEVEN. Ruby. Genuine 52,000 miles. One owner 1936/67. Service record £600 or near offer. Silvester, Witham House, Gerrards Cross, Bucks. (47008

VOLKSWAGEN 1953. RHD 1131 c.c. Full history. Good condition. Offers to: Terrington St. Clement 336 (evenings). (46927

MORRIS EIGHT. 1936. Two-door saloon. Immaculate. Original logbooks. Lots or spares. Maroon and black. Owner going abroad. Offers. Charlbury 590 (Oxon). (46550

1905 RENAULT AG, chassis complete in excellent condition. Offers in excess of £2,000. 1910 Fiat Tipo S2 VCC Provisional dated 2-seater tourer. A complete rare Edwardian, 3 owners from new. Requiring only final restoration. Offers in excess of £4,000. Telephone 0423-61977. (46319

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GINETTA G21, Dec. 1973, white, sunroof, O/D, HRW, servo, 9,000 miles. 42 m.p.g. at 60 m.p.h. £1,825 o.n.o. 0632 (Newcastle) 25113 office hours, 0661 (Ponteland) 23014 after 6 p.m. (46994

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MG-A 1600, 1960 DHC. Complete professional rebuild—body mechanics and trim. Available early July, £895. Tel: Bingley (Yorkshire) 7463. (47112

FORD CAPRI 3000E 1970. 37,000 miles, tax, MoT, white, vinyl roof, HRW, radio, immaculate, £700 or exchange Mini 1275 GT, Mk. III Cooper "S", MG Midget, Mexico or similar. Phone Mr. Harrison 061-223 4505 office. (47113

TVR 1600M "L", 22,000 miles, yellow, sunroof, alloys, 32+ m.p.g. Immaculate condition. £1,450. Tel: Northwich 75495 (evenings). (47114

SHELBY COBRA 350 GT RHD 4.7-litre 350 b.h.p. Cobra engine. New clutch, exhausts, brakes, wiring, etc. Immaculate white bodywork, tinted glass, radio, etc. £1,750 or offers. Graffham, Sussex 297 evenings. (47115

SUNBEAM TALBOT 90 Mk. II Convertible, 1951. Two owners and genuine 60,000 miles from new. Beautifully finished in Rolls-Royce Regal Red with grey interior. New hood and carpets. Excellent mechanical condition. A superb, thoroughly practical and extremely reliable classic car. Realistic price £550. Phone Drewsteignton (Devon) 289. (47116

MG PA. Taxed, MoT'd. Fully reconditioned PB engine. New brakes, hood, trim and electrics. Cycle wings. Offers around £900, or exchange XK140 d.h.c. Box 4438. (47117

FOR SALE—continued

AC ACECA 1957. Reg. 200 EPB. Unused last two years. In very good condition. Offers around £700. Tel: Cockermouth 2080. (47104

DAIMLER Majestic Major (June 1965) 4.5-litre V8, p.a.s., power discs, Regal Red over silver with beige hide interior, MoT. Excellent throughout. Fast and comfortable motoring for £525. Tel: Kidsgrove (Stoke-on-Trent) 5238 after 6 p.m. (47105

SUNBEAM ALPINE MK. III. Very good condition. Rebuilt engine, gearbox, suspension. Detachable hardtop. £150. Telephone 021 744 7013. (47106

ALVIS SPEED 25. Complete chassis including all running gear, engine, gearbox, etc. P100, radiator, bonnet, dashboard. All in good condition. £350. A. Fletcher, 32 Ochil Rd., Alva, Clacks. Tel: Alva 60441. (47109

DAIMLER SP250B SPEC, 1961 with hood, tonneau and hard top. One owner for past 7 years. Used mainly for summer touring. Engine good condition. An appreciating investment. Offers around £750. Telephone Nottingham 863727. (47170

AUSTIN HEALEY 3000 Mk. III 1964. Excelent condition. Hard top, overdrive, etc. £895 o.n.o. 35, Ainderby Road, Northallerton, Yorkshire. Telephone: Northallerton 4828. (47173

COOPER 1275S, 1965, Webasto sun roof. Over £250 recently spent on car. £300. Evenings 061-439 8102. (47174

LOTUS EUROPA T/C, 1972. Blue, radio, alloy wheels. £1,300 o.n.o. Mr. Sugar, High Wycombe 21124 (office), Bourne End 21760 (home). (47175



MG-B GT 1972 "L". Teal blue, overdrive, heated rear window. Endrust, radio, electric aerial, spots, 21,000 miles. Immaculate condition. £1,200 o.n.o. Phone: Stourbridge 73733. (47185

RILEY RME 1½-litre 1953. Attractive running board model. Engine recently overhauled, crank ground, new bearings, battery, tyres, exhaust system. £500. Bo 4439. (47122

HERON EUROPA 1965. One of few remaining examples this rare motorcar. Offers around £450. Details ring Sawyer 01-623 3060 extn. 35. (47133

TVR VIXEN S3, August 1971. Blue, 21,000 miles, sunroof, alloys, Sundym, radio, etc. £1,125 o.n.o. Escort Mexico, August 1972. Blue, 13,000 miles, HRW, rally seats, etc. £995 o.n.o. Both one owner, superb condition. 061-638 5879/4896 (evenings). (47132

ASTON MARTIN DB4. 1961. Blue with white leather upholstery. Radio, electric windows. Chrome wire wheels, etc. Offers invited around £1,150. Dave Reade 01-437-4173. (47134

PORSCHE 911E 2.2-litre, 1970 model (Regd. November 1969), orange coachwork with black upholstery. HRW, cartridge player/radio, new tyres, regularly serviced and maintained by Porsche agents. Superb condition. £2,250. Tel: Portsmouth 22649 (day), Titchfield 43748 (evening). (47135

JENSEN HEALEY Mark 2 Nov. 1973—still under warranty—immaculate. £1,895 o.n.o. Brighton 556323. (47152

CITROEN SM June '72. Metallic grey, tinted windows, refrigeration, four-speaker radio/tape recorder system, etc. Genuine 139 m.p.h., reasonable economy. £3,950. Tel: 581-1856 (office). (47153



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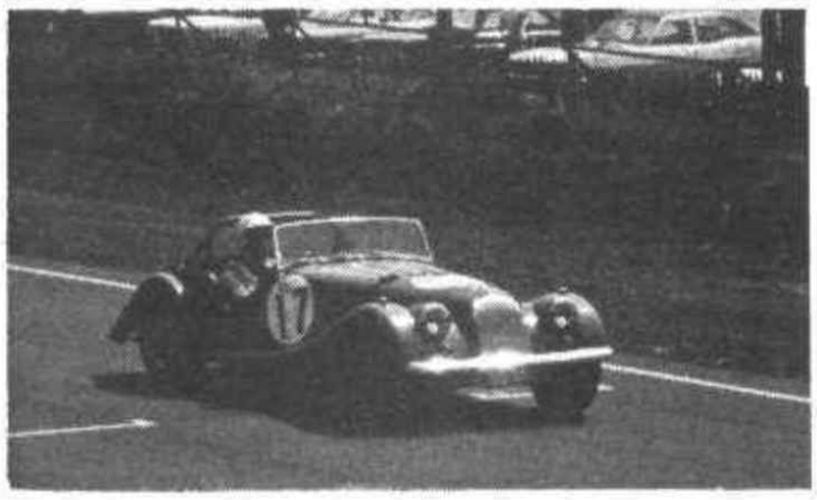
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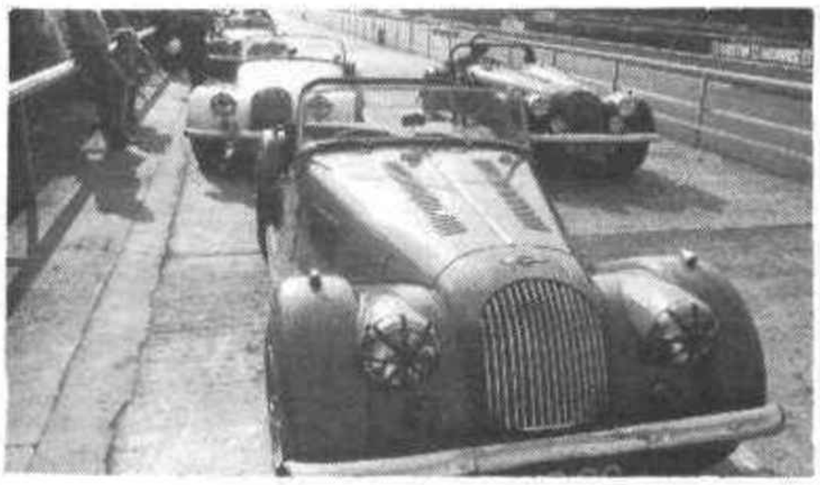


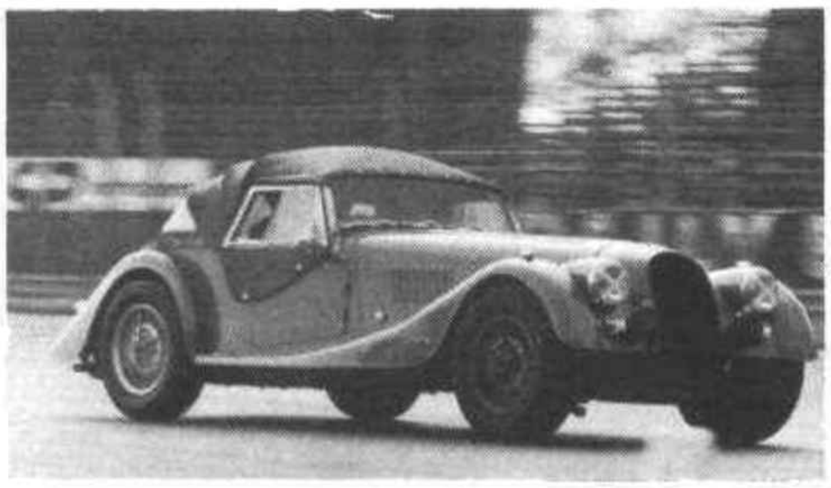
John Britten

"One picture is worth a thousand words" – Old Malvern proverb.





















JOHN BRITTEN GARAGES, Barnet Road, Arkley, Barnet, Herts. 01-449 1144

FOR SALE—continued

ALFA ROMEO 1300 GT Sprint. Red with black interior. Good example of this comfortable, fast, quiet and economical car. G regd. 5-speed box. £825 o.n.o. Tel: 0621-89133 (Maldon, Essex). (47155

AUSTIN HEALEY 3000 Mk. III 1965. Very good condition, many extras. Carefully used and maintained. £1,100. Slough 42074. (47156

AUSTIN HEALEY Mk. II, 1963. Excellent condition throughout. Overdrive fitted, engine recently overhauled. £850. Dursley (Glos.) 4330. (47157

MORRIS EIGHT four-door saloon. MoT, April 1975. Taxed end August. Sun roof, good condition throughout. Offers about £150. Tel: Winchester 66862. (47160

JAGUAR V12 E-TYPE 1972 Convertible. White, chrome wire wheels, luggage rack, Radiomobile, electric aerial. £2,195 o.n.o. P/ex. and HP arranged. Andover 2036. (47159

DAIMLER SP 250 "C" specification 1963. Original paintwork and interior in outstanding condition, new hood, stainless steel exhaust, radio, etc. Realistic price £580 o.n.o. 01-286 5792. (45912

DAIMLER Roadster Century DJ254. Very rare little sports car. Unique, only 44 ever made. Present owner 7 years. Best offer over £300. Details 01-286-5792. (45912

1949 HRG 1500 (Standard body). Spencer, The Brake, Postbridge, Yelverton, Devon. Phone: Postbridge 68218 (evenings). (47161

JENSEN 541 Dec. 1958. Manual gear box. Excellent condition, recently resprayed. £800 o.n.o. Tel: Sheffield 81330. (47167

E-TYPE CONVERTIBLE Nov. 1969 "H" registration. Primrose yellow with dark blue trim and chrome wire wheels. 44,000 miles. Must be one of the finest available, any inspection welcomed. £1,295. Romford (70) 25049. (47162

RILEY 1½ RME 1948. MoT. Resprayed very good order throughout. New battery, good tyres. Manual, spares. £295. Ewhurst, Surrey 328. (47163

BRISTOL 403. Overdrive and six v/good 600 x 16's. Clean interior and reasonable blue paintwork. Timed flashers, radio, two-speed wipers and full harness seat belts. £470. Phone: 021-459-1886 evenings. (47164

PORSCHE 1958 1600 Super. Extensively overhauled, re-painted BRG. New clutch and front suspension. Radio, Cibies, Konis, sliding roof. Plus van-load secondhand spares. MoT. £375 o.n.o. 2 Brede Valley View, Icklesham, Winchelsea, Sussex. Tel: Icklesham 375. (47166

AUSTIN HEALEY 3000 Mark III 1966. VGC. 37,000 miles since engine overhauled. Offers around £1,250. Byfleet 42554. (47168



Lancia Flavia 2000 Pininfarina. J. reg. low mileage, radio, hrw, metallic gold. **£1,550 ono.**



1972 Red Spider Veloce. Immac. throughout.**£1,725.**



NSU RO80. Fitted V4 2000 GT engine. Spare rotary engine and all accessories. **£800.**

Lancia Aurelia B20 Series 3 GT. Fitted with Spider engine. Stored for 12 years. Bodywork fully restored. Unique condition **£925.**
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1959 Armstrong Siddeley Star Sapphire. 3990 cc. MPW 55. Duo-Tone Green, excellent condition throughout, tool kit unused. One owner till July 1973. Mileage 29,000 miles.
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Jaguar 1951 XK120 roadster, no rust £1450. Bentley 'R' type, genuine 74,000 miles, superb £1950. Rolls Royce Wraith, 4 light, sports saloon £1150. Rolls Royce 20/25 chassis, complete, non runner £750. Daimler Roadster, 1951, rare, very good condition £1100.

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This impeccable car is finished in metallic blue with black hide interior. All usual extras. Low mileage. **£3,575**

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£1,590.

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Drophead, chrome wheels. **£1,290.**

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8-cylinder supercharged
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Spyder Mille Miglia bodywork.

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Hooper body. Low mileage. Excellent condition. **£3,500.**

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Price £36,500

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1959 AUSTIN HEALEY Sprite Mk. I Sports, 2-str. Dark green, one owner. Genuine 40,000. Fitted new hood, tonneau, etc. Near concours. Serious enquiries only. **£600**
1929 MORRIS Cowley 11.9 2-str. with Dickey seat. Original hood and paintwork, etc. 75,000 miles from new. One owner. Original log book, handbook, etc. History known. Run until late 1959. Could be made best Cowley in the Country. HP. arranged, part-exchange welcomed.

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Outstanding motor car. Engine rebuilt only 4,000 miles ago, just been completely retrimmed, beautiful body; hard to find a better example. **£875.**

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1957 Mercedes "GULLWING"

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finished in silver with blue trim. New Lamborghini Uracco finished in blue metallic with blue trim. Generous part exchange or discount.

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PORSCHE 911 2.7 litre LIGHTWEIGHT CARRERA

One owner, 14,000 miles. Roll bar, heated rear window. Black interior.

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FOR SALE—continued

1935 AC GREYHOUND saloon, 3 carb. engine. Recent MoT. Now being restored to concours. Offers invited. Basildon 710566. (47017
ALVIS TD21 SALOON. 1959. Resprayed Alvis blue, body restored, wire wheels. Engine good, maker's pressure. New springs, exhaust. Offers around £650. Tel: Ware 821294. (47018
FOR THE CONVERTIBLE enthusiast and/or potential collector. Superb Consul 375 in showroom condition, registered 1963, performance as new, genuine 28,000 miles. Only used summer months—one meticulous owner. Power hood. Colour two-tone dark blue/light grey. Price £700. Telephone evenings Cobham 4907. (47019
LOTUS ELITE Series II SE ZF gearbox and Stage II engine. Reg. 1962. Completely original car. Excellent interior, very good mechanics, new wiring loom just fitted. Good round body. File provided containing bills, sales brochures and history from original date of purchase, £625, possible negotiation. For further details phone Bridgwater 2678. (47020
CLAN CRUSADER "M" Reg. 11,000 miles, beautiful car in Clan Green with Cosmics, sunroof. Nippy and economical. £1,100. 880-998 Oxford after 6 p.m. or weekends. (47021
1952 RILEY RMA 1500. Excellent condition. Must go this month due to house sale. Offers around £140. Malmesbury 3589. (47022
1953 TRIUMPH MAYFLOWER. Suitable for restoration. MoT Dec. 74. Offers, 36 Lynton Road, Hucclecote, Gloucester. (47023
TR6 1972 SIENNA. Hardtop, overdrive, one owner, immaculate, £1,150. Tel: Grindleford 30566. (47025
ASTON MARTIN DB5 Superleggera 1965, 5-speed. Complete engine rebuild. New clutch unit, Sundym, stereo, chrome wires, £1,200. Consider interesting P/ex, E-type Lotus. Deasy, Thanet 25555 (days). (47024
HARRINGTON ALPINE Le Mans 1600 c.c., 2+2, black with green tinted screens, 12 months MoT. £325 o.n.o. Ring Kettering (0536) 710952, anytime. (47026
AUSTIN A40 DEVON, 1950. Original and immaculate. Full history. Radio, sun roof, £295. Tel: 01-440-6160 (Herts). (47027
GILBERN GENIE, 1967. 3-litre, overdrive, chrome, wire wheels, radio, MoT. £750 o.n.o. J. R. Bowtell, Paddock House, Northleigh, Witney, Freeland 881138. (47028

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1937/8 Standard 14 sun-roof Saloon

Laid up last 27 years in warm dry garage. No rust. Complete and genuine in every respect.
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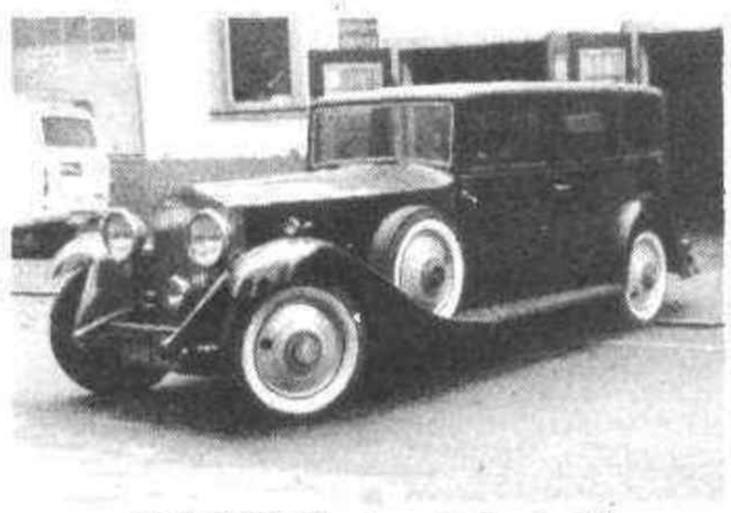
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1955 MERCEDES 300SL Gullwing.

BENTLEY 3-litre, 1924, Red Label, RHD.
ROLLS-ROYCE Phantom I, 1927, tourer, LHD.
ALVIS Speed 20, 1933, tourer, RHD.
BUGATTI Tipo 35A.
ALFA ROMEO 2500C, 1947, drophead.
SS. I tourer, 1935.
ROLLS-ROYCE 20/25 Continental coupé.
MG TC, 1947, mint.
BENTLEY 4½-litre drophead van Vooren, 1936.
BMC 328 coupé, 1937.
MERCEDES 540K Cabriolet A, mint, 1938.
FERRARI GTB/2, 1967.



1935 R-R Phantom II landaulet.

MORE THAN 50 OTHER CARS IN STOCK, PLUS A LARGE SELECTION OF PRE- AND POST-WAR M.G.s AND JAGUARS
WE ALWAYS WANT TO BUY OR EXCHANGE CARS OF A SIMILAR NATURE, IN ANY CONDITION, AND WE WILL OFFER EXCEPTIONALLY TEMPTING PRICES FOR SUCH VEHICLES.

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ALVIS (Jan. 1967) Series IV 3-litre drop-head coupe by Mulliner Park Ward. Beige with white hide upholstery. One fastidious owner. The last Alvis Drop-head produced. Full history, low mileage, personalised registration number. **£1,885.**

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ALL CARS OF CHARACTER. VINTAGE AND MODERN

ASTON MARTIN DB5 (April 1964) blue with red trim, Webasto roof, 68,000 genuine mileage, two owners. **£1,145.**

LANCHESTER LEDA in brown with matching hide upholstery. 46,000 recorded mileage. New tyres, battery, M.O.T. **£335.**

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1927 BENTLEY 3-litre, £5,500.
1936 BENTLEY 4¼-litre d.h.c., £4,750.
1935 BENTLEY 3½-litre saloon, £1,750.
1951 M.G. TD, £1,250.
1951 TRIUMPH Renown, £495.
1954 JAGUAR XK120, £1,495.
1957 JAGUAR XK150 f.h.c., £595.
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Midlands Morgan Agent

This month I have a 1970 Morgan 4/4 in yellow with wire wheels, door mirror, tonneau cover, rear bumper and luggage rack, can't understand why this really nice car hasn't sold already. 1968 Morgan Plus 4 which I've re-sprayed red, fitted with wire wheels, tonneau, heater and TR4 engine. 1971 Morgan 4/4 British racing green, wire wheels, black leather interior, spotlights, and reversing lights. Original factory prototype 1500cc Morgan 4/4 built in 1960 but recently re-built with new chassis etc. Andrew (brother for those not in the know) and Ray seem to be going well in their Morgan don't they? Nice of people to mix him up with me instead of the other way round. Expecting an early Morgan Plus 8 in red shortly and another 4/4. *MIKE*



FOR SALE—continued

RARE 1956 ALFA 1900 C Super Sprint. Aluminuim body by Touring. Offers over £1,000. 1971 Porsche 911T, many extras, beautiful condition. 30,000 mls. Best offer over £2,500. 19, Lyde Road, Yeovil. (47169

MORRIS EIGHT engine £15; Mk. 1 Sprite engine (for rebuilding), front suspension, offers: Tel Watlington (Oxford) 2821. (47171

TWIN-CAM SUNBEAM 1926. Mechanically rebuilt, retimbered, skinned, painted, upholstered. Requires some final finishing. Getting married. Price around £10,000. 3 Elm Bank, Yateley, Camberley, Surrey. (47165

BLYDENSTEIN modified 2300 Firenza Sport SL. Two years old and as new. Mag. wheels, heated rear window, power brakes, E-type chaser. O.K. for shopping. £1,250. Ray 01-437-4173. Night 01-628-9522. (47134

TR6 REG. SYG 10L. Overdrive, red. Hard/soft tops, new injection system, clutch, overhauled gearbox. New tyres. Must sell, hence £1,190. Aberford 308 after 6 p.m. and weekends. (47130

TRIUMPH TR2 1955. Completely rebuilt and retrimmed, new hood, etc. New tyres, Long MoT. Came 4th in owners' club rally, AA report available. An outstanding example £425. Exchange considered. 01-460-2106. (47129

JAGUAR XK 150. Rare and magnificent. Automatic transmission. Resprayed Regal Red. Retrimmed in blue. New head lining and carpets. Engine and braking system overhauled. New radio, quartz Halogen fog lights. Many parts rechromed. No expense spared. Realistic offers. Derby 49726, 53091. (47128

LANCIA FULVIA 1.3 Rallye "S". H reg. Monza red, radio, etc. Good condition. £695. 01-508-3401. (47121

DAIIMLER SP250C 1968 (June). Club member wishes to sell his absolutely immaculate example that really is in tip-top condition throughout. Hard top, soft top, full tonneau, radio, year's MoT, known history, etc. Far too good to describe here! Must sell so will sell to first fair offer (inflated price not expected. Please telephone for full details required 01-363 5950 at home. Possibly take saloon car in P/ex. (47126

ASTON MARTIN DB 2/4 Mk. 1, 1955. Excellent condition. Concours winner 1972. Offers 01-303-5901. (47125

WOLSELEY 6/80, 1954. Beautiful black coachwork. Red interior. Well maintained. One previous owner from new. Any inspection invited. Recent engine overhaul and brake reline. Well admired car in exceptional condition. Taxed MoT. Genuine reason forces sale, which includes large amount of valuable spares. £475. Phone: Clacton-on-Sea 22983 evenings. (47203

FOR SALE—continued

LOTUS EUROPA S2 "K" Reg. Yellow, black trim, very good condition. £1,050 o.n.o. Tel: Brighouse (Yorks) 6044 evenings. (47205

MG-B ROADSTER 1973. Glacier white, overdrive, servo, Rostyles. Excellent. One owner. £1,175. Brittlebank, 4 Surrey Close, Ferryside, Southport or Leyland 21400 ex. 58 daytime. (47136

TRIUMPH SPITFIRE Mark IV Sept. 72, L Regd. 24,500 miles. £825. V.g.c. Phone Windsor 67633. (47207

JENSEN INTERCEPTOR 1969. Brown/tan. Webasto sunroof, Connolly hide upholstery. Radio, electric aerial, electric windows. Heated rear window. Power-steering. Excellent bodywork. Most mechanics recently overhauled or replaced at cost of £1,000 plus. Sacrifice at £2,250 o.n.o. for quick sale and to accelerate arrival of Porsche. Harpenden 62101 (office). Offley 295 (home). (47137

ALFA ROMEO 1600 Spider. White, 2-seater Sports. Excellent body and mechanics. Motorola, Cints, MoT. £395. Caterham 47285. (47139

ROVER 1971 3500 V8, 36,000 miles. Automatic. £1,250 o.n.o. Would exchange E-type. Ringwood 6597 evenings. (47140

VOLVO 164 Automatic. Fitted stereo, tinted windows, 42,000 miles, drives well. Ferndown 4333 office hours. (47140

SUNBEAM ALPINE GT 1967, July. Red, full MoT. 51,000 miles. Two lady owners only. Two spare wheels. Boot rack. Immaculate. £395 o.n.o. 07018 (Cosham Hants) 79136 evenings. (47144

AUSTIN HEALEY 3000, Sept. 1963. Ex-John Chatham. Slightly tuned. Very fast and in good condition. O/drive. Rebuilt 4 years ago, re-upholstered last year. Reg. No. 600 UHU. Neither the building society nor my bank manager like it. £650 or offer. Tel: 0274-594464 or 0274-59389. (47143

ASTON MARTIN DB6 1966. Vantage engine. Webasto roof. Known history. White with black interior. Recent new clutch and exhaust. Owned by member AMOC. £1,450. Tel: Bristol 663261. (47145

AUSTIN HEALEY Sprite Mk. I Frog-eye. Original condition, all metal body in good order. Space needed. £200 o.n.o. Wolverhampton 29201. (47146

GILBERN INVADER 1970. Golden sand, sun roof, casette radio, overdrive, etc. Excellent condition. £950. Ring Kit Sparkes 01-422 3434, Ext. 51 (day), 01-794 5471 (evenings). (47147

PORSCHE CABRIOLET 356, 1962. Superb. Bills over £1,250, price £1,325. Champion, 01-589 8765, 10.30 till 7. (47148

A.C. ACECA 1961. Bristol 100D2. Rebuilt last year. Excellent general condition. Low mileage. Original car. £1,550 o.n.o. Tel: 089-282-2659. (47150

FOR SALE—continued

AUSTIN HEALEY 3000 Mark II A, 1963. Wire wheels, radio, spot/fog, taxed. MoT. 58,000 miles only. £895 or 3000 Mk. I 1961, hardtop, wire wheels, overdrive. Just professionally rebuilt with all steel panels. New floor, wings, sills, door pillars, steam-cleaned, undersealed, painted Sebring Red. Bodily a new Healey. £1,000. Phone: Martyn Farrall, Tatsfield (Westerham) 592. (47149

MERCEDES 220A Saloon, 1958. LHD. Havana brown, tinted glass, Radiomobile. New tyres. Long MoT. Rare car in excellent original condition. £295. Phone: Martyn Farrall, Tatsfield (Westerham) 592. (47149

SCIMITAR COUPE 2.5-litre, G registration. Brown, excellent condition, one owner; genuine 35,000 miles only. MoT November, sunroof, radio, cassette, alarm, overdrive. £640 o.n.o. 01-736-5898 (London). (47151

PEERLESS 1927/28. 20 h.p. A rare car in outstanding condition. Best offer or exchange PVT sports car. Phone eve., w/ends Pollard, Runfold 2440. (47120

MODEL T FORD Saloon. Fully restored. Phone: Runfold 2440, 9-6. (47120

TR6 1972. White, overdrive, tonneau cover, low mileage, immaculate condition. £1,175 o.n.o. Tel: 021-707-1872. (47189

LANCIA 2000 SEDAN 1971/72. One owner. Only 27,000 miles. Power steering, radio. Immaculate throughout. First reasonable offer or exchange vintage car. Cash either way. Phone Christchurch 2567. (47186

1974 GT6. Only 2,500 miles. Magenta, overdrive, Sundym glass, laminated screen, end rusted, HR. Dunlop sports radio/8-track, LS wheel, air horns. Reason for sale financial. £1,525 o.n.o. Walsall 20610 evenings, weekends. (47187

MORRIS MINOR Series MM side valve, 1952. Excellent original condition. 10 months MoT, taxed, 4 owners from new. Low mileage believed genuine. £75. 021-422 9487 (Birmingham). (47188

ALVIS 1936 25 h.p. Charlesworth Saloon. Offers: J. Coope, phone Burntwood 5731, evenings. (47190

MG-A 1600 MK. II FHC. O/E White. New batteries, king pins, clutch, gearbox, Michelin ZXS, taxed & tested. A very attractive and well maintained car for £395 o.n.o. Phone: Barnsley 752345 after 6.30 p.m. (47191

PORSCHE 912. Blue, excellent condition, new tyres, radio, MoT, taxed. £1,200. Phone: Kimbolton 782. (47192

1937 RILEY KESTREL 6-light Saloon. Good condition throughout. Requires slight attention for MoT. £375. Preston 37400. (47206

CONVERTIBLE Sunbeam Talbot Mk. III, 1955. Floor change, overdrive, good hood, new tyres, taxed, MoT. Needs little bodywork, but good. £165 o.n.o. Rocester 363 (Staffs). (47193

GINETTA G4 1500 1964. Long MoT. 40 m.p.g. New SP Sports, alloy wheels, soft top. £380. Coventry 89911. (47194

VOLVO 1800S Sports Coupe. 1965. White with red leather, excellent condition. Overdrive. £495. Tunbridge Wells (Kent) 20970. (47195

TRIUMPH STAG. Feb. 1972. First-class condition. Safari yellow. 20,000 miles. Blue Spot radio and stereo. Box 4316. (47196

URGENT RILEY 9. 1936. Reg. CLJ 498. Will Mr. Crosby please phone Mr. Corner, Bournemouth 45924. (47198

TVR 2500M 1972. 4,000 genuine miles. Sundym, sunroof, alloys, etc. Fabulous car. £1,495. P/ex. considered. Welwyn 4113. (Herts). (47197

MG-B £600. Glacier white, black reclining seats, overdrive, outstanding specimen. Telephone: Horsington (Lincs.) 634. (47199

PRIVATE BUYER requires pre-war Rolls or Bentley. Details to B. Tipper, 77 Hanworth Road, Warwick. (47201

ROLLS ROYCE HEARSE mid-1930's. Also 20/25 rolling chassis with bulk head, gearbox and wings. Sensible offers [illegible] Stourbridge 73174. (47202

FOR SALE—continued

ROLLS ROYCE 1933. 20/25 Sedanca Limousine by Barker. Bills for £2,000. Very good condition. £3,700. Camberley 32283. (47204

CORTINA GT 1966. Mark 1. White, red interior, 5½J's. 64,000 mls. One owner. Exceptional condition. £350. 34 Totternhoe Close, Kenton, Harrow, Middx. 01-907-8648. (47123

FACEL VEGA HK500, 1958. Manual gearbox with two huge carburettors, 5.9-litre engine, mechanically sound, body very good in bright red, with black leather interior. The most exciting motor car until the turbo-charged Porsche, at 3000 revs. 100 m.p.h. plus, peaks at 5,500 if you're very brave. A real man's motorcar. £750 o.n.o. Urgent, owner going abroad. 01-946 7372. (47119

GTE SCIMITAR, overdrive, radio, etc. Superb. Special metallic blue, low mileage, 1970 exceptional condition, no expense spared. Phone Hitchin 53462 (office), St. Albans 63598. (47118

SPIDER FIAT 850 Convertible 903 c.c. LHD. Good order. 1969. 38 m.p.g. £295. Phone: Crudwell 364. Wilts. (47172

MG TF. Rebuilt to perfection, 100% original. Offers over £4,000 invited. Box 4441. (47158

JAGUAR XK150 1960. Hard top, MoT till April 75. Magnificent car. Offers around £950. Phone Kippford (Kirkcudbrightshire, Scotland) 258. (47124

IMMACULATE, one owner, 1967 Lotus Elan 2 + 2, car no. 0036, spare engine, exchange car, and/or, power boating equipment, radar, auto pilot, or cash. Phone: Appledore 409. (47125

ROVER 100 1961. One owner only. 75,000 miles. Both MoT and tax valid till April 1975. New tyres all round. Outstanding condition. J. C. Lynch, 4 Essex St., Newbury, Berks. (47204

HISTORIC RACING sports car. Ex-Neil Dangerfield SLR (May Motor Sport). Probably the most famous of the Lawrencetune beasts. HSCC reg. Classic car, championship contender. Re-built this year. A real muscle car for road or track. Spare engine and tyres. £1,800 o.n.o. Woodhead, 021-472-0232, Shenstone (Staffs) 480597. (47226

MINI 1275 GT 1972. 23,000 miles, black tulip. Radio, HRW, Halogen spots. Inertia belts, undersealed. Always garaged. £750. Windsor 63654. (47227

GILBERN INVADER Estate. Mk. II 1972. Fiat brown, fawn vinyl roof. O/drive, radio, heated rear screen and wiper. Green tinted windscreen. Electric windows, air horns, mag. wheels, new XAS tyres. Many new parts. Really excellent condition. £1,600. P/ex. finance may be possible. Redruth 3245. Will deliver. (47228

1965 SUNBEAM TIGER V8. Good condition. 5½J wheels, SP sport tyres, roll-over bar. New exhausts and battery. £400 o.n.o. P/ex. for quick sale. Redruth 3245. (47228

XK 150 "S" DROPHEAD 1960. Brilliant red paintwork with off-white trim. Overdrive, wire wheels. Investment at £1,375. Cash offers invited. Would part exchange Details Tel Flitwick (Beds) 2049. (47229

I'VE GOT A TIGER in my tank? Beautiful, original midnight blue paintwork. 1966 Sunbeam Tiger V8 4.2 GT. Radio, electric aerial. Maintained regardless of cost by Tiger lover. Many spares, including spare engine available separately. History known. Regretfully must be sold due to unexpected arrival of twins who can't be shochorn'd in! Come and see this beast before I change my mind. £720 or offers. Phone Bedford (0234) 853280. (47230

1934 MG PA. BRG. Very good condition, MoT'd until 1974. Recently resprayed and reupholstered £1,200 o.n.o. Contact Mr. D. Brannigan 061-437 2022 night, 061-223 7111 day. (47231

JENSEN HEALEY 1973 (L). Yellow, black trim. Motorola, tonneau. One owner. £1,425 o.n.o. 0775-2189 (Spalding) daytime. (47233

LOTUS EUROPA twin-cam 1972. Lime green, Sundym glass, alloy wheels, stereo. 18,000 miles, Immaculate, £1,395. Possible exchange Dolomite Sprint. Frodsham 32416 (Cheshire). (47234

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ASTON MARTIN DB5, 1965. Finished in Carmen red and fitted with chrome wire wheels, tinted glass, Selectaride suspension; recent complete overhaul **£1,395**

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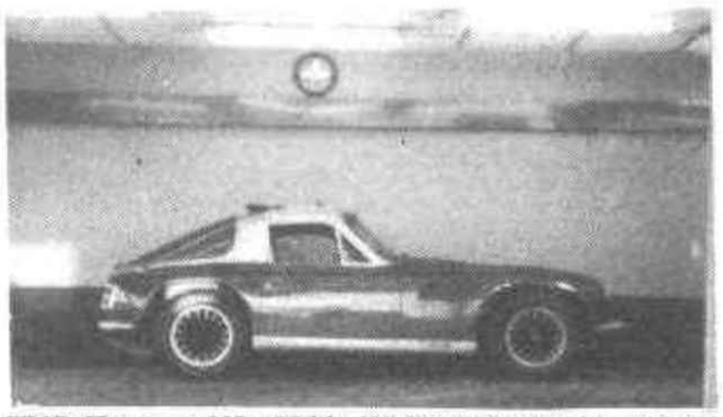


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MG-B GT, 1972. Finished in blaze and fitted with overdrive, tinted glass and heated rear window; only one owner and 17,000 miles from new..... **£1,295**

DAIMLER Sovereign, 1969. A most attractive car finished in white and fitted with automatic transmission, power steering, full-length sunshine roof, heated rear window, chrome wire wheels and p.b. radio **£995**



TVR Tuscan V6, 1969. Without doubt one of the most attractive and quickest Tuscans we have ever owned; finished in duo-metallic green and fitted with alloy wheels; recent new engine..... **£995**

FIAT 850 Sport Coupe, 1970. Finished in yellow with black interior; fitted with sun-roof and radio; economical sports coupe..... **£645**

TRIUMPH Spitfire, 1967. Finished in Valencia blue with black interior; recent new hood, exhaust an engine overhaul; fitted with wire wheels and a radio **£375**



GINETTA G.15, 1969. Finished in black with J.P.S. gold coachlines; sparkling performance with incredible economy (*similar to above*)..... **£795**

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CORTINA Mk. III Superspeed, 1971. Finished in metallic light green and fitted with V6 3-litre engine, alloy wheels, vinyl roof and all the usual Superspeed mods.; only one owner from new..... **£1,195**

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FORD Cortina 2000 GT, 1972. Finished in Daytona yellow with black interior; fitted with alloy wheels, tinted glass, cloth seats, vinyl roof. Low mileage **£995**

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MGB GT, 1971. Finished in glacier white, black trim. This truly outstanding car has had only one private owner from new and has covered 8,800. Fitted with o/d., full-length sunshine roof, heated rear screen **£1,195**

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1973 (M) Lotus +2S 130/5. White with oatmeal trim. Fitted with tinted glass, heated rear window, alloy wheels and push button radio. A one owner 2,000 mile car. **£2,625**

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1971 Series Lotus Europa (Reg Dec 1970). Yellow with black trim. Fitted with radio. A beautifully maintained car. One owner. 21,000 miles **£1,195**

USED TRIUMPH

1974 Triumph TR6 Roadster. White with tan trim. Fitted with overdrive. Recorded mileage 4,000. **£1,745**

1973 (M) Triumph TR6 Hardtop. Mimosa with black trim. Fitted with overdrive, push button radio, and head restraints. 3,000 miles only. **£1,595**

1973 Triumph TR6. Red with black trim. Fitted with overdrive, and underseal. A one owner car with a recorded mileage of 12,000 ..... **£1,450**

1972 TR6 Roadster. A concours car finished in deep maroon. Fitted with overdrive, radio etc. 23,000 recorded miles. Far above the average car **£1,335**

1974 Triumph Dolomite Sprint. Red with black cloth trim. Fitted with tinted glass and heated rear window. 4,000 mile car which has been the property of our Managing Director since new **£1,750**

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1973 Jaguar 'E' Type V.12 Roadster. With the following fabulous specification: 3,974 miles, finished in Carmen red with black interior and hood. Electric aerial, chrome plated wing mirrors, chrome plated luggage rack, special anti-collision high intensity rear lamps, front spot lamps, chrome plated anti-nudge bar, chrome plated wire wheels fitted with whitewall tyres, tinted glass all round, inertia reel safety belts, push button burglar alarm system. Today's price £4,300. Offered at **£3,265**

1972 Jaguar 'E' Type V.12 2+2. Primrose yellow with black trim. Fitted with sunshine roof and radio. Recorded mileage 39,000. ..... **£2,250**

1973 (M) Datsun 240 Z. White with black trim. Fitted with tinted glass, radio/cassette stereo, heated rear window. Recorded mileage 8,000 ..... **£1,995**

1973 (M) M.G. 'B' G.T. Teal blue. Fitted with overdrive, wire wheels, heated rear window, tinted glass, radio etc. Recorded mileage 6,000 ..... **£1,675**

1973 Jensen Healey Roadster. Red with black trim. Fitted with radio. Recorded mileage 7,000 ..... **£1,535**

1973 Jensen Healey Roadster. Red with black trim. Fitted with radio. Recorded mileage 11,000 ..... **£1,485**

1973 Morris Marina TC 1.8 2 door coupe. Damask red with Spanish rose trim. Our property since new .. **£995**

1972 BLMC Mini Clubman Estate. White with navy trim. Recorded mileage 18,000 ..... **£875**

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Lotus +2S 130 5 speed, with alloy wheels. Olympic blue with oatmeal trim. Radio and heated rear window. Green with oatmeal trim. Heated rear window and radio.

Lotus Europa Special 5 speed.

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M.G.

M.G. 'B' G.T. V8. Harvest gold with navy blue trim.

M.G. 'B' G.T. Teal blue with autumn leaf trim. Overdrive, extras pack, chrome rostyles and tinted glass. Bracken/autumn leaf. Overdrive, extras pack, chrome rostyles and auto belts. Citron/black. Overdrive, extras pack, chrome rostyles, tinted glass and auto belts. Tundra/autumn leaf trim. Overdrive, extras pack, headrests and tinted glass. Aconite/autumn leaf trim. Overdrive, tinted glass, auto belts, headrests and extras pack. Citron with black trim. Overdrive, headrests, wire wheels and extras pack. White/autumn leaf. Overdrive, extras pack, auto belts and tinted glass. Black with black trim. Overdrive and chrome rostyle wheels. Citron/black trim. Overdrive, chrome rostyles and extras pack. Damask red with black trim. Overdrive, chrome rostyles, extras pack and tinted glass.

M.G. 'B' Roadsters. Citron with black trim. Overdrive, extras pack and chrome rostyle wheels. White with autumn leaf trim. Overdrive, chrome rostyles and extras pack.

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Marina 1.8. TC 2 door coupe. Rheingold metallic with ochre trim. Glacier white with with sorrell trim.

Marina 1.8 TC 4 door saloon. Lagoon metallic with navy trim. Automatic belts. Cosmic blue metallic. Automatic transmission. Citron with navy blue trim.

Marina 1.8. 4 door super de luxe. Glacier white with navy trim. Extras pack, reclining seats and auto belts. Black with Spanish rose trim. Extras pack and reclining seats.

Marina 1.3. 4 door super de luxe. Glacier white with navy trim. Reclining seats and extras pack. Citron with navy trim. Auto belts, servo discs and extras pack.

Morris 1800 Saloon. Lagoon metallic/navy trim. Auto belts, extras pack. Harvest gold with navy trim. Automatic transmission, power steering, extras pack.

Mini 850. Citron with navy trim. Extras pack.

Mini Clubman 1000. Aconite with olive trim. Extras pack and reclining seats. Damask red with Spanish rose trim. Extras pack and reclining seats, auto belts.

Mini 1000 Saloon. Citron with navy trim. Extras pack and auto belts.

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Consistently reliable, many successes. Recent records and performances include:

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Std. 3.53 axle — 0-60 in 6.3 sec. st. ¼-Mile 14.9 sec. st. Kilo 27.23 sec. 116 m.p.h. over the line.
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Owned for 14 years. Assiduously developed to high engineering standards, with emphasis on that expensive but most rewarding, permanent and reliable form of tuning — meticulous attention to weight reduction, notably unsprung (two typed pages), with handling to match. Totally devoid of pseudo team-car clutter — straps, stoneguards and other go-slower impedimenta. Now *concours* after complete, repeat complete, chassis rebuild this winter to more original specification on unmodified frame with Hartford friction dampers etc., although 1961-73 Koni layout included. Entirely repainted in Connaught B.R.G. Ultralight yet strong Vanden Plas replica fabric body, full 4-str. with Brooks luggage trunk and unusually spacious well-appointed interior, beautifully re-upholstered throughout in Connolly's best motor hide in claret, with matching wheels on 19" Racing Dunlops. Hence unavoidably marginally heavier, but only *circa* 21½ cwt. and still lightest 4½ with *c.* 160 b.h.p./ton. Tremendous torque/wt. ratio gives phenomenal top gear performance, *e.g.*, 20-40 in 4.1 sec., 40-60 in 4.5 sec., 60-80 in 5.5 sec. or 30-70 in 9.0 sec.

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No timewasters, winetasters or free ride merchants. BEST OFFER AROUND £19,000. Send £1 for colour photos and fully detailed description. Some spares included, VdP mudguards available, plus certain optional extras: interchangeable high ratio 3 : 1, complete nosepiece, 1973 trailer, and possibly 3-litre engine.

Ideal for the family man who must have a Bentley, or for the Bentley man who must have a family.

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XK 150 1960. Dark blue, overdrive, low mileage. Little used for four years. Very good condition. Sensible offers realising the value of these cars today. Telephone: Gamlingay (0767) 50217. (47244

ALFA 1300 GT Junior "K". Late '69. White, coachline, spots, radio, excellent condition. Performance with economy. £995. 01-868-8215. (47245

SWALLOW DORETTI 1954. Very rare two-litre aluminium-bodied sports car with TR mechanics. A superb example now offered after thorough restoration (bills available). Engine, clutch, overdrive, gearbox, back axle, servo brakes, reconditioned. Year's MoT. New sidescreens, recarpeted, now beautifully finished in Damask red. Sound investment at £575. Hodgson, Witheridge 244. (47235

TR3A. SUPERB CAR in signal red, fully original. Far above average condition—no rust! Excellent mechanics, overdrive, servo. £450. Rogers, Exeter 77977 ext. 255 (office). (47236

1969 VOLVO 1800 S. Ivory/red interior, 27,000 miles only. Immaculate. Owner going abroad. Offers to Charlbury 590, Oxon. (46550

AUSTIN HEALEY 3000 BTF. Complete "body off" restoration over last six months. £1,300. For ful details, test drive, etc. Tel: Gt. Longstone 219 (evening). (47238

GINETTA G15, June '73. Dark blue, factory built, mint condition. £950 o.n.o. Trumpington 2384. (18096

BENTLEY 1949 Mk. VI chassis complete, good running condition. £285. Camberley 32283. (47204

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ALFA ROMEO 1600 Spider. White 2-seater sports. Excellent body and mechanics. Motorola, Cints, MoT. £395. Caterham 47285. (47139

MG JI, 1931. 4-seat open tourer. Must be unique in its superb originality. Absolutely original and ideal for a perfect restoration. Still with green, pneumatic hide upholstery, carpeting and original paint. Untouched from new. Offers 01-460 2356. (44982

MG PB AIRLINE coupé. With all-aluminium body, completely rebuilt with the exception of the interior and finish to the sunroof. Two-tone blue. MG registration. This is one of four probable survivors and an investment not to be underrated. Sensible offers invited. 01-460 2356. (44983

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CLAN CRUSADER, 1972. Brown, one of few in country. Fitted, 998 c.c. engine, max 110 m.p.h., economical, modified cooling system, rear cross-member and mounting modified (strengthened) as rally Clans, but never rallied itself. Alloys, sunroof, Qls, radio, stereo cassette, regularly serviced, one owner, 20,075 miles. £1,095 o.n.o. Tel: 01-549-8227 (Kingston) evenings. (18119

GINETTA 915, Mustard, 11,000 miles. 50 m.p.g. MG-B eater. £930. Office 01-488-3144 ext. 2223, home 01-589-7360. (47239

ASTON MARTIN DB6 Oct. '68. Automatic. Power steering. Sundym electric windows. Motorola, electric aerial. Halogen spots, Selectaride, HRW, CWW, 2 new tyres. Mechanically perfect, black interior. Dubonnet paint needs some attention. £1,390 o.n.o. for quick sale. 01-370-6262. (47240

RELIANT SCIMITAR GT. July 1968 "F" regd. V6 2½-litre. Essex green, black interior. In very good condition throughout. £575. Day 021-236-6814, evenings 021-454-1906. (47260

ARMSTRONG SIDDELEY Lancaster, engine recently rebuilt, good but not perfect. Enquiries and offers (around £190) to 01-874-6695. (47259

BMW 2002 (1970). 40,000 miles. Maroon, undersealed. Dinitrol treated. Laminated windscreen, HRW, tow-bar, head rests, BMW report available. Excellent condition. Offers: Mr. Bowman, Uttoxeter 4433, or Etwall 2820. (47258

SCIMITAR GT 3-litre. Beautiful "Garnet Starmist" finish, excellent condition. Radio, sunroof, overdrive, taxed, MoT. Consistent 27 m.p.g. Genuine reason forces reluctant sale. £550. Matlock 4861. (47257

ALVIS SPEED 20 S.A. 1932. Fabric top saloon by Mayfair, maroon and black, all original and complete. Beautiful condition. £2,300. Prentice, Lanacre, Newick (Sussex) 3111. (47256

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SUNBEAM TALBOT Mk. II, 1951, Reg. No. OWA 52. Tested April 75. Taxed until September. Splendid example for the year. No body rot and no mechanical faults. Genuine bargain £245. Ring Sheffield 56366 anytime. (47264

1948 DIAMLER. Four/five seater Drophead by Barker. Perfect white coachwork. Very good blue original interior. New test certificate. £750 or offers. Sheffield 665625. (47263

1934 HILLMAN MINX with rare two-seater drophead body by Carbodies. Very sound and attractive but needs some attention. £290 or offers. Sheffield 665625. (47261

FOR SALE—continued

SCIMITAR GTE. Shetland blue/tan. Oct. 1972. 16,000 miles only. Laminated windscreen, HR Cinturatos, overdrive. £1,895. Crawley 23851. (47262

MG TC 1946. BRG. Painstaking rebuild by dedicated enthusiast perfectionists now completed. Offers invited. Leicester 772883. Peatling Magna 481. (18121

D-TYPE JAGUAR. Incomplete and modified. Phone High Wycombe (0494) 443329. (47277

1954 1½ RME RILEY. Extensive mechanical work done, immaculate interior and good coachwork. 5 months MoT. £160 o.n.o. Ring Mansfield 28765. (47274

DAIMLER CONSORT 1951 Coachbuild Saloon. 51,000 miles. Excellent original condition. Black with tan interior. Complete with all tools, handbook, parts manual, used regularly. Full MoT. Genuine reason for sale by DLOC member. Offers around £450. Tel: 0482 812370 (Hull). (47273

1934 MORRIS 10/6 COUPE. Rare aluminium coachwork by Jarvis, in good condition. Picture (mis-attributed, but same car) Jan. issue P.32. Offers: Ellen, 68 Church St., London W8. 01-727-8913. (47292

ALVIS Grey Lady TC 21/100 1954, DHC. Outstandingly original. Known history. Respray. MoT. New carpets, floorboards and radiator core. Offers over £850. No time wasters. Telephone: Great Ayton 2989. (47272

BENTLEY SI Continental Mulliner Fastback. 85,000 miles. Black. Excellent condition. Heckfield 336 (Hants) or Weybridge 43010 (work). (47271

HEALEY 3000 Mk. II. Red, soft top, tonneau, overdrive, wire wheels, radials. Good condition. £500 o.n.o. Tel: 061-439 2742 evenings. (47283

GENUINE SHELBY Ford Mustang GT 350 Cobra engine, very fast, very rare, £1,650 o.n.o. Exchange possible. Tel: Kendal 21285. (47282

RILEY 1951. 80,000 miles. Tax, MoT December. Superb. 01-402-5981. Rowe, evenings. (47281

RILEY 2½ 1952 RME. Good condition all round, many new parts, well looked after, hand painted black over grey. MoT. £285. Phone 29-73789 (Biggin Hill, Kent). (47280

BMW 30CSA COUPE. 1973 model. BMW metallic silver. Original condition. Automatic. Approx. 13,000 miles only. Tinted/electric windows. Special wheels and new tyres fitted. Radiomobile stereo and radio. Electric aerial, etc. Offers invited in the region of £4,500. Exotic part exchange considered. Bournemouth 65447 (any evening after 6 p.m.). (47279

FOR SALE—continued

ASTON MARTIN DB5 1965. Low mileage, immaculate condition, all usual extras, 5-speed, radio, Baltic Blue, conollised interior. £1,350 o.n.o. 01-629-9080 ext. 685 (office) or 01-748-5278 (evenings). (47278

EUROPA TWIN-CAM, 20,000 miles, alloy wheels. Excellent condition. £1,325 or part exchange 3000 Capri, HP possible. Marchington (Staffs) 353. (47286

INVICTA BLACK PRINCE chassis, deep box section with cruciform bracing 4-wheel independent springing with long torsion bars. Steering is complete with Bishops box and connections. Large fitted petrol tank. Spares included are two front suspension units, 4 torsion bars and road wheel £300. Salisbury independent rear axle unit complete with 12 in Alfin brakes (will fit above) £100. E. L. Denney, 54 Esplanade, Redcar, N. Yorks. Tel: 06-493-3507. (47285

ASTON MARTIN DB5. 1964. MoT. 5-speed ZF gearbox, new exhaust/avons. Recent complete top-end overhaul and clutch fitted. Sundym electric windows, electric aerial. £950. Phone Mr. Hotchkiss, office: Inchinnan 813 (Renfrewshire), home: 041-334-0166 (Glasgow). (47284

AC ACECA 1958. Not used since 1969. Bristol engine. A rare classic already appreciating, £850. Staines 51107 evenings. (47268

ALFA GUILIA SPRINT GT 1965. Good condition. Taxed, tested, radio, £275. Tel: Swallow 340 (Grimsby). (47267

BENTLEY DROPHEAD coupé Park Ward aluminium body, power hood, manual gearbox. First-class condition. Offers over £3,000. Halifax 31475. (47269

1925 ROLLS-ROYCE PI Fixed-head Coupé. Very elegant, two-door body by Mannessins, Paris. In process of restoration. Offers invited. Halifax 31475. (47269

RILEY 1½ October 1954. A beautiful car in good condition. Recent mechanical overhaul, £395 o.n.o. Tel: Coltishall 473 (Norfolk) or Norwich 29941. (47290

ALFA ROMEO 1968 1750 GTV. Sunshine roof, radio. BRG. Best offer near £750. Tel: Warrington 62261. (47289

DAIMLER SP250. H/S tops, tonneau, MoT, taxed. Lovely conditon. G/box, suspension re-built. Rare car. 061-445-4533 after 5 p.m. £675. (47288

MG-A MK. III COUPE 1962 (Red of course). Completely overhauled bodywork at cost of £150. 50,000 genuine miles. Suggest £390 or so for a rare rust-free example of a beautiful car. Southend 48151 (office hours) or South Benfleet 2277. (44083

1934 BENTLEY 3½-litre Van den Plas Tourer



In original condition but requires repainting. **£5,500**

This car to be viewed at weekends in West Kent. Please telephone in first instance during office hours:

PETER ESDAILE: 01-735 8161

FOR SALE—continued

MG-A ROADSTER 1962. 17,000 miles only. Present owner since 4,000 miles. Maintained regardless of expense. No rust. £550. Tel: Swansea 66562. (47255

FW 25 ON RENAULT R/6 Grand Luxe 1967. Very clean, average condition. £650 or Viva, Mini Estate, Toyota considered up to 1500 c.c. in part exchange, plus cash, genuine inquiries. Box 4444. (47287

RILEY PATHFINDER 1956. 95,000, two owners. Very good engine, little rust, taxed July 74. MoT April 75. £130. Box 4445. (47266

MERCEDES 300 SE. Fixed Head Coupé. 1966. Automatic, power steering, electric windows, p/b radio. Metallic gold, black hide interior. A beautiful example of a Mercedes classic. 2 owners. Private sale. £995 o.n.o. 642-1990 office, 398-2477 home. (42284

JAGUAR XK 120 Roadster 1952. Excellent condition. Red. Brakes recently rebuilt. New MoT. Needs new hood. Reluctant sale around £1,500. Please ring Mrs. Penny (office hours) at 01-734 0266 or weekends Barcombe (079 153) 570. (47270

JENSEN 1965 CVB III Automatic. Offers around £950. Full 4-str sports saloon (330 b.h.p.). Spec. similar to Interceptor I but with fibreglass/aluminium body. White coachwork/black hide. Usual Jensen refinements, e.g. Selectaride, HRW, twin-spkr. radio (elec. aerial), reclining seats, LSD, ventilated power discs (chassis tubes used as vacuum) etc. Low mileage; new SP Sports. Also towbar fitted. History available, JDC member. Derby 52550 or view at 7 Ainley Close, Alvaston, Derby. (47252

STINGRAY for sale, 1972 manufacture. M registered. Gosport 83793 or Lee-on-Solent 550770. (47253

MG TF 1250 1954. BRG. Engine and gearbox very good. Renovation started but never completed. Now lying in garage looking rather sorry and waiting for an enthusiast. Offers over £350 but no reasonable offer refused. Otley 51520. (47254

TR4A COUPE, wires, radio, Long MoT. Good condition. Offers around £450. 6 Brookfield avenue, Leeds 8, evenings, or phone 021-705-2719. (47246

TRIUMPH GT6 Mk. III, 1973 (Jan.); under 17,000 miles; Mallard green with black interior; one owner; p/button radio; undersealed from new; meticulously maintained; beautiful condition; £1,100. Tel: Smallfield 2970 (evenings). (47247

LOTUS +2S, 1971. White/black trim, elec. windows, radio, etc. £1,325. 01-722-4225 evenings and weekends. (47248

1938 RAILTON Straight 8 Sandown 4-door body finished in black and cream. Very original and excellent both bodily and mechanically. Offers around £1,250. East Horsley 2816 day, Pulborough 2591 eve. (47249

LANCIA FLAVIA Drophead 1963. 50 KUY. Reconditioned engine, gearbox, brakes, recent hood, MoT. Some rust in body and spray to finish. Telephone 0590 68 2425 after 6. (47250

SPRITE 1275 c.c. 1967. Very good condition, recent rebuilt engine and gearbox, good radials, wire wheels, boot rack, new exhaust and brakes, MoT. £325. Tel: Chard (Somerset) 2563 after 7th July. (47251

MG 1932. J4 Bodied J2 Special. Extensively rebuilt two years ago, 1203 c.c. engine, Brooklands exhaust, 16 in wheels, etc. Year's MoT, taxed July. £900 o.n.o. Consider exchange MG-B GT. Tisted 468 (Hants). (47211

FERRARI 250 GTE 1963 M registered, 2 HD V12 with overdrive. Metallic dark blue, cream leather. Exceptionally good condition for year. £1,250 o.n.o. Tel: Malvern 3272, 7 p.m. any night. (47242

TR4A 1967. Wires, overdrive, convertible. Excellent. £595. P. Hopkins, Midland Radar, Oakham, Leics. (47243

WANTED

WANTED MG TC or good pre-war tourer. High price for the right car. 0908-582651 (Bucks). (46791

VINTAGE OR PVT tourer wanted. Good condition and good make: Riley, Aston, HRG, Nash, MG, Alvis, etc. Cash available. 0908-582651 (Bucks). (46791

WANTED for 1932 Austin 7 box saloon, opening windscreen, off-side window winding gear, pair of running boards. Tel: Hertford 6001. (46661

WANTED! WANTED! Any Rolls-Royce Silver Dawn or Silver Cloud. Condition unimportant! Best price paid! Any distance! Telephone: 01-385-1805. (46681

WANTED! WANTED! Any rare or unusual early sports or racing car. Condition unimportant! Best price paid! Any distance! Telephone: 0-385-1805. (46681

WANTED—continued

WANTED MG JI engine or parts, any condition. Phone: Jeff Heselwood Cobham 4968 (business) or Woking 69579 (home). (18027

WANTED URGENTLY—Rockers for "L" type MG. Any other "L"-type spares. Engine? Phone 031-3364499. (46699

LOTUS 7 less than £500. Would consider slightly damaged or x-racing car. Full details including price to Richards, Kingston Fields Farm, Kingston-on-Soar, Notts. (46710

CRANKCASE and radiator surround for 1932 Alvis 12/60. Phone; Radlett 6743. Collect. (45871

SPORTS CARS urgently wanted for cash or part exchange. Boughton (022-775) 223. (17932

LHD JAGUARS in good condition required for cash. 240; 340; XK's. Box 4420. (46349

PRE-WAR RILEY Sprite/Imp; MG OHC; or Singer 1½-l. MG tools, £12.75. Please write: "Hurdlecote", Bram Shott Chase, Hindhead, Surrey. (46430

ROLLS-ROYCE or Bentley. Interesting vehicle wanted by enthusiast. Condition not too important. Box 4419. (46437

REGISTRATION NUMBER. Short or interesting number wanted on any vehicle. Box 4419. (46437

WOLSELEY Hornet Special for restoration. Please write or call: Wilson, 20 Andover Close, Luton. (46591

CLIMAX ENGINED sports-racer 1950-1960, i.e. Lotus Eleven, Manx-tail Cooper, Tojeiro, Kelft, Emeryson, Willment, Victoria. Anything interesting in any condition. Phone: Birmingham (021) 745-3576. (46660

WANTED Riley front and rear axle with extra large brake drums; if from 14/6 possible complete chassis or car. Box 4414. (17694

ROLLS-ROYCE Cloud 3. Long wheelbase with division. Must be clean and commensurate with price. A. E. Schneebeli, Box 272 Hanover Maryland 21076 USA. (35861F

WANTED: Spares for 1932 Austin 12/6 Harley De Luxe. Quote in US funds. Also wantes information about 1936 250/350 c.c. Panther motorcycle, Luvax shock absorbers. David M. Johnston, 60 Horse Plain Rd., New Britain, Connecticut, 06053 USA. (55850F

PORSCHE 4-CAM spares, documentation, or complete engine required. Skinner, 6 Ruston Mews, London W11. (46012

PB MG PARTS. All instruments except rev counter. All four shock absorbers. 2 rims. Any engine parts, under trays, radiator cap, rocker cover nuts, traffricators. Write: 23 Redwood Ave., Tawa Wellington NZ. (17726

SINGER enthusiast requires 9 h.p. saloon, sports or Le Mans replica (c. 1934) for restoration. Anything considered, good, bad or awful. Can collect. Details to P. May, 69 Spencer Crescent, Rose Hill, Oxford or phone Oxford 774260 and reverse charge. (46222

FACTORY MANUAL for Mercedes Benz 3000, and other pre 1962 cars 300 series. Rolls-Royce Silver Shadow factory manuals, complete set. Silver Cloud manuals TSD 471, TSD 720, TSD 753, TSD 723, TSD 727, TSD 711. Rolls-Royce parts books, all models. Write: Mr. Masin, 1000 Glen Cove Avenue, Glen Head, New York, 11545, USA. (46235

SUNBEAM M/C. 1928/32. 350 side valve or Long stroke, preferably saddle tank, restored or complete for restoration. Details to Quayle, The Way, Brixton, Plymouth. (46236

MERCEDES BENZ 38/250 radiator cap and mascot required, or Lalique glass mascot, for car which is complete except for these items. Kay, "Pinfold", Higher Lane, Dalton, Nr. Wigan, Lancs. Parbold 2738. (46246

MORGAN three-wheeler, preferably two-speed but anything considered. Dave Preston, 31 Norton Rd., Stourbridge, Worcs. Tel: Stourbridge 73263. (46250

MG TF seats required, any condition. Phone: Oadby 4564 business hours. (46292

TRIUMPH Gloria. Complete car or any spares wanted. 01-348-2226. (46309

MORRIS 8 van, pre-series 1930-1935 5 cwt wanted. Would consider one any condition, good, bad or indifferent. Lewis, Hull 0482-821607. (46329

INTERESTING vintage tourer, French or Italian make preferred. OM, Alfa, Delage, Hispano or others. Substantial cash sum offered or alternatively could exchange with cash adjustment any of my own cars. Gausden, 17 Bracebridge Rd., Four Oaks, Sutton Coldfield, Warwicks. B74 2SB. Tel: 021-308-1078. (46313

CAMERAS. Old wooden plate-cameras, any condition. Also stereos, miniature (Leica, Zeiss), Detective, Kodaks, Photographic albums and images. P. Hasbroeck, 56 Albert Court, London SW7 2BE. (45283

WANTED—continued

ALVIS, LAGONDA, or similar sporting motor, in good condition. Straight cash purchase. 01-828 7449. (45120

WANTED: MG TA, TC, TD, TF or pre-1939 MG 2/4 seater. Also wanted: Morgan V-Twin 3-wheeler, plus 4 or 4/4 or other interesting sports, tourer or coupé. Any condition, good or bad. Very high price paid for suitable vehicle. Please phone 01-521 0520. (44094

WANTED: ROLLS-ROYCE Silver Ghost chassis, for restoration. Apply: J. L. Bradshaw, Portlaoise, Southern Ireland. (4043

WANTED: Parts to complete my early Rolls-Royce Silver Ghost cars. Please send list and prices. Joe Loecy, 9930 Chardon Road, Chardon OH 44024 USA. (55408F

HEALEY SILVERSTONE wanted, preferably E-type, or Frazer Nash Le Mans Replica. P. H. Betts, Broadwater Road, Framlingham. Telephone: Framlingham 723675. (17480

PRE-WAR sales brochures on American classics. Price and description please. Box 4314. (42009

WANTED: Interesting Mercedes, preferably LHD convertibles, 1945-1965. Also good LHD Jaguar saloons. St. Albans 58709 (daytime). (17189

MGs: A, TF, TC, TD, TA, TB, Y, VA, WA, P, J, etc. Also pre-1960 Rolls and Bentleys. 061-224 1069 evenings and weekends. (39850

LOW DISTINCTIVE car number required. With or without vehicle in any condition. Please phone 051-428-1517 evenings or write PO Box 5 Liverpool L25 6JS. (44666

DINKY TOYS WANTED, particularly good Guy vans and unbroken early items. 11 Streamside Road, Chipping Sodbury. Tel: 3114207. (45195

MG TF REQUIRED, any condition. Huddersfield 27348. (47158

JAGUAR Mk. II 2.4/3.4 1961-1967. Indigo blue with grey leather interior, wire wheels, overdrive, must be mint condition and rust free. 01-730-7960, Mon-Fri 9 a.m. —5.30 p.m. (47138

ASTON MARTIN DB2/4 or DB Mk. III, in any condition fro crashed, rough, etc. to mint condition. Private enthusiast will pay cash. Would prefer Mk. III if available. Definitely not for resale. Good home guaranteed. Eastergate (Sussex) 3356 or Bognor Regis 21633 (day). (47127

URGENTLY REQUIRED: Bentley 3-litre handbook and sales literature. Also Phantom II sales literature required. Box 4442. (47128

UP TO £4,000 offered by private enthusiast for vintage or classic car, Rolls, Hispano, etc. No dealers please. J. Parrish, 1 Viewfield Road, London SW18 1NB. Telephone: 01-874-2884. (47093

CORD 810 OR 812 required by private enthusiast. Condition unimportant. J. Parrish, 1 Viewfield Road, London, SW18 1NB. Telephone: 01-874-2884. (47093

LOTUS SEVEN upon my return to England July 20. '67 or earlier model in outstanding, unmodified condition preferred. Later model considered. Details and price to James Hardyda, St. David's Hotel, 16 Norfolk Square, Hyde Park, London W2. (47098

FERRARI 4-cylinder engine, i.e., Monza/Mondial/Tipo 500/553/625/555 in any condition—desperate. 021-745-3576. (47037

BENTLEY Mark VI or S-type, cash transaction. Grove Cottage, Shelleys Lane, Knockholt, Sevenoaks, Kent. Knockholt 3030. (47040

WANTED URGENTLY Cooper/Knight 5-speed gearbox and any "Monaco" spares. Also required any Coventry Climax FPF spares and book "The Racing Coopers". Phone: Bedford 57626. (47047

VSCC (PVT) eligible car. 7 Special or similar. Small to medium size. Part ex. 1961 Healey 3000, restored. Prestbury 49722. (47057

WANTED for 1928 Austin Heavy 12/4. Zenith carb, water pump and headlight rims—any spares at all wanted. 051-638-3205. (47078

WANTED: Mercedes 300SL Gullwing. Damaged car or parts required, or car in need of restoration. Please contact Anthony Thomas, Nottingham 862121 day, Nottingham 212591 evenings. (43037

LOW DISTINCTIVE car number required. With or without vehicle in any condition. Please phone 051-428-1517 evenings or write PO Box 5, Liverpool L25 6JS. (44666

WANTED: Early Silver Ghost parts, car, chassis, frame, wheels, Elliot speedo, literature. Joseph M. Levin, 7079 Colerain Ave., Cincinnati, Ohio 45239 USA. (F55818

WANTED: MG PA/B for restoration. Incomplete or dismantled would suffice. Charles, 15 Chapel Road, Brightlingsea, Essex. (46756

WANTED: Daimler SP250 Automatic in following Series: 662 ELL, 663 ELL, 664 ELL, 665 ELL, 667 ELL, 668 ELL, 670 ELL, 671 ELL. Tel: 0272 48173. (46795

HILL-CLIMB/SPRINT CAR. Vintage or Classic, preferably V-twin, anything considered. Cash available. Details, price to: The Fountain, Twyning, Tewkesbury, Glos. (46833

WANTED by private enthusiast vintage sports tourer MG 14/40 or similar in need of restoring or tidying, preferably complete. Good price paid. R. C. Rimes, 63 Cobnar Road, Sheffield 8. (46835

S.O.S. CAN SOMEONE HELP? £500 urgently needed to settle renovation debt on 1948 Jaguar 2½-litre d.h.c. Otherwise forced to sell—very reluctantly. Creevy, 116 Haverstock Hill, London, NW3. 01-586 4446. (44067

WANTED—continued

ROLLS-ROYCE rescuer wanted with ample cash. Several cars, PII 25/30 chassis and spares languishing in sheds. Box 4412. (45707

WANTED URGENTLY for 1947 Rover 16: headlamp glass, interior light, tools for drawer under dash, horn/wind horns, gaskets and oil seals, any spares. Sherwood, 85 Tettenhall Road, Wolverhampton. 0902-27811 (Extn. 413/176) days. (45746

WANTED FOR MG TF: wire wheels, hubs, drums, spinners and layshaft gear cluster. Tel: Ipswich 53283. (45748

SINGLE SEATER, stored, incomplete acceptable, alternatively excitingly different sports racing Alfa Romeo, Bugatti, similar, preferably suitable H/VSCC events. Details, cash price, "Pinfield Lodge", Barnt Green, Birmingham 445/2551. Free quantity 5/8in x 16 T.P.I. taps suitable vet/vin Austin, etc. (45718

LOTUS 2 + 2 S130 or Reliant GTE £1,000. £1,500 wanted to buy. Must be immaculate with mags, preferably Minilite and extras. No dealers. Cash purchase mid-June. Full particulars to: R. Walton, "Willow Bank", Bosham Lane, Bosham, Sussex. (45506

WANTED: ASTON MARTIN. Enthusiast visiting London August will pay top price for immaculate DB6 or DBS(6), full details and price to Peter R. Garrett, 12 Moylan Street, East Bentleigh, Victoria, Australia, 3165. (45535

LOTUS ELITE S2, any condition considered. Full details to: K. A. Walton, "Newholme", Hull Road, Osgodby, Selby, Yorkshire. Distance no object. (45541

ONE TON VAN or whereabouts. Morris or similar. Vintage/early thirties. Prefer runner, any condition. Not for resale. Sumner, 32 Chetwood Ave., Liverpool L232UX. 051-924-4144. (45545

NEED AUSTIN 7, 1932 Opal two-seater and 1932-1933 van, restored, running or restorable car, details: price and photo if possible. Gerard Zijdel, Havenstraat 103, Hilversum, Holland. (17596

MERCEDES 190SL required. Preferably superb condition and low milcage. Phone: Crewe 583321. (45424

COUNTRY DOCTOR seeks pre-war A.C. 4-seater, 16/70 or 16/80 tourer preferred but DHC or saloon considered. ACOC member. Box No. 4372. (44000

WANTED: BMC parts catalogue for Healey 3000. Also pair of front seats (for reupholstery) from BJ7. Box No. 4371. (44023

MG L1 or L2 Magna for restoration, by former owner of this model who wishes he hadn't sold his own. C. Dew, Burleyhurst Cottage, Burleyhurst Lane, Mobberley, Cheshire. Tel.: Mobberley 3451. (17119

£2,000 OFFERED for AC Cobra or Mercedes 300SL. Also wanted: E-Type Roadster, must be original. Box No. 4362. (43769

FRAZER NASH (chain drive), fullest particulars and price to: Collier, White Lodge, Dysons Wood, Reading. (43757

JAGUAR E-TYPE roadster Mk. I, 1967. Wanted for cash. The best of its kind please. Box No. 4361. (43806

GREBEL or similar quality swivelling windscreen, mounted, spot lights, to fit on D8 Delage. Details to: Alexander, 4 Totley Lane, Bradway, Sheffield. Phone 0742/366941. (43762

WANTED: Healey Silverstone, Frazer Nash Le Mans, or Allard J2 (J2X), preferably in need of some body attention but would consider any examples. Please contact if you have any of these for disposal. Private purchase, cash available. Telephone: days, Burnley 23596 or evenings Ramsbottom 3560. Mr. Dunkerley, 44 Robin Road, Summerseat, near Bury, Lancs. (43817

MG TC. Good price paid for MG TC in sound restorable condition. Sturgeon, 14 Longlands, Worthing, Sussex. Tel.: 201937. (43851

V12 E-TYPE Jaguar 2+2. "M" registered, wanted by private cash buyer. Full details please to: R. Jones, Sherwood House, Dunley, Stourport-on-Severn, Worcestershire. Phone Stourport 3813. (43884

WANTED: DB4 GT or DB4 Aston. Cash from private enthusiast for the right car. Lewis, Crieff House, Blisworth, Northamptonshire 0604 858263. (43889

WANTED: Motor Sport for January 1947, in good condition. 26 Brendon Way, Enfield, Middx. 01-360 5014. (43915

BRISTOL or BMW crown wheel and pinion, 3.9 or 4.8. Also sump off 403. Kirby, 5 The Grove, Potters Bar, Herts. (43937

ALFA ROMEO Giulia Spider 1600, 1965. Frame and head rail required, hood also, condition not important. Tel.: 051-428 2454 evenings. (43960

RILEY KESTREL 9 in good running condition and original other Riley models considered. 92 Entry Hill, Combe Down, Bath. (43958

WANTED: MG J2 body, in any condition or patterns dynamo, 12v. starter, 12v. speedo head. Brown, Dappiehurst, Church Road, Lingfield. Phone 0342 832738. (43722

FOR JAGUAR: 14 in. wheel, one. Or set of four Ace Mercury wheel discs, chrome on brass. Also 205 x 14 tyres. Matlock 3514 (Derbyshire). (43740

ASTON DB5/6. Preferably convertible or sun roof. Wanted by enthusiast. Details please to 4 Nant-Fawr Close, Cyncoed, Cardiff. (43643

LANCHESTER WANTED: 1933-35 10 h.p. sports coupé. Will pay reasonable price in cash. Must be running. Ring Cullingworth 2763 Yorkshire. (43669

WANTED—continued

MG TC and TD air cleaners wanted urgently. High price paid. 01-794 5634. (44017

MISCELLANEOUS

MOTOR SPORT July 1963 to June 1973, complete, in excellent condition. Offers: Ruislip (Middx) 32945. (47068

ALFA GT-C hood, original, very good condition. £15. Rear wing 62 Sprint Alfa, new, £25. Telephone: Seend 253 evenings. (Wilts). (46819

SINGER OWNERS' CLUB. World-wide members enjoy a magazine and have registras for Spares, Roadsters, Le Mans, Juniors, Hunters and Vintage. Membership enquiries to Ruth Cole, 220 Uppingham Avenue, Stanmore, Middx, HA7 2JS. (46688

VINTAGE CARS. Looking for involvement? See situations vacant. (46300

BENTLEY MARK VI SPARES: new radiator cap and mascot, complete engine gasket set, rear axle hub bearing, two excellent India tyres, spare wheel Telephone: Lymm 2522 (Cheshire). (46117

AUSTIN HEALEY 3000 I & II hard-top £45, Mk. III roll-over bar £5, Sprite 948 balanced short block £7, radiator £5, anti-roll bar £2. Tel: Dave 01-289-1933. (45737

1964 EUROPEAN Grand Prix at Brands Hatch. Original souvenir brochures and programmes. £1 per set. Burleyhurst Cottage, Burleyhurst Lane, Mobberley, Cheshire. Tel: Mobberley 3451. (17119

MG MMM SPARES, all tyres, some rare. SAE. Wanted: K Magnette Wilson pre-selector or parts. Top price or exchange blowers, manuals, etc. 12, Faenol Avenue, Abergele, Denbigshire. (46167

COLLECTION of old motorcar catalogues —mostly pre-war—in really nice condition. Range 1912 to present day. Offered in one-make blocks. 65 different makes. 161 Victoria Road East, Thornton, Near Blackpool. Phone Cleveleys 72978. (44619

BRISTOL CARS and engines by L. J. K. Setright. The definitive story of perhaps the world's most fastidiously engineered Marque. A collector's item. 160pp, many pictures and drawings, 9 in x 6½ in. To be published late July: please reserve your copy now. All orders will be acknowledged. £4.70 and not £4 as inadvertently stated in our last month's advertisement. Motor Racing Publications Ltd., 56 Fitzjames Ave, Croydon, Surrey. (44434

BENTLEY MK VI/R-TYPE spares, many items, SAE requirements. Examples: original radio (overhauled) speaker, etc £16; towing bar (bolts on) £6; overiders (mint) £5 each; headlamps £5 each; bumper badge £4; tubes 75p.; petrol tank £14; full instrument panel (mint) £25; replacement choes/servo £35. Riley 2½: c/head £6; r/spring £4; r/gear, valves, springs, £5; carbs £3; p/pump £1.50; box bits £4. Lengden, 135, Denton Lane, Chadderton, Oldham. (46506

118 MOTOR SPORTS 1951-66, £1.00—0.20p copy. Autocourse 1953, £5.00. 90 race programmes, 1949-73, offers. Tel: 01-979-7251. (46334

AUSTIN SEVEN 1930-31, 4-seater tourer body parts. Miscellaneous mechanical spares. SAE for list to Brownsett, 8 Fulshaw Avenue, Wilmslow, Cheshire. (46438

APPROXIMATELY 240 Dinky Toys for sale in lots. Mostly early 1950's but many pre-war. Telephone: Oxford 54392 for details. (46410

CARS ON STAMPS? Our speciality! Racing cars and drivers, sports, veteran, vintage cars. Comprehensive lists, 2 x 3½p stamps: G. S. King, 194 Telfer Road, Coventry. (46442

COLLECTORS ITEM. One genuine Nicholson Cosworth DFV piston. As powered Emerson Fittipaldi's McLaren to victory in the 1974 Belgian Grand Prix. Restored to original condition. Supplied with plaque and certificate of authenticity. Serious offers please. Box 4121. (46452

INTERNATIONAL XK DAY, Woburn Abbey, Beds., is on Sunday September 8th this year, from 10.30 a.m. Simply the biggest gathering of Jaguars in the world. All welcome. Organised by the XK Register of the JDC. Membership Secretary: Ron Bradshaw, 41 Ingrave Road, Brentwood, Essex. (46307

CAR TRANSPORTATION by enthusiast with Land Rover and trailer. Full insurance. Anytime, anywhere. Telephone: Trailerway, Ripley (Surrey) 2403. (46316

FIAT DISC WHEELS. Five wheels 4.00 x 15 with almost new tyres. Two brake drums and hubs. One nave plate. Fiat 500 type. £20. Windsor 61413 evenings. (46330

MOTOR SPORT. 1967—1974. Good condition. Best offer. Phone: Storrington (Sussex) 3061. (STD code 09066). (46333

CAR TRANSPORT any size, anywhere. Low prices. trailers bought, sold and hired. 01-508-3742. (46248

TRANSFORM your Spitfire for only £40 with a fast-back hardtop. Similar GT6 terms. Mick 56 Crick Rd., Rugby, Warwick. (46251

PISTONS various brand new o/s sets for British cars from 1922/43. Offers: Blanchard 0482 857020 (Hull) evenings. (46294

MECHANICAL Restoration Service in the North for Veteran, Vintage and Classic vehicles. Full engine reconditioning service, gearbox, rear axle and chassis work. One off components to pattern, casting in bronze and aluminium, design and advisory service. Keith Taylor, Mill Lane, Hemingbrough, Selby, Yorks (Hem 310). (46010

MISCELLANEOUS—continued

VINTAGE CARS: Looking for involvement? See situations vacant. (46300

VINTAGE AUSTIN REGISTER. Vintage car, motorcycle rally/autojumble/flea market. Ashover, Derbyshire, July 28th. Entry forms: Frank Smith, Marshbrook, Butts Road, Ashover, Derbyshire. (44663

WOODSTOCK, Oxon. Garaging for 9 cars. Detached family residence standing in well-kept grounds of about one acre. Three/four bedrooms, three reception rooms, kitchen, bathroom, cloakroom. Gas heating. Built for the present owner-occupiers in 1929 and adjoining open farmland. Excellent outbuildings. £37,500 freehold. E. J. Brooks & Son, Chartered Surveyors, Beaumount Street, Oxford. Tel: (0865) 44535. (17754

EARLY MOTORING literature. A large collection of rare books and magazines from my private library including Motor, Autocar, Automotor Journal, Motor Cycle and many others. SAE for list. Turntree House, Whittlesey, Peterborough. (46223

LATHE screw cutting, back geared, Hollow Mandril, complete with counter shaft, 3/4 hp motor, 3 chucks, 3 Jacob's chucks, Morse shanks, milling cutters, high-speed steel, dial gauges, chasers, many tools, surface plate, tool cabinet, etc. £150 the lot. SAE Box 4417. (46226

AUSTIN TEN Drivers Club. Ninth National Rally, July 13th and 14th. Burford Wildlife Park, Oxfordshire. Open to Austins 10 to 28 hp made between 1930 and 1940. For details write Elaine Winney, 8, Standring Rise, Boxmoor, Hertfordshire. (46120

FRONT SEAT covers for Maxi. Top, fantastic quality. £15 post free. Old Matchbox, Corgi, etc. All as new, boxed. Large envelope and int. reply coupon for lists. Bullivant, Unilukkarintie 2-4 C 13, Helsinki 68, Finland (45894

NAVAL AVIATION 1914—1974 will be the theme of the Shuttleworth Collection's special flying display at Old Warden, near Biggleswade, Beds on Sunday 28th July. Entry from 11 a.m. Car & driver £1, adult 50p, child 25p. (44446

MODEL T FORD two Marine conversion engines 1922 and 1926, engine 1924, Supaford gearbox. Beaumont, Rathgar Road SW9 7ER. (45936

NEW PLATED BOLTS, sets (incl. HT) nuts, washers, pins, s-tap screws. 6-32 to 5/16 in. UNF/UNC/BSF. ¼ in—2 in long. 7 lbs (approx 1,600 pieces) £3.50p p.pd. BSF bolts & sets, c/w nuts, washers. Mostly HT & plated. 3/16 in to 3/8 in dia. ½ in—3 in long. 150 assorted £3. p.pd. E. A. Clare, 25A Lenton Road, Nottingham. (45983

PRATTS PETROL CAN. No spout. Traces green paint. Exchange for ride in vehicle needing it. Vickers, 28 Howard Rd., Arundel, Sussex. (45981

ALVIS OWNERS' CLUB at Donington Circuit, Leics., on Sunday 7th July 1974 for Midland Alvis Day. Concours, driving tests, etc. (and of course a good opportunity for visiting the racing car museum). Membership details from O. N. Trent, Ridgeside, Woodfield Hill, Coulson, Surrey. Tel: Downland 55833. (46009

SPARES A PROBLEM: We can help. Join us. VTEC, 14 Broadway, London SW1. (4398

LOTUS ELITE SPECIALISTS. Complete mechanical and bodywork overhauls and full re-trimming. Fibreglass services, Chichester 86265. (45128

AC ENTHUSIASTS are invited to join the AC Owners' Club. Technical advice, comprehensive library, monthly meetings, newsletter and magazine. New membership secretary: 4 Portsmouth Road, Camberley, Surrey. (7542

DELLORTO: Performance with economy! Details, spares, service from Dellorto Concessionaires, 13 Boult Street, Reading 598955. London office: Tryan Accsesories, 27 Adam and Eve Mews, London W8 6UG. 01-937 1450. (15939

CLASSIC JAGUAR Association. Mark V and prior Jaguar and SS cars are our speciality, but we do cover XK120 and other later models. All owners and enthusiasts are especially welcome. For more information and sample of our News & Technical Bulletin, write to: Lane Slate, Membership Chm., Sneden's Landing, Palisades, New York 10964. (5115F

CAR TRANSPORT Services, single/three-car transporters, electric winch. Also caravan transport. Full insurance. Malvern 3272 (Worcs.) evenings. (17119

ARMSTRONG SIDDELEY Owners' Club. Details of membership and services offered from Membership Secretary, 31 Vicars Hall Lane, Boothstown, Worsley, Manchester M28 4JP. (44353

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MISCELLANEOUS—continued

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MISCELLANEOUS—continued

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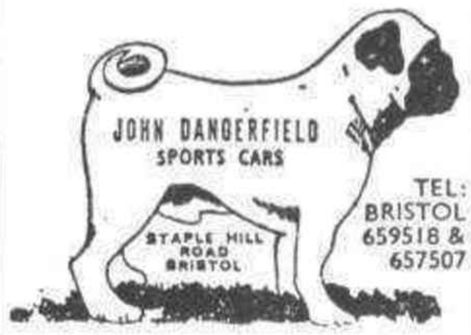
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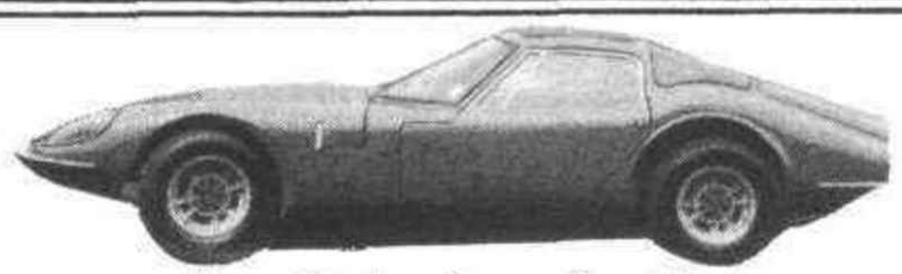
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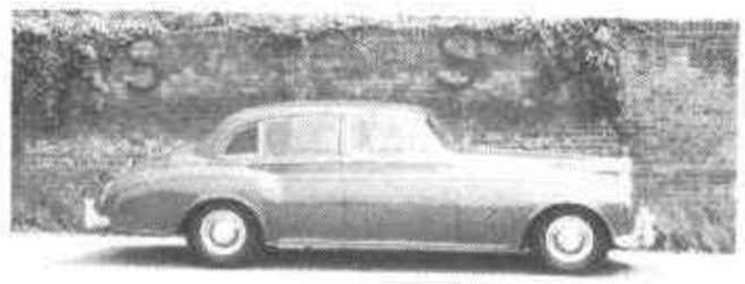
ROLLS-ROYCE Silver Dawn. 1954 standard saloon. Finished in dawn blue with tan interior. Automatic transmission. Beautiful condition throughout.

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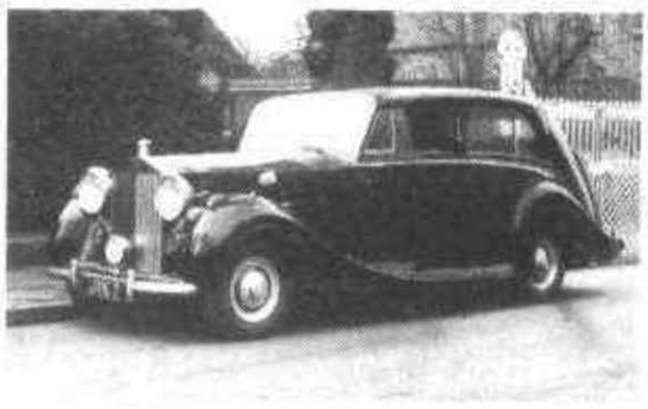


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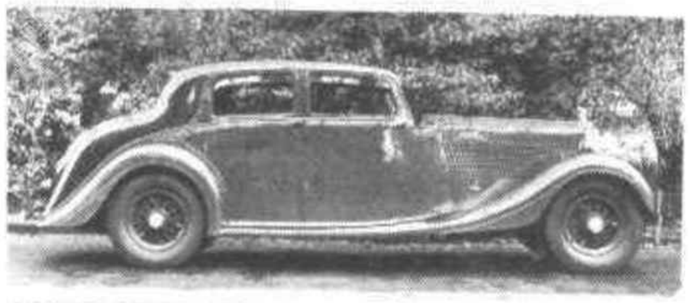
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1948 SILVER WRAITH by Park Ward. Blue with brown hide interior.

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1950 BENTLEY Mk. IV standard steel saloon. Black with brown hide interior. Excellent driving car.

1964 BENTLEY Continental by Mulliner/Park Ward. Regal red with black hide interior.

1957 BENTLEY S.I by James Young. Metallic blue with blue interior. Panoramic roof. Pretty car.

★ **1950 BENTLEY Mk. IV** drophead by Mulliner. Blue with brown interior. ★

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1963 Rolls-Royce Phantom V touring limousine by James Young (choice of two).

1963 Rolls-Royce Silver Cloud III.

1962 Rolls-Royce Silver Cloud II.

1961 Rolls-Royce Phantom V touring limousine by H. J. Mulliner (virtually a one-off).

1960 Rolls-Royce Silver Cloud II.

1953 Rolls-Royce Silver Wraith 7-seater limousine by Hooper (choice of two).

1949 Rolls-Royce Silver Wraith sedanca de ville by H. J. Mulliner.

1948 Rolls-Royce Silver Wraith by Hooper.

VARIOUS

1961 Mercedes-Benz 300SL roadster, 33,000 miles. Absolutely mint.

1960 Jaguar XK150 drophead.

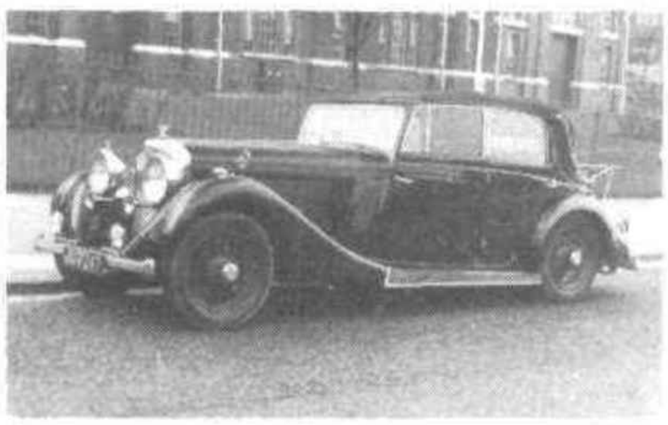
1956 Alvis TD21 drophead.

1910 Mercedes landaulette.

1904 Peugeot rear-entrance tonneau.

BENTLEYS

1965 Bentley S3 Continental 2-door f.h.c.



1934 Bentley 3½, cabriolet coachwork by Salmons.

1964 Bentley S3.

1963 Bentley S3, 68,000 miles, one owner.

1963 Bentley S3, one owner (choice of two).

1960 Bentley S2.

1959 Bentley S1.

1956 Bentley S.1 Continental fastback.

1935 Bentley 3½-litre cabriolet by Salmons.

1934 Bentley 3½-litre drophead by Barker.

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TRIUMPH STAG, 1970, sienna brown convertible with hard and soft tops, overdrive, radio etc., £400 overhaul just completed. **£1,465**

MG-B Roadster, 1972 (K), green mallard with tan trim, overdrive, radio, Rostyles with Cints, headrests etc., 19,000 by sole owner. **£1,165**

TRIUMPH TR6, 1973 (M), pristine in magenta purple with black trim, overdrive, radio/tape, HR-SP's etc., 10,000 by sole owner. **£1,525**

LANCIA 2000HF sports saloon, 1973 (M), Marrone Parioli with gold cord trim, radio/stereo 8, electric windows, PAS, fuel-injection, h.r.w., headrests, etc., costs £2,800 now. **£1,895**

ASTON MARTIN 'Volante' DB6 convertible, gleaming regal red with white power hood and black leather, 'Vantage' unit, 5-speed box, electric windows, Sundym glass, chrome wire-wheels, Voxon stereo 8/radio etc. **£3,785**

TRIUMPH TR6, 1972 (Dec. L reg'd.) in unmarked pimento red with black trim, hard and soft tops, overdrive, HRSP's radio etc., another low-mileage one-owner car. **£1,385**

ALFA ROMEO 1750 Spyder Veloce 2-seater, Persil white with red trim, 5-speeds, HRSP tyres, J regd., just decarbonised. **£985**

JAGUAR E-Type 4.2 fixed head 2 + 2 coupe, 1967, attractive silver with black trim, fitted sunroof, auto, chrome wire-wheels, h.r.w., radio/stereo 8. **£1,175**

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MG-B Roadster, 1969 (H regd.), smart in tartan red with black trim and hard and soft tops, overdrive, radio, chrome wires with Cints, etc. **£785**

TRIUMPH TR6, 1973 roadster, unmarked white with black cockpit, current model with front spoiler, radio, headrests etc. **£1,435**

DAIMLER Dart, 1962 'B' spec. car in ivory with red trim, factory hardtop, bill for £900, appreciating collector's item. **£765**

ALFA ROMEO 1750 GT Veloce, a one-owner 1971 coupe, handsome in white with black roof and trim, 5-speed, radio, h.r.w., HR Cints., headrests, etc. **£1,485**

FIAT 124 Sports Coupe 1600 1972, choice of two excellent one-owner examples in fern green or April yellow, both 5-speed boxes, radio and h.r.w. From **£1,295**

MG-B Roadster, fine 1971 car in bronze yellow with hardtop, overdrive, wires, with X tyres, radio, etc. **£985**

TRIUMPH TR6, 1973, unblemished, French blue with hard and soft tops, overdrive, radio, spoiler, HRSP tyres, low mileage by sole owner. **£1,565**

RELIANT Scimitar GTE Mk. III, 1972, choice of two excellent automatic cars, in Mexican red and Highland purple, both tan trim, radio/tape, h.r.w., etc. **£2,095**

MG-C GT, 1969, mineral blue with overdrive, wire-wheels, with HRSP tyres, h.r.w., a two-owner car, 41,000 miles. **£895**

AUSTIN HEALEY 3000 Mk. III, 1966, beautiful British Racing Green/blk. trim, overdrive, 72-spoke wide wire-wheels, HRSP tyres, flared arches, radio, reputed 59,000 miles. **£1,295**

PORSCHE 911 de Luxe, 1966 series, almost immaculate in white with black trim, unit just overhauled, superb value at **£1,095**

TRIUMPH GT6 Mk. III, 1972, (Nov. L regd.), Royal blue with coachlines, overdrive, h.r.w., repeater-flashers etc., only 7,000 miles recorded. **£1,185**

LANCIA Rallye 1.3 S2 Coupe, 1973, example of these fast but economical 5-speed cars, unmarked in white with blue cloth, radio, h.r.w., 6,000 miles only. **£1,685**

TRIUMPH TR6, 1973, coupe, hardtop, sparkling emerald green, overdrive, radio plus stereo tape, HR-SP tyres, front spoiler, service history by sole owner. **£1,495**

RELIANT Scimitar GTE, 1973, (M regd.), ivory beige with tan trim, auto, alloy wheels with HR Cints., electric windows, radio/stereo 8 tape, h.r.w., under 10,000 miles. **£2,485**

TRIUMPH TR6, 71/72 (K regd.), spotless white with black trim and black hard and soft tops, overdrive, tonneau, radio, 11,000 miles by sole owner. **£1,295**

RELIANT Scimitar GTE, 1974, 1,800 miles only! April yellow with tan leather trim, auto., alloy-wheels with HR Cints., tinted electric windows, radio/stereo 8 tape, etc., £400 under current list price. **£2,985**

TRIUMPH Spitfire, 1970, Mk. IV, attractive in Valencia blue with tan trim, fitted overdrive, radio, HR-SP tyres, etc. **£685**

MG-B GT, 1971 car in bronze yellow with black trim, overdrive, Rostyles with SP's radio, h.r.w., etc. **£1,135**

JAGUAR V12 2 + 2E, 72/73 (L regd.), beautiful in primrose yellow with tan trim, auto., PAS, radio, h.r.w., 15,000 recorded miles. **£2,865**

AUSTIN HEALEY 3000 Mk. II. Coachwork restored to mint condition in black opal, retrimmed, overdrive, 72-spoke wide-wheels with FR70 tyres and flared arches, bucket seats, tuned, balanced and polished triple-SU engine etc. **£1,285**

MG MIDGET, 1970, (J regd.), very smart in blue royale with black trim, tonneau, new clutch and engine overhaul. **£585**

TRIUMPH Spitfire Mk. IV, 1973, attractive Carmine red with tan trim, low mileage by sole owner. **£1,045**

FORD Escort Mexico 1971, red and white with black trim, leather wheel, wide wheels with radials. **£835**

AUSTIN HEALEY 3000 Mk. III convertible in ivory with black trim, fitted overdrive, hard and soft tops, knock-off Minilites with HRSP tyres etc., 1966. **£1,265**

TRIUMPH TR3A, outstanding 1961 roadster in black with red cockpit, fitted overdrive, radials, woodrim, full tonneau, twin spots. **£565**

MG-B GT, 1973, pristine in blaze with black trim, sunroof, overdrive, h.r.w., radio, head restraints, 18,000 miles. **£1,565**

LOTUS + 2S 130, 1972, (K regd.), a one-owner car in lagoon blue with silver roof, electric windows, HR-SP tyres, h.r.w., etc. **£1,895**

RELIANT Scimitar GTE Mk. III, choice of two fine 1972 overdrive cars in satin silver or Everest white, both radio/stereo 8 track, h.r.w., etc. **£1,935**

LANCIA 1.6 HF 'LUSSO' Coupe, 1973 specimen car in beige Mirabello, alloy wheels with XAS tyres, radio/stereo tape, GT seats with headrests etc., only 9,000 miles by one owner. **£1,895**

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MG-B Roadster, 1973, Harvest gold with blue trim, fitted overdrive, radio, Rostyles with SP's, tonneau, headrests, 12,000 recorded miles. **£1,285**

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JAGUAR V12 2 + 2 E-Type, 1972, (K regd.), magnificent in Regency red with pale grey trim, manual 'box, radio + stereo tape, HR-SP tyres, h.r.w., etc., only 17,000 miles by sole owner. **£2,685**

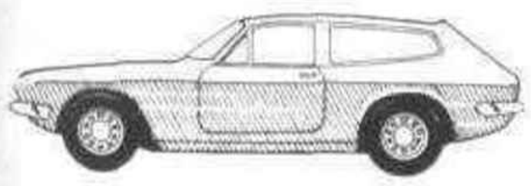
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RELIANT Scimitar GTE, 1973, (M regd.), Beaujolais red/black trim, tinted glass, QI lights, radio/stereo 8 track, just 6,000 miles by one owner. **£2,395**

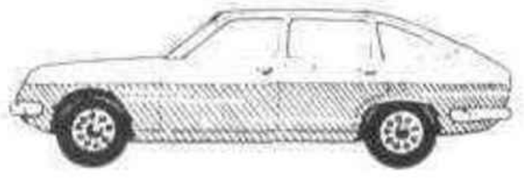
TRIUMPH TR5 roadster, 68/69, choice of two outstanding examples in Valencia blue/tan trim, or red/black trim, both overdrive, radio, tonneau, etc., and low mileage cars. **£795**

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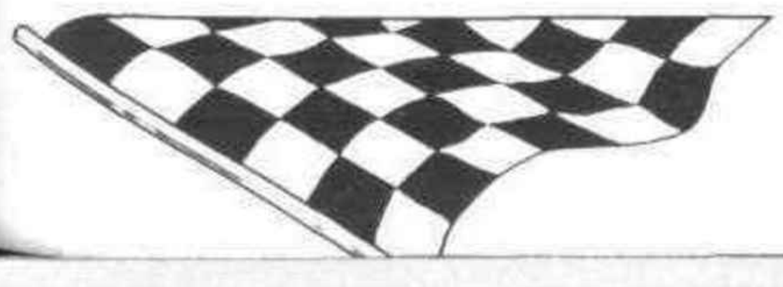
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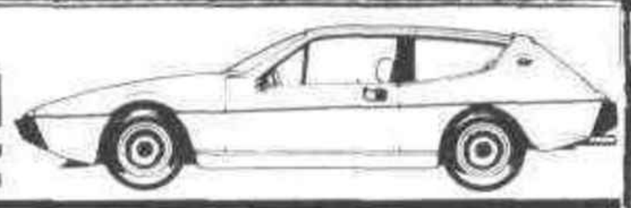
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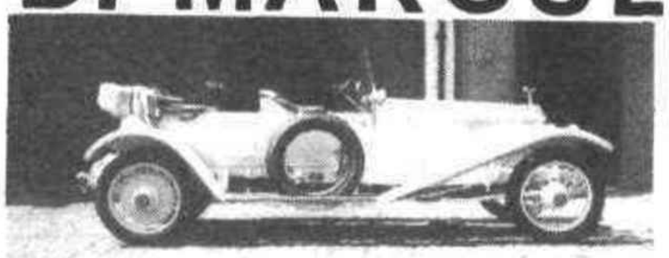
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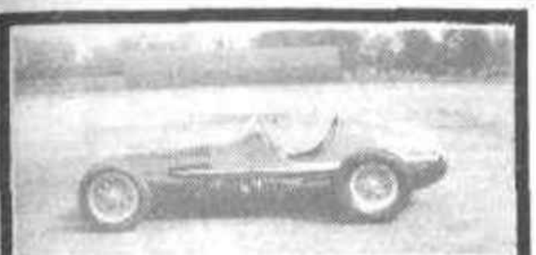
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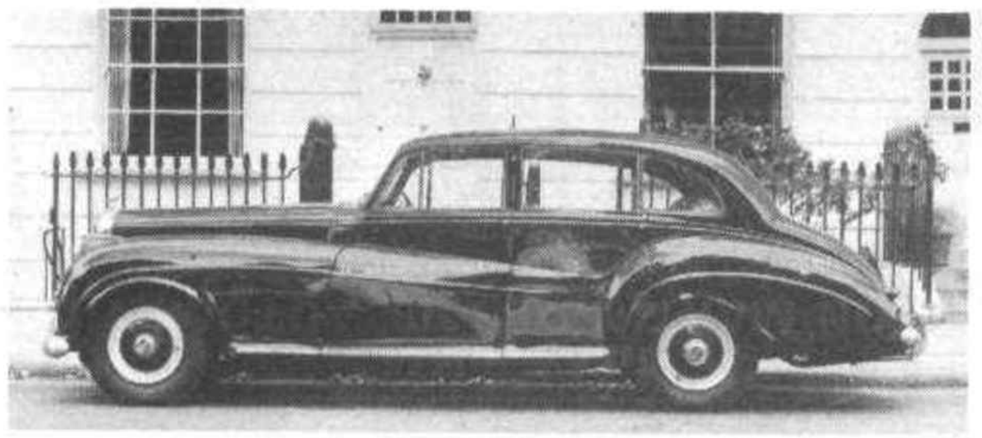
1936 ROLLS-ROYCE 25/30 sports saloon by Hooper.



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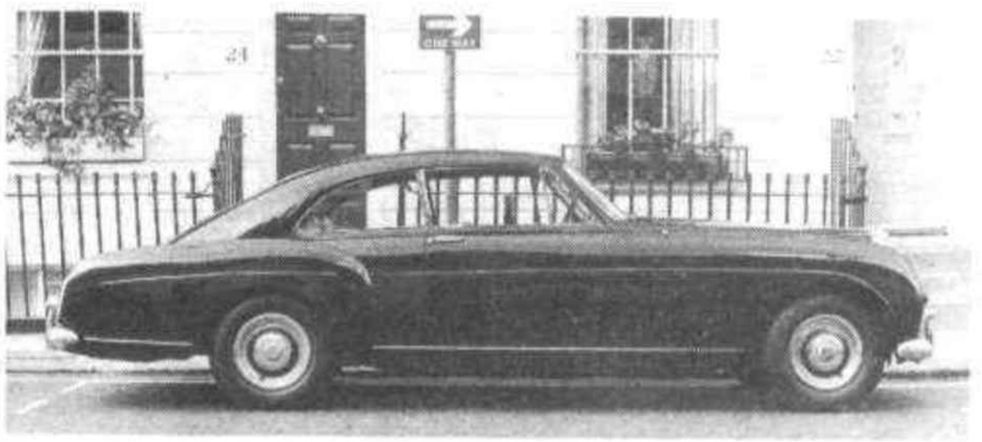
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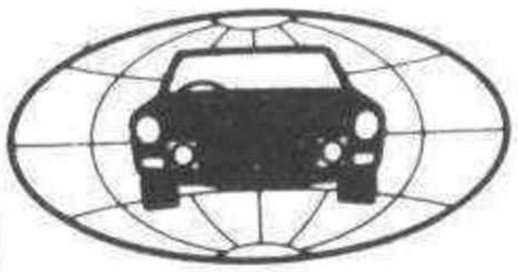
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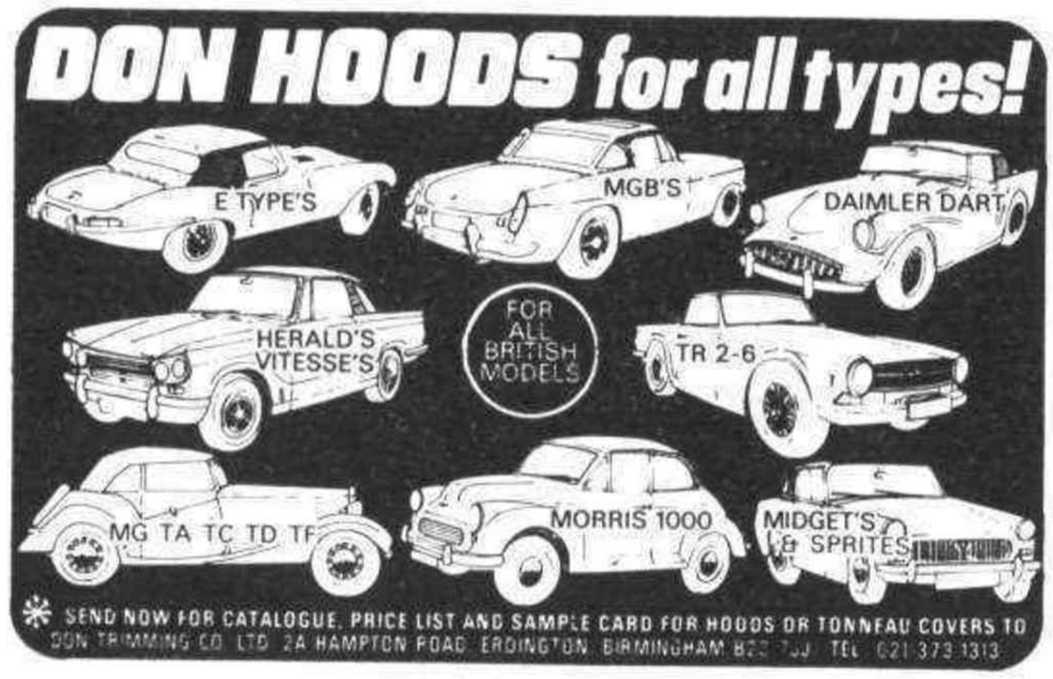
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YEAR..... VALUE..... GARAGED YES/NO*

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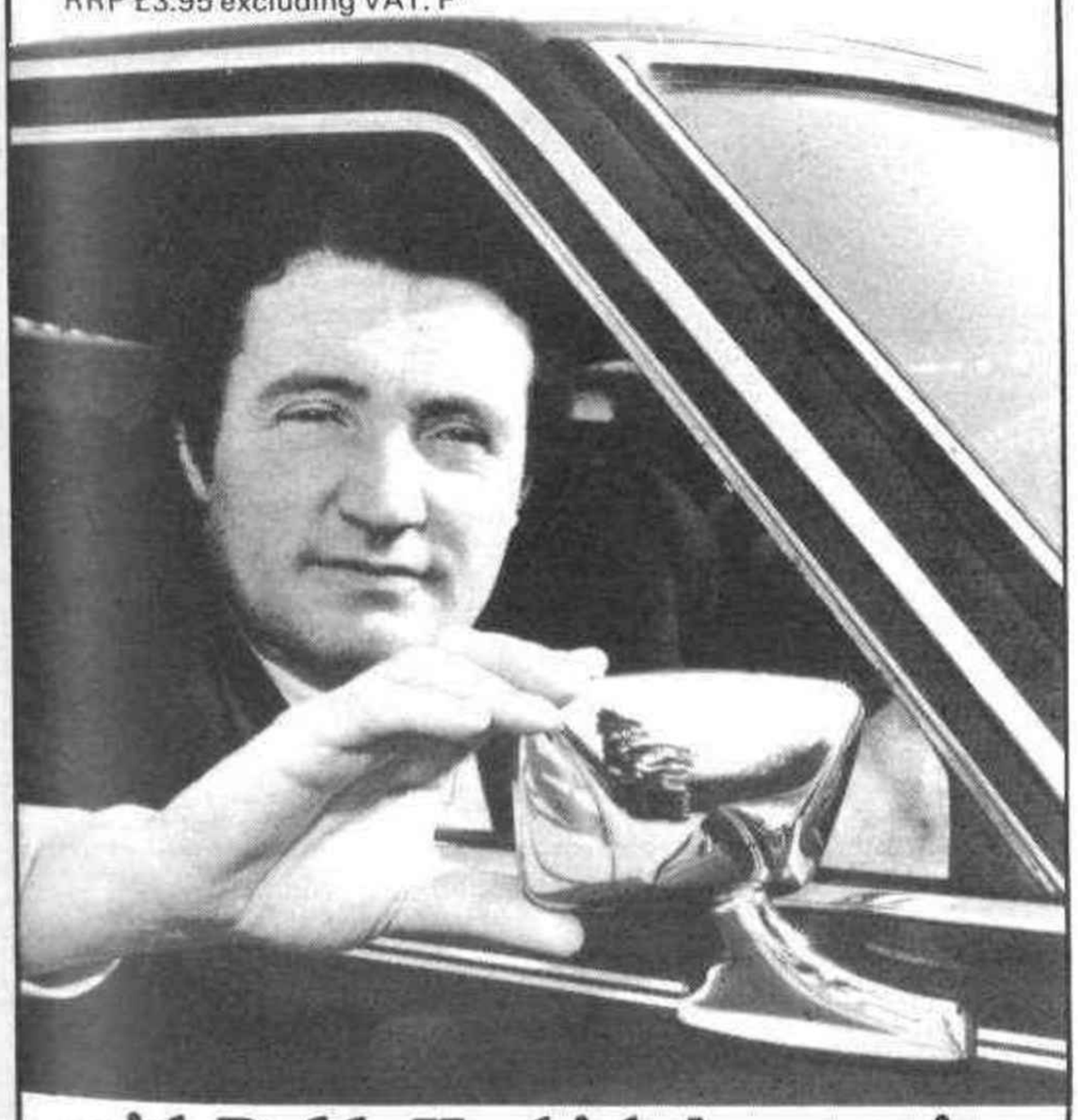
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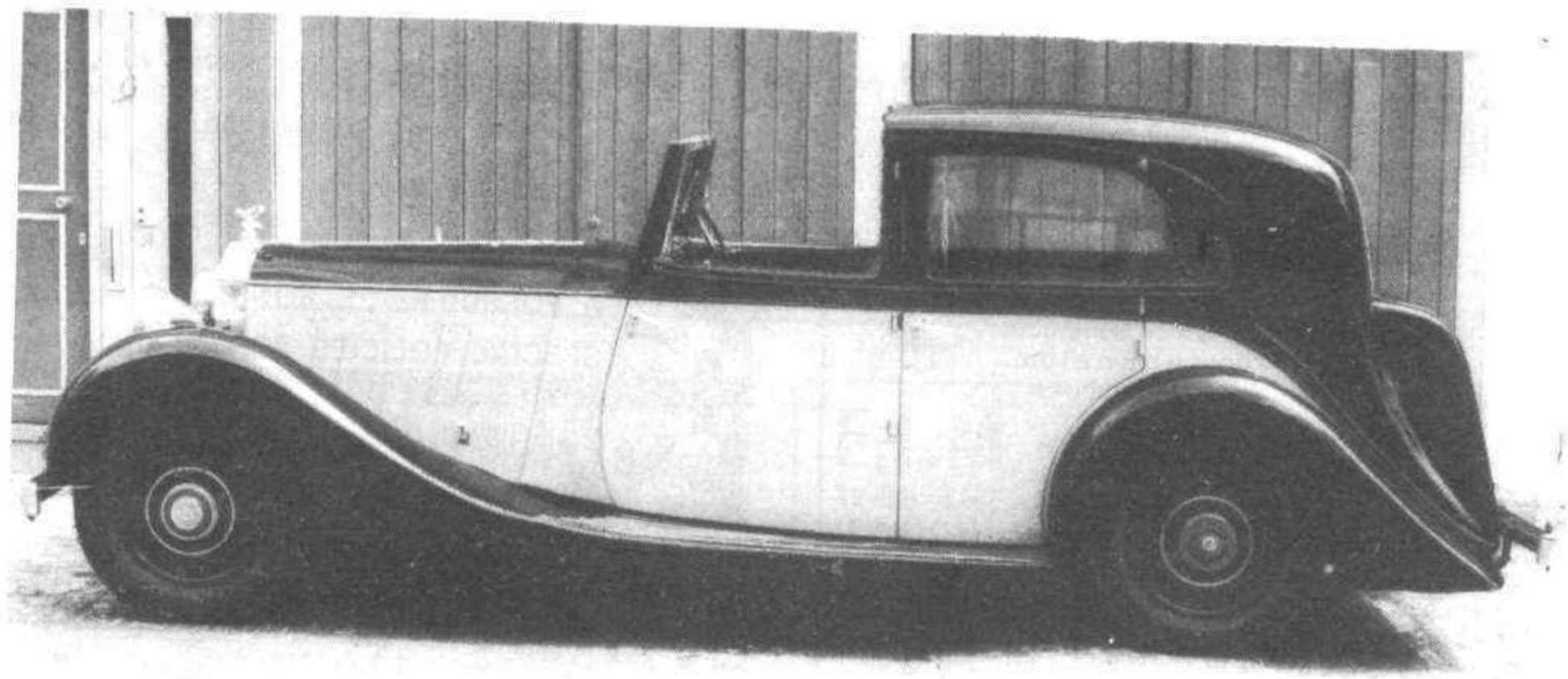
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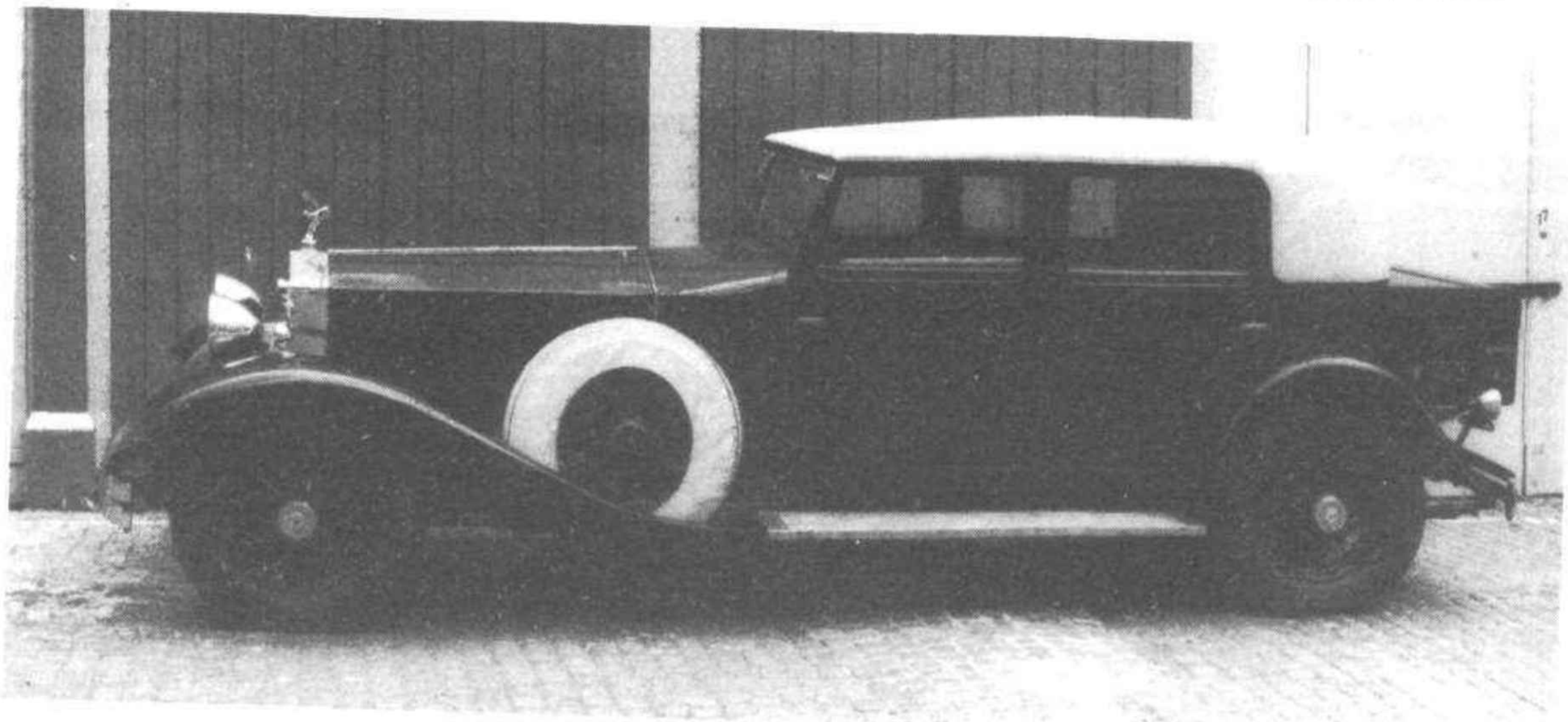
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A rare example of the left-hand drive English-built Rolls-Royce Phantom II chassis with American coachwork by Brewster. Made in 1931 and having central gearchange, this sports saloon with division is very sound and original. £7,000.

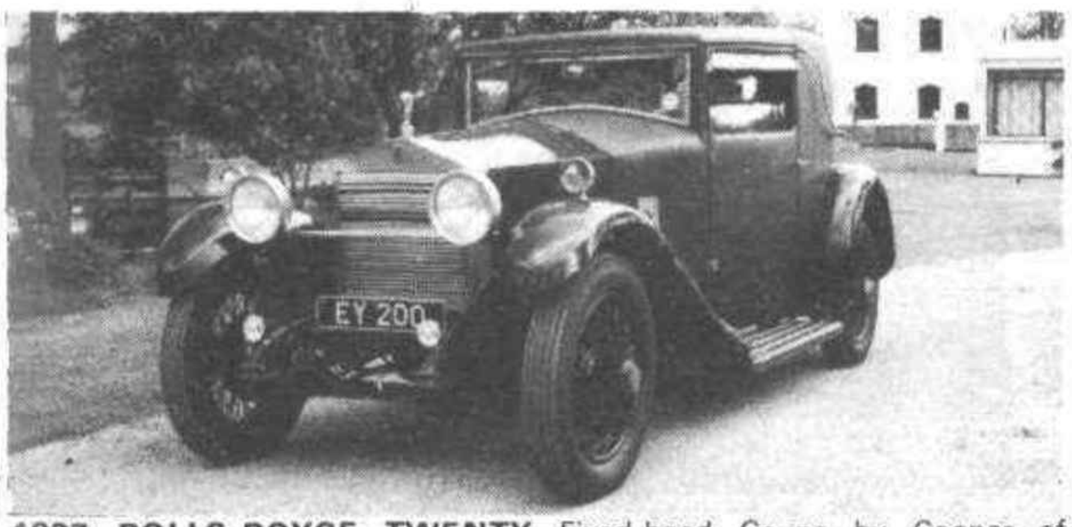
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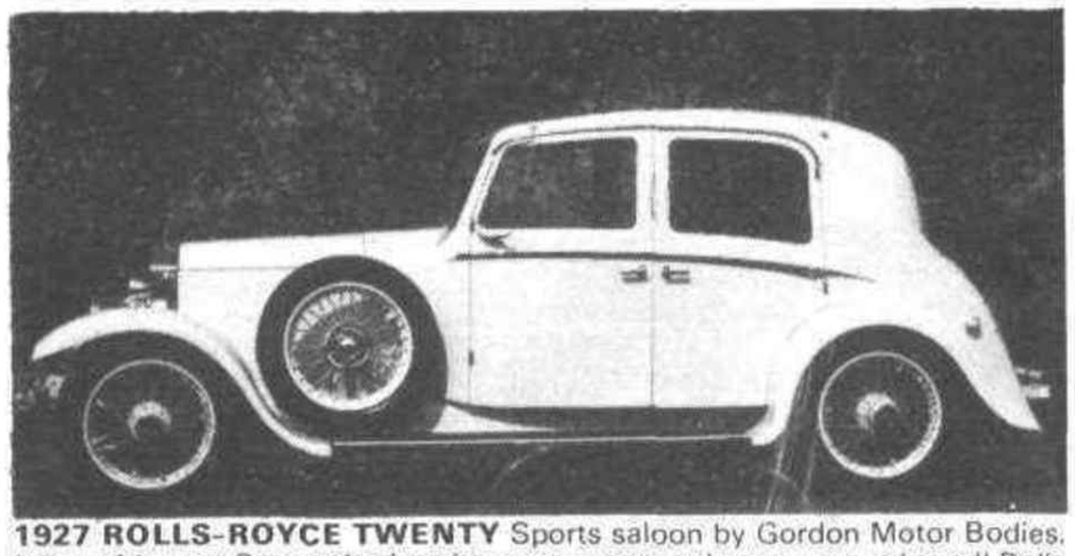
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1927 ROLLS-ROYCE TWENTY Sports saloon by Gordon Motor Bodies. Ivory with grey Gros-point interior: a compact and most unusual small Rolls with comprehensive instrumentation, fine veneers and pockets to all doors.

ROLLS-ROYCE

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1970 PHANTOM V1 Limousine by Mulliner-Park Ward. Unusually and strikingly finished in Rolls-Royce silver over Caribbean blue with the finest blue hide interior throughout. In addition to the usual cocktail equipment incorporated within the powered division cabinet work, this hand-crafted Phantom has separate refrigerated air-conditioning units to front and rear, sideways facing fold-away Opera seats, quadraphonic stereo system and radio to the owner's compartment. It is wired for G.P.O. Radio telephone and bears a recorded mileage of 25,000

1965 SILVER CLOUD III 4-door saloon. Astral blue with crimson hide: In superlative condition, sight of which confirms the low recorded mileage of 39,000. Undoubtedly the best at present available – equipped with powered windows all round, belt line nicely pin-striped in red.

1965 SILVER CLOUD III 2-door fixed head Coupe by Mulliner-Park Ward. This rare Continental-style Rolls-Royce is beautifully finished in Regal red with fine grey hide interior, equipped with power operated windows and good stereo equipment. An exceptional example of a rare model which has a recorded mileage of 53,000.

1962 SILVER CLOUD II power-operated drop-head Coupe by H. J. Mulliner. This rare and valuable car is as shown on page 159 of 'The Elegance Continues', by L. Dalton. Painstakingly restored to better-than-new condition, the coachwork is finished in faultless Regal red and the interior re-upholstered in hand-picked Connolly's champagne hide with matching folding top. The chassis, engine and transmission have been the subject of a complete strip-out, rebuild and re-furbishing to the same perfect standard as the exterior. Visiting experts tell us that this is undoubtedly the finest of restorations, productive of the best convertible Rolls-Royce available anywhere in the World: price and details on application.

1960 SILVER CLOUD II 4-door saloon: Shell over Tudor grey with fine Random Harvest hide, truly immaculate inside and out, having covered 55,000 miles driven by one owner who has had this car maintained at Rolls-Royce Limited, Service Department. Equipped with all the usual refinements plus powered windows.

1947 SILVER WRAITH sports saloon by Park, Ward and Co: Design No. 13 as shown on P 162 of 'The Elegance Continues' by L. Dalton. In one family ownership from 1949 this compact Rolls-Royce has the large R.100 headlamps, concealed step-boards, sun roof and the original Cafe-au-lait hide interior. Equipped with full-flow filtration engine and now being restored externally in the original velvet green with grey side panels.

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1934 Rolls-Royce 20/25 2-seater fixed-head Coupe with double dickey seat, coachwork by Watson of Lowestoft. A unique & exceptionally pretty small Rolls which appears in Mr. Dalton's new book, this is thought to have been built for Mr. Watson's own use; for the greater part of its history being used by one careful family, it is now being restored to its maker's undoubtedly high standard of original black over ivory with black fabric hood topping and deep tan hide interior. Detail fittings include Ivory mounted handles matching the 'Ivorite' steering wheel & dash panel, complementing similar inlay to the capping rails. Vanity set in folding front armrest, adjustable footrail for rear passengers, opening back window, nicely contrived hidden tool kit containing many specified Rolls-Royce extras, concealed folding luggage grid & twin side-mounts. Photographs of this very sweet-running car will appear in forthcoming adverts: price upon completion of work.

1933 Roll-Royce 20/25 2-seater folding head Coupe with double dickie seat coachwork by Jarvis. This closely resembles the car illustrated in 'Those Elegant Rolls-Royce' by L. Dalton at the foot of page 194, except that our example had blind ¾ rear to the folding top and side-mounted spare. Probably ready in October 1974 when the final price will be announced.

1929 Rolls-Royce Phantom II 4-door divided Phantom by Thrupp and Maberley. Constructed to the order of an Indian Prince, this superb motor car is equipped with low-rake steering, six matched Stephen Grebel lamps, two of which are above the dual side-mounted spare wheels, polished covers to all wheels and fully enclosed luggage compartment. The centre posts are detachable so that with the folding top stowed, the coachwork easily converts to fully open touring form; known State-side as a Convertible sedan. Re-finished to a high standard in brilliant Emerald green with deep tan hide and carpets. The folding top is in fawn mohair and has a tailored cover. A unique Rolls-Royce for which offers in excess of £20,000 are invited.

1923 Rolls-Royce Twenty with "Doctors" fully folding head ¾-Coupé bodywork by Windovers. Beautifully restored in Wine red with black fenders and deep tan hide: there is optional side-mounting for a second spare wheel and the trunk has been fully trimmed to form a double dickey-seat: also the usual folding grid for luggage and a neatly tailored cover for the new folding top. Recently winner of a major Concours this lovely small Rolls is priced at . . .

1923 Rolls-Royce Silver Ghost Limousine by Maythorn. Black, fabric-topped roof over deep cherry red, belt lined in black with matching fenders and box-lined bonnet. With divided windshield, peaked roof, dual side mounts, sideways-facing occasionals, this is an outstanding example, restored to really excellent standards. Fine West of England cloth to the rear, beige hide to front, fitted luggage grid and registered AA46. Purdah glass to rear compartment.

1920 Rolls-Royce Silver Ghost. This exceptionally rare example of the 'Speed' model Ghost chassis (with inset levers, high-compression pistons and continental Touring axle ratio) carries unique lightweight open-drive, small limousine carriagework by Hibbard and Darrin. Completely original save for the addition of radiator shutters, front wheel braking and 1930 Lucas headlamps, this mangificent Grand automobile is finished in Lavender grey over black, with Japanned hide covering to the roof, polished alloy bonnet, plated rings to the split rim wheels which are of Springfield type. Equipped with occasional seats and many special interior fittings, this British-built Silver Ghost has blind rear quarters in typical Town-car fashion, fine original interior trim and of course has right-hand steering with four-speed gearbox.

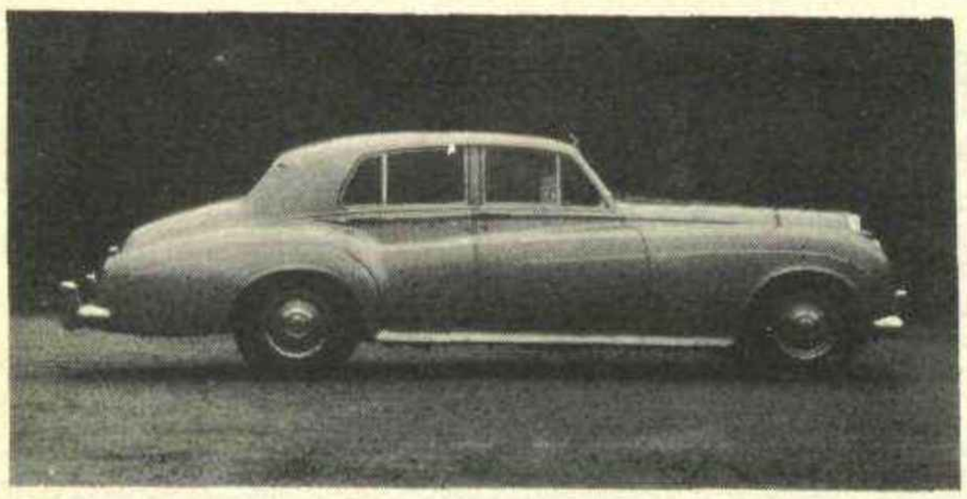
BENTLEY

1965 BENTLEY CONTINENTAL S3 4-door Custom-built saloon by James Young; similar to the "Flying Spur". Resplendent in shell grey with light tan hide. Nicely maintained and recently beautifully cellulosed: our only Bentley at time of going to press - we urgently require others. Any Bentley owner desirous of exchanging his car for a Rolls-Royce will be most generously dealt with.

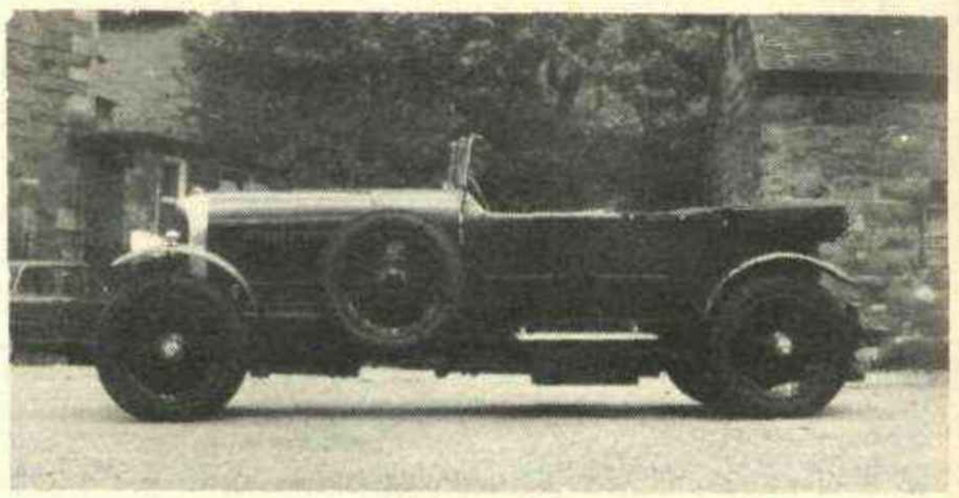
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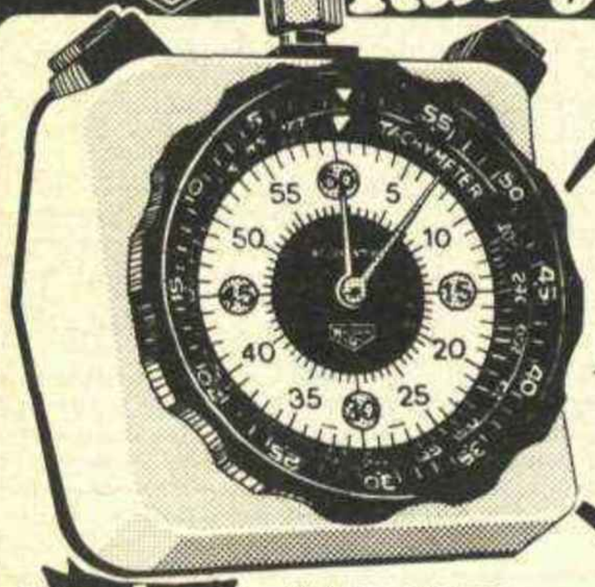
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