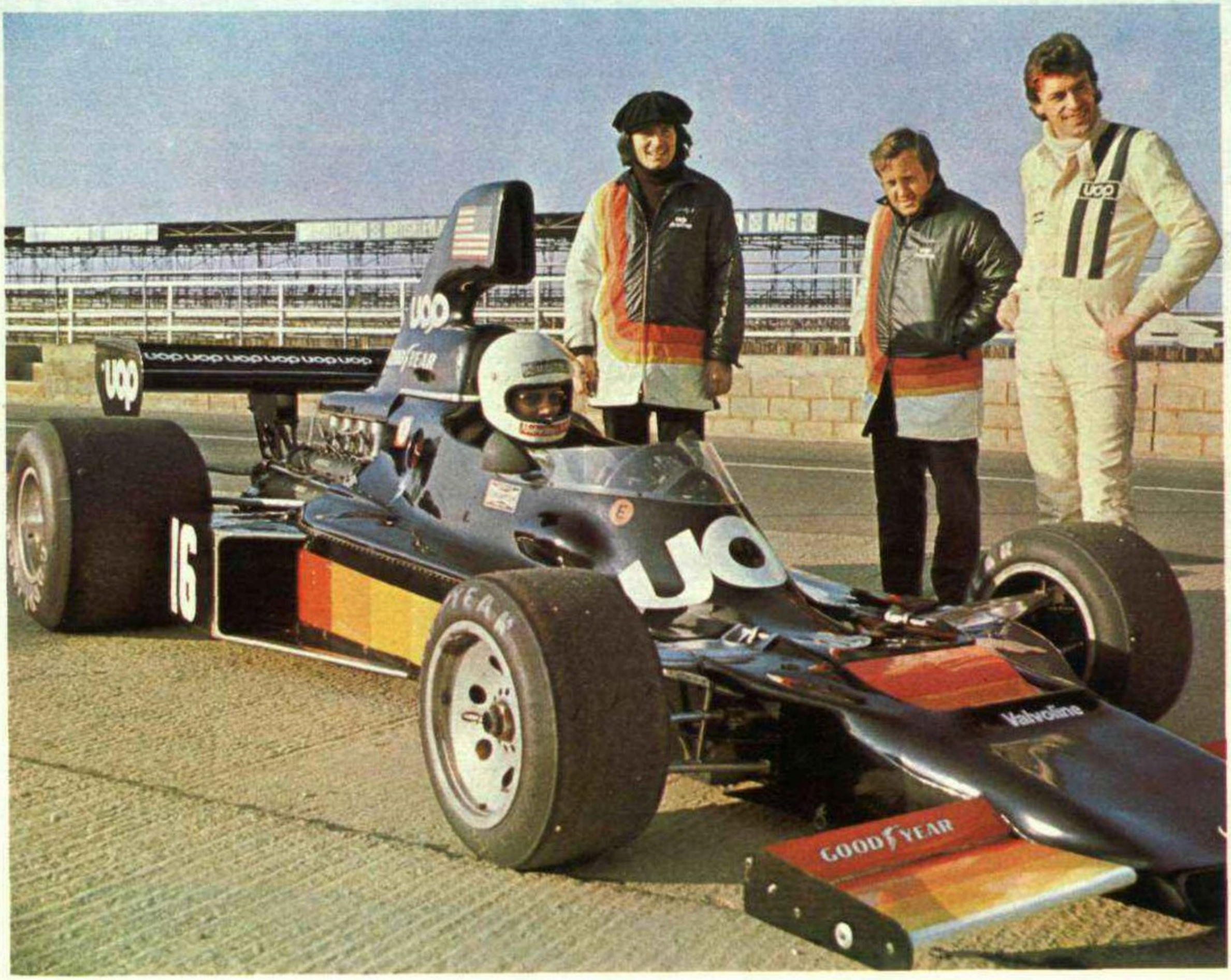
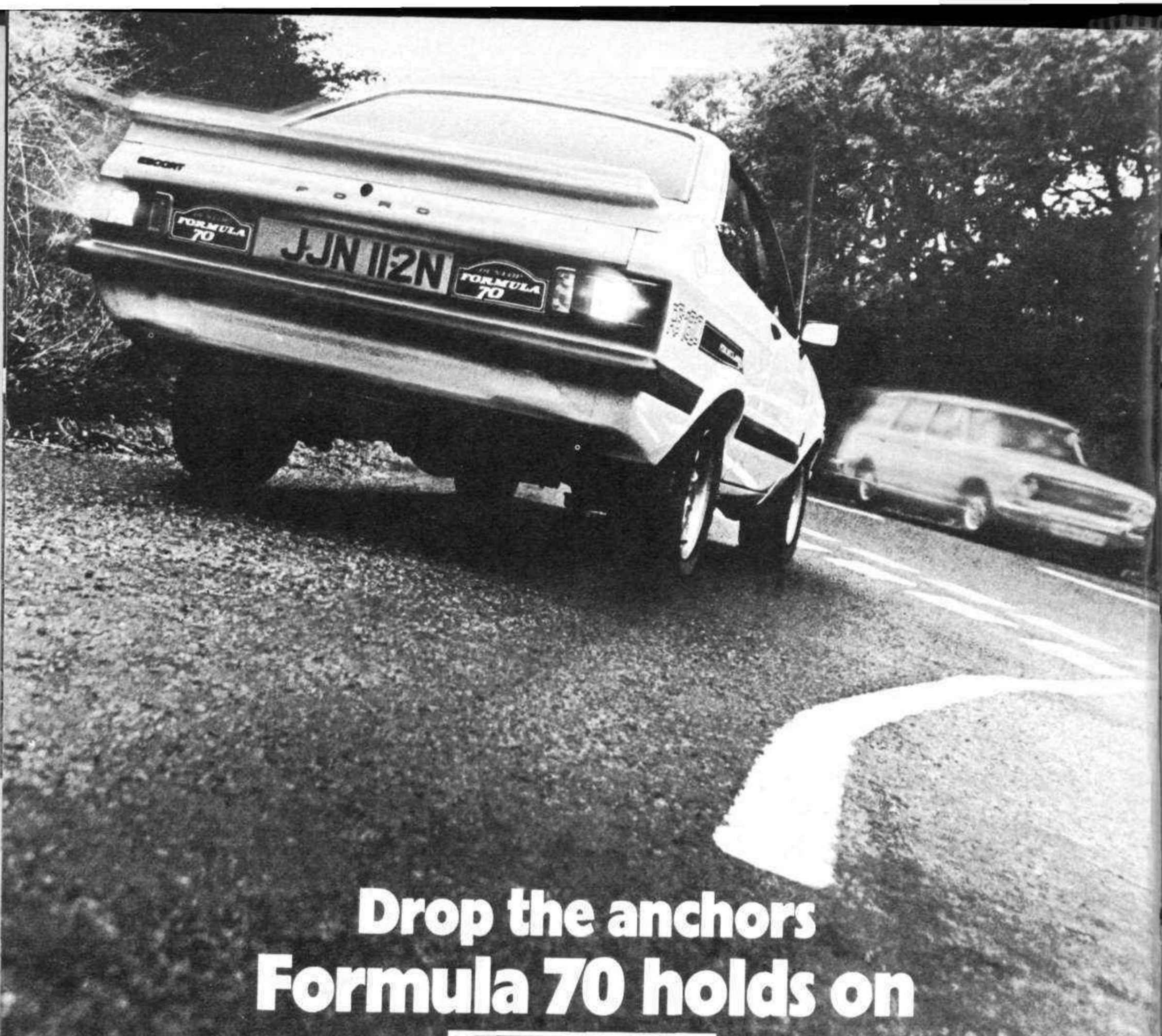
December 1975 Vol. LI No. 12 30p

MOTOR SPORT

Founded in the year nineteen twenty-four





Drop the anchors
Formula 70 holds on



Formula 70. Low profile rally-bred tyres from Dunlop. Now, bulging with extra muscle. See that swelling curve round the shoulders? It gives your performance an added dash of style.

For all the facts, advice and Formula 70 stickers, call in at your specialist Formula 70 Centre. For the address of your nearest Centre call the telephone operator and ask for Freefone 4092.

DUNLOP
FORMULA
70

The Graunchy Grippers

Caterham Car Sales

Super Seven — Concessionaires • TVR London and Surrey Distributors • Siva London and Home Counties Distributors •

Lotus Seven

New Super Seven. Delivery April 1976 of Super Seven Series III powered by 126 b.h.p. Lotus big-valve twin cam engine. Standard specification now incorporates improved seating and stainless steel exhaust system. Price around **£2,250** depending on specification. Send **20p** for brochure, copy road test and price list.

Used Lotus Sevens

A range of used Lotus Sevens always available. We also require well-cared-for Lotus Sevens for cash.

Lotus

1972(L) Elan +2S 130/5. Lime green, h.r.w. **£1,995**
1972 Elan +2S 130. Met blue/silver. Radio, h.r.w. **£1,845**
1971 Elan Sprint f.h.c. Yellow, sun-roof, radio, h.r.w. Warranted 26,000 miles.. **£1,695**
1972 Elan Sprint d.h.c. Red/white **£1,495**
1969 Elan S4 d.h.c. Yellow, radio.. **£945**
1973 Europa Special/5. Yellow, radio, oatmeal trim **£1,895**
1970 Europa S2. J.P.S. livery..... **£1,150**
1960 Lotus Elite. Blue/white. Original bumpers, etc. Full history..... **£1,500**

TVR

Early delivery new **3000M** from **£3,685** and **1600M** from **£2,995.** A limited number of used 'M' Series TVR available.
1971 Tuscan V6. Silver/black, alloy wheels **£1,095**
1971 Vixen S4 1600. White, alloy wheels **£1,095**

Other Cars

1973 MG-B GT. White. O/D., h.r.w. **£1,595**
1972 Jensen Healey. Medici blue.. **£1,495**
1972 MG-B GT. Bronze yellow. O/D. Low mileage **£1,395**
1967 Aston DB6 Manual 5-speed. Radio, chrome wire wheels..... **£1,295**
1974 (N) Spitfire Mk. 4. Radio. White **£1,395**
1972 Ginetta G15. Yellow, sun-roof **£1,095**
1971 (K) Triumph Spitfire. Saffron, hard/soft top, radio, O/D. One owner warrants 27,000 miles **£795**
1969 Mini Cooper. Blue, radio.... **£495**

NB.—Our stock is ever changing and the above list is representative only. Please telephone for details.

Motor Racing

Peter van Rossen finished 5th in the J.C.B. MODSPORTS (and now) PRODSPORTS continuing saga. There is much false information being distributed by a few militants. Please send S.A.E. for current facts.

Wanted for Cash

All Lotus-Elan, +2S, Europa, Elite, Seven, also MG-B, Jaguar, Clan, TVR, Ginetta, etc. Consult us if you are selling a good condition Sports Car — it may be worth more than you think. H.P. accounts settled. Collection arranged.

Lotus 7 Club

Next meeting Thursday, 4th December, 8.30 pm, White Hart, Godstone, Surrey.

TVR/Super Seven — Wine Evening
Make a note for Thursday 15th or Friday, 16th January, 1976, at 142, Finchley Road, N.W.3. Time — 7.30 pm onwards.

Please send me details of New Super Seven Series III (20p) or return postage for TVR/Lotus 7 Club.

Name .....

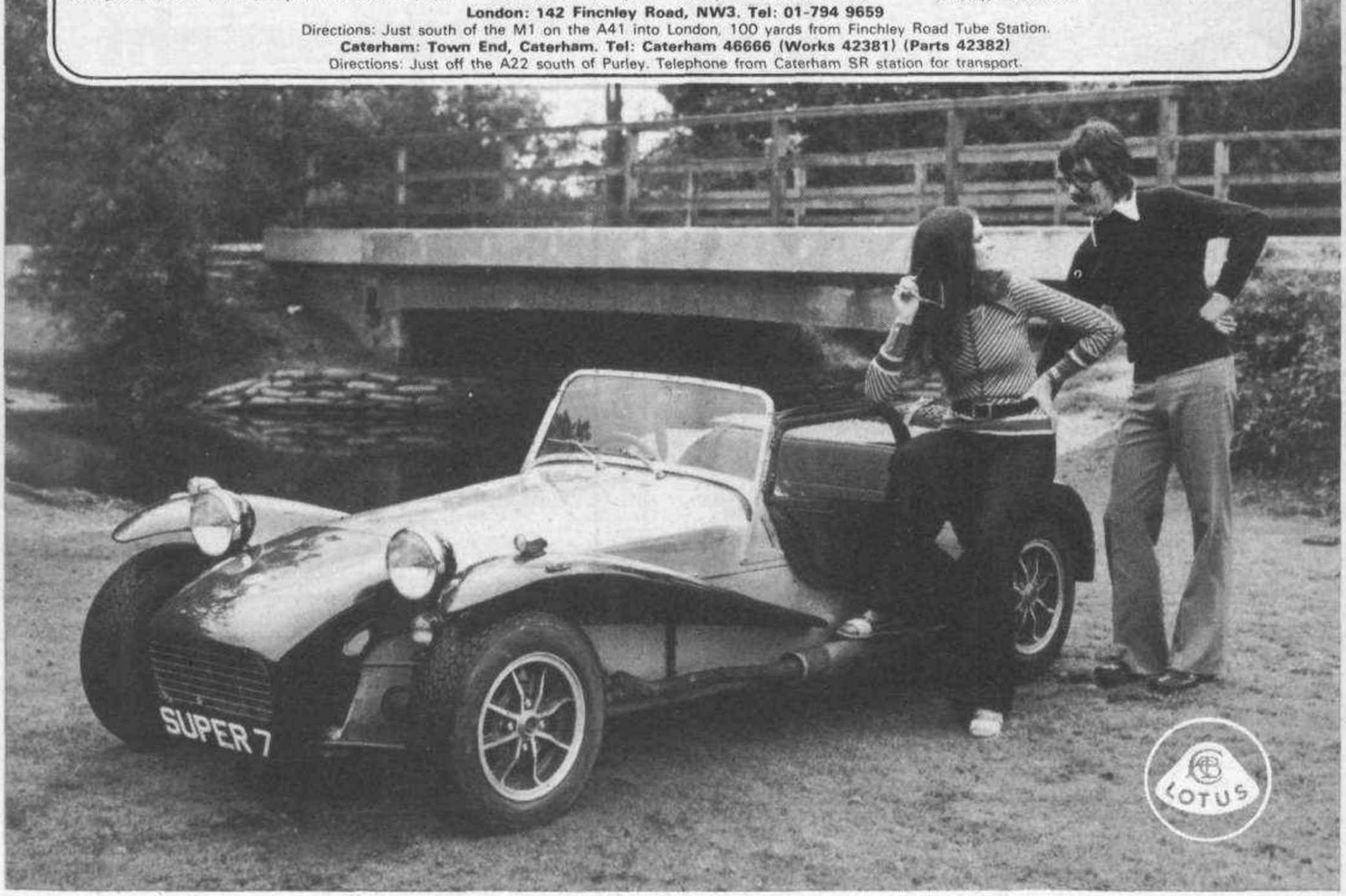
Address .....

.....

.....

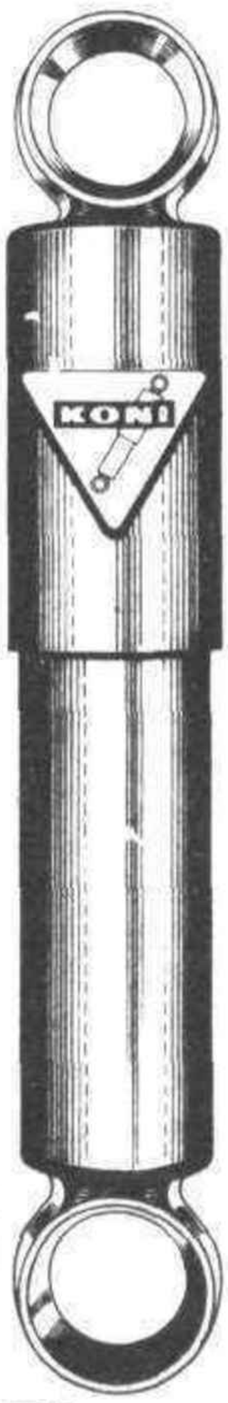
To: Seven House, Town End, Caterham Hill, Surrey, CR3 5UG.

London: 142 Finchley Road, NW3. Tel: 01-794 9659
Directions: Just south of the M1 on the A41 into London, 100 yards from Finchley Road Tube Station.
Caterham: Town End, Caterham. Tel: Caterham 46666 (Works 42381) (Parts 42382)
Directions: Just off the A22 south of Purley. Telephone from Caterham SR station for transport.



Join the exclusive motoring set with a set of KONI's





In motoring there is an exclusive set of people who, though they may not motor in the most expensive cars, do go to the very top of the market for shock absorbers and fit Koni's to their cars. Such people put motoring with Koni damping far above driving with a set of ordinary shock absorbers which show a saving on cost that can never equal the extra roadholding safety, the extra riding comfort, the extra peace of mind gained with a set of Koni's.

Koni are very special and very exclusive shock absorbers. They give you more confidence at the wheel because they give better controlled damping on the road. And in an emergency, Koni give maximum roadholding whatever dramatic steering changes, sudden braking, violent acceleration you are forced to make to avoid danger. And Koni racing successes also underline Koni superiority—Koni were fitted to the Formula I champion cars in 1971, 1972, 1973, 1974 . . . and 1975 looks like being a repeat performance too including Le Mans 24 hours and Indianapolis.

Get a set of Koni's fitted to your car and discover real roadholding power—it's an exclusive characteristic of every car fitted with Koni shock absorbers. Koni are available for almost every car through your garage or accessory shop, or send coupon below to sole concessionaires.

KONI SHOCK ABSORBERS
—NOT THE CHEAPEST, BUT THE BEST

Made in Holland

To: J. W. E. BANKS & SONS LTD. (Dept. K15) Crowland, Peterborough, PE6 0JP
Tel: Crowland 316/7/8.
London Depot: Motortune Ltd., 150 Brompton Road. S.W.3. Tel: 01-581 1234.

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

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

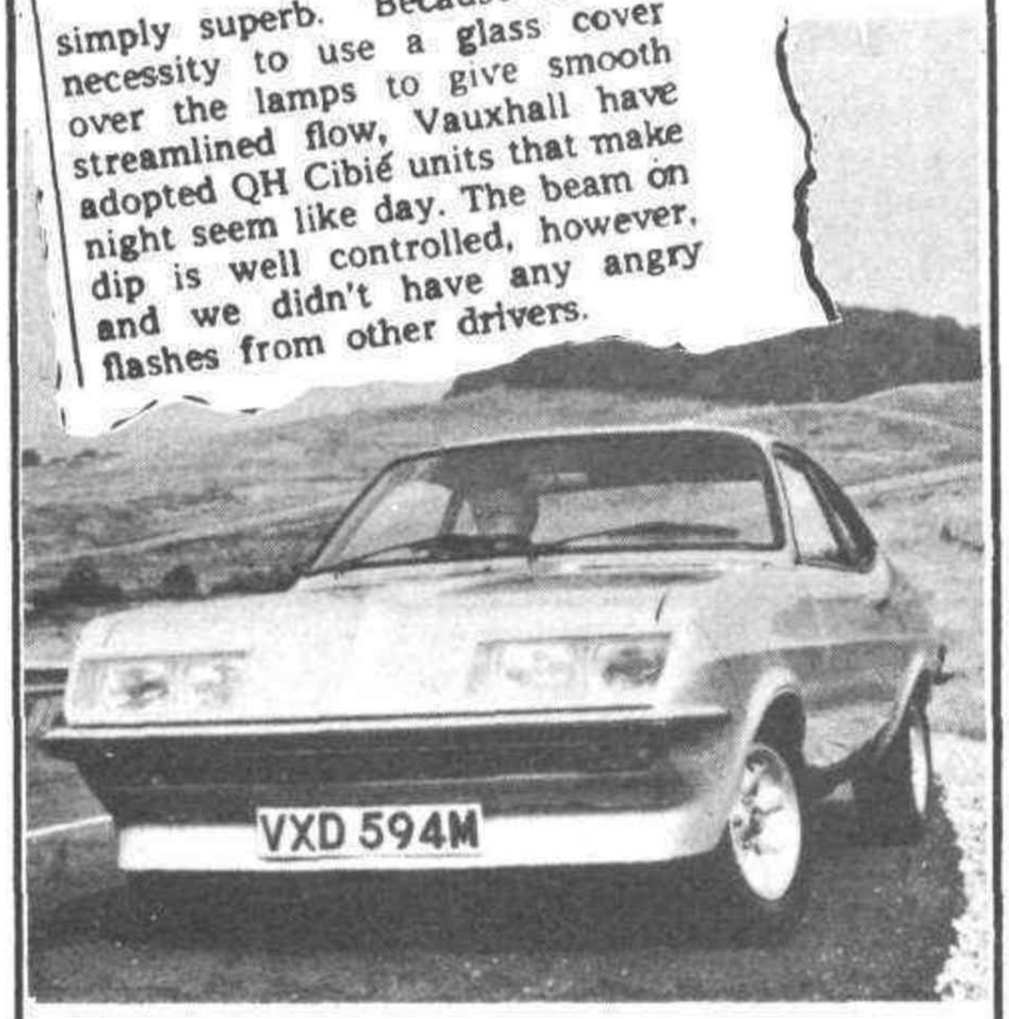
Name .....

Address .....

.....

Motor Road Test: Nov. 9th 1974
Vauxhall Firenza Coupé

. . . the headlights are simply superb. Because of the necessity to use a glass cover over the lamps to give smooth streamlined flow, Vauxhall have adopted QH Cibié units that make night seem like day. The beam on dip is well controlled, however, and we didn't have any angry flashes from other drivers.



"Turns night into day..."

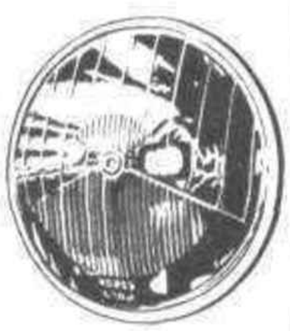
You may not be fortunate enough to own a car which is fitted with Cibié headlamps as original equipment, widely acclaimed as the best headlamps around . . . but do not despair . . . Cibié manufacture a wide range of conversion units for many popular cars. This includes 5¾" and 7" round units as well as a number of rectangular versions. Cibié were the pioneers in the use of halogen lighting and all their lamps have computer-designed lenses and a beam pattern which throws light just where it's needed. On dip it does not annoy and on main it reaches far out into the night for safe and relaxed driving.



TYPE H180



RECTANGULAR BIODE



TYPE 534

CIBIÉ

Cibié-Britover (Continental) Ltd.,
387-389 Chapter Road,
London NW2 5NG
(Telex: 923260)
Telephone: 01-459 7256/7/8

BOOKS! NEW TITLES — SALE OFFERS — THE BEST IN PRINT

CONNOISSEUR CARBOOKS

FOR THE DISCERNING ENTHUSIAST AND COLLECTOR

TO ORDER BY POST please send your order with cheque or PO payable to Connoisseur Carbooks at the address shown below. Prices include post/packing by surface mail UK and abroad. Overseas customers: please pay in sterling by international money order or cheque payable through a British bank, or add 50p if paying in your own currency. CALLERS ARE WELCOME TO VISIT US between 9.00 and 5.30 Monday-Friday, or between 10.00 and 4.00 on Saturdays. We have many books on sale which are not shown on this page and will be pleased to help you. TELEPHONE ENQUIRIES: 01-994 6783.

NOTE: In view of the recent increase in postal charges, all customers ordering 6 or more books at a time will be sent a credit voucher for £1.00 which may be used with, their next order. Customers ordering 3, 4 or 5 books at a time will be sent a similar voucher for 50p. May we also add that we spend a great deal of time, and money, in ensuring careful packing of books ordered by post. Our mail-order service is second to none. Please read our entire announcement for details of the latest and best in books for the serious anthusiast . . .

The Aston Martin Competition Cars 1921-1967. Feather. New compilation of road and track tests, technical articles and race reports from journals of the time. Limited to 1,000 copies. 80 large pages, 130 illus. **£4.00**

Aston Martin 1963-1972. Dudley Gershon. A decade of Aston Martin achievement as recalled by their Director of Engineering. 144 pages, 16 pages of plates. **£4.35**

American Car Spotter's Guide 1920-1939. Burness. An amazing 2,600 illustrations depict models from 217 manufacturers during a most interesting two decades. Also contains technical notes and a listing of 350 additional makes. 290 pages. **£5.20**

Bugatti: Thoroughbreds from Molsheim. Dumont. This is undoubtedly the most lavish book on Bugatti ever produced! 520 large pages, 500 illustrations (many most rare) plus 24 colour paintings. **£18.70**

Vanwall. Jenkinson & Posthumus. Greeted as an outstanding book on the cars that made British racing history. 160 pages, 90 photos. **£5.45**

Jaguar Sports Cars. Skilleter. Most handsomely produced book with some 400 pages and 200 photos including colour. **£10.55**

Motor Racing Year 1976. First off the grid again! Round-up of 1975 FI World Championship plus news of other events. 128 pages, over 120 illus., colour covers. **£3.10**

Rolls-Royce in America. New Dalton Watson book. Author John Webb de Campi chronicles the complete story of Rolls in USA. 256 large pages, over 400 fine photos. **£10.10**

20 Years of Crewe Bentleys 1940-1965. A wealth of technical and statistical information packed into 52 pages. 15 photos. **£1.15**

Car Service Data. Seale. 2nd edition gives essential technical data on 1,200 cars and light vans from 1959 to 1975. 272 pages. **£3.35**

Climax in Coventry. Hassan. The autobiography of Walter Hassan, written in collaboration with Graham Robson. Includes the great days of Bentley at Le Mans, the creation of the Jaguar XK engine and the brilliant success of the Coventry Climax engines. 190 pages, 41 illus. **£5.65**

The American Ford. Sorensen. Big (15¾" × 11"), beautiful book on Ford and his cars. 263 pages, 700 striking and original photos. **£15.75**

Citroen. Raymond Broad. Model-by-model history. 144 pages, illustrated with photos and drawings. 'Great Cars' series. **£6.45**

Volvo. Gladys Nicol. Also in 'Great Cars' series. 144 pages, illustrated. **£6.45**

British Light Cars 1930-1939: Design and Renovation. Hudson. Describes over 120 models including Austin 7, Frazer Nash, Lea Francis, Triumph etc. 340 large pages, over 200 illus. **£7.10**

Morris 1932 Wall Poster. Measures 3ft. × 2ft. approx. with photos of 20 different models plus coachwork and engine details. An ideal gift! **£2.25**

The Story of Triumph Motorcycles. Louis & Currie. Complete history. 128 pages, over 100 photos and drawings. **£5.35**

Motor Sports: A Pictorial History. Flower. Comprehensive survey of all classes of competition. 240 large pages, 227 illus., 19 in colour. **£4.55**

Racing Engine Preparation. Wilson & Smith. New American book. 143 pages, 83 illus. **£4.25**

The Long Haul. Seth-Smith. History of British commercial vehicles from late 19th century to date. 189 pages, 114 photos, many drawings. **£6.25**

Bodywork Maintenance and Repair Including Interiors. Browne. Covers rust prevention, painting, trimming, repair techniques etc., etc. 117 large pages, well illustrated. **£3.45**

Car Interior Restoration. Boyce. American book. 128 pages, 53 illus. **£2.40**

SALE OFFERS! Books at bargain prices — while stocks last! The ideal way to enlarge your motoring library.

From Brands Hatch to Indianapolis. Large, lavish survey of ten great motor racing circuits. Each chapter written by a leading driver. Foreword by Fangio. 240 pages, 249 superb colour plates, 144 b/w photos. Was £3.95. **£2.55**

Motor Sport Annual 5. Full round-up of the 1971 competition year. Formula 1, CanAm, Saloon Cars, Rallying, Formula 5000 etc., etc. 160 large pages, 280 photos, some colour. Was £3.55. **£1.55**

British Cars of the Sixties. Nye. Documents 40 makes from AC to Wolseley. 185 large pages, illustrated. Was £3.20. **£2.00**

The Chequered Year. Simon. The story of the March team in 1970. Packed with detail and drama. 280 pages, 27 photos. Was £2.85. **£1.75**

Advertising and the Motor Car. Frostick. History of the car through 80 years of advertising art. 159 large pages, packed with illustrations including over 70 in colour. Was £6.00. **£3.35**

"MRP" BOOKS. For the true devotee — books published by our associate company, Motor Racing Publications.

The Austin Seven: A Pictorial Tribute. Wyatt. 120 photos. **£3.00**

Bristol Cars and Engines. Setright. 160 pages, 79 illus. **£4.90**

The Story of the Ford Grand Prix Engine. Blunsden & Phipps. **£5.00**

The Jensen Healey Stories. Browning & Blunsden. 160 pages. **£4.45**

The Story of Lotus 1947-1960. £4.10

The Story of Lotus 1961-1971. £6.10

The Complete MG Workshop Manual. Blower. 600 pages, M to TF. **£5.60**

The Story of Triumph Sports Cars. Robson. 189 pages. **£4.45**

Racing Car Design and Development. Terry & Baker. 256 pp. **£6.00**

The Way to Win. Turner. **£4.20**

Motor Racing Year 1975. £2.70

DALTON WATSON BOOKS. Large-format pictorial histories. Each book is superbly produced and is the standard work on its subject. Choose from:

Alfa Romeo, Milano. 400 photos. **£6.60**

The Jaguar Tradition. 350 photos. **£6.60**

The Mighty Mercedes. 450 photos. **£6.60**

The Magic of MG. 350 photos. **£6.60**

Coachwork on Rolls-Royce 1906-1939. 448 pages, 700 photos. **£12.10**

Those Elegant Rolls-Royce. More pre-war models. 670 photos. **£7.60**

Rolls-Royce: The Elegance Continues. Post-war. 400 photos. **£7.60**

Bentley: 50 Years of the Marque. 296 pages, 600 photos. **£7.60**

The Coachbuilt Packard. 400 photos. **£5.60**

Private Motor Car Collections of Great Britain. 300 photos. **£5.10**

OTHER "ONE-MAKE" BOOKS

Alfa Romeo. Hull. 160 pages. £2.35

The Alvis 12/50 Engine. 200 pages. £4.10

Armstrong-Siddeley Cars 1945-1960. Road tests, 124 pages. £2.75

Aston Martin 1921-1942. 120 illus. £4.00

Aston Martin 1959 Register. £1.10

The Motor Sport Book of the Austin 7. £1.00

Austin 7 in the 30s. 100 pages. £2.30

Seven Years with Samantha. £4.45

Austin Racing History. 56 pages. £2.30

Austin 10 1932-1939. 100 pages. £2.30

Book of the BSA Scout & Three Wheeler 1929-1939. Handbook. £1.30

Bugatti: Le Pur-Sang Des Automobiles. 480 pages, over 300 illus. £6.55

Grand Prix Bugatti. 224 pages. £4.85

Buick Cars 1929-1939. 66 pages. £1.50

Cadillac: Complete 70-year History. 416 pages, 500 photos, 73 colour. £10.10

60 Years of Chevrolet. 320 pages. £9.10

70 Years of Chrysler. 384 pages. £10.10

Chrysler Cars 1930-1939. 100 pp £2.30

The Cord Front-Drive. 224 pages. £5.90

The Real Corvette. 1,400 photos. £11.85

Corvette: Six to Stingray. £4.40

The Daimler Tradition. 334 pages. £8.60

The Dodge Story. 320 pages. £9.10

Ferrari. Tanner. 400 pages. £7.70

The Ferrari. Rogliatti. 255 pages. £6.10

Ferrari. Setright. 160 pages. £2.35

Ferrari Selection 1959/73. 16 pp. £1.15

Ferrari: Early Berlinettas & Competition Coupes. 96 pages, 113 photos. £5.15

Ferrari: Early Spyders & Competition Roadsters. 132 pages, 205 photos. £5.65

Ford Cobra Guide. 139 pages. £2.30

The Cobra Story. 300 pages. £6.10

Illustrated History of Ford. 320 pp. £9.10

Ford in Europe: The First 70 Years. 'Autocar Special'. 96 pages. £1.10

Jaguar. Montagu. 160 pages. £2.35

Jaguar Sports. 76 large pages. £1.10

History of Lamborghini. Covers all models from 1963. 172 large pages. £7.50

Lamborghini Guide 1963/73. 16 pages. £1.15

The Lotus 49. Hodges. 80 pages. £2.50

A Very Special Year. 112 pages. 95p

Maserati: Sports, Racing & GT Cars 1926-1975. 300 pages. £8.55

The 250F Maserati. 80 pages. £3.40

Mercedes-Benz 300SL. 164 pp. £10.10

Mercedes-Benz Story. 228 pages. £3.40

Mercedes-Benz W125, 1937. £2.50

MG Sports. 68 large pages. £1.10

MG Cars in the 30s. 100 pages. £2.30

Story of the MG Sports Car. £4.45

MG Yearbook 1974. 200 photos. £6.60

MG Yearbook 1973. 111 photos. £4.50

Morgan: First & Last of the Real Sports Cars. 192 pages, 92 photos. £5.10

Paperback edition of above. £2.45

Morgan Cars 1936-60. 66 pages. £1.60

Morgan 3-Wheeler Handbook. £1.35

Oldsmobile: The First 75 Years. £4.40

The Packard Story. 286 pages. £7.85

Packard 1942-1962. 219 pages. £7.60

Packard: Ask the Man Who Owned One. 383 pages of ads. £6.60

The Racing Porsches: A Technical Triumph. Frere. 212 pages. £5.00

Porsche Sport 74/75. 104 pages. £4.50

Porsche Cars 1952/1956. £1.60

Riley: Production & Competition History. Pre-1939. 2nd edition. 272 pages. £5.45

Rolls-Royce: The History of the Car. 196 large pages, 278 illus. £5.10

Rolls-Royce. Setright. 160 pages. £2.35

The Rolls-Royce Motor Car. Bird & Hallows. 344 large pages. £10.60

Rolls-Royce: The Living Legend. £6.60

Rolls-Royce Alpine Compendium. £4.00

Rolls-Royce 40/50 HP: Ghosts, Phantoms, Spectres. 400 pages. £8.55

Rolls of Rolls-Royce. £2.05

The Salmson Story. 167 pages. £5.65

The Tyrrell Fords. 80 pages. £3.40

Georges Roesch & The Invincible Talbot. 496 pages, 181 illus. £5.85

The Complete Encyclopaedia of Motor Cars. 2nd edition. 704 pages, covers over 4,100 makes. Good text 2,000 photos, 48 colour pages. **£10.25**

The Complete Catalogue of British Cars. Offers greater detail on some 700 makes, has 511 pages, over 1,000 photos, much information. **£9.25**

OLYSLAGER AUTO LIBRARY

World famous photographic reference works. Choose from:

British Cars of the Late 50s. £3.35
British Cars of the Early 50s. £3.35
British Cars of the Late 40s. £2.85
British Cars of the Early 40s. £2.85
British Cars of the Late 30s. £2.85
British Cars of the Early 30s. £2.85
British Cars of the Early 30s. £2.85
American Cars of the 1950s. £3.10
American Cars of the 1940s. £2.45
American Cars of the 1930s. £2.45
American Trucks of the Late 30s. £3.35
American Trucks of the Early 30s. £3.00
Fairground & Circus Transport. £2.85
Scammell Vehicles. £2.35
Firefighting Vehicles. £2.35
Earthmoving Vehicles. £2.35
Wreckers & Recovery Vehicles. £2.35
Passenger Vehicles 1893/1940. £2.85
Buses & Coaches from 1940. £2.85
Tanks & Transport Vehicles of World War 2. £4.15
The Jeep. £3.00
Half-Tracks. £2.35
Cross Country Cars from 1945. £3.35
Motorcycles, Pre-1945. £3.35

MORE GOOD BOOKS. A selection of the best of our extensive stock.

Jim Clark Remembered. Biography. 128 pages, 130 photos. £4.35

History of Sports Cars. 320 pp. £2.55

British Sports Cars Since the War. £4.35

Specialist Sports Cars. 112 pages. £4.75

Restoration of Vintage & Thoroughbred Cars. £4.45

History of British Dinky Toys. £2.10

Car Badges of the World. £2.15

Do Your Own Car Body Repairs. £2.05

Car Spraying Made Easy. £1.90

Challenge Me the Race. £3.25

Francois Cevert: Contract with Death. £3.90

All But My Life (Moss). £3.25

Grand Prix Accident Survey 1966/72. £2.30

The Le Mans 24-Hour Race 1949/1973. £12.70

Passenger Cars 1924-1942. £2.15

History of Brooklands Motor Course. Boddy, 368 large pages. £3.85

Hershey Antique Auto Show. £1.80

American Car Spotter's Guide 1940/1965. 2,115 photos. £4.35

Car Classics 1975 Yearbook. £1.40

Lorries, Trucks & Vans Since 1928. £3.15

Lorries, Trucks & Vans 1897/1927. £1.90

Steam Traction Engines in Colour. £1.90

Farm Tractors in Colour. £2.30

Fire Engines in Colour. £2.15

Old Car Value Guide (USA). £3.50

Indianapolis 500 1974 Yearbook. £2.65

How to Watch Motor Racing. £3.65

The 4-Wheel Drives. 80 pages. £3.40

The Auto as an Art Form. £1.95

World Cars (1975 edition). £8.25

The Best of Brockbank. £3.35

Brooklands and Beyond. £4.20

Runabouts & Roadsters. £8.10

History of the London Taxicab. £4.15

See top of page for order instructions. All orders to:

CONNOISSEUR CARBOOKS, 28 DEVONSHIRE ROAD, LONDON W4, ENGLAND

PAGE & MOY LTD

Here it is — our new exciting programme of tours to overseas motor races.

A 48-page colourful brochure is packed with interesting information.

There are 35 tour itineraries at unbelievable value.

You can see a race abroad from as little as £25 for a whole week-end.

There are one-day visits — week-ends — and full-scale holidays. Something for everyone!

You can win a valuable free gift if you book a group to Le Mans and you can travel free.

We're flying by British Airways' Bœing 747. 'Jumbo Jet' to Monaco and Watkins Glen for the second year running.

1976 motor racing tour programme

BRAZILIAN G.P.
10-day holiday from £590.

SOUTH AFRICAN G.P.
17-day luxury holiday. £425.

SPANISH G.P.
Two week-end itineraries and a one-day visit. From £47.

BELGIAN G.P.
Week-end away. £39.

BELGIAN G.P. and NURBURGRING 1,000 KMS.
10-day holiday. £87.

NURBURGRING 1,000 KMS and MONACO G.P.
13-day holiday visiting both events. £99.

MONACO G.P.
10 different itineraries from one-day to one-week. From £49.

Also sensational flights by British Airways' Boeing 747 'Jumbo Jet'.

LE MANS
5 different itineraries. From £25.
Also fabulous valuable free gift offer.

LE MANS and DUTCH G.P.
10-day holiday including Paris, Brussels and Amsterdam. £85.

DUTCH G.P.
Week-end visit. From £49.

FRENCH G.P.
Week-end visit. £85.

GERMAN G.P.
Week-end itinerary. £49.

AUSTRIAN G.P.
A week-end or a 10-day holiday. £99.

SWEDISH G.P.
Week-end including Copenhagen. £89.

ITALIAN G.P.
5 different itineraries. From £59.

UNITED STATES G.P.
6-day visit including New York. £199.

post the coupon today

PAGE & MOY LTD offer thirty-five tour itineraries to next year's overseas motor races. Our 48-page Motor Racing Brochure is free—and it's packed with interesting information.

NO STAMP NEEDED—TEAR OUT THE COUPON BELOW AND FOLD AS INDICATED

cut along dotted line

To Page & Moy Ltd. 136-138 London Road, Leicester, LE2 1EN.
Telephone: Leicester (Reservations only) 0533 552521
(Management) 0533 51211

Please send me your free illustrated motor racing brochure.
BLOCK CAPITALS PLEASE.

Name ..... *Mr./Mrs./Miss*

Address .....

..... *County* ..... MS DEC

first fold along this line

first fold along this line

Postage will be paid by licensee

Do not affix Postage Stamps if posted in Gt. Britain, Channel Islands or N. Ireland

BUSINESS REPLY SERVICE
Licence No. LE1039

PAGE & MOY LTD.
136-138 LONDON ROAD
LEICESTER
LE2 1EN

fourth fold along this line (and then tuck into other end)

third fold along this line

second fold along this line

second fold along this line

Monogram Motors

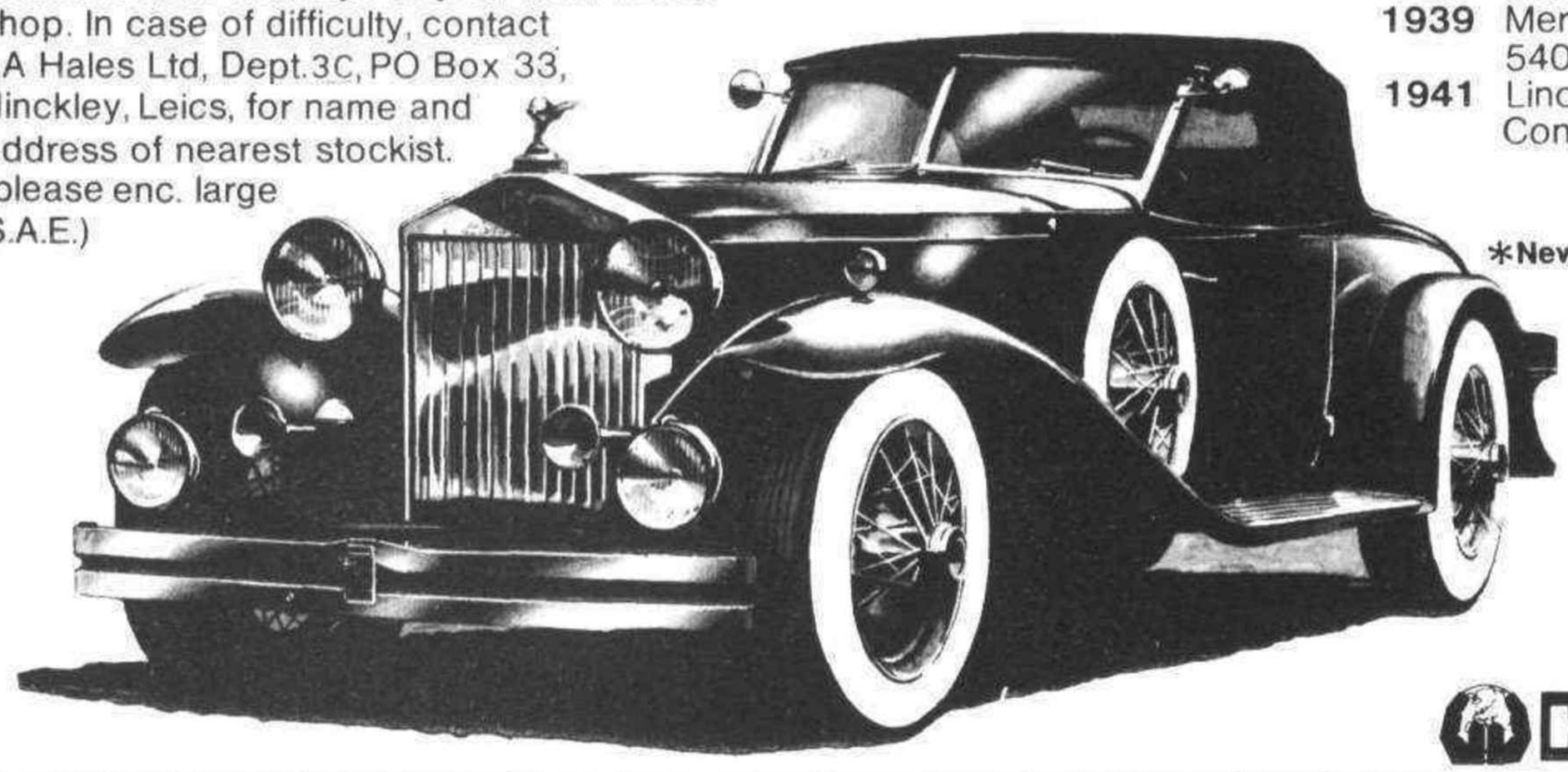
Monogram kits, and catalogues (40p) are available from Hamleys or your local model shop. In case of difficulty, contact AA Hales Ltd, Dept. 3C, PO Box 33, Hinckley, Leics, for name and address of nearest stockist. (please enc. large S.A.E.)

For only £2.75, you can build your own 1/24th scale authentic reproduction. Every Monogram Classic Car kit provides detail, realism, and the very finest in plastic kit quality. Each precision part is rigidly engineered to ensure a perfect fit.

The Monogram collection includes:–

1924 Bugatti 35B (8205)
1930 Packard Boattail Speedster (2301)*
1930's Duesenberg Phaeton (8201)
1931 Rolls Royce (8203)
1934 Duesenberg Town Car (7549)
1937 Cord 812 (8204)
1939 Mercedes-Benz 540-K (8202)
1941 Lincoln Continental (8206)

*New in 1975



Rolls Royce Kit No 8203

HALES

MAIL ORDER TODAY — MOTOR BOOKS & ACCESSORIES

* Many U.S. Books will be increased in price by 10p–45p – due to the unfavourable exchange rate – as fresh supplies come in.

33(MS) ST. MARTIN'S CT. ST. MARTIN'S LANE LONDON WC2N 4AL phone 01-836 5376

New Books

Grand Prix Calendar 1976	£3.00
The Grand Prix Tyrrells	£3.40
The 4-Wheel Drives	£3.40
Aston-Martin 1963-1972	£4.40
The Aston-Martin Competition Cars 1921-67	£3.95
Motor Sports – A Pictorial History	£4.55
Opel History	£6.10
Car Interior Restoration	£2.65
The American Ford	£15.95
The Real Corvette	£13.00
Racing Engine Preparation–Comprehensive – by Holman & Moody mechanic	£4.60
Chevy/Corvette Portfolio	£3.20
Race Prep Reference (U.S. Standards)	£7.75
Automobile Quarterly Index 9/10/11/12	£4.80
Indy '500' Mechanic	£4.45
Ferrari – The Man, The Machines	£15.85
Chilton's Auto Restoration Guide	£8.85
Autocourse 1975/76	£8.65
Kaiser-Frazer: The last onslaught on Detroit	£10.20
Fourwheel Drive Fundamentals	£5.05
A History of Motors and Motoring – Vol.2	£3.95
The Auto as an Art Form	£1.85
Donald Davidson's 1974 Indianapolis Yearbook	£2.70
Sox & Martin Book of Drag Racing	£9.65
The Poster Book of Antique Auto Ads 1898-1920	£4.60
La Traction (11 cv Citroen)	£3.80
The Cobra Story (Reprint)	£5.10
The Cord Front Drive – Revised edition	£5.55
The Dodge Story	£9.20
The Electric Car	£8.20
Armstrong-Siddeley Cars 1945-1960	£2.90
The Aston Martin 1½ Litre International	£5.20
The Nifty Fifties Fords	£10.65
Cars of the Stars	£10.20
Rolling Sculpture	£11.15
Off Road Handbook with Back Country Travel Tips	£3.50
The Works Minis	£3.40
Formula One '74	£6.05
Automobile Year No. 22	£10.35
Farm Tractors in Colour	£2.30
From Brands Hatch to Indianapolis	£4.50
The Way to Win	£4.35
The Unfair Advantage (Mark Donohue)	£7.25
The Formula One Record Book	£6.05
Automotive Test Equipment You Can Build	£2.90
The Aston Martin – A Collection of Contemporary Road Tests 1921-1947	£3.90
Autocourse '74–'75	£6.10
Bodies Beautiful	£5.55
Specialists Sports Cars	£4.00
A Bamford Colour Book of Historic Racing Cars	£2.55
Bugatti – Les Pur Sang de Molsheim	£19.70
70 Years of Bosch	£8.20
70 Years of Chrysler	£9.20
Chrysler Cars 1930-1939	£2.40
Fiat by Scaglietti	£7.45
Catalogo Bolaffi Della Fiat 1899-1970	£17.90
Ferrari – The Early Berlinettas & Competition Coupes	£5.30
Ferrari – The Early Spyders & Competition Roadsters	£5.70
The Ferraris	£6.10
Grand Prix Ferrari by Pritchard	£6.05
Ferrari: 25 years of Formula 1	£8.15
Ferrari (Reprint of Ballantine Text)	£2.40
Ferrari – Sports & G.T. Cars	£14.60
Ferrari 275/330GT/330GTC Handbook	£5.00
Ferrari 246, 365GT, 365GTB Handbook	£5.50
Ferrari 275 and 330 Parts Book	£4.00
Ferrari: Operating, Maintenance and Servicing 1948-1963	£10.70
American Automobile Racing	£7.50
The Le Mans 24 Hour Race 1949 to 1973	£12.70
Wheeled Vehicles of the Wehrmacht 1933-45	£4.10
The Observer's Army Vehicle Directory to 1940	£5.00
The Observer's Military Vehicles Directory from 1945	£3.45
Tanks and Transport Vehicles of World War 2	£4.20
Morgan: The First and the Last of the Real Sports Cars	£5.00
The Salmson Story	£4.95
The Complete Catalogue of British Cars (Illustrated history beginnings to present day)	£9.15
Bristol Cars and Engines by Setright	£5.05
Quai de Javel Quai André Citroen (A fabulous illustrated book – 440 pages, 300 photos – with a little French text)	£16.90
The Rally Handbook – Hudson Evans	£4.40
Rallying to Win	£3.85
Rallying (Revised 5th edition)	£2.15
Rally Navigation	£4.00
Castrol Rally Manual 3	£2.65
The Jensen-Healey Story	£4.45
British Light Cars 1930-1939 – Their Design and Restoration	£7.15
British Sports Cars Since the War	£4.45
100 Years of Porsche Mirrored in Contemporary History	£9.10
Porsche Cars 1952/56	£1.65
Porsche (Motorbooks Library)	£3.40
The Racing Porsches – Paul Frere	£4.65
Porsche – Prichard	£2.45
Porsche Sport 'Jo'	£3.95
Porsche Sport 1974/75	£4.95
Alfa-Romeo – Milano Illustrated Story of Alfa Romeo	£7.55
Motorcycles to 1945	£3.50
Brooklands and Beyond	£4.20
Bikes at Brooklands	£4.65
Brough-Superior – The Rode Renowned Motorcycles (Reprint)	£5.20
Isle of Man T.T.	£4.45
Triumph Motorcycles	£5.55
Norton Motorcycles 1928 to 1955	£1.35
Vincent-HRD Motorcycles 1947 to 1955	£1.35
Velocette Motorcycles 1925 to 1948	£1.35
BSA Motorcycles 1935 to 1940	£1.35
The Gold Star Book	£3.95
Great Motorcycle Histories	£5.25
Grand Prix Motorcycle Championship of the World	£4.05
The Keig Collection – Vol. 1 A picture gallery of 111 readers' A machines 1911-39	£3.30
The Keig Collection – Vol. 2	£3.30
How to Win Motocross	£3.85
Motorcycling's Golden Age of the Fours	£4.70
Racing Motorcycles	£1.60
How to Select & Maintain Your Trail Bike	£3.45
Vintage Motorcycle Road Tests No 1	£1.70
Second Vintage Motorcycle Road Tests	£2.05
The Third Vintage Road Test Journal	£2.30
Castrol Motorcycle Racing Manual	£1.75
Early Motorcycles – Restoration, Operation, Service	£4.30
Super Bike Road Tests	£1.50
Norton Story	£3.15
Classic Motorcycles	£4.50
Motor Cycles – A Technical History	95p
Motorcycle Parade	£4.00
Superbikes	£3.45
Superbike	£3.50
The Motorcyclists Encyclopaedia	£1.20
Technique of Motocross	£3.45
From T.T. to Tokio by Tommy Robb	£2.45
Vintage Years at Brooklands – Photo record of motorcycle racing at Brooklands – Dr. J. Baxley	£5.70
Douglas – The Best Twin	£5.95
The Scott Motorcycle	£4.80
Street Bike Fun	£3.50
Two-Stroke Tuner's Handbook	£2.95
Motorcycle Road Tests Republished Vol. 2 1955-1960	£2.25
Motorcycle, Buyer's Guide 1975	£1.85
Motorcycle News Racing Champions	£3.00
Cars in Profile – Collection No. 1	£5.00
Cars in Profile – Collection No. 2	£5.00
British Cars of the Early 30's 1930-34	£2.90
British Cars of the Late 30's 1935-39	£2.90
British Cars of the Early 40's	£2.90
British Cars of the Late 40's	£2.90
British Cars of the Early 50's	£3.45
British Cars of the Late 50's	£3.50
American Car Spotters' Guide 1920-39	£5.20
American Car Spotters' Guide 1940-1965	£3.40
Grand Prix Champions	£3.65
Grand Prix Accident Survey 1966-72	£2.30
The Grand Prix – by Setright	£7.15
The Guinness Guide to Formula 1 Motor Racing	£5.50
Story of the Triumph Sports Car	£4.45
Complete Encyclopedia of Motor Cars	£10.15
The Last Season – The Life of Bruce McLaren	£4.90
Tuning SU Carburettors	£1.50
Tuning Solex Carburettors	£1.55
Stromberg Carburettors	£1.50
Flying on the Ground – Campbell	£3.35
Cadillac 1946-1966	£2.80
Cadillac – Standard of the World The Complete 75 Year History	£11.10
Corvette – America's Star Spangled Sports Car	£11.10
Corvette: From Sea to Setright	£4.55
Challenge Me The Race – Mike Hawthorn	£3.15
Private Motor Car Collections of Great Britain	£1.95
The Packard 1942-1962	£9.45
Packard – Ask the man who owns one	£6.55
The Cutchluh Packard	£5.65
Adventures of a Vintage Car Collector	£4.95
Automobile Tyres	£4.40
The World Champions – Fangio/Lauda	£3.60
The Great Racing Cars & Drivers (240 photos 112 in colour)	£3.40
Cross Country Cars from 1945	£3.50
Passenger Cars 1924-1942	£2.20
The Wankel Engine by Norbye	£6.00
Automobile Quarterly's World of Cars (Over 200 of the world's most beautiful exciting & interesting cars in colour)	£6.15
The Daimler Tradition	£6.55
Fastest – Jackie Stewart & Peter Manso	£2.90
Sixty Years of Chevrolet	£9.00
Automobile Radio Interference Suppression	£1.50
60 Years at Bugg's (Continuation 106 pages of fine cutaways of Italian high performance cars over the years)	£5.90
Road Racing 1936 by Cobula (Paperback)	£1.20
Bits and Pieces no. Bits (Paperback)	£1.20
Full Throttle by Barkin (Paperback)	£1.25
Wheels at Speed by Cobula (Paperback)	£1.20
Wheelspin by Mac (Paperback)	£1.20
Motor Racing Mavericks	£4.45
Cord Without Tribute to Tradition (1129)	£10.65
From Here to Obscurity – An Illustrated History of the Model T Ford Story 1925	£11.05
Model 'A' Henry's Lady	£9.55
The Model Ford 'A' – Henry Built It	£6.15
Illustrated History of the Ford 1903-1970	£8.20
The Model 'T' Ford Owner (The best of Murray Fahnestock)	£3.70
The Ford V8 Affair	£9.55
The Story of the Ford Grand Prix Engine	£5.55
Ford in Europe – The First Seventy Years	£1.10
Fifty Years of Lincoln Mercury	£9.10
Jim Clarke Remembered	£4.70
When the Flag Drops – Jack Brabham	£2.85
Jochen Rindt – The story of a Champion	£3.10
Francois Cevert	£4.05
Ronnie Peterson	£4.30
Fitti	£4.65
Jo Siffert	£3.15
James Hunt	£1.15
Essentials of Upholstery and Trim for Vintage and Classic	£4.55
Antique Auto Body Decoration for the Restorer	£2.40
Antique Auto Body Accessories for the Restorer	£2.40
Antique Auto Body Brass Work for the Restorer	£2.40
Antique Auto Body Woodwork	£2.40
Antique Auto Body Leatherwork	£2.40
Antique Auto Metalwork	£2.40
Antique Auto Body Top Work	£2.40
Restoration of Vintage, Thoroughbred Cars	£4.45
The Chequered Year – The story of a Grand Prix racing season	£3.25
Sports Car & Competition Driving – Paul Frere	£4.30
Georges Roesch and the Invincible Talbot	£5.70
Handbook of the Austin Seven 1930	£1.10
Handbook of the Austin Seven 1935	£1.10
The Austin Seven List of Spare Parts 1928	£1.10
The Austin Seven List of Spare Parts 1936	£1.10
The Austin Seven – We can	£5.10
Austin Seven in the Thirties	£2.40
Austin Ten 1932-1939	£2.40
The Motor Sport Book of The Austin Seven	90p
Austin Seven Specials (Reprint)	£2.70
The Austin Seven – A Pictorial Tribute	£3.45
The Mighty Mercedes	£6.55
The Mercedes-Benz Racing Car	£14.60
Mercedes-Benz 300SL	£10.05
The Cars of Kings – The Mercedes S & SS	£7.60
The World's Racing Cars	£1.50
Maserati	£8.70
The 250F Maserati	£3.50
Vauxhall	£5.65
Motor Road Tests 1975	£2.60
Motor Road Tests 1974	£1.90
Motor Road Tests 1973	£1.90
Specials – J. Bolster (Reprint)	£3.15
American Cars of the 1940's	£2.40
The Racing Driver – Denis Jenkinson	£2.95
Land Speed Record – Posthumus	£4.95
The Custom Body Era (USA)	£10.55
Motor Body Repairing & Refinishing	£3.30
How to Start Motor Racing	£3.35
The Technique of Motor Racing	£5.55
Motor Racing – The Grand Prix Greats	£2.35
What's It Like Out There Vaccarella	£3.80
Glass Fibre Autobody Construction Simplified	£2.65
Life at the Limit – Graham Hill	£2.90
Racing to Win	£3.55
Le Grand Alfa Romeo – Tipo	£13.90
History of the World Sports Cars	£3.95
History of the World Racing Cars	£4.10
Lagonda in the Thirties	£1.60
Alvis in the Thirties	£1.60
GMC Gems 1900-1950	£4.50
Keen Kenworth Trucks 1915-1955	£4.50
The Observer Book of Commercial Vehicles	£1.05
Mack! The Greatest Name in Trucks	£8.10
Expo on 18 Wheels	£5.65
American Trucks of the Early 30's	£3.05
American Trucks of the Late 30's	£3.45
American Funeral Cars & Ambulances	£8.20
Buses and Coaches from 1940	£2.90
Fire Engines in colour	£2.05
Fairground and Circus Transport	£2.90
The Cadetype Steam Road Wagon	£13.20
A Traction Engine Miscellany	£10.65
A Century of Steam-Rolling	£8.05
British Lorries 1900-1945	£3.45
The London Motorbus – Its Origin & Development	£2.90
London Transport at War 1935-45	£3.00
Passenger Vehicles 1893-1940	£2.90
Commercial Vehicles of the World	£3.95
Volkswagen for the Wehrmacht	£4.85
A Source Book of Military Wheeled Vehicles	£1.35
Lorries, Trucks and Vans 1897-1927	£1.75
The Complete Book of Pick-ups and Vans	90p
Earth-Moving Vehicles	£2.40
Wreckers and Recovery Vehicles	£2.40
Fire-fighting Vehicles 1840-1950	£2.40
Scammell Vehicles	£2.40
The Military Jeep Complete Service Book (Willys MB/Ford GPW)	£6.10
MG in the Thirties	£2.35
M.G. Cars 1929-34	£1.60
M.G. Cars 1935-40	£1.60
M.G. Cars 1940-47	£1.60
M.G. Cars 1948-51	£1.65
M.G. Cars 1952-54	£1.60
M.G. Cars 1955-57	£1.60
M.G. Cars 1957-59	£1.60
MG Cars – The Early Years	£1.60
The M.G. Companion	£1.48
The MG Story	£2.90
MG: The Sports Car America Loved first (from Abingdon)	£8.00
Instruction Manual for the MG Midget TA & TB (Reprint of Original)	£1.05
MG TF Service Parts List	£3.60
M.G. 'N' Type Magnette Instruction Book	£3.40
M.G. 'J' Type Magnette Instruction Book	£3.10
M.G. 'P' & 'PB' Type Magnette Instruction Book	£3.10
The Magic of MG	£6.55
The Story of The MG Sports Car – Wilson McComb	£4.45
24 MG Road Tests – Road & Track	£2.90
Riley – The Production & Competition History of pre-1939 Riley Motor Cars (2nd Ed.)	£5.35
Riley Cars 1932/35	£1.60
Riley Cars 1936/39	£1.60
Riley Cars 1940/45	£1.60
Riley 1945/50	£1.60
The Jaguar Tradition	£6.55
Jaguar Sports Car	£7.60
Jaguar & SS Cars 1931/37	£1.60
Jaguar & SS Cars 1937/47	£1.60
Jaguar Cars 1948/51	£1.65
Jaguar 1951-53	£1.65
Jaguar Cars 1954-55	£1.65
Jaguar Cars 1955/57	£1.60
Jaguar (Reprint of Ballantine Text)	£2.40
Jaguar Sports	£1.10
History of Lamborghini	£7.70
The Grand Prix Car 1954-1966 – Setright	£7.80
The Art, Technique of Driving – Paul Frere (Collins)	£2.45
Morgan 1936-60 (4 Wheelers)	£1.65
Car Badges of the World	£2.05
Volkswagen Nine Lives Later	£6.55
The Fun of Old Cars	£7.30
The Batsford Colour Book of Vintage Cars	£2.80
Bentley – 50 years of the margue	£7.55
Illustrated History of the Bentley	£4.20
Bentley 1919-1929	£2.35
Bentley 1929-1934	£2.35
Bentley 1934-1939	£1.60
Bentley 1940-1945	£2.35
Bentley 1945-1950	£1.60
Coachwork on Rolls-Royce 1906-1939	£12.20
The Rolls-Royce Motor Car (New edition)	£10.65
Rolls-Royce America	£10.15
Rolls-Royce – The History of the Car	£5.05
Rolls Royce 40/50 h.p. Ghosts, Phantoms and Spectres	£8.55
Rolls-Royce Alpine Compendium 1913/73	£3.90
Rolls-Royce by Setright	£2.40
A Brief Guide to Rolls-Royce and Bentley Cars 1925-65	£2.05
Those Elegant Rolls-Royce	£7.55
Rolls-Royce The Elegance Continues	£7.55
Rolls-Royce, The Living Legend	£4.95
The Magic of a Name	£4.10
Rolls Royce 1930-1935	£1.60
Rolls Royce 1935-1940	£1.60
Rolls-Royce 1940-1950	£2.35
History of Brooklands Motor Course 1906-1940	£3.80
Aerodynamics of Sports and Competition Automobiles	£16.20
Gas Flow in the Internal Combustion Engine	£5.95
Basic Automotive Tools & how to use them	£1.85
Basic Automotive Tune-up & Test Equipment	£1.85
The Bosch Book of the Motor Car	£5.65
Bosch Electrical Systems	£1.50
Chassis Tuning by Norbye	£1.60
Competition Setup – All Chassis Adjustment Analysis	£7.50
Vehicle Handling and Control – Selected Technical Papers	£7.80
Road Vehicle Aerodynamics	£6.50
Design of Racing Sports Cars – Colin Campbell	£3.45
Advanced Race Car Suspension Development	£3.80
Racing Car Design & Development – Len Terry & Alan Baker	£6.00
Racing & Sports Car Chassis Design	£4.40
British Leyland Minis – Maintenance Tuning and Modification	£3.35
Castrol Racing Drivers Manual	£2.65
How to select and install Turbochargers	£3.45
Scientific Design of Exhaust & Intake Systems	£4.05
Design & Tuning of Competition Engines	£5.35
How to Hot Rod Volkswagen Engines	£3.75
Basic Bodywork and Painting No. 1	£1.85
The Art of Custom Painting	£2.90
The Sports Car – new 3rd Edition	£2.95
The Sports Car Engine – Its tuning & modification	£3.50
Valve Timing for Maximum Output	70p
Racing Engine Preparation	£1.60
Classic Single Seaters	£5.45
Sixteen Cylinder Motorcars An Illustrated History	£12.20
Piper Winners Handbook 1975	£2.45

PRICES SUBJECT TO ALTERATION WITHOUT NOTICE

WORKSHOP MANUALS

Don't be confused by some of the advertising that you see, most are almost certainly not the official manufacturers manuals. Without Cars we can supply the W.S.M.'s (Workshop Manuals) which we feel are the best. They are of course more expensive, but with our usual low charges at £4.00 to £4.50 per copy. (Does not cover postage, see below) We can also supply your manual (including S.A.E.)

AIRCRAFT & ARMOUR BOOKS LIST 12p (Refunded on orders of £2.50 or more)

BOOKS Prices include postage, packing to Anywhere in the World.

'Ordnance Survey's Route Planner gives me really up-to-date road information all on one map.' Paddy Hopkirk

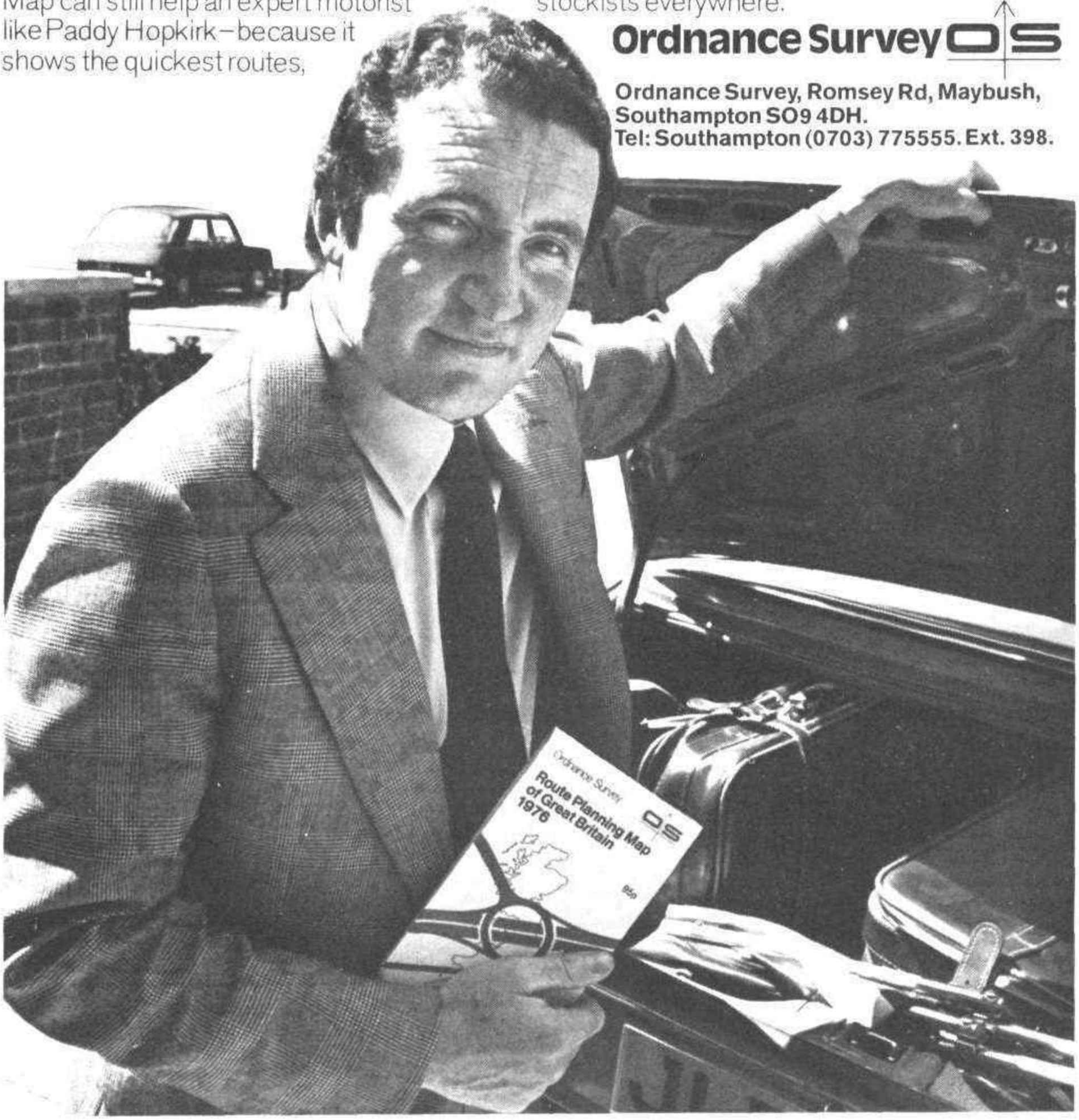
'With the price of petrol these days, planning a long journey properly is more important than ever. But with the Ordnance Survey's latest Route Planner it's no problem – because all the up-to-date road information I need is all on one map.'

The 1 inch to 10 miles Route Planning Map can still help an expert motorist like Paddy Hopkirk – because it shows the quickest routes, the new motorway extensions and detailed inset plans of major urban areas – in fact, everything to help you cut down mileage on long distance journeys – and petrol costs.

With Christmas coming the 1976 Route Planner is a must for motorists. Priced at 95p, it is available now from Ordnance Survey stockists everywhere.

Ordnance Survey OS

Ordnance Survey, Romsey Rd, Maybush, Southampton SO9 4DH.
Tel: Southampton (0703) 775555. Ext. 398.



OMEGA

WITH FREE CREDIT FROM

PRESTONS

SAVES UP TO 20% ON USUAL CREDIT TERMS!

Fact! Prestons of Bolton give you free credit to own the precision and prestige of Omega – with free, insured, fast delivery from stock. Huge selection of chronometers, dress, quartz digital, ladies models from the guaranteed Omega range. Yes – Omega ownership is yours from only £6.25 deposit and nine equal payments over 38 weeks.



ST1980030
ELECTRONIC F300 chronometer individually checked by Swiss Institute. Stainless steel, water resistant, calendar model with handsome bracelet. £9.70 dep. followed by 9 equal installments of £9.70 over 38 weeks. Cash £97.00.

ST1880002 SPEEDSONIC F300 in stainless steel. Electro-chronometric accuracy, day/date, stop watch, tachymeter, Second/minute/hour totalisator. Water resistant to 60 metres. Developed from Omega's moonshot watches. £19.90 dep. followed by 9 equal installments of £19.90 over 38 weeks. Cash £199.00.

AN OMEGA for everyone in your **FREE** 50 PAGE COLOUR BROCHURE



Please send me **Omega ST1980030** ☐
Please send me **Omega ST1880002** ☐
Please send me Omega Catalogue ☐
for which I enclose £ _____
as 1/10th deposit, or cash

Mr/Mrs/Miss _____

Address _____

MS/D/12

PRESTONS
TIMER DIVISION

Post to Prestons Timer Division, Capitol House, Churchgate, Bolton BL1 1LY. Tel 0204-25022 &27035. Registered in England 541349.

SUPERBLY DETAILED METAL MODEL CAR KITS TO LARGE 1/24 SCALE

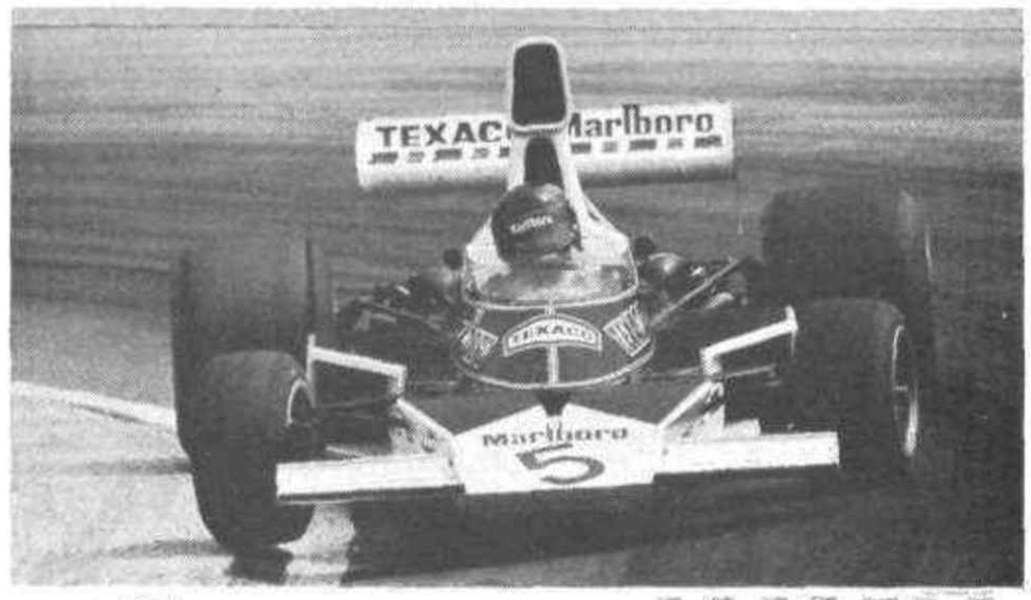


Unretouched photo of AUSTIN 7
£7.56 incl. VAT and postage.

SEND 10p in stamps for illustrated catalogues of this superb range of 25 models to the large 1/24th scale, including 1½-litre Bentley, Morgan Three-Wheeler, Rolls-Royce Silver Ghost, etc.

Prices from £5.40
Export a pleasure.

Only obtainable from :
WILLS FINECAST **Lower Road, Forest Row, Sussex, RH18 5HE**



1

				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

MOTOR RACING CALENDAR 1976

£1.60 (inc P & P)

- **13 ACTION PICTURES**
- **in FULL COLOUR**
- **featuring LAUDA, FITTIPALDI and other leading drivers**
- **on the world's GRAND PRIX CIRCUITS**
- **Layout of each circuit on reverse in 2 colours**
- **size 12" x 17"**
- **can be overprinted with company advertising**

Also SUPERB FULL COLOUR POSTER OF NIKI LAUDA in his winning Ferrari

Only £1.00 (inc. P & P) **Size 38" x 20"**



Make sure of your copies by remitting to Impact Calendars, 46 Gourock Road, London SE9 1HY.

Name .....

Address .....

I enclose ..... for ..... copies of

Calendar ☐ Poster ☐ (Please tick appropriate box)

models of the month



JAGUAR

1974 V12 E-Type roadster, c.w.w., tinted glass	£3,845
1973 V12 E-Type roadster Auto., 'M' reg., signal red	£3,245
1973 V12 E-Type roadster, white, radio, c.w.w.	£3,195
1972 V12 E-Type roadster, signal red/black trim	£2,495
1973 V12 E-Type 2+2, radio/stereo, h.r.w.	£3,145
1971 V12 E-Type 2+2. Full service history	£2,195
1970 4.2 E-Type 2+2, indigo, c.w.w., PAS	£1,995
1970 4.2 E-Type f.h.c., 'J' reg., sable/tan trim	£1,845
1969 4.2 E-Type f.h.c., radio, electric aerial, c.w.w.	£1,495

M.G.

1975 Model M.G.-B GT, o/drive, radio, HR window	£2,195
1974 M.G.-B GT, HR window, one owner, teal blue	£1,745
1973 M.G.-B GT, red/black trim, o/d., radio	£1,595
1974 M.G.-B roadster, bronze yellow, o/d., etc.	£1,695
1973 M.G.-B roadster, o/d., radio/stereo	£1,395
1972 M.G.-B roadster, o/d., red/black	£995
1974 M.G. Midget, 'N' reg., one owner, low mileage	£1,295
1972 M.G. Midget, 'L' reg., mineral blue, radio	£795
1969 M.G. Midget, radio, hard and soft tops, etc.	£645

LOTUS

1973 Lotus +2S 130/5-speed, tawny/beige trim	£2,295
1970 Lotus +2S, white/black, radio, h.r.w.	£1,395
1973 Lotus Elan Sprint f.h.c., one owner, 19,000 miles	£1,795
1971 Lotus Elan Sprint d.h.c. 'K' reg., gold leaf	£1,395
1972 Lotus Europa Twin Cam, Cosmic wheels	£1,595
1970 Lotus Europa S11, Bahama yellow, radio	£1,195

RELIANT

1974 Scimitar GTE, o/drive, electric windows	£2,795
1973 Scimitar GTE Auto., Highland purple	£2,195
1972 Scimitar GTE Auto., chrome wheels, h.r.w.	£1,895
1970 Scimitar GTE, Caribbean green, o/drive	£1,395

TRIUMPH

1974 TR6PI roadster, red/black trim, o/d., radio	£1,695
1973 TR6PI roadster, one owner, hard and soft tops, o/d.	£1,365
1972 TR6PI roadster, o/d., radio/stereo, tape deck	£1,145
1974 GT6, Mimosa yellow, one owner, o/d., h.r.w.	£1,645
1973 GT6, o/d., sunroof, radio, white/black	£1,395
1974 Spitfire, white/black trim, one owner	£1,395
1973 Spitfire, fitted radio, o/d., etc.	£1,195
1972 Spitfire, one owner, 'L' reg. Pimento red	£965
1971 Spitfire, 'K' reg., white/black interior	£825

OTHER MAKES

1974 Jaguar XJ6 Auto., Sundym, electric windows	£3,695
1972 Jensen Interceptor Mk. III, air cond.	£3,645
1969 Aston Martin DBS6, PAS, blue	£2,495
1974 Jensen Healey, 9,000 miles, hard top	£2,245
1973 Escort Sport, one owner, 20,000 miles, white	£1,095
1974 Hillman Imp Sport, one owner, red/black	£1,075
1973 Mini 1275 GT, 'M' reg. 23,000 miles only	£1,065

TERMS — INSURANCE FACILITIES — EXCHANGES

Swanmore
1174-80 Christchurch Rd
Bournemouth
Tel Bournemouth 43344
9am-7pm (Saturday 9am-6pm)

Don't miss this pre-publication offer!

Brand new edition of the finest Grand Prix annual in the world – at £2 off

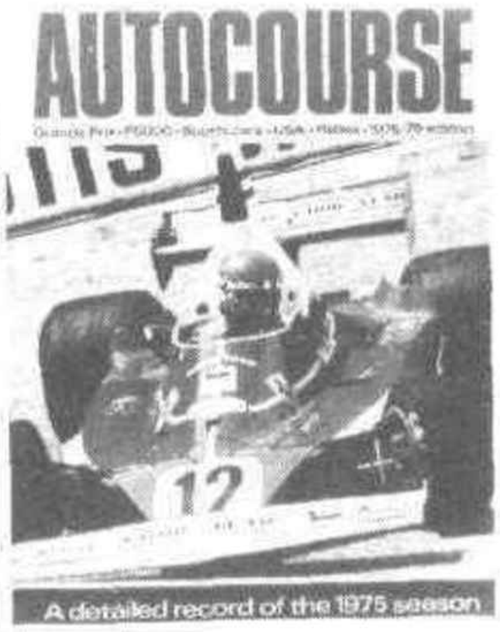
"For all who like motor racing and wish to know the real facts, AUTOCOURSE is the best book" – Emerson Fittipaldi

"Among motor racing people AUTOCOURSE is the book everyone looks forward to at the end of the year. It is the most complete and most accurate of all the annuals, and it is also the first to appear – a remarkable achievement in every respect"
– Jackie Stewart

"AUTOCOURSE is the best book of its type: no other book makes such a thorough study of the year's racing"
– Graham Hill

LAST CHANCE TO SAVE £2

offer expires December 13



Now in its 24th year, AUTOCOURSE 1975-76 has twice as much colour photography as last year's edition and a whole host of new special features, plus of course, Pete Lyons' famous and highly detailed Grand Prix reports with full results and lap charts, backed up by superb action photography from some of motor racing's best photographers.

Special features this year include:–

* Foreword by Niki Lauda
* Jackie Stewart, writing exclusively on Graham Hill
* Hesketh Racing – a detailed study by Mike Kettlewell
* The changing face of racing circuits, by Raymond Mays
* Niki Lauda – analysis of a champion, by Mike Doodson
* Tribute to Mark Donohue
* Formula 1 politics, by Peter Windsor of "Autocar"

Plus: AUTOCOURSE's Top Twelve driver ratings – detailed specifications of all F1 cars – driver statistics – F5000 review – F2 – F3 – sports cars – rallying – American racing review – South African round-up – 16-page results portfolio.

AUTOCOURSE 1975-76 will be published on December 15th, price £7.95p. As a special pre-publication offer to *Motor Sport* readers you can order now and pay only £5.95p for this beautiful 12¾" x 9½" 200-page case-bound book. Offer expires December 13th, so order now – and why not solve your Christmas present problems too, and order copies for your friends?

Return completed form with remittance (cheques or postal orders made payable to AUTOCOURSE) to:– AUTOCOURSE (Pre-Publication offer MS2), 1 Church Terrace, Richmond, Surrey, TW10 6SE.

Please send me .... copies of AUTOCOURSE 1975-76 at the special pre-publication price of £5.95 each plus 68p postage and packing per book. I enclose cheque/PO for £.....

Name .....
Address .....
.....
.....

MS2

The Chequered Flag

London's Leading Sports Car Specialists

For the finest selection of hand-picked sports and GT cars

01-995 0022/3/4

RELIANT Scimitar GTE. Currently eight carefully selected examples of these high-performance estates, various specifications: from a **1970** at **£1,385** to a **1975** at **£3,395**

BRISTOL 403. Superb example, see Editor's comments in Classic Car, beautifully restored. Connoisseur's car. **£3,000**

LANCIA 2000 FARINA coupes. Choice two low-mileage 1973 cars, Bruno metallic or Rosso, both with beige trim and the usual refinements, one with sunroof. From **£2,135**

LANCIA 2000 sports saloons. Choice of two pristine 1973 one-owner cars, Bianca Saratoga with blue velour or Nero with grey velour, both 5-speed, tinted-glass, electric windows, radio, PAS, h.r.w., etc. **£1,785**

FIAT Dino Spyder. Very attractive car in Gallio (yellow) with black cockpit, hard/soft tops, alloy wheels, V6 2-litre unit, etc. **£1,585**

TRIUMPH TR6. Choice of two low-mileage cars, 1973-74, in Mimosa or red, both with o/drive, radio, HR SP tyres, tonneau etc. **£1,435**

TRIUMPH GT6 Mk. III. Choice two attractive 1973 cars in French blue or Pimento red, both fitted o/drive, h.r.w., radio/stereo 8 etc. **£1,285**

TRIUMPH Spitfire Mk. IV. Choice of no less than nine of these popular and economical cars. Various colours and specifications. 1972-5 From **£865**

MG-B roadster 1973. Choice of three hand-picked cars. Glacier white, bronze yellow or blaze, all overdrive, and dark blue trim, radio and many extras. From **£1,345**

FORD CAPRI 1600 GT. Distinctive in Burgundy with tan vinyl roof and trim, radio etc. 14,000 miles by sole owner. **£1,285**

MG Midget. Choice of four of these delightful cars. Teal blue, blaze, aqua or bronze yellow, with various extras. 1973/74. From **£985**

JAGUAR E-Type, 1971 4.2 roadster. Attractive in signal red/tan cockpit, chrome wires, radio/stereo tape. **£1,895**

LANCIA BETA 1600 coupe. Choice two spotless 1975 one-owner cars. Brown or blue. Both with tan trim. **£2,695**

TRIUMPH TR6. Choice two unmarked 1975 (N) cars in French blue or Mimosa, both under 10,000 miles, o/drive and radio or stereo-tape. **£1,995**

MINI CLUBMAN 1275 GT. 1973. Harvest gold, with coachlines, radio, etc. **£1,095**

MG-B GT. Choice of four 'M' reg. 1973/74 low-mileage cars in harvest gold, citron, limeflower or damask red, all fitted with o/drive and various extras. From **£1,865**

FERRARI 365 GTC. Beautiful Farina coahwork in Honey gold with champagne leather, fitted air cond., electric tinted glass, alloy wheels with VR SP tyres, radio/stereo-8. Now costing over £14,000. Fabulous car for: **£5,985**

MG-B roadster, 1974/75, 'N' regd. Choice of three unmarked cars in flame red. White or purple aconite. All with overdrive, radio and many extras. From **£1,695**

MG-B GT automatic, 1972. In green mallard with tan trim, sunroof, radio, h.r.w., tinted glass. Just 30,000 miles. **£1,395**

SUNBEAM Alpine Mk. V, 1967. Just re-cellulosed in white/black trim. Fitted o/drive, wire wheels, GP radial tyres. Replacement engine recently fitted. **£695**

JENSEN HEALEY. Fine example in white with black cockpit, radio, alloy wheels, etc. **£1,565**

ESCORT RS 2000. 1974 series in white, with black cloth and blue flashes, radio and stereo tape. **£1,485**

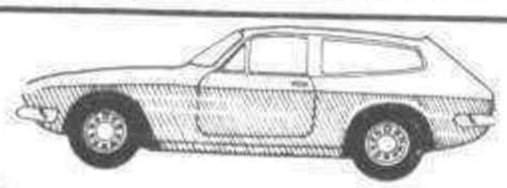
DATSUN 240Z. Good looking coupe in white with black roof and trim, alloy wheels with radials, h.r.w., tinted glass etc. **£1,585**

LANCIA 1.3 Fulvia S111 coupes. Choice four low-mileage one-owner examples of these delightful cars, **1973** white/red trim; **1974** blue/off-white trim and roof (plus sunroof); **1974** white/green cloth and **1975** brown/beige, 'P' regd. and only 5,000 miles. From **£1,585**

TRIUMPH TR6. Without blemish in French blue with black trim and coachlines, overdrive, radio/cassette player, tonneau, HR SPs etc. 1975 (N), under 10,000 miles. **£2,095**

We pay more for well-maintained sports and GT cars.

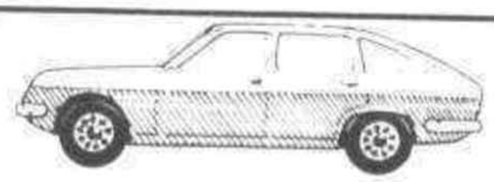
01-995 0022/3/4



RELIANT SCIMITAR GTE — DELIVERY FROM STOCK

This fine hand-built, high-performance estate car is available in Manual, Overdrive or Automatic versions from **£3,670** with optional extras including stereo tape/radio, electric and tinted windows, chrome and alloy wheels. Please ring for a quotation on a GTE to your own specification, demonstrations or anything Scimitar.

Please note: Service & Stores: 01-995 0102/4

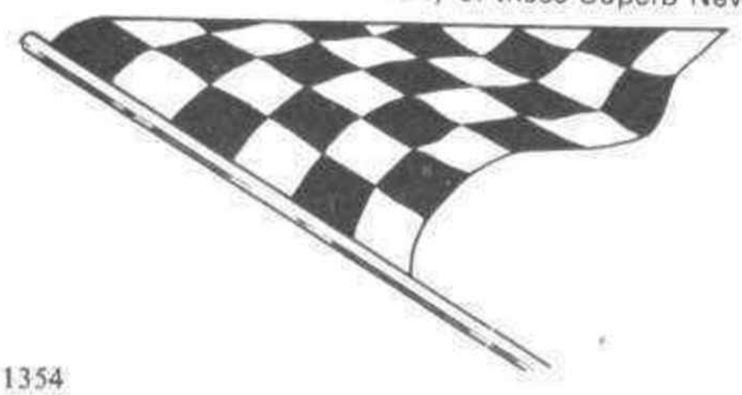


LANCIA

LANCIAS FOR IMMEDIATE OR EARLIEST DELIVERY

LANCIA BETA 1300 saloon	Please ring for available colours	**£2,152**
LANCIA BETA 1600 saloon		**£2,549**
LANCIA BETA 1800 saloon		**£2,646**
LANCIA BETA ES (sun-roof, electric/tinted windows, alloy wheels).		**£2,985**
LANCIA RALLYE 1300 coupe. Silver, white or met. blue.		**£2,884**
LANCIA BETA coupe. Still in great demand.		**£2,884**
LANCIA BETA HPE. This exciting new model should now be here.		**£3,545**

For Sales or Information on any of these Superb New Motor Cars please contact the Sales Office on (01)-995 0022/3/4. **Demonstration Cars Available.**



Chiswick High Road London W4

Reliant Scimitar at 548-560, High Road, W.4.
Lancia Solus Dealers at 512-516 High Road, W.4.

1354

JBW

John brown wheels

London Warwick Bristol Sleaford

Cobra Supaslots

These beautiful slotted alloy wheels are made from LM.25 Aluminium Alloy and heat treated to W.S. conditions. Each wheel gives a generous rim depth, a dished centre to reflect the light, five slots and a choice of machined or polished finish. Behind each wheel is over ten years experience in alloy wheel manufacturing, so you know they're engineered right.

From a Mini to an XJ the range is big. And the cost? A lot less than you might expect.

5 x 10 .... £12.96
5 x 12 .... £15.93
5½ x 13 .... £17.28
6 x 13 .... £18.36
6 x 14 .... £21.60
6 x 15 .... £23.76
Inc. chrome nuts.
Carriage 25p per wheel
4 locking nuts £4.50





All prices include VAT

Shelby Cal 500

A one piece centrifugally cast competition type wheel, made of A-356 aircraft-standard missile alloy and heat treated to T6 specifications. With a high strength to weight ratio the wheels have a double safety-bead and are fully guaranteed. One of the original American slot design wheels polished to a mirror-like finish.

5 x 12 .... £17.75
5½ x 13 .... £18.75
6½ x 13 .... £19.95
6 x 14 .... £22.50
7 x 14 .... £22.95
5½ x 15 .... £23.90
7 x 15 .... £26.10
8½ x 15 .... £28.95
10 x 15 .... £35.00

Chrome nuts included. 4 locking nuts £4.50

We are sole importers of these fabulous American wheels

MOMO

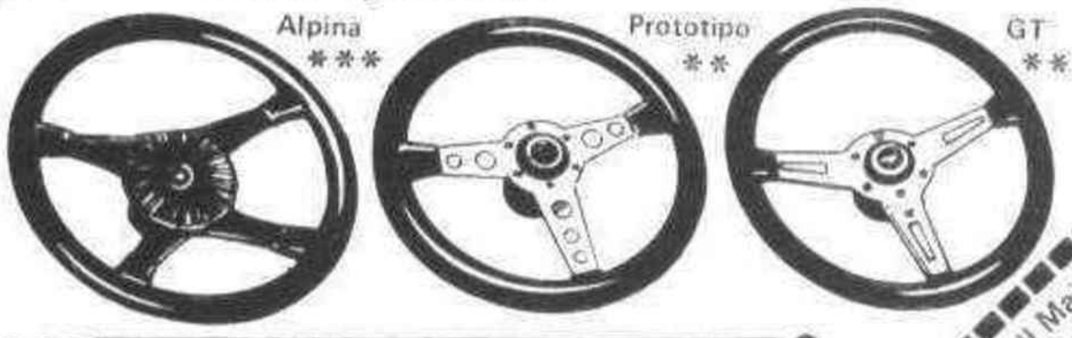
Luxury Italian Steering Wheels







MOMO steering wheels are finished in fine quality leather. They are quality products with high built in safety factors and have been subjected to extensive quality control while in production.
The basic material of MOMO steering wheels is 4 mm Anti-Corodal alloy which absorbs vibrations and makes for comfortable driving.
MOMO steering wheels were originally designed for racing cars and have long been used on Alfa Romeo, Alpine, Ferrari, Lotus, Porsche, etc.
MOMO steering wheels can be quickly fitted to all cars simply by replacing the steering wheel boss.



MOMO Prices inc VAT

*** Alpina £24.95
* J. Stewart £18.75
* C. Regazzoni £16.40
* J. Ickx £16.10
** Prototipo £15.65
** GT £13.30
Boss ..... £ 4.75

* 13.75 in. Black or Silver Spokes.

** 12.5, 13.75 or 14.5 in. Black or Silver Spokes.

*** 15 in. Black only.

Fast Store Mail Order Service

Send a large S.A.E. for our fully illustrated price list.

Send all Mail Orders to Warwick. Goods are despatched by return where possible. N. Ireland and Scotland orders Welcomed. Pay by Access/Barclay card — phone or post your order with your card number. Shops open Mon.—Sat. All prices and specifications correct at time of going to press. If you don't want to cut your magazine, please print your order on a piece of paper and mention this magazine.

BRANCHES

30 Smith Street
WARWICK CV34 4HS Tel: (0926) 46898

226 Kilburn High Road West Hampstead
LONDON NW6 Tel: (01) 328 6413

19 Cannon Street Bedminster
BRISTOL Tel: (0272) 633710

Speedway Service Station
Anwick Corner SLEAFORD,
Lincs Tel: (0526) 832362

PLEASE USE CAPITAL LETTERS. All Mail Orders must be sent to our Mail Order Department at:- John Brown Wheels, Department G, 30 Smith Street, Warwick CV34 4HS

Quantity ____ Size ____ Make ____ Price Each ____
Enclose Cash/P.O./Cheque for £ ____ (Pay John Brown Wheels) or
Access/Barclay card No ____ Year ____ Model ____
My car is:— Make ____
Name ____
Address ____
Post Code ____

Reg. No. 1726618 England. MS12 7/5

FIBRESPORTS *present* SEBRING HARDTOPS



SPITFIRE
£98.00 + VAT Mk 4
£89.00 + VAT Mk 1 to 3



SPRITE/MIDGET
£89.00 + VAT



MGB
Targa Hardtop. Detachable window and front sections. **£98.00** + VAT

Also Fastbacks for MGB **£98.00**, E-Type **£150.00** + VAT. All fully headlined, superbly finished to match your car. Complete with all fixing brackets. Works Style Hardtops from **£48.00** + VAT for Herald/Vitesse, Alpine, MGB, Spitfire, TR4-6. Please send s.a.e. for Leaflets, etc.

Please enquire about our vast range of Sports Car and Saloon Glassfibre Panels.

FIBRESPORTS, 34/36 Bowlers Croft, Basildon, Essex. Basildon 27331 & 282723 (Hardtops)

COLOUR POSTERS



VETERAN VINTAGE RECENT

Over 50 different varieties, prices from 25p.
SEND STAMPED ENVELOPE FOR FULL LISTS.
GRAND PRIX POSTER SERVICE,
Kitchiner House, Warwick Rd, West Drayton, Middx.

The Pre-War MG Parts Centre

MIDGET
VINTAGE MAGNA 1929-1939
MAGNETTE

WE OFFER YOU A WORLD-WIDE SPARES SERVICE SECOND TO NONE

Thousands of new and used spares from enthusiasts – to enthusiasts

WHY NOT TRY US AND BE SURPRISED

Catalogue (UK) free but SAE, overseas $2.00

Cars on offer include: MG PB 2 seater – excellent. £1,850
MG PA 2 seater – original, running. £1,350
MG J2 2 seat/swept wing, v.g.c. £1,550

BARRY WALKER
THE PRE-WAR MG PARTS CENTRE,
SPARROWS GREEN, WADHURST,
SUSSEX, ENGLAND.

Tel: WADHURST (089-288) 2073 to view cars and spares.

Get this superb power-driven car!



Turbojet Powerdrive racing car for Junior Drivers

Complete with 6 volt battery and mains recharger. Steel chassis with superstyled body, high backed upholstered seat, shift lever giving forward and reverse motion controlled by accelerator pedal. Overall dimensions – length 44", height to top of steering wheel 20", overall width 22".

With successive recharging the battery builds up power storage capacity giving up to 6 hours continuous use. Recharges overnight with mains recharger supplied. Inclusive price, carriage paid home UK mainland, including VAT – £35.00.
This model is used extensively for Road Safety Instruction.

To: Town & Country Mail Market, P.O. Box No 204, 60 Gainsford Street, London SE1 2PB. Reg. No 1212785 (26.10.65)

Please send me TURBOJET CAR(S) @ **£35.00** incl. VAT.
Cheque PO Cash No. enclosed for £
Should you wish to pay by credit card delete where applicable—
Please debit my Access/American Express/Barclaycard/Diners Club Account
My Account number is

NAME
ADDRESS
SIGNATURE

MS12

GREAT GOODYEAR OFFERS

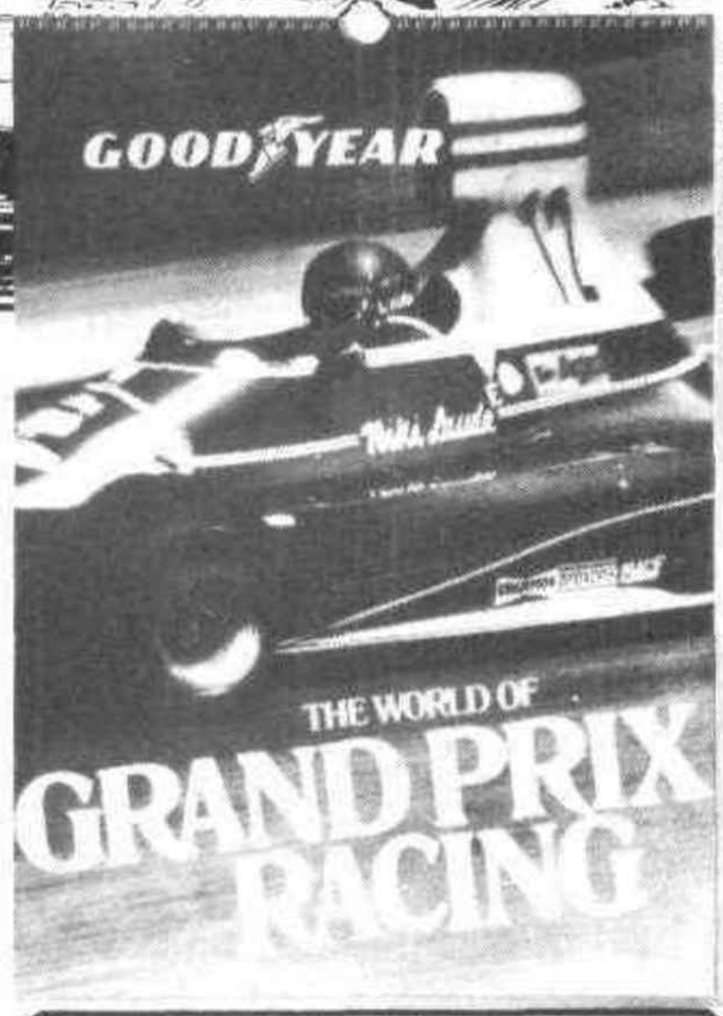


The World of Grand Prix Racing

1975 has been another fantastically successful year for Goodyear, and their tyres have now been on 46 consecutive Grand Prix winning cars. This year they have produced another superb Grand Prix souvenir calendar and anyone who bought last years will know the incredibly high standard of photography and printing that goes into each item.

For 1976 there is a slightly changed format to a size of 17" x 24", but there are still 85 separate full colour shots, with detachable pages for each month. Beautifully printed on fine art paper, at only £1.50 all in, this calendar is a must for all motor racing enthusiasts.

The calendars are available immediately, so just fill in the coupon and post it straightaway with your remittance.



Exclusive 1976 Goodyear Racing Calendar

£1·50* (inc VAT and Postage)

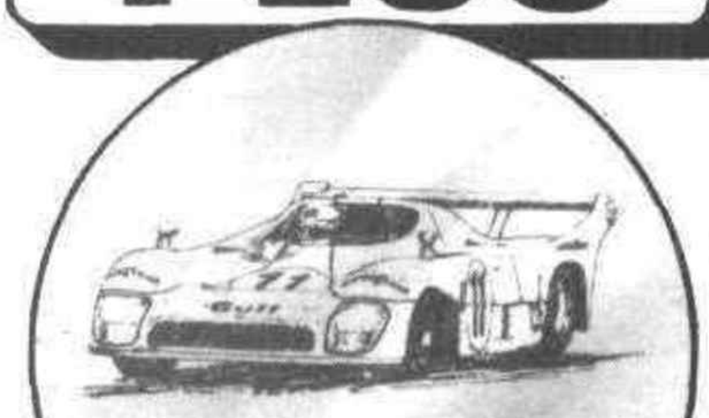
*For purchasers outside the UK please add £0.19 to cover surface mail rates. Air mail rates are additional as follows: Europe (ex UK) £0.82; Hong Kong, S. Africa, U.S.A., Canada £1.75; N. Zealand, Australia £2.23

PLUS

6 Silver Plated Drink Mats...

... beautifully etched with your favourite racing champions in action.

Another magnificent offer, a set of 6 beautiful genuine silver plated drinks mats, which would grace the most elegant table. Each one individually etched with one of the 1975 champions in action. The set consists of Niki Lauda—World Champion (Portrait); Ferrari Formula 1 World Championship Car; Alfa Romeo Sports Car (World Championship of Makes); Gulf Mirage (Le Mans Winner); Formula 2 Championship Car; and Indianapolis 500 Winning Car.



1975 Le Mans Winner, Gulf Mirage. **J. Ickx, D. Bell**

A Real Collectors Item

£3·00* per set (inc. VAT and Postage)

*For purchasers outside the U.K. please add 44p per set to cover surface mail rates.

To Advertising Dept, Goodyear Tyre & Rubber Co. Ltd. Wolverhampton, WV10 6DH MS3

Please rush me

Qty ☐ Calendars @ £1.50 each

Qty ☐ Drink Mats Sets @ £3.00 per set

I enclose remittance for £.....*

*Don't forget extra postage charges if you live outside the UK.

Name .....

Address .....

.....

Please make Cheques/Postal Orders payable to Goodyear Tyre & Rubber Co. (GB) Ltd.

HARGREAVES & BAILEY LTD

OF BLACKPOOL
— THE SPORTS CAR SPECIALISTS OF THE NORTH —



SCIMITAR GTE

SCIMITAR GTE. Overdrive, April yellow/tan int. Electric windows, laminated screen, radio..... **£3,935**

SCIMITAR GTE. Automatic, ivory beige/black int. Alloy wheels, stereo 8/radio..... **£4,023**

ALSO DEMONSTRATION CAR FOR YOUR INSPECTION AND TRIAL

SCIMITAR GTE. Manual. Cygnet grey int., radio, h.r.w., auto belts..... **£3,670**

OTHER COLOURS AND SPECIFICATIONS ARE AVAILABLE AT SHORT NOTICE

1974M ASTON MARTIN DBS V8. Electric blue/tan hide. Latest specification with 4-carb. engine. Certified 12,000 miles. Air conditioning, electric windows, original pristine condition..... **£7,695**

1973M RELIANT Scimitar GTE. Automatic. Capricorn blue/tan int. Alloy wheels, stereo-8/radio, electric windows, tinted glass, laminated screen. One owner. Supplied and serviced by us **£2,495**

1973M FIAT 124 Sports coupe 1800. Red/cloth int. One owner. Genuine 30,000 miles, 5-speed box, h.r.w..... **£1,845**

Alfa Romeo

IMMEDIATE DELIVERY

ALFASUD SE. Full colour range in stock..... **£1,998**

ALFASUD "Lusso". White, silver, red..... **£2,098**

ALFASUD TI. All colours including metallic paints..... **£2,297**

ALFA 2000 saloon. Wine red..... **£3,298**

ALFA 1.6 GT. White and Piper yellow **£3,298**

ALFETTA 1.8 saloon. Red, blue, yellow, maroon..... **£3,368**

ALFETTA 1.6 saloon. Piper yellow, maroon..... **£3,198**

NOW IN STOCK — **ALFETTA GT** — IMMEDIATE DELIVERY AT £4,197

DEMONSTRATION CARS FOR INSPECTION AND TRIAL

1974M BMW 2002 Tii. Inca orange, one private owner. Recaro seats, h.r.w. Showroom condition..... **£2,695**

1974M DAIMLER Sovereign 4.2. Mustard/tan leather. One owner, certified 22,000 miles. Electric windows, tinted glass, radio. Original throughout... **£4,250**

WANTED FOR CASH
LOTUS +2S, 1970-1974
LOTUS ELANS, 1970-1974
LOTUS EUROPAS, 1971-1975

1972K LOTUS Sprint d.h.c. White. Certified 26,000 miles. Radio, tonneau cover, original paintwork..... **£1,595**

1972 TRIUMPH Stag. Hard and soft tops. Saffron yellow, genuine 30,000 miles only. Overdrive, alloy wheels, transistorised ignition. Showroom condition **£2,195**

1975N RELIANT Scimitar GTE. Manual. April yellow/black int., alloy wheels, electric windows. Certified 4,500 miles from new..... **£3,395**

1974N RELIANT Scimitar GTE. Florida green/tan int. Alloy wheels, electric windows, radio. Certified 3,000 miles by one owner. Supplied by us..... **£3,145**

1973M LOTUS +2S 130/5. Metallic tawny/oatmeal int. One owner. Alloys, tinted glass, radio, 25,000 miles from new. Superb condition..... **£2,495**

1972K LOTUS Elan Sprint f.h.c. Red/black int. Two owners, radio and h.r.w. 36,000 miles only..... **£1,585**

1973M LOTUS Europa Special. Metallic blue/oatmeal int. 5-speed box. 21,000 miles from new. Radio and alloys... **£1,975**

1975N SUNBEAM Imp Sport. Yellow/black int. Guaranteed 1,000 miles only. Radio, rustproofed, vinyl roof, foglights, unmarked throughout..... **£1,385**



TVR

New TVR 3000M. Yellow/black int. Reclining seats, headrests, sunroof, radio, h.r.w. Wilton carpets and wood veneer dash. For immediate delivery **£3,506**

New TVR 3000M. Metallic silver/blue int. Reclining seats, headrests, sunroof, radio, h.r.w. Wilton carpets, wood veneer dash. Laminated screen..... **£3,521**

70-PLUS USED CARS IN OUR CONSTANTLY CHANGING STOCK

1975N HUMBER Sceptre Automatic. Metallic gold/cloth int. Certified 7,000 miles. Radio, rust-protected, showroom condition throughout..... **£1,995**

1974N FIAT 124 Sports coupe 1800. Green, 5-speed box etc. Fully rustproofed, radio. Certified 14,000 miles. Virtually as new throughout..... **£2,175**

1973 FIAT 130 coupe. One owner. Genuine 24,000 miles from new. Metallic blue. Automatic, PAS, tinted glass, electric windows, radio/stereo. Price now approaching £3,000—if you can get one!..... **£3,850**

URGENTLY REQUIRED
Reliant Scimitars 1970-1975

Open daily until 6 p.m. Closed on Sunday

SPECIALISED SERVICING & REPAIRS — SPORTS CAR INSURANCE — HIRE PURCHASE

ALFRED STREET SHOWROOMS, BLACKPOOL
Tel. 28401/2

KING STREET SHOWROOMS, BLACKPOOL
Tel. 23862/3

BELL & COLVILL LTD

LEADING DISTRIBUTORS FOR

Lotus Alfa Romeo Jensen Jensen-Healey

NEW CARS FOR IMMEDIATE DELIVERY

LOTUS Elite 503, red, blue..... **£7,624**

LOTUS Elite 501, red..... **£6,493**

ALFETTA 1.8 saloon, white, navy, Piper.. **£3,467**

ALFETTA 1.6, yellow, Dutch blue, white, silver **£3,198**

ALFASUD TI, yellow..... **£2,298**

ALFASUD SE, red, white, yellow, dark and light blue..... **£1,998**

ALFASUD L, coral, red, white, navy..... **£2,098**

ALFETTA GT, Piper..... **£4,198**

JENSEN HEALEY III, with hard top. Brienz blue..... **£3,452**

JENSEN GT, metallic brown..... **£4,198**

DEMONSTRATIONS: Available for all models.

FINANCE AND INSURANCE: We are able to provide Finance and Insurance Facilities for all vehicles. Telephone for a quote — it may cost less than you expect.

SERVICE: Our fully equipped Workshops are staffed with Factory-trained Mechanics with extensive experience of all the above models. Telephone Michael Hallowes, who will be pleased to assist with all service matters.

PART EXCHANGES WELCOMED

USED CARS

1955 BENTLEY 'R'-type Continental, silver, overhauled engine, an extremely fine example **£5,500**

1974 LOTUS +2S 130/5, white, oatmeal trim, alloy wheels, tinted glass, 5-speed, 17,800 miles **£2,850**

1970 LOTUS Elan S4 drophead, yellow/white, 39,000 miles..... **£1,150**

1973 JENSEN HEALEY, blue or white..... **£1,495**

1973 (Oct.) ALFA ROMEO Alfetta saloon, white, cloth trim, one owner. Supplied by us..... **£1,995**

1971 PORSCHE 911T, one owner, orange, full service history, pristine condition..... **£2,650**

1972 LOTUS +2S 130, yellow/silver, one owner, 16,000 miles only. Serviced by us. Outstanding condition..... **£2,095**

1973 LOTUS Elan +2S 130/5, metallic green/silver, 21,000 miles, alloy wheels, tinted screen, radio, 5-speeds..... **£2,450**

1972 LOTUS Elan Sprint f.h.c., red/white **£1,595**

1973 LOTUS Elan Sprint d.h.c., blue/white, 19,000 miles. Only..... **£1,870**

1975 LOTUS Europa Special, black, JPs, trim. One owner, 6,000 miles, 5-speeds..... **£3,195**

1972 ALFA ROMEO 2000 GTV, plum, cloth trim, radio, 34,000 miles..... **£1,595**

1973 ALFA ROMEO 2000 GTV, silver, one owner, 4,700 miles. As new..... **£2,795**

1972 ALFA ROMEO 1300 GT, ochre, one owner. Supplied and serviced by us..... **£1,275**

1972 ALFA ROMEO Giulia Super, Dutch blue **£1,095**

1975 ALFASUD SE, Procida blue, one owner, 12,000 miles, cloth trim, radio..... **£1,695**

1975 ALFASUD SE, Pompei yellow, one owner, cloth seats, 5,100 miles. As new..... **£1,695**

1974 DATSUN 260Z 2+2, white, alloy wheels, underseal, Armaglaze, radio/stereo..... **£2,895**

1971 JAGUAR E-Type coupe 4.2-litre, navy chrome wire wheels, radio, 43,000 miles. Outstanding condition..... **£1,995**

1975 M.G.-B roadster, limeflower, one owner, 9,800 miles, overdrive, safety bumpers..... **£1,895**

EPSOM ROAD (A.246) - WEST HORSLEY - Nr. GUILDFORD - SURREY

TELEPHONE: SHOWROOMS: EAST HORSLEY 4114 STORES: EAST HORSLEY 4609

SHOWROOMS OPEN 9.00 AM - 7.00 PM MONDAY TO SATURDAY. 2.00-6.00 PM SUNDAY

In an age of rising motoring costs, an Italian car with an exotic sounding name is just what you want.



The Alfa Romeo Alfasud. It all starts at under £1900.

With the price of motor-
ng making you see red, it's
heartening thought that
oday you can afford to own
n Alfa Romeo for just
1899.

The Alfa Romeo Alfasud.
When you stack it up
gainst its rivals, as "What
ar?" puts it,

*"this is a one horse race. The Alfasud
a superior car in almost every respect
the other cars in the group. It rides
ell, handles outstandingly, has a
leasant gearbox, excellent interior, boot
ccommodation and good brakes."*

1.7 mpg at 50 mph.

In fact the more you read about the car,
he better it gets.

You only pay for 4½ hours scheduled
ervicing in the first 18,000 miles.

When cruising at 70 mph, the engine
ses only 50% of its maximum power.

At 50 mph it does 41.7 mpg.

The styling is aerodynamic, the shape
ompact and sporty.

And because it's an Alfa Romeo, you
njoy sports car roadholding and
ornering.

More leg room than a Jaguar XJ6.

The Alfasud will carry you, your wife and three children very comfortably indeed. As the Sunday Express says:

"One of the most astonishing features of the Alfasud is the space in the back. I have transported three adults – all tending towards the large economy size – without a single fretful word."

Front wheel drive that's out in front.

If you're looking for a modern small car, chances are you'll be looking for one with front wheel drive.

You need look no further than the Alfasud.

As "Autocar" observes:

"We hope the other manufacturers of front-drive saloons will quickly get their hands on the Alfasud and learn a few lessons on how to do it properly."

Tell me more.

But one test drive can tell you more than any advertisement.

So just fill in the coupon and take one.

Bring the wife and kids too. Then you can all see why, in the present economic conditions, the car you want to own is the car you always wanted to own.

The Alfa Romeo range of cars starts with the Alfasud 'N' at £1899, the Alfasud 'L' at £2099 and the Alfasud Ti at £2298. It continues with the Alfettas beginning at £3199 for the 1.6 and includes the Alfetta GT at £4198 going on to the Montreal at £6999.

Duty free sales. If you are a visitor to the UK, a British Resident or member of the Forces going abroad, or a Diplomat you're eligible to purchase an Alfa Romeo free of taxes.

All prices quoted are the latest available before publication. Sources: "Motor" and "Autocar".

To: Alfa Romeo (Great Britain) Ltd., Edgware Rd., London NW2 6LX Tel: 01-450 8641

I'd like my local Alfa Romeo dealer to arrange a test drive for me. My present car is:

The Alfa Romeo I'm interested in is:

Name

Address

Tel:

Export ☐

20/12

ALFASUD from *Alfa Romeo*

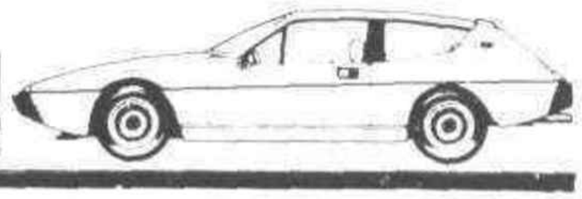
Alfa Romeo World Championship For Makes 1975

sports cars

CAMDEN MOTORS

IN OUR SHOWROOMS NOW

LOTUS ELITE





1973 AUDI 100 'S' coupe. Push-button radio, headrests and h.r.w. Superb car in metallic blue..... **£1,999**

1973 (M) ALFA ROMEO Montreal. 5-speed gearbox, electric windows, radio, tinted glass etc. Metallic bronze... **£2,999**

1972 AUDI 100 'LS' 4-door executive saloon in white. Radio and h.r.w. Superb example **£1,199**

1974 AUSTIN Allegro 1750 Sport Special family saloon with impressive performance, h.r.w. etc. Blue..... **£1,449**

1974 (N) BMW 3.0 Si. One-owner car in metallic claret. PAS, radio/stereo, tinted glass etc..... **£4,349**

1973 (M) BMW 2002 Automatic. Immaculate in gold with black velour seating, tinted glass, h.r.w..... **£1,899**

1971 BMW 2002. Exceptional condition for the year. Very rapid 4-seat sports saloon. White..... **£1,099**

1974 DATSUN 180 'B' 'SSS' coupe. 5-speed gearbox, tinted glass, radio, h.r.w. etc. Tangerine with beige interior **£1,549**

1972 FIAT 124 Sport coupe 1600. Outstanding car in red. 5-speed, h.r.w. etc. **£1,349**

1973 FIAT 124 Sport coupe 1600. One-owner car in yellow. 5-speed gearbox, tinted glass, h.r.w..... **£1,599**



Unregistered MASERATI Bora 4.7 GT. Air-conditioning, manual gearbox, etc. A saving of over £1,500 at..... **£9,749**



1972 BMW. 2000 Touring. Hi-performance fastback estate, h.r.w. Outstanding car in red..... **£1,499**

1973 FIAT 124 Sport coupe 1800. 5-speed gearbox, Sundym, h.r.w. One owner, green..... **£1,699**

1974 FIAT 124 Sport coupe 1800. 5-speed gearbox, radio and h.r.w. Immaculate in white..... **£2,049**

1972 FIAT 124 Special 'T' Rapid sports-saloon with twin o.h.c. engine, radio, h.r.w. Blue..... **£949**

1973 FIAT 128 SL 1300 coupe. Most attractive in blue. Radio and h.r.w. **£1,199**

1974 LANCIA Beta 1800. One private owner. 14,000 miles, radio, blue with tan upholstery..... **£1,949**

1971 LOTUS Europa Twin Cam. Nice example in orange with black trim. Alloy wheels and radio..... **£1,499**

1970 (J) LOTUS Seven Series IV. 1600 GT engine, radio, heater and full-weather equipment. Yellow..... **£899**

1969 MERCEDES 280 SL. Hard and soft tops. Auto, PAS, radio/stereo etc. Beautiful in silver..... **£2,799**

1973 MG-B V8 GT. Superb car in damask red, overdrive, radio, Sundym etc. **£1,869**



1974 MG Midget. Beautiful little car in purple with tan trim. Tonneau cover **£1,299**



1973 CITROEN SM EFI. 5 speed gearbox, air-conditioning, PAS, tinted glass, radio, etc. Gold with black hide... **£3,699**

1973 MG-B GT. Overdrive, radio, Sundym, headrests and h.r.w. Yellow **£1,549**

1971 MG-B GT. Very nice example in red. Overdrive, push-button radio, h.r.w. **£1,049**

1974 MG-B roadster. Immaculate one-owner car in citrus yellow, overdrive, tonneau cover..... **£1,629**

1973 MG-B roadster with overdrive, radio and tonneau. Attractive in beige **£1,279**

1972 MG-B roadster. Overdrive, radio, headrests and tonneau cover. Attractive in blue..... **£1,079**

1970 (J) MG-B roadster. Above-average car in white. Overdrive and wire wheels **£799**

1973 OPEL Manta Berlinetta 1.9 in silver with black vinyl roof, radio, Rostyles, h.r.w. 26,000 recorded miles **£1,599**

1971 PEUGEOT 304 coupe. Rare and attractive 4-seat fastback in metallic ice blue **£1,099**

1974 RELIANT GTE. Manual with overdrive. One-owner car in April yellow. Radio, h.r.w..... **£2,699**



1974 (N) SAAB '99' L, 4-door. Immaculate in orange with brown cloth seats, Sunex glass, Hi-back seats..... **£1,899**



1973 LOTUS - 2S 130/5. Sunroof, alloy wheels, tinted screen, silver over Regency **£2,349**

1972 RELIANT GTE Auto. Radio/stereo, alloy wheels, and h.r.w. Green with tan trim..... **£1,849**

1975 RELIANT GTE Auto. Alloy wheels, radio and electric windows. Yellow **£3,499**

1974 (Series) SAAB 99 EM Sport. 2-door. One private owner. Beautiful car in silver..... **£1,899**

1972 TOYOTA Celica 1600 ST coupe. Radio and h.r.w. Metallic blue with black interior **£1,199**

1973 TRIUMPH Stag Auto. Hard and soft tops, tinted glass, power steering, radio etc. Blue..... **£2,499**

1973 TRIUMPH TR6 roadster with overdrive. Also spotlamps and radio. Bright in red..... **£1,249**

1972 TRIUMPH Dolomite. Impressively quick 4-door sports saloon in blue. Tinted glass, h.r.w..... **£1,249**

1972 TRIUMPH Spitfire Mk. IV. Above-average specimen in blue. Radio and tonneau cover..... **£799**

1974 VW Passat LS. Fitted with radio and h.r.w. and smartly finished in red **£1,649**



1974 TRIUMPH Spitfire Mk. IV. Extras include overdrive, and tonneau. Pretty in red **£1,329**

PART EXCHANGES WELCOME: HIGHEST POSSIBLE ALLOWANCES: "ON-THE-SPOT" H.P. AND INSURANCE

LAKE ST., LEIGHTON BUZZARD, BEDS. Tel: LEIGHTON BUZZARD 2041

OPEN DAILY 9-8 SUN 10-6

The new Renault 30TS.



At last, a big car that makes sense.

At Renault, we've made our name making eminently practical small and medium size cars.

So producing a big car was something of a departure for us.

And this in itself gave us a distinct advantage over other big car manufacturers.

We were able to start from scratch.

And you can see the result of our labours in the stylish shape of the marvellous new Renault 30TS.

Its engine is a light alloy 2.7 litre V6 of brand new design.

It has a sealed cooling system and twin Solex carburettors, one being single-choke and the other a twin-choke, which only comes into operation when full power is called for. So the engine gets the exact mixture it needs.

Which in turn means smoother running, more flexible response and smaller fuel bills. (You'll be surprised how easily you can achieve around 25 mpg from such a big car.)

The Renault 30TS has power-assisted steering that's prompted paragraphs of praise in the motoring press. Plus, of course, front wheel drive and a floor change for the 4 speed gearbox. (Alternatively you can choose to have our electronically-controlled automatic transmission.)

Power assisted disc brakes all round with a dual safety circuit, make the 30TS as impressive to stop as it is to drive.

It makes equally safe and sound sense to include four quartz iodine headlights, hydraulic headlight levelling, reversing lights, a heated rear window, and a laminated windscreen.

And, if you've ever tried edging your way out onto a main road on a damp morning, you'll hardly put side window demisters into the "luxurious extras" bracket.

Luxurious, though, is just the word to describe the Renault 30's seating, being designed as it was by physiologists for long distance as well as instant comfort.

The front seats are fully reclining and have removable head restraints. And there is a choice of no less than seven seating arrangements. These vary from the normal position, with a generous 14.1 cu. ft. of luggage space, to the 'exceptional load' position which gives a cavernous 49.4 cu. ft., access being through the counter-balanced tailgate.

As you would expect on such a car, the inclusion of a map reading light, a clock and a cigar lighter goes without saying.

But what may come as a surprise are the tinted windows (electrically operated in the front), electro-magnetic door locks (press one button to lock all four doors), and courtesy lights in the rear of the car and in the boot.

So there you have it. A car that combines all the traditional big car features in a totally new and unique manner.

In short, a big car that makes sense.

To Renault Limited, P.O. Box 2, London W3 7NU.
Please send me details of the Renault 30TS.

Name

Address

Tel. MS3WA

RENAULT 30TS

Renault make cars that make sense.

PRICES. The Renault 30TS costs £3952.26. Price (correct at time of going to press) includes car tax and 8% VAT. Delivery, front seat belts, number plates extra. LOAN PLAN. Details of Renault Loan Plan are free and supplied without obligation. West End Showrooms, 77 St. Martin's Lane, London WC2.
EXPORT - for duty free export facilities write to Renault Ltd., Western Ave., London W3 0RZ.



BIG BRIGHT BEAUTIFUL

The Wipac Hair Raiser.

A British lamp from a
British company, developed to compete with the best from the world.
A lamp designed for the real enthusiast.
Need we say more?

Available from Halfords, Longlife, garages and accessory shops.





WIPAC

THE WIPAC GROUP
BUCKINGHAM ENGLAND

MOTOR SPORT

VOL LI No. 12 DECEMBER 1975

Fifty-first year of publication

Publication date first of the month

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

STANDARD HOUSE,
BONHILL STREET,
LONDON, EC2A 4DA
Telephone: 01-628 4741

© Motor Sport Magazine Limited

CONTENTS

	page
Matters of Moment	1363
New Formula One Cars	1365
15,000 Miles with the Handsome But Wilful Beta Coupe	1367
Scottish Journey	1369
The Audi 80GT	1371
Rally Review	1372
Where Are They Now? — Peter Arundell	1373
Around and About	1374
More About Mercedes	1378
Books for Christmas	1381
From the Archives	1382
Miniatures News	1382
Veteran—Edwardian—Vintage	1384
Brighton Time	1388
Rejuvenating GT40s	1390
A Test to Destruction	1392
Me and My Shadow	1395
A Unique Day at Ferrari	1406
Phil Hill's Fascinating Motor Car Collection	1409
Formula Two Review	1413
Letters from Readers	1414

FRONT COVER PICTURE: MOTOR SPORT was invited to drive a 3-litre Formula One car and A.H. was the lucky staff member to take up the invitation. We picture him here at the wheel of the Shadow-Cosworth DN5 in the pit lane at Silverstone surrounded by (*from left to right*) designer Tony Southgate, team manager Alan Rees and driver Tom Pryce. The car is in the livery of Universal Oil Products who recently withdrew their sponsorship from the team without warning.

ANNUAL SUBSCRIPTION RATES

SURFACE MAIL:	Home	£5.50
	Overseas	£5.50
	U.S.A. and Canada	$15.00
AIRMAIL:	Europe	£8.00
	Middle East	£11.00
	Australasia	£13.00
	All other countries	£12.00

All prices include postage

MATTERS OF MOMENT

■ PROSPECTS FOR NEXT YEAR

As another dramatic motoring year draws to a close, with Chrysler floundering financially, Ford trundling along happily, and Leyland making great efforts to retrieve a difficult situation and repay Public investment, it seems that we can look to the immediate future with tepid optimism.

The rising unemployment figures and cost of living do not seem to diminish the number of cars on the road or the quantity of racing, rallying and historic-car events which continue to be supported by very encouraging numbers of spectators. The high cost of petrol, so savagely taxed, has made little difference to the motoring way of life and names like Dino, Boxer, Urraco, Countach, XJ-S, Bora, 450SLC, Camargue, 308GTB, Esprit, and 3.0CSi remain in the news and these names are bandied about as if North Sea oil were overflowing, and the threatened Wealth Tax were no more than a passing nightmare, gone with the dawn. New models continue to be announced, with the great V12 Jaguar power unit at last endowed with fuel-injection and shoe-horned into a car to which it can do justice, Ford-of-Britain enjoying the flattery of seeing its V6-cylinder formation adopted by three top Continental manufacturers (Peugeot 604, Renault 30TS and Volvo 264 GL) and Aston Martin back in business. Colin Chapman pulled out his slide-rule before it became rusty, to round off the exciting new Lotus Esprit, with prods from Giorgio Giugiaro, other mid-engined concepts are emerging, and in all price-brackets there are sound, even exciting, cars waiting to be purchased. As we keep reminding you, the true sports-car concept is far from moribund and must have been fostered by the sunny autumn weather that extended into November, and in the field of motor racing the prospects for 1976 are rosy indeed. Ferrari has already modified the car which gained Lauda this year's Drivers' World Championship and gave the Maranello *marque* the Constructors' World Championship. Hoping for more grip out of smooth corners and reduced drag, Forghieri's 312T2, if it works, may again bring "red" domination to the circuits, next season. Lotus have the refined version of the 72, as fully described in MOTOR SPORT last month, lighter and of better penetration, and if the revolutionary Tyrrell six-wheeler passes its proving tests, giving lower drag without loss of traction, here will be another new factor to greatly enliven interest in top-class racing next year. So the F1 scene promises great things and it should be borne in mind that although to the casual onlooker all the competing cars look very similar, akin to low-flying aeroplanes with high wing-loadings about to touch down on garden rollers, in fact Grand Prix racing remains a mechanical art, an extremely brave undertaking, from which enhanced interest can be gained by studying the subtle differences in the specifications of these F1 cars, the changes made to them at the various circuits, and the modifications carried out as race succeeds race—about which MOTOR SPORT intends to keep you well informed.

The outlook for racing in the many other categories, from which Alfa Romeo emerged this year with the Manufacturers' Championship, is also good. In the historic area the JCB-type Championship is out unless a new sponsor can be found but the VSCC is thriving, having already announced 22 leading fixtures for 1976, embracing races, trials, rallies, driving tests, speed hill-climbs, etc., although so far there is no on-the-level, cornerless sprint listed. The VCC holds its own, as the appearance of 270 pre-1905 veterans on the Brighton Road last month testified, as did the vast turn-out of onlookers who maintained public interest in all things old and ancient.

Meanwhile, we have escaped being compulsorily strapped to our beloved metal (or fibreglass) possessions, the utterly stupid suggestion that headlamps should be made compulsory even on well-lit city roads has been quashed, and conscientious Policemen have far more urgent tasks to perform (and in performing them, have our heartfelt admiration and sympathy) than the bringing into Court of drivers who have transgressed in respect of purely technical, often out-dated, motoring laws—such as exceeding the quite unnecessary and uncalled for "fuel-saving" 50 and 60 m.p.h. speed-limits. So, if this little country remains sane, there is every hope that prosperity will eventually return. And that motoring will continue to be fun. But a big black mark to Chief Inspector James Long, Police Representative of the Harts District Road Safety Committee for announcing what he

Continued on next page

We wish our readers

A Happy Christmas and New Year

January issue will be published on the 2nd.

Motor Sport Fixture List For December

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

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

DATE	CLUB	RENDEZVOUS	NEAREST TOWN OR MAP REFERENCE	CATEGORY	TIME
Dec. 6th	Bedford AEC	Marshall's Garage	Bedford (153/058502)	Pilgrims Progress Rally (*R*)	—
Dec. 6/7th	Clitheroe & Dist. MC	Eddisford Bridge Car Park	Clitheroe (103/728414)	Hall Trophy Rally (*R*)	—
Dec. 6/7th	Aberdeen & Dist. MC	Midmill Service Station	Kintore (40/792152)	Williamson Rally (*R*)	—
Dec. 6/7th	Sunderland & Dist. MC	Peterlee Town Centre Car Park	(85/432407)	North Star Rally (*R*)	23.01
Dec. 6/7th	Herefordshire MC	Bengry's Car Auctions, Kingsland	Leominster (149/437596)	Welsh Marches Rally (*R*)	—
Dec. 6/7th	Bury AC	Star Motel, Gaerwen	Gwynedd	Mother of Wales Rally (*R*)	11.30
Dec. 6/7th	National Westminster Bank MC	Bridge Street Car Park	High Wycombe (175/862932½)	Slithy Toves Rally (*R*)	—
Dec. 6/7th	North Downs MC	Chatham Motor Company Service Station, The Overcliffe	Gravesend, Kent (177/641741½)	Reporter Trophy Rally (*C*)	22.01
Dec. 6/7th	Civil Service MA	Emblem Sports Cars, Pimperne Garage	Blandford Forum, Dorset (195/906090½)	Advent Rally (*C*)	23.01
Dec. 6/7th	Kerry MC	Tralee	County Kerry	Kerry Navigation Rally (*C*)	22.00
Dec. 7th	TEAC	Lydden Circuit	Lydden Village, Kent	Rallycross	12.00
Dec. 7th	Weston-Super-Mare MC	Gough's Garage	Cheddar (182/462537)	Proteus Stages Rally (*C*)	09.00
Dec. 13/14th	Caernarvonshire & Anglesey MC	Car Park—Bernard Wardle (Everflex) Limited	Caernarvon (115/493621)	J. J. Brown Memorial Rally (*R*)	—
Dec. 13/14th	Taunton MC	Somerset College of Arts & Technology, Wellington Road	Taunton (193/216246)	Taunton Rally 1975 (*R*)	—
Dec. 20th/21st	One-Eleven MC	Lightwood Driver Training Ground, Sheffield	(111/374825)	Bentleys Rally (*R*)	23.01
Dec. 21st	Minehead MC	Luttrell Arms Garage	Dunster (181/993½1440)	Exmoor Seekers Stage Rally (*C*)	09.01
Dec. 26th	TEAC	Snetterton Circuit	Thetford, Norfolk	Rallycross	12.00
Dec. 28th	Port Talbot MC	Mynydd Epynt	Llanwrtyd Wells	Tour of Epynt (*R*)	08.30

MATTERS OF MOMENT

Continued from previous page

called "Hate Weeks" by the police against car drivers in his area of Hampshire, a most unfortunately-named check-up operation.

Not everyone can run an exotic, high-performance motor-car. But the more modest ones go extremely well these days and our readers know how to use them to good purpose. Extracting the maximum amount of enjoyment from this expensive pastime is a matter of using country lanes as well as Motorways, choosing the right times to motor, to the right sporting events, in the right company. There are many levels between the fuel-saving economy-cars (we note that a Ford Popular has won the first round of the Total Club Economy Drive, with a figure of 49.7 m.p.g.) and the very expensive top-moderns and those vintage and earlier cars for which similar, usually over-inflated, prices are demanded. Enthusiasts know this, and adjust their sights accordingly. . . .

Among today's small cars it looks as if VW have another World-beater in the Polo, and we are gratified that they, along with Mercedes-Benz, Peugeot and others, have faith in the diesel engine for private cars, which was the subject of a leading article we published some time ago. All in all, the outlook is less bleak than was feared a few months ago. So, in offering you the seasonal greetings we would ask you to join us in anticipating better times in 1976.

Bad Luck

THE non-finishers in this year's London-Brighton Veteran Car Run, a report on which appears on pages 1388/1389, were as follows: L. B. Cohn (1893 Benz), D. J. Goldsmith (1894 Benz), W. G. P. Arnold (1896 Arnold), R. L. Hubbard (1896 Lutzmann), S. J. Skinner (1897 Daimler), D. E. Weeks' (1900 Ariel tricycle), C. P. Willoughby (1900 De Dion Bouton tricycle), Major A. Pownell (1901 De Dion Bouton), P. A. Brandt (1901 Locomobile steamer), M. Snapper (1901 Renault), P. Grand (1901 Renault), Sir Clive Bossom (1902 Beaufort), J. S. Corry (1902 Benz), G. von Raffay (1902 Georges-Richard), T. S. Black (1903 Gladiator), B. J. Garrett (1903 Gladiator), R. S. Lester (1903 Humber), B. Anderssen (1903 Oldsmobile), G. Larkin (1903 Phoenix Trimo), E. Cassidy (1903 Thornycroft), P. Faulkes-Halbard (1904 Peugeot) and C. F. Dumbell (1904 Turner-Miesse steamer).

VSCC Lakeland Trial

8th November, 1975

THIS YEAR'S Lakeland Trial, which was held under clear skies amidst breathtakingly beautiful scenery, proved that married life is conducive to trials success, for no less than five of the seven first-class award winners were accompanied by their wives.

The most difficult sections were those laid out at Lanthwaite Green, on the road to Buttermere, where wet grass caused people like Bill McDonagh and his 1932 12/60 Alvis, loaded with enthusiasts coming all the way from County Armagh, to have difficulty in getting enough grip even to get to the various starting lines. Elliot Elder had driven his 1913 12/16 Sunbeam, complete with new replica *Coupe de l'Auto* type bodywork, down from Edinburgh to compete in its first trial after having literally been buried for some 50 years. With its beaded edge tyres, it kept trying to bury itself again on most of the sections by standing stationary with the rear wheels spinning.

Doctors Tom Gjertsen and Willie Sellers had put their plates up on the former's 1929 M-type MG, writing their trials number 6 on top of the bonnet in sterile mud. They failed on the dreaded Drumhouse hill, which winds up from the slate quarry at the top of Honister Pass, by having an insufficient head of National Health petrol for their gravity feed.

Best of the 70-odd entries was the 1925 Anzani Frazer Nash of Nigel Arnold-Forster, who whizzed his wife Pam up nearer to the summits of the mountains than anyone else, to score 183 points. Next best was veteran trials ace Leslie Winder in his 1924 Humber with 175 points, while his son Geoffrey, winner of the trial for the last three years, scored 174 points in his 1930/2 Ulster Austin.

Victor of the long chassis class with 160 points was VSCC President Bernard Kain accompanied by his wife Jean (no mean trials driver herself) in their 1929 Type 43A Bugatti, which has a Type 44 engine. Heroes of this class were three award winning saloons. A second class award went to Richard and Molly Parker in their brown fabric 1928 Austin Seven saloon, a marvellous effort on little narrow tyres. They scored 142 points. Winners of a third class award were Tom and Di Threlfall in their 1928 Model A Ford saloon, who had travelled from the wilds of Hampshire at a steady 50 m.p.h. up the M6 to score 140 points. A resounding first class award went to the thoroughly attractive and well-used looking 1928 TG 12/50 Alvis Carbodies saloon, with oval rear window and open skylight, crewed by Ian and Janet Woolstenholmes, who gained 150 points.

Of the eight 30/98 Vauxhalls taking part, only Humphrey Milling's won an award.

Results:

Kirkstile Trophy: N. Arnold-Forster (1925 Frazer Nash).

Kirkstile Plate: B. B. D. Kain (1929 Bugatti).

First Class: W. L. T. Winder (1924 Humber), R. G. Winder (1930/2 Austin), C. E. Ayre (1927 Alvis), I. Wolstenholmes (1928 Alvis), A. L. Nahum (1925 Salmson).

Second Class: N. J. W. Stoyel (1928 Frazer Nash), P. W. Still (1937 Frazer Nash), D. P. Harris (1926 Frazer Nash), M. U. Hirst (1928 Alvis), R. M. Parker (1928 Austin), P. B. Gledhill (1928 Austin).

Third Class: C. Hamilton-Gould (1926 Frazer Nash), R. Adnams (1927 Austin), J. S. Box (1928 Jowett), C. R. Newton (1938 H.R.G.), J. A. McEwen (1930 Riley), H. P. Milling (1924 Vauxhall), T. J. Threlfall (1928 Ford).

New and worthwhile

EVERY YEAR, we at Standard House are fortunate enough to receive scores of calendars from various of our friends in the Motor Industry.

Some have rude pictures; some have superb motor racing pictures; some have dates we can read; some have space to write on. But, without looking this herd of gift horses in the mouth, we have never found a calendar that meets *all* our needs at once. So this year, we decided to join *Motoring News* and solve the problem by producing our own calendar—a unique fixture calendar which not only meets *our* need but also, we hope, *your* needs too!

We started by picking twelve of the most colourful, exciting and *memorable* Grand Prix

Continued on page 1376



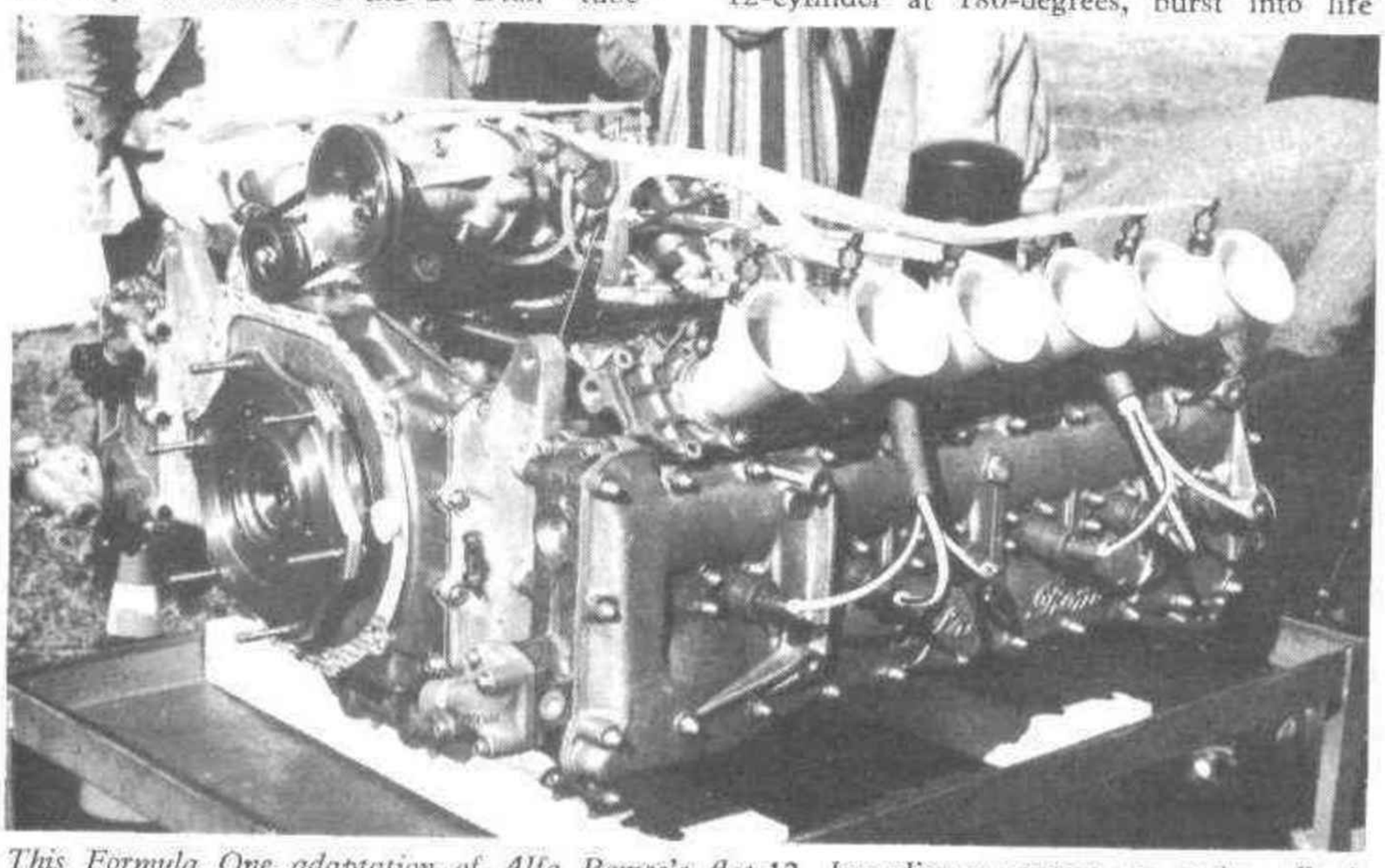
Ferrari's 312/T2 retains the basic layout of the T1 cars, with flat-12 engine and transverse five-speed gearbox, but de Dion rear suspension has been adopted. The revised bodywork meets 1976 regulations. Note the air intake ahead of the Ferrari badge on the cockpit side. *See our colour section, page 1406.*

New Formula One Cars

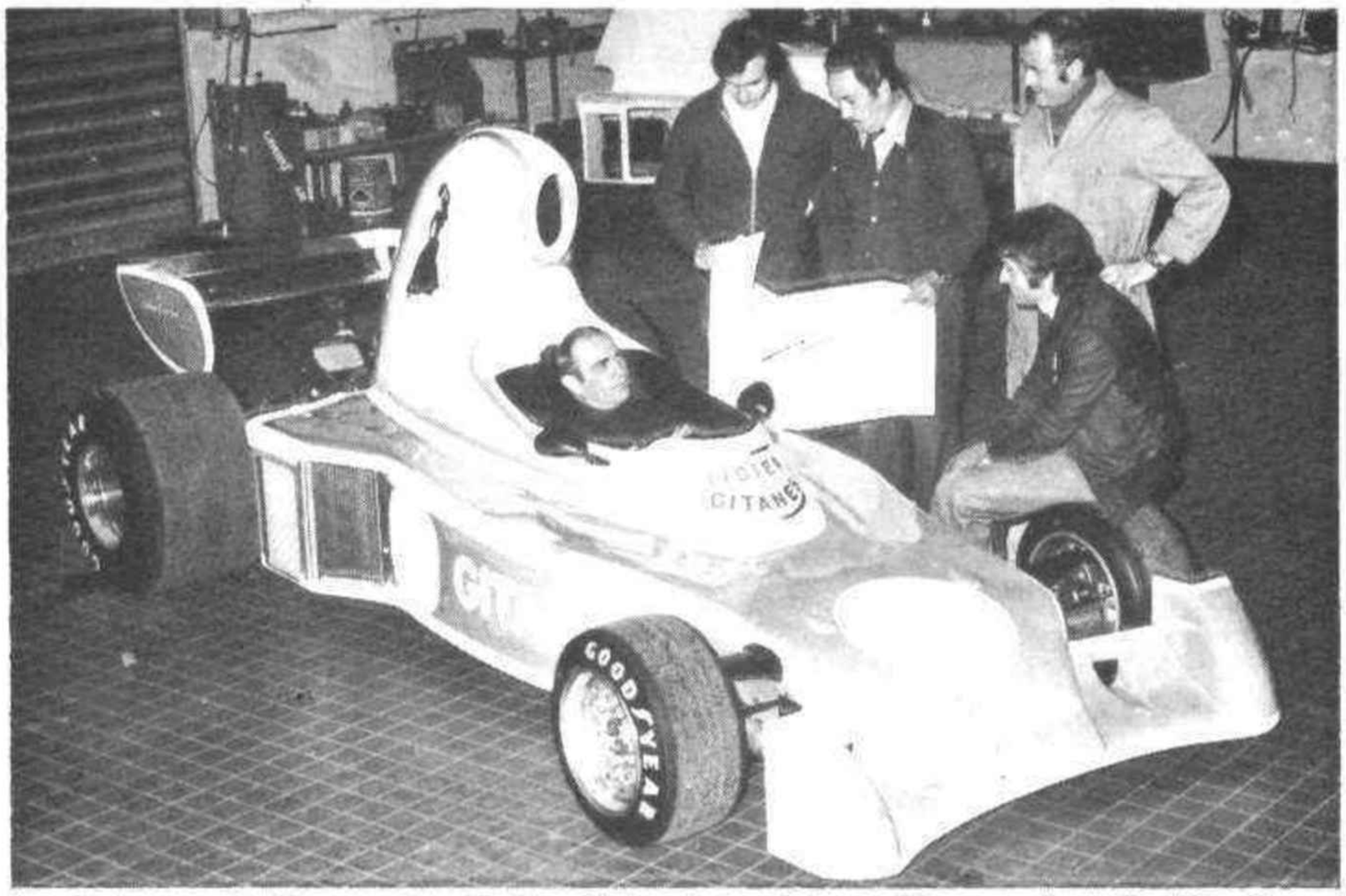
AS MANY new Formula One cars seem to be appearing as the weekly "comics" discover budding new Formula One drivers in Formula Ford, Formula Atlantic or Formula Three, but just as it is a long way from professional Club racing to winning a Grand Prix, it is also a long way from competing the building of a Formula One car to it getting the chequered flag. Although it seems that new cars are springing up at every turn, not all of them are new, merely being the culmination of a long period of design and building. Last month we discussed the new and revolutionary six-wheeled Tyrrell Project 34 that arrived in our midst with no forewarning, other than that Derek Gardner was "busy on something". The new Lotus 77 was not so much "new" as late in arriving, knowledge of the car having been with us for most of the summer and it was fully expected at the Italian Grand Prix. Since viewing those two 1976 cars, four more have been revealed, two being 1976 developments of 1975 cars and two being brand new designs.

In one weekend the Italian racing enthusiasts hardly knew which way to turn for on Saturday Enzo Ferrari introduced his 1976 Grand Prix car and on Sunday Alfa Romeo introduced a new Brabham powered by their flat-12 cylinder engine from the 33TT12 sports car, both cars being ready for a testing programme prior to the first Grand Prix of 1976 in the Argentine in January, if all the financial "shenanagans" between the Formula One Constructors' Union, the Organisers' Union and the CSI are resolved. It is interesting that both Ferrari and Alfa Romeo were able to reveal their new cars to the Press at their respective private test-tracks and that both cars were seen to run, immediately after the unveiling. During the past summer some tests were made at Maranello, on the Fiorano track, of a 1975 car with a de Dion rear axle layout, in which the wheel hub carriers were joined by a tubular "bridge" over the rear-axle/transverse gearbox layout, the wheels thus being kept parallel to one another at all times, as against the current orthodox independent rear suspension in which each wheel moves on its own and has no effect on its mate. This de Dion layout has been perfected and fitted to the first of the 1976 cars. The new model is designated quite simply 312/T2 and the car on show in October was chassis No. 025, following on the 1974/75 series of cars. Previously the Ferrari flat-12 cylinder series were designated 312B1, 312B2 and 312B3, with a T suffix for the 1975 cars with the transverse gearbox layout. Clearly, this transverse gearbox layout is here to stay for a bit so Ferrari has called the new car T2, not to be confused with the unofficial (T2) used in 1975 for the second of the transverse gearbox cars. The 312/T2 retains the basic layout of the T1 cars, with flat-12 cylinder engine and five-speed gearbox and the new de Dion layout of rear suspension is such that it can be replaced by the orthodox independent layout, if necessary. Special rear hub carriers have lugs to take the ends of the tubular "bridge" or spaceframe de Dion tube, that keeps the hub carriers parallel to each other and this space-frame is spread over the final drive and embraces things like the rear aerofoil support and the battery, the tubes neatly threading their way through existing components. Sideways movement of the de Dion "tube" is prevented by transverse links running under the transmission assembly to a Watt linkage mounted under the centre of the aggregate and radius rods running forward from the hub carriers control "swing" and fore-and-aft movement of the assembly. The bodywork on the new car has been completely revised to conform to 1976 regulations regarding engine air-intakes and air for the flat-12 engine is taken in through ducts moulded in the cockpit surround just forward of the scuttle, the cockpit surround being double-skinned to feed the air back to the engine intakes. The distinctive full-width aerofoil is retained at the front and there are wind-cheating "spats" ahead of the front tyres, these "spats" incorporating air ducts that feed cold air to the front hubs and brakes. In the official specification sheet for this new car the engine is quoted as being a 12-cylinder with 180-degrees between the two banks, delivering a nice round 500 horsepower at 12,200 r.p.m. on an 11.5 to 1 compression ratio, using 98/100 octane AGIP petrol. Bore and stroke remain unchanged, at 80 mm. by 49.5 mm. giving a capacity of 2991.8 c.c.

Hardly had the noise of the 1976 Ferrari 12-cylinder died away over the Fiorano test-track than another 12-cylinder engine, also a 12-cylinder at 180-degrees, burst into life



This Formula One adaptation of Alfa Romeo's flat-12, long-distance sports-car engine affords 500 b.h.p. for the Gordon Murray-designed Martini-Brabham BT45.



Guy Ligier poses in his new Formula One Ligier, designed by ex-Matra engineer Paul Carillo and powered by the Matra V12 engine. The type number JS5 honours Ligier's late friend, Jo Schlesser.

on the Alfa Romeo test-track at Balocco, mid-way between Milan and Turin. At Fiorano the new World Champion Niki Lauda and Gianclaudio Regazzoni had been on hand, ready to defend Ferrari's World Champion status next year, while at Balocco the two Carlos boys, Reutemann and Pace, were in attendance, for this new Alfa Romeo powered car is for the Brabham team for 1976. The world-wide Martini drinks firm, who originate from Turin, are backing the Brabham team again in 1976 and this new car is the result of a three-cornered collaboration between Brabham team owner Bernard Ecclestone, the Count Rossi di Montelera of Martini, and Alfa Romeo. The whole project has been under way during most of 1975 and the car was expected a number of times during the summer, but never materialised. Some people imagined that designer Gordon Murray was going to adapt a BT44B to take the Alfa Romeo engine, as a prototype experimental machine, but that was quite wrong for he was designing an entirely new car for the Italian engine and Hewland gearbox. Unlike the orthodox Formula One car in which the monocoque chassis ends behind the cockpit, with the engine bolted to the bulkhead, the BT45 monocoque extends along each side of the engine to take pick-up points from the cylinder heads. These extensions, or booms, are also used to carry fuel tanks, helping to keep the balance of the Centre of Gravity as the petrol is consumed. Rising out of these booms are individual air collector boxes for each bank of cylinders, which not only give a clear passage to the airflow over the rear aerofoil, but also provide an extensive side area that can be used in the overall aerodynamic stability design and positioning of the centre of pressure in your calculations. The suspension fore and aft follows that of the BT44B, being simple and straightforward independent to all four wheels, using coil spring/damper units, and Gordon Murray has achieved a very low and compact car on a wheelbase only 2 inches longer than the BT44 cars, and that with an engine that is considerably longer than a Cosworth V8. With complete simplicity Alfa Romeo say the engine will give 500 horsepower in Grand Prix trim, pointing out that the engine was designed and developed for long-distance races that demanded a life of at least 1,500 kilometres, to take in race and practice. For the sprint-type Formula One races of today a life of 300 kilometres would be adequate, so that the engine can be run closer to its ultimate design limits. By a brilliant piece of design and craftsmanship the twelve exhaust pipes from under the engine contrive to wend their way through the rear suspension and under the gearbox to end in a pair of large-bore megaphone tail pipes. If nothing else the Brabham-Alfa Romeo makes a delightful new noise, a really harsh and brutal sound in contrast to the music of the Ferrari and the scream of a Matra V12.

The two works Brabham drivers both gave the car a run round the test-track, showing that the car was ready for serious testing, and while the BT44B cars, with Cosworth V8 power, have not been scrapped it is not the team's intention to use them in 1976, pinning all their hopes on this new project. Once the prototype car has been tested and proven, four more cars will be built, the supply of engines from Alfa Romeo being limited only by the financial triangle between them, Brabham and Martini, with help from all the normal trade people like Goodyear, Koni, Girling, Ferodo, Fina and so on. As this showing was on Alfa Romeo ground it was natural that the accent was on the Milanese side of things, and Alfa Romeo had on show their 1940 Grand Prix car that never raced. It was a supercharged 1½-litre that would have superseded the immortal Tipo 158 and Tipo 159 had they been found wanting between 1946 and 1951. This unraced Tipo 512 had a 4 camshaft flat-12 cylinder engine mounted behind the driver with a 5-speed gearbox out behind the rear axle. The front suspension was by double wishbones and the de Dion rear axle used single radius arms on each side and a de Dion tube running over the top of the final drive. There are times when you could be forgiven for thinking that the Italians take a long time to develop good ideas!

The Brabham BT45 is a truly all-new car, though like the Lotus 77, a little late in arriving. However, now that it is here it looks promising and should help to enliven the 1976 season. Talking to the Brabham people you felt that they had designed and built a car round the Alfa Romeo engine. Talking to the Alfa Romeo people you felt that they had installed one of their engines in a Brabham car! The Martini people were just smiling pleasantly and hoping the alliance will work.

Also on the other side of the English Channel a new French car was unveiled in Paris, in a static display amid the fumes of French cigarettes. This was the Formula One Ligier, a rather large and fairly orthodox car powered by a Matra V12 engine, with overall sponsorship from the Gitanes cigarette company. The Equipe Ligier-Gitanes are making their first foray into Formula One and many of the people from the Matra-Simca sports car team are involved in this all-French project. Matra have guaranteed an unlimited supply of engines together with maintenance and development work, so it can be assumed that Guy Ligier's team will carry on from where the Matra-Simca MS120 left off, especially as Jean-Pierre Beltoise is named as the first driver. The aim is to be ready for the Argentine Grand Prix, provided testing at the Dijon-Prenois and Paul Ricard circuits goes well.

While the Ligier presents a very smooth form it is unusual in that the nose cowling with full-width down-thrust surface and "spats" in front of the tyres, has no provision for adjustments, the whole thing being moulded in one piece. The monocoque sides extend back over the radiators and engine, and the engine air-collector box is only legal until the Spanish Grand Prix 1976. As this car is a very nationalistic French affair, it was thought that it might use Michelin tyres, but as shown the car was on Goodyear tyres.

Another new "Cigarette Special" revealed recently was the latest Hill car, from Graham Hill and his sponsors Embassy cigarettes. In a very informal atmosphere it was seen by some people while it was being completed in the London workshop, and for those who were quick enough to follow it up to Silverstone there was a chance to see Tony Brise do some "shake-down" runs before it was whisked off for testing in the sunny south of France at Paul Ricard. This is the GH2 design from Andrew Smallman and in general principles follows the 1975 GH1 series cars, though all the new regulation requirements have been incorporated.

Anyone who still lives under the delusion that "all Formula One cars look the same these days" should make an effort to see a Grand Prix in 1976 for if the line-up contains all these new cars variety is going to be the keynote. Six-wheeled Tyrrell, slimline Lotus 77, de Dion suspended Ferrari, all-French Ligier, Brabham-Alfa Romeo, conventional Hill; with V8, V12 and two types of flat-12 engine all added to the regulars, it should produce some of the most interesting races we have seen for a long time.

D.S.J.



JUST 60 miles recorded, and the Beta shows off the clean confines of a crowded engine bay. Overall the layout is orderly, but the dipstick can be misleading.

15,000 miles with the handsome but wilful Beta Coupé

RELIABILITY *versus* desirability, those were the arguments that governed my selection of a staff car. My initial desires were based on one of the bigger-engined coupés from Opel or Ford, for some of my most enjoyable miles were completed behind the wheel of an Anglo-German Capri hybrid that carried an effective Weslake-modified 2.6-litre V6. Earlier this year I drove both the GS and GS/E versions of Opel's 2.8-litre Commodore Coupé and I was very impressed indeed, though I was a little disheartened to find that servicing was required every 3,000 miles, *versus* the 6,000-mile Ford interval: I don't like "my" cars to lounge indolently at the garage.

That I didn't drive away in a secondhand Opel GS was due to a catalogue picked up casually at Earls Court, a couple of months before I returned to journalism earlier this year. I was sold entirely by this beautifully illustrated, but somewhat vague (technically speaking) leaflet. Thus it came as something of a surprise to me when I began to write again, to discover that my catalogue choice had in fact been quite thoroughly assessed by the British press in France. However, everyone was most complimentary about the Beta Coupé and so, in January 1975 I set out to trap one, before the price went up from the bargain £2,345 at which it was announced.

First I tried talking to Lancia GB, but they don't talk to potential customers, all the customer contact is left to the dealers. I was quite pleased to find that Wood & Krailing, High Street, Theydon Bois, Essex, had pretty well what I was looking for (in dark blue, unfortunately without cloth trim) because that gave me the distinctive Essex HOO registration! Alert car traders always seem intrigued that the Ford County should allow Lancias to roam around with their distinctive OO registrations.

The comprehensive standard specification included 5½-in. rim by 14-in. alloy wheels, tinted and laminated front screen, electric rear window, driver's door mirror, quadruple Cibie 220/110 watt quartz iodine headlamps, stainless steel bumpers with rubber inserts, electric screenwashers, internal instrument to measure sump oil level, and even a rechargeable torch that plugs in under the dashboard.

The PVC seats proved slippery but, at 15,000 miles they look a lot smarter after harsh use than the beautiful crumpled cloth covering of a 7,000-mile demonstrator. I was delighted to find that Wood & Krailing had the intelligence to install retractable seat belts, in this case the unusual Toric units that carry no clip on the belt, for the belt is clipped into a centre post, which saves a bit of fiddling.

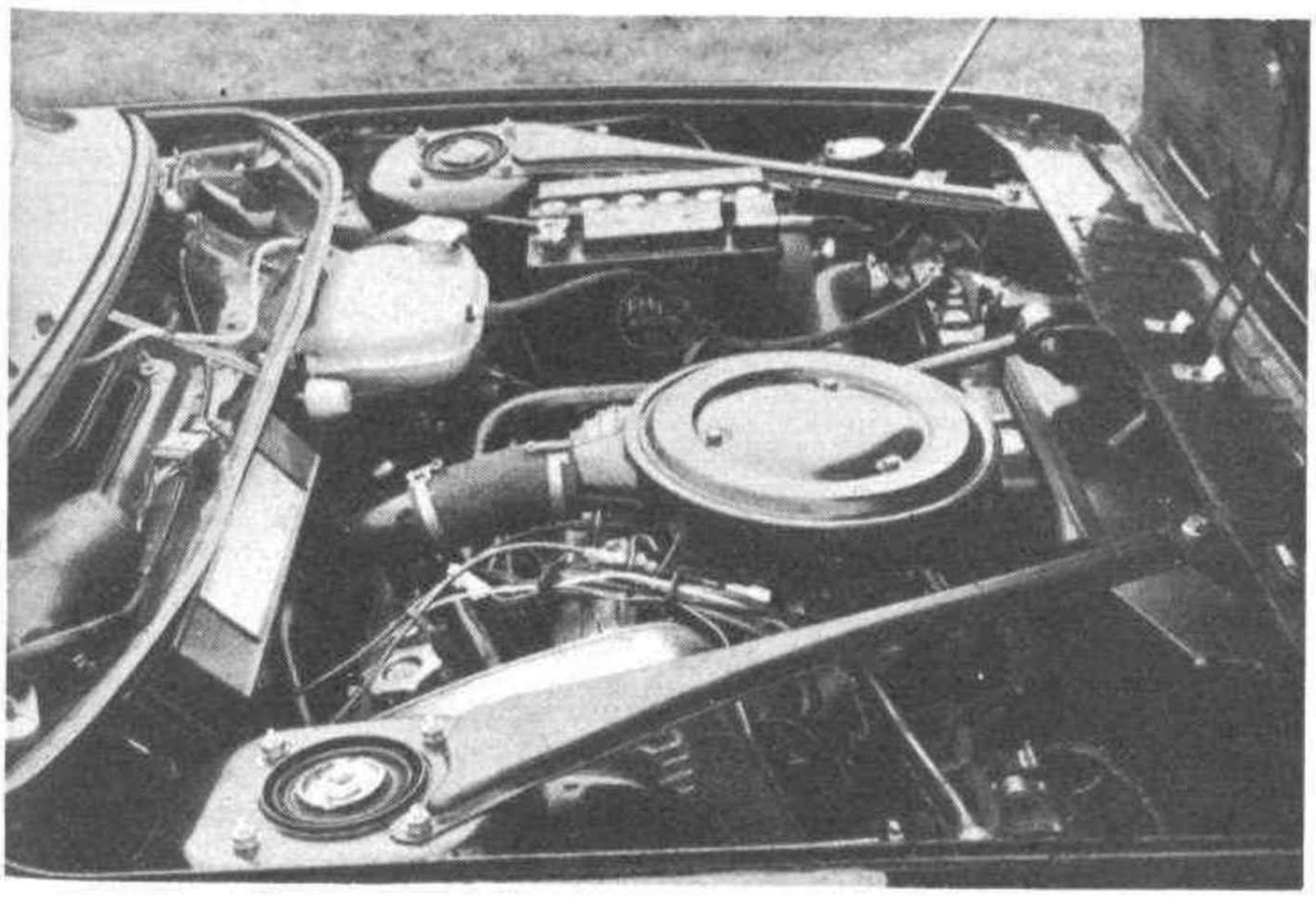
Since my Beta Coupé was acquired, Standard House has bought a second such 1600 model. I was appalled to find that had fixed belts (appalled because the driver describes them as unusable, and that's just sheer waste, whatever you think of wearing belts yourself) and that, purchased just a few months after mine, it had cost more, secondhand, with 5,000 miles registered, than mine did when new!

I did find the car very complicated to live with at first. There are six supplementary instruments for a start, and one has to sort out which is oil temperature and which is water, remembering not to panic at the sight of a dial that moves not at all, unless its nearby button is pressed, when it should show you how much oil is in the sump. The second speed for the wiper is on a central panel, and it pulls out for a faster speed. Marvellous, but the panel flexes enough to frighten new owners who have already had the bonnet release spring bounce across their toes! Starting is a first time affair after a couple of days' acquaintance. In summer I just press the throttle twice and turn the key; in winter I add full choke and an occasional depression of the clutch.

Lancia advise running the unit in, while Fiat say nothing about this procedure when talking about the same basic engine when installed in the 124 Coupé. I ran it in, and I have the Beta serviced as near 3,000 miles intervals as possible (Fiat is 6,000 miles), though I have a feeling the only reward is in conscience rather than science.

So far as the car's mechanics were concerned the pre-delivery checks had been properly carried out, and my only complaint at the first, free labour service, was that the gear selection needed improving when attempting a noiseless change into 1st. The change still occasionally sticks today, often failing to select 1st at all.

This was done, and by the time 1,000 miles came up I was very pleased with the car. After a great deal of experimentation I had found a



SHINY PVC seating sounds worse than it is, keeping up a presentable appearance for longer than cloth trim. Rear accommodation is very limited and best left to children under 10.



driving position that was comfortable, which is no mean feat in the Lancia or Alfetta coupés. The Beta was averaging 31-33 m.p.g. while restrained to 4,000 r.p.m., a figure that equates to slightly more than our 70-m.p.h. limit in the Lancia's 5th gear.

A steady period of commuting through the East End brought a very low period in our love-hate relationship, for I find the steering dangerously low-geared for crowded city streets. For example, turn 90 deg. left, straighten up, and try to steer gently around an oncoming hazard, or simply try to avoid the hazard, and resume one's previous path. In both situations the car is slow to respond, and the amount of wheel shuffling needed can leave the hands clear of the rim at the second when front-drive torque reaction has chosen a dangerous path. When I checked, some months ago, Chequered Flag had fitted no less than 18 Coupés with smaller steering wheels. I now have a very nice one from Abarth, and I sincerely hope that it will be installed very soon. Incidentally, the new power-steered 2000 models are much, much, better in this respect, and I have no reservations at all about their handling.

The next service at Theydon Bois passed without incident and I set off on a very tough schedule following the Scottish Rally, from whence the car returned with 7,000 miles registered and a large oil leak. I had moved West of London and the car was booked hastily into the Chequered Flag at Chiswick. The leak came from the oil pressure gauge union at the front of the engine and was repaired without fuss under warranty. The car gleamed under a wax polish and vacuum clean interior (I'm told this is regular practice, it was certainly much appreciated) and ran so quietly that I could have sworn it wasn't a Beta Coupé at all!

The car returned to good-mannered commuting at an average 26-28 m.p.g. At 10,500 miles the throttle return spring broke while travelling at high speed. I did detect the "ping" at speed, and it isn't difficult to drive safely without the return throttle action whilst out of traffic, but I wasn't amused at the early failure during a Bank Holiday. However, the Dome Garage at Brentford on the Great West Road had a kind gentleman who repaired it swiftly, and I've since acquired a new spring, so we'll see how it lasts.

Then I went to Autocare at Pangbourne for a service at 11,500 miles. This wasn't far short of £60 and included drilling out sheared exhaust down-pipe bolts needed to repair a tremendous boom period that was being inflicted on us by a manifold damaged by engine torque reaction. As the car was a month over 6 months old, it was definitely out of warranty, and that was the signal for the Coupé to really provide a period of considerable unease.

Just as 12,000 miles became a recorded fact, so did a distinct twitchiness in the oil pressure gauge. The internal instrument said we were over half full of oil, and so did the dipstick, but the pressure gauge showed totally, and potentially terminal, lack of pressure. According to the internal sump gauge the Beta was well overfilled by the time we had cut out the surge, and since the car was puffing out oil from the rear, I felt it spoke the truth! Minus surge, but then the oil gauge needle started to twitch back to zero whenever we exceeded 5,000 r.p.m. Must be overfilling that did it? Chequered Flag, Uncle Tom Cobley, myself, and others took turns to read the level, which was now correct. Oh dear!

At 12,200 miles I shut the driver's door with the winding glass partially lowered . . . there followed a short, sharp shower of glass! Chequered Flag were the only ones to have the right glass, but even they had to call it a day after several hours attempting to tension the glass and they had to sub-contract the job. My thanks to those who did conquer the task, and to the Flag for keeping the bill down to an unprofitable level.

In quick succession a headlamp and a side-lamp failed, on opposite sides. Both wiper blades split shortly afterwards and I had to buy two more of these nasty Trico-licensed Carello units, which cost nearly £8 a pair. Lunacy! Now thoroughly depressed, I decided to drive back to Wood and Krailing and see if they could sort out the pressure readings and the lights. No problem. Smiles all round, yes they could do it, and lend me a car if things turned out to be serious.

Well, it wasn't very serious, just that the oil pressure transmitter unit was expiring, a component worth about £6. I was on my way with a light heart once more, and the oil pressure needle indicating about another 20 lb. more than I have seen on any other Coupé.

Just before 15,000 miles appeared on the odometer a U-turn produced a broken flashing indicator lever, snapped off toward the steering column end of its plastic and light metal construction. To replace with new parts involves all the steering column mounted levers for headlamps and wipers, parts that amount to nearly £20. Gloom has set in again while I study the strength of plastic metal and the worth of drilling and tapping a stud insert for the maimed lever.

Judged purely from the driving seat, and from the reactions of passengers (often carried under difficult circumstances) the Lancia Beta Coupé is a great success. It looks good, and it performs extremely well, balancing overall m.p.g. figures in the high twenties against a readily available 105 m.p.h. (it will do just over 110 m.p.h., but you'll use a lot of throttle return springs!) and acceleration that is excellent, providing that you ignore the sharply increased noise level over 5,000 r.p.m. Oil consumption has settled around the 750 m.p.p. level in hard use.

My greatest satisfaction comes from the extraordinarily good adhesion, high speed handling (*i.e.*, as soon as you get away from city side streets) and brakes that are simply superb. The engine may not be exceptionally powerful at 108 b.h.p. (new 1600s have 100 b.h.p., and better torque delivery) but that hasn't prevented it setting up the kind of cross-country performances that I can remember achieving in an Elan or Europa. A car that delivers this much excitement, and balances it with practical fuel consumption and luggage-carrying ability is rare indeed, and I am very pleased indeed from this point of view.

That the new Lancias are even better is a credit to the company, who may well hit Alfa Romeo very hard indeed with the competitively priced 2000 series available in so many guises. Nonetheless I judge Fiat guilty of misjudging what the Lancia name should mean in quality. Some of the spares are very expensive, which one doesn't mind so much if there is little likelihood of ever needing spares. I still don't think this car is a Lancia; I say it is an excellent FWD replacement for the Fiat 124 Coupé. "Lancia" should mean a degree of refinement and finish that I just do not see in this car.

If it was a question of putting the Beta range into Lancia guise, or not having a Lancia *marque*, fair enough, I would rather see Lancia survive. Now that the range is complete I should like to see an extra degree of attention paid to the quality of the car, particularly with regard to interior noise levels and increased quality of minor components that can be so annoying when they fail.—J.W.



On the shores of Loch Ness we stopped to pay tribute to that gallant gentleman, John Cobb.

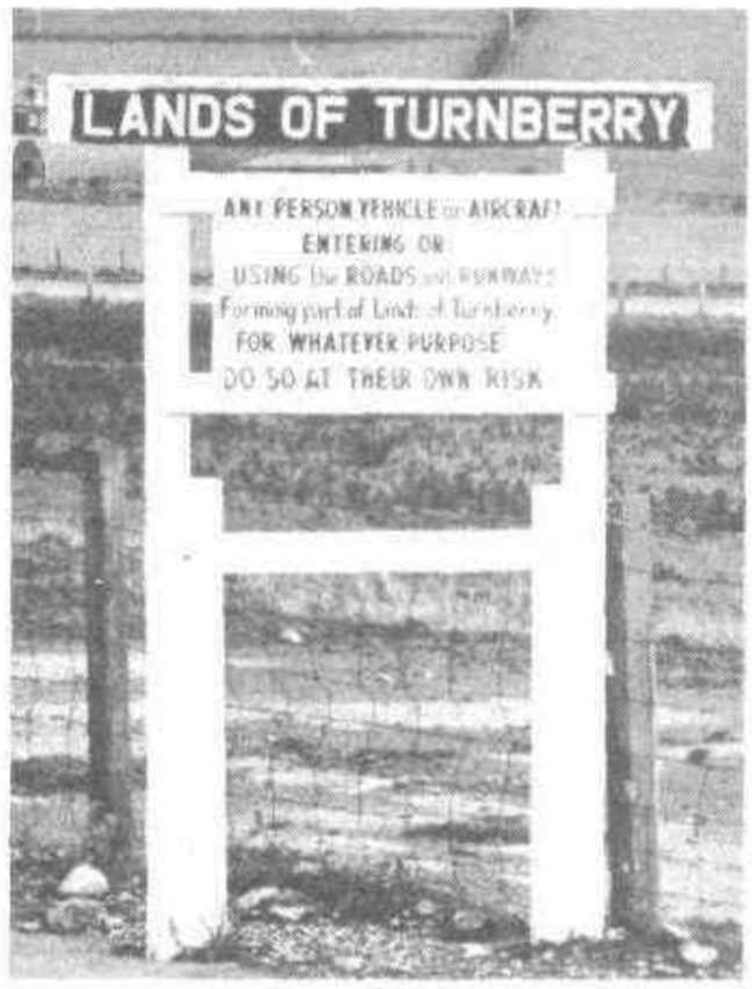
Scottish Journey

I SUPPOSE it was the Vanwall book that caused it, for we were discussing the battles of the racing cars of those two great industrial giants, Sir Alfred Owen and Tony Vandervell, the 1½-litre supercharged V16 BRM and the 4½-litre unsupercharged Ferrari "Thinwall Special" and how they raced against each other all over the British Isles. The younger member of the group expressed surprise that these two cars went to Scotland to race, and we recalled meetings held on the airfields of Charterhall and Turnberry, with drivers such as Farina, Hawthorn, Moss, Bira, Parnell, Rosier and Gerard, all famous names of the early days of post-war racing in Britain. This was some twenty-five years ago, not history to the likes of W.B. and D.S.J., but history to a lot of readers and some of our present staff who were then just seeing the light of day.

Enlarging on this subject we realised that Scotland now has two permanent circuits replacing those old airfield circuits, one in the suburbs of Edinburgh at Ingliston and the other up in the wild county of Knockhill on the other side of the Firth of Forth. It did not take long to draw up a five-day itinerary with the object of exploring motor racing history north of the Border, as well as looking at the motor racing scene as it is today. It was an interesting thought that it was farther in time and distance from London to the Scottish border than to the shores of France and Belgium, where one instinctively searches out old racing circuits, monuments and memories, but with our complete Motorway system Scotland was a lot easier to get to. In order to avoid being deflected off our route before we got into Scotland we contemplated putting the car and ourselves on a Motorail overnight sleeper, but the time and cost for three people and a Vanden Plas Daimler Double-Six (a badge-engineered Jaguar XJ12 to you and me) was uneconomical even with the fuel-injected 5.3-litre V12 engine guzzling petrol at 15 m.p.g. so we latched it on to the M1 Motorway with our ace Motorway driver at the wheel, and sat back and relaxed as we were wafted up the M1 and M6 after lunch, arriving in Carlisle in time for a leisurely bath before dinner. Our Motorway ace has to be forced onto normal motoring roads so we were sure of not being deflected between London and Carlisle even though we expressed a wish to see Willy Eckerslyke's clog factory in Barnoldswick! As we intended to cover most of South and Central Scotland in the few days available we aimed to reserve the maximum amount of time for happenings over the border.

On the way we had regretted that the Editor had been unable to join the party but he insisted there was something more important taking place at the same time, like the AGM of the Bean Owners' Club, or the Bonfire Night Rally of the Calcott Owners' Club, so it was with some surprise that we entered the Crest Hotel (I refuse to call it a Motel) just off the M6, to be confronted with a Bean radiator affixed to the wall of the foyer. We enquired if the AGM was being held in the hotel, but the girl receptionist was too young to remember the Bean!

Enjoying the open roads of Scotland and the low density of traffic, we accomplished a gigantic 1,000-mile circle from Carlisle in an anti-clockwise direction, taking in twenty-two pre-determined objectives, as well as some un-premeditated ones, all of which would figure high on any motor racing Tour Itinerary run by Page Tours. Heading across the Dales of Dumfries and Roxburgh we visited the old Charterhall airfield, now completely turned over to farming, though many of the old hangars and admin. buildings are still intact. Our map had the circuit marked quite clearly, except that it was about two miles out, in the wrong set of fields, but a local postman put us right, knowing the old airfield well as he frequently went to the race meetings. We wondered at drivers from France, Belgium and Italy journeying all the way to a rather desolate Scottish airfield to race, but such was the business acumen of "Jock" McBain and his race committee, that some of the Charterhall meetings had very good entries and starting money was high compared to some British airfield meetings in the South. Later we visited the old Turnberry airfield on the west coast of Ayrshire, an equally uninspiring runway circuit that nevertheless saw some interesting racing during the formative years of Scottish motor racing. It had the slight attraction for visitors of being on the edge of the sea, with seaside hotels and atmosphere not far away. Here we were directed clearly by a man in a petrol station who went to the Turnberry races as a young man, and knew it all well. With no purpose-built circuits immediately after the war, Scotland like England had to make-do with disused airfields, while other European countries raced on the public roads out in the country or around the streets of a town as well as on permanent tracks like Nurburgring or Monza. Enthusiasm was very high in Scotland and in spite of being a long way from Southern civilisation, for there were no motorways to bomb along in a few hours, motor racing in Scotland seemed to happen all over the south and centre, on airfields at Crimmond and Edzell as well as the two we visited. Scottish racing drivers have long been a force to be reckoned with, and apart from the three most famous from north of the border, Clark, Stewart and Ireland, there have been countless more like Flockhart, Sanderson and Jimmy Stewart and there are still many Scottish racing drivers in action today like Walkinshaw. Naturally we visited Chirnside to pay homage to the greatest Scots driver of all time, Jimmy Clark, buried in the beautifully-cared-for graveyard in the centre of the village, and would have liked to have visited the Jim Clark Memorial Trophy Room in Duns, but winter was with us and it was closed until the spring. During our tour we passed through the homelands



Historic lands where racing cars once competed.

of Clark, Stewart and Ireland and it was easy to see why Jim Clark always returned home after races, why Stewart went to live in Switzerland and why Innes Ireland returned to his native land after retiring from motor racing and motoring journalism.

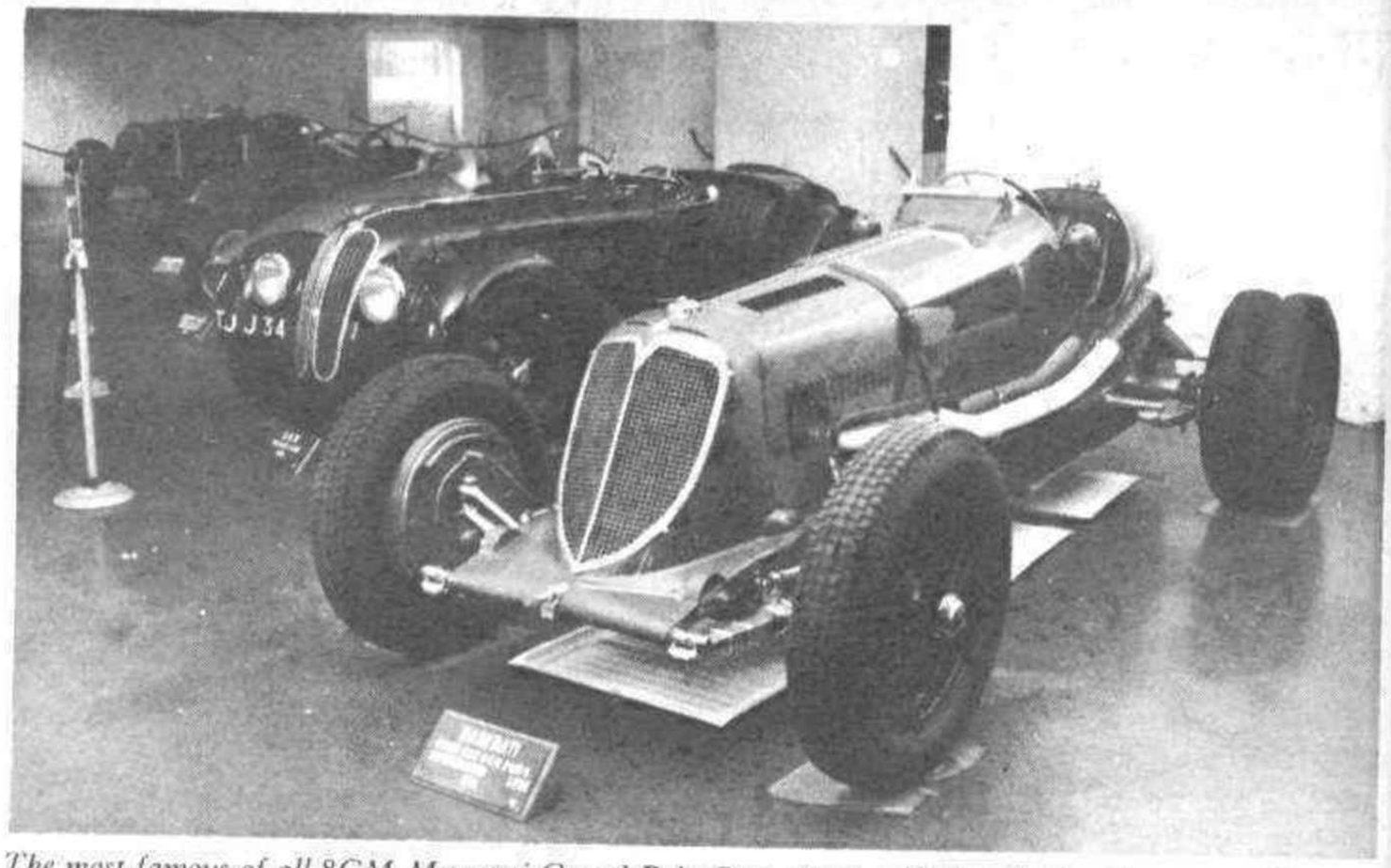
From the flat and spacious areas of airfield racing, activity in Scotland has now been channelled into two tiny circuits which must surely breed a cut-and-thrust type of driving, rather than any consumate skill. From the inspiration of Ian Scott-Watson, who was the man who set Clark on the road to the top, Scotcircuits Ltd. brought about the building of a three-quarter-mile track around the grounds of the Royal Highland and Agricultural Society at Ingliston, on the west-side of Edinburgh Airport. Airfield racing had died because the affluent society of the sixties demanded so much in the way of amenities and safety that officialdom would no longer sanction racing on a course marked out with straw bales or rubber cones and the spectators held back by a rope. A whole new generation had grown up and moved into racing on all counts, organisers, competitors and spectators, and the care-free and irresponsible attitude of those who raced before the war and those who grew up in the fraught and perilous years of the war, in the RAF, the Navy or the Army, were now over. Whereas nobody used to give a thought to accidents or hurting themselves, the new generation were very conscious of the worth of staying alive, whether competing or watching and this together with accelerated progress in racing car design and racing car potential brought about the demise of the slap-happy airfield racing and everything had to be well organised and controlled.

At the Ingliston Showground half the battles were won before the circuit was built; there was a fine permanent grandstand giving excellent viewing, permanent facilities such as restaurants, bars, toilets and telephones, and covered paddock areas. After a time the three-quarter-mile circuit was lengthened to 1.03 miles by the addition of a length of straight, a hairpin bend and another straight. On such a tight circuit overtaking is the big problem, but nevertheless it is clearly a circuit which is fun to scratch around, providing entertainment for the spectators, but whether it is real motor racing is a matter of opinion. While Ingliston has all the advantages of being on the edge of a city and flourishes in its own self-contained way with six meetings a year, the newly built circuit at Knockhill is completely different. Built on a barren area of moorland which must be delightful on a hot sunny day, but diabolical on a wet and windy day, it presents a small but challenging drive to the budding racer, with blind brows, adverse cambers, steep descents and medium fast bends. As Ingliston is homely and friendly, Knockhill is wild and barren and the only complaints about noise are likely to come from the black-faced sheep standing forlornly about on the hillsides. Everything has had to be built from scratch and with the first meetings only held this year it is early days to say exactly how Knockhill will develop.

Just as the growth of control and responsibility put paid to airfield racing so it did to Scotland's famous hill-climb Rest-and-be-Thankful, up the old military road through Glen Croe, to the west of Loch Lomond. This must have been the best hill-climb ever used in the British Isles, the climb up the Glen being as spectacular as anyone could wish for, unless like me you had been weaned on Mountain Hillclimbs such as Mont Ventoux, Schavinsland, Bolzano-Mendola, Susa-Mont Cenis and so on. What there was of Rest-and-be-Thankful was first class—it just needed to be ten times as long by European standards. By the British standards of Shelsley Walsh, Prescott, Wiscombe, Loton Park and so on, it was majestic, but its days were numbered as officialdom demanded resurfacing, safety measures and security. Even now it is fascinating to look down the Glen from the top hairpin and imagine the exhaust note of a 2-litre ERA or an Alfa-Romeo or Bugatti echoing off the hillsides. The thought of a Cosworth V8-powered Formula One car or a highly-tuned Hart-engined March hurtling up the narrow road brought tears of emotion to our eyes. During the days of the Royal Scottish Automobile Club meetings at Rest-and-be-Thankful there was another hill-climb over in the east, at Bo'ness on the Firth of Forth. It was much more in the English idiom of a "Sprint" hill-climb, on the Kinneil Estate but, alas, that succumbed to housing development and a change of interest by the land-owner. Replacing these two hills is the one on the estate of Lord Moray at Doune, where the Earl has laid out an extremely sporting "Sprint" hill-climb of which the centre portion, across open grassland, is so steep that it is more frightening coming down than going up. A short while ago officialdom nearly put paid to the Doune hill-climb by demanding a sea of Armco barrier to which his Lordship refused to acquiesce, not wanting to disfigure his elegant estate. Fortunately for the world of hill-climbing a compromise was reached, and even though the course has been shortened, cutting out the starting straight and the first climbing left-hand bend, there is still more than enough to leave competitors breathless by the time they arrive in the top paddock.

For those who prefer their motoring static there is the Doune Motor Museum, open during the summer months, standing alongside the main paddock of the hill-climb. The theme of the Doune Museum is quite simple, and very refreshing, the cars are merely those that Lord Moray has owned and used, or those that he personally likes. After a walk round the pleasant halls it is easy to see that Lord Moray is a connoisseur of nice cars and has a selection that every enthusiast will enjoy. Among the cars is the most famous of all Maserati 8CM Grand Prix cars, number 3012, from the Whitney Straight team of 1934. It later passed to Prince Chula and

Continued on page 1376



The most famous of all 8CM Maserati Grand Prix Cars, the 8-cylinder 2.9-litre "monoposto" in the Doune Museum. Owned originally by Whitney Straight, and afterwards raced by Dick Seaman and Prince Bira.



The clock-tower on Chirnside, erected to the memory of Jim Clark, with the silhouette of a Lotus 33 in wrought-iron above the clock.

The Audi 80GT

A responsive, small sporting saloon



A FASCINATING range of nimble, 105-m.p.h.-plus small sporting saloons and coupés seems to be thriving on the unhealthy fuel and financial climate. Ranging from the twin-overhead camshaft Toyota Celica GT at £2,345, through the new RS1800 at £2,825, the increasingly popular Lancia Beta Coupé 1600 at £2,884 (soon to be joined in Britain by a 2-litre version), the Triumph Dolomite Sprint at £3,083 to, until recently, the BMW 2002 at £3,049 or the expensive 2002 Tii at £3,659, to be replaced from January by the "3" series, they all combine sporting pretensions with a sensible degree of comfort and refinement. Well placed on price and with performance and handling which belie its fairly conservative looks is Audi-NSU's contribution to this developing market, the front-wheel-drive Audi 80 GT. At £2,910, this 110 m.p.h., 2-door saloon is a superbly responsive small car which boasts astonishing economy for its performance.

Since Audi-NSU introduced the compact 80 series to complement the 100 series in 1972, much of its running gear has been spread to other variations on the theme such as the VW Passat and Scirocco. Until the recent announcement of the fuel-injected VW Golf GTi the 80 GT was the high performance spearhead of both Audi and VW ranges by virtue of an enlarged engine delivering some 15 b.h.p. more than the most powerful of the lesser models. By stretching the bore from 76.5 mm. to 79.5 mm., but retaining the same 80 mm. bore, the 1,470-c.c. in-line, four-cylinder, single overhead camshaft engine has been increased to 1,588-c.c. capacity. A twin-choke, downdraught Solex carburetter with larger chokes is fitted, the compression ratio is raised to 9.5-to-1 and there is a mild revision of valve and ignition timing. Thus modified, this engine gives 100 b.h.p. DIN at 6,000 r.p.m. and generous torque throughout a wide range, an average of 93 lb. ft. DIN being available in the 2,600 r.p.m. to 5,100 r.p.m. scale with a peak of 97 lb. ft. at 4,000 r.p.m.

Abetting the perkier engine is a larger (8.5 in.) diaphragm spring clutch, a cast-alloy sump, a larger radiator and a slightly lower third gear to reduce the gap between the intermediate ratios. The suspension is stiffer than the ordinary 80 models, retaining the same layout of McPherson struts, coil springs and an anti-roll bar at the front and a beam axle, coil springs, telescopic dampers, radius arms and a Panhard rod at the rear. Uniroyal 175/70 series steel-braced radial tyres on the 5-in. wide alloy wheels help put down the extra power to the road. The servo-assisted brakes are unchanged from those of the GL, being 9.5-in. discs at the front and 7-in. drums at the rear.

Audi make available an option pack of Bilstein shock-absorbers and ventilated front disc brakes; I have tried cars with and without these items for considerable distances, concluding that the preferable specification would include the discs but not the dampers. The harsh ride of the Bilstein-damped car, even when heavily laden, was barely tolerable for long journeys on mediocre roads, while the unventilated discs of the other car soon deteriorated under hard driving. The handling and roadholding of both cars was highly impressive, showing few of the traits associated with drive at the pointed end: negligible understeer and few signs of torque reaction through the driveshafts to disturb the sporty, plastic-rimmed, alloy steering wheel. Steering is acceptably light, responsive and accurate. Another plus point is the self-stabilising steering geometry which this car shares with almost the whole of the latest Audi-VW range. In theory it should keep the car stable when braking on uneven surfaces and in practice it seems to do just that, in spite of the Bilstein car's hard damping attempting to throw it off line over bumps. In motorway cross-winds the 80 GT showed good stability, a front-wheel-drive virtue perhaps helped by the small spoiler sprouted on the front apron. Impressive too was the low wind noise (the first car quieter than the second). Thus these Audis proved quite relaxing to drive for long distances on motorways, though the engines could not be called "unobtrusive" at speeds above 80 m.p.h.

Good seats "make" a motor car almost as much as good performance and handling and the front of the 80 GT has two of the best: reclining Recaros. Like most German seats they feel hard on first contact, but support is in exactly the right places, they lock the body in place under hard cornering forces and the net result is one of comfort and relaxation. They are allied to a reasonable driving position, though the pedals are too widely spaced, with insufficient room to relax the clutch foot. All the seats are upholstered in black-and-white chequered cloth.

A tachometer, speedometer and fuel gauge temperature gauge occupy the plasticky cowled facia, while the central console normally houses just a clock, joined there on the Bilstein-fitted car by an optional voltmeter and oil pressure gauge. Indicators, headlamp flashers and dipswitch are controlled by a left-hand steering column stalk and powerful wipers, with wash/wipe facility, by the matching right-hand stalk. Illuminated switches in the top edge of the facia perform the other necessary functions, including the operation of a heated rear screen. There is through-flow ventilation via swivelling facia vents and attention to detail is shown by separate vents in the heating system for demisting side windows. Stowage for incidentals include a lockable, illuminated glove box.

Engine accessibility is good, there's a splendid array of fuses and relays housed in a neat perspex cover against the nearside wheel arch, an electric cooling fan is used in conjunction with the larger radiator and the four halogen headlamps give an excellent beam. The boot is illuminated, though the spare wheel mounted against the bulkhead spoils its shape, there is a lockable fuel cap, stainless-steel door-sills, a driver's door mirror, reversing lamps, PVC underseal and many other "extras" in the standard specification.

Performance is astonishingly rapid if you remember that this well-equipped, sporting luxury saloon has a mere 1,600-c.c. In spite of a change to third gear being required to reach 60 m.p.h. this figure came up from rest in 9.6 sec., not far off the Dolomite Sprint/RS1800 league. More astonishing still was the fuel consumption: a best of 39.1 m.p.g. and an overall figure of 31 m.p.g. But both cars were afflicted by a bad carburetter flat-spot. A deliberately weakened mixture, perhaps?

Since we tested these cars, rather ugly American-style bumpers have been fitted for all markets, together with one or two other modifications, but the main specification remains the same.—C.R.



RALLY REVIEW

Tour of Corsica

Lancia privateer ensures second World Championship to Turin

Zambian event shows Safari promise



BY AFRICAN standards there was a paucity of the normal dusty conditions. The informal atmosphere in which the Zambian event takes place can be gauged from this time-control picture.

TIME WAS when nearly all French rallies, save those which took place in Winter, were very close to being road races, the division into stages and the siting of controls being done in order to satisfy laws which forbade road racing. The Alpine Rally, with its complex permutations of special stages and *selectifs,* often overlapping, was the last of these very fast summer events on the narrow, tortuous, tarmac roads of the Alps and all that now remains on the French mainland is a handful of short events which use the same special stage up to ten times or so.

Summer events in the French mountains suffered greatly at the hands of the local authorities who were reluctant to allow the closure of public roads at times when they would be in great demand by tourist traffic and even more reluctant to allow rally cars to mix it with other traffic on the sections between stages, which were often nearly as fast.

The Alpine Rally, and others of its kind, have gone, but there is one place where enthusiasm for rallies akin to mountain road races is still sufficiently high to convince authorities that they should be allowed. That place is Corsica.

Corsica is a rather special piece of French territory, for its islanders do not consider themselves French at all, much as Manxmen are jealous of *their* birthright. An island with considerable Italian influence to be seen in its place names, the names of the inhabitants and even their language and dialect, Corsica has an atmosphere which is almost colonial and a pretty large chunk of the population resents being ruled at long range by a government seated in Paris. However, these political matters never stopped the Automobile Club of Corsica running an annual event called the Tour of Corsica, and they did not prevent the authorities giving their blessing to what was virtually a mountain road race.

Not so many years ago the Tour of Corsica was not part of the World Rally Championship and could therefore accept prototype cars. This was undoubtedly the hey-day of the event, for there was pretty well no limit on the type of car which could be entered and it was a highly exciting spectacle to see what were virtually sports/racing cars being driven on the limit of adhesion around the unguarded mountain roads.

Then came the manacles of homologation, for when the organisers applied for, and were granted, World Championship status they were obliged to limit all entries to cars of groups one to four and at once all those purpose-built mountain racers were barred from the event to which they were most suited. This took away much of the event's attraction, and that is the case even now despite the presence of such cars as Lancia's powerful Stratos and the little leech-like Alpine-Renaults.

For Lancia, the 1975 Tour of Corsica was of vital importance, for if they scored a place in the first four they would clinch the World Rally Championship. That would mean that they would be able to go to the RAC Rally without any worries about championship points, as they had last year, and instruct their drivers to go all out to win rather than to preserve their cars in places just high enough to score sufficient championship points. A Lancia did win the Tour, but it was not a works car and its drivers were not Italian. In fact, it was the car owned by the French Lancia importers which Bernard Darniche and Alain Mahé used to win the Tour de France a little earlier in the year. Darniche only found the necessary financial backing for the event about a month before the start, which was most fortunate for Lancia as neither of their own cars finished.

The Italian team felt, and quite rightly, that they had the best winning chance in Corsica, for their cars were the most powerful and their drivers, Munari and Pinto, had plenty of experience in such terrain as the Corsican mountains afforded. They therefore brought just two Stratos, both in the green and white colours of Alitalia, one with a 24-valve V6 engine (for Munari) and the other with a normal 12-valve engine. The water jets fitted to cool the brakes in Sanremo were no longer there; instead there were bigger Lockheed brakes to cope with the tremendous usage they get in fast mountain events —so much in fact that the discs glow almost white-hot when a car arrives at a control, after a steep descent.

Alpine-Renault, now with more Renault identity than ever before, brought three work cars and another on loan to Larrousse who was privately sponsored. Of the works-entered cars, two were A310s, bigger than the more familiar A110 but powered by the same basic engine. One of the 310s had a 16-valve engine for the first time in a major international rally and the other a normal engine. The third car was the 110 driven by Nicolas, a rather nostalgic appearance for the little cars are soon to be phased out of major competition by the factory (though not from production) as a result of the CSI decision to introduce minimum weight limits in each group from 1976. In its lightened trim for Corsica, the 110 weighed a mere 685 kilos.

Among the rest of the runners there were two well-prepared Asconas entered by the Marseilles-based, BP-backed Opel team, an Alfetta GT from Autodelta itself for French driver Andruet (1974 winner in a works Stratos) and a whole string of private and partially-backed cars numbering 77 in all. The car most predominant in the list was the Alpine-Renault A110, for it is light, agile and made mainly from readily available Renault parts, all of which must have considerable appeal to French amateurs with limited financial resources.

In 1974 the rally took place in December, after the RAC Rally, but this time it moved back to its early November date which meant that there was none of the sudden ice patches and odd bits of snow which caught out many drivers. But the weather did turn out to be varied; it was fine and sunny by day whilst at night rain came down in torrents sending streams of water cascading over the roads. Most cars had slicks and slightly grooved racing tyres available for use, but in the pouring rain there were several frantic changes taking place in the very little time there was available for service.

The make up of the rally was simple, with eight special stages on scratch timing and two long (150 km.) tests with target times—

impossible ones, of course. Between these, time allowances were only just sufficient and if anyone had any trouble a penalty was the inevitable result. The whole took place in the mountainous Corsican interior from 1 p.m. on the Saturday to just after 3 p.m. on the Sunday. Start, finish and the three-hour half-way stop were at Ajaccio, the south-western seaport town where one may still visit the birthplace of Napoleon.

It was no surprise that Munari, the extremely polished Italian driver, rather edgy at times but fantastic to watch in action when he has *simpatico*, went into an early lead, but lost it all as a result of a momentary loss of rhythm between himself and his co-driver Mannucci. High in the mountains, they were within sight of the control in the valley far below when Munari asked Mannucci how far they had to go and how much time they had left. It is a normal thing for a driver to ask, for the answer tells him whether he still has to press on or whether he can ease up a little. After all, there is no sense in going really fast only to arrive early and have to wait outside the control for a few minutes. The section was not a scratch stage, on which there is no real time allowance, but a tight, difficult road section with a target time.

It was during this momentary break in the notes that a right-hand bend came up which was tighter than it appeared and the Stratos went off the road, dropping some ten to fifteen feet. The car was not badly damaged but it was impossible to get it back to the road. The favourite was out.

Lancia's hopes for twenty points went right down, for Pinto had severe suspension trouble after running with flat rear tyres early in the event. Later his clutch stopped working and although he finished the route by making clutchless gear-changes he had lost more road time than his maximum permitted lateness could absorb. Fortunately, Darniche was still running well so then we had the situation in which a large team of highly mobile, radio-controlled, Italian mechanics, tyre men and supervisors leap-frogged around the mountains to make sure that a French crew finished highly placed. Darniche managed to keep his lead, but only just, for the tenacious Nicolas was determined to give the Alpine A110 the going-away present which it deserved, outright victory in the only French event to qualify for the World Championship. The final margin between them was just 32 seconds.

The Tour of Corsica could be referred to as the nearest French equivalent of the Targa Florio, rendered different by the type of cars taking part, the positioning of controls here and there, and the running by night as well as day. The organisers desperately want the event to continue and to expand, but there were political demonstrations this year by those who want autonomy for the island, including the placing of tree trunks across some roads causing the cancellation of three special stages. Whether this will jeopardise the future of the rally remains to be seen. Among other championship rallies it is the cuckoo in the nest, but it will still be very sad indeed if it has to be dropped and certainly bring no advantage to the cause of Corsican self-government.—G.P.

GENERAL CLASSIFICATION

1st	Darniche/Mahé (Lancia Stratos (4))	4h. 58m. 26s. (01m.)
2nd	Nicolas/Laverne (Alpine-Renault A.110 (4))	4h. 58m. 58s. (01m.)
3rd	Andruet/Jouanny (Alfetta GT (2))	5h. 09m. 51s. (09m.)
4th	Manzagol/Fillippi (Alpine-Renault A.110 (4))	5h. 15m. 42s. (04m.)
5th	Henry/Gélin (Alpine-Renault A.110 (4))	5h. 19m. 41s. (07m.)
6th	Vincent/Jaubert (Alpine-Renault A.310 (4))	5h. 22m. 36s. (13m.)
7th	Mouton/Conconi (Alpine-Renault A.110 (3))	5h. 33m. 49s. (09m.)
8th	Soriano/Simonetti (Alpine-Renault A.110 (4))	5h. 52m. 45s. (19m.)
9th	Picone/Cianelli (Alpine-Renault A.110 (3))	5h. 52m. 46s. (18m.)
10th	Greder/Celigny (Opel Kadett (4))	5h. 58m. 21s. (13m.)

Road penalties shown in brackets after totals.

77 starters — 22 finishers.

Zambia Rally

WHEN Britons spread out from their home islands to populate what was then the Empire they took with them traditions, customs and, of course, sports. What is more, they tended to follow, albeit a little later, the changes which took place in the Old Country. When rallying began developing into a popular sport in Britain and other parts of Europe it was natural that it was taken up where the motor car was available in other parts of the world. From such beginnings came the Safari, to name what is perhaps the most famous of such events. On a similar basis, the French can be said to have been responsible for the Morocco Rally.

These are not the only such events, of course, for the sport seems to be spreading rapidly to most countries with large expanses of relatively low population density. The latest event to apply for international status is the Zambia Rally which was held for the seventh time at national status in October. It was based at Lusaka and ran northwards to the town of Kitwe in the copperbelt and then southwards into the Zambezi valley.

Owing to restrictions on border crossings in southern Africa, entries from outside Zambia were lacking and only 27 cars started. Twelve of them finished, winners being Satwant Singh and Dave Haworth in a Datsun 710. Satwant is a Zambian Asian who drives quickly and intelligently. He has won before and has acquitted himself very well in East African events, including the Safari.

On the subject of terrain, we should say that Zambia is relatively flat without any of the tortuous escarpments of Kenya. There are fewer pure murram roads and most of the tracks are all-weather. Furthermore there is no great animal hazard; in our wandering through the Zambian bush we saw no signs of wild life at all. The bare bush lends itself to collision-free rallying, but we couldn't help feeling that something was missing. Indeed, it all looked like what Kenya may become in the not-too-distant future if the wholesale poaching and charcoal-burning enterprises there are allowed to continue unhindered.

Run on lines similar to those of the Safari, the Zambia Rally shows tremendous promise. The organisers, as a whole, are not as experienced as those in Kenya, nor can they avail themselves of the equipment and resources which the Kenyans have, but we see no reason why the event should not be inscribed on the international calendar, nor develop a world-wide reputation in future years.—G.P.

Where are they now?

Peter Arundell

WHEN Peter Arundell moved into the Lotus Grand Prix team at the start of the 1964 season, succeeding Trevor Taylor as number two to Jim Clark, his future appeared encouragingly bright. He'd mastered Formula Junior and opened his first full Formula One season with two fourth places and a third at the wheel of a Coventry Climax-powered Lotus 25. Unfortunately a terrible accident during the frantic slipstreaming Formula Two dash at the ultra-fast Reims circuit in Northern France left him hospitalised for many months with doubts as to whether he would ever walk properly again.

Arundell's convalescence took almost 18 months, but Colin Chapman stuck to his word and kept his place as number two open, filling it temporarily for the remainder of 1964 and the whole of 1965 by Mike Spence. At the end of 1965 Arundell rejoined the team and undertook a full 1966 season driving alongside Clark in Grands Prix, Formula Two and saloon cars. Sadly, the fire seemed to have gone out, and after a series of disappointing drives Peter Arundell was dropped from the team and retired from race driving.



Arundell, in car, converses with fellow Team Lotus member Jim Clark and Keith Duckworth.

But Arundell didn't dwindle away from the scene completely. Shortly before his retirement he opened a motor factors business in Essex and also returned briefly to the circuits as senior instructor at a Brands Hatch-based motor racing school, enthusiastically trying to pass some of the things he'd learned in the cockpit of a racing car on to many enthusiastic and ambitious youngsters. He subsequently left Brands Hatch to devote all his energies to his business and he still lives in Essex where he maintains a keen interest in aviation, being an accomplished private pilot.—A.H.



In the F1 Lotus, the Dutch Grand Prix, 1964.

Around and About

Two-litre engine for Lancia's Beta

LANCIA are offering a new 2-litre version of the Beta saloon, HPE, Coupé and Spider. Torque, flexibility and driveability are all claimed to benefit considerably from this longer-stroke version of Fiat's twin-cam engine, borrowed directly from the mid-engined Lancia Beta Monte Carlo. These 2000 models replace the 1800 versions of the complete range; only the 1800 saloon has been available in Britain, coupé derivative imports previously being restricted to the 1600 version, but the complete 2000 range will be available in the UK alongside the entire 1600 range and the 1300 Beta saloon.

This new engine is just one of a wealth of changes made to this best-selling range. Most important are the styling and appointment details which enhance the 2nd Series saloon and the introduction of power steering as optional equipment. But the 1600 Coupé loses eight of its 108 b.h.p., the 100 b.h.p. saloon engine now being fitted in an effort at rationalisation. Thus all 1600 models share a common engine as do the new 2-litre models.

Although one brake-horsepower is lost compared with the old 1800 Coupé engine, the 1,995-c.c. (84 mm. bore x 90 mm. stroke), iron-block, alloy-cylinder head power unit produces its 119 b.h.p. at only 5,500 r.p.m., as against 6,200 r.p.m., and shows a 20% gain in torque to 17.7 Kg.M. at 2,800 r.p.m. Fuel is fed through a twin-choke downdraught carburetter, either Weber 34 DATR 2/200 or Solex C34 TC1C/1. An automatic by-pass device meets the new European emission standards. The improved engine characteristics have enabled the use of a higher final drive ratio, 3.785 to 1, in place of the old 1800's 3.920 to 1 and the 1600's continuing 4.07 to 1.

The 2000 versions of the Coupé, Spider and HPE are distinguished by a wide, sloping power-bulge in the bonnet and a new halogen headlamp arrangement, twin reflectors being hidden behind a common lens; 1600 versions retain conventional, round, twin headlamps. Their interiors remain unchanged.

Lancia claim to have changed so many things on the saloon that it becomes almost a different car, inside and out. The most evident development has been to the rear styling: the angle of the rear window has been altered and the window recessed to improve rear vision from the driving seat. Two trailing fins result and the overall effect, coupled with a change to vertically styled rear light lenses, is to make the rear end look much less "heavy".

Side styling changes are considerable, but equally subtle. The waistline has been lowered by increasing the depth of the windows and has "grown" a rubber moulding as protection. The third windows have been enlarged to improve rear three-quarter vision. There's a new linear grille, the headlights are enclosed behind a rectangular glass surround and even the bonnet is slightly changed



Bonnet bulge and new headlights distinguish the Beta Coupé 2000.

in shape. Inside, the facia, seats and steering wheel have all been redesigned.

We tried the new 2000 series saloon and Coupé recently along the Italian Riviera, based upon the beautiful little town of Santa Margarita Ligure, near Portofino. The most immediate impression was of the much improved apearance of the saloon, so subtly restyled by Pininfarina that we were unable to appreciate the actual changes until we saw a new model parked alongside the old. We drove the saloon first and commented kindly upon the improved seating and less harsh facia. Once on the move our appreciation became much more positive; the steering made astonishingly light work of negotiating the narrow, twisting drive of the Imperial Palace Hotel, thanks to the ZF power-steering. Our Rally Correspondent had surprised us with a tale of the works Beta Coupés on the San Remo rally appearing with power-steering and it transpires that the system incorporated in production so soon afterwards is absolutely identical. The extra torque of the bigger engines in these front-wheel-drive Lancias gives rise to a not very pleasant torque reaction at the wheels, producing a tendency for the front end to attempt to snake, say when accelerating hard out of a tight corner. Quite considerable effort at the wheel is needed to counteract this effect; the more power the greater the problem, hence the adoption of power-steering on the rally cars. The power-steering not only reduces the effort required, it also seems to damp down the cause, even though the front-end geometry and driveshaft arrangement are unchanged. Consequently we found both the saloon and Coupé considerably smoother and easier to drive round some of the twisting, mountainous parts of our route. In both models, the steering ratio has been raised, that of the Coupé now especially improved, that of the saloon continuing to be a little bit low-geared.

Apart from these side effects from power-steering adoption, the system itself is quite superb, variable assistance ensuring that its effort is reserved for low and moderate speeds; Lancia claim that it cuts out completely at high speed, though we remained



Subtle styling changes on the Beta saloon.

slightly (perhaps merely psychologically) aware of it when cruising at an indicated 180 k.p.h. (saloon) and 190 k.p.h. (Coupé) on the autostrada.

Lancia's claims for better driveability with the 2-litre engine cannot be argued with: in town both models proved smoother and less fussy, capable of pottering along at low speeds in fourth or fifth; the extra torque certainly improved hill-climbing ability, reducing the "sag" between upward changes; on the autostradas, the legs felt much longer, yet the higher gearing hadn't impaired the ability to accelerate rapidly to maximum speed.

But that old Beta bugbear of excessive engine noise under hard acceleration remained, and though wind-noise was acceptable, engine noise at high cruising speeds, particularly in the Coupé, was still disappointing. Nor has the Coupé driving position improved: this 5 ft. 7 in. writer needed the seat in the furthest rearwards position and the back-rest well-inclined; his 6 ft. 3 in. companion was understandably a little cramped in the same position.

This improved Beta range becomes more attractive than ever and we're sure that they'll increase Lancia's share in the UK market—as well as snatch a share in the Italian 2-litre market, of which imports currently account for 70%—but are they as good as they look? A staffman has found the glitter a little tarnished on his 1600 Coupé, as you can read on page 1367.

Goodyear Calendar

YET another superb Calendar has been produced by the Goodyear Tyre & Rubber Co. Ltd. Size 24 in. x 17 in., it contains 85 separate full colour photographs, with detachable pages for each month, and no motor racing enthusiast should be without one. This Calendar is well printed, and up to the standard we have come to expect from Goodyear. To obtain one of these Calendars, mention MOTOR SPORT and send £1.50 to the Advertising Department, Goodyear Tyre & Rubber Co. Ltd., Wolverhampton, WV10 6DH.

Goodyear also present a set of six silver plated Drinks Mats, which are individually etched with one of the 1975 champions in action. This set would make an excellent and acceptable gift for any enthusiast and can be obtained, price £3.00 (inc. VAT and postage) from the same address.

A Racing XJ Coupé?

ACCORDING to the grapevine of drivers and sponsors who dropped in at the MOTOR SPORT Earls Court stand, there seems little doubt that a 5.3-litre Jaguar XJ Coupé is presently residing at a preparation specialist, and will be developed for European racing next year. However, it is expected that the project will be extremely expensive, and it seems unlikely that Leyland would be able to authorise a go-ahead, even if the Jaguar shows the expected ability to outpace European opponents. Mind you, waiting lists aren't what they once were at Coventry, production capacity has been substantially increased, and there is that BMW example of what competitions can do for a quality producer of high performance vehicles . . .

Mini Improvements

FURTHER to last month's nostalgic re-acquaintance with the Mini, we learn that every Mini is to have the front seat safety catches; that the seat frames have been modified on 850 and 1000 models; and that the 1275 GT is to have the reclining seat backs we asked for, as standard equipment. Other changes to the range include adoption of the 1098-c.c. on all Clubman saloons and estates, except the automatic, which is apparently so puny that the 998-c.c. engine has to be retained! No price increases are expected, and dealers should have the improved models in stock now.

Leyland Victories

IT'S A PLEASURE to report that Leyland Cars won six of the eight SCCA Championship final races at Road Atlanta, USA, recently. This prestigious end-of-season finale has always produced some extremely entertaining and hard-fought races for an invited entry, who qualify from the SCCA's seven regional Championship events. Amongst the winning combinations were a Triumph TR6, Spitfire 1150 and 1500, an Austin-Healey Sprite, and an MG-B. Special praise should go to the Group 44 Jaguar V12 E-type, driven by Bob Tullius, which finally took the victory it just missed last year against the Corvettes.

Helmet Reminder

NEXT YEAR only the Snell Foundation (1970) and BS2495 standards will be acceptable in RAC-sanctioned motor car competition. It is particularly easy to overlook this requirement when preparing for the first event of a season, so make sure you are not the one who suddenly has to buy a new helmet on a Sunday, because the scrutineers can accept no other standards.

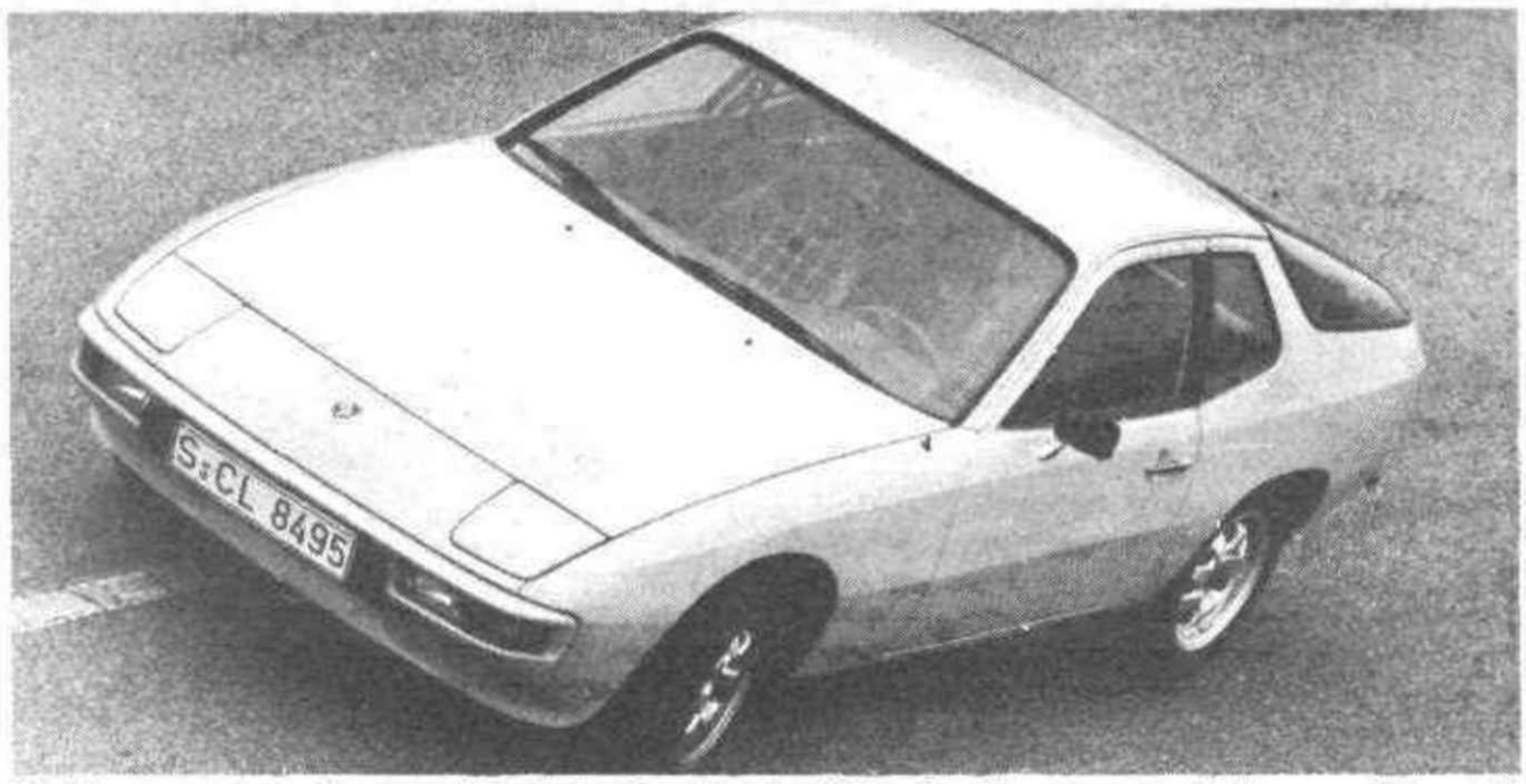
A New British International Rally

YORKSHIRE will host the first ever Mintex International Rally next February 20th/21st. The "International" status has been well-earned by an event previously renowned as one of the best "Nationals" in the country, for most of its life under the better-known name of "The Seven Dales" Rally. In fact it's the event's 21st anniversary and as always it will be promoted and organised by the De Lacy Motor Club of Pontefract. Among the many special stages planned are Oliver's Mount and the Marine Drive in Scarborough and Castle Howard Hill climb. Some 200 miles of special stages are planned over the two days of the event, the whole of which will take place in daylight, to minimise public inconvenience, as will the ratio of stage to road miles of 2 : 1. Cash awards will total £3,250, including a first prize of £1,000. This Mintex-sponsored rally will be a qualifying event for the 1976 RAC Rally Championship and the Castrol/Autosport Championship.

Oil on Troubled Waters?

THE message of Castrol and Dealer Team Vauxhall will be carried round the country this winter in a 14-series "DTV/Castrol Roadshow". Each of these free motoring sport evenings held in your friendly neighbourhood Vauxhall dealer's showroom will include: three ten-minute talks by Chris Coburn of DTV, Roger Willis, Castrol's UK Competitions Manager, and John Horton, Dunlop's rally executive; a new 36-minute Castrol/DTV film, "Winning Ain't Easy"; an audio-visual quiz for the audience—with prizes; a teach-in by well-known Vauxhall motor sporting celebrities; and a second Vauxhall or Castrol motor sporting film. There'll also be a mobile exhibition of Vauxhall Sportparts, graphic displays and actual Vauxhall competition cars. Maidstone and Southampton dealers will host Roadshows in December.

We'd recommend going along if only to see "Winning Ain't Easy", all about DTV's motor sporting activities in 1975, featuring Clive Skilton's dragster, Gerry Marshall's "Baby Bertha" V8 Firenza Super Saloon, and DTV in rallying. There's no commentary—just interviews and on-the-spot comments by the personalities. Highlights of the film are some splendid "in-car" sequences, which take the viewer to 200 m.p.h. in Clive Skilton's "Funny Car", round Oulton Park with Marshall in Baby Bertha and over some of the Manx Rally stages with Will Sparrow. United Motion Pictures Director Barrie Hinchliffe can notch up another good motoring film to his credit, which is available to clubs and organisations from the Vauxhall Film Library, 6-7 Great Chapel Street, London, W1V 3AG or the Castrol Film Library, Castrol Ltd., Athena Avenue, Elgin Trading Estate, Swindon, SN2 6EQ.



Exciting news from Stuttgart is a baby Porsche, the 924. Breaking completely from tradition, this newcomer has a water-cooled, front-mounted, in-line four-cylinder engine driving the rear wheels through a torque tube and a rear gearbox/transaxle arrangement. The overhead camshaft engine is developed from that of the Audi 100 and produces 125 b.h.p. Independent rear suspension is by trailing arms and transverse torsion bars; the front relies on MacPherson struts. The body is 2+2 with a lift-up rear window. More details next month after we've driven the 924 in France.

Horror Show?

IF YOU have purchased this issue promptly, and are interested in the American-inspired Customising art, then there's still time to visit the International Custom Car Show. Admission is 75p for adults (50p children) from 10 a.m.—8 p.m. between December 2nd and 7th. Some of the exhibits will be in the realms of art, especially in terms of paint and chrome finish, others will faithfully reproduce the state of the drag-racing in Europe, but be prepared for some horrors as well!

New Clubs

THE former Triumph Razor-Edge Register has been reformed as the Triumph Razor-Edge Owners Club. Those stolid and comfortable 1800s, 2000s and Renowns, built, in that order of sequence, between September 1946 and July 1954, are catered for by this small, but growing club, whose Chairman is Bob Peters, of 133, Carnation Road, Strood, Rochester, Kent. Full membership (husband and wife) is £3, own membership £2 and Associate membership £1.50. Included is a newsletter full of practical hints on history, spares and repairs. A national rally is planned, to be held at Burford in Oxfordshire on a date to be fixed.

Somewhat larger in the range of cars it draws from and consequent membership is the MG Owners' Club, which boasts over 1,000 members spread through 14 centres. Run very professionally—though as a hobby—by Roche Bentley (now there's a name for vintage enthusiasts to conjure with!), the Secretary, of 108, Pomfret Avenue, Luton, Bedfordshire, and Michael Bentley, the MGOC caters for spares, accessories and information, though a social side is gathering momentum. A Club magazine, "Enjoying MG", is published quarterly and contains details of special offers, trade lists, recommended suppliers, second-hand parts and so on, as well as MG-orientated articles and members' free sales and wants. There's a monthly bulletin, too. The majority of members own later models, from MG-A onwards. Among parts available through the Club are new MG-A steel body panels and, interesting in view of our recent correspondence about MG-C spares, reconditioned gearboxes for that model at £65. The Club is arranging the manufacture of MG-C kingpins—perhaps they'll be able to sell some to British Leyland to enable *them* to provide some sort of reasonable service for disgruntled MG-C owners. Membership is £4 p.a.

More Minilites

JAGUAR E-TYPE, Aston Martin and MG-B owners are all catered for in the latest alloy sports wheels from Tech-Del Ltd., 32-36 Telford Way, London, W3. Available in 13, 14 and 15 in. diameters, the latest Minilites carry the usual multi-spoke styling, but have a splined centre and single-nut locking.

Continued from page 1364

pictures taken by our intrepid cameramen during the past season. Not just pretty pictures but occasions we will be happy to re-live for a whole month. So, for example, on the June page you will find a truly superb picture of that nose-to-tail duel between Hunt and Lauda at Zandvoort. You can spend August looking at Pryce leaping—in some pain—round the Nurburgring; drool over Lauda at Monaco in May and sympathise with Evans as he wrestles his BRM round Barcelona on the April page. Then there's Regazzoni, Emerson Fittipaldi, Jarier, Jody Scheckter and many, many more. But there's far more to our calendar than powerful pictures. On page one you will find a Grand Prix chart to tear off and on which to keep score throughout the 1976 season.

On every page you will find the major fixtures-GPs, sport cars, F2, F3 and all the big rallies printed on the big square spaces we have provided for every day. And you will also find space to jot down your own appointments—whether it's time to renew your competition licence or attend that mythical funeral during the British Grand Prix week.

And the best news of all is that this exclusive, specially-designed calendar, is one of the *best value* calendars on the market. So why not order one now?

Send your name and address or that of your friend, plus £1.25 to MOTOR SPORT, Standard House, Bonhill Street, EC2A 4DA, and we guarantee that it will be posted in good time for Xmas.

Hot pot

I HAVE just seen a most attractive new product—an insulated teapot. It takes away the opportunity to burn the top of your polished table and your hands and it removes the need to use a cosy. It offers you four or more lovely cups of tea, hot for up to an hour. I like a good cup of tea and now I don't have to look for a strainer—it has one built in.

Manufactured by Insulex Ltd., 124 Barlby Road, London, W10 6BX, in a two-tone high gloss plastic, it is obtainable from most good hardware stores for £3.75 (including VAT).



Insulex also supply insulated cups that fit into a grooved Snack Tray, making it possible to take a sandwich or something tastier whilst holding your cup and plate, a task that has always beaten me. Beautifully finished in some most attractive colours the set of four costs £2.36 (including VAT).

SCOTTISH JOURNEY

Continued from page 1370

was raced extensively by B. Bira, and led an active life in various hands until the mid-fifties, when it was "put out to grass" in Vintage Sports Car Club racing. It ended its active days carrying lots of "modern" modifications like telescopic shock-absorbers, rear axle radius rods, wide rim wheels and podgy tyres, but is now back to its original trim and wearing twin-rear tyres as used by Straight on the Brooklands Mountain circuit and at Shelsley Walsh. During its long career it was painted various colours, Straight had it black and also white and blue, the American International colours, Chula painted it blue, and later blue and yellow, Thailand's International colours, and McAlpine painted it black. When restoring such a car, what colour do you paint it? Lord Moray avoided any discussion or argument by painting it Maserati racing red, and it looks splendid.

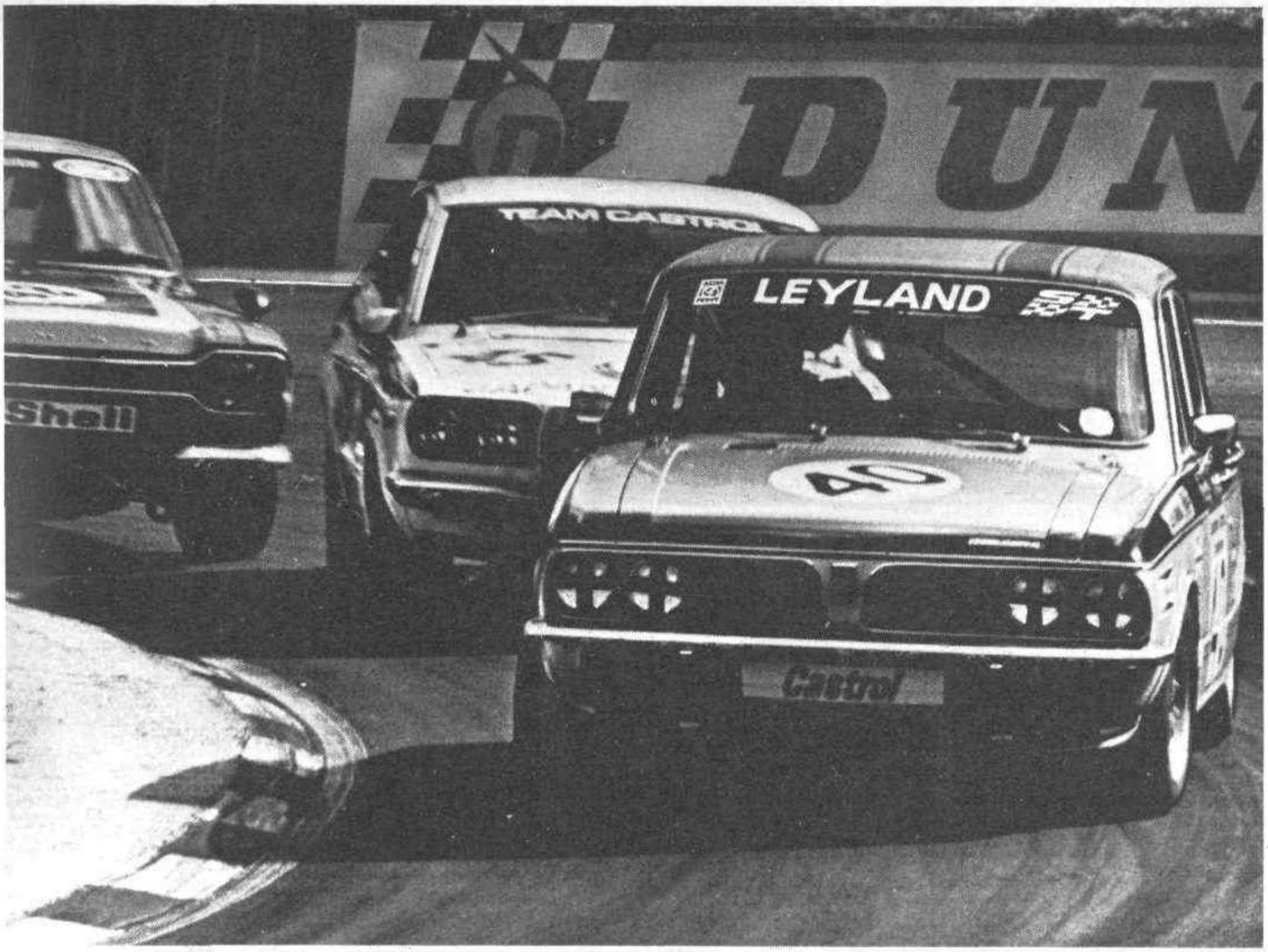
This restoration work was carried out by Ray Fielding and his staff at Pedigree Cars Ltd. in Forres, way up beyond Inverness and we called in on our way by to talk Maserati and look at the many projects under way in the care of Dick Watson. The 1953/54 Maserati A6GMC that Fielding has been racing in Vintage and Historic events this season was about to be put under wraps so that they could concentrate on their two pre-war 6C Maseratis, one being a complete and original car, the other a resurrection from a destroyed car that has necessitated a new chassis frame. On the long-term list is a Maserati-Milan, in a sorry state, but all complete, having been rescued from South America. This started life as a normal Maserati 4CLT/48 and in 1950/57 was developed by Ruggieri and his Scuderia Milan, with larger superchargers and larger brakes. For a 1½-litre engine the size of the primary supercharger is truly impressive. Amidst this array of red Italian racing cars was a glistening D-type Jaguar, XKD 501, registered MWS 301. It was fully trimmed and ready for the road for the enjoyment of its new owner, and in itself is a whole book of Scottish motor racing history for it won the Le Mans 24-Hour race in 1956. Driven by Ron Flockhart and Ninian Sanderson, it was part of the Ecurie Ecosse team that carried the flag of St. Andrew all over the world in the nineteen-fifties, run by the genial David Murray from Merchiston Mews in Edinburgh. A sedate Bugatti Type 57 saloon looked almost embarrassed among this galaxy of racing cars. In addition to this historic activity Fielding sells modern Maserati cars like the Merak, Bora and Indy and is also managing director of P. S. Nicholson Ltd., selling such things as Lancia and Peugeot cars.

On the way south from Inverness we paused on the side of Loch Ness to pay tribute to John Cobb at the memorial erected by the people of Glen Urquhart in 1952 after he lost his life on the waters of the Loch when travelling at 206 m.p.h. in his speed boat, attempting to gain the World's Water Speed Record. A gallant gentleman indeed. After viewing the march of time in the shape of the fine steel bridge across Loch Leven, soon to be opened and to replace the Ballachulish ferry boat, we headed for Glen Coe and its splendid long straights. As the Daimler Double-Six wound itself up to its maximum and showed that it really is a Jaguar, the more erudite member of the party, who is able to read and understand articles by L.J.K. Setright, mentioned that the worthy scribe had recently expressed a longing to once more drive his old Bristol 401 through Glen Coe, and recalling that MOTOR SPORT drove a Mercedes-Benz 300SL Gull-Wing coupe at its maximum through the Glen in 1956 the passengers sat mutely in their air-conditioned luxury of the Daimler as its terminal velocity was reached.

All too soon we were back in the border county and into England, where we joined the Motorway to return to London in the shortest possible time having more than made most of our time in Scotland.—D.S.J.



MOTOR SPORT does not change very much. Twenty years ago we used the straights of Glen Coe to stretch a Mercedes-Benz 300SL to its fullest extent.



Result subject to official confirmation

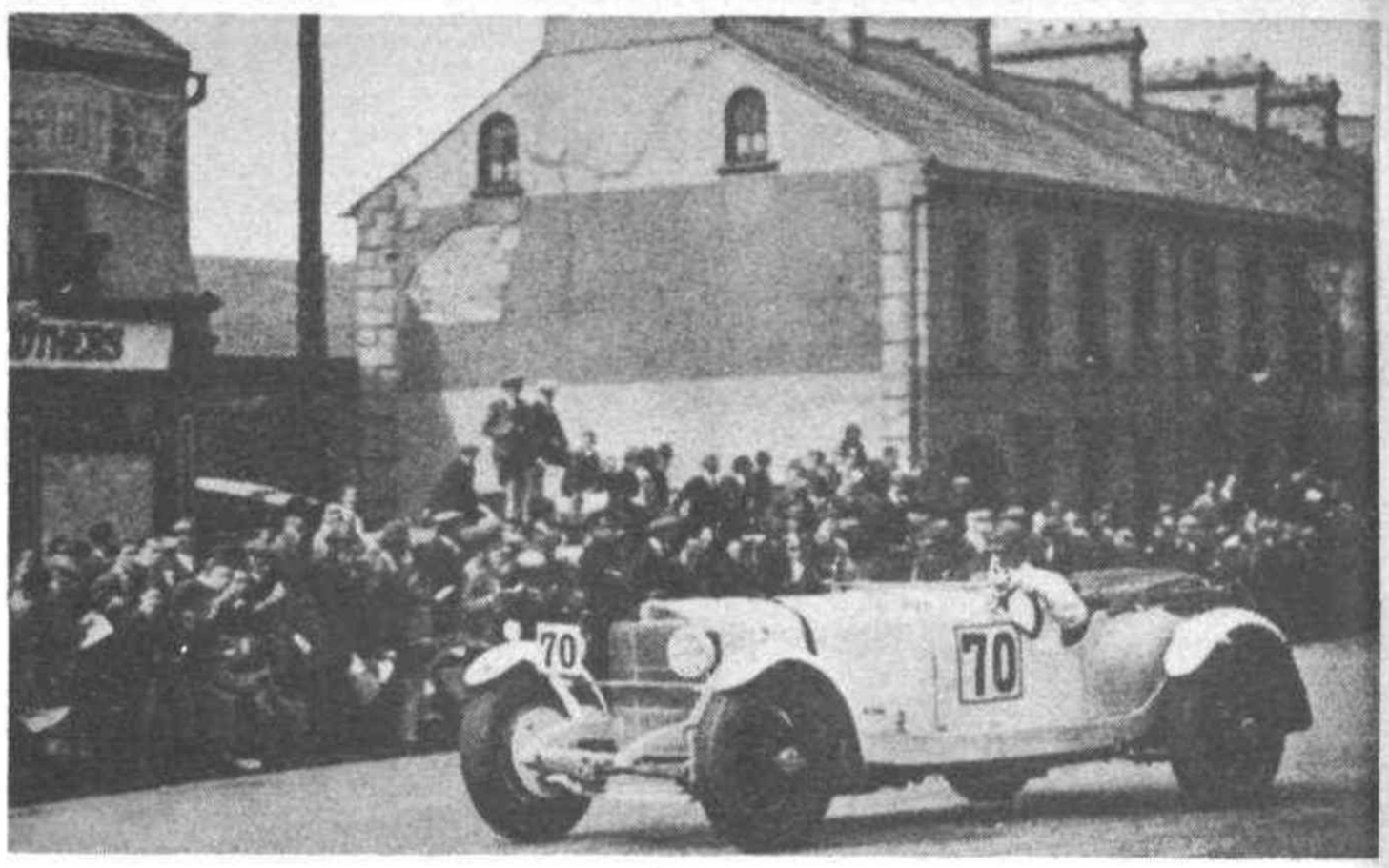
"...And as they come into the final bend it's Andy Rouse in the Dolomite Sprint leading! He's holding off the challenge from the powerful Camaros, BMWs and Escorts. Last year, after 4 years out of racing, Leyland came back to win the Manufacturers trophy, and now they're back again in rip-roaring style. What a performance! If Rouse can keep his lead it will mean a great win for Leyland. Into the home straight! And yes, Leyland have won the 1975 RAC Touring Car Drivers Championship! Watch out for these boys in '76, it looks like they're going to....."

Leyland Cars

TRIUMPH DOLOMITE SPRINT: WINNER RAC TOURING CAR DRIVERS CHAMPIONSHIP.

MORE ABOUT MERCEDES

The Editor Pens an Appreciation of the Dr. Ferdinand Porsche Cars in the 100th Anniversary Year of this Great Engineer



VICTORY!—Rudi Caracciola during his great drive, on a wet course, when he so convincingly won the 1929 Ulster TT, in a 38/250-engined S-type four-seater Mercedes-Benz. He set fastest-lap, at 77.81 m.p.h., in a race from which three Bentleys retired.

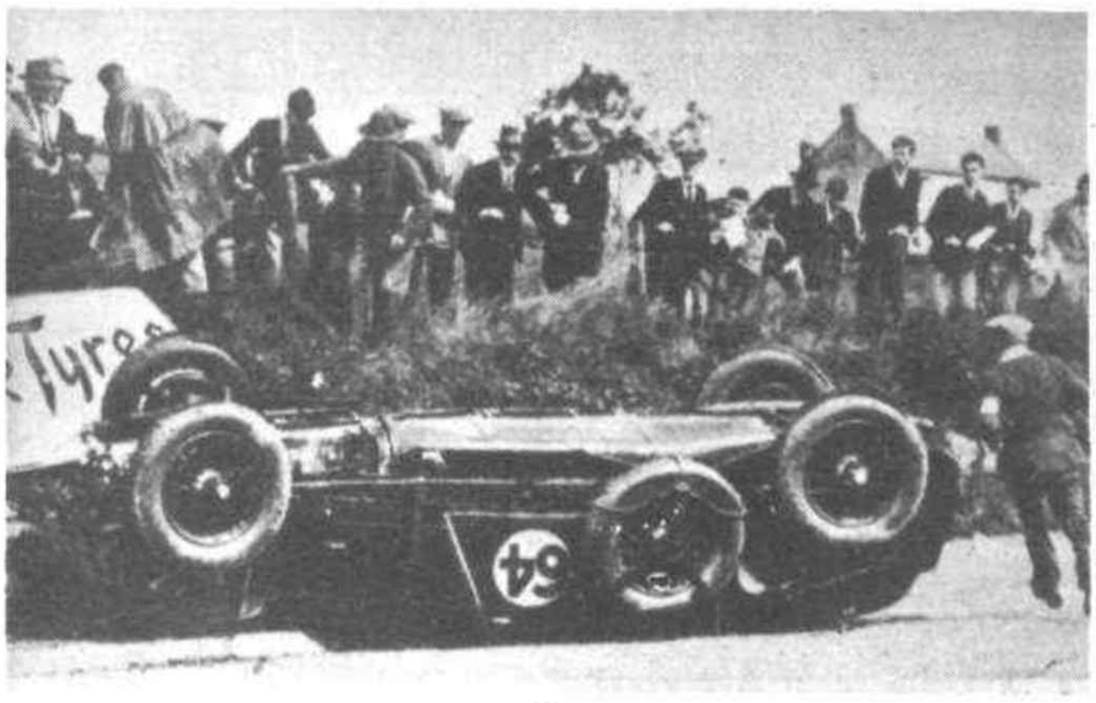
THERE CAN be no IFs or BUTs in motor racing. It may be said that Bugatti, or Lotus, or some other make, has won more races than any other. This does not necessarily prove that make to be superior, only that it has had a greater opportunity of winning. Agreed, if make "A" and make "B" *both* start in, say, 20 races and one of these finishes first in more than half of these, it is permissible to say that superiority has been established—without any excuses for freak accidents, retirements, or whatever. Would you, however, say that Woolf Barnato was a better driver than Tazio Nuvolari because he scored three Le Mans victories to one by the Italian?—for Nuvolari drove only *once* at the Sarthe circuit, winning for Alfa Romeo in 1932, partnered by Sommer.

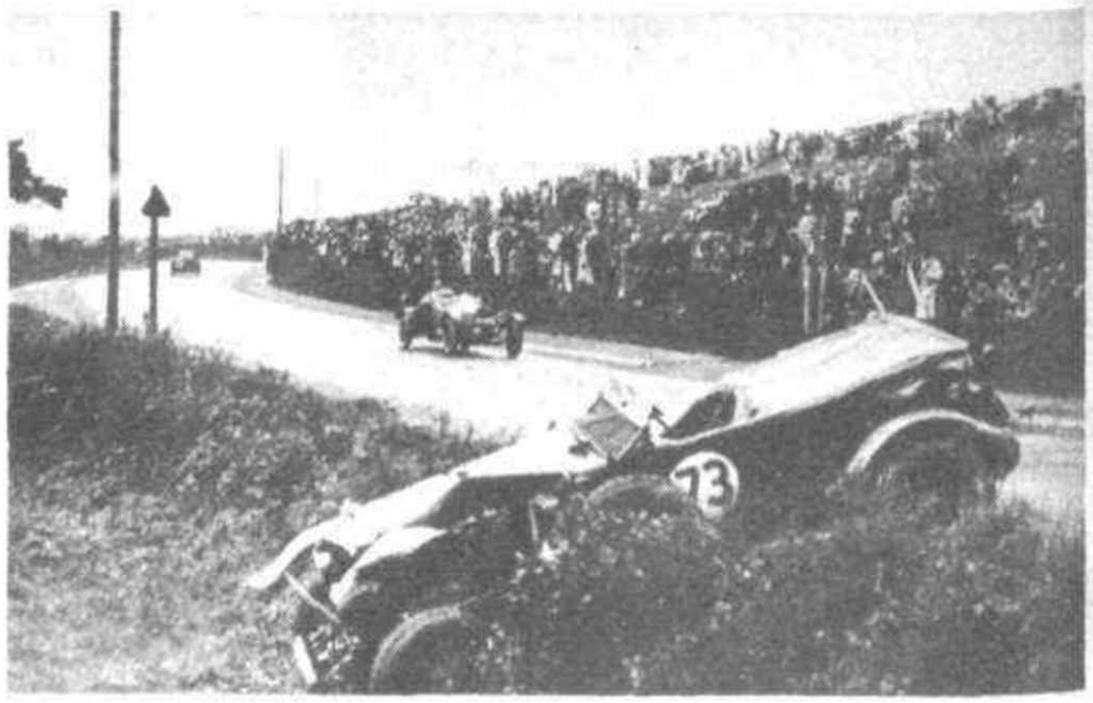
I have been thinking along these lines about the races contested by the 36/220 and 38/250 Mercedes-Benz and 4½-litre/6½-litre Bentley cars in the 1920s and 1930s. Inevitably the two great rivals were watched and compared closely. Bentley fanatics tended to declare that the great Mercedes cars were splendid while they were going but were notoriously unreliable, especially if their siren-sounding superchargers were kept in engagement for other than judiciously-brief periods. Since driving Peter Hampton's magnificently rebuilt 1928 36/220S Mercedes-Benz (MOTOR SPORT, September 1975), I am aware that, for all their might and avoirdupois, these German sports cars handle extremely well and are not of that "fast-lorry" connotation sometimes handed out to the massive green Bentleys. Were the latter really more reliable, and faster, in the classic sports-car races of the late 1920s and early 1930s?

Naturally, and rightly, the Bentley camp was jubilant when the lone 36/220SS Mercedes-Benz of Caracciola/Werner retired at Le Mans in 1930, hounded first by Sir Henry Birkin's blower-4½ Bentley that made fastest lap at nearly 90 m.p.h. and then by the victorious Speed Six Bentley of Woolf Barnato and Glen Kidston, which went on to win, covering 1,821.02 miles, an average speed of 75.876 m.p.h. The Bentley entry that year consisted of three "works" Speed Sixes and three Paget-team blower-4½s; one of the latter could not be converted to a pure-benzole-burner in time and was withdrawn. All five Bentleys were, in effect, factory-entered cars, whereas the lone 7.1-litre Mercedes-Benz was entered more under the auspices of Rudolf Caracciola, than the Daimler-Benz organisation, and long after designer Dr. Ferdinand Porsche had resigned therefrom. But as I have observed, there should be no IFs or BUTs in motor racing, and it is only fair to concede that Bentley convincingly won at Le Mans that year, and that Mercedes retired. Some said the latter's dynamo burnt out and so the engine could not be re-started after a pit-stop (Neubauer)—others that a lap with continual use of the blower when Caracciola had to catch the Speed Six Bentley caused the head-gasket to blow, others (including W. O. Bentley) that this wrecked the engine. The fact remains that the Mercedes retired, after racing for 842 miles, although proving as fast as the biggest of the cars from Cricklewood. Bentley started five cars, of which three retired, the others finishing 1st and 2nd.

However, if this was acclaimed, rightly, as a great Bentley victory, it is only fair to recall that Caracciola had won the 1929 TT at Ards in a 38/250-engined 36/220 four-seater Mercedes-Benz, against an entry of five Bentleys, three of them Paget blower-4½s, led by Sir Henry, "Rudi" being supported by Otto Merz's Mercedes-Benz and two privately-entered Mercedes, one a 36/220, the other with a 38/250 engine. Rain made the course treacherous for the fastest and heaviest cars. Nevertheless, "Rudi" won at an average speed of 72.82 m.p.h. for the 410 miles. Birkin finished 11th, all the other Bentleys

THE PERILS OF THE CHASE.—On the left Bernard Rubin and his mechanic are pinned, unhurt, beneath their blower-4½ Bentley at Mill Hill Corner in the opening stages of the 1929 TT, and on the right is pictured Glen Kidston's Speed Six Bentley which went off the road after skidding near Bradshaw's Brae →





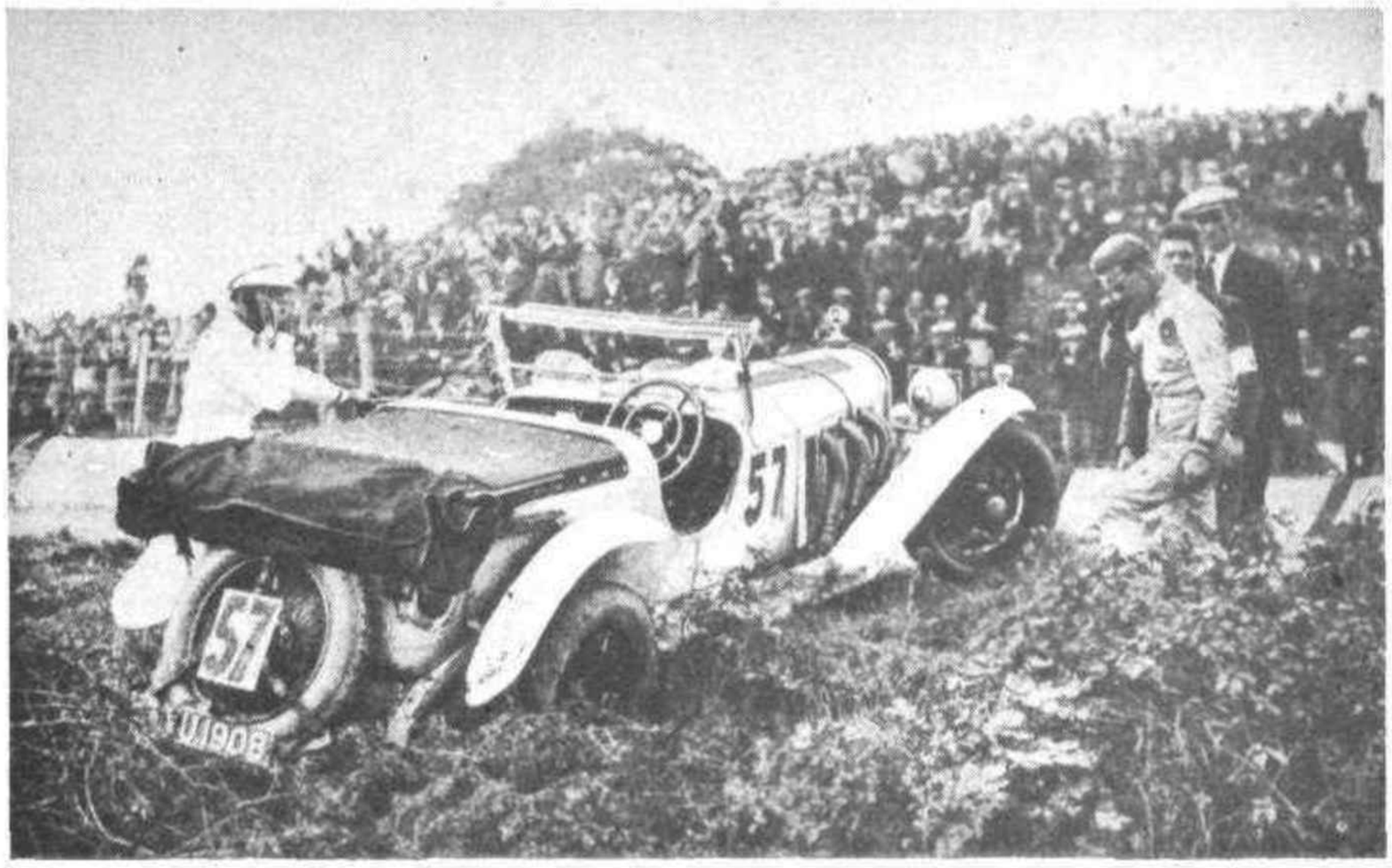
and two of the Mercedes retiring. Caracciola also established fastest lap time, equal to 77.81 m.p.h.

No IFs and BUTs, gentlemen! But I think this comparison must be made, even though many arguments can be advanced relating to retirements from driver-error or disqualification instead of mechanical maladies, relative engine sizes, etc. The Speed Six Bentley had proved reliable at Le Mans over 1,800 miles at approximately 76 m.p.h.; the Mercedes-Benz was equally so on this occasion, but for only 410 miles at approximately 73 m.p.h., although over a wet, more sinuous course. It is a thousand pities that Caracciola's elephant-blower 38/250 wasn't permitted to start in the 1930 TT, because we shall never know how it would have fared against four Bentleys, three of them Paget-team blower-4½s, two of which finished, but in 11th and 12th places *behind* Campbell's privately-entered 38/250 Mercedes-Benz, while Earl Howe made fastest lap in his 38/250.

The reliability of these Dr. Porsche-designed Mercedes-Benz cannot be in doubt when we remember the remarkable successes of what were essentially vintage sports/racing cars. There was Caracciola's third place in the Monaco Grand Prix in 1929, when his stripped SSK led for half the race, was delayed by a long refuelling stop, but finished third behind two genuine GP Bugattis, over a course entirely unsuited to it, finishing on the same lap. There was the success of the SSKL, road-equipped and driven by Caracciola, in the 1931 Mille Miglia, against the pick of the World's sports cars, which it won at a speed of 62.85 m.p.h. for the 1,016 miles, the fastest average in this gruelling race up to that time. And there was the victory of *regenmeister* Caracciola in that year's wet German Grand Prix at the Nurburgring, when his SSKL, spare tyre on the tail of this car as if to emphasise it was merely a sports car, averaged 67.29 m.p.h., beating the best of the Bugatti and Alfa Romeo opposition, with other Mercedes-Benz cars in 5th, 6th and 9th places.

We cannot compare these Mercedes' performances with those of the Bentleys because the British cars did not compete in such races. But let us not forget that at Le Mans in 1931 a *privately-entered* SSK Mercedes-Benz, driven by Ivanowski and Stoffel, finished second, at an average speed of 75.21 m.p.h. for 1,805 miles, which on a speed/mileage reliability basis about equals the performance of the winning "works" Speed Six Bentley in 1930. The Mercedes couldn't beat the Howe/Birkin 2.3 Alfa Romeo but it did set fastest lap, at 86.516 m.p.h., when Ivanowski was presumably driving to finish, which compares with Birkin's fastest lap of 89.696 m.p.h. the previous year, when he was deliberately flat-out wearing down Caracciola, and burst a rear tyre in the process. Another privately-entered Mercedes beat the Alfa Romeo opposition in the 1931 Spa 24-hour race, winning at 65.8 m.p.h. The SSK, in an extreme stage of development, went on to win at Avus at some 120 m.p.h. These big but not ungainly Mercedes-Benz also managed fastest-time in speed hill-climbs of the calibre of Gabelbach, Semmering, Freiburg and Shelsley Walsh.

Even the original S-type 36/220 Mercedes-Benz, with four-seater bodywork and before the design was developed, had finished 1st and 2nd at the opening race at the Nurburgring in 1927, and had come home 1, 2, 3 in that year's German Grand Prix against opposition from Mme. Junek's GP Bugatti, a Talbot, another Bugatti and a Steyr. Merz's winning S-type averaged 63.38 m.p.h. for 316½ miles. The 1928 German Grand Prix saw another 1,2,3 victory for the white Mercedes touring cars, Caracciola/Werner winning at 64½ m.p.h. for the 316½ miles. And these early versions also scored sprint successes, at Freiburg, Semmering and at Antwerp, etc. From which I deduce that the unreliability of these big German cars is a myth.



→ *Caracciola must have thought "two gone" as he drove past in that 1929 race. But Mercedes also had their troubles; here is Thistlethwayte's 36/220 in the ditch during the 1928 TT. He and Kindell (on the right) got it back into the race eventually.*

The Bentleys met a Mercedes-Benz again at the Irish Grand Prix at Phoenix Park in 1930. It was a 70-lap handicap race in which three blower-4½s gave three 38/250s a start of two laps. Two of the Bentleys retired early on but, once again showing his superiority in the rain, Caracciola in an SSK set a remarkable lap-record of 91.3 m.p.h. and won at 85.88 m.p.h. for the 300 miles, beating Campari's Alfa Romeo, Howe's Mercedes-Benz and Birkin's Bentley. Campbell's Mercedes-Benz had joined the two other Bentleys in the dead-car park. In the Irish Grand Prix of 1931 Howe's Mercedes finished 5th and made fastest lap at 91.8 m.p.h., fractionally quicker than "Rudi's" lap-record of 1930; the highest race-average and lap speed in the



VICTORY.—The two Speed Six Bentleys which finished 1st and 2nd at Le Mans in 1930, driven by Barnato and Kidston and by Clement and Watney, seen during the celebrations in the pits. Caracciola's Mercedes-Benz had retired during the night. This was the last appearance by the works Bentley team.

BENTLEY versus MERCEDES-BENZ — A TRIPLE CONFRONTATION

1929 TT
(410 *miles*)

1st : Caracciola (Mercedes-Benz), 72.82 m.p.h.
(*Fastest Lap:* 77.81 m.p.h.)
2nd: Campari (Alfa Romeo).
3rd: Frazer-Nash (Austin).

Other placings :

11th : Birkin (Bentley).
14th : Thistlethwayte (Mercedes-Benz).

Retired :

Rubin (Bentley), crashed.
Kidston (Bentley), crashed.
Maconochie (Mercedes-Benz), out of fuel.
Harcourt-Wood (Bentley), engine failure.
Metz (Mercedes-Benz), lost mudguard, disqualified.
Hayes (Bentley), flagged-off.

Weather : Rain.

1930 LE MANS
(24 *hours*)

1st : Barnato/Kidston (Bentley)' 75.876 m.p.h.
2nd: Clement/Watney (Bentley).
3rd : Lewis/Eaton (Talbot).

Retired :

Dunfee (Bentley), crashed.
Caracciola (Mercedes-Benz), variously reported as dynamo burnt out, blown gasket, and wrecked engine.
Birkin (Bentley), broken valve. (*Fastest lap :* 89.696 m.p.h.).
Benjafield (Bentley), broken piston.

Weather : Dry.

1930 IRISH GP
(300 *miles*)

1st : Caracciola (Mercedes-Benz), 85.88 m.p.h.
(*Fastest lap :* 91.3 m.p.h.)
2nd: Campari (Alfa Romeo).
3rd : Earl Howe (Mercedes-Benz).

Other placings :

4th : Birkin (Bentley).
5th : Campbell (Mercedes-Benz).

Retired :

Harcourt-Wood (Bentley), lubrication trouble.
Chassagne (Bentley), lubrication trouble.

Weather : Rain.

1930 TT were those of the Mercedes of Sir Malcolm Campbell and Earl Howe, respectively. There had been earlier clashes between the Cricklewood and Stuttgart cars, but as the latter were private-owner efforts facing the full weight of either Cricklewood or Welwyn Garden City, perhaps we may ignore them?

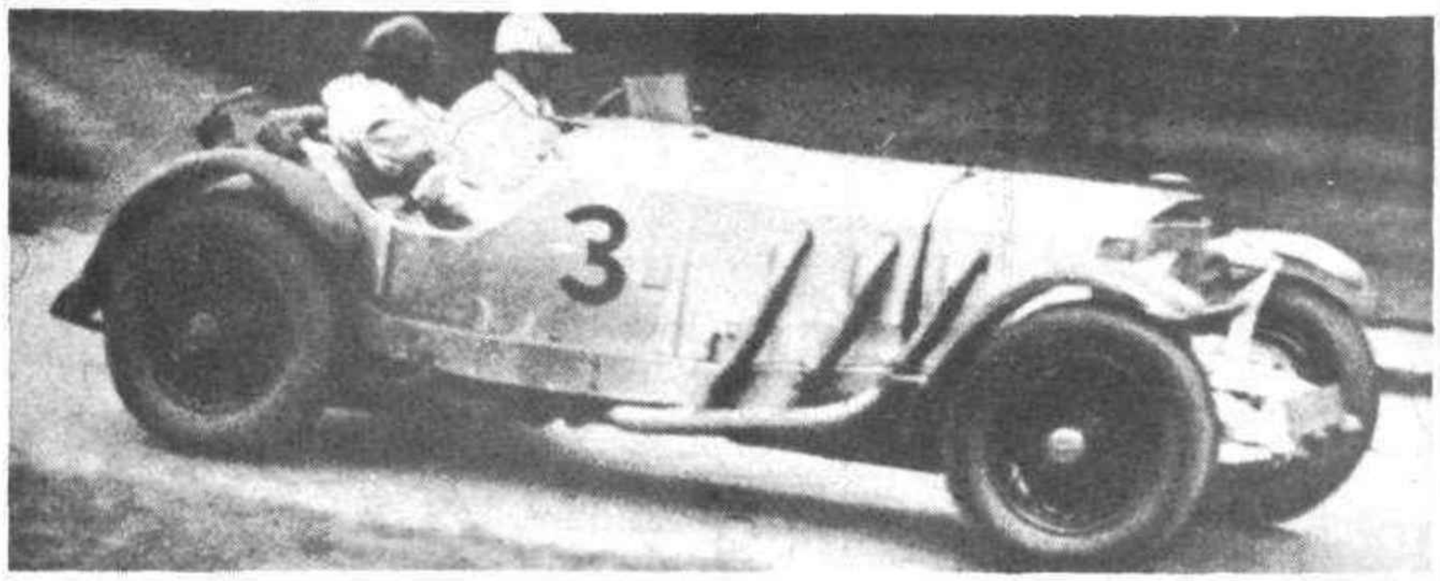
The extremely impressive record of German racing might at this time must have sold cars in the UK, in spite of the prevailing serious financial slump. I do not profess to have any figures for the sales achieved by British Mercedes-Benz Ltd. but the total of the different models made in Germany is said to have been 155 36/220, 102 38/250 SS, and 37 38/250 SSK. (Further information about competition successes and production figures etc. will be found in MOTOR SPORT for February 1952—Ed.)

Among those who shared a preference for these exciting race-proven Mercedes, apart from Sir Malcolm Campbell with his r.h.d. four-seater and Earl Howe with his 1929 TT-winning car road-tested by MOTOR SPORT in 1929, were Baroness von Loen, who drove an open 36/220, and Lord Portarlington, who had a 38/250 with black Freestone & Webb Weymann sports-coupé body, endowed with helmet-style mudguards, side-mounted spare wheels and dummy hood-irons. To give rear-seat head-room the lining was attached directly to the roof. Somebody else's 36/220 coupé visited the Sahara, and a very exciting 38/250 had been supplied to Major J. A. Coats, its two-seater body with rear-mounted twin spare wheels by the Carlton Carriage Company. It was white with red upholstery, had side-valances to the windscreen, and a big toolbox on the o/s running-board.

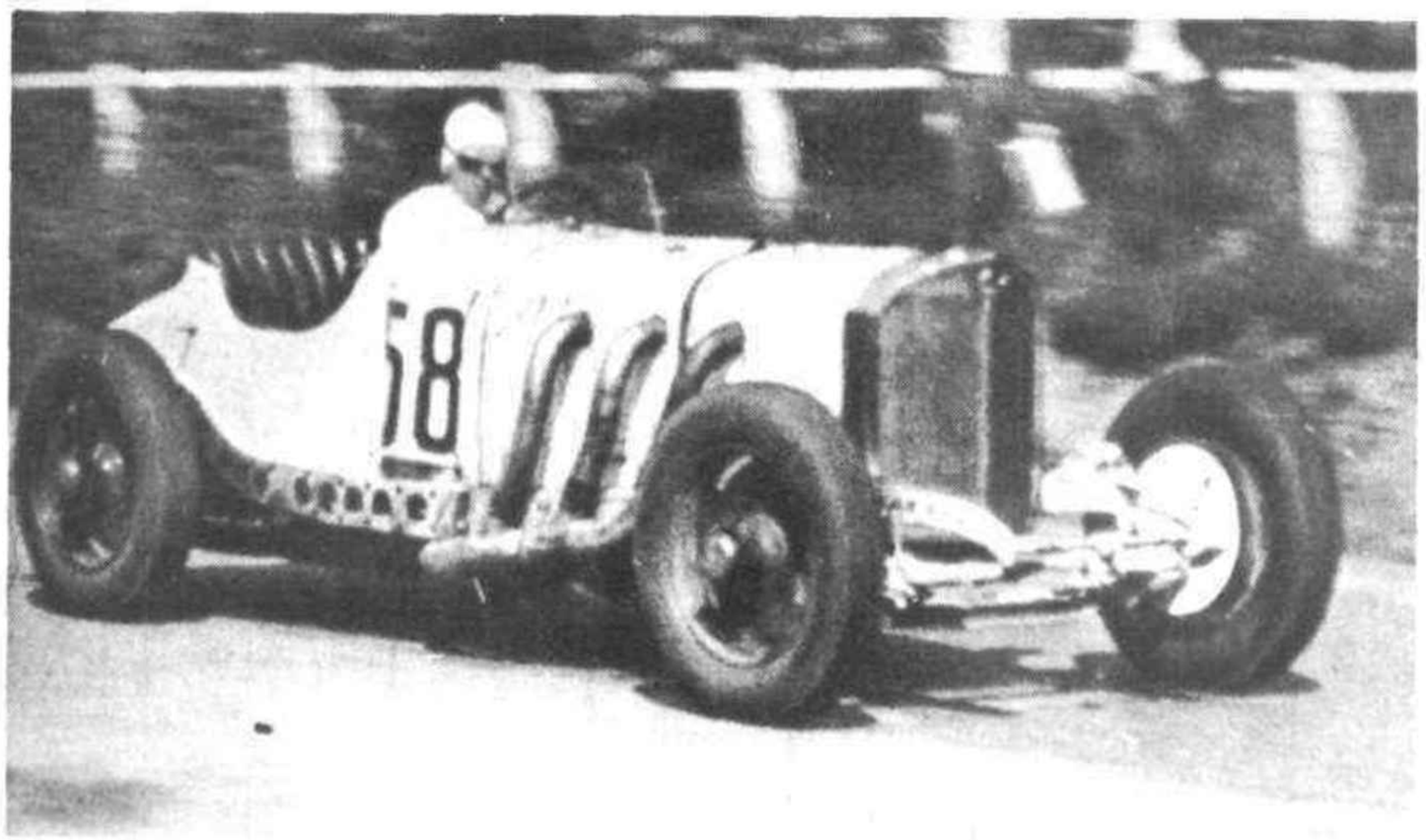
A person who had owned three 36/220s spoke of a heavy clutch, non-self-centring steering, and uncomfortable back seats. He used 2nd gear, on which close on 80 m.p.h. was obtainable, in traffic, often for as long as 50 or 60 miles. Fuel consumption he quoted as 8 m.p.g. if the supercharger was used frequently, otherwise 11 to 12 m.p.g., but to obviate gasket-blowing 75% pure benzole had to be put in the fuel. The only shortcomings were "a little brake trouble" with the first car and "a little oiling-up of the front plugs" on his third Mercedes. At the time when these cars were being supplied from No. 37 Davies Street, W1 the 38/250 cost £2,150 in chassis form, £2,750 as a standard four-seater.

So far as performance is concerned, the 4½-litre Bentley, an out-and-out sports 4-seater weighing 30 cwt. 2 qr. and costing £1,295, was timed by *The Autocar* in 1929 to do 92 m.p.h. and accelerate from 10 to 30 m.p.h. in 6.8 sec. in 2nd gear. A 38/250SS Mercedes-Benz tourer weighing 47 cwt. laden, and priced at £2,350, was timed by *The Motor* in 1931 to reach 103.2 m.p.h. under unfavourable conditions, and it got from 10 to 30 m.p.h. in 6 sec. in 2nd gear. A fairer comparison is with the blower-4½ Bentley. The one tested by *The Autocar* in 1930 weighed 37 cwt. in 4-seater form, cost £1,720, was clocked at 97.82 m.p.h. and got from 10 to 30 m.p.h. in 2nd gear in 6.4 sec. (the only comparable figures available).

If I have a bias towards the Mercedes, it stems from being driven at as near as dammit 100 m.p.h. while still a schoolboy along the Barnet By-Pass in a 36/220, as recounted in an earlier article. I have, however, no desire to "knock" the Bentley, for two memorable rides in Forrest Lycett's Special 8-litre and drives in others, including B. M. Russ-Turner's ex-Birkin blower-4½ single-seater, have endorsed their appeal and charm. But in this 100th Anniversary Year of Dr. Porsche I feel these notes should be written about "the other make".—W.B.



Another one for Mercedes-Benz.—Caracciola winning the 1930 *Irish Grand Prix in an SSK, on a wet course. He set a new lap record of* 91.3 *m.p.h.*



Porsche Tailpiece.—Caracciola driving an SSKL Mercedes-Benz in the 1931 *French GP. These cars won the Mille Miglia and the* 1931 *German GP at the Nurburgring.*

BOOKS FOR CHRISTMAS

"Rolls-Royce in America" by John Webb de Campi. 256 pp. 10 in. x 7¼ in. (*Dalton Watson Limited, 78, Wardour Street, London, W1V 4AN.* £9.50.)

Never has one make of motor car been better or more beautifully documented than the Rolls-Royce. Following John Oldham's great reference work comes this specialised book about Rolls-Royce in America. It is as magnificently produced and illustrated as its forebears from the same publisher and is a mine of information about the chosen subject. Not only are the Springfield Silver Ghosts, Twenties and Phantoms covered in detail and especially pictorially but the book continues the theme with Americanised Rolls-Royces up to the present day.

The Brewster Phantom Is and the Inskip Phantom IIs get chapters to themselves and the Appendices are as informative as the text, consisting as they do of a breakdown of recognition points on the Springfield cars, such as mascot, wheels and hubs, radiators and headlamps, instrument panels, tail-lamps, door-handles, fuel-caps, coachbuilders' plates, etc., not forgetting engine differences, all copiously and clearly pictured, a tabulation of individual cars including notes on the fate of many of them, and an index of body names and coachbuilders tying in with the illustrations. Photographs of Rolls-Royces are leavened by those of American personalities and their premises, there is a two-page colour reproduction of an appropriate *Vogue* R-R advertisement, and altogether this book looks good, smells high-class, and will make a 100% acceptable present to any Rolls-Royce fanatic, especially in the USA.

Dalton Watson do a similar service for Mercedes, BMW, Jaguar, Packard and Alfa Romeo enthusiasts but as they have not submitted review copies we cannot comment on those books.—W.B.

Donington Monomarques" 80 pp. 10¼ in. x 7 in. (*Macmillan Leisure Books, 4, Little Essex Street, London, WC2R 3LF.* £2.95 each.)

This is a new series of profiles intended eventually to cover the more important racing cars to be found in Tom Wheatcroft's splendid Single-Seater Collection gathered together in the museum at Donington Park, Derby. Three of these slim but informative and well-illustrated volumes have already been issued and stand out as excellent Christmas presents. The first, by Doug Nye, deals with the GP Tyrrells of the 1970-73 Jackie Stewart period. The Foreword is by Elf, there is a fine full-page picture of Tom Wheatcroft buying 006/2 for his Collection, chapters on Tyrrell and his team, on the Tyrrell 001 "£22,500 Backyard Special" and on the facets of how this make of F1 car achieved World Championship status. It is all illustrated with masses of photographs and with drawings and colour-plates.

Next we have Denis Jenkinson's discourse on the Maserati 250F. This is particularly welcome, because, as I well appreciate (and did in 1941, when I persuaded him to do this kind of work), "Jenks" better than anyone knows how to keep an accurate record of the more recent racing cars. In this "Monomarque" he sorts out the complex Maserati 250F story for us, with some nostalgic and valuable pictures, colour-plates and driver-profiles. He includes, moreover, a table of Maserati numbering, from car 2501 to 2535 (the latter never in fact issued) and this will be invaluable for stopping the mouths of those who tell you that every 250F is "the Moss car", and more importantly, for providing an accurate check on all 34 of these beautiful and classic GP cars (2517 was never built). Long ago, when many racing fans had no idea that Maserati and certain other racing cars were chronologically numbered, or where to find such numbers, "Jenks" was keeping a watchful eye on these useful identifications. Now we, the readers, are to benefit. The Foreword to this one is by Stirling Moss—who better?

The third "Donington Monomarque" is by Alan Henry and is about Four-Wheel-Drive Racing Cars. He has made a good job of this "formula for failure" in motor racing. He starts off with an Introduction about miscellaneous 4-w.d. racers, and even if he misses some, I was delighted to find that he follows this by informative notes on the Bugatti Type 53s, the Millers, and even the 1902 Spyker, all of which tried out the on-paper rosy idea of splitting the drive through all their wheels. Then comes the kernel of the book, covering later 4-w.d. racing cars, and especially the Ferguson-Climax, and the Lotus, Lola and Matra racing attempts with this form of drive. The book's format is as for the others, with a very generous supply of important pictures, colour-plates, and tabulated racing records. Also an index. The Foreword is, again appropriately, by Robin Herd.

Although publishers must guard against too many similar books on the same subject, the failure of the Tony Harding "Profiles" makes a place for these new "Monomarques", which are clearly ideal for selling from the Donington bookstall.—W.B.

"The Bosch Book of the Motor Car" by John Day. 256 pp. 12 in. x 9 in. (*Collins, 14, St. James's Place, London, SW1.* £4.95).

This is an enormous book full of colour illustrations and text by a real engineer, tracing the evolution and engineering development of the motor car down the years. The idea has been to split up the mechanism into different parts and describe and illustrate how and why these parts of a car have become as they are. It is a very difficult theme, and while there are some serious omissions and sometimes a lack of balance between the wordage devoted to one component against that devoted to another, on the whole I think it has succeeded, and with a Bosch flavour only when you come to electrics!

It will, though, be less easy for novices to learn from this book than from the excellent "Modern Book of Motors" that taught me so much at a very early age about how the i.c. engine and the rest of a car functioned. Most of the pictures of cars in Day's book have been seen previously, although they are mostly in enlarged and coloured form, under Barry Rowe's care. The nit-pickers will no doubt spend a long time checking dates and even facts; but as the author is a BSc, and a qualified engineer, they will mostly be wasting their energies. I rate this the sort of book any doting aunt will be bound to buy for a motor-minded teenager.—W.B.

Peter Filby has written a 112-page book about the British small-series production sports cars, from Add Nova to WSM, which David & Charles have published for £4.25, or for £3.50 if you buy it before January 8th—don't ask us why.

* * *

A soft-cover 239-page volume by Paul Dempsey guides you on car tune-up and emission-control servicing. The publisher is Foulsham-Tab, Ltd., of Slough, Bucks, and the selling price is £1.95.

Cars in Books

FROM Pat Phoenix's autobiography we learn that the *Coronation Street* actress and her husband used a Citroën for 70,000 miles and found it a "faithful, trusty steed", before replacing it with a new Citroën Safari, which may already be known to Citroën fans.

From "Brown Bread and Butter in the Basement" by Jenifer Wayne (Victor Gollancz, 1973) we learn that a chauffeur-driven Austin Seven was used to take the author and a friend, aged nine and ten, respectively, from Lewisham to Blackheath High School during the General Strike of 1926, a decidedly cramped form of transport that never struck anyone as in any way humorous. Presumably it was a "top hat" saloon.—W.B.

For Open-air Motorists

APART from books and car miniatures, a suggestion for a Christmas present is Harbenware's CS32 Campact Set of packaway non-stick cooking utensils. The set consists of three stewpans, of 6 in., 7 in. and 8 in. dia., with lids, and an 8 in. frying-pan, these utensils fitting one inside another, with an additional frying-pan acting as a lid. With adaptor rings and detachable handles, this constitutes an excellent pack for caravanners, campers, and open-air motorists, who may wish to cook their own meals at race-meetings, etc. The utensils are adequate for cooking a meal for six, and are of aluminium, with a Teflon non-stick coating. We have tried these out and find them well suited to all kinds of cooking—stewing, roasting, baking or for making a casserole. They even serve as a warming unit and double boiler. This cooking-set stows so easily in a small space that it will be a boon to travellers. The recommended retail price is £11.45 but MOTOR SPORT readers who apply to Harbenware Ltd. (Dept. H), Hanover Mills, Fitzroy St., Ashton-under-Lyne, Lancs. before Christmas can obtain the set for £8.35, complete with some tempting Philip Harben original Christmas recipes—W.B.

Miniatures News

FROM Mettoy comes another of those large Corgi models of F1 racing cars, this one a 1.18-scale 1974 McLaren of the Texaco-Marlborough team. As with the Corgi JPS, this miniature McLaren is correctly coloured and has authentic decals. The wheels are removable, a tiny wheel-brace being provided, and the rear suspension and Cosworth-Ford engine are particularly well-detailed. The reference number is C191 and the model is $10\frac{1}{4}$ in. (260 mm.) long. The price in the UK, which includes VAT, is £2.99. We cannot think of a more attractive Christmas gift, in this field.

Incidentally, at the London Motor Show we were asked by an enthusiastic boy-modeller why he could not obtain kits for building 1975 GP racing cars. It is obvious that time is needed to prepare drawings and moulds, etc. but the manufacturer who can meet a new F1 car with a model, on the day of announcement, as the smaller die-cast models used to be produced for manufacturers who required a miniature to give away at new-car releases, will be sure of catching many sales among keen and knowledgeable youngsters.



The 1 : 18-scale Corgi 1974 McLaren GP miniature.

Grand Prix Models of Radlett have two metal kits for making up miniatures, to 1:43-scale, of the Lotus XIs that were successful at Le Mans in 1957. One kit is of the ingenious 750 c.c. Lotus prepared for the Index of Performance which it won, and of especial interest in this age of the small economic car, the other of either of the "works" 1,098 c.c. Lotus team sports-racers. Future kits promised are to cover the new S-type Jaguar, Lotus 7 and SSKL Mercedes-Benz. The same source of supply is offering Buccaneer replicas of pre-war Dinky and Tootsietoy miniatures, at UK prices of £3.00 for kits, £4.50 for complete models, these covering such rarities as the Chrysler Airflow, British Salmson, 1934 Rolls-Royce drophead, Vauxhall Big-Six saloon, SS1, etc. Only 400 of each will be made, apparently. The prices appear high but Grand Prix Models point out that if you could find an original Dinky Chrysler Airflow, etc., it would cost "at least £45", and they also remind us that such miniatures can suffer from metal fatigue and "in time will crumble to dust". All of which intrigues the Editor, who has several such miniatures in his collection, owned from new and apparently as sound as ever.

Not motor-car miniatures, I know, but Meccano Dinky have sent details of two releases of interest to collectors. One concerns their interesting 1/65th-scale version of a Zero-Sen A6M5 ship-based fighter aircraft, No. 739 in the series, with a 184 mm. wing-span, priced in the UK at £1.95, complete with electrically-driven propeller. The other Dinky miniature is of a German 88 mm. gun with crew, a WW2-piece to a scale of 1/35th No. 662, this Dinky model costs £1.89 and can be towed behind their Hanomag tank-destroyer.—W.B.

Two-wheeler literature

MOTORCYCLE one-make books are now in full spate. It is right and proper that the Triumph should be included and this has been done with a history written by Harry Louis and Bob Currie. Rather poorly produced, it is nevertheless a complete history, which contains 91 photographs and 14 drawings in its 128 informative $9\frac{3}{4}$ x $7\frac{1}{4}$ in. pages. Many of the engine drawings are large enough to stand close scrutiny. Dennis Poore writes the Introduction and the publishers are PSL, Barr Hill, Cambridge, C83 8EI, the price being £4.95.

* * *

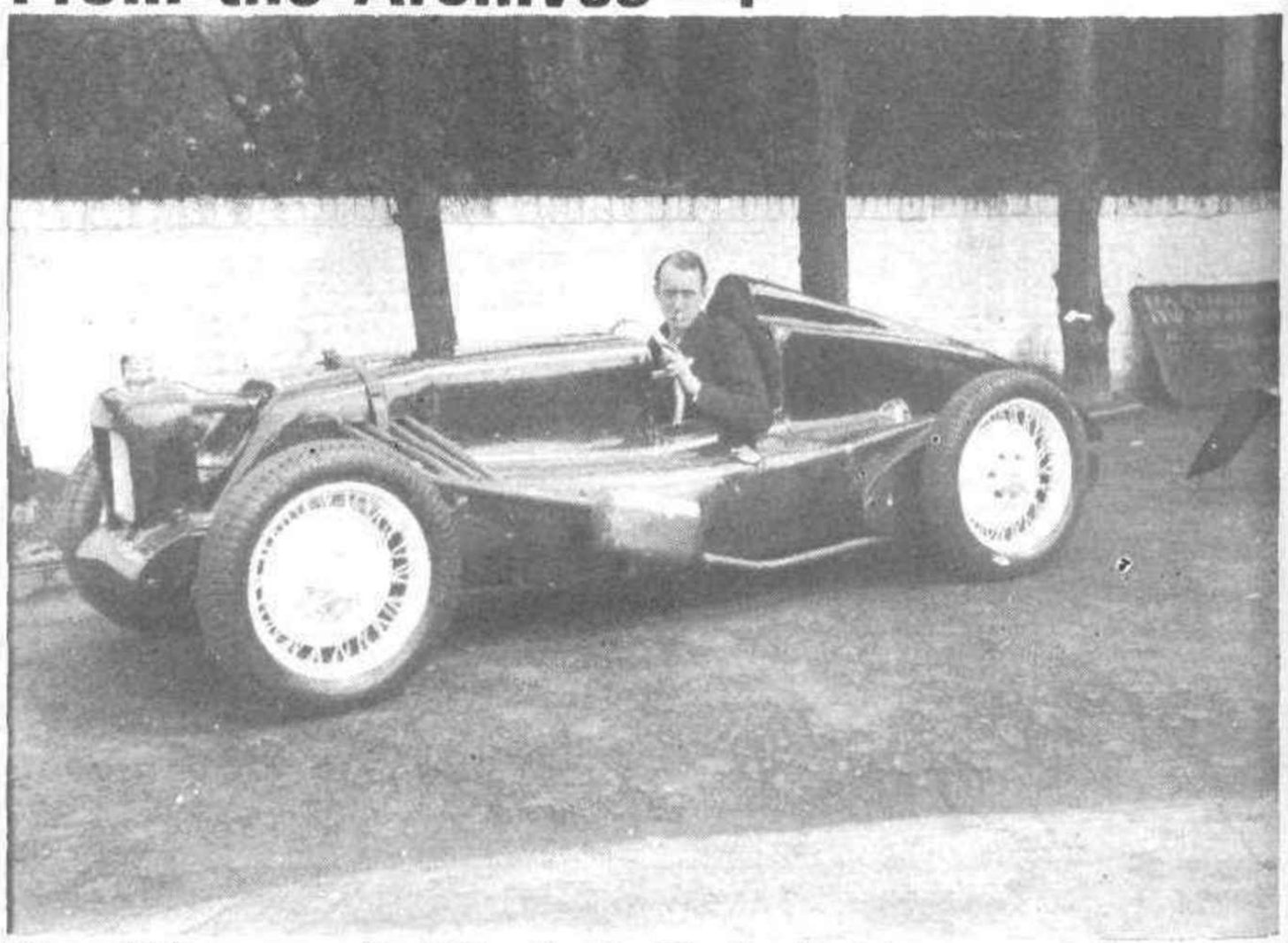
The same publisher offers a wide variety of current motorcycle sport in a *Motor Cycle News* "Racing Champions" volume, priced at £2.50 (how expensive such books have become!). It packs excellent pictures of two-wheeler bravery and skill into its 96 big pages, most types of speed work, from Continental road racing to moto-cross, being included.—W.B.

The Mercedes-Benz Parts Centre at Hayes

I HAVE seen some very impressive spare-parts depots in my time but the one opened by Mercedes-Benz (UK) Limited at Hayes, near London Airport in October absolutely takes the breath away. It is *enormous*, and spotlessly clean, like a gigantic racing-car workshop. The ingeniously arranged spares-bins have wide corridors between them and anything from a minute washer to body shells and cabs for vast Mercedes-Benz commercial vehicles can be instantly located by the latest computer and TV systems. Mercedes-Benz were the first British car manufacturers to install a computer to control their flow of spares to their dealers, back in 1966, at Brentford, but this move to an enormous new Spares Depot suggests great optimism about the importance of the British market to Daimler-Benz. The cost of building the Centre was obviously astronomical and it is geared to the 1980s. It covers 220,000 sq. ft. of warehouse and office space, five times that of the former facility, and the two-storey racking and binning absorbed 540 tons of steel and alone cost £500,000.

The Centre holds £5-million-worth of parts, in 50,000 line-items. The computer cost £300,000 and the place employs some 90 operatives. There are four unloading bays manually adjustable to differing heights of lorry tail-boards, rubbish is disposed of in a $1\frac{1}{2}$-ton compactor, lifts, trolleys and revolving doors reduce exertion to a minimum, and altogether this is the most imposing Spares Depot I have seen. It emphasises that Mercedes-Benz retain their premier position among the giants of the World's motor vehicle producers.—W.B.

From the Archives—4



There could be some excuse for thinking that this Riley Special single-seater was built recently for VSCC racing, but weird-looking Rileys were built from the inception of the efficient little 1,100-c.c. four-cylinder from Coventry. This slim single-seater with remote-mounted radiator and long tapering tail was built by John Eason Gibson in 1934 at the Beechholme Motor Company in SW London. The car started life as a standard Brooklands Riley sports car registered VC 833, raced by Eason Gibson at Brooklands and Donington Park. He converted it to this single-seater form expressly for the British Empire Trophy race at Brooklands in 1934 but engine trouble in practice prevented it starting in the race. After that Eason Gibson put the sports car body back on the car and abandoned the single-seater idea. The constructor's son Neil is a member of the staff of the RAC Competitions Department today.

CHATER & SCOTT LTD

NEW BOOKS

The Grand Prix Tyrrells (Jackie Stewart's Cars 1970 - 1973). By Doug Nye. This book traces the development of the Tyrrells. Plenty of as yet unpublished information about their design and performance, together with original plans and models. 80 pages with over 100 illustrations in black and white and colour. **£3.43**

The Four Wheel Drives - Racing's Formula for Failure? By Alan Henry. The book describes the attempts by designers to evolve a satisfactory four wheel-drive system. The most important chapters concentrate on the Indy cars and the four wheel-drive experiments in this country in the late 1960s. 80 pages, over 100 illustrations in black and white and colour. **£3.43**

The Maserati 250F (A Classic Grand Prix Car) By Denis Jenkinson. A full account of the car's development and performance and of the history of Maserati, to which its success was closely linked, based on the author's personal recollections. 80 pages with over 100 illustrations in black and white and colour plus cutaway drawings. **£3.43**

Bugatti - Thoroughbreds from Molsheim. The entire Bugatti history in 520 pcges with 500 illustrations. This is in fact the first French work devoted to the most eminent of all car makers. It traces the extraordinary story of Ettore Bugatti and his son Jean. A description of all models is included together with technical particulars. Many of the pictures used are previously unpublished. **£18.55**

Motor Road Tests Annual 1975. 65 road tests reprinted from the pages of Motor. Outstanding value. 288 pages. **£2.45**

Rolls Royce In America. By John Webb de Campi. Within its 256 pages are illustrated almost every design of coachwork that was ever mounted in America on a Rolls Royce chassis. Complete car by car tabulation of the Springfield production. **£10.10**

Aston Martin Competition Cars 1921 - 67. The second in Adrian Feather's series, concerns the competiton cars, and follows their development from 'Bunny', the 1921 record breaking prototype, up to the Marek racing V8 engine which was used in the Lola T70 Mk III in 1967. **£3.95**

Aston Martin 1963 - 72. By Dudley Gershon. The author was Director of Engineering at Aston Martin. He writes about design, development and production of the cars that did or did not make it. 144 pages, 16 pages of photos. **£4.40**

Packard - Ask The Man Who Owned One. By Otto A. Schroeder. This book highlights Packard's halycon years by reproducing an extensive and thoughful selection from a remarkable advertising program which engaged the best talents of the day. 382 pages of truly fascinating reading. Hardback. **£7.08**

The Cord Front-Drive. By Roger Huntington. Revised edition. The author discusses the background of E.L. Cord and his corporation. Details the history of the L-29 and 810-812's. Tells of attempts to manufacture modern replicas of the 810-812 model. Contains reproduction of original owner's manuals of the L-29 and 810-812. 224 pages, 144 illustrations. **£5.95**

The Dodge Story. By T.A. McPherson. In one book the most complete history ever compiled of Dodge and their products from the start right up to 1975. 320 large format pages with 1600 fascinating photos. **£9.95**

Ford Model A/AA Truck Owner. By A.G. Mc Millan. The new Restorer's edition of this crowning compendium, supports today's vintage commercial motoring enthusiast when he recalls 'If you've got it, a Ford brought it!'. 281 pages, 500 illustrations. **£4.85**

The Inside Story of the Fastest Fords. The design and development of the Ford GT racing cars, one of the classics of the age. It started when Ford tried to buy Ferrari and could not. Instead Ford decided to build its own Le Mans winner. It was costly and successful. **£5.95**

Porsche Sport 1974/75. By Rusz. Third in this Porsche annual series. Many good feature articles. 104 pages, 160 photos. **£4.70**

British Cars of the Late Fifties. The 6th volume in the successful Olyslager Auto Library series covering cars produced in the UK. 211 illustrations with descriptive captions and 53 different makes. **£3.30**

Car Interior Restoration. By Terry Boyce. 128 pages of factual information on the restoration of car interior. 53 illustrations. **£2.65**

Car Service Data. Covers over 1200 British and foreign cars and light commercial vehicles from 1959 onwards. 2nd edition. **£3.25**

Cross Country Cars from 1945. A unique book dealing with four wheel drive and other passenger carrying cross country vehicles. Some 250 specimens are described and illustrated both civilian and military. 72 pages. **£3.30**

Historic Racing Cars to 1939. By Anthony Harding. A selection of colour pictures, explanatory notes together with contemporary action photographs in black and white presents a short chronology of the birth and development of the grand prix car. *Price till 31.12.1975* **£2.30** *Price after 1.1.1976* **£2.80**

Veteran and Vintage Cars of Australia. Australia has had a rich mixture of car imports in the early days and many of the marques illustrated in this book bear names forgotten decades ago. Excellent colour pictures. 107 pages, 44 illustrations. **£3.55**

Maserati: Sports Racing and GT Cars 1926 - 1975. By Richard Crump and Rob de la Rive Box. A complete history of these fabulous Italian cars. *Price before 1.1.1976:* **£8.40** - *Price after 1.1.1976:* **£8.95**

Four Wheel Drive Fundamentals. By Granville King. For the four wheel drive and off road enthusiast. 128 pages. **£4.90**

Ford in Europe. Another of the impressive Autocar Specials. A fascinating story of the first 70 years in Europe. **£1.10**

Automobile Brakes and Braking Systems. By T.P. Newcomb and R.T. Spurr. Second edition. Deals with the maintenance and fault finding of braking systems on vehicles produced in the UK, America and the continent. Includes caravans and vintage and veteran vehicles. **£3.70**

Classic Machinery. A new quarterly magazine for connoisseurs of fine machinery. Articles by experts on automobiles, motorcycles, steam engines, traction engines, ships, aeroplanes, etc **£1.75** per copy.

Ferrari: The Early Spyders and Competition Roadsters. By Dean Batchelor. The second of 5 illustrated histories of specific Ferrari lines. A valuable addition to the library of Ferrari lovers. 128 pages, 165 photographs. **£5.75**

British Light Cars 1930 - 1939, Their Design and Restoration. By Bruce Hudson. An invaluable book for the enthusiast and collector of post vintage light cars. 240 pages, approx. 150 illustrations. **£6.95**

Alfa Romeo. By Peter Hull. An accurate and entertaining account of this famous Italian marque. 160 pages, 136 illustrations. **£2.40**

Rolls-Royce. By L.J.K. Setright. It may be another book about RR, but it's real good value and written by a truly knowledgeable author. 160 pages, 123 illustrations. **£2.40**

2-Stroke Engines Design and Tuning. New revised 5th edition in paperback. **£2.30**

Tuning for Speed and Tuning for Economy. 4th edition in paperback. **£2.30**

CALENDARS

Rennfaszination 76. A superb, full colur calendar depicting various racing scenes. **£2.15**

1976 Classics Calendar. By any standards, this is an outstanding calendar. Superbly printed in beautiful colour. Each calendar page gives a interesting and concise summary of motoring history. Produced in German and English this calendar is the first of a yearly series. **£3.40**

SPECIAL SALES OFFER

The Day I Died. By Mark Kahn. Crashes so horrifying that it seemed the driver must be dead, and yet against all the laws of probability they have survived. **Was £3.40 - NOW £2.10**

EVER POPULAR TITLES

Grand Prix Accident Survey 1966-72. The Jim Clark Foundation investigates the apparent causes of 224 accidents in races and practice sessions. **£2.25**

The Story of the Car. This book covers the fast evolving motoring scene from the pioneering days through to the 70's. **£3.55**

Illustrated History of Ford. Many books have been published on Ford, but none as fascinating as this unique compilation by George H. Damman. 320 pages, 1400 illustrations. **£8.50**

STOP PRESS

Autocourse 1975-76. The book that motor racing people look forward to. The most complete and the most accurate. 200 large format pages, the finest Grand Prix annual in the world. Twice as much colour as before and a host of new features. **£8.60**

GIVE MOTORING BOOKS THIS X-MAS — A FIRST-CLASS PRESENT FOR HIM OR EVEN HER.

PLEASE NOTE

Best prices paid for Secondhand books. Single Copies and Collections. Telephone or call and speak with Frank Stroud or Jim Aldridge.

CATALOGUES

NEW Illustrated Motorbook Catalogue, 56 pages £0.15 — **NEW** Illustrated Motorcycle Book Catalogue, 13 pages, £0.10

All prices correct at the time of going to press but subject to alteration. Postage and packing charges included. Surface mail anywhere in the world.

Ring appropriate book, complete coupon and send complete with PO/Cheque.

PO/Cheques to be made payable to **Chater & Scott Ltd. DON'T FORGET TO FILL IN YOUR NAME AND ADDRESS.** All orders are dealt with care and promptly mailed.

Please complete in BLOCK CAPITALS

Enclosed PO/Cheque for £ . . . . . .

Name . . . . . .

Road . . . . . .

Town . . . . . .

County MS/12/75

SYON PARK BRENTFORD LONDON TW8 8JF ENGLAND

Tel: 01 568 9750

Callers Welcome – Unlimited Free Car Parking

Veteran Edwardian Vintage

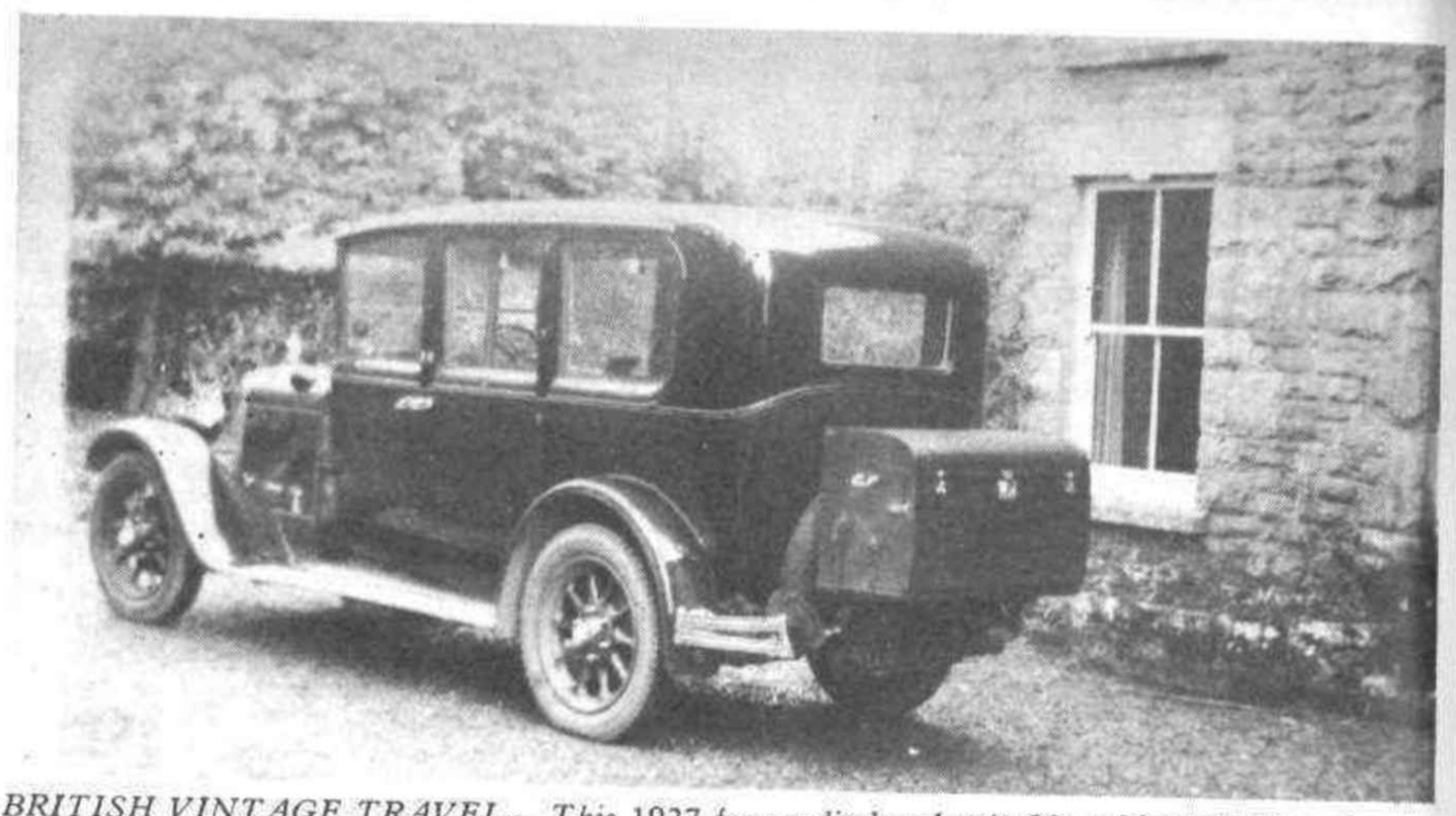
A SECTION DEVOTED TO OLD-CAR MATTERS

AUSTIN TWENTIES

OUR RECENT comments on the Austin Twenty has brought the following comments from John Oldham, the Rolls-Royce historian, who owned two of the four-cylinder models before discovering that spares are more easily obtainable for the cars built in Derby:

I was most interested in your description of the Austin Ten Driver's Rally and the photograph of the 7 h.p. alongside the Twenty. The Twenty is an 11 ft. 4 in. wheelbase Ranelagh landaulette. I have not seen one for years, the car could be either a 6-cylinder or a 4-cylinder. In the days that the models were new it was only possible to tell if it was a 6-cylinder by looking at the licence disc tax £24 and the centre of the steering wheel to see if there were three levers or two. Two levers, Magneto and Gas, mean it was a 6-cylinder with a very small gate change. The 4-cylinder was taxed at £23 and had three levers, the extra one being marked Air, and the gate for the central gear-lever was a massive affair.

From the photograph the car could be either 1928 or 1929 as the model was in production for both years, the differences between the two years being white instruments with black faces, petrol tank under the front seat with gauge alongside the filler and spare wheel mounted at the rear going into a well with a centre securing bolt for 1928.



BRITISH VINTAGE TRAVEL.—This 1927 four-cylinder Austin 20, a Mayfair limousine on 10 ft. 10 in. wheelbase chassis, was used for a Swiss holiday by John Oldham in 1952, and did 518 miles in a day returning to Uckfield from Helensburgh. It was sold to a Cornish Austin agent in 1965. The bumpers are by Cary of Manchester.

1929 models had black instruments with white lettering, the fuel tank still under the front seat but Hobson Telegauge on dash and the filler was a side extension, so it was not necessary to remove the squab. The steering wheel was thinner and of greater diameter and the spare wheel simply dropped into a recess, so that the lowest section of the tyre was supported on a metal strap. 1929 was the last year of the 4-cylinder engine.

Though I have not had an Austin Twenty now for 10 years I still have a great weakness for them, but spare parts are virtually non-existent, which would not suit me at all as I like to have my old motor cars in constant use and this is where a Rolls-Royce scores so heavily as one can get the parts so readily.

There were 17,000 units of the 4-cylinder version built between 1919 and 1929 and some 7,000 units built of the 6-cylinder version between 1927 and 1938. From mid-1928 right up to the end of the 6-cylinder 20 h.p. artillery wheels were available on the 6-cylinder as an alternative to the wires with no extra charge until about 1934, then an extra charge was made. I had an uncle who owned a 1937 Mayfair limousine. He stipulated artillery: it looked very nice. The 16 and 18 h.p. models reduced the number of 6-cylinder 20 h.p., as many people preferred the 16 h.p. or 18 h.p. as an owner-driver car, it being smaller and having a lesser annual taxation. It is sad that so few 20 h.p. in both versions survive.

The Austin 18 is an utterly different design to the 6-cyl. 20-h.p. The 18 has a cast-iron block and crankcase all in one piece. The crankshaft has four main bearings and the timing is at the front of the engine, in fact, the whole thing is cheapened rather after the style of the 12/6 and the Light 12/4, though it is a much better car than that awful 12/6, and it did become a great favourite with country hire firms; it was originally introduced as a 1934 model and carried on until the outbreak of war and looked like a huge Austin 10 Cambridge with twin rear windows. Personally, I think the best year of the 18 was 1937, when it had easy clean wheels and the body was still a respectable shape and the car looked the same as the last model 6-cyl. 20-h.p.

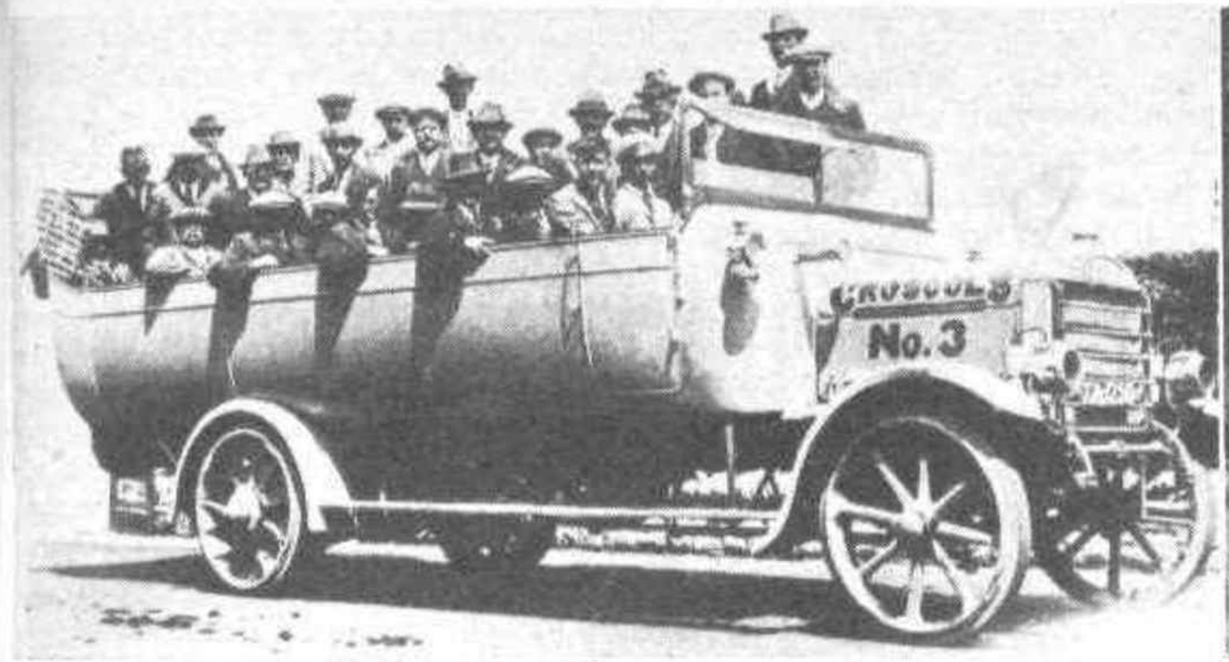
The 6-cyl. 20-h.p. had an aluminium crankcase, detachable iron block, with the timing at the back-end which ran between the two rear main bearings, thus making eight mains in all; it came originally as a 1927 model and was shown at Olympia in 1926 for the first time and it was made until the end of the production of the 6-cyl. 20-h.p. in 1938 with only minor changes; thermostat, coil ignition in place of magneto, updraught carburettor gave way to downdraught, etc.

The 16-h.p. made from 1928 until 1934 at the end of the season was simply a more or less scaled-down version of the 6-cyl. 20-h.p. with the engine mounted in a 12 h.p. (heavy) chassis. I think the best year was 1932, which was the last one with aluminium body, the first with Magna wheels and bumpers and apron over the petrol tank. 1933 and 1934 models had pressed-steel bodies, which rust.



This picture depicts the differences between a Mayfair and a Ranelagh-bodied Austin 20. This particular 1928 Ranelagh was owned by John Oldham in the 1950s and now belongs to Mr. J. C. Bidwell-Topham of Aintree. With four-cylinder engine these cars were priced originally at £575; with six-cylinder side-valve engine the price was £675. Wonderful value!

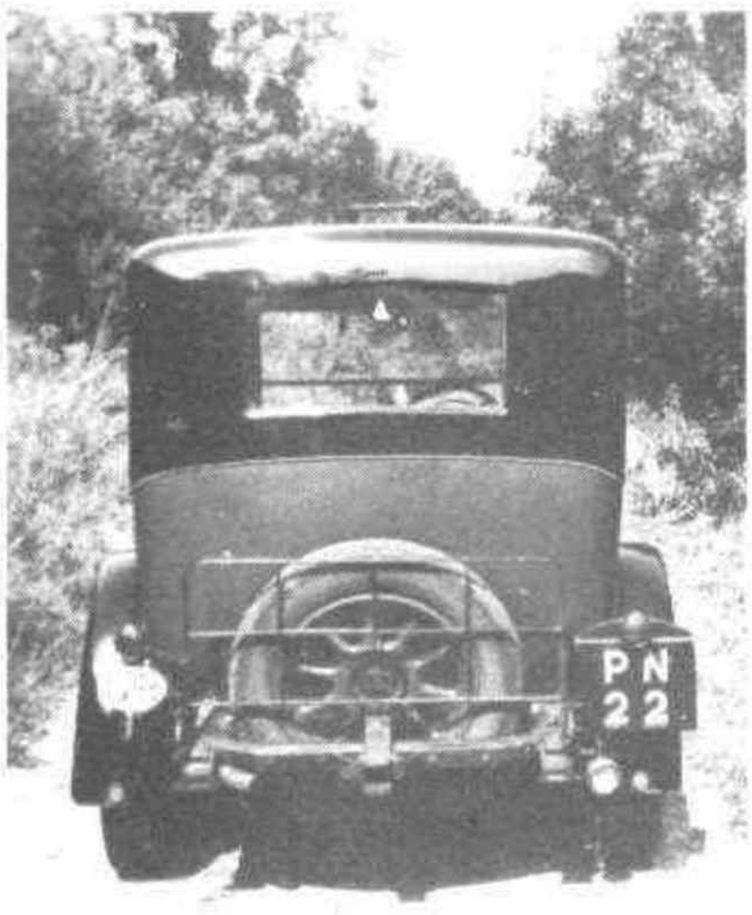
V-E-V Miscellany.—Another Rolls-Royce has left these shores for America—a 1930 Phanton II tourer with helmet-crown mudguards, side-mounted spare-wheels and rear windscreen, restored in 1969 by Frank Dale & Stepsons and shipped by Trandex Interna-





THE ROADS OF THE 1920s.—These two postcards, sent to us by a reader, show what motorists had to contend with soon after the end of the First World War. On the left, a solid-tyred Daimler char-a-banc, one of a number operated by Croscols; right, a staff outing at Weymouth in early 1921. The cars are a Model-T Ford and a Maxwell.





Front and rear views of the Austin 20 Ranelagh referred to on page 1384. The only non-standard items are the fog and reversing lamps and 20 in. instead of 21 in. tyres. The current exhaust tail-pipe was used on all these cars until the fuel tank was moved to the back, for the 1931 models. The car was happy towing up to two tons on a trailer.

tional Ltd. to Savannah, Georgia, en route for Tennessee. A fine scale-model of a Type 35 GP Bugatti, complete with openable bonnet and detailed engine, was presented recently to Baron Philippe de Rothschild on behalf of the Academy of Pure Malt Whisky, in recognition of the Baron's "contribution to the art of good living". Part of this "good living" on the Baron's part included pre-war motor racing as an amateur driver. He won at Dijon in 1929 with a Bugatti, was in the Stutz team at Le Mans in 1929 and 1930, finishing fifth partnered by Bouriat in the former year, and competed in other races as "Philippe", to offset family objections. A reader in Lincolnshire possesses two axles from vintage cars, one from an Essex Six, with wooden spokes and detachable rims, the other a mystery, as it bears the inscription "Levis, King's Cross" on the hub caps, the letters "LKC" picked out in bold capitals, yet it cannot be anything to do with the well-known motorcycle of that name, as it is a bowed axle with six-stud pressed-steel artillery wheels. Has anyone any ideas? The BSA Front-Wheel Drive Club's Registrar was interested in our reference to a four-wheeled vee-twin BSA having been found in a house in Buckinghamshire, because the Club knows of only two surviving FW32 models, one fairly complete but in storage, the other a chassis, although two BSA three-wheelers have been converted to four wheels, one running in Lancashire, the other being built up in New Zealand.

Next year's VMCC Banbury Run is to be organised by John Moore and Denis Harris. A reader wishes to know whether his 1927 SD 12/50 Alvis, Reg. No. KO 5404, was used by Alvis Ltd. for racing before being sold by Jack Bartlett in 1929. Letters can be forwarded. Besides the two veterans referred to on page 1384, Mercedes-Benz were represented during the Brighton Run weekend by a 1905 28-hp., Mercedes-engined 'bus. It was used in Tunbridge Wells, then in Brighton, and has been sold to America. A similar 'bus, discovered adjacent to the Brighton Road and bearing LGOC hub caps, has been bought by the HCVC.

JACK DUNFEE

We deeply regret to have to report the death of the well-known Bentley driver Jack Dunfee who, with his brother Clive, was extremely well known at Brooklands.

Vintage Postbag

Cars for a General

Sir,

In this article reference is made to a Rolls-Royce used by Major-General Sir Edmund Ironside when he was CIGS in the first few months of the Second World War. It was said that Sir Geoffrey de Havilland owned the Rolls, with its vee-shaped forward sloping windscreen, and had handed it over as a gift to the Army for the use of the CIGS. Lord Ironside added that the car remained with the Army until Field-Marshal Lord Montgomery bought it back from them, when he finally left active service with NATO, and "as far as I know, he still owns it".

I can remember often seeing this distinctive-looking Rolls at Hatfield Aerodrome before the War, but unless I am very much mistaken it was designed for and owned by Alan S. Butler, Chairman of the de Havilland Aircraft Co. Ltd., who made it over to the Army. I last saw it in about 1953 or so when Lord Montgomery came to Filton in it on a visit to the Bristol Aeroplane Company. In the *London Evening Standard* of March 25th 1974 it was reported that Christie's in conjunction with Lord Montagu of Beaulieu were selling more than 60 cars at Arlington, Texas, on May 26th, all from the James C. Leake collection. One car was described as a rare Humber Pullman seven-seater first owned by Sir Winston Churchill, and I quote: "Another car with a strong British history, and one of 10 Rolls-Royces in the sale, is a 1937 Phantom III first owned by British aircraft manufacturer Captain (later Sir) Geoffrey de Havilland. During the Second World War it was requisitioned and assigned to the Commander-in-Chief of the British Army's Home Forces".

Doubtless one of your readers will be able to give the full history of the Rolls in question, and it seems likely that the car is now in the USA.

Alan Butler's long association with de Havilland is an absorbing story in itself. The de Havilland Aircraft Co. Ltd. was incorporated on September 25th, 1920, ten days before they moved into a collection of sheds at Stag Lane aerodrome, Edgware. On November 18th, 1921, they contracted to buy the aerodrome for £20,000 and paid £2,000 deposit, raised on a Bank overdraft. Finan-

cially, things were critical, and how Butler happened to come to the rescue is recounted in Martin Sharp's book "An Outline of de Havilland History" in the following words:

"Just after this payment had been made and the die had been cast a young man of means, Mr. Alan S. Butler, inquired about having an aeroplane designed to his own requirements. He had been put on to de Havilland by C. G. Grey, Editor of *The Aeroplane*. He wanted a two-seat dual-control touring bi-plane with Rolls-Royce Falcon; a touring aeroplane, of course, meant one with two comfortable cockpits. St. Barbe put the inquiry before de Havilland. They could hardly take it seriously since an aeroplane of one's own design would cost a fortune, something like £3,000. 'Tell him what it will cost —that will soon settle the matter'. Alan Butler was getting over an operation for appendicitis and St. Barbe had to visit him in his bedroom in London. The price didn't seem to concern him much—he was more interested in being sure of getting a fairly considerable range with two (or three) up and luggage, and a decent luggage locker, and really manageable cowlings.

"While convalescing he came down to Stag Lane and talked over the design in the end office with de Havilland and Walker. Strange as it seemed, perhaps he really was going to order a special aeroplane.

"Turning to leave Butler said, 'By the way, I don't know how you people are off for money. I have been thinking for some time of making an investment in an aircraft company'. He afterwards told how he had felt rather uncomfortable about mentioning it. There was a pause, and Butler mentioned a sum of £50,000. De Havilland replied, "Well, yes, we do happen to be needing more capital', and then he added, 'but we don't want so much as that'. This, he felt, might give Butler the idea 'that we were not complete crooks'.

Both de Havilland and Walker knew all too well that money was needed in a matter of days, yet they could not press the matter indecently, and after a little casual conversation they had to let Butler go.

"The situation was discussed. It was established that Mr. Butler was a man of substance and reputation. If he meant to invest substantially in the firm it would justify a place on the Board. After due consideration it was decided that the matter should be formalised on that basis. Meanwhile the days went by. Other ways of raising money immediately were not forthcoming. About a fortnight later sure enough Butler paid another visit, this time accompanied by his uncle, a man of considerable experience who looked after Butler's father's affairs. Butler said, 'I have been making inquiries and I'm prepared to invest in your company if you are still of the same mind'. They said yes, they were definitely needing capital to facilitate business which they had negotiated and would welcome his financial interest. They still could not somehow convey to him that the hard fact was that they were seriously in need of thousands of pounds immediately. It would have sounded most peculiar. The conversation turned to the matter of his aeroplane, details of estimated weights and performance, and it looked as if another pleasant meeting would end as casually as the first. Fortunately, however, when the time came to go Butler said, 'Well, about that investment, how much were you thinking of at this stage?' 'We are needing £7,500 at present in connection with a purchase of premises', said Nixon, 'and the first £5,000 of that money would be very useful in a matter of a few days if that is not inconvenient'. Butler, who was standing by the door, took out his cheque-book and wrote a cheque for £5,000, then and there. It was paid in on December 12th 1921. Arrangements were made on December 15th to allot him 7,500 shares and to appoint him a Director, and on December 23rd he paid in the remaining £2,500".

Butler's DH37 with a 275 h.p. Rolls-Royce Falcon flew in June 1922, weighed about 3,640 lb. all-up, and had a top speed of 125 m.p.h. He did a lot of flying with it, and even bought a motor scooter which could be carried abroad—but it was heavy to lift in. Once he made Prague to Stag Lane in a day. Butler was appointed Chairman of de Havilland from February 13th, 1924, and retired in the year 1950.

P. E. GORDON-MARSHALL
Chipping, Sodbury

A Lloyd and Plaister

Sir,

You may possibly recall that early in November, 1973, you sent me the enclosed photograph for identification of make, on behalf of one of your readers. However, at the time I was unable to tell you the answer, and I could not agree with your suggestions that the car might be an Aster or a Darracq, but I did promise to advise you if and when I found the correct solution.

That moment has now arrived, I am glad to be able to say, for not long ago while searching for something entirely different, I had occasion to refer to my volume of *The Automotor Journal* for the first half of 1908, and there, on page 667 of the issue dated May 23rd, 1908, was a clear photograph of this very car, the Reg. No. H 2729 being plainly visible! According to the caption, and to a further reference in the text on the following page, the car was an 18/22 h.p. Lloyd and Plaister then owned by a Mr. Alsford, who is seen driving it, the front passenger seat being occupied by the same chauffeur who is at the wheel in your photograph. The occasion was a hill-climb organised by the North Middlesex A.C., and in my opinion the car might well have been at least two years old at the time, as the Reg. No. is apparently an issue of about February, 1906. I have not been able to discover anything else significant about this little-known make, nor have I found any corresponding illustration of the car in any other publication of the same period.

Regretting the long delay in finding the answer, but better late than never.

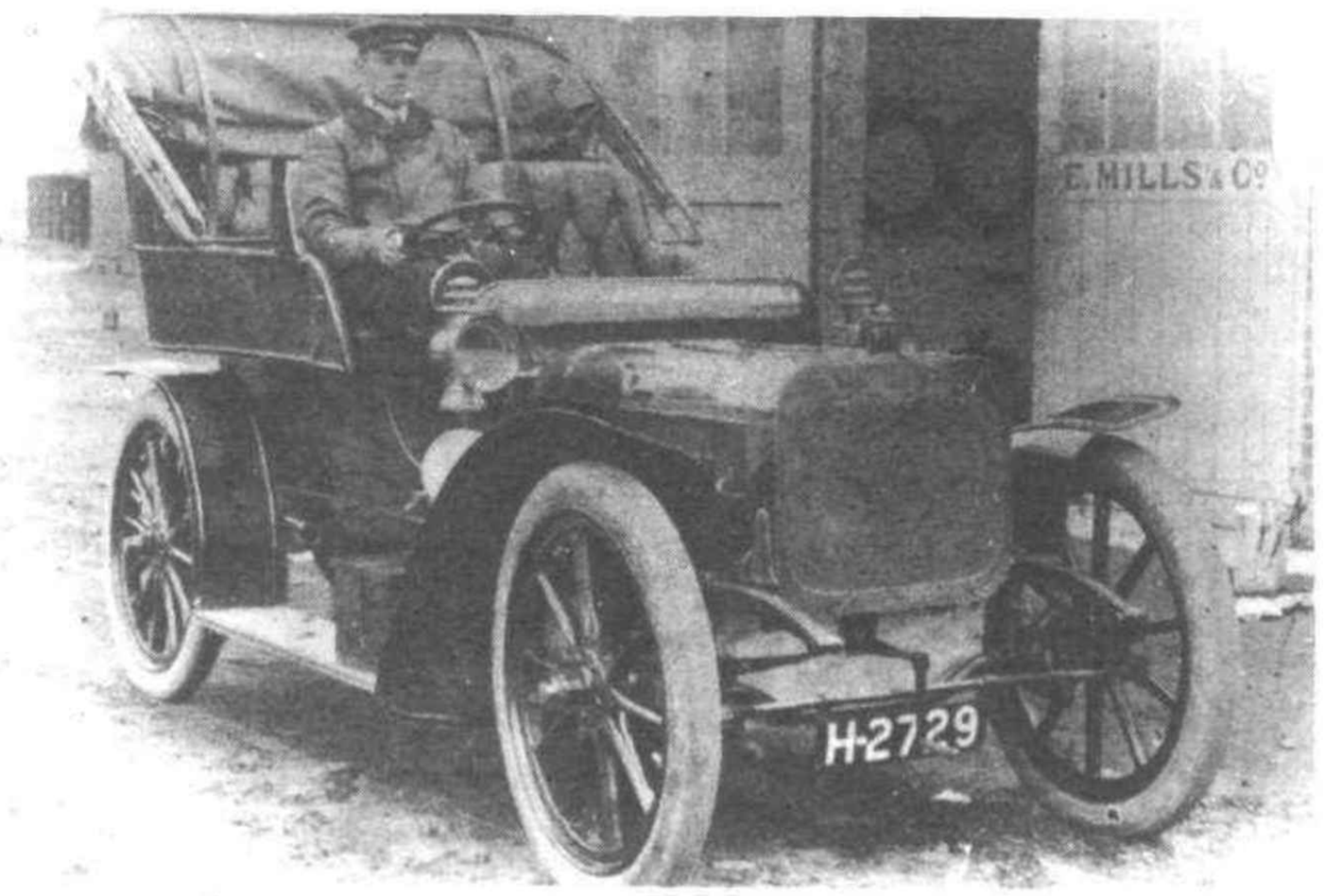
Salcombe — DENNIS C. FIELD
Research Historian,
Veteran Car Club

Ford Preservation

Sir,

In "Vintage Postbag" Mr. H. Edwards again makes the claim that there are more Packards left, and by implication preserved, than any other make. The previous occasion was in another magazine, although this time the claim is qualified by the phrase "make worthy of preservation".

I presume that one can use such a phrase to exclude more popular cars but I wonder what the tens of thousands of owners of Ford Model Ts, Model As and side-valve V8s think. To me, if ever there were cars of character to inspire affection and a desire to preserve then they have been Fords. Indeed for what was a cheap $600 family car (then £120) the Ford V8 had a staggeringly good competition record, including five of the first seven places in the last two pre-war Monte Carlo Rallies, with wins in both 1936 and 1938—and they could run rings around nearly all Packards.



The very rare 18/22 h.p. Lloyd and Plaister referred to in the letter on this page from Dennis Field of the VCC and thought to be a genuine veteran.

On the question of spare parts availability it is excellent that there is a growing range of spares not just for the beautiful Packards but for many other American makes. I enclose an admirable, comprehensive catalogue of Ford parts (dated 1972) from Joblot Automotive, Inc., 98-11 211th Street, Queen Village, Long Island, New York 11429. I have no connection with them and obtained their name and address from the very useful "Whole Earth Catalog" available still in UK bookshops. As you can see from p.23 of the Joblot catalogue you could get *e.g.* (in 1972) a new camshaft for only $14.95, a new aluminium cylinder head for $18.75, or a complete engine overhaul gasket set, all for a Ford V8, for only $8.75 or a 1936 V8 radiator grille for £31.95. There must be thousands of parts in the catalogue now.

Good luck to all your preservationist readers and yourself!

Surbiton R. W. ROBERTS

FWD Alvis Research

Sir,

Seeing the letter about FWD Alvis cars all the way from Japan reminds me of the truly amazing readership of your magazine. There really can't be many people interested in motor cars who do *not* read it.

Further information has come to light about those five 4-cylinder 1928 TT cars and perhaps readers may, given this new information, be able to add something. It can be tabulated above.

Thus all the registration numbers of the five TT cars of the 1928 team are known and this will hopefully produce some new photographs or information about the history of the cars after the TT race. All were sold through the London Agents of Alvis, Henlys Ltd. Cushman's car is well known. Chassis No. 6936 was despatched before the TT and is thus likely to be one of the two private entries of H. W. Purdy and W. Urquhart-Dykes. Since H. W. Purdy was driving it in the 1929 Double Twelve race it thus seems very likely to have been Purdy's car in the TT.

Chassis No. 6937 is the car whose engine performance figures were tabulated in MOTOR SPORT, December 1974, page 1316. In 1929 it was purchased from Henlys by A. G. Gripper who raced it in the same year in the August Bank Holiday BARC meeting at Brooklands. Mr. Gripper thought it was Urquhart-Dykes' car in the TT.

Chassis numbers 6939 and 6940 must thus have been Willday's & Harvey's cars but no further information about their subsequent history is available. Willday's car was *not* registered AZ 1916 as previously reported; this was a Riley 9 entered in the TT and confused in the *Automotor Journal* report of the race with Willday's Alvis.

The Japanese FWD car which Mr. Kobayashi writes about in the October issue of MOTOR SPORT is most intriguing. Its registration number WK 6950 shows it cannot be one of the TT cars as this number was originally allocated to a Saloon FWD Car No. 11785. But Mr. Kobayashi in a recent letter shows that this Japanese car now has engine 7687 which was originally installed in Car No. 12102 despatched from Alvis on 9/4/1929. The complicated history of this car will, it is hoped, be solved by the discovery of the chassis number on the plate fitted to Preston Hopkins' Invicta in the USA.

Keele HUGH TORRENS

Chassis No.	Engine No.	Car No.	Colour	Desptached from Alvis	Registration No.	History
6935	7582	11793	Green	13. 9.1928	WK 7343	Cushman's car. Survives today.
6936	7587	11782	Green	2. 8.1928	WK 6948	Last registered in 1939.
6937	7589	11795	Green	13. 10.1928	WK 7342	Last registered in 1936.
6938	Not a TT car but that recorded previously as chassis number 6934 in error. This car was registered YX 6424 and survives today.					
6939	7588	11794	Green	3. 9.1928	WK 7344	Last registered in 1937.
6940	7584	11796	Green	13. 9.1928	WK 7341	Last registered in 1938.

The Price of Old Cars

Sir,

Your October editorial was no doubt written to provoke a reaction and it certainly did with this Austineer. I am a little surprised though that W.B., who has consistently fought government controls and bureaucracy, and who presumably believes in a free market, becomes so irate when the market asserts itself.

As I see it, in the Vintage/Veteran movement there are basically three types who influence the prices paid for older cars and who thus make the market:

(a) the dilettantes—pop stars and the like, who just think it the smart thing to have, or be seen with an old car. They possibly have some effect on the market—especially on the upper end vintage Rolls-Royce, etc.—but they quickly lose interest, get out, and personally I feel they have little lasting effect on the market.

(b) the time-and/or-money-no-limit-purists—these people, whilst difficult to live with, should have our admiration, because it is through their efforts we see the beautiful Bugattis, Maseratis, Mercedes, Lancias and thousands of other significant old cars, restored to pristine condition, raced and displayed so that we can all enjoy their efforts. A large proportion of them come from the motor trade and presumably the money spent can be made tax deductible, but nevertheless these types require knowledge, patience and doggedness. Many of them have probably timid wives and underprivileged children as their beloved cars take precedence over all else. They can be a bore at times, for example, when they decry the practice of bringing cars to meetings on trailers and grumble about replica bodies.

(c) the lets-have-a-car-and-have-fun-with-the-family—non-purists. This group love cars but realise there are other necessities in life, like painting the house, watching the children's sports, enjoying music and the theatre and other humbler but human activities. They can be relied upon to support village fetes by bringing along their car at no cost to the organisers (possibly on a trailer), they don't shoot their wives if the latter choose a non-purist colour scheme for their car, and generally they are well balanced people.

Being well balanced and having some education and knowing a little about economics, the non-purists realise:

(i) space to garage a large car costs money and anyway in many cases the space required is not available.

(ii) big cars gobble up expensive petrol.

(iii) big cars are heavy and need hoists, precision engineering to make rare parts, and many hours of maintenance by very specialist engineers.

(iv) their own income has generally not kept pace with the escalation of cost in running and maintaining superior (?) breeds of car.

Therefore, the non-purists have set themselves a specification. They must have:

(i) a car on which they (plus family) can work.

(ii) a car which is not too thirsty.

(iii) a car for which spares are reasonably cheap and plentiful.

Demand thus creates its own market, and hence the rise in price of Austins, MGs, Morris Bullnoses and other non-exotic breeds.

Lastly, the non-purists might even subconsciously realise that it takes a real engineer to find a simple way of creating a machine, and that's why I prefer Austin to Royce.

Ludlow JOHN H. COOK

The Location of Ruffy-Baumann

Sir,

My attention has been drawn to a letter published in your September issue on page 1051 concerning the caption appearing below the photograph of myself on page 927 in the August issue. The writer asserts that the Ruffy-Baumann School of Flying was *not* based at Acton but Hendon. Before writing to you, Mr. L. E. Shelley should have carried out a little research. By doing this he would have avoided finding a completely inaccurate statement of his part in print. Let me enlighten him. The Ruffy-Baumann Flying School (formed by an Italian [Ruffy] and two Swiss brothers named Baumann) was established at Hendon at first but in 1917 moved to Acton by order of the Air Board. This was done because Hendon had become too crowded. Besides Ruffy-Baumann there were the Grahame-White, Warren, Hall, and Beatty schools all engaged in providing initial flying training to officers of the RFC and the RNAS. There was much test flying at Hendon during World War 1 as well.

London, N10 GRENVILLE MANTON

[I remember the last school DH Moths at Hendon in about 1926, just before Stag Lane closed due to the encroachment of suburbia, and air displays persisted at house-bound Hendon well into the post-war years.—Ed.]

BRIGHTON TIME

NOVEMBER BRINGS the annual VCC/RAC Veteran Car Run from Hyde Park to the Madeira Drive. Since the war this has become more and more of an occasion for Show Biz celebrities, so that participation by non-veteran-owning enthusiasts is at a premium. Nevertheless, the "Brighton" is still one of the great British institutions, enjoyed by an encouragingly large number of spectators, officially estimated at some 2-million; this year the sponsors were Renault Limited, whose Publicity Chief, Alan Dakers, drove a 1900 4½-h.p. model and who had laid on Paris-type Renault 'buses for the benefit of spectators. My disgruntlement last year at not being offered a seat on one of the veterans turned to gruntlement this time, and I would like to thank all those who offered me a ride. In fact, I accepted the first one received, from Tom Lightfoot, who was taking VCC Secretary Joan Das down in his well-known 1902 25/28-h.p. Mercedes and suggested that I ride on his wife's 1901 7-h.p. Panhard-Levassor, which 80-year-old Len Wilson was driving.

Somehow Brighton-time seems an occasion for the sampling of older motor cars. Thus, two days before the event, I went down to Woking Motors and was introduced to the 1928 36/220 Mercedes-Benz that lives at this garage by the Hersham roundabout, which at one time was occupied by Tony Crook's Bristols but is now full of Thomas Tillings' Mercedes. Besides the 36/220 they have an enormous side-valve straight-eight Nurburg Mercedes and a 230 cabriolet of this make, as well as an Edwardian Wolseley-Siddeley tourer. I was soon out in the vintage car, which is an imposing yellow and black coupé, the body non-original, its rear quarters enhanced by dummy hood-sticks, reminding one of a blown-up SS1. The layout of instruments on the engine-turned facia is reminiscent of those on Peter Hampton's open Mercedes-Benz that I described recently, but this 36/220 has the correct ball-gate central gear lever. Once again I found myself looking along that vast louvred bonnet to the big triple-pointed star mascot. The brakes pulled to the right but were otherwise effective, full depression of the central accelerator brought in the always-exciting howl of the Roots blower, the steering, although devoid of castor-return, proved light, and once again I experienced briefly the thrill these great cars impart, which I first experienced 48 years ago.



ON THE BRIGHTON RUN.—The Editor passengers Len Wilson in Mrs. Lightfoot's 1901 7 *h.p. Panhard-Levassor* Le Papillon Bleu, *built originally for the personal use of the Chevalier Rene de Knyff, Director of Panhard's and a very famous pioneer racing driver.*

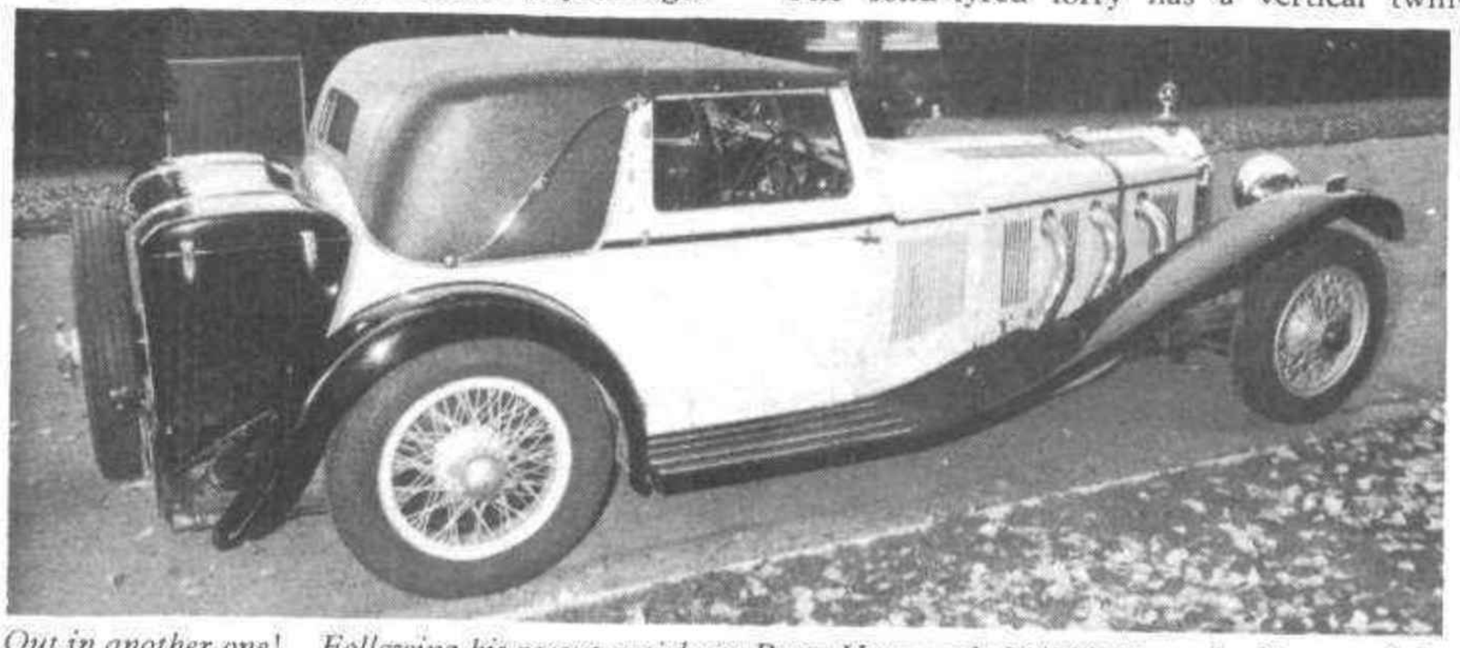
Had it been possible to enjoy this experience until darkness had fallen our way back would have been lit by enormous Karl Zeiss headlamps, augmented by a central spotlight of the same make. As it was, the outing had to be curtailed. But I am indebted to Erik Johnson, Public Relations Manager of Mercedes-Benz (UK) Limited, for enticing me into this top-car from the vintage years.

Later that day I found myself driving a six-cylinder 2-litre OM, round Hyde Park of all places, a car thought to have been the one driven by Clark in the 1929 TT, but now endowed with a two-seater instead of a four-seater body. It cried out pathetically for the open road, refusing to pull at low speed unless flogged along in third gear. This engine has triple SU carburetters, replacing the original RAG instruments, and dual ignition by coil and magneto for the 12-plug head, the plugs actually screwing into the cylinder block, above which is the R. F. Oats push-rod o.h.v. conversion.

The following morning the theme persisted, when I drove out to the Mercedes-Benz headquarters at Brentford, where the M-B transporter carrying their entry for the Brighton Run, and the oldest commercial vehicle still functioning, was being unloaded, after Customs delays at Dover, only solved after a very substantial bond had been deposited. The solid-tyred lorry has a vertical twin-cylinder engine with hot-tube ignition, and wheel steering operating through a massive rack-and-pinion. The other vehicle was that very fine 1904 28/32 h.p. Mercedes-Simplex from the Daimler-Benz Museum in Stuttgart, which their Restoration Engineer, Emil Kern, was to take on the Run and on which he was soon lavishing careful preparation. It has such "period" features as l.t. ignition, fuel-feed by exhaust-pressure, five foot pedals, one of which opens the cut-out, and chain drive. Ducellier gas-lighting and ribbed 895 × 135 Continental tyres figure in the specification. Several of us elected to accompany Herr Kern on a test run and, of course, rain immediately fell down and drenched us—the rear seat occupants hadn't thought to raise the lofty cape-cart hood, which only covers that seat anyway.

When I met the Panhard on which I was to ride to Brighton early on the Sunday morning, I was delighted to discover that Mrs. Lightfoot owns the famous *Le Papillon Bleu*, the two-cylinder model built specially for the great pioneer racing driver, the Chevalier René de Knyff when that gentleman was a Director of the Panhard-Levassor Company. It seems that he did not own it for long, because Leslie Bucknall saw it while visiting the factory, set his heart on acquiring it, parted with a heavy load of sovereigns, and shipped it to England. After the Second World War it was in the ownership of Alec Hodsdon and this very notable car was the subject of a MOTOR SPORT "Veteran Types" article by Kent Karslake, who had accompanied Cecil Clutton when he drove it in the Brighton Run a quarter of a century ago.

Suffice it therefore to say that it has a front-mounted vertical two-cylinder engine of 90 × 130 mm. (1,654 c.c.) running up to 800 r.p.m. The inlet valves are automatic, the side exhaust valves are operated by an exposed camshaft on the n/s, and ignition is by trembler coils. The original Kerbs carburetter is *in situ*, but with the governor removed, and engine speed is controlled by advancing or retarding the spark with the ratcheted Panhard twist-grip control which is part of the four-spoke steering wheel. The drive goes through a 3-speed gearbox and side chains. A gilled-tube radiator is carried ahead of the brass-



Out in another one! Following his recent article on Peter Hampton's 36/220 *Mercedes-Benz and that on pages* 1378-1380, *the Editor has been sampling this* 36/220 *coupé stabled at Woking Motors, the well-known Surrey Mercedes-Benz agents.*

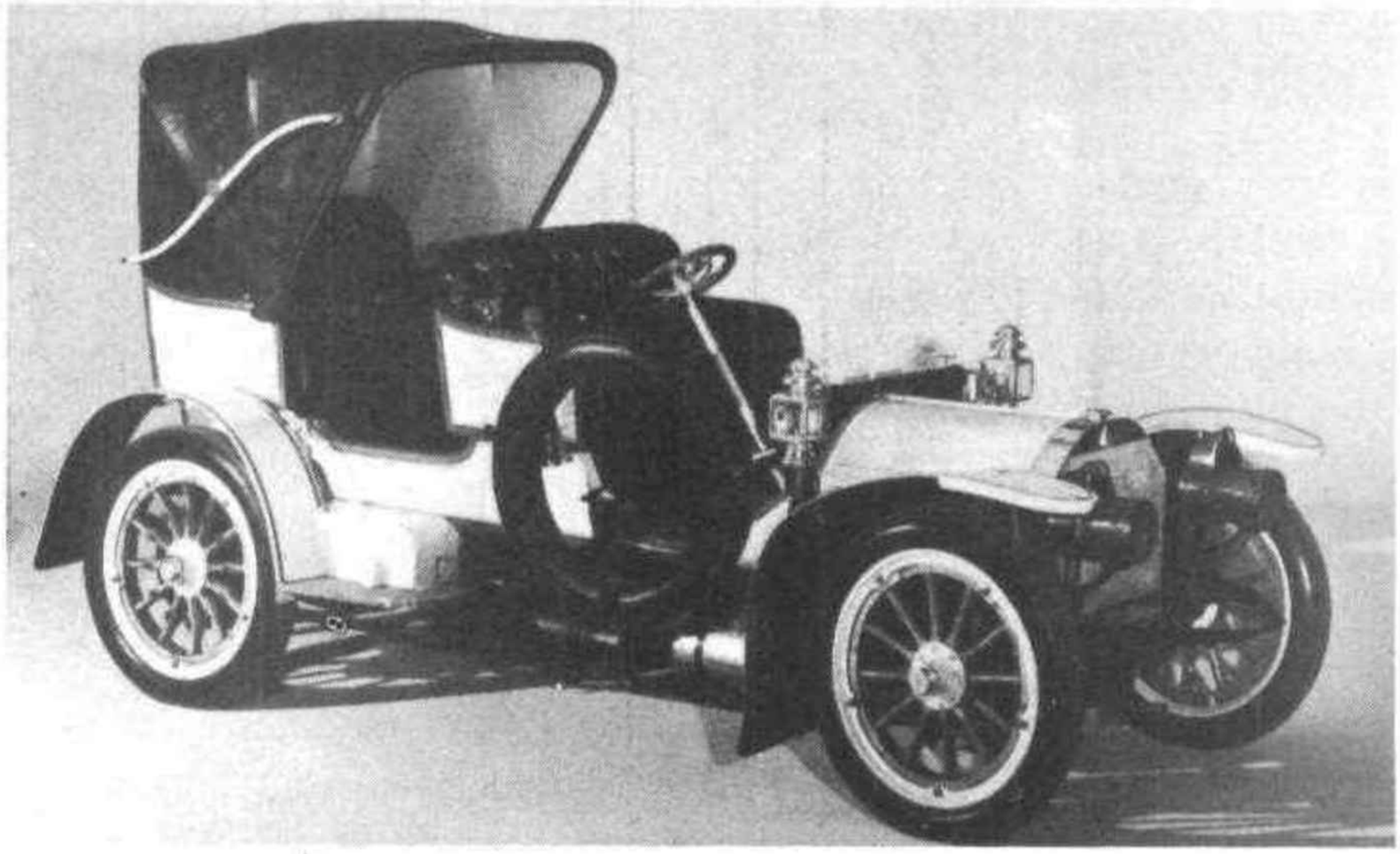
bound bonnet and the upper parts of the engine are accessible by lifting the raised lid thereof. The body is a compact rear-entrance tonneau, in which Mrs. Wilson sat, saying this position was better for her back. Had we been travelling at night we would have been served by J. & R. Oldfield of Birmingham's Dependence gas-lighting system, or, had the moon been out, the Nirona No. 12 oil side lamps might have sufficed.

This Panhard, which runs on 875 × 105 Dunlop tyres, is no sluggard when in a good mood. Estimates of its top pace vary from 30 to 50 m.p.h., the latter undoubtedly safely attainable downhill. Having cranked-up for Mr. Wilson with the front starting-handle that drives through a push-in ratchet and short length of chain, I climbed aboard, warmly but comfortably-lightly clad in my Functional storm-coat, to find no protection above the low dashboard. This is fully stocked, with two large oilers, an alloy box shielding the drip-feeds, a water gauge down by the passenger's left foot, which actually reads water pressure in meters, a hand-pump, the wooden box housing the vital ignition coils, and, over on the driver's side, a 50-m.p.h. Eliott speedometer above an Eliott Bros. of London mileometer.

I have implied that this short-wheelbase 1901 Panhard-Levassor was a fast car for its day. Indeed, its two separate exhaust pipes extending downwards from the n/s of the tall cylinders struck a sporting note, which was confirmed as we got going in fine style. Out of the Park and for some distance thereafter we dualled with Michael Wilcox's Locomobile steamer and Brixton Hill held no terrors for our ex-de Knyff Panhard. It climbed in middle speed, a gear which could be held to a useful pace for overtaking. But the gears were audibly difficult to engage and disengage and bottom speed is so low that changing-up is apt to be postponed for appreciable periods. Our head-long progress was most enjoyable and I was musing on how splendid it must have been for the Chevalier, sweeping along the empty roads of his native country just after the turn of the century, and thinking how soon I would be enjoying Lord Montagu's hospitality at Brighton's "Royal Albion", when most of the Panhard's power vanished and we were but a single-cylinder 800 c.c. veteran, and a sub-stantially built one at that! No. 1 plug was on the blink. Indeed, before we were clear of Croydon it had twice to be changed. It is interesting that back in 1950 Karslake had remarked on a weakness of the spark in one cylinder.

Another anxiety also intruded, to marr a repetition of the early joys of this November morn. At the start water had been pouring from the water-pump, which is friction-driven from the engine flywheel, and these days has a worn spindle or worn glands. From then onwards our progress was retarded by the need to beg water from bystanders, change that lifeless plug, and, as the engine overheated, to request push-starts when it stalled and now proved too stiff for me to swing it. I would here thank all those who so kindly assisted us in these triple plights. The thought occurred that the Chevalier would not have been amused. . . .

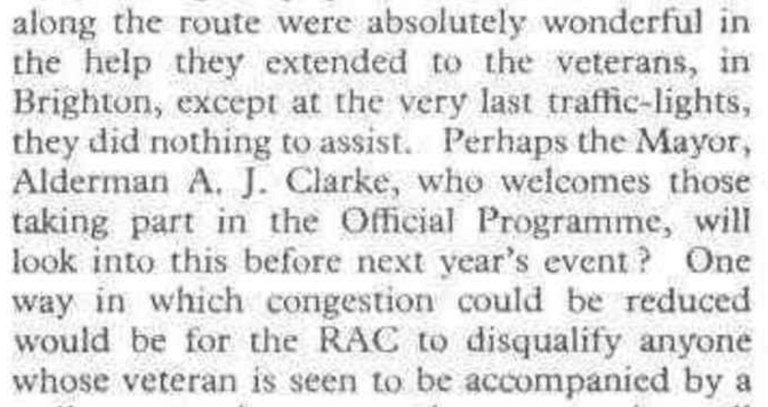
However, we had started early, at 8.15 hours, and although we stopped at Horley for Tom Lightfoot's customary hospitality (hot soup or coffee is a great comfort on the



The 1904 Mercedes-Simplex which was brought from the M-B Museum at Stuttgart for this year's VCC/RAC Brighton Run.

Brighton Run) and to administer to our recalcitrant Panhard, we were in the famous watering-place by 13.25 hours, *Le Papillon Bleu* pushed up the last of too many acclivities by me and yet another willing helper. Others had been in trouble, too. We would be over-taken, and then catch up and pass, the attract-ive Mrs. Jensen, but her 1903 Curved Dash Oldsmobile eventually had her out of it and pushing. But in moments of retribution, our Panhard would recover itself and gallop away, overtaking John Bolster's younger car of the same make on one such occasion.

There are times when the Brighton Run is rather like banging one's head against a wall—it's so nice when you stop! This being the case, it is a great pity that whereas the Police all along the route were absolutely wonderful in the help they extended to the veterans, in Brighton, except at the very last traffic-lights, they did nothing to assist. Perhaps the Mayor, Alderman A. J. Clarke, who welcomes those taking part in the Official Programme, will look into this before next year's event? One way in which congestion could be reduced would be for the RAC to disqualify anyone whose veteran is seen to be accompanied by a trailer or tender-car, as these can quite well use the signposted alternative routes, re-turning the opposite way if a broken-down competitor requires recovery. It is also very poor form for "imitation" veterans to turn out, enjoying the Police facilities intended for genuine competitors. But if congestion was ghastly in places the weather behaved and, having gone down on a 1902 15-h.p. Panhard-Levassor in 1949, driven Lord Montagu's 1903 7-h.p. Panhard in 1964, and acted as co-driver to that car in 1969, I was delighted to do the Run this year on the famous *Le Papillon Bleu*. Thanks, Tom Lightfoot.—W.B.



The 2-litre OM, believed to have run in the 1929 Ulster TT but since rebodied.

Brighton Backfires

Having had my first experience of the Run on the late R. G. J. Nash's 1900 Peugeot in 1936, I was delighted to see his son going well on the same car this year.

* * *

Lord Montagu of Beaulieu relied on the 1903 24-h.p. De Dietrich, originally owned by gold-mining pioneer Sir Joseph Robinson, and he arrived in ample time to act as host at his cocktail party.

* * *

In fact, the first arrival was R. R. Loder's 1898 Stephens dog-cart. It was followed in by Neil Corner's 1901 four-cylinder Mors, which has air-cooled cylinder barrels. His *mecha-nician* was the Hon. Patrick Lindsay, who was being instructed on the technique of filling the oilers before the start.

* * *

In contrast, Sir Clive Bossom, Chairman of the RAC, who had Fred White of the Metro-politan Police on the 1902 Beaufort, got no further than the House of Commons before retiring.

* * *

Stanley Sears, on holiday from Portugal, drove his racing Mercedes again, at the age of 72, and the Gordon Bennett Napier from the Harrah Museum, running as a stripped racing-car, was an inspiring sight.

* * *

The Show Biz element was out again in some force, Lord Montagu's 1903 De Dion Bouton being driven by TV comedian Les Dawson, while Sandra Harris of Thames TV had a long speil in the Programme about going on the 1974 Run on a 1904 Darracq that broke its gearbox and retired, and was hoping for a better ride this time. But whatever you think of the event, it has become a great insti-tution, which this year attracted 30 entries from Overseas.

Rejuvenating GT40s

An ex-J.W.A. mechanic secures the future of these covetable Fords.



John Etheridge, left, with another ex-J.W. Automotive mechanic Noel Appleton, contemplates the new GT40 taking shape in Chelsea.

PRODUCTION of the Ford GT40 ceased in the late 1960s, by which time this successful sports/racing car had established itself as a classic in its time, an appreciating collector's item for the future. It epitomised the '60s much as sporting machines such as the 4½-litre Bentley and the Jaguar D-type characterised their respective eras. But wait! Production ceased? A product of the '60s? Not strictly so! Down in Danvers Street, Chelsea, a stone's throw from the Kings Road, Mecca for "trendies" in the Beatles age which GT40 production paralleled, a brand new GT40 is taking shape in 1975. And, alongside, a second new GT40 chassis awaits attention. Not replicas, not motorised caricatures, but the genuine thing.

No, John Wyer has not decided that the 1976 Le Mans regulations favour a fifth GT40 victory (GT40s or their derivatives won in 1966, '67, '68 and '69). These new cars are the product of John Etheridge, who was in on the GT40 story from the beginning, working for Wyer, Eric Broadley, Roy Lunn, Len Bailey and company after the formation of Ford Advanced Vehicles in 1963/1964. Fresh from an apprenticeship at Aston Martin, where he'd finished up on engine testing with Jack Sopp and met the then Aston Martin Team Manager Wyer, Etheridge earned his spurs preparing and developing GT40s. Le Mans, Daytona, Sebring, Nurburgring, he did the rounds as a GT40 race mechanic for J.W. Automotive, with spells on loan to customers under a support programme, a scheme which took him to South Africa maintaining the car he'd built for Peter Sutcliffe. He remembers building the two open GT40 development cars in 1965 and one of the three Gulf-Mirages—two of which were reconverted to GT40s later—amongst the many interesting landmarks in his Slough-based career.

Etheridge left J.W. Automotive in 1968, shortly before the Gulf/J.W.A. Le mans victory, to start his own business. Today his John Etheridge Engineering Ltd. is offering a unique spares and preparation service for fortunate GT40 owners, putting to use expertise gained at first-hand with the models in their racing hey-day. So long as owners of the 70 or so GT40s still extant refrain from bending their irreplaceable chassis, the Danvers Street workshop can practically guarantee to keep them on the road—or circuit. Etheridge holds all the J.W. Automotive spares, selling them as agent for Wyer. Whatever is missing from the parts shelves he either reconditions, fabricates himself or commissions their reproduction. If "irreplaceable chassis" seems incompatible with the building of new GT40s, this is because the 1975 cars are being constructed out of new parts upon two of possibly only three new chassis remaining. Without doubt they will be the last GT40s to be built, for Abbey Panels Ltd., who built all the complex, sheet-steel, semi-monocoque hulls, have long since disposed of the jigs.



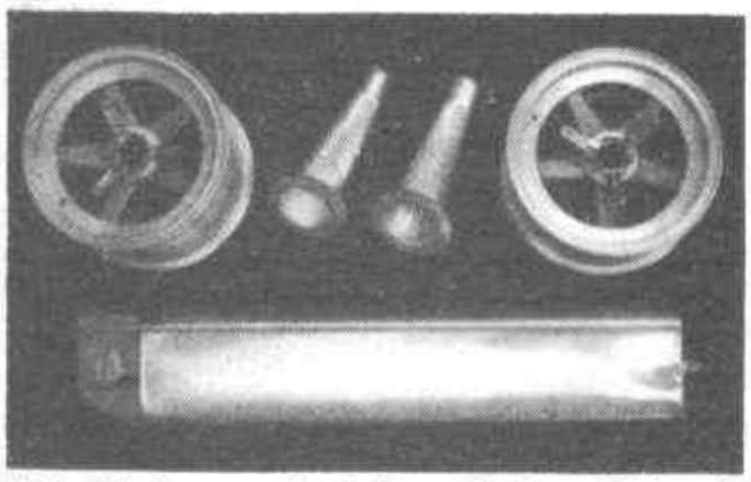
Etheridge's facilities for the GT40 are total, other than for subsequent new chassis. The availability of all new body sections and mechanical parts ensure that GT40s need not, in the foreseeable future, become simply appreciating, immobile museum-pieces.

GT40 history is astonishingly complicated, encompassing numerous derivatives and construction by three separate licensees: Ford Advanced Vehicles (including J.W.A.), Shelby-American and Alan Mann Racing. Types varied from the original sharp-nosed version, through the short, definitive-type nose derivative (both the foregoing Mark 1, for the sake of argument, with small-block engines of various capacities), the 7-litre Mark 2, the "luxury" Mark 3 road car with longer front and rear bodywork and the totally different J-type and its development, the Mark 4, both with honeycomb-aluminium chassis in place of the sheet-steel structure of the other models. To the man-in-the-street "the GT40" is likely to be the short-nosed Mark 1, by far the most numerous of the *marque*, including as it did some 24 road-going versions built in Slough. It is this model in particular to which Etheridge is administering, forming as it did the mainstay of J.W.A. activities, racing and road-going, the other models, apart from the two prototype and five production Slough-built Mark 3s, being Shelby territory.

Etheridge is able to offer to order all the unstressed glassfibre body panels—the complete nose, bonnet, doors, sill shrouds and the massive tail section—authentic in every detail, made in the original moulds. Customers for these panels so far have requested the thicker section road-car speci-

fication, but there is no reason why they should not be produced in race-gauge glass-fibre. Screens and Perspex side windows, racing or road, and all the necessary front and rear lighting equipment is available to complete the exterior package.

Apart from the very early Mark 1s and the road cars, which ran on Borrani wire wheels, GT40s ran on BRM magnesium wheels. Unfortunately these are susceptible to both apparent external deterioration and invisible fatigue and one of Etheridge's main tasks has been to originate suitable replacement wheels. GKN have produced for him suitable five-spoke (the BRM wheels had six spokes) aluminium wheel castings, former racing driver/constructor Mark Konig's new machine shop machines them and the result so far has been some very satisfied GT40 owners. They look like being as popular with road car owners who prefer their aesthetics to wires, as with those whose racing magnesium wheels desperately need replacing. In fact it would be possible to have authentic magnesium wheels re-manufactured, but apart from long-term reliability and maintenance problems there would be the short-term hazard of a bill for well over £200 each; the



Etheridge's new aluminium wheels, with knock-off spinners, one of the pair of sill tanks and filler trumpets for same.

aluminium replacements are considerably less for the 8½-in. wide fronts and 10-in. or 11-in. rears. Ten-inch fronts and rears up to 14-in. width are in the offing.

Another non-original Etheridge part essential to GT40 well-being is his new aluminium fuel tank kit. Originally the cars had a rubber bag-tank in each sill; with age most have deteriorated badly, but a more apparent deficiency is that the fuel tends to coagulate in them, blocking outlets, when the cars are left standing for some time, as most of these almost priceless museum pieces now tend to be. The Etheridge tanks, each of 10 gallons made for him by Grand Prix Metalcraft, slip unobtrusively in their place, packed in either ordinary foam or the expanding polyurethane foam, pumped in as a liquid, used in deformable structures.

One of the more unexpected GT40 problems Etheridge revealed to me was rust. In the interests of lightness the thin-gauge sheet-steel hulls were never protected adequately, with the result that many of the *marque*, particularly road cars, are rotting badly in the sill and under-chassis regions, where damp has been trapped. The only cure is to strip the car and have the chassis plated, a job which Grand Prix Metalcraft carry out for Etheridge.

The new car gradually taking shape ex-

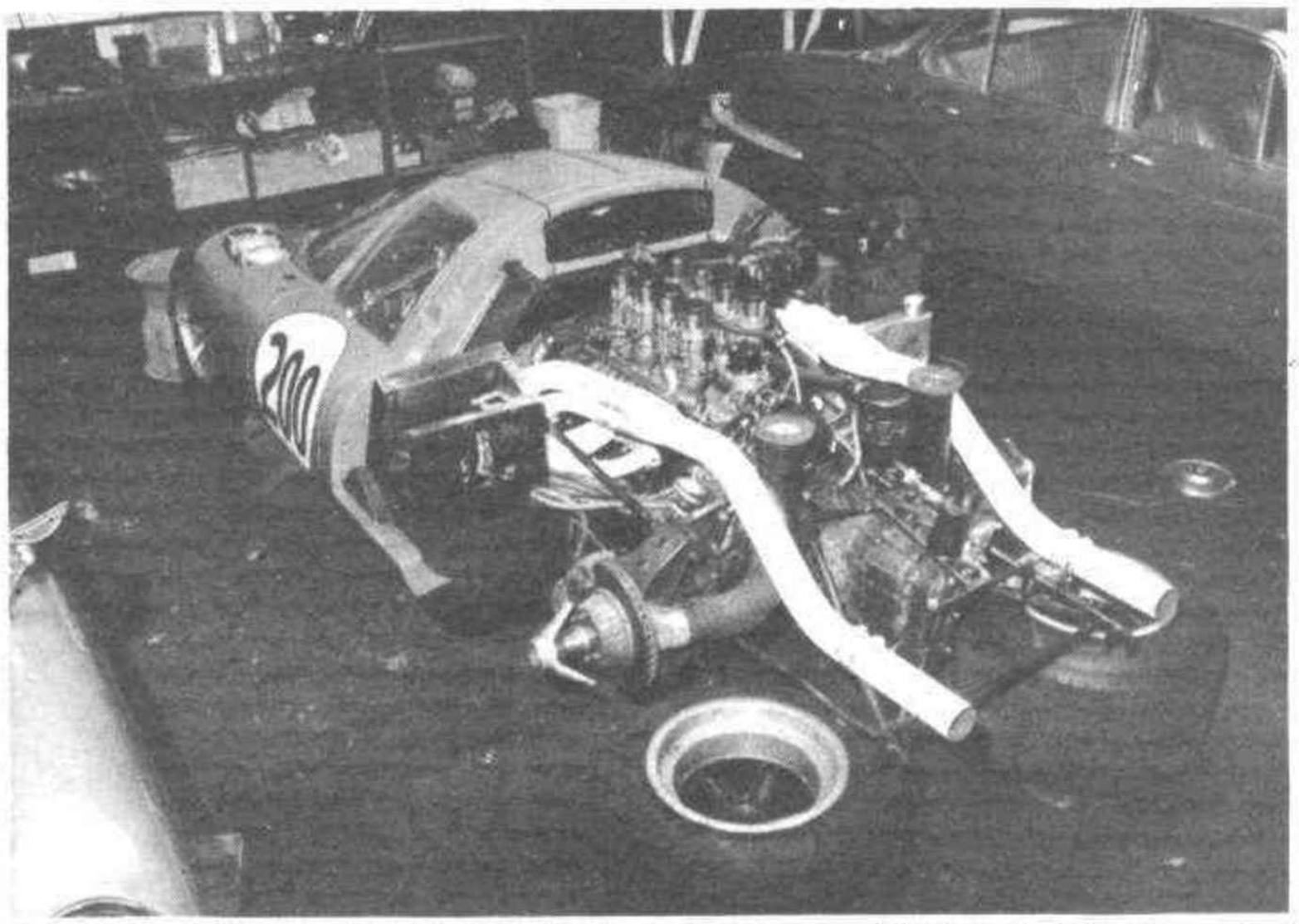


On the left, a customer's stripped GT40 chassis awaiting a rust cure, centre, a virgin chassis and on the right the new car taking shape. The familiar nose section is new, from the original mould.

emplified most of the other GT40 parts availability. All the suspension and steering components, including magnesium uprights (some interchangeable aluminium Mark 3 uprights are kept too) are from new stock, with the exception of Armstrong or Koni dampers; new ones are no longer obtainable so old ones are reconditioned. The front-mounted, Serck oil cooler came "off the shelf", but an exact copy of the unobtainable original water radiator had to be made up "by a little man round the corner".

Smiths have provided authentic instrumentation and the vented, hammock seats are being made as original. The pedal box was from stock, as were most other bits and pieces such as alloy fuel caps and radiator piping. Solid brake discs are fitted as per the very early racers and all the road cars, with very soft pads; the later ventilated discs, though stocked, are considered undesirable for the conditions under which this pure road car will be used. The V8 engine will be a Ford 289 cu in. (4.7-litre) high performance unit fitted with a four-barrel Holley carburetter, basically similar to that fitted in the Mark 3, and drive will be through a suitably ratioed five-speed ZF gearbox. Etheridge reckons the complete car will have cost its eagerly awaiting owner some £12,000 when complete, probably cheaper than buying an old one without a history.

Hidden away behind a Rolls-Royce hire business, John Etheridge Engineering Ltd. is a haven for many an exotic, London-based road car, Ferrari Daytonas, Dinos, Aston Martins and the like receiving skilled attention from John and his staff, including Noel Appleton, another former J.W.A. race mechanic. They appear bread-and-butter cars in this GT40 oasis, but perforce are Etheridge's main income. Indeed anything, even GT40s, look run-of-the-mill alongside Jack Le Fort's delectable Lola T70, in for an engine and gearbox rebuild. Now that really is a collector's piece.—C.R.



An interloper in Danvers Street, Jack Le Fort's road-registered Lola T70, more desirable even than GT40s, sandwiched between more mundane Etheridge responsibilities, an Aston and an XJ6.

A TEST TO DESTRUCTION

The Hon. Alan Clark M.P. tells of the outcome of a challenge, in the best tradition of a past age, involving his 1923 Rolls-Royce Silver Ghost and a 1928 H6B Hispano-Suiza.

READERS of MOTOR SPORT will already be familiar with the exploits of the notorious bi-carburettor Ghost which terrorised the RROC Alpine Commemorative Rally in 1973, as also will they be with the sweeping and assertive claims that the owner makes for its performance. (As a matter of fact I only realised how offensive our behaviour must have seemed when, on reading the account of the Rally in the American RROC Journal, I saw that no mention whatever was made of the hospitality which my wife and I had extended to every member of the Rally at Saltwood Castle on the eve of departure and the only reference to my name was that coupled with accusations of 'arrogant' driving!)

I have long maintained that although there may be faster vintage cars than the bi-carb' there must be very few with its combination of speed and *endurance*. A possible contender emerged in Charles Howard's 1928 H6B Hispano-Suiza with Hibberd and Darrin coupe bodywork. This Hispano had enjoyed a long period of hibernation in the United States in the Forties and Fifties and had only covered the (relatively) small mileage of 50,000. A duel between the two cars along the A20 had shown a more or less equivalent performance, although Howard was confident of the Hispano's superiority because he twice overtook me under acceleration on a clear road. Anyhow, we decided to settle the comparative merits of the two cars by a non-stop run from Calais to Cannes. Howard believed that the slight extra edge on the Hispano's performance would accumulate over the long route and give him a substantial margin on arrival, but I, having much experience of using the Ghost flat-out for hours on end, on everything from Autostrada to bumpy Routes Departmentales, know that there are very few vintage cars today that can take this sort of punishment indefinitely in the summer heat.

Of course racing on the roads is illegal, even in France, so any rumours (some of which have already appeared in print in other journals) that a substantial wager was attached to the result, could not possibly be true. But we did agree to divide the route into a series of stages with a gentleman's understanding to halt at pre-arranged points in the major townships to avoid any temptation to dice in restricted areas. The girls were left behind and in the tradition of the early 'twenties we were each accompanied by a mechanic, Jonathan Harley riding with me, and John Leyland – the Senior Vintage specialist at Coys – going with Charles Howard in the Hispano.

Owing to pressure of work the trip could only be undertaken on a weekend, as we both felt that by August the roads would be too crowded and any Saturday in July would be highly congested and uncomfortable. Fortunately, I managed to get a 'pair' for the afternoon and evening of Thursday 17 July (though what the unsuspecting Minister of Agriculture would have said had he known that his 'pair' was to prove the relative merits of Silver Ghost and Hispano-Suiza, I don't know – probably, being a great sportsman himself, he would have been highly delighted).

The two cars took the five o'clock boat from Dover and disembarked at Calais with enough daylight left to reach our overnight destination at the Chateau de Montreuil. It very soon became apparent that the superior acceleration of the Hispano in the 30-50 mph range using its middle gear (slightly lower than third on the Ghost) gave the French car an advantage in overtaking. But the handling and braking of the Silver Ghost were markedly better, and I was confident that the peace of mind that this generates would pay off in the long run. How far this was due to better weight distribution, how far to the 23in Dunlops which the Ghost was wearing compared with the US 'Lesters' – made in Pakistan – which were on the Hispano; and how far due to the difference between the 360 degree vision from the Ghost cockpit and the rather claustrophobic view from the American Doctor's coupe, was hard to assess. Certainly my own memory of driving the Hispano with its somewhat alarming habit of leaping some 6 to 8 ft to the left when the servo brakes were put on hard had been one of the reasons that I so readily laid down the challenge.

In this style the two cars thundered, always within sight of one another, along the open undulating roads from Calais to Montreuil. Bad camber, frequent assertions of *priorité* but local bourgeoisie emerging from the side roads and gathering dusk, tested our reactions. I was glad to notice, however, the effortless way in which the Ghost would close up on the Hispano in that succession of sweeping downhill curves that will be familiar to the many generations of motoring holidaymakers from the U.K. and which seem always to be scarred by hideous brake marks and bruised Armco barrier.

We had stopped briefly en route to reserve our rooms, illustrating a useful maxim that reservations made when one is *vingt minutes* away are more likely to be accepted than those made at cross-channel distances (we had asked for identical accommodation the previous afternoon by telephone from London). The dinner at the Chateau was delicious, the *spécialité* of *omelette d'homard* being served discreetly, but in no great haste, by a retinue of middle-aged ladies, more or less identical in appearance and wearing a subtle variety of beige dresses – almost as if belonging to an Enclosed Order of *Gastronomie*.

In spite of frequently repeated avowals of an early start our departure the following morning did, in fact, occur at the more or less standard time of 9.50 a.m. and the two cars drove in close company to Abbeville. Here I was due to collect some spares for the family 2CV and noted that the frustrations at the parts counter (always an experience comparable only to trying to get a subscriber's number from Directory Enquiries) were marginally – but only marginally – less than doing the same thing at a British Leyland agency. For some reason the Hispano had been parked at a distance from the Ghost and Jonathan Harley reported to me that his opposite number had spent most of the interval – about 40 minutes – 'fiddling about' under the dashboard, which naturally started a rumour that the French car, which still presumably carried a lot of 1928 wiring, might be suffering from defects in the L.T. circuit. However, it started up easily enough and at around midday we were motoring along the increasingly open roads between Abbeville and Poix.

This was the first time that we had the opportunity of comparing the cars' performance at maximum and here an interesting fact emerged. Although the Hispano would draw steadily away from the Rolls from 45 to 70/75 mph, the higher final-drive on the Ghost did permit, in the ultimate, higher maximum speed. Consequently where the road was long and open enough or, better still, where it ran down-hill for a mile or so, the Ghost would go past its adversary again. A quick sideways glance at the Hispano crew while we were doing this revealed an expression of extreme seriousness, not to say anxiety.

All the same at this stage the Hispano was pressing us hard, and though I tried to draw consolation from the fact that the clatter of his valve gear seemed to be becoming more and more obtrusive, twice found myself holding third on long inclines so far beyond the original safe rev-limit that centrifugal force made it almost impossible to move the gear lever back into top. The modifications to the Ghost engine have already been described in an earlier article and suffice it to say that meticulous electronic balancing (which was unknown in 1923) is the essential complement to the improved breathing which allows higher revs. But one is still reminded of the old safe limit by an indefinable roughness which sets in at about 1,800 rpm and continues until 2,200. Thereafter the engine becomes uncannily smooth and the new limits seem to be set by sheer inability to induct through its side valves at much over 3,000 rpm.

After we had overtaken the Hispano for the second time (in the first instance he had got by us again quite quickly in heavy traffic) we eased off the throttle so as to run at about 2,400 rpm – about 72 miles an hour, and fully expected him to close with us. In fact, the Hispano seemed to become much less aggressive. Its image in the mirror was smaller, and its tendency to allow other vehicles to lie between us more marked. Jonathan and I both put this down to tactics and decided to counter by increasing our own speed to the maximum that safety would permit. For six or seven miles we drove at between 2,700 and 2,850 rpm (i.e. considerably over 80 mph) and it seemed that we had shaken him off altogether. Then in conformity with our agreement we arrived at Poix and stopped by the roadsign on the town boundary.

Minutes ticked by, and after we had been standing for more than five we knew the French car must have stopped for some reason. At Abbeville we had taken on a joint total of 43 gallons of fuel (!), so the stop must be involuntary and, presumably, mechanical. Now we were actually accumulating points – for the elapsed time differences on previous stages had been so small as hardly to count in the total journey time. And after we had been waiting for a quarter of an hour an English family towing a caravan behind a yellow Ford Granada Estate car thoughtfully drew up and told us that 'the other vintage car' was stationary at the roadside with the bonnet open. We thereupon turned round and made our way back down over the undulating countryside coming, after about 12 miles, upon the very much *en panne* Hispano with bonnet louvres

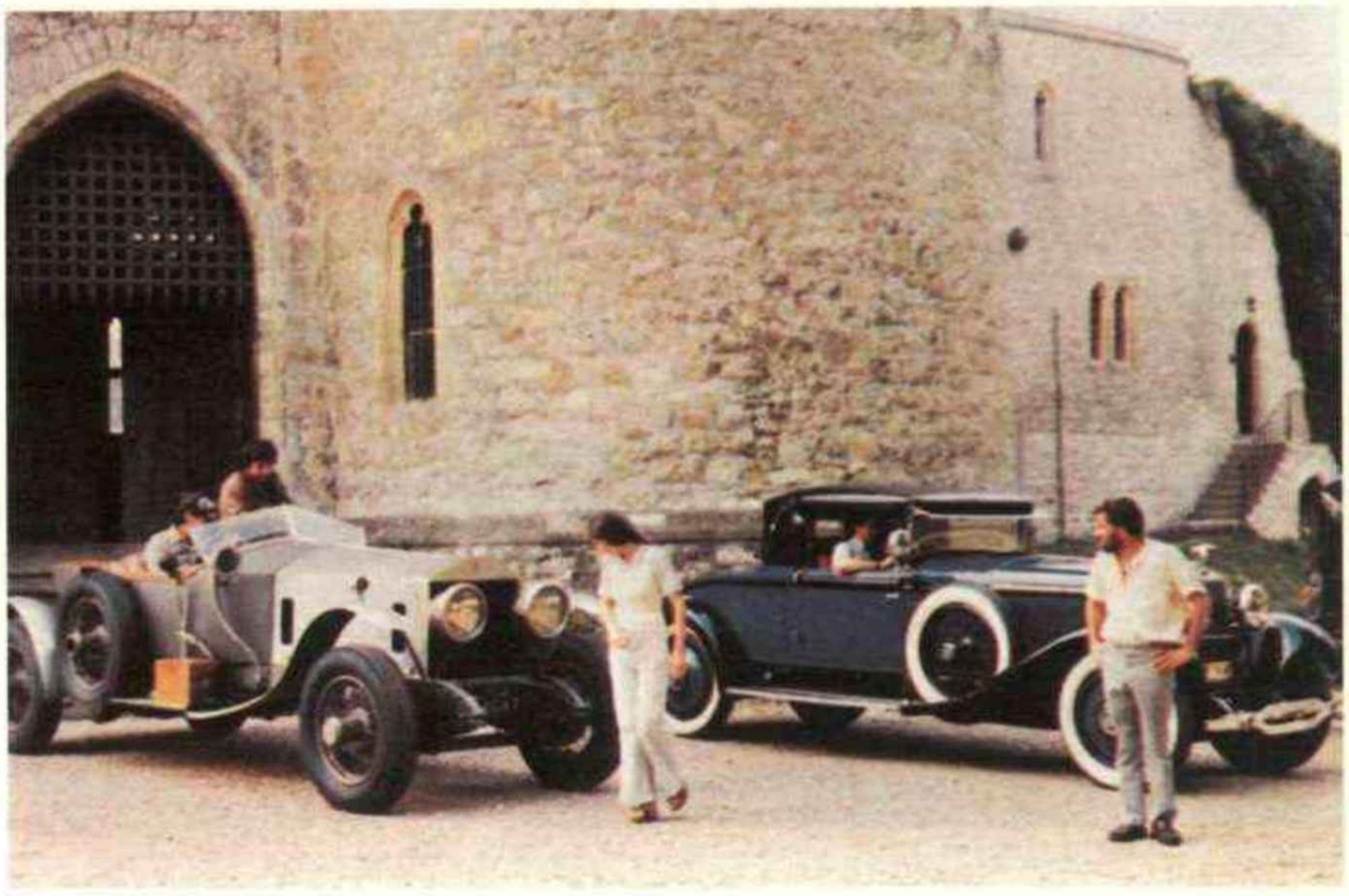
badly blistered by fire. The cause of its breakdown was unexpected – a thick gasket between exhaust manifold and downpipe had disintegrated under the pressure of continuous flat-out driving and the crew's attention had been aroused by flames licking back past the bulkhead, coupled with a strong smell of burning enamel. A makeshift repair allowed the car to limp as far as Poix but there the manifold turned nasty again and it was plain that a major (and time-consuming) operation was required.

If there had been a wager this, of course, would have been the moment when it was settled. And while such hypotheses were being discussed at a pavement cafe a charming French enthusiast materialised and offered the facilities of his workshop to repair the damage. At the same time I noticed a broken valve spring on No.2 cylinder on the Ghost engine (which can, of course, be observed visually by the simple process of opening the bonnet on the near side where the valve springs operate exposed to the naked eye) and was reminded of those two occasions when I had over-revved in third.

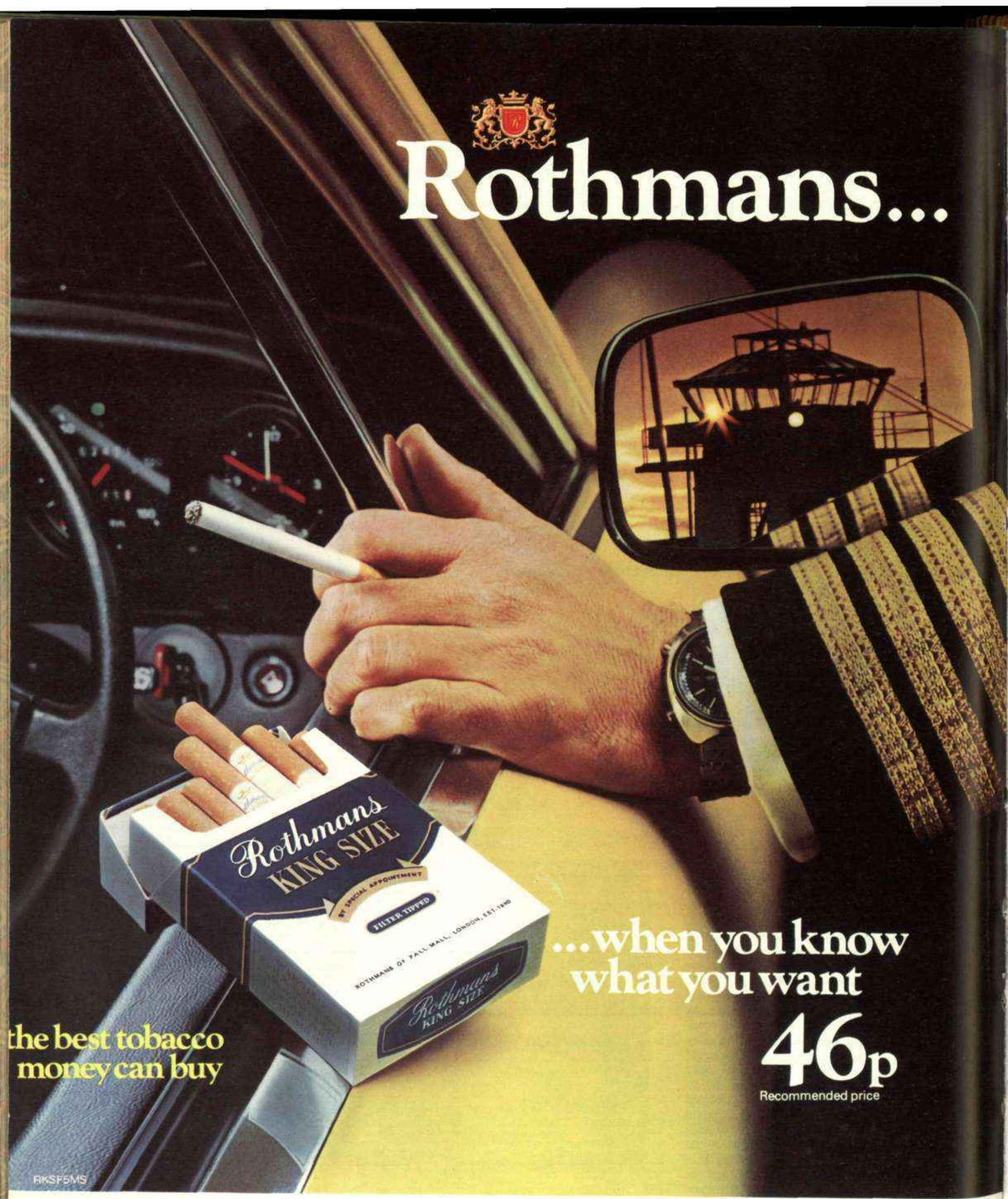
However the performance of the car seemed hardly to be affected and it still managed to mingle freely and aggressively with French holiday traffic on the return journey. Continuous driving in this style got us back to Boulogne in time for the last boat on Friday evening, and the valiant Ghost was back in its garage little more than 24 hours after its departure, remaining unofficial 'open road' champion.

Top – *The notorious bi-carb Silver Ghost Rolls-Royce, belonging to the Hon. Alan Clark, which indulged in a duel on the Continent with Charles Howard's 1928 H6B Hispano-Suiza.*

Below – *The two cars before departure from Calais. The personnel are, from left to right, Alan Clark, the sporting M.P., Jonathan Harley, Jane Clark and John Leyland.*



Rothmans...



...when you know what you want

46p
Recommended price

the best tobacco money can buy

RKSF5MS

MIDDLE TAR GROUP
As defined in H.M. Government Tables.

EVERY PACKET CARRIES A GOVERNMENT HEALTH WARNING



Just me and my Shadow . . .

WHILST the idea of a journalist carrying out a serious evaluation of a present-day Grand Prix car is as unlikely as it is presumptuous, it's not every day that the offer of a few slow laps in a competitive Formula One car comes the way of a layman. Accordingly, we at MOTOR SPORT took it as something of a compliment when Don Nichols, American chief of the British-based UOP Shadow Grand Prix team, offered the writer an opportunity to try one of his DN5 Formula One cars on Silverstone's 2.93-mile Grand Prix circuit. Originally scheduled for a date soon after the United States Grand Prix, we had to wait an extra ten days for our intrepid exercise after Tom Pryce knocked a corner off the car against the barriers at Abbey Curve. We were fortunate enough to be blessed with a very warm and sunny day when it finally came to sampling just what it feels like to have a Cosworth DFV pounding away behind your right ear.

The 1975 season was the Shadow team's third in Formula One; and it proved a year which promised rather more than was actually realised in terms of results. The Tony Southgate-designed DN5 chassis proved extremely fast on several occasions and Tom Pryce scored a fine win in the non-Championship Race of Champions at Brands Hatch, but otherwise the cars did not score points in many Grand Prix races. Their drivers, Pryce and Frenchman Jean-Pierre Jarier, contributed towards this apparent lack of reliability by being involved in several accidents, but the team seems to be developing along the right lines and manager Alan Rees is confident that 1976 should see the cars finishing races with more regularity. One way or another, and notwithstanding their record elsewhere, Silverstone seemed rather an appropriate circuit on which to drive the Shadow. Both Jarier and Pryce led this year's British Grand Prix before crashing out of the race and Pryce qualified for pole position with an impressive lap of 1 min. 19.36 sec.

The entire team proved extremely helpful and accommodating about the whole test which took place after Pryce had completed some high-speed testing with a variety of modified side panels fixed to the car. Alan Rees hid his obvious concern extremely well, even inviting me up to the team's Northampton factory the previous Friday in order to check that I'd be able to slip into the tight confines of DN5/3A's cockpit. I must admit that a certain degree of doubt existed among my colleagues at Standard House as to whether my substantial girth could be accommodated within the walls of a monocoque chassis tailored for the slim frame of a Grand Prix driver, a doubt which also lurked in Rees' mind as well. With a mere 14½ in. width available at hip level, and Pryce's specially moulded seat installed *within* that width, there seemed every possibility that I would return to London in disgrace, but to Rees' ill-concealed amazement (not to mention my own!) I slipped in with far less difficulty than I ever anticipated. The firmly anchored six-point Willans seat harness proved to have just enough adjustment to strap me into the cockpit, so I could at least set out for Silverstone confident in the knowledge that I would be able to get into the car, even if I didn't get very far once I was in it!

Once the decision had been taken to allow me to drive the car, there followed a wealth of advice and guidance from all quarters. Tom Pryce continually assured me that the one thing to remember was that a smooth and relaxed approach would be the most intelligent way to go about the whole affair; Tony Southgate assured me that it was very nice "when it's driven slowly" and Alan Rees, taking a rightly cautious attitude, simply said "do anything you like with it . . . just don't press the throttle pedal hard!" Armed with such sage guidance, how could a novice fail, I asked myself?

First, it seems appropriate to dispel any illusions that may surround our readers concerning a 3-litre Formula One car. Successive designers over the past eighty years have devoted much of their lives to the endless quest for speed and track performance which is the essence of a racing car's existence. Progressively, Formula One cars have become more specialised and further removed from their road counterparts than one could ever have imagined, so if there is anyone who thinks that a 450 b.h.p. single-seater projectile, weighing just over 1,300 lb. and transmitting its power through to the road via enormous 20 in. wide rear tyres, has anything to do with high speed road motoring then they would be well advised not to try driving one. Formula One is very much an area for specialists and my stint round Silverstone served merely to convince me just how excellent a standard of driving is maintained by the people habitually at the back of a Grand Prix grid, let alone at the front.

The first minor problem with the Shadow arose when I slid into its cockpit wearing a pair of soft driving shoes. The Shadow monocoque tapers forwards fairly drastically, being little more than five inches wide at the front of the footwell which accommodates not only throttle, brake and clutch pedal, but also a foot rest to keep the driver's left foot from inadvertently riding the clutch pedal. Once the front body and cockpit section was secured, I found it impossible to move my feet at all as they seemed firmly wedged between monocoque floor and glassfibre body section. Off came the body section, off came my shoes and I was left, in comfort, to start driving in my socks.

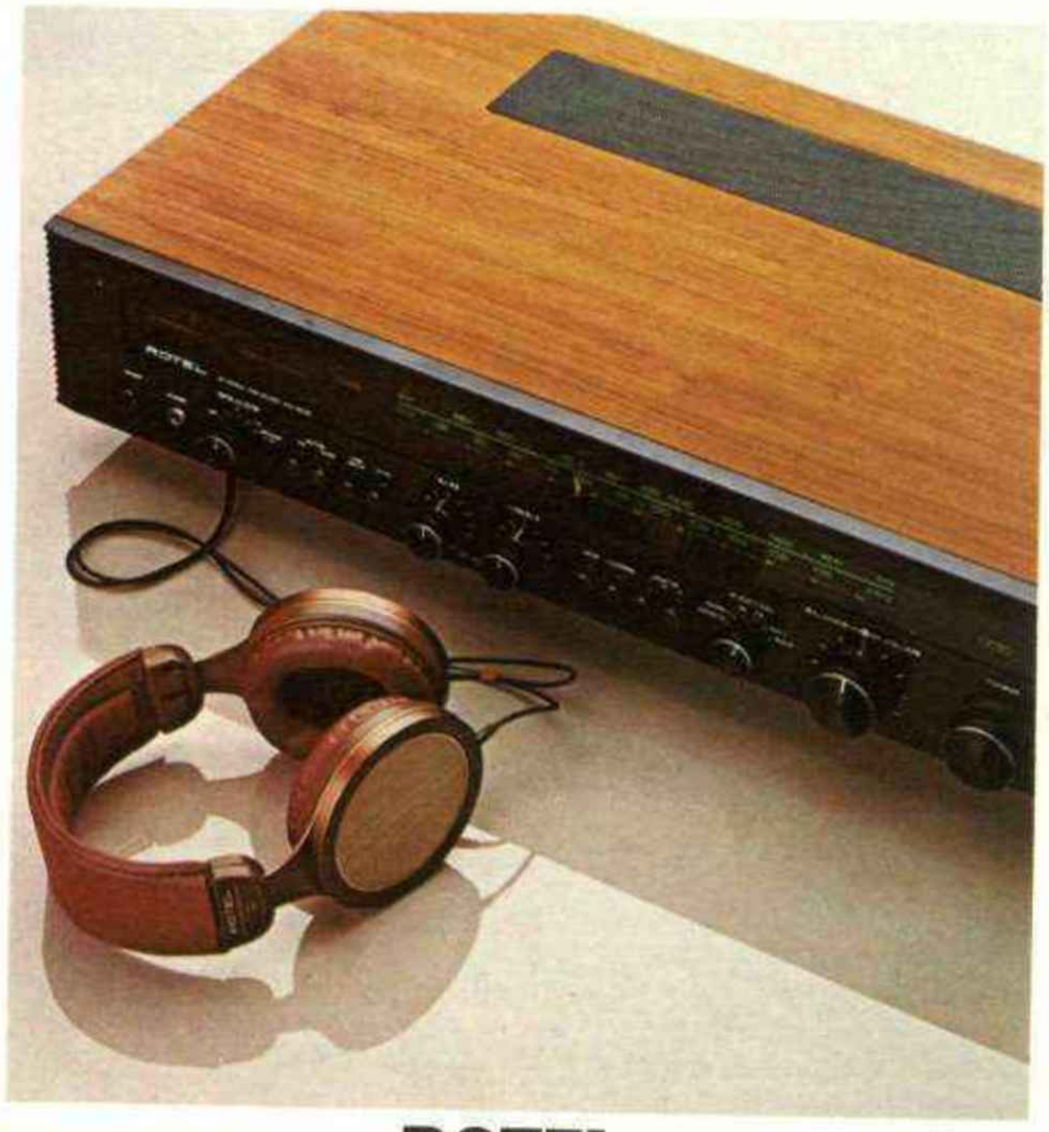
Pedals, gearchange controlling the precise five-speed Hewland gearbox, and steering wheel position, all proved ideal once I'd been strapped into the Shadow cockpit. Ear plugs are an absolute necessity for Formula One motoring, but one receives the biggest surprise when one comes to fire up the engine. A quick flick of the switch on the instrument panel to activate the electric fuel pump, on

Continued on page 1398

IF YOU'VE DECIDED TO OWN HI-FI SYSTEM, HERE ARE



ROTEL
RP3000 direct drive turntable.*



ROTEL
RX602 receiver and RH930 headphones.

One thing you'll never be short of when buying a Hi-fi system is advice. Your friends will all become 'experts' overnight, and recommend an endless series of decks, speakers and amplifiers with bewildering facilities and strange foreign names.

It's all well meant, of course, but enough to make you yearn for the return of the radiogram.

There ought to be a better way to buy good equipment than walking into your dealer with a spinning head and a mile-long list.

Fortunately, there is. And it's called Rotel.

A Rotel system can be as comprehensive or as modest as your needs and your pocket dictate.

For around £580, you could buy the system we show here. You'll probably never have heard anything so good this side of £1,000 and you won't want to change anything for years.

On the other hand, around £200 will purchase an outfit with a record deck, speakers and amplifier of equal quality but smaller power, and ideal for the more compact room. Naturally you can add a Rotel tuner or cassette deck at a later stage, confident that they will harmonise both audibly and visibly.

* The Rotel RP 3000 is supplied without a cartridge. Your dealer will help you choose the most suitable.

PUT TOGETHER YOUR A FEW NAMES TO REMEMBER.



ROTEL
RL 600 matched loudspeaker system.



ROTEL
RD 20 stereo cassette deck.

In between these two prices, lies an enormous range of equipment which really needs to be heard to be appreciated.

So visit your Rotel dealer, (you won't have to travel far, there are over 400 of them), and he will help select the system to suit you.

Remembering our name could treat you to unforgettable sound.



ROTEL®

If you know about Rotel, you know about Hi-fi.

Rank Audio Products, PO Box 70, Great West Road, Brentford, Middlesex TW8 9HR



Continued from page 1395

with the ignition switch on the centre of the steering wheel and press the starter button. The Cosworth DFV bursts into life with as much fuss as a 1,600-c.c. Formula Ford and burbles happily over at around 2-3,000 r.p.m. without a hint of temperament. The clutch is pleasantly soft in action and, although my elbows flexed the fibreglass cockpit side slightly, the gearchange movement is splendidly simple once you've got used to moving little more than your wrist. Strapped securely into the cockpit with the top section screwed down, the Shadow seems absolutely tiny.

On the move, the Cosworth V8 is surprisingly docile and can easily be driven "off the cam" with no juddering, spluttering or misfiring. For the first few laps it became clear that it doesn't really matter whether you're in first or fourth gear for between 4,000 and 7,000 r.p.m. the DFV offered ample torque for my requirements. In fact it didn't take long to realise that one could travel round the circuit, apparently quite quickly, without ever getting the engine revving much over 7,000 r.p.m. It is only when the rev counter needle approaches the 8,000 r.p.m. mark that the whole complexion of the scenery changes.

It took me about five laps, getting used to the incredibly precise gearchange and equally astounding braking performance, before I was ready to acquaint myself with the world of a Cosworth DFV on full song. When Rees described it as "lighting a firework" he wasn't exaggerating in the slightest. Once I'd scrabbled my way round Becketts at a modest 6,500 r.p.m. in third gear (calculated to be something over 85 m.p.h.) it was time to press the throttle to the floor, swing through Chapel Curve and open it up down the Hangar Straight. By the time the rev counter needle climbs round to 7,500 r.p.m. the DFV has lost its flat bark and begins to sing sweetly all the way up to about 8,200 r.p.m. when the note turns to a shrill rasp and you experience an incredible, rocket-like punch in the back, the needle is up to 10,000 r.p.m. and it's time to grab fourth. There's barely time to pause before the thing's back up to 10,000 r.p.m. in fourth (142 m.p.h.) and you're mentally debating whether you'll stay in fourth and negotiate Stowe Corner, or change into fifth and end up in Oxfordshire. There's barely time to notice that the Shadow's rather harsh and bumpy ride over Silverstone's minor undulations has smoothed out as the air pressure over its body and wings builds up and the car progressively depresses onto its suspension.

A brief return to the pits seemed appropriate at this stage, both to calm frayed nerves and reassure Alan Rees that his car was still in one piece, and it was then that Tom Pryce pitched in with another piece of constructive advice. "Just keep your foot hard on the throttle in fifth, all the way down to the flecked line across the track on the entrance to Stowe Corner. The car won't get away from you on the straight because it's a nice warm day. The tyres are warming up nicely. No problem." No problem? I'd been braking hard in fourth gear about twenty yards *before* that point, a fact which highlights the difficulty of acclimatising oneself to the enormous braking and cornering reserves offered by a Grand Prix car being driven "off the pace". It took several more laps before I was even getting the Shadow into fifth gear at all on the Hangar Straight and I chose to err on the side of caution coming up through the left-hand flick at Abbey Curve, preferring to run the DN5 up to just over 10,000 r.p.m. (142 m.p.h.) in fourth gear rather than changing into fifth under the *Daily Express* bridge and then quickly having to worry about another quick change into second for the tight *chicane*. Going into both these corners after a fast straight, I went progressively later and later before moving my foot onto the



NO WAY! A pessimistic Tom Pryce gestures his opinion of A.H.'s Formula One prospects while designer Tony Southgate (centre) and team manager Alan Rees put on a brave face before their car left their care.

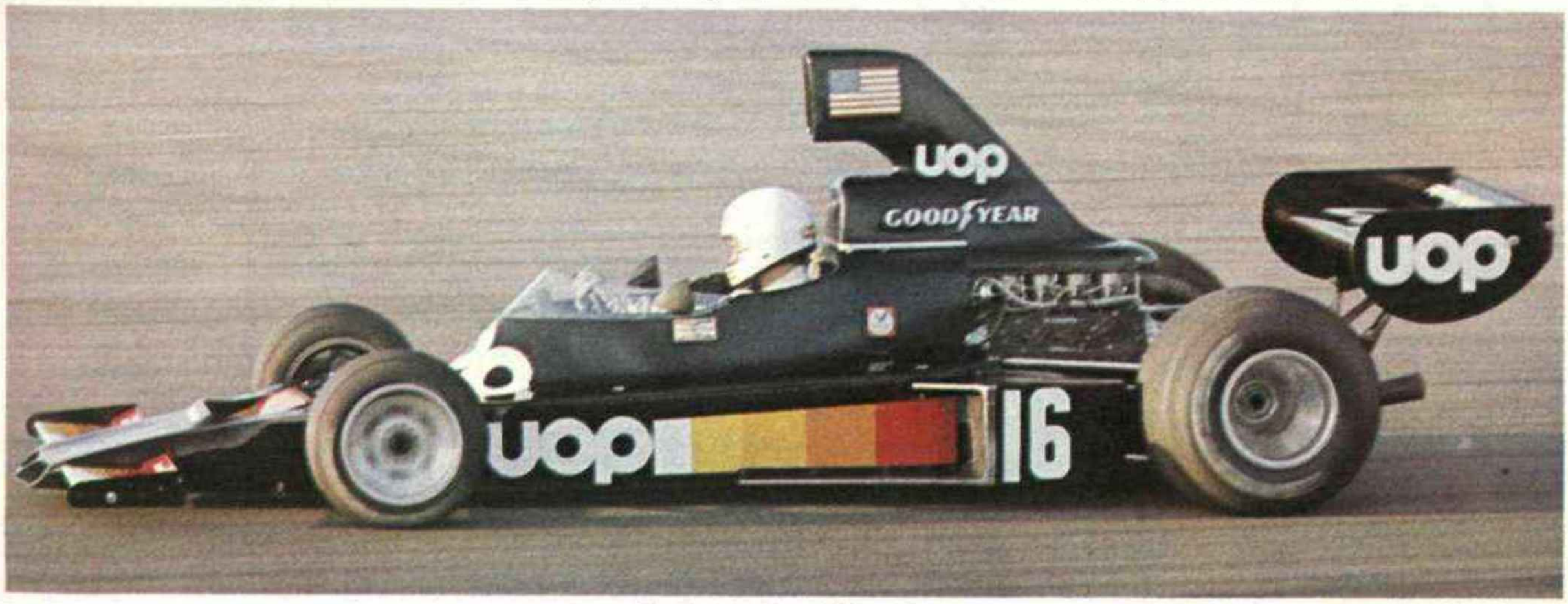


the car's cockpit (and presumably cockpit surround) was tailored for a driver of similar height. Eventually, after three stops at the pits for discussion, I at last got to grips with the straight line performance of the Shadow and banged it into fifth gear on the Hangar Straight, building it up to 9,800 r.p.m. (155 m.p.h.) before shutting off for Stowe (after the flecked line!) slipping the Hewland gearbox straight into third gear and sweeping through the long right-hander in what seemed, to me at least, tolerably impressive style!

Keeping myself out of the way of faster Formula One and F5000 competitors prevented me from getting carried away on the crest of a wave of over-confidence and doing something silly with the car. That was just as well. When one hears a Grand Prix driver come into the pits and recount to his designer that his car is "oversteering progressively", one has to remember that he's not talking about the 40 m.p.h. slides that you, me and the man across the road might manage driving 3-litre Capris on a wet road. He's talking about a progressive loss of adhesion probably lasting less than a second. In the upper echelons of Grand Prix racing, a driver will probably react instinctively to such a situation, correcting the car's oversteer almost

one specific job and nothing else. Interestingly, the mechanics kept a stop watch on my progress and I eventually warmed up to a modest 1 min. 40.8 sec. best, an average speed of 104.71 m.p.h. Trying desperately to keep a sense of proportion, I smiled to myself when somebody mentioned the fact that I'd lapped faster than the winner of the British Grand Prix twenty-one years ago. On the other hand another voice reminded me that Stuart Graham's Group One Chevrolet Camaro holds a saloon record of 1 min. 44.4 sec. (101.10 m.p.h.), Alex Ribeiro's Formula Three March holds its class record in 1 min. 31.36 sec. (115.53 m.p.h.) and Bob Muir's Birrana holds the Formula Atlantic record in 1 min. 28.6 sec. (119.13 m.p.h.). Such is progress!

The Formula One record? That stands officially to Clay Regazzoni's Ferrari 312B3 (T) in 1 min. 20.9 sec. (130.47 m.p.h.). Having driven a 3-litre Formula One car round Silverstone's Grand Prix circuit I now have a whole new respect and admiration for the current crop of drivers who race such cars in anger. The sensational experience will help me to keep a firm grip on reality the next time I watch 24 of them racing for the first corner at the start of a World Championship Grand Prix.—A.H.



brake pedal but never remotely approached the limit of the car's braking capacity dissipated through the huge tyre area available.

In the corners themselves an almost total lack of roll is the feature that strikes one hardest; think of the ease and lack of spectacle with which the aces lap three or four seconds off their fastest time and you'll begin to appreciate how much the tyres, aerofoils and stiff suspension permit you to drive "on tramlines" unless you're really scratching hard for a quick time. Juggling 450 b.h.p. on the limit round Becketts, Stowe and Club is a serious matter best left to the experts, so I confined myself to driving the Shadow as smoothly and tidily as I could, a tentative punch of the throttle in third gear two-thirds of the way round Club and the resultant twitch from the rear end serving merely to remind me why I sit behind a typewriter to earn my bread and butter and not in the cockpit of a Grand Prix car.

Interestingly, I was not conscious of much buffeting from the wind, probably because

before it's happened. Although to some extent experience will teach you a lot about driving a Grand Prix car and will certainly improve your lap times, this inherent delicacy of touch at high speed is the preserve of an exclusive few. Anyway, I didn't want to walk back to the pits and explain to Alan Rees or Tony Southgate just how their Formula One car came to be enmeshed in the catch fencing at the end of the Hangar Straight; even assuming I knew.

By dint of persuasion, pleas and a little bit of begging allied to a great deal of self-control on the part of all the Shadow team, I was lucky enough to stay in the car for a total of 24 laps round the Grand Prix circuit. The more I drove the DN5, the more I liked it and came to respect it as a precision piece of specialised equipment, tailor-made to do



"HOW WAS IT out there?" Alan Rees plays the commentator with his tape recorder (left) *while Southgate grins and our man fumbles for a printable comment.*

Akai present an open and

Even at first glance, the Akai 710D is no ordinary cassette deck.

It's been designed to combine with modern amplifiers as a compact, easy to operate unit. So that both the amplifier and cassette deck controls are within easy reach when recording or playing back.

Of course, the fact that you can record your own stereo tapes makes a cassette deck infinitely more versatile than a turntable.

And even though the 710D takes up less space, there's nothing less to it.

A Dolby* noise reduction system gets rid of tape hiss.

The GX recording and playback heads are guaranteed wear-free for life.



shut case for the cassette

A memory rewind button makes finding your favourite part of a tape astonishingly simple.

And an MPX filter means that your radio recordings will probably be as clear as the original broadcasts.†

So as well as being a lot more convenient than discs, tapes played on a 710D will sound better than a lot of stereo record players.

For the real enthusiast, the Akai range also includes some three-head cassette decks that will turn your living room into a recording studio.

If we still haven't proved our case a trip to your dealer will supply all you need.

The evidence of your own ears.

AKAI

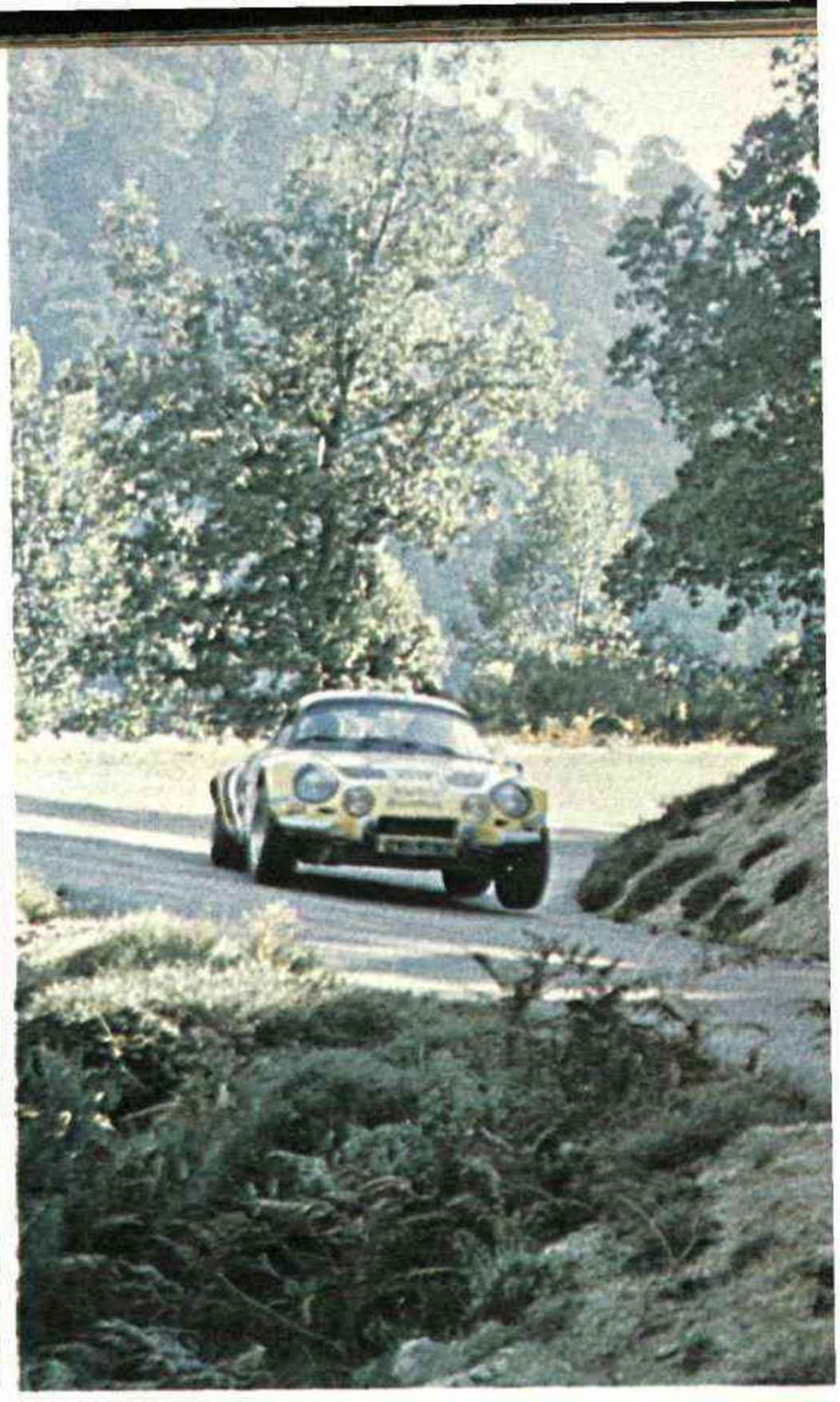
Rank Audio Products, PO Box 70, Great West Rd, Brentford, Middx. TW8 9HR.



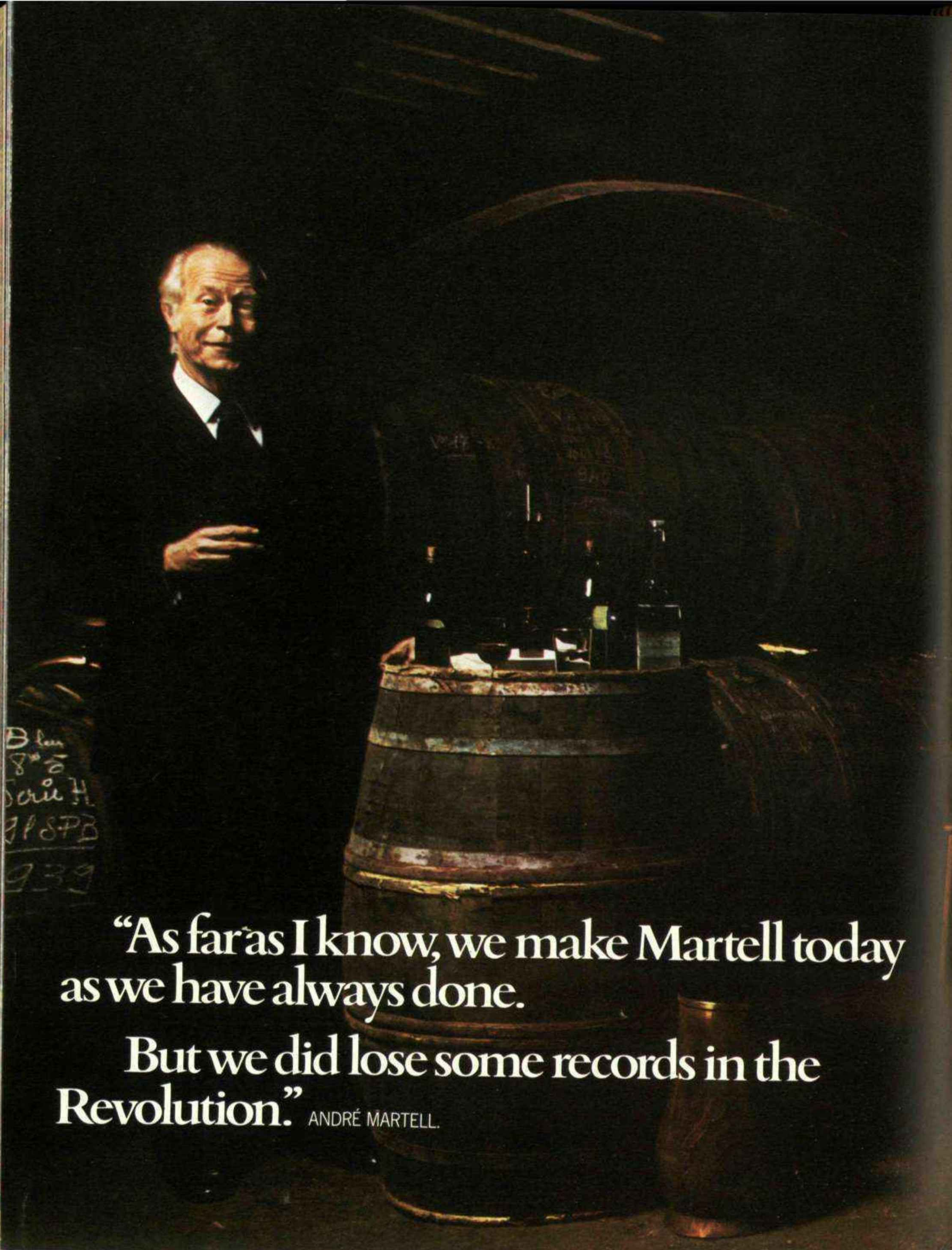
*Dolby is a registered trademark of Dolby Laboratories †In some cases, recording may require a licence

TOUR OF CORSICA HIGH MOUNTAINS, tortuous asphalt roads, torrential rain and a punishing fast time schedule all adds to the nearest thing to a full road race that can be managed within French law. Two works Lancia Stratos (*centre top*) retired and the works Alpine-Renault A.110 (*top right and bottom centre*) was narrowly beaten into first place by the private Lancia Stratos of Frenchman Darniche and Mahè (*top left*). The Alpine A.310s (*bottom right*) were not impressive but Andruet's works Alfetta GT (*bottom left*) finished in a most striking third place


Alitalia




elf
Alpine Renault
elf
elf
elf
6722 JB 75


"As far as I know, we make Martell today as we have always done.
But we did lose some records in the Revolution." ANDRÉ MARTELL.

"Old habits and traditions, they die hard in Cognac.

Even harder, perhaps, with us Martells.

After all, when you've been making cognac for eight generations without a break, you tend to guard your heritage with a certain jealousy.

So, even today, we still distil the wine the way we did in my ancestors' days.

We still insist on oak from the forests of Tronçais for our barrels.

And we still use the age-old blending methods.

The result is, we still make cognac to the same high quality we've always done.

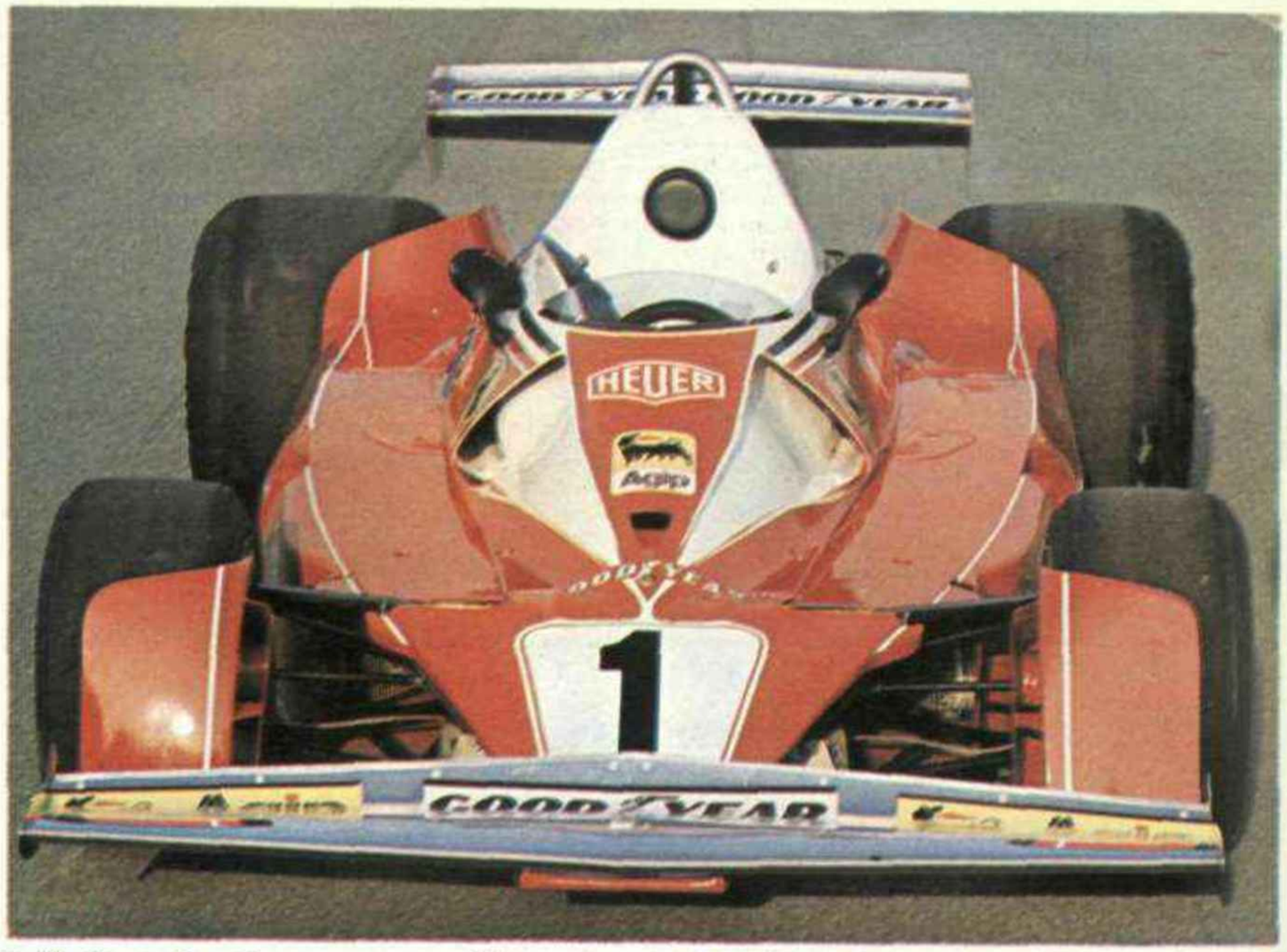
What was good for us in 1715, is good for us today."



MARTELL.
THE FAMILY OF COGNAC SINCE 1715.

A unique day at Ferrari

A CHANCE visit to the factory where the ultimate in enthusiastic automobile excitement is normal.



TRADITION, a proud spirit of independent endeavour, and a taste of harsh setbacks overcome. These are qualities that ooze from the cobbled courtyard and ochre-shaded walls as we enter the factory at Maranello. Today there's abundant evidence of Fiat's enormous capital injection into the dusty and rural factory that is hailed by any true Modenese as the centre of all motoring knowledge. That flow of hard cash hasn't altered one fact though. Enzo Ferrari, born February 18th, 1898, is still alive, and kicking, though with a smile on his face for this visit. He remains the Commendatore: to be exact this Mussolini-bestowed honour was removed after the War, but the man has done more than enough to justify its continued common use; nicknamed "the Big Man" by his staff, he remains, above all, the boss. There may be a horde of advisers and some of the world's most talented engineers, backed by the ultimate in engine craftsmen, but Ferrari is the man who decides what will happen after he has listened to, or ignored, their words.



Our visit was timed to coincide with the annual press conference. The occasion is used to sum up the past year, and forecast the next for the benefit of a press who would otherwise find it virtually impossible to gain access to this legendary figure. It is the place where they make both racing and road cars, in itself a distinction that is only shared with Lotus. Where, unlike Lotus, they really make their racing cars from the chassis through to the nerve-awakening whoop of their own flat-12, to the ingenious and effective *Transversale* gearbox. Our special treat for the day is to come after the press conference and presentation of the new 312/T2 Grand Prix car. Then we are conducted away for a look at the factory, silent on a Saturday save for the excellent Ferrari guide (actually the gentleman who buys in much of the racing equipment that's needed from Britain, even for the fiercely independent Ferrari!) and the footsteps of myself and a photographer.

Just after 11 o'clock in the morning Ferrari waves away the battery of photographers who accompany something over 100 representatives of all branches of the communications business. Naturally he will speak only in Italian, spoken with a soft determination that makes you wonder how this smiling, spry gentleman ever acquired such a formidable reputation. Sillier questions, such as one asking if he would join Agnelli of Fiat on an Italian government of technocrats (a sort of benevolent committeeship proposal) are treated with humour typical of his post-Championship mood, "I would only join if I could be the overseas Ambassador, so that I could leave Italy".

There are a few snippets of unexpected news in Ferrari's plans, and warm praise for



ENZO FERRARI (left) *was in a jovial mood for the introduction of the De Dion rear-end* 312/*T2 Formula One car* (above). *Meanwhile Luca Montezemolo* (opposite) *still has plenty to smile about as the co-ordinator of the Fiat Group's sporting policies.*

both Lauda, Regazzoni and virtually everyone else who has had a hand in beating the British Cosworth-powered horde. After all, it was the company's first Formula One title since John Surtees scored in 1964, making it Ferrari's seventh World Drivers' Championship since they began contesting GPs in 1948. There's news that Ferrari will investigate the possibilities of manufacturing and selling both engines and gearboxes for next year's freer Formula Two regulations, and a brisk denial that they will sell a Formula One 312 to a private team. "We don't sell Grand Prix cars—we loan them to museums". However it is confirmed that the continual hunt for young Italian drivers, which has been aided for some time by a limited test programme at the sophisticated Ferrari Fiorano test track, is probably to be augmented by the loan of a car to Scuderia Passatore. This outfit could enter the car for some European events with young hopefuls aboard *if* all goes to plan.

After Ferrari has said his piece, answered questions on everything from how he feels



INSIDE THE FACTORY, a line of the 4.4-litre flat-12 engines awaiting a home in Ferrari's most powerful production car, the 380-b.h.p. Berlinetta Boxer (below). *Plenty of the 3-litre/255-b.h.p. V8 engines were in evidence, along with the ill-starred Bertone 308s* (bottom right). *Pictured alongside, a Boxer awaits final assembly a few paces from the main assembly lines, which already carry a few of the latest Pininfarina-styled 308 GTBs.*

about Tyrrell's six-wheeler (interested, but not enthusiastic) to what he thought the previous night (he hoped there would be beautiful women present at the conference: there are, so that makes him less nervous!), it is time to eat. Finally, we move out to the track for the unveiling of the new GP model.

Normally ten black and white TV monitor screens reflect the images from Marelli cameras placed at strategic places around the track, which has eight major corners based around a very wiggly figure-of-eight configuration. Mr. Heuer's electronic timing and the best in computer analysis blink rapid calculations out for the benefit of a team which seems to have two central figures—Lauda's test abilities coupled to Mauro Forghieri's long Ferrari engineering/administration experience. The day before the conference we listened to Luca Montezemolo talking about his job co-ordinating the efforts of Fiat, Ferrari and Lancia in motor-sport (he is to be replaced at Ferrari by former rally co-driver and Lancia Team Manager, Danielle Audetto) having spent the past three years as a kind of link between Ferrari and Agnelli, plus a measure of work "in the field" at GPs. Frankly it is difficult to assess what his role has been inside Ferrari, partially because he is there to ensure that the communications people see the team in the best possible light. Since the beginning of this year he has chaired the Turin-based sporting committee that decides the objectives of Fiat, Ferrari and Lancia in competition. Since Fiat won the European Rally Championship, Lancia are virtually assured of this year's World rally title, and Ferrari took both the drivers' and constructors' sections of the Grand Prix series, it can be imagined that Montezemolo, nephew of Fiat Chairman Agnelli, really is the blue-eyed wonder boy at 28 years of age. Now he expects to be at some of the GPs with Ferrari; represent the Fiat group's sporting interests as a type of Public Relations man; and have a foot firmly in some of the management needed for the considerable sums that are expended by these three sporting-minded arms of Italy's Motor Industry. As the scrum fades away from the bombardment of questions and camera shutters in pursuit of the Ferrari team members, and the shimmering bodywork of the De Dion rear-suspended Formula One contender (described by D.S.J. elsewhere in this issue) it is time to step back into the reality that made that car, and many others, back at the main factory.

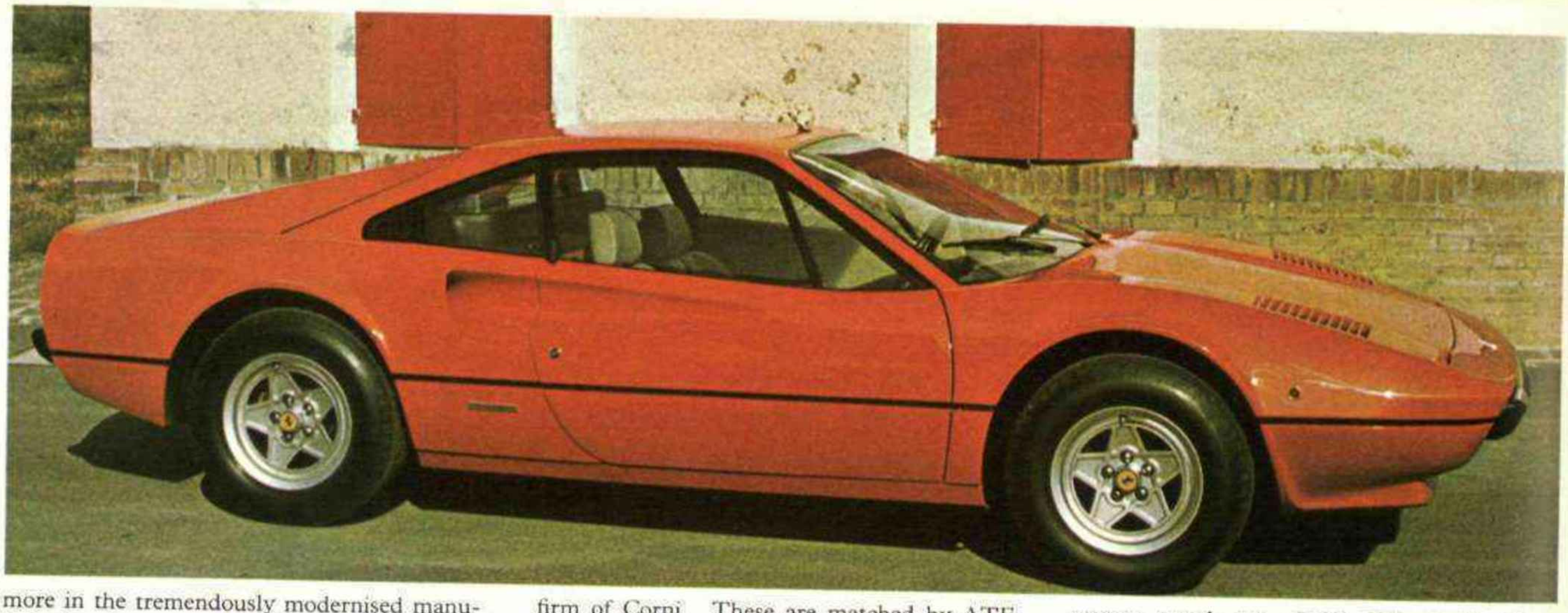




A sharp reminder of the worth of the formally exclusive association between Ferrari and Pininfarina came in the first few minutes of our walk around the deserted factory. There are simply too many Bertone Dino 308s lined up in the centre of the assembly area, gathering dust in their American big-bumper form. Somehow Bertone misinterpreted the feeling of a proper Ferrari, for it is necessary to look at the badges to ensure that this really is a Ferrari, and that lack of inspiration seems to have cost a lot of customers, especially those brought up on the sensuous bumps of the previous Dino.

At the conference Ferrari commented that they could make 2,000 cars a year; "production is OK—the clients are not", he added, referring to the fact that they expect to sell 13-1400 this year. Even that lower figure is substantial by previous Maranello standards though, for you have only to look back to find that in 1967 production was about three cars a day, 750 per year. In 1961 the annual output was quoted around 600 cars a year from 380 workers. Today there are approximately 120 personnel in the racing department and 680





more in the tremendously modernised manufacturing departments. All the time, one has to remember that they make complete racing cars here, and that so far as the road cars are concerned, they tend to take a bodyshell from Pininfarina, Scaglietti, or Bertone, and start assembling from that point on. Even then, they have all the foundry processes associated with making their own engines and gearboxes. For this reason the staffing cannot be judged on the standards of any but the other Italian makers of exotic cars, all of whom seem to be in a very sorry state at present.

Current production models are the Bertone-bodied 308 and 208 GT4s (3 and 2-litre V8s), the Pininfarina-styled 308 GTB (based on the foregoing 308 mechanicals, but given the benefit of Scaglietti's new-found trust in glassfibre) and the Berlinetta Boxer GT, the flat-12-cylinder supercar described in our June issue. Harking directly back to the roots of the company is the 365 GT four-seater, which still carries the front-mounted V12 power unit. Our guide positively beams, "now this, this is a real Ferrari." A remark delivered with a grin appropriate to the legend that Enzo once claimed that only real Ferraris had 12-cylinder engines, an impression the Commendatore was swift to correct at the press gathering.

Gazing in awe at the beautifully clean castings that abound on all three types of current production engine (where else can you find a belt-driven overhead-camshaft V8, manufactured alongside belt drive for the over-

UNMISTAKABLY A FERRARI, the mid-engined 308 GTB looks set for success. The body is glass-fibre, built by Scaglietti, while the Pininfarina style contains clever reminders of both the Boxer and the earlier Dino 246 GT.

head camshafts of a V12 and flat-12?) we heard that the engine, gearbox, clutch and final drive/limited slip differential were all of Ferrari design and manufacture. Despite the similarity of configuration there are no common parts between the 4.4-litre BB road engine and the 3-litre "racer". However there are nine engine brake horsepower testing cells in the same corridor, able to assess the performance of every configuration Ferrari makes, or is likely to try, five of them being reserved for racing use only.

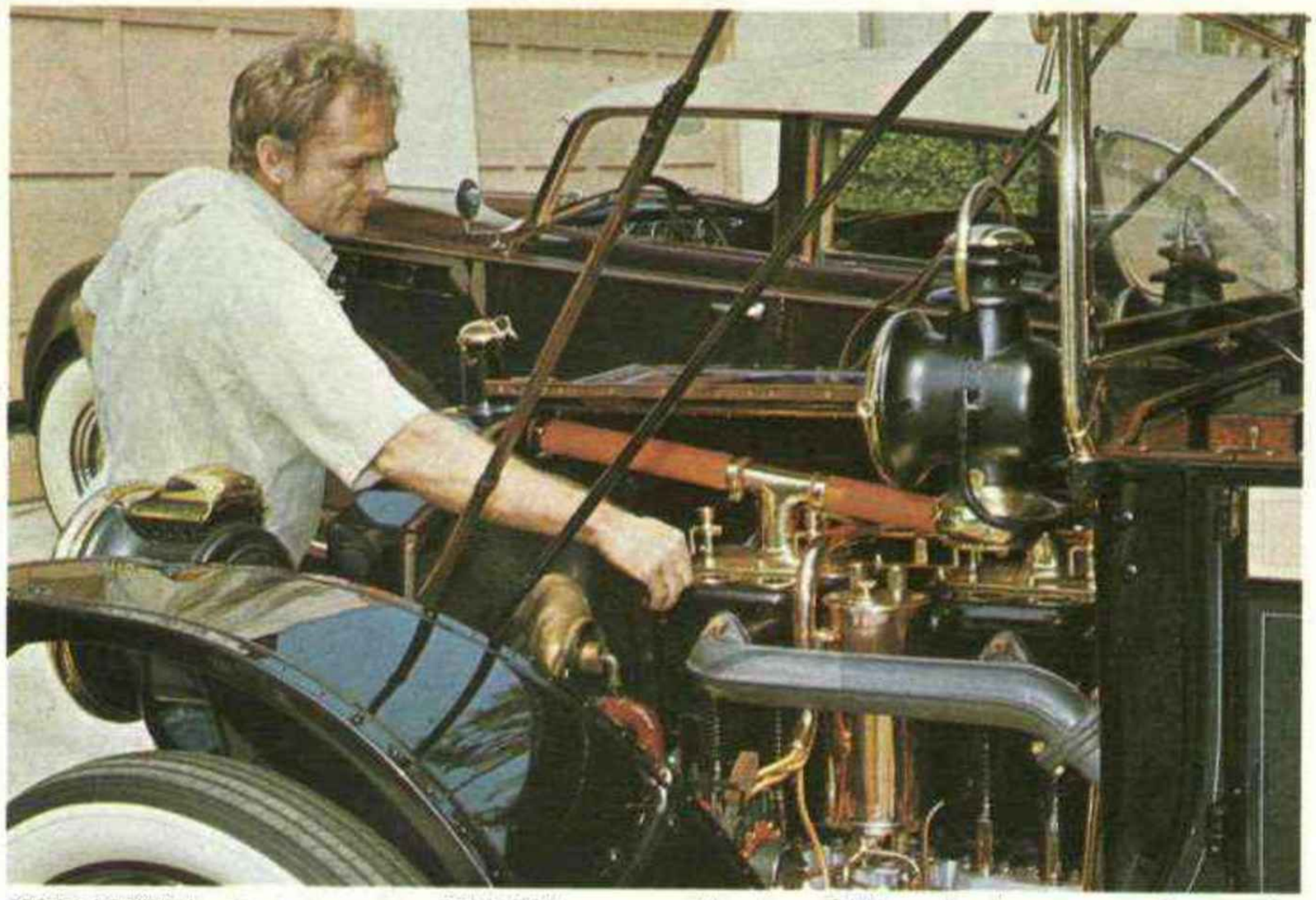
Interesting details we observed included the discs on the road cars, which are by the local firm of Corni. These are matched by ATE calipers, as British delivery was not good enough, and the price too high, according to Ferrari. However they do use Lockheed braking for the racing cars, Borg and Beck clutches (both from Automotive Products) and Lucas products are prominent in the racing engines, especially for fuel injection. Koni have good reason to be happy at Ferrari too, for their dampers are used for competition and road machinery, which must be worth shouting about on occasion. A striking detail item that caught our eye at the end of the three-row final assembly lines, were the 3½-in. rim spoked alloy "spare" wheels, which are beautifully finished to carry a special Michelin 105R 19 cover. We are told that a blindfolded driver could not tell the difference that fitting the dimunitive spare had made for motorway use up to 100 m.p.h. in a Boxer. All we could do was surmise the havoc wreaked by any blindfolded driver at 100 m.p.h. . . . never mind the attachment of a Dinky Toy wheel!

In a similar vein I was inspecting a rather tired-looking Boxer in one of the inspection bays, surmising its role as a development car. Incorrect, for this was a car destined for a customer, and had come back from 600 km. of motorway and mountain driving! All models cover between 450 and 1,000 km. before delivery, often being partially repainted as part of the final preparation needed before delivery to the customer. Apparently very careful checks of performance are made, mainly to ensure equal top speed and acceleration. Nobody likes to pay a supercar price and discover it is 3 k.p.h. down on any others of a similar breed!

We were not allowed to take pictures, or linger in the racing car preparation/engine assembly/manufacture areas. The fleeting glimpse of a long hall, with one new T2 poking its nose shyly from the bays that could hold 30-40 cars comfortably, and the sight of four flat-twelves in assembly, with a background filled with a dozen others, was enough. That area of Ferrari's activities, the reason for the company's existence, is now a massively well-equipped operation that deserves its own appreciation, whenever Ferrari will relent.

We drove off into the proverbial sunset with our Fiat 130C-Ferrari 3.2-litre snarling restively toward 100 m.p.h. As we drove I thought the company is big, much bigger than I expected. I wonder if Fiat haven't pressured production too much? Wouldn't it be better to return to the months of agonising delay, while the customer awaited delivery in suspense, just as they would have to queue for a Rolls? There's a real spirit of human effort to perfect the exciting sports machinery, I would hate to see that dash of excitement eliminated in a wave of computer decisions. It is a sombre thought that the supercar business could die with Mr. Ferrari, for who would provide the spice in motoring life when the shriek of the Prancing Horse has faded into dusty echoes around Maranello?—J.W.





Phil Hill's
fascinating motor car collection

IT IS NOW fourteen years since Phil Hill won the World Drivers' Championship at the wheel of a 1½-litre V6-cylinder Formula One Ferrari, the quiet Californian having long since slipped away into "retirement" in his home town of Santa Monica, a coastal suburb of Los Angeles. In fact "retirement" would really be the wrong word for Hill, a man in his forties, maintains a keen interest in matters motoring, indeed his bread and butter is now made from a partnership which restores and rebuilds historic road cars. Far from being a big business tycoon, Hill is right in there with his employees and partner, fettling away at the cars with great enthusiasm and gusto. "We allow ourselves an hour or so in the office to sort out the paper work, then it's out into the workshop," he smiles.

Good quality road cars have been a part of the Hill family life ever since he can remember and, in addition to his collection at the unprententious workshop in the centre of Santa Monica, Phil maintains a mouth-watering selection of "ready to go" machinery in the family garage at his home. At the time of our visit to his business premises, work was in hand on several Packards and Lincolns, all dating from the 1930s, but Hill found time to wander round the garage with us pointing out his "prize" possessions, some of which are restored to running order and others which obviously have a great deal of work still to be done on them.

Possibly the most fascinating item at the workshop was a six-cylinder Pierce 48 dating from 1911. "Very much the Rolls of its day," grins Hill with almost paternal concern. "George N. Pierce established himself in business as a builder of quality road cars and he was one of the first to build six-cylinder machines. By as early as 1910 all they built were sixes; all the four-cylinder machines were long gone by then." One of the most fascinating aspects of this machine is that much of the body is made from cast aluminium, including the tool boxes on either running board. Apparently Pierce were loathe to abandon this method, even for surfaces which had to be painted, and the bonnet is nickel-plated with the area that was intended for painting etched over so that the paint would take. The result is beautiful paintwork and equally beautiful hinges along the centre of the bonnet which have been left unpainted.

Wandering through the workshops Hill turned to a Duesenberg coupé which had been refurbished for a customer, pointing out the extremely high standards demanded by both himself and his staff. By contrast he turned to another car, to untrained eyes equally as immaculate and well restored, and began to itemise precisely why and where it was deficient. He also pointed out that there's a great tendency to "over-restore" old cars in the United States and he shudders when he sees an immaculate old car rebuilt to superb standards with the addition of such new refinements as flashing indicators. For Phil Hill and his men, originality is the underlying keynote for all their restorations.

Unfortunately Phil's 4½-litre "Blower" Bentley was in pieces, its cylinder block receiving attention down at Dan Gurney's premises in Santa Anna, so we were unable to sample that device on the open road. Passing by a beautiful, but unrestored pre-war Alfa Romeo sports/roadster and a 16-cylinder Cadillac under restoration, we found the surprising sight of an immaculately-restored 3-litre Offenhauser four-cylinder engine mounted on a plinth. This proved to be a specially fuel-injected version developed by Bosch about 15 years ago and used in the Ferrari Mondial driven in SCCA races by the late Walt Hans-





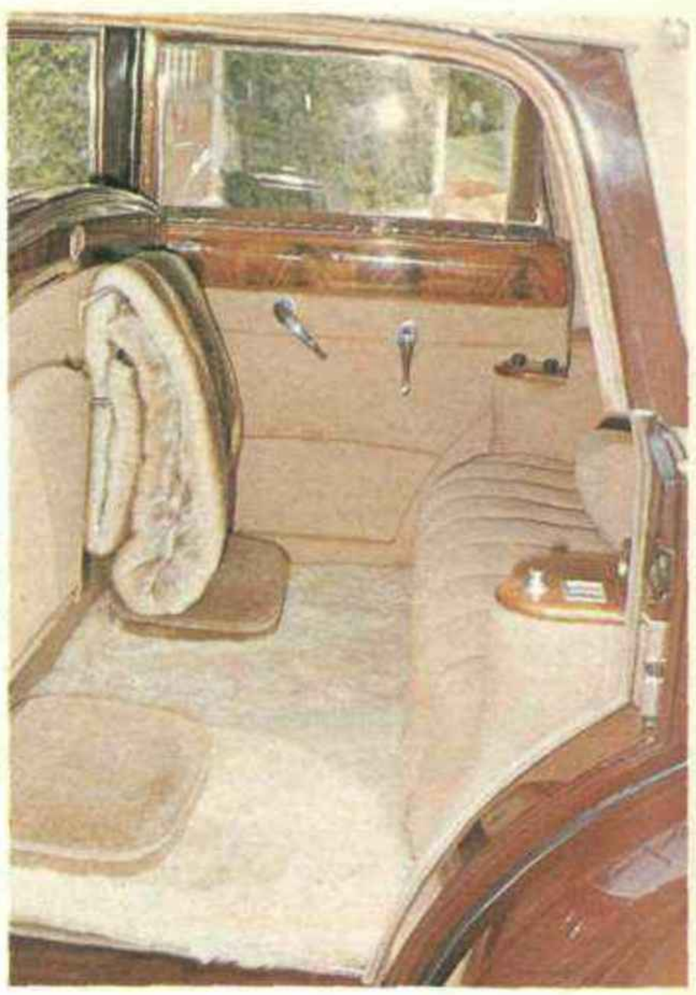


THE SHORROCK supercharged MG TC (shown left) provided a glimpse of sporting motoring in an austere post-War America. The remaining three pictures show varying views of Phil's favourite 1912 Packard which proved reluctant to fire on all its cylinders.



ONE OF THE most tasteful American cars of the 1930s is the 8-litre Packard V12. Phil's example is in absolutely immaculate condition, having completed a mere 43,000 miles from new and features a level of luxury quite on a par with British cars of the period.





gen. But if we derived pleasure from wandering round Hill's workshops, drooling over the machinery there, his private garage at home proved sheer delight. Swaying along in our anonymous great Avis "Mushmobile", we followed Phil's 6.3-litre Mercedes V8 on the four-mile drive along the coast to the home he's known since 1929.

It was difficult to know quite where to begin. In a huge garage at the end of a small garden, surrounded by dozens of trophies which mirror his distinguished racing career, there were no fewer than seven cars, five of them in running order. Personally I found the imposing 1931 Pierce Arrow Le Baron bodied "sedanca de ville" the most fascinating car in the collection, this fascination heightened by Phil's assurance that it had been in the family ever since 1931. "I can remember the day it was delivered to my aunt 44 years ago," he smiled, admitting that he was very young then but already had developed a passion for cars.

Brought up in that sort of environment, it was easy for Phil's great enthusiasm to be fired. Unfortunately the Pierce Arrow had a flat battery on the day of our visit, but we were able to sample the luxury of his magnificent chocolate brown 8-litre Packard V12. "I bought that in 1968," he continued, "it was quite shabby then, but all there." It's in no way shabby now, having undergone the full "Hill treatment" over the past few years.

As lunch time was fast approaching, Phil decided that we would go to eat in that Packard, a ride long enough to convince ourselves that this American quality car of the 1930s was every bit as refined, quiet, well built and trimmed as any British car of that era. Sitting behind that gigantic bonnet with its distinctive Cormorant motif on the front (introduced in 1932 on the twin-six so Phil told us enthusiastically), the refined interior trim with its rich leather upholstery, polished woodwork and deep pile carpets sent our minds back to an era where life moved at a rather more relaxed pace. The 8-litre engine, with a mere 43,000 miles under its belt in 37 years, endowed this two-ton machine with a quite respectable performance and still returns between nine and ten miles per gallon.

Packards certainly seem to dominate Phil's collection and it was with a great deal of regret that we were unable to sample his early, open-sided, four-seater 1912 roadster which was so high that it only just managed to clear the garage roof. Although Phil backed it out of the garage, he was unable to free a sticking valve, so we were forced to abandon our proposed drive in the high-seated luxury of its buttoned leather and polished brasswork.

It seems a great distance to go to spend one's time clambering over old British cars, but we

Continued on page 1416





ALL THE TAPE YOU NEED FOR ALL THE SOUND YOU WANT.

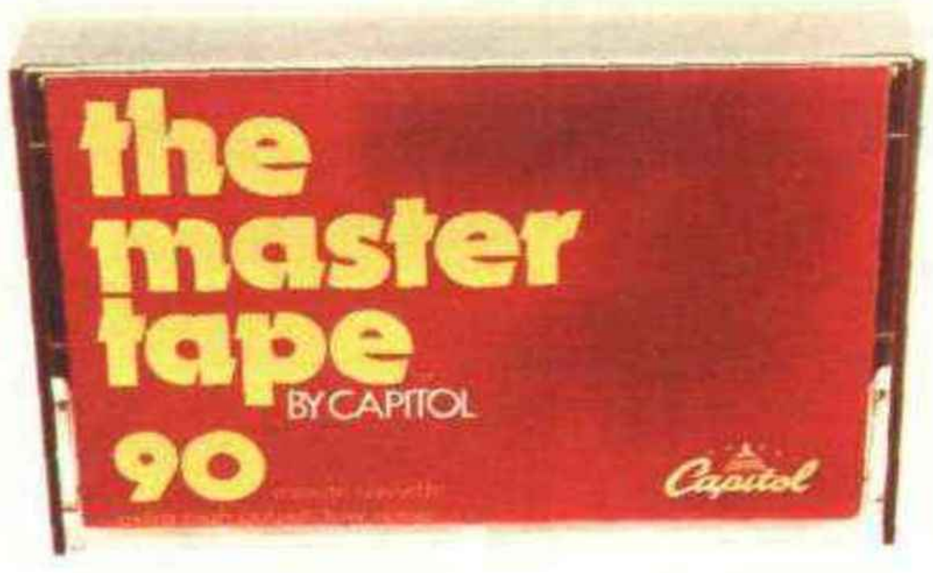
If you've been bothered by what blank tape to buy to record your kind of sound, on your kind of equipment, you can forget about it from now on.

Introducing the Master Tape by Capitol.

A new breed of tape which will record a whole world of sound with remarkable fidelity and definition.

The secret of the Master Tape is in the high grade of ferric oxide particles used. These give the tape the ability to perform with consistent quality and to produce greater sensitivity at both high and low frequencies.

Whatever your audio equipment, the Master Tape will get out of it all the sound you put into it. Because to keep it all simple, the Master Tape comes in just one grade. The finest.



THE MASTER TAPE CASSETTE/CARTRIDGE/OPEN REEL/BY Capitol
SUPPLIERS TO THE WORLD'S RECORDING INDUSTRY FOR OVER 30 YEARS.

F2 ROUND-UP

VALLELUNGA FORMULA TWO—Vittorio Brambilla, pictured left leading the works March-BMW of Michel Leclere, took victory in the final round of the European Championship in Rome. The regular works March 752 models of Leclere and Tambay crashed, leaving Jacques Laffite to take second place in the Martini. Below Tambay leads the Elf 2 of Gerard Larrousse which started from the back of the grid and came up to sixth place. The Italians Giorgio Francia (Osella) and Maurizio Flammini (March) had a good tussle (*bottom left*), until Francia blew his engine, leaving Flammini to take third overall. The works Chevron-BMW, driven by Hans Binder, opted for wet tyres on the damp track and never featured.

Formula Two Review

THE European Formula Two championship wound to its inevitable conclusion over the final three rounds with French drivers taking the top five places in the 1975 series, a clean sweep for the Elf-backed teams. Jacques Laffite had already clinched the title by mid-season in his Martini-Schnitzer BMW, so the interest lay in whether he could overcome the appalling run of engine failures that had marred his late season races. However, following his win at Silverstone, Michel Leclere in the factory March-BMW was again on top when the teams raced at the wind-swept Zolder circuit in Belgium a fortnight later. But again March won as the Schnitzer engine users struck trouble. Laffite had a throttle cable break and both Jean-Pierre Jabouille and Gerard Larrousse had engine failures while leading. The sheer frustration for Schnitzer's customers was starting to tell, although their outspoken criticism of the German engine builder seemed a little unfair when the overall picture for the season was taken into account.

Laffite started the Zolder race from pole position—the fifth time during 1975 he had been fastest in practice—with Leclere alongside just 0.2 second slower. Jabouille and Patrick Tambay in the second works March 752 were on the second row. Leclere drove the race with new-found confidence and won both 24-lap heats while Tambay came home second overall to give the British-based team another 1-2 finish. Ken Tyrrell watched the Belgian race and when it was all over he strolled across to Leclere to tell him his smooth performance had earned him a drive in his Grand Prix car at Watkins Glen.

Third place went to the persistent Italian Maurizio Flammini and the works Chevron, driven by Austrian Hans Binder, was fourth. The Italian-built Osella of Giorgio Francia was fifth and Britain's Ray Mallock took a steady sixth place in his Ford-engined March.

Schnitzer's customers were again in trouble at the penultimate round of the championship at the end of September, leaving March to scoop up their third 1-2 finish of the year. Victory went to Patrick Tambay, the young March *pilote* taking his first championship win at the Nogaro circuit in south-west France, the circuit where he won a non-championship race in his Alpine in 1974. Yet again Jabouille, Larrousse and Laffite gave chase, and yet again they were thwarted. Laffite walked off in a huff after his engine exploded in a cloud of smoke and Larrousse joined him in the pits soon after when his oil pressure plummeted. It was the low point in Schnitzer's championship year and although Jabouille hung on to finish third in the Elf 2, there were some very irate Frenchmen to contend with.

Jean-Pierre Jaussaud drove Ron Dennis' Schnitzer-engined March and finished fourth ahead of the Italians Alessandro Pesenti-Rossi and Alberto Colombo.

Tambay started Nogaro from pole position and never looked like being headed as he set the pace right from the flag fall. There was a brief shower of rain during the race



EUROPEAN CHAMPION Laffite leads eventual winner Brambilla, Maurizio Flammini, Giorgio Francia and Patrick Tambay at Vallelunga.

and the track was very greasy, yet Tambay drove with the sort of new-found maturity that Leclere had demonstrated in Belgium. The March team, the young drivers and the 752 model had taken a long time to settle down—too long many people felt—but at last it had been moulded into a winning equipe.

Rounding off the year was the two-part race at Rome's Vallelunga Autodrome and it was a race marred by atrocious inadequacies in the organisation, a massively oversubscribed entry and a timetable that meant the final laps were staged in almost darkness! Vittorio Brambilla had been forgiven for the big Enna accident which put both works Marches out, and was back in Dennis' Schnitzer-March and in spite of his bust-up with Schnitzer, Jacques Laffite turned up with the Martini, only this time the Schnitzer engine had been rebuilt in France!

Practice was a complete shambles. There were 37 cars trying to qualify for just 22 places on the grid and there was a heated argument when the Italians tried to limit the number of cars allowed onto the track at any one time. Added to that there was a storm in the afternoon that drowned the circuit and effectively reduced qualifying to just a one-hour session.

Leclere snatched pole with Tambay next to him and Brambilla and Laffite were on the second row. It was raining heavily on the morning of the race and although the track was still damp by mid-afternoon, most people elected to run on slick tyres. Patrick Tambay gambled on using wet weather tyres and he was able to lead the early stages only to be gathered in as the track dried. Eventually Tambay was forced into the pits to change tyres while Brambilla caught and passed his team-mate Leclere. Once in the lead Brambilla never looked like being caught and, after Leclere got off line and onto the damp track causing him to crash headlong into the barrier, the race was over.

Laffite's single engine had been suspect all weekend but he lasted through to claim second place which was the only time all season he had scored with less than maximum points; Flammini was third ahead of Pesenti-Rossi and Giancarlo Martini while sixth was Gerard Larrousse's Elf 2 which had started from the back of the grid. Schnitzer had bounced right back by taking his tenth race win of the season and there were three Schnitzer BMW-engined cars in the first six.

Laffite ended the year with 60 pts. while Leclere and Tambay were tied in second place on 36 pts., Larrousse had 26 pts. and Jabouille had 24 pts. Sixth place in the championship went to Flammini on 22 pts.—M.T.

1975 EUROPEAN CHAMPIONSHIP FOR FORMULA 2

		Estoril (P)	Thruxton (GB)	Hockenheim (D)	Nurburgring (D)	Pau (F)	Hockenheim (D)	Salzburgring (A)	Rouen (F)	Mugello (I)	Enna (I)	Silverstone (GB)	Zolder (B)	Nogaro (F)	Vallelunga (I)	TOTAL
1	**Jacques Laffite** (Martini-BMW Schnitzer)	9	9*	DNF*	9	9*	9	DNF	DNF	DNF	9	DNF	DNF	DNF	6*	60
2	**Michel Leclere** (March-BMW 752)	DNF	0	0	DNF	3	DNF*	DNF	9	DNF	DNF*	9	9	6	DNF	36
2	**Patrick Tambay** (March-BMW 752)	DNF	6	DNF	6	DNF	DNF	DNF	6	DNF	DNF	3	6	9	DNF	36
4	**Gerard Larrousse** (Elf-BMW Schnitzer)	–	–	9	DNF	4	DNF	DNF	–	–	6	6	DNF*	DNF	1	26
5	**Jean-Pierre Jabouille** (Elf-BMW Schnitzer)	0	2	DNF	3	6	DNF	9*	DNF	DNF	DNF	DNF*	DNF	4*	–	24
6	**Maurizio Flammini** (March-BMW 742)	–	–	–	–	–	4	1	0	9	DNF	DNF	4	0	4	22
7	**Claude Bourgoinie** (March-BMW 752)	–	DNF	2	0	1	6	3	4	DNF	DNF	0	0	0	DNQ	16
7	**Giorgio Francia** (Osella-BMW)	3*	DNF	3	1	DNF	2	2	DNS	–	3	0	2	DNF	DNF	16
9	**Alessandro Pesenti-Rossi** (March-BMW 742)	–	–	1	–	–	–	–	–	6	1	–	–	2	3	13
10	**Gabriele Serblin** (March-BMW 752/742)	DNF	DNF	DNF	DNF	DNF	DNF	4	1	DNF	4	2	DNF	DNF	0	11
11	**Brian Henton** (March-Ford 752)	–	0*	6	0	DNF	DNF	0	–	DNF	–	4	–	–	–	10
11	**Duilio Truffo** (Osella and March-BMW)	2	1	0	DNF	2	1	DNF	–	2*	2	–	–	–	DNF	10
13	**Vittorio Brambilla** (March-BMW Schnitzer)	–	0	DNF	–	–	–	0	–	DNF	DNF	–	–	–	9	9
13	**Hans Binder** (March and Chevron BMW)	0	DNF	DNF	DNF	DNF	DNF	6	–	DNF	DNF	DNF	3	DNF	0	9
15	**Giancarlo Martini** (March-BMW 752)	1	4	0	0	–	0	–	–	DNF	DNF	1	–	0	2	8
	GRADED DRIVERS															
	Hans Stuck (March-BMW 752)	–	DNF	2nd	0*	–	0	–	–	–	–	–	–	–	–	
	Patrick Depailler (March-BMW and Ford)	–	–	–	–	3rd	–	–	–	–	–	–	–	–	–	

Note: Graded drivers do not score points.
Points scored 9-6-4-3-2-1 — 0 = Did not score — DNF = Did not finish
DNQ = Did not qualify — – = Did not compete
DNS = Did not start — * = Fastest lap

Letters from Readers

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

The RAC and Motor Racing

Sir,

Your mention a couple of issues ago of the RAC's new scheme for a "totting-up" procedure on competition licences led me to consider, as an active participant in Historic Sports Car Club races, exactly what the RAC does for my racing. My own "totting-up" follows.

(1) Race organisation:
Nothing. All my races are organised by specialist clubs.

(2) Notification of suitable races:
Nothing. This function is handled by the secretaries of the various clubs who do organise races for my type of car.

(3) Circuit Safety Standards:
Nothing. Every bit of Armco, catchnetting or sleeper-reinforced embankment is a threat to my car in any case of my lack of skill creating an incident.

(4) Granting of racing licences:
Although I admit that some system of observation and grading is necessary, and a centrally recognised body must administer such a scheme, the pricing structure for different types and grades is ridiculous. As one example—why on earth should a national class racing licence holder require a speed licence for sprints as well? I have special scorn for the extra fees required by the RAC before one can race abroad.

(5) Establishment of standards:
Nothing. I race to rules established by the HSCC, and it is the HSCC, not the RAC, which is trying to negotiate a standard European set of rules.

I could go on; I do think my point is clear: the RAC takes money from me for my licence, from my race entries, and from my car clubs, for which I do not believe I get much value. Perhaps some RAC spokesman could reply by pointing out a specific accomplishment in the field of automobile racing that (1) directly benefits me, and (2) could only have been done by the RAC.

On another note, can I add my belated congratulations to those sent previously by others on the occasion of your anniversary? Yours is a splendid magazine, and D.S.J. one of the best journalists and writers about—in or out of his special field.

London SW1 Dr. S. A. STANDEN

Defending the Dino

Sir,

I eagerly awaited delivery of the November issue of MOTOR SPORT, anticipating some worthwhile comment in response to Mr. T. J. Handley's letter on the question of Dino running costs (refer October edition). However, having now read the published reply by Mr. N. J. Edwards of Shaftesbury I am moved to express my disappointment firstly, due to the fact that you find it convenient to reprint the comments of a Dino owner of some "couple of days" standing on your pages and, secondly, that you allow this verbage to occupy more than double the scripted column space allowed for the new Lotus Eclat. I cannot believe that this was the only reply you received.

In the hope that your questioner, Mr. Handley, will not rush out and "buy a Porsche" (as Mr. Edwards advises) before considering a Dino further, I beg to inform that some twelve months ago I too was seeking the same answers regarding Dino running costs, and, I believe, nine months' experience has supplied most of those answers to my pleasant surprise and, with your indulgence, I would advise Mr. Handley and other prospective purchasers of my feelings.

Firstly: no, they are not troublesome, under any stretch of the imagination and secondly: yes, they can be expensive. The costs though can be reduced by taking the car off the road for regular short periods to enable thorough maintenance and inspections to take place. I have found that by forward planning of services and routine replacements the costs can be reduced considerably by "shopping around" for components in the meantime and not assuming that authorised dealers are the only suppliers of vital spare parts. As an example, I have recently managed to fit new hoses to my car at 20% of the cost of the factory replacements; furthermore, wheel bearings, clutch, petrol pump, seats, electrical components, cables, certain suspension and chassis parts are other examples of components that, so I am informed, may be obtained from regular sources at a fraction of the cost of genuine factory spares. This, added to the fact that the engine and gearbox unit is readily accessible from the top, bottom and three sides and that a most informative handbook is available leads to significant economies, and, to my mind, makes the whole proposition of owning a Dino more than attractive.

Hence my utter satisfaction with the car and utter indignation over the offending November letter.

Crewe J. V. RENAUDON

PS: Please may readers be afforded the benefit of a full Esprit and Eclat road test as soon as circumstances allow. [Yes, as soon as Lotus make them available.—Ed.]

Peerless and Warwick

Sir,

In 1974 you were kind enough to print a letter of mine regarding the formation of the Peerless and Warwick Owners' Register. I am pleased to say that the response was most encouraging and 55 vehicles have been located (five in the USA) to date and I enclose a copy of the newsheet for your information.

Reading Mr. Joseland's letter in the October issue he might just as well have been talking about a Peerless or a Warwick. I am in full agreement with your editorial and hope that our sort of cars do not become just investments. Your comments regarding spares bring to mind just such an affliction with "our" cars. In 1974 a well-known firm supplying windscreens quoted £18.50 for a tinted laminated screen for this vehicle; I am given to understand by some members who have thought to replace their screens (due to either cracking or whiting at the edges) that the price is now £45 plus VAT for a plain screen.

I look forward to reading your most interesting and informative magazine and wish you well for the next 50 years and hope that I am still driving and enjoying it as much as I do now.

Friesthrope, Lincoln D. F. THOMSON

Use of Headlamps at Night

Sir,

I have received many calls from worried owners of historic vehicles about the proposed regulations which seek to make the use of headlights at night compulsory. I should make it clear therefore that the new regulations will not apply to vintage and veteran vehicles but only to those which are required to have double dipping headlights under the existing rules.

London, EC JAMES CROCKER
Chairman, Historic Vehicle Clubs Joint Committee

* * *

Sir,

It is not easy to understand why headlights should be made compulsory for driving in well lit streets, when lighting experts state that they will detract from the effectiveness of lighting on the silhouette principle and increase disability glare (*Electrical Times*, October 3rd, 1975). Could it be that the intention is to save on public lighting by replacing it with privately provided headlights? Or is the difficulty in identifying following vehicles the official attraction—or what?

We are used to having the practical experience of competent drivers ignored in the face of "expert" advice. In this case the experts are being disregarded as well, and there has to be an interesting explanation.

Glasgow A. L. DI[illegible]

[Although the headlight Bill has been thrown out of the House of Commons, we include these two of many letters received on the subject to make the point that Dr. Gilbert's intention to reintroduce this foolish Bill next year has not passed unnoticed.—Ed.]

Morgan Inflation

Sir,

Having just joined the ranks of car salesmen at a local dealership, I thought the following might be of interest.

I refer to the November issue, "Used Morgan Inflation", Mr. B. G. W. Jamieson.

Our dealership sells bread and butter saloons, so when a Morgan (1973, 16,000 miles, 4/4) was traded in my eyes lit up, but my chance of Morgan motoring was snatched away in the following way.

Glass's Guide gave £1,350 as *retail;* we allowed £1,250, well over trade, in part exchange for a Citroën GS. Not being used to selling the Morgan type of motor car, we put it on the forecourt with a for sale sticker, and *no price* sticker. Just as the showroom was closing a car pulled up sharply in the road outside and a man ran in; yes, ran.

"Is that car sold?"

"No."

"Don't sell it, back tomorrow."

He duly returned, gave us £1,850 for the

r, then told us he had a customer, who ıd been waiting two years for such a car. he price he charged his customer £2,250, ıd it was happily paid.

So there we are, £1,000 in 36 hours. eading the advertisements for Morgans roperly, it's an obvious price to sell at. But hat about the Glass's Guide retail figure £1,350! Surely they must read your dverts if only in the line of duty (perish e thought).

In fairness to my employers and the cus-mer please omit the address from any ublished text.

My thanks, in common with many others, r an excellent magazine, written by motor-ts like me!

[Name and address supplied.—Ed.]

* * *

ır,

Mr. Jamieson's letter regarding the prices eing asked for used Morgans will no doubt oke a widespread response.

It is perhaps painful to recall that in the te fifties interest in Morgans reached an l-time low—at least one new Plus Four ood in a London showroom for two years efore being sold. Interest has since revived nd expanded world-wide, helped by increased ublicity—1975 has seen more television and ress coverage than ever before. This is good ews for the Morgan Company but rather ard luck on the British enthusiast when 5% of production is exported!

The obvious problem is that with both ew and used Morgans, there are simply not nough available to satisfy demand. This eing the case, many prospective buyers are repared to pay more for a used example aan it cost when new. Unfortunately many f these people are pseudo-enthusiasts who ook on a Morgan either as a profitable in-estment or as a status symbol to be discarded s soon as the novelty wears off. It is these eople who help to keep the dealers in busi-ess and inflate prices out of the reach of ome less wealthy, but more genuine, nthusiasts.

There are two or three dealers (no names, o pack drill) who should hang their heads shame at their cynical profiteering. Some f them seem to care nothing for the history nd spirit of the Morgan—it is to them just means of making money, a commodity to e bought as cheaply as possible and sold the highest bidder, which is no doubt the eason why so many cars are being advertised or sale without prices.

The only answer, albeit a rather unsatis-actory one, is for the would-be Morgan wner to seek a suitable car from a private ource, meagre though the opportunities may e. Better still, join the Morgan Sports Car lub and buy from another member—at least ne can be sure of a fair deal and value for oney. Perhaps it might be of some consola-on to look at the matter from this angle: good five-year-old 4/4 could probably be ad for £1,700 in a private deal—about the me as a new 1,275 c.c. Mini. I know which the better! Many thanks for a superb agazine.

leethorpes HOWARD L. GOY

Prototype at Large

ir,

Please find enclosed two photos I took yesterday of a possible new model.

There were no indications of what it may have been, but it was heading for the Stoke-on-Trent area through Derbyshire when I went after it. The driver, upon realising I was trying to take photos, accelerated away (I was in a 2CV6!). I was wondering if you would know what it was?

Kirkby-in-Ashfield C. MAYGER

[Typical Leyland "bread-van" camouflage, whatever is beneath. We think we know what it is and believe we'll find out for certain in the new year.—Ed.]



New F1 Regulations

Sir,

Over the last few months I have been reading various articles in various magazines on the rulings for the 1976 Formula One season. Firstly, they are talking about reducing tyre width and to remove front wings to slow down cornering, and so avoid crashes involving spectators. In my opinion this is going to slow down the sport so much that the spectators will slowly diminish due to lack of excitement. The whole point in Formula One racing is to drive fast and to try various aerodynamic shapes, and to see their effect at high speeds. Production cars revolve around these facts and figures achieved by Formula One racing (e.g., the wedge shape of the Wolseley 18-22 Series is remarkably similar to Formula racing cars).

The organisers should try thinking about "why" the spectators go to these races in the first place. If it was slow the organisers would have no spectators to protect. Granted, lives have been lost, when they could have been saved, but the organisers are just as capable of improving their safety methods as are the teams. By this I don't mean planting a tight *chicane* in the middle of the track, because if anything these cause more deaths than anything else. Instead, on a great deal of the circuit boundaries, they could have sand or earth walls which will, from the drivers' and spectators' point of view, absorb the shock of high-speed impact. And then, if the organisers are really feeling exuberant, the earth banks can be heightened to carry spectators on top. This will of course cost money, but in my view the money would be well spent.

Also another point is that the current top drivers are used to the superb handling and accelerating and braking stability of the formula cars. The great majority of these drivers have been racing for a good many years and I think that the lessening of the tyre widths and removal of front wings could cause more accidents. By this I mean the drivers will be used to taking corners at high speeds and when, in a new regulation car, they take the corner at too high a speed (they may have a mental blackout, considering they had been taking corners at higher speeds for the last ten years or so) a serious accident could result.

Anyway, I hope this makes people think a bit and, hopefully, take measures to keep Formula One racing at the high standard it is at, at the moment.

Lancaster GLENN MOUNSEY

The AA Again

Sir,

I see from this morning's mail that the AA are offering yet another service—Group Life Insurance. When I joined the AA some ten years ago I understood I was joining a motoring organisation, but now, I see the "publishing company" is trying its hand at insurance broking—together with their facilities for personal loans, etc.; perhaps we will soon have the complete AA investment service or even Building Society?

Add to this their intolerably bad (from personal experience on four occasions) breakdown service, and their apathetic view on anti-motorist legislation, I would prompt all members to remind the AA who pays for their existence—or join the RAC!

Thank you for an excellent publication which is eagerly awaited each month. I note Alan C. Wells has corrected C.R. on the origins of "Dan Dare" but please inform him that "Desperate Dan" is still chiselling the whiskers off his chin in the *Dandy*!

ANTHONY D. SCHOFIELD

Sutton Coldfield

PS: If AA members wish to plan their life insurance I suggest they contact a good insurance company or reputable insurance broker.

More Support for the MG-B V8

Sir,

I read with interest the letter from Mr. Dear in the November issue and would like to say that I share entirely his enthusiasm for the MG-B GT V8, although I have only had mine for 10,000 miles.

I too was surprised to find so few V8s around, although I am hopeful that perhaps more people are at last realising what fine cars they really are, as the prices asked for secondhand examples are now rising. Certainly a low mileage V8 at about £2,500 must be a temptation to anyone thinking of paying nearly £2,700 for a new B GT, especially as the V8 offers nearly twice the power in terms of torque for about the same fuel consumption as the 1800 B GT.

Like Mr. Dear, I have found spare parts need to be ordered a little in advance, but this is no hardship as one should know roughly when such things as points, hoses, fan belt, etc., will be required. At least spare parts can be bought in one's own town, and at reasonable prices, which would not be the case had I purchased a foreign sports car.

It is regrettable that the motoring press has, in the main, been unkind to the MG V8. Isn't it funny that rubber mats and a painted dash are out-of-date features on an MG, but an indication of a mature clientele on a Lamborghini.

In such depressing times, the 2000 chrome bumper 8-cylinder MGs of 1973/74 were

a splendid way of celebrating the correct MG anniversary year, and I hope the present model will now find the success it deserves, as it must surely be the best MG ever.

Basingstoke RICK HOUSLEY

The Demon Rust—Is this a Record?

Sir,

Over the last five years I have run a VX 4/90, followed by a Manta SR.

Each car covered something over 50,000 miles in approximately 2½ years of ownership, and both led fairly arduous lives. The condition of the bodywork of the vehicles when traded in was extremely good (the Vauxhall especially so) with no sign whatsoever of any rust.

The Opel has just been replaced by a Fiat 124 Sport which has so far covered something over 50 miles in approximately 2½ days. The dealer has today suggested that the side trim strips be resprayed, and that both bumpers should be replaced owing to rust!

Guinness Book of Records, anyone?

Croydon DAVID L. ROBERTS

Multiple Insurance

Sir,

I was interested to read in the November issue the letter from Mr. Irish regarding multiple insurance since I have the same problem on a much more modest scale.

As I understand the Road Traffic Acts, the law does not require the *car* to be insured but the *driver*. For this reason the majority of certificates of insurance state that any motor vehicle is covered being the property of the Policy Holder or in the custody or control of the Policy Holder, or words to this effect. This degree of cover is mandatory but extends to Third Party Risks only as required by the Acts. What we do when we specify the particular vehicle on the proposed form is to extend the minimum cover on the one vehicle to cover fire, theft and other comprehensive risks.

It follows that if we are happy to have Third Party cover only, with a self-driving limitation, our insurance should cover any vehicle we choose to drive. It is worth noting that most certificates no longer carry a vehicle registration number since, as far as minimum Road Traffic Acts cover is concerned, it is not relevant.

I referred this question to my broker who replied that the policy states that vehicle cover is only provided when the appropriate premium has been paid and that the premium is based upon the vehicle declared on the proposal form.

I doubt that this is correct since the law compels the company to provide the *driver* with the minimum degree of cover already mentioned. I have not had time to take this matter further which I intended to do via the AA's legal department. Perhaps one of your legal expert readers could clarify the position for us.

Pinner, Middx. JOHN PITCHERS

[Can anybody clarify this. Whatever the legal position discussed by Mr. Pitchers, the omission of the registration number from the Insurance Certificate means that the Tax Authorities would be none-the-wiser if the Certificate from one vehicle was used to tax another. We've known of this being done successfully, by accident.—Ed.]

* * *

Sir,

I note in your correspondence columns of the November issue, a letter from F. C. Irish on the inability of Insurance Underwriters to quote him for numerous cars, he being the only driver, on a basic rate.

Unfortunately, when computerisation took over Underwriting a lot of the common sense flew out of the window. Back in the days when rates were worked out on a common-sense basis no problem would have arisen for the modest needs of Mr. Irish. The answer would be to take the premium calculation of what would be the highest rate for any of the cars he owned and make this the basis of the quotation allowing him to drive the other vehicles which, of course, would have to be noted and as a matter of fact my Company does this still for our vintage section, that is for all cars registered before 1947 where value of the vehicle does not enter into it, and thus continuous changes have not to be made in consequence. Unfortunately not only do computers not think, but information fed into them makes it impossible for Underwriters to deviate for special cases and so we are faced with the ridiculous situation outlined by Mr. Irish where not only do all vehicles have to be separately insured but in the main it is not possible to give a sliding overall discount for taking into consideration the number of cars to be insured and the fact that the insured is the only driver. Whilst a motor trader's road risk policy would cover the situation, here again very few Underwriters will quote not only for motor trade, but certainly will not write such a policy unless the insured is in fact a bona fide motor trader. I only wish I could offer a solution to the problem; there are so few Insurance Underwriters left who do common-sense quotations in the old-fashioned way that even the sympathetic companies will say that unfortunately they cannot fit special schemes into their computerised system. Going back twenty-five years, I had an enormous job to persuade a good firm of Underwriters to write a special scheme for vintage vehicles, though with the years, the penny did drop in many directions to the point where Underwriters had at last conceded that it was far better to take low premiums with No Claims then high premiums with many. Certainly the wheel has gone full circle in as much that vintage car drivers can get a much better deal than post-war car motorists.

Guildford ANTHONY HYDE-EAST

Touring Car Racing

Sir,

When will somebody inform the RAC Motorsports Division that Britain has always been a part of Europe and is even more deeply entrenched now as a member of the EEC. By their decision to formulate their own regulations for the British Touring Car Championship, at a stroke they have prevented Britain's direct participation in the European Touring Car Championship, a series which this year promises to be both prestigious and exciting. Perhaps the RAC should move out of their insular position in Belgrave Square and into Europe.

Northampton MICHAEL TOWNLEY

PHIL HILL—continued from page 1410

had to push the tiny Austin Seven out into the road to get at his smart silver MG TC roadster. The little Austin belongs to Phil's wife while the TC has the added attraction of a Shorrock supercharger to brighten its performance. Something of a classic in American motoring circles, the MG TC did a great deal to "blow away the cobwebs" of the post-War years at a time when sporting motoring was still trying to regain its feet and American manufacturers were going through a depressingly dull period as far as design and engineering were concerned.

The great aspect of Phil Hill's personal collection is that every car is maintained ready to be driven at any moment, the owner driving as many of them as he can as often as he can. It didn't take a few moments for that little MG to burst into life and Phil immediately vacated the driving seat and despatched me off on a tour of the local residential area behind the wheel. Ever since I first read MOTOR SPORT in the late 1950s, the MG TC was the one car I'd always wanted to have. Even when I was offered one, at the age of 18, for the modest price of £200, I never even took the opportunity to drive it, let alone buy it. It really did seem to be the ultimate irony to come over 5,000 miles from England to finally get a chance of driving one!

Showing commendable faith, Hill left me with a cheery "rev it well, up to 5,500 r.p.m." and I'm glad to record that it in no way disappointed me. Having installed my bulky frame behind the steering wheel, the tiny pedals and knotchy gearbox were all well laid out and proved simple to manipulate. The whole personality of the car exuded practicality—even in 1975—and its vintage feel and hard ride in no way diminishes the attraction of the TC. The Shorrock supercharger endows it with an extra touch of lively performance and it was with some reluctance that I finally brought the crisp little two-seater back into the Hill family garage.

"I hoped you revved it well . . ." beamed Phil." "Oh yes" I lied, shuddering at the thought of my own reaction if it had been my own car and I who was loaning it out.

We left Phil Hill busily discussing the possibility of renting some extra garage space for yet another car in his fast-growing personal collection. He admits that his whole life is bound up with doing exactly what he wants to do; restoring the cars he hardly had time to glance at throughout his racing career.

"I used to go mad with compulsive enthusiasm when I was racing—I could never imagine just how I would be able to complete all the work in the time available. Now it's my life from day to day, doing exactly what I want to do."—A.H.

Tailpiece



Sticky traffic conditions. [Picture by P. J. Griffiths

CLASSIFIED ADVERTISEMENT SECTION

PREPAID RATES FOR PRIVATE ADVERTISERS

per word (maximum number of ds 80), number of cars two only.

Minimum charge £1.20
Box Nos. 50p extra

Address for Box No.:

"MOTOR SPORT,"

STANDARD HOUSE,

NHILL ST., LONDON, EC2A 4DA

o insertion will be made unless paid. For January issue only, y received after first post on the h of December will be held over il the next issue unless cancelled writing before the 4th of the owing month. The Publishers erve the right to refuse or with- w copy without notice and do not d themselves responsible for tters arising from office or works ors.

Please write clearly in BLOCK CAPITALS

FOR SALE

30 H.P. DAIMLER Tourer, 7½-litre, oet valve, chain drive, fast reliable ardian. Substantial offers. Part ex- ge for Vilvan petrol, steam car pos- . Hill Farm Home, Sproughton, Nr. ich, Suffolk. (67486

UMPH STAG 1972, hard/soft tops, drive, Ziebart rustproofing, new tyres, ust, radio, beautiful condition, £1,825 ider part exchange. Welwyn 6746 rts). (68308

ISCHE 911T lux. late 1972, electric d windows, sun roof, aerial, signal w with black interior, two owners new. Superb original condition ughout. £2,795 o.n.o. 01-670 6351. (68267

UAR 340, white, 1968 model, certified r 40,000 miles, manual o/drive, 2b g., radio, HRW, tow bar, new tyres, e, steering overhaul mechanically less, serviced regularly, garaged, s beautifully, MoT, p/ex good 'E' o.n.o. Slough 46285. (68305

GONDA V12 1939 short chassis saloon, headlining, carpets, exhausts and rayed, otherwise completely original. rs around £3,000. Telephone 0220- 2652. (68265

ALVIS TD 21 2-door automatic on. Alice blue with wire wheels, ne completely rebuilt 15,000 miles by Alvis specialists "Red Triangle" cost £450. £200 recently spent on sis and bodywork. MoT until July. £600 cash. Tel.: Winkfield Row. (68297

REE MODEL 502 BMW V8 3.2-litre ons, 2 being RHD, both genuine rox. 65,000 miles. The LHD car has aged grille and radiator, otherwise excellent mechanical condition. Some le external bodywork required. All £1,000. Seen Berkshire. Box 4898. (68297

PANHARD & LEVASSOR straight t sleeve valve 36 h.p. (85 x 100) ber 59319, running chassis complete pt for body, "Peter Pan", used only A. F. Smith family since new. Other mitments prevent present owner going d with plans to fit Ladourdette coachwork. Can be inspected Wilt- e. £3,900. P. G. Sorley, Southland rities Limited, Cavridy House, Lady- d Guildford, Surrey. (68295

EY 1954, 1½ RME. A classic car, ne rebuilt, MoT, colour black and , power brakes, many extras, immacu- condition throughout. £650 taxed. row, 8 Hares Lane, Hartley Wintney, ts. Phone Hartley Wintney 2095. (68298

EY 1½ RME 1951, excellent condition. ntained by sole owner from new, spares workshop manual. Offers around 00 invited. Box 4899. (68299

RGAN, fine example of early (1953) coupé, body and mechanics excellent, MoT, offers invited over £1,000. ne Strathmiglo 360 (Fife, Scotland) lings. (68300

C GT in spotless blue metallic, over- e, radio, stereo, wire wheels special s etc. £645 o.n.o. Exchange considered. ne Rudyard 613. (68301

TUS ELAN S4 SE f.h.c. yellow, immacu- , tested June, taxed, 44,000 miles, £1,100 o. Phone Dronfield (Sheffield) 0246- 334. (68302

YPE JAGUAR, white f.h.c. Mk I naculate, offers around £1,450. Contact Batty 48 Hampton Grove, Bury s, near Manchester. 061-764 6429. (68303

TON MARTIN DB6, Superleggera auto, ellent condition, new MoT, taxed, £1,250 o. Nottingham 606987. (68304

RSCHE 912, 1967. Two owners, 60,000 s genuine, new clutch and exhaust, ellent order, will consider VW in part hange. £1,150 o.n.o. 018667110. (68282

FOR SALE—continued

JENSEN HEALEY November 1973 Mark II. Hard and soft tops, Tonneau. 19,700 miles. After 5th of December. £1,475 o.n.o. Dover (0304) 201713. (67740

1948 LANCHESTER 10 h.p. 4-door saloon in original condition. Black, runs well, £275 o.n.o. Ring between 3 p.m.—7 p.m. Waterlooville (Hants) 55958. (68131

SCIMITAR GT 1968 2.5-litre, o/drive, Cinturatos, Essex Green. Fast, economical car in good condition for £500. Phone: Linton, Chester 25504. (68256

JAGUAR MK. VII 1954. Genuine 66,000 miles. History last 16 yrs. Wireless, sun-roof, power brakes, v.g.c. MoT and tax, £385 o.n.o. Ring 01-684 8524 weekends. 01-674 1613 evenings. (26733

MG-B JUNE 1972. Mint condition with every extra including radio, stereo, over-drive, wire wheels, Cibie headlights, etc. One owner/driver. Under 17,000 miles. £1,150 o.n.o. Brighton 34772. (26735

MERCEDES BENZ 36/220 "S" Type, two-seater DHC. Enquiries to Box No. 4900. (68287

FERRARI 330 GT. Rare Mk. I Model "H" Regd. 1964. Metallic blue. Serious offers. Tel: 0656 861089 Glam. (68514

AUSTIN 3-LITRE 1969. Excellent example in Connaught Green. Only 51,000 miles. Chauffeur-driven 4½ years until present owner. Auto., p.a.s., radio, new Pirellis, etc. Space and luxury at modest price, £395 o.n.o. Tel: Oxted 3252. (68284

20/50 HP 1929 MATHIS. Raced by Isherwood. VSCC events early 50s. Offers by month end. Merriehill, Close House Lane, Macclesfield. (68285

1934 AUSTIN Light 12/4 "Ascot" saloon, 86,000 miles only. In absolutely superb condition. Offers around £875. Further details telephone Bromsgrove 31247. (68286

BUGATTI 4.9-LITRE Supercharged twin, overhead camshaft, Straight Eight T50 two-seater sports by Abbots of Farnham. Immaculate connoisseur's item: substantial offer required. Rodney Clarke, 4 Sol Y Vista, Frith Hill Road, Godalming, Surrey. (68287

MG-B SPORTS (June 1974). Blaze. O/d. Genuine 20,000 miles, hard and soft tops (laid up for fifteen months). £1,150. Telephone Ramsey (Cambs.) 830340 between 8.30 a.m. and 6 p.m. (68288

LOTUS SEVEN S3 1600 c.c. 1970. 35,000 miles. New hood, good all round condition. £795. Tel: 0632 857879. (6C289

LOTUS EUROPA S2, "H" registered. 56,000 miles, excellent ochre bodywork, sound mechanics, 40+ m.p.g. Taxed, MoT, £900. Woking 60572. (68291

MORGAN 4/4 2-seater, 1600 c.c. 1971. Low mileage, w/w, radio, luggage rack. £1,900. Corby 3142 (day) or Uppingham 2603 (evenings). (68292

IMMACULATE WOLSELEY 1500 1961. 1 previous owner. Guaranteed 30,000 miles. Has to be seen to be believed. Must sell, £595. Phone day 01-935 4576; evenings 01-402 7595. (68293

MG-B ROADSTER 1964. Second car, well maintained and attractive pale blue. Wires, new hood, etc. MoT Oct. 1976, £350 o.n.o. Will exchange for E-Type Roadster approx. same age with reasonable cash adjustment. Bolton 45532. (68375

ALVIS SA SPEED Twenty 1932. Bodywork by Vanden Plas. Immaculate condition. Over £2,500 spent on this car. Offers invited. Box No. 4902. (68376

FORD MUSTANG brought from States by owner. 1970. 40,000 miles. Automatic, power steering, V8. £500. Telephone Andover, Hampshire 66641. (68377

TRIUMPH STAG 1971. Hard/soft tops, many extras. Excellent condition, £1,550. Tel: Madingley (Cambs.) 659. (68379

AUSTIN 7 RUBY 1936 in running order and needing a small amount of attention for MoT. For further details ring 01-654 6634. (68384

RILEY 2½ RM 1951. Very good condition throughout. Green and black, £595 o.n.o. Kenilworth 55073. (68385

COLLECTOR'S ITEM: Rare Austin Atlantic Sports Saloon, 1952. Engine recently overhauled. Bodywork in need of some attention. Original features such as trafficators and centrally mounted fog lamp. An enthusiast's car. No banger racers need apply. Offers over £200. Box No. 4901. (68386

ARMSTRONG SIDDELEY 1935 17 h.p. saloon. Very original order throughout. Needs a new home. £500 o.n.o. 01-229 8168. (68388

MG-B ROADSTER 1974. "M" registered. Harvert Gold. Overdrive, radio, fitted tow bar. Approximately 12,000 one owner miles from new. Any trial; will deliver anywhere on mainland, £1,500. Ken Francis, Crossbank, Kirkby Stephen, Cumbria. Tel: Newbiggin on Lune 242 (STD 058 73) after 1st December. (68406

MG MIDGET 1974 (N). Bronze yellow. Immaculate, tonneau, many extras, 16,000 miles. £1,175. Filkins 285. (68407

ASTON MARTIN DB5. "G" registration. Recently re-sprayed white. Engine and automatic gearbox, overhauled, chrome w/w, 8-track stereo/radio. Full MoT and outstanding motoring for only £1,395. Tel: Brighton 692929 (daytime) 556318 (evenings). (68408

COLLECTOR'S CAR. 1946 Morris 8 "E" Series. Excellent original condition, 37,000 miles. One owner. Offers to Box No. 4906. (68746

FERRARI 365 GT 2+2 1970 (Aug.). Substantial overhaul just completed. Value at £4,100. Phone 021-643 7861 during business hours. (68593

FOR SALE—continued

BRISTOL 403 1952. Very good body and general mechanics, tyres, etc., but engine partially dismantled, hence very realistic price £650. Only genuine enquiries please. Miss Mackie 01-979 9169 evenings and weekends. (68409

MASERATI 3.7: Bronze with black leather upholstery. Low mileage, aluminium body, beautiful condition. Regret this car must go to first buyer with £1,500 o.n.o. 061-445 8391 or 0587 20501. (68234

1947 1½-LITRE JAGUAR. Due to a faulty buyer, this is again for sale. Original and MoT. £350 o.v.n.o. Doncaster 842105. (68422

ASTON MARTIN DB4 Series 5, fully restored: engine, gearbox, back axle, suspension, brakes, exhaust, wheels, chassis. New: tan leather, carpets throughout, roof lining, sunshine roof, resprayed Fiesta red, brightwork re-chromed. Difficult to better £3,150 o.n.o. Tel: 021-704 9875. (26799

XK140 DHC 1954. Rear body rough but good chassis and C-type engine, 64,000 miles, running. Set 5 new wire wheels, set new leather trimmed seats. All strips, handles, clips, headlights re-chromed. Walnut fascia, instruments, radio. Almost everything to rebuild. The lot only £650. D. H. Mosquito Aircraft Museum, Salisbury Hall, St. Albans, Herts. Phone Bowmansgreen 23274. (26849

BENTLEY S3 S/S Saloon. March 1963. Only two previous owners. Well kept car in excellent condition. Extensive service history including replacement engine and overhaul only 9,000 miles ago. (Bills for £2,480 available). Captain Oldroyd, Woodstock 811477. (26848

MG TF XPAG engine, wire wheels, halogen headlights, engine recently rebuilt. Offers over £1,500. Neil, 021-329 2934. (68596

TR3A 1959. Really good reconditioned body, overdrive. £350 o.n.o. Webb, 32 Stone Cottages, Langley, Norwich NR14 6DG. (68597

LOTUS ELITE SI. Extensively reconditioned. Marriage forces sale. MoT. Offers around £775. 0782 45113 (Stoke). (68600

JOWETT JAVELIN 1949. In original condition. Garaged for many years. Offers. Tel: Bristol 567224. (68602

AC 16/80 four-seat DHC, totally restored. £2,000. James Andrews, Watford 24912. (6860)

MG-C GT OCT. 1970. Three owners and genuine 34,000 miles from new. Extras include: overdrive, wires, radio, reclining seats, leather trim and tastefully modified bodywork. Finished in red. Complete history and unmarked condition throughout. £1,095 or part exchange. Telephone: Welwyn (Herts.) 4895. (68064

1948 LAND ROVER, the world's oldest completely original Land Rover, chassis 16 of the 50 pre-production prototypes. Concours, £1,850. 1965 Austin Mini-Moke, one owner nine years, only 13,000 miles. Outstanding condition, £880. Petersfield (Hants.) 3166. (68606

LOTUS SEVEN Series 4 "N" Reg. 1973. Big valve, all extras, cass./rad. Company car forces sale. Reasonable offers. Tel: Kegworth 3188. (68639

RARE 1953 4-seater AC Saloon. Condition very good. BRG. £790 o.n.o. Pike House, South Cerney, Cirencester. South Cerney 368 evenings. (68640

1932 MORRIS MINOR Saloon, MoT 10 months. Restored throughout, £620 o.n.o. Tel: Middlesbrough (Cleveland) 87956 after 6 p.m. (68641

ASTON MARTIN DB5, 1965. Metallic blue, new clutch, exhaust, superb condition throughout. £1,595. Telephone: Worcester 22825/53893. (68663

1953 TRIUMPH RENOWN. Fully reconditioned throughout. One owner 1955/1975. Radio and other period extras. Taxed, tested. £520. Telephone 051-632 2859. (68664

1957 SUNBEAM TALBOT Mk. III, 2.90 DPJ, 2 owners, good engine, tyres, disc brakes, servo, body fair. Maroon and dove. Offers: Tel. Great Mollington (Wirral) 526. (68665

RILEY 1952, 2½-LITRE, just resprayed. 5 excellent Cinturatos. Good engine. Suit enthusiast. £275. 01-995 0278. Mon., Tues., Thurs., Fri. evenings. (68667

FERRARI 250 GTE 1962. Red, black trim, absolutely immaculate condition throughout, as new. Sensible offers. Telephone: Worcester 22825/53893. (68663

DECEMBER 1926 14/40 Humber Saloon in superb condition with five new tyres, complete with two spare engines and one spare gearbox. £4,800. L. P. Jarman, 27 Oakfield Road, Rugby, Warwickshire. Telephone Rugby 4351. (68741

AUSTIN HEALEY 3000. Pristine metallic blue. Immaculate, wires, o/drive, 3,600 since rebuild, £1,675. Daytime: Bredon 429; Coombe Hill 270 evenings, weekends (Gloucestershire). (68742

ZB MAGNETTE. A superb Varitone extensively restored in light beige with re-chromed trim, low mileage, reconditioned 1500 engine, all mechanical parts overhauled and in perfect order. Undersealed. £420. 01-992 0278. (68743

FERRARI 1963 250 GT. Beautifully designed by Pininfarina. A rare and most excellent 2-door 2+2. Finished in dark metallic blue, with silver grey leather upholstery. Borrani wheels. V12 engine completely overhauled in 1973 at a cost of £1,316. Bills available. Exchange 1967 Park Ward 2-door Rolls-Royce or consider any refined car. Phone Cheltenham 53262. (68744



PAGE & MOY LTD

YOU CAN GET A COPY NOW

Yes, it's available. Our 1976 Motor Racing tour brochure is out. If you travelled with us in either '74 or '75 a copy is on its way to you. There's no need to write again.
On the other hand, if you have not travelled with us in the past two years, and you would like a copy of our 48-page colourful brochure, you need only turn to pages 1348 and 1349 of this magazine. There you will find a coupon to facilitate your request. You don't even need a stamp.

On pages 1348 & 1349 of this Magazine

Our complete programme is detailed on the above pages. We list all the events to which we will be operating. Now is the time to decide on your 1976 holidays and week-ends away. Prices start as low as £25 and we have thirty-five different tours from which to choose.

2nd Year Running

For the second consecutive year we are featuring British Airways' 380-seat Boeing 747 Jumbos to the Monaco Grand Prix and also to the U.S. G.P. You can even book "first class" and enjoy the facilities of the upstairs lounge.

Go Free

There is also our usual GO FREE offer if you find nine other people to travel with you. And on tour MR.20 to Le Mans not only do you travel free but you receive a valuable gift as well. If you are not already familiar with our programme, send for a copy of the brochure now — there's a lot in it for you.

Turn now to pages 1348 & 1349

PAGE & MOY LTD.
136-138 LONDON ROAD
LEICESTER LE2 1EN

Telephone: LEICESTER
(Reservations only)
0533 552521
(Management) 0533 51211

For *Alfa Romeo* Export Diplomatic and Nato Sales...

Alfa Romeo (G.B.) Ltd., Edgware Road, London NW2 6LX. Telephone: 01-450 8641

WHEELS

WIRE & EASI-CLEAN

SPECIALIST REPAIRERS

WHEEL STOVE ENAMELLING

West London Repair Co Ltd

5, Lancaster Road, Wimbledon, S.W.19. 01-946 6316

Est. over 40 years.

CYCLE WINGS

(DOMED & BEADED)

4", 5" & 6" wide. Alloy.
Fronts **£3** pair. Rears **£3.50** pair.
7" wide Fronts **£3.50** pr. Rears **£4** pr.
Carriage and packing 50p *pairs,* £1.50 *sets.*

D. W. FERGUSON
BATH ROAD GARAGE, NAILSWORTH, GLOS.

GASKETS

All types of engine joints and gaskets made specially to your patterns. Many ready made types also available.
C.O.D. Postal Service Only.

LIPSCOMBE AND HESSEY
MARINE ENGINEERS
Victoria Road, Eton Wick, Windsor.
Telephone 64413

RADIATORS

SPECIALISTS SINCE 1911

RAYMOND RADIATORS

REPAIR, REBUILD, REPLATE, POLISH & GENERALLY RESTORE

VETERAN — VINTAGE

60, Chalk Farm Rd., London, N.W.1.
5, Ware Rd., Hertford, Herts.
01-485 6195. Hertford 4012

CUSTOMS CLEARANCE

by the experts at London

A BOAST PROVEN TO MANY CAR TRADERS IN THE U.K.

PERSONAL EFFECTS — IMPORT or EXPORT — NO PROBLEM! AGAIN WE ARE THE EXPERTS

RING OR WRITE FOR FREE QUOTATION

D. WILLATS (Fwd) Ltd
123 Charterhouse St.,
London EC1
Tel.: 01-251 2763

F.L.M. (PANELCRAFT) LTD. COACHBUILDERS



1928 ROLLS-ROYCE PHANTOM I BOAT-TAIL TOURER

AN EXAMPLE OF NEW COACHWORK BY —

F.L.M. (PANELCRAFT) LTD.
32-35 THE ARCHES,
BROUGHTON STREET
LONDON, S.W.8
01-622 2080

ROLLS-ROYCE & BENTLEY

WILLIAM M. TAYLOR

THE MAN WITH THE MANIA

Now also offers Exchange Engines for Mk. VI, 'R'-Type, Silver Wraith and Dawn. Bench rebuilt, rig tested. Car collection and fitting or engine sent to your local garage.

KNOWEBANK, YETTS OF MUCKHART, by DOLLAR, PERTHSHIRE, FK14 7JT, SCOTLAND

Telephone: Muckhart 331

At the junction of the A823 & A91

CHASES WATER OFF MILD STEEL PLATE IN 7 SECS!

SPRAY WITH EASE and SPEED in ½ DAY

No Drilling!



HOW FINNIGAN'S WAXOYL HOLDS CAR IN SHOWROOM CONDITION

Kills RUST on older cars!

KEEPS ALL UNDERBODY 'POCKETS' RUST FREE!

SAME DAY DESPATCH



WAXOYL *Rustproofing Compound*

Quick! Clean! Pleasant!

USING FINNIGAN'S SPECIAL NEW DO-IT-YOURSELF APPLICATOR/INJECTOR

PROTECTS IN GRUELLING WINTER CONDTIONS! Be well advised. One simple, quick WAXOYL application NOW ensures complete protection from vicious road salt, wet snow, grit; even condensation rusting in garaged car. Also KILLS SUMMER DAMP RUSTING. Your car can safely sleep out all year round, corrosion-free! Deadly efficient WAXOYL **makes child's play of the expert's job.** Creeps, penetrates all hidden inaccessible spots, inside sills, doors, box sections etc!

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-full 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!"**. Kilmarnock, Scotland:—**"Did a magnificent job on MG-B sports".**











CONTAINS MOST UP-TO-DATE RUST INHIBITOR KNOWN TO SCIENCE!

RUST GNAWS UPWARDS to metal surfaces from hidden 'pockets' in UNDER structure where pinpoints start often before car leaves factory! Despite constant polishing rust destroys 'showroom' look. One application needs no further attention apart from a 30 sec. wheel arch Autumn check. Once set into waxy skin, not even high pressure car wash can shift WAXOYL (so enthusiastic user tells us.)

TRADE CHARGES £25 TO £75 FOR RUSTPROOFING consisting mostly of labour costs. Do it yourself with WAXOYL and pay only for raw materials at manufacturer's prices. NO NEED TO CRAWL UNDER CAR. Finnigan's special new Applicator/Injector gives exceptional high pressure airless spray up to 4ft. long, reaches ENTIRE UNDERBODY, covers wheel arch in only 30 SECS! 100% effective swirling action and shaped nozzle sprays right into small screw holes. NO DRILLING!

SELF-HEALING IF SCRAPED. Punctured area reknits itself as polarised molecules creep over metal surface. Soaks deep into metal, even if wet.

NEVER COMPACTS WITH AGE. Normal underbody seals progressively harden, eventually 'flake' off. Splinter-proof WAXOYL 'flexes' with any surface vibration. Preserves water and radiator hose. Harmless to plastic and leather upholstery, leaves hands soft and smooth.

NO PREPARATION, NO SPECIAL SKILL Thin dust-layers act as 'binding' agent. Can spray over existing underbody seal. WAXOYL doesn't just 'slow down' corrosion. Cars in 7 yr. formula testing STILL RUST-FREE! Order now. Use coupon.

SAVES OLDER CARS! GIVES NEW, SMOOTH RIDE! WAXOYL also kills rust on older cars **AND restores suspension resilience!** Wax content lubricates *permanently* all chassis connections, leaf springing, brake linkages. Corrects balance. Gives new smooth ride! Saves repair bills. Utmost trade-in-value. UNIQUE ADVANTAGES! So little cost!

REVIVES 'TIRED' ELECTRICAL INSULATION. One coating of WAXOYL on engine compartment cuts out electrical tracking; saves power loss. Engine works at peak efficiency, because of no electricity leakage. Instant wet-weather starting! No 'green cottonwool' on battery terminals. One treatment lasts life of both engine and battery. (Mini and 1100 owners, please note!). SAME DAY DESPATCH. USE COUPON!

IF CONSIDERING OTHER MAKES please ensure applicator sprays ENTIRE system. Short-lived results occur from thin, cheap oil inside cavities, or harmful acids to be washed off. Others use complicated, separate operations with 'ghooey' bituminous materials. **Clean, pleasant WAXOYL is simply one top grade fluid; does whole job!**

ORDER NOW! ONLY FROM MFR'S. Including illus. step-by-step instructions. **MINI & 1100 SIZES: 1 Gall. £3.50. Add 45p p/pkg. LARGE SALOON: 2 Gall. £6.70. Add 45p p/pk. FINNIGAN APPLICATOR £1.15. Add 15p HEAVY COATING** 1 Gall. equivalent to THIRTY *aerosols.* **TRIAL OFFER** 500 ml (.88 pt) **TIN**—for your trigger oil can test behind chrome strips (or brush-on door edges; free brake linkages etc.). See for yourself how WAXOYL displaces water on a simple piece of metal. It's quite amazing! Send 62p add 25p p/pkg. ALL VAT PAID.

TRIAL OFFER

To: FINNIGAN'S LTD. (MSW). Eltringham Wks., PRUDHOE, Northumberland. Tel. 0661-3241

☐ **1 Gall.** Rush my order shown (please tick)
☐ **2 Gall.** Enclosed, chq./P.O./M.O./Cash £.....

☐ **Applicator** Name.....
Print Caps
Address.....

☐ **Trial Offer** .....Code.....

Reg'd Office 354180 (London)

1946-54 RILEYS
E. T. LUNDEGAARD

WISHES ALL MOTORING ENTHUSIASTS A VERY

MERRY
XMAS

AND HAPPY MOTORING IN THE NEW YEAR.

ALL RILEY RM OWNERS ARE ASSURED OF MAXIMUM SUPPORT AND AN EVEN BETTER SPARES SERVICE

33 KING EDWARD AVE., GLO'STER (0452) 23440

DYNAMIC BALANCING

A Service for the West of England

Give your engine the perfect balance it needs for maximum power and long life.

We have the latest Schenck electro-dynamic crankshaft balancing equipment, backed by Avery static balancing machines for con-rods and pistons.

Our prices are low, our service quick. Only 1½ miles from M4 junction 16. Write for details or phone.

812331 Wroughton (Wilts.)
BASSET DOWN LTD.
SWINDON SN4 9QP

MASERATI



MASERATI Spyder, R.H. Being reconditioned. Customer able to see car stripped and choose colour.

MASERATI Mistrale fixed-head. R.H. drive. **£1,750**

Good 350 GT. L.H.D. **£650**

1966 FERRARI 330 2+2. Blue **£2,450**

WE HAVE NUMEROUS SPARES. OVERHAULS UNDERTAKEN AT REASONABLE CHARGES.

J. F. J. BOSISTO
4 Plantation Cottages,
SAUNDERSFOOT,
PEMBS.
Tel.: 813 275



Roger Hill Mike Volan Steve Finch

The DAVICK experience – worth the trip

Take a trip to the biggest and best bike service centre in the Midlands. All 5,000 square feet of it. Carpeted lounge and coffee while you wait. Listen to the music and read your favourite motorbike mag. £25,000 worth of parts and accessories to keep you on the road. Crash jobs done too!
For service bookings ring sinister Steve Finch on Derby 366821.
For Kawasaki, BMW, Benelli, Moto-Guzzi and Ducati spares ring our spares Hotline, Derby 366066.

Trade in your sports car or saloon? No sweat – we do it all the time!

DAVICK
DAVICK MOTIQUE
A new kind of motorcycle dealer

Long Eaton
11 High Street
Phone: Long Eaton 5242

Derby
Boulton Lane (Allenton End) on A.514
Phone: Derby 702240

Davick Technical Services
West Meadows Industrial Estate
Derby – Phone: Derby 366821

Spares Hotline Phone: Derby 366066

INSURANCE

- LOWEST RATES AVAILABLE
- SECURITY PLUS FIRST CLASS SERVICE
- BONUS UP TO 65%
- PREMIUMS PAYABLE 3, 6, 12 MONTHLY
- SPECIAL SCHEMES FOR SPORTS CARS
- BREATHALYSED & CONVICTED & YOUNG DRIVERS AT LOWEST RATES
- SAVE £££'s & CONTACT US NOW

IMMEDIATE QUOTATION TELEPHONE
01 - 889 3434
NO OBLIGATION

Or complete coupon below and post to:
SPORTS CAR INSURANCE
201 GREEN LANES, LONDON, N.13

Name..... Address.....
.....
Occupation..... Age..... Business/Pleasure Use
Full/Prov. Licence for ..... years. Comp./Third Party/T.P.F. & T. cover.
Owner only / and wife / Any driver / Named driver, age.....
Make of car..... Model.....
C.C..... Value..... Year..... Car Garaged/Left in open.
Present insurers..... No claim bonus..... years.
Age of youngest driver..... Quote for Annual / Quarterly policy.
Details of all accidents and convictions should be enclosed including those of additional drivers.

SUTTON MOTOR PANELS (TIPTON) LTD.

Specialists in bodywork restoration for

ROLLS-ROYCE, BENTLEY and VINTAGE and VETERAN cars

We provide top class workmanship at competitive prices for Specialist panel work and panel-beating, paintwork, complete restoration of bodywork and general repairs.

Bloomfield Road, Tipton, West Midlands.

Tel.: 021-557 5371

AUTOFARM
PORSCHE CENTRE
for all 911/912's

SPARES, REPAIRS CONVERSIONS, ACCESSORIES

Any body or mechanical work undertaken.

Glass-fibre spoilers, wings, bonnets, flares, etc. 911 exhaust heat exchangers. All service items, clutches, brakes s/a., lights, etc.
Engines, gearboxes, wheels, all mech., elect. and body parts from dismantled cars. All guaranteed.

Porsches bought and sold, damaged, immac. or converted.

65 HIGH STREET, IVER, BUCKS, SL0 9PH
Tel.: IVER (0753) 65 2170

WORLD WIDE CAR SHIPPING
transcar

Specializing in both Trade & Privately Owned Vehicles
Shipments arranged anywhere in the U.K. or Europe
Compete Storage & Preshipment Preparation Facilities
European Wide "Transporter" Network
Comprehensive Marine Insurance
Lowest rates of Freight and Marine Insurance

Details and Brochure on Application to:

transcar

177 Regent Street, London W1R 7FB
Tel: 01-734 3191
Telex: 22716

Paris	**Tel: 704 42 84**
Frankfurt	**Tel: 6107 2061**
Geneva	**Tel: 96 96 44**
New York	**Tel: 695 7061**
Rome	**Tel: 415 956**

Rally Safe with Gordon Spice

Metcom Intercom, Griffin Jetstar and the 2.5kg B.C.F. Extinguisher.

Designed specifically for rally use the Metcom Intercom requires no additional amplifier and is powered by a 9v dry cell battery, ensuring high quality performance. Fits any open face and some integrals. Complete kit (less battery) for driver and navigator £35.00 (excl. VAT).

Griffin Jetstar helmet with superbly finished leather trimmed interior complies with BS 2495. £17.90

The Gordon Spice 2.5kg B.C.F. Fire Extinguisher complies with BS 1721. With mounting bracket £25.00 (excl. VAT).



Metcom Intercom fitted to Griffin Jetstar helmet



Gordon Spice 2.5kg B.C.F. Fire Extinguisher

Gordon Spice Ltd

Export & U.K. Distribution
Gordon Spice Ltd.,
Central Trading Estate, Staines

Telephone—Staines 50221
(Telex—935116)
Send S.A.E. for full details & name of nearest stockist

MG

MIDGET—MAGNA—MAGNETTE
1929 - 1936

Nearly
500 NEW parts
available or in production.
Send for separate lists for following models M, J, P, N, 20p each.

Andre Hartford reconditioning and spares Stockist. Quick postal service—C.O.D. if required. Enquiries—S.A.E. *Please telephone first if you wish to call.*

MIKE DOWLEY
Sports and Vintage Motors
(Shrewsbury) Ltd., Upper Battlefield
SHREWSBURY, SY4 3DB
Tel.: Hadnall 458 (09397)

MORE HOOD FOR YOUR MONEY!

DIRECT FROM *DON* THE MANUFACTURERS

STRONG WELDED SEAMS
STRONG CLEAR PVC WINDOWS
MADE IN BEST QUALITY PVC
ALL EDGES DOUBLE BACKED



SEND NOW FOR CATALOGUE, PRICE LIST AND SAMPLE CARD FOR HOODS OR TONNEAU COVERS TO:-
DON TRIMMING CO. LTD., 2A HAMPTON ROAD, ERDINGTON, BIRMINGHAM B23 7JJ TEL. 021-373 1313

SHIPPING CARS
IS OUR SPECIALITY
WE ALSO HANDLE
PERSONAL & HOUSEHOLD
EFFECTS
FOR ROLLS-ROYCE SERVICE AT MINI PRICES

CONTACT
ROBERT FISHER
(Packing & Shipping) **LTD.**
32 LEXINGTON STREET, LONDON W1R 4DD
Telephone 01-734 6901 Telex 24660
Cables Fishertran/London

Vintage Craftsmanship

When restoring the radiator of your vintage car, ask your radiator specialist to fit a genuine honeycomb matrix – rectangular, profiled, flat, curved face, or vee-form.
Through our nationwide network of MR Services' branches we can supply your specialist with matrices for all marques or carry out a complete restoration. Either way you will receive the benefit of the authentic skills of our craftsmen.

mr Services

Marston Radiator Services Ltd
Vintage Radiator Restoration Unit

Factory: Curriers Close, Canley, Coventry.
Telephone: 0203-468 282

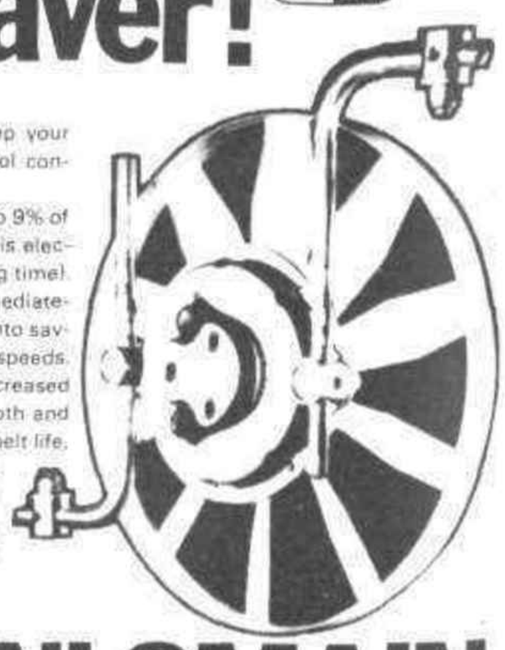
Head Office: Sandhill Drive, Narborough, Leicester LE9 5LQ.
Telephone: 053-729 2155 Telex: 336771

an IMI company IMI

KENLOWE
—the real petrol saver!

The Kenlowe Thermomatic Engine Cooling Fan will keep your engine perfectly cool *and* give you a *real* saving in petrol consumption.

The standard fan is engine powered and consumes up to 9% of the total bhp developed by the engine. But the Kenlowe is electrically driven (and only operates for about 3% of motoring time). So, by replacing the standard fan with a Kenlowe you immediately save up to 9% bhp. And this saved power is translated into saved petrol because less throttle is used for normal cruising speeds. Generally, the saving is up to 9% per gallon or an increased mileage of up to 5 mpg. The Kenlowe is automatic, smooth and quiet in operation. It increases heater output, doubles fan belt life, needs no maintenance, is guaranteed for 12 months, and is easy to fit. Priced from £20.95 plus carriage and VAT at 8%. Phone or write Kenlowe for information on the correct fan for your car. Immediate delivery of all models direct from Kenlowe.





NEW KENLOMAIN is a quick engine starter

and fast battery charger (12 amps), constantly rated mains transformer 240 to 12v DC and accurate battery tester. Features include volt and amp meters, low/high charge and engine start switch, all metal chassis and case. Price £27.95, including VAT and Postage. Obtainable direct from Kenlowe.

KENLOWE ACCESSORIES & CO. LTD.
BURCHETTS GREEN, MAIDENHEAD BERKS.
Tel: LITTLEWICK GREEN 3303 (STD 062-882 3303).

BRANDON MOTORS LTD.

FERRARI DISTRIBUTORS FOR WARWICKSHIRE

Dino 308 V-8 2+2

demonstrations by appointment

Full Servicing Facilities for all Ferraris.

BRANDON, Nr. COVENTRY
Wolston 2285/6

TRAIN & RACE
with Jim Russell

Write for full details and free colour brochure

RACING DRIVERS SCHOOL
Snetterton Circuit, Norwich, NR16 2JX, Norfolk.
Tel: Quidenham 451



TAMIYA 1/12 F-1 Racing Car Kits

J.P.S. LOTUS 72D	£6·50
TYRRELL FORD	£6·50
TEXACO McLAREN M23	£6·50
YARDLEY McLAREN M23	£6·50
LOTUS 49 FORD	£6·50
LOTUS 49B FORD	£6·50
HONDA F1	£6·50
MATRA MS-11	£6·50
FERRARI 312B	£6·50

Postage & Packing 48p.

D.J. HARPER MODELS M.S.
18 REDWOOD ROAD, YEW TREE ESTATE, WALSALL. Tel: 20363

up to 9% extra mpg with KENLOWE



The Kenlowe Fan gives you extra mpg plus quieter and smoother running. Fitted by B.C. & H. Motors in under 2 hours. No appointment necessary – just drive to the address below. Priced from £20.95 plus VAT. Fitting charge extra according to make of car.

Expert fitting at B.C & H Motors Ltd.
20 Queensgate Place Mews, London SW7. Tel: 01-589 6800

Rover Triumph

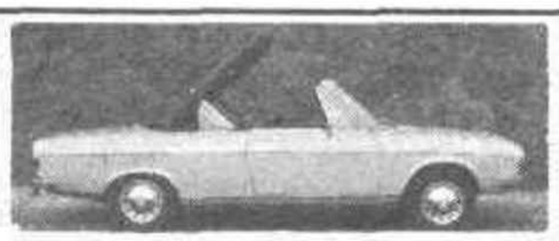
Personal Export Sales

Enquiries Speedily & Efficiently Handled

RYTON MOTORS LTD.
Rover Triumph Retail Dealer

London Rd. (A45), Ryton-on-Dunsmore, Coventry CV8 3EW
Tel: 0203 301852





USED ON CRAYFORD'S LUXURY AUDI CONVERTIBLE

Genuine & Original
MOHAIR TYPE HOODING
Beige or Black

Similar to that used by Daimler-Benz and leading European coachbuilders for 50 years.

Unsurpassed in quality.

£14.50 per metre in rolls. **£16.50** per metre in cut lengths.

Roll width 1.5 m.

Samples on request.

Sole Supplier:
Crayford Auto Development Ltd., Westerham, Kent (Tel: 63087)

Telephone: WESTBURY 823603

TF Workshops Ltd.–
Specialists in the restoration and repair of
VINTAGE, P.V.T. & HISTORIC CARS
Particularly
BMW & BRISTOL
A full range of services is available including very high quality
PAINTING & PANEL BEATING
127 WEST WILTS TRADING ESTATE, WESTBURY, WILTS.

isola is...

Acres of dazzling snow 6,600 feet high in the French Alpes Maritimes. A resort of superlatives just fifty one miles from Nice where you ski from the very doorstep of your apartment or hotel, where ice is almost unheard-of and the lifts are never a drag. There's nowhere, anywhere, quite like it.

Send or phone for the brochure.

the ultimate

To: Isola 2000, 32 Berkeley Street, London W1. Tel: 01-629 9377/8/9
Please send me free colour brochure of your inclusive hotel and apartment holidays by scheduled flights.

Name _____

Address _____

MS 3

ATOL NO. 706B ABTA

SHIPPING YOUR CAR?

Waste no time.
Contact the Proven Specialists with nearly 50 years' Experience in Automobile Transportation.

We Offer:

SPECIALISED, PROMPT AND PERSONAL ATTENTION.

We Arrange:
World Wide shipments from U.K. and Continental Ports.
Marine Insurance Cover.
Steamcleaning & Preparation.
Covered Storage.
International Collection & Delivery Service.
General Freight Forwarding.

SPECIALISING IN BOTH TRADE & PRIVATELY OWNED VEHICLES

MAT *Transauto*

*For **FREE** Brochure & Quotations telephone or write:-*

Personal Export Section
146/8 Clerkenwell Road, London E.C.1
(01) 837 0153
(01) 278 1492

MOTOR INSURANCE

WE CAN OFFER YOU THE MOST COMPETITIVE INSURANCE AVAILABLE. THE CHART BELOW SHOWS WHAT YOU COULD PAY FOR FULLY COMPREHENSIVE COVER WITH MAXIMUM BONUS AND CLEAN RECORD. AGED OVER 35

CAR	Rural	London
MINI, ESCORT, 1100, FIAT, VIVA, HERALD	£19	£28
CORTINA, AVENGER, MARINA, VW	£22	£34
ROVER, TRIUMPH, CAPRI GT, JAGUAR	£34	£55
SPITFIRE, COOPER, MIDGET	£36	£55
ALFA ROMEO, BMW, MERCEDES, MGB	£57	£88
LOTUS, TVR, TR6, E-TYPE, SCIMITAR	£77	£119

WE SPECIALISE IN SPORTS CARS AND PROBLEM CASES
WE ARE ABLE TO QUOTE ON ANY CAR NOT LISTED ABOVE

BEFORE YOU RENEW YOUR PRESENT POLICY COMPLETE THE FORM BELOW AND YOU WILL RECEIVE BY RETURN THE BEST COVER AT THE MOST REALISTIC PREMIUM, OR TELEPHONE FOR AN INSTANT QUOTATION.

Name..... Age..... Nationality.....
Address .....
Occupation..... *Full/Prov. Lice. No. Years.....
Make of Car..... Model..... C.C.....
Year..... Value..... *Garaged. Yes/No
Cover required : *Comp. / Third Party Fire & Theft / Third Party.
Drivers : *Owner Only / Owner and Wife / Any Driver.
Used for : *Social and Pleasure / Business / Commercial.
I am entitled to.....years No Claim Bonus with.....Ins. Co
Details of any convictions or accidents :.....
* DELETE AS NECESSARY AND POST TO

HAMPTON INSURANCE BROKERS
91 CROWN ROAD, TWICKENHAM, MIDDLESEX
TEL: 01-891 1266/7/8
OFFICE OPEN DAILY 10 am - 5 pm
Agents for B.I.A. COMPANIES & AT LLOYDS
TERMS AVAILABLE

VINTAGE TYRE SUPPLIES

TYRES FOR VETERAN AND VINTAGE CARS

Tubed type	Tyres £.p	Tubes £.p
500/525 x 16	11.35	2.35
550 x 16	13.05	2.35
600 x 16 RS5	18.90	2.35
670 x 16 RS5	20.15	2.35
670 x 16 6 ply	18.80	2.35
700 x 16 6 ply	22.50	2.35
450 x 17	10.60	2.40
500 x 17	15.90	2.40
525/550 x 17	18.75	2.50
475/500 x 18	14.35	2.50
525/550 x 18 4 ply	16.10	2.50
525/550 x 18 6 ply	17.70	2.50
600/650 x 18	30.40	3.15
350/400 x 19	11.10	2.25
450 x 19	13.90	2.40
475/500 x 19	20.55	2.50
525/550/600 x 19	25.15	3.15
450/475/500 x 20	24.15	3.80
525/550/600 x 20	35.45	3.80
700 x 20	39.40	3.80
450/475 x 21	24.05	3.00
500/525 x 21	25.95	3.80
600 x 21	36.05	3.80
700 x 21	40.35	5.85
Straight Side type		
32 x 4½	37.95	3.50
33 x 5	on application	
Fort Tubed type		
600/650 x 17c	31.30	4.00
700 x 17	33.45	3.95
700 x 18	40.50	4.55
650/700 x 19	30.40	4.00
Beaded Edge type		
28 x 3 (Imported)	40.95	2.75
30 x 3½	29.65	2.75
710 x 90	28.35	2.75
730 x 130	60.90	4.95
760 x 90	29.45	2.75
810 x 90	29.40	3.05
815 x 105	39.85	2.75
875 x 105	40.00	3.05
820 x 120	39.80	3.50
880 x 120	42.40	3.50
895 x 135	56.35	4.60

Carriage extra — prices subject to alteration without notice — these prices subject to V.A.T.
We may not have all these sizes in stock, but let us have your enquiries and we will let you know when we can expect supplies Dunlop racing tyres available.

Vintage Tyre Supplies Limited, Jackman Mews, North Circular Road, Neasden, London, N.W.10, England.
Telephone: 01-450 6468. Telex: 922043

ROLLOVER BARS

JOHN ALEY BUILDS THE BIGGEST RANGE OF ROLLOVER BARS

including the International Competition model complying with the FIA Appendix J, from £25.00 for most cars. But for club racing and road use there are a variety of models from £12.50. Whatever your rollover bar problem, discuss it first with the specialists. Phone Sawston 2575, or one of our stockists: Chris Montague Carb Co., (01) 435 3266; Moto-gear Marketing (Cumberland), Brampton 2495; Rally Equipe, Bury 1178; Gerald Kemp (MR) Developments, Camberley 64525; Charles Jenkins & Sons (Glamorgan), Bargoed 832044; Andreason Racing & Tuning (Hants), Eastleigh 2445; City Speed Centre, Gloucester 20784; Sportstune (Acc) Scotland, Edinburgh 556.3507; G.M.G. Racing, Oxford 45236; Chris Inch Engineering, Saltash 3908; Leedspeed Ltd., Sheffield 661779; Demon Tweeks (Chester), Tattenhall 70625; Ingham Engineering, Weston-super-Mare 23836; European Stockists: Frami Racing (Holland), Maastricht 043-21244; Auto Extra (Irish Republic) Ltd., Sandycove 803975.

ALEYBARS LTD

London Rd., Sawston, Cambs. Sawston (02203) 2575



SHIP YOUR CAR AND HOUSEHOLD EFFECTS

via

IMPEX SHIPPING LTD

North Side Royal Victoria Dock
London E16
Tel: 01-474 2101 Telex: 897117

DP AUTOMOBILES LTD

PEUGEOT DISTRIBUTORS



EXPORT CENTRE

All models available tax free under the Personal Export Scheme.

468-472 Purley Way, Waddon, Croydon CR9 4BL Telephone 01-681 2600

PRINCESS SERVICES

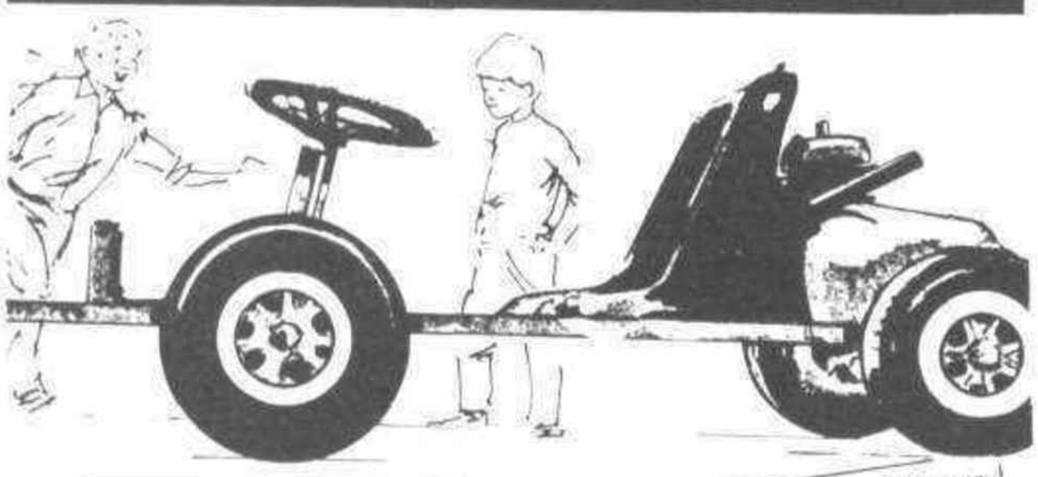
WORLD-WIDE SERVICE

Almost all spares for all ages, 1947-'68 for **SHEERLINES & PRINCESSES**
Specialist Factors.
State year, model & chassis No. with all enquiries. S.A.E. please.—20p for lists. CARS FOR SALE & WANTED. Hours of Business: 9 am-9 pm.
Midvil House, Brant, Broughton, Lincoln, LN5 0SH.
Tel.: Loveden (0400) 72674.

MORGAN AGENTS

ALLON WHITE & SON (CRANFIELD) LTD.
Cranfield, Beds.
Phone: Bedford 750205
SALES SERVICE SPARES by Morgan enthusiasts
Used Morgans purchased and supplied

An ideal Christmas gift for the fun loving boy !



CLIPPER

Junior Kart

* 6 months parts and labour guarantee
* Hire purchase facilities
* Suitable 5 years to adults
* Beautifully engineered
* Caller welcome

It's a real motorised vehicle designed to give hours of pleasure . . in complete safety. Pedals are adjustable for leg length and speed control can be locked by parents.
Price (complete) : £192.24 inc VAT
Self-assembly kit : £184.96 inc VAT
Plans and parts available for DIY enthusiasts.
SEND FOR ILLUSTRATED BROCHURE TODAY.

HYBLOK SALES LIMITED

5 Netley Street Farnborough Hampshire Telephone: Farnborough 46183

HALT Car Noise with an ACOUSTIKIT

THE MOST COMPLETE SOUND INSULATION KITS OF ALL!

Stop noise and start driving better, feel calmer, more relaxed. It's easy with an Acoustikit, now even more effective, with a completely new combination of materials, and covering up to 50% more than similar products, at no more cost!
WHY ACOUSTIKITS? A typical Super Acoustikit contains 5 different materials, selected as most suitable for insulating a particular car part. And Acoustikits go further by dealing with noise from engine and boot compartments *at source*.
TWO TYPES TO CHOOSE FROM
1. SUPER ACOUSTIKITS. Insulate the entire car.
2. UNDERBONNET ACOUSTIKITS. For engine compartment only. Basic materials also available.

Here's what a typical Super Acoustikit contains:



1. ACOUSTISEAL PANELS
2. SOUNDMASTER MAT
3. VIBRAPADS
4. SEALSOUND
5. FOAMASEAL

EASY-TO-FIT. Acousikits are ready cut and can be fitted in 2-3 hours. Complete with adhesive, spatula and easy-to-follow instructions.
MONEY-BACK ASSURANCE. Full refund if not completely satisfied.

LOOK HERE FOR YOUR CAR

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

Audi		
100LS	£5-90	£18 90
80	£5-90	£18 90
B.L.M.H.		
Mini Saloon & Clubman	£4-15	£13 45
Mini Estate & Clubmen	£4-15	£18 1(
Mini Van	£4-15	£18 4(
1100/1300 (state model & year)	£4-55	£18 80
Healey Sprite II/ Midget	£5-90	£16 10
Maxi 1500/1750	£4-30	£17 80
Allegro	£4-30	£18 50
1800	£4-70	£18 50
Marina Saloon, Coupe & Estate	£5-70	£20 50
Marina Van	£5-70	£22 90
MGB & GT	£5-90	£17 70
Chrysler/Rootes		
Avenger Saloon & Estate	£5-90	£19 00
Imp/Chamois	—	£18 60
Minx/Hunter	£4-70	£19 00
Citroen		
Ami 8	£4-70	£17 80
Dyane 8	£4-70	£17 85
Daf		
33	£4-90	£17 85
44/55/66	£4-65	£17 85
Datsun		
100A Cherry	£4-65	£17 70
1200 Coupe/ Saloon	£4-70	£17 85
120A	£4-65	£17 70
180B	£4-65	£17 85
Fiat		
126 Saloon	£4-70	£17 85
127	£4-70	£17 85
128 Saloon/ Coupe	£4-65	£17 45
Ford		
Capri (state model & year)	£5-15	£18 50
Cortina Saloon & Estate:		
Mk. II	£5-65	£19 00
Mk. III	£5-15	£19 20
Escort Saloon	£5-20	£18 35
Escort Estate	£5-20	£19 00
Escort Van	£5-20	£21 20
Granada/Consul	£5-25	£17 65
Peugeot		
504 Saloon	£5-65	£18 50
Renault		
4, 5, 8	£4-70	£18 90
12	£4-70	£17 40
16	£4-15	£17 40
17	£4-15	£17 65
Rover		
2000	£4-70	£17 65
Range Rover	£5-90	£20 50
Saab		
99	£5-15	£16 90
Triumph		
Herald/Vitesse	£5-65	£17 85
Toledo, 1300, 1500 & Dolomite	£4-70	£17 85
Spitfire Mk. I-IV	£7-65	£17 20
GT6 Mk. I-III (state model)	£7-65	£17 20
2000 Mk. I/Mk. II	£5-20	£19 00
Vauxhall		
Viva H. A. Van	£5-20	£20 40
Viva H.B. & Estate	£4-70	£17 40
Viva H.C. & Estate	£5-20	£18 35
Victor F.E. & Estate	£5-20	£17 40
V.W.		
Beetle '67 on		
1200/1300	—	£17 20
1302S/1303	—	£17 20
K 70	£5 95	£18 85
Volvo		
120 series Saloon	£5-20	£19 85
140 series Saloon & Estate	£5-90	£19 10

ALL PRICES QUOTED INCLUDE VALUE ADDED TAX

Prices: Underbonnet Acoustikits are shown first in heavy type. Super Acoustikits are shown second. Please add part carriage of 75p for underbonnet Acoustikits and £1.40 for Super Acoustikits (mainland charges, others subject to quotation.

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

YOUR NO RISK ORDER FORM — Hurry! Post Today!

To: Eflow Developments Co. Ltd. (Dept 60) Eflow Works, Old Teme Bridge, Lower Wick, Worcester. Tel. Worcester (0905) 421260/423388.

Please send me by return: Super Acoustikit/Underbonnet Acoustikit/Details of basic materials*

for my car. Make _____ Model _____ Year _____

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

Name

Address

CAPITALS PLEASE

Barclaycard & Access facilities available, please quote acc. no.

Acoustikits The silent revolution in motoring.

LOTUS

EXCHANGE ENGINES

Standard Tune from	£195
Sprint Special from	£230
Rally Special from	£295
Short Engine £95	

RECONDITIONED ENGINES
same day fitting

VEGANTUNE

CRADGE BANK, SPALDING, LINCS. 0775 4846.

FORD CROSSFLOW

EXCHANGE ENGINES

Standard Tune from	£115
Sprint Special from	£145
Rally Special from	£175

•CHROME PLATING•

SPECIALIST RESTORING AND REPLATING SERVICE. ONE-OFF or MASS PRODUCTION

•BEAD BLASTING•

Baker Polishing & Plating Works, Unit 11, Paramount Ind. Est., Sandown Road, Watford, Herts.

•WATFORD 29309•

Est. 1928

MOST SIZES IN STOCK

Veteran — Vintage

TYRES

E. H. HAMILTON & SON (M.S.), 22-24 VICARAGE STREET, YEOVIL, SOM.

Tel.: 3927. After 6 p.m. 5945.

COACHTRIMMING
by
ROY CREECH

ROLLS-ROYCE AND BENTLEY SPECIALIST

3 Wheathill Road London SE20 7XQ 01-778 7296

ASTON MARTIN LAGONDA SERVICE

WE ARE STILL PREPARED TO SERVICE CERTAIN ASTON MARTIN AND LAGONDA CARS

For further details contact:

MAURICE LEO LTD. Gregories Road, Beaconsfield, Bucks. Phone: 5538

CAR - SHIPMENT

with the

DANIEL HUSTINGS GROUP

specialists in World Wide Car Shipment – vehicle storage – steam cleaning – marine insurance cover

INTERNATIONAL Car Collection & Delivery

Contact:

DANIEL HUSTINGS LTD. 63 North Acton Road, London NW10 6PJ

Tel: 01-961 1000 & 01-961 1335

Telex 23563. Cables: Gydesho London

POUR IN PROTECTION!



POUR in BAR'S LEAKS—THE COMPLETE COOLING SYSTEM TREATMENT!

Get the Bar's Habit, and get on the bottle! Complete protection in the handy sized glass jar, and all you do is pour it in. Through the radiator. Protect against leaks & seepage, clogging deposits, corrosion and sludge formation. And keep your car's cool. (Bar's Leaks also lubricates the water pump).

Add Bar's Leaks with anti-freeze. Replace it when you drain the radiator. Bar's Leaks, the ever-present, built-in safeguard against getting all steamed up. Especially for holiday motoring. Leading car makers use Bar's products. Why not you?

BAR'S LEAKS

The World's leading Cooling System Treatment

FIAT DINO COUPE



Rare car in beautiful condition. Recond 2 litre Ferrari engine. New gearbox, clutch, brakes, tyres. Running in. 'K' Reg. All Bills.

£1,500 ONO.

Tel: Luton 411413 Daytime.

VEHICLE SHIPPING

Through our capable staff we offer possibly the best vehicle shipping service to USA and other destinations world wide.

All shipments can be covered by full Marine Insurance.

Free storage available if required.

Please contact **Colin Bradshaw** at our Southampton office for quotation or advice on the best method of shipping your car.

CROXSON FORWARDING LTD.

31-32 Queen's Terrace, Southampton.

Telephone: 0703 26828/32387 Telex: 477270

With offices at London, Dover, New York, Rotterdam.

piranha ignition

ECONOMY, RELIABILITY, POWER.

Fits almost every British and foreign car. As Piranha stockists, we hold a good range. Retail and trade enquiries welcomed.

G. S. (Ashford) LIMITED,
1 Fir Tree Pl, Church St,
Ashford (tel: 54544), Middx.

AYLESBURY TAPPET
48 Buckingham St,
Aylesbury (tel: 85359) Bucks.

CALEDONIAN

INSURANCE BROKERS

443 GREEN LANES, HARINGEY, LONDON, N4

OFFER

LOWEST RATES
DISCOUNTS FOR ALL PUBLIC SERVANTS

INSTANT COVER
12, 6 or 3-MONTH POLICIES
INSTALMENTS POSSIBLE

IMMEDIATE QUOTATIONS
FRIENDLY HELPFUL SERVICE

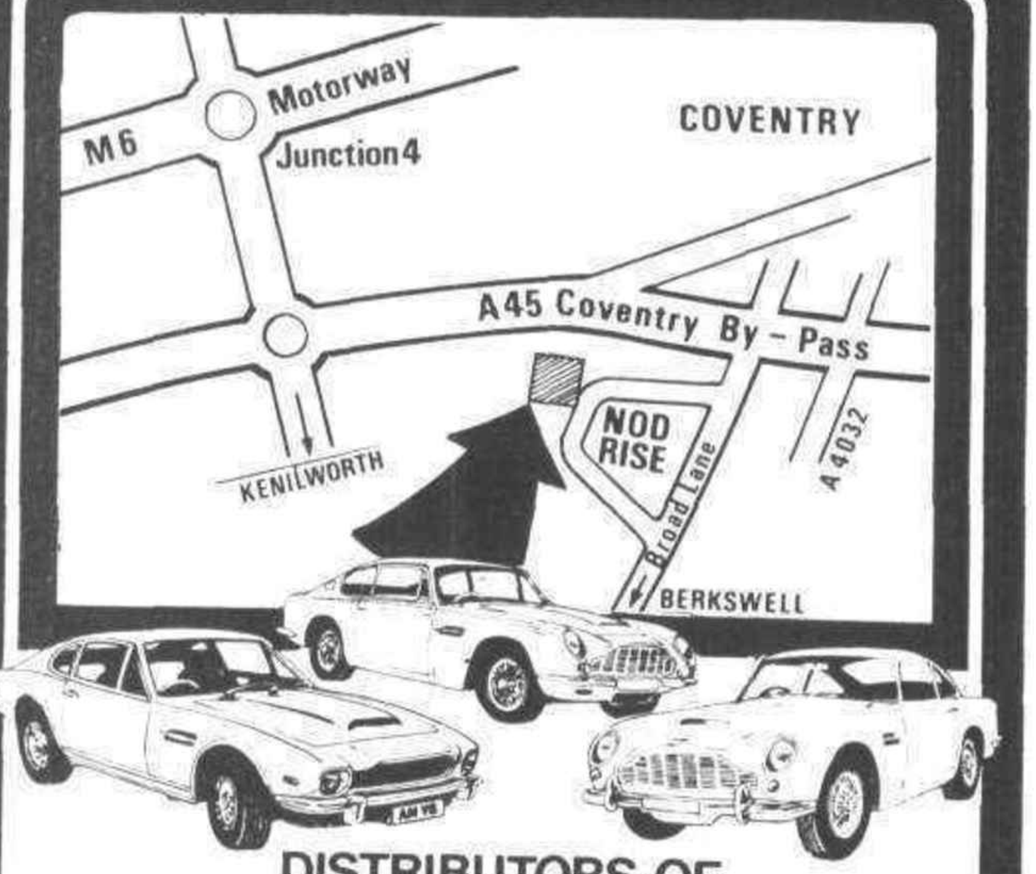
BIA & LLOYDS ONLY
FIRST CLASS CLAIMS SERVICE

Tel.: 01-340 8508 01-348 8989
01-272 3941

TRY THE EXPERTS!

Name..... Age.....
Address .....
Country of Birth..... Occupation.....
Tel.:..... Full/Provisional Licence for ..... years.
Make of Car..... Model..... Year..... Value.....
Capacity ..... c.c. Kept in garage/in the open.....
I require Comp./Third Party Fire & Theft/Third Party only. Owner only/Owner and Wife/Any Driver. Will anyone under 21 drive?.....
If business use/travel to and from work is required, please give details.....
..... My present policy with the..... Insurance Co. expires on the ..... I will be entitled to ..... years' no claims bonus. Full details of accidents/convictions should be enclosed.

THE ASTON MARTIN CENTRE



DISTRIBUTORS OF ASTON MARTIN LAGONDA

for the Counties of Shropshire, Staffordshire, Warwickshire, Worcestershire, Birmingham and the West Midlands

*** SALES AND SERVICE**

ASTON MARTIN CENTRE OFFER

1974 Aston Martin V8 Cambridge Blue with natural trim. Radio, stereo, quarter marker lights, door mirrors, overiders. **£6,995**

1973 Aston Martin V8 Automatic, Ascot Grey. One owner **£4,950**

1970 DBS V8 Finished in Cricket White with Black interior. Nice specimen car. **£2,900**

1970 Aston Martin DBS6 Manual. Blue with Blue trim. One owner **£2,800**

1969 Aston Martin DB6 Automatic. Oyster shell with red interior. Superb car. **£2,400**

NOD RISE, OFF BROAD LANE, COVENTRY CV5 7NJ.
TELEPHONE 461441/2

BOMBER JACKET

WORLD WAR II PILOTS STYLE

Type 41

warm at 40,000 feet!



Genuine styled B41 Air Force flyers jackets, in pilot grade **triple lined nylon. Deep pile quilted inside** with super tough zip. 4 large pockets (incl. inside map pocket) plus pencil pockets. **Simulated fur collar 50p extra or Simulated fur lining throughout £8·45.** Available in Small, Med., Large & Ex. Large (state size when ordering) in **Authentic Tan. Ideal all rugged outdoor activities.** Money refund guarantee.

Fur Collar 50p extra

£6·95 Post etc. 45p

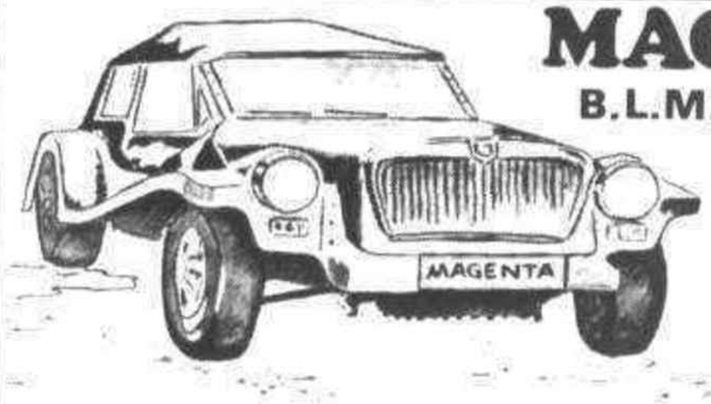
CLUB CHRONOSPORT

Dept. MS12 1/2 QUEENS PARADE PLACE, BATH.

STILL AT 1973 PRICES

MAGENTA

B.L.M.C. 1100/1300 BASED KIT CAR



The **MAGENTA** Rally proved tough and reliable.

ON SHOW IN LONDON AT OLYMPIA CUSTOM CAR SHOW 2nd-7th Dec Stand 14, in kit form or ready built.

For information, 11½p stamp please to:

LIGHTSPEED, MS, LEALHOLM, WHITBY, YORKS
Tel: GLAISDALE 376 (0947-87)

RESTORATION SERVICE

Mechanical and Bodywork, Re-sprays, One-off manufacturing, Pattern-making, Castings, Gear-cutting. Vintage cars supplied. Survey, advice and valuation service.

Bullnose Morris, Rolls-Royce '20' and 20/25 Specialists. Morris Bodies available.

The Cooke Group
Head Office:
WEST AVENUE, WIGSTON
Tel.: (0533) 881234

DAIMLER SP250B

£1,875 ONO



Daimler Club Concours winner including Best Open Car at 1974 National Rally.

Details from

John Whitney
18 Norbren Avenue, Bognor 4935. Business: Chichester 87684.

Home study can take you to the top



in the vast Auto Industry

Big opportunities are going begging for lack of qualified men. Whatever your interest in Auto Engineering, we can give you the vital know-how at home, in your spare time. Send for really helpful 76 page book – FREE

Accredited by C.A.C.C. – Member of A.B.C.C.

Post for free book

tick subject of interest

- A.M.I.M.I. Gen. Auto Eng. Service Station Management ☐
- M.A.A./I.M.I. Diploma Diesel Eng. ☐
- CITY & GUILDS Maintenance & repair ☐

NAME .....

ADDRESS .....

POST CODE .....

Aldermaston College, Dept **FMS/11** Reading RG7 4PF. Also at our London Advisory Office, 4 Fore Street Avenue, Moorgate, London EC2Y 5EJ. Tel.: 01-628 2721

HOME OF BRITISH INSTITUTE OF ENGINEERING TECHNOLOGY

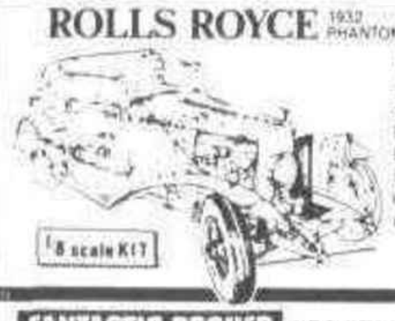
MAIL ORDER TODAY

MOTOR BOOKS & ACCESSORIES

Personal Shoppers Welcome

33(MS) ST. MARTIN'S CT. ST. MARTIN'S LANE LONDON WC2N 4AL phone 01-836 5376

ROLLS ROYCE 1932 PHANTOM II **Drop Head SEDANCA COUPÉ**



This incredible POCHER 28" model based on original RR drawings is made up from 2199 parts. Fully working Crankshaft, Pistons, Brakes, Headlamps, Hood & Doors. Lined steel working suspension. Only tools required are a screwdriver, scissors, file, tweezers and pliers.

1/8 scale KIT

£85.00 +128p P&P

FANTASTIC POCHER 1931 8cyl. 2300 **Monza Alfa Romeo**



1/8 scale KIT

Incredible detail includes WORKING DRUM BRAKES, PISTONS, CRANKSHAFT & SUSPENSION. 1452 parts built up as prototype — no gluing. A miniature engineering marvel.

£55.00 +128p P&P

Another fabulous POCHER kit

1935 Mercedes-Benz 500 K/AK Cabriolet



1/8 scale

Faithful reproduction of a rare car — only two models made in 1935. Based on original D.B. drawings and made up from 2378 parts. Fully working Steering, C.shafts, Con-rods, Pistons, V-belt Gears, Fan, Headlights, Hood, Doors, Boot, Steel Suspensions.

Only simple tools required to make this model.

£95.00 + 128p P&P

NOTE ALL PRICES SUBJECT TO ALTERATION WITHOUT NOTICE

MamBA

Italian style racing overalls for mechanics



Made from only the finest quality materials in one piece Cotton Drill. Available in Green, Red, White, Blue or Black.

SIZES: Small, Medium, Large and Extra Large.

£10.95 +48p P&P

INCREASED POSTAGE. All queries U.K. should be accompanied by a Stamped Addressed Envelope.

Tomorrow's Champion!



Kids today — champions tomorrow and if you just can't wait for tomorrow, you can LOOK like your idol TODAY.

from **£5.35** +48p P&P

In Cotton Drill. Quality junior overalls modelled on those of "champions" like Jackie Stewart, Graham Hill and Chris Amon. In 8 sizes.

2-3yrs	£5.35		
4-5yrs	£5.75	6-7yrs	£6.15
8-9yrs	£6.55	10-11yrs	£6.95
12-13yrs	£7.40	14-15yrs	£7.90
16-17yrs	£8.50		

All Prices +48p P&P

Colours: Emerald Green, Cherry Red, Turquoise Blue, Mustard Yellow and Orange with white cuffs & flashings. (Contrasting colours). Complete with sew-on car badge.

state size when ordering

Grand Prix CALENDAR 1976 £3.00 INC. P&P

WORKSHOP MANUALS

Don't be confused by some of the enormous manuals you see. These are specially compiled from the official manufacturers' manuals to cover only the facts you need to know to keep your car in first class condition. They are not cheap, more expensive, but with workshop labour charges at £4.00 to £4.50 per hour, it does not take much repairs to recover the price of buying them.

Austin Healey 100/6 (petrol) manual. WRG/HS/1. £1.

All prices include V.A.T.

TILLINGHAM ST. GARAGE

ALVIS Crested Eagle 25 h.p. saloon, 1936. Sound original condition. £750.

WANTED: All Types of Pre-War Alvis in any condition

35, TILLINGHAM STREET, SPARKBROOK, B'HAM12
021-772 2655 Ev'gs 021-444 2100

M.G. HOODS
BY POST
IN BLACK DOUBLE DUCK
All "T" Model Hoods, Tonneaux, Screens to bolt to your frames.
M.G.-A Hoods and Tonneaux in Vynide.
Send S.A.E.
A. C. WINMILL
49 TONSTALL RD., MITCHAM
01-648 6981

MORGAN DISTRIBUTORS & CLASSIC CAR SPECIALISTS

Burlen Services

GREENCROFT GARAGE, SALISBURY: Salisbury 5100

COMPLETE EXHAUST SYSTEMS

Austin Healey	100/4		£15.24
Austin Healey	100/6	F/Pipes and Silencer	£13.34
Austin Healey 100/6, 3000 Mk 1 & 2			£19.25
Austin Healey 3000 Mk 3			£40.40
Jaguar XK 140 & 150			£33.94
M.G. T.A./T.B./T.C. Box and Tail			£6.51
M.G. T.D. Box and Tail			£6.51
M.G. T.F.			£12.39
Y Type 1½ Litre			£9.61
MGA 1500/1600			£11.15
MGB/MGB GT			£18.84
M.G.C. GT			£34.83
T.R. 2 & 3			£11.05
T.R. 4			£13.96
Riley 1½ litre			£15.02

Other popular systems available

NEW TYRES

185 x 16 Pirelli Cinturato	£24.50
600 x 16 Pneumant 6-ply rating	£9.70
185 x 15 Goodyear G800	£11.75
175 x 15 Pirelli Cinturato	£9.95
165 x 15 Viking Sport	£9.75
155 x 15 Viking Sport	£9.25
185 x 70 HR14 Avon	£9.75
175 x 14 Pirelli Cinturato	£9.80

All other popular sizes in stock.

BIG HEALEY STEEL BODY PANELS

F. wings	£33.50
Boot lids	£21.50
Inner sills (full set)	£18.00
Outer sills (pair)	£20.00
Inner rear wings (each)	£11.00

Other spares in stock.

* All prices subject to carriage and V.A.T.

SU Carburetters and pump main agents.

SCIMITAR

S.E. ENGLANDS "SPECIALISTS"

Any P.X. welcomed from a "Rolls to a Roller Skate"

MOTO of CATFORD

8/10 RUSHEY GREEN SE6
TEL: 01-690 4222/2813

TRIUMPH SPITFIRE Mk 4 OWNERS ! !

STAINLESS STEEL EXHAUST SYSTEM

COMPLETE **£17.00** + VAT

Carriage 60p — INCLUDING FIXING KIT

T. & H. TYRE SERVICE LTD.
MANOR ROAD, LUTON — 415033

HALF PRICE OFFER!

THE COMPLETE IN-CAR ENTERTAINMENT CONSOLE



Manufacturer's Complete Stock. Usual retail prcie £14.25. **NOW ONLY £7.95** plus 95p P. & P. Finished in **Black Leatherette**, with **woodgrain style facia**. Takes most stereo or radio units. **Hinged padded Arm Rest** (holds cartridges, or cassettes). Made for **Escort, Cortina Mk2** (short gear lever only), **Cortina Mk3, Avenger, B.M.C. 1100/1300 Mk 1 or 2, Viva HA, HB, HC, Mini Mk2, Capri, Clubman, Capri II, Marina, Allegro, Maxi, Viva 74/75, B.M.C. 12/22.** State model/year of manufacture with order. Assemble and install in 20 mins. **(Personal shoppers welcome).** Full refund undertaking if not satisfied.

CLUB CHRONOSPORT
Dept MS12 1/2 QUEENS PARADE PLACE, BATH

MOTOR **INSURANCE**

Premiums payable annually or quarterly

Why pay inflated premiums when we can offer secure cover at low rates? Competitive quotations given for any make of car and drivers of all ages, including those with adverse accident or conviction records. Immediate cover can be arranged.

TERMINUS INSURANCE BROKERS LTD.

224 RAILTON RD., LONDON SE24 0JR
Tel.: 01-274 4962
Hours: 9.30 to 6.00; Sat. 9.30 to 1.30.

A quotation can be obtained by telephoning the above number or posting this coupon.

Name ..... Address .....

Occupation ..... Age ..... Business / Pleasure Use

Full / Prov. Licence for ..... years. Comp. / Third Party / T.P.F. & T. cover.

Owner only / and wife / any driver / named driver, age .....

Make of car ..... Model .....

C.C. ..... Value ..... Year ..... Car Garaged / Left in open.

Present insurers ..... No claim bonus ..... years.

Age of youngest driver ..... Quote for Annual / Quarterly policy.

Details of all accidents and convictions should be enclosed, including those of additional drivers. MS 25

save money!

NEW CAR, NEW RADIO...

Don't let your car dealer sell you a radio or stereo till you've had a second quote from the specialists – us (You wouldn't buy a car from a radio dealer, would you?). We sincerely believe that we offer better choice, better value, better fitting and after-sales service – plus a better all-round guarantee. Prove it (or disprove it!) for yourself today. Call:

THE CAR MUSIC CENTRE
122 Shepherds Bush Centre,
London W12 8PP. 01-749 1718.
1390 London Road,
Norbury, SW16 4BZ. 01-679 1422.
Open Tues–Fri, 9.00am–6.00pm,
Saturday, 9.00am–5.00pm.
Closed Monday. Personal shoppers only.

SHIPPING YOUR CAR?
Our advice and experience at your service:
World Wide Shipping
Specialising Rolls & Bentley
Collection & Delivery
Trailers, Transporters, Drivers
All Garage Services
Storage, Open & Covered
Fullest Insurance Cover
Paint & Bodywork

SWANSCOMBE AUTO-EXPORTS
SWANSCOMBE GARAGE,
SWANSCOMBE RD, HOLLAND PARK, LONDON, W11 3BR
Tel. 01-603 9476/9041/9715

NEW **HOODS**



AT DIRECT FROM FACTORY PRICES inc. VAT

The London Trimming Co. – Established over 20 years and suppliers to the Trade. Our experience is your guarantee of a perfect fit.

Sprites/Midgets	from **£18.20**
Lotus S1 to S4	from **£21.35**
M.G.A.	**£20.30**
M.G.B.	**£25.75**
Spitfires 1 to 4	from **£22.65**
Herald/Vitesse	**£22.75**
TR's 2 to 5	from **£22.65**
TR6	**£30.20**
Morris Minor/1000	**£25.90**
Alpines	from **£22.65**
Jaguar E & V12	from **£29.70**

Tonneaus available from £12.95 to £14.60

Cash with order plus 90p P. & P or send for FREE colour catalogue.

* All with 1 year Guarantee, and 7 days money back guarantee. Finest quality Black P.V.C. Electrically welded windows and seams. Complete with fasteners and instructions.

LONDON TRIMMING CO. LTD
Store A, Marshgate Estate, Taplow,
Nr. Maidenhead, Berks SL6 0NG.
Tel: Burnham (Bucks) 2742
24 hr. answering service.

MIKE CARTER
(V.T.E.C.)

presents his sixth sale at

Alexandra Palace, Wood Green

on

Friday, February 20th

Part 1: For Rolls-Royces and Bentleys only.

Part 2: For Veteran, Vintage, and Classic Vehicles.

ENTRIES INVITED
(Early entries get lower commission, sliding down to only 4%.)

There will also be a large automarket and motorcycles and car spares auction on Saturday, February 21st. Stalls available at £5 each.

For fuller details and application forms write (*s.a.e. please*) or telephone:

Mike Carter,
VTEC, 14 BROADWAY, S.W.1. 01 - 834 9225

OVER 70 NEW ALFAS FOR YOUR SELECTION

DEMONSTRATION CARS AND AN EVERCHANGING SELECTION OF HIGH CLASS USED CARS

THE FINEST THING HAPPENING TO US TODAY ALL STARTED IN 1957 WHEN ALFA ROMEO APPOINTED BOUTS MOTORS AS THEIR FIRST DISTRIBUTOR. IT MAKES SENSE THAT IF IT'S ALFA – IT MUST BE

BOUTS
MOTORS LIMITED,

Merridale Lane, Wolverhampton.
Tel: 23295 (10 Lines)

MOTOR INSURANCE

"SPECIALIST TERMS FOR SPORTS AND HIGH PERFORMANCE CARS"

MATURE DRIVERS
EXCELLENT RATES NOW AVAILABLE WHERE A CLEAN RECORD IS SHOWN

65%
NO CLAIMS BONUS

50%
INITIAL DISCOUNT POSSIBLE FOR DRIVERS WITHOUT ANY NO CLAIMS BONUS

YOUNG DRIVERS AND DRIVERS WITH UNFORTUNATE DRIVING RECORDS GIVEN SYMPATHETIC ATTENTION

VINTAGE CAR INSURANCE

SPECIAL LOW MILEAGE POLICIES ISSUED FOR VINTAGE CARS, ROLLS-ROYCE ETC. FOR BOTH THIRD PARTY AND COMPREHENSIVE COVER WITH AGREED VALUE

SHORT PERIOD COVER ISSUED FOR THE U.K. & CONTINENT

MONTHLY PREMIUM INSTALMENT PLAN AVAILABLE

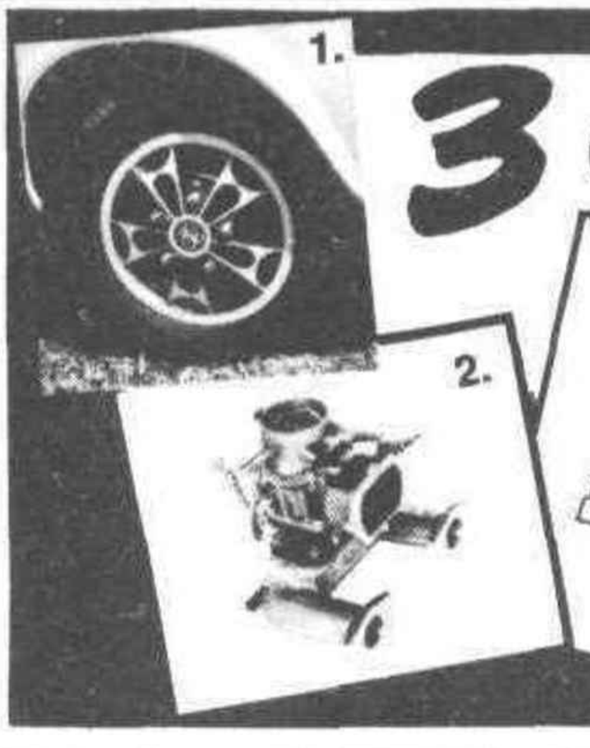
IMMEDIATE QUOTATIONS PHONE

01 597 2427

MRB INSURANCE BROKERS LTD
313 HIGH ROAD, CHADWELL HEATH, ROMFORD, ESSEX.

OFFICE HOURS
MON-FRI 9.30am – 5.00pm
SAT 9.00am – 1.00pm

ALL POLICIES ISSUED BY BIA COMPANIES OR LLOYDS UNDERWRITERS



3 OF THE BEST from B-G

1. SAVAGE S500 Wheel Trims

Wheel styling at low cost! No drilling, easy to fit. Distinctive black & silver. Fit virtually every make or model. 12" illustrated, other designs for 10" & 13"

PRICES from £6.90 set + VAT (14" & 15" models follow)

2. NIKKI TWIN Choke Carbs

Top value conversion kits for increased performance & in many cases, better fuel consumption. Original equipment on many leading Japanese makes.

KITS (ready to fit) from £35.90 + VAT

All B.G. Products are available from accessory shops everywhere, or in case of difficulty, direct from

3. B-G P45 Tungsten Halogen Headlamp Bulbs

First twin filament, 12 volt, 60/55w conversion for all cars with the Duplo D headlamp flange. No special work, fitted in minutes. Amazing light intensity. Retains dip beam cut-off.

£7.80 + VAT pair 12 volt (also available in 6v & 24 volt)

BROWN & GEESON LTD.

1-23 Queens Rd. West, London E13 OPA
Tel: 01-472 4022 Telex 897505

GPG 4C — THE CHEQUERED FLAG RACING COBRA

The most famous racing Cobra, sponsored by Tommy Atkins until sold to the Chequered Flag, it was raced by Salvadori, Mac, Bondurant and Pike with many International successes. Recently campaigned in the Classic Car Championship with some success. The whole car is in excellent order.

If you want to own this fabulous car, **ring Haywards Heath 51851 (day)**

WANTED

BY GENUINE ENTHUSIAST, FOR MY OWN USE

A V.S.C.C. eligible sports car, preferably Alfa Romeo or a Veteran or Edwardian tourer.

Cars must be original and complete.

CASH WAITING

David Willis, Oakmore, College Close, Brymwood, Madeley, Nr. Crewe.
Telephone (evenings):
Stoke-on-Trent (0782) 750629

1970 October
MORGAN 4/4
4-seater

Finished in indigo blue. Black trim. Competition 1,600 c.c. engine. One owner. 41,000 miles. Body immaculate.

Price £1,975
Tel.: OXFORD 59944

DAVID HOWARD

offers

the following motors of interest.

1969 Ferrari 365GT 2+2, Silver blue, 46,000 miles. Registered 2 DCH. Superb order. Price to include reg. no. **£4,350**

A brace of London Taxicabs.
1936 Austin 12/4 low loader. Fishtail body by Jones. Completely original interior, repainted in chocolate. **£1,350**

1958 Austin FX3D. This cab was removed by me from the rank and has never been used since its working days ended. Perfect conditon including meter. **£925**

1929 Graham Paige saloon. Car of tremendous character, r.h.d., completely original and in very fine order throughout. **£1,600**

1950 Armstrong Siddeley Hurricane drophead coupe. This one runs, but requires a lot of love and attention to the bodywork. **£165**

1963 Rover 95. One driver from new, 60,000 miles. Green. One of the last cars in which your bowler can be worn in comfort. In showroom condition. **£580**

Part exchange welcome – Shipping arranged

Hilltop Farm, Awbridge, Romsey, Hampshire.
Tel: Winchester 881414 day. Lockerley 40096
evenings and weekends.

Callers welcome but beware of mentally disturbed golden retriever.

Tony Mitchell Ltd.

FOR SALE:

1936 BMW 319 sports car	**£850**
1938 BMW 321 cabriolet	**£550**
1938 BMW 326 saloon	**£275**
1950 BMW R51 motorbike	**£225**

Appointments essential.

Manor Farm House, Rodmarton, Cirencester, Glos., GL7 6PE Tel: Rodmarton 222

1936 FORD 'Y' MODEL

In excellent original order throughout.

1940 ALVIS 12/70 SALOON

Two owners and low mileage from new. Has had extensive mechanical rebuild.

Sensible offers only please to:

PEAK GARAGE LTD., CHAPEL-EN-LE-FRITH, DERBYS. Tel.: 2268

CHRISTMAS GIFT IDEA

T-SHIRTS with Thoroughbred Sports Car Designs

XK - MG-A - TR - HEALEY

Sizes S, M, L. Cols. blue, white, yellow (*state second choice*). **£1.60** inc. p/p. Children's sizes 24-32", **£1.40** inc. p/p

CLASSIC T-SHIRTS, "Felstead", Horton Rd., Stanwell Moor, Middx

THE INTERNATIONAL MG SPARES SPECIALISTS

CHRISTMAS STOCKING FILLERS FOR THE MG ENTHUSIAST
Pottery mugs with MG motif, 72p each or £2.35 per set of four.
Pottery ashtrays with MG motif, 50p each.
Car duster with MG motif, 48p each.

NOW AVAILABLE
Fan Blades for all T and Y models, £4.90 pair.
(All above prices include post and VAT in U.K. Overseas add 10%)

AVAILABLE SOON
MGA Steering Wheel Centre Boss
MGA Gear Lever Rubber Gaiter

T and Y type owners. Send for our illustrated spares catalogue, edition No. 6. Large S.A.E. (U.K.) or $2 (overseas airmail).

MGA and Z type owners. Send for our spares catalogue. No. 6b. S.A.E. (U.K.) $1 (overseas air mail).

In addition to our mail order service our stores are open daily Tuesday to Saturday, 10 a.m. – 4.30 p.m.

Seasonal Greetings to all our Customers and Friends

NTG SERVICES

NTG Services, 25 St Peter's Street, Ipswich IP1 1XF, England. Telephone Ipswich 211240

GENUINE SHEEP-SKIN car seat covers

Small
£6.45
(2 for £12.40)

Medium
£6.95
(2 for £13.40)

Large
£7.45
(2 for £14.40)

- Warm in Winter.
- Cool in Summer.
- Full Skins only used.
- Elasticated straps ensure snug fit.
- State model and year.
- Buy 2—save a further £1.20 (with p & p).

100% satisfaction or money refunded.
P & P 70p (1 or 2).

SEND NOW!!!



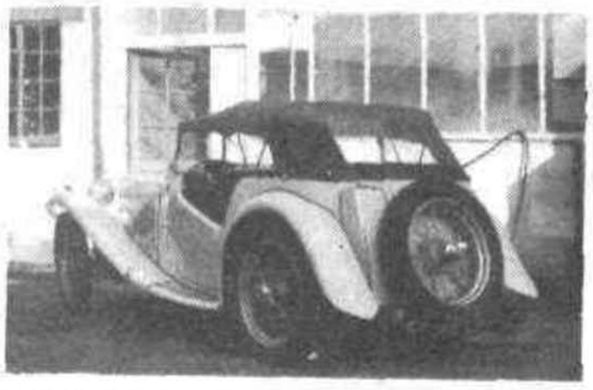
Fill in coupon below enclosing remittance stating size.

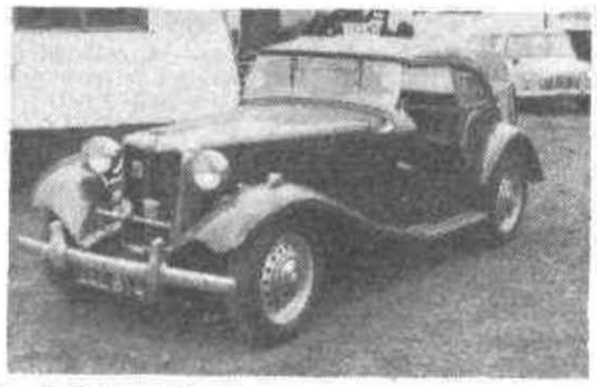
Please supply ..... Sheepskin Covers.
Small/Medium/Large.
Name .....
Address .....
Cheque/P.O. Enclose £ .....

STAMFORD SHEEPSKIN PRODUCTS 532 Huddersfield Rd Stalybridge Ches

Moto-Build Ltd.

THE MGA 'T' TYPE CENTRE







THE COMPLETE MG SPECIALISTS

A SAMPLE OF SPARES WE CARRY

M.G.-A SERIES:
Front Wings Steel • Rear Wings Steel • Door Sills • Door Pillar Assy. • Petrol Tanks and Straps Chassis and Inner Sills • Front Duct Panel
(**Above in glass-fibre as well as steel**)
Brake Shoes and Cylinders • Cables, rev.-speedo. • Engines and Heads • Exhaust Systems • **All Suspensions Spares** • **Springs, Brake Drums — Callipers and Discs** • Valves and Guides • Push-rods • Crank and Camshafts • Looms and Light Assys. • Rubber Body Parts, etc.

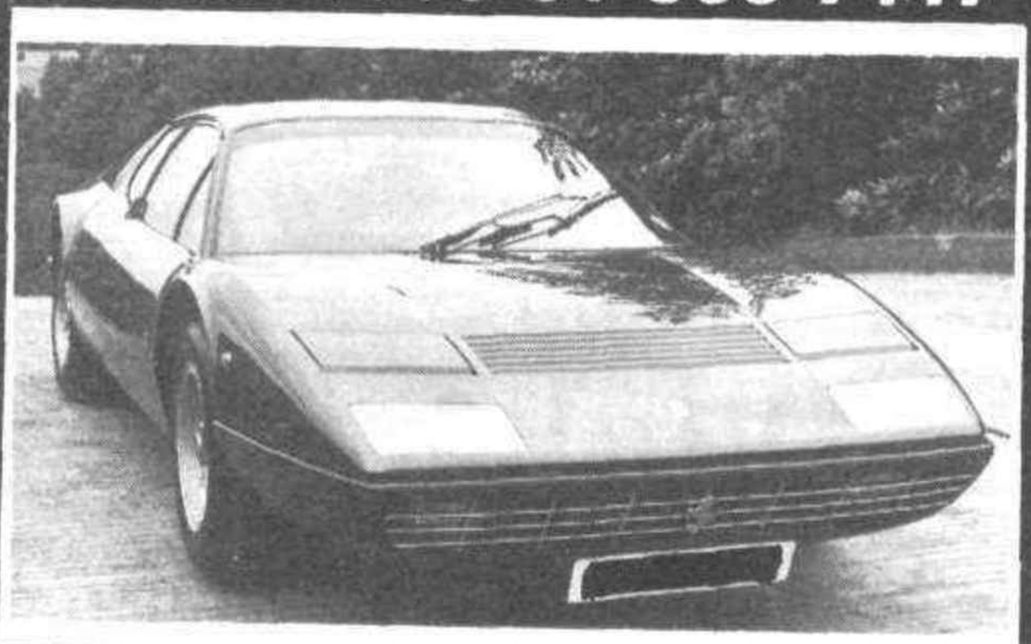
'T' TYPE SERIES:
Complete Body Assy. • Complete Doors • Wheel Arches • Running-boards • Grille Slats • Side-screen compartments • **Petrol Tanks and Straps** • **T.C. Rear Wings** • **Scuttle Tops** • Ash wood Assy. 'T' Models • Suspension Parts • Axle Parts and Springs • Hubs, Drums, Cables • Brake Shoes and Cylinders • Engine Spares • Cylinder Heads • Valves and Guides • Cam and Crankshafts • Rubber Body Sections, etc.

WANTED : M.G.-A, M.G.-B, M.G.-C, 'T' and 'Y' TYPE ZA/B CARS
HIGH PRICES PAID, ANY CONDITION, WILL COLLECT ANYWHERE

01-570 5342 — PHONES — 01-572 5437
128 HIGH STREET HOUNSLOW MIDDX ENGLAND

HY-PERFORMANCE INSURANCE

01-363-4966·01-366-7447



ASTON-MARTIN | **FERRARI**

SPECIALISTS

JENSEN | **PORSCHE**

BELLEVUE INSURANCE BROKERS LIMITED
PALACE MANSIONS, PALACE GARDENS, ENFIELD, MIDDX

NO RUBBING DOWN · NO PRIMER · NO PREPARATION!

HOW Brush-On HAMMERITE

STOPS RUST! ADDS YRS. TO CAR LIFE AIR DRY 15 MINS.

8 SUPERB METALLIC COLOURS

SAME DAY DESPATCH



R.A.C. RALLY USED ON 3 WORKS CARS



TRIALS BIKES SMART DIRT-REPELLENT FINISH



Prevents RUST on C'VAN Chassis TOWBAR & WHEELS

CHIP-RESISTING FINISH for LARGE VEHICLES



HM GOV'T TEST REPORT: 'Does all makers claim'
Perfect UNDERBODY SEAL & Anti-Corrosive
BRUSH ON ROLLER or SPRAY on car sills, under wings, vehicle chassis, even rusted areas. Tough, RESILIENT SILICONISED ENAMEL cuts out labour. Saves you a fortune and costs so little. **SAVES TAIL PIPE RENEWAL.** Produces smooth wipe clean, **fully protected surface.** AIR DRY 15 MIN. Definitely outlasts conventional underbody seals many times. Quick hose-down shifts surface film, speeds up heavy transport MoT inspection, no hard work! No undercoats on old paint, bare metal. No brush marks. **THE JOB'S DONE QUICKLY, IN ONE COAT!** Easily applied anytime. Cures damp walls, floors. **SUPERB METALLIC COLS:** Silver-Grey, Bronze, Lt. Green, Mid. & Dk. Green, Lt. & Dk. Blue, Black. **1 litre,** covers 80 sq. ft., **£3.21,** 45p p/p; **½ gall. £5.34,** 45p p/pk. **1 gall. £7.71** *(cheaper by the gallon)* plus 45p p/pk.

"NEW LOOK" HIGH GLOSS COLOUR FINISH on CARS, M'CYCLES, VANS etc

FAR TOUGHER than Mfr's original! 8 COLOURS (above) Outside test panels still glossy after 6 yrs! USER'S REPORT: "Quality of finish most amazing." "Best finish ever had." "Wonderful! All the ad. says. "A SUPER UNUSUAL FINISH ON LARGEST CAR—IN 60 MIN. Makes car bodywork, m'cycles like NEW! Min. preparation. No u/coat. Covers scratches; fibre-glass. No rain spots. EASY with spray-gun (not supplied). Absolutely superb finish! Dries smooth, even gloss. Send for SPRAY KIT ½ gall. Hammerite & ¼ gall. Special Fire-proof thinners — incl. full inst'ns. ONLY **£6.85**+45p p/pk. State col. SAME DAY despatch.

PROTECTS ANY SURFACE MACHINERY · ENGINES HEATERS (STANDS 300°F)

HAMMERITE—"HAS PROVED EVERY BIT AS GOOD AS CLAIMED" *Car Conversions.* **"FINISH TOUGH & GLOSSY"** *Autocar.* HAMMERITE (high gloss) HAMMERED ENAMEL protects against oil, acid, water. Surface finish acts like a non-stick pan. Simple wipe clean renews gloss of tough metallic finish. **One brushing** protects heaters (stands 300°F.) engines, all machinery, timber, boat trailers (resists sea water & abuse). **Use on any surface. TRIAL OFFER:** 250 ml (.44 pint) TIN incl. HAND BRUSHED col. samples! Full info. all uses (does car wheels or complete m'cycle). State colour. Same day despatch. **Send 86p + 20p p/pk. VAT PAID** (Quantity reductions)

TRIAL OFFER

POST COUPON NOW!

Quan.	Descrip'n	Colour	Price

Rush my order as shown.
Encl. CHQ./M.O./P.O./Cash £.....
Name .....
PRINT CAPS
Address .....
..... Code.....

FINNIGANS LTD. (MS), Eltringham Wks. PRUDHOE Northumberland Ph. 0661-32411
Regd. Office No. 354 180 (London)



THE TR CENTRE

(SPORTS CARS) LTD

21 Lexham Mews London W8

Phone RICHARD KWOLEK or JULIAN WIGDOR

01-937 1410

T.R.s

NEW TR6, magenta, overdrive.
TR6 '74, pimento, overdrive, radio, 4,000 miles **£2,250**
TR6 '74, pimento, overdrive, radio, 7,000 miles **£1,995**
TR6 '74, mimosa, overdrive, 11,000 miles **£1,895**
TR6 '73, mimosa, overdrive, 13,000 miles **£1,475**
TR6 '73, magenta, overdrive, 15,000 miles **£1,445**
TR6 '73, emerald green, overdrive, radio, 23,000 miles **£1,395**
TR6 '72, dark blue, overdrive, 29,000 miles **£1,245**
TR6 '71, saffron yellow, overdrive, 31,000 miles **£1,095**
TR6 '71, BRG, overdrive **£995**
TR6 '70, damson, overdrive, radio **£895**

Hard tops available for the above.

FERRARI Daytona, '73, yellow, 15,000 miles. Beautiful example. Air conditioning **£7,450**
FERRARI GTB 275 4-cam '68, red with cream upholstery. Mint **£6,950**

ASTON MARTIN DB6 Mk. II, Vantage '70, metallic burgundy with tan interior, power steering, manual **£2,850**

MORGAN +4, '68, blue with black interior; 45,000 miles only; virtually the last one made **£2,450**

The above cars are quite exceptional, details on request.

B.M.W.s

BMW 3-litre S1 '72, metallic green, tan interior, 26,000 miles .. **£2,850**
BMW 2002, '73, Fjiord blue, radio/stereo, mag. wheels; 18,000 miles **£1,995**
BMW 2002 Tii, '74 (M) ('73 model), Colorado, black cloth, radio, 23,000 miles **£2,395**

TR WORKSHOPS

COMPLETE SERVICING FACILITIES FOR ALL TR, 2.5 PI SALOON FUEL INJECTION AND COACHWORK REPAIRS.

Phone : 01-937 1285

Full Parts / Labour GUARANTEE.
Full Pre-Sales Preparation
HIRE PURCHASE
PART EXCHANGE

WANTED: ALL GOOD TRs B.M.W. 2002s Highest prices paid

FOR SALE—continued

MERCEDES 220 SEb Automatic, RHD, PAS. Excellent condition throughout, any tests, £550. Tel: Clipston 374 (Market Harborough, Leicestershire). (26882
MERCEDES BENZ 280 SL 1969 Convertible. 37,000 miles. Sand with dark brown hood and interior. Splendidly maintained and garaged. £3,300. Private enquiries only. St. Annes-on-Sea, Lancs. 724432 evenings. (26895
"M" REBUILT DOLOMITE Sprint. Authentic 13,000 miles only. Tinted glass, radio/stereo, £1,300 o.n.o. Smart, fast road car. Potentially cheap competitive rally/race car. Would exchange for Alfasud T/I or superb 2-litre "Spartan". Cash either way. Draycott 2179 (Derbys). (68747
XK150 DHC 1959. Much work done on engine and bodywork. New hood and respray needed to complete sound car. Offers. Mahony, 25 Bere Lane, Glastonbury. (68748
1958 MORRIS 1000. MoT 27-8-76. Taxed 31-1-76. Regis. No. JEJ 8, £275. Also UND 999, scrap Borgward. Anytime. Pontardulais 882399. (67494
1925 8.6 HP DERBY (same model as Clover Leaf Citroen). Very rare car in nice original condition, nice attractive brass headlamps, little work required to get it ready for next year's events. Open to offers over £1,000. Phone 061-338 2671/3735. (68877
ALLARD, UNIQUE, beautiful 1949 M-type V8 Coupe, Plus Two engines, Ardun OHV conversion, many spares. Investment at £1,250 or exchange Lotus Super Seven or similar plus cash. Bournemouth 27142. (68879
JAGUAR XK150S Roadster 1959, 3.8-litre. Pearl grey with black hood and red interior, chrome wire wheels, excellent condition throughout, most reluctant sale due to leaving the UK, £3,500. Phone daytime Brentwood (0277) 253000 Ext. 3174, or evenings Ingatestone (02775) 3194. (68880
AUSTIN HEALEY 3000 1965 Mk. 3. Good mechanical condition, best offer. Also new fibreglass rear wings for above, best offers. Jones, 2 Trenawin Lane, Connor Downs, Hayle, Cornwall. Tel: Hayle 2089. (68881
MG-YA 1951, Damask red. V.g.c. Much work done recently. Original, radio, heater. £600 o.n.o. Phone Penn (Bucks.) 2981. (68882
ASTON MARTIN DB5. Fiesta red, 5-speed. Sundym glass, etc. Complete respray, suspension overhauled, new tubrospeeds and wheels, brake pads renewed and much more work done. Telephone Redcar 73815 any evening. Price £1,200 o.n.o. P/ex. considered. (68821
ASTON MARTIN DB6 Superleggera 1967. Mechanically faultless. £625 has been spent in the last six months to put the car in good order. Part exchange considered. £1,550 o.n.o. 021-523 6884. (68823
1947 TRIUMPH Roadster for sale. Largely renovated. Owner emigrating. £1,000. Dr. Wyatt, Beccles (Suffolk) 713091. (68846
E-TYPE JAGUAR 1962 3.8 FHC. Recent overhaul brakes, clutch, engine. 12 months MoT, £500. Phone evenings Southport 25412. (68824
1951 (JAN.) GREY Austin Princess Limousine. Immaculate condition. MoT. View at Lyng Garage, Nr. Dereham, Norfolk. Offers to Howlett & Edrich, Acle, Norfolk. (Phone Gt. Yarmouth 750225). (26958
1958 BENTLEY S1. One of the last of this Series having the modified steering. Radio, automatic power steering, taxed. An interesting registration number 9 HYW. Beautiful dual grey coachwork with matching grey upholstery. Director's personal car. Private sale. Offers invited around £1,550. Interesting part exchange possible. Phone Iver (Bucks) 654452. (68835
MAGNETTE ZB 1958. Six months MoT. Excellent tyres, mechanics, sound original but somewhat scruffy body, hence £125. 01-681 3376 after 6.30. (68841
LAGONDA SPORTS Saloon 1956. Reg. No. WWJ 353. Easily restored to concours. £200 or swop motorcycles. Phone Caterham (Surrey) 45309. (68842
ROVER 75 1953. MoT. Registration number LWY 3. Offers over £200. Telephone 01-363 3767. (68844
TRIUMPH ROADSTER 1800, 1947. Substantially renovated. Running. Best offer over £400. Plumtree 2022 (Notts.). (68884
AUSTIN 7 RUBY 1937. Excellent condition, £500. Humber Super Snipe 1949. Rare Tickford Drophead. Large, impressive, white, ideal family tourer, £950. South Benfleet 4174 Essex. (68885
ROLLS-ROYCE PII for sale, 1934 saloon, registration GUV 1, tatty condition. Offers to Winram, 14, Loirston Road, Cove, Aberdeen. Tel: Cove 310. (68887
1930 CHEVROLET four-door saloon, RHD. Under 29,000 miles, £1,500 o.n.o. Details and photo, Coupland, 9, Willow View Close, Malmesbury, Wilts. (68888
MG-C GT 'J' registration (August 1970). One owner, wire wheels, overdrive, undersealed, approx. 70,000. Blue, black leather upholstery, Wesbasto, Cinturatos, Hella headlights, MoT August 1976. Telephone 01-688 8318 (office). £795. (68913
ONE MONSTER—one investment. 1964 Healey 3000 Mk. III. One owner, guaranteed 13,000 miles, mint condition, £3,000. Secondly, Pontiac Firebird Super Duty 455. 1973, auto., fridge, etc. Faster to 60 and 100 m.p.h. than a Daytona, Boxer, Countach or Turbo Porsche. (Road test available). 5.4 sec. to 60 m.p.h., 12.8 secs. to 100 m.p.h., 15-17 m.p.g. on 2 Star. £2,795. Might P/X either or both for Mulliner/Shadow. Details: Reading 61598 (business) or 65503 (home). (68914

---

tim & zöe Randles

FOR SPORTY SPECIALITIES

1975 SCIMITAR GTE, o/d. Ivory beige, tan trim. Tinted glass. Works guarantee. Radio/tape, special wheels **£3,595**

1974 SCIMITAR GTE. April yellow, tan trim. O/d., radio. Local car **£2,795**

1972 BMW 3.0SA. Red, grey velour trim. Headrests, radio/tape.. **£2,595**

1973 BMW 2500 Auto. Met. grey, blue velour trim. One owner. Tape **£2,895**

1973 JAGUAR V12 E-Type 2+2. White, navy trim. Radio/tape. Local car **£3,095**

1973 BMW 2002 Tii. Red, black cloth trim. Radio/tape. One owner **£1,995**

1973 'M' ALFA ROMEO 2000 GTV. Maroon, natural trim. One owner. 22,000 miles **£1,995**

1975 MG-B GT, o/d. Limeflower yellow. Burglar alarm. One owner. Radio/tape, tints. 6,000 miles **£2,650**

1972 TRIUMPH Stag, o/d. White **£1,895**

1973 MG-B GT, o/d. White. One owner. Radio **£1,595**

1972 TRIUMPH GT6. Damson, tan trim **£1,295**

1973 MG-B, o/d., roadster. White **£1,395**

1971 MG-B, o/d., roadster. Red **£995**

1974 MG Midget. Blaize. 15,000 miles, one owner **£1,295**

1973 JENSEN HEALEY. Red. One owner **£1,695**

1973 TRIUMPH Spitfire. Magenta. 29,000 recorded miles **£1,195**

1971 LANCIA 1.3 Rally Coupe. White. Local car **£895**

1973 FIAT 128 coupe. Navy, red trim **£1,095**

1970 MG Midget. Blue **£695**

Tremendous Stock of Lotus and Scimitar Spares, Tel. (0782) 45691

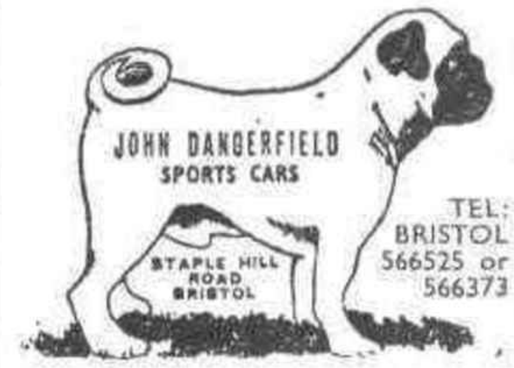
Top Technicians for your Performance Problem. 'Phone Bob Booth, (0782) 45691

C.R.F.S. LTD., CAMPBELL ROAD, STOKE-ON-TRENT
(0782) 48361 - 47623
1 mile off M.6 Exit 15. Open weekends

FUN LOVING SPORTS

1973 LOTUS Europa T/C Special, 5-speed. Tawny, oatmeal trim. Two owners. Standard and alloy wheels. Sold by us new **£1,995**

1970 LOTUS Elan S.4. Red, silver roof. S/Equip. Very clean **£1,195**



SCIMITAR AND MORGAN

DISTRIBUTORS

NEW GTE Manual. April yellow/black. Overdrive ..... **List**

NEW GTE Manual. Beaujolais red/black, stereo, alloy wheels, tinted glass ..... **List**

NEW GTE, Everest white. Overdrive, tan ..... **List**

NEW MIDGET. Red, Ziebart, Envirogard. ..... **List**

1975 M.G.-B GT. White/autumn leaf. Headrests, overdrive 2,300 miles **£2,450**

1975 .GTE. April yellow/black. Overdrive, stereo, electric tinted windows, coach-lines. 3,256 miles..... **£3,600**

1974 SPITFIRE. White. One owner, 16,000 miles..... **£1,475**

1974 MIDGET. Teal blue/autumn leaf. Radio, Ziebart, oil cooler; 8,230 miles. Choice of two, one with hard-top **£1,475**

1974 M.G.-B roadster. White, overdrive, tonneau, headrests, one owner. 25,800 miles..... **£1,750**

1974 TR6. White. Overdrive. New 5-push-button radio, with electric aerial **£1,700**

1973 GT6. Red. One owner. Overdrive. Five new SPs. New gearbox and clutch; radio **£1,400**

1972 M.G.-B GT. Bronze yellow, overdrive, two owners. Servo, heated rear window, inertia belts, 29,478 miles **£1,600**

1972 GTE. Mexican red/tan. Overdrive. Webasto, stainless steel exhaust, stereo, alloy wheels. 34,300 miles. Supplied and maintained by us..... **£2,300**

1972 MIDGET. Bronze yellow. Radio, tonneau. New ZX tyres, new hood **£900**

1970 M.G.-B GT. White/black. Overdrive, radio, wires, inertia belts, headrests. Downton Stage One engine. New tyres. Webasto roof **£1,400**

1969 M.G.-B GT. Overdrive, wires, heated rear window, radio, BRG. New Cinturatos, air horns..... **£1,250**

1964 HEALEY 3000 Mark 3. Colorado red/black trim. Overdrive, wire wheels **£3,250**

1962 MORGAN Plus 4 2-seater. B.R.G. Five new SP tyres. Radio. New gearbox and clutch. New hood and tonneau. Reconditioned engine, etc. **£2,500**

Hours 9 to 6, Monday to Saturday.

Direct Parts line: 567721.

OMNIBOB HARD-TOP STOCKIST

LONDON SPORTS CAR CENTRE

LOTUS – MAIN AGENTS – Alfa Romeo

USED ALFA ROMEO

1974 (Oct.) Alfa Romeo Montreal. Silver with grey cloth trim. Fitted radio. A one-owner car with a total mileage of 8,000 ..... **£4,995**

1974 Alfa Romeo Alfetta. White, blue cloth trim, fitted with radio. 19,000 miles **£2,195**

1974 Alfa Romeo Sud. Procida blue with red trim, fitted with push-button radio. Recorded mileage 14,000 ..... **£1,295**

USED M.G.

1973 M.G. 'B' GT V8. Teal blue, autumn leaf cloth interior. Fitted with all usual extras. A one-owner car with a recorded mileage of 21,000 ..... **£1,995**

1974 M.G. 'B' roadster. Damask red with black trim. Fitted with chrome Rostyle wheels, overdrive, servo brakes, headrests, door mirrors, radio, 8-track stereo. One-owner car, recorded mileage of 17,000 .. **£1,645**

1973 M.G. 'B' roadster. Damask red with black trim, fitted with overdrive and push-button radio; recorded mileage 34,000 ..... **£1,345**

USED LOTUS

1974 (M) Lotus Elite 502. Lagoon blue. One owner from new. Recorded mileage 19,000 ..... **£4,645**

1975 Lotus Europa Special 5-speed. Regency red with oatmeal trim. Fitted tinted glass, alloy wheels and radio/8-track stereo. Total mileage *only 1000* **£3,495**

1974 +2S 130. Roman purple, oatmeal trim, fitted vinyl top, sun-roof, alloy wheels, radio. One-owner car which was supplied new by ourselves .. **£2,895**

USED TRIUMPH

1975 Triumph TR6 roadster. White with black trim. Fitted with radio/cassette unit and electric aerial 5,000 miles only **£1,995**

1973 Triumph TR6. Dark blue, contrasting trim. Fitted radio, overdrive, full-length tonneau cover. One-owner car from new. Total mileage 22,000 ..... **£1,365**

USED MISCELLANEOUS CARS

1973 (M) Ferrari 365 GT4. Blue metallic, black hide trim. Fitted air-conditioning, power steering and radio/stereo unit. Recorded mileage 22,000 .. **£7,645**

1974 (N) Maserati Merak. Specially finished in black, gold coachline and tan interior trim. Spec. includes air-conditioning, electric windows, tinted glass and radio/stereo. Recorded mileage 5,500 .. **£6,450**

1974 Lamborghini Urraco 2500. Met. pink with black velour trim. Fitted with air-conditioning. Recorded mileage 19,000 ..... **£6,350**

1974 Jensen Healey roadster. Black with tan trim. Fitted with detachable hard-top. A one-owner car with recorded mileage 23,000 ..... **£1,995**

NEW CARS

ALFA ROMEO: Alfasud SE and 'L': Coral, black PVC trim; White, black PVC trim; Dark blue, tobacco cloth trim; Matese green, PVC trim; Light blue, cloth trim; Yellow, black PVC trim; Yellow, cloth trim; Red, PVC trim. **Alfasud Ti:** Coral; earliest delivery quotations on all other colours. **2000 Spider:** Earliest delivery quotations. **Alfetta GT:** White, black PVC trim and alloys; Red, black PVC trim. **Montreal:** Silver with grey cloth trim. **Alfetta 1.8 L:** Piper yellow, cloth trim, tinted glass; Periwinkle blue, cloth trim; White, cloth trim; Le Mans blue, cloth trim. **Alfetta 1.6 Berlina:** Dutch blue, black PVC trim; White, black PVC trim; Piper yellow, cloth trim; Red, cloth trim. **Alfa 1.6 GTV:** Red, black PVC trim; Dark blue, cloth trim. **2000 Berlina Manual:** Red, black cloth trim; Pine green, tan PVC trim. **2000 Berlina Automatic:** White, black PVC trim.

LOTUS: Elite 501: White, champagne trim; Yellow, champagne trim; Black. **Esprit and Eclat:** Earliest delivery quotations. **Elite 502, 503 and 504:** Earliest delivery quotations.

STOP PRESS!!! STOP PRESS!!!

The vehicle that oilsheiks, organists, city whizz-kids and Pools winners have all been waiting for. A new and unused unique **RANGE ROVER.** Factory interior having been stripped and redesigned by specialist coachbuilders with new dashboard and instrument layout, thick pile carpeting with high-back reclining seats, all interior panels covered with ivory Connolly hide and seating in maroon Draylon. Exterior and interior fixtures: Rolls-Royce regal red with gold coachline, chromium bumpers and a redesigned grille with rectangular flush-fitting headlights, power steering, air-conditioning, tinted elec. windows, Motorola quadraphonic system, Blaupunkt stereo radio, vinyl top with elec.-operated sun-roof, cocktail cabinet with crystal decanters and glasses, and a GPO car phone fitted into armrests between front seats.

AMERICAN MOTOR HOME CENTRE

Gemini House, High Street, Edgware, Middlesex. 01-952 6171

All the Motor Homes described below have following fittings: Central heating, hot/cold water supply, bath or shower unit, toilet, double sink, refrigerator, 3 or 4-burner gas stove and oven, radio, air-conditioning, elec. generator, auto. transmission, power steering/brakes, all LHD.

1972 Winnebago Indian, 22ft. **£7,250**
1973 Winnebago Brave, 18ft. **£5,750**
1972 Winnebago Brave, 19ft. Not fitted with generator or air-conditioning **£4,250**
1972 Winnebago Indian, 24ft. **£7,150**
1973 Winnebago Brave, 18ft. **£6,295**
1974 Dodge Titan Luxury Motor Home **£7,595**
1970 Ford Transit Motor Caravan **£1,250**

HIGH STREET, EDGWARE (2 MINUTES FROM M.1 ACTUALLY ON THE A.5)
TEL: 01-952 6171 (SERVICE 952 5578; STORES 952 0108) TELEX 261215. OPEN 9.30 A.M. TO 7 P.M.



£5,995 — 1972 FERRARI DAYTONA
Another, this time in red, 20,000 miles. Totally immaculate.



£8,350 1974 FERRARI 365 GT4
Silver/blue interior, 17,000 miles from new. Air-conditioning, stereo etc. Immaculate.



£7,795 — PORSCHE RSR
Full factory racer Kremer prepared. Ex Crowne Racing.



1934 SSI TOURER
Nice original example. Excellent original order throughout.



1921 TAMPLIN CYCLECAR
Concours example of a very rare machine.



ABARTH 2000 GT
Full racer. Totally original and immaculate. Full dry sump works engine — 155 m.p.h.



£1,750 — GILBEY
A very original example of the Len Terry-designed sports/racer. Driven to many international successes by Keith Greene. Would make a very competitive Historic racer.



AC ACE
One of the last Aces made. AC engine. Immaculate in every respect. AC works history.



£1,750 — DB3
ASTON MARTIN CONVERTIBLE
Excellent example of the DB3 convertible. Dubonnet Rosso.

VINTAGE AND CLASSIC CARS SIMILAR TO THE ABOVE URGENTLY REQUIRED

We should also have by press date:
BENTLEY 3-litre 9 ft. 9 in. chassis.
ALVIS Speed 20 2-door VDP tourer.
JAGUAR 3½-litre Drophead.
JAGUAR SS 100
TALBOT ROESCH Tourer.
MASERATI 2000 A6GC Coupe.
FERRARI Superfast.
LANCIA Flaminia 3C.
£950 — MG TC. Mechanically good.
£995 — DAIMLER SP 250 'B'.
CHEVRON B8 Sports Racer.

BRIAN CLASSIC

It is absolutely essential to telephone for an appointment to view the above cars.

BUCKLOW HILL 830423 (Cheshire)

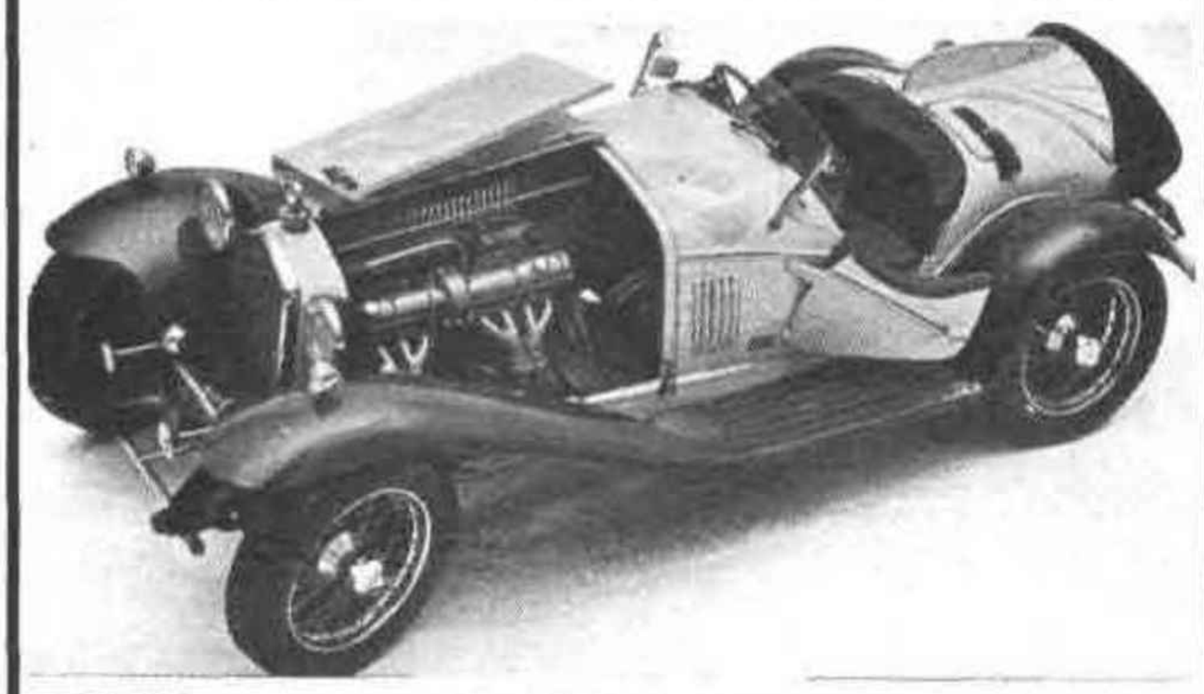
FOR SALE—continued

TD 1950. Complete, unrestored, un- 4 years. Sensible offer accepted. De- from Dawlish 4037 (evenings). (68907
FA 1750 SALOON. 1970 and excellent dition with 50,000 genuine mileage. ite/black interior, HRW, ZXs, Mango- /Westune serviced, MoT July, taxed rch. £700 o.n.o. Bolton 25957 office or Bolton Rd., Edgeworth. (68908
VIS TE 21 1965. 52,000 miles. Bodywork mechanics excellent, ZF 5-speed gear- wire wheels, bodywork by Park Ward, 50 o.n.o. Tel: 051-220 4050. (68911
RGAN 4/4 1971. One owner. 42,000 es, Restall seats, rack, heater, rear per. Excellent condition. Offers over 00. Halsall 840703. (68912
S SPORTS RACING Elva-Ford Mk. I-B. ginal car, needs some work. Road regis- d. Suitable historic racing. £275. Also Formula Junior (front engined) space me. Terrible condition but useful as pat- , £10. Tel: Rochdale 33516 (evenings). (69016
W 2500 LHD. Stereo, XAS, Bilstein, hook, MLG service history. £850. ugh 22459. (27100
CYL. ALFA ROMEO 1931/2. Super- rged open 2.3/6L two-seater sports rac- "Spider". Magnificent "Monza" type ited example, rebuilt '69/70. Very ensive! Consider exchange T51/4 Grand Bugatti, ex-Works Maserati, similar cent 500 c.c. C "Comet", mint, £750. Midget 1973 M. First-class, £1,000 with V1 registration, £1,650. "Pinfield ge", Barnt Green, Birmingham 445/ (68259
TC 1947. British Racing Green, sub- of recent extensive rebuild, including rimming and new weather equipment. ned and maintained by MGCC member. In superb condition, MoT, £2,150. shot 71010. (68998
NI 1275 GT. Oct. '74 (N) Reg. White tan trim. Latest model with 12 in. ovos. Hazard/rear fog/reversing lights, o brakes, undersealed. P/ex. E-type or iar preferred. £1,165. Bournemouth 02) 762680. (69001
ROLLS-ROYCE 20/25. Owner/driver on. Beautiful condition throughout. 00. Caterham 47285. (69002
LLS-ROYCE PIII 1937 chassis 3CP176. ine A38C, mileage 70,000, restored sis ready for new body, £1,950 or hange. Russell, 01-864 2717 day; 0494 90 evening. (69003
UNIQUE opportunity to buy a really car; stored from new and not quite y for the road. It is a Unipower GT, id-engined car. The motor can be per 998 or 1275 S. Looks more rakish the Europa. Price £1,800 o.n.o. with S unit, or consider exchange. When pleted it will be difficult to put a price this collectors' item. More details to uine enquirers only. Box No. 4910. (69004
MLER 1934 V26. Straight Eight with per low-line limousine coachwork. nd body, good chrome, runner. Needs ating and interior re-trim, £400 o.n.o. ton-on-Trent 760281. (69007
NBEAM TIGER 1965 4.2, new carpets, MoT, hard/soft tops, bodywork and hanics good, £550 o.n.o. Cheltenham 03. (69005
MLER SP250B. 1961. Hard/soft tops, neau. Taxed, MoT June 1976. Over- led, re-sprayed. Re-chromed. Very rt, £1,050. Read, 10 Abbey Park Road, msby 59383. (69008
LLS P11 short chassis Continental, 1933, close coupled sports saloon coach- k by Park Ward. Much recent work e. A fine car and an excellent invest- t, £7,350. Box No. 4911. (69011
STIN 7 SPECIAL. Super sabre body, carbs., close ratio gearbox, racing ons, hydraulic brakes, very little work ded to finish. Best offer secures. Med- 361807. (69012
STIN K2 Fire Service ATV. Excellent icle, ideal rallies, camping, moving and den shed. Not HGV, year's MoT, £180 o. Phone Stroud (Glos.) 2876. (69013
TON MARTIN DB5 1965, SU carbs, ZF Webasto roof, HRW, SWW, Aston lo, forced sale, £1,300; offers. Office gin Hill 74474; home Westerham 62223. (69015
RCA 1953 SPECIAL. 2-seater, cycle gs, Hamblin body, similar Cooper- tol, ideal road/trials, needs a little k, £135. Tel: Rochdale 33516 (evenings). (69016
UMPH GT6 1967. White with black , good condition. Rapid performance, two owners. £350. Woodchurch, Kent 3 386) 480. (69019
TON MARTIN DB2/4 1956. Midnight , good condition, new tyres, engine ntly overhauled. In daily use until +8 lly arrived! £1,000 o.n.o. Rattlesden 665 nings. (69020
6 PI 'L' REG. 1972 in white with black olstery, hard and soft top and tonneau. Radio, body and engine in lovely con- on. One previous owner. £1,050 o.n.o. : Caerphilly 867927. (69116
0 COUGAR V8 Automatic, air-con- oned, LHD, well maintained. £950 or K. Holnest (Dorset) 289. (69111
FA ROMEO Giulia Super, 1972. Red. cellent example of rapid, comfortable, sic saloon. Taxed August. Regrettably st sell. Offers please around £930 to xton 4467. (69106
GUAR "E"-TYPE Nov. 1970 4.2 Road- White, black trim, chrome wires, lo, low mileage, mechanically and bodily olutely immaculate. £1,650 o.n.o. Tel: utsford 51903. (69108

FOR SALE—continued

1934 BENTLEY 3½-litre Park Ward 4-door aluminium saloon. New paint, chrome, carpets, hide, headlining, etc. First-class mechanics, £4,500 o.n.o. Tel: Whittaker, Preston 52438 day. (69107
FAIREY HUNTSMAN, twin Perkins turbo 145. Lying Med. £5,800. P/X or swop car. Holnest 289. (69111
1961 3.8 JAGUAR E-type FHC, £650. 1964 Bentley "S" Saloon. Electric windows, £3,250. Elmroyd Finance Ltd. Telephone 042 43 3166. (69113
BANK MANAGER forces sale of much loved 1937 MG TA. Requires little attention to become a reliable asset. £650 o.n.o. Tel: Rotherham 66367 evenings and weekends. (69114
MAZDA RX2 "L" Reg. 1972. Red with black upholstery, 4-door, one previous owner in beautiful condition. £750 o.n.o. Tel: Caerphilly 867927. (69116
1973 MG-B GT. White, blue cord seats. Overdrive. Abarth exhaust system, radio, HRW. Gloucestershire car in beautiful condition. One previous owner. £1,500. Tel: Coleford, Glos. 2143. (69117
1917 6-CYLINDER Franklin Tourer. £4,600. 1905 4-cylinder 7½-litre poppet valve Daimler Tourer. Offers. Ridley Hill Farm House, Sproughton, Nr. Ipswich, Suffolk. (69118
JENSEN 541S 1960. Superb condition having been Jensen Motors property some years. 24 m.p.g. consistently. A thoroughly good classic motor car, £875. Ring 061-980 3298. (69119
LOTUS +2S130/5 July 1972. Alloy wheels, radio, HRW. £1,675. Long Stratton (Norfolk) 30328 evenings. (69120
TVR 1600M. 8,900 miles. 1973. Immaculate silver with black vinyl roof, sunroof, tinted glass, HRW, Kenlowe, radio, Dinitrolled. Used only as second car and looks like new. For sale only for health reasons. £1,600. P/ex. possible. Phone 0246 413987 (Sheffield). (69121
1948 MARK VI Bentley restored 1959. Reasonable condition for age. Distinctive number, £750. Sutcliffe, 10 Bradford Road, Brighouse. (69122
ALVIS TD21 1961. Mechanically good, bodywork restoration started, requires finishing. Many spares. Must sell by December 31st. Owner going abroad. Offers over £200. Telephone Francis, Tamworth 67483 after 16th December. (69123
BMW 525 AUTOMATIC Saloon, "N" Reg. September 1974. Garnet metallic, grey velour trim. P.a.s., stereo, radio and tape player. Under 10,000 miles. £4,250 or exchange for Silver Cloud III or Silver Shadow with cash adjustment. Phone Hill, Huddersfield (0484) 832711. (69125
1975 LOTUS +2 S130/4. Unique opportunity to purchase the last Plus Two. Built November 1975. Ermine white. Oatmeal trim. Black carpet. Sundym. HRW, every extra. Blueprinted big valve engine. As yet unregistered, nil mileage. The ultimate Christmas gift. Offers to: "Twin Cam", Heatherway, Great Moulton, Norwich NR15 2HP. (69127
MK. I SPRITE. £300 spent on 998 c.c. engine, numerous extras, reliable, well-maintained. Larger car needed. £250 o.n.o. 'Phone Stratford-upon-Avon 67958. (69128
ROLLS PI TOURER 1928. Superb condition. Black wings, yellow coachwork. Ideal as advertisement or investment. Most drivable. £9,975. Box No. 4915. (69130
1933 AUSTIN 10 Pick-up Truck (conversion). Basically very sound, re-trimmed, all original Austin 10 running gear. New carb, axle, etc. Offers around £150. Tel: Bristol 671030. (69133
1933 AVON STANDARD Special 10 h.p. two-seater coupe with dickey. Believed to be unique example. Partially restored, needs finishing. Offers over £1,000. Telephone 01-864 9138 evenings. (69203
CHEVROLET IMPALA imported 1967, RHD, power brakes and steering, electric windows and radio. In first-class original condition, approx. 36,000 miles. £1,200. No time-wasters please. Apply: H. Ideson, 37 Cambridge Road, Stretham, Nr. Ely, Cambs. Telephone Stretham 243. (69136
MORGAN 4/4 competition, 1970, "J" registration. Deep Brunswick green, 72-spoke wire wheels, luggage rack, tonneaus, rear bumper. £1,900. Keynsham 5376. (69137
MORGAN 1968 4/4 1600 4-seater. Yellow chrome. One owner, used as a fun car. 18,500 miles. Wire wheels, tonneau, rear bumper, louvred bonnet, bonnet strap. £1,950. Phone evenings Rickmansworth 75841. (69138
1921 HUMBER 11.4 h.p. saloon. Red/black Bedford cord upholstery. Restored regardless of cost. Concours. Offers around £2,500. Box 4918. (69140
LANCIA (ML 72). 1965 RHD Zagato saloon. Damaged with spares to repair. £250. Have offer of £150 for Reg. No. 01-460 3133. (69145
1961 XK150 FHC. Genuine 25,760 miles. Immaculate. Indigo blue. Spotless grey leather interior. Motorola. Shown Woodvale Car Show, August. 0704 69142 (evenings). (69146
JENSEN CV8. 1964. Immaculate throughout, leather interior, finished in red with black vinyl roof. Collector's item. £1,250 o.n.o. Phone daytime Stourport-on-Severn 6397; evenings Kidderminster 65517. (69147
MG TD2 1953. Beige/red. Stage Two tuned, radio, heater, wire wheels, present owner last 17 years. MGCC member, rebuilt 1972. Fantastic condition. £4,000. Southend (0702) 64355, after 7 p.m. (69148
MG-B GT V8. Harvest gold. 8,500 miles. Rust-proofed. Alarmed. Mint condition. 24 m.p.g. Phone 061-834 5253 day; 061-681 8406 even. (69149

CLASSIC MODELS



DESPITE the ever rising prices of full size classic cars you can still own a **1932 Alfa Romeo Spyder** for only 65 pounds. Yes, we know it's a model but have you ever before heard of a model with brakes that operate, steering that turns, an engine with pistons and a crank that turns over, individually spoked wheels, rubber tyres and leather upholstery? 1,954 parts go to make up this classic, exact scale construction kit in brass, stainless steel, iron, copper, rubber, leather and plastic. A fully finished model would cost you around 260 pounds but as they do not travel in built-up form it is better for you to assemble your own from a kit during the boring dark winter months. The kit is completely authentic, having been created from Alfa's own plans with the help of **Luigi Fusi.** Fully illustrated instructions are supplied with each and we operate an after-sales-service whereby any spare can be supplied free of charge. This is one of the classic models of all time, not difficult for the intelligent to put together and an instant envy-earner when on show in your home. Price is 65 pounds post free in the UK but this applies only to current stocks because the depreciation of Harold's pound in our pockets will almost certainly mean a rapid price increase when new stocks arrive. *NB.*—We have two shop-soiled examples of this kit, both complete, for sale at 60 pounds post free. In the same series and just as desirable we also have the **1935 Mercedes 500K Supercharged roadster** at 95 pounds, the **1931 Alfa Romeo 8C 2300 Monza** at 55 pounds, the **1907 130 HP GP Fiat** at 43 pounds, and the fantastic **1932 Rolls-Royce Phantom II Drophead** at 85 pounds. All are 1/12th scale — the Rolls, for example, is 26" long and the Alfa Spyder pictured is 19½" long.

BUT if you're looking for something more modern we should this month have the new 1/12th scale annual F1 kit in all its superb detail. It should be of this year's **MARTINI BRABHAM** and will probably cost around 6.99 plus 65p post. So if you want to be first with it send 7.64 now and we'll send the kit as soon as it arrives. If the price is higher or lower we'll drop you a line before arrival. In May next year there should be a 1/12th scale kit of this year's **FERRARI 312T** but we won't take orders for that until February.

MEANWHILE big scale, easy to assemble but detailed kits that are worthwhile and available from stock include: **Morgan Plus 8** 5.95; **Jaguar SS100** 4.99; **MG TC** 4.75; **Bugatti Royale** 9.95; **Alfonso Hispano Suiza** 4.25; **Citroen 2CV** 2.00; **Ford Model T** 4.99; **Bugatti 35B** 2.75 — all plus 65p post each, and all detailed in our 60-page illustrated kit catalogue which costs 50p and gives full descriptions of all the big scale models we have. Most are detailed even to readable instruments, operating steering and suspensions. We build them for museums and motor shows the world over, so if you join in you'll be in good company!



PICTURED above is our own kit of the **Bugatti T55** which we modelled on Miles Coverdale example now living happily in New York. Like all of our "Classic Cars" range it is a simple but detailed metal kit of parts in 1/43rd scale, an ideal size, it has been found, for shelf display. The average home can take one or two big-scale models like the Alfa Spyder but it begins to rival Beaulieu with six or more. The same home can usually take 20 or 30 1/43rd scale models before marital bliss is threatened! Our metal kits have been acknowledged by journalists and owners' clubs as THE most accurate. They cost 3.95 each and all have illustrated instructions and a history of the car — they are not difficult to make a good job of. New in our range this month are: **Aston Martin P215 Le Mans** (the last racing Aston); **Aston Martin DB4GT Zagato Competition** (based on VEV and others); **Lotus 7** road or race car; **Mercedes SSKL Targa Florio**; **Jaguar XK "S"** — the last Lyons-designed Jaguar. Note — post on single model orders is 50p, for more than one add 15p per model.

NB: Telephone and mail orders accepted on Barclaycard, Access, Chargex, Mastercharge, Bankamericard, Carte Bleue, etc., etc.

GRAND PRIX MODELS
173/175 Watling Street (A5 road)
Radlett, Herts, UK.
Tel: Radlett 7898

Buy it with your BARCLAYCARD

(Open 2 to 6 Mon to Fri. Wed closed. Sat all day)

GILBERN Invader



NEW INVADER MARK III

Due to a resumption of production on a limited scale we can now proudly offer two new Mk. IIIs to customer's specification.

1973 (M). Automatic. White with burgundy trim, vinyl roof, low mileage.
1973 (L) Automatic. Black tulip with oatmeal trim, s/roof; exceptional condition.



1600 GT

1961. Red with black trim, excellent body, very original. **£250.**



INVADER ESTATE

Only 68 of these prestige hand-built estates were ever produced by Gilbern Cars Ltd.
1972 (June). White, black trim, black vinyl roof, o/d., radio, 30,000 miles.



INVADER MARK II

The Gilbern Invader Mk. I, Mk. II and Mk. III are powered by the Ford V6 engine which returns an incredible 27 m.p.g. when fitted to the Gilbern.
1972. Midnight blue with tan trim, o/d., every conceivable extra, only 14,000 miles. Without doubt one of the finest Mk. IIs available.
1971. Black tulip with black trim, o/d., two owners, immaculate.
1971. Silver with black trim, o/d., 24,000 miles, mint condition.

All our Gilberns are thoroughly prepared, many having been rebuilt, and carry a three months' guarantee. Good, low-mileage Gilberns always wanted for cash. Hire-purchase or part-exchange arranged.

Sales:
ACE MOTOR COMPANY
18-23 Radley Mews, Stratford Rd., London W.8. Tel: 937 5691

GILBERN SERVICE CENTRE: 52 Churchfield Rd., Acton, W.3. Tel: 992 8900. Complete servicing facilities, fibreglass coachwork, repairs and all parts.

GILBERNS WANTED URGENTLY

FOR SALE—continued

MG-B GT V8 "N" REG. 1974. Teal blue with tan cloth interior. Over £200 worth of stereo radio/cassette. Only 11,000 miles from new. Immaculate condition, £2,295. Ware (0920) 5647. (69142
MG J2 1932. Mechanically excellent. Body needs attention. Not in current use, £950. K. D. Pattullo, Earlsdale Chance Inn, Cupar, Fife KY15 5QJ. (69183
AUSTIN 10/4 Saloon Deluxe. September 1932. Original log book, etc. Spares. Excellent throughout. Offers invited. John Stanley. Tel: Astwood Bank 3311. (69184
ALFA ROMEO 2600 Sprint. 1968. Same family since new. AROC members. Nominal mileage. Regularly serviced. Brown/stainless steel, red leather, wood facia. Recent engine overhaul, new clutch by Alfa specialists, brake overhaul, 5 excellent Michelins, undersealed, no rust, 26 m.p.g. at 70 m.p.h. Reputed to be the finest example of this fast appreciating model. Sensible offers gentlemen, would consider exchange. Phone Exeter 67155. (69185
AUSTIN "8" 1940. Two-door saloon. Excellent original condition. New battery and exhaust, good tyres, £400. Yeovil 3162. (69186
"FROGEYE": 1959 Austin Healey Sprite Mark I with original all-steel body, all in excellent condition. Tax and MoT. £275 or offer considered. Telephone Peter Courtney, Beaminster (Dorset) 862478. (69187
MG TD 1951. Completely rebuilt from chassis. Both mechanically and bodily immaculate. £3,000. Woking 73272. (69188
UWF 777. Interesting Mk. I Jaguar 1958. Fitted wtih 1968 3.8 E-type engine. Discs all round. Select-A-Ride. O/D, original tool kit. Many extras, white with red weather. Offers around £275. Telephone Cawston (060-542) 429 (North Norfolk). (69189
BMW 2800 1970. Perfect condition throughout. Automatic, power steering, brakes, stereo radio, cassette. 1 year's MoT. Lovely car for £1,200. 01-504 1898 (Woodford, Essex). (69190
PORSCHE 356C 1965. Fitted Super 90 engine rebuilt (expensively) by Porsche agent. Bodywork immaculate, chrome wheels, radio. Plus a large quantity of spares, including a gearbox. £850, p/ex. considered. Tel: Scarborough 66513 after 6.30 p.m. (69191
SILVER CLOUD 1959 with p.a.s., electric windows, aerial, etc. Black, cream trim. Very nice car for £2,500. Box No. 4919. (69192
MG PA 1935. Original except engine. Needs restoration, but very sound. £550 secures. 0482 491790. (69193
E-TYPE FHC. Willow green. August 1970. Webasto sunroof, CWW, radio and 8-track stereo. 28,000 miles. Inspection invited. £1,600, no offers. Phone Rushlake Green (Sussex) 296. (69194
1929 AUSTIN 16/6 Tourer. Mint condition. Rebuilt as new. Rewired, new hood, tyres, upholstery, etc. Ideal for touring—45 m.p.h. cruising, 24 m.p.g. Candidate for concours competitions. Offers to Lloyd, 1296, Pollokshaws Rd., Glasgow G41. Tel: 041-632 4772. (69195
"E"-TYPE JAGUAR 1963, as new, bills for over £2,000 spent renovating in last year. Everything done, engine not yet run-in, new bonnet, etc. Finished in Carmen red with chrome wires, private number. "Cushings" forces sale, £1,800 o.n.o. Tel: Farnborough (Hants) 41213. (69196
FIAT 124 SPORT 1800 Coupe. M Reg. Sunroof, radio, Sierra red/black interior. In superb condition, £1,625 for quick sale. Tunbridge Wells 28420. (69197
1970 (M) EUROPA (Renault). Red with white coachline. Exceptional condition both mechanically and bodily. 38,000 miles, 40 m.p.g. MoT and taxed, £825 o.n.o. South Godstone 3176. (69198
ROLLS-ROYCE Silver Wraith Hearse 1952, average condition, £1,450 or offer. South Molton (Devon) 2139. (69199
E-TYPE CONVERTIBLE Mk. 2, 1970. In regency red, 32,000 miles, chrome wire wheels, slim band, white walls, Sundym screen, Reg. No. CJW 1H. Superb, can only appreciate, £1,650. Southampton 69582. (69201
TRIUMPH TR4A IRS 1967. Overdrive, new hood, spoke wheels, good tyres, MoT and tax, £425 o.n.o. 9 Vicarage Lane, Eastbourne, Sussex 25934, Barry. (69202
AUSTIN HEALEY 100/4 in need of restoration but mechanically sound. Offers please to Richard. Phone: Highley 443 (Shropshire). (69135
1973 JENSEN HEALEY. 30,000 miles. Yellow, good condition. Telephone Mark, Louth 5224 for details (Lincolnshire). (69204
1966 ALFA ROMEO 2600 Sprint Bertone's 2-door coupe. 6 cyl. 5-speed. Maroon. Original good condition. Hide trim. New Michelin X, electric windows, radio, mech. overhaul. The price includes a sister-car for spares, £500. Molle, Rue Tombois, 30, 5900-Jodoigne, Belgium. (F 60091

COLLECTOR'S ITEMS
3 Sunbeam Talbot Mk. III Saloons
All in excellent condition.
1956 Registration number MSA 910 (one owner)
1957 Registration number OAV 252 (two owners).
1958 Registration number SFK 666 (three owners).
Particulars from: **James Burnett & Son (Aberdeen) Ltd., 80 Skene Square, Aberdeen. Phone 23770**

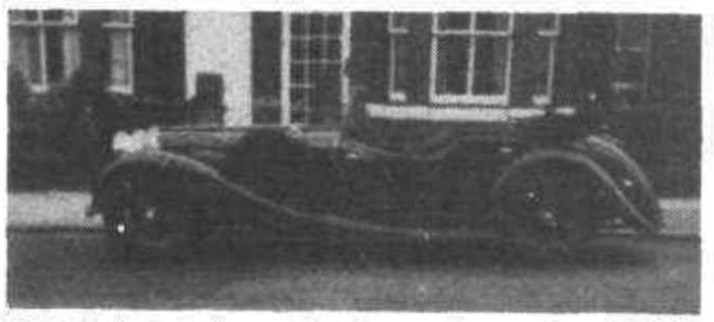
David Mulvaney Ltd.



FORD GT40 Mirage. We are pleased to be able to offer the sole remaining example of what must be the ultimate GT40. This car was driven to victory in several important races (Kyalami, etc.) in the hands of people such as Ickx, Redman, Bonnier. Now superbly rebuilt to its original specification this car represents a unique opportunity to acquire the finest GT40 in existence.



1910 STANDARD 6-cylinder Cabriolet by Million Guiet of London. A rare opportunity to acquire a magnificent large Edwardian carriage in superb original condition.



We are fortunate in having been able to acquire another **ALVIS Speed 25** with 4-door tourer coachwork by Vanden Plas. Splendid and original in every respect and complete with full weather equipment. Finished in maroon with matching interior.

1975 FERRARI Dino 308 GT. Metallic brown with matching suede interior. 8,000 miles. Fitted with radio/stereo etc. Considerable saving on new list price at **£6,950**
1973 FERRARI Dino 246 GT. Metallic silver blue with blue interior. Radio/stereo etc. Superb throughout. Full service history. **£4,250**
1974 JENSEN HEALEY. Finished in blue with black detachable hard-top. Radio/stereo etc. 'P' registration. **£2,295**
1964 JAGUAR 'E'-Type roadster. Good original condition. These 3.8-engined cars are now appreciating. Fitted with works hard-top. **£895**
FORD V8 roadster. Splendid example of the rare Model 78, now complete and resplendant in cream with red hood. Immaculate throughout. **£1,795**
1928 AUSTIN 16 drophead coupe with Gordon coachwork. Almost *concours*. **£2,350**
1949 JAGUAR XK120 roadster — a very early steel-bodied car finished in Carmen red and retrimmed in beige. Fitted with new hood. **£2,450**
1939 BUICK Club coupe. Silver grey with beige cloth interior. A real 'Cary Grant' car. **£1,950**
1929 MG 'M'-Type Midget. A very honest car that runs well but needs a coat of shiny paint. **£795**

dealers in fine cars

BURSCOUGH STREET GARAGE,
BURSCOUGH STREET,
ORMSKIRK, LANCASHIRE
TELEPHONE: ORMSKIRK (0695) 74963
Part exchanges, financing and all offers considered.

PERFORMANCE CARS

GREAT WEST ROAD
BRENTFORD MIDDX.
Tel: 01-560 7091

All quoted mileages are warranted.
All cars are advertised with year and price clearly shown.
This has been our policy since 1946.

We are 1½ miles West from Chiswick roundabout. Opening hours: Mon. to Sat. 9 a.m. to 7 p.m. Sun. 10 a.m. to 12 noon. (Works: 8 a.m. to 6 p.m.)



1961 AC Greyhound (Bristol engine), green, Webasto sun roof, wire wheels; very rare. (*Illus.*) **£1,495**

1966 BRISTOL '409', Chrysler 5,211-c.c. engine, push-button automatic, silver grey. (*Illus.*) **£1,495**

1972 ('71 model) AUSTIN HEALEY Sprite Mk. IV, Bedouin/autumn leaf; one owner, mileage 35,661; wire wheels, tonneau, 'SP' Sports **£745**

1966 AUSTIN HEALEY 3000, metallic red, wire wheels, overdrive, radio, 4,500 miles on overhauled engine, new hood **£1,225**

1964 AUSTIN HEALEY 3000 Mk. III convertible, BRG, *concours*, chrome wire wheels, overdrive, radio **£2,995**

1960 AUSTIN HEALEY 3000 Mk. II, 2/4 seats, grey, hard-top, overdrive, wire wheels, triple carbs. **£765**

1965 BENTLEY S3, black over grey, two owners only since new, electric windows, PAS, radio/stereo **£2,945**

1963 BENTLEY S3, black pearl over shell grey, radio/stereo, lambswool carpets, electric windows anti-glare windscreen **£3,500**

1961 BENTLEY Series II 6,230 c.c., maroon over grey, electric windows, radio, PAS **£1,895**

1973 CHRYSLER Valiant V8 Automatic, regal estate, silver/black, Motorola, reclining seats, electric rear window, 5,210 c.c. **£1,595**

1972 FIAT 127, white/black (doctor's car), radio; recorded mileage 25,092 ..... **£765**

1965 JENSEN C-V8, metallic blue, automatic, chrome wheels, Motorola **£1,295**

1971 'J' JAVELIN SST 2-door coupe (4 seats), air-conditioned, tinted glass, radio, floor automatic; two owners only, one since 1972; recorded mileage 39,532 ..... **£1,495**

1971 JAGUAR 2+2 V12 coupe, blue, automatic, radio, stereo, P.A.S. **£1,945**

1970 'J' LOTUS Seven Mk. IV, yellow, fitted 1,558 c.c. Holbay twin cam engine, twin-choke Webers, stereo **£1,045**

1923 LAGONDA Type KK 11.6 h.p. 2-seater with dickey **£3,500**

1972 LANCIA 2000, blue/blue nylon, 5-speed box, head-rests **£925**

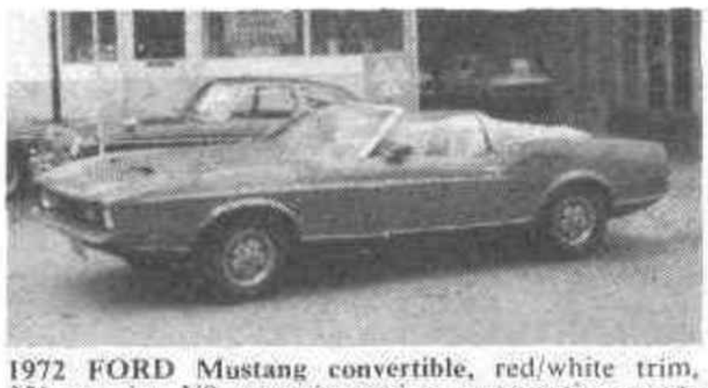
1971 LANCIA 2000 4-door saloon, green-brown cloth power steering; one owner, mileage 33,309 .. **£825**

1966 LANCIA Flaminia 3c 2.8-litre V6, imported 1972, very pretty 2-door Superleggera Touring coach-work, 2/4 seats; silver grey/red **£995**

1974 MG-B GT, harvest gold, one owner, mileage 15,829; Selmar, electric aerial, undersealed, overdrive, h.r.w., servo, headrests, door mirrors, Kenlowe, Cibie headlamps, spare used **£1,945**

1974 MG-B, bracken, one owner, 11,172 miles, overdrive, stereo, tonneau **£1,725**

1974 'M' MIDGET, bracken/tan, one owner, anti-thief, tonneau, petrol lock; delightful cond. **£1,095**



1972 FORD Mustang convertible, red/white trim, 351 cu. in. V8 ram-air engine, automatic, sports interior, *all power*, radio plus 8-track. (*Illus.*) **£1,995**



1971 (J) JAGUAR V12 2+2 coupe, Regency red, tan trim, manual, Motorola, head-rests; recorded mileage 46,173; delightful condition. (*Illus.*) **£2,195**

1973 JAGUAR V12 roadster, white/black; mileage 21,013, radio/stereo (*Illus.*) **£2,695**

1966 JAGUAR 2+2 coupe, wire wheels, radio; reputed 47,543 miles; dark blue (*Illus.*) **£1,395**



1964 GORDON-KEEBLE (V8), white/black; two owners only since new, reputed 40,803 miles, discs all round, radio/8-track stereo, electric windows, knock-on wheels. (*Illus.*) **£1,895**

1963 DAIMLER SP250, 'C' spec., blue, hard/soft-tops; two owners only (one last 7 years). (*Illus.*) **£1,100**

1973 MG-B roadster, damask red/navy, overdrive, radio, head-rests; one owner **£1,295**

1972 MG-B, teal blue, one owner, 30,453 miles, overdrive, radio, tonneau **£1,195**

We want to take this opportunity of wishing all our friends in the trade, future and past customers, and all readers of "Motor Sport" A Happy Christmas and Prosperous New Year.



1968 ASTON MARTIN DB6 coupe, silver birch, automatic, P.A.S., tinted glass, chrome wires, radio, etc. **£2,150**

1972 MG-B, blaze, one owner, overdrive, mirrors, Cints., tonneau **£1,125**

1968 MG-C GT Automatic, green, radio, h.r.w.; two owners only, reputed 45,412 miles, wire wheels **£745**

1960 MG-A 1600 roadster, white, details on request **£595**

1959 MG Magnette Varitone saloon, green radio, original log book; one owner last 6 years **£265**

MG TD, 2 seats, green, recently restored **£2,500**

1969 OPUS Sports, fibre-glass; interesting car, full weather equipment **£345**

1912 ROLLS-ROYCE Silver Ghost tourer by Regent Carriage Co. and J. Rothschild et Fils Ltd. .. **£36,000**

1968 'G' RELIANT Scimitar 3-litre, white/black, overdrive, radio **£795**

1971 RENAULT 6TL 4-door saloon, white/black; delightful example **£725**

1951 RILEY 2½-litre saloon, maroon **£245**

1966 SUNBEAM Tiger (V8), blue, hard/soft-tops, radio, tinted glass, Kenlowe, radio; delightful example **£1,195**

1923 SUNBEAM 16/40 5-seater torpedo tourer, smoke blue and black **£6,000**

1974 TRIUMPH Spitfire, sapphire blue; one owner, mileage 10,064 radio, tonneau **£1,395**

1974 TRIUMPH Spitfire Mk. IV, mimosa, one lady owner, mileage 13,633 ..... **£1,345**

1974 TRIUMPH Spitfire, green, one owner (dentist); Motorola, luggage rack, tonneau, spare unused **£1,295**

1973 TRIUMPH Spitfire, mimosa, one owner, 12,267 miles, hard/soft-tops, radio **£1,225**

1971 TRIUMPH Stag, white/red, automatic, power steering, electric windows **£1,545**

1971 'K' TRIUMPH Stag, white, overdrive electric windows power steering, mirrors **£1,495**

1971 TRIUMPH 2500 Mk. II saloon, blue, overdrive, converted to Stromberg carbs. **£745**

1970 TRIUMPH Spitfire Mk. III, red, well above average **£645**

1967 TRIUMPH Spitfire Mk. III, royal blue, heater, seat belts; nice example **£495**

1967 TRIUMPH Spitfire, dark blue, radio, wire wheels, extra instrumentation **£465**

1965 TRIUMPH TR4A, yellow, overdrive, hard-top, wire wheels, radio **£565**

1964 TRIUMPH TR4, grey, Surrey hard-top, overdrive, Corbeau GT seats, recent engine work .. **£395**

1965 VANDEN-PLAS Princess 4-litre 'R', green/grey, automatic, PAS, radio **£395**

1970 JAGUAR 'E' 2+2 coupe, sable, Sundym, Ziebart, chrome wires, radial/8-track, Webasto; lot of money spent (mechanics) this year. **£1,745**

01-235 4613
(OFFICE)

MIKE R. BERRY (LONDON)

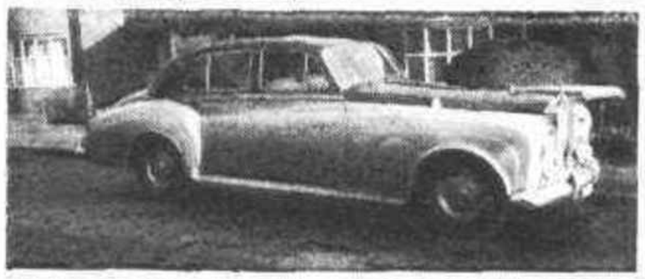
ROLLS ROYCE & BENTLEY SPECIALIST

01-445 1869
(EVENINGS)

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



FIAT, 1972, 130 four-door sports saloon in outstanding condition. The top of the Fiat range, nicely finished in shell grey with matching interior trim. Automatic transmission etc., moderate mileage, all extras at a very realistic price.



ROLLS-ROYCE, 1963, Silver Cloud III 4-door sports saloon in shell grey over astral blue. This 2-owner car has a recorded mileage of only 80,000 with an excellent service record, a well-above-average example in all respects.



MATCHLESS, 1938, 1,000 c.c. V-twin motorcycle in good original order throughout.

ROLLS-ROYCE, 1968, Silver Shadow Standard saloon in shell over Tudor grey with red hide trim. Excellent all round condition. Mechanically outstanding.



ROLLS-ROYCE, 1972, Silver Shadow, compliant suspension, Sundym glass and refrigeration. One owner from new with 30,000 recorded miles, finished in velvet green with matching trim.



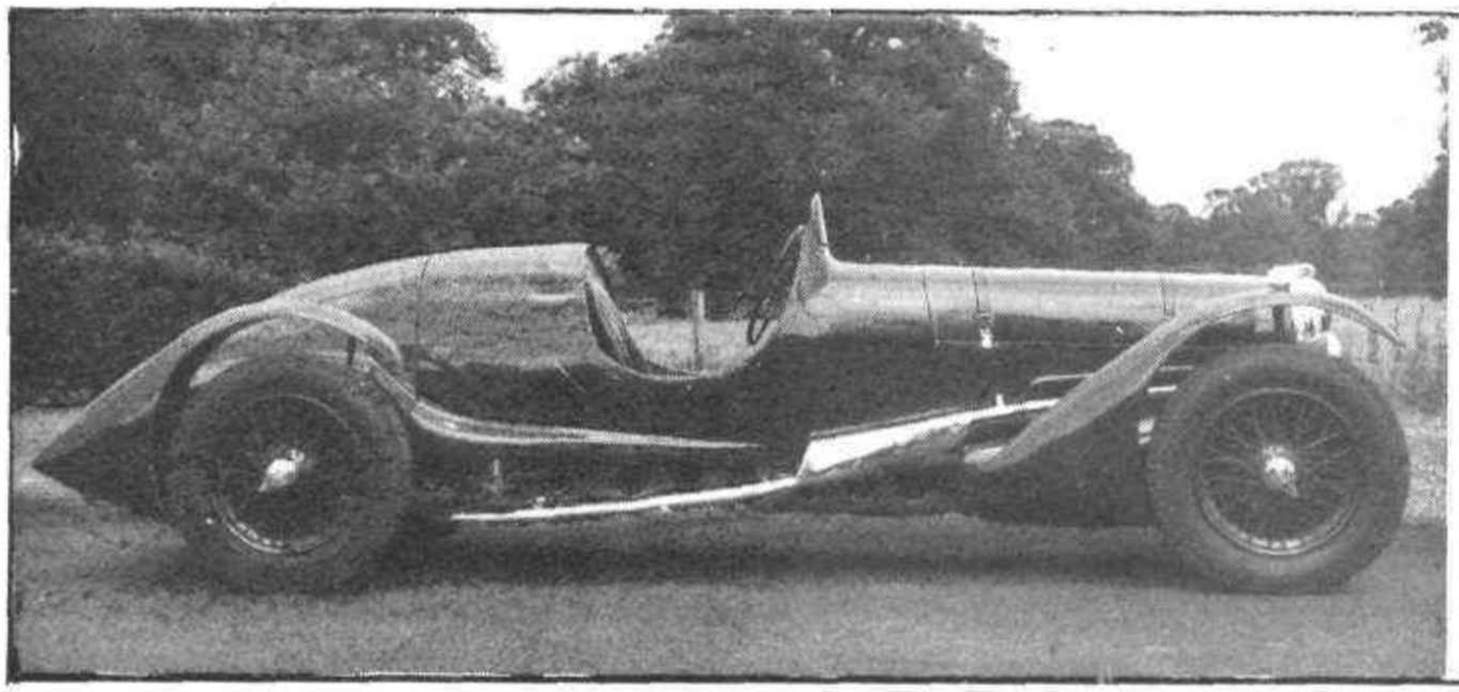
ALFA ROMEO, 1965, Alfa-Sud TI. A fantastic machine, finished in white with black trim, h.r.w. etc. One owner with only 7,000 miles recorded.



ROLLS-ROYCE, 1957, Silver Cloud I. This is it — the car of your dreams. 1957 SED series with power steering, one owner, 10,000 miles only from new. Finished in unmarked original midnight blue with contrasting tan hide trim. This car is virtually still brand new and can only be appreciated by inspection.

BENTLEY, 1957, S1 Series Flying Spur, one of only a mere handful, this Continental 4-door coach-built aluminium-bodied sports saloon was the subject of a recent extensive (or should we say expensive) restoration, it was completely gutted and refurbished, interior retrimmed in natural tan Connolly hide with matching Wilton carpet, all woodwork repolished, repainted in golden sand, all chromework replated, etc., etc. Mechanically superb, and fitted of course with power-assisted steering.

URGENTLY WANTED, ALL TYPES OF VINTAGE, VETERAN & CLASSIC CARS & MOTORCYCLES



1939 LAGONDA V12R TEAM CAR

Recently restored with replica body.

One of two built for the 1939 Le Mans race and reputedly driven by Lord Selsdon and Lord Waleran to come in 4th. It subsequently made a number of appearances at Brooklands.

Chassis No. 14089 and Engine No. 14089.

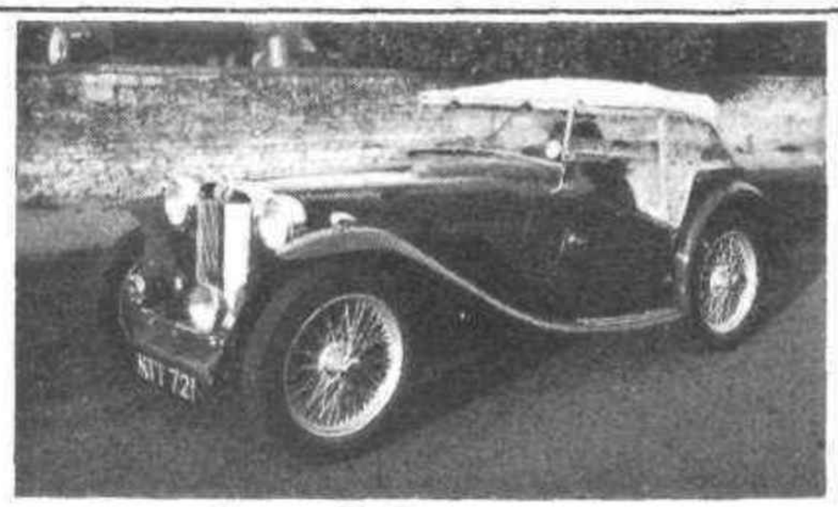
Offers to Box No. 4908

ANTIQUE AUTOMOBILES LIMITED

Offer on behalf of a Client

1947 MG TC colour—red. This car was fully restored by ourselves, has covered a low mileage since and is in excellent condition throughout.

Price £3,250



We should like to take this opportunity of wishing our customers a Merry Christmas.

35-39 Main Street, Baston, Peterborough Tel Greatford 288/488

JK SPORTSCARS

405 GREEN LANES,
HARINGEY, LONDON N4 1EU
01·348 2221

BMW 2002, 1969: Finished in golf yellow with black upholstery; this attractive, economical coupe has had only one owner since new and is in exceptional condition throughout..... **£795**

VOLVO 1800E, 1970: Finished in yellow with black upholstery; fitted alloy wheels, overdrive, heated rear screen, tinted windows and a radio..... **£1,195**

CORTINA Lotus, 1969: Finished in original red with black upholstery; a very fine example of this sought-after sports saloon; fitted radio and stereo **£695**

ALFA 1750 GTV, 1970: Finished in yellow with black upholstery; fitted with 5-speed gearbox, heated rear screen, reclining seats, headrests, combined radio/8-track, taxed until next year..... **£995**



GROUP 6: Finished in tangerine, VW chassis with 1,500 c.c. engine, fitted wide wheels and a radio; a smart, safe and comfortable Grand Tourer **£795**
(Also available in kit form for about **£500** + V.A.T.; phone for more details)



TVR Tuscan V8, 1968: This 'special equipment' long wheelbase model is finished in Aubergine with black upholstery; fitted Minilite wheels, high-back seats, tinted windows, twin Kenlowes, new exhausts etc., etc.; recent complete engine overhaul which cost nearly £500. Shattering performance, registration no.: VLA 7 (*similar to above*)..... **£1,795**

GINETTA G15, 1972: Finished in metallic blue with black upholstery; this incredibly economical sportscar has had only one owner since new and is fitted with a sunshine roof, alloy wheels, new tyres, reverse lights and a very expensive Blaupunkt sound system; in superb condition..... **£945**

MG-B roadster, 1972: Finished in red with black hood and upholstery; fitted Rostyle wheels, radio. Only one owner and 23,000 miles since new.. **£1,095**

ALVIS TF21, 1966: Metallic beige coachwork with completely retrimmed beige hide interior; automatic transmission, power-assisted steering and the original Motorola push-button radio; probably one of the finest surviving examples of the 100 TFs produced **£1,795**

TRIUMPH 13/60 convertible, 1971: One of the very last of this model produced; finished in Wedgwood blue with black upholstery and hood; fitted full tonneau and new radial tyres (Group 1 insurance rating)..... **£795**

PORSCHE 911E, 1970: Finished in tangerine with black trim; fitted 5-speed gearbox; 2.2 engine, Sundym glass, electric windows, 'S' wheels, new tyres, rear wiper and heated rear screen..... **£2,245**

MERCEDES 220 SEBC, 1965: An outstanding coupe in excellent condition throughout; finished in midnight blue with grey leather upholstery; fitted with Motorola push-button radio, reclining seats and all the usual coupe refinements; recent complete engine overhaul in our workshops..... **£795**



SPARTAN 2-litre: Finished in Ferrari red with black hood and upholstery; fitted overdrive, boot rack, radio and wide wheels..... **£1,095**

SPITFIRE IV, 1971: Finished in saffron with black upholstery and hood; fitted with wire wheels, tonneau and a radio; only one private owner from new; economy, sparkling performance and cheap insurance for..... **£795**

**SPORTS CARS WANTED URGENTLY
CASH WAITING**

**DISTRIBUTORS FOR THE 'SPARTAN' KIT.
ABOUT £300 + V.A.T. SEND LARGISH
S.A.E. FOR MORE DETAILS**

INSURANCE: LOW RATES AND PREMIUMS BY INSTALMENTS

UP TO 18 MONTHS GUARANTEE ON ALL USED CARS

The Sports Car Centre

89 BRAMLEY ROAD, OAKWOOD, N14 4EY
Tel.: 01-882 4495

"WE WOULD LIKE TO TAKE THIS OPPORTUNITY TO WISH ALL READERS AND PAST CUSTOMERS SEASONAL GREETINGS"



1974P FIAT X1/9 Targa (a mini Dino), white; one owner, 15,000 miles, as new..... **£2,100**



1973L GINETTA G15, yellow, 875 c.c. engine, radio..... **£1,195**

1974M M.G.-B GT, white, 16,000 miles, Sundym, o/drive; one owner **£2,395**
1973L TR6, damson, o/drive, two owners, radio, white top; unmarked **£1,345**
1973L M.G.-B roadster, o/d., w/w., radio, cassette, one owner, 20,000 miles, blaze..... **£1,395**
1973L M.G. Midget, mallard, one owner, w/wheels, 24,000 miles.. **£1,095**
1973L TRIUMPH Spitfire, white, one owner, 25,000 miles..... **£1,245**
1973L TRIUMPH Spitfire, pimento, one owner, 8,500 miles..... **£1,295**
1972L BMW 3.0 CSA, blue, one owner, service history, 34,000 miles **£3,950**
1972L BMW 3.0 S saloon, baikal blue, brown trim, manual, radio/stereo; two owners..... **£2,195**
1972L TRIUMPH Stag, white, h/s tops, manual, o/d., two owners; radio stereo; 34,000 miles..... **£1,895**
1972K ALFA ROMEO 1300 GTV, superb condition in white, 32,000 miles, one owner, service history; radio, reclining seats, new tyres, etc..... **£1,295**
1972K WOLSELEY 2200, white, auto., p.a.s., cloth trim, s/roof, radio; 20,000 miles, as new..... **£1,345**
1972K LOTUS Sprint d.h.c., black/gold, 26,000 miles; this car is as new..... **£1,595**
1972K TRIUMPH TR6 d.h.c., red, radio, overdrive, two owners; unmarked..... **£1,195**
1972K series BMW 2002 Touring, yellow, two owners, radio/stereo; immaculate throughout..... **£1,595**
1972K AUSTIN HEALEY Sprite, white, w/wheels, hard/soft tops **£845**
1971K M.G. Midget, blaze; one owner, 21,000 miles, as new..... **£795**
1971J TRIUMPH Spitfire, white, two owners, radio, cassette..... **£795**
1971J M.G.-B GT, red; two owners, 32,000 miles; supreme example with overdrive..... **£1,195**
1971J SCIMITAR GTE, auto., silver/black trim, radio, mag. wheels; one owner..... **£1,595**
1970H CAPRI 1600 GTLR, light orchid; two owners, 40,000 miles; sun-roof, cloth trim, radio..... **£895**

ALL CLEAN LATE SPORTS CARS WILL BE BOUGHT FOR CASH
Generous Part Exchange terms and H.P. facilities on all cars.

FOR SALE—continued

BENTLEY 8-LITRE chassis No. YR 5086. What a perfect Christmas present for the man who has everything. VDP type tourer in outstanding condition both mechanically and bodily. Literally a pleasure and thrill to drive. Car pictured on page 111 of Greens "50 Years". As stork is not forcing sale, only sensible offers will be entertained. R. Gentile, Route 2 Box 65, Olathe, Kansas 66061 USA. (F 60041

GILBERN INVADER Estate 1972. 36,000 miles, overdrive, sunroof, 8-track, towbar; usual body and mechanical faults eliminated. Specially designed stainless exhaust giving much improved clearance. Engineer owned. Chocolate brown with gold coachlines, £1,450. Stewart, Keltneyburn, Aberfeldy, Perthshire. Tel: Kenmore 333. (69237

AUSTIN HEALEY 3000 Mk. III, Dec. 1964. New exhaust, wire wheels, overdrive, hard and soft tops, tonneau and ¼ tonneau. MoT. Must be seen. £1,200 o.v.n.o. 01-882 4086 evenings. (69238

MERCEDES 190SL 1961. Mechanics excellent, 5 new tyres just fitted, radio, low mileage, body needs attention, hence price only £625. Tel: Quatt (Salop) 780649 anytime. (69239

SUPER SAMURI DATSUN 240Z full conversion, tape, radio, three sets wheels, roll bar, sunroof, spotlights, '73 "M". 37,000 miles genuine, 140 m.p.h. car. Ideal road car, occasional sprint, hill-climb, race car. Good condition. Must go to good home. £2,500 o.v.n.o. Tel: Nottingham 285095 after 6. (69240

TR3A, 1962. A superb example of an appreciating asset. BRG, tonneau, hard and soft tops, w/w, MoT, £550. Tel: Bradford 72339. (69241

TVR 2500M. Chocolate brown, Sundym glass, sunshine roof, Phillips turnlock radio, 3,000 miles, save £1,200! £2,600 (o.n.o.). Tel: Cobham 5659. (69242

MG-A ROADSTER 1958. Reconditioned engine, gearbox, suspension; chassis, body in good condition. MoT, £395. Bristol (0272) 697066. (69244

MG-B ROADSTER 1971 (K). Blaze, 32,000 miles, taxed 12 months, MoT, overdrive, tonneau and hood cover, stereo tape, boot rack, head restraints, Rostyles, SP Sports, good condition throughout, £885 o.n.o. Telephone 0603 898878. (69247

MG PB. Completely re-built, new wood, re-bodied, re-trimmed, re-chromed, re-wired, original Oxford/Cambridge blue. Concours investment. £1,875. Bracknell 3753. (69249

XK120 ROADSTER. Stripped to chassis and completely rebuilt professionally in 1974. Body and wire wheels, painted Old English White, seats and dash retrimmed in black hide, twin exhaust, £3,500 or exchange with cash for classic four-seater tourer. Little Chalfont (Bucks) 2060. (69250

FOR SALE—continued

ALVIS TA21. Black/cream 1952 Classic. Taxed, MoT October, re-upholstered, Radiomobile, whitewalls, sound condition all round, body mostly original. Could use class re-spray. £275 o.n.o. 061-485 7667 (Cheshire). (69234

AUSTIN HEALEY 100/4 BN1, 1953. Good mechanics/bodywork in need of attention. Reg. No. HCT 100. £300 o.n.o. Phone Saltash 2408. (69236

BENTLEY "R"-TYPE 1953 with manual transmission. Exceptional throughout. Finished in Embassy black with brown hide upholstery. Only two owners from new. Complete tool kit, new tyres, good investment, £1,495. 01-540 3245. (69252

REGRETFULLY DUE to expanding family, my 1973 MG-B GT is for sale. Has overdrive, HRW, new tyres and exhaust, 27,000 miles. £1,490 o.n.o. Tel: Haverfordwest 3339. (69254

2 BRITISH SPORTS. 1934 MG PA, original engine, £770. Turner 1200, £190. Both sound but unused several years. 01-449 1209 evenings/weekends. Require Gilbern. (69256

1936 BENTLEY 3½-litre pillarless airline coupe by Gurney Nutting. Mechanically excellent. Aluminium body sound but needs detail attention. Wheel discs available. £1,350 o.n.o. Telephone Northwich 77603. (69257

1924 CITROEN Torpedo 5-seater Tourer. Owing to let-down still available. Excellent condition. Recent garage overhaul. 11.9 Hotchkiss engine. Used daily all the summer. Fun to drive. Very very rare car and good investment at £1,450. Fennell, 2 Foliat Close, Wantage, Oxon. Tel: Wantage 2317. (69258

1956 JAGUAR 2.4 Mk. 1. O/drive, MoT March 1976. Mechanics and black coachwork in good condition, 3 owners. Original log book. Offers to Paisley, Netherton, Elmley Castle, Worcs. Tel: 038674 568. (69259

ALVIS SP20 SA. Fitted two-seater body, quite fast. Offers around £1,000 to James Andrews, Watford 24912. (69260

COLLECTOR'S PIECE: Right-hand drive 1965 Galaxy 500 Convertible. White, black, power hood, 39,000 miles from new. Excellent condition. Must be seen. £495, part exchange considered. Sedlescombe 247 (Sussex). (69262

XL MEXICO Escort Estate. Special GT conversion, fitted with fast but economical 1600 o.h.c. engine and CR box., electric ignition, and Kenlowe. "M" Reg. 19,000 miles. Copper bronze and black vinyl. R5 wheels and super steels, new. £1,375 o.n.o. Host of sensible extras. Tel: 01-953 2553 or 01-953 9708 (eve.). (69245

ALVIS SPEED 20 1937 saloon requires complete rebuild. Ideal for special. £400. James Andrews, Watford 24912. (69260

HENDON WAY MOTORS

1974 LOTUS Elan +2S 130/5. Lagoon blue, oatmeal, radio stereo, Sundym, alloy wheels **£2,895**
1973 LOTUS Elan +2S 130. Regency red, oatmeal, radio stereo, Sundym, alloy wheels..... **£2,595**
1973 LOTUS Elan +2S 130/5. Tawny gold, oatmeal, radio stereo, Sundym, alloy wheels..... **£2,695**
1972 LOTUS Europa Twin Cam. Oatmeal, radio stereo, Sundyn, alloy wheels..... **£1,595**
1973 LOTUS Elan Sprint d.h.c. Tawny gold, 15,000 miles, one owner, radio stereo.
1973 model LOTUS Elan Sprint d.h.c. Bahama yellow, 18,000 miles, radio stereo.
1972 LOTUS Elan Sprint f.h.c. Black/gold, radio etc..... **£1,595**
1970 LOTUS Elan S4 SE f.h.c. Roman purple, radio, knock-ons, etc..... **£1,095**
1970 LOTUS Seven Series 4. Bahama yellow. Full weatherproofing, roll-bar, radio..... **£1,095**
1973 MORGAN 4/4. 4-seater, one owner, indigo blue, wire wheels, radio burglar alarm, radio, bonnet strap.
1972 (L) MORGAN 4/4. 2-seater, 2-tone coffee/cream, 8-track stereo.
1970 (J) MORGAN 4/4. 4-seater, ivory, leather interior, wire wheels, stereo speakers, bonnet strap.
1964 AUSTIN HEALEY 3000 Mk. III. Silver, 58,000 miles, overdrive, radio.
1962 AUSTIN HEALEY 3000 Mk. IIA. Red, wire wheels, radio, overdrive.
1954 AUSTIN HEALEY 1000 Four. Red. Superb appearance.
1969 ASTON MARTIN DB6. Royal blue, automatic, PAS, Sundym, radio stereo, chrome wire wheels.
1962 ASTON MARTIN DB4. Royal blue, wire wheels, radio. Impeccable.
1936 BENTLEY 4½-litre Pillarless coupe by Gurney Nutting. Full history. Impeccable.
1959 XK150 f.h.c. Blue metallic, overdrive, sunroof, radio, wire wheels. Impeccable.
1974 TRIUMPH GT6. Mimosa, one owner. Sundym. Overdrive..... **£1,595**
1973 TRIUMPH TR6. White, 20,000 miles, overdrive, electric aerial..... **£1,395**
1972 TRIUMPH TR6. Mustard, radio, o/drive **£1,195**
1973 (M) MG-B roadster. Regency red, overdrive, radio stereo, boot rack, chrome Rostyles..... **£1,395**
1974 CHEVROLET Stingray T/top. Manual, high-performance engine, power brakes, windows, steering, leather interior, air-conditioning, radio.

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

Cheshire Sports Cars Ltd.

71 MANCHESTER ROAD (A34)
CONGLETON, CHESHIRE

Telephone Congleton (STD 02602) 5352 or 71858

TVR
AGENT



1972/3	**BMW 3.0 CSL.** One owner from new, 48,000 miles	Blue	**£3,795**
1971	**JAGUAR 'E'-Type f.h.c.** C/W/W. 48,000 miles. 4.2-litre		
1974	**MG-B GT.** O/d. 18,000 miles, one owner	Lime	**£1,995**
1973	**MG-B GT.** O/d.	Maroon	**£1,545**
1972	**MG-B GT.** O/d.	Yellow	**£1,295**
1974	**TRIUMPH TR6.** O/d.	Magenta	**£1,595**
1972	**TRIUMPH TR6.** O/d.	Saffron	**£1,195**
1972	**TRIUMPH TR6.** O/d.	Maroon	**£1,095**
1970	**TRIUMPH TR6.** O/d.	Blue	**£895**
1973	**MG-B convertible.** O/d.	Yellow	**£1,395**
1972	**MG-B convertible.** 25,000 miles	Flame	**£1,195**
1972	**MG-B convertible.** 28,000 miles	Yellow	**£1,095**
1975	**TRIUMPH Spitfire 1500.** 2,500 miles. H/T, S/T.	Magenta	**£1,695**
1973	**TRIUMPH Spitfire.** One owner. H/T, S/T. O/d.	Yellow	**£1,295**
1972	**TRIUMPH Spitfire.** One owner	White	**£895**
1969	**TVR Vixen S.2 1600**	Purple	**£995**
1968	**TVR Vixen S.2 1600**	Yellow	**£895**
1965	**PORSCHE 356**	Blue	**£595**
1962	**PORSCHE cabriolet**	Red	**£495**
1968	**LOTUS Seven S.III 1600**	Red	**£999**
1974	**DOLOMITE Sprint.** O/d., tinted windows; one owner		**£1,995**
1973/4	**AUSTIN Allegro 1300 S/D/L.** 18,000 miles, one owner		**£1,195**
	CITROEN Car Transporter. Suitable light car only		**£195**

RACING MINI, ROAD/RACE TR3A, F.II/III RACING CARS.

V12 & 4.2 'E'-TYPE JAGUARS URGENTLY WANTED

PLEASE NOTE WE CLOSE OVER XMAS — PLEASE TELEPHONE BEFORE CALLING ON THE OFF CHANCE

OPEN MON. - SAT. 10.00 am to 5.00 pm. CLOSED SUNDAYS

MOTOR RACING DIVISION
ENSIGN F/3 & GRD SALES & SERVICE, RACING CARS, SPARES, TYRES, WHEELS, ETC. ALWAYS IN STOCK

TDK Sports Cars



JAGUAR 'E'-Type V12 d.h.c., 1974. A one-owner car finished in lavender, having covered only 15,000 miles from new. **£3,495.**



LOTUS +2S 130 5-speed, 1973. Finished in tawny with silver roof. Beautiful one-owner example offered at **£2,395.**

MG-B GT Automatic, 1971. Finished in midnight blue, sun-roof, h.r.w., etc. **£1,295.**

MG-B roadster, 1971, finished in bronze yellow; overdrive. Offered at **£1,045.**

MG-B GT, 1968, finished in white, fitted wire wheels, radio, etc. Excellent example. Offered at **£745.**

MG-C roadster, 1968, finished in tartan red. Hard and soft tops. Offered at **£545.**

AUSTIN HEALEY Sprite, 'H' Reg. Finished in white, fitted Gold Seal engine and gearbox, Konis, etc. **£595.**

AUSTIN Mini 1275 GT, Nov. 1973. One owner and only 14,000 miles. Finished in white. Offered at **£1,195.**

LOTUS Europa Special 5-speed, 1973. Just arrived. Offered at **£2,095.**

LOTUS Elan +2, 1968, finished in Lotus yellow. Must be best example of its year available. Offered at **£1,095.**

RELIANT Scimitar GTE, 1972, Manual, overdrive. Finished Wessex green. Splendid example at **£1,895.**

JENSEN HEALEY, 1973. Specially finished BMW silver. A really pretty car offered at **£1,495.**

TRIUMPH TR6, 1971, finished in sapphire blue, fitted radio, overdrive, etc. Must be seen. Offered at **£1,095.**

TRIUMPH Spitfire, 1972. Choice of two, sapphire blue and damson, **£895** and **£945.**

MERCEDES 220 cabriolet, 1951. Restored regardless of cost. A beautiful car to own and an investment at **£3,995.**

5, CANNING ROAD, WEALDSTONE, HARROW MIDDLESEX HA3 7SP
TELEPHONE 01-863 6117

DROPHEAD DOCTOR'S COUPE



A. MULLINER CHASSIS G.A.41

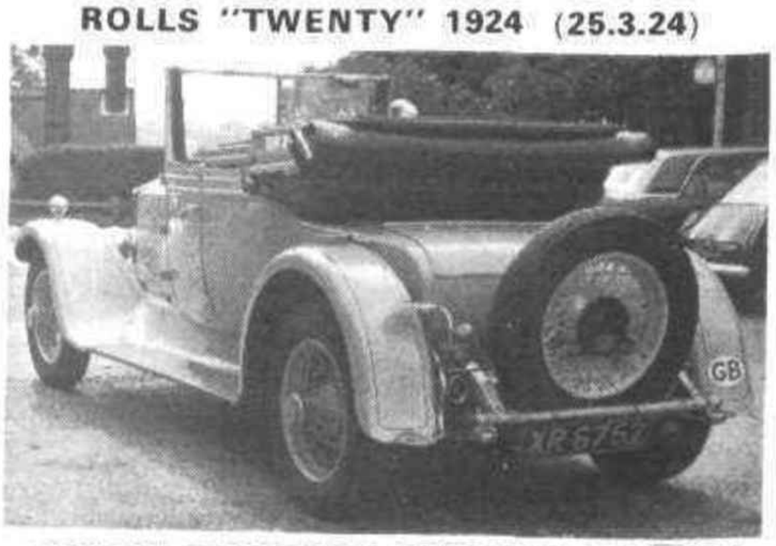
FOR SALE
50 year old ROLLS

ORIGINAL BODY COMPLETE

RENOVATED LEATHER WORK, RE-NICKELED THROUGHOUT, POLISHED ALUMINIUM AND BRASS TO ENGINE, GEARBOX AND BULKHEAD. SEVERAL RARE AND HIGHLY ATTRACTIVE FEATURES. THOROUGHLY DELIGHTFUL CAR.

Best offer over
£7,500

ROLLS "TWENTY" 1924 (25.3.24)



COACH-PAINTED, LONSDALE YELLOW

Enquiries to: DAVID SLOAN, ROYAL WELLS INN, TUNBRIDGE WELLS 23414

GOLDSEAL SPORTS CARS

253-255 NEW CROSS ROAD, LONDON SE14 5UL



£4,195. LOTUS Elite, 1974. Regency red with beige cloth interior. Fitted refrigeration, radio/cassette with dictation facility, Sundym glass, electric windows etc.



£1,845. JAGUAR XJ6, 1971. 'K' reg. Dark blue with pale grey hide, chrome wheels, radio/stereo etc.



£1,795. RELIANT GTE, 1972. Manual with overdrive, radio, alloy wheels, Burgundy with black trim.



£1,895. JAGUAR E-Type V12 2+2 automatic, 1971. 'K' reg. Finished in Carmen red, black trim. Tinted glass, new narrow band Whitewall tyres, radio, stereo etc.



£1,145. AUSTIN 1275 GT, 1973. 'M' reg. Finished in black with gold coachline, 22,000 miles recorded.



£1,095. MG Midget, 1973. 'M' reg. White with black trim.



£1,095. DAIMLER SP250. Finished in ivory with red hide interior. New tyres and recondition gearbox etc. Phone for further information.



£995. LOTUS Elan S4 S/E, 1969. 'H' reg. Lotus yellow with black trim. Most attractive.



£545. MINI Moke, 1967. Fitted full weather equipment, wide wheels etc. Way above average in harvest gold.

USED CARS

£2,345. LANCIA BETA 1800, 1974. Only 3,000 miles from new. Dark blue with beige cloth trim.

£2,245. MERCEDES 250 CE coupe, 1970. Beautiful in white with tan trim. Fitted electric sun-roof, radio/stereo, etc.

£1,795. JAGUAR XJ6 4.2 automatic, 1971. Regency red with tan trim. Radio etc.

£1,695. FIAT 124 Sport coupe 1800, 1973. A one-owner car in white with cloth trim.

£1,645. FORD Capri II 1600L, 1974. Daytona yellow with black trim and coachlines. Fitted sports wheels etc.

£1,395. MG-B roadster, 1972. Fitted Costello V8 engine conversion, overdrive etc. White with black trim.

£1,365. VOLKSWAGEN Passat coupé, 1974. Finished in tropical green with biscuit cloth trim. Fitted Grundig push-button radio. One owner, 18,000 miles.

£1,365. MG-B roadster, 1973. White with black interior, equipped with overdrive, Motorola p.b.-radio, head restraints, tonneau etc.

£1,345. MG Midget, 1974. 'N' reg. Finished in white with tan trim. Fitted hard and soft tops. 12,000 miles.

£1,195. TRIUMPH TR6, 1972. 'L' reg. White with black interior, fitted overdrive, hard and soft tops, radio etc.

£1,195. TRIUMPH Spitfire, 1973. 'M' reg. Monza red with black trim. Fitted hard top, rustproof etc.

£1,095. MG-B GT, 1971. Red with black trim. Fitted o/drive, radio etc.

£945. AUSTIN 1275 GT, 1972. Blaze with navy trim. Fitted Recaro driver's seat, h.r.w. etc.

£895. TRIUMPH Spitfire, 1972. Hard and soft tops, saffron yellow with black trim.

£795. MG Midget, 1972. White with black trim. 23,000 miles recorded.

£795. BMW 2002, 1969. White with tan trim. Radio, etc. 37,000 miles recorded.

£665. TRIUMPH Herald 13/60 convertible, 1970. 'J' reg. White with black trim.

WANTED

QUALITY SPORTS CARS FOR CASH

Hours of business 10 am—7 pm Monday to Saturday. Sunday by appointment only.

Proprietor: LYONS MOTOR CO. LTD

01-639 3204 - 5 - 6

FREE LIST OF STOCK ON REQUEST

FOR SALE—continued

HEALEY 3000 Mk. II 2+2. Overdrive 1962. Superb throughout, total re-trim including hood, barely run in after new mechanics, little used, all bills, Wolfrace wheels, must be seen to appreciate. Around £995 please. It must go. Maidstone 56453. (69251

"H" REG. LANCIA Fulvia 1.3 Rallye S Coupe. Taxed, long MoT. Reliable and economical motoring, 35 m.p.g.+ for £675 o.n.o. Tel: Yeovil 4630. (69335

VOLVO 121 Saloon. Slate blue, 77,000 miles. Superb condition throughout. Probably finest example around for B-registered. Must be seen to be appreciated. Licensed MoT. Quantity of new spares, £490 or offer. Sedwick 644 (044-86). (69336

GILBERN 1800 GT 2+2, 1965. Overdrive, red, good tyres, MoT until March 1976. In regular use. £350 o.n.o. Southwell (Notts) 813490. (69337

FRAZER NASH Mille Miglia concours example. BS4 specification engine, Lola Mk. I 1098 c.c. Stage V Climax engine. Also immaculate. Many spares, including tyres, wheels, body sections, engine, gearbox, differentials sensible offers. Northwood 24625 day. (69340

BRISTOL 406. Meticulously maintained by engineer owner for last eight years, now reluctantly selling. Superb, reliable and fast luxury every day transport. £1,200 o.n.o. 0625 72834. (69341

LOTUS BRM ELAN +2 F Reg. Very rare car. Good condition. Recently re-sprayed. £850 o.n.o. Macclesfield (0625) 27272. (69342

RILEY 1¼-LITRE (1948). Immaculate. Recent roof, respray dark green, 90% rechromed. Excellent mechanically, good interior. £650. Rushden (Northants) 55874. (69344

MG-C TOURER 1968. Only 7,000 miles yearly from new. One owner, full service history. Bermuda Classic hardtop. 9-band shortwave radio. New radiator, sills, exhaust. Resprayed white. Taxed. MoT. £495 or offers. Must sell. Telephone Hadlow Down (Sussex) 362 evenings. (69345

XK150S. FHC. O/D, 1957. Red. Two owners from new. 65,000 miles. Mainly stored for last five years. Konis, good tyres, two rear wings and sill required to make this a most desirable car. Offers around £900. Tel: Crawley 34790. (69347

ASTON DB MK. III. Overdrive, 1959. Not immaculate, but good throughout. Excellent bodywork, £750. No time wasters. Colnbrook 2891 (STD 964). (69348

FIAT 124 SPORT Coupe, 1971 (K). Monza red, 26,000 miles only, one owner, full service record. Immaculate, £1,150. Phone Haslemere (0428) 51006. (69350

HUMBER 1928 9/20 Weymann 4 Light Fabric Saloon in unique and unbelievable condition. Original fabric undamaged and practically as new. Genuine mileage around 61,000. Mechanically excellent, one previous owner. Handbook. £2,500. Phone Ashtead (Surrey) 72187. (69352

MG-C GT "G" Registered. White, black upholstery. Overdrive, w/wheels, new servo, linings, pads, radiator, water pump exhaust. Low recorded mileage, excellent condition, £650 or WHY? Chesterfield 851571. (69354

"E"-TYPE 1970 FHC. Beautiful Regency coachwork, tan interior, chrome wires, new clutch and exhaust, outstanding appearance. £1,475. P/exchange considered. Welwyn 4113. (69358

MK. 9 JAGUAR, one owner since three months old. Finished in Imperial maroon over claret. Blue grey upholstery. 29,000 miles. Automatic, genuine reason for sale. Open to any inspection. Overseas enquiries a pleasure. This is a really superb car. The condition is concours. For full history and details write or phone: G. Golding, Barton House, Peel Barton Lane, Curry Rivel, Nr. Langport, Somerset. Curry Rivel 699 or Honiton 2568. (69360

1970 BMW 2002. Colorado orange, black vinyl roof. A quality saloon in superb condition for only £1,000. Telephone Yardley Gobion 542329. (69361

1929 INVICTA 4½-litre NLC. This car was dismantled in 1339 at a believed mileage of 9,000, since when it has been stored. The chassis and running gear have now been 90% re-assembled to a high standard and only the wiring and bodywork remain unfinished. The car is for sale complete with original invoice, guarantee, licence disc, etc. Offers over £2,500 to R. W. Brown, Widdows Farm, Peasemore, Newbury, Berks. Tel: Chieveley 505. (69363

PORSCHE SUPER 90 Coupe, 1961. Ruby red, RHD, mechanics and underside excellent. Usual upper panel rust. £325. All new body panels and fitments to fully restore above, £225 or £500 complete. Blackburn 49993. (69364

LOTUS ELAN FHC 1970 54 SE. Excellent low mileage example. Finished in red with black interior. £875 for quick sale. Tel: Chieveley 505 (Berks). (69363

JAGUAR XK140 FHC. Complete but in need of restoration. Offers. Telephone: Maidstone (0622) 813121. (69366

RESTORED: 80 in. Land Rover 1950. Mostly new maker's original parts. Best offer over £1,500 or consider exchange diesel Safari, or 3500S. Also reconditioned 60 engine, new camshaft, cylinder head, carburettor. Offers around £200. Telephone Barton under Needwood 2453. (69368

CIRCA 1924 CITROEN Cloverleaf, chassis and mechanics restored. Complete with original body that needs restoring. £685. Telephone Maidstone (0622) 813121. (69366

AUSTIN HEALEY 3000 Mk. III. 1964. Metallic blue. Bermuda hardtop and soft top, o/drive, radio. £1,200. Phone Canterbury, Kent 52268 daytime. (69370

MORRIS STAPLETON MOTORS LTD
LONDON MORGAN DISTRIBUTORS

If you name is Gordon, it rhymes with **Morgan** and shouldn't be confused with something called Gin with which you have a fling. But when you are the proud owner of a **Morgan** you always have a fling. Who does write this rubbish? Here is the NEWS: Although we are now entering the winter and all those depressing days have to be faced, Buy a **Morgan,** lock it in the garage with yourself and polish your way through the winter. Here is the news: 1975 **Morgan +8** in yellow, black leather interior, reclining seats, wired for sound. 1967 **Morgan +4** in green with four seats, chrome luggage rack, bonnet strap which is very good at removing the paint from the bonnet, wire wheels. Black is the News and so is a 1970 **Morgan 4/4** with red leather interior. The engine of this **Morgan** signed off in Holland so after collecting it we have now fitted a new reconditioned engine. Should call that **Morgan** International News. Incidentally, that **Morgan** is also a four-seater, that's known as a late flash. 1952 **Morgan +4** in red with black interior, Moss gearbox, new hood and tonneau. Vintage news. 1970 **Morgan** in orange, bucket seats, bonnet strap, 1600GT engine and luggage rack. Here is a commercial break. In the South of France we have for sale 1974 **Morgan 4/4** four-seater in royal ivory, black interior, something like 20,000 kms., luggage rack and tonneau. 1974 **Morgan 4/4** in flame red, bucket seats, tonneau cover, luggage rack, mileage about the same. 1970 **Morgan +8** in black, bucket seats, tonneau. Time is running out but very quickly a **Morgan +4** fitted with TR4 engine. Gentleman told us it was a TR5 engine, wire wheels, bucket seats, colour and condition at the moment not known. Here is the News Part Two: 1969 **Morgan 4/4** two-seater in blue, chrome wire wheels, louvred bonnet, blue leather interior. 1975 **Morgan 4/4** in white, bucket seats, tonneau cover. 1973 **Morgan +8,** more heavy news, red, black interior, bucket seats, tonneau cover. **Morgan 4/4,** white leather interior, 1972 Vintage red exterior, 1600GT engine, louvred bonnet. 1968 **Morgan +4** in black, red leather interior, two owners from new. 1969 **Morgan 4/4** in yellow, wire wheels, black interior, tonneau, luggage rack, 1600GT engine. To round up the news, our 1966 black **Morgan +4** coupe (we always try to leave you on a happy note) is nearing completion after being fully restored fitted with wire wheels, luggage rack and leather bucket seats. **Morgan T-shirts,** long and short sleeves, are still available, prices as quoted in last month's *Motor Sport*. Inflation, you notice, hasn't as yet hit our **Morgan T-shirts.**

REECE MEWS LONDON SW7 TEL: 01-589 6894

FOR SALE—continued

GAV 444 on Alvis rolling chassis. Original engine with twin carburettors. £200. Phone 051 722 6204. (69372

HEALEY 3000 Mk. I. Good condition. Recent engine rebuild. Sensible offers. 01-688 1440 evenings. (69373

LOLA CLIMAX SPORTS. Very original and excellent condition. Stage 5 engine recently totally rebuilt by Climax Engine Services. New tyres and bonnet. Fully race prepared but also road registered. £3,500. Lotus Eleven Le Mans. Stage 2 Climax FWA engine. Ex Keith Hall, Regn. No. YTN 444. Very good mechanically, but some fibreglass panels. £2,000. Harvington 500 or Cheltenham 23228. (69374

1969 FIAT 124 Sport Coupe. 45,000 miles, radio, Webasto roof, 5-speed, taxed, MoT June. Attractive car. Yellow, offers over £575. Terms available, P/E considered. Wood, The Hollies, Church Street, Rugeley telephone 2999. (69376

1931 RILEY SPECIAL. Fabric body. Many interesting features, needs slight attention to finish. £550. Tel: 01-941 0798. (69377

MG-B ROADSTER. M Regd. Blaze, w/wheels, overdrive, 19,000 miles. Excellent condition. £1,245. Tel: 01-940 3111. (69377

MG-A ROADSTER. Recently professionally restored. Finished in Old English White, MoT, £700. Tel: 01-941 0798/01-979 4640. (69377

ASTON MARTIN DB6 6 cylinder Vantage. Manual 5-speed. Burgundy, tan interior. Webasto roof, tinted windows, tape, Select-a-ride, 29,800 miles. £1,850. Office 460 2151, home 300 3932. (69379

1935 AUSTIN TEN Lichfield, showroom condition, 47,000 miles, MoT. Winner ATDC Pride of Ownership 1975. £500. Phone Ludgershall, Wilts. 407. (69380

MORGAN 4/4 1971, 2-seater. Orange. Enthusiast maintained. Offers. Phone: Lapworth 3196 (Warks). evenings. (69381

MORGAN 4/4 4-seater 1959, TR3 engine, Racing Green, wire wheels, rebuild three years ago. Engine reconditioned. Offers £1,600. Tel: Bampton Castle 209. (69382

RILEY RME 1½ 1952. A very good example in black and cream with reconditioned engine, much renovation carried out to make this an excellent example of a very attractive car, £400 or exchange Cooper or Midget. Phone Wargrave (Berks.) 3716. (69383

JAGUAR XJ12 LWB April 1973. Automatic, tinted electric windows, superb condition. £2,650. Consider exchange. Evenings 0865 890343. (69385

MG PA, new bodywork, rebuilt engine, new upholstery, possibly ex-works car, needs wiring and painting. £950. Nottingham 606987. (69387

DROPHEAD COUPE Riley 2½-litre 1950/'51, 4/5 seats. Choice of two, both excellent, £1,650 o.n.o. each. Saffron Walden 27246. (69390

FOR SALE—continued

REGRET TO SELL much-loved 1969 Morgan 4/4 comp. Ivory, 2-seater, reconditioned engine. Very good in all respects. My loss is your gain. Don't miss this bargain at £1,750. Prices can only go up. Mary Skonet Roberts, Prior's Field, Godalming. Phone Guildford 810551, 9 a.m. to 9 p.m. (69371

MG TC 1947. Stored last seven years. Sound bodywork, running order. £1,250. Nottingham 606987. (69387

RARE COLLECTORS CAR: 1955 Humber Hawk with O/D, in very beautiful original condition. 52,000 guaranteed. One very careful previous owner. Offers: Tel: 021-554 0624. (69528

JAGUAR 2.4 MK. 2 1960. Manual. In grey with powder blue trim, beautiful to behold, with a recorded mileage of 44,000. New RS tyres, Radiomobile radio. Offers over £600 considered. 0782 622358. (69531

JENSEN CV8 Mark II, BRG, cream interior. Exceptional condition throughout, £1,400. Kingsthorpe (Northampton) 5646. (69532

AUSTIN NIPPY, also one for spares, in need of restoration. £400 the two. Richard Cookson. Phone Clun 436 (Shropshire). (69533

TRIUMPH STAG 1973 "M" Registered. Automatic, hard/soft top, power assisted steering, electric windows, heated rear window, alloy wheels, radio/8-track cartridge elec. aerial Mimosa yellow. Genuine 18,000 miles, used mainly for shopping. Excellent condition. £2,695 or nearest offer. 061-766 3385. (69534

JAGUAR XK150, FHC 3.4. Overdrive. 1958, fully restored with original black coachwork, sumptuous red hide upholstery and at a genuine £2,000. Elmham 602. (69536

TRIUMPH TR6, engine rebuilt and balanced by Hilthorne Engineering, head by Vulcan Engineering, Kenlowe fan, XJ6 tyres, SAH suspension and shocks, rear roll bar, panels removed and reassembled properly, respray original Royal Blue. Sensible offer over £1,000 for perfect car. Telephone Chris Cross on 01-959 7945 (Edgware). (69538

1974 AUSTIN ALLEGRO 1750 Sports Special. Glacier white, black vinyl roof, one owner, immaculate. Many extras, including sunshine roof, radio, halogen spot and fog lights. £1,295 o.n.o. Weobley (Hereford) 321. (69539

ASTON MARTIN DB3 No. 7. The unique fixed head DB3 as raced by Angela Brown. Long history and concours winner for sale due to business expansion. £6,250. Also 1937 2-litre saloon in excellent condition. £2,200. Shaw Magee, The Thatched Cottage, Sciviers Lane, Lower Upham, Southampton, Hants. Telephone Durley 219. (69540

FOR SALE—continued

LOTUS ELAN S2. Reconditioned engine. Fitted p/b radio, new carpets, very nice. £440. Stamford, Lincs. 4312. (69520

MG MIDGET 1973 "M", 20,000 miles only, tonneau, really beautiful condition throughout. £995. Might p/ex, cheaper Midget, etc. Welwyn 6746 (Herts.). (69521

LOTUS ELEVEN Club Model. Mark Two. BMC. "A" Series engine, aluminium bodywork. Generally in very good condition but engine is poor. Taxed and tested £950. Also Lister Bristol rolling chassis. No engine, gearbox, or bodywork. Excellent basis for genuine historic racer. £1,000. Cheltenham 23228. (69524

BMW 3.0CS COUPE 1972. Many extras including electric windows, p.a.s., velvet trim. Finished in polaris with blue interior. Offers exceeding £2,900 considered. Might part exchange. Welwyn 4113 (Herts.). (69525

MG TF 1250 BRG. Body/mechanics very sound. Engine, gearbox and suspension rebuilt. New MoT, MGCC member. Tel: Southend-on-Sea 218666 after 7 p.m. Reasonable offers. (69526

ESCORT MEXICO 1973. Electric blue, sun roof, never raced, rallied, lots of extras. Low mileage. Fabulous condition throughout. £1,065, exchange. 01-586 1265 (evening). (69547

EXCEPTIONAL EXAMPLE of Jensen CV8 cars for sale and wanted by Jensen Owner's Club member. For price and particulars Tel: Northampton 843120. (69548

VINTAGE BENTLEY (1929, 4½-litre) two-seater, occasional four. Also 1950 Mk. 6. Both these cars are in superb condition and are not for sale by choice, thererore not cheap. Telephone 0908 582286. (69549

E-TYPE TWO PLUS TWO FHC 1967. White, above average condition, l/mileage, £795, exchange. 01-586 1265 (evening). (69547

LOTUS SEVEN 1910 Series IV 1600 GT. Finished in canary yellow with 12 months MoT and 10 months tax. Superb example. £1,000 o.n.o. Phone 0926 (Kenilworth) 53667. (69550

DAIMLER BARKER Coupe 1952. 40,000 miles, 2 owners, good condition. Realistic offers. View London. Box No. 4929. (69551

MERCEDES 190SL 1960. Hard and soft top, completely restored mechanically and bodily to high standard. £1,450. MoT June 1976 or would consider small saloon in part exchange. Ring Ashdon (Essex) 336. (69552

1932 RILEY KESTREL, complete rolling chassis. Reasonable condition, can be seen running. Best offer secures. Treileck 430 (Gwent) evenings. (69553

LOTUS ELAN 1970 (late). Special equipment, FHC, very smart, good SP Sports, radio, £1,100. Room 7, Buckland 252. (69554

FOR SALE—continued

GINETTA G15 1970. Yellow with black vinyl roof, 6½ inch alloy wheels, flared arches, 900 c.c., Pete Emery engine, 24,000 miles, genuine. £725. Apply: 26 Earl Street, Grimsby. Telephone Grimsby 50881 during office hours (Mr. Thomas). (69541

DAIMLER V8 250, 1969. Manual gearbox, overdrive, mint condition, £575. Tunbridge Wells 32334. (69542

BMW 2002 Tii. 1974. Metallic blue. Black interior, Sundym, HRW, headrests, 8-track/Radiomobile. One owner. Unmarked, well maintained, excellent mechanically. AA or RAC inspection welcomed. £2,350. Tel: 024-369 2684 (Sussex). (69546

BENTLEY R-TYPE Saloon 1953. Good sound car, no rust, mechanically excellent, £1,150 o.n.o. Halifax 31475. (69555

RELUCTANT SALE of my 1933 Austin 7 saloon. Possibly best 7 in North West. Many times concours winner. Offered around £1,250. Possible exchange restorable vintage tourer. Hall, 3 Glencoe Ave., Hoddlesden Darwen, Lancs. (69556

1934 MORGAN Super Sports. Overhead valved, water cooled JAP, 90% restored. £1,600. Please ring Leicester 874327. (69557

ROLLS-ROYCE COUPE (Fixed head) 1925 Phantom I complete and in running order but needs restoring. £5,000 o.n.o. Halifax 31475. (69555

SPARTAN VITESSE 1600 c.c. based, rebuilt chassis, rebuilt engine, new clutch, new loom, £150 new wheels and tyres, ¾ complete. Photographs to genuinely interested person or will meet and show "Birken Head" area. £290 o.n.o. Lost interest and need space. Write Box 4926. (69558

AUSTIN HEALEY 3000 December 1966, BRG, 56,000 guaranteed miles. Bodywork and mechanics excellent condition. £1,450. Prestwich, Bindon Abbey 462 631. (27378

MG TD 1950. Superb bodily and mechanically, recently restored, resprayed, new hood, tonneau, side screens and carpets, new clutch, ring-gear and hoses, rechromed, taxed and MoT to Oct. 76. Offers around £1,950 or p/x TR3, Dart or similar. Phone Edinburgh 031-552 2489. (69479

CITROEN-MASERATI. Immaculate, fully maintained, 47,000 miles, 4 year old. £2,650 or part exchange. Leatherhead 73119. (69481

TVR 2500M 1972L. Metallic blue, sun roof, overdrive, alloys, long tax and MoT. £1,550 o.n.o. Fairclough, 18 Craighall Rd., Bolton BL1 7HH. Tel: Bolton 53637. (69483

BRISTOL 400 SALOON 1950. Most immaculate vehicle. Cup winner at the annual BOC concours for three consecutive years. Finished in deep maroon with beige leather trim. All new tyres, general mechanical condition and bodywork exceptional. Osmond, Curry Rivel 249. £2,000 o.n.o. (69484

LOTUS +2S 130. 1971 (K). 2 owners, sun roof, radio, tape. £1,450, offers. Lee 021-558 0602 (business). (69485



— SPORTS CARS FOR HIRE —

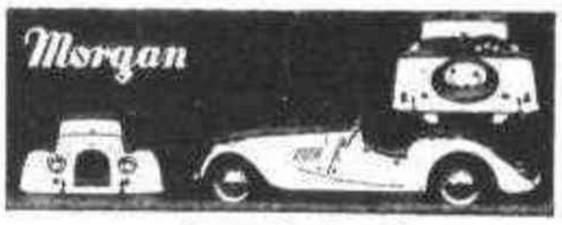
Morgan's, MG-B's, V8's E-type V12 Roadsters, Jensen-Healey's, Triumph Stags.

SPORTSHIRE LTD.

Reece Mews, London, S.W.7. 01-589 6894 01-589 8309



John Britten

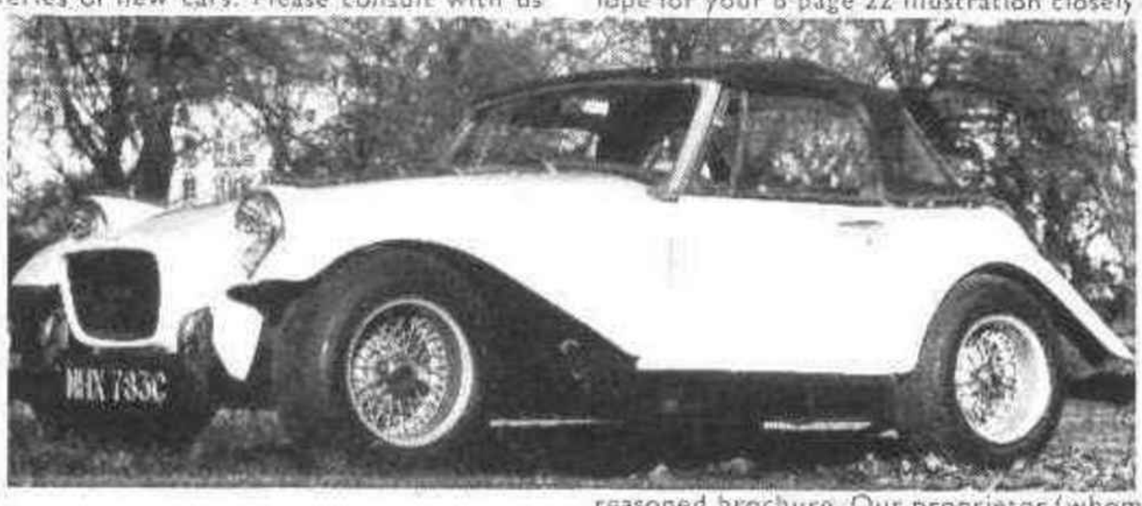


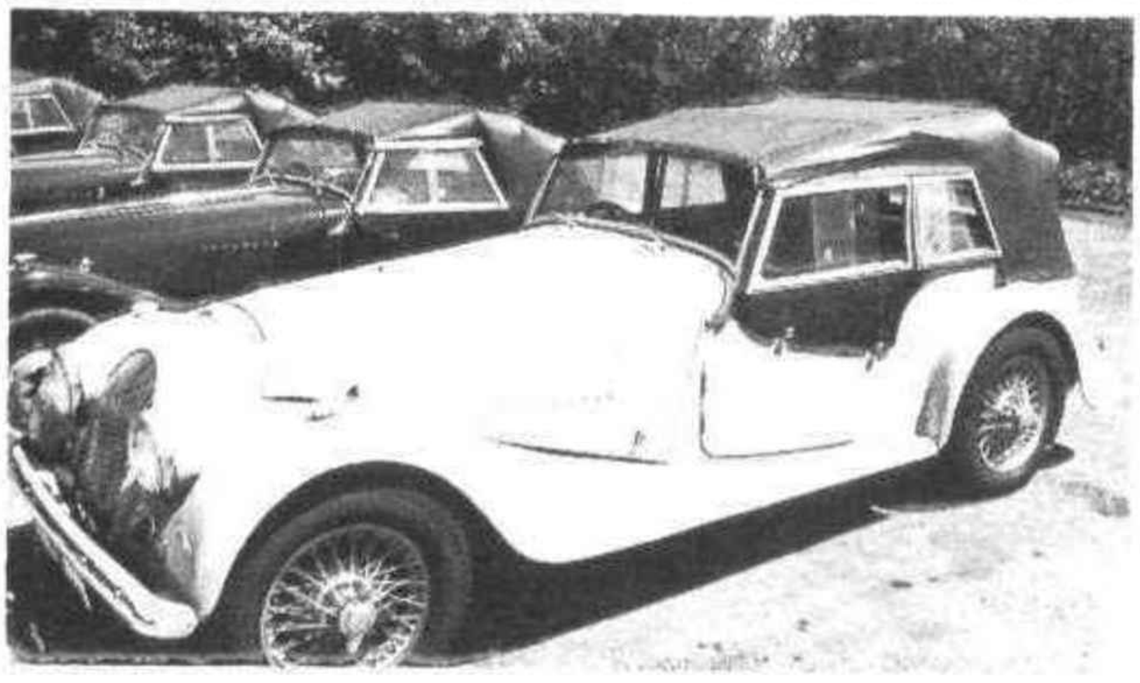
TVR

If your car is on the blink, get something nice from Malvern Link. **Morgan Plus 8,** 1975, napier green, stone leather interior, rear bumper, luggage carrier. **Morgan Plus 4,** 1960, white, wire wheels, completely rebuilt engine by famous Northern Morgan man last June, be-strapped bonnet, interesting history, sporting camshaft. **Morgan 4/4 4-seater,** 1970, orange chromie, aluminium bodywork, leather interior, has had but two owners. **Morgan 4/4,** 1972, cream plus brown, wire wheels, bucket seats, tonneau cover, rear bumper (on Morgans the front bumper goes without saying), one proud owner. **Morgan 4/4,** Dec. 1970, orange, wire wheels tonneau cover etc. **Morgan Plus 8,** 1969, signal red, rear bumper, covered spare wheel, moderate mileage. **Morgan 4/4** 1973(M), signal red, wire wheels, reclining and folding seats, Plus 8 spotlamps, rear bumper, grid, (?) belt, funny mirror, one careful. **Morgan Plus 4 Super Sports,** 1967, dark BRG with ivory leather trim, wire wheels and usual complete spec. **Morgan 4/4 4-seater,** 1970, flame red, tonneau, rear bumper, bonnet strap and CLOCK. **Morgan Plus 8,** primrose yellow, 1971, specially-made driver's seat, unpainted piping, expensively maintained. **Morgan 4/4,** 1970, indigo blue, bucket seats, engine overhaul. **Morgan 4/4 4-seater,** indigo blue, brown leather, stainless steel exhaust system, exterior door handles. **Morgan Plus 8,** 1974(N), Westminster green (not DBG), rear bumper, one antiquary owner. **Morgan 4/4,** 1968G, late specification including 1600 X-flow, bucket seats, wire wheels. **Morgan 4/4,** 1971, indigo blue, wire wheels, rear bumper, make ideal Prodsports racer. **Morgan Plus 4 Coupe,** 1963, being decobwebbed after lengthy hibernation. **Morgan 4/4 4-seater,** 1973, wire wheels, radio, grid, spotlamps, Brooklands steering wheels, badge bar, cruise control etc. **Morgan Plus 8,** 1973, signal red, one well-known owner. **Morgan 4/4,** 1975, indigo blue, extremely low mileage, special registration number. Always a few other interesting vehicles, viz: **Clan Crusader,** 1973, Bugatti blue, one owner. **MG-B Roadster,** 1970, glacier white, wire wheels, reclining seats. **Jensen Healey,** 1974, Malaga blue, stereo, late spec. **MG Midget,** 1973M, glacier white, roll over bar, stereo, seat covers, etc. **TVR Vixen S111,** September 1971(K), white, one owner. **MG Midget,** 1972, lady owner with slight rear end damage but otherwise lovely (make good Arkley $5). **Austin Healey Sprite,** 1970, glacier white. On the subject of rear end damage to Midgets, by the way, did you know they have now reverted to the old type oblong rear wheel arches instead of the quite nice arc-of-circle ones for the benefit of US customers! Apparently the curved-arch Midget concertinas to about 6 ft. 6 in. long when struck from behind by a Detroit Gas-Hog at the statutory 5 m.p.h.



NEW MORGANS: at the very moment these words are being written we have a man at the works *battling* for quicker deliveries of new cars. Please consult with us for full details of all models including the new low-slung wide-tracked aluminium bodied **Plus 8 "L"** model introduced at the Motor Show. You can also see our two Production Sports racing Morgans, including the 4/12-seater which was outright winner of the 1975 BRSCC Championship driven by Chris Alford of this company. **NEW TVRs:** The 1976 TVR range (1600M, 3000M and Turbo) are available for delivery in 6 or 7 weeks on the average, although we can occasionally supply a car from stock. The quality of finish and trim on TVRs nowadays is really exceptional and you simply must visit our showroom for a look and a test-drive. ARKLEY SS kits are here; lock one away in your garage together with the remains of a Spridget, some freshly plucked rook's feathers and a set of ferret's giblets; mutter a few magic words and curses any evening around midnight, and the next morning you can drive away in your brand new Arkley! Please send 25p and an envelope for your 8-page 22 illustration closely reasoned brochure. Our proprietor (whom God preserve) has a fixation about Jeeps. Having owned several ex-US Army models he now has a 1975 CJ 6, with all-enveloping weather equipment and large 6-cylinder engine. Acceleration is instantaneous, top speed about 79, and fuel consumption 17 m.p.g. using the performance to the full. On the polyester radial Goodyear mud tyres, high speed roadholding is astounding—at least equal to any normal saloon. We are thinking of applying for a franchise for these vehicles (they are certainly as near as the Americans will ever get to building a Morgan) and also their cousin the Jeep Wagoneer, which is a juke-box Range Rover with 6-litre V8, power most things, 4 doors, Quadra-Trac which we now realise is a kind of 4-wheel drive and not a patent stereo system, and costs about £6,000. If interested in either vehicle, or if you think we should restrain our proprietor and leave them severely alone, please let us know *at once*. We close for Xmas hols at some time during Dec. 24th and re-open on Jan. 2nd.





JOHN BRITTEN GARAGES, Barnet Road, Arkley, Barnet, Herts. 01-449 1144

FOR SALE—continued

1927 MORGAN AERO. Good original condition. MoT. £2,100. Exchange 3-speeder. Stourbridge (03843) 73174. (69391

1963 MK. 10 JAGUAR 4.2-litre engine just fitted. Automatic gearbox has just been overhauled by specialists and fitted with new torque convertor. Body sound but with slight damage to O/S sill. £200 o.n.o. Ring Elland (Yorks) 5710 evenings. (69392

TR4A 1966. Excellent condition inside and out. No rust. Recent new parts include exhaust, suspension, U/Js, T/rod ends, rebuilt gearbox, carpets, battery and recon. engine. Always garaged. Regrettable sale due to house purchase. £475 o.n.o. Might p/exch. cheap car. Portsmouth 818067. (69393

LOTUS SUPER SEVEN Series III 1971 "M" Reg. 7,600 miles, aluminium and red, full 1650 c.c. Cosworth twin 40DCOEs Webers (cost a fortune), fitted all weather equipment, roll-over bar, seat belts. An absolutely Super 7. £1,595. Birmingham 021-353 5623. (69394

1937 AUSTIN ASCOT. Original and very sound for sale. Motor Sport magazines, full and part sets from 1960—1974, for sale. Fox & Hounds, House, Newfield, Bishop Auckland, Co. Durham. (27295

ASTON MARTIN Mk. III drophead coupe, concours winner AMOC Summer 1975. A rare car, probably the finest in the country. Telephone Leeds (0532) 692700 or write R. H. Jerome, 30 Sandmoor Drive, Leeds LS17 7DE, Yorkshire. (69486

AUSTIN SHEERLINE 1950. 52,000 miles. Complete and original with five excellent tyres. Suitable restoration or spares. £50. Tel: Haseley Knob 428 (Warwick). (69487

FROGEYE SPRITE, 1959. Excellent all round condition preserved by meticulous attention for last nine years by same careful owner. £245. Bristol 30763 evenings; 681814 day. (69488

MG-B ROADSTER 1970. Excellent general condition. 57,000 miles. Undersealed, overdrive, Radiomobile, tonneau. £675. Sunderland 280302. (69490

CONVERTIBLE SAVAGE Cortina (Crayford). Radiomobile, mag. wheels, Corbeau seats, Ermine white with black hood. Enthusiast owned and in excellent condition throughout. £645 o.n.o. Consider performance car in exchange. Telephone Aughton Green (0695) 423358. (69491

1973 MORRIS MARINA 1.8 Jubilee. Unique car, or exchange 1920s Austin Clifton or Morris Tourer. Must be good. Gt. Dunmow 3377 Essex. (69494

JAGUAR E-TYPE 2+2 1970 model (Reg. 11th Dec. 1969). Manual gearbox, radio, taxed March '76, MoT Nov. '76. Signal red, black interior, much above average. £1,250. Consider interesting exchange. Phone 928 2922 (Manchester). (69495

COLLECTORS CAR. 1937 Humber Snipe, in remarkable condition. 30 years one owner. £775 for quick sale. Genuine enquiries only. Further details phone 061-928 3121 evenings. (69496

ASTON MARTIN DBS Reg. No. VGF 1. Californian sage with Webasto roof, stereo. 82,000 miles with only 2 owners. First-class condition. £1,500. Tel: 08926 4630. (69499

HEALEY 3000 Mk. II 1962. Hard and soft tops, MoT Nov. '76. Very good mechanics, tatty body. First with £350 gets bargain. 928 2922 (Manchester). (69495

MG TD MK. II Pristine condition. Totally rebuilt, bills for £2,500. Will be ready January. £3,200 o.v.n.o. Faringdon (Oxon) 20882. (69500

BENTLEY S1, Continental Fastback. Mulliner. Auto. Bronze and red interior. Completely detailed history of most careful maintainence by three owners. £4,300. 01-373 4249 after 6.30 p.m. (69501

MG-B ROADSTER M Reg. 22,000 miles, tinted screen, reclining seats, 6J Cosmics, 185HR, overdrive, Omnibobs hardtop £1,250 o.n.o. Exchange Scimitar, TVR M. Haddesdon (Herts) 60233 after 7 p.m. (69502

1969 MG-C GT, BRG, overdrive, MoT, tax, wire wheels, extras. £700. Just serviced. Woking 64550. (69503

ALVIS TE 1966, 5-speed, sunroof, w/w, 47,000 miles, Alvis maintained, £1,500. Tel: Sevenoaks 52445 evenings. (69504

STINGRAY SPLIT ROOF model 1968, P registered. Red with black trim, new tyres. Just serviced. £150 spent manual transmission, 327 high performance engine, side exhausts. £1,950. Tel: 01-727 0665 evenings; 01-727 0879 day. Private sale. (69506

DELAGE DI 1925. Doctor's coupe by Brigdens of Brighton. Very original and in good all-round condition. £3,500. Tel: Sevenoaks 52445 evenings. (69504

VALIANT REGAL 770 1973, auto., p.a.s., radio, 8-track stereo, 6 cylinder model. Maroon with beige trim, new tyres, serviced, perfect condition. £1,600. Tel: 01-727 0665 evenings; 01-727 0879 day. Private sale. (69506

ASTON MARTIN DB5. Blue with blue leather trim. Original condition. 60,000 miles from new. Webasto roof, Blaupunkt radio, Sundym electric windows. 3 owners, present one 5 years. £1,050. Burnley 25584 (Lancs.). (69507

JAGUAR E-TYPE, CWW, 1969. Drophead. Engine completely rebuilt. Interior excellent but needs new hood and small amount of bodywork attention will make a superb car. MoT and taxed. £1,425 o.n.o. Phone Derby 840080. (69508

MORRIS EIGHT Series "E" Saloon, rebuilt engine, new brakes, King-pins, tyres, respraved black, wheels re-enamelled and stoved. Completely original except for Lucas lights conversion and heater, with handbook. £400, taxed and tested. Ring: 0535/32469 (Yorkshire). (69509

Ottershaw for OPEL

NEW GS/E COUPES, manual, **save £600.**
1976 MANTAS, all models and most colours from stock.
1976 ASCONAS, all models and most colours from stock.

In addition to the above we can supply most **OPELS** for immediate delivery from our stock of 70 new cars. Please telephone us for details of used **OPELS** as we have a rapidly changing selection. Also we have the Ottershaw "Turbo" available for demonstration. Deliveries will start in January. Our services include self-drive hire, all spares and sports parts, 12-month used car guarantee, export sales, Workshop and Service facilities, and unrivalled Contract Hire Department. **SPECIAL OFFER** – Send £1 for our new Ottershaw 'T' Shirt, limited edition (state size).

Phone Bill Harding or Chris Marshall for any further information.



OPEL MANTA BERLINETTA

OTTERSHAW MOTOR COMPANY LTD.
SPINNEY HILL, ADDLESTONE, SURREY

Situated on A 319 between Addlestone and Chobham 10 mins. from M3

Tel.: OTTERSHAW 2514 (or 2326)

CENTRAL SPORTS CARS

1975 ALFA ROMEO Alfasud Ti, green, 8,000 miles, as new ... **£1,875**

1975 TRIUMPH Dolomite Sprint, yellow, mag. wheels, Sundym, 4,000 miles ... **£2,495**

1974 FORD Cortina 2000E, metallic bronze, auto., radio. As new **£1,695**

1973 ESCORT Sports, yellow, cloth trim, sports wheels, one owner **£1,095**

1973M JENSEN Interceptor Mk. III, red, sun-roof, air-conditioning, Sundym, radio; one owner ... **£4,650**

1973 MG-B GT, white, overdrive, very low mileage, immaculate **£1,635**

1972 FIAT 124 Special T, turquoise, very low mileage, excellent cond. **£925**

1971 TR6 coupe, dark blue, overdrive, low mileage, excellent condition ... **£999**

1969H JAGUAR 'E'-Type 4.2 2 + 2, lavender, automatic, sun-roof; low mileage, immaculate ... **£1,475**

12 months warranty on most cars.

Instant cash for well maintained sports and GT cars.

Many other sports cars and GT saloons in stock.

Kingsbury Road, Kingsbury, London, N.W.9

Telephone: 01-204 7178

1926 Sunbeam 3-litre

Twin Cam, 4-seater Tourer.

Completely rebuilt to original specification and condition

Substantial offers required for this classic motor car.

Phone Peter Lovett: WROUGHTON 812387

MAGNA WHEELS

ALL TYPES OF **ALLOY & STEEL** WHEELS ROAD-RACE.

PLUS A SELECTION OF TYRES

Tel.: Maid. 23981 — **37-49 GRENFELL RD. MAIDENHEAD BERKS.** — **Tel.: Maid 23981**

FOR SALE—continued

VINTAGE BUBBLY 1962 Isetta Bubble car. Attractive registration number 237 GUY. Good tyres, mechanics and body. Sun roof, 65 m.p.g., many spares, 8 months MoT. £95 o.n.o. Phone Stafford 56557. (69560

FIRENZA SNOOP NOSE 2.3 Coupe (N Reg.) with radio. £2,150. P/X considered. Tel: Monmouth 2896/3731. (69561

BENTLEY SII 1960 Mod. 38,000 miles guaranteed. Black with champagne interior, in virtually new condition throughout. This fantastic car offered at a nominal price of only £3,500. Telephone Harrogate 62492 or Darley 306. (69562

RAREST MG-A! Deluxe! Mk. I 1600 FHC. Konis; original pushrod engine, C/ratio gearbox, MoT, taxed, £450. 01-570 8324. (69563

SUNBEAM TALBOT 90 Mk. II A, 1954. Bodywork and interior immaculate, 4 new tyres, engine, steering and brakes completely overhauled. One year's MoT. Workshop manual. Second Talbot for spares. £375 o.n.o. Bedlington 823677 (Northumberland). (69564

ELVA FORMULA JUNIOR 1960 rear-engined Ford 105E. Good condition apart from holed block. £475 o.n.o. Hay-on-Wye 792. (69566

ALFA ROMEO SPIDER Veloce d/h coupe. Dec. 1968. Red. New clutch and servo. Slight body blemishes, hence only £695. Ross, 01-759 3131 Ext. 7623 or Marlow 5740. (69568

1938 AUSTIN CAMBRIDGE, black, good condition, 2 owners, garaged, taxed, MoT 12 months. £350 o.n.o. Redhill 01-504 4359. (69569

1937 ARMSTRONG Siddeley 14 h.p. saloon. Complete mechanical overhaul recently. Good condition throughout. £425 o.n.o. Phone Biggleswade 314408. (69570

"BRITANNIA" see page 1320, November Motor Sport. Phone now working. (69571

JENSEN FF MK. II. March 1970. 40,000 miles, automatic, Mango orange, MoTd, taxed. Black leather interior, radio, 8-track stereo, air-conditioning. £1,700. Phone 01-460 9020 evenings only. (69572

HISPANO SUIZA H6B 37.2 h.p. 1924 two-seat Skiff body. Excellent condition. Bentley Continental R-type Mulliner fastback, 1953, manual gears. Metal sunroof, silver grey. S. Dorian, 5 St. James's St., London SW1. Tel: 01-930 8054. (69603

6 ROLLS-ROYCE 700 x 21 wheels and tyres, £180 the set. Suit Ghost PI. East Horsley 2961. (69573

ALFA ROMEO 2600 sprint 1965. FHC. Recent engine rebuild. Marlow 73482. (69573

SCIMITAR GTE. Overdrive, "N" Reg. White, black leather interior. Chrome wheels, Sundym, electric windows, laminated screen. Many extras. Immaculate. £2,900 o.n.o. Phone Headcorn 398. (69574

MORGAN 4/4 4-seater Oct. '75. Brown with cream leather upholstery and cream hood, wire wheels, etc. Phone 0246 51384. (69575

BENTLEY 1938 4¼ Mulliner aluminium-bodied sports saloon. Engine, body, rebuilt, rechromed, repainted. Brakes, clutch, relined. MoT. £2,950. Goring, Oxon 049 14 3206. (6957h

UNIQUE LOTUS ELITE. Factory-built twin-cam. Alloy wheels twin speaker radio. Much money spent. Fast, practical asset. £1,750. Maidstone 52340 daytime. (69577

JAGUAR XJ6. Manual/overdrive. Outstanding appearance, white, black roof with Webasto, black interior. 1971. Recorded mileage 23,000. £1,500. Telephone evenings Esher (Surrey) 64032. (69578

FOR SALE—continued

FERRARI 250 Berlinetta Lusso 1963. Right hand drive, racing red, black leather inter. Radio. Excellent condition. Ferrari 365 GT C4 coupe. Metallic silver grey, black leather interior, low mileage, air conditioning, radio/stereo. Excellent condition. Left hand drive available. Geneva with all Swiss taxes paid. M. Dorian, 5 St. James's St., London SW1. Tel: 01-839 3591. (69603

JAGUAR E-TYPE FHC 1966. Tax, MoT, chrome w/w, good condition. Offers around £650. Tel. 01-464 3279. (69559

DE TOMASO PANTERA 1972. Taxed, tested. Unmarked yellow exterior. Immaculate black interior. Radio/cassette stereo. Excellent mechanics. Can only be described as superb. £3,850 o.n.o. P/X possible. 01-435 9839 or 01-965 5370 evenings only. (27373

HONDA S 800 Fixed Head Coupe, "M" registration. Similar to small E-type Jaguar giving 104 m.p.h. or 40 m.p.g. from 791 c.c. Red. New radial tyres, low mileage. As new condition. £350 o.n.o. or part exchange. Peter Butt, 01-428 6679, 14 Watergate, Watford, Herts. (27379

ASTON MARTIN 1953. Works prototype FHC, DB3S engine, gearbox, ex-D. Brown, P. Collins. Recent £1,000 overhaul. Poor cosmetics. Super mechanically, MoT. £1,750. Spare DP/101/R.22 engine. 01-570 8324. (69563

AC COBRA 7-LITRE LHD. Very fine example of this motoring phenomena. Ex-California car fitted competition engine, 11:1 pistons, racing camshaft, scatterproof bellhousing, new tyres. Probably one of the fastest in the country. Will sell or trade. Southport 79052. (69581

61 S2 BENTLEY fitted with Rolls replacement engine 30,000 miles ago. Rolls conversion grille and relinished to a very high standard. Southport 79052. (69581

1972 ISO GRIFO, right hand drive. One of the last classic two-seat Grifos. Finished in metallic gold with brown leather interior. Air conditioning. Radio/stereo. 23,000 miles. £3,750. 1973 BMW 3.0Si, fuel injection. Finished in metallic Taiga green, black cloth interior. Radio/stereo, vinyl roof. Fast and economical. £3,495. First front. Tel: 01-735 5952. (69603

BENTLEY 1935, 3½-litre Derby Park Ward Sports Saloon. In excellent condition. £2,200. Longfield 3364 (Kent). (69583

JUNE 1974 VIZ E-TYPE Roadster. Red. Immaculate condition, cassette/radio, taxed May 1976. Serviced every 3,000 miles. Undersealed, rust-proofed. Offer over £3,000. Telephone 061-773 2950. (69586

GILBERN 1800 GT 1966. O/drive, sunroof, etc. Taxed, MoT. Immaculate condition. £695 o.n.o. Tel: Bristol 559598. (69591

TRIUMPH VITESSE 2-litre Convertible, June 1971. Sienna brown/black. Offers around £580. Phone Birmingham 4498370 (evenings). (69589

ROVER 110 1963. Beautiful condition, indicated mileage 37,000. Overdrive, taxed, MoT November 1976. Reg. No 8 NEA. Offers based on £400. Might exchange. 021-453 5701 (Birmingham). (69632

1950 MORRIS MINOR 948 s.v. Very good condition. Engine overhauled. All new brake system. MoT August 1976. Used daily. £150 o.n.o. Colburn, North Cerney 224. (69633

1958 ROLLS-ROYCE Silver Cloud I. Coachwork finished in original unmarked green over shell grey. Original log book and tools. Continental touring kit. Power steering. This car has been maintained to highest possible Rolls standards in every detail. £3,750 is not expensive for one of the finest Cloud Is in the country. Skelmersdale 21873 (Lancs.) (69634

FOR SALE—continued

ASTON MARTIN DB5, new clutch and valves. Good condition. £850 or swop. 0695 21873. (69635

MORRIS 1934. Ten Six Coupe. Excellent condition. Original. Also many spares, £500. Brake, 5 Birkbeck Road, London SW19. (69636

UNUSUAL SPECIAL: Twin SUs, fibreglass MG-A-like body, tubular chassis, E93A engine. £290 o.n.o. 01-542 7737 (home), Epsom 24981 Ext. 2821 (work). (69637

VOLVO P18005 SPORTS Coupe 1968. £725. Red, black upholstery. Tested Nov. 1976. Phone Sheffield 394507. (69630

BMW 3.0CSI 1972. Polaris silver, blue velour trim. Radio/stereo, tinted glass, electric windows, heated rear window. £3,350. Phone Radlett 3294. (69510

ALFA ROMEO 1750 saloon. White, "H" registration December 1969. 49,500 miles. First-class mechanical condition. A superb car at bargain, £675. Telephone Harlech 510, Wales. (69511

SCIMITAR GTE 1971. Nevada yellow, tan trim. 43,000 miles. Excellent condition. Taxed, overdrive, radio, HRW. 30 m.p.g. £1,325. HP if required. Wheathill (Somerset) 319. (69512

AC ACECA BRISTOL 1960. Basically very sound. Requires painting and tidying to make superb example. £900. Ring 061-980 3298. (69513

1924 DAIMLER Saloon, unusual body, totally original except for repaint. Drives and runs well. £1,750. 1929 Humber 9/28 h.p. Saloon, one private owner since new, guaranteed mileage—39,000 miles. Original condition, complete with tools, spares and handbook. £1,250. Tel: Aughton Green 421480. (69514

1959 JAGUAR XK150S FHC. Carmen red with matching interior, wire wheels, overdrive. Not concours, but very presentable. £1,250 or p/exchange "E"-type. Preferably with competition mods. Tim Frost, "Abbotswood", Belbins, Romsey, Hants. Romsey 513237 (evenings and weekends; Totton 4701 (day). (69515

E-TYPE 3.8 FHC. CWW. Radiomobile, heated rear window, engine, gearbox and transmission overhaul. New clutch, battery, silencers and shock absorbers. Seats re-trimmed. Low registration. £675. Tel: Brampton 2580 (Carlisle) after 8 p.m. (69516

EMERYSON 500 c.c. racing car. JAP engine running on methanol. Very fast and competitive, ex Peter Emery. C/W car cover and good trailer. £875 or interesting p/exchange considered. Tim Frost, "Abbotswood", Belbins, Romsey, Hants. Totton 4701 (day); Romsey 513237 (evenings). (69515

TRIUMPH TR6, "M" Reg. Late 1973. Exceptionally nice example. One owner. £1,295. Phone March 3331. (69519

1970 E-TYPE FHC. Genuine 37,000 miles, finished in white with blue hide. CWW, HRW, radio, SP tyres. In pristine condition. £1,575. Phone Rotherham 75089. (69592

ALVIS TD 21. Drophead Coupe 1960. In very good mechanical condition and with excellent bodywork. Much money spent by present owner over last five years. New hood and carpets. Engine top-end overhauled. Wheels rebuilt, etc., etc. "E" registration, £850. Telephone 0403 710327 (Sussex). (69593

1953 CADILLAC Limousine. Previous owner Spanish Embassy. Very good condition, but needs attention. £600 o.n.o. Hodgson, Colts Close, Milton Lane, Steventon, Oxon. Tel: Steventon 212. (69594

TERRY & BARRY BONE

M.G. TC, 1949, resprayed, new seats ... **£1,400**
M.G. TA, 1937, very original ... **£1,000**
M.G. TC, 1948, *Concours* car ... **£2,200**
M.G. L, 1933, saloon for restoring ... **£1,400**

92/94 HIGH STREET, (STEYNING 812962), (Code 0903) SUSSEX. Phone for appointment please.



KENSINGTON

SUPERB MEWS

SHOWROOMS

Pine-panelled walls and ceilings. C.H. 2,600 sq. ft. 12½ yrs. lease.

Box No. 4925

A.B. GELDER YORKSHIRE AUTOMOBILES LTD.

CLAN CONCESSIONAIRES – FULL RANGE OF SPARES, BODIES AND SECTIONS

TVR

NEW TVR 3000M, £3,685, basic, comprehensive list of extras.
NEW TVR 1600M, £2,995, basic, comprehensive list of extras.
NEW TVR TURBO, £6,902, full comprehensive specification.
Delivery on new TVRs is six to seven weeks.

1972 TVR 3000M, red, seven inch Wolfrace wheels, sunroof, HRW, reclining seats and headrests, Sundym glass **£1,550**
1972 TVR 3000M, white/blue, sunroof, HRW, Sundym glass **£1,595**
1974 GILBERN INVADER MARK III, silver, vinyl roof, automatic box, brown trim, draylon seats, electric aerial and windows, radio, one owner, recorded 19,000 miles, reg Dec 1974 **£2,295**
1973 LOTUS ELAN 2+2 130, white, with black trim, HRW, tinted screen, one owner **£2,230**
1972 LOTUS ELAN 2+2 130S. Bahama yellow/silver, black trim, HRW **£1,795**
1971 LOTUS ELAN SPRINT, Gold Leaf colours, fixed head coupe **£1,295**
1973 CASTROL CLAN CRUSADER, green, this is one of six made for the production sports car series and is believed to be the only one which did not race – purchased new by us, one owner since, blue-printed engine and alloy wheels **£1,395**
1973 CLAN CRUSADER, red, sunroof, alloy wheels, Sundym glass, recorded 16,000 miles **£1,325**
1973 CLAN CRUSADER, yellow, sunroof, alloy wheels, halogen headlights, recorded 20,000 miles **£1,295**
1970 GINETTA G15, yellow with sunroof **£895**
1972 RELIANT SCIMITAR GTE, Aubergine with tan trim, overdrive, HRW, Radiomobile stereo 8 and radio **£1,695**
1974 (DEC) MGB GT, white, overdrive, sunroof, HRW, one owner, recorded 11,000 miles, tan trim **£1,695**
1972 MGB GT, chrome yellow, overdrive, HRW **£1,295**
1971 MGB ROADSTER, blaze, overdrive and alloy wheels **£925**
1975 MODEL MG MIDGET, reg Dec '74. Harvest gold, one owner, recorded 10,000 miles **£1,435**
1973 MG MIDGET, Teal blue, light tan interior, wire wheels **£1,075**
1973 MG MIDGET, white, one owner **£1,055**
1973 JENSEN HEALEY, white with black trim, two owners **£1,395**
1973 TRIUMPH GT6, red, brown trim, HRW, recorded 17,000 miles **£1,295**
1966 MATRA MB8, red, mid-engined, two-seater coupé. First registered GB 1974 (M), left hand drive **£795**
1972 TRIUMPH SPITFIRE Mk 4, dark blue, black trim **£750**
1973 TRIUMPH TR6 ROADSTER, mimosa, overdrive **£1,230**
1971 TRIUMPH 1360 CONVERTIBLE, Valencia blue with black trim **£575**
1973 FIAT 124 COUPE SPORT 1800, white with black trim, alloy wheels **£1,650**
1971 FORD ESCORT 1300XL, white with black trim **£595**
1974 MORRIS MINI 1000, purple with tan trim, 7,000 miles, one owner **£1,095**
1971 AUSTIN MINI CLUBMAN, Bedouin **£665**
1972 FORD ESCORT GT, Daytona yellow **£695**

Stock constantly changing, please ring if you do not see what you require.

220-230 SHARROWVALE ROAD, SHEFFIELD and 247-251 LONDON ROAD

Phone (0742) 668114 · 686400
Sunday by appointment only

Open 9.00 am – 7.00 pm Mon-Fri
9.00 am – 6.00 pm Sat
at Sharrowvale Road

SPORTS MOTORS

LOTUS SCIMITAR GTE ALFA ROMEO JENSEN-HEALEY MORGAN

WANTED FOR CASH

Clean, low mileage post 1973 Alfa Romeo's, 2000 Spider, 2000 GTV, 1600 GT, Sud and Sud TI. MG-B roadster, GT and V8. Jensen Healey, Scimitar GTE, Datsun 240Z and 260Z, Lotus Elite, +2, Europa, Sprint, Lancia Fulvia Rallye coupe, Triumph Stag.

NEW LOTUS Elite 501. Red.
1973 LOTUS +2S 130/5. Metallic green/silver **£2,495**
1974 LOTUS +2S 130, in sable **£2,650**
1973 LOTUS +2S 130/5. White, sun-roof **£2,650**
1973 LOTUS +2S 130/4. White **£2,095**
1975 ELITE 502, in white.
1973 LOTUS Elan Sprint f.h.c. Blue. **£1,895**
NEW ALFETTA GT. Red/cloth interior.
NEW ALFETTA GT. Dutch blue/cloth interior.
NEW ALFETTA 1.8. Red/cloth int., tinted glass.
NEW ALFETTA 1.8. Red/P.V.C. int., tinted glass.



NEW ALFASUD TI. Silver.

NEW ALFETTA 1.8. Ivory/cloth int., tinted glass.
NEW ALFA Spider. Dutch blue.
NEW ALFA Spider. Red.
NEW ALFETTA 1.6. Red/cloth interior.
NEW ALFASUD 'L'. Coral.
NEW ALFASUD 'L'. Silver.
NEW ALFASUD S.E. Red.
NEW ALFASUD S.E. White.
NEW ALFASUD S.E. Light blue.
NEW ALFASUD S.E. Dark blue.
NEW ALFA GT 1600 Junior. Red.
NEW ALFA GT 1600 Junior. Dutch blue.
NEW ALFA 2000 saloon Auto., Dutch blue.
1975(P) ALFETTA 1.8. Red/cloth interior, tinted glass **£2,845**
1975(P) ALFETTA 1.6. Plum/beige vinyl roof, cloth interior **£2,645**
NEW SCIMITAR GTE. White, overdrive, alloy wheels.
1975 SCIMITAR GTE. Orange, auto., alloy wheels **£3,495**
1975(P) SCIMITAR GTE. April yellow, alloy wheels **£3,395**
1973 SCIMITAR GTE. O/d., alloy wheels, blue. **£2,495**
NEW JENSEN HEALEY, hard and soft tops, silver.
1975 DATSUN 260Z. Met. green, one owner, low mileage **£2,895**
1973 DATSUN 240Z, m/silver, stereo. **£1,895**
1973 TRIUMPH GT6. Magenta, alloy wheels **£1,345**
1974 MG-B V8. Damask red. One owner, low mileage **£2,345**
1974 MG-B roadster, o/d., purple. **£1,725**
1974 MG-B roadster. O/d., mustard **£1,695**
1975 Model MG-B GT. O/d., radio. **£2,295**
1973 MG Midget. Low mileage, blue. **£1,145**
1972(L) ALFA ROMEO 2000 GTV (severely damaged bodyshell), but not insurance write-off **£375**
1975 ESCORT 1600 Sports. White **£1,795**

CLEAN LATE SPORTS CARS WANTED FOR CASH

250 PLYMOUTH GROVE MANCHESTER M13 0BG
Telephone 061-224 3325/6/7 Telex 668570

OPEN 9.30 a.m. - 6.30 p.m. CLOSED SUNDAY

MGA'S, T, TYPES, OR ANYTHING INTERESTING WANTED STAINES 55388

S. H. RICHARDSON & SONS LTD, MOOR LANE, STAINES, MIDDX

FOR SALE—continued

AUSTIN HEALEY 3000 Mk. III 1965, 48,000 miles. O/drive, spot lights, radio, boot rack, wire wheels, truly superb condition. Offers around £2,500. Tel: 01-937 3859 (Kensington) evenings. (69595

ZAGATO ALFA ROMEO 1300 Junior, 1970/71. Sound mechanics, excellent throughout. Low mileage; 1 owner. P Reg. Taxed, tested. LHD, extras, anti-theft system, electric rear window. Only 3 known imported. Must be seen, £1,450. 01-228 8976 working hours. (69598

FRANCIS LOMBARDI Grand Prix 1970, "P" Reg. Fully recon. Fiat 850 c.c. engine, resprayed red, LHD, MoT, tax. Must be seen, £850. 01-228 8976 working hours. (69598

MG-A 1961 FHC stored since 85% rebuild including bodywork, engine, upholstery, pristine condition—moving house without storage space forces sale. £585 o.n.o. 021-705 7313, evenings. (69600

FERRARI DINO 246 GT 1971 (K). 36,000 miles, stereo, electric windows, new tyres, sheepskin seats and rugs. £2,650. Tel: Orpington 24380. (69654

1950 MG TD. Immaculate condition. Finished in signal red, fully restored. Offers over £2,000. Telephone Falmouth, Cornwall 313032. (69602

ROLLS-ROYCE 20/25 1930 Saloon with partition, 3 owners, full history. £2,950 or best offer. Phone 0251 82440. (69604

1949 MORRIS 6. One family from new (husband and wife). 59,500 miles from new. MoT October 1976. In daily use. Excellent bodywork and general condition. Can deliver anywhere in UK. Only needs seeing. Fantastic investment potential at only £395. Please Tel: 061-442 6211. (69621

AVENGER 1500 GT. Metallic green, black cloth interior, 2 owners, immaculate throughout, recent £170 alloy wheels and tyres, spot lights, MoT, etc. 1971. Reluctant sale. £675. Rotherham (0709) 552324. (69625

FOR SALE—continued

JENSEN INTERCEPTOR 1969. Black, one owner, L/mileage, above average condition, extras, £1,585, p/ex. 01-743 5769 (business). (69622

TRIUMPH STAG, special registration number, fabulous condition, 1/mileage, s/top, radio, electric windows. Quick sale. Offers invited/exchange. 01-743 5769 (business). (69622

ROLLS-ROYCE Silver Cloud I 1957. White, red leather, 82,000 miles, S3 wing conversion. A fine Rolls, £3,500. P/X considered. 0752 872505 (Plymouth). (69623

BENTLEY SI 1957. Black over sand. Good history. Crewe serviced. A fine example. £1,975. 01-654 3293 day; 01-654 3066 eves. (69623

MG-B GT. Anniversary Jubilee, BRG with gold flashes. P Reg. 4,000 miles. Offers around £3,000. 0602 42447 office. (69608

1970 AUSTIN MINI Cooper "S". Fully recon. engine not yet run-in. Finished in dark brown. Black tinted screen, sunshine roof, Cosmics, walnut dash. Genuine reason for sale, £750. No offers. Tel: Southern Down 880278 (Glam.). (69609

MG-B GT V8 (COSTELLO) 1972. 23,000 miles, overdrive, electric windows, sunroof, HRW, stereo radio cassette. Metallic brown, beige leather interior. Sold with distinctive reg. if required. £1,400 o.n.o. No sightseers, please! Tel: Nottingham 255518. (69611

GLASGOW COLLECTION, must be sold, including 1937 Lancia Augusta Pillarless Saloon believed last one imported to Britain. Fair body/interior, engine requires attention, £450 o.n.o. 1933 Bentley 3½ complete running chassis. Also XK, MG and Aston. David, office 041-632 6176; home 041-639 2974. (69612

ASTON MARTIN 1965, DB5 Convertible. 35,000 miles from new. Manual. Ready for respray. £1,250. Bournemouth 760800. (69615

FOR SALE—continued

MORGAN 4/4 2-seater, Nov. 71. 38,000. Oxford blue, bucket seats, wires, rack. £1,950. Bridgwater 55377. (69626

BREAK HIS HEART. He can't afford us both. Buy my boyfriend's yellow E-Type Roadster. 1969. 4.2 Series II. Immaculate condition. 40,000 miles only. Phone David for details—Daytime Plymouth 60942; evenings 773043. (69627

MG 1954 TD 2. The very rare competition model. Rebuilt from chassis up. Re-wired, re-painted, new Connolly upholstery, almost concours. £3,000 o.n.o. Robson, Staindrop 330 (Nr. Darlington) STD 083 36 (evenings). (69629

AUSTIN HEALEY 3000. 1965. Mk. III. Red, chrome wires. Excellent and original condition. £1'375. Phone 025182440. (69604

XK150 DH COUPE SE 1960. O/d, W/W. Blue, unrestored, virtually original. 75,000 from new. Sensible offers: 02803 2433, (Northants). (69605

MG-A COUPE and Austin Healey 3000 Mk. II A. Both cars in good condition. Offers invited. Burley (Hants.) 2252. (69616

ARMSTRONG STAR Sapphire, 1959. Black over beige, beige interior. Original tools, radio, manuals, etc. Much admired example in well above average condition. Offers over £900. Details ring 0302 851799 evenings. (69617

ASTON MARTIN DB5 1964 Superleggera. Vantage engine, 5-speed manual. Zircon blue, red leather. Superb throughout. £1,600. Buckley 4756 (Nr. Chester). (69619

BENTLEY SI MULLINER. Owner of four-door lightweight Mulliner saloon and two-door Mulliner Continental Fastback, both 1958, will reluctantly part with one, £3,350 and £5,750. Delivery arranged USA or Continent. Roy Spiers, Oak-Trees, Stevens Lane, Claygate, Surrey. Telephone Esher 64032. (69620

FOR SALE—continued

JAGUAR XK140 FHC. White, red leather, wire wheels, excellent original car. £1,600 o.n.o. 01-722 2895 office; 01-937 4073 evenings. (69669

SII BENTLEY 1960, Auto., p.a.s., superb two-tone coachwork. £1,950 o.n.o. 01-722 2895 office; 01-937 4073 evenings. (69669

ALFASUD TI. Immaculate, "N" registered. Alfa Red with grey cloth upholstery. 9,000 careful miles. Undersealed. Professionally gas-flowed cylinder heads and Mobelec electronic ignition fitted. Blaupunkt cassette/radio stereo. 10 months tax. Would suit new car buyer. Genuine reason for sale. Would cost over £2,600 today—will accept £1,950 o.v.n.o. Tel: 01-578 9009 (Middx.). (27409

MARCOS MANTIS, very rare 4-seater sports car, extras include stereo, radio cassette, new Shelby 6½ in. wheels, 195-70 tyres. Investment at £2,000, or will take Jensen CV8 or Bristol 410 P/X. Tel: Burnley 0282 26582 day. (69684

ROLLS-ROYCE Silver Cloud I. 1958. One previous owner. Stored for some time and requires renovating. £3,000. 48 Westbourne Road, Southport, Merseyside. (69686

1973 BMW 2002. Quick, reliable and immaculate in red. 32,000 miles, £1,695. Tel: Darlington (0325) 67246. (69685

LOTUS ELAN late 1970 DHC. White. Very good condition, taxed, long MoT, low mileage. £975 o.n.o. 01-904 8336 Wembley; 01-628 0832, Mr. Barber. (69688

FORD ZODIAC Mk. I 1955. Dual tone grey. Excellent mechanics, good bodywork, interior very clean, unusual no. TTT 25. Drives very nicely. Offers. Ford Popular 1954, rough, hundreds of spares—engine, gearbox, axles, Aquaplane twin carbs. Offers. Mr. R. Blizzard, Five Leaves, Bussage, Stroud, Glos. (69667

MERCEDES 220SE Convertible, 1963, RHD. Manual gearbox. £825. Regret no cheques this time. Brenchley (Kent) 2513. (69656

MGB SPORTS, GT'S, MIDGETS WANTED - STAINES 55388

S. H. RICHARDSON & SONS LTD, MOOR LANE, STAINES, MIDDX

FOR SALE—continued

ALFA ROMEO 1900C Super Sprint Coupe. Very rare and beautiful collector's item. Aluminium hand-built body by Superleggera/Carrotzerria Touring. Re-built engine, superb red paintwork. Re-trimmed throughout in white. Re-chromed and re-wired. New Pirelli tyres. Workshop manuals. Recently filmed for BP "History of the Motor Car" as best example anywhere. Completely restored save for final adjustments. Prospective purchasers view only please. Must be sold. Sensible offers. Rustington (Sussex) 5489 (eves.). (69655

CITROEN-MASERATI (SM). Silver metallic, "M" Reg. Air conditioned, radio, electric aerial, tinted electric windows, 28,000 miles. Maintained by Maserati workshop, Slough. Immaculate. Managing Director's car. One owner/driver. £3,495. Phone 01-876 5434 weekdays, 01-660 8681 weekends. (27405

FORD ESCORT MEXICO 1600 GT. Dec. '71. One owner. Never raced or rallied. Sunset red, wing mirrors, servo brakes, inertia belts, long MoT. Going overseas so must be sold, v.g.c. £800 or reasonable offer. Write Dearing, 7 Spruce Walk, Kempston, Bedford. Will deliver anywhere in UK to buyer. (69689

WANTED

WANTED: 1955/1957 Chevrolet Bel Air 2-door. Telephone Iver 653626. (69659

EARLY 4.2 E-TYPE Roadster, rust-free original example required. Croft, 17 Oldfield Lane, Stainforth, Doncaster. (69618

WANTED—continued

BENTLEY R-TYPE wanted. Prefer coach-built body but no objection to standard saloon. Must be mechanically first-class but willing to repair body damage and/or corrosion. Drivable with MoT? Letters only please with details, photo, price and viewing times at weekends: John Sharpe, 14 Cuffling Drive, Leicester. (69021

AUSTRALIAN ENTHUSIAST desperate for Motor Sports Oct., Nov. '67, May, July '68, Sept. 69, and Mar. '73. R. Morrow, 31 Parkhill Dr. Ringwood 3134 Vic. Aust. (69022

REQUIRED—T51 BUGATTI (cracked block). Person owning, anyone knowing similar purchasable Grand Prix/Sport please contact. Quantity (free) new unfinished 8 cyl. Alfa valves. Pinfield Lodge, Barntgreen, Birmingham 445/2551. (66916

WANTED: Motor Sport pre-1930, unbound Pomeroy Grand Prix Car Volumes 1 and 2. Russell 0494 881190. (69003

BMC HANDBOOK for MG TF. Also literature published by Morris on 1935 Morris 8, 11, Cobham Road, Moreton, Merseyside. (68910

MORRIS COWLEY 1930 model, folding sunshine roof, mechanism ("Kopalapso") urgently wanted for CV 1030. P. R. Harris, 15 School Green, Shinfield, Reading. Telephone: Reading 883833. (69018

ZF LIMITED SLIP differential, medium size. Morris, Lower End, Leafield, Oxon. Tel: 01-452 3333 Ext. 5153 working hours. (69010

LOTUS +25 130/5. Oatmeal trim. 72/73 model. Immediate cash, must be immaculate. Carter, Fareham 82492. (69498

WANTED—continued

WANTED: 1930—33 Austin 16/6 or 12/4 saloon in good all round condition. Pre-30 cars, together with light 12/4s will also be considered. Send details/photos to "Spinneys," Youngwoods Way, Alverstone, Sandown, IoW with SAE. (69492

LOTUS ELAN DHC. Must be 1st class order, preferably low mileage. Cash waiting. 064-945 (Great Ayton) 3119. (69505

WANTED: 2+2 E-TYPE Jaguar 4.2 1970/71 by private enthusiast buyer. Cash waiting for good car, distance no object. Tel: Stamford Bridge 71806 (York). (69522

"E"-TYPE JAGUAR 4.2 2+2 wanted by enthusiast. Top price paid for low mileage, immaculate car. Wilyman. Phone 021-236 5188 (evenings) 021-440 4377. (69529

MG-C GT or Tiger must be absolutely immaculate and reasonably priced. Write: 30, Crantock Drive, Heald Green, Cheadle, Cheshire. (69606

ROLLS-ROYCE Silver Cloud III. Please apply to Box 4928. (69543

LOTUS ELITE for classic car racing. In good all-round condition. Preferably with CC stage 3 engine, ZF box, Konis, etc. Letters with full details, history and photos to: D. Bake, 16 Schapendrift, Blaricum, Holland. Telephone 02153 89906. (69638

WANTED: One Riley 9 radiator shell with or without honeycomb. One Riley 9 steering wheel, complete with horn assembly, etc. One set of Riley 9 headlamps. Four Riley door handles and locks. Also interested in purchasing any 1930 to 1936 Vintage Riley. G. Perfect, Church Road, Penn. Phone Penn 2679 evenings. (69631

WANTED—continued

ROLLS-ROYCE Phantom II. Preferably in running condition. Would consider exchanging my 1929 Rolls-Royce 20 Barker Landaulette. Reynolds, The Old Vicarage, Bradley, Stafford ST18 9DY. Tel: Bradley 413. (69579

MG ATLANTIS MIDGET. Cash and good home for right car. Leeds 782438 after 5 p.m. (69610

URGENTLY NEEDED: Tuning parts or information for Fiat Abarth 595SS, 207 Ferry Road, Jackfield, Telford, Shropshire. (69624

E-TYPE CAPRI, Rover 3500 or MG? Specimen exchange ladies diamond solitaire worth £950. 171, Palatine Rd., Manchester 20. (69607

LOTUS 7 SII/III, condition immaterial. Accept rolling chassis. Kingsthorpe (Northampton) 5646. (69532

EARLY TINPLATE TOYS: collector wishes to purchase good quality tinplate toy cars, trains, ships, aeroplanes, etc. Especially those by Bing, Marklin, Carett, Plank, J.E.P. Excellent prices paid for good material. Motoring and aeronautical art: collector wishes to purchase bronzes, lalique glass mascots, mascots, trophies, fine hand-built models, posters, paintings. Also bound complete set of Motor Sport and Autosport. M. Dorian Esq., 5 St. James's St., London SW1. Tel: 01-839 3571 (night); or 01-937 8266 (days). (69603

HARD TOP for VIZ E-Type, must be immaculate. 061-773 2950. (69586

JAGUAR XK150, MG TF, TD, TC. Immediate decision and cash payment. Northwood 25161. (69588

ENGLAND'S LARGEST SELECTION OF SPORTS CAR SPARES STAINES 55388

S. H. RICHARDSON & SONS LTD, MOOR LANE, STAINES, MIDDX

WANTED—continued

WANTED: Leather Whittle belting, 5/8 in. 10 lineal feet in length. Please contact: Irving F. Jensen Co., Inc., PO Box 1618, 2220 Hawkeye Drive, Sioux City, Iowa 51102. (68915

ASTON MARTIN V8 urgently required by private purchaser, £4,000 cash available. Write Monomark Mail Service, BM 1569 London, WC1V 6XX. (68599

WANTED: MG TC for renovation, up to £1,200 cash. Rochdale 31255. (68642

LOTUS SEVEN Series III or IV. Must be good, including heater, etc. Cwmbran 5812 (day). (68834

MG ANY "T" Series. Wanted by enthusiast. Condition not important, distance no object. Phone: P. Milner, Brownhills 5550 Staffordshire. (68839

LOW DISTINCTIVE registration numbers wanted on vehicles in any condition. Please phone 051-428 1517, evenings preferred. (62783

PRIVATE GENTLEMAN desires buy Bentley S/II or III. Good condition only. 01-373 2296 (London) evenings. (65210

MG TC, TD, TF or good pre-1939 MG wanted. Consider other make of interesting vehicle, early Riley, Morgan V-twin, etc. Very good price given. 01-521 0520. (67091

ROLLS-ROYCE Silver Cloud, any year, or SI Bentley. Manor Farm, Castle Eaton, Swindon, Wilts. 028581 453 (Kempsford). (68070

GENTLEMAN SEEKS to buy 4 Bentleys: Mk. 6, R-Type, SI/II, SIII. Good condition only 01-373 2296. (67729

16 mm. MOTOR RACING films urgently required by enthusiast. Phone Kit, Middleton-on-Sea 2251, or write 191 Elmer Road, Elmer, Bognor, Sussex. (65544

MOTOR MASCOTS wanted. Badges, books, motor mascots. Casanuestro, Sussex Road, New Romney, Kent. Tel: 06793 3327. (68117

CONTINENTAL 2-LITRE Tourer, Delage, Darracq, Ballot or similar make. Substantial price offered or exchange one of my cars. Gausden 021-308 1078. (26798

ASTON MARTIN Volante urgently required by private purchaser, £4,000 cash available. Write: Monomark Mail Service BM-1569 London, WC1V 6XX. (68599

LOTUS SIX wanted. Damaged or write-off considered. Tel: Rangeworthy (Bristol) 266. (69369

ALVIS SP. 25/20 or 4.3 wanted immediately. Fair price offered. James Andrews, Watford 24912. (68601

MG TF WANTED by MGCC member, any condition considered. Entirely original TC/D might suffice. 01-886 0424. (66254

LOTUS ELAN Sprint DH. Must be low mileage and in excellent condition. Will be arriving in England around 20th December. Please write giving details to: Roy Colegate Vultejusvägen 21, 161 53 Bromma, Sweden. (68638

WANTED—continued

ROLLS-ROYCE Phantom I wanted. Complete, chassis, body or parts. Immediate cash. Please telephone Coalville 32454 (Leicestershire). (69000

MARCOS 3-LITRE wanted. Must be in good condition. LHD a plus. Will visit GB in mid December. Please write: Mr. C. Fornell, Trastvagen 11, 222 31 Lund, Sweden. (68749

MERCEDES—workshop manual for 1964, 300E. Also owners handbook, parts catalogue, any servicing information. Buy or hire for photocopying. Dear, 2 Welland Close, RAF Abingdom, Oxon. (68822

FERRARI ALUMINIUM bodied Berlinetta urgently wanted, e.g., Daytona Racing, 250 LM, 275 GTB/C or a Berlinetta Boxer. Anders Janson, D-2943 Esens, Heimschule, West Germany. (68828

WANTED: MG TA engine, sliding seat runners and instruments or any other TA spare parts. Hopper South Street, Woodville, Burton-on-Trent, Swadlingcote 6606. (68829

WANTED: ROLLS-ROYCE/Bentley pre-1965 or early thoroughbred car, restoration work not objected to. Please tel. Ponteland 22807. (68830

WANTED: Pair of P100 headlamps (must be bulls-eye type). These must be in perfect and original condition; in other words, they must be as new. Phone 061-338 2671/3735. (68877

ASTON MARTIN wanted for spares. Any model, condition, or location, if cheap. Prompt collection. Box 4914. (68997

E-TYPE JAGUAR Roadster, around 1970. Also any pre-1935 Open Tourer. Telephone Leicester 393742. (68999

TRIUMPH TRs, GT6 and Spitfires always wanted. Frederick Charles Cars Limited, Gulson Road, Coventry 27518. (68378

JAGUAR XK120, 140 or 150 in good condition. Elmley Castle 202 evenings. (26734

MOTORING BOOKS: "Italian High Performance Cars"—Pritchard, "Encyclopaedia of Motor Racing" — Pritchard/Davey, "Tourist Trophy"—Hough, Beech Cottage, Oldlands, Uckfield, Sussex. Nutley 2855. (69112

PORSCHE 911 Series. Enthusiast seeks LHD pre-1971 example in perfect order. Write: Philip Shandro, Balliol College, Oxford. (69134

VINTAGE CAR wanted. Preferably small, open, pre-1926, running, but any thing considered. Cash or part exchange 1926 Austin 12/4 truck. Lally, 87 High Street, Northwood, Middx. (69346

WANTED: LOTUS Elan, Europa or +2. Condition immaterial. Immediate cash available. Telephone Welwyn (Herts) 4895. (69351

AUSTIN NIPPY—wanted: engine, gearbox, body panels, radiator, in fact any parts for this model from radiator cap to body. Box No. 4917. (68594

Self-Binders for Readers of MOTOR SPORT

Treat yourself to a small gift this Christmas and purchase a self-binder, strongly made in black leatherette and blocked in gold leaf.

EACH SELF-BINDER WILL HOLD 12 ISSUES

Keeps MOTOR SPORT as one volume, clean and tidy

PRICE £2.00 (incl. post and packing)

Send your cheque or P.O. to :

"MOTOR SPORT", STANDARD HOUSE, BONHILL STREET, LONDON, EC2A 4DA.

ROLLS CONVERSION KITS

PHONE: 01-373 2296

Our kits are hand made to the highest finish using original specifications down to the minutest detail, thus being the only one that can claim Rolls own standards.

Mk VI 2 'R' type SI and SII, SIII. All in best grade stainless steel.

Also available: all types of accurately detailed replica mascots in chromium or silver finish.



1929 Speed Six BENTLEY

Two-seater, body as ex-Lycett 8-litre. *Concours* condition, 6,000 miles since last nut and bolt rebuild by Richard Moss. 3-to-1 axle, 11-ft wheelbase.

R. W. Colton, The Quarry, STANWICK, Northants.
Raunds (09-335) 2054

Introducing the World Championship Calendar. An eventful guide to Motor Racing for £1.25.

This Aurora/Motoring News production is the first ever really comprehensive calendar for motor sport enthusiasts.

12 great, full-colour pictures.

All the highlights of Grand Prix action in 1975. Featuring top drivers like Niki Lauda, James Hunt, Emerson Fittipaldi, Jody Scheckter, Tom Pryce, Bob Evans and Clay Regazzoni.

Your own World Championship chart.

It's your personal record of the '76 title chase. And the calendar's handy diary-style pages also include all next year's major motor sport fixtures.

Exclusive to Motoring News and Motor Sport readers.

This 'first edition' calendar is a must for every motor sport enthusiast. And at only £1.25 (including VAT and postage) it'll make a great Christmas present.

Fill in the coupon and find out what day it is in motor racing.

Order to: GBM Editorial Associates Ltd.,
23 Creek Road, East Molesey,
Surrey KT8 9BE.

Please send.....copies of the Aurora/Motoring News Calendar to:

Name: .....

Address: .....

.....

.....

(If you would like a copy sent direct to a friend, please enclose name and address.)

I enclose cheque/postal order for..... (£1.25 per calendar) made out to GBM Editorial Associates Ltd.
This offer applies to UK residents only.

1976 AURORA/MOTORING NEWS CALENDAR.

WANTED—continued

E-TYPE SPARES wanted: Series I or II bonnet, complete 2+2 doors, 2+2 manual gearbox. Complete car in any condition considered. Phone Pudsey 76683 (Yorks). (69143

GILBERN 1800 GT seats, exhaust, handbook, rear screen, MG-A s/wheel, p/cap, handbooks; MG-B LSD, wires. Also dilapidated MG-A Roadster, TVR, Turner, DB2, 01-570 8324. (69200

PRIVATE BUYER wants Rolls or Bentley pre-1956 in any condition. Phone Bransgore 72203. (69246

ROLLS-ROYCE Phantom 3 or similar wanted. Engine condition unimportant. Tel: Abson 2917 evenings (Bristol). (69248

WANTED: PARTS for 1933 MG J2. Engine with gearbox, chassis, four 19 in. wire wheels, bonnet. Hawarden 533602. (69253

WANTED: GOOD DAIMLER DB18/Consort, Jaguar, 3½ Mk. V or MG SA/WA. Also clean copy of Daimler Tradition and Jaguar Tradition. 40 Little Tixall Lane, Great Haywood, Stafford. (69255

TR3 SPARES wanted. Particularly hood, tonneau cover, excellent condition. Colour immaterial. Also original gear lever knob. M. Horne, Flat 5, Daleford Manor, Daleford Lane, Sandiway, Nr. Northwich, Cheshire. Sandiway 883771. (69115

MISCELLANEOUS

CLASSIC SPORTS CARS of the fifties calendar for 1976. This calendar portrays six classic English open two-seater sports cars on intriguing and varied locations. The large, 16½ in. x 11¾ in. prints are in sepia on cream paper. The layout is designed so that after use as a calendar, the prints can be easily detached and framed. A highly original and interesting gift—even to yourself! Price £1.20 + 15p post and package, available from: Graphic Associates, PO Box 17, Aberystwyth, Dyfed, SY23 3AN. (69614

CITROEN TRACTION Avant Owners, pre-56 cars, send SAE: Dodson, North Cottage, Mongers Farm, Barcombe, Lewes, Sussex, for details of new register, magazine and activities. (27404

FOR SALE: Original MG L/J2 manuals. Wanted: "Motor Sport", May/November 1933. Jamaica Cottage, Jamaica Place, Gosport, Hants. (69599

CRAFTSMANSHIP for sale. If you have experienced difficulty in finding "true" panels beaters who really can cope with any shaped panel work, then contact us. 01-965 4641. (69597

VINTAGE AUSTIN SEVEN wheels (five), centre stamped "Austin". Rebuilt, re-stoved black, never used, £45 set. Also first 20 issues of "Classic Car" magazine—nearest £50 takes. Ring Ash Bank (078-130) 2497 or 2626 evenings only. (69613

NEW COMPANY staffed entirely by master panel beaters, offer to undertake your shaped panel work to the highest possible standards of true craftsmanship. Enquiries, home or abroad, 01-422 1759. (69596

TYRES: OLD STOCK 700 x 21, 600/700 x 19, 500/525 x 20 plus 14 others 16 in. to 19 in. Dozen tubes. £200. Ashford (Kent) 20155 (evenings). (69590

AUTOSPORT: Bound vols. 1—17 instruction books Talbot 1934, Rolls 25/30, Bentley 1936, 4¼ Mk. VI. Set fitted black hyde, believe from Mulliner Wraith, 2 suitcases, approx. size o/all 32 in. x 18 in. Taper 18 in.—22 in. Best offer to Box No. 4931. (69587

PANEL BEATING: Motor panels of all types specially made in steel or aluminium to aircraft standards of quality. Contact: Aero Bonner Co. Ltd., Shoreham Airport, Sussex. Tel: Shoreham-by-Sea 5764. (69585

ASTON MARTIN DB 2/4 Mk. I, Jack, radiator, DB3s, alloy sump, DB2 exhaust, manifolds, handles, cleaners. 01-570 8324. (69563

MG-A BITS! Close ratio gearbox, £30. Two twin-cam wheels, reconditioned, as new, £9.50 each. 01-570 8324. (69565

FOR SALE: Showman's living van 25 ft. Mollycroft roof, polished wood interior, fully fitted. Write: Parker, 97 Eastcote Road, Pinner Middx. Telephone 01-866 9854. (69567

FERRARI: 25 years of Formula 1. Price £8.00, and Ferrari—operating, maintainance and servicing handbooks (one volume) 1948 to 1963. Price £10. Post and packing included. Two outstanding publications exclusive to Godfrey Eaton Publications, 40 Bartholomew Street, Newbury, Berkshire (0635 41438). (69518

MAGAZINES, Autosport 1951-60 (360 issues) £15. Motor Sport, hundreds 1950-75 loose and bound. Basingstoke (0256) 780963 evenings. (69530

FORD Y TYPE (1934) front and rear axles complete with wheels, tyres, also petrol tank and other spares. Freeman, 33a Shottery Road, Stratford-on-Avon. Tel: 3155. (69535

AUSTIN HEALEY 3000 Mk. II 1961 spares: o/drive, wires, triple SUs, complete car. Phone Nigel, Northampton (0604) 830180 after 6 p.m. (69537

JAP V-TWIN ENGINE 1924, 980 c.c., s.v. with magneto. Suitable for cycle car or bike, £75. Box No. 4927. (69544

1920—1973 MOTORING books, magazines, "fifties". SAE: Longdown Cottage, Merstone, Newport, Isle of Wight (Arreton 462). (69545

VOLUMES 3, 4, & 5 "Motors of Today", Thornton Rutter, mid twenties, £3+. 01-979 0559. (69523

A FINE VETERAN car clock (8-day) by Mappin & Webb Ltd., Johannesburg. Offers to Parrett, "Fairholme Cottage", Crossland Road, Redhill, Surrey. (Tel: 63975). (69482

MOTOR SPORT July 1966—March 1972, complete, £7. Tel: Maidstone 63012. (69582

MISCELLANEOUS—continued

MOTORING Journals/literature, 1954-1974. Unbound, 200 Motor Sports, 50 Sportscar/Car & Driver, etc. Bromsgrove 76028. (69527

20 GARAGES (2 double), and 3 bedroomed house in plot about 300 ft. in depth, running down to river. About 10 minutes walk from Hampton Court Station. £28,000. (Might divide). A. Moore & Son, 1, Creek Road, East Molesey. (01-979 8318). (69493

CAISTER CASTLE Motor Museum, Nr. Gt. Yarmouth, Norfolk, would pay a good price for a Peugeot 1926 6.4 h.p. radiator shell. Can you help please? (27102

"MOTOR SPORT" Nov. 1950 to date, 5 missing, £35. Buyer collects. 60 Trueman Avenue, Heckmondwike. (69129

UNIQUE AND DISTINGUISHED. The perfect gift for the enthusiast this Christmas is an original Grand Prix car painting by Paul Chesmore. Outstanding value and for sale during December from Hexagon of Highgate, 26 North Hill, N6. (69109

MOTOR SPORT 1960 to 1967 complete, well preserved and clean. Offers to 01-460 3591. (69110

LOTUS SEVEN owners attention please. If you would like to join a club in the North West designed to help you ring Bob Lyell, Crewe 582131 day; Alsager 5604 evenings. (69139

ROVER 90 new spares: One camshaft £15. One set camshaft bearings £4. One set cam followers £8. 63 Myton Drive, Shirley, Solihull, Warwickshire. (69141

1934 JOWETT Van chassis. No radiator, some body parts, £50. Hughes, Hambleton 700871 (Nr. Blackpool). (69144

ASTON MARTIN 3-litre (DP. 101/R/22), engine block, alloy finned sump for DB3s, sales catalogues, pre-war, post-war. Sell? Swop? Numerous sundry "Feltham" parts. 01-570 8324. (69200

DUNLOP BEADED edge tyres, 730 x 130, unused, worth £60 each. Three for £130. Tel: Derby 361382. (69205

2188 FS on scrap vehicle, £30. Mr. Pithie, 89 Westwood Ave., Kirkcaldy, Fife. (68825

LEA-FRANCIS OC Meeting 14th December 8 p.m. Astley Castle Hotel, Fillongley, Warks. P. R. North, Social Secretary. (69243

FROGEYE SPRITES, 2 can make one, hardtop, £50. Free delivery 50 miles. 0246 850374. (69338

AUTOCAR from early 1930s wanted. State price, Box 4921. (69343

AUTOCAR, MOTOR and other magazines wanted, 1968 to date. Phone Northwood (65) 24552. Box 4922. (69343

MOTOR MAGAZINE collector would like to meet fellow collectors in London area or correspond with overseas enthusiasts. Phone Northwood (65) 24552. Write Box 4923. (69343

CARS TRANSPORTED anywhere, safe express service, trade and private. David Black Transporters, Newington, Kent 842726. (69349

MOTOR SPORT 1967 to Nov. 1975 inclusive. Best offer. Buyer collects. Sparks, 27 Clifton Road, Bognor Regis. (69353

BMW SPARES: Mechanical/body soft trim suitable 1600/1800, 2002/2500 3-litre 1964/1975. Reconditioned units available. Details Southport 40047 (78254 evenings). (69359

CLIMAX FW, FPF engines, rebuilt, serviced, parts, complete engines, bought and sold. Climax Engine Services, Harvington 500. (69362

PORSCHE HEADRESTS, pair black vinyl, new. £20. Postage included. 0602 42641, 5 Clumber Court, Nottingham. (69367

HUMBER 14/40 handbook, original, good condition. Offers. Jack for Bentley Mark VI, £25, plus carriage. Rev-counter/speedometer 1935 Bentley, £15. Box No. 4924. (69375

MARCHAL HEADLIGHTS £60 pair. One small Carl Zeiss lamp £25. One Marchal lamp with louvered dipping £25. Pre-war child's pedal car £35. "Motor Sport" 1949 bound £15. Tel: 01-941 0798. (69377

MOTORING NEWS: March 1964 to October 1975, 2 copies missing. Offers. And over 65857 evenings. (69378

BUGATTI TYPE 35 half-scale model. Wheelbase 4 ft. 6 in., track 2 ft. 4 in. Wheel dia. 16 in., 35 c.c. petrol engine. Excitement for 5 year old to 50 year old. Real vintage handling. Test drives and brochures can be arranged. Tula Engineering Limited, Kimpton, Nr. Hitchin, Herts. Tel: Kimpton 832 161. (69384

MG-A SPARES: Anything—body shells, chassis, new steel wings, sills, etc. Simon Robinson, Burns Farm, Dacre, Harrogate. Tel: Darley (042 372) 519. (69386

A7 TEXTBOOK. Copies of 1957 edition of this early Austin Seven enthusiasts guide still available. £1 postpaid from: Flat 10, 26-28 Callow Street, London SW3 6BQ. (69388

DELAGE D670 engine, other spares, 5.00 x 18 in. tyres, tubes, almost new, £15 pair. Burton (Staffs.) 61734 evenings. (69389

MOTOR SPORT January 1965 to December 1969. Offers, buyer collects. Oxshott 2384 evenings. (69131

MG TC SUPERCHARGED competition engine and gearbox. Well built and proven. Spare block, head, crank. Tel: 01-735 2158. (69126

BENTLEY MK. VI 4½-litre handbooks, original, £6 each. Malvern 3272 evenings. (68840

MOTOR SPORT: Twenty-one copies 1929-39 plus one bound volume nineteen copies 1940-49. Brooklands Track and Air 1934. Also Speed. Wanted: Motor Sport March 1928; May, June 1929. March, May, December 1931. Your price paid or swop offered. Wanted: Riley Nine, early thirties, possibly runner not concours. Box 4907. (68843

MISCELLANEOUS—continued

MOTOR SPORTS—various issues, 1934—1939 for sale or trade. From Jan. 1933 through Aug. and Oct. 1934 Jan. 1935 Feb. and Oct. 1939 Oct. Will also buy any above issues. Write: Lewis, 36 Warrington Crescent, London W9 or telephone 01-289 3051. Also needed: Road and Track 68, 69, 70. (68382

LOTUS ELITE specialists. Complete mechanical and bodywork, overhauls and full re-trimming. All spares. Fibreglass Services, Chichester 86265. (54745

AC ENTHUSIASTS are invited to join the AC Owners' Club. Technical advice, comprehensive library, monthly meetings, newsletter and magazine. Membership Secretary, 4 Portsmouth Road, Camberley, Surrey. (21431

NATIONWIDE CARTRANSPORT. Any vehicle, anytime. Personal efficient service. Long or short term storage. Full insurance. Tel: 01-393 4715. (20-hour Ansafone). (55983

JOWETT CAR CLUB. Magazine, advice, meetings. For details write to the Secretary A. A. R. Pluckrose, M.S., The Briars, Castledon Road, Downham, Billericay, Essex. (57577

MASERATI CLUB for owners and enthusiasts of the marque. Officially recognised by the factory. Details from the Secretary/Treasurer: M. J. Miles, The Paddock, Salisbury Road, Abbott's Ann, Andover. Tel: Abbott's Ann 312. (23457

LOW DISTINCTIVE registration numbers wanted on vehicles in any condition. Please phone 051-428 1517, evenings preferred. (62783

PETER DALE car transport recoveries and transportation of any size vehicle, any distance. Fully covered by Lloyds Insurance with Access and Barclaycard facilities available. Phone 01-868 5448 (near Harrow). (66272

CARS TRANSPORTED. Owner-driver service, UK covered. Please try us! 01-570 8324 (London). (67570

ASCOT BERKS vintage car owner wishes to sell pre-war bungalow, 2 rec. + sun lounge with bar and WC, 2 bedrooms, bathroom, kitchen, large dormer room, 1 acre corner site with double garage 27 ft. x 18 ft. with pit, space for car port and parking 5 cars, £25,000 o.n.o. Box No. 4916 Motor Sport, Standard House, Bonhill Street, London EC2A 4DA. (68387

BOOKS: MG TC instruction manual, parts list, "Tuning and Maintenance of MGs"—Smith, "MG Workshop Manual"—Blower, Sprite Mk. 2 workshop manual, "Bugantics" Autumn '65—Winter 69 (one missing), "Skilful Driver"—Blair, Green, 3, Stowe Close, Stirchley, Telford Salop. (68513

MOTOR SPORTS wanted: 1955: Jan., Feb., March, April, June, Oct., Dec. 1960: Jan., March, April, May, June, July, September, October, November, December 1963: July, 1964: Jan., Feb., March, April, May, June, Aug., Oct. 1971: Oct., Nov., Dec. 1974: Sept., Oct., Nov., Dec. Have 300 copies 1950—75 for disposal. Wright, 11, Heatherway, Great Moulton, Norwich NR15 2HP. (68516

TRANSPORTER, COMMER Coach, fully converted, 4 bunks, cooker, sink, etc. Winch, ultra-reliable. Taxed, MoT, £295. Tel: Telford 586193 or Longville 368. (26880

GENTLEMEN, A HOARD of gold discovered! I have 40 duplicate copies of "Motor Sport", 1925—1928 available in exchange for my requirements: i.e. Aug. 1926, Apr. 1927, May, June 1929. Clark, "Dormers", Tutton Hill, Colerne, Chippenham, Wilts. Tel. No. Box 2203. (68595

JENSEN HEALEY body panels and glass less 50%. Jensen Interceptor starter and alternator £32. Exhausts and most engine parts stocked. Rodley Motors, Pudsey 70950 or Pudsey 67096. (68603

VAST AMOUNT of Alvis SP20/25, Crested Eagle, and 4.3 spares. All reasonable prices. James Andrews, Watford 24912. (68601

LOW DISTINCTIVE number plate WCA 464. Offers. Mackie, 6 Eneury's Road, Wrexham, Clwyd, N. Wales. (68643

R-R 20 H CYL. HEAD, perfect condition. Also 25/30 gearbox; front and rear springs, jacks, brakes, etc. Also Pll head. Write Porter, 193 Middle Cr. Ponteland, Northumberland. (68831

FAIRTHORPE, TURNER, Rochdale, "Classic cars that enthusiasts can afford". We welcome owners of these marques to join our club. For details contact: Gibbs (Fairthorpe, Rochdale), Rose Cottage, The Hollington, Long Crendon, Bucks. Tel: Long Crendon 208418. Scott (Turner), 21, Ellsworth Rd., High Wycombe, Bucks. Tel: High Wycombe 445636. (68878

COACH HOUSE, Wilts town, 75 mins. London. Garaging for 10 cars and workshops. Ideal collectors cars or racing. 3 rooms, K & B. Good security. Freehold, £27,500. 01-589 5529. (68883

CAR RECOVERY and delivery by trailer, local, national, continental. A personal and competitive service. Esher 62785 anytime. (68886

POCHER MODEL of 1931 Alfa Romeo Monza—well built 1/12 scale, £120. Telephone Knowle 6347 or 2945 (evenings). (68837

OIL PAINTINGS by John Roberts. Commissions can now be accepted for completion early new year. Cars painted as usual from photographs. Always a selection of exhibition stock for sale, e.g. 1954 Mercedes 300SL "Gull-wing" at £12, 1928 SSK at £20. Prices start at £10, including postage. SAE for free quotation, details to: John Roberts, "Appledore", Bromfield Lane, Mold, Clwyd. Tel: Mold 4837. (68838

MISCELLANEOUS—continued

SETS OF WHEELS and tyres: Five 17 in. wire wheels 75 mm. dia. x 70 spline Rudge hub, all with 6.50 tyres, 3 of which are excellent remoulds, £50. One 21 in. wire wheel, splines require reconditioning, £5. Five 19 in. Austin 3-stud wire wheels with various part-worn 3.50 tyres, £25. Four 15 in. Austin 3-stud wire wheels with 4.25 and 5.50 tyres in good condition. Taylor, Tel: Hemingbrough 310. (69014

"MOTOR SPORT" Jan. 1957—Dec. 1974, £35. "Classic Car" complete to date, £60. "Motor" road test albums 1955—1962, £15. "Safer Motoring" volumes 1 and 2, £10. Write Box 4913. (68836/69009

HRG 1500 SPARES, Set HC pistons, virtually as new. Crown wheel, set diff. bevel pinions, other items. Write 26 Elm Grove, Emerson Park, Hornchurch, Essex. (68909

NEW UNF BOLTS and sets, (most HT and plated) with nuts, 3/16 in. to 3/8 in. dia., ¾ in.—2½ in. long, 200 assorted, £6.50, p.pd. BSF available same price. E. A. Clare, 25A Lenton Road, Nottingham. (69006

JOHN BLAKE, Bill Morris, Sandy and Charmian Skinner, Tony Stephens, and John and Jane Weeks, who prefer to subsidise The Bod and Jenks rather than the PO, wish their friends a Happy Christmas. (69010

TYRES: OVER 100 unused and part-worn tyres for disposal at realistic prices. Various makes and sizes, suitable for veteran and vintage cars and commercials. SAE for full details and prices to: Taylor, "Newstead", Mill Lane, Hemingbrough, Selby, North Yorkshire, YO8 7QX. Tel: Hemingbrough 310. (69014

AUTOCOURSE BOUND volume one 1951, £20. Road & Track complete 1963 to 1967, inclusive, unbound, perfect condition, £50. Box number 4912. (69017

SPEED, EVERY issue ever published 1935-1939. Autosport: Volumes 1 (1950) to 18, only 5 issues missing. Plus some pre-war cuttings, £25. Buyer to collect. Ring: Chelmsford 50511. (68230

GARY W. WOODHEAD, vintage, historic and classic car engineer. Overhauls, Servicing and electrical wiring specialist in: Alvis, Aston-Martin, Alfa Romeo and Bentley. 20 years professional experience. Crowhill House, New Road, Bromham, Wilts. Bromham 335. (68239

ROLLS-ROYCE original Flying Lady, including pressure cap for 1935 20/25. Original handbook also, £80. Box No. 4903. (68241

ROLLS-ROYCE 20 HP radiator 1923, core no good, £60. 1 Park Ward, 1 Barclay, 2 Hooper, 1 Salmons, 1 Paddon Brothers coach plate. All ex Rolls-Royce, £5 each. Talbot, Telephone: Freckleton 633320. (68272

VETERAN & VINTAGE Vols. 1—18, incomplete, 148 copies £15. Motor Sport 1951, 1952, 1954, 1955, 1956, 1968, 1969, 1970 & 1971 complete. Some 1953 & 1957, plus 30 various copies £15. 1916 Autocar £3. Classic Car No. 1 £6. Ring Crosshills (Yorks) 32958. (68277

VETERAN/VINTAGE or racing cars on postage stamps. Our speciality! Comprehensive lists 12p. G. S. King, 154 Telfer Road, Coventry. (68260

SPARE PARTS: VW Beetle spare wheel, complete, mudflaps, jack, VW 411 LE, Tailpipe-silencer, new. Snipe: headlamps, waterpump, handbrake cable, jack, muff, brake shoes. Rover 2000: brake master cylinder, jack. TR4 gasket. Tel: 01-977 4361. (68307

BULL-NOSE MORRIS radiator (Cowley) less filler cap, dismantled but complete including badge. Open to offers over £100. Phone 061-338 2671/3735. (68877

ROLLS-ROYCE radiator Silver Lady—good condition (about 1950). Offers. Phone 051-724 4742 (6 p.m.—9 p.m.) (26926

EXCHANGE

EXCHANGE MG-B Roadster 1964, well maintained second car, for "E"-type Roadster, possible cash adjustment. Bolton 45532. (68375

SITUATIONS VACANT

Rolls-Royce and Bentley Agents S.W. London
REQUIRE
enthusiastic and fully experienced
RESTORER OF FINE CARS

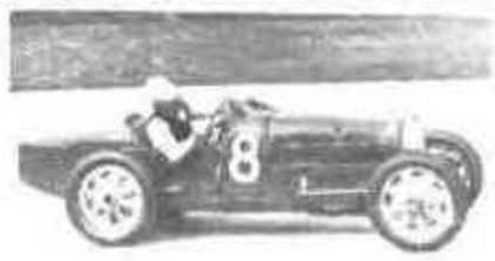
Age group 30/50 preferred, conversant and able to drive all models. Interesting and rewarding position. 5-day week. Salary negotiable. No amateurs please. **Apply Managing Director, Frank Dale Limited, 101 Farm Lane, London, S.W.6.**

Organisation selling quality cars
Based S.W. London, Home & Export
REQUIRE
QUALIFIED BOOK-KEEPER

Conversant P.A.Y.E. and V.A.T., etc. 5-day week. Excellent working conditions. Lady or gentleman. Interesting position. Salary by arrangement.

Please write in confidence to:
Managing Director:
Box No. 4920

CHARLES MORTIMER



EUROPE'S LARGEST AND BEST SELECTION OF Books, Magazines, Marque Items and Motoring Miscellanea. 1895 to 1974.

URGENTLY REQUIRED—Motoring Libraries, large or small. Particularly if including car or motorcycle Handbooks, Sales Literature, Marque and other items Pre- and Post-War. Autocar, Motor, Motor Sport, Automobile Year, G.P. Car (Pomeroy) and similar.

BUYING. Every County now visited monthly.

NEW 1975-6 lists out now

Booklist (twice yearly) 50p in U.K. £1 overseas

Marque, magazine, miscellanea list (twice yearly) 50p in U.K. £1 overseas

Corner House, Bulls Green, Ewhurst, Surrey
EWHURST 897 (Day), 687 (Evenings)

THE WAY TO PROTECT YOUR LICENCE IS WITH OUR RADARSPOTTER!! (Maximum fine now £100)



DON'T COLLECT AN ENDORSEMENT.
BE SAFE NOT SORRY. Details send Large S.A.E.
FOR PROTECTION BY RETURN **SEND £21.00** including Surface Mail (O/seas Air Mail £2 extra.)
Only our radarspotters are individually tested and guaranteed for specified sensitivity by a qualified "Boffin" and backed by a double guarantee.

Remit to: **AUDAX INTERNATIONAL MARKETING, (Box 10), 45 GREEN LANE, PURLEY, SURREY. Tel: 01-660 2896**

Nearly Christmas

and not the time to bother with Motor Insurance.
Should you have to,

HYDE-EAST AND COMPANY

Associated Insurance Brokers

will make the operation as painless as possible.

Institute Building, Ward Street, GUILDFORD, Surrey
Tel.: Guildford 64545

HAVE YOU HAD AUTOCOURSE THIS YEAR?

Don't miss the **SPECIAL PRE-PUBLICATION OFFER** on page 1353

Save £2 on the finest GRAND PRIX ANNUAL in the world
by ordering your copy today
Offer expires 13th December.

NEW PARTS FOR OLD FORDS

NEWFORD PARTS CENTRE
HIGHER WHEELTON, CHORLEY, LANCASHIRE
Telephone: 0254 - 830343

Most parts in stock for Models 1950 - 1968
BOTH CAR AND COMMERCIAL

LIDDELL AND HORNER

QUALITY MOTOR CARS

1939 LAGONDA V12 saloon-de-ville in outstanding condition, with receipts for over £2,000 worth of work, and believed only 62,000 miles approx. **£4,500**

1947 BENTLEY Mk. VI. Shell and Tudor grey, very original and extremely good in every way **£950**

1950 BENTLEY Mk. VI with Full Flow engine, in the same colour and much the same condition as above **£1,050**

1953 BENTLEY 'R' type, Manual. Midnight blue. Exceptional condition throughout. Has won awards at Englefield and looks like it! **£2,950**

1955 BENTLEY 'R'-type Automatic. Regal red over grey. Very pretty car and mechanically very good **£1,850**

BENTLEY Mk. VI Boy Racer. Big bore engine, all units reconditioned, engine and radiator re-positioned rearwards **£1,750**

Also several Bentley Mk. VI and one S.II chassis suitable for conversion.

MOTORCYCLES

1927 HUMBER 2¾-h.p., in very nice condition **£400**

1929 SCOTT TT Rep., immac. **£950**

1940 VELOCETTE MOV 250 c.c., in excellent condition **£350**

Westover Farm,
Goodworth Clatford,
Andover, Hampshire
Telephone: ANDOVER 3643

GEORGE EYSTON'S AUTOBIOGRAPHY

Safety Last *Available December 7th*

750 copies printed. Superbly bound in genuine leather (British Racing Green); lettering in 23c. gold. Each copy autographed by George Eyston and numbered.

G.E. covers his early days; First World War service. Recollections of Segrave, Campbell, Cobb, etc.; Thunderbolt's record-breaking runs, etc., etc. 40 illustrations, MGs, Bugattis, etc.

£12.75 (while stocks last — limited edition)

VINCENT HISTORY

(Vincent Publishing Co.)

Vol. I: VINCENT H.R.D. GALLERY. 76 works photos show all H.R.D. and Vincent production models 1924-1955. 168 pages. Art paper. Bound in black hide, lettering in 23c. gold, gilt edges. Autographed by P. C. Vincent. Available now (less than 100 copies left). **£9.98**

Vol. II: VINCENT H.R.D. STORY. 100 illustrations. 220 pages. Bound in black hide with 23c. gold lettering, gilt edges. Autographed by P. C. Vincent. Available before Christmas (less than 200 copies left). **£9.98**

Cloth-bound edition (plenty left), £5.98

Other recommended hardbacks in stock:

History of Lamborghini (115 photos)	**£7.50**
Coachwork on Rolls-Royce 1906-1939 (700 photos)	**£12.00**
Those Elegant Rolls-Royce (670 photos)	**£7.65**
Rolls-Royce, the Elegance Continues (400 photos)	**£7.65**
Rolls-Royce 40/50 h.p. Ghosts, Phantoms, Spectres (Oldham, 250 photos)	**£8.60**
The Hyphen in Rolls-Royce (Oldham's biography of Claude Johnson)	**£2.95**
The Rolls-Royce Alpine Compendium 1913 and 1973	**£3.95**
Bentley, Fifty Years of the Marque (600 photos)	**£7.65**
The Daimler Tradition	**£6.65**
The Jaguar Tradition (350 photos)	**£6.65**
The Magic of M.G. (350 photos)	**£6.50**
The 1974 Classic M.G. Yearbook (200 photos)	**£6.50**
Classic Motorcycles (Willoughby)	**£4.50**

All prices post paid anywhere in the world (Air mail extra).
Very quick delivery. Books carefully packed.
S.A.E. please if receipt required.

Turnpike Bookshop

41 High Street, Spalding, Lincs., England
01-352 4744 or 0775 5846

AUTOSPORT

COMPLETE BOUND SET (Vols. 1-58), 1950-1975 **£450**

MOTOR SPORT

BOUND SET WITH INDICES, 1955-1974 complete **£150**

CLASSIC CAR

Complete from No. 1 to date unbound. Offers around **£75**

Tel.: 01-940 5963

LAND ROVERS WANTED

All types. Don't advertise until you've tried

FINCH MOTORS
Cash and collect.
Over 30 offered for sale.
CHESTERFIELD (0246) 71612, 71614 & 79246

BENTLEY



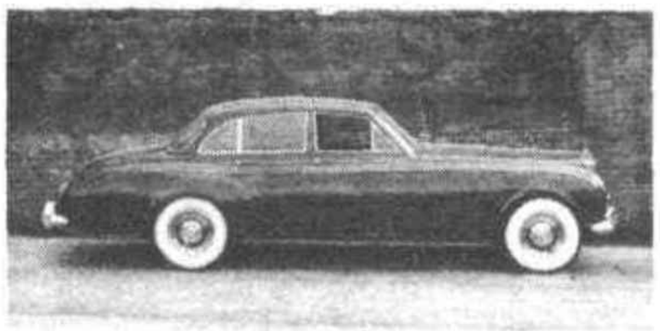
1936 4½-litre sports chassis. Replica Cockshoots' body. Fully restored to a very high standard. **£4,950.**

CORD



Cord Replica, manufactured 1969. 5.7-litre V8, automatic. All extras, including air-conditioning. Bright red, beautiful and extremely rare. **£3,950.**

WALKER & DEEKES
Sports Cars
St. Albans (0727) 61000



ROLLS-ROYCE Silver Cloud III Continental by James Young, 1965. Finished in regal red with black interior. Only 55,000 miles. An extremely rare car in excellent condition.

P&A Wood

CORNICHE GARAGE
GREAT BARDFIELD, ESSEX
GREAT BARDFIELD 604



BENTLEY R-Type, 1954, H. J. Mulliner lightweight. Automatic transmission, 99,000 miles from new. Finished in original black cellulose with untreated tan leather interior. Maintained by ourselves and a very fine example of its type.

WE SPECIALISE SOLELY IN ROLLS-ROYCE AND BENTLEY CARS

1961 FIAT 1500 cabriolet in red with new black hood. Eccossi twin cam engine completely o'hauled throughout. Immaculate, one of the few imported RHD models. **£600 o.n.o.**
1953 TRIUMPH Mayflower saloon in black with red leather. Original and in pristine condition, one owner. Stored for past 15 years. **£450 o.n.o**
MELLING SERVICE STATION.
Prescot Road, Melling,
Nr. Liverpool. 051-526 3527



MG TA-TB-TC-TD-TF SPARES

ONE OF THE LARGEST RANGES AVAILABLE
U.K. & WORLDWIDE MAIL ORDER SERVICE
S.A.E. or International Response Coupon
FOR CATALOGUE
OCTAGON SPORTS CARS LTD Tel: 01-521 0520
19-21 Grosvenor Park Road, London, E.17, England

S/C 4½-litre BENTLEY

Private owner offers exceptional short chassis 4½-litre Bentley, of which only eight were built.
Concours condition.
Box 4904

TYRES

5.50–17 New covers	**£14.50** ea.
5.50–18 India 6 Ply covers	**£17.80** ea.
8.20–15 Dip W.S.W. T/L	**£23.00** ea.
6.00–20 New 6 Ply covers	**£26.00** ea.
6.70 x 16 Dip 6 Ply T/L	**£18.50** ea.

Plus carriage, plus V.A.T.

HAMPSTEAD TYRES LTD.
31-35, Fortune Green Rd., London
N.W.6. Tel: 01-435 8988/4992

ROLLS CONVERSION KIT

ROLLS ARE SCARCE, WHY NOT BUY OUR ROLLS CONVERSION KIT SPECIALLY MADE FOR THE S.I, S.II, S.III BENTLEY
£195 for complete interior and exterior kit.
Fitting service £30 extra.
Elmwood, Broadley Common, Nazeing, Essex **Tel.: Nazeing 3181**
(Near Harlow New Town, 30 miles from London)

MYSTERY

MORGAN BUYER
01-440 2462
DAYTIME
05902 3545
EVENINGS / WEEKENDS

CASTLESIGNS

EASY TO FIX – EASY TO CLEAN

they're our new **PERSPEX NUMBER PLATES,** Over 40 years' experience has taught us what today's motorist requires – clean lines, long-lasting efficiency and minimum cost.

These attractive plates are fully reflective to B.S. AU145a and hermetically bonded so they're completely weatherproof – no awkward corners to clean either.

Only £7.75 pair including V.A.T. Post and Packing.

CSH 75IP

Plates can be personalised with your own or your company name for an additional cost of £1.00 per pair. Trade enquiries welcomed.

PLEAST PRINT CLEARLY TO ENSURE CORRECT DETAILS

NAME _____

ADDRESS _____

_____

MAKE _____ MODEL _____

YEAR _____ REG. NO. _____

NAME REQD FOR PERSONALISING _____

CHEQUE/P.O. PAYABLE TO CASTLESIGNS
PROGRESS HOUSE, CASTLE LANE, CASTLE POINT, BENFLEET, ESSEX.



1975 OPEL MANTA TURBO

A 5,000-mile 'as new' example of this *very* quick ultimate 'Wolf in ram's clothing'.
In black with silver coach-lining. Vinyl sliding roof, 6" light alloy wheels with High Speed Michelins. Burgundy moquette interior, radio.
£3,195

WESTUNE LTD.
CROWN LANE,
HORWICH, BOLTON
Tel.: 0204 68621

LE MANS SPRITE



1968 Le Mans car driven by Enever and Poole.
Rewired, engine rebuilt and F.I.A. roll-bar fitted.
Further details on request.
Offers around £2,500
WILL CONSIDER ROAD CAR IN EXCHANGE.
Box No. 4909

RALLY SEAT COVERS?



Top quality. Unbeatable bargain offer. Buy Two and Two Headrests + One Wheel Glove (Total value £18.65) **for only £9.50 the lot. Or £4.40 each cover, £3.95 each headrest and £1.95 for the wheel glove.** Black only. Fully padded, sides made from heavy gauge simulated leather. Rears £4.50. State car, model, year and if 2- or 4-door. **Foam backed brush nylon seat covers any model £7.50 set. £6 front only.** Black, Brown, Green, Maroon or Blue. **Simulated Sheepskin Seat Covers.** Buy two covers plus two headrests and one wheel glove (total value £18.65) for only **£9.50 the lot. £4.40 each Seat Cover, £3.95 Headrest, £1.95 Wheel Glove.** White or Red. All covers foam backed and lined for better grip.
MOTOR UPHOLSTERY SUPPLIES DEPT. M.S., 14 ANNE ROAD, WELLINGBOROUGH, NORTHANTS. *Mail Order Only.*
Please add 75p post & packing on any order

D.I.Y. VINYL ROOF KITS. In two-way stretch vinyl, leather grain finish. Available black or brown. We supply enough material to cover entire roof area incl. rear pillars of any car. This material is as used by leading car makers on their vinyl roofs; also reinforced on reverse side. All kits include adhesive and four spreaders. **Only £9.50 a Kit.**
CAR CARPETS. In Pile Carpet with Rubber Pad for Driver's heel. All colours. **£7.50** full set. Slight trimming required.
CAR CARPET ON THE ROLL. 40" wide. All colours, **£2.25** yd. Stretch leathercloth **£1.50** per yd., 50" wide.
DOOR SEALS, approx. 120" long. 1 is sufficient for 1 door most cars. **£2.25** each.
HEAVY RUBBER MATS. 38" × 45". **£2.50.** Size is approx.
QUILTED RALLY JACKETS, all sizes, blue or black with red quilted lining, plain or with stripe. Price **£3.75** each.
SOUNDPROOF ANY CAR for £7.50. We will supply enough material to cover floor, roof, sides, doors, boot, bonnet, etc. acoustic foam covered by black PVC leather look finish. Rot, oil and stain resistant.

HARDTOPS FROM THE

LENHAM

COLLECTION



Jensen Healey £125



TR4A, 5&6. £115



MGB GT £150



Lotus Elan £115



Spitfire £100



Spitfire Torado £115



Midget/Sprite £100

Good news for **'Stag'** owners, Lenhams' easy fitting hard top available soon.

Also:–

Healey 3000	£125
Jaguar 'E' 3.8 & 4.2	£125
MG 'B'	£115

All prices + VAT.

We also wish to purchase all **Sports** and **Classic Cars** Provided they are in excellent condition, particularly AC, TR3 & 4A, Austin Healey, etc.

LENHAM MOTOR COMPANY
West Street,
Harrietsham, Kent.
Tel. 062 74 570

Christie's
South Kensington

MOTORING AND AVIATION SALES

On Tuesday, February 24th, Christie's South Kensington will hold special sales of interest to the motoring and aviation enthusiast, including:

Mascots,
Paintings, Prints, etc.
Books and Miscellanea

Entries for these sales close on January 9th. Enquiries should be made to Carolyn Scott at Christie's, 8, King Street, St. James's, London SW1Y 6QT (tel: 01-839 9060) although the sales will be held at:

85, OLD BROMPTON ROAD, LONDON SW7 3JS
Tel: 01-589 2422

JAYE & WARRINGTON





1924 Jowett 7.7 h.p. two-seater and dickey **£1,475**
1925 'Bullnose' Morris Cowley four-seater tourer **£2,750**
1933 MG J2 two-seater sports **£645**
1935 AC Ace drophead coupe **£1,150**
1935 Austin Seven 'Nippy' £875
1936 AC Ace drophead coupe **£800**
1926 Sunbeam 350 c.c. motor-cycle **£295**
1951 BMW 500 c.c. R51/3 motor-cycle **£185**
1959 Velocette Valiant 200 c.c. motorcycle **£250**

similar cars bought or part exchanged.

telephone for appointment.

barnwell bakery, bedford rd, aspley guise, bletchley, bucks. woburn sands (0908) 582651.

SPORTSCAR GARAGES

DAIMLERS

'An interesting and thoroughly practical car . . . the equal in silence and driving charm to many of the older and smaller Rolls-Royces of like age, for which appreciably higher prices are being asked.'
W.B., 'Shopping for a Daimler', 'Motor Sport', July 1969. (The Daimler referred to was a Barker Special Sports Coupe supplied for test by Sportscar Garages.)



Shown above is a **Barker Special Sports** coupe, with aluminium coachwork and overdrive, recently sold at £1,225.

***We** urgently require to buy both Barker Special Sports and Barker 4-seat Drophead Coupes, also Hooper Empress saloons, and DB18 saloons.*

UNION WALK, SHOREDITCH, LONDON E2 8HP

(Union Walk: Off Waterson Street from the Kingsland Road by Shoreditch High Street. Tube: Old Street.)

Tel: 01-729 1221

MOTOR INSURANCE

- **IMMEDIATE COVER**
- **KEENEST QUOTATIONS**
- **PAY BY INSTALMENTS**
- **B.I.A. & LLOYDS**

Planeford Insurance Brokers Ltd
738 Lordship Lane, London N22 5JP
TEL.: 01 - 889 6041

Telephone or post coupon for quotation.

Name..... Age.....
Address .....
..... Occupation.....
Full / Prov. Licence for ..... years. Garage: Yes / No
Make of car..... Model.....
C.C..... Value..... Year.....
COMP/TPFT/TPO. INSURED ONLY/AND WIFE/ANY DRIVER
No Claims Bonus ..... years. Earned with .....
Enclose details of all accidents and convictions.



A Mouthwatering Selection.....

FERRARI DAYTONA 20,000 miles. Particularly good all-round condition. **AC COBRA 289.** Rebuilt to very high standards. **ASTON MARTIN DB5 DROPHEAD.** One Owner. Unused last 4 years. Superb condition. **ASTON MARTIN DB6** 1967. An honest, genuine motor car at a sensible price. **ASTON MARTIN DBS V8.** Manual. Excellent order throughout. **ASTON MARTIN DB 2/4 Mk.II** An original example. A little detail work would make it a very collectable item. **JAGUAR E-TYPE 3.8 ROADSTER** 1961. A beauty. Undamaged condition. 59,000 recorded miles. **JAGUAR XK150S** DHC 3.4 litre. Laid up for last 7 years. Now being restored in our own workshops. **JAGUAR XK150 'S'** DHC. For renovation. Deal includes spare sister car. All spares available. **GORDON KEEBLE.** With some detail attention, a really fabulous car. **HUMBER SUPER SNIPE V8** 4.7 Chrysler. Sole works-built example? **MID-ENGINED SINGLE SEATER.** Interesting design. Mid 60's. Ideal hillclimb car or 'monoposto' for beginner.

WE ARE ALWAYS INTERESTED IN BUYING Ferraris, Aston Martins, Jaguar E-Type roadsters, drophead XKs and other thoroughbreds.

Telephone Alderley Edge 2424 or Sandbach 2777 for details. View by appointment.

Nick Shrigley-Feigl Ltd,
Old Hall, Brickhouses 2,
Sandbach, Cheshire.

Nick Shrigley-Feigl



Firstly, Peter and I would like to wish *Motor Sport* and all the readers a very Merry Christmas. For those wishing to buy MORGAN Christmas presents, Peter's selection includes MORGAN 4/4 1974 signal red, 9,000 miles only. MORGAN 4/4 1972, dark blue, wire wheels, bucket seats, alloy body, wing mirrors, rear bumper luggage rack, 24,000 miles. MORGAN 4/4 1972 (possibly) white, wire wheels, bucket seats, 2 owners, 20,000 miles. MORGAN 4/4 1971, golden yellow, wire wheels, radio, luggage rack, 30,000 miles. MORGAN 4/4 1970 4 seater, royal ivory, wood rim wheel, rear bumper, air filter, wing mirrors, 31,000 miles. Finally a JAGUAR 'E' Type V12 automatic, 1972, one owner, dark blue, chrome wires, radio. Congratulations department! Brother Andrew for being quickest MORGAN up

MIKE DUNCAN LTD
92 WINDMILL HILL
HALESOWEN
BIRMINGHAM
TEL CRADLEY HEATH 67675

Midlands Morgan Agent

Prescott and Shelsley Walsh and Peter for winning his class and second overall in the BRSCC Modsports Championship. Pity he wasn't driving a MORGAN.

MIKE



QUEENSBERRY ROAD GARAGE

KETTERING, NORTHANTS. TEL: KETTERING 3351

Agents for TVR & JENSEN

TVR

NEW CARS

TVR 3000M. Yellow with black interior, extras include sun and vinyl roof, reclining seats, HRW.
TVR 1600M. Metallic blue with black interior & HRW.
Jensen GT.

USED CARS

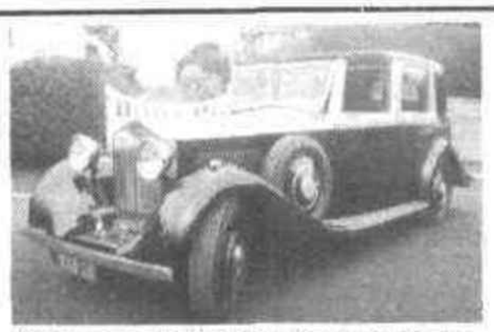
JENSEN HEALEY	
1975 Jensen Healey, black with black interior, hard top	£2,700
1973 Jensen Healey, yellow with black interior, tonneau, radio & cassette	£1,450
ASTON MARTINS	
1954 DB2/4 Mk I	£1,050
1957 DB2/4 Mk II	£1,250
JAGUARS	
1955 XK 140 FHC, requires renovation	£350
1954 Mk VII Saloon, very original, MOT	£275
TVR	
1969 TVR, Tuscan red with black interior	£995
OTHER CARS	
1964 Lotus Cortina Mk I	£415
1973 Austin Maxi 1750	£1,250
1974 MGB GT V8, tundra, radio, HRW, sundym windows	£2,400
1970 Triumph 1300 TC, red with black interior	£685

Barclay Card accepted for all spares, petrol, service and repairs (including body work)

TVR AND OTHER SPORTS CARS PURCHASED

FLEXBURY PARK MEWS

offer from stock:



1935 ROLLS-ROYCE sedanca-de-ville by Barker. Embassy black and shell grey. Glass division with sun-blinds. Excellent example throughout.

1939 Packard 120 Straight 8 saloon.

1957 Aston Martin DB2/4 saloon.

1932 M.G. 'D' four-seater tourer.

1949 Bentley Mk. VI by James Young, one of three produced.

1959 Mercedes-Benz 190SL sports.

1954 Ford V8 Woody station-wagon.

1960 Bentley S2 sports saloon.

1939 Lincoln Zephyr V12 (USA).

1938 Ford V8 Club cabriolet (USA).



1936 M.G. TA two-seater sports. This is the first T series M.G. to be produced and bears the chassis number TA-0251. One-off body style.

Office :
Lake House,
Flexbury Park,
Bude, Cornwall, EX23 8RS.
Telephone: BUDE 3182.

A fine selection of Rolls-Royce, Bentleys, M.G.s and classic cars are always in stock, and we constantly require cars of this type for cash. Distance no object.

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

DART by Blow



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

Every youngster's a champion at the wheel of a Dart Kart. The most exciting Christmas present ever! The Dart is sold in kit form or fully assembled. Two people can assemble it in an afternoon, just using spanners and screwdrivers. The price in kit form is £170 (plus V.A.T.) fully assembled £185 (plus V.A.T.)-well worth it when you consider the kart's technical excellence and the years of pleasure it gives.

Send for details to: J.J. Blow Ltd., Oldfield Works, Chesterfield, Derbyshire S40 1BR.

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

NAME

ADDRESS

BLOCK CAPITALS PLEASE MS

RoadRunneR

01-267 3821

LONDON mobelec DISTRIBUTORS

MOBELEC E20 CONTACTLESS: (List 29.16). Suitable for all 4 & 6 cyl. Performance cars. AA Seal of Approval. OUR PRICE: **£17.95**

MOBELEC E40 CONTACTLESS: (List 32.40). Ultimate unit 4, 6 & particularly 8 cyl. OUR PRICE: **£21.95**

MOBELEC 130 CONTACTLESS: (List 23.22). Best inductive system in the world. OUR PRICE: **£12.95**

MOBELEC E40 RUGGEDISED: (List 35.76). Heavy duty for Rallying, etc. OUR PRICE: **£25.95**

DISTRIBUTOR ADAPTORS: £1.10 TACH ADAPTOR: £2.00. MOBELEC HT COIL: £3.65 P&P 40p. Free postage if purchased with unit. NEON TIMING LIGHT: £3.30. P & P 55p per unit.

IF IN DOUBT CONTACT US FOR EXPERT ADVICE.

CIBIÉ PROJECTORS

LONDON DISTRIBUTORS for all Cibie Lamps. Stocks include all spares, bulbs, covers, grilles, relays, lock nuts. 24-hour service.

H180 pr.	£11.80	Type 35	£10.50
H180 S/L pr.	£12.80	Type 40	£8.85
Oscar D&L/R	£9.50	Type 45	£11.29
S/Oscar D	£10.50	Type 95	£9.55
Apollo	£11.98	P&P 40p per lamp	

MAIN LONDON KONI DISTRIBUTORS

Formula 1 Champions 1971, '72, '73, '74 & 75. Le Mans Winners 1975

Sprite/Midget rear conversion, £29.50 complete. P&P £1.50

We have the largest stocks of Koni fully adjustable Dampers and Strut Units in London all at very competitive prices.
Our Mail Order department can perform a 24 hr. express delivery service if required.
Contact us for expert information and specific prices for your Road or Competition Car.

REMEMBER, KONI COMES FIRST *AND* LASTS.

78, FLEET ROAD, HAMPSTEAD, LONDON, NW3. 01-267 0726/3821

PHT PETER TOWNSEND





1973 series B.M.W. 3.0 CSL, lightweight, Polaris silver, black velour rallY seats, tinted glass, electric windows, radio, low mileage (*illustrated*) **£3,950**
1973M B.M.W. 3.0 CSA, white/navy velour, electric sunroof, radio/stereo **£4,750**
1972L B.M.W. 3.0 CSA, metallic blue/navy velour, radio, low mileage **£3,750**
1972 FERRARI Dino 246 GT, metallic blue/black trim, the best anywhere **£3,595**
1973M ASTON MARTIN DBS V8, auto., metallic electric blue/white hide interior, Learjet radio/stereo, 21,000 miles (*illustrated*) **£5,950**
1969K ASTON MARTIN DBS6 manual, Roman purple, chrome wheels, sunshine roof, a very exceptional example **£2,495**
1974 LOTUS Elite, red/oatmeal trim, radio/stereo, one owner, low mileage **£4,650**
1973 LOTUS +2S 130, white, tinted glass, alloy wheels, radio, 21,000 miles **£2,350**
1972 LOTUS Sprint d.h.c., red/white, radio/stereo, the best anywhere **£1,595**
1970J LOTUS Elan S4, red/white, radio/stereo **£1,195**
1973M STAG, auto., mimosa, hard and soft, tinted glass, radio/stereo **£2,595**
1973 STAG, white, manual, hard and soft, radio, one owner, 13,000 miles **£2,595**
1973 STAG, manual, navy/black trim, overdrive **£2,350**
1973 TR6, citron/black trim, overdrive, radio/stereo **£1,395**
1972L TR6, saffron/black trim, overdrive **£1,195**
1973 SPITFIRE, saffron, overdrive, hard top, low mileage **£1,295**
1971/72 TRIUMPH GT6, saffron, overdrive, radio, h.r.w. **£995**
1973 M.G.-B roadster, red/black trim, Rostyles, folding hood, radio .. **£1,395**
1972 DATSUN 240Z, white/black trim, radio, low mileage **£1,595**

"To all our customers old and new — A Happy Christmas from us to you. And if from Christmas fun and cheer — your car gets damaged 'up the rear'. We'll surely have amidst our fleet — a bright new sports car right up your street!!!"

HIGH PERFORMANCE CENTRE
27 THE GREEN, WINCHMORE HILL, LONDON N21 1HS.
TEL.: 882-1045/1046.

LM

LM ENGINEERING LTD
WEST BOLDON GARAGE
BOLDON, CO DURHAM
TEL: BOLDON 5801

1909 ALLDAYS & ONIONS. Two-cylinder 10/12 h.p. engine, 3-speed and reverse gearbox. Two-seater open touring body. A delightful small veteran, in outstanding condition. Painted grey/red. Cape hood. At present taxed, tested and in daily use. An investment at **£5,200**
1930 AUSTIN 16/6 saloon. A vintage saloon in near *concours* condition. Painted in burgundy/black. Artillery wheels, luggage rack. Interior in original and sound condition. **£1,250**
1956 DAIMLER Barker-bodied roadster. One of only 24 such cars produced. A low-mileage example, at present having mechanical checkover and repairs in our works. **£1,100**
ROLLS-ROYCE 20/25 sports saloon by Thrupp & Maberly. In very sound order, having been repainted and serviced by ourselves. A most unusual car with many outstanding features.
1952 ALVIS TA21 d.h.c. by Tickford. Fastidiously maintained by previous owner. Well above average motor car. **£1,150**

Enthusiasts in the North of England and Scotland may be interested to learn of the Restoration Service offered by our Workshops. We can undertake complete Mechanical Overhauls, Trimming facilities available. We are at present building a new Paintshop which will enable us to give a complete Specialised Restoration Service to our customers.

SERVICING OF ROLLS-ROYCE & BENTLEY — PAST & PRESENT.

We urgently require on behalf of client:
"Vintage four-seater touring car"
(Morris Bullnose - Austin - Standard - Humber, etc.)
Also: All types of Vintage and Classic cars required for stock.

WE WILL PAY TOP PRICES FOR GOOD SOUND EXAMPLES
DISTANCE NO OBJECT.
COLLECTION & DELIVERY SERVICE.

When closed telephone
Newcastle-on-Tyne 863193 or **Ponteland 22807**

THE RILEY R.M. CLUB

offers an exclusive service for
THE 1946 - 1955 CARS

Social events, meetings, Newsletters, but especially a large and growing STOCK OF SPARES

Enquiries to: Membership Secretary, 71 GROSMONT, GREAT LUMLEY, CHESTER-LE-STREET, DH3 4NQ

QUALITY TAILORED CAR CARPETS



Direct from the makers

Complete tailored car carpets in luxury pile copied from manufacturers' patterns. Rubber pad for driver's heel, nylon bound. Brighten and protect old and new cars alike. Form effective noise insulation. Despatch within 7 days. Price inc. post and V.A.T. For all cars, the whole floor, gearbox and tunnel are included. Two qualities in black, blue, green, red, grey, brown. Studs (if req'd) are £1.08 for 13/double-sided tape 54p. Further details/samples for a large S.A.E. or 6½p stamp.

	Plain	Foam Backed
Spitfire, TR4/6, MG-A, MG-B, Sprite, Imp, E-Type, Datsun 100, 120, Audi/NSU 80 Prinz.. Avenger, Escort, Allegro, Mini, Capri, Viva, BLMC 1100, Marina, Hunter, BMW 1600, Citroen Dyane/AMI, Daf, Mazda 1300, Kadett, Renault 4, 5, 6, 1100, Simca 1000/1300, Toyota Corolla, Dolomite, Fiat 124/128	£9.72	£11.88
	£12.10	£14.58
Cortina, BLMC 1800, Rover 2000, Ro80, BMW 2500	£13.20	£16.20

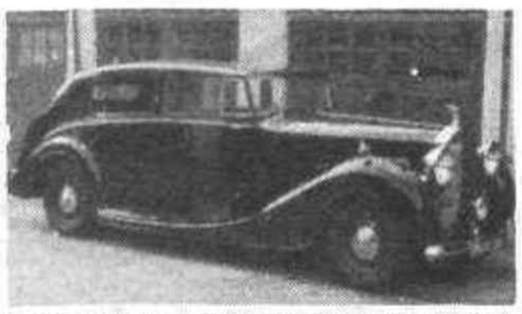
All British and Foreign cars on Full Price List.

Please supply Carpets/Details only. Colour.....
Car Make.....Model.....Studs? (£1.08)/Double-sided tape (54p).....Quality.....£.....enclosed.
Please send C.O.D. (44p charge). Name.....
Address.....

AUTOCARPETS LTD. (Dept. MS12/75),
Reg. Off. 48 Brighouse, Yorks, HD6 1BT. Reg. No. 750160

EDWIN E. EDWARDS

offers from stock :



1948 ROLLS-ROYCE Silver Wraith by Freestone and Webb. Colour is Embassy black with brown leather interior. An excellent example. P100 headlamps.



1938 MORGAN F2 three-wheeler. Rebuilt 1967. Sunset red with black upholstery. Mechanically excellent. Held British speed record for Morgan three-wheelers.



1958 ROLLS-ROYCE Silver Cloud I long-wheelbase saloon. Shell grey over Tudor grey. Automatic, power steering. Fine condition throughout.



1953 BENTLEY 'R'-Type with aluminium lightweight coachwork by H. J. Mulliner. Embassy black with tan leather upholstery. Manual transmission. Superb condition.



1934 TALBOT London 75 sports saloon. Black with original brown interior. Very good sound condition throughout. Registration: 1930 MG.



1932 M.G. F2 Magna two-seater sports. Black. Restored. Only 40 were built and there are only seven known survivors. Excellent condition throughout.

1961 Rolls-Royce Silver Cloud II sports saloon.
1954 Rolls-Royce Silver Wraith by Park Ward.
1959 Rolls-Royce Phantom V touring limousine by James Young.

1963 Bentley S3 sports saloon.
1960 Bentley S2 sports saloon.
1951 Bentley Mk. VI sports saloon.
1951 Daimler Barker Special sports drophead.
1947 Triumph 1800 roadster.

1939 Aston Martin 2-litre short-chassis two-door drophead coupe.
1924 Maxwell four-seater tourer.
1947 M.G. TC two-seater sports.
1953 M.G. TD two-seater sports.

For prices and further information on these cars please contact **Edwin E. Edwards:**

SHOWROOMS and OFFICE
The Harefield Carriage Co.
BREAKSPEAR ROAD, HAREFIELD, MIDDLESEX
Tel: Harefield 4146 (Days), Harefield 2501 (Evenings)

We are open all week including Saturdays. Sundays by appointment.

Rolls-Royce, Bentleys, M.G.s and Morgans always required.
We are situated only nine miles from London Airport.

ROLLS-ROYCE

Gigantic **Early Phantom I** Hearse. Starts off the button. Will drive anywhere.

£2,950

DAVID NUDD
Nottm Rd., Attenborough, Notts.
Nottingham 250614

VERY RARE SUPERCHARGED RACING MG 1933 J4

Ex Geoff Coles. CHASSIS No. J4006 – only 9 originally produced. EXTREMELY SUCCESSFUL AND WELL KNOWN IN VSCC AND MGCC EVENTS. Damaged but repairable.



OFFERS to Box No. 4905

BRM F.1 P.139

Ex-John Surtees

With spare gearbox casings, three sets of wheels, spare nose cone and various suspension parts.

3rd in American G.P.,
5th Mexican G.P., 1969.

Phone: TISBURY 332
(6 p.m. - 9 p.m.)

SPITFIRES

WALKER & DEEKES
SPORTS CARS

SPITFIRES

SPITFIRE 1975 1500. White, h/top **£1,665**
SPITFIRE 1974. Magenta, o/d., h/top **£1,445**
SPITFIRE 1974. White, o/drive .. **£1,395**
SPITFIRE 1974. Magenta, h/top .. **£1,395**
SPITFIRE 1974. White, 12,000 m. **£1,365**
SPITFIRE 1973M. Mimosa, h/top **£1,235**
SPITFIRE 1973. Blue, o/d., 12,000 miles **£1,235**
SPITFIRE 1973. Mimosa, o/drive **£1,235**
SPITFIRE 1973. Mimosa, 16,000m **£1,185**
SPITFIRE 1973. Blue, h/top **£1,175**
SPITFIRE 1972L. Saffron, radio .. **£925**
SPITFIRE 1972. Saffron, o/drive .. **£895**
SPITFIRE 1972. White **£865**
SPITFIRE 1971. Red **£825**
MG-B 1972. Blaze, o/drive **£1,055**
MG-B GT 1970. Antelope, w/w., one owner **£935**
MG-B GT 1969. Grampian grey, w/w. **£695**
MG Midget 1500, 1974N. Citron .. **£1,395**
MG Midget, 1973M. Mirage, 14,000 miles **£1,095**
MG-C GT 1970J. Lime green, w/w. **£895**

SPITFIRES

Sandridgebury Lane,
Sandridge, Nr. St. Albans,
Herts. Tel: St. Albans
61000/58709

SPITFIRES

MG TOULMIN

Leaders in the world of MG spares

Chrome Original Type Door Locks and Strikers/Wedges.
Chrome Luggage Rack, TA/B/C/D/F, A, B and Midget.
Chrome Door Handle, TC, TD, TF.
Chrome Door Plinth, TF and Late TD.
Chrome Radiator Cap, TA/B/C/D.
Chrome Over-riders (with fixed bolt and nut).
Chrome Bumper Blade, TD, TF (Front and Rear).
Brooklands Steering Wheel, TC, TA.
M.G. Car Co. Ltd. (Threshold Plates) (Alloy)
Alloy rocker-side plate covers.



MAIN B.L.M.C. STOCKISTS
MG SPECIALIST EXCLUSIVELY

S.A.E. please for list, or International Response Coupon (Overseas).



TOULMIN MG

Half Shafts, TA/B/C, TD, TF, YB.
Crankshafts T Type, submerged arc process, standard size.
Pistons/Liners, Standard to 60.
Valves/Guides/Springs — Exhaust Systems, TB/C/D/F/Y/A and C.
Front Coil Springs and Rear Springs, all T Type and A, B and C.
Suspension Swivel Pins/Links, TD/F/Y/A/B and C.
Distance Tube, Bush, Thrust Washer, Cup, Seal Link Pin and Nut, Rack Bellows.
Gearbox, TD/F/Y, Laygear Cluster, Speed Gears/Forks.
"Toulmin" Conversion Filter for TB, TC and Early TD. Fits as original but employs late replaceable screw on filter.



TOULMIN MOTORS (1962) LTD.
103 Windmill Road, Brentford,
Middlesex, England. Tel.: 01-560 1722/2282

OLDHAM & CROWTHER

The XK Jaguar people



Photo of two XK150s as used in article on our company in January 1974 issue.

BUY AN INFLATION BEATER

COMPARE THESE PRICES OF CARS WE SOLD IN 1974 AND 1975

	1974	1975
Good unrestored XK150	£1,300	£2,750
Concours XK150S	£2,110	£4,300
Excellent unrestored XK120	£2,500	£5,500

A WISE INVESTMENT IN ONE OF THESE CLASSIC JAGUARS COULD HELP YOU BEAT INFLATION.

Choice of two restored XKs:
A dark blue 140 drophead with light blue trim.
A red XK150S drophead with white trim. (Can be seen at the "Custom Car Show" — Olympia, Dec. 2nd-7th — if not already sold.)

XK150 fixed head. In daily use, very sound bodywork, including new wings, at **£1,600.**
A Mark II Jaguar, 1962. This car would not disgrace you in a *Concours* and a little work would make it a winner; low mileage. **£500.**
XK150 fixed head. For restoration, front suspension overhauled. Engine fitted rings and bearings. **£650.**

IF YOU ALREADY HAVE A JAGUAR OR DAIMLER LET US HELP YOU WITH SPARES, SERVICING & REPAIRS. WE HAVE THE WORLD'S LARGEST STOCKS OF OBSOLETE JAGUAR & DAIMLER SPARES.

OUR PREMISES HAVE JUST BEEN EXPANDED TO INCLUDE A SHOWROOM AND ADDITIONAL WORKSHOPS.

We now have 11,000 sq. ft. of Stores and Workshops and can now shorten our waiting list on mechanical work.

27 & 31 IVATT WAY, WESTWOOD INDUSTRIAL ESTATE
PETERBOROUGH PE3 7PH
Tel.: Peterborough 262577 or 262912

GS LOTUS CENTRE

SEE OUR UNIQUE WARRANTY

COME AND SEE THE EXCITING NEW LOTUS MODELS

Winners of the 1974 Chapman Sales Award

NEW CARS IN STOCK

Lotus Elite 503, in Carnival red with black vinyl roof.
Lotus Elite 502, in white with black vinyl roof.

USED CARS IN STOCK

1973 Lotus Elan + 2S 130, in black/gold, oatmeal interior **£2,800**
1973 Lotus Elan + 2, in Regency/silver, black interior **£2,400**
1972 Lotus Elan + 2S, in lagoon/silver **£1,995**
1970 Lotus Elan + 2, in blue with black interior **£1,500**
1974 Lotus Elite 502, in Regency **£4,950**
1969 Lotus Elan S4 d.h.c., in yellow **£1,395**
1968 Lotus Elan f.h.c., in yellow **£1,100**
1970 Lotus Seven S4 with competition bodywork, alloy wheels; finished in red **£1,395**
1970 Lotus Seven S4, finished in white/red, alloy wheels **£1,295**
1969 Lotus Seven S3, finished in red/silver **£1,295**

NOW AVAILABLE — G.S. SPOILERS FOR YOUR LOTUS

Elan front air dam **£18.00** + VAT
Elan + 2 blade spoiler **£16.50** + VAT
Elan rear spoiler **£16.50** + VAT
Elan + 2 rear spoiler **£16.50** + VAT

The above finished in black. Spraying to Lotus Colours **£5.50** + VAT.

Rear wing spoilers, pr. **£18.00** + VAT
Full width Seven nose **£61.50** + VAT

Write for Illustrated Brochure.

WARRANTY

All new cars bought from us carry standard Lotus Warranty + further 12 months' unlimited mileage parts and labour on engine, gearbox and differential.

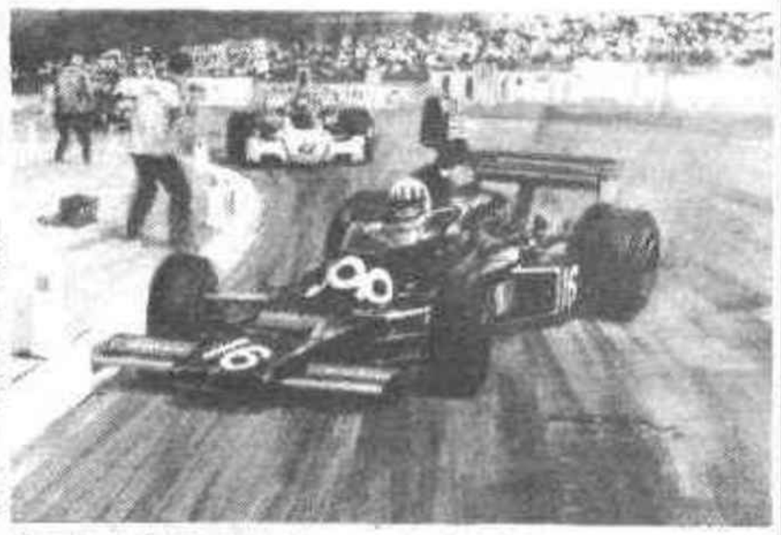
All our used cars carry three months or 3,000 miles parts and labour, plus an additional nine months' parts warranty — Wynn's. Any car considered part exchange.

WE ONLY SELL AND SERVICE LOTUS CARS

81 Two Mile Hill, Kingswood, Bristol. Tel.: 679466

Michael Turner

MOTOR RACING GREETING CARDS



reproduced in FULL COLOUR from original paintings of 1975 Grands Prix

Open greeting "with best wishes" allows use for a variety of occasions. Set of 5 cards & envelopes contains one each of the following subjects:

- Lauda – Ferrari – French G.P.
- Hunt – Hesketh – Dutch G.P.
- Fittipaldi – McLaren – Monaco G.P.
- Pryce – Shadow – British G.P.
- Brambilla – March – Austrian G.P.





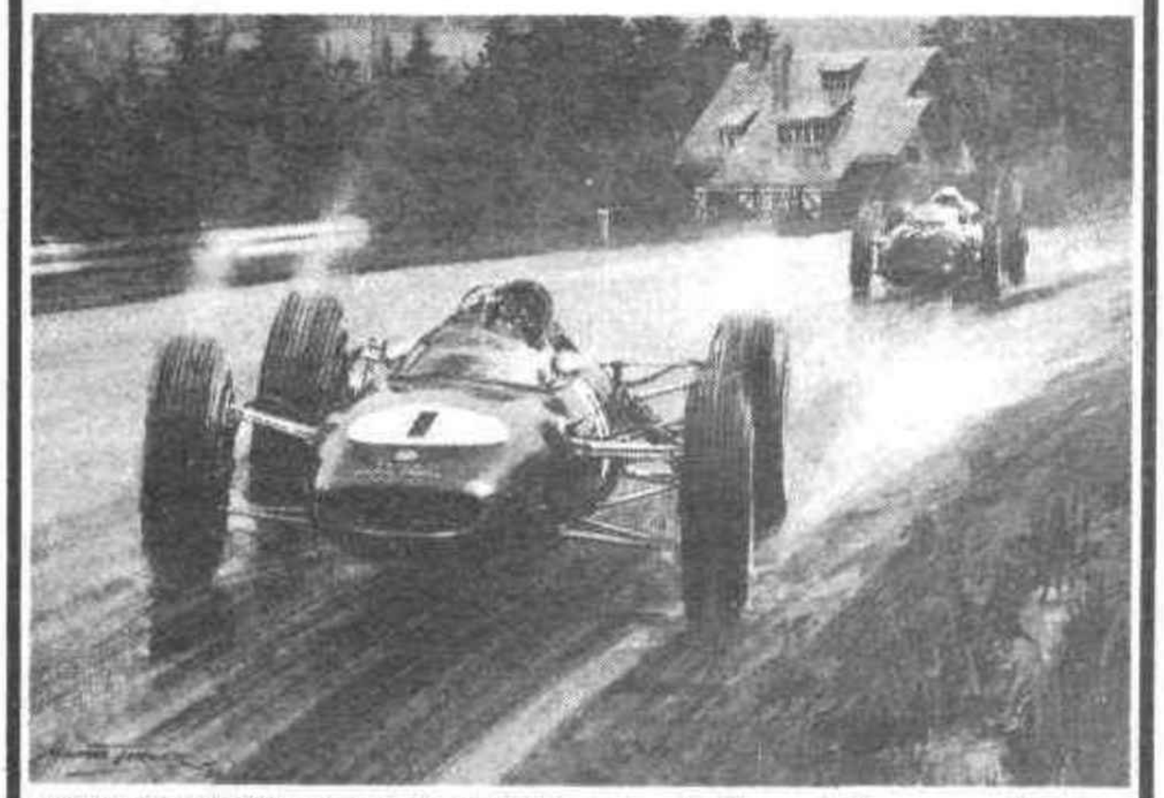




75p per set

including post & packing in U.K. overseas orders add 10p.

MOTOR RACING PRINTS



NEW ADDITION: Jim Clark drifts his Lotus 25 through the approach to La Source in the rain-soaked Spa circuit to win the 1963 Belgian Grand Prix.

reproduced in FULL COLOUR on good quality cartridge. Size 21" x 17" including border

£2·20 each

incl. post & packing in U.K. overseas post add 15p.

To: STUDIO 88 Ltd., 95, West End Lane, Pinner, HA5 3NU, Middlesex.

Please send ____ sets of Grand Prix cards ____ copies of Jim Clark print. I enclose cheque/P.O. for £ ____

Name .....

Address .....

.....

.....

FREE ILLUSTRATED LEAFLET containing details of full range of PRINTS, CARDS, etc. available on request tick here ☐

MS

The Investment Motoring Company & Associates

ROLLS-ROYCE

1949 ROLLS-ROYCE Silver Wraith 'Teviot' touring limousine by Hooper. Painted black, lined gold, fitted metal sliding sunroof to front compartment, and P100 headlamps. Upholstered brown leather to front, fawn West of England cloth, piped brown hide to rear with golden brown lambswool rug, electric rear blind. All original, and only 21,371 miles from new.

1952 BENTLEY Mark VI Big Bore standard saloon. One late owner. Original black paintwork and breath-taking untreated champagne trim. 72,200 miles. **£2,950**



1966 ROLLS-ROYCE Silver Shadow special 2-door saloon by James Young. One of only about 35 built. In original Brewster green with pale apple green upholstery. One owner and 77,000 miles only. **£6,250**

BENTLEY

1964 BENTLEY S3 Continental two-door coupe by Park Ward. Shell grey with green interior trim. One owner and 83,000 miles only covered from new. **£6,250**

1963 BENTLEY S3 Continental saloon by James Young, one of only about fifteen built. Painted Tudor grey with eau de nil furniture hide upholstery. Stereo, lambswool rugs, etc. 98,000 miles. **£6,250**

1961 BENTLEY S2 Standard saloon. Original smoke green paintwork, very rare green cloth interior, electric aerial and windows, two owners and 86,000 miles only. **£2,950**

THE EARL JERMYN — **We are always keen to purchase good Rolls-Royce and Bentley cars.** — **PETER GEIGER**

667-669A Fulham Road London SW6. 01-7363878

Westune LTD

NEW ALFETTA GT. Red or silver, both with cloth trim **List**

NEW ALFETTA 1.8. Le Mans blue, tinted glass and cloth **List**

NEW ALFETTA 1.6. Cloth trim. Red ..... **List**

NEW 1.6 GT Junior. Red. Cloth ..... **List**

NEW ALFASUD 'L'. Choice of colour ..... **List**

1975 ALFASUD TI. Silver metallic. Zeibart, radio **£1,995**

1975 'P' ALFASUD S/E. Yellow. Our demonstrator **£1,645**

1973 ALFETTA. Alfa red. Cloth trim, tinted glass **£2,125**

1973 2000 GTV. White. Radio. High mileage, but excellent condition **£1,695**

1971 'K' 1750 saloon. Yellow ochre, radio; low mileage **£895**

1970 1300 GT. Yellow. **£825**

1970 SUPER saloon. White. Well above average condition **£725**

Crown Lane, Horwich, Bolton
BL6 5HN
Tel (0204) 68621

SGT

New Lotus/Scimitar cars for immediate delivery

LOTUS Elite 501, in gunmetal with oatmeal interior ..... **LIST**
LOTUS Elite 503, in red with oatmeal interior ..... **LIST**
SCIMITAR GTE Automatic, in ivory beige with tan interior, alloy wheels ..... **LIST**

PREVIOUSLY OWNED CARS

1975 SCIMITAR GTE Manual, everest white with tan interior, fog and spot lights, 7,000 miles **£3,295**
1973 SCIMITAR GTE Automatic, highland purple with black interior, alloy wheels **£2,595**
1974 SCIMITAR GTE Manual, in ivory beige with tan interior, fitted with tinted glass, alloy wheels **£2,895**
1972 LOTUS +2S 130, lagoon blue, radio, tinted glass, hrw, sunroof, alloy wheels, 19,000 miles **£2,195**
1975 LOTUS Elite 501, in white, 1,000 miles only **£5,995**
1974 LOTUS +2S 130, in Roman purple with oatmeal interior, tinted glass, hrw, radio air horns **£2,895**
1973 LOTUS +2S 130/5, in regency red with oatmeal interior, fitted with tinted glass, radio, alloy wheels, air horns **£2,595**
1973 LOTUS +2S 130/5, in black with oatmeal interior, radio, hrw **£2,595**
1975 LOTUS Europa Special, in white with oatmeal interior, tinted glass, radio, air horns, 3,000 miles **£3,345**
1975 LANCIA Beta Coupe, in white with tan interior, fitted with electric sun roof, radio/stereo, low mileage
1974 MORGAN Plus 8, in royal ivory, many extras
1974 GINETTA G21, yellow with black interior, 12,000 miles **£1,995**

CASH AVAILABLE FOR WELL CARED FOR LOTUS / SCIMITAR / MORGAN

STATION GARAGE – TAPLOW
STATION ROAD, TAPLOW, BUCKS
TEL. BURNHAM (06286) 5353

FULGUREX



1/12 scale, hand-made in brass. a real investment. One example available from stock, **£400,** all duties, v.a.t. paid. please make appointment to view.

JUST A FEW OTHER ITEMS FROM OUR STOCK:

1/43rd white metal kits: merc. 170s cab. **£5.65.** tr6, amilcar italiana, morgan plus 8, morgan plus 4 4-seater, **£3.95** ea. e.r.a. g.p., 8c maserati, bugatti brescia, **£3.65** ea. tatra 77a, **£4.75.**

1/43rd ready made: honda z, nissan bluebird, toyota ex 7, **£2** ea. jaguar e-type, mercedes 300sl, **£1** ea. 1929 citroen c4, **£6.65.** fiat 600 saloon, citroen 2 c.v., vauxhall srv, **£2** ea. v.w. golf, audi 50, v.w. scirocco, **£2.75** ea. merc. 600 saloon, **£1.** moskvitch saloon, estate or van, **£2** ea.

prices include u.k. post + 8% v.a.t.
10p for souvenir brochure.
s.a.e. for illustrated list.

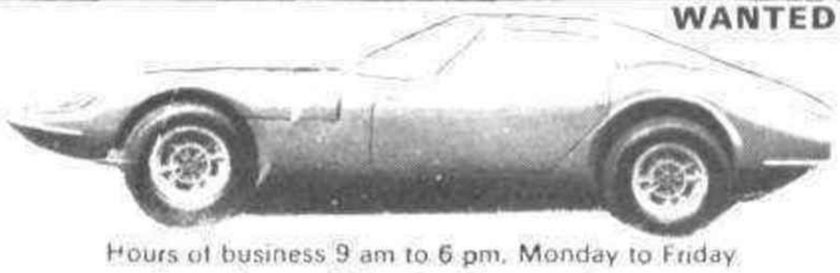
AUTO REPLICAS LIMITED
56A, SANDBANKS ROAD, PARKSTONE, POOLE, DORSET
parkstone 749104
open weekday mornings for callers.

JEM MARSH *founder of Marcos*

We have the largest collection of Marcos in the world. Please telephone our Warminster number for an appointment to view stock.

3-litre VOLVO
1970 **Automatic.** Lime green, sun-roof, radio, alloys.

1800 GT
1964 Orange, radio, alloys.



Hours of business 9 am to 6 pm, Monday to Friday
Saturday and Sunday by appointment
Please note our spares, servicing, and restoration is Westbury (0373) 864097

WANTED: Marcos for cash or part exchange. We are only 30 min. from junction 17 on the M4.

1600
1969 White, sun-roof, alloys.
1968 Blaze, reconditioned engine, sun-roof.
1968 Bahama yellow, sun-roof, radio.

1500
1967 Silver, Holbay engine, Webers, Wolfrace wheels, sun-roof.
1967 Metallic blue, s/roof, radio, w/wheels.

JEM MARSH BOREHAM ROAD GARAGE, BOREHAM ROAD, WARMINSTER, WILTS. PHONE WARMINSTER (STD 09852) 4777

ROLLS-ROYCE

Adams & Oliver Limited

BENTLEY

Established Specialist Service for Owners of Rolls-Royce & Bentley Cars 1925-1965

A number of interesting cars including:

James Young 2-door Mark VI in show condition
Phantom I tourer
Reasonably priced 20/25 limousine
Superb and rare long-wheelbase Austin Sheerline
Very attractive Rippon body Bentley 3½-litre
. . . and many others.

BODY PANELS: For Mk. VI, 'R' Type, Silver Dawn, SI, II and III, Silver Cloud I, II and III. We have steadily improved the range and quality of these very successful fibre-glass panels, which are visually indistinguishable and carry many advantages, both in cost and durability. Details on request.

EXHAUST SYSTEMS: Practically everything for Rolls-Royce 1923-1973 and Bentley 1933-1973 from stock.

TYRES: We are reducing stocks and can offer a number of Rolls-Royce and Bentley sizes at reduced prices. (Sorry we have little in the 19 in. size to offer.)

ADAMS & OLIVER LTD., RAMSEY ROAD, WARBOYS, HUNTINGDON, CAMBS., PE17 2RP.

Please note our new Telephone No.: RAMSEY 822488

BROOKLANDS OF BYFLEET

HIGH ROAD, BYFLEET, SURREY. TEL: 45588 (5 Lines)

HOME OF THE PERFORMANCE CAR

1962 BENTLEY Mulliner S2 Continental.
1956 BENTLEY Mulliner S1 Continental.
1962 BENTLEY S2 saloon.
1926 ROLLS-ROYCE Phantom 1 Skiff-bodied open tourer.
1968 MERCEDES 280 SL automatic. Hard and soft tops.
1969 DAIMLER 250 saloon, manual, overdrive.
1969 JAGUAR 240 saloon, manual, overdrive.
1958 FACEL VEGA 500K coupe.
1958 ASTON MARTIN DB Mk. III saloon.
1971 MERCEDES SEL 6.3 saloon, 21,000 miles only.
1970 JAGUAR 420 G saloon, automatic, 20,000 miles only.
1973 SAAB 96 saloon, 19,000 miles only.
1972 CITROEN Palace saloon, 23,000 miles only.
1972 ROVER 3.5-litre saloon, 24,000 miles only.
1960 ROVER 100 saloon, manual, overdrive.

THE SPORTSCAR DIVISION OF

NOEL ROSCOE LTD.

Tel: Weekends and from 6-9 pm. Weekdays: Byfleet 45580

HALES MOTORS

Specialists in Prestige Cars

25 PAGES WALK, LONDON, SE1 4SB

Tel.: 01-231 0067. Evenings 01-310 4172 Telex: 28905



ROLLS-ROYCE Cloud III, 1964. Blue. In very good condition.
ROLLS-ROYCE Cloud II, 1960. Black. In very good condition.
1963 S3 BENTLEY. Black over blue. A very good car.
JAGUAR XJ6, 1971, 40,000 miles. A first class car.



MG TF, 1954. Restored to a high standard. 66,000 miles,3 owners.
MG TF, 1954. Cream. *Concours.*
MG TD, in first class mechanical order.
JAGUAR XK120 roadster. *Concours.*
1951 MG TD. Unrestored.

DON KENDALL LIMITED



A chance for the collector to purchase the above **3½-litre Bentley,** repainted and trimmed to *concours* standard. The body is original by Windovers, and has no fewer than six seats, two of them for infants. The black hide and matt black woodwork, set off the Burgundy body without being flashy and the finish is quite superb.
Choice of two Mk. VIs, one Mulliner lightweight and one standard steel. Both in need of some work. From **£795.**
1952 Bentley "R"-Type saloon, 48,000 miles. **£2,750.**

Sports Cars
1974(N) Jensen Healey, with some 1975 features. Painted in black with only 7,000 recorded miles. **£2,195.**
1973 Triumph GT6, overdrive, radio, 8-track stereo, mud flaps, mirrors, h.r.w. In outstanding condition. **£1,295.**
1972 (L) Triumph Spitfire, white, radio/cassette stereo, 35,000 miles. **£925.**
1974 Triumph Dolomite saloon, mallard green, tinted glass, radio, 15,000 miles, one titled owner; mudflaps. **£1,775.**
1973 (M) Reliant Scimitar GTE, 12,000 miles, one owner, stereo, radio. Immaculate. **£2,395.**
1966 Alfa Romeo Giulia d.h.c., in outstanding condition. **£795.**
1973 model Renault 12 estate, white, one owner; outstanding. **£1,275.**

We have a number of saloons taken in part exchange for disposal.

WE URGENTLY REQUIRE ALL SPORTS CARS AND ROLLS-ROYCE AND BENTLEY.

Apem Works 114 St Albans Road
Watford Herts Telephone Watford 29645

MOTOR INSURANCE

A. P. BRENNAN & CO. LTD

(FEDERATED INSURANCE BROKERS)

Telephone 01-629 5912
FOR IMMEDIATE QUOTATION,
OR POST COUPON BELOW TO

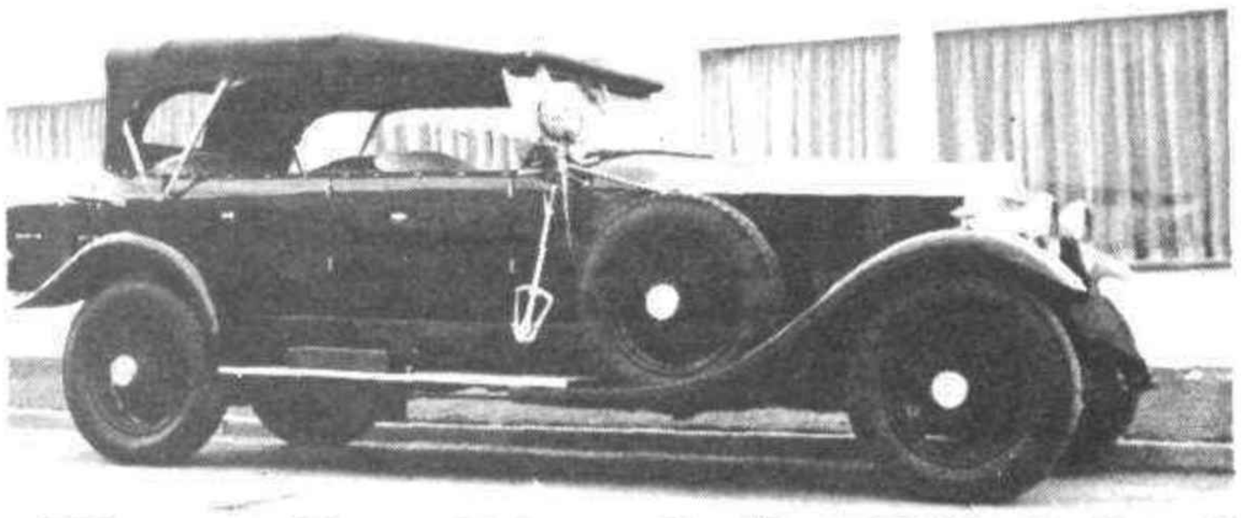
25 South Molton Street
London W1Y 1DB

* **Pay by Instalments** *





Name ..... Age .....
Address .....
..... Tel. No. .....
Country of birth .....
*Full/Provisional Licence held for ..... years.
Make of car ..... Model ..... Year .....
Capacity ..... c.c.s. *Kept in Open/Garage?
*I require Comp./Third Party Fire & Theft/Third Party Only/Owner and Wife/Any Driver. Will anyone under 21 drive? ..... *Business or Pleasure use? ..... (If Business please give details.) Present Insurers ..... I am entitled to ..... years no claims bonus.
Please delete where necessary.



NEW PHANTOM 1928

Chassis No. 90 AL. **Iron head.**

A replica masterpiece by Tony Robinson of a Barker original. Engine being run-in after complete overhaul and balancing by Stan Brunt. Dark blue and black wings with finest quality beige leather and carpets. Mohair hood and tonneau covers.

Offers to : **Peter Balean, Crailing Hall, Jedburgh, Roxburghshire. Tel.: Crailing 233**

RARE COLLECTOR'S ITEM



1935 OPEL

This is a German officer's car by Buchne. Two-seater d.h.c. with a 6-cyl. 2-litre engine on the Adam Opel chassis. It is believed to be one of six produced and is in excellent condition.

All offers over £1,000 will be considered.

Ring 061-834 5215 or Bolton 41650 (late ev'ngs)

Malcolm C. Elder Tel: Steeple Aston (0869) 40606

1, Grange Park Road, Steeple Aston, Oxfordshire.



1926 Swift 4-seat tourer. Very original and sound..... **£1,625**
1930 Singer Junior saloon. One owner, very original..... **£975**
1930 Vauxhall 20/60 Six-Super. Excellent. No body..... **£650**
1935 Talbot 75 sports saloon. Coachwork by Darracq.... **£1,650**
1937 Morris 10 Series II saloon. Nice example **£425**
Bentley Mk. VI Standard saloon. Excellent **£1,975**



1952 A.C. saloon. Basically a nice example **£495**
1954 Swallow Doretti sports two-seater. Very pretty..... **£499**
1960 Austin Healey Mk. I Sprite (Frog-eye). Very nice (*photo*) **£525**
1965 Maserati Sebring 2+2 coupe. Superb. LHD **£1,995**
1930 Sunbeam 500 c.c. motor-cycle **£395**
*c.***1933 Terrot 350 c.c. motor-cycle**..... **£165**
1937 Austin 10 van (*photo*) **£575**

Part exchanges considered. Finance arranged. Callers preferably by appointment.

FIAT ABARTH 1300 GT



CLASSIC SPORTS GT RACING CAR.
EX-FACTORY TEAM CAR.
Believed only 10 made.

£3,000 or interesting exchanges considered.

Freddie Yhap: 937 7820/1393

01-723 2731 **Vintage Autos Ltd.** 01-723 2731

Managing Director : J. BOND, A.M.Inst.B.E.

The ORIGINAL Specialists in Restored Vintage, Veteran and Classic Cars.

I would like to wish all my clients, a Very Happy Christmas and Prosperous 1976.

And for those who can afford and want nothing but the best :

YOUR CHRISTMAS SHOPPING PROBLEM SOLVED WITH TWO EXCELLENT INVESTMENTS

For Him

1935 LAGONDA 4½-litre Le Mans sports/racing 2/4-seater.
1,000 miles only since full restoration to Show condition. It is superbly finished in British Racing Green with new Connolly champagne hide interior. The engine, which has only done a few hundred miles since rebuild, is highly polished to full *concours* condition. This unique Lagonda is fitted with outside exhausts, outside hand-brake, fold-flat windscreen with twin aero-screens, plus twin aero-screens for rear passengers, large P.100 headlamps fitted stoneguards, Le Mans quick-filler caps, tonneau covers front and rear, etc.

For Her

1957 BRISTOL 405 2-litre custom-built drophead coupe.
This must be the finest Bristol of its type, having covered less than 1,000 miles since being rebuilt "as new" in mechanics (engine, chassis, etc.) and coachwork (interior, exterior, etc.) by Bristol specialists and Bristols. The manufacturer's restoration of the coachwork includes refinish in Chinese ivory, etc., complete interior restoration including retrim in best Connolly leather (black/piped cream), Wilton carpets, new black silk mohair hood, hood-bag and full-length tonneau cover, etc., etc. Only a "limited edition" of Bristol were built with this attractive sports convertible coachwork, and this low-mileage example is complete with all accounts to substantiate its expensive rebuild.

Both of the above two cars were not in stock at the time of going to press (because car transporter did not collect and deliver as promised), hence no photos, but they will be by the time this advert appears.

At the time of going to press (November 6th), I am negotiating the purchase of the following fully restored cars, most I hope will be in stock by the time this advert appears.

1938 LAGONDA LG6 4½-litre sports saloon.
1938 BENTLEY 4¼-litre Hooper sports saloon.
1937 DARRACQ drophead coupe by Binder.
1934 RILEY Imp sports 2-seater.
1938 SS100 3½-litre sports 2-seater.
1928 ROLLS 20 cabriolet by Barker.
1964 ROLLS Cloud III saloon, 74,000 miles.
1957 ROLLS Silver Wraith Park Ward limousine.
1924 ROLLS 20 tourer by Hooper.
1923 ROLLS Silver Ghost saloon by Barker.
1925 SALMSON 1,100 c.c. sports/racing 2-seater.

Other cars being restored include Bentley, Rolls, Hispano-Suiza, Delahaye, Lago-Talbot, etc., plus a new Bentley Speedster and a new Bentley Sprint, etc.

ALWAYS OTHER CARS IN STOCK OR BEING RESTORED THAT ARE NOT ADVERTISED.

I WILL PAY TOP CASH PRICES FOR CARS OF THE TYPES I SELL, BUT NO "OLD BANGERS" PURCHASED, SOLD OR TAKEN IN PART EXCHANGE.

Hours of Opening : Monday - Friday, 9 a.m. - 5.30 p.m. Saturdays and other times by appointment only.

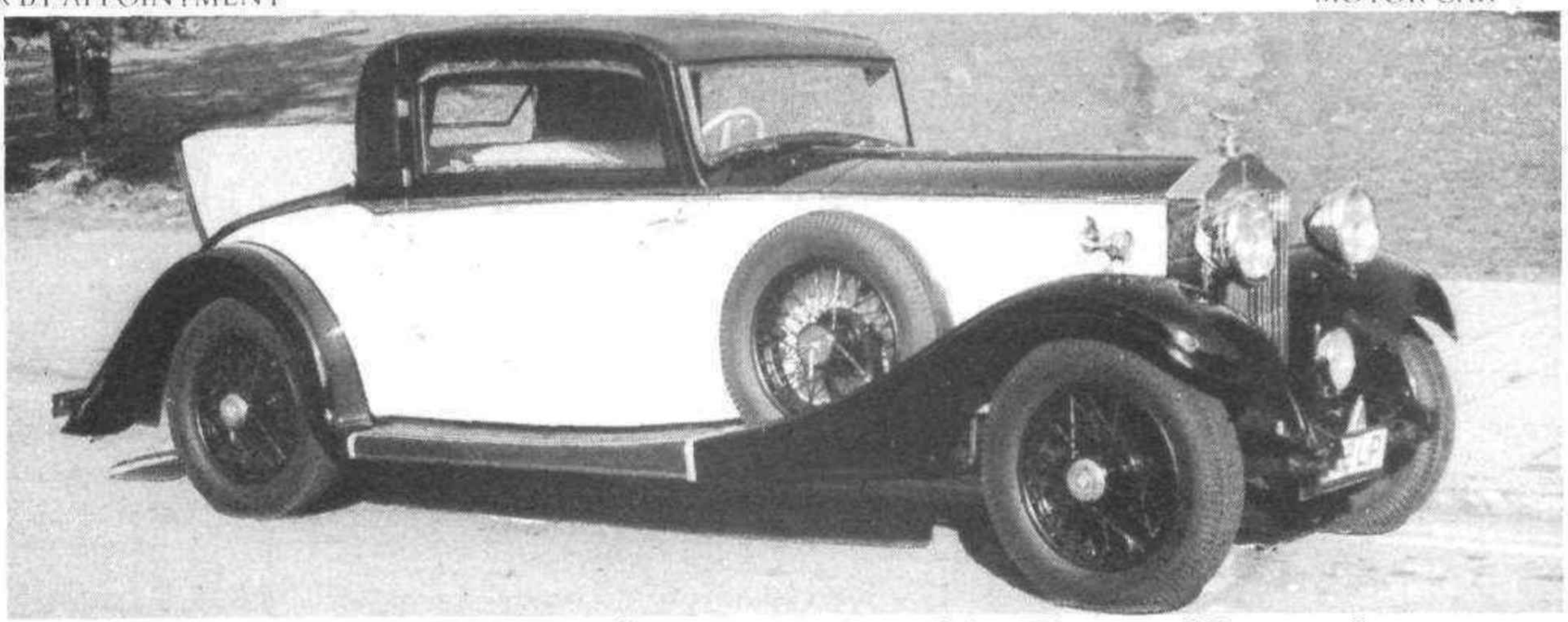
Telegraphic address : Concourcar, London, W.2.

20 BROOK MEWS NORTH - LANCASTER GATE - HYDE PARK W2 3BW

OPEN FROM
9-30 TO 6-00 WEEKDAYS
SATURDAYS 9-30 TO 12-30
OR BY APPOINTMENT

COYS OF KENSINGTON

"WE WILL TRAVEL
ANYWHERE IN THE WORLD
TO OBTAIN A CLASSIC
MOTOR CAR"



1934 Rolls-Royce 20/25 Doctor's Coupé by Watson of Lowestoft

Here is an exceptional car, beautifully restored, incorporating many attractive features.
It is believed to have been built originally for the Managing Director of Messrs. Watson.
It is finished in black over cream with new beige hide to the interior. **£8,950**

BROCHURE. The Coys Brochure of Historic Cars, which is continually up-dated, contains twelve colour and 28 black and white illustrations of historic cars that form or formed part of the Coys stock. Copies are available at £2.50 post free.

COYS OF KENSINGTON (SALES) LIMITED

2-31 QUEENS GATE MEWS LONDON SW7 ENGLAND TELEPHONE 01-584 7444

NOSTALGIA

For Auld Lang Syne . . . .

Following last month's exploit in the TALBOT-SIMMINS below, I decided to drive to the A.M.O.C. International Rally Concours at Fort Belvedere in the ASTON-MARTIN DB3 SPORTS-RACING, a few weeks ago. The Aston behaved beautifully for the entire journey and was most 'at home' in the *Concours* line-up, being much admired and photographed. The overall standard of the competing cars was phenomenally good, and I was particularly pleased that the Mk. II tourer that won the pre-war category outright had been prepared for the event by my own 'Cosmetician'.

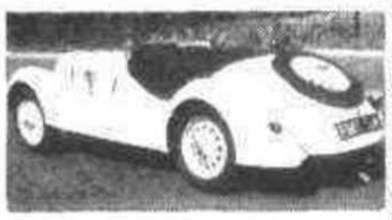
Going back to the TALBOT-SIMMINS, I had a surprise visit by several members of the SIMMINS family, who had come to be reunited with the car their father built and raced after fifty years absence ! Fred Simmins, eldest son of A. R. Simmins the car's constructor, told me the background history and of his trips to the Spread-Eagle Hillclimb (among others) in 1925, when his father regularly trounced the Frazer Nashes, etc. I couldn't have asked for better corroboration of this delightful sports car's authenticity, than when both brothers got into the vehicle and told me that it really seemed only yesterday that they had last enjoyed it, such was the familiarity of the appearance and even, indeed, the smell !

HERE OR PROBABLY COMING :

1917 LE ZEBRE 2-str. TOURER + DICKEY — HR 4960: a pretty Edwardian tourer, the actual car in Georgano's Encyclopaedia; three owners from new, totally original, very usable and running well — 94 pts.



1925 TALBOT-SIMMINS SPORTS — NE 2695: A. R. Simmins' own unique conversion on an 8/18 Talbot, now used in V.S.C.C. events and for touring holidays in Scotland, etc. Totally restored in every respect to the highest possible standards — 100 pts. (*Photo.*)



1937 FRAZER NASH/BMW 328 — FMT 524: the ex-Earl of Howe car, raced at Brooklands, etc. (correspondence from Lord Howe substantiates), totally original, with proper BMW engine, etc., but completely rebuilt by T.T. Workshops 1,500 miles ago to the last nut and bolt — 100 pts. (*Photo.*)



1953 ASTON MARTIN DB3 SPORTS-RACING — NUV 925: the only truly original example left (No. 8) of the ten built; raced by Reg Parnell and Class winner of the 1953 Dutch Sports Car Grand Prix; now used for driving to, from and in J.C.B., Prescott, etc., and for shopping too ! — 98 pts. (*Photo.*)

1956 SUNBEAM TALBOT SALOON — YKE 767: major *concours* winner 1974/5 including S.T.O.C. Rally; 46,000 m., totally original, and simply the best in the U.K. — 100 pts.

1963 FERRARI SUPERAMERICA, L.H.D. — VUR 2J: possibly the most beautiful GT Ferrari ever built, believed unique in the U.K. and originally owned by the Aga Khan; 50,000 km. only and absolutely superb and original — 98/100 pts. (*Photo.*)



1966 AC FORD COBRA '427', L.H.D. — KVS 711P: the fastest production sports car ever built — 0-100 m.p.h. in 10 sec., though ultra-tractable in even the heaviest traffic ! 18,000 m. only and completely checked over and overhauled at AC Cars Ltd. — 98 pts.

POSSIBLY COMING :

1953 FRAZER NASH MILLE MIGLIA: totally original, raced by Mike Hawthorn — 98 pts.
1958 JAGUAR XK150 F.H.C.: one owner, 21,000 m. warranted — 92/97 pts.

MONTHLY MEETINGS . . .
Held the first Sunday in each month at 'THE GOAT', HERTFORD HEATH, from 11.30 a.m. NEXT MEETING: DECEMBER 7th.

I have judged several *Concours* events this year, including major rallies like the YEOVIL ANNUAL CAVALCADE; I therefore know the standards achieved and assure you that 97 to 100 points on my scale means an actual or potential *Concours* winner, with 90 to 96 points not far behind.

COBRA POSTERS
These superb colour portraits of a Competition/Street '427' are now available exclusively through me. The photo shows you the actual size (a joke !). Price £3.00 incl. P. & P. in U.K., 25p extra for Europe. (*Photo.*)



ROD LEACH : Tel: HERTFORD 58891
9 a.m. - 10 p.m., 7 days per week. (STD DIAL 0992-58891)
Write: 27, LONDON ROAD, HERTFORD HEATH, HERTS., SG13 7RL.

VISITS BY APPOINTMENT ONLY

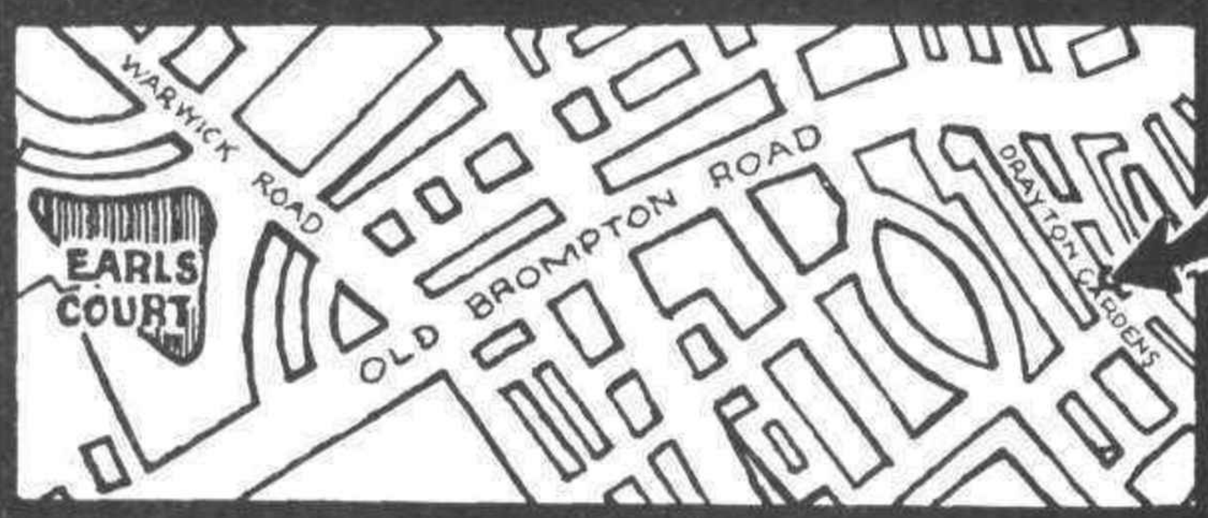
CROSSBOW HOUSE

1964 Silver Cloud 3 door Coupe by Mulliner Park Ward. Finished in White with black Hide. Price **£7,750**

1962 Bentley S2 Continental by Mulliner Park Ward, finished in Shell Grey with tan Hide. Price **£4,750**

1927 Rolls Royce Phantom 1 Tourer with Replica coachwork by Wilkinsons. **£12,000**

CROSSBOW HOUSE ANTIQUES
Stoneymeadow Road, High Blantyre, Scotland.
Phone Blantyre 8231-6 or 822378.



LEN STREET OF CHELSEA THE LONDON LOTUS CENTRE

WE INVITE YOU TO CALL AT THE PREMISES AND MEET THE MANAGEMENT; Allan Jones in the Service Department to look after your Lotus or high performance car, Jerry Collis down in the stores who will supply your every need, John Webb always racing round the showroom to supply the car you've always wanted and Roy Stewart in our Hammersmith paintshop to knock out your every dent. We are open Mon-Sat or by appointment.

LEN STREET LTD., DRAYTON GARDENS, CHELSEA (OFF FULHAM ROAD). TEL: 01-370 4114.

1974 Jaguar V12 E Type, convertible in black with white vinyl hard top, tinted glass, automatic, p.a.s., radio/stereo, one owner **£3,250**
1974 Jaguar XJ6, white with black vinyl roof, automatic, p.a.s., air conditioning, radio/stereo, one owner **£4,250**
1967 Mercedes 230 SL, silver, black hard top, automatic, p.a.s., radio. A very beautiful example **£1,995**
1975 Lotus Europa Special 5-speed, silver, tinted glass, mag wheels, one owner **£2,895**
1975 TR6 Coupé in blue, full Ziebart treatment and Armaglaze treatment, radio/stereo, 6,000 miles. Still under warranty, one owner **£2,195**
1973 (M) +2S 130/5, J.P.S. Colours, tinted glass, radio, mag wheels, h.r.w. 26,000 miles **£2,425**
1973 Plus 2S 130/5 yellow/black, one owner, radio/stereo, magnesium wheels **£2,250**
1973 Triumph Stag, soft/hard top, pure white, one owner, manual, overdrive, radio 18,000 miles **£2,950**
1974 Triumph Stag, soft/hard top, green, automatic, radio/stereo magnesium wheels, 18,00 miles, one owner **£3,150**



LOTUS

Worldwide Parts Service on all Lotus cars

OPEL

Clarendons

THE CLARENDON CARRIAGE COMPANY LIMITED

HEATHMANS ROAD, PARSONS GREEN, FULHAM, SW6 TEL: 01-736 2302/3/4 TELEX: 21792

Specialists in Vintage and Classic Rolls Royce and Bentley Motor Cars

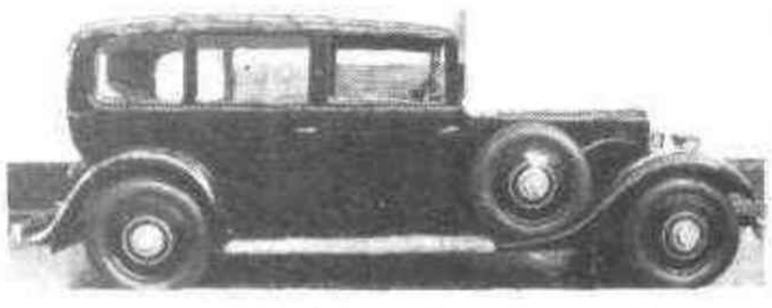
Offer the following selection from a large stock of Pre-War and Post-War Automobiles



1964 BENTLEY S.111 STANDARD SALOON. Recellulosed in sand over sable with an unmarked beige hide interior. Recently the subject of much mechanical work it has been fitted with a new exhaust system and tyres.



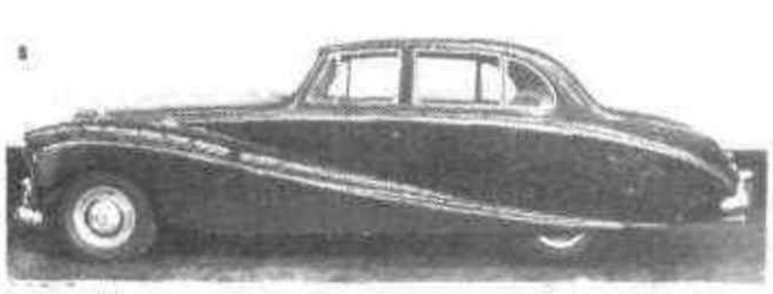
1964 BENTLEY S.111 CONTINENTAL TWO DOOR FIXED HEAD COUPE by MULLINER PARK WARD. Astral blue with powder blue interior. Recently resprayed to a very high standard it is a prime example of this fast disappearing coachbuilt car.



1934 ROLLS ROYCE 20/25 LIMOUSINE by THRUPP & MABERLY. Black with red coachlines. Black hide to the drivers compartment, beige West of England cloth to the rear. In good original order throughout, mechanically sound and ideal for the enthusiast.



1952 ROLLS ROYCE SILVER WRAITH by PARK WARD. Shell over tudor grey with a deep maroon hide interior. This owner driver Silver Wraith is the most magnificent example we have seen. A one owner car from new, it is pristine in every way having been maintained regardless of cost.



1956 BENTLEY S.1. FOUR DOOR SALOON by HOOPER. Regal red over burgundy with a beige hide interior. A good example of this rare "Empress Line" model in the true tradition of Bentley being an all aluminium handcrafted body.



1964 BENTLEY S.111 CONTINENTAL FLYING SPUR by H. J. MULLINER. Regal red with a tan hide interior which has been completely renewed within the last few months. The overall appearance of the car is first class and its previous owner has maintained the mechanical condition of the car very well indeed.

★ And also a further selection available at our new premises located at **Belgravia Garage, 28 Caroline Terrace, London SW1** (Sloane Square Tube) Hours of Business 9.00am.-7.pm. ★



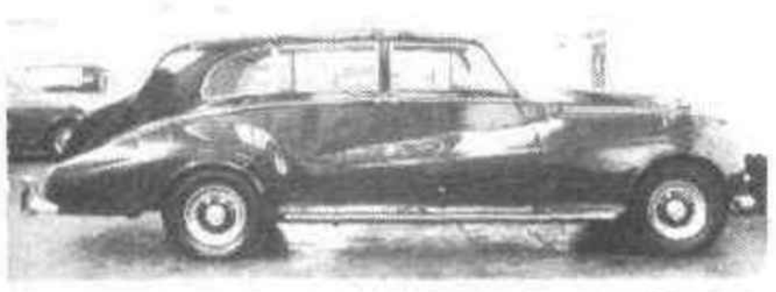
1954 ROLLS ROYCE SILVER WRAITH by FREESTONE & WEBB. Black coachwork with a powder blue interior. This car is very rare being one of the reputed production of twenty two. The car is sound throughout and in the hands of an enthusiastic owner prepared to spend a little time and money it could be made into a very prized possession.



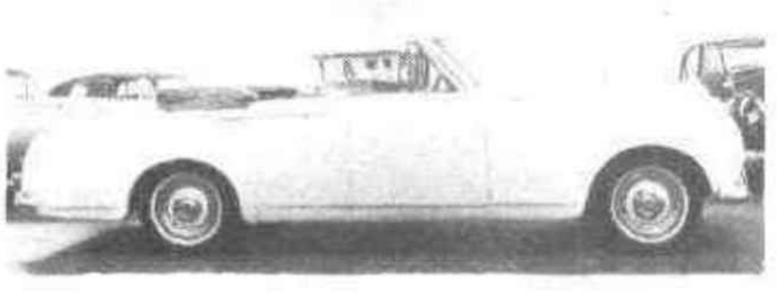
1955 ROLLS ROYCE SILVER WRAITH TOURING LIMOUSINE by JAMES YOUNG. Complete with silver decanters and hand cut crystal. The interior is beige hide throughout with thick pile sheepskin carpets fitted. This handbuilt car is low mileage and has been beautifully maintained over the years.



1934 ROLLS ROYCE 20/25 SALOON by WINDOVERS. Black over Warwick cream. Recently the interior has been completely refurbished and extensive work has been carried out on the vehicle generally. This vehicle has most unusual wood veneer work and has been fitted with various modern refinements to make it a very practical driving car.



1958 ROLLS ROYCE SILVER WRAITH LIMOUSINE by JAMES YOUNG. Finished in black over metallic green with green sundym windows. The interior is green hide to the front and green West of England to the rear. The car is left hand drive, automatic and with power assisted steering. Factory air conditioning is fitted. Many luxurious extras including television and cocktail cabinets in the rear make this vehicle the epitome of civilised motoring.



1958 ROLLS ROYCE SILVER CLOUD I. DROP HEAD COUPE by H. J. MULLINER. Old English white with red hide interior and red hood. Fitted with power assisted steering, electric windows and power hood. This vehicle is a one owner, low mileage car the condition of which is a credit to the previous owner. Meticulously maintained to the standard which every Rolls Royce deserves.



1948 ROLLS ROYCE SILVER WRAITH by H. J. MULLINER. Finished in midnight blue with a blue grey hide interior. The recorded mileage is 66,000 miles and the car has been the property of two private owners since new. It started life as a Sedanca de Ville and it was covered in some five years ago. The original equipment is intact and restored to its original condition it would be an exceptional car to own.

Clarendons wish to take this opportunity to extend our sincere best wishes for the forthcoming Christmas season.

For further information please telephone 01-730 9811/4. Our sales staff will be very pleased to assist you in locating the vehicle of your choice

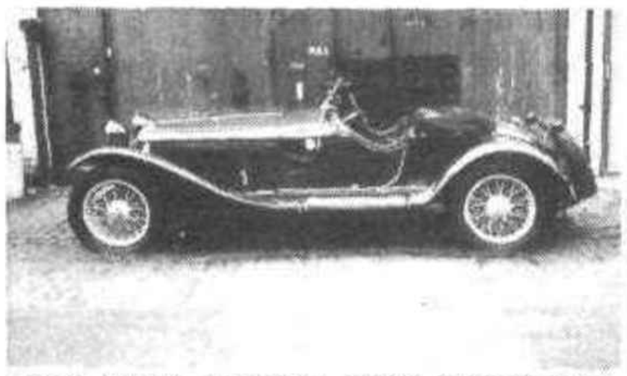
Worldwide Shipping Arrangements Made

Please contact us if you wish to sell your pre-1966 Rolls Royce or Bentley.

FOR OUR NEW PREMISES TELEPHONE: 01-730 9811 TELEX: 21792 REF 746

DAN MARGULIES

12 QUEEN'S GATE PLACE MEWS Off Cromwell Road
LONDON, S.W.7 01-584 7332/01-584 7472



1929 ALFA ROMEO 1750 supercharged two-seater.



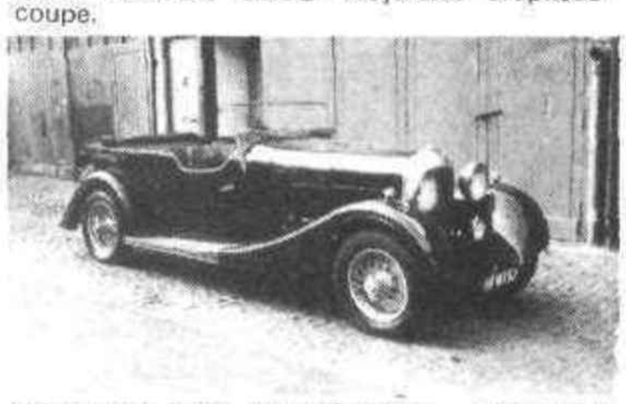
1927 BALLOT 2LTS Weymann drophead coupe.



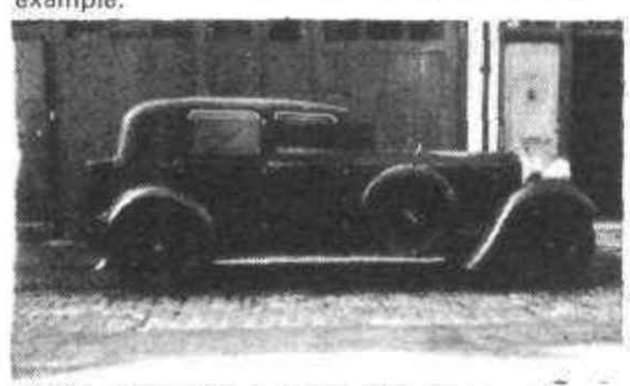
1929 RILEY Brooklands, good original example.



1930 ROLLS-ROYCE 20/25 Harrington drophead coupe.



1929 BENTLEY 4½-litre tourer. **Expected shortly, fully restored 4½ Bentley.**



1932 Lagonda 3-litre Weymann saloon, undergoing restoration.

1929 ROLLS-ROYCE Phantom I Barker limousine.
1926 ROLLS-ROYCE 20 owner-driver saloon by Thrupp & Maberly.
1934 ROLLS-ROYCE 20/25 by H. J. Mulliner.
1957 ROLLS-ROYCE Cloud I convertible by H. J. Mulliner.
1924 BENTLEY 3-litre V.D.P. tourer.

1954 BENTLEY "R"-Type Continental H. J. Mulliner fastback.
1954 M.G. TF 1250, restored.
1958 BENTLEY S1, 67,000 miles; exceptional.
1967 A.C. Cobra Mk. III, 4.7-litres, mint condition.
1927 VAUXHALL 30/98 OE Veloce tourer.
1924 ROLLS-ROYCE Silver Ghost Piccadilly roadster.

WANTED: ALL VINTAGE AND PVT CARS

Peter Dodd and Associates Ltd.

1964 ROLLS-ROYCE Phantom V touring limousine by James Young, finished in velvet green with new gold velvet to the rear compartment. Fittings include electric division, sideways-facing occasional seats, lambswool rugs and cocktail cabinet complete with crystal decanters and glasses. Superb in every respect. (*Similar to above.*)

1964 BENTLEY S3 Continental 4-door Flying Spur, by H. J. Mulliner/Park Ward. Probably the finest Flying Spur available having just been repainted in silver chalice, and rechromed throughout, black interior; 86,000 miles from new, with extensive mechanical history, truly immaculate in every respect.



1948 CONNAUGHT 'L' series two-seater sports/racing car. Believed to be the first Connaught built, originally owned and raced by Kenneth McAlpine. Restored at enormous expense to *concours* condition in British Racing Green.



1959 JAGUAR XK150S fixed-head coupe. Warwick grey with grey interior, chrome wire wheels. Less than 20,000 miles from new. *Concours* winner.



1934 LAGONDA 16/80 Special Six open tourer. Restored to *concours* condition approx. two years ago at cost of over £6,000. Finished in dark blue with red interior.

1939 ROLLS-ROYCE Phantom III sedanca-de-ville by Hooper, fascinating history. Similar to bottom photograph on page 126 of 'Those Elegant Rolls-Royce'.
1965 BENTLEY S.3 Continental convertible by H. J. Mulliner/Park Ward. Regal red with tan hood and interior.
1958 JAGUAR XK150 fixed-head coupe. At present undergoing restoration. 56,000 miles from new.
1960 JAGUAR XK150S roadster, 45,000 miles from new. Carmen red with black hood and red interior, chrome wire wheels. No photograph or description can justify the condition of this rare and beautiful motor car.
1952 BENTLEY R-Type convertible by Park Ward. Re-painted in Oxford and Cambridge blue, and re-trimmed in light blue leather with dark blue carpets and new dark blue hood. We believe this motor car to be the finest of this rare model available.

Always a selection of Rolls-Royce Silver Shadows and Corniche motor cars available.

35 - 37 FAIRFAX ROAD,
SWISS COTTAGE, LONDON, N.W.6

TEL.: 01-328 5050 / 01-722 4792
TELEX: 261354

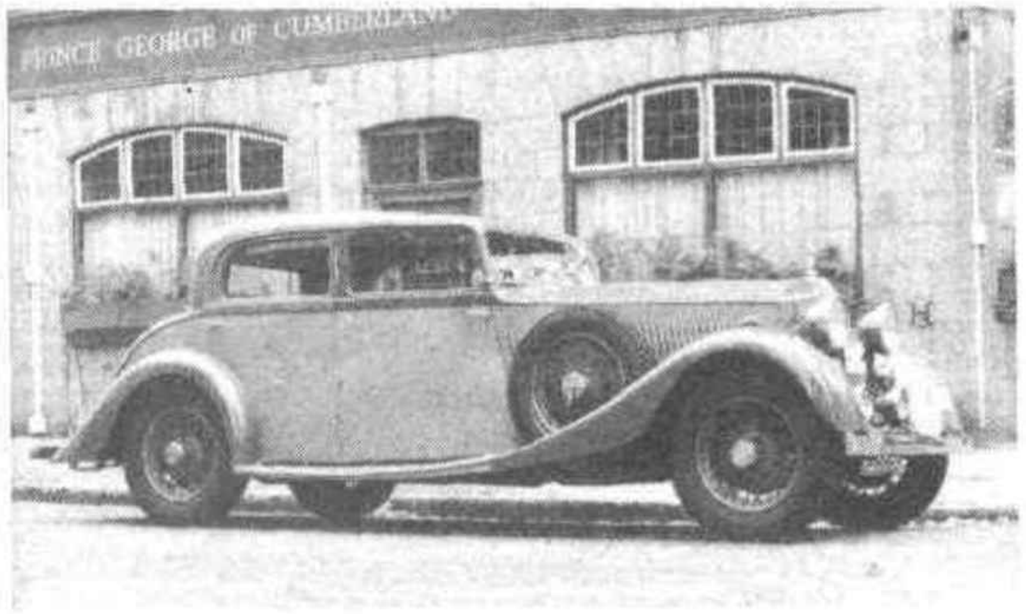
THE VICEROY CARRIAGE CO.

OFFER FROM A SELECTION OF OVER FIFTY CARS

VICEROY COURT GARAGE, MACKENNAL STREET, ST. JOHN'S WOOD, LONDON NW8



1963 Rolls-Royce Silver Cloud III 4-door sports saloon, finished in garnet and black, with grey leather trim throughout. Usual extras include power steering, automatic transmission and electric windows. This car is in well above average condition and will make someone a proud owner.





1958 Bentley S1 4-door standard steel sports saloon. Cellulosed to the highest standard in embassy black with dark red leather trim. 8 : 1 high compression engine offers performance with economy. Power steering and automatic transmission are standard. **£2,350.**



1961 Bentley S2 Continental 2-door convertible by Mulliner/Park Ward. Seychelles blue with grey power hood and matching leather interior, electric windows, P.A.S. and automatic. A fast appreciating asset. **£5,500.**

20/25-h.p. ROLLS-ROYCE owner-driver sports saloon by Park Ward. The coachwork is finished in two tones of light grey with grey matching Connolly hide trim. Mechanically one of the finest 20/25s we have had in stock. The body style is similar to the Continental Phantom II. A most handsome car in every respect.

WE ALSO HAVE A CHOICE OF:

Five Silver Cloud IIIs, including one coachbuilt.
Four Silver Cloud IIs, one with refrigeration.
Three Silver Cloud Is, one long wheelbase.
Three Silver Wraiths, one sedanca-de-ville.
Five pre-War R.-R., including **Phantom II.**
Four S3s from £2,550.
Five S2s from £1,975.
Four S1s from £1,450.



1967 (Nov.) Rolls-Royce Silver Shadow 4-door saloon, finished in metallic sand with beige hide trim. Sundym glass and factory-fitted air-conditioning. One owner from new with a recorded mileage of 38,000. This car looks like new and is offered at a realistic price of **£4,950.**

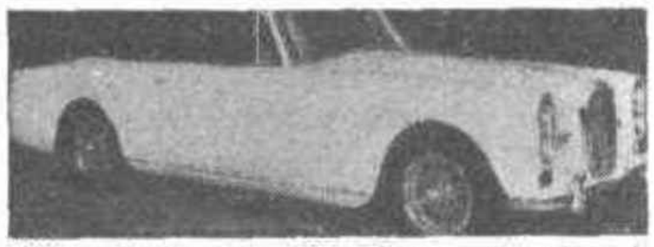
TELEPHONE: 01-722 8200 01-586 4471 (DAYTIME)
01-954 6824 (EVENINGS)

Roland Duce

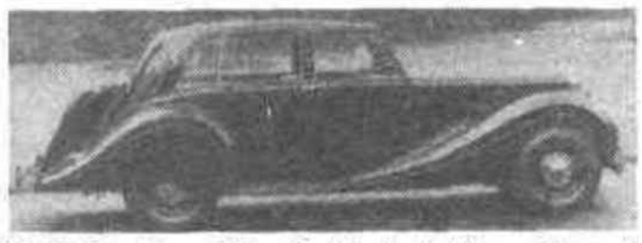
VINTAGE & SPECIALIST CARS

58 BROOK STREET, WYMESWOLD, Nr. LOUGHBOROUGH, LEICS., ENGLAND
TELEPHONE: WYMESWOLD 880067 / 880909 / 880899

Hours of Business: 9.30 a.m.—12.30 p.m. 2.00 p.m.—5.30 p.m. Monday to Saturday. Sundays—Appointments only.



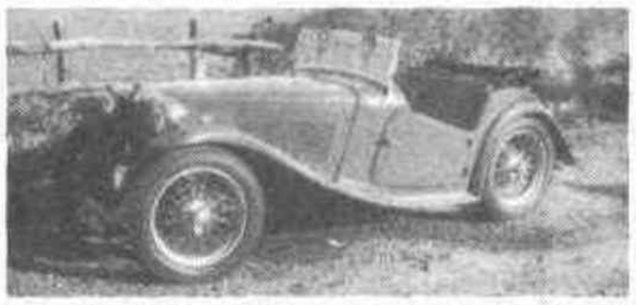
1936 Alvis Sp. 25 Tourer. Unrestored. Running **£1,650**
1965 Aston Martin DB5. Choice 2 .. **£1,750**
1967 Aston Martin DB6. Automatic **£1,650**
1964 Alvis TE 21 Drop Head. 5-speed. Wires. Fine (*illustrated*) **£2,150**



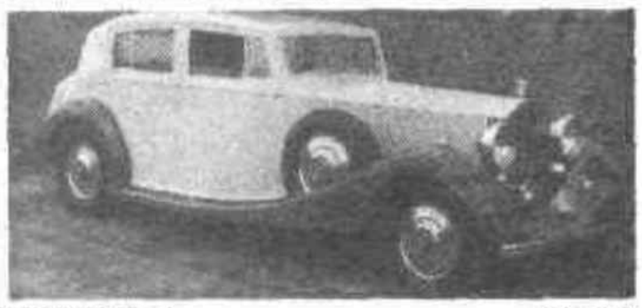
1948 Bentley Mk. 6. H. J. Mulliner. Superb (*illustrated*) **£2,350**
1949 Bentley Mk. 6. St. steel. Fine .. **£1,475**
1951 Mk. 6. St. steel. Excellent **£1,175**
1956 Bentley S1. Nice **£1,650**
1959 Bentley S1. PAS. Magnificent .. **£2,250**



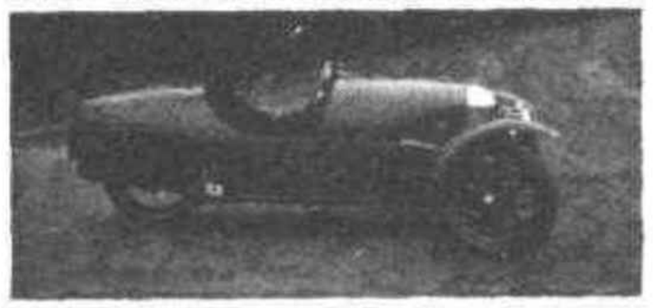
1949 XK120 Jaguar roadster. Restored **£2,850**
1954 XK140 Jaguar DH. Average .. **£1,400**
1954 Mercedes 190 SL. Fine (*illus.*) **£1,550**
1972 BMW 3.0 Si Morgan **£2,350**



1936 TA. Rebuilt engine, part restored **£1,550**
1947 TC. Cream **£2,250**
1949 TC. Red (*illustrated*) **£2,250**
1948 TC **£1,850**
1971 Midget **£650**



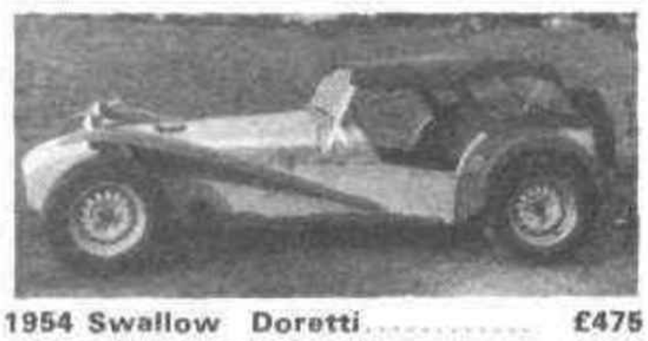
1937 25/30 ..... **£4,800**
1937 RR P3. Hooper (*illustrated*) **£6,250**
1948 Silver Wraith *concours.*



1932 SV JAP. Part restored **£875**
1932 JAP LTOWZ. Beetleback. Mint **£2,600**
1967 +4. Fine **£2,250**
1972 4/4. 2-seater **£2,250**



1925 Pram Hood Chummy **£2,350**
1926 Sift (*illustrated*) **£1,475**
1933 Singer Le Mans. 2-str. Running well **£1,175**



1954 Swallow Doretti **£475**
1966 Lotus 7 (*illustrated*) **£895**
1966 Mini Moke **£425**



1951 Daimler Barker. CH 2 ..... **£1,100**
1948 TR roadster. Good (2) **£775**
1950 TR roadster. Fine **£1,650**

TELEPHONE:
01-385 9724/5/6/7

FRANK DALE & STEPSONS

(Member of the Frank Dale Group)

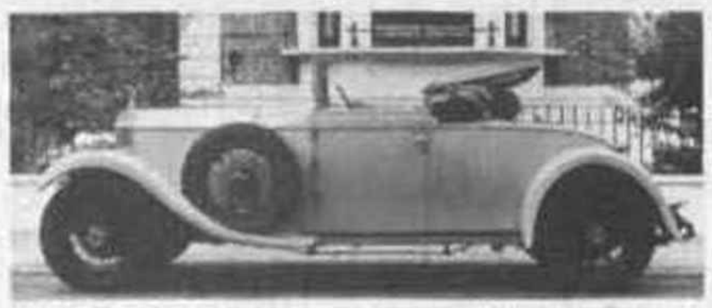
CABLES:
EFFDALE,
LONDON, SW6



1936 ROLLS-ROYCE PHANTOM III sedanca-de-ville by Barker. Fully modified engine and at present in exceptionally original unrestored condition throughout. Duo-grey with blue hide — fine original cloth to the rear.



1964 BENTLEY CONTINENTAL S3 by Mulliner-Park Ward. Finished to show-stand condition in metallic peacock blue with grey hide, equipped with powered folding top and windows. Recording 68,000 miles only.



1929 ROLLS-ROYCE coupe with dickey seat, body by Thrupp and Maberly; the actual car shown in "Those Elegant Rolls-Royce", p.210. Virtually one family owned from new and driven less than 83,000 miles; now light and dark grey.



1939 ROLLS-ROYCE WRAITH divided touring razor-edged saloon by James Young. A carefully-maintained specimen in gunmetal grey with dark blue interior refurbished to a high standard.



1939 ROLLS-ROYCE WRAITH, equipped with one-off Redfern saloon-coupe bodywork by Maltby; reputedly 27,000 miles only from delivery. Definitely unrepeatable.



1964 ROLLS-ROYCE SILVER CLOUD III Mulliner-Park Ward fixed-head coupe. Royal blue with smoke blue hide in condition befitting its recorded mileage of only 69,000.



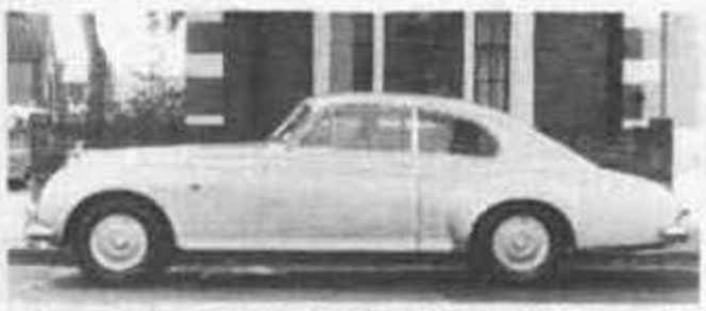
1960 BENTLEY S2 CONTINENTAL FLYING SPUR by H. J. Mulliner. Equipped with 7,000-mile replacement engine and with extensive maintenance history. Saxe blue with light beige hide interior, metal sun-roof.



1948 BENTLEY MARK VI foursome convertible by Graber. Equipped with fully modified engine and finished in powder blue with dark blue hide interior. Very unusual.



1959 BENTLEY S1 CONTINENTAL lightweight by Hooper, believed one of only five. Beautifully finished in regal red with light beige hide — a desirable Classic design.



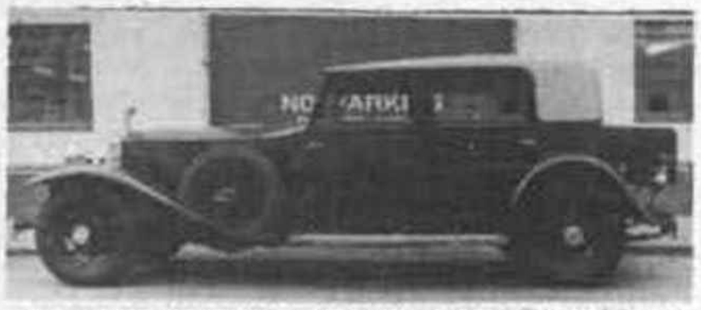
1954 BENTLEY CONTINENTAL R-TYPE with synchromesh gears. Shell grey with mid-blue hide interior and carpets, all in nearly new condition. Mechanically excellent: an automatic version is also available.



1952 BENTLEY MK. VI 2-door 4-seater fixed-head coupe by Farina. Newly re-finished to exceptional standards in garnet and black with champagne hide and all new chrome. Rare.



1954 BENTLEY R-TYPE Automatic saloon, as shown but beautifully turned out in Sherwood green over Tudor grey with cream hide and powered front windows. Luxuriously appointed and should be seen to be appreciated.



1930 PHANTOM II SERIES AJS with left-hand drive — but British built. Equipped with a very practical Brewster body with twin side-mounts, divider, jump seats and fabric hood topping.



1940 MX-SERIES OVERDRIVE BENTLEY saloon-coupe by James Young. Believed one of only two constructed and completely restored to Show condition. Ice blue with indigo unpleated hide with contrasting piping, black shellac woodwork. Spare wheel cover available.



1913 ROLLS-ROYCE London-Edinburgh chassis 25NA with Brewster open-drive limousine body, finished in damson and black; a fine 3-speeder with all contemporary brass external fittings. Ex property of the Vanderbilts and with a fascinating early history.

We wish all Motor Sport readers a Merry Christmas and a Prosperous New Year.

OPENING HOURS 9 a.m. - 6 p.m. SATURDAYS BY APPOINTMENT ONLY

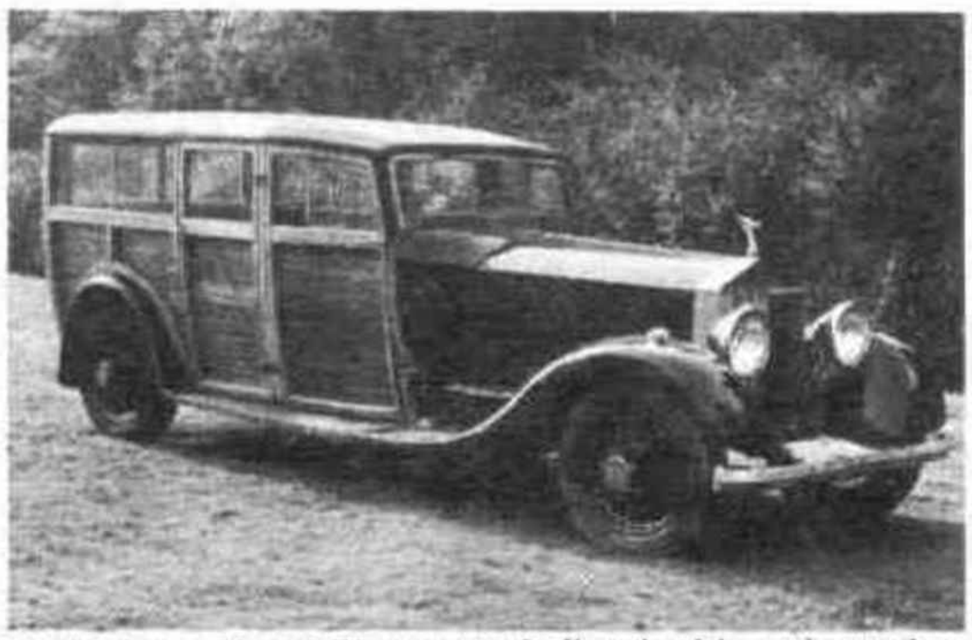
WE NOW HAVE A 24-HR. TELEPHONE ANSWERING SERVICE FOR THE BENEFIT OF THOSE WHO CALL OUT OF BUSINESS HOURS. IF CALLING FROM OVERSEAS PLEASE AUTHORISE US TO TELEPHONE "COLLECT"

101 FARM LANE, FULHAM, LONDON SW6 1QH

Printed by Tee & Whiten and J. Mead Ltd., and associated companies, 21 City Road, London, E.C.1, for the publishers: Motor Sport Magazine Ltd., Standard House, Bonhill Street, London, EC2A 4DA.

DAVID SCOTT-MONCRIEFF & SON LTD.

Purveyors of Horseless Carriages to the Nobility and Gentry since 1927



1927 Iron Head Phantom I, fitted with an imposing professionally-built shooting-brake body. Little used for many years, the chassis is superb. Would be suitable for open tourer body or expensive hencote at **£3,500.**



1958 S.I Bentley Standard saloon. Maintained by Rolls-Royce agents, this lovely car is immaculately finished in regal red with soft grey leather interior. Power-assisted steering, automatic transmission. Far above average, **£1,975.** Choice of two.

SEND FOR FREE STOCK LIST

We are open all week and until 1.00 p.m. Saturdays

SHOWROOM & OFFICE:
2 Macclesfield Road,
Leek, Staffs., ST13 8LA.
Telephone: 0538 384300
or 0538 384020

WORKSHOPS:
West Street,
Leek, Staffs.
Telephone: Leek 384020

If closed telephone:
Churnet Side 360300 (STD 0538)

Cables: 'Buntycars, Leek, Staffs'.

Rolls-Royce and Bentley repairs and trim work undertaken in our workshops.

ROBBINS OF PUTNEY LTD.

Established 54 years. The family business you can trust



BENTLEY Mark VI, 1952, 4½-litre, 6-cylinder, 'big bore' standard 4-door sports saloon with small boot, finished in dark blue over light blue with blue leather upholstery and carpet. An exceptionally good example of this fine model, complete to the original specification, with a recorded mileage of 142,000 miles. **£2,150**



BENTLEY 'R'-type 4½-litre, 6-cylinder, 4-door sports saloon with large luggage boot, finished black with light fawn leather upholstery. Recorded mileage 102,000 miles. The specification includes automatic transmission, radio, sliding roof, etc. First registered November 1954. A considerable recorded service history available. Owned by an enthusiastic Bentley Drivers' Club member and serviced and maintained in superb order throughout. Further details on application.



BENTLEY S.I Continental 4.8-litre, 6-cylinder chassis with automatic transmission, power-assisted steering, fitted with rare James Young 4-door Continental coachwork and finished in black over golden sand, with light tan leather upholstery. This car has covered only 71,000 miles since new and is in superlative condition in every respect. Fully serviced. **£5,850**



ROLLS-ROYCE Silver Cloud III Continental H. J. Mulliner/Park Ward sports 2-door 5-seater saloon, finished in regal red with black hide upholstery and black carpets. 6.2-litre V8 engine, automatic transmission, power-assisted steering, electrically-operated windows, aerial, etc., radio and quadrophonic tape player. Serviced and maintained at Rolls-Royce, regardless of cost. **£8,950**



BENTLEY S.I, 4.8-litre, 6-cylinder engine, 1957 chassis, with power steering, automatic transmission, etc., 4-door sports saloon coachwork with special Radford conversion to seating plan and luggage boot and Reuter front seats. A fine example of this desirable model. The coachwork is finished in grey with red leather upholstery and carpets. **£2,750**



ROLLS-ROYCE Silver Cloud I 4.8-litre 6-cylinder engine 4-door sports saloon, finished in metallic grey with grey leather interior. First registered January 1957. Specification includes power steering, automatic transmission; genuine mileage 129,000 miles, and covered only 33,000 miles during the past seven years. A very fine original example of this classic model. **£3,950**

OUR STOCK IS CONSTANTLY CHANGING — WRITE OR TELEPHONE YOUR REQUIREMENTS — WE MAY ALREADY HAVE IN STOCK THE CAR TO SUIT YOU.

WE CAN SUPPLY NEW ROVER - AUSTIN - TRIUMPH - WOLSELEY - M.G.

96-98 UPPER RICHMOND ROAD, PUTNEY, SW15 2SR

Telephone: 01-788 7881/5

New from Cedar Wood

Sandal Wood for men

The warm woody fragrance

