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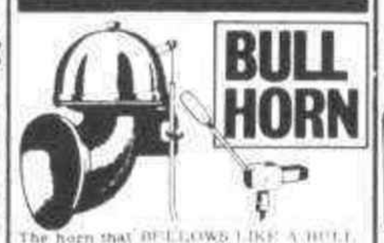
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Incredible detail includes: WORKING DRUM BRAKES, PISTONS, CRANKSHAFT & SUSPENSION. 1452 parts built up as prototype – no glueing. A miniature engineering marvel.

£55.00 + 75p P&P



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Instant engine test unit, this versatile device gives instant check on your car's electrics. It shows ■ charging rate ■ condition of points ■ ignition check ■ voltage output at coil – static & cranking ■ continuity checks ■ dwell angle ■ engine speed ■ battery & dynamo voltage.

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Chosen by MOTOR as one of the 'Top Ten' accessories for 1971

TOURING 1931 Grand Sport 2-3 Litre 8cyl. **ALFA ROMEO** PERFECT REPRODUCTION

1/8 Scale KIT



A NEW POCHER MODEL

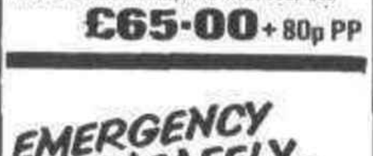
A sporting model of fine detail built from original designs supplied by Alfa Romeo. Over 1,880 parts from high resistance plastic, brass, stainless steel, leather, iron, copper, rubber, etc.

Working four-wheel brakes and steering, opening doors, bonnet and luggage rack. Crankshaft complete with rods & pistons. Headlamps are lit from dashboard.

Seats and trimming in real leather. Model comes complete with tool box.

£65·00 + 80p PP

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GUARANTEED FOR THREE YEARS
14 DAY MONEY BACK GUARANTEE

* Stops any vehicle quicker, straighter under any road or weather conditions!

★ WITH NO SWERVE, PULL OR INSTABILITY CAUSED BY PREMATURE SINGLE WHEEL LOCK-UP!
★ WITH IMPROVED BRAKE PEDAL RESPONSE!
★ STOPPING DISTANCE UP TO 35% SHORTER!
★ DEVIATION UP TO 100% IMPROVEMENT!
★ INSTALLATION TAKES FIFTEEN MINUTES!

PRICE ONLY **£19·54** INCLUDING P&P

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SELECTION OF USED CARS—please check availability.

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A range of over 20 used models always available. Special examples this month —

1974 Series IV, Big Valve Twin Cam. Left-hand drive. Full German Export specification. TUV approved **£1,500**

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1973 Elan +2S 130/5, pistachio, radio, h.r.w., tinted glass **£2,295**

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New 3000M, sun-roof, radio, tinted glass, etc. Last one at old price.

New 1600M, spice, radio, sun-roof, h.r.w. **List Price**

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1970 Reliant Scimitar GTE, turquoise, automatic, h.r.w., rear wiper..... **£1,295**

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1970 MG-B GT, white, overdrive, radio.. **£945**

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Wanted for Cash

All Lotus Elan +2S, Sprint, Seven, Europa — also TVR, MG-B, Clan, Scimitar and good condition sports cars of the type we sell.

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Our specialist division for overseas customers. Worldwide service for cars and spares.

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Next meeting Thursday, February 6th, 8.30 pm, White Hart, Godstone.

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These spoilers act just like wings. In fact they are aerodynamically designed and each model is individually shaped to fit a particular car. If yours is not listed please enquire. Carriage on all spoilers is 25p.

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Front: Escort, Capri I & II, BMW 2002, Toyota Celica, Carina, Fiat 127, 128 and Coupé, Opel Kadett, Manta, Ascona, NSU 1200, V/W Passat, Datsun Cherry — £12.95.
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FRONT ABS QUARTER BUMPERS £2.20.
Mini £4.95
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Front: Mini £10.45
B.M.W., V.W., Avenger, Imp, Escort, Capri, Cortina, £12.95
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(As fitted to the Broadspeed Turbo Capris), Escort, Capri, Cortina, Imp, Avenger, M.G.B., Mini £8.50

ALLOY
The best available, widely used for competition use. Fiat 124, Escort, Capri, Cortina, Imp, Avenger, Datsun 140, 240K, Toyota Celica & Corrolla, Magnum, Spitfire, Mazda RX3,RX4, RX2, HB Viva, M.G.B., £17.25

SPAX SHOCKERS KONI

Spax	Koni	Application (Prices each)
7.45	11-61	Mini range, Hunter range, Cortina I & II, Corsair, Escort, Capri, Avenger, V.W., Imp (standard suspension), Marina rear, Herald range (rear), Volvo range, TR 4/5/6 (front), Opel Kadett, Manta, Ascona, Stag (rear), Triumph 2000 (rear), Rover 2000 (rear), Viva, Firenza, Magnum, Ventora, Saab 95/96/99, most Fiats.
8.50	12-91	Toledo, Dolomite, 1500, 1300 (front and rear), Herald range (front), Jaguar XJ6 (front), B.M.W. 1602/2002, T.V.R., Cortina Mk III, Granada.
10.50	18-31	Reliant Scimitar G.T.E. and 'E' type (rear).
8.50	13-60	XJ6 (rear) and 'E' type (front).
12.50	13-60	Imp Competition (front).
8.50	11-83	Imp Competition (rear).
5.75	6-42	Conversion brackets for Anglia 105E and Spridgets.
N.A.	7-24	Rear Tele Conversion for M.G.B. and M.G.A.
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7.45	10-53	Adjustables to suit above conversions.
8.50	17-17	Lotus 7, Elan and Europa (state year) rear.
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Post and Packing 40p a pair. Two pairs 50p. If your car is not listed please enquire for details.

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Top quality, individually tailored for fitting the following cars:
V/W 66-72, V/W 72 onwards, all minis **£11.61**
Avenger, BMW 1600/2002, Capri, Escort Cortina III, Lancia Fulvia, Marina Coupe, MGB, MGC, Opel Kadett Coupe, Opel Manta, Berlinetta, Passat, Volvo 142, 144, 164 **£13.55**
Granada, Opel Commodore Coupe 72 onwards, Opel Rekord Coupe 72 onwards **£17.42**
Carriage 25p

ASTRALI JET-SET OVERHEAD CONSOLE



astrali

A luxury extra for any car in black leathergrain finish. Easily fitted it features automatically illuminating seat belt sign with audible warning, driver and passenger maplights, speaker housing, rear seat light and space for switch bank. (Rec. retail £16.50).
OUR PRICE £12.50
Carriage FREE

PADDY HOPKIRK BARRI-NUTS
The instant anti-theft device with over 500 different combinations of master head/key. Paddy Hopkirk Barri-nuts are available for all types of wheels.
£3.50 per set of 4, carriage free

CHROME NUTS
Available for all types of wheels
£3.50 per set of 16, carriage free
When ordering nuts please state make, model and year of car and type of wheels.

SHIBUYA THE BEST SOUND AROUND

✱ All prices INCLUDE SPEAKERS ✱

101 8 Track Stereo
Fully rounded safety facia and recessed controls. Ultra slim. Split volume control and hi-lo tone switch. Neg. earth. RRP £21.90
OUR PRICE £14.31

33 8 Track Stereo
Ultra modern style. High quality and reliability. Neg. earth. RRP £25.90
OUR PRICE £18.30

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This pleasing design will fit virtually any dashboard. Comprehensive push-button and rotary controls. Neg. earth. RRP £45.10
OUR PRICE £33.48

XA-86 'SONIDO' 8 Track Stereo
Elegantly styled. Neg. earth. RRP £40.50
OUR PRICE £26.48

202 Cassette Player
Individual controls. Neg. earth. RRP £25.90
OUR PRICE £21.39

DISPLAY SPEAKERS — £4.80 per pair

SHELF/DOOR Stereo Speakers £4.30 per pair

TRICO REAR-VIEW ELECTRIC WIPER SETS

Each kit is built around an electric motor with a wiper arm and blade combination to provide good rearward vision. Switch, cable and all parts supplied with template and full instructions.
All BLMC Minis **£11.15** Carriage 30p
Ford Capri, Cortina Estate Mk I-II-III, Escort estate, Granada/Consul estate, Singer Vogue estate, Hillman Husky, Minx estate, Hunter estate, Avenger estate, Simca 1100 estate, Vauxhall Viva estate, Victor estate (FC & FD), BLMC 1100/1300 saloons and estates, Marina estate, Fiat 124 estate, 127 3-door, Mazda 1300 and 1800 estates, Peugeot 504 estate, 204/304 estate, Renault 5 and 6, Toyota Crown estate, Saab 95 V4 estate. **£12.40** Carriage 30p

TRICO REAR-WASH ELECTRIC SCREENWASHERS

With a Rear-Wash kit installed, the Rear-View wiper does a super cleaning job. Suitable for all cars with rear wipers.
£5.84
Carriage 30p



WHEEL ARCH EXTENSIONS

In sets of 4, easily fitted.
MINI — Aluminium £4.50
MINI — Fibreglass (Group 5) £6.50
ESCORT — Paddy Hopkirk standard type £9.95
ESCORT — Fibreglass, Works Pattern £9.50
Escort extensions will fit Viva, Avenger, Rootes range (not Imp), Anglia, with slight modifications.

MR. REVELL KIT



Mr. Revel dragster kit 14¾" long
only £3.75
carriage free.

Revell



ESCORT DASH
Fits all models. Black grained ABS moulding. Additional space allows homologated instrument layout. **JBW PRICE £7.90** Carriage 25p

MINI DASH
For MK I & MK II. Black grained ABS moulding. Space for 7 additional instruments, 20 switches, radio and speaker.
JBW PRICE £7.50 Carriage 25p

Nikki TWIN-CHOKE CARBS

These fantastic Japanese Nikki Twin-Choke Carbs offer the finest value for the enthusiast and give considerable improvement on both acceleration and top speed. Complete kits are available for: BMC 850, 1000, 1100, 1300 — All Anglias & Cortinas, Escort, Capri — Viva — Fiat 600, 850 — Renault R8, R10 — VW1200, 1300, 1500. Each kit comprises: carburettor, inlet manifold, linkage, fuel connection and chrome filter. Ready tuned, easy to fit. Carr. 25p
(Rec. retail £31.68) **OUR PRICE £26.85**

'TURBO' Headlight Cleaners
Now available in this high quality, simple to install kit. Keeps your headlights clean — better for your eyes — better for your safety.
OUR PRICE ONLY £4.50 per pair. Carriage 25p.

SHOEI Integral Helmets
Type S12
BSI, ACU, Z90 and RAC Approved for competition use. Glass fibre construction, complete with visor. Colours: White, Orange, Metallic Blue, Candy Gold. Sizes: small, medium, large. (Rec. retail £30.80)
OUR PRICE ONLY £23.50 Carriage 25p





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Really good looking and give all round protection! Supplied in pairs and easy to fit. Carriage £1.00 per pair.
MINI and CLUBMAN, chrome or matt black £29.00.
BLMC 1100/1300, ESCORT, CAPRI, chrome £20.52.

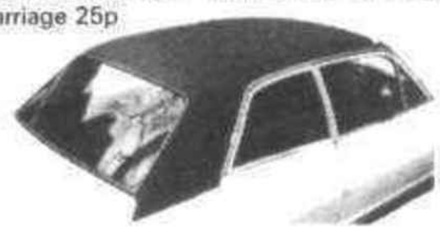


Interior Silent Travel Kits D.I.Y.

The easy to use kit consists of 3 sq. yds. of thick, sound-absorbing felt, special adhesive, spatula and illustrated instructions. Easy to fit and will benefit old and new cars alike.
£6.75 Carriage 50p.

VINYL ROOF KITS

A really luxury extra for your car. Easy to fit to saloons, estate cars or vans without any special knowledge. Clearly illustrated fitting instructions. Complete kit including adhesive. Black only.
TYPE A £8.87 TYPE B £12.90
Carriage 25p



MODEL A
Austin 1100, 1300, A 40 Farina, Mini and Maxi
Datsun 1300 and 1600
Ford Anglia 1058
Hillman Imp, 1725, Series II
M.G. 1100 and 1300
Morris 1100, 1300 and Mini
Riley 6/1 and Kestrel
Singer Gazelle Series I-II
Sunbeam Rapier 1968
Triumph 1300, 2000 and 2.5 P.I.
Wolseley 1100, 1300 & Hornet
Hillman Imp
Renault R8, R10 and 1400
Rover 2000 and 3500
Saab 96
Singer Chamois
Vauxhall Viva HA
Ford Escorts
Triumph Herald 948, 1200, 1250, 13/60 and Vitesse

MODEL B
Audi 80, 100 LS, GL and Coupe
Fiat 124 and 125
Ford Corsair, Cortina Mk I and Mk II, Anglia and Prefect 100E
Hillman Hunter, Minx 1300, 1967-1969
Jaguar Mk II, S Type
Morris Minor 1000
Singer Gazelle 1500, 1967-1969
Vauxhall Victor FB, Victor FC
101, Viscount 1600, 2000
Viva HB, Viva HC
Volkswagen 1500, 1961-1964
Volvo 123G-1225, 144 and 145
Austin A 55 Farina and A 60
BMW 2000
Ford Consul, Zephyr, Zodiac Mk II, Zephyr, Zodiac Mk III
Hillman Super Minx Mk III and Mk IV
M.G. Magnette Farina
Morris Oxford Series V and X
Riley 4/68 and 4/72
Wolseley 15/60 and 16/60
Hillman Minx, 1957-1965
Super Minx Mk I and Mk II
Humber Sceptre, 1963-1968
Sunbeam Rapier, 1956-1965
Austin 1800 Mk I and Mk II
Morris 1800 Mk I and Mk II
Wolseley 18/85 Mk I and Mk II
Ford Zephyr V4, V6 and Zodiac V6
Ford Capri, Cortina Mk III, Consul and Granada
Hillman Avenger

CIBIÉ

Oscars	£8.95 each
Oscars – Dipping	£9.90 each
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Type 40 fog & spot	£6.95 each
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Oscar Stoneguards	£2.85 each
S. Oscar Stoneguards	£1.46 each
Relays	£1.95 each

CARRIAGE FREE

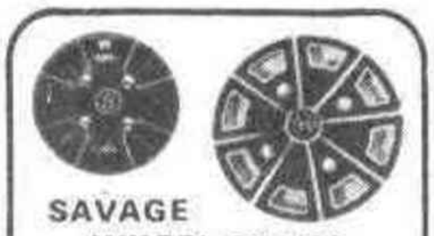


100+ FULL HARNESS Seat Belt
B.S.I. Approved
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Carriage 25p

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Standard **£10** Carriage 25p
Super Mini-Fins with built-in spacers and long studs supplied. RAC approved.
£14.50 Carriage 25p

D.I.Y. Wheel Balancer
The quick and easy way to balance your own wheels. Suitable for almost all 4 studded wheels this precision instrument should last you for many years.
Our Price only £3.95
Balance weights
for above (state stick-on or clip-on) **£1.00 per set**



SAVAGE WHEEL TRIMS
In sets of 4 Carriage 30p per set.
10" Type £6.25 12" Type £7.65
13" Type £7.65

AVON

Safety Wheel
The wheel which could save your life. Further details on request.

4½ x 10	£11.66
4½ x 12	£14.58
5 x 13	£15.44
5½ x 13	£16.63
5½ x 14	£19.22
6 x 14	£20.30
6 x 15	£21.60

Prices include chrome nuts. FREE DELIVERY.



COBRA 'Wire X'
5½ x 13 £14.95
Includes chrome nuts. 4 locking nuts £3.00. Carriage 25p per wheel.



MIDLAND METALLIC Mk I

5 x 10	£9.45
5 x 12	£12.20
5½ x 13	£13.95
5½ x 14	£14.85

Price includes chrome nuts. 4 locking nuts £3.00. Carriage 25p per wheel.

DUNLOP Steel Wheels

4½ x 10 Mini	£4.85
5 x 12 Imp, Viva	£4.85
5½ x 13 Ford, Chrysler, Triumph	£4.95
5½ x 14 MGB	£5.95

DUNLOP 'CHROME RIM' Steel Wheels

4½ x 10 Mini	£7.30
5½ x 13 Ford, Chrysler	£8.50

16 Chrome nuts £3.50. 4 Locking nuts £3.50. Carriage 25p per wheel.

SCHRADER
Chrome, bolt in, competition valves to fit all alloy and steel wheels. £1.00 each.

Wheel Cleaner
Highly concentrated for the rapid removal of all dirt. 85p. Carriage 25p.

MAG-LAC
A clear coating providing long lasting protection from oxidation and corrosion on all alloy castings. £1.50. Carriage 25p.



MIDLAND METALLIC Mk 3

6 x 14	£17.95
6 x 15	£19.30

Price includes chrome nuts. 4 locking nuts £3.00. Carriage 25p per wheel.



APPLIANCE 'Wire Mag'
5½ x 13 £22.14
Other sizes and prices on request. Carriage 25p per wheel.



WOLFRACE

5½ x 13	£18.68
6 x 13	£19.33
7 x 13	£20.57
8 x 13	£22.14
6 x 14	£20.25
6½ x 14	£20.63
7 x 14	£23.15
6 x 15	£24.68
6½ x 15	£25.43
7 x 15	£27.00
8½ x 15	£28.89
10 x 15	£43.75

Price includes chrome nuts. 4 locking nuts £3.00. Carriage 25p per wheel.



REVOLUTION Road (Silver)

5 x 10	£8.95
6 x 10	£9.75
5½ x 13	£11.25
6 x 13	£12.20
6 x 14	£14.50

Price includes chrome nuts. 4 locking nuts £4.50. Carriage 25p per wheel.

Competition (Black)

6 x 10	£11.50
5½ x 13	£16.80
6 x 13	£18.30
6½ x 13	£20.30
7 x 13	£22.40
7½ x 13	£24.40
8 x 13	£26.60
8½ x 13	£28.80
9 x 13	£31.30
10 x 13	£35.90

Revolution Comp. Wheels Only — 15% OFF above prices to competition licence holders (state licence number). Price includes chrome nuts. Carriage 25p per wheel.



K.N. GEMINI

5 x 10	£8.35
5 x 12	£9.45
5½ x 13	£10.45
5½ x 14	£12.10
6 x 14	£12.55
5½ x 15	£13.20
6 x 15	£13.70

Price includes chrome nuts. 4 locking nuts £3.00. Carriage 25p per wheel.



K.N. MERCURY

6 x 10	£8.56
6 x 13	£11.00

Price includes chrome nuts. 4 locking nuts £3.00. Carriage 25p per wheel.



COSMIC Mk II + Mk III

5 x 10	£8.80
6 x 10	£9.90
5 x 12	£11.82
5½ x 13	£13.81
6 x 13	£15.02
5½ x 14	£16.50
6 x 14	£17.60
5½ x 15	£16.80
6 x 15	£16.80

4 chrome nuts 60p. 4 locking nuts £3.00. Carriage 25p per wheel.



SUPERLITE

5 x 10	£9.75
5 x 12	£10.80
5½ x 13	£13.50

Price includes chrome nuts. 4 locking nuts £3.00. Carriage 25p per wheel.



100 + OCTAVO

5 x12	£10.50
5½ x 13	£11.20
6 x 13	£11.95
6 x 14	£12.37
7 x 14	£14.95

4 chrome nuts 60p. 4 locking nuts £3.00. Carriage 25p per wheel.



MAMBA

5 x 10 nat.	£8.70
5 x 10 d/l	£9.55
6 x 10 nat.	£9.00
6 x 10 d/l	£9.85
5½ x 13 d/l	£12.82

Price includes chrome nuts. 4 locking nuts £4.50. Carriage 25p per wheel.



100 + PHASE 4
13" & 14". Latest design. Super thick air tex leather between spokes. Black anodised finish. Complete with boss and all fittings. State make, year and model of car when ordering.
Our Price £9.30
(Rec. retail £13.75)
Carriage 30p.

SUPER DE-LUXE
10" 11" 12" 13" 14". British Made top quality leather with thick grip. Complete with boss and all fittings. State make, year and model of car when ordering.
Our Price £7.30
(Rec. retail £11.50)
Carriage 30p.
Thumb spark 50p extra.
Black anodised 30p extra.

CONTENDER (Astrali)
13". Hand stitched, thick grip, semi-dished, alloy frame. Complete with boss and centre cap. State make, model and year of car when ordering.
Our Price £5.25
(Rec. retail £7.65)
Carriage 30p.

EURO 4 (Astrali)
13". Special oval shape. Distinctive black anodised 4 spoke design. Two tone (tan & black) hand stitched rim. Complete with boss and all fittings. State make, model and year of car when ordering.
Our Price £6.95
(Rec. retail £10.95)
Carriage 30p.

MOTOLITA Mk IV
12" 13" 14" 15" (flat or dished). Deep dish heavy gauge alloy frame. Three spoke design in polished alloy or Competition Black. Soft black leather rim. Complete with boss and all fittings. State make, model and year of car when ordering.
£18.40 — carriage free

MOTO-LITA Mk V
14" 15". Believed to be the most elegant steering wheel in the world. Beautifully engineered three spoke design in polished alloy with black leather rim. Complete with boss and all fittings. State make, model and year of car when ordering.
£20.00 — carriage free

MOTO-LITA Mk VI
14" (dished). Distinctive four spoke design. Black leather rim with polished alloy or Competition Black spokes. Complete with boss and all fittings. State make, model and year of car when ordering.
£22.15 — carriage free

Colour coordinated wheels to Special Order on all MOTO-LITA steering wheels.

328-330 RADFORD ROAD, COVENTRY
Tel: Coventry (0203) 28265

92 KINGSGATE ROAD, WEST HAMPSTEAD, LONDON N.W.6. Tel: (01) 328 6413 and 328 1214

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SPEEDWAY MODERN SERVICE STATION, ANWICK CORNER, Nr SLEAFORD, Lincs
Tel: Ruskington (0526) 832362



CORBEAU

NEW GTB Plain £21.55.

GTA	£13.20	GT4 coloured sides tan/blue/orange/red/white	£20.10
GTA H/B	£15.70	GT5	£20.35
GTB plain	£19.55	GT6 rec	£28.35
GTB with stripe	£20.55	GT7 rec	£32.85
GTB rec. plain	£21.55	GT8 comp	£24.25
GTB rec. with stripe	£22.55	GT8 H/B	£28.60
GT4	£19.10		

Sub frames and runners £2.50 when purchased with a seat



new HUNTMASTER range

Dino	£14.20	Lambswool surcharge	£3.00
High Rider	£17.00	Headrests —	
Targa fixed	£18.65	Nylon or Lambswool	£3.50
Targa Recliner	£22.85	Sub-frame and runners	£2.30
Maverick	£18.65		



BILLOVER
all seats nylon trimmed

ALPINE	£13.20	EASY RIDER H/B	£16.25
MOTORWAY II	£13.75	SEBRING Recliner	£25.50
S.L.R. Competition	£20.85	HEADREST	£2.95
CARRERA	£17.50	NEW —	
CARRERA Recliner	£23.60	Roger Clark Rally Seat	£21.20
		Monza H/B Recliner	£24.20
		Sub-frame and runners	£2.30



Simon Green **MOTO-LITA**

all seats nylon trimmed		ML4 Recliner H/B	£38.80
ML1 Touring	£25.85	ML5 Competition	£31.25
ML2 Touring H/B	£28.00	ML6 Competition H/B	£33.40
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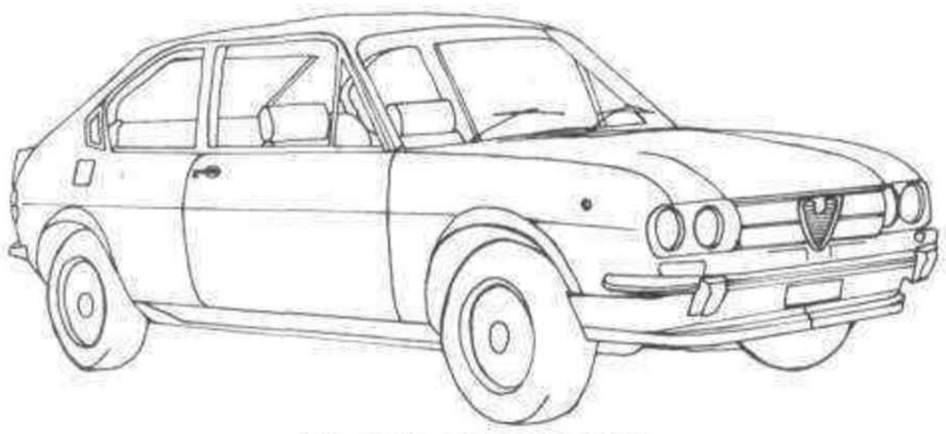
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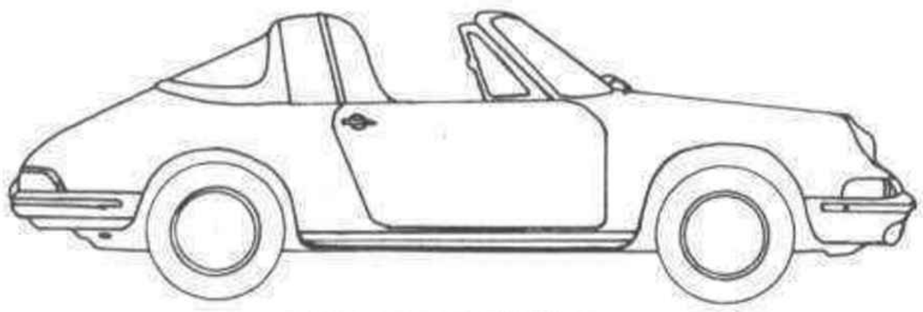
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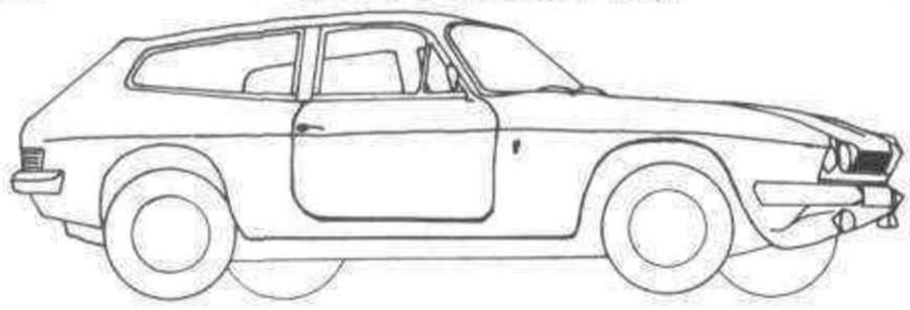
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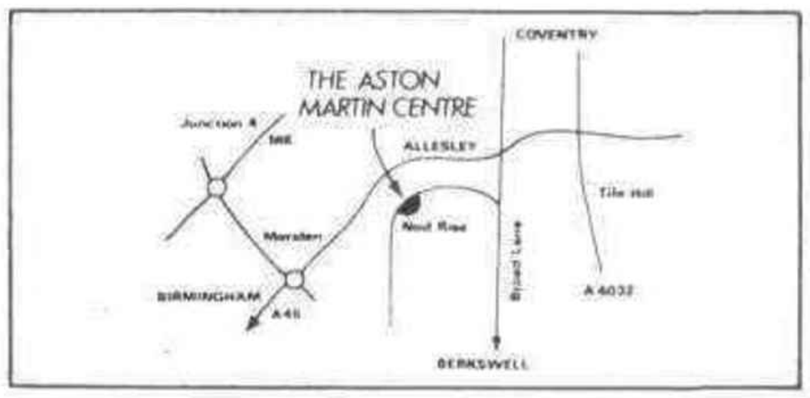
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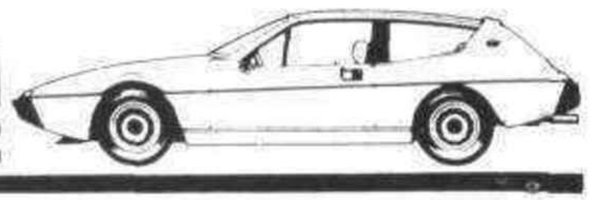
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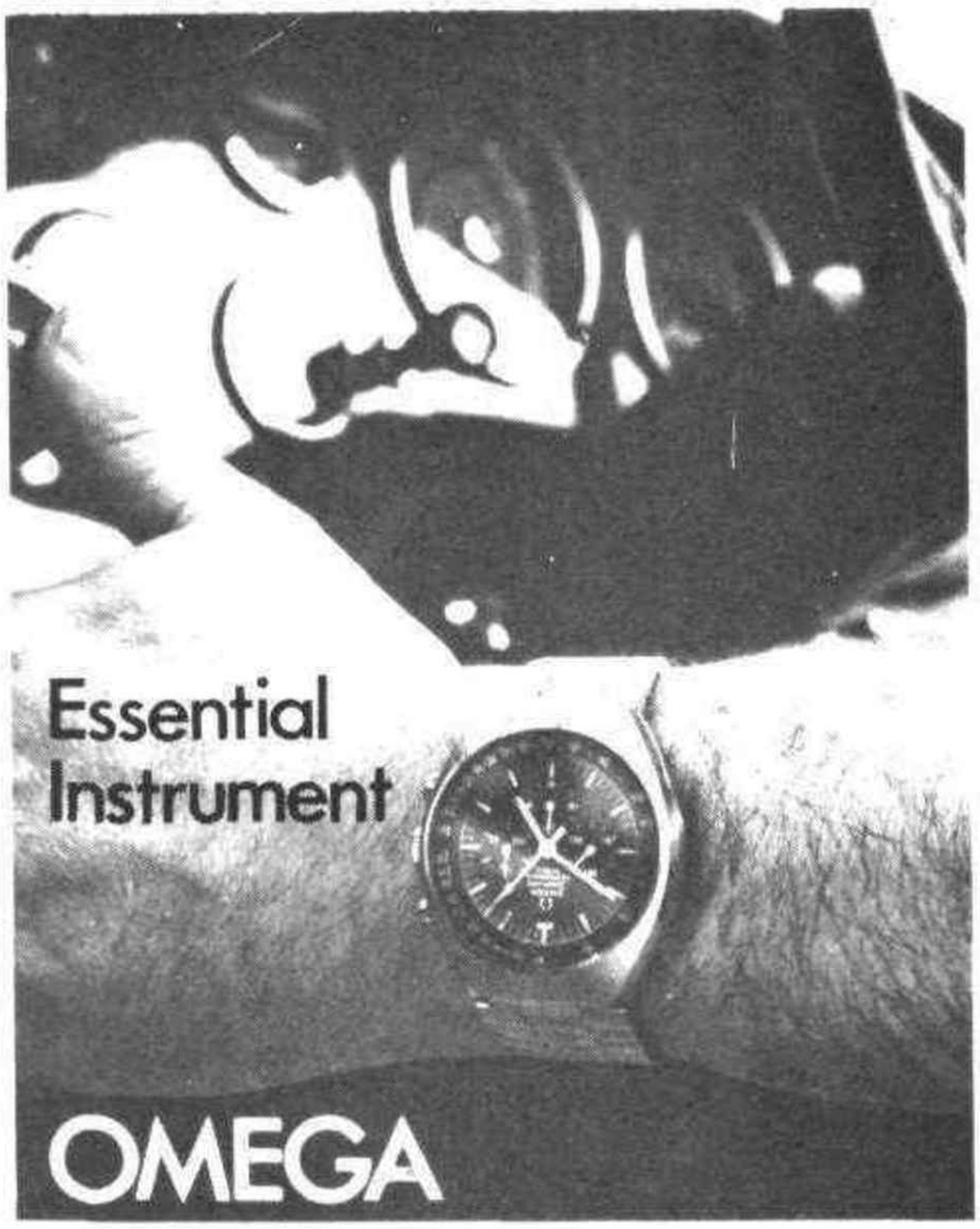


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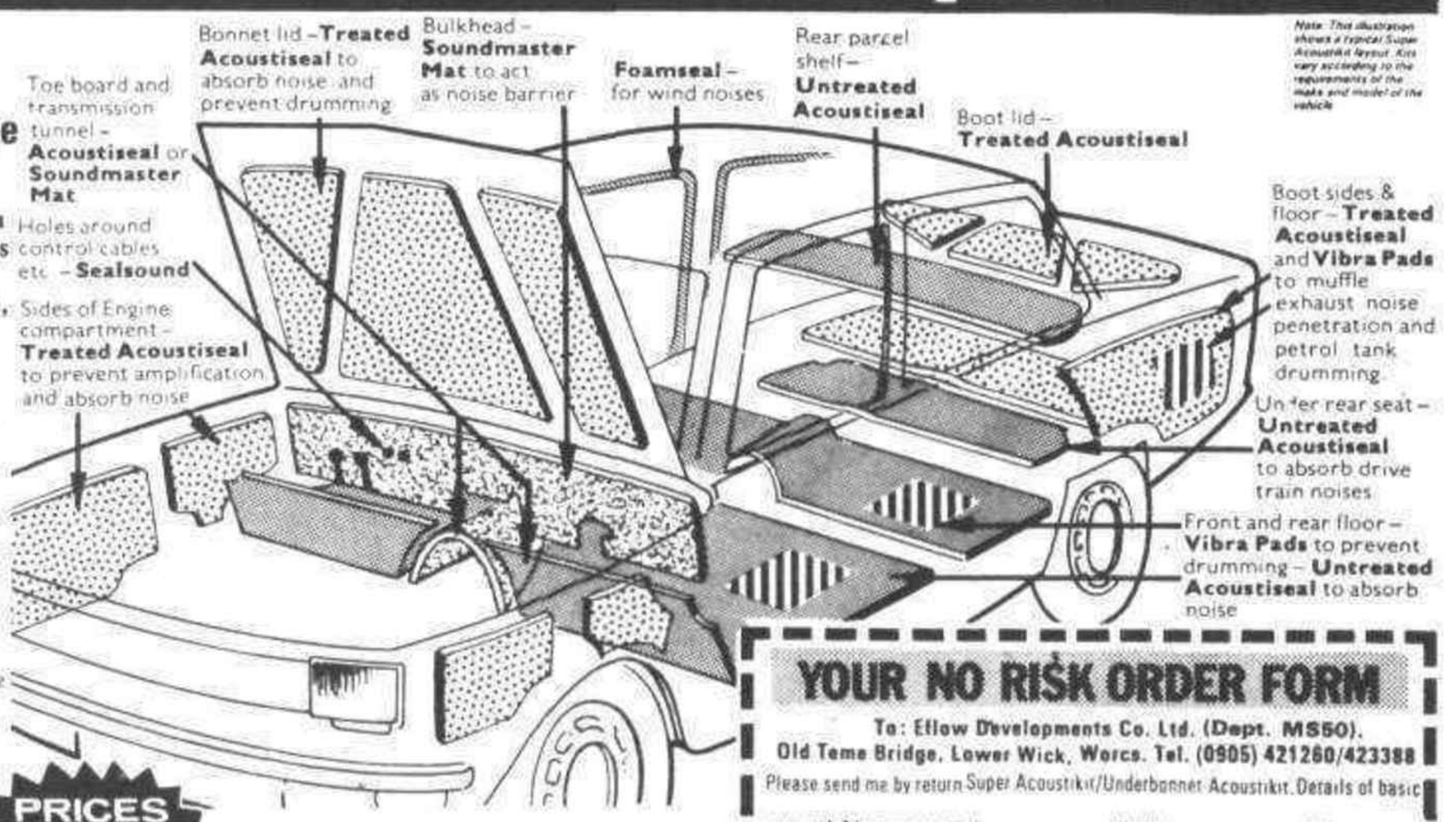
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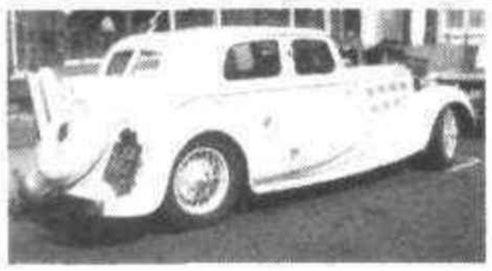


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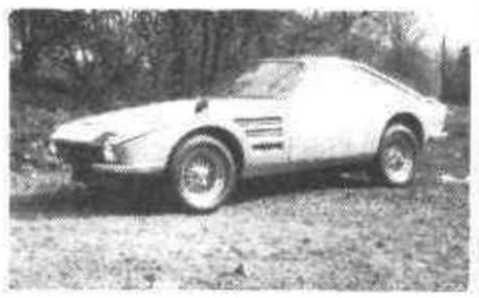
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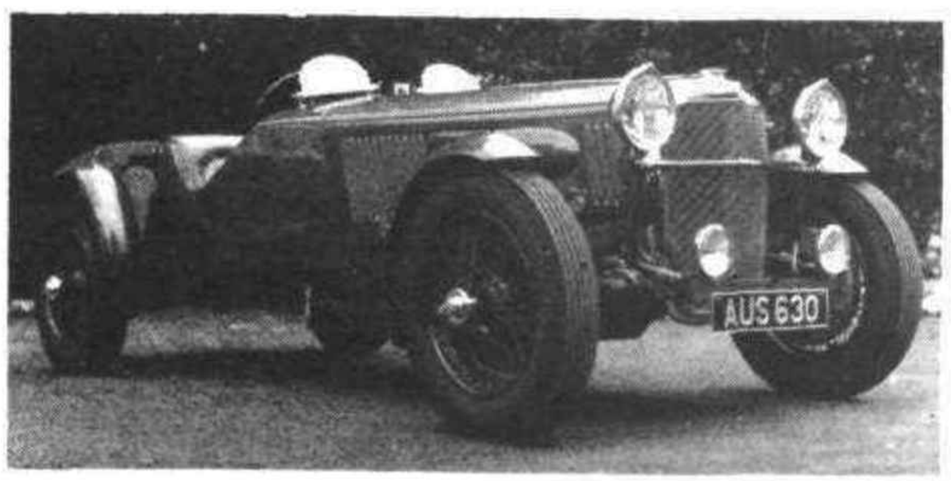
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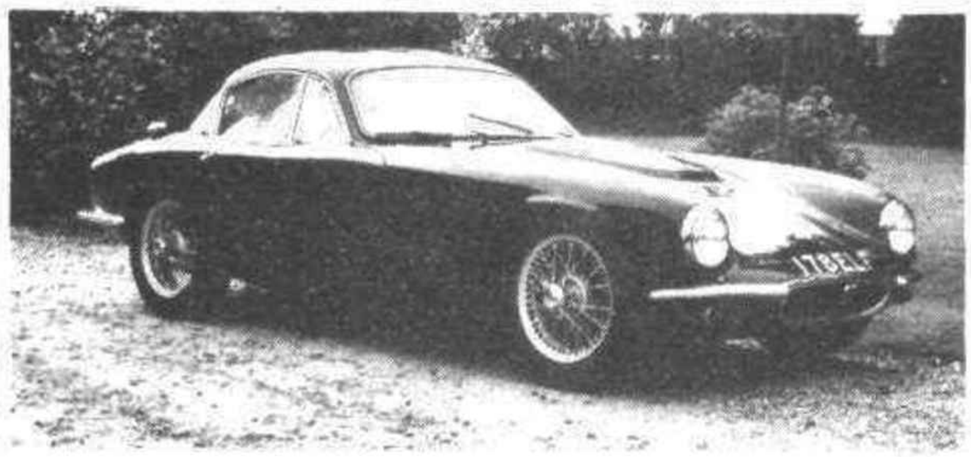
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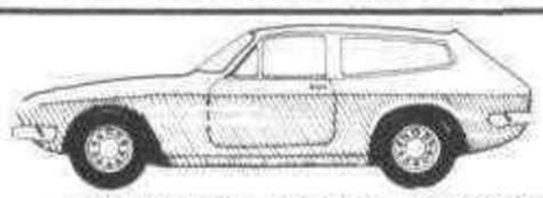
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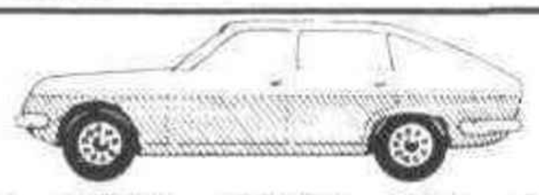
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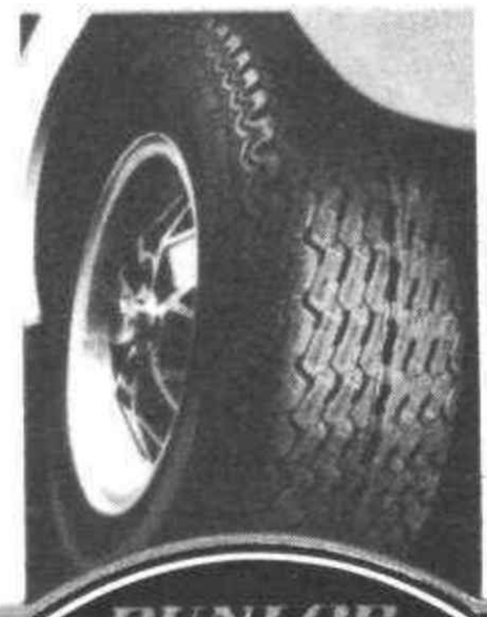
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MOTOR SPORT

INCORPORATING SPEED AND THE BROOKLANDS GAZETTE

VOL LI No. 2 FEBRUARY 1975

Fifty-first year of publication

Publication date first of the month

STANDARD HOUSE, BONHILL STREET, LONDON, EC2A 4DA

Telephone: 01-628 4741

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FRONT COVER PICTURE : BERNIE ECCLESTONE'S works Brabham team has now attracted backing from the Martini drinks firm and will carry their colours in all World Championship Grand Prix races this year. Our cover picture shows drivers Carlos Reutemann (in car) and Carlos Pace posing with the new Brabham BT44B at a recent London reception to announce the tie-up.

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MATTERS OF MOMENT

BRITAIN'S GO-SLOW

Since the change of Government we have seen petrol prices rise to alarming heights in a succession of quick increases, with absolutely no concession in the form of reduced petrol-tax, and then came the added insult of reduced speed-limits and the doubling of fines for motoring offences.

Don't be misled into thinking the Government seriously believes that having a variety of speed-limits ranging from 30, through 40, 50 and 60, to a furious 70 m.p.h. on Motorways, will save any significant amount of oil. The figure it might save is quoted by authorities as from 1% to perhaps at best 2% or 2½%. Consider the matter logically. Speed on Motorways remains the same. Speed in urban areas is unchanged. Only on the roads in between will there possibly be a small reduction in pace, and then only by about 10 m.p.h., on average. With industry using some £2,500-millions of oil a year and road users but 1/250th of this, the new speed restrictions are presumably aimed at killing pleasure motoring, destroying private industry and, if Bureaucracy has any conscience at all, at hoping to slightly reduce accidents, although statistics based on accident-per-mile-of-road usage do not endorse the validity of this.

When Mr. Varley made his go-slow pronouncement the *Daily Telegraph* called it "Political Conmanship", pointing out that the Road Research Laboratory (that expensive tax-payers' institution) had announced the fuel-saving of juggling with speed-limits to be negligible. But lower limits were imposed, nevertheless. Have no illusions why!

What will the effects be? Greater danger, because it is difficult to overtake commercial vehicles safely on ordinary roads at 50 m.p.h. Yet on dual carriageways, where this is more easily possible, an extra 10 m.p.h. is granted! Why should it be permissible, desirable, if the Government really and truly is deluded about fuel-saving, for us to use that much more petrol on dual carriageways than along country roads?

Bunching, boredom, and lack of concentration at the unrealistic new speeds, will also contribute to more accidents.

Then the rift between normally Law-abiding drivers and the over-worked and generally decent Police will widen, especially among the young, who like to enjoy their ironically hard-come-by motoring freedom and used to be able to do without necessarily breaking the Law. With speeding fines doubled, up to a maximum of £100, at a time when money is ever more difficult to save, and the totting-up system of licence-endorsement, which takes no account of annual mileage driven and little of a previous good-driving record, retained, those who intend to pay only lip-service to the "futile-50s" may soon find themselves unable to go motoring. Indeed, did not Mr. Mulley, the non-driving Minister of Transport, remark that the Home Secretary will have to consider whether more Police pay and recruiting are advisable, in order to enforce his new curbs? Yet *this is the Minister who, while blandly introducing these measures, told the House of Commons that when he was a car driver he exceeded the limit from time to time without being detected and who made it plain that he regards any Member of Parliament who has at no time exceeded any speed-limit as someone quite unique*? What logical thinking, from the man who has put Britain at the crawl!

Just think of the further implications. The Motor Industry is not in the healthiest of conditions. Yet how many customers are going to spend money on expensive transport like Aston Martins, XJ12 Jaguars, Lotus Elites, or £30,000 sports Rolls-Royces, if such cars can only be extended to 70 m.p.h. on dull Motorways? Perhaps the Government sees in this a way of killing those private companies which make such once-saleable products? Development of fast cars is likely to be slowed down or halted to Britain's detriment, unless these pedestrian speed-limits are lifted Indeed, new-car sales of all kinds will suffer, except maybe for a time while the prudent lay in stocks of baby economy-cars: The Used-Car Trade and the Specialist Dealers in exotic machinery in particular, certainly those outside the top-price "speculative" fringe, can expect a severe set-back, because drivers with two or three endorsements on their licences through failing to observe the 30, 50, 40, 50, 30, 60, 70, 50, 30-limits will surely turn to other interests such as boating, model building, hi-fi, radio-controlled model aeroplanes, garden railways and other now easily available and much publicised pastimes. At worst, some former

Continued on next page

Motor Sport Fixture List For February

★ **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*	*MAP REFERENCE OR NEAREST TOWN*	*CATEGORY*	*TIME*
Feb. 1st/2nd	Coventry & Warks. MC	Salt Box Cafe & Filling Station	Foston, Derbyshire	Sixth Precint Rally (*R*)	23.00
Feb. 1st/2nd	Blackpalfrey MC	177/655707	—	Harris Rally (*C*)	21.31
Feb. 1st/2nd	Rhyl & Dist. MC	Henffurdd Caravan Centre & Garage	489679	Rally (*R*)	19.00
Feb. 2nd	Manchester & Salford Students AC	Salford University Union Car Park	Salford	Autotest (*CI*)	12.00
Feb. 2nd	Redditch & Dist. CC	Belfry Hotel	Sutton Coldfield	Esso Uniflo Special Stage Rally (*R*)	—
Feb. 7/8/9th	**Galway MC Ltd.**	**Galway City**	**Eire**	**Galway Motor Rally (INT)**	**15.00**
Feb. 8/9th	BPAC	BP Site	Prees Heath	Siamic Rally (*C*)	18.30
Feb. 8/9th	Cambridge CC	B. E. Cocks Ltd., Newmarket Road	Cambridge	Fildyke Rally (*R*)	23.01
Feb. 8/9th	Lancashire AC	C. G. Skipper Ltd., Calder Vale Garage	103/837329	Rally Demdike (*R*)	20.00
Feb. 14/15th	Belfast, Bangor & Newtonards MC	Lukes Point Car Park, Seacliff Road	Bangor	Jack Frost Rally (*R*)	22.00
Feb. 15/16th	Romney Marsh CC	Oasis Cafe	Old Romney	Marsh Mist Rally (*R*)	20.31
Feb. 15/16th	Furness & Dist. MC	Bridge Garage	Holmrock	Towers Leck Trophy Rally (*C*)	20.30
Feb. 21st/22nd	De Lacy MC	Selby Fork Motor Hotel	105M/468304	Mintex Dales Rally (*N*)	18.00
Feb. 22nd	Caernarvonshire & Anglesey MC	Llandudno	Wales	Gwynedd Stages Rally (*R*)	—
Feb. 22nd/23rd	Maidstone & MK MC	Drake & Fletcher Ltd.	188/789½521	Chico Rally (*R*)	19.00
Feb. 22nd/23rd	Peterborough MC	PM Tractors Ltd., Oxney Road	Peterborough	Nocturnal Noggin Rally (*C*)	21.00

MATTERS OF MOMENT

Continued from previous page

petrol-burners may turn to less constructive uses of leisure-time and money, for those in Authority fail dismally to see that ownership of interesting motorcycles and cars keeps otherwise idle hands and impressionable minds busy! This may seem to be stretching a point. But with bombs bursting in British cities in peacetime, one may be forgiven for thinking that the more reliable citizens the Establishment can count on in an emergency the better, and that certainly the Police, who ask that every suspicious happening be reported to them for immediate investigation, should not be occupied at the present time with speed-trapping in the forlorn hope of ensuring that naughty motor-owners save a dribble of the Nation's fuel consumption.

Already 500 workers have been laid off by the closure of Aston Martin Ltd. Does this justify legislation against motorists, when accident reduction from lower speed-limits is unproved, much as the Big Nannies want the Health Service saved in every possible way while Barbara Castle resolutely tries to sabotage it and deny it the help private patients are willing to give it.

Under these bleak circumstances, you might expect to find the Motor Industry, the Motoring Organisations, the Motoring Press and the car-users themselves to be taking a very firm stand. Mostly you would be disappointed. Yet the fact that feelings are running high is obvious from the enormous mail we are receiving—a selection of which appears on page 159. The RAC has issued a booklet about what it is doing for you. The AA wants compulsory seat-belts but seems indifferent to the rest. *Autocar* says it has grown to accept the limit, "until there is greater safety and while the energy-crisis continues"! *Motor* (from the same publishing house.) wants us to all belt-up but is against the new speed-limits. *Motoring News* can see absolutely no sense in the lower limits, calling them "Mimser madness" but its Editor is all in favour of seat-belts. Not a very encouraging fighting outlook, is it?

There are some 18-million driving-licence holders in this country. Remembering what a handful of irate farmers did to hold Continental transporter-lorries in a Welsh dock-area last year, without bloodshed or prosecution, because they didn't like foreign beef coming into the country, think what motorists could achieve if they were properly united. It hardly bears thinking about! Perhaps a Motorists' Militant Movement will come into being, or a Drivers' Union as called for by a letter-writer to *Motoring News* dated 2/1/75. There are enough Clubs to stoke it up, on a regional basis.

In a Law-abiding capacity, everyone who disagrees with the fresh anti-motoring legislation that came into being so soon after the Election should write at once to his or her MP, voicing objections. It would be a start.

Then MOTOR SPORT will be pleased to receive suggestions about other forms of action. We presented a 265,000-signature Petition to the MoT protesting against the 70-limit on Motorways. It was handed in by Earl Howe, supported by several leading racing drivers and the Editors of MOTOR SPORT and *Motoring News*. Such protests are very costly to organise and the paper they consume seems merely to improve for a time the office-heating in the Ministry buildings. Yet, although we failed to achieve our objective with that big Petition, we feel certain that the limit would have been reduced to 60 m.p.h., had it not given the then Minister of Transport furiously to think.

Now we have this confused Mr. Mulley, the non-motorist, saying he has been under pressure to bring the limit down even lower than 50 m.p.h. So maybe there is urgent need of another Petition, or some other action, to convince him of the harm this would do?

Make no mistake about it—persecution is loaded against drivers and car owners. We have Mr. Mulley defending his "fatuous-50s" on the grounds of fuel conservation one moment, trying to justify his great variety of speed-limits the next, in terms of greater safety. He is certain motoring laws can be enforced—fines have been doubled, up to a maximum of £200 for careless driving, £100 for forgetting the test-certificate—yet he is sure MPs ignore speed-limits! He didn't know the answer, according to *Hansard*, when asked during the Speed-Limit Debate, whether or not a 70-limit is imposed on Motorways in Northern Ireland.

Your licence may well be short-lived if you get confused about multiple speed-limits, and why you are all right using more fuel going North than going West, for instance, or whether you have to keep to 60 on the A1 when no-one minds you burning a little more petrol on the M1. If you are stopped for exceeding a speed-limit you have no way of checking on the accuracy of the radar apparatus or the competence of the copper operating it. You will be asked who you are and where you live, which is fair enough. You will also, in our experience, be required to state your age, and your occupation. If, remembering Hitler Germany, you refuse, you will be told the Law demands this information. You may be told that this data is only asked for to safeguard others if you have given a false name and address or presented an invalid licence—as if anyone doing this wouldn't also quote a likely age and occupation! Note, of course, that although British Justice makes great play of her citizens being innocent until they are proved guilty, as a vehicle driver this prerogative is denied you.

Before there is an overall 40 m.p.h. speed-limit, petrol at £1 per gallon with increased tax as well, the "Road Fund" raised to £30 or more per annum, and a radar-trap on every straight road, regardless of traffic density, with Big Brother legally entitled to ask for even more personal information about you after trapping you, perhaps the Motor Industry, the Motor Trade and all concerned will make some protest. Unless of course they want unemployment in their sector, as their customers leave the roads for less hedged-about pursuits.

■ WELCOME TO THE NEW ESCORT

A new car from Ford, or from Rolls-Royce for that matter, is an exciting occasion—remember the advent of the Model-A in 1927 and of the New Phantom in 1925. So it was when Ford of Britain took over much of the ground floor of the London Dorchester last month to show the Press their New Escort, in its 20 versions—a party to which the Editor of MOTOR SPORT drove in a British Leyland Allegro, encountering a *seven* m.p.h. speed-limit *en route*! In his introductory speech Terry Beckett, Managing Director and Chief Executive of Fords, said that his Company faced the future with confidence, hoping to produce at least 50,000 more vehicles this year than in 1974, although they did not expect the car market in Britain to exceed 1.15-million, a drop of 21½% on last year's output.

Mr. Beckett made the significant point that manufacturing costs had risen in terms of prices of materials by 63% between January 1973 and December 1974, yet Ford had increased the price of their cars by only 48%. The significant point is that this represented

a loss of £46 per vehicle, which has to be multiplied by well over ½-million units, giving an under-recovery of around £25-million.

Yet Ford are optimistic about 1975 opportunities, although castigating the Government for failure to introduce tax reductions and other reliefs to Industry. They hope to increase their share of the private-car market to 26% and of the commercial vehicle market to 33.3%. Incidentally, the Ford Transit, its V6 engine used so successfully for the bigger Ford cars, is now ten years old, and a new extra-heavy-duty Ford truck, the H-series, should, Ford expect, keep them at the top of the European truck and van sales-race, which proud position they now occupy.

Mr. Beckett made the important point that if ten other British companies were to export at the same rate as Ford, we should have no balance of payments deficit (£4-billion), even after paying the enormous annual bill for oil imports. Ford sold more high-series Cortinas last year than in 1973 and the Capri almost held ground, showing that the better-class car still dominates, in spite of the recession. Capris increased their share of the speciality market by 9.4%, to 62.8%. Ford do not see the mini-car segment increasing much, at least for two years, when they will have a car to meet it.

Mr. Beckett was followed by Sam Toy, Ford's Sales Director, who spoke so competently without notes that he must be the envy of many professionals. He compared the New Escort to other makes of cars, using "knocking charts" to show where Ford scores, but about the only car he referred to in his speech was Renault's R5, as the bigger kind of mini-car which Ford must tackle next. He said that the expert opinions of 142 leading British motoring writers had been analysed in drawing up the announcement about the New Escort's advancement, and he named several of those who had answered Ford's questionnaire about the old Escort. Under all headings, the New Escort had been designed to eliminate the shortcomings of the old models. C.R. of MOTOR SPORT, he said, would see his desired increased use of the 1600 engine in the new range. In terms of economy, he preferred to look at the overall picture, based on the costs of servicing and frequency thereof, as well as petrol consumption. In this respect, a chart indicated that only the Alfasud comes anywhere near the New Escort but requires more frequent servicing, although one Vauxhall model showed a minor advantage. A New Escort had been driven fast from Cologne to Paris and back, giving better than 47 m.p.g. Although Ford admit that driving conditions govern fuel thirst, they claim 38.3 touring-m.p.g. from the New Escort 1100.

Mr. Toy said that Ford will continue the rally and racing that helped to improve the earlier Escorts, as Stuart Turner had told the Press a few days earlier—indeed, a picture was used, during Mr. Toy's able speech, of Timo "Yumping for Yoy", as Sam said, in demonstrating the championships won by Escorts last year. Finally, for a joke, the New Escort was compared to a 1912 Model-T, indicating the progress made in 63 years. After which we are pleased to refer you to details of Ford's New Escort, elsewhere in this issue.

OBITUARY
DICK CAESAR

AS A MAN he was above all courteous and kind and he had a deep understanding of human nature as well as machinery; Dick always had time to listen to other people and to explain patiently to the young in simple language. He was the perfect host.

With a Cambridge degree in English and History and also medical training, Dick had many interests which included literature and classical music; he loved the Swiss mountains and he loved cats. Above all, Dick always had a great sense of fun.

Out of his fertile and creative imagination were born not only a number of ingenious "specials" but also new kinds of motoring event or competition; his enthusiasm was infectious. As a driver Dick was spirited but always smooth and safe, and he "made no exaggerations", in fact to my knowledge he never bent or burst any motor car in all the thirty-eight years that I knew him.

As a Committee member of the old Bristol Motor Cycle and Light Car Club, Dick had a hand in organising many events, mostly in the sprint or hill-climb categories, but probably his most memorable creation was CAPA, which had no connection with the BMC and LCC. CAPA was not a club, more a secret society and the name was formed from the initials of the founders: C for Caesar, A for Aldridge, P for Price and A for Adrian Butler (a final "B" didn't sound right). The objective was motor racing for maximum enjoyment at minimum cost. Membership was by invitation, if one was judged to have the right temperament and attitude. The original track was literally hewn out of Dick's woodland, then comprising some 12 acres, and the early cars were variations on a theme of Austin Seven chassis—without any body work.

In later years the track was moved to Joe Fry's estate near Lulsgate and the cars also became slightly more ambitious. The best known is probably "Alfie CAPA", created by Dick and subsequently owned by Tony Taylor, who still drives Alfie at Vintage Prescott meetings.

Another pre-war manifestation inspired and organised by Dick was the "Mendip Grand Prix", which was officially a competition for timed, obligatory and specified pit work, but it also involved driving round a sporting triangular circuit on the public highway at an overall average speed. The minimum and maximum time limits for this were overtly legal—except when making up time lost at the pits.

During the Hitler war Dick turned his talents to good use in the Service Department of the Bristol Aeroplane Company and he used his own 12-mm. cine camera for making instructional films. As a member of the BAC Motorsports Club he played a leading part in the founding of the 500 Club (to promote racing of 500-c.c. cars), which eventually led to the International Formula Three.

The primary objective was scratch racing at reasonable cost and Dick's first idea was for cars very like the Formula Junior. Kenneth Neve inclined more to cars with a 500-c.c. motorcycle engine, and it was characteristic of Dick that after an informal meeting between the two when Dick was won over to the idea of the motorcycle engine, he put his full weight behind the project. He was an active Committee member until the Club had reached maturity and the HQ moved to London. He also had a great deal to do with the Iota (500-c.c.) racing car and the *Iota Magazine*, which was then edited by Adrian Butler. The 500-c.c. Formula owed much to CAPA experience and Dick's films of pre-war CAPA races did much to convince people that 500-c.c. racing would be worthwhile.

Many will remember Dick in connection with much larger cars, particularly as an active member of the Bentley Drivers' Club. Out of a somewhat elephantine Big Six Bentley saloon of 6½-litre, Dick created Thor (registration YE 9409). After stripping the chassis bare, he built a light wood-framed open four-seater body on it and later modified the engine with the help of Robin Jackson.

I think it is true to say that Dick was the inspiration behind the Gordano Car Company. The board included other well-known Bristol enthusiasts, notably Joe Fry. Dick's philosophy was that they would enjoy creating an advanced 1½-litre sports car that would give pleasure and satisfaction to the customers. At least one prototype was completed and it had excellent roadholding, due largely to Moulton rubber suspension, which was then very *avant garde*. Joe Fry was killed in practice for a hill-climb, in the Freikaiserwagen (built by the Frys to a Caesar design). This was a great tragedy for all concerned and it also contributed to the Gordano running into financial difficulties.

Thereafter Dick joined the Press Office of Bristol Aero Engines Limited (subsequently Bristol Siddeley), from which position he finally retired about eleven years ago. His former colleagues still remember him with great affection and respect.

Right up to the end Dick was always active but never hurried. Always gentle and charitable, he shunned limelight. Other motoring personalities may be more widely known but those who were privileged to know Dick Caesar will always remember him with gratitude.

THE EXETER TRIAL

SPACE restrictions and printing schedules prevent us reporting the 47th Exeter Trial of the MCC but it is excellent that this classic, which originated in 1910, is still held, to much the old formula. This year it had 268 entries, of which 169 were cars. The older Fords were popular (no pun intended), 30 cars having the 1,172 c.c. engine, and Dellow, Buckler and other specials were entered. VWs were also popular and the teams included those of the Woolbridge Pops (three Fords), the Anglo-French Rock Hoppers (a couple of Dellows and a Peugeot), the Three Mustgetbeers, which has a near-traditional ring to it, and the Three Pops (three Fords, naturally). Goodall was in a Morgan and odd-balls included a Midget/Ford, a Commer Imp, a VW/Imp, the Ford-powered Mudlark, DJC, and Oliver, and the 642-c.c. Cattley Seven R. Most of the competitors were in quite normal cars and it is splendid that these can still be used on this great occasion. If you missed the Exeter, the Land's End, first run in 1908, takes place on 28th/29th April and details are available from the MCC, Britain's oldest sporting motor club, whose Secretary is R. L. Archer, 8 Mill Lane, Great Dunmow, Essex, CM6 1BG.—W.B.

The Argentine Grand Prix

WITH THE FIRST round of the 1975 World Championship taking place in Buenos Aires just three months after the chequered flag fell at Watkins Glen to end the 1974 season it could hardly be expected that many teams would turn up to the Argentine Grand Prix with many new cars. Thus, when the two freighter aircraft had finally been unloaded in South America and the cars rolled out at the circuit, the recipe was very much as had been seen last October in North America. Despite threats of woldwide economic recession, Grand Prix racing seems to be surviving in a remarkably healthy state and, if there has been much paring down amongst the entrants, it seems to have been at the lower quality end of the field than among the faster runners. Obviously the ever-inflating expense of competing in Formula One will quickly deter those small and unprofessional organisations who operate neither efficiently nor competitively and thus they are unable to attract the backing necessary for a full season. For those whose cars regularly deliver the results, the immediate prospects seem to be quite sound.

Last year's Argentine GP looked as though it would be the first Grand Prix victory for Carlos Reutemann who was driving the sleek Gordon Murray designed Brabham BT44 for the very first time. Unfortunately the car succumbed to mechanical trouble with less than two laps to go and the madly enthusiastic crowd was deprived of a home victory. Clearly with this sort of form it seemed inevitable that Reutemann would win a Grand Prix during 1974 and so it proved, with the Brabham driver scoring decisive victories at Kyalami, Osterreichring and Watkins Glen. Mid-way through the last season Reutemann was joined at Brabhams by Brazilian Carlos Pace who had just left Surtees after a huge shouting match, so team owner Bernie Ecclestone was feeling pretty pleased with himself when his two cars finished in first and second places in the United States Grand Prix.

One of the things which left some onlookers wondering last year was the fact that Ecclestone had attracted no commercial sponsors to pay towards his team expenses, and although it was nice to see these smartly prepared cars turned out in neat white livery one tended to wonder how and why some far less efficient teams attracted any backing. Well this year things have changed. Ecclestone has concluded a deal with the Martini drinks firm which got its fingers burnt a bit back in 1972 and '73 sponsoring the abortive Tecno Grand Prix car. Having taken a season off from F1 and solely sponsored the Porsche turbo-Carreras in 1974, their discreet and tasteful colour scheme will be carried by Ecclestone's rebuilt Brabham BT44s, now dubbed BT44Bs.

The differences between the BT44 and BT44B are minimal and, indeed, Pace's BT44B/2 and the spare BT44B/3 are really BT44/3 and BT44/1 respectively having been stripped down and built up to new specification. Although the monocoque retains its familiar triangular profile, it has been substantially stiffened and they now weigh rather less than they d d last year. The familiar semi-inboard front suspension is retained at the front and there are some detail bodywork changes as well.

World Champion Emerson Fittipaldi has stayed with the surviving two-car McLaren team which is still sponsored by Marlboro cigarettes and Texaco fuel although with Hulme's retirement it has been necessary to appoint a new driver to the second car. The choice thus fell on Jochen Mass, the former Team Surtees driver who deputised for the injured Mike Hailwood in the Yardley McLaren M23 at Watkins Glen and Mosport Park at the end of last year. Two cars were bought out from the team's Colnbrook factory, M23/9 being a brand-new car for Fittipaldi featuring a narrower rear track and brand-new front suspension, similar to the Brabham BT44B set up, while Mass relied on M23/8, the car driven by his team leader in the latter half of 1974.

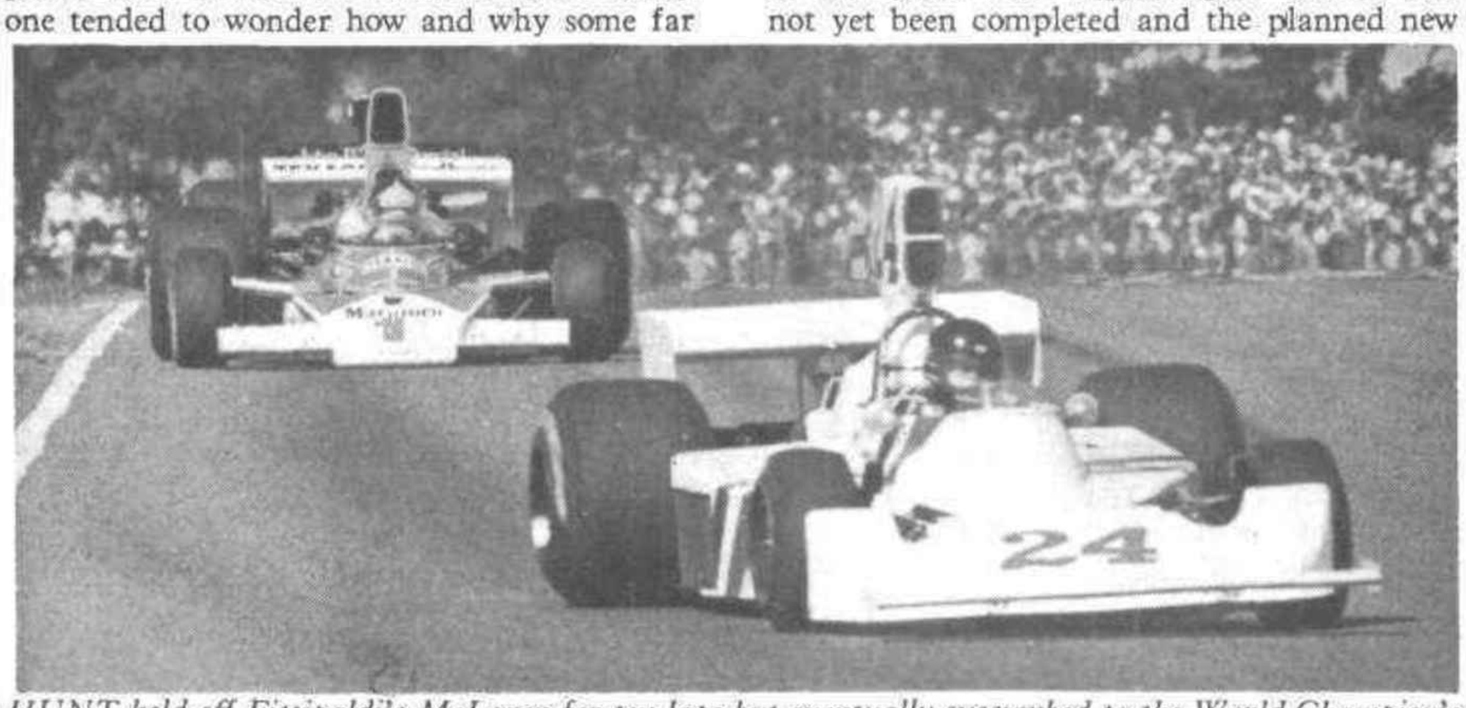
Team Lotus brought along their pair of "old faithful" Lotus 72s, Peterson using R8 and Ickx driving R5, exactly the same machines as they were using at the same event twelve months earlier. Minor alterations had been made to the car's front suspension but, apart from a few detail changes, the most important of which was larger front brakes with stronger shafts and a different "strap drive" system the cars are vitually the same as last year. The "lightweight" 72/R9 has not yet been completed and the planned new design which Lotus badly need to keep them in contention this year will not be ready until well into the European season. Despite complicated negotiations explained elsewhere in this issue, Peterson did drive a Lotus in this first race of the year and not a UOP Shadow.

Two other cars which were running in much the same trim as they had appeared in last October's United States Grand Prix were the Tyrrells. However, Derek Gardner has made one fundamental change in moving the front brakes to an outboard position, this move stemming from the fact that Tyrrells did have a couple of nasty breakages of the strap drive on their inboard discs last season, the one at Mosport virtually wrecking 007/3. Tyrrell's designer is not convinced that the advantages outweigh the disadvantages and, as neither of his drivers could honestly say they felt any appreciable difference, the alteration was retained.

All through the winter the Ferrari team has been busily testing at its own Fiorano circuit as well as at Ricard and Vallelunga and tales have been filtering back as to just how promising the new transverse gearbox 312T has been looking. On the surface it may thus seem surprising that the Italians did not bring one out to South America, preferring instead to concentrate on their proven and generally reliable 312B3 and not bringing out the new car until the European races start. While Clay Regazzoni drove 014, Niki Lauda had a brand-new 312B3 numbered 020 at his disposal although both cars were prepared to identical specification. The main detail changes for 1975 involved fitting bigger brakes, altering the front suspension slightly in the light of what they have learnt from the 312T project and fitting cast brackets at either side of the rear suspension bridge to carry the top mounting of the coil spring/shock absorber unit. It will be remembered that this was formerly a tubular bracket and the breakage of a single tube was the cause of Lauda's retirement in Sweden last year when increased weight on the driveshaft caused damage to the crownwheel and pinion and eventually overloaded the gearbox.

Amongst the other brand-new cars was the Singleton Shadow DN5 for Jarier (or Peterson if the exchange had gone through), this latest Tony Southgate design having demonstrated substantial improvements over the DN3 design during tests at Paul Ricard. Inboard front suspension operated by rocker arms is the principal difference between this all-new design and the promising DN3 version, but we are told that the aerodynamics have been improved and Pryce, who was obliged to stick with DN3/3A for the time being, remarked that he couldn't wait for his to be completed—which it probably will be in time for the South African Grand Prix.

Frank Williams brace of cars for Merzario (FW/03) and Laffite (FW/02) looked much smarter than of late with new nose sections and cockpit tops but were otherwise the same machines that were used by the British entrant last season. Although they carry some discreet advertising from Marlboro, it seems much more of a low-key operation this year and the cars appeared in a smart, predominantly white livery at Buenos Aires. Similarly the Graham Hill Lola team brought along two of its 1974 T370s for the veteran Hill (HU2)



HUNT held off Fittipaldi's McLaren for ten laps but eventually succumbed to the World Champion's pressure and spun at the hairpin.

and Rolf Stommelen (HU3), this latter chassis having been used as a spare car in 1974. T370/HU1 was back at Hill's workshops where it has been fitted with a flat-12 Alfa Romeo engine (as a result of Stommelen's good relations with the Italian team, no doubt) in preparation for a proposed arrangement with the Italian team. Neither of the Lolas looked any different than they had looked at Watkins Glen and were certainly no more effective.

One full season as a constructor obviously left Hesketh Racing with the feeling that something was missing. Their reliability record was absolutely appalling and over the winter it has clearly been quietly resolved that 1975 will be different. Hunt has been testing both cars extensively and they were one of the few teams to arrive in South America with two machines at the disposal of a single driver. Both 308/1 and the race car 308/3 were fitted with side radiators and the full width front wing first seen in Canada last year and Harvey Postlethwaite has developed a progressive rubber suspension medium for the front of 308/3 which replaces the conventional coil spring with a shaft operating onto a platform carrying a rubber buffer. Instead of the spring compressing as the suspension takes the load, this rubber buffer takes up the strain and varying characteristics can be made by simply changing to a thicker or softer rubber buffer. Its main advantages are that it is easy to adjust, light and uncomplicated and the team had all the necessary parts on hand to convert 308/1 to this specification if need be.

It is perhaps a sign of the times that an increased number of constructors only fielded single car teams—apart from Hesketh, that is, who just fielded one driver. Team Surtees decided to try and take a steady and reasoned approach with a single revised TS16 for John Watson in an effort to undo all the damage which they inflicted on themselves last year. This chassis is now numbered TS16/04-4, has its radiators angled like the March from the side of the monocoque rather than perched on the rear wings and has been fitted with totally revised suspension all round. Surtees was on hand to direct operations but had decided not to enter a second car until he was confident that Watson was satisfied with the present machine. Having performed an inelegant about-turn over their Formula One plans which were originally said not to exist, March Engineering hastily prepared Brambilla's old 741/2-4 for the Italian to drive under the Beta Tools banner while the "revitalised" BRM organisation put on a brave front and fielded Mike Wilds in BRM P201/04 in the new colours designed by Mrs. Jean Stanley and her husband.

Having arrived and tried to learn what Formula One was about in the two North American races of last year, both Roger Penske and Parnelli Jones went away and produced two new examples of their Grand Prix chassis with some detail changes although they were both outwardly much the same and driven by Mark Donohue and Mario Andretti respectively. Donohue's Penske was PC1/02 and Andretti's Parnelli, which had produced some very encouraging lap times during testing at Ontario Motor Speedway, carried the designation VPJ4/002. Finally, Wilson Fittipaldi, elder brother of the World Champion, was scheduled to make his debut in his new Brazilian-built Grand Prix car which is financed by the giant Copersucar combine and has thus been named the "Copersucar-Fittipaldi". Built almost entirely from components made in Brazil, the Fittipaldi car is striking to say the least and although it is basically a "British standard kit car" using Cosworth and Hewland running gear, it does have several interesting features. Unusually it is clad in a near all-enveloping body which, we are told, was designed with the air of a wind tunnel and carries its water radiators right at the back hung under the rear wing and fed by huge scoops extending forward along the car's sides. Unfortunately the major snag which cropped up in practice proved to be the fact that one has to bleed the radiator and cooling system in order to change the gear ratios. This was a factor which delayed the car a good deal on the first day of practice.

Official practice round the 3.7-mile number 15 circuit in the Parque Almirante Brown took place in the late afternoon on Friday and Saturday with vast crowds flocking in on each occasion to cheer for Reutemann. Everyone quite naturally reasoned that, as he had been testing at Buenos Aires the preceding week, Reutemann and his Brabham would pose a strong threat on home ground. That reasoning proved quite correct in the first session when Reutemann hurled his way round in an impressive 1 min. 49.93 sec. to head the practice list. Both Brabhams were briefly delayed when their cockpit fire extinguishers were inadvertently set off, but this did not prevent "Lole" from amply demon-

PRACTICE TIMES

No.	Driver	Car	Friday First	Friday Second	Saturday First	Saturday Second
1	E. Fittipaldi	McLaren M23/9-Cosworth V8	1. 52.62	1. 50.74	1. 50.02	1. 51.75
2	J. Mass	McLaren M23/8-Cosworth V8	1. 54.07	1. 52.49	1. 53.01	1. 51.82
3	J. Scheckter	Tyrrell 007/2-Cosworth V8	1. 53.93	1. 51.81	1. 51.63	1. 50.82
4	P. Depailler	Tyrrell 007/4-Cosworth V8	1. 51.45	1. 50.80	1. 51.01	1. 51.01
5	R. Peterson	Lotus 72/R8-Cosworth V8	1. 51.82	1. 51.65	1. 51.98	1. 51.44
6	J. Ickx	Lotus 72/R5-Cosworth V8	1. 53.23	1. 53.76	1. 53.15	1. 52.90
7	C. Reutemann	Brabham BT44B/1-Cosworth V8	**1. 49.93**	1. 50.66	1. 50.42	**1. 49.80**
8	C. Pace	Brabham BT44B/2-Cosworth V8	1. 51.73	1. 49.64	1. 50.51	1. 51.04
8T	C. Pace	Brabham BT44B/3-Cosworth V8		no times		
9	V. Brambilla	March 741/2-4-Cosworth V8	1. 51.97	1. 51.77	1. 52.94	1. 51.96
10	—	—	—	—	—	—
11	G. Regazzoni	Ferrari 312B3/014-flat-12	1. 51.42	1. 51.36	1. 51.36	1. 50.71
12	N. Lauda	Ferrari 312B3/020-flat-12	1. 50.99	1. 50.84	1. 50.81	1. 49.96
14	M. Wilds	BRM P201/04-V12	1. 58.69	1. 56.04	1. 55.53	1. 54.48
15	—	—	—	—	—	—
16	T. Pryce	Shadow DN3/3A-Cosworth V8	1. 52.39	1. 53.34	1. 52.61	1. 51.92
17	J-P. Jarier	Shadow DN5/1A-Cosworth V8	1. 50.21	**1. 49.21**	**1. 50.22**	1. 49.82
18	J. Watson	Surtees TS16/04-4-Cosworth V8	1. 54.38	1. 54.74	1. 52.89	1. 52.13
19	—	—	—	—	—	—
20	A. Merzario	Williams IR/04-Cosworth V8	1. 54.42	1. 53.81	1. 54.22	1. 53.43
21	J. Laffite	Williams IR/02-Cosworth V8	1. 58.41	1. 58.13	1. 52.91	1. 52.88
22	G. Hill	Lola T370/HU2-Cosworth V8	1. 56.71	1. 55.21	1. 54.00	1. 54.31
23	R. Stommelen	Lola T370/HU3-Cosworth V8	1. 59.45	1. 55.66	1. 53.12	1. 53.85
24	J. Hunt	Hesketh 308/3-Cosworth V8	1. 50.86	1. 52.98	1. 51.14	1. 50.26
24T	J. Hunt	Hesketh 308/1-Cosworth V8		no times		
25	—	—	—	—	—	—
26	—	—	—	—	—	—
27	M. Andretti	Parnelli VPJ4/002-Cosworth V8	1. 55.41	1. 53.22	1. 51.68	1. 51.06
28	M. Donohue	Penske PC1/02-Cosworth V8	1. 59.07	1. 54.70	1. 53.96	1. 52.36
29	—	—	—	—	—	—
30	W. Fittipaldi	Fittipaldi FD/01-Cosworth V8	2. 01.22	2. 00.93	2. 00.22	10. 43.55

STARTING GRID

8
C. Pace
52 (*Brabham-Cosworth V8*)
BT44B/2
1 min. 49.64 sec.
(1 min. 51.76 sec.—41)

17
J-P. Jarier*
67 (*Shadow-Cosworth V8*)
DN5/1A
1 min. 49.21 sec.

12
N. Lauda
102 (*Ferrari flat-12*)
312B3/020
1 min. 49.96 sec.
(1 min. 52.26 sec.—33)

7
C. Reutemann
60 (*Brabham-Cosworth V8*)
BT44B/1
1 min. 49.80 sec.
(1 min. 51.61 sec.—40)

24
J. Hunt
70 (*Hesketh-Cosworth V8*)
308/3
1 min. 50.26 sec.
(1 min. 50.91 sec.—34)

1
E. Fittipaldi
74 (*McLaren-Cosworth V8*)
M23/9
1 min. 50.02 sec.
(1 min. 50.97 sec.—34)

4
P. Depailler
83 (*Tyrrell-Cosworth V8*)
007/4
1 min. 50.80 sec.
(1 min. 52.31 sec.—18)

11
G. Regazzoni
87 (*Ferrari flat-12*)
312B3/014
1 min. 50.71 sec.
(1 min. 51.76 sec.—40)

27
M. Andretti
76 (*Parnelli-Cosworth V8*)
VPJ4/002
1 min. 51.06 sec.
(1 min. 52.93 sec.—21)

3
J. Scheckter
71 (*Tyrrell-Cosworth V8*)
007/2
1 min. 50.82 sec.
(1 min. 51.91 sec.—43)

9
V. Brambilla
79 (*March-Cosworth V8*)
741/2-4
1 min. 51.77 sec.
(1 min. 54.24 sec.—19)

5
R. Peterson
67 (*Lotus-Cosworth V8*)
72/R8
1 min. 51.44 sec.
(1 min. 53.10 sec.—10)

16
T. Pryce
78 (*Shadow-Cosworth V8*)
DN3/3A
1 min. 51.92 sec.
(1 min. 54.17 sec.—22)

2
J. Mass
83 (*McLaren-Cosworth V8*)
M23/8
1 min. 51.82 sec.
(1 min. 51.99 sec.—42)

28
M. Donohue
57 (*Penske-Cosworth V8*)
PC1/02
1 min. 52.36 sec.
(1 min. 52.84 sec.—49)

18
J. Watson
80 (*Surtees-Cosworth V8*)
TS16/04-4
1 min. 52.13 sec.
(1 min. 54.46 sec.—5)

6
J. Ickx
64 (*Lotus-Cosworth V8*)
72/R5
1 min. 52.90 sec.
(1 min. 54.03 sec.—19)

21
J. Laffite
59 (*Williams-Cosworth V8*)
IR/02
1 min. 52.88 sec.
(1 min. 55.30 sec.—9)

20
A. Merzario
75 (*Williams-Cosworth V8*)
IR/04
1 min. 53.43 sec.
(1 min. 53.63 sec.—38)

23
R. Stommelen
49 (*Lola-Cosworth V8*)
T370/HU3
1 min. 53.12 sec.
(1 min. 53.01 sec.—16)

14
M. Wilds
57 (*BRM V12*)
P201/04
1 min. 54.48 sec.
(1 min. 56.06 sec.—23)

22
G. Hill
85 (*Lola-Cosworth V8*)
T370/HU2
1 min. 54.00 sec.
(1 min. 54.38 sec.—48)

30
W. Fittipaldi
32 (*Fittipaldi-Cosworth V8*)
FD/01
2 min. 00.22 sec.
(1 min. 57.86 sec.—9)

NB.—The numbers before the make of car indicate the *total* number of practice laps completed in the four practice sessions.

The times in brackets are the best lap in the race followed by the number of the lap on which it was done.

* J-P. Jarier did not take his place on the starting grid.

strating his mettle in front of his delighted supporters.

However, the Martini Brabhams were definitely not going to have everything their own way. From the moment he was let out onto the circuit, Jarier had the new Shadow wound up and really flying in spectacular fashion. Braking as late as anyone into the tight corners on the infield loop section, Jarier was powering his way onto the straights with armfuls of opposite lock and his right foot hard on the throttle pedal. He looked highly spectacular, bordering on the imprudent, but the timekeeper announced that his best time was 1 min. 50.21 sec. which stood him in as second quickest in the first session.

James Hunt was determined not to get left behind on this occasion either and even though he had to hurry back to the pits on foot when his spare Hesketh stranded him at the far end of the circuit with a jammed fuel relief valve. He immediately climbed into 308/3 and managed 1 min. 50.86 sec. which was fractionally better than Lauda could achieve in his Ferrari which wasn't handling as well as he would have liked. The weather was extremely cool on Friday afternoon which meant that most of the sub-1 min. 50 sec. laps were more likely to be established in these conditions rather than the intense heat which most people had expected in the middle of an Argentinian summer. Sure enough, Carlos Pace joined this select band with a fine spurt in 1 min. 49.64 sec. during the second session on Friday although the biggest surprise had yet to come.

Many sceptics suspected that Jarier's effort in the new Shadow was a "win or bust" effort which he would be unlikely or unable to repeat. But out went the black DN5 at the start of the second session and, driving in that same spectacular style, not only did Jarier repeat the dose but he actually improved on it and pipped Reutemann at the head of the list with a fine 1 min. 49.21 sec. Having regard to the relative ease with which the Frenchman drove round to a quick time, one couldn't help but reflect precisely what Ronnie Peterson would have done with the car had he agreed to drive it. But Peterson had plenty to think about down in the Lotus pit without "crying over spilt milk"—if spilt milk there be—for his Lotus 72 was bugged with braking problems on Friday and the Swede's efforts to get to terms with his machine's violent oversteer resulted in a huge spin on the fastest corner on the circuit. He also lost one of his nose fins which promptly clattered back and punctured a rear tyre, so Peterson had to work pretty hard to record 1 min. 51.65 sec.

Lauda improved to 1 min. 50.80 sec. in the second session only to be "jumped" by the unobtrusive Emerson Fittipaldi (1 min. 50.74 sec.) and Patrick Depailler (1 min. 50.08 sec.), the little Frenchman going really well in his Tyrrell. By contrast Scheckter was having a troubled time with a long delay while a faulty gearbox bearing was sorted out, Regazzoni was further out of the picture than usual and the engine in Mass' McLaren M23 blew up just before the end of the second session although he hadn't been exactly impressive up to that point. From Scheckter on 1 min. 51.81 sec. there was a huge gap back to Pryce (1 min. 53.34 sec.) punctuated only by Mass on 1 min. 52.49 sec. Anyone below the 1 min. 54 sec. barrier really had a great deal of work in front of them.

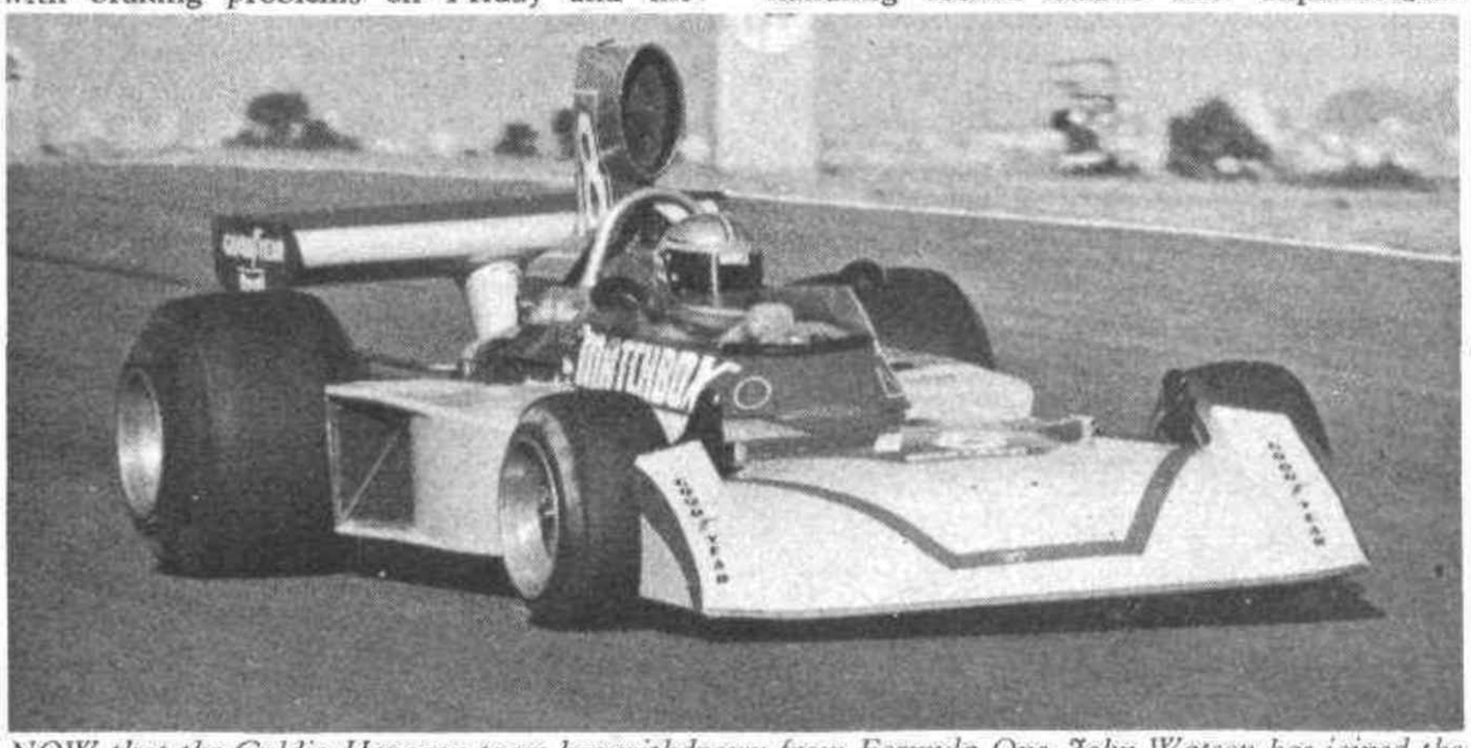
Saturday dawned extremely bright and warm, so it seemed unlikely that anyone would beat Jarier's Friday time and so it proved with Emerson Fittipaldi slicing within a couple of hundredths of a second off the 1 min. 50 sec. barrier to top the chart. The irrepressible Jarier simply underlined yet again that his performance on Friday was no "flash in the pan" by pulling a 1 min. 50.22 sec. lap out of the barrel just to remind everyone he was still around while Pace, Reutemann and Lauda all lapped under the 1 min. 51 sec. barrier which was really very impressive in the conditions. Hunt managed a 1 min. 50.81 sec. while both the Tyrrell drivers complained that the warmer track surface had converted their good-handling Tyrrells into oversteering nightmares without any adjustments having been made to their suspension.

Peterson's unceasing efforts just couldn't bring the Lotus 72 down into the 1 min. 50 sec. bracket but Andretti found that at least he was going in the right direction and sliced his Parnelli down to 1 min. 51.68 sec. By contrast Mark Donohue was looking as glum as could be for not only did the Penske seem a long way "out of the ball park" but its handling looked erratic and unpredictable out on the circuit. Mass was simply not very impressive and wasn't lapping all that quicker than the determined Watson in his Surtees while the two Williams cars were surprisingly slow, Ickx didn't look any more interested than he'd been for much of last year and both Lolas plus the BRM really needn't have bothered to come along. At least the Copersucar-Fittipaldi had the excuse that it was in its first race and was a brand-new car from a brand-new team which had not competed at the circuit before.

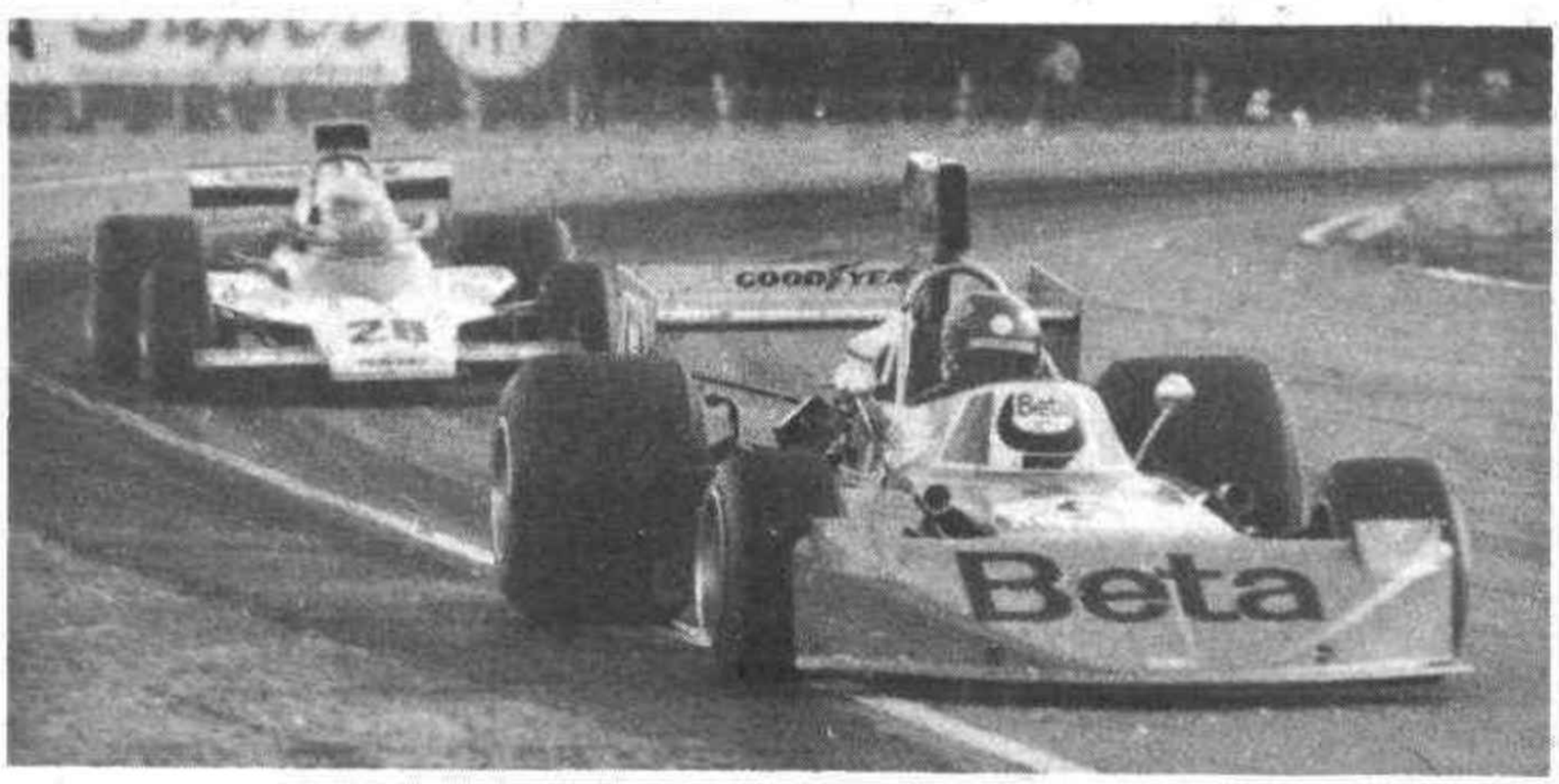
In the final hour everyone in the huge grandstand opposite the pits was cheering madly for Reutemann, hoping fervently that he would go out and at least secure himself a place on the front row. But the dye had been cast and there was no way he could equal Pace's best, let alone Jarier's fastest. But he did make a terrific effort that warm evening and improved to 1 min. 49.80 sec. although this didn't alter his place on the grid. Even more impressive was Lauda's effort for, in the dying seconds of that final session, he stood the Ferrari "on its ear" to grab fourth place on the grid with a fine 1 min. 49.96 sec. Fittipaldi's efforts to get below 1 min. 50 sec. were thwarted at the last moment by a loose wheel, so while he didn't qualify as one of the four "aces" he at least led the "heroes" in the 1 min. 50 sec. bracket. On the outside of the fifth row, Andretti's 1 min. 51.06 sec. meant that he missed being a "hero" by 0.06 sec. but at least led the "triers" and anyone who didn't break 1 min. 52 sec. could just about count themselves out of the serious contest.

As usual there was an untimed half-hour session on race morning which served to bed in brakes, run in fresh engines and try out new gear ratios although anyone who wasn't ready to go by this stage probably never would be ready. Just to ensure everything was right for Jarier, the Shadow mechanics fitted a brand new crownwheel and pinion to the black car, so their pain can be imagined when the car glided to a halt almost before it had started its warming up lap a few yards from the pit exit. The mechanics, led by Alan Rees, sprinted down to assist their man, but a quick examination revealed that the new pinion had stripped all its teeth, so Shadow's big effort had stopped before it had even started and Jarier could be forgiven for being on the verge of tears at such an amazing course of events.

However, nobody was there to stand around commiserating, this was the start of a Grand Prix and as far as the crowds were concerned, Jarier's almost un-noticed absence meant that Reutemann had a clear track in front of him when the flag dropped. Surging ahead of team-mate Pace, "Lole" took the lead into the first corner cheered on by his patriotic supporters while Lauda, Hunt and Fittipaldi jostled for position behind him. In the pushing and shoving on that opening lap, Mass ran into the back of Scheckter with the result that both had to stop at their pit first time round while Watson's Surtees didn't even make it round to the timing line for the first time as a fuel line became disconnected and he rolled to a silent standstill. Over the line at the end of the first lap, the two Martini Brabhams made a fine sight in line astern formation with Lauda striving to stave off Hunt and Fittipaldi being tailed by Peterson.



NOW that the Goldie-Hexagon team has withdrawn from Formula One, John Watson has joined the Surtees team. Argentina was a bad start for the Ulsterman, for he stopped on the first lap and was later disqualified.



BRAMBILLA drove a smooth race in his 1974 March 741 which was hurriedly prepared in less than a week. Here he leads Donohue's Penske PC1 which finished seventh.

Already there was a slight gap back to Regazzoni, Depailler and Andretti while Mass went straight in to acquire a fresh nose cone as Brambilla, Ickx, Donohue, Pryce and the two Williams cars rushed through nose to tail and then came the Lolas split by Scheckter's Tyrrell which needed a fresh right rear tyre. Already dropped by the rest was Wilson Fittipaldi, but at least the Copersucar was running smoothly, while suddenly everyone was surprised that Mike Wilds came pounding through all on his own. The BRM had suffered a fuel vapour lock on the grid and had been pushed to its pit for attention before setting off half a lap behind the rest.

As mechanics made their way out to Watson's stricken Surtees, and thus resulted in his eventual disqualification, the crowd were busy heaping applause on the two Brabhams as they continued to dominate the race from the front. However, Lauda was finding things a bit marginal as he struggled to keep ahead of Hunt for the Hesketh was diving deep in behind him under-braking for the tight corners and it seemed only a matter of time before the British driver went through. Sure enough, on their eighth-lap, Hunt was in third place and then started to hound the Brabhams for all he was worth.

Peterson's Lotus was hanging on like grim death behind Fittipaldi's McLaren, but it was clear that he couldn't keep this sort of pace up for long although he was going away from Brambilla at a very fast rate. Right at the back, Wilson Fittipaldi was having a lonely run in the Copersucar all on his own and just as he began to think that perhaps everything was beginning to run right for a change, the car simply spun into a barrier for no apparent reason as the car accelerated along the short straight behind the paddock. Smashing backwards into the guard rail at a distinctly unhealthy pace, the Copersucar almost immediately burst into flames and Wilson Fittipaldi quickly scrambled out, feeling very bewildered as to the accident's cause and very upset as to its result.

As fire extinguishers gradually got the conflagration under control, the leaders continued to thread their way through the thick black smoke and Pace began to move in on his team-mate. Slight suspension adjustments made before the start of the race to ease rear tyre wear on Reutemann's car left the Argentinian with a trace too much understeer and now that problem was beginning to slow him. On lap 14 he could hold up to Pace no longer and the Brabham 1-2 reversed itself briefly. No sooner had Pace taken the lead than he spun it away on the curve after Wilson Fittipaldi's accident, apparently on debris and extinguishant from the crash. This allowed Reutemann back into the lead, now challenged hard by Hunt and on lap 22 Fittipaldi came up to join them having passed Lauda's Ferrari. In the commotion surrounding the Copersucar's accident, Peterson had gone missing, his Lotus 72's motor having suffered a severe internal breakage, probably in the valve gear.

This was top-class Grand Prix racing with sustained interest at just about every level in the field. The leaders kept everyone on tenterhooks with Hunt trying to make his cheeky way past Reutemann on every corner, Fittipaldi wasn't very far behind and Lauda was beginning to look under pressure from Regazzoni and Depailler. Andretti was admittedly running alone, destined to retire with a broken universal joint on a driveshaft after 27 laps, but Brambilla, Ickx, Donohue and Merzario were enjoying a good "tear-up" and Scheckter, despite having to come in on two more occasions for a fresh rear tyre owing to bent rear suspension, kept charging up through the backmarkers only to be delayed again by his next stop. All in all, there were a lot of people doing a great deal of energetic motoring.

Clearly worried about his brother, Emerson Fittipaldi eased off just a little for the next few laps, but when McLaren mechanics hung out a "Fitti OK" sign to their team leader, he immediately responded by closing in on Hunt. On lap 25 the Hesketh driver found a way through into the lead and Fittipaldi immediately followed him, pushing the understeering Reutemann back into third place. Wilds' BRM had its scavenge pump seize as he was approaching the hairpin, squirting out most of its lubricant onto the circuit and Tom Pryce's Shadow had a lurid moment under-braking although the driver was able to regain control again.

Round and round went the two leaders, Hunt driving calmly and smoothly, apparently unruffled by the attentions of the World Champion on his heels. Even when they lapped Mass on lap 32, Hunt kept his head and foiled the German's brief effort at helping his team-mate. But Fittipaldi was gradually screwing on the pressure. On lap 34 both drivers set their fastest lap of the race and on lap 35 Hunt spun at the hairpin allowing Fittipaldi through. From that point on, although the Hesketh driver recovered with the minimum of delay, there was nothing he could do about redressing the situation in the remaining 18 laps.

Pace by now had recovered to fourth place behind Reutemann, having forced his way past the two Ferraris, and it looked as though he might have another go at Reutemann. Unfortunately lap 46 marked the end of Pace's aspirations as he stopped just after the pits when his engine failed. All that was left was for Depailler to fight his way past Lauda's erratic-handling Ferrari with less than ten laps to go and finalise the order of those who were to score Championship points.

Starting off 1975 on the best possible note, Emerson Fittipaldi took the chequered flag to beat Hunt by just under six seconds in what might be described by Hunt's fans as a "lucky race" and by his own fans as "tactical win". One way or another he had certainly driven with great confidence and deserved his place in the winner's circle after this fascinating race of changing fortunes. With all the teams bar Andretti's running on Goodyear rubber now, many inequalities have now been evened out so this tremendously close race bodes well for the rest of 1975. Despite being at a point of technical stagnation, Grand Prix racing is as intense and competitive as it has ever been.—A.H.

Results

THE ARGENTINE GRAND PRIX—Formula One—53 laps—Buenos Aires

5.968 kilometres per lap—316.314 kilometres—Hot and Dry

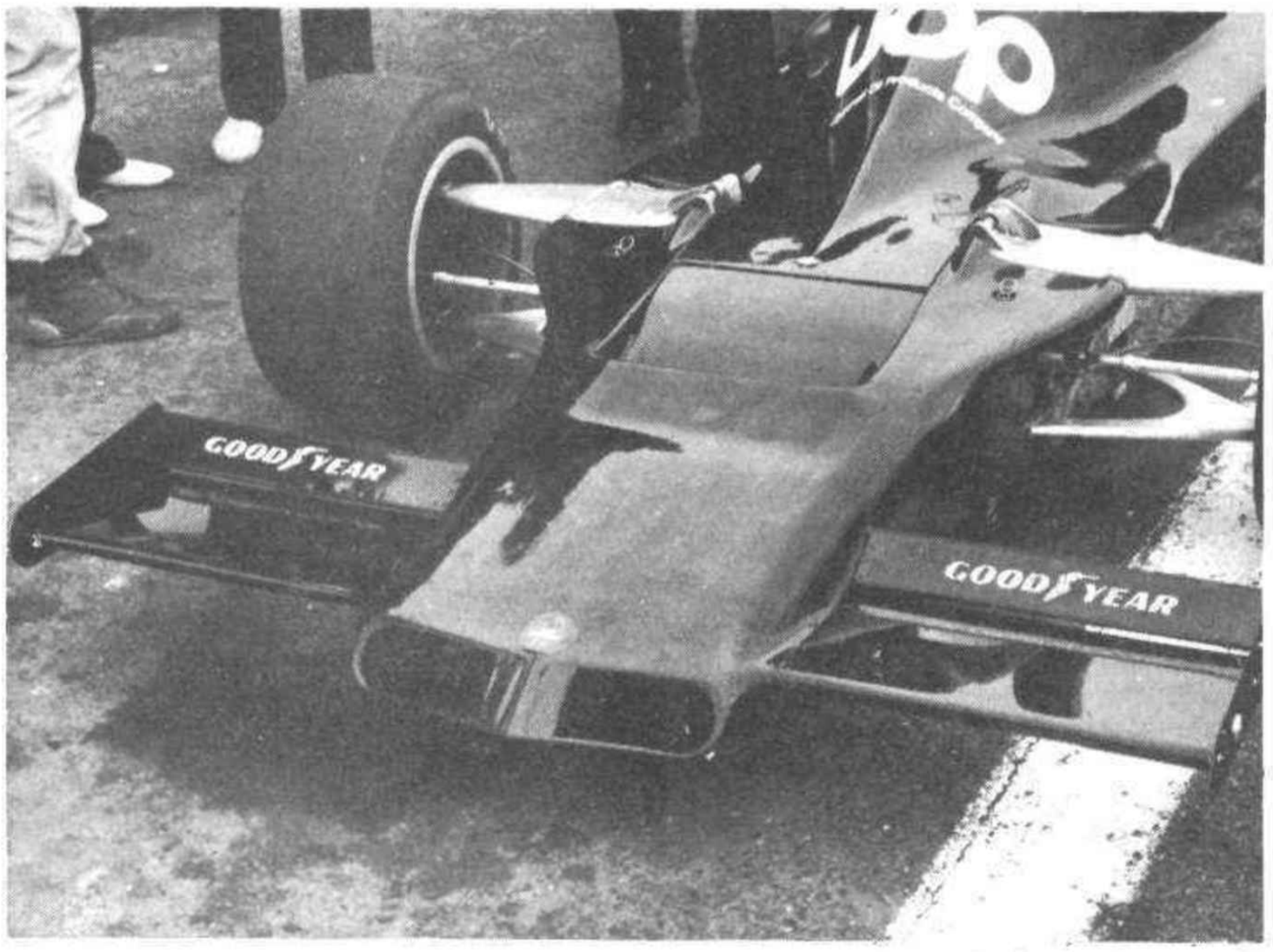
1st :	E. Fittipaldi (McLaren M23/9)	1 hr. 39 min. 26.29 sec.—190.861 k.p.h.
2nd:	J. Hunt (Hesketh 308/3)	1 hr. 39 min. 32.20 sec.
3rd :	C. Reutemann (Brabham BT44B/1)	1 hr. 39 min. 43.35 sec.
4th :	G. Regazzoni (Ferrari 312B3/014)	1 hr. 40 min. 02.08 sec.
5th :	P. Depailler (Tyrrell 007/4)	1 hr. 40 min. 20.54 sec.
6th :	N. Lauda (Ferrari 312B3/020)	1 hr. 40 min. 45.94 sec.
7th :	M. Donohue (Penske PC1/02)	1 lap behind
8th :	J. Ickx (Lotus 72/R5)	1 lap behind
9th :	V. Brambilla (March 741/2-4)	1 lap behind
10th :	G. Hill (Lola T370/HU2)	1 lap behind
11th :	J. Scheckter (Tyrrell 007/2)	1 lap behind
12th :	T. Pryce (Shadow DN3/3A)	2 laps behind—not running at finish
13th :	R. Stommelen (Lola T370/HU3)	2 laps behind
14th :	J. Mass (McLaren M23/8)	3 laps behind

Fastest Lap : J. Hunt (Hesketh 308/3) on lap 34, in 1 min. 50.91 sec.—193.720 k.p.h.

Retirements : J. Watson (Surtees TS16/04-4) on lap 7, disqualified; W. Fittipaldi (Fittipaldi FD/01) on lap 13, accident; J. Laffite (Williams IR/02) on lap 16, broken gearbox; R. Peterson (Lotus 72/R8) on lap 16, engine trouble; M. Wilds (BRM P201/04) on lap 25, engine trouble; M. Andretti (Parnelli VPJ4/002) on lap 28, left rear inboard universal joint; A. Merzario (Williams IR/04) on lap 45, throttle linkage; C. Pace (Brabham BT44B/2) on lap 47, engine trouble.

NB.—J-P. Jarier (Shadow DN5/1A) did not start. Crown wheel and pinion broke on warm-up lap.
22 *starters* — 14 *finishers.*

The Formula One Situation



The front end of the new Shadow DN5 that made an impressive debut *in practice for the Argentine GP in January when Jarier recorded fastest time in two of the four sessions and netted pole position. Note the inboard suspension units operated by the upper wishbones on the rocker principle, and the nose fins which are getting wider and deeper.*

APART FROM ONE mild fluttering the situation in Formula One racing regarding teams, drivers and cars, was surprisingly stable when the 1975 season began in Buenos Aires on January 12th. A full three months had elapsed since the last Grand Prix race in 1974, which was at Watkins Glen on October 6th, and during that time things have been very quiet from the point of view of drivers changing teams, or teams changing drivers, or designers changing jobs or new cars appearing. One could look at all this as a sign of stability having been reached, or a state of contentment among those concerned, but in reality I think it was a sign of nervous tension at what the future holds. Those with good steady jobs were making sure they kept them by doing like Brer Fox and "lying low and saying nothing". Although there has been a three-month respite there was not a great deal to show for it mechanically, as the season began, only Shadow and Brabham announcing new cars during the winter months, and both were logical developments of existing designs. The Shadow DN5 of the UOP concern does not break any new ground, though the aerodynamic shape has been improved, as have the aerodynamic aids in the form of the nose fins and rear aerofoil. The driving seat is moved 2½ in. further forward, improving weight distribution and allowing ancillaries to be tucked away behind the seat. New front suspension has the coil-spring, damper and anti-roll bar all mounted inboard and new 12-in. diameter front wheels are used. The team personnel is unchanged, at the moment, with Jean-Pierre Jarier being the leading driver, but there was some "cloak and dagger" stuff going on with Team Lotus to trade the UOP number two driver, Tom Pryce, for Chapman's number one driver, Ronnie Peterson, with a suitable cash adjustment. The Shadow team were among those who spent some of the winter in the sunny south of France, doing test-running with their new car. As UOP are deeply interested in lead-free petrol they are continuing to run their Cosworth DFV engine on their own petrol which is free from lead and therefore does not exude harmful exhaust gases compared to other petrols.

The Brabham designer Gordon Murray, who produced a very effective Formula One car last year in the shape of the BT44, has been quietly getting on with improvements to details of the design and the BT44B is the result, the strong South American team of Argentinian Carlos Reutemann and Brazilian Carlos Pace remaining faithful to Bernard Ecclestone, the Brabham team owner. Last year the Brabham cars were almost pure and white, with only Goodyear providing any large assistance, but this year the colour has changed for the Martini International Racing Team have joined forces with Ecclestone, with accompanying money, colour and international organisational assistance which must be very welcome. Last year Martini were tied in with the works turbocharged Porsche Carreras in long-distance racing, but now that Porsche are resting on their laurels for 1975, awaiting the new form of long-distance racing in 1976, Martini have backed a popular and successful Formula One team. Two years ago they got themselves involved through patriotic fervour with the abortive Tecno Formula One effort, which was a disaster for the Martini family, but 1975 should be a different story.

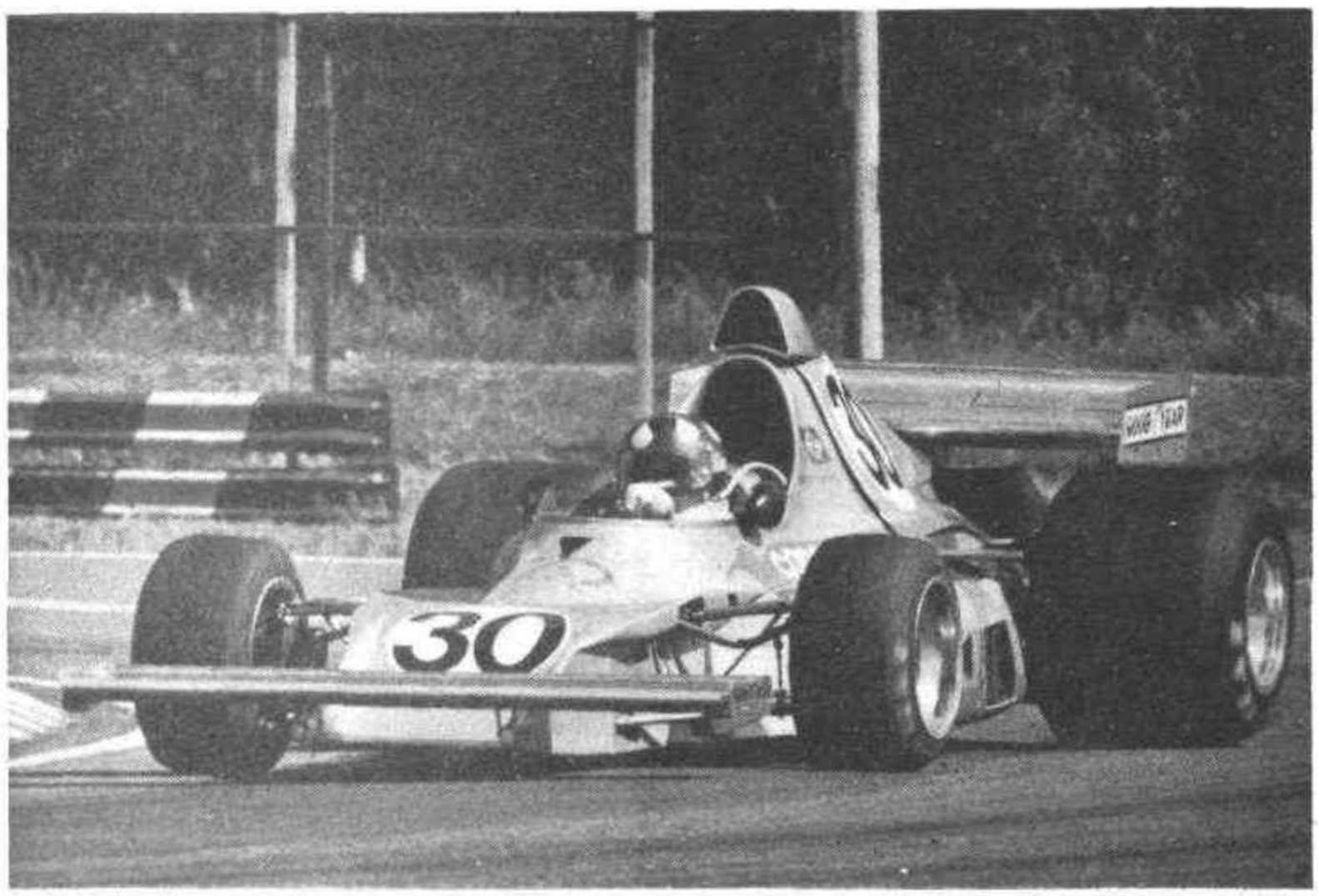
Before the 1974 season finished Ferrari released details of a new car, designated 312T, in which the gearbox was in unit with the final drive, but transversely mounted instead of pointing rearwards, the rest of the flat-12-cylinder-engined car being similar to the 312B. Although a lot of winter testing was carried out on the Ferrari test-track by Lauda and Regazzoni, both of whom are staying with the Maranello team for another season, it was decided that the new car would not be used to begin with, the 1974 cars sufficing. In the middle of last season there was a great gloom and despondency on the edges of the ranks of the Cosworth V8 engine users, because the flat-12 Ferrari engines seemed to have far superior horsepower. To the more hysterical observers the end of the Cosworth V8 was not only in sight, but had actually arrived, though neither Keith Duckworth nor Mike Costin, or anyone else at Cosworth Engineering, really believed this. That hysterical cry went up after the Dutch GP, yet Ferrari won only a single victory in the succeeding seven races, though they were ever-present and a constant menace and were not to be ignored. In the Italian GP they ran away from the Cosworth-powered cars, but then blew up, and that sort of performance does not win races or championships. Cosworth Engineering never tell you what they have done to keep their engine ahead of the opposition, and there are seldom any visible external changes, the only known change being that the price of this remarkable "production" Grand Prix engine has grown from £7,500 to £9,000, which is still absurdly cheap in comparison to designing, building, testing and developing your own engine. On sheer weight of numbers the Cosworth V8 continues to dominate the Formula One scene, while its list of successes is getting almost unbelievable. McLaren, Tyrrell, Lotus, Brabham, Surtees, Williams, Shadow, Hesketh, Lola, Parnelli, Penske and the new Fittipaldi car all utilise the Cosworth V8 engine, either because they believe it to be the best or they have no alternative. With more than 20 Cosworth V8 engines in a Grand Prix ranged against two Ferraris and one BRM 12-cylinder engines it would be a poor state of affairs if the worthy British V8 did not win the majority of races. Imagine the results if there were 20 Ferrari engines and two Cosworth engines. If there were 20 BRM V12 engines and two Cosworth engines, the V8 might well win for the only hope of a BRM victory in the near future would appear to be if the entire entry was BRM mounted. Not so long ago the ruler of BRM fortunes claimed he would be entering as many as nine cars from Bourne in some races. This never came about and at the moment the reconstituted BRM team, divorced from the Rubery Owen empire, are hard put to field a single mediocre entry. The driver, Mike Wilds, has made it clear that his philanthropic property friends, Dempster Developments, are sponsoring *him* and not the BRM. If he does not stay with the team then neither does the sponsorship money. The sadness in the BRM affair is that the three willing, but not very talented, French drivers who took money to Bourne last year are now all out of work, as far as Formula One is concerned, neither Beltoise, Pescarolo nor Migault have any immediate work in view. Once again there is talk of a "new" BRM V12 engine, but when you see broken crankcases

being "reclaimed" by patching and welding you cannot take their engine department too seriously.

Whether in desperation or by design, one or two people have actually acquired an Alfa Romeo flat-12 engine, as used in the Auto Delta sports cars last year, but I can't say I can see the logic of this, especially when Matra won nine out of the 10 classic sports-car races last year. To utilise the Matra V12 engine in a Formula One car would make more sense, and indeed Matra offered certain teams an engine supply and maintenance deal, but no one could afford it, or at least no one has afforded it yet, although there are strong suggestions that Shadow might take up the option. The Matra racing team is run on a sound engineering basis of research and development, to a standard of work and cost beyond the imagination of most people in Formula One, but to standards that Porsche understand. This is why a V12 Matra engine can be driven unmercifully for 1,000 kilometres or 24 hours and any team they have an involvement with must think along the same lines; they are not likely to be interested in a "one-man back-yard" effort.



One man in his back-yard who is taken seriously, however, is Ken Tyrrell, who continues into 1975 with his amicable tie-up with ELF petrol and oil, and he retains his same two drivers, Scheckter and Depailler. Their performances in 1974 were truly remarkable, but whether this was due to emerging brilliance or the fact that the overall standard in Grand Prix driving was not very high last year, is a matter of opinion. The quiet, tightly-knit Tyrrell team certainly get results and how they fare this year will be an indication of the worth and merit of their 1974 year. The 007 cars did not appear to be lacking very much last year, apart from the occasional breakage of chassis parts and the design has been carried through to the new season. Team Lotus, whose leader started the upward path of the back-yard special-builder many years ago, are continuing to use their 1974 cars, not for the same reason as Tyrrell, but because the 1974 Lotus 76 was something of a failure, and its replacement has yet to be designed. While the basic layout of the Lotus 72 can be traced back to 1970 the present cars can hardly be described as being four years old, and they are still competitive even if they can no longer set the pace. Backing for the black and gold cars is still coming from John Player & Sons, the cigarette people, and at the first Grand Prix of the year Peterson and Ickx were still



DESIGNED BY Richard Divilla, Wilson Fittipaldi's Copersucar is striking by any standards. One feature is rear-mounted water radiators (left) *which swing upwards to facilitate access to the gearbox.*

driving for the team, but in the world of motor racing business and politics anything can happen.

In the McLaren team one thing that has happened relatively quietly has been the withdrawal from racing by Denis Hulme, the swarthy New Zealand driver deciding he had done enough racing. Without any fanfare of trumpets or tearful and heart-rending public appearances, Hulme said "That's it, I've finished racing". His 1974 partner Emerson Fittipaldi, who joined McLaren from Lotus on something of a gamble as far as machinery and team were concerned, hit the jack-pot by winning the World Championship. He had already hit the financial jack-pot by joining forces with the Marlboro cigarette people and the Texaco fuel people, so not surprisingly he is still leading the Marlboro/Texaco sponsored McLaren team, in an up-rated M23 McLaren car, with the stocky German Jochen Mass as his protégé, and has started the year right by winning the Argentine GP, even if his new team-mate did finish last.

Nobody will deny that Grand Prix racing is an expensive game, it always has been, and while Tyrrell has been to great lengths to explain how a season will dispose of £600,000, which is over half-a-million pounds, it does not *have* to cost that much. A small private team with one car and without an expensive "ace" driver, can get along on a great deal less money, but nonetheless a sizeable sum. Last year the team run by Paul Michaels, of the Hexagon of Highgate motor firm, ran a lone Brabham driven by John Watson, and while the team put up many valiant performances they seldom finished high enough to reap the benefit. In spite of financial support from various outside firms their resources were dwindling and by the end of the season they had to call a halt. Now Watson had been loaned to Hexagon by the Brabham factory, and many people hoped that Ecclestone would enlarge the works team to three cars to include John Watson, but it was not to be, so the bearded Ulsterman took the offer to join John Surtees, practising the Vic Elford philosophy that it is better to be in an uncompetitive Formula One car than not in a car at all. Battling against his 1974 misfortunes, John Surtees has continued with his TS16 design, modified and altered almost beyond recognition, hopeful of better luck this year. Whether he runs a second car and if so, who drives it, has yet to be decided, though during the winter he offered test-drives to a remarkable selection of comparatively inexperienced drivers.

Like the disappearance of the Hexagon team due to a shortage of money, the lone Trojan of Ron Tauranac and Peter Agg has had to be put away before it bankrupts its owners, which has meant that Tim Schenken is once more back on the Formula One breadline. For different reasons the Ensign team has disappeared from the scene, but this would seem to be in the nature of a temporary move, and the Japanese Maki which arrived last year with a publicity flourish, only to fail completely, has returned to watch the sun rise in the far east, and perhaps think again, this putting Howden Ganley out of work. The interesting Amon-Dalton Formula One car has gone to ground after an abortive season and the now not-so-young Chris Amon is once more on the side-lines, having had a brief flirtation with BRM at the end of last season and deciding it would be better to be unemployed than be in a BRM.

Since the formation of March Engineering in 1969 the firm seems to have rocketed up and down between various people's fortunes as their financial wizard, Max Mosley, has done some precarious balancing acts with outside backers. Before this season began they announced the end of their activity in Formula One, due to a money shortage, but at the last moment revived themselves with a single 1974 car for Vittorio Brambilla, sponsored by money from the Italian firm of Beta Tools, and have promised a 1975 version to be known as the March 751. In other formulae the March fortunes are strong, and their tie-up

with BMW in Formula Two and 2-litre sports-car racing is excellent. This recession in Formula One by March has meant that Hans Stuck Jnr. has dropped out of the scene, but as he has plenty of opportunity to continue racing in Formula Two, saloons and GT cars he might well mature sufficiently for a Grand Prix team to recall him. An unfortunate disappearance from the scene is that of ever-popular Mike Hailwood, firstly on account of his accident at Nurburgring last August, from which he is still not fully recovered, and secondly by the withdrawal of Yardley from the McLaren team, and just as the Brabham team could not see their way to fielding three cars, neither can the McLaren team. Although there has been talk of Hailwood returning to motorcycle racing when he is fit, it seems fairly unlikely, though he has suggested he might return to Formula 5000 "for a bit of fun".

And talking of fun, the Hesketh team are still going strong, with Hunt driving as hard as ever, even if he does overdo it a bit, as in the recent Argentine GP, but at least he was in the lead when he over-cooked things. While the Hesketh financial fortunes do not appear to fluctuate, the racing fortunes have their ups-and-downs and last year, on numerous occasions when it looked as though the whole Hesketh set-up was a big joke and "mickey-taking" of the Formula One scene, things would go right and they would put up a stirring performance, though three third places was all they could muster in the major events. They are continuing with their basic 308 design, but improving it with interesting things such as front suspension by rubber instead of coil-springs.

The remaining British teams of Frank Williams and Graham Hill are continuing as last year, Merzario and Laffite still driving the Williams cars with backing from Marlboro and Fina petrol, while Embassy cigarettes are still behind Hill's Lola cars, with Rolf Stommelen in the second seat. While they are racing the second and third of their 1974 Lola cars, the first one is being used as a guinea-pig to try out a flat-12 Alfa Romeo engine. Two private ventures which appeared last year are still in existence, though their activities this year are likely to be limited, these being John Nicholson's Lyncar and Ray Jessop's Token, both built around the standard package of Cosworth V8 engine and Hewland gearbox.

The two American Formula One teams, of Roger Penske and Parnelli Jones, that appeared briefly at the end of the 1974 season, have now established themselves in England as a base from which to operate for the whole Grand Prix season. Penske has set up his racing department at Poole, in Dorset, and Parnelli Jones at Griston in Norfolk, not far from the Lotus factory. When I refer to these as American teams a friend of mine in California gives a hollow laugh, for the only things American about them are the dollars that are paying for it all and the drivers. While no-one will dispute that Mark Donohue, who is driving the Penske, is an "all-American boy", there are those who will claim that Mario Andretti, who is driving the Parnelli, is really an Italian, which he undoubtedly is by birth. My Californian friend claims that Lance Reventlow's Scarab team in 1959/60 was the only "real" American Grand Prix team, and that Dan Gurney's Eagle team of 1966/68 was only part-American, and I must say I agree with him. Both of today's USA-inspired teams use Cosworth V8 engines and Hewland gearboxes, and don't try to tell me that a Cosworth DFV is in reality a Ford engine and that Ford is American, so therefore the Cosworth V8 is an American engine, for I just will not believe it, just as I will not believe that a Lotus 72 is a John Player Special and a few years ago refused to accept Frank William's first "special" as a Politoys Formula One car, nor that subsequent ones were Iso-Marlboros. The Penske car has a long and complicated name which is that of its major financial backer, but the name is too long to get on a badge, almost too long to get on the side of the car, and certainly too long to put in any historical table of results, always assuming it gets results.

From South America, Brazil to be precise, has appeared a Formula One car designed around the ubiquitous Cosworth/Hewland package which goes under the name of Copersucar. Designed by Richard Divilla and Wilson Fittipaldi it is designated the FD/01 and by all reasons of logic can be called a Fittipaldi. It made its maiden appearance in the recent Argentine GP and was not exactly a roaring success, but few new cars are on their first outing.

While that is the scene as it stood just after the Argentine GP, and it is basically similar to last year, there is no guarantee that the racing will be like last year, though the signs are that not a great deal will change. Undoubtedly Ferrari will challenge the Cosworth-powered cars, but I cannot really see the Alfa Romeo 12-cylinder engine or the BRM V12 engine providing anything but light relief in a heavily weighted V8 scene. Equally, Goodyear should continue to dominate the tyre scene, with only the Parnelli car running on Firestone tyres, but there is always the possibility of Dunlop returning to the scene or Pirelli or Michelin joining in, and if Matra were to return with their powerful V12, Michelin might well become patriotically interested.

On the driver front there are a few surprises in store, Lauda, Peterson, Jarier, Pace, Reutemann, Hunt, Scheckter and Fittipaldi E., are all good front-runners, though no single one can be said to be outstanding, and few of them can be looked upon as guaranteed winners. Andretti cannot be overlooked, and Regazzoni and Depailler will always be close behind, but that is about the lot. Certainly there is no lack of quantity on the Formula One scene, on any account, but exactly what the quality is depends on the viewer, for quality is like beauty, it is in the eye of the beholder.—D.S.J.

The Song of the Grand Prix Driver

THE professional Grand Prix drivers, who seem to spend more time trying to get motor racing organised to their way of thinking, than actually getting on with the racing, are obsessed with "Circuit Safety". Each year they seem to come up with a new idea and every time one of their number looks at a circuit you hear the "annual song".

At one time it was Armco barriers, which soon developed into "double height Armco round the whole circuit, on both sides of the track". Then they discovered "catch fences" and the cry went up to have "wire-mesh catch fences at all dangerous points on the circuits", often in front of the previously asked for double-Armco barriers. Then they realised that their cars might fly apart and bits might fall on the spectators, so the cry went up for "debris fences" and organisers were asked to erect wire mesh fences of enormous height to protect the public.

The 1975 "song" has already begun. It is "run-off areas". Drivers are now looking at circuits and with a sweep of their arms are asking for "run-off areas right out to there". The double-Armco barriers and the catch fences must go, the spectators and their debris nets will have to be moved back as they need large run-off areas to cover up their bad driving. At one time a Grand Prix driver took pride in the fact that he never made a mistake in his driving. He grew up with the knowledge that there was no room for errors; to be a Grand Prix driver you had to do it right. Those ideas are old-fashioned and out-of-date, we now need to cover-up and the way to do it in 1975 is to have vast "run-off areas".

Already the organisers at Clermont-Ferrand have said they can't afford to move the mountains, and others are wondering what to do with all the old Armco and catch-fence material. One circuit owner, who does not run Grand Prix events at the moment, has said: "If they want to race their F1 cars on my circuit they'll do it on the circuit as I offer it to them or they won't come", and he was talking American-dollar talk, a language most professional drivers understand.

The provision of "run-off areas" at Monte Carlo and Barcelona is going to be interesting. "Move the Casino back, we need a run-off area" you can hear them saying, and "get rid of the grand-stand at Ste. Devote, we need the space for a run-off area"—"and while you are at it, you can board over the harbour, in case we make a mistake at the *chicane*".

One day the circuit owners and the organisers are going to tell the drivers what to do, though some drivers may find it difficult to comply.—D.S.J.

FIA Championship

IN THEIR attempts to be fair and democratic the International Federation sometimes fall over themselves and over-complicate something which should be simple. A case in point is the system of scoring for the Championships for Sports/Prototypes and 2-litre sports cars. Points are awarded from first place to 10th place, from 20 points down to 1 point, but only if sufficient starters take part in the event. Then if the number of rounds in the Championship is only six, the results are worked out on six less one event; if there are more than 10 events, but not more than 12, the results count the number of events less three events. Only the first car of any make can count points, so if Matra or Chevron had a clean sweep, finishing a race 1-2-3-4-5-6, they would only score 20 points for first place and the next scorer would be the car in seventh place, scoring 4 points.

Not surprisingly the official FIA results

were late in being published, so that our Results Tables in the January issue had gone to press when they arrived. Unfortunately our inspired guesses on the Championship results were not inspired enough and we got both the Classics and the 2-litre overall results wrong. The actual race results were not in doubt, nor were the winners of the two Championships, Matra-Simca and Alpine-Renault being the undisputed Champions, but the lesser placings were wrong, the Gulf team actually being second in the 3-litre Prototype category instead of Alfa Romeo and March being third in the 2-litre Championship instead of Lola.

At times one wonders if we do not put too much importance on *not* being World Champion. In any category there can only be *one* Champion, everyone else has failed to achieve the object, so does it really matter that Joe Bloggs scored a Championship point and finished 24th in the overall placings, or that Bloggs Cars were ninth in their Championship for 1-litre five-wheeled cars, a mere 271 points behind the winner.—D.S.J.

For the record the official results were:—

MANUFACTURERS' CHAMPIONSHIP FOR SPORTS PROTOTYPES

1st :	Matra-Simca	140 points
2nd:	Gulf-Cosworth	71 ,,
3rd:	Porsche	68 ,,
4th :	Alfa Romeo	65 ,,

2-LITRE SPORTS CAR CHAMPIONSHIP

1st :	Alpine-Renault	100 points
2nd:	Chevron-Ford	49 ,,
3rd:	March-BMW and Ford	46 ,,
4th :	Lola-Ford	41 ,,

1975 Graded Drivers

EACH YEAR the efforts of professional drivers in International racing are acknowledged by the FIA in a classification or grading, and when your name is on the list you can consider you have been successful in your chosen profession. There are two lists, one for Grand Prix or Formula One drivers, the other for Long-Distance Sports Car drivers.

1975 Graded Formula One Drivers

Chris Amon	Niki Lauda
Jean-Pierre Beltoise	Arturo Merzario
Patrick Depailler	Carlos Pace
Emerson Fittipaldi	Ronnie Peterson
Wilson Fittipaldi	Clay Regazzoni
George Follmer	Carlos Reutemann
Howden Ganley	Jonnny Rutherford
Mike Hailwood	Jody Scheckter
Denny Hulme	Jackie Stewart
James Hunt	Hans Stuck
Jacky Ickx	Gijs van Lennep
Jean-Pierre Jarier	John Watson

Of these twenty-four "ace drivers" it is noticeable that there are only four from Great Britain. Could it be that all our nursery circuits, training grounds, driver schools, novice formulae, stepping stones, and so on are all doing it wrong?

1975 Graded Long-Distance Drivers

Andrea de Adamich	Herbert Müller
Derek Bell	Carlos Pace
Jean-Pierre Beltoise	Henri Pescarolo
Carlo Facetti	Brian Redman
David Hobbs	Carlos Reutemann
Jacky Ickx	Tim Schenken
Jean-Pierre Jarier	Rolf Stommelen
Gerard Larrousse	Gijs van Lennep
Arturo Merzario	

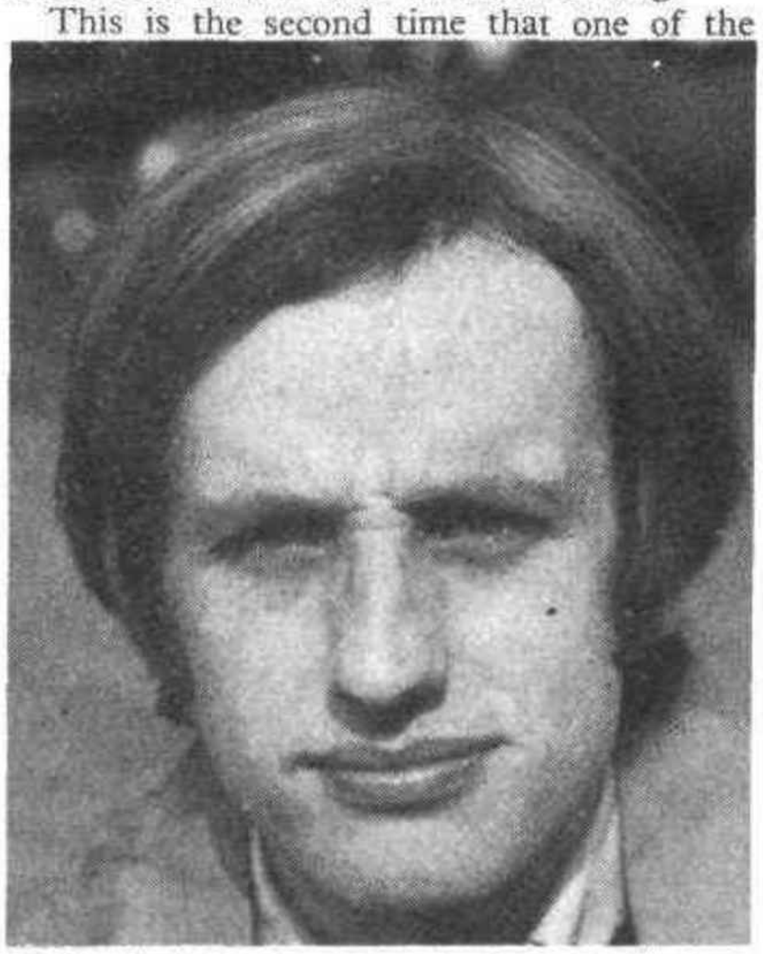
Around and About

Evans Wins Grovewood Award

Rothmans Formula 5000 Championship-winner Bob Evans won the £1,000 top award in the Grovewood Motor Racing Awards for 1974. Evans, who drove a Lola-Chevrolet T332 entered by McKechnie Racing, had four wins, three seconds, four thirds, one fifth and two sixths from 17 starts in the Rothmans Championship. He also shared a March-DFV 745 in the British Airways 1000 and finished eighth overall, won one Ford Mexico Celebrity Race and finished fourth in another.

In the opinion of the judges, Mike Cotton, Editor of our sister weekly magazine *Motoring News*, Roger Bell, Editor of *Motor*, Ray Hutton, (new) Editor of *Autocar*, and Ian Phillips, Editor of *Autosport*, Evans was, as the Grovewood citation demands, the driver who, in his early career, showed the most outstanding ability and promise, having regard to the car and facilities at his disposal, which could take him further in motor racing.

This is the second time that one of the



McKechnie Racing Organisation's drivers has won the award—Mike Walker won it in 1969.

Richard Morgan, Formula Ford-driving brother of David who won the premier award in 1972, won the second award of £500, Australian driver Alan Jones won the third award of £300 for his performances in Formula Three, and special commendations of £100 each went to Formula Atlantic man Jim Crawford and British Touring Car Champion Stuart Graham.

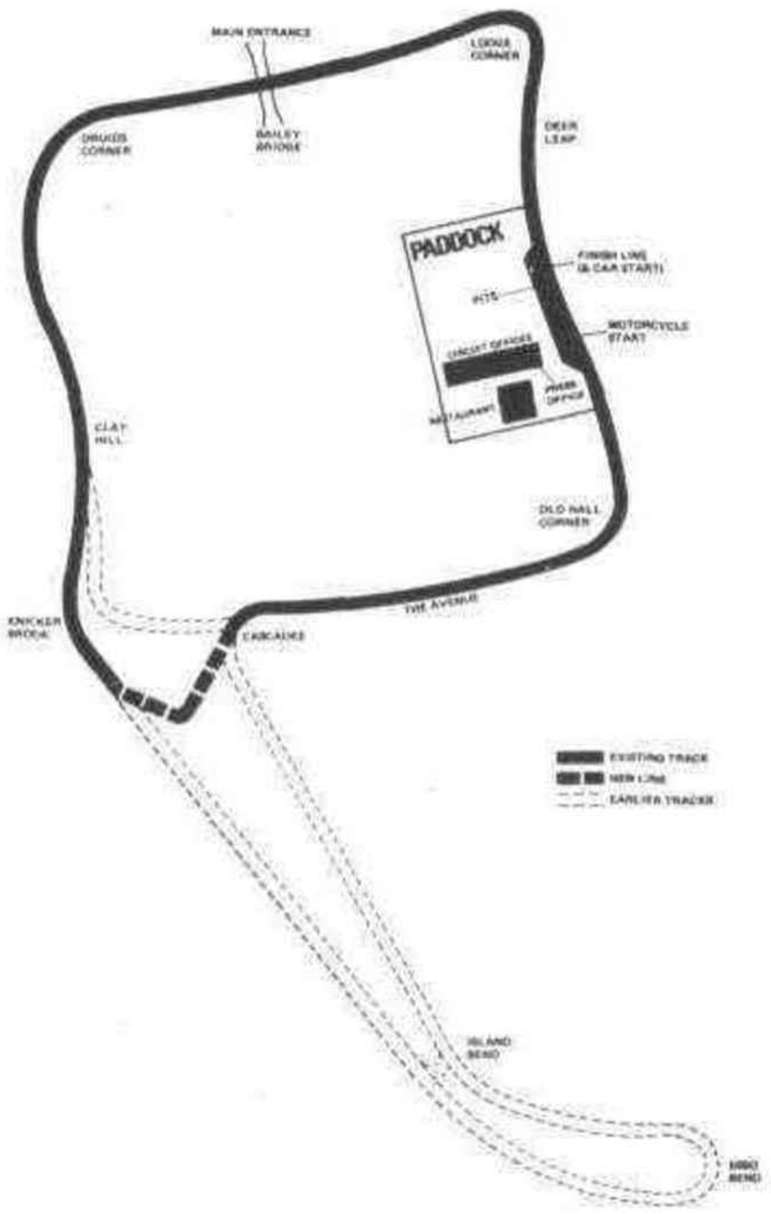
Return of Ecurie Ecosse

The famous name Ecurie Ecosse, probably best known for its successes at Le Mans with D-type Jaguars in the days when David Murray ran the team, will be seen on the circuits once again this year, in International Formula Three events. In full, the new team will be known as MacDonald Shand-Ecurie Ecosse following an agreement between the Dumfries-based MacDonald Shand Racing Team and the Earl of Elgin, who holds the title to the name Ecurie Ecosse on behalf of the Friends of Scotland Organisation. Drivers will be Graham Hamilton from Kirkbean, Dumfriesshire, Stuart Lawson from Kirkliston near Edinburgh, and Gordon Dalzell from Dumfries.

Five-speed Jensen-Healey

A five-speed gearbox made by Getrag of Germany, who make most of BMW's gearboxes, has been introduced as standard equipment on the Jensen-Healey. It replaces the four-speed Chrysler gearbox. Improved fuel consumption, acceleration and more restful high-speed cruising are claimed for this aluminium-encased, Porsche-type synchromesh gearbox. Other changes include the raising of the final-drive ratio from 3.73 to 1 to 3.45 to 1, the fitting of a two-piece propeller-shaft with constant velocity joints, the introduction of a wood veneer facia with a new-style glove box, the re-positioning of the clock and the addition of a lockable fuel-filler cap. The bad news is that those dreadful "5-m.p.h. bumpers" shown at the Motor Show are to be standard for all markets.

Revised Oulton Park



A plan of the new 1.654-mile Oulton Park Circuit.

The famous Island and Esso Bends have disappeared in a winter revision of Oulton Park circuit, which has whittled the circuit down from 2.76 miles to 1.654 miles. The revised section leaves the existing track at Cascades corner which will become a slight kink instead of a sharp left-hander. Then the track turns right to rejoin the existing circuit at a much slower approach to the right-handed sweep of Knicker Brook. It is claimed that the new circuit will be safer and provide better spectating. Motorcycles will continue to use the full circuit—without its Armco round the Esso complex.

The TR7 Makes a Quiet British Bow



The TR7 represents the most modern styling exercises to be put into mass-production by a British manufacturer. Initial production is scheduled for the USA alongside the TR6.

ONLY THE AMERICANS will have the initial pleasure or otherwise of the long-rumoured TR7, which goes on sale in the USA this month. Contrary to expectations this ultra-modern looking, wedge-shaped, 2-litre, two-seater will not replace the TR6, for the time being at least, and will be sold alongside the TR6 in USA British Leyland showrooms.

We have no driving impressions yet, for this interesting new sports car was introduced quietly to the Press at a cocktail party in British Leyland's Piccadilly headquarters, a sneak preview for us before the official launch to the American Press at the end of last month. As the first all-new sports car to come off the British Leyland lines since the Corporation was formed it shows that the company's designers and engineers are being given reasonable freedom of thought.

Mechanically it is conventional front engine, rear-wheel-drive Dolomite, a disappointment for those expecting a mid-engined layout. But the body, which resulted from a futuristic sketch made by Austin-Morris stylist Harris Mann, has lines in keeping with the 1970s and 1980s fashions and bears more than a passing resemblance in some respects to British Leyland's SRV2, Marina-based safety car. Its frontal aspect is attractive, in the flesh if not in photographs, for, like many of these modern shapes, it is not photogenic. Unfortunately the rear end looks as though it has been shunted by a London 'bus, largely because of American regulations relating to lights and "5 m.p.h. bumpers". The centre section, with dummy fluting on the rear quarter panel, is reminiscent of the pretty little mid-engined Fiat X1/9 and the steeply sloping, large area windscreen is a Solbit fixed laminated screen, which does not use a conventional rubber seal, the windscreen fitting flush to the body, minimising wind noise.

Retractable 7-in. round headlamps, their action powered by electric motors, have allowed the designers to adopt the low, wedge-shaped nose, though this makes for a lot of wasted space ahead of the cross-flow radiator. There are pronounced lips over the wheel arches, the forward-hinged bonnet is louvred and a curved flare in the side panels is presumably intended to give an impression of speed.

"Speedy" this car is not, the maximum speed being 107 m.p.h., but it is said to be economical. The in-line, slant-four Dolomite engine is fitted with the single-overhead-camshaft, eight-valve head of the standard 1854-c.c. Dolomite, uses the 1998-c.c. block from the Dolomite Sprint, runs on 175CD instead of the Dolomite's 150CDS Stromberg carburetters, has a compression ratio of 8-to-1 instead of 9-to-1 and uses a new Lucas miniaturised transistorised magnetic impulse ignition system which fits inside the contactless distributor. No power-output is quoted for the emission-controlled, US specification engine, probably because we would all laugh at the figures. Prospective European customers can rest assured that this power-consuming equipment will be absent from the home-market cars when they are introduced at this year's Motor Show, in which case something over 100 b.h.p. should be produced. The emission-controlled engine manages to drag the exactly one ton of weight to 60 m.p.h. in 11 sec. and 70 m.p.h. in 14.5 sec., which could be a lot worse.

We won't dwell too much on the performance aspect of this TR7, for much quicker derivatives will follow once the car is established in Europe: there will be a Dolomite Sprint-engined version utilising Bosch fuel-injection for certain and, depending upon the state of the economy and the fuel crisis, there could be an even more exciting version powered by the Rover V8 engine. If one uses the economy of the MG-B V8 as a yardstick, the V8 TR7, with what one assumes is a much more efficient body shape than the MG-B, should be capable of 30 m.p.g.

The drive line is identical to the Dolomite in everything except length of the propshaft: the same 8½-in. diameter clutch, even the same gearbox ratios and 3.63-to-1 final drive. An overdrive is not yet offered, but presumably might follow if the chassis can accommodate it.

Dolomite suspension layout is followed, too. This means MacPherson struts, coil springs and an anti-roll bar at the front, while the live rear axle is suspended by the Triumph four-link system with fore and aft location provided by two longitudinal trailing arms mounted to the body and the underside of the axle casing and two semi-trailing arms mounted to the body and the top of the axle casing. Coil springs are carried on the trailing arms and the telescopic dampers are mounted to the floor-pan and the rear of the axle. The use of this arrangement should guarantee a comfortable ride from its long suspension travel and moderately soft springing, but we note that no attempt has been made to improve axle location to obviate the poor traction which the Dolomite, particularly in Sprint form, suffers from.

The front disc brakes are an inch larger than those of the Dolomite, being of 9¾ in. diameter, but the same 8 in × 1.5 in. rear drums are employed. A split circuit hydraulic system is fitted, in the rear one of which is a line-pressure reducing valve to maintain balance between front and rear brakes, and a Lockheed direct-acting servo reduces the right-foot's effort.

The most disappointing aspect of the TR7



One of the most attractive interiors to be put into a modern sports car.

is the poor utilisation of space within what is quite a large car: at 13 ft. 8.3 in. long it is 2.3 in. longer than the Dolomite while it is no less than 4.45 in. wider than the Dolomite, being 5ft. 6.2 in. wide. Yet this is a strict two-seater with very little space even for oddment stowage in the cockpit. The rear bulkhead, behind which lies the 12-gallon fuel tank, is situated right behind the seats, with hardly room for a handkerchief between when the seats are fully back. There is a shelf above the bulkhead ahead of the shallow, heated rear window, but anything left on there would shoot forwards under braking. Admittedly there are trays within the vast acreage of facia top, but articles left in front of a low-seated driver tend to distract and reflect in the screen. There is a fairly roomy lockable cubby-hole, however.

All the space between the cockpit and illuminated boot is taken up by fuel tank and double bulkheads and, like the TR6 and the Stag, the boot is ridiculously shallow in relation to the depth of the car tail, the spare wheel and extraneous bodywork taking up all the space beneath the boot floor. This luggage space is also shallow front to back, though it runs the full width of the car and has a couple of unprotected bolts ready to maul luggage.

The driver and passenger are not troubled by lack of personal space and are surrounded by what in our view is one of the most attractive interiors to be put into a modern sports car. Seats are the usual very comfortable, Triumph-style, broad-cord trimmed ones and deep pile carpets trim the floors, very high sills and bulkheads. One sits *in* this car, not *on* it, burying one's feet into deep wells on the driver's side of which the pedals were none-too-well spaced in the left-hand-drive examples displayed at the preview. We agree with Triumph's claim that the TR7 has one of the best and most functional interiors of any sports car (disregarding the stowage complaint): all the major functions are controlled by that brilliant Triumph switchgear on the steering column and less frequently-used switches are within easy reach on the facia or centre console. The steering wheel is trimmed in imitation leather and has a massive crash pad in its centre. The comprehensiveness of the instrumentation is spoiled by the lack of an oil-pressure gauge. All the instruments and panel and warning lights are built into one printed circuit unit.

The air-blend heating system threatens to be one of the best employed in a sports car, while air-conditioning is offered as a factory-fitted option. For even better ventilation, a full-width sun-roof will be made available in due course, but there will not be a full-open version, for this car was planned at a time when the Americans intended to ban open cars by 1975.

We have gone on at length about a car which will not be available on the British market until the end of the year because, in spite of British Leyland's quiet introduction, it is a vitally important car to them in the export market, it shows the way in which British Leyland's sports car thinking is going (disappointingly to some extent because it seems that they are avoiding the mid-engined concept) and most of all because this will be their major home-market sports car next year. You can make up your own minds as to whether it's worth waiting for !—*C.R.*

The Conventional New Escort Range



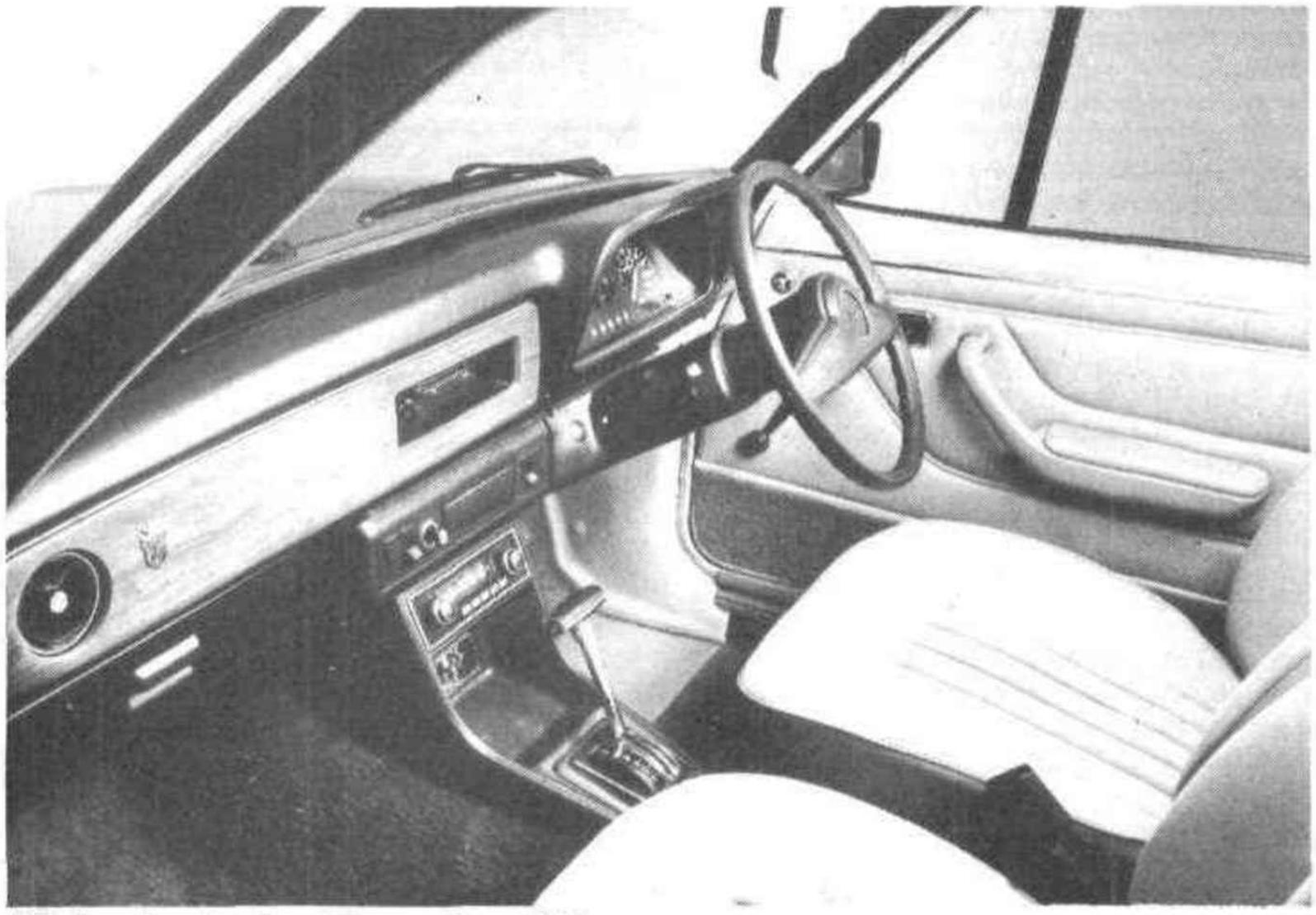
The Escort Sport, available as a 1.3-litre or 1.6-litre, has stiffer springs than other versions.

AN ATTRACTIVE new body shape constructed around practically the same old mechanical components is the essence of Ford's new Escort range, which goes on sale in Britain on March 19th. If this comes as a disappointment for those anticipating an all-independently-sprung model of completely new design, Ford are expecting that simplicity and economy are the right combinations for the hard times said to be facing us. What they have succeeded in doing is providing more space, greater window area, more comfort, wider model range and, so they claim, quieter, smoother running.

The nineteen cars making up the "everyday" range all use the cross-flow five-bearing, in-line four-cylinder Kent engine as before, in sizes upwards from 1,098 c.c., through 1,297 c.c. to 1,598 c.c. The 1,598-c.c. Mexico is no more, but its 84-b.h.p. Weber-carburetted GT engine lives on in a 1600 Sport and a luxurious Ghia derivative to join the other top-of-range Ghia models on Ford's list. Both are available with two or four doors. Otherwise-identical Ghias and Sports are available with 70-b.h.p. 1300 GT engines, though the 1300 Sport comes in two-door form only. The rest of the range is comprised of the basic 1100, the 1100 L, the 1300 L and the 1300 GL. All except the 1100 L are available in estate car guise as well as two- or four-door saloon specification, and the basic-model estate can be ordered with a 1300 engine.

All the GT-engined versions—1300 and 1600—have Weber carburetters, slightly hotter camshafts and tubular exhaust manifolds, just as before. Ford carburetters and cast manifolds are fitted to the 48-b.h.p. 1100 and 57-b.h.p. 1300.

Before enthusiasts start screaming "Where are the performance Escorts?", we'd better



The luxurious interior of the new Escort Ghia.

say that they will not be disappointed. Ford sprang a surprise at the launch of the new Escort at the Dorchester Hotel when they showed a fully rally-prepared development of a new RS 1800 production car. While the works rally cars will have 2-litre BDA engines as before, this production road car uses a bored-out RS 1600 BDA engine: increasing the bore to 86.8 mm. from 81 mm. has raised the capacity of the old 1,601-c.c. 16-valve, twin overhead camshaft, all-aluminium engine to 1,840 c.c. The power-output goes up from 115 b.h.p. DIN at 6,500 r.p.m. to 125 b.h.p. DIN at the same revolutions, in spite of replacing the twin 40-mm. Dellorto carburetters with a single twin-choke down-draught Weber, ostensibly for reasons of economy. As did the old RS 1600, the RS 1800 has a strengthened version of the standard Escort shell. Cloth-trimmed bucket seats are fitted as standard.

A new RS 2000 will appear later in the year with a modified 2-litre, overhead camshaft Pinto engine and streamlined front bodywork.

There are no mechanical changes at all to the push-rod engines of the "everyday" range. The 1100's clutch is raised in size from 6.5 in. to 7.5 in. to match the rest of the range, that wonderful, single-rail shift gearbox is unchanged, and Ford's C3 automatic gearbox becomes an option on the 1300 and 1600 models in place of the Borg-Warner unit.

In the suspension department Ford engineers have concentrated on removing much of the harshness of the ride. This has been achieved by softening the spring rates (the rear leaf-springs are wider, but have three leaves instead of four). Lost roll-stiffness has been



There's a family resemblance to the Capri II in this Escort Ghia tail.

replaced by fitting a rear anti-roll bar, which is designed to reduce tramp too, using vertical instead of inclined rear dampers and increasing the front anti-roll bar's diameter. The MacPherson front struts have more progressive bump stops. No changes have been made to the rack-and-pinion steering. Stiffer springs are fitted to the ½ in.-lower Sport model.

The 1100s continue to use drum brakes (disc brakes are optional), the front ones being increased in width by ¼ in. Mexico-sized front discs, calipers and pads are fitted to 1300 and 1600 models, and all models now have self-adjusting rear brakes. Servos are standard on the Sports and Ghias.

By modern standards the superseded, seven-year-old Escort shell had fairly poor visibility. Slimmer pillars and a lower waistline have increased the window area in the squarer-styled new car by 23%. Other basic body improvements include a 10% larger boot and 2 in. more leg-room in the rear. In an effort to reduce the noise, vibration and harshness from which the Escort has always suffered, the rear engine mounting and exhaust mountings have been changed, there have been detail changes to the suspension to fight the intrusion of road noise, and much greater use has been made of sound-deadening materials, particularly in the Ghia.

By current standards the old Escort's interior had become somewhat crude. Now the seats are much more sensibly padded for improved comfort, the Design Award-winning Cortina Mk. III instrument cluster is included in the redesigned facia, and at last Ford have fitted steering-column switches for lights/washers/wipers, again borrowed from the Cortina. There is a new heating and ventilation system, including eye-ball vents and improved extraction.

As always with Ford cars an almost endless permutation of trim and detail specifications is available. At the top of the list the Ghia parallels its Ghia Capri and Granada brothers in having thickly-padded, cloth-trimmed seats, headrests (standard on the Sport too), cloth door trims, a wood veneer facia, tinted glass all round, door-to-door, shag-pile carpeting, lacquered metallic paintwork and a vinyl roof.

Although we have already driven briefly a number of pre-production versions of the new Escort, we must respect an embargo on driving impressions until March 19th. Similarly, prices will not be available until nearer that date. On the basis that Ford are not likely to price themselves out of the market, even though the luxury Ghia is likely to be over £2,000, this presentable, if conventional, revised Escort ought to keep Ford well ahead in the British Best Sellers List.—C.R.

Before We Lose Track

COLIN CHAPMAN and Maurice Phillippe put their heads together in 1969 to scheme up a Formula One car using the standard package of Cosworth V8 engine and 5-speed Hewland gearbox, knowing that neither of these would give them any advantage over their rivals who were using the same components. Therefore all their thoughts were directed to gaining advantages in other ways. These included torsion-bar springing in place of the "standard" coil-springs; side-mounted radiators to improve cooling air flow, save the weight of plumbing to a front radiator, improve the weight distribution and allow a slim chisel-nose; inboard brakes were mounted at the front to improve the unsprung weight, as well as inboard brakes at the rear. There were many more detail design improvements over the Lotus 49, which was their previous F1 model and the new Lotus 72 appeared in 1970 and became a trend-setter which was copied by many other designers. It was not an instant success, needing numerous modifications to make it work satisfactorily, but this did not take long and for five seasons it has been the car to beat.

A total of nine cars has been built, some of them undergoing such complete rebuilds as to almost become different cars, but the basic identities have been retained and are as follows:

72/R1—Prototype. Raced by John Miles in 1970. Finally scrapped.

72/R2—Driven by Jochen Rindt and won four races in 1970. Destroyed in fatal accident to Rindt at Monza 1970. Remains are still impounded by the Court in Italy.

72/R3—Factory team car sold to Dave Charlton in South Africa. Later sold to Alex Blignault.

72/R4—New car sold to Rob Walker for Siffert to drive. Now in Brazil as a permanent Show car owned by the Fittipaldi brothers.

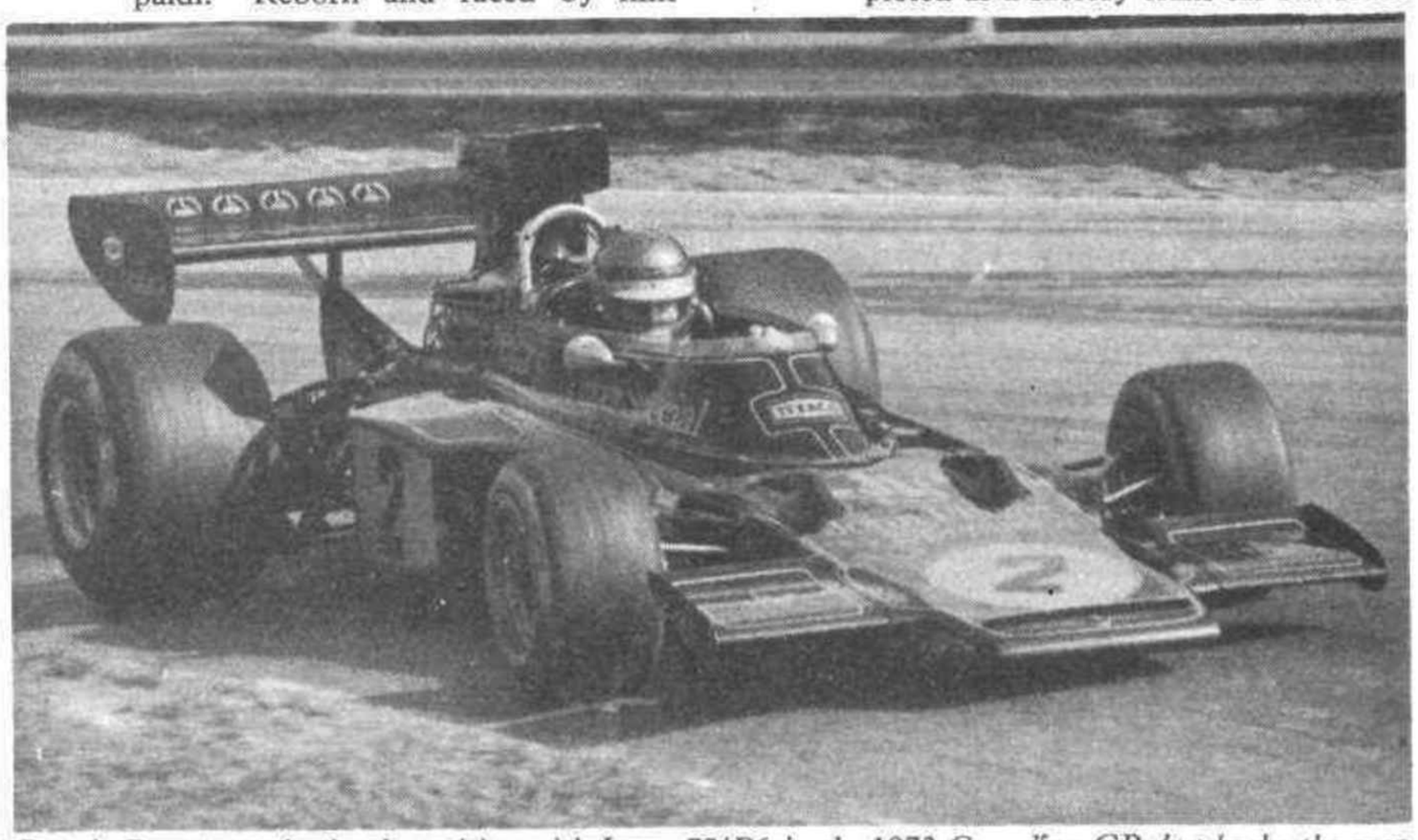
72/R5—Factory team car. Written off at Zandvoort in 1973 by Emerson Fittipaldi. Reborn and raced by him later. Driven by Jacky Ickx in 1974 and still in works team.

72/R6—Factory team car in 1973. Sold to Team Gunston in South Africa in 1974.

72/R7—Factory team car in 1973. Sold to Team Gunston in South Africa in 1974.

72/R8—Factory team car driven by Ronnie Peterson in 1973 and 1974. Still in Team Lotus.

72/R9—Probably the last Lotus 72. Completed as a factory team car for 1975.



Ronnie Peterson gained pole position with Lotus 72/R6 in the 1973 Canadian GP, but broke the rear suspension against the Armco in the race. The car was subsequently sold to Team Gunston in S. Africa.

The Mumford Marina Convertible

An open-air family car

SO FAR AS we know this Government has yet to tax fresh air and those with sufficient energy and time can continue to exercise their limbs in beautiful parts of Britain far removed from the Whitehall bureaucrats. But what of the rest of us, those with little energy and/or time who also enjoy fresh air, but whose exercise is restricted to pushing pedals, and turning wheels? In the '50s and early '60s many British saloon cars were available from the manufacturers in convertible form but gradually they disappeared until only the Minor 1000 and the Herald/Vitesse remained. Now they too have departed and there is not one mass-produced, saloon-based, full four-seater convertible available from a British motor manufacturer.

This sad state of affairs has been a profitable one for Crayfords of Westerham: for those who cannot afford a Jensen or Rolls convertible or even a Stag (which, with its restricted rear seat and boot room does not fit into the argument for a *saloon*-based converitable), Crayfords have produced for many years a range of convertibles on a wide variety of saloon car shells. In 1973 they were commissioned by W. Mumford Ltd., the West Country British Leyland distributors, to develop a convertible based on the Morris Marina Coupe, which has subsequently been put into production by Mumfords at their Plymouth works. The conversion is available on all the Marina coupés—1.3, 1.8 and 1.8TC—and before the weather broke early last Autumn we were able to enjoy a brief spell with a Mumford Convertible based upon the ordinary 1.8.

A combination of white hood and purple coachwork embarrassed us, but other than this touch of effeminacy we found this clever conversion not unattractive, particularly with the hood down.

A novel feature is the broad, fixed, double anti-roll bar, which has fixed windows in between the side-pieces and a tinted window in its upper section. This adds stiffness and strength as well as safety and the "chassis" too is stiffened to prevent banana-shaped Marinas. Wind-up side-windows in the rear quarter locate in the rear edge of the roll bar. The standard screen and pillars are retained with a strengthening piece along the top to which are anchored the "up-and-over" clips for the hood. Faced with the problems of incongruous and possibly dangerous door-window frames, Mumfords simply remove them.

Unlike most "saloon convertibles", the Mumford Marina retains the full-width of its back seat, for the hood pivots *above* the seat line and the hinges when folded sit above the bodywork rather than disappearing into recesses on each side of the seat, as they did in the Herald, for example. Most of the roof section of the hood folds down into a hood compartment behind the seat, where it and the hinges are covered by a neat, metal-stud attached bag.

Operation of the good-quality PVC hood



The Mumford Marina offers one of the few remaining opportunities for open-air family motoring. Its Marina-base may be mundane, but its convertible function is admirable.

is reasonably quick and easy. The two buttons, one securing the front of each of the rear quarter panels, are undone, the "up-and-over" clips released from the screen rail, the front half of the hood, including the rail above the door, is folded back to the roll-bar, to which the hood fabric is attached by Velcro strips, the fabric is pulled out from between the hinged rails to prevent trapping, and the whole lot, including the Vybak rear window, is folded away into the hood compartment.

We had expected plenty of rattles, draughts and leaks from this large hood, but apart from mild drumming at speeds over 70 m.p.h. there was nothing to complain about. A spell of torrential rain failed to penetrate, although given a powerful enough storm against the side of the parked car we'd expect some trickles down the insides of the windows. The only real drawback to the hood proved to be poor rearwards visibility, massive blindspots being created by the rear corners. Not that the standard Marina coupé can offer a much better view rearwards.

Many of Crayfords earlier convertibles severely lacked torsional rigidity. The same cannot be said of this design they have produced for Mumfords, the secret of success being undoubtedly that roll-over bar. If there is any body flexing there is so little that it can be regarded as insignificant.

Because Mumfords do not touch the running gear there is little point in dwelling on the characteristics of the Marina in general except to say that on re-acquaintance with British Leyland's oft-criticised model we were surprised how much better the later ones handle than those dreadful early models. The single-carburetter 1,798-c.c. engine in the test car was quite surprisingly quick, revving easily and feeling quite unfussed at over 90 m.p.h., the gearchange was quick and accurate and the brakes were reasonably good. The "sow's ear" is certainly much improved.

Mumford's conversion on any of the three Marina coupés costs £550, so that the total cost of the 1.8 tested would be £2,156, no longer a ridiculous price to pay for a fairly exclusive motor car which offers something others do not. Mumford convertibles can be ordered through British Leyland Morris Dealers and Distributors and other inquiries should be directed to W. Mumford Ltd., Drake House, Laira Bridge Road, Plymouth (Plymouth 68411).—C.R.

BRIGHTON RUN, 1974

A NICE pictorial souvenir of last year's Veteran Car Run has been published by Lodgemark Press Ltd., the Karting publishers, at £1.40. It contains 112 clear pictures of veteranists undergoing their ordeal in last year's Castrol/RAC event, for which MOTOR SPORT got neither the offer of a car, a seat thereon, nor even RAC passes for covering it. So we note with interest that *all* the cars did not have full crews of celebrities, as the VCC implied when we innocently inquired if a ride was available! Each picture shows a car in full cry on the Run, and it is interesting to compare subtle differences in those of the same make, type and year, the garb of the crews, etc. One error is captioning Sears' 1904 18/28 Mercedes as a single-cylinder car, which seems to have been picked up from the Official programme, while a Winton, and a car numbered as Mrs. Slater's Panhard-Levassor (which is doubtful), are written off as "unidentifiable" by the caption-writer. But I like this one—similar photographic records of this and other old-car events should find a ready market. If you pay postage, you can buy these 112 pictures (including Polson's 1894 Benz on the cover) from Bank House, Summerhill, Chislehurst, Kent—it works out at not much more than 1p a print.—W.B.

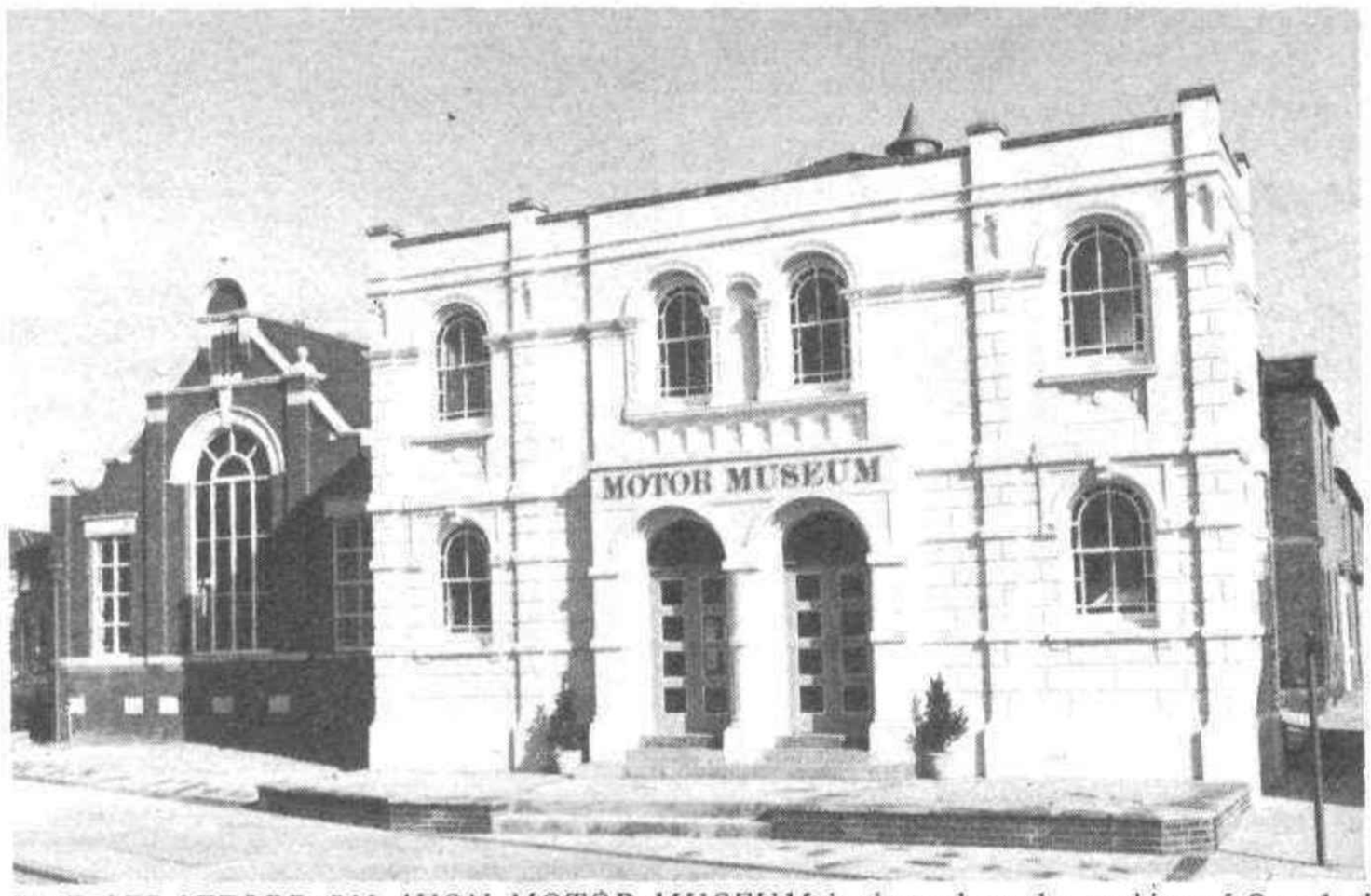
The new Hon. Sec. of the flourishing Morgan 3-Wheeler Club is W. H. Lear, Flat 2, The Grange, Cannington, Bridgwater, Somerset, TA5 2LD.

* * *

Alfa Romeo introduced a 1.6-litre economy version of the Alfetta at the Brussels Motor Show last month. In all respects other than capacity it is identical to the Alfetta 1.8. Also announced at Brussels was the Alfasud L, the L denoting a more luxurious specification. Neither will be available in Britain until the early summer.

Veteran Edwardian Vintage

A SECTION DEVOTED TO OLD-CAR MATTERS



THE STRATFORD-ON-AVON MOTOR MUSEUM is situated on the outskirts of Stratford in an old church that was formerly a tyre-store.

HAVING AMASSED a fine collection of vintage motor-cars since he gave up rallying, Bill Meredith Owens needed somewhere to house them, so he decided to start a Motor Museum, which was declared open last year by Raymond Baxter of the BBC. It is situated in Shakespeare Street, Stratford-on-Avon, and is thus very well-placed to attract the world's tourists. The building in which the exhibits are housed is an old Methodist Church, which had become a tyre store. Meredith Owens had to find the tyre business new premises before he could buy the Church and convert it, at considerable expense, into a setting appropriate to the elegant cars he wished to display. It is lit by natural light from windows in the beamed roof, but has underfloor electric heating and chain partitioning to divide off the exhibits.

The Museum is not a large one but it specialises in the bigger, more exotic vintage cars, which fit in well with the Stratford background, just as Tom Wheatcroft's racing cars are appropriate to Donington and Lord Montagu's wider-ranging exhibits, portraying all facets of motoring history, typify Beaulieu. The building at Stratford is well-suited to the purpose for which it is now used, as there is a wide door for moving cars in and out and it is approached without going through the centre of the town. There is no car-park, but the Museum is within short walking-distance of public car-parking facilities. It is open every day from 10 a.m. to 7 p.m., including Sundays, and is entered through a gift-shop. Admission is 50p per adult, 25p for a child, and it is close to the Shakespeare Centre, so easily located.

To obtain cars for the collection Meredith Owens travelled frequently to India. The story of the difficulties he encountered over three years, before his first Rolls-Royce could be bought, makes very good hearing, especially when told in his own amusing style! Thus one of the premier attractions is a 1934 Rolls-Royce P11 Thrupp & Maberly torpedo-cabriolet supplied originally to His Royal Highness Thakore Saheb Bahadur, Maharajah of Rajket, to replace his 1908 Ghost. It is finished in saffron paintwork, with polished aluminium mudguards and bonnet, and displays the Maharajah's crests. The engine has the rare high-lift camshaft and as well as windscreen-level searchlights there are twin spot-lamps which swivel with the front wheels. The upholstery is in brown hide, of which only that on the back seat required replacing.

Almost as impressive is the 1926 Rolls-Royce P1 tourer which was found standing abandoned at the Palace of His Excellency Nawab Wali-ud Dowla Bahadur, Prime Minister of Hyderabad. It is an open Barker tourer, this time all in polished aluminium, including the mudguards. It was used on State occasions by HM King Edward VIII, the Viceroy of India, and other distinguished persons, until the Partition of India in 1948. To complete the R-R exhibits there is that famous 1927 P1 Barker sports-tourer, EX10, the experimental prototype from which three production CJ sports models were developed, one of which is also now in India, it is said. EX10 disappeared in 1931 after an illustrious career but was discovered in 1948, not in India but in Meriden, on a used-car lot! It has been completely refurbished. Finally, there is a Barker tourer on a 1922 Twenty chassis, the 20th built, a car originally ordered by the Maharajah of Udaipur but now owned by John Fasal, who found it in the Temple of Nathdwara in 1967 and has restored it magnificently.

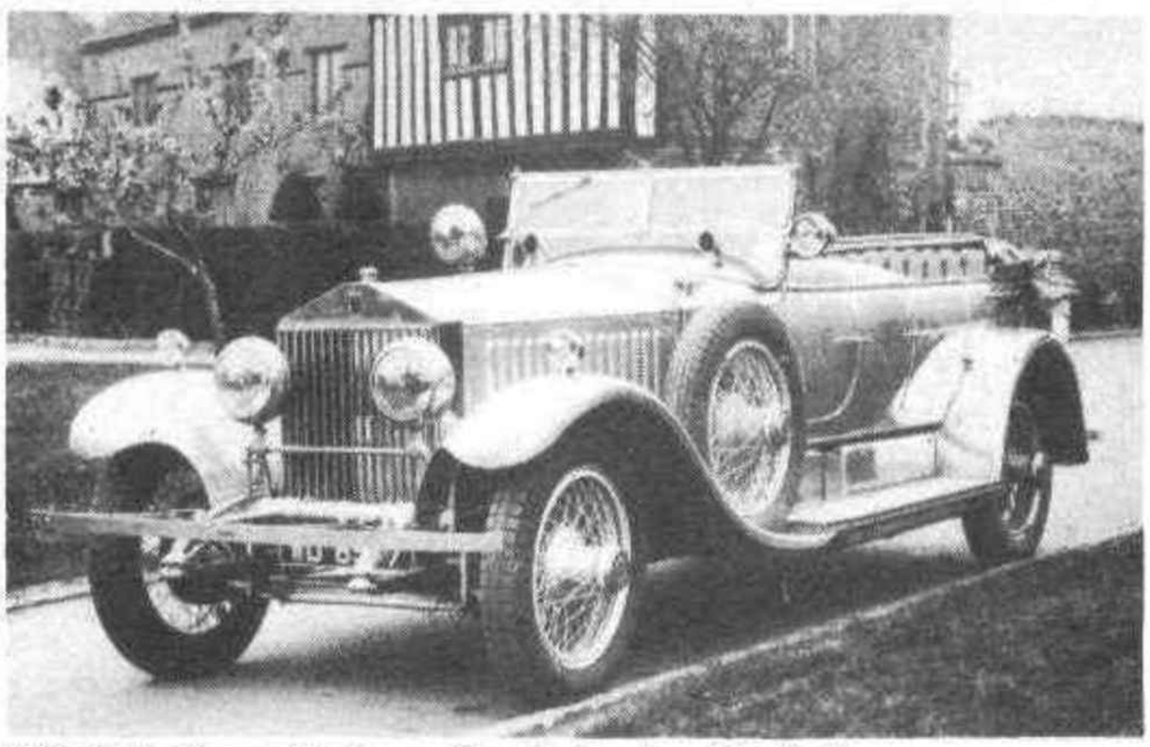
Rivalling the most exotic of the Museum's Rolls-Royces is the 1929 short-chassis 37.2-h.p. Hispano-Suiza which was a wedding present to the son of the Maharajah of Alwar. It has a Kellner cabriolet-roadster (or coupé) body, the low-rake steering column, and enormous extensible spot-lights used during panther-hunting expeditions. These lamps necessitate a separate 24-volt dynamo, driven by belt from the prop-shaft. Although it had run only 11,000 miles since new the car was in a very poor state when discovered, and took six years to dismantle and restore, including fitting a new cylinder block. With warning bell, lined mudguards, triple bumpers and disc wheels, this is an impressively flamboyant car, its dashboard, as usual on this make, well stocked with instruments, including a Nivex fuel-gauge and a gradient-meter. Meredith Owens believes in taking his cars on rallies and long journeys and I was allowed to drive the Hispano-Suiza, finding its steering light, the clutch a little fierce, the servo brakes reassuring, and the engine extremely docile in top gear, while the gear change was crunch-proof but apt to baulk if hurried unduly from 1st into 2nd. The steering wheel has an unusually thick rim, apparently specified by the Maharajah.

Another very fine exhibit is the 1929 38/250 Mercedes-Benz SS with Mercedes' own touring body, the sedate lines of which contrast with the car's performance potential. This was Lord Cholmondeley's property until sold in 1939 to an Indian Maharajah. His Lordship's wife still recalls how he disliked her driving him in it at 100 m.p.h. Meredith Owens found this Mercedes in a shed in Bombay, where it was languishing after a mileage of only 20,000.

On loan when I was shown round the Museum by Meredith Owens and the Museum's Consultant, A. F. Rivers-Fletcher, were Anthony Bamford's 1½-litre GP Delage, Gordon Chapman's E-type ERA and his ex-Philip Scragg Lister-Jaguar, the latter restored to single-seater form as it was when Jack Fairman drove it in the Monza banked-circuit race, A. B. Price's Type 57SC Bugatti Atlantic coupé, and Brian Morgan's splendid rebuild of a Speed Six Bentley Vanden Plas fabric tourer, the last-named rather surprisingly with the cambox and cover in matt-black finish. Then there was a 2½-litre SS100 two-seater in immaculate order, Rivers-Fletcher's replica of the Birkin Speed-20 Alvis, on a Speed-25 chassis, (its owner uses a Ford Capri in the winter), the 1965 Rover-BRM gas-turbine Le Mans car, L. Goff's as-new 1935 N-type MG Magnette, Ian Preston's Type 35B GP Bugatti, the same owner's Type 50 Bugatti d.h. coupé, and Mike Raahauge's "bitsa" Brescia Bugatti. Other exhibits, temporarily absent, will include a "baby" Railton d.h. coupé and the ex-C. A. N. May JAP-engined Cooper-500, now raced by Peter Rivers-Fletcher, who has discovered something that troubled everyone who drove these cars, namely, how to obviate the possibility of missing the change into third gear when driving in anger—and a very simple cure it is, too!

These were the main attractions of this compact but pleasing Stratford display. They





Left, the interior of the Stratford-on-Avon Museum; right, the all-aluminium 1926 Rolls-Royce P1 tourer found abandoned in India.

were backed up by the Jonathan Hartley 1909 Rolls-Royce Silver Ghost, found in Australia and now with a Wilkinson replica body, a Singer Le Mans four-seater, a 1906 single-cylinder Rover belonging to British Leyland, a Ruby Austin 7, and a number of motorcycles which include early Sunbeams, an ABC, a Ner-a-Car, a vee-twin Brough Superior, a Harley-Davidson and an Indian. Some of these are shown in a period garage complete with enormous lifting-jack, tools, and ancient lamps and advertising plaques, many of which Meredith Owens acquired from an old garage in Wrexham, where they even made their own brand of batteries. Other items that caught my eye included a big model of a 1948 Lea-Francis saloon, and one of those pedal-cars made by Austin Motors' disabled employees after the war and intended to represent the twin-cam racer. A side attraction is the replica Halford's shop of the vintage days, borrowed from the Castrol Extravaganza (the delectable accessories in the windows are cardboard dummies, though), while outside the Museum are an early farm tractor and a V12 Liberty aero-engine.

The exhibits will be changed from time to time and when you have done the current Shakespeare play and seen Anne Hathaway's cottage (or perhaps before!) you should bear in mind the delights of the Stratford-on-Avon Motor Museum.—W.B.

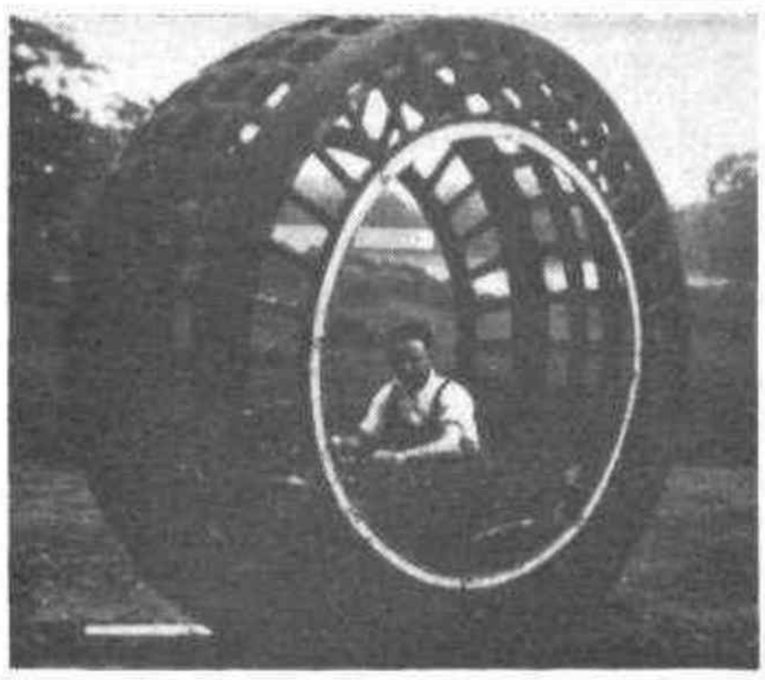
V-E-V Miscellany.—The threat of a 50 m.p.h. speed limit seems to have encouraged restorers of the more staid old cars. A reader in Oxfordshire, who is rebuilding a 1932 Austin 16/6, has unearthed three miles from his house a 1927 Morris-Oxford that went to ground in 1946 and which has lost its rear-end to a truck. But it is still reasonably complete and information is sought about these 13.9-h.p. saloon-landaulettes to help in its reclamation, and from Huntingdonshire comes news of a second-owner 1931 Morris-Cowley bought five years ago, in good order except for its upholstery. Will the reader who was enquiring about the present whereabouts of his Humber TX 4702 please get in touch with us, as his address has been mislaid and we have news that it is in Sweden. The Sunbeam referred to recently as being in a Gloucestershire breaker's yard turns out to be a Dawn, which should yield some useful spares to owners of these cars. A reader in Leicestershire has some Wolseley Hornet spares which are for disposal if not already snapped up by the Wolseley Hornet OC. Letters can be forwarded.

Arising from the article we published in December about the TT FWD Alvis cars, Lt. Roper has sent a letter to the author recalling the FWD Alvis he raced and saying, in passing, that he frequently indulged in the pursuit of spinning the car round and round about the axis between the back wheels, as mentioned in the article. Unfortunately an incorrect photograph was used with Torrens' article, so that the one showing both engine number and Scrutineers' stamp did not appear. Also, the casting-mark on the block reads G-3.28, not 6.3.28 as printed. John Oldham, spurred on by the "White Elephant" article concerning Johnny Thomas' 35-h.p. sleeve-valve Daimler, recalls that the Minerva had about the best-looking and cleanest-design of Knight engine and that the worst sleeve-valve engines for smoking were the Burt MacCullom single-sleeve power units in the 25/70 Vauxhalls, those used as taxis in Bournemouth in the early 1930s emitting not blue but white exhaust smoke. But he recalls that the 17/50 Arrol-Asters were even worse, which not only emitted white smoke but dripped black oil out of the pipe when standing. He says the 35/120 Daimlers were used by the Sydney Flying Squad in Australia from 1927-1932 for chasing the current American cars used by criminals and that he remembers how well a Royal Blue coach with one of these Daimler engines was going, on the Exeter-Bournemouth route when his mother's Series-E straight-eight Hupmobile with Victor Broom coachwork had difficulty in passing this fully-laden coach which was cruising at 50 to 60 m.p.h., until it dropped to about 30 m.p.h. on the hill between Dorchester and Poole. Moreover, it made very little smoke, save for a burst every now and again after climbing hard and then easing off, which Oldham has noticed with most big engines, including P1 and P11 Rolls-Royce. Incidentally, his family had five Hupmobiles, on the recommendation of Alan Chorlton, the Beardmore Chief Designer, who was a friend of his mother's. She disliked the boxy bodies and velvet upholstery of the American models and so specified Victor Broom coachwork.

Whose De Dion Bouton was it that figured in the BBC film about Lady Randolph Churchill? In the photograph of a group of early motor vehicles gathered near Swansea, which we published last month and which was sent to us by Mr. Paul H. W. Flooke of Penarth, this was a meeting of the Swansea MC at Pont-nedd-fachen cricket ground, in 1904/5, the two people on the extreme right being Mr. Flooke's Grandmother, Jack Thomas of Skewen and his Grandmother's brother, Ernest Courtnay Trott, their machine a Chater-Lea tricar with Italian engine, of which the rear reflectors survive. Mr. Flooke's Grandparents owned CY 5 for a time.



The Morris-Oxford referred to above.



Remember it? The Dynasphere, demonstrated at Brooklands.

Vintage Postbag

FWD Alvis Matters

Sir,

I was, of course, extremely interested to read the article by Hugh Torrens regarding the FC front-drive Alvis in the current issue of MOTOR SPORT.

I was particularly interested to learn that John Cooper once owned "WMZ 142 a TG 12/50 whose present whereabouts is unknown". I purchased this car in May 1951 off a Birmingham bomb site for £28. The chassis No. was 11584 and the engine No. was 7048. I used the car continually up to May 1956 when its life came to an ignoble end, but it was, however, a life of adventure. It was not unfortunately in its original form when I purchased it. Someone had cut the chassis in half, turned the rear half upside down, and underslung it under the rear axle. On this he had fitted an ex-W.D. Austin 8-h.p. tourer body, but apart from the sacrileg of the exercise I must admit that it did not look bad, and whoever it was who did it knew what he was doing, structurally. Furthermore, he had fitted an 8-h.p. Zenith carburetter to the engine which, incredibly, worked well. In May 1956 I was living in Gloucestershire and garaged the car in an old outbuilding which had a roof of heavy pantiles on very old and rotten timbers.

One night there occurred a real storm, and the roof fell in on to the Alvis. I shall not ponder on this.

After due consideration I decided that in view of the fact that it was unoriginal, restoration was out of the question and I sold the engine and front and rear axles complete to an Alvis enthusiast in Stroud.

However, I kept the radiator, the headlamps and sidelights, together with the lovely brass petrol tank filler cap.

The highly polished filler cap hangs on a wall in the hall and I have long had the notion of mounting the radiator on the wall and possibly even connecting to the heating system.

I fixed the headlamps on to the 12/60 which I purchased soon after the tragedy and which I still own.

Kingswood A. E. KING

Sir,

I read with interest your article on the front-wheel-drive Alvis cars. The following information may be of some interest to you. I can remember in 1937/38 that a gentleman named Bill Pitcher who owned a garage in Rugby, Warwicks, purchased from Alvis Cars, Coventry, a new supercharged 8-cylinder Alvis engine, and some time later acquired a burnt-out Alvis FWD single-seater racing chassis. He intended to build this up, but when the war started it was put on one side. I do know he still owned it in the early post-war years.

Bill Pitcher was in partnership with Jack Parker trading under the name of Bill Pitcher, Lawford Road, Rugby. I believe that Bill Pitcher is still connected with the business. They were both speedway riders of repute, and used to winter in Australia quite frequently. I wondered if this could be how the surviving car finished up in Australia.

I had often wondered what had happened to this car.

Wroughton DICK LOVETT

Racing Alvis Recollections

Sir,

I was extremely interested to read Mr. Torrens' article on the FC FWD Alvis in the December issue.

Although I drove the unsupercharged 4-cylinder FA at Le Mans in 1928, and the supercharged car in the TT later in the same year, I had no knowledge that the TT cars had the FC engine, nor did I realise that the fixed-head engine existed.

Turning out my old photographs, I have discovered an excellent side view of an Ulster car, probably the one I drove, which was taken, I suspect, during scrutineering. This I enclose. The experts may be able to deduce some further information from it. I cannot myself comment, since I never worked on the TT engine. However, the block does look very similar to the block in Rab Gunnell's possession. Incidentally, I wonder whether John Cooper managed to install an FC engine into his FD which went to Australia? Perhaps that is how the block went there, and maybe the engine was changed later.

My car in the TT was a works prepared and supported car, entered by me to preserve my amateur status. The same applied to Purdy's car.

As the article points out, the Alvis Company frequently allowed too little preparation time for the FWD competition cars, and those entered for the 1928 TT were no exception. Indeed, I had to do some practice on my own 12/50 WM 47 to learn the Ards circuit, before the FWD car became available. To be fair, we had been given plenty of time to practise with the FA cars at Le Mans.

Certainly the Ulster cars had a greatly improved performance over those at Le Mans. They were faster and, in many respects, more stable. However, the transfer of the battery ahead of the radiator—which Alvis alleged was intended to increase adhesion of the front wheels—seemed to make the TT cars more liable to an uncontrollable spin if, and when, the rear end broke away. My race ended when I encountered a localised wet patch on the road while accelerating uphill on a fast bend. The rear wheels lost adhesion without warning; the car spun, hit the bank and turned over. I enclose a second photograph which shows it upside down. May I add that I was not responsible for the fallen tree in the background!!

My riding mechanic, Jimmy, was thrown clear. I stayed inside the car but was saved by my crash helmet which left a 30 yard blue streak on the road surface.

Harvey had earlier suffered a similar spin without turning over and presumably for the same reason. Incidentally Harvey had put in more racing hours in FWD cars than any of the rest of us.

In modern terms, when the breakaway point came, there was a very sudden and unpredictable transition from understeer to violent oversteer. In my case this occurred with the power on. I had my foot hard down. I have little doubt that moving the battery back to the mid-chassis position in later models was a small but significant weight change which improved the balance. The later straight-eight cars did not have the battery in this position. Their road-holding was very good.

The engine of the TT car was superb. It was only too easy to exceed the 5,000 r.p.m. limit set by Alvis, and on more than one occasion Jimmy had to thump me on the knee and point to the rev-counter during the race. It was our constant fear that a piston would fail and, in Purdy's case, this happened.

The Alvis Company offered an allegedly "new" FWD car for my wife to drive in the 1928 Boillot Cup race but, fearing it would not be ready in time, she wisely preferred to rely on our well-trusted 12/50 WM 47. In that race, Harvey also had piston trouble when driving WK 7343. After the race it was the 12/50 which towed the FWD back to the pits.

I have no means of telling which chassis or car number my TT car had, nor its registration number. The photograph of WK 6948 in your last issue shows Harvey in the driving seat, with Tattersall beside him, so one can perhaps assume that he drove that car in the TT.

I suspect that the very ugly single-seater 4-cylinder FWD car which took the three Class-F records in September 1928 must have been one of the TT cars. It could even have been my car rebodied. I cannot recall ever driving it, though I well remember driving the much-better-looking straight-eight single-seater the following Easter.

Incidentally, are you correct in saying that Alvis used "Alfa-Rootes" superchargers? Peter Hull's book says they were of Rootes design made by Alvis, *i.e.* "Alvis-Rootes". I doubt whether Smith-Clarke would have tolerated any "foreign" influence in his cars at that time.

I am sorry that I cannot provide any further information to add to the story of the FC engine. I can only express my admiration at the painstaking research of Mr. Torrens, and my thanks to MOTOR SPORT for an article which brought back some very happy memories.

Cobham W. URQUHART-DYKES

Cars in the Sudan

Sir,

Further to my letter of September last regarding the Arrol-Johnston Dogcart in the Sudan, I have since then managed to contact Sir Ronald Wingate, Bart., the son of General Sir Francis Reginald Wingate, Governor-General of the Sudan 1899-1916. In a letter to me Sir Ronald has confirmed that his father, in conjunction with his friend Sir William Arrol of Arrol-Johnston, experimented with this car on Belhaven Sands near Dunbar and after having some modifications made it was taken out to the Sudan, where it proved successful. Sir Ronald recalls being taken for a run on this car, which he describes as rather like a sleigh—with the driver

in the middle, he thinks that the year was 1905, and that it was the first car in the Sudan.

Leith JAMES N. SAVAGE

More About Sleeve-Valve Daimlers

Sir,

As the owner and regular user of a 35/120 Daimler for the past 13 years, may I be permitted to make some comments further to the recent article and correspondence on these cars.

First, I believe that the car responsible for this interest, is not strictly a 35/120, but an R.1 30. Doubtless Mr. Ardran himself would confirm or deny this. The most obvious difference is that the 35/120 cylinders were arranged in two blocks of three, whereas the R & N.1 30's were in three blocks. I also believe that the moving oil troughs were not used on the 35/120. My car, built in 1927, certainly does not have this system.

There are two devices for increased lubrication of the sleeves when cold: first, an oiling gallery on the port side of the engine, through which oil is injected directly to the sleeves on operation of the starter button. For this reason it is desirable to press the starter button for several seconds before switching on, when the engine is cold. The second is the oil primer mentioned by Mr. Oldham, although I feel that the principal function of this is to compensate for the neat petrol injected simultaneously by the petrol primer. As these primers operate only with the mixture control quadrant in the "start" position, I find it very hard to believe that any chauffeur ever drove a Daimler in this way. I am sure that the chauffeurs of the 1920s were more professional than their present-day counterparts, and even the most idiotic driver now does not drive with the choke permanently out.

I find the oil and petrol consumption figures quoted by Mr. Oldham, hard to credit. I do not think that Daimlers themselves envisaged 800 m.p.g. let alone 800 m.p.p. of oil. My information on petrol consumption is that one can hope for 13-14. A former Stratstone (sorry, Stratton and Instone) workshop foreman told me that some car hire companies obtained slightly better than this, by altering the positions and/or sizes of the 7 jets in the carburetter —but this was at the expense of smooth running and performance.

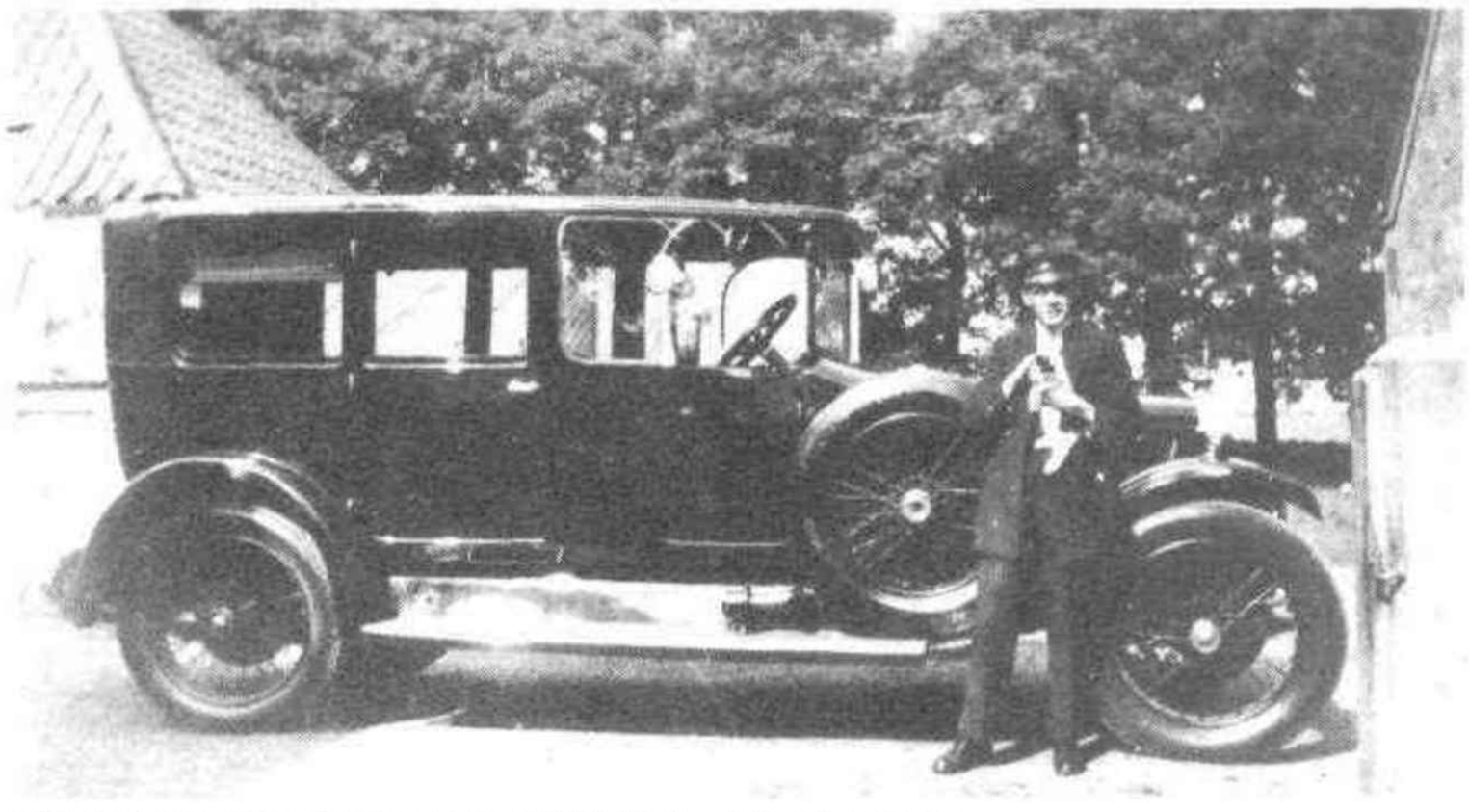
I have acquired the greatest respect for my Daimler, which has withstood my maltreatment and gross neglect for so many years, and would commend the fitting of 23 in. tyres to all vehicles being driven through the floodwaters of East Anglia, having satisfactorily completed a journey recently which no car of lesser stature could have survived.

RICHARD VERSCHOYLE

Hampstead, NW3

Sir,

I was interested in the Daimler in White Elephantitis. I enclose a photograph of a Daimler I drove for six years: the only trouble I had was a broken contact-breaker spring. *The best car I ever drove.* The engine was silent but it began to get heavy on oil, and developed a slight knock. It must have been sold; I never saw it again and I got put on a Sunbeam.



The Daimler referred to by an old chauffeur—Mr A Rhind.

It was a pleasure to drive and I have driven most of them, from a "Tin Lizzie" to a 40-50 Rolls-Royce.

Edinburgh A. RHIND

Peugeot Engines

Sir,

There is probably no greater living authority on motorcycle racing history than Erwin Tragatsch who has been my friend and mentor in these matters during the past twenty years. However, his account of the origins and development of the o.h.c. Peugeot vertical-twin in your December issue differs from that which I have gathered mainly from French sources and the English magazines.

I have been unable to trace any evidence that the o.h.c. twin competed in 1913 although its appearance in 1914 created a minor sensation. Housed in a traditional, late vintage frame with belt final drive was an eight-valve, twin o.h.c. vertical twin (62 mm. x 82 mm.) with the drive to the camshafts by a train of gears between the cylinders. The design of this engine is usually attributed to Ernest Henry.

Antonescu, otherwise Antonesco, joined Peugeot in 1919 and introduced a number of modifications including chain drive. Although they were the most promising French machines in the 500 class the promise was not fulfilled until Antonescu redesigned the top-end for the 1923 season with only two valves per cylinder operated by a single o.h.c. driven from the right side of the engine by vertical shaft and bevel gears. In this form Peugeot were able to claim 21 wins out of the 23 events they had entered, the score including the Swiss GP, the GP des Nations at Monza and the Spanish GP at Sitges. Their regular team being: Paul Péan, René Gillard and Jean Richard. In addition to the 500 they built a 750 version which was successful in hill-climbs and sprints and also a 350 which was not raced. In the remaining period 1924/26 the opposition had the edge on them by dint of better handling and some brilliant riders but the Peugeot engines were still years ahead of their time.

London, W3 JOHN DEACON

"THE MAGIC MIDGET" IN ABINGDON

WHEN MORLAND & CO. decided to build a new public-house in Preston Road, Abingdon-on-Thames, they instituted a ballot amongst the townspeople, which showed that the name preferred for the new house was "The Magic Midget". It was opened last December by Lord Stokes, who made a characteristic speech in which he said he thought there would be less misunderstanding in the world if more people met in pubs and that they were excellent places where those from different walks of life and varied interests could meet and take their wives and girl-friends. "But I wish I could make as many cars as pints are likely to be pulled in 'The Magic Midget'," said Lord Stokes, as he drank the first one.

The new house is named after the famous racing MG which, in 1932, was the first 750-c.c.-class car to exceed 120 m.p.h., driven by Capt. G. E. T. Eyston. A replica of it is now being built but in lieu of this outside the pub during the opening ceremony were the all-enveloping EX179 record-breaking MG and Syd Beer's replica EX120, the first 100-m.p.h. Class-H car. These were a pungent reminder of the golden days when MG gained valuable prestige through racing and record-breaking successes, yet was a modestly priced sports-car in wide useage on the road.

The nicely-appointed new Morland's house has "Brooklands" and "Pendine" bars and displays exterior painted panels recalling the glories of the "Magic Midget" MG, and big pictures of MG racing exploits within. One picture is especially pleasing, showing as it does the start of a BRDC 500-mile Race with "Ebby" standing out on the track still looking at his watches while the entire Class-H entry has accelerated well away from the starting-line! Apart from many representatives of the Brewery Trade, MG celebrities present included John Thornley, Syd Enever, "Jacko" Jackson", and Tony Dawson. As Morley's have been in Abingdon for 200 years and the MG Car Company for nearly 50 years, this new house is appropriately named and may well become a meeting place for MG owners and MGCC members.—W.B.

Cars In Books

More cars in books occur in "George Formby", a biography by Alan Randall and Ray Seaton, which is published by W. H. Allen and was sent to me by the Chairman of the George Formby Society with the compliments of Alan Randall, the jazz piano and vibrophone player, who is a great Mercedes-Benz enthusiast. The book makes it plain that the famous comedian, who rose to become Britain's highest-paid entertainer in the late-1930s and 1940s, was a keen motorist. The book emphasises Formby's love of motorcycles and his fast and fearless riding and driving of cars. His 1936 film about the TT will be remembered, including as it did his song "Riding in the TT Races". The illustrations show a dreary Vauxhall drop-head and a Hillman, both of the late 1930s, and there is a picture of him with a 2-litre open sports Aston Martin. He had his first Rolls-Royce after he had topped the bill at the Palladium and thereafter Rolls-Royce and Bentley cars were among his favourites, with the Reg. letters GF, or those of his wife Beryl.

This is yet another book in which Brooklands is mentioned, Formby being credited with being the first driver to lap the Track at over 100 m.p.h., which is a mistake, intended to convey that he was the first person to lap at over 100 m.p.h. in a V12 Lagonda. But Formby enjoyed his lesser purchases just as much. Indeed, the book tells us that he got the greatest pleasure from a Hillman for which he paid £27, selling it after three months for £95, and from a Fiat bought for a fiver, on which they spent 30/- on paint and £1 on new tyres during a pantomime season in Manchester. Formby used to work on his motorcycle, himself. His 200th car was "a navy-and-silver Rolls-Royce" which cost £6,250. His smoke green Bentley, GF 1, is also mentioned.

Another reader has sent me extracts from the first volume of "Aldous Huxley—A Biography" by Sybille Bedford (Chatto and Windus, 1973), which covers Huxley's life from 1894 to 1939. It is extremely interesting that he owned a Bugatti in the vintage era, keeping it for five years. We are told that he bought it on the recommendation of the AA engineers in London (which in itself is astonishing) and ordered it with a touring body from "the works of Turin". Turin is mentioned more than once, obviously in error for Molsheim. The Bugatti is described as " the new touring model . . . which has a most extraordinary performance and is a very sound piece of engineering and building". With that the Bugatti OC will certainly agree, but I wonder whether it can enlighten my informant, Rollo Martin, who says that in spite of consulting Conway he cannot decide whether the Huxleys' Bugatti was a Type 44 or a Type 46. It seems that Aldous couldn't drive because of poor eyesight but that his wife was quite a driver. The special body was not finished until Easter 1929 and the car was then run-in on a journey through France into Spain, as far as Madrid and back, after which they took it to London. Apparently the car had been collected from the works (or from the coachbuilder's in Turin?) and the new possession is described as "Aldous and Maria's high point in cars, and their one great personal extravagance (paid for by 'Point Counter Point'). It was a slim, powerful, two-seater, scarlet, with the upholstery in dove-grey leather. Maria sat close under the large sports car wheel; Aldous' seat had been built to measure for his outstretched legs". There was a cramped seat in the tail and the boot held two or three Revelation suitcases and a portable typewriter. Ettore Bugatti is said to have been amazed to hear that a woman was going to drive "one of his monsters" and asked to meet her—which, after some of the lady racing drivers he had known, must have been more customer-relations than astonishment, one supposes. Fast journeys into Switzerland from France are mentioned but on one of these the car started to boil—"the radiator was ever its delicate point"—and they had to limp home. All most interesting, and as the book mentions other cars and long journeys I shall hope to investigate further.

Then, not so much "Cars (or aeroplanes) In Books" but a "belated-book-review", there is "No Echo In The Sky" by Harald Penrose (Cassell 1958) for this is an aviation book pure and simple. No writer paints better in words the majesty, mystery, and suspense of flying, than Penrose. His is even more a master of this art than my old favourite, Cecil Lewis of "Sagittarius Rising" memory. Because Penrose was a Test Pilot at Westland's his technical references are accurate to a degree, but he writes in this book mainly about what it was like to fly a variety of aeroplanes in diverse conditions. Each chapter is a most delightful cameo of the old, bold, vanished days of flying. Anyone who cares about aeroplanes and flying them should try to read this now-out-of-print book. It opens with the author's first flight in a rotary-engined Avro 504 in 1919, after the youthful Harald had cycled to his local aerodrome. It continues with quite fascinating accounts of learning to fly in a radial-engined Westland biplane in 1926, flying a Bristol fighter, energised by a Huck's starter, in 1927, chasing the birds (feathered) from 1928 onwards, for many happy years, in his Westland Widgeon, until it was destroyed by fire, and the high adventure of altitude flying in a supercharged Houston-Westland two-seater biplane one December day in 1932, to see if it would climb a mile higher than the ceiling of the then-current Bristol Bulldog and be suitable for the over-Everest flight. That one ends with a skilled dead-stick landing, modestly described, after the Pegasus radial engine had stopped at 35,000 feet, in cloud, with only compass and bubble cross-level for reference . . .

Further just-as-delightful chapters follow, about flying the Westland PV7 high-wing monoplane in the late summer of 1934, from which Penrose had to jump, the first flight in the prototype Rolls-Royce steam-cooled Westland Pterodactyl one spring morning in 1935 ("Tomorrow May Not Come"—but the chapter's title belies the undramatic account of this difficult exercise)—soaring among the birds at dangerously below cliff-top height in the author's home-built glider on a day of boisterous wind in 1936, trying his first Spitfire at Martlesham Heath and indulging in a mock-battle with a Gladiator, testing a captured Messerschmitt fighter during the war, flying the Westland Lysander, and having trouble with the Welkin prototype, among the war-time dog fights, when one engine packs up. Then follow accounts of the new delights of piloting the Meteor in 1945 and crossing from England to Singapore and back in a DH Comet air-liner in 1952, culminating in Penrose's unexpected last flight, in a Rolls-Royce gas-turbine Wyvern strike-fighter, the 390th type in his log-book. A most rewarding little book, in which the author blends a love of nature and the English countryside with his intimate knowledge of aeroplanes over a long span of years.

A reader, Mr. G. Lobb of Penzance, has persuaded Sir John Betjeman to disclose the cars his father owned, arising from my remarks in this column last year, but the respected poet does not say what cars he has used himself, professing not the least interest in them, although he says he was always interested in friends who liked them. His father's first car was a Rover landaulette (remembered from one much-liked Betjeman poem) which, he remembers, would only just get up West Hill in Highgate, where the family then lived. But it took its owner to his factory in Islington and to his golf-club in Barnet, driven by an ex-coachman called William Allwright, a "wonderful man, not mechanically-minded, who used to hiss as he cleaned the Rover". Their next car, Sir John recalls, was an Arrol-Johnston, bought from a Putney motor-showroom from a man named Dawson K. Bunn, as they had moved to Chelsea. This one was driven by a chauffeur called Johns, as the owner, being deaf, couldn't drive a car. After that "they sank to an Essex saloon":—W.B.

Car versus Train

IT apears that the 50-m.p.h. speed limit on ordinary British roads has been imposed not only with the idea of conserving a minute quantity of fuel but to bring travel by private-car more into line with Public Service schedules. So it was interesting to be reminded, from an article in *The Driving Member*, magazine of the Daimler & Lanchester OC, that as long ago as 1937 a car beat the crack LNER express between Retford and Fort William, and it wasn't a particularly fast car at that. Mr. V. Boyd-Carpenter, Spares Secretary and a Vice-President, recalls hows he bet some friends, all of whom were on the Chief Mechanical Engineer's staff at the LNER Doncaster works, that his Lanchester Ten with Mulliner body could better the new time-tables just introduced for the King's Cross-Mallig train, the LNER's longest run, of 605 miles.

As he lived near Retford the run was to start from there, a proper breakfast and lunch were to be taken *en route*, and a member of the LNER staff was to go in the car to see fair play. The Clyde had to be crossed by ferry but the car averaged 33.4 m.p.h. for the 363 road miles, compared to 35.4 m.p.h. for the express, which had to do 425 miles. The train was stationary for 128 minutes, the Lanchester for 94 minutes. So we should be able to do as well in 1975, at least on journeys where 70 m.p.h. can be maintained on Motorways.—W.B.

Book Reviews

"The Rolls-Royce of Motor Cycles—Brough Superior" by Ronald H. Clark, AMIME. 176 pp., 8¾ in. × 5½ in. (*Goose & Sons Ltd., Salisbury House, Station Road, Cambridge.* £4.75.)

The Brough Superior represents to many people the epitome of the big-twin top-quality motorcycle and this one-make history by Ronald Clark is thus particularly welcome to those like myself who while conversant with the general outline of Brough history and aware that there was such a thing as a flat-twin Brough, for instance (I saw one in the North of England during the last war), require to have the details filled in. This the author does extremely well, using many excellent illustrations, catalogue quotations, diagrams, etc., to tell the story. He deals with the origins of the Company, the early models, the introduction of the famous SS80 and SS100 Brough Superiors and their redesign, and with the unusual transverse vee-twin and four-cylinder Brough Superior variants. The exciting competition exploits of the make are likewise well covered.

If the book is not entirely comprehensive it is entirely adequate for most seekers after Brough information and a particularly valuable part of it is the detailed list of JAP engines used in these motorcycles, Brough patents, JAP power curves, etc. The Brough Superior cars (with one of which I had adventures during a winter pre-war road-test for MOTOR SPORT) are included and there is a reproduction of a late Brough Instruction Book.

I know there will be those who will want even more detail and others who will say the book, which is a reprint following a warehouse fire which limited the number available of the first edition, is all right as far as it goes, but that it does not go far enough. I am aware that *Motorcycle Sport* bravely published an article some time ago that reduced George Brough and his products to the almost mediocre. All told, however, I think it fitting that a Past-President of the Newcomen Society should have chronicled the story of this great motorcycle.—W.B.

"The Le Mans 24-Hour Race—1949-1973" by Christian Moity and the Editorial Board of *Automobile Year*. 211 pp., 12¾ in. × 9½ in. (*PSL, Bar Hill, Cambridge.* £11.95.)

Although this magnificently presented book is a history of the later years of the Le Mans 24-hour race, the earlier history having been the subject of a previous Edita Lausanne volume, the main attraction is the splendid pictorial coverage of these races, consisting of over 300 black and white and full colour plates. The history is there too, in the form of tables giving the hour-by-hour progress of each race, results, and many other statistics. Reasons for retirement are included and there is an index of 96 makes which have run at Le Mans over the 25 years the book covers, so that not only are past battles between Ferrari, Jaguar, Aston Martin, Porsche, DB, etc., vividly recalled but the lost-causes of Le Mansdom are also remembered.

This is a pleasing if very expensive commemoration of Le Mans 50th Anniversary, and while I would turn to David Hodges' little book for quick reference to all the 24-hour contests at this famous circuit, it is nice to browse over the sensations, drama and tragedy of the later races with this great tome on one's knees. The captions avoid entirely the over-dramatisation beloved of those who wrote them for most of the popular motoring annuals.—W.B.

"Rolls-Royce. The History of the Car" by Martin Bennett. 179 pp., 11 in. × 8½ in, (*The Oxford Illustrated Press, Shelley Close, Kiln Lane, Risinghurst, Oxford, OX3 8HB* £4.50.)

If you want lots of pictures, most of them from Rolls-Royce publicity sources, packed into one volume, right up to the Corniche, with Press hand-outs, factory illustrations, some data on early R-R history, the famous radiator mascot, some chassis and other drawings, etc., you may think this a worthy book. But it contains less than is at first apparent, for there are many wide white margins, and in the opinion of experts the book adds nothing fresh to R-R knowledge, has vague and even inaccurate captions, and except that it sets out to include every R-R model, as it includes the Corniche (even this claim is now out of date, with the advent of another new car from Crewe), there is not much to be said for it. Better by far to use your money on Bird and Hallows or save it for Oldham!—W.B.

"The Rolls-Royce 40/50 h.p." by W. J. Oldham. 268 pp. 9⅛ in. × 8⅓ in. (*G. T. Foulis & Co. Ltd., Sparkford, Yeovil, Somerset, BA22 7JJ.* £7.95.)

Here at last is the long-awaited history by John Oldham, the knowledgeable Rolls-Royce enthusiast and historian, about the great 40/50-h.p. cars of that make. The author has two P.II Rolls-Royce cars of his own and also a P.III, so practical experience of the cars he is describing is allied to his great expertise on the subject. The result is a book which no R-R fanatic will ever let out of his sight, and one which will be read from cover to cover, or chapter by occasional chapter, by other motoring enthusiasts, depending on the depth of their allegiance to Rolls-Royce.

Yet this is a difficult work to review. Foulis started the R-R historical ball rolling all those years ago with Harold Nockolds' "Magic of a Name". Since then there has been a whole cavalcade of R-R history books, good, mediocre and quite indifferent. Batsford scored top-prize with their fine Bird & Hallows complete coverage, which has just been again brought up to date. Foulis attempted something even greater, a multi-volume survey of the illustrious make, in great detail, by C. W. Morton. Alas, it faded ten years ago, after one volume, and we never did get the hoped-for intimate story of the first 40/50, known to everyone as the Silver Ghost, although, as Oldham points out, the makers did not use this term until 1925, except for the original silver-finished demonstration tourer of that name.

Now Oldham has come to Foulis' aid. You might have thought they would be enormously appreciative. Yet what have they done? Muddled the pictures, let errors creep in, failed to punctuate correctly, split over the pages the coachbuilders' drawings at the end of the book, employed an unfortunate page-size, and put on the dust cover a horrid P.II which thrusts a non-original front bumper at the reader. This must have caused the pains-taking researcher much distress. How many sales it will lose him is open to conjecture.

The book, though, is terrific stuff, although it needs a R-R expert to properly assess it. However, there is no doubt about the fresh and fascinating material it contains. To give but two examples, there is a very full account of Humfrey Symons' trans-Saharan journey in a P.III, which reveals a very great deal not disclosed in Symons' book about his African journeys(!), and there is an absorbing account of how Mrs. Bower Ismay left her stately home in Northampton and travelled nearly to Timbuktu in her P.III (which Oldham now owns) accompanied by her chauffeur, a friend and her maid. She experienced far less trouble on this 7,297-mile journey than Symons did on his 13,000-mile run, perhaps however at a higher average speed (32 m.p.h.). There is a full report by R-R on the Symons car after its ordeal and the truth is now told of why he had trouble with the Dunlop tyres and how annoyed this made Sidgreaves.

Throughout the book there are similar hitherto undisclosed pieces of R-R lore, and R-R items, true this time, and the Company's record-cards relating to famous 40/50s are freely quoted in full—one can see the Motor Trade speculators rushing madly about calling at all the many addresses thus disclosed, in the faint hope that there might still be a 40/50 tucked away somewhere!

Less orderly than the Batsford work, this book goes deeper. I was disappointed not to have a blow-by-blow account of the full development of the 1907-1924 40/50s, and would have liked more discussion on the controversial London–Edinburgh cars, Neve's in particular. Otherwise, full marks for more R-R material emerging, when the orange seemed dry. I know I shall read this book again and enjoy the detailed and intimate information it imparts.

It is, of course, packed with excellent pictures, although the publishers seem to have omitted some that Oldham had for them. There are colour plates in moderation, little drawings of some of the Brewster bodies on P.I chassis, and Appendices listing chassis numbers, customers to whom they were sold, and body-details for many 40/50s, notably the Show cars, though why we couldn't have the full list from 1906 to 1939 escapes me. But to want this is perhaps greedy of me. For the book contains so much about the Ghosts, Phantoms and Spectres, including the experimental models, and it goes into their technical development, particularly of the Phantoms, in so much detail, that I suppose I, a non-R-R fanatic, should be content. But Oldham's honest enthusiasm whets the appetite for even more.

A pity some of the pages of the review copy of this important and unique book were torn during production. As I have implied, "R" would have flinched at Foulis' low-standard.—W.B.

* * *

Frederick Warne have added "American

Trucks of the Early Thirties" to their Olyslager Organisation series; it costs £2.60 and has 140 illustrations and captions.

* * *

The AA, which seems to be a quite prolific publisher these days, has a bulky book that points out pitfalls for those who eat at British restaurants, such as the imitation herb and spice cookery that is said to be sweeping the country, but the value to be had in the coffee shops of luxury and semi-luxury hotels. This "AA Guide to Hotels & Restaurants in Great Britain & Ireland" covers nearly 5,000 AA-approved hotels, has 200 maps and runs to 577 pages not counting maps and supplements. AA members can get it for £2.15 post-free, others for £2.25. Presumably a lot of people have been very busy looking, drinking and digesting, to award 30 red stars (for best of their kind) to British hotels and 13 to Irish ones, ranging from the Savoy, Claridges, Berkeley, Connaught and Dorchester in London to the Winter's Tale at Burford and the Pine Trees in Sway, Hampshire. Three rosettes for outstanding cuisine and service go to the Connaught, Le Coq d'Or, Le Gavroche, the Mirabelle, Thornbury Castle and the Box Tree at Ilkley, while the Mayfair and Hilton in London rise from four to five-star rating, making them among the top 19 hotels in the land. It is rather curious, surely, that the "Cotswold Gateway" in Burford, an AA hotel according to its sign, is not mentioned, whereas a smaller hotel is, and that at Llandrindod Wells the book will not refer to the "Metropole", well-known to decades of rally and competition drivers, only to the 2-star "Commodore" and "Glen Usk".

This book may well make unique reading in Communist countries and could, perish the thought, become a collectors' oddity in years to come! Meanwhile the AA observes that 3-star hotel main meals have risen since last year to an average of £2.25 per head and b. & b. to £6.60.—W.B.

* * *

NEWS OF NEW BOOKS

Books to which we can look forward this year should include Walter Hassan's autobiography, a Lancia history by a Dutch writer, and a pictorial approach to Ford products in Europe. There is also a book about four-wheel-drive by a staff writer and the possibility of BMW and Austin histories, while the Aston Martin one-make book is to be revised and a pictorial Austin 7 book is in the pipe-line.

VSCC Measham Trophy Rally

(JAN. 4th/5th)

THIS normally-annual event wasn't run last year because of the petrol-panic but was resumed last month in spite of the return of the 50 m.p.h. speed limit, which seems to indicate that the VSCC doesn't believe that this has been imposed for fuel conservation reasons, any more than we do.

Whereas, before the war, it would have been possible to enliven the 200-mile night drive with some tests, that would have taken into account vehicle performance as well as map-reading ability, the RAC no longer allows such diversions on the public highway, even in remote public lanes or up deserted public hills. Why this is so is difficult to determine, because properly-marshalled tests, as the VSCC's always are, would be no more lethal than unsupervised driving about the countryside. However, that is the way it is, so the Measham in good weather is really a vast navigational exercise, and maybe an ancillary test of such vintage lamps as are still relied on. It was fine this year, so that is mostly how it was.

The entry of 49 pre-war cars was led by Keith Hill in his Silver Eagle Alvis, navigated by Rosemary Burke, with Tony Jones' 30/98 Vauxhall, John Weeks in the hot-seat, hot on his heels. Tony Mitchell had substituted his wife's 1927 Austin 7 for his 328 BMW. Early check-points saw most competitors ahead of time but careful not to fall foul of the secret checks. Binns, driving his Riley 9 for the first time since the Measham three years ago, had been held up momentarily when meeting a lady driver of one of today's automobiles on an up-gradient and Freddie Giles was already *sans* hot-filaments in some of his lamps. Most of the cars were a blaze of light, like modern rally cars, and those who had hoods had mostly erected them before the start—the open cars, with some exceptions, were so either because their hoods were unserviceable or they hadn't one. Waine's navigator preferred a hood to the coupé-top this driver had used on his Riley Special in 1973.

As the night wore on it was apparent that even Hill had less time in hand and before the halfway check Giles was reported stationary by the roadside, working on his engine. He was far behind schedule.

At the refreshment break at the garage near Welshpool Stephens' 1928 8th-Series Lancia Lambda came in 19 minutes too early, obviously having missed several check-points, and much time was spent working by the light of a leadlamp to restore charge to the complicated magdyno. Hill came in on time, with slight evidence of having experienced abnormal understeer at a left-hand corner, but an unintentional detour had put Tony Jones three minutes behind. Cameron Millar made his usual change-over of battery on his 1928 Lea-Francis tourer and Barwell's covetable 1924 blue 30/98 Vauxhall, with the Wyvern proud on its radiator cap, had a dose of Comma-50 premium oil poured into the sump, presumably to ensure longer engine life, after which the back-axle nuts were tightened.

Wickham's 1929 beetle-back 12/50 Alvis with outside exhaust and McDonald's 1930 12/50 Alvis, with the No. 1 Wilkinson replica duck's-back body, rear fuel tank, and spare wheel on the n/s running-board, appeared to be trouble-free but McEwen was obliged to retire his 1930 Mk. IV Riley 9 fabric tourer because the dynamo-drive had sheared.

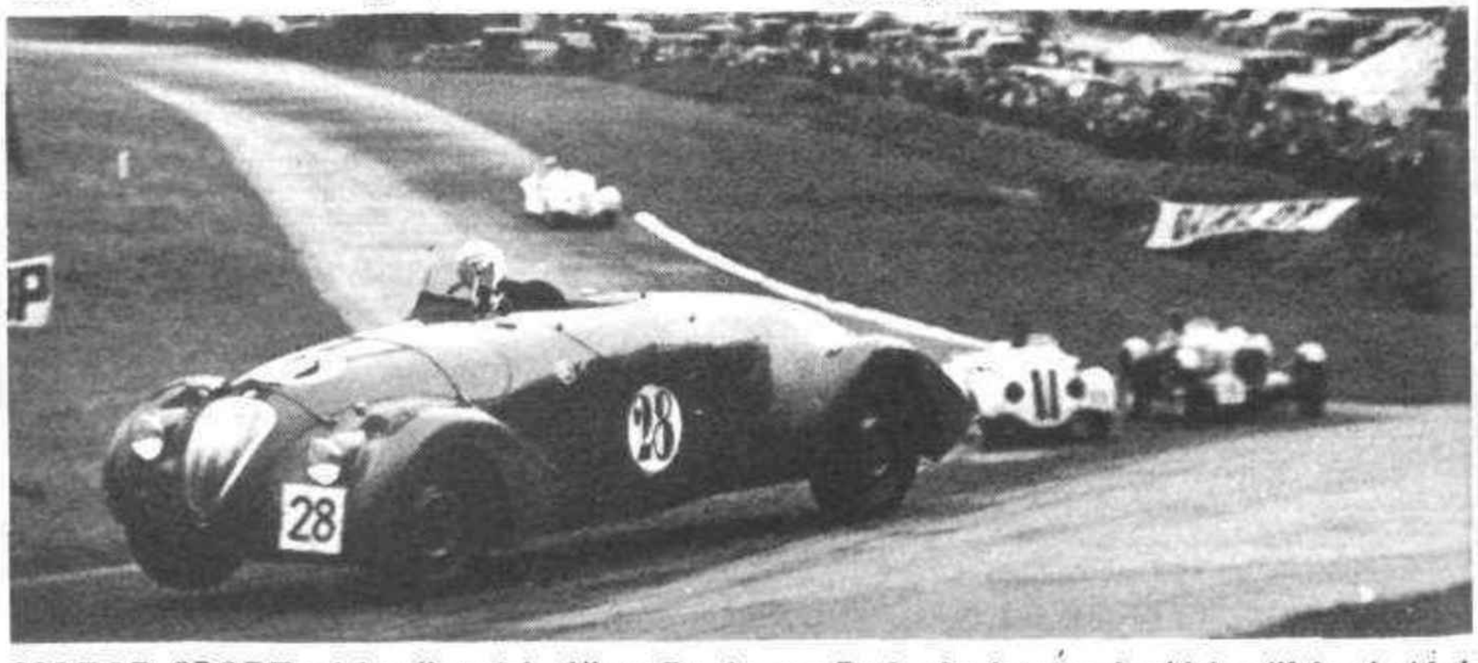
Very spartan was Adnams' 1928 Austin 7, with two oil cans and a funnel tied to its tail, and a breath of the Continent was conveyed by Payne's 1925 Amilcar, which had had an easy run (although all things are relative!), on beaded-edge tyres. Whether the French had such motoring night-frolics in the nineteen-twenties, however, is open to conjecture.

Price looked very tired as he brought his 1935 Austin Nippy in, and for some unaccountable reason Mather had been obliged to stop and change a buckled wheel on his 1929 M-type MG Midget. The Frazer Nashes of Roger Richmond, Newton and Malyan arrived in convoy, only the last-named with hood erect, and the BMWs of Tony Hutchings and Daniel, and Fearnley's hooded Frazer Nash with drilled gear and brake levers came in, but there was no sign of Giles. Johnson was drying-out the magneto, wetted by water blown back from the radiator, of his 1933 Frazer Nash, while Dodds reported having got considerably lost, in his 1928 Riley 9 fabric tourer.

After which I drove the VSCC President back in the modern BMW to Church Stretton, the Headquarters of the event, where he had left his Fiat 128, and will hand you over to the results.—W.B.

Results :

Measham Trophy : K. M. Hill (Alvis).
Best Performance by a Post-Vintage Car : A. P. Costigan (BMW).
Jeddere Fisher Trophy : Mrs. Hill (AJS).
First Class Awards : A. D. Jones (30/98 Vauxhall) and S. Price (Austin Nippy).
Second Class Awards : A. C. M. Millar (Lea-Francis), R. McDonald (Alvis), C. R. Newton (Frazer Nash), N. M. Daniel (Frazer Nash-BMW) and R. J. R. Sevier (Sunbeam).
Third Class Awards : P. J. E. Binns (Riley), R. Adnams (Austin), T. Hutchings (BMW), D. Johnson (Frazer Nash) and R. Barker (Ford).
Navigators : To Keith Hill—Rosemary Burke; to A. P. Costigan—Mike Costigan; to Mrs. Hill—Vaughan Jones.



MOTOR SPORT wishes "good luck" to Donington Park, the future of which will be decided by a Public Inquiry which opened on January 14th.

ROAD IMPRESSIONS

The Toyota Corolla—One of the Best Japanese Family Cars



ON THE fairly safe assumption that many people will soon be shopping for more economical cars, we decided to look at a few more of these before the year ended. The first thought was to ask British Leyland for a High-Line Allegro but, alas, although, like Barkis, they were willing, they were unable to extract a car from the strike-bound Triumph factory where the BL fleet is now stationed. This seemed odd, because while we can understand a chauffeur, refused a rise, not wishing to drive his master's car, we would not expect him to block the garage-door and prevent it being taken out by its rightful owner . . .

Our next thought was that Peugeot make reputable small cars which we have not sampled for a long time. We put in a telephone call to their new Western Avenue headquarters but the PRO was out and the promised return call was never received. In the past MOTOR SPORT has not been among those papers which press the claims of the Japanese manufacturers against those of Europe. But there is no point in refusing to look occasionally at what the opposition is doing, for an ostrich-like head-burying stance tells you nothing. Earlier in the year we were to have tested some Datsun and Toyota products, but for reasons outside our control no cars materialised. Now a call was put in to Toyota in this country, prompted by recent excellent rally performances of this make. They were efficiency personified, arranging at very short notice to provide us with a Corolla for appraisal. The car available was the least-exciting model of the Corolla range, the push-rod, 1,166 c.c. de luxe saloon, whereas we would have liked one of the twin-cam Toyotas. But MOTOR SPORT, under its present Editor, has never scorned small, non-sporting cars, believing that most cars are of some interest to most men. So we accepted this humble Corolla and a very acceptable car of its kind it turned out to be.

Japanese cars have improved since they first commenced to invade Britain but too many of the "imitation Escorts" from the Orient still have poor suspension, an indifferent ride, and brakes which leave something to be desired. Not so the Toyota Corolla!

The Japanese opposition has gone in for the smaller-engined family cars with enthusiasm. Thus you have the 1,171 c.c. Datsun 120Y at £1,239, the 1,169 c.c. Honda Civic at £1,154, the 1,272 c.c. Mazda 1300 at £1,229 and this 1,166 c.c. Toyota Corolla at £1,151 in two-door form (prices prevailing at the time of writing). Against which the Ford Escort in its most basic 1,098 c.c. form costs £1,213 and the same-capacity Austin Allegro £1,287.

The Corolla may sound like a cigar but it is not exactly a road-burner. Its claimed top speed is 90 m.p.h. but it is happier cruising at just under 80 m.p.h. This is of little moment, however, now that we are all restricted to 50 m.p.h. on ordinary British roads. However, speed apart, this Corolla has an alloy-head engine of 75 x 66 mm. which pokes out a claimed 73 (SAE) b.h.p. at 6,000 r.p.m. This makes for enjoyably lively acceleration, reminding me of the pleasant surprise I had when first driving the now-doomed Fiat 124. The other thing which impresses with the Corolla is the lightness of the controls—a light clutch, a very smooth gear change from the long floor lever, with reverse going in so easily, and the light disc/drum brakes. The ride, too, is good, in spite of leaf springs for the back axle (this is a front-engined/rear-drive car), although it has MacPherson struts at the front. It gets somewhat lively over bad roads but no more so than other lightweight cars. Cornering is about average, with the Japanese Dunlop SP68 radial-ply tyres gripping reasonably well. Nor is the noise level of the engine at all excessive. So the Toyota Corolla is a very nice little car to drive or be driven in.

It was tested in de luxe form, for which the previously-quoted price applies. It has a matt-black interior finish and upholstery, the front-seat squabs being tall, to provide head-restraints, and springing forward under lever control for entry to the back seats, while also adjusting nicely for angle. If doors and boot shut somewhat "tinnily", suggesting lightweight construction, the window-winding action is pleasingly smooth and the door locks also function nicely, albeit there can be confusion over which of the two keys fits the boot-lock.



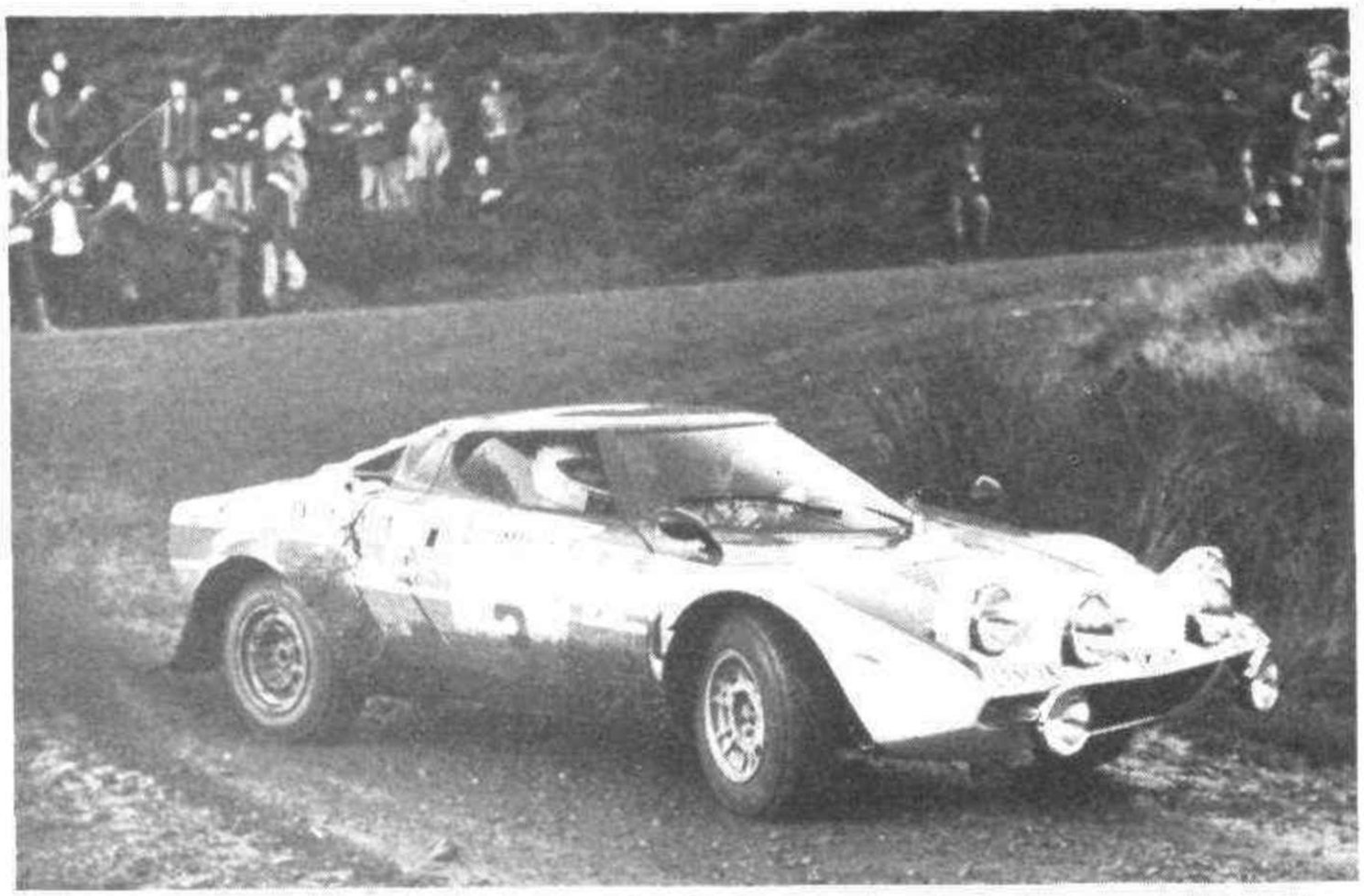
The facia has black-dialed speedometer and a matching dial containing water thermometer and fuel gauge and warning lights labelled "Brakes", "Chg." and "Oil". Total and trip mileometers read in decimals. A r.h. stalk control works lamps-dipping, turn-indicators and flashers, the steering wheel spoke the horn. There is a divided under-facia shelf, a good but non-lockable cubby hole, its lid spring-loaded, and a deep rear shelf, and the facia has adjustable fresh-air vents at its extremities. Very neat are the push-button radio, the flap-covered map-lamp, and the heater with its four well-labelled control levers. One of these visibly lifts a big hot-air flap off the floor!

Symbol-identified knobs look after choke-cum-hand throttle, cigarette lighter, bonnet release (on the correct side) hazard-warning lights and two-speed screen wipers-cum-electric washers. There is a steering lock, with a tiny button on the top of the column to release the ignition key, and reversing lights are provided. The rear side-windows are hinged for ventilation. The substantial fuel-filler cap, with lock, is hidden under the lift-up dummy air-vent on the n/s of the body. The tank will take sufficient petrol for some 330 miles of fast driving. The consumption under normal conditions was 34.8 m.p.g. of 4-star fuel (the c.r. is 9.0 to 1) and no oil had been used in 680 miles. The bonnet-lid props automatically and releases on its own and battery, dip-stick, washer-reservoir, plugs and distributor could hardly be more easily accessible.

The luggage space is not great but loading is easy. The boot interior is untidy, with some exposed wiring and a "cardboard" wall. Altogether, however, it is impossible not to be impressed with this Toyota Corolla and the delivery driver, who should know about them, said he liked them so much he was contemplating buying a Toyota 1000.

It is just as well for Europe to know the kind of competition it faces.—W.B.

All Change in the Market Place



There is no World Championship for Drivers, but if there was the undoubted winner would have been Sandro Munari, seen here in the Lancia Stratos on the RAC Rally.

ALMOST BY TRADITION, RAC Rally-time is when professional drivers and co-drivers are seen dining and otherwise hob-nobbing with managers from opposing teams. As a new year approaches and thoughts are being given to the renewal of contracts and the making of new ones, the immense popularity of the RAC Rally has given rise to a sort of market place atmosphere. Nearly all Europe's team managers come to the RAC and that is when they are most wooed by professionals seeking new seats. It is also the time that the wooing is done in reverse, for managers always have an eye for fresh talent and are not slow to spot those who are on the market.

Of course, this sort of talent market is very much an under-the-counter affair and when talks are taking place they aren't likely to be in a crowded bar, especially as there is considerable competition for professional drivers nowadays. More pertinent is the fact that exclusive contracts have become a rarity, for there are far fewer teams able to justify the cost of retaining a man for a whole year if he is to be kept idle for half that time. In any case, it does a driver no good at all to twiddle his thumbs even if he is being paid reasonably well to remain contractually loyal to one make.

It is quite common for a driver to be signed up by one team for, say, three or four events in one year and to be free to accept work from other teams in the slack periods. This has meant that more people are looking for work, even those with drives already contracted. In the case of people like Saab (with Stig Blomqvist), Alpine-Renault (with Jean-Pierre Nicolas and Jean-Luc Thérier) and perhaps teams like Wartburg, their drivers have exclusive contracts which mean that they cannot drive any other make of car without permission, which is rarely if ever given. These people set great store by associations and it would be somewhat damaging for a driver whose name is almost synonymous with one make to be seen competing in the car of a rival manufacturer.

In Britain, Ford's drivers are not exclusively tied to that make. Hannu Mikkola has been free to drive Volvos and Peugeots in the past, and now he has been released altogether to take up an offer from Fiat. Timo Mäkinen is still contracted to drive for Ford in those 1975 rallies for which Boreham wants his services, but between those events he is free to drive other makes. Indeed, at Christmas time he went to the Ivory Coast with Henry Liddon to drive a Peugeot in the Bandama Rally and they won.

On the one hand it could be said that Mäkinen's appearance in a car other than a Ford would be detrimental to the association between man and machine built up over the years in the public eye. On the other, to keep Mäkinen idle as he waited for his Ford drives to come up would be almost a sin. He keeps his hand in, thus providing Ford with cost-free training and a feed-back of information both about the rally and about the cars of other teams. This isn't any kind of espionage, for many professionals freely allow their rivals, who are very good friends after all, to drive their cars during practice trips.

As this is being written, the Monte-Carlo Rally has yet to take place. When you get to read it, the event will be over so there is little point in previewing what will be the first running of this classic in a period of two years. It suffered cancellation in 1974 during that period when all manner of hysterical (and ineffective) steps were being taken to save petrol, a commodity which turned out to be scarce only on paper. However, it is certainly worth mentioning how the event has illustrated the flow of talent from one team to another.

The Alpine-Renault team has always maintained a high degree of nationalism, utilising French crews nearly all the time. One of the few exceptions was the time when Swedish driver Ove Andersson provided them with four World Championship wins in one year. In 1974 the team had three contracted drivers, but at the end of the year Bernard Darniche left to join Fiat and drove for that make in both the Tour of Corsica in November and the Monte last month. With only two exclusively contracted drivers, others were, and will be, engaged by Alpine on an event-by-event basis. In the Monte, Thérier and Nicolas were joined by French drivers Piot and Ragnotti and by Achim Warmbold, the former BMW driver from Germany.

The Lancia camp showed even greater cosmopolitan thought, for their four Stratos and two Betas were driven in Monte-Carlo by Munari, Ballestrieri and Pinto (Italy), Lampinen (Finland), Andruet (France) and Eklund (Sweden). Pinto has changed sides



Fiat involved their unhappy drivers in regular team swapping, Paganelli and Russo crewed this 124 *Abarth Spyder on the RAC Rally.*

simply by crossing the Turin street from Fiat, whereas Eklund is more usually seen in a Saab 96.

Fiat, a team with which its drivers were not very happy in 1974 owing to a tendency to keep crews in the dark as to which event they would be required to drive, had Italians Pianta and Bacchelli, Frenchman Darniche, Finns Mikkola and Alén (who often drives professionally for Ford) and, if a sixth car was finally available, Swede Waldegård. The regular team-swapping is even further illustrated by the fact that Waldegård drove a Lancia Stratos in Sweden's Berglagsrally, a European Championship qualifier, a few weeks before the Monte.

The Opel dealer teams of Germany and Britain, the Toyota dealer teams of Sweden and Britain, Volvo's activities in and out of Sweden and various other European operations all combine to produce a complex situation in which it is very difficult to follow the fortunes of any particular driver. The little snowy-haired Swede Walfridsson, for instance, has driven a Volvo for several years and has often thrilled British spectators with his ability to propel such a heavy car so fast over forest roads. Recently he has been driving a Daf but it seems very likely that he will soon be seen in a Toyota. Furthermore, he has also been having talks with the French.

Rallying has always been a cosmopolitan sport, bringing into close sporting contact drivers, mechanics and others from all manner of countries. The new era of one-off contracts may well shake the cocktail even more. It's a pity that politicians cannot be persuaded to take up rallying; the world could well then become a more peaceful place in which to live.

The final events of the 1974 World Rally Championship were reviewed in last month's MOTOR SPORT, but we were unable to publish a list of points scored. To complete the record, such a table appears this month. There is, of course, no World Championship for Drivers, a sad and rather stupid omission which the CSI perpetuates each year despite regular and vociferous criticism. However, if the existing series had been for drivers, not makes, the winner would have been Italy's Sandro Munari and we have no hesitation in referring to him as the 1974 World Rally Champion. His points score would have been 64, well ahead of second man Markku Alén (Finland) with 39, Timo Mäkinen (Finland) with 35, Simo Lampinen (Finland) 34, Jean-Luc Thérier (France) 32, Jean-Pierre Nicolas (France) 27, Björn Waldegård (Sweden) 26 and Stig Blomqvist (Sweden) 25.—G.P.

World Rally Championship for Makes 1974

	TAP Rally (P)	East African Safari (EAK)	Rally of 1000 Lakes (SF)	Sanremo Rally (I)	Rally of Rideau Lakes (CDN)	Press-on-Regardless (USA)	RAC Rally (GB)	Tour of Corsica (F)	TOTAL
Lancia	–	12	–	20	20	10	12	20	94
Fiat	20	1	12	15	–	15	–	6	69
Ford	2	2	20	–	10	–	20	–	54
Toyota	10	–	–	–	12	–	10	–	32
Datsun	8	10	–	–	8	–	2	–	28
Opel	–	–	3	12	–	–	8	4	27
Porsche	–	15	–	8	–	4	–	–	27
Saab	–	–	10	–	–	–	15	–	25
Renault	–	–	–	–	–	20	–	3	23
Alpine	6	–	–	–	–	–	–	15	21
Mitsubishi	–	20	–	–	–	–	–	–	20
Volvo	–	–	–	–	–	1	6	–	7
BMW	4	–	–	–	–	–	–	–	4
Peugeot	–	4	–	–	–	–	–	–	4
Citroën	3	–	–	–	–	–	–	–	3
Alfa Romeo	–	–	–	–	–	–	–	1	1

Replacement Laminated Windscreens

TO most people motor-car windscreens are of two types, one simple and cheap and the other complex and expensive. The former is the "standard" toughened variety fitted on most production lines and the latter is the laminated type which is far stronger and safer, although a little more expensive than their toughened counterparts. The popular conception, however, is wrong, for when we recently visited the Isle of Sheppey factory of the Tudor Glass Company and saw Vinylex screens being made we realised that the basic process is quite a simple one, although there are tricks to every game and we would not like to compete against the experts who have an instinctive feel for furnace temperatures, for instance.

Formerly the family business known as Charles Pugh (Glass) Limited, Tudor has endeavoured to retain as much of the friendliness and personal contact as possible, and in this the company has succeeded. In a most congenial atmosphere, the factory produces laminated windscreens (they don't make toughened screens at all) for all manner of cars and a variety of bullet-proof windows and screens for armoured vehicles. They can also sandwich lettering between the laminates, a facility being used by Ford for their rally cars. Apart from making screens for almost all British-made and imported cars, Tudor has the facility for manufacturing laminated windscreens for rare motor cars. In some cases they have patterns in stock, but not if they are able to make their own patterns from the actual cars. This sort of service is not cheap and cannot be done in a matter of days, but at least it is possible. Enquiries should be directed to the company's head office and factory, Vinylex Works, Queenborough, Kent, ME11, 5BB. —G.P.

A Miniature Digger

MECCANO LTD. have added their longest miniature earth-remover in the "Dinky" series of such machines. As if to celebrate the cut-back in expenditure on road-building programmes, this is a model, to 1/36th-scale, of the Atlas AB 1702 excavator. It runs on endless tracks, traverses through 360 deg., and has a realistic glazed cab and movable buckets, arms and "hydraulic" rams. No. 984 in the Dinky Toys range, the recommended UK price is £2.75.

The NTEC

THE National Traction Engine Club thrives and will support the usual traction-engine rallies this year, which are enjoyed by many car enthusiasts. At least they can claim to be using British coal, and not the more precious fuels. The last issue of the Club's journal *Steaming* contained a long article about early steam haulage in Yorkshire and reports of the more important 1974 events, each one listing all the rollers, tractions and waggons that attended, which might well be copied by the car-club magazines. The Membership Secretary is P. R. Dalton, 54, Woburn Gardens, Basingstoke, Hampshire, the annual subscription being £2. The Club is planning special 21st Anniversary events for this season, including a Steam Party at Appleford on July 12th/13th.

The Wipac Bisistor

MOTOR SPORT receives its share of accessories for test but prefers to make occasional reference to the worthwhile ones. In this category is Wipac's Bisistor, a coil-like object which enables two batteries to be charged from one generator or alternator, and no interchange of current can take place between them. This Bisistor is the size of the average ignition coil but the PRO concerned never answered our query as to where on a modern car the second battery could be accommodated. However, for boats, caravans, vintage cars, etc., where an insurance against one battery becoming discharged at awkward moments is sought, this device is obviously of interest. It is suitable for positive or negative-earth circuits and for 12-volt or 24-volt systems but not mixed circuits. Fitting instructions are on the carton and this Bisistor is Part No. S4782 in the Wipac range of products, the maker's address being The Wipac Group, Buckingham, MK18 18H.—W.B.

My Year's Motoring

The Editor Looks Back on the Cars he Drove During 1974



A dual-purpose six-seater or small lorry, the Granada XL estate provided the Editor with Christmas transport, while the little nipper from Turin, the Fiat 126, is slow but exceptionally sparing of fuel.

FROM THE MOTORING ASPECT, and many others, 1974 was hardly inspiring, and the stop-go effect of fuel shortages and the imposition of pedestrian new speed-limits made it an unsatisfactory one from the road-test viewpoint. In my opinion the Petrol Industry treated us very casually, in as much as it rationed supplies at the beginning of the year, so that a long journey in a car with a small fuel tank, for instance from Wales to London in a Fiat 126, was fraught with anxiety, yet it swung the opposite way just recently, withholding supplies until the next price-increase had become valid, then being pleased to sell as much as it could. For an Industry that has previously served us well on a day-and-night basis since petrol pumps replaced two-gallon cans, this is something of which the rich Oil-Barons should be heartily ashamed, especially at a time when they are chalking-up vast profits.

I was also depressed to see so many motoring writers and motoring organisations contributing to the general gloom and despondency by advocating compulsory seat-belts, lower speed-limits, and so on, all morbid factors in this spineless age. But I felt a little smug that MOTOR SPORT published articles about diesel engines and free-wheels, those possible economy aids, early last year, that other papers are only just advocating. So, although this was a mediocre motoring year, I still enjoyed not only the cars I drove but much of the driving I did in them.

I continued to do long-term assessments of two diverse cars, the **BMW 520i** and a **Fiat 126.** Both are acceptable at the present time, because the little nipper from Turin does not go very fast and just cannot help being very economical, while the 2-litre from Munich, with its Kugelfischer fuel-injection, is also surprisingly sparing of fuel and is so comfortable and well-planned that it is pleasing to be in, even while observing 50-m.p.h. speed-limits.

I never quite got the overall 60 m.p.g. hoped for from the smallest Fiat but around 50 m.p.g. of 3-star petrol was possible without trying, which I increased to 57 m.p.g. by judicious coasting. Under these conditions the BMW gave something approaching 30 m.p.g. of 4-star, whereas it normally returns around 28 m.p.g. on a fast run, driving frugally, but even if its very excellent performance is used, this does not fall below about 24 m.p.g. Both these cars proved supremely reliable, and prompt starters. I suppose I have driven the Fiat some 7,000 miles, with another 2,000 put in on the example that was thrashed round and round the IoM TT course day and night for a week by some sadistic policemen. Neither gave any real trouble, although the original car eventually discarded its choke control, occasionally blew its dip-stick out when hard-pressed along Motorways, and has just recovered from a tired Magnet Marelli battery after standing idle for a couple of months, a calamity soon put right by my Wynall W4 battery charger and a brief tow behind a Volvo.

Because there was so much emphasis on fuel conservation I amused myself by going in for that Fiat Fuel Economy Competition which put Graham Hill among the Brighton Road dicers. I didn't get among the top figures but after being told that my 85.23 m.p.g. was wrongly recorded, managed 75.57 m.p.g., which gives an idea of how sparing of the costly fluid the Tipo 126 is. As it is also very easily parked, is well sprung for such a lightweight, out-corners many other cars, and has an unexpectedly good heater in spite of air-cooling, I was very happy to be postponing the day when the World's fuel reserves become exhausted, by commuting in one.

I have not much need to endorse the good qualities of the 520i, which can be listed briefly as an overall air of quality, very forgiving road adhesion, a nice gear shift, the easiest-to-read instruments possible, a commanding driving position, and that very considerable performance if the engine is opened up. However, I must not go on about this splendid car because I am told that I have become as fanatical about BMWs as I once was about the VW Beetle and later the better Mercedes-Benz models, and thanks to the vigilance of BMW Concessionaires' PRO, Raymond Playfoot, there are other BMWs to talk about.

The first new car I sampled in 1974 was the **Ford Capri 1600 Mk. II**, for which purpose I actually travelled to Torquay by British Rail, a most unseemly (but very comfortable and civilised) thing for a motoring writer to do! I had but brief experience of the car, so will confine myself to saying that while the new lift-up back door and other items are an obvious improvement, I was rather sorry to see that the original imposing lines behind that long Capri bonnet had been toned down. Then, while the 520i was having one of its infrequent servicing sessions, I was let loose in a **BMW 3.0Si**, taking this Big-Six to Silverstone from Wales by my rural back-route. It performed impeccably, of course, with a smooth-running engine, much luxury, and excellent power steering.

So to the first real road-test of 1974, of a **Vauxhall VX 4/90.** This turned out to be a well-equipped saloon with nothing important to fault and a notably flexible engine. The "stupid-50s" were now in force, so on a run to Swansea to learn how modern toys are made I could enjoy its good acceleration but



The Editor's personal BMW 520i, sparing of fuel, comfortable and well-planned.

not its 100-m.p.h. maximum speed. Under the circumstances, which threatened then, as they do again now, to reduce most cars to a miserable common denominator, this Vauxhall was surprisingly economical.

But if the Vauxhall VX 4/90 was a very satisfactory family car, I was in for some disappointments during 1974. The first was provided by a **Saab 99L.** A heavy clutch and sticky gear-change detracted from any charms I had expected it to possess, it had somewhat heavy steering even for a front-drive car, was noisy when allowed to do a furious 70 on our Motorways, and the performance from the 2-litre engine was not inspiring. The equipment, admittedly, was more than complete, with wipers on the headlamps, a driver's heated seat cushion, and adjustment for height as well as for rake and reach of that seat, a complicated set of heater controls, and many safety factors, including those massive bumpers. But one door refused to open, I did not feel "in-one" with this car as I had in earlier Saabs, and the final insult was not being able to check the dip-stick, because the bonnet wouldn't release.

The **Lancia Beta 1800** provided another disappointment, although it was a difficult car to assess. It failed to live up to the traditions of earlier famous Lancia models, yet it was in some ways a likeable, dignified car, seemingly of high quality. The specification embraced a twin-cam transverse Fiat engine, front-wheel-drive, all-disc brakes, rack-and-pinion steering, a Citroën five-speed gearbox, and MacPherson suspension struts. So at its price it should have been a good investment. But it was too low-geared and had too-sudden brakes, albeit the Beta is a car of some character, not to be entirely despised.

The next surprise, a pleasant one this time, was provided by a **Mazda 1300.** While it followed other Japanese cars in having choppy suspension (half-elliptic leaf-springs at the rear) and spongy (disc/drum) brakes, it took a great deal of luggage, had a distinctly sporting degree of urge from its alloy-head, single-o.h.c. engine, and clutch and gear-change were respectively, light and quick. Like almost all small cars it was noisy, but was happy at 60 m.p.h. So this "Oriental Escort" was not to be denied. Another pleasant small car was the **Opel Kadett 1200** coupé. It was comfortable, lively and reasonably effortless at 70 m.p.h. except for a humming back axle, although the Opel high-set camshaft engine was noisy at high revs.

By this time I had tried so many foreign cars that I asked British Leyland to allow me to drive some of their products. The ploy was to let us have a couple of Triumphs. But the British workers' factory pickets thought otherwise, refusing to let the Press Department in Coventry release its own cars. So I had to wait several weeks for a Dolomite Sprint but received the **Triumph 2500TC Mk. II** to schedule. At one time a rival of the Rover, this latest 2½-litre 2500 with carburetters in place of fuel-injection was another 1974 disappointment. There were out-dated items such as wooden *decor*, openable quarter-windows in the front doors, and so on, to please confirmed Triumph followers. But undistinguished cornering, a rather notchy gear-change, and somewhat heavy brakes did not encourage me to follow suit. I concede that this car offers comfortable, sedate travel, and powerful heating and ventilation, but nothing more. Satisfaction returned with the delivery to Standard House of an **Opel Commodore 2.8 GS.** As my Assistant was anxious to compare it with a Ford Granada Ghia I did not write about it. But after 450 miles I recognised that this was a very nice motor car; a great credit to Opel of Russelheim.

Less pleasing was the **Fiat 132 1800 GLS** that Alfred Woolf, Fiat's on-the-ball British PRO, persuaded me to try. I had not driven the previous unfortunate version but am told the handling has improved considerably, while I found the performance such as to make this car an "Italian Mexico", disguised as a palatial family car. But difficult-to-read instruments, poor detail work, and much effort needed with the steering wheel when parking, were against it, and the specimen I drove had a smell of petrol within and a desire to stall in London traffic at a time when the hold-ups were particularly heavy. The twin-cam 1.7-litre engine was an unseen bonus, however, and by making very full use of the five-speed gearbox I recorded a usefully thrifty fuel consumption.

By the time I had returned this controversial Fiat, having decided that it requires still further improvement, the pickets at BL had gone away and a **Triumph Dolomite Sprint** became available, a car I had enthused over when it was a new model. I am reiterating what I have observed before when I say that with a top speed in the region of 112 m.p.h.,



Difficult to assess and something of a disappointment, the well-equipped Lancia Beta 1800 nonetheless had character and good quality.



A notably flexible engine and surprising economy are recalled of the Vauxhall VX4/90.



A disappointment after earlier Saabs, the 99L was heavy to drive, of modest performance and riddled with faults.



The Mazda 1300 provided a pleasant surprise with a distinctly sporting degree of urge from its alloy head, single o.h.c. engine.

and the ability to go from rest to 60 m.p.h. in 8½ sec., allied to docility, economy, compactness, and a pleasant interior with well-contrived controls, this 16-valve 1,998-c.c. Triumph with the ingenious valve gear, which handles so well, is a "Best Buy" at its price, to coin a nasty but expressive Consumers' Association label. I would also commend the convenient location Triumph use for their overdrive switch, on the top of the gear-lever knob, were it not that my run home from the office in the Sprint was rendered a misery because an electrical "short" emanated from it, killing other services. The next day the Automobile Palace in Llandrindod Wells rectified the malady expeditiously and thereafter the car was all that I had remembered of it.

Another **BMW 3.0Si** was used to race a Messerschmitt Monsun light aeroplane from Calais to Cannes and to drop in on the Bugatti jollifications at Lyon. But, true to my earlier promise, may I just comment that it proved a wonderful high-speed motor car, of impeccable dependability? Then, deflecting from foreigners, I drove a couple of Solihull products, a **Rover 2200TC** and a **Rover 3500S.** The former car had many of the things I remembered from the one-time Editorial Rover 2000, such as heavyish steering due to strong understeer, lost-motion in the transmission, that seductively-shutting boot-lid, a reserve fuel-tap, those knee-level, padded stowage bins in the front compartment, friction-locks for the reclining front-seat squabs, a slippery facia shelf, and so on. I thought the feel of the car improved and the high gearing was appreciated. Naturally the enlarged engine gave improved acceleration and yet this aged o.h.c. four-cylinder power unit was astonishingly smooth. The bigger-engined Rover of the same overall dimensions was a delightful car, with its multi-cylinder pick up, very high top speed, and none of the weavy running that had made me sceptical when first I drove one of these Buick-powered vee-eights. This time the De Dion rear-end with the specialised drive-shafts behaved normally. However, I was somewhat askance when this beautiful British car stopped suddenly in a stream of rush-hour traffic in hilly Welshpool. This was caused by the petrol pump having come adrift from the crankcase, to remain secured only by the fuel pipes! The BL agents, Vincent Grenhous, were quickly on the scene, everyone was most helpful, and we were soon on our way, but thinking dark thoughts about coarse screw-threads in light alloy.

I was asked in October to try BMW's most luxurious car, the **BMW 3.3L** limousine. Consequently, I was able to swan about during Motor Show time in this longer-wheelbase, biggest-engined German car in distinguished comfort. It was a car with all the amenities, including a smooth automatic gearbox. With a more eager engine note than a similar proposition from Crewe and very fine step-off if the chauffeur could be persuaded to operate the lower-gear "holds", I thought of this BMW as a sports-limousine. It did not have quite such precise handling as the smaller BMWs but it proved very acceptable when I had to take my influenza to the VSCC "Old-Fogies" dinner, because it was so easy and restful to drive. A palatial car indeed, as I suppose you should expect, at £8,442.65 in this country.



Comfortable and sedate travel was offered by the otherwise disappointing and dated Triumph 2500 TC.



Comfortable, lively and reasonably effortless at 70 m.p.h., the Opel Kadett 1200 had a noisy engine when revved.

I am now coming to the end of this account of driving cars of from 594 c.c. to 9,123 c.c. and in value from the then-£583 to the inestimable. I was able to take the great little **Alfasud Ti** to the Lake District for the annual VSCC trial but the test report appeared too recently to require further comment here, except to remark that many people, Stirling Moss among them, have told me that this seems to be the car they would like in the prevailing conditions. My opinions about the unusual droop-snoot **Vauxhall Firenza** appeared last month and my road-test report on the commendable **Toyota Corolla** is in this issue, so again no further comment is called for.

Before the year was out I drove two more, very diverse, cars. The **DAF 66 1300 Marathon** saloon was in a class of its own. Pioneer motorcyclists have proclaimed the smoothness of belt drive and this applies, with some reservations, when it is united with the clever DAF Variomatic infinitely-variable transmission. Once those accustomed to ordinary cars have ceased to move the control lever backwards to go forwards, because they are thinking in terms of finding a bottom gear, which is against all Dutch logic, the DAF is absolute simplicity to drive. With the

1.2-litre engine there is quite a lot of urge, but the noise which accompanies the task of the expanding pulleys in maintaining exactly the right ratio between Renault motor and de Dion back axle for a given situation can be rather tiring. Nor could I read the angled dials—small tachometer, with yellow warning at 5,000 r.p.m., oil-gauge reading 90 lb./sq. in., and clock, set low down on the console. The 110-m.p.h. Vdo speedometer, incorporating a clear-reading fuel gauge, and the matching warning-lights' dial before the driver are, however, easily seen. The two pedals are somewhat off-set, enabling a loud-speaker to be accommodated outboard of the accelerator —there's individuality for you!—and while the two doors had effective "keeps", water drained in with them open. Also, my wife said her finger-nails disliked the push-in buttons of the external locks. The boot smelt of damp and its lid flew up abruptly. The simulated wood surrounds, scattered high-grade tumbler switches, and the subdued cacophony when accelerating reminded me of the old DKW 1000, although as it is a long time ago since I drove the two-stroke, I may be wrong in this comparison.

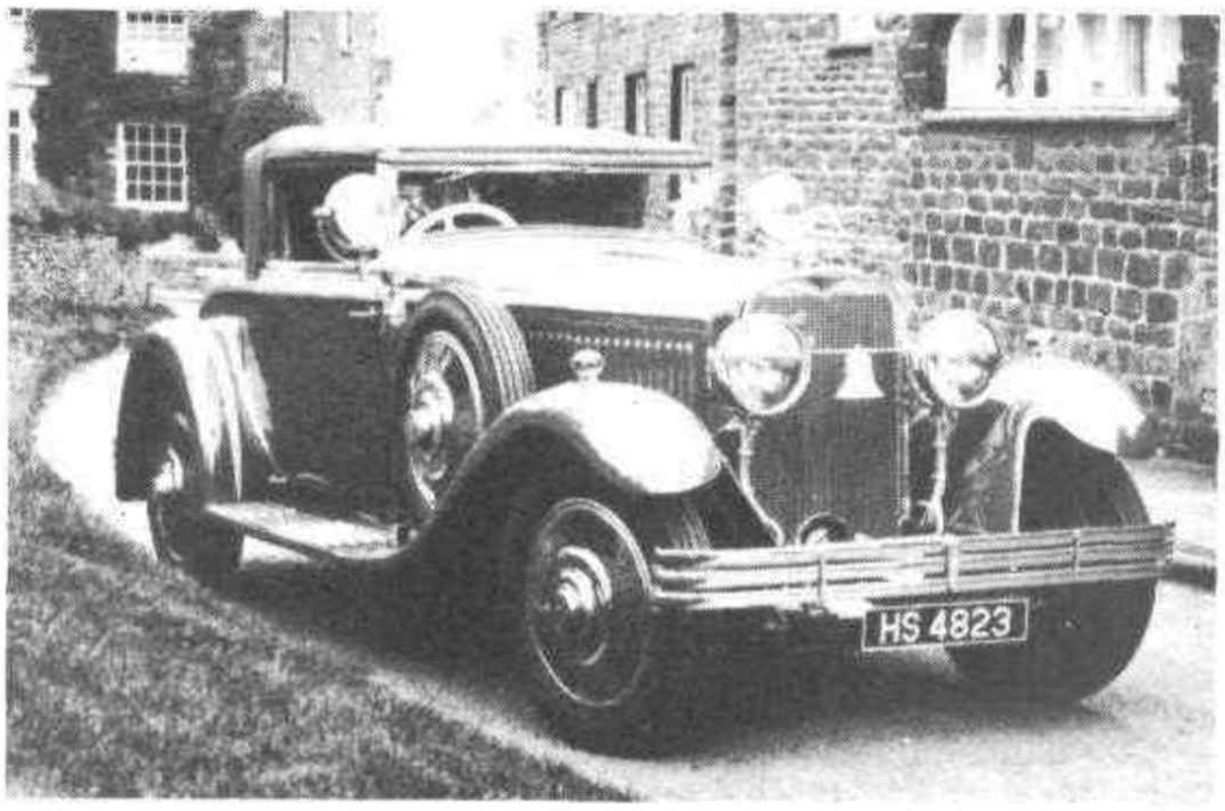
The DAF's slow running was incredible and would have been just the job for those "crawl-tests" that were a deciding factor at the end of pre-war long-distance rallies. It had very light steering, Michelin ZX tyres, two stalk-controls, and it struck me as an ideal car for nervous ladies driving at a habitual 50 m.p.h. They can buy one for £1,630.

The **Ford Granada XL** estate-car was handsome, low built, enormously spacious and well-appointed, with a very smooth automatic transmission, not quite such good power steering, and that welcome wind-open roof panel of these big Fords. This useful car, also Michelin-shod, was my Christmas transport. I took it down to the New Forest area to collect spares for my 1922 Talbot-Darracq. This little car has recently been resuscitated, so does not need them, but they seemed a good insurance. They came from a gentleman who bought his T-D new in 1922 and ran it until about 1930. He and his wife were keen members of the Junior Car Club of those days and both gained awards in the speed hill-climb which the JCC ran at nearby Dean Hill. On the homeward journey, this big Ford brought me to what Bureaucracy has renamed Powys, but which was formerly Radnorshire (these mad, unwanted changes!), surprisingly quickly in spite of the prevailing speed limits,



Further improvements would be desirable to make the "improved" Fiat 132 1800 *GLS into the car it ought to be.*

behind its lazily-turning 3-litre V6 engine, in the utmost comfort. As a dual-purpose six-seater or small lorry, depending on whether or not the rear seat is erect or folded away, this Ford Granada is unquestionably good value at £2,931. The test-car had developed a startling amount of axle clonk, although it had but 9½-thousand miles on the "clock". The external door-locks remain finger-muscle developers, the instruments are still deeply-buried, and the back window needs Scimitar wipers, but on the whole I liked this effortless load-carrier. The fuel range was better than 300 miles and, with economy-driving, this great hulk of motor car was very sparing of petrol—see table.



I drove to lunch in Meredith Owen's magnificent 37.2 *h.p. Hispano-Suiza coupé*



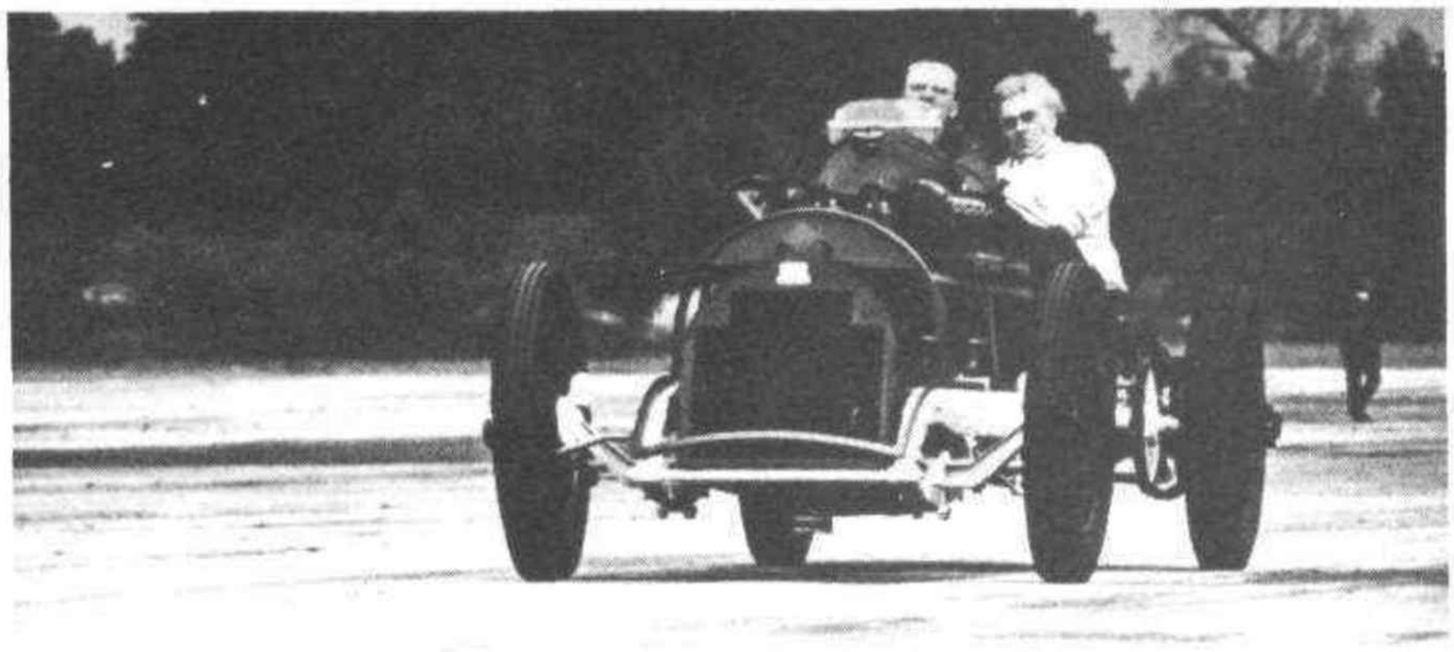
The Alfasud Ti—an ideal car for the prevailing conditions?

That concluded a year's personal road testing, apart from brief drives in the **VW Golf** in both 1100 and 1500 forms, about which you will find some comments elsewhere. It was annoying that the more effortless running of the bigger-engined Golf compared to that of the 1100 led me to drive through a Cheltenham radar speed-trap operated by Rosalind, a seemingly very inexperienced young Woman Police Constable. She concluded her interview brightly with "That's all right, then"—but I felt I could have done without Ros. But at least she provided material for this month's Editorial!

Of the cars I tested, ten were on Michelin tyres, Dunlop and Pirelli were on five cars each, Continental on three, and Firestone and Bridgestone scored one each. I was interested, or would have been had one deflated, to try the Rover 3500S on the new Dunlop Denovo Safety Tyres (absence of a spare wheel being very desirable with this car's ridiculously restricted luggage boot), and I found it droll (and perhaps significant) that the Vauxhall Firenza was on Avon Safety Wheels but was shod with Michelin tyres. . . .

If 1974 was somewhat mediocre from my point of view there was plenty of interest. I see from my Dunlop diary that I went to Donington for the Twin-Cam Austin party, got very wet at the same venue during the VSCC Driving Tests, and attended most of the remaining events of that club. Highlights of the year included the evocative Castrol Extravaganza and the British Leyland pre-Show luncheon. I prepared myself for the latter by leaving the Rover V8 in Hyde Park

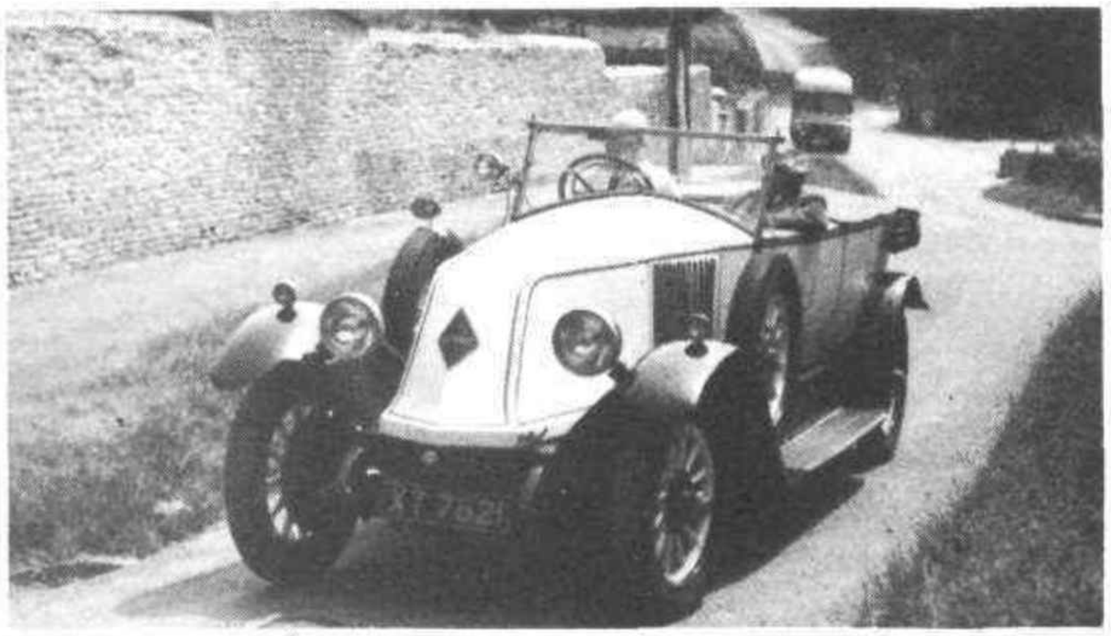
and walking across Kensington Gardens, past the Round Pond, to the Royal Garden Hotel, thus proving that I can still use my legs for short distances and that parking in the Metropolis is not as difficult as is sometimes suggested. Moreover, apart from the cars I drove myself, MOTOR SPORT was able, during the year, to publish test-reports on the Aston Martin V8, Vauxhall Magnum 2300, Jensen Interceptor III, Iso Lele Sport, Maserati Bora, Datsun 260Z, Mercedes-Benz 450SL, Alfa Romeo Alfetta, 2.7-litre Porsche 911, Ford Granada Ghia, Ford Capri Ghia, Reliant Scimitar GTE, Ginetta G21S, Ferrari Dino 308-GT4, etc., which shows how generous I am (or distant or remote, depending on the point of view) to other members of the staff! There were other cars we had intended to sample but they got hung up on the way, for some reason. Peugeot, Renault and Citroën were among those missed last year, BL were unable to offer anything other than Rovers and Triumphs, and Toyotas, apart from a hastily-provided Corolla (see page 139), and the saloon Datsuns never materialised. I hope those PROs involved will do more to encourage our love of road-testing, this year.



The Editor rides with Owen Wyn-Owen on "Babs", the 27-litre Liberty-engined chain-drive Thomas Special at Brooklands. (Photo: Neil Bruce)

Nor were the older cars neglected, even if last year was hardly a vintage one. I used my 1924 Calthorpe for watching part of the VSCC Presteigne Rally, took it to Usk for an old-car meeting and had fresh-air runs in it on Christmas Day and Boxing Day afternoon. After its jets had been cleaned, it never missed a beat. My 1930 Riley Nine "boy-racer" was unserviceable last year because D.S.J. was using its engine in the ex-Joyce AC for Prescott and up the Brooklands Test Hill, but you could have fooled me, especially as it ran in the 1½-litre class, not the up-to-1,100-c.c. category.

Ted Woolley's 1923 open Renault 45 and Johnny Thomas' 1925 35-h.p. sleeve-valve Daimler motor-carriage were subjected to the "White Elephant" treatment and going to lunch after being shown round the new Stratford-on-Avon Motor Museum I was allowed to drive Meredith Owen's magnificent 37.2-h.p. Hispano-Suiza coupé. Derek Goatman of Vauxhall Motors' Public Relations Department arranged, with his usual enthusiasm and efficiency, for me to take a pleasing expedition along the country roads near Luton



Ted Woolley's 1923 Renault 45 provided memorable "White Elephant" motoring.

in that Company's splendidly-rebuilt 1918 25-h.p. D-type Vauxhall Staff-car and it was the thoughtfulness of "Rusty" Russ-Turner, Captain of the Bentley DC, that took me to that Club's Silverstone Test Day, to drive on the track his Birkin blower-4½ single-seater Bentley that I had already driven on the road. It was most unfortunate for him that before I could do this the cylinder block had become porous again, but fortunate for me that I had managed to persuade him to go out for some preliminary lappery, for otherwise how could I have convinced even my best friends that I had not over-revved? As it was, I was able to sample "Rusty's" supercharged 4¼-litre Derby-Bentley Special and the Competition Secretary's Ford 1600-engined Morgan 4/4.

I got wet judging at the Mercedes-Benz-sponsored Yeovil *Concours d'Elegance*, drove briefly a 1932 Morris Minor, found myself during the year in possession of a 1952 Lanchester Ten which had been abandoned in Kent and was brought all the way to Wales by courtesy of the Car Recovery Service Club on a trailer behind one of their Range Rovers, and attended the memorable Frazer Nash party at Isleworth and the Brooklands Re-Union. The last-named occasion was enlivened by taking a trip up the runway beside Owen Wyn-Owen, clinging onto "Babs", with the driving chains rattling below and 27-litres of uncovered Liberty aero-engine ahead of us. Something of a contrast, at the 750 MC's Press Day I re-made acquaintance with Chummy, Nippy and Ulster Austin Sevens.

That's about it, except for a short drive in an aged MG 1100 and trying out some Land-Rovers over appropriate terrain in the beautiful country surrounding Eastnor Castle, between Ledbury and Tewkesbury. Despite everything, not too bad a twelvemonth! Now we must face up to 1975.—W.B.



Ready to drive out of the old year — big Ford and diminutive Fiat. Which will be more appropriate to the restraints of 1975?

PETROL AND OIL CONSUMPTION OF CARS TESTED BY THE EDITOR IN 1974

Car	Petrol Consumption	Approximate Oil Thirst
Fiat 126 saloon	51.0 m.p.g.*	1,000 m.p.p.
BMW 520i saloon	29.0 m.p.g.	Negligible.
Vauxhall VX 4/90 saloon	33.3 m.p.g.	—
BMW 3.0Si saloon	28.0 m.p.g. (approx.)	—
Saab 99L saloon	27.8 m.p.g.	—
Lancia Beta 1800 saloon	33.0 m.p.g.	None, after 920 miles.
Mazda 1300 saloon	35.8 m.p.g.	Scarcely any, in 440 miles.
Opel Kadett 1200 coupé	38.5 m.p.g.	None, after 525 miles.
Triumph 2500TC Mk. II saloon	29.0 m.p.g.	None, after 600 miles.
Fiat 132 1800 GLs saloon	29.5 m.p.g.	—
Triumph Dolomite Sprint saloon	31.8 m.p.g.	None, after 2,000 miles.
BMW 3.0Si saloon	15.1 m.p.g. (Abroad)	None, after 1,830 miles.
Rover 2200 TC saloon	21.3 m.p.g.	None, after 600 miles.
Rover 3500S saloon	23.6 m.p.g.	350 m.p.p. (but see text!).
BMW 3.3L limousine	21.6 m.p.g. (see text)	—
Alfasud Ti coupé	34.5 m.p.g.	None, after 1,135 miles.
Toyota Corolla saloon	34.8 m.p.g.	None, after 680 miles.
Vauxhall Firenza coupé	23.7 m.p.g.	185 m.p.p.
DAF 66 1300 Marathon saloon	34.5 m.p.g.	None, after 700 miles.
Ford Granada XL estate-car	25.0 m.p.g.	None, after 600 miles.

* 3-star fuel.

NB.—The on-off 50-m.p.h. speed-limit affected fuel consumption figures but the text elucidates.

INTERNATIONAL RACE RESULTS OF 1974 - *Continued from January issue*

FORMULA 5000

Date	Race and Distance	Location	First	Second	Third	Winner's Speed, k.p.h.
Mar. 16	Rothmans Trophy—136.5 kms.	Brands Hatch	P. Gethin (Chevron-Chevrolet V8)	M. Wilds (March-Chevrolet V8)	B. Redman (Lola-Chevrolet V8)	174.211
Mar. 24	Rothmans Trophy—108.6 kms.	Mallory Park	D. Hobbs (Lola-Chevrolet V8)	M. Wilds (March-Chevrolet V8)	R. Evans (Lola-Chevrolet V8)	177.221
April 6	Vanwall Trophy—94 kms.	Silverstone	B. Redman (Lola-Chevrolet V8)	P. Gethin (Chevron-Chevrolet V8)	T. Pilette (Chevron-Chevrolet V8)	209.585
April 12	Rothmans Trophy—133.3 kms.	Oulton Park	B. Redman (Lola-Chevrolet V8)	D. Hobbs (Lola-Chevrolet V8)	I. Ashley (Lola-Chevrolet V8)	184.109
April 14	Rothmans Trophy—119.7 kms.	Brands Hatch	R. Evans (Lola-Chevrolet V8)	B. Redman (Lola-Chevrolet V8)	I. Ashley (Lola-Chevrolet V8)	159.647
April 28	Zolder GP—Two Heats	Belgium	P. Gethin (Chevron-Chevrolet V8)	R. Evans (Lola-Chevrolet V8)	C. Craft (Chevron-Chevrolet V8)	178.773
May 27	Rothmans Trophy—132.7 kms.	Thruxton	I. Ashley (Lola-Chevrolet V8)	P. Gethin (Chevron-Chevrolet V8)	R. Evans (Lola-Chevrolet V8)	185.783
June 2	Mid-Ohio—Two Heats	America	B. Redman (Lola-Chevrolet V8)	B. Lunger (Eagle-Chevrolet V8)	E. Noyes (Lola-Chevrolet V8)	163.097
June 3	Rothmans Trophy—126.8 kms.	Zandvoort	P. Gethin (Chevron-Chevrolet V8)	R. Evans (Lola-Chevrolet V8)	G. Edwards (Lola-Chevrolet V8)	179.827
June 16	Labatt's Trophy—158.3 kms.	Mosport Park	D. Hobbs (Lola-Chevrolet V8)	E. Weitzes (Lola-Chevrolet V8)	B. Lunger (Eagle-Chevrolet V8)	180.697
June 23	Rothmans Trophy—Two Heats	Mugello	D. Hobbs (Lola-Chevrolet V8)	R. Evans (Lola-Chevrolet V8)	T. Pilette (Chevron-Chevrolet V8)	136.108
June 30	Lottery GP—Two Heats	Monza	P. Gethin (Chevron-Chevrolet V8)	T. Pilette (Chevron-Chevrolet V8)	R. Evans (Lola-Chevrolet V8)	210.298
July 14	Rothmans Trophy—108.6 kms.	Mallory Park	R. Evans (Lola-Chevrolet V8)	P. Gethin (Chevron-Chevrolet V8)	I. Ashley (Lola-Chevrolet V8)	182.580
July 14	Watkins Glen—163 kms.	America	M. Andretti (Lola-Chevrolet V8)	B. Redman (Lola-Chevrolet V8)	E. Weitzes (Lola-Chevrolet V8)	190.804
July 28	Dublin GP—Two Heats	Mondello Park	R. Evans (Lola-Chevrolet V8)	V. Schuppan (Lola-Chevrolet V8)	C. Craft (Chevron-Chevrolet V8)	131.435
July 28	Elkhart Lake—Heats & Final	America	M. Andretti (Lola-Chevrolet V8)	B. Redman (Lola-Chevrolet V8)	E. Weitzes (Lola-Chevrolet V8)	182.063
Aug. 18	Rothmans Trophy—132.7 kms.	Thruxton	R. Evans (Lola-Chevrolet V8)	P. Gethin (Chevron-Chevrolet V8)	T. Belso (Lola-Chevrolet V8)	189.419
Aug. 26	Rothmans Trophy—Two Heats	Brands Hatch	A. Dean (Chevron-Chevrolet V8)	D. Magee (Chevron-Chevrolet V8)	R. Evans (Lola-Chevrolet V8)	138.355
Sept. 1	California GP—Heats & Final	Ontario	B. Redman (Lola-Chevrolet V8)	M. Andretti (Lola-Chevrolet V8)	D. Hobbs (Lola-Chevrolet V8)	185.417
Sept. 8	Gold Cup—128.8 kms.	Oulton Park	I. Ashley (Lola-Chevrolet V8)	T. Pilette (Chevron-Chevrolet V8)	K. Holland (Lola-Chevrolet V8)	184.495
Oct. 6	Rothmans Trophy—30 laps	Snetterton	T. Belso (Lola-Chevrolet V8)	B. Robinson (McLaren-Chevrolet V8)	B. McGuire (Lola-Chevrolet V8)	154.385
Oct. 13	Monterey GP—152.9 kms.	Laguna Seca	B. Redman (Lola-Chevrolet V8)	J. Hunt (Eagle-Chevrolet V8)	M. Andretti (Lola-Chevrolet V8)	180.907
Oct. 13	Rothmans Trophy—108.6 kms.	Mallory Park	G. Edwards (Lola-Chevrolet V8)	I. Ashley (Lola-Chevrolet V8)	P. Gethin (Chevron-Chevrolet V8)	183.127
Oct. 20	Rothmans Trophy—149.3 kms.	Brands Hatch	V. Schuppan (Chevron-Chevrolet V8)	I. Ashley (Lola-Chevrolet V8)	P. Gethin (Chevron-Chevrolet V8)	178.010
Oct. 26	Riverside GP—Heats & Final	America	M. Andretti (Lola-Chevrolet V8)	B. Redman (Lola-Chevrolet V8)	W. Brown (Lola-Chevrolet V8)	180.524

FORMULA THREE

Date	Race and Distance	Location	First	Second	Third	Winner's Speed, k.p.h.
May 25	Monaco—75.5 kms.	Monte Carlo	T. Pryce (March-Ford)	A. Brise (Modus-Ford)	S. Cinotti (March-Ford)	122.457
May 27	Polifac Trophy—Two Heats	Nurburgring	G. Francia (March-Ford)	G. Nilsson (March-Ford)	C. Andersson (March-Ford)	165.300
Sept. 8	Nurburgring	Germany	C. Andersson (March-Toyota)	H. Binder (March-Toyota)	C. Giorgio (March-Toyota)	—

USAC RACES

Date	Race and Distance	Location	First	Second	Third	Winner's Speed, k.p.h.
Mar. 10	California 500 miles	Ontario	B. Unser (Eagle-Offenhauser)	A. Unser (Eagle-Offenhauser)	J. Grant (McLaren-Offenhauser)	252.694
May 26	Indianapolis 500 miles	Indiana	J. Rutherford (McLaren-Offenhauser)	B. Unser (Eagle-Offenhauser)	B. Vukovich (Eagle-Offenhauser)	255.210
June 30	Schaefer 500 miles	Pocono	J. Rutherford (McLaren-Offenhauser)	J. Carruthers (Eagle-Offenhauser)	S. Krissiloff (Eagle-Offenhauser)	251.750

INTERSERIE (Group 7)

Date	Race and Distance	Location	First	Second	Third	Winner's Speed, k.p.h.
May 12	Martini Trophy—164.8 kms.	Silverstone	W. Kauhsen (Porsche 917 t/c)	H. Muller (Porsche 917 t/c)	H. Kelleners (McLaren-Chevy V8)	206.559
May 27	Nurburgring—182.7 kms.	Germany	H. Kelleners (McLaren-Chevy V8)	H. Muller (Porsche 917 t/c)	R. Joest (Porsche 908/3)	158.310
Aug. 18	Kassel Airfield	Germany	H. Muller (Porsche 917 t/c)	W. Kauhsen (Porsche 917 t/c)	H. Kelleners (McLaren-Chevy V8)	—
Sept. 8	Nurburgring	Germany	H. Muller (Porsche 917 t/c)	—	—	—
Sept. 22	Circuit of Casale	Italy	H. Muller (Porsche 917 t/c)	H. Kelleners (McLaren-Chevy V8)	—	—
Sept. 29	Hockenheim—135.8 kms.	Germany	L. Kinnunen (Porsche 917 t/c)	H. Kelleners (McLaren-Chevy V8)	C. Kocher (Ferrari 512)	—

MISCELLANEOUS RACES

Date	Race and Distance	Location	First	Second	Third	Winner's Speed, k.p.h
Mar. 24	Le Mans 4 hrs.—Two Heats	France	G. Chasseuil (Ligier-Maserati)	M. Dupont (Chevron-Ford)	H. Greder/A. Cudini (Chevrolet-Corvette)	Addition of times
June 9	Targa Florio—504 kms.	Sicily	G. Larrousse/A. Ballestrieri (Lancia Stratos)	Restivo/Apaches (Porsche Carrera)	Boeris/Siria (Abarth 2000)	109.946
Sept. 15	Norisring Trophy—170 kms.	Nurnburg	H. Stuck (BMW 3.5 CSL)	H. Heyer (Porsche Carrera RSR)	H. Muller (Porsche Carrera RSR)	142.520

EUROPEAN HILL-CLIMB CHAMPIONSHIP

Champion : J. Mieusset (March-BMW).

Playing Golf

JUST BEFORE 1974 went out in a welter of costly petrol and low speed-limits I was invited by Philip Stein of Volkswagen GB Limited to the show village of Broadway in Worcestershire to "play golf". The rendezvous was the Lygon Arms, a noted hotel which I remembered from pre-war Bugatti OC rallies and which as early as 1923 was offering garage accommodation to motorists whose chauffeurs had brought them to Broadway in Rolls-Royce, Daimler and similar stately motor-carriages.

So I set off in anticipatory mood, especially as the game on this occasion revolved round the first entirely-new VW to be introduced since NSU-Audi and Volkswagen united, and I have been branded a VW fanatic ever since my warm praise of the Beetle some twenty years ago. This was obviously a function I had to attend.

After an uneventful and brisk run to the hotel, in blissful ignorance of the newly-imposed 50-m.p.h. speed-limit which I had not seen announced in the previous day's papers, dinner was taken in the Great Hall, and I was pleased to find an old VW tradition prevailing, namely the giving away of a model of the new car, so that its layout and styling could be studied at leisure, before confrontation with the real car. At Wolfsburg in 1955 we had been given small replicas of the Beetle, which had by then reached an output of one-million. Now there was a model for each guest of the Golf, by Schuco, who made Mercedes and Auto-Union toy racers before the war.

After dinner questions could be fired at Dr. Friedrich Goes, Head of VW's Passenger-Car Development, Rudi Maletz of the Wolfsburg Press Office, and Herr Wagner of Volkswagen. The assembled journalists were mainly concerned with details of VW's arrangements for strapping themselves into the cars with the new door-mounted safety-belts, which release as the door is opened. Alas, they were told these are an extra not yet available in Britain. They then turned to how many Golfs had been made (13,380 last September, 21,600 in October, 14,383 in November 1974, making it the best-selling car in W. Germany). They wanted to know whether it will replace the Beetle, the answer being that the 1200 Beetle will remain the lowest-priced VW even after introduction of the smaller VW Polo. There was discussion about the unusual name of the new car, which it seems has something to do with the Gulf (golf)-stream, so that it would have been unfair to enquire whether it was all-balls, although John Bolster did remark that it was not cricket. Jerry Ames tried to draw Dr. Goes over the absence of a 5-speed transmission, which amused me as I had arrived in a car entirely devoid of a gearbox. The reply was that this was quite unnecessary, from both the flexibility and economy aspects. Where Dr. Goes was very controversial was in telling us that radial-ply tyres are not required on the Golf (indeed, they cost extra) to improve its already impeccable cornering and road-holding.

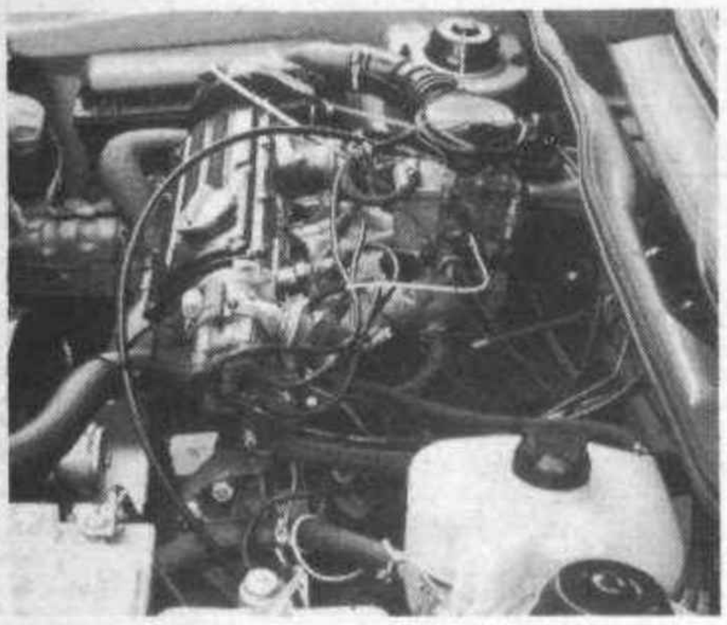


THE GOLF, first truly VW-engineered car in recent times, follows the usual pattern of present-day small cars of advanced concept, by having front-wheel-drive from a transverse engine. The lines are crisp, a 5-door model is available, but the NSU-Audi ancestry is apparent.

The following day it was possible to drive both the 1,093-c.c. and 1,471-c.c. models. Both are front-drive, transverse-engined cars (congratulations again, Sir Alec!) with belt-driven o.h.c. four-cylinder engines having slightly greater strokes than bores and developing, respectively, 50 b.h.p. at 6,000 r.p.m. and 70 b.h.p. at 5,800 r.p.m. Front suspension is by coil-spring struts and wishbones, and there are torsion-bar-damped trailing arms at the back. The tyre size is 13 in., the brakes are disc/drum with servo on the bigger-engined car, and the steering is rack-and-pinion, incorporating the Audi fail-safe device. Prices are £1,294 for the 2-door 1100, £1,410 for the 4-door 1100, up to £1,654 for the luxury-trim 1500. These may have to be increased soon.

A fuel consumption of 51 m.p.g. at 50 m.p.h. is claimed for the 1100 Golf and, if this is so, success is assured; however, the overall figure of "more than 35 m.p.g." casts some doubt on such remarkable economy. Nevertheless, the engines, based on those of the Passat and Audi 80 in the case of the 1500 Golf, but a VW development in the case of the 1100 Golf, use 2-star fuel, which is encouraging. First impressions were of very ample space in this five-seater Giugiaro-styled small saloon, which has a VW-quality matt-black interior *décor* and is the useful 3-door or 5-door configuration. The ride is good, the handling pretty outstanding, but we noticed that the 1500 we drove was on radial-ply Continental tyres although certainly the 1100 was happy on cross-ply Continentals. Curiously, it was the 1100 that made more road noise. The high-speed cornering is notably flat, wind noise commendably low, and there is no particular indication from the feel of the steering that these are front-drive cars. The brakes on the 1100 felt rather hard and apart from a non-lockable cubby there was a minimum of oddments' stowage. The 1500 has a well by the gear-lever. The gear-shift is good without being outstanding. On the 1100 it has to be used freely to get good performance, but the 1500 has much easier pick-up in the higher gears. Indicated maxima in the three lower gears came out at 26, 42 and 66 m.p.h. on the 1100, 30, 52 and 76 m.p.h. on the 1500, and the larger-engined Golf went to a speedometer 60 from rest, with some judder on take-off in 12.1 sec. The claimed top speeds are 87 and 99 m.p.h., respectively, but of course these are far too furious speeds to be attempted in Britain.

My impression was that the VW Golf is a nice little car but one lacking any individuality that would establish it in my mind as a Volkswagen rather than another variant of Audi. And under the prevailing economic conditions prospective customers may prefer to wait for the Polo Mini-VW, instead of playing Golf.—W.B.



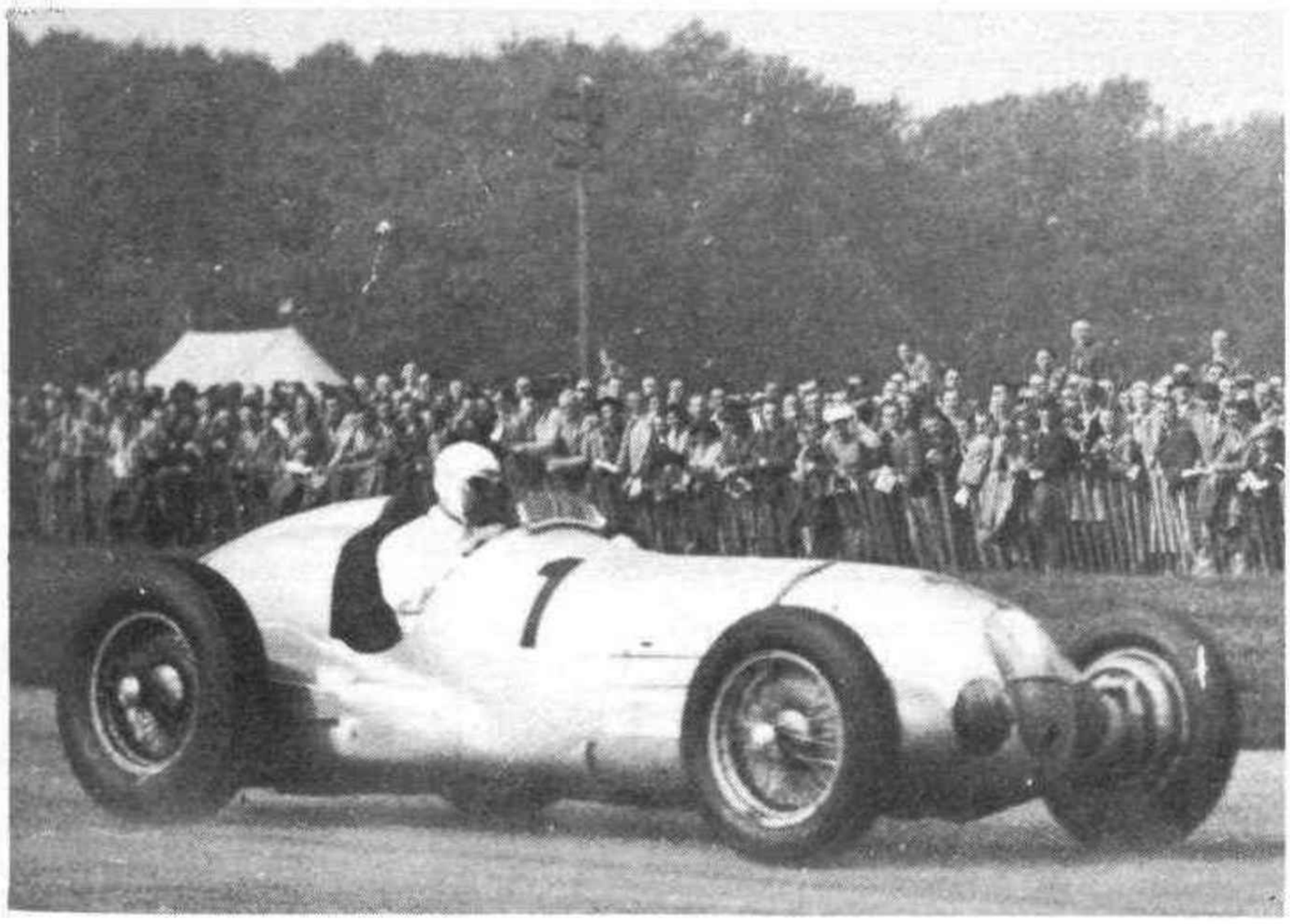
A choice of 1,093-c.c. and 1,471-c.c. engines is offered.



VW-quality matt-black interior décor.

FORMATIVE YEARS

MOTOR SPORT's regular readers are enthusiasts or presumably they would not be reading this magazine. But what sparked off their interest in cars and motoring sport? Here the Editor and staff recall the cars and races which influenced *their* future interests and careers.



THE EDITOR, remarking that whatever "formative years" are, it was a long time ago for him, remembers having a 36/220 Mercedes-Benz demonstrated to him along the Barnet by-pass which Mercedes-Benz then used as their test track, when he was still wearing a school cap. It just about did "the ton", supercharger wailing, when the driver had to lift off because another of these great cars was turning ahead of it and about to cross our bows. At the age of 14, this car left a profound impression. . . Then there were those exotic Bugattis, Types 49, 57, 57SC, and the like, in which the late Col. G. M. Giles took him out just before the War —their performance, road-holding, the sounds they made, their under-bonnet perfection were ahead of anything else at the time—although since surpassed by things like XK 120s, E-types and Lotus 7s!

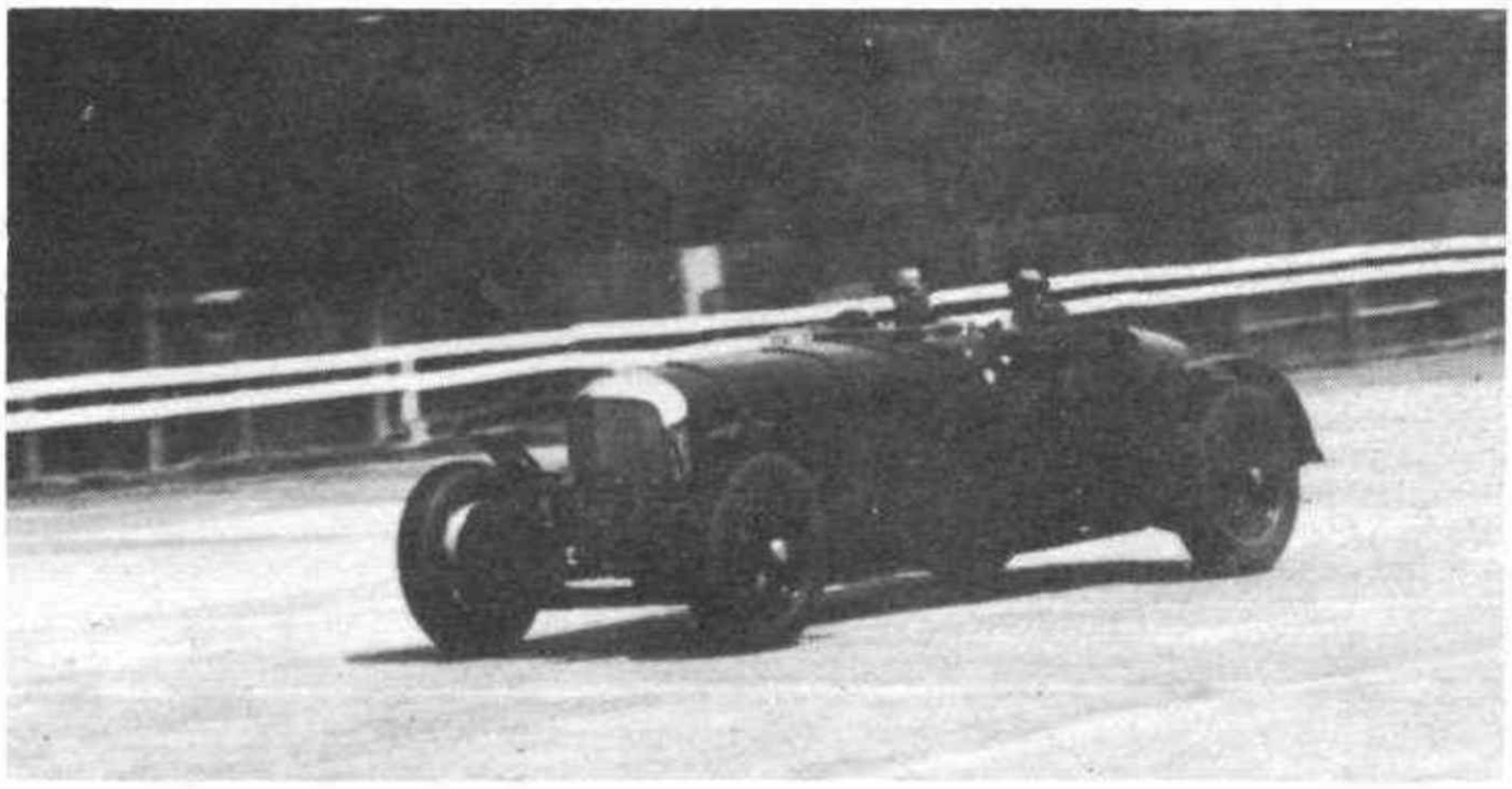
But no! The accolades must go to that wonderful 8-litre Bentley in which the late Forrest Lycett took him for fast drives, on the road and round Brooklands, also before the War. Even then it was a car in the vintage tradition (1931, in 1938) and the memory of it is of the animal-feel of this lithe, living machine on the track (s.s. $\frac{1}{4}$-mile in 16.4 secs) and how it overtook pedestrian tin-boxes under the brakes as its ever-cautious conductor tucked it into a gap in the traffic stream. . .

Racing cars? The Editor says the W.125 Mercedes-Benz definitely! For never, before he saw these in full cry at Donington in 1937 (not forgetting the Auto-Union, which won), had he seen such brute force and speed, smelt such smells, seen drivers (boyhood heroes) working so hard, or met more efficiently awesome organisation. *Real* motor-racing, says the Editor, before the "bull" engulfed this sport.

IT WASN'T a real car but a 4s 11d toy which the Assistant Editor recalls as the first influence in his formative years. A Mini-models Ltd. Scalex, pressed-steel, clockwork (one of those you pushed along the ground to wind it up) model of a bright-red XK 120, complete with that famous number 7 on one side, presented to him in 1952. Though he already owned a similar model of an Aston Martin DB2 it was this XK 120 roadster which captured his imagination and turned him at an early age into something of a Jaguar fanatic. Thus prompted, the "real thing" soon captured his imagination and though he can't remember listening to the winning exploits of the Jaguar C-types at Le Mans he can recall those secret late night sessions, head buried under bed-clothes, crystal-set headphones pouring into his ears the infectious music of the deeply-vrooming D-type exhaust notes, interspersed with Robin Richard's chit-chat, as those beautiful Malcolm Sayers designs sped to victory in 1955, 1956 and 1957. He scanned avidly the MOTOR SPORTs bought by his elder brother for visions of this magnificent sports car, even though in those days the British Racing Green and Ecurie Ecosse Blue were transformed into black and white in these pages. His appreciation for these cars remained undulled by his first sight of a D-type racing in the flesh (unless his memory is playing tricks), a rather uninspiring display put on by one Reg Harris Esq., late of cycling fame, at Pocklington airfield circuit, Yorkshire.

Racing Jaguar saloons also had their influence upon him, particulary his boyhood hero Mike Hawthorn in his 3.4 Mk. I and later the likes of Graham Hill and Sir Gawaine Bailey in 3.8 Mk. 2s, an influence which caused him to buy a 3.8 Mk. 2 a few years ago, recently joined by a 51,000-mile-old 3.4 Mk. I. His XK 150 is a substitute for that original toy XK 120, but never is he likely to achieve his ultimate ambition of acquiring a D-type!

There is no question of which was the single-seater racing car to make its mark on this patriotic young boy in those formative years. Vanwall, a name which still conjures up more magic visions for him than any other Formula 1 marque of its day. Moss, Brooks, Hawthorn, whoever was in those green cars, had his intense support and one of the greatest disappointments in his motoring life is to have missed the Grand Prix



TOP: THE POWER AND THE GLORY. —A W.125 Mercedes-Benz in full-cry at Donington Park in 1937 with Rudi Caracciola at the wheel. The Editor was present for the practice sessions and the race, enormously impressed. BOTTOM: The young W.B. doing well over "the ton" at Brooklands with the late Forrest Lycett in his special 8-litre Bentley.



Left : The Production Manager's memories are of the 4½-litre Ferraris competing against the Alfa Romeo 158s at Reims (Villoresi is shown left), and of high-speed motoring in a Mercedes 300SL (immediately below). Below that are the two cars which influenced the Assistant Editor's future, the Vanwall here with Brooks at the wheel, and the Jaguar D-Types. The GT40 at the bottom of the page represents one of the memories which thirteen-year-old Steven Tee will look back upon in years to come.

D'Europe when Moss won in Brooks' car at Aintree in 1957. An altercation with big brother made the latter refuse to take him to Aintree on the pillion of his BSA Bantam Major (or was it his Royal Enfield 125 at that time?) and the youngster was forced to remain at home to watch the excellent television coverage of this Vanwall-dominated race.

D-type or Vanwall, they were great cars and great days and no car since has had such an impact on the Assistant Editor as those two classics of his formative years.

* * *

FOR MOST of my friends in the first half of the 1960s, Jim Clark was certainly the great hero. At the time we used to complain amongst ourselves that he was too good; we'd feign boredom at his runaway British Grand Prix victories, but inwardly we treated him with all the respect of a schoolboy star. Some









remember his antics in the Lotus Cortina or the spectacular surplus of power of the green and yellow Lotus 49. But for me it was Clark in the skinny-tyred Lotus 25 with its 1½-litre Coventry Climax V8 motor which provided the greatest thrill as a young enthusiast.

Perversely I suppose we all wanted Dan Gurney in the Brabham or Graham Hill in the BRM to teach him a lesson. Secretly we tried to convince ourselves that it *would* happen but inevitably we stood and watched the lithe little green car with its yellow stripe and its blue-helmeted driver calmly out-run its strongest opposition. Somehow the Brabham-Climaxes looked too dumpy (Gurney sat too high out of the cockpit) while the old spaceframe BRMs looked drab although they were quick. That Lotus 25 and its driver



During his formative years A.H. was under the influence of the Lotus 25, particularly when driven so skilfully by Jim Clark, shown (left) at the wheel. Surprisingly, the E-type sticks in his mind as the road car which provoked his interest in motor cars. His ultimate ideal might well have been one of the special lightweight racing E-types below. The spectacle and sound of the 1974 Formula One Ferrari is likely to be looked back upon by Steven Tee as a major influence in his formative years.



looked as one, in total sympathy all the time. My most vivid recollection is of the British Grand Prix at Silverstone in 1963. Both Brabhams led the first lap and raised our foolish hopes that Clark was about to be defeated, but with that uncanny smoothness the Scot just slipped ahead after a few laps and drew remorselessly away into the distance. I can always recall feeling a sense of the unreal as Clark cornered that shining little car with its yellow wheels and crisp sounding V8; the 1½-litre days may not have been the most inspiring as far as racing was concerned but the Lotus 25 driven by Jim Clark personally held a constant fascination and captivation which no other driver/car combination has provided.

As far as road cars are concerned, one's imagination is often sparked at the immediate pre-driving age. By the time I was 14 or 15 I'd got a good idea of the rudiments of driving and was counting the days to my 17th birthday. At the 1961 Earls Court Motor Show I first saw the Jaguar E-type and couldn't believe it. It was locked on the stand, I remember, and even touching it made me feel self-consciously guilty. How, I wondered, could anyone produce something as striking as that. And it would do 150 m.p.h.!

Ever since that day the E-type has represented the sort of car I think I'd like to own. In some ways being a motoring journalist makes one blasé and difficult to please. I've driven BMWs, Mercedes and Ferraris. But it was only last summer, as I sat in D.S.J.'s 4.2 E-type as we hurtled down the German autobahn *en route* to the Osterreichring that again I put my finger on the feeling I'd experienced 13 years earlier at the Motor Show. A.H.

* * *

My two choices are very easy to decide upon and are etched firmly on to my memory. The first, the racing car is the 4½-litre Ferrari competing against the Alfa Romeo 158s at Reims in 1951. The sight of Ascari in the Ferrari pulling out to pass the Alfa of Fangio and both of them passing on either side of Etancelin's Talbot on the Thillois Straight was both frightening and impressive.

Although having tried most of the fast sports cars of the last two decades, the one that set the blood boiling at a time when I was most susceptible was the Mercedes-Benz 300 SL. The drive round England and, in particular, the run from Glasgow to Fort Augustus in driving rain at night makes this car stand on a pedestal well above its performance.—M.J.J.

* * *

Opinions of those of us whose ideas were formed long ago are one thing, but what of those whose opinions are being formed currently? Young Steven Tee, son of MOTOR SPORT's production Manager, is immediately emphatic in the choice of cars encountered in his thirteen years which he will carry into the future as his favourites. First of all there was that unforgettable experience some five years ago of dad driving him at over 160 m.p.h. in a road-going Ford GT40. Even to a lad brought up in a world of fast cars and fast driving that was something else! As for racing cars, the scarlet flash of speed and the thrilling howl of the 1974 Formula 1 Ferraris is something indelibly printed on his mind.



ARGENTINE GRAND PRIX EMERSON FI
Brazilian seen
James Hunt's Hesketh (*lower left*) led for 10 laps before he
team-mate, Jochen Mass (No. 2) finished well down in t
cone after he had collided with the back of Scheckter's Tyrre
Carlos Pace are seen top right lapping Mike Wilds' BRM, bo
started from pole position but failed on the warming-up la
(*below right*). Below, Wilson Fittipaldi's new Copersuca





TTIPALDI won the Argentine Grand Prix in his McLaren M23, the on the upper left leading Niki Lauda's Ferrari which finished sixth. e spun, finally finishing second behind the McLaren. In contrast to his he second McLaren M23, seen above carrying Fittipaldi's spare nose ell on the first lap. The two Martini Brabhams of Carlos Reutemann and th having a turn at leading the race. Jean-Pierre Jarier's Shadow DN5 p, depriving the Frenchman of a chance of joining the victors' rostrum r-Cosworth pictured before its spectacular accident.











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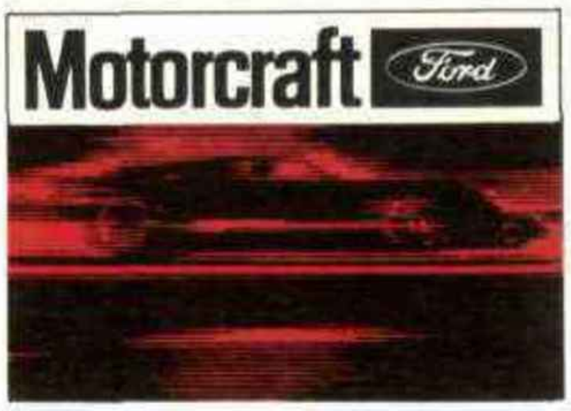
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1966 A.C. Ford Cobra 427

Letters from Readers

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

Napier versus Rolls-Royce

Sir,

I should like to comment on the letter from G. P. La T. Shea-Simonds. In particular re his miserable comments on the Napier Sabre engine. The Sabre was undeniably the most powerful piston engine in service at the end of World War II. It did have problems in its early Service career, but it must be borne in mind that Napiers did not have the time or the enormous Government support that Rolls-Royce enjoyed whilst struggling from the early thirties to make the Merlin work.

Rolls-Royce efforts to produce an engine to equal the Sabre were abysmal failures, as anyone who survived the Vulture (under-) powered Avro Manchester would surely endorse. The later Eagle, a close copy of the Sabre but ten-litres larger in capacity, produced less power than the Sabre and was abandoned after test-flights in the Westland Wyvern. The Sabre, in the Typhoon and the Tempest, did sterling service in Normandy in 1944 and played a significant part in the Allied liberation of Europe.

Mr. G. P. La T. Shea-Simonds states that he is unfamiliar with L. J. K. Setright's superb book on aero engines, "The Power to Fly". I would respectfully recommend him to read it, for Mr. Setright seems to have discovered as much as is now known about this fine engine which is decried because it is not understood. Rolls-Royce have not exactly gone out of their way to publicise the Sabre since they killed off Napier, as they did Bristol, Bentley and finally themselves, by their customary underdesign and overdevelopment.

Furneux Pelham J. L. WEATHERITT

Another Fiat 124 Enthusiast

Sir,

Thank you Mr. Sheppy for your remarks regarding the Fiat 124 Sport.

Some six months ago I was under pressure to part with my MG-B and as I won't see sixty again it had to be replaced by a car which would appeal to my wife and for my part to retain a sporting image. So with some misgivings I acquired a 1972 Fiat 124 coupé and up to now never regretted it. All Mr. Sheppy claims it does and its stylish appearance is refreshing today when most 1,600 c.c. cars all look alike.

Erdington C. D. WADE

An Open Letter About MG Styling

Sir,

In a letter in this column of last January, I speculated as to what further indignities British Leyland could impose on the Midget. Now we know, and one wonders whether it is all a bad dream. What sort of market research does the company carry out among MG owners before embarking on these hideous alterations? And what's happened to those once familiar advertisements? Is "Your mother wouldn't like it" to be changed to "Your mother (or anybody else for that matter) wouldn't be seen dead in it"?

It is common knowledge that Lord Stokes is most unenthusiastic about the sports car side of his company. He probably considers that the factory space could be more profitably used for turning out his highly unimaginative and unattractive saloons. All right, fair enough. Let him dispose of MG altogether to somebody who would show more willing an interest in it, and run a new independent small company on the lines of, say, Morgan. There would be plenty of potential customers, and surely this would be better than turning MG into a music-hall joke. So Lord Stokes, how about it?

Cheshire. JOHN F. L. WOOD

[It is not altogether true that Lord Stokes is anti-sports-cars but we know what our correspondent means.—ED.]

A Russian Hybrid

Sir,

I enclose a photo which may be of interest to you and MOTOR SPORT readers. The picture shows a 1936 Lancia extensively modified by its owner, who is with the car. He has fitted a three-cylinder, two-stroke Wartburg engine and gearbox, and wheels and rear axle of unknown Russian origin.



The owner is a tractor-driver on one of the huge co-operative farms (this one was over 200,000 acres!) in Bulgaria, where I took the picture last October. The car is in quite good condition, and seems to have a remarkable "cross-country" ability, because the driver took it to wherever he was working, when the only other vehicles on the land were tractors or the Russian-built "jeeps".

Midhurst A. G. HODGEKISS

Suppress Big Nanny!

Sir,

It is the contention of some people that the individual does not have the right to place himself at risk whilst driving, by choosing not to wear his seat-belt. They argue that the resultant burden on the Health Service, loss of productivity, and anguish caused to relatives in the case of an accident is unacceptable to society.

If this principle is accepted, then it is indeed the thin end of a very large wedge.

Each year, in pursuit of their leisure, a few yachtsmen are drowned and amateur racing drivers killed or injured. The same applies in rock climbing, private flying and many other sports. The application of the principle would surely result in the outlawing of all such activities, particularly as the acceptable degree of risk would bound to be lower for non-essential leisure pursuits than, for example, driving, much of which is done in pursuit of productive business.

History is full of the results of well meaning, but short-sighted people failing to appreciate the broader implications of their actions.

Basingstoke A. W. JONES

In Favour of Lancia

Sir,

I have been looking through a MOTOR SPORT, dated March 1964, which I found particularly interesting on account of its potted history of Lancia.

Immediately after the last war, the big one, I mean, 1939-1945, I had a craving to own a Lancia Aprilia. The reason seems now to have been due to the fact that Lancia and Aprilia were such pretty names. However, an attack of poverty, thought then to be acute, but now accepted as chronic, necessitated acceptance of a 1937 Singer Bantam as the mode de transport.

Since then, my taste in motor cars has been satisfied through ownership of some thirty-five cars, including a 1933 Humber Sedanca de Ville, R-type Bentley, some Rileys, an MG, several Austins, and, more recently, an E-type Jaguar.

I thought, when having the Jaguar, that this would be difficult to follow, unless through a second mortgage I might acquire a Porsche or Daytona. I was surprised therefore to find myself selling the E-type and buying a Lancia Fulvia 1.3 sedan. The two cars were so very different as to make direct comparison impossible. On its own merits, however, the Fulvia was an excellent car, giving a standard of driving potential far ahead of that suggested by its outward appearance.

The sedan has now been replaced by a 1.35 Zagato coupé. Here indeed is a car worthy of praise. You, Sir, will undoubtedly be aware of the endearing qualities of these little cars. Using the gearbox to the full, and keeping the revs above 3,500 can produce truly astonishing averages. In asking to be driven hard, the car responds by providing a standard of stability and roadholding equalled by few, and bettered by even fewer. The petrol consumption figures are amazing, and are undoubtedly due to a good shape: wind noise is the lowest I have ever experienced.

To sum up, it has taken me a long time to get my Lancia, and the problem of what to

get next is indeed a real one. Perhaps the lords and masters at Fiat can be persuaded not to indulge in badge engineering. The Lancia tradition is well worth preserving, and will always find devoted followers, not the least of whom will be,

Kenilworth H. BIGGS

Renault 4 and Triumph TR6

Sir,

Several items in your December issue have prompted me to write to you. In "Books for Christmas" you review "Seven Years With Samantha", and mention several trips around the world in Austin Sevens. You may be interested to hear that my wife and I drove around the world in a modern equivalent of the Austin Seven (albeit French), a Renault 4.

We set off in August 1972, drove overland to Madras, crossed Australia, and eventually arrived home via the United States and Canada, a year and many adventures later. Incidentally, while looking at some vintage American cars in a motor museum, in the little Canadian prairie town of Elkhorn, the caretaker approached, and informed me that in 1968 an Englishman called Carr, driving a 1933 Austin Seven around the world, had visited the place.

C.R.'s continuing saga of TR6 ownership put me in mind of my own very troublesome days of Triumph sports-car motoring, a complete contrast to the reliability of our faithful little Renault, which despite a variety of driving conditions, and a minimum of service, covered over 30,000 trouble-free miles, in which all it required was a new fan-belt and two new tyres. It would seem that cheap, economical cars are also those with the greatest stamina, an interesting thought in these days of inflation.

Having returned home, I wrote to a well-known weekly motor magazine, asking if they would be interested in a series of articles about our motoring marathon. I did not even receive the courtesy of a reply. Imagine my surprise, a little later on, to find the same magazine giving space to an item about a couple who set out on a "motoring marathon" from England to Morocco, an attempt which, I may add, did not even succeed in reaching Algeciras.

To conclude, I must mention that it was your Continental Correspondent's letters which first inspired us to motor abroad, many European excursions eventually culminating in our global journey.

Epping J. M. NEARY

A Dealer Weighs In

Sir,

Glowing in the kind comments written by a reader, we are prompted to answer Mr. Hassall's plea for a British car to replace his Alfa Romeo (December MOTOR SPORT).

It is with considerable feeling (and patriotically some regret) that we say to him there is no substitute for an Alfa Romeo. It is not just superb engineering at such a reasonable cost, it is the feel of the thing. An Alfa is a road-going sheep descended from a racing wolf, most cars are either the other way round or just sheep with wolves' names.

Presumably a number of alternatives will be suggested but we doubt if they will convince Mr. Hassall or ourselves.

Do we sound biased? You bet we are!

JOHN HATSWELL (Director)
Motorway Sports Cars Limited

Boughton.

Unusual Breakages

Sir,

I note your understandable surprise at the statement by Mr. David M. Jones that his MG-A was driven home with a broken crankshaft (Letter Dec. issue) but this is certainly quite possible.

It depends entirely on the position and angle of the fracture, and I quite clearly recall trying to diagnose at least one knock (I can't remember the vehicle) which turned out to be just that—a crankshaft in two pieces. An even more unusual case concerned a vehicle (a truck actually) which was driven in quite normally for a routine engine overhaul. The unit was removed and stripped and the crankshaft cleaned off ready to check condition. For this purpose it was dropped on the bench and promptly fell in two pieces! I don't know what the odds are against this happening, but they must be pretty high surely.

Bridlington A. C. SAVILE

[And there have been engines found to have one or more wooden pistons when dismantled!—ED.]

LSR Horsepower

From Air Commodore F. R. Banks

Sir,

With reference to the letter from Mr. G. P. La T. Shea-Simonds in your issue for December.

a) The Rolls "R" engine gave **2,350** b.h.p. on a benzole/petrol/methanol (10%) + lead fuel for the last Schneider Contest in 1931.

b) For the "sprint" engine for the subsequent World Air Speed Record of 407.7 m.p.h., the engine gave about **2,650** b.h.p. In an earlier run, it gave **2,800** b.h.p. but the cylinder head bolts failed in one or two cases so the "boost" was brought back to the normal (contest) figure. The "sprint" fuel for the 2,650 b.h.p. World Air Speed Record engine was a "cocktail" of benzole/methanol/acetone + TEL.

c) A Merlin engine at the latter part of the War (1945, I think) gave **2,000** b.h.p. on 100/150 grade leaded fuel—**not** 2,600.

d) The "Griffon", I forget the Mark, gave 2,375 b.h.p. on 100-130 grade fuel—similar to the power of the "R" engine.

e) There is no reason why the "Sabre" couldn't have given a good account of itself for an LSR attempt. It gave 3,000 b.h.p. on 100-130 grade fuel + water/methanol. It was indeed a complex engine.

London, SW7 F. R. BANKS

The Fiat 126 is Today's Car

Sir,

Having followed the correspondence and editorial comment of recent months on the subject of the baby Fiat I would like to add comment: particularly with the announcement of further destructive (anti-motorist) legislation. Although a regular reader for some years I did not take to four wheels until this past summer acquiring my first car in mid-August—a new Fiat 126.

From impartial observation and with rising costs here to stay the 126 looked a sensible proposition, MOTOR SPORT's opinions on this baby adding valued encouragement. My father, a Hillman owner for over 20 years, read the *Motoring Which* report and considered it folly. After some four and a half months and 8,000+ miles of 126 economy motoring on every type of road (excepting actual Motorway) I am well pleased with my choice. . . Even more so when I see in the county press for the first time a year-old example for sale at very little below my recent purchase price.

Commuting about 55 miles a day (to Salisbury) across the secondary roads of the New Forest and back (in darkness) along the indifferent A 36—and over similar roads at weekends—the little 126 returns a steady 52 m.p.g. Oil, tyres and battery are only checked out of consideration seeming to require no topping-up. Albeit the driver is only eleven stone in weight and rarely carries a passenger but having laid aside a motorcycle for four wheels the little car gets driven rather hard, cruising happily at 55-60 m.p.h. and capable of 70 m.p.h. when pushed to its safe limit.

Spending its nights in the open this Fiat is a joy to start in the mornings and the only mechanical criticism is the lack of braking power. It stops. . . just!—but when will makers of small motorcycles and cars realise that machines capable of 60-70 m.p.h., like their big brothers, need brakes to match the speeds. The pigs (i.e. agricultural variety) roaming certain Forest roads, along my daily route, tend to change direction very abruptly which can require brakes equally positive in their actions.

Being involved with various aspects of historic road and rail transport which take me around the south and west I am finding the little car a reliable companion and continually wonder why so many of the mobile public still buy such large and thirsty motors to travel at speeds now no greater than my own.—With the national average wage now quoted at £55 per week I realise that I am now in the low income group and perhaps should know my place! ...

The new legislative measures can only be described as destructive rather than constructive. Yet greater increases in fuel prices can only increase the inflation spiral and the 50 m.p.h. maximum on single carriageway country routes will be difficult to enforce. Should even more bogeymen be sent aloft in their "whirlybirds" might I suggest that readers consider the application of military-style camouflage to their precious motors in order to traverse the countryside undetected from above!

One final point, and I do not care if it is an old "chestnut", isn't it now time to scale the road fund tax to engine capacity and encourage the development of less thirsty transport?

If I in my 600-c.c. Fiat have to pay £25 per annum then why shouldn't the man in a 3000-c.c. Ford be paying £40?!—After all the operator of an eight-wheel 30 ton gross Foden has to fork-out considerably more (albeit for commerical gain). Freedom of

choice, yes—but one must pay for one's luxuries (and surely anything over 1300 c.c. is a luxury). Nuff sed!

Thanking you for an excellent and well balanced magazine and every success to you in 1975.

Dibden Purlieu RICHARD COLLIS

The New Restrictions

Germany Won't Have Them

Sir,

Once again the motorist bears the brunt of "economy measures" to conserve oil, first with swingeing petrol taxes (with the prospect of more increases soon) and now this latest absurdity, even more repressive speed limits. As a meaningful petrol saving measure these speed limits are useless—it is like a family facing insolvency cancelling the morning paper in an effort to make ends meet.

I believe petrol accounts for about one-sixth of all oil imported to this country, and it is estimated that if all cars drove at the speeds laid down, then about 2% of that MIGHT be saved. Saved to do what? Use the car 10% more often than one might otherwise have done, probably, encouraged by the few extra m.p.g.! The theory that low speed limits will reduce this country's oil import bill just will not stand up to examination. It is a nonsense.

The real reason for these limits is that the officials of the Ministry of Transport WANT low speed limits. They have been on this tack for years, first as a panic measure after the Motorway fog crashes during the reign of Tom Fraser; then as selected 50 limits during holiday months on selected roads; last winter as a "petrol saving measure" (briefly lifted); and now again—with a very permanent look.

I can only conclude that the mother of a top civil servant in the Ministry of Transport was frightened at one time in a De Dion Bouton reaching double figures, because there is no logical reason for this relentless reduction in speed limits. If it is an attempt to reduce accidents, then why not say so—and, if so, why stop at 50? There will be even fewer accidents at 40, 30 or 20 m.p.h., and, by the time cars are virtually stationary, people will be dying only from boredom, or trapped in traffic jams, from old age.

I apologise for being so facetious but really, these low speed limits are an awful waste of efficiency—both human and technical. Consider the thousands of productive man-hours lost every year by people sitting on their backsides dawdling along Motorways and other fine roads, beset by bunching, frustration and boredom. Modern cars were designed for better things and, indeed, so were the roads. Motorways were conceived as high-speed links between important industrial and commercial centres. How hollow that sentence sounds now. Technical development in the motor industry will flatten off as there will be no need for any performance or handling to speak of, and cars generally will become very dull, depressing an already depressed market even further.

In all their efforts, the Ministry of Transport is greatly assisted by a largely apathetic motoring public and pathetically toothless motoring organisations. Asked about the speed limits on the day they were introduced, a Scottish official of one of the motoring organisations said: "We must all accept the Government's good intentions in imposing these limits". With a defence counsel like that, who needs a prosecuting attorney?

In Germany, however, things are very different. The attempt by the Government there to impose speed limits on the autobahns was howled down by the German motoring public. Officialdom backed down under the weight of public protest, and the German Motorways have merely "advisory" limits.

And what of the Police in all this? While not exactly the "unspeakable chasing the uneatable" there is no doubt that these silly limits are manifestly unenforceable on a comprehensive scale, and will go largely ignored by thousands of motorists every day. Police/public relations will sink to an all-time low as, inevitably, an even greater number of otherwise law-abiding people are prosecuted.

Real crime, however, will no doubt benefit, as Police manpower and machinery, and taxpayers' money, is diverted to hound the British motorist—and if he doesn't get up on his hind legs and really protest to his MP, then I am sorry to say that he deserves it.

Larkhall, Lanarkshire J. L. M. COTTER

This Negative Nation

Sir,

Doubtless this letter is one of many that you have received expressing anger and incredulity at the latest Government farce. I am, of course, referring to the latest speed limits which are publicly admitted to be little more than a gesture, saving pehaps 1-2% in fuel. Why the progress of the Nation should be held up for a gesture is totally beyond me. We will have even more of the already familiar bunching restricting our travel even more. Few people are going to risk prosecution by overtaking the queue lest the vehicle following them is one of those silly unmarked police cars. Some drivers, however, will see the stupidity of the law and will refuse to amble from place to place. Even though they are probably driving perfectly safely it will be those unfortunates who are hauled up before the magistrates and awarded a fine and an endorsement.

I don't want to see this country crumble away, but it seems to me that our politicians, irrespective of party, have adopted a very negative role towards the question of British energy. We have vast resources of coal under our soil and yet we buy oil in huge quantities from Arabs who know that they are in a position to blackmail us. The British motorist has to pay a very high price already for his motoring (though MOTOR SPORT is still good value at 25 pence) without some short-sighted Whitehall official introducing some more restrictions. We have already cut our fuel consumption by 10% in the last year—surely the saving should be made elsewhere. If the Government offered incentives to industry and domestic consumers to use coal we could cut our oil requirements substantially and it would do our balance of payments no end of good.

What is also very disturbing is the ignorance and complacency of the British motorist. Many of those whom I have spoken to have said, "well, if it's for the good of the country. . ." or something equally vacant. The only time that they will complain is when they are stopped for speeding and then it is too late to start complaining. I am sure that I do not have to remind MOTOR SPORT readers that when the fuel situation improves, it will be very difficult to get officialdom to raise the limit again. Remember all the clever "experts" who wanted to keep the 50 m.p.h. limit not very long ago.

One last point. I am sure that I am not alone in feeling that the Government does not have a great deal of sympathy towards high-performance cars. Certainly this latest series of limits will do little to help Aston Martin, Lotus and our other few surviving *greats*. I don't doubt that these cars are secretly considered anti-social by the Whitehall boffins. Nevertheless, these cars earn valuable money for Britain when they are sold abroad. Will the Government consider this part of the high-performance car anti-social as well and refuse to accept taxes incurred from the selling of such cars? I doubt it.

Andover C. J. GILES

Bad For Business

Sir,

More and more, the things Parliament does seem to have less and less relevance to life as it is. Seemingly laws are made for some other society in which none of us has any part.

On most days incredible edicts emerge. Today's is the 50 m.p.h. limit, the net result of which for me is higher fuel consumption, increased time at work and greater risk of an early demise.

Living in South Lincs, I am not able to use Motorways except by lengthening my journeys and then only to one of many destinations. Indeed dual carriageways are not something I often use. A day's work frequently involves a 200-400 miles round trip to some village or other rural destination. To be *legal* the speed must be not 50 but 45-50.

I drive three cars on these journeys (one at a time) all fitted with overdrive for economy, which I shall not be able to use at the legal speed. Two of the cars won't even run properly in top gear. The third car has been modified so that top equals third, which should be used in conjunction with overdrive, but in future won't be.

Nobody can tell me that 200 miles in third gear uses less petrol than 200 miles in overdrive top.

If I am thinking of a new car there is no incentive to find a smaller engined car, because the maximum limit puts a premium on acceleration. Going by last winter's experience I shall find myself most of the time in a queue at 35-40 with insufficient legal speed differential to pass anything. Under these circumstances boredom leads to less acute concentration and dozing off. (It's all right as far as the bank or the Pub, but after the first hundred miles it's a different matter.

So I make more stops for coffee etc. which just means I work longer hours and do less work. I might even have to use hotels more, but that surely is not the purpose of the speed limit. Where is the advantage? I cannot see it.

There is not even any real incentive to cut

down the number of journeys. The only factor is the petrol price, but this is business motoring, and as a percentage of my total costs, petrol, though not ignored, is far from being a major factor.

If authority wants me to save fuel, it's ridiculous to put me in a position where I must use more fuel to stay legal.

Spalding H. D. BOS

Government Fuel Wastage

Sir,

Now Capitalism and Socialism have united to destroy private motoring, I wonder how long the country's biggest manufacturing industry will survive?

One understands the Socialist attitude that to enjoy a way of life is sinful and must be curtailed, but when the most Capitalist of free enterprise, the oil barons, demand even more money to add to their obscene profits of unbelievable size, then we have reached total agreement by both sides.

In time, running a car will be the luxury only wealth and expense accounts can manage.

The latest speed restrictions are pathetic in their expected negligible effect, as we all know transport takes the smallest part of each oil barrel.

If Parliament genuinely wants to save oil, why not set the nation examples by reducing the VIP fleets of cars carrying one or two "top people" and especially the wasteful trips by helicopter which prove their rank? Are the regular exercises so beloved of the War Department so necessary? They use tons of oil, not gallons, to play war games.

How about grounding the Red Arrows and especially Concorde?

If measures similar to the above are not taken then I cannot believe the Government is in such a desperate situation and I resent the knock-the-motorist attitude so beloved of officialdom.

Has Government a remedy for the vast numbers of unemployed workers? Are there emergency plans to enlarge public transport with electric trains, trams and trolleybuses, using home-produced power from coal and nuclear energy?

If so, then thank God for a far-sighted bunch of leaders.

Bridgwater B. LOWE

Ever-Greater Penalties

Sir,

Having read your "Matters of Moment" in the December issue, I feel moved to put pen to paper. I agree with every word you say!

For the sensible, speed limits are an unnecessary imposition—and there will always be those who drive too fast for prevailing conditions, whether a speed limit exists or not. In my opinion, our "driving test" is at fault here—surely a test of one's high-speed motoring ability should be included (on Motorways!) to give experience of the anticipation needed in overtaking manoeuvres, lane-changing, etc. Of course, we now have further impositions, in the interests of energy conservation, of even lower speed limits "for a lengthy period" (*i.e.*, for ever).

Your comments on the variations in the penalties imposed by magistrates are very true, regrettably. I always have in mind the incident which lost Stirling Moss his licence. It's not a matter of what you know, but who you know—and, of course, the off-duty police officer obviously knows the right people.

In an economy geared to the motor car, successive Governments' actions to impose even harsher penalties and even greater financial hardships on the long-suffering motorist seem even more like "biting the hand that feeds you". How soon the £30 Road Fund licence? No wonder we aren't looked on as *Great* Britain any more.

I look to you to brighten up, for me at least, the forecasted dark days ahead—at least you *never* disappoint!

Selston GRAHAM JEFFS

Goodbye, British Freedom

Sir,

In this oil-rich outpost of "civilisation", I am kept aware of motoring happenings in the Homeland through an airmail subscription to MOTOR SPORT. It is the one spark of motoring civilisation in a land completely lacking in automobile "taste".

Having just read an article in today's local paper which describes the latest UK energy "saving" measures, I felt I had to write a few words "In Memorium" on the passing away of a once enjoyable motoring country. Please accept my deepest sympathy on the loss of such a dear friend—pleasure motoring.

I am so glad that on my recent visit to England I hired a BMW 2002 and had, as it turns out, my last fling at motoring above snail's pace through England's lovely lanes.

Basically, I hate motoring in Caracus because of the appalling standard of driving of the average Caraqueno. However, once outside the city, one is free to drive at speeds which the conditions and one's own skills allow. Such is the advantage of having one's own oil supply!

Caracus MICHAEL BEARD

Endangered Livelihood

Sir,

I am still smarting from having my licence taken away from me by a Magistrates' Court. As a journalist and road tester for a well-known motorcycle publication my firm hired a solicitor to represent me because I was liable for disqualification under the totting-up system. Maybe it made some difference in that I was banned for three months when it could have been six or more, but the fact that my livelihood, indeed my way of life, depends on it makes no difference to the police or magistrates. Thankfully three months at this time of year is almost bearable, but at 25 years of age the thought of emigrating is forced upon me as the next infringement of the law, however slight, would mean at least a year's immobility and definite loss of my job as a consequence. One of the three speeding offences was exceeding the 50 limit by 10 m.p.h. on the M5 when the emergency law was brought in. Two of the three offences were in cars, so they could not brand me as a tearaway motorcyclist. I feel very bitter and sympathise with the journalists on your staff who have suffered the same fate.

Kettering BRIAN CRICHTON

Safety Not Assured

Sir,

I read of your problems with the 70-m.p.h. speed limit with much sympathy. Our law-makers have forced an un-needed 55-m.p.h. limit upon us since last March. There is now reason to believe that they will try to force this upon us forever! God forbid!

The logic of this is impossible to understand as there is no evidence of increased safety as the result of the strangling 55-m.p.h. limit. Grand, the accidents and deaths are down; but so are the number of miles driven. The writer understands that the fatalities per 100,000 miles are actually up from the pre-55-m.p.h. limit days but our DOT is keeping this information from the public. It would seem that our bureaucrats—Needys to you [Really?—Ed.]— hate to admit that they goofed when they panicked last spring.

My congratulations on your fine magazine. Whatever the cause, I certainly missed your usual fine coverage of the Brighton run.

Michigan, USA I. W. STEVENSON

Fast Farmer

Sir,

Regarding your picture and caption, Tailpiece—November issue, I think I can beat your picture as being the fastest farm wagon etc. A certain law practising gentleman who uses the Berwick Service Station at Berwick in Sussex, uses among other exotica a DB6 Aston Martin Automatic to carry sheep about. There being no estate body they were carried on the back seat, straw as well. There's real comfort and understanding for you, and British too!

Hailsham, Sussex HAROLD E. PARKIN

A Midget Fan

Sir,

I own an Aug '73 Midget Mk. III, in harvest gold, which has only covered 7,300 miles.

I am extremely pleased with the car and am hoping to keep it in near perfect condition. It has a lively, flexible, economical engine; a beautiful close-ratio gearbox; high geared, responsive steering, and excellent roadholding and handling.

To the surprise of many readers, I am 6 ft. 3 in. and fit the car comfortably, which I could not at all with two other favourites:— Morgan +8 and Reliant Scimitar!

However, what I am really writing in to say, is how shocked I was to read John Sprinzel's letter in December's issue, saying that the Midget gearbox is "weak, horrid, nasty and badly ratio'd".

The part I am concerned with, is "weak". Surely this is not so. I have always been led to believe that the Midget (and MG-B) is a solid, reliable, quality car, which likes to be driven hard; incidentally, like most BLMC products.

I would hope that J. S. really refers to converted cars (engine wise) which are highly tuned perhaps, being run on standard boxes. How do the Americans survive in their fabulous Sports Car Championships?

As far as I am concerned, I have never heard of any "weak" gearboxes in Midgets, and so far mine is fine (touch wood!).

The only experience of the slightest trouble, was with my first "Spridget" a few months ago, an immaculate 1964 Austin Healey Sprite Mk. III. It happened a few days after I had purchased the car. Reverse gear was selected too quickly and the car at the same time was also reversed suddenly, which

caused the lever to jam. After a few moments of struggling the lever was freed, and never gave the slightest bother again.

However, after speaking to BLMC about it, I was told that it was a very rare, if not odd case.

There is one consolation, being, that if the gearbox really is as bad as J. S. makes out, either one would have heard of all cars being called in some time ago or the gearbox either redesigned or replaced.

I would love to hear comments from any other owners.

While I have the opportunity to express my views on this fabulous car, I would like to finally add that, like most people, I shudder at seeing the latest Midgets' and MG-Bs' "big bumpers".

At the time of writing this letter, the new Triumph Spitfire 1500 had been released for the home market, but no "big bumpers" and also a gain of 6 b.h.p. over the usual 1500 TC engine through escaping US emission requirements. Why couldn't this have happened to the new Midget?

Meanwhile I shall continue to treasure my super car, being surely the last *attractive reliable* Midget!

P.S. Well done to Jaguar, Rover, MG, Austin, Morris etc. MG and Triumph for producing quality motor cars.

Ipswich P. G. HOPGOOD

Information Required

Sir,

I have been an avid subscriber to your magazine for the past three years. During this time I have acquired a Lotus Eleven Le Mans. It is a Series I with a wide Sebring frame. I have a few questions and I thought you might be able to clear them up. The main problem is the frame shows every indication of being produced in early 1956, however the scuttle appears to have been relocated to later spec. All of the bodywork fits perfectly which implies to me that it was rebodied at the factory. The gentlemen at Norwich claim to have lost their records concerning most Eleven oriented items. The car has no chassis number and no engine. I am having trouble pinning down any specifics, any history on this car. I am searching for a few essential parts. If you can give me any leads I would appreciate it. I need a set of original gauges, cold air box, and coolant expansion tank. If you have any information on file concerning Elevens I'd be happy to reimburse you for photostat copies. [No we haven't—Ed.]

Can you supply me with any information concerning Jaguar XKSS? Especially engineering drawings and photographs.

Indianapolis, USA BRETT JOHNSON

[Can any readers help?—Ed.]

Australian-American Supa-Car

Sir,

I am writing to tell you the story of an incredible motor car, the Ford Falcon GTHO.

In 1966 a Cooper "S" won the classic Bathurst 500, Australia's premier race for sedan cars. Ford had already decided something had to be done about the "Flying Bricks", hence the inception of Australia's first Supa-car, the XR GT Falcon. Two hundred of these virtually hand-made cars were produced and registered to enable them to take part in the Bathurst Race.

The XR GT came in one colour: GT gold with black stripes and interior trim. Powered by an uprated 289 cube V8 with a 600-c.f.m. Holley four-barrel, backed by a very heavy clutch and four-speed box, power output was 220 b.h.p. The car weighed in at 28 cwt. and had a 16-gallon tank. My father bought one of these cars brand new in July 1967 for $3,800.

Acceleration of the XR GT was stunning by the then Australian standards. It clocked 16.7 sec. over the standing ¼-mile and hit 60 m.p.h. in 8.4 secs. Quite up to 4.2 XJ6 standards. It ran 11¼ in. dia. front power-assisted discs, 5½ in. steel wheels, and somewhat inferior Australian 185 × 14 radials.

Roadholding of my father's car on "XAS" was excellent, although handling was a little on the heavy side. Of the 90 or so still in existence, this car is one of a handful still in standard form and its classic car value cannot be underestimated as a good example will fetch $5,000.

It might be added at this point that the XR GT won Bathurst in 1967, pipping a 1.6 Alfa GTV for line honours by 4 sec.! It had done what it was intended to achieve.

1968 came round and out came the XT GT Falcon, available in red, green, silver, white and, of course, GT gold. Eight hundred auto XT GTs were sold and the customary 200 four-speed cars. The XT GT ran a 302, again with 600-c.f.m. Holley and cow-kick clutch. The XT was the quickest ever GT Falcon (although nowhere near as quick as the later HOs). The XT put out 230 b.h.p. and ran a 16.3 sec. standing ¼-mile. But this year GM had entered the Supa-car field and won Bathurst with their 327 Monaro (a two door fastback Holden). The Falcon's chances ending with a holed radiator whilst leading late in the race.

In 1969 the XW GT was unveiled, apart from a major face-lift it was also a heavier car, and now using the 351 cube "Windsor" V8. About 1,100 autos were sold and 400 manuals. It ran a 600-c.f.m. Autolite carbie, dual exhausts and again a 16-gallon tank. But in June Ford pulled a trick out of the bag and introduced the "HO" pack; 240 "HO" packs being fitted to XW GTs. Hence the Phase 1 Falcon GTHO was born. Two hundred four-speed HOs (again 200) being produced.

The HO pack cost about $600 and contained secret valve gear and cam, 650 c.f.m. Holley, bigger stabiliser bar at the front and a rear one. High-performance disc pads and a front spoiler. 1969 was the only year auto HOs were available, but due to badly chosen racing rubber, a first lap pile-up and numerous blow-outs Ford again lost Bathurst, this year to the "350" Monaro. A privateer, Bruce McPhee, finished second in an HO on bald "XAS". The Phase I GTHO ran a 15.7 sec. standing ¼-mile and 60 m.p.h. came up in 7.7 sec. The standard car good for 130+ m.p.h.

GTs were now being produced like hot-cakes and in July 1970 out came the Phase II HO, 200 being produced and costing $4,800. The Phase II ran the "Cleveland" 351, Salisbury LSD, a close-ratio four-speed box, either hydraulic or solid lifters, a ¾-race cam, Kelsey Hayes ventilated discs at the front, huge drums on the rear, a 1⅛-in. front sway bar, ⅝-in. sway bar on the rear, American Torino front suspension, and was 2 in. lower than the GT. It was fitted with a 36-gallon tank and a 780-c.f.m. Holley. Power output was 340 b.h.p., rear-end ratio 3.5 to 1, and weighed in at 31 cwt. Standing ¼-mile was 15 sec. flat and 0-60 came up in 6.7 sec. Top speed was 140+ m.p.h. ERTO radials rode on 6-in. steel wheels. My father bought one of these brand new and it is now valued at $5,000+.

The Phase II HO won Bathurst (from the Holden Torana XUI), this year running on a better suited type of rubber and clocking 153 m.p.h. down Conrod straight. All this at a quarter the price of the comparably performing BMW 3.0 CSI!

The year 1971 saw the new Phase III GTHO, a very similar car to the Phase II HO in that it again ran the Cleveland 351 with 780-c.f.m. Holley and the same close-ratio four-speed box. But the rear-end was now 3.25 to 1 and in racing form it ran 15-in. Globe alloy wheels. Power output was 390 b.h.p., 0-60-m.p.h. time 6.1 sec.; standing ¼-mile 14.6 sec. This was to be the last and most famous "HO" of all.

The Phase III HO won Bathurst in 1971, taking the first three outright placings! 1972, last year for the racing Phase III, saw them beaten by a Torana XUI at Bathurst.

In 1973 the Federal Department of Motor Transport put an end to the production of the proposed totally new Phase IV GTHO after a careless article by a Sydney motoring journalist claimed it was "a 160-m.p.h. car available to any idiot with the money needed to purchase one".

This letter was written totally from memory, therefore it might not be totally accurate, but I have done my best to ensure that it is not misleading in any way.

MARTIN PETTITT

Mortdale, NSW, Australia

Maxi v. GS

Sir,

I was interested in Mr. Jenkins' letter in your January issue, as I bought a GS 1220 Estate in September 1973 as British Leyland were not able to supply me with a Maxi without a long wait.

My GS has now covered some 22,000 very satisfactory miles. I grant that it is inferior to the Maxi in some respects and in particular it is a most unpleasant car to drive for a short distance from cold, but not for several miles Mr. Jenkins! The GS pulls strongly after about one mile, without flat spots and returns at least 35 m.p.g. overall, 40 m.p.g. being quite easily obtainable on long runs. At 2,000 miles Mr. Jenkins' GS is barely run in; it obviously requires some knowledgeable attention.

Ringwood ANTHONY HORNE

Connaught Engineering

Sir,

Further to my letter concerning some of the details and comments in the article on Mike Oliver (unfortunately this must have gone astray—Ed.), I must make further comments on the letter from Rodney Clarke.

In your article "Looking back with Mike Oliver" you state that Connaught and their history are well documented. This I doubted, and so it seems does Rodney Clarke.

Our memories are not reliable; I queried some of the statements in the Mike Oliver article, and I query some of the statements

made by Rodney Clarke, hearsay though it may be.

I certainly do not query his comments on the handling of the L3 beam-axle cars, which can be supported by your own road test (1949 or 1950?), nor on the excessive weight (20 cwt. 2 qr.), but we should confirm the numbers of L3 cars made and of L3/SR i.f.s. cars, just as we should be accurate about the number of A series cars made as opposed to chassis made. I seem to remember only two L3/SR cars were made, and we had to add a knuckle between the king pin and the lower wishbones to raise the front roll centre, similar to the A series, because they didn't handle too well. Ten A series chassis were made, but only nine cars were built, including A1 the prototype, which Kenneth McAlpine usually drove. A2 never was more than a chassis, A3 went to Ken Downing, then to Rob Walker when Downing gave up racing. It was the only car with an aeroscreen.

The B series was designed as an interim quickie until we developed the J series rear-engined car. (This car, in my biased opinion, was years ahead of anything else). The B series design took three months, at the end of which we had a chassis ready for engine. It was designed for the body later known as "Syracuse" and in its form raced by Flockhart at Monza was within 2 per cent of its estimated weight and used the original designed springs, shock-absorbers and roll bar settings.

It was designed to become a two-seater, with hopes of racing a team at Le Mans.

There was much more; I was only involved in design, but I think that so much went on at Connaught Engineering, we influenced Grand Prix racing just as much as BRM and Vauxhall and, as R. E. C. states, with far fewer finances.

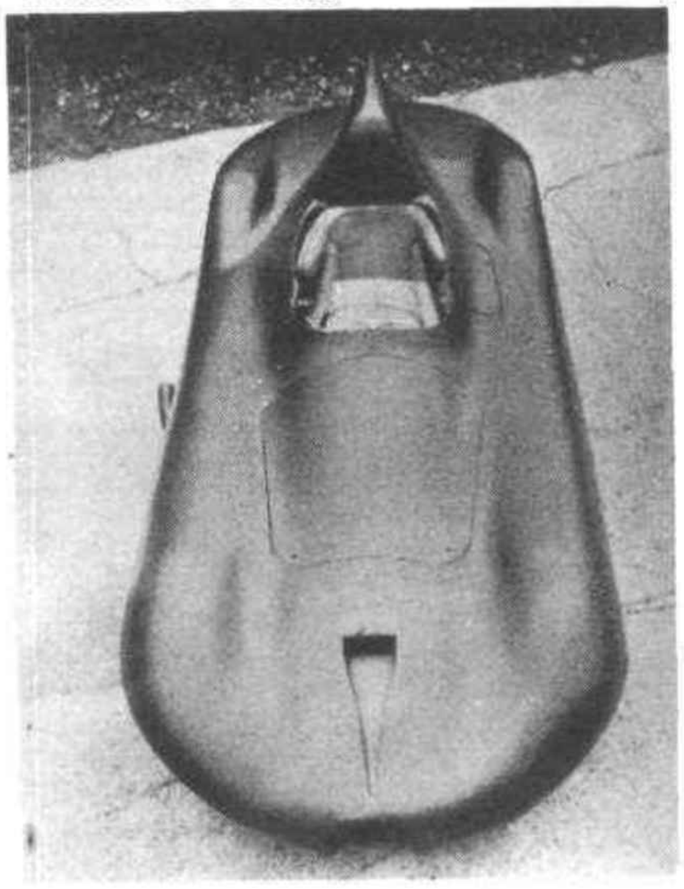
I agree with Rodney Clarke that someone should write a definitive, properly researched history of Connaught Engineering and Connaught Cars before it is too late and memories become stale and confused. A history can be simple facts, or it can deal also with the human background and emotional background behind the facts.

I would like to suggest that such a history be written now, preferably under the auspices of MOTOR SPORT and the most suitable author, the only author possible, is Denis Jenkinson. My wife says repeatedly that I should write Connaught's history, but I think it should be professionally written and D.S.J. is the only man writing on motor racing, its cars and its men with the correct attitude and feeling.

A suggestion only, but so much is written about the trivialities of motor sport, is it not time that we had a book dealing with an important part of its history?

Woking C. E. JOHNSON

[The history of single-seater Connaughts was well-documented by D.S.J. annually from 1950—1957 in his "Racing Car Reviews", now out of print.—Ed.]



Connaught's 1954 B-type streamliner.

An Earlier Closed Circuit Race?

Sir,

With reference to your article in the January 1975 MOTOR SPORT "The Subtle Art of Fast Cornering" a reference is made to the "first circuit race ever, the Circuit des Ardennes in 1902".

In some research I did a few years ago into the history of electric traction I found a reference in 1896 to a race between three vehicles round a track at Narragansett Park, Providence, Rhode Island. I would think that this might qualify for the "first circuit race ever".

Out of interest the vehicles were a Riker Electric, another electric vehicle made by the Electric Carriage and Waggon Co. and a Duryea Petrol wagon. The Riker won in a time of 15 min. 1 sec. closely followed by the Electric Carriage and Waggon Co's. entry at 15 min. 14 sec., the Duryea completed the circuit in 18 min. 47 sec. The note also contained a reference to the weights of the vehicles, the two electrics weighed between 2,200 and 2,500 lb. and the Duryea 1,200 lb. Also as the Riker was said to be capable of covering 1 mile in 2 min. 13 sec. comparing this to its winning time gives a circuit length of approx. 7 miles and an assumed average speed of 27 m.p.h.

Unfortunately the date of this occurrence was not given.

Southampton J. C. MAYCOCK

[Interesting, but what Jarrott meant was the first run over a closed *road-circuit*. He had himself competed in track races on motor-tricycles, etc.—Ed.]

First British Effort at Indianapolis

Sir,

I refer to "Two Sides of the Coin" by A.H.—January issue of MOTOR SPORT.

Surely the enterprising man who took the major step of taking on the Americans at Indianapolis was John Cooper, with the 2.7-litre Coventry-Climax-engined Cooper, driven by Jack Brabham, which I believe finished eleventh, a couple of years previous to the Lotus effort?

Kettering J. C. ORPIN

BMW 1600—Cooking Version

Sir,

In view of some of the petrol consumptions mentioned in "your"—or should I say "our" —excellent journal, I felt I must comment regarding the above car.

Last September I set off with my wife to the Lakes. The journey from Southampton to Cheltenham was deplorable with flooded roads and heavy rain so cruising speed was not much over 40/50 m.p.h. However, I eventually got to the M5 and up on the M6 to Penrith, and then to Maryport. I cruised on Motorway around 75/80 m.p.h. and my average speed, including stops (374 miles) from Southampton to Maryport was 39 m.p.h. and excluding stops 53 m.p.h.

I concluded a 1,700-mile tour, weather not excellent, with undoubtedly low touring speeds together with Motorway driving most of the way home at an average petrol consumption if 35/36 m.p.g.

What annoys me is the Government edict of speed control over preservation of fuel consumption. If a car is driven with thought, once it is rolling you can conserve fuel even at high speeds.

Of course, just town driving reduces my consumption to about 26 m.p.g. and what hurts more is my Partner's BMW 2002 Tsi which regularly gives over 30 m.p.g. cruising at high speed with comparatively low percentage of continuous town work.

Regarding seat belts—never compulsory. I believe they are effective at low speeds. A Chief Constable in the Midlands (I believe) considers they are beneficial at high speeds but not at low speeds.

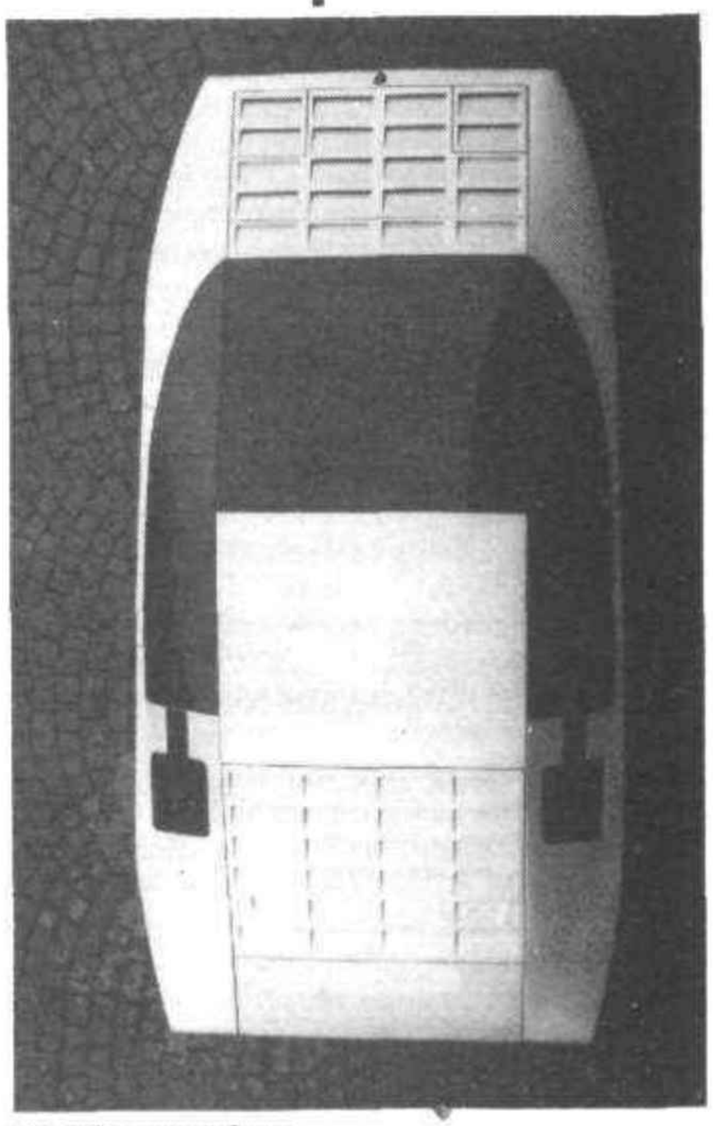
My wife cannot bear to wear them and if I insisted, she would have an agonising journey thinking that at any minute there would be a crash!

So let us be faithful to our *own* considerations for as yet those who believe cannot fully convince others that they are right and even may not be so.

Again many thanks for your excellent journal.

Southampton GERALD L. ADAMS

Tailpiece



Another conundrum . . .

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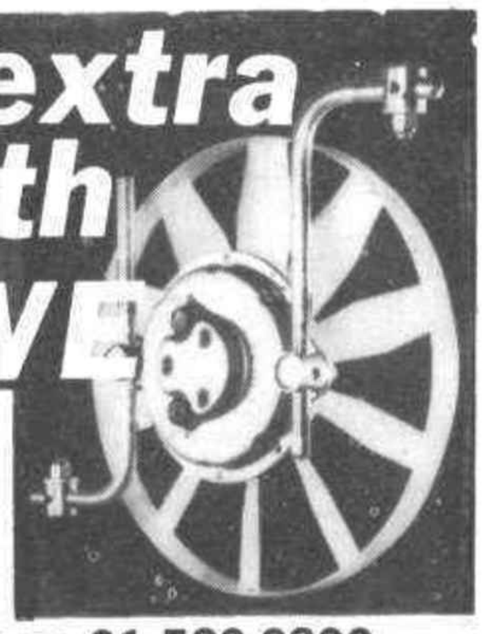
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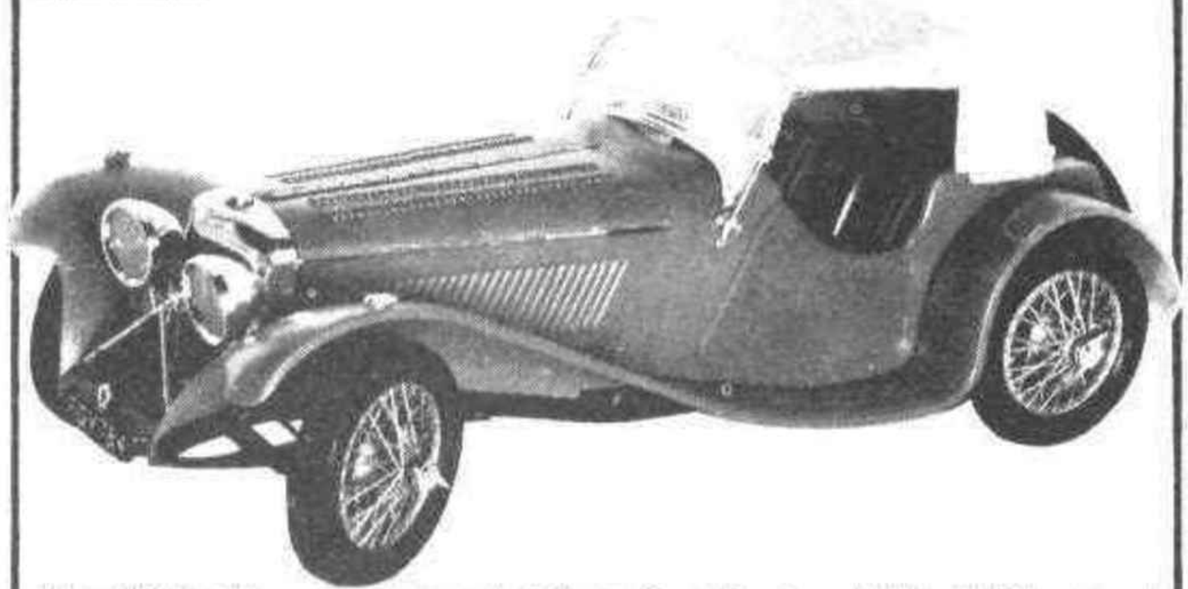
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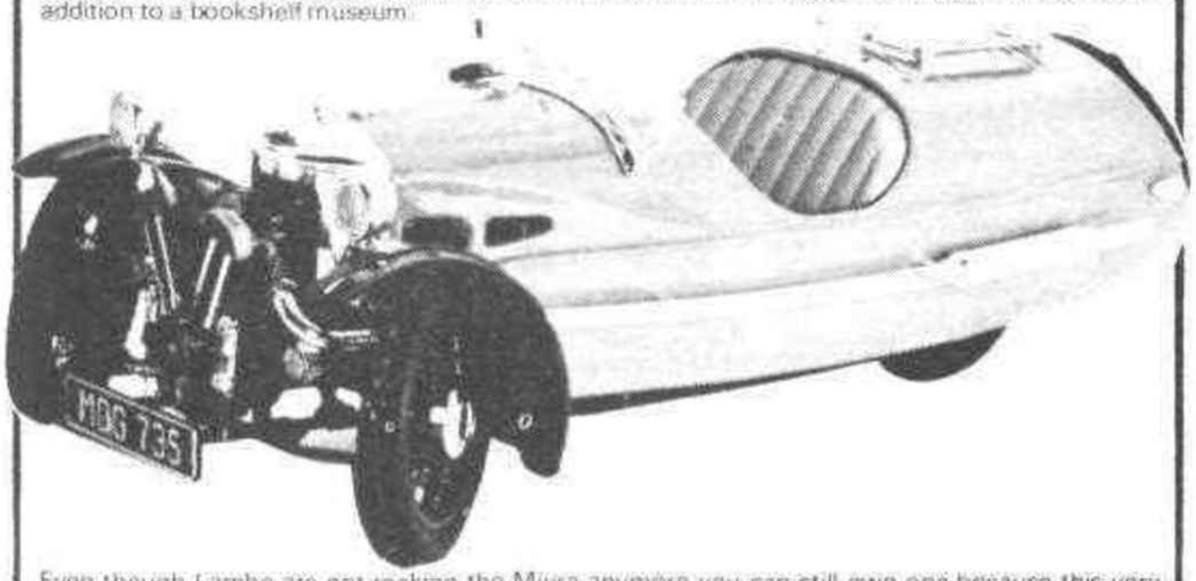
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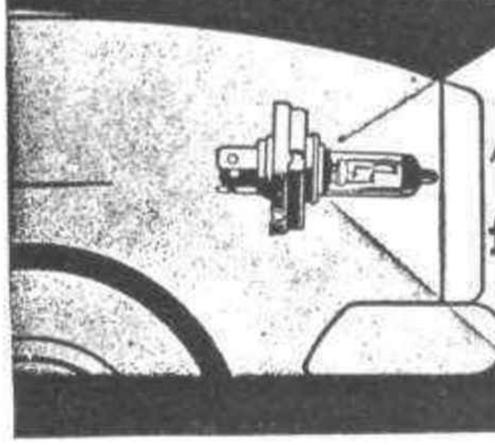
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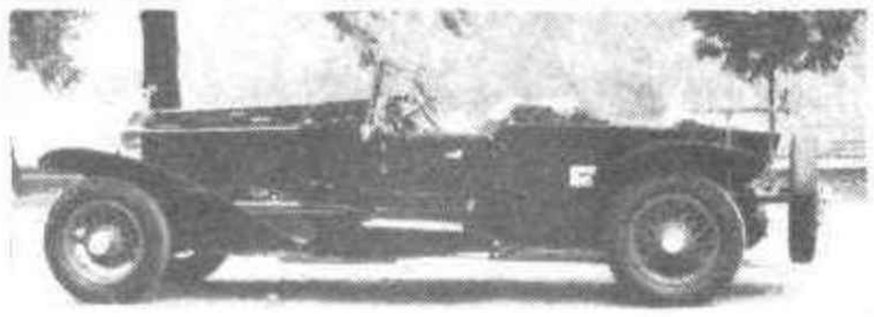
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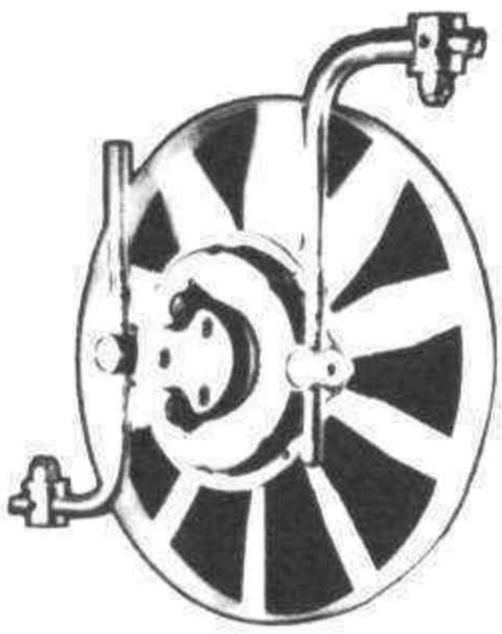
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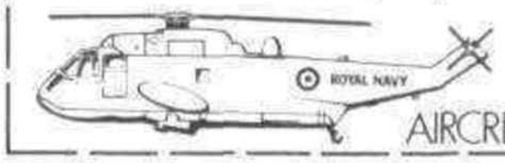
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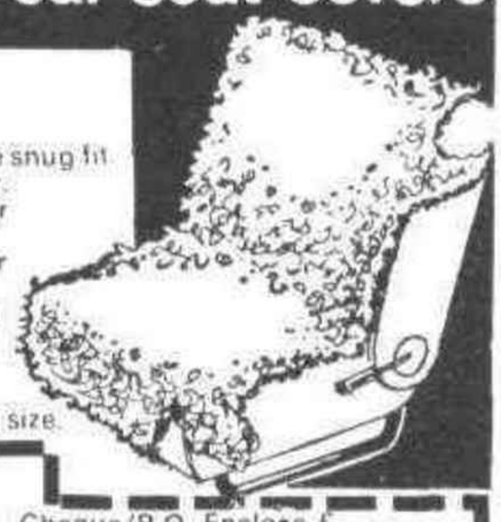
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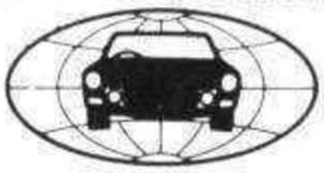
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MG PB 1936. Very original and in fine order. Considerable work already completed, including new springs, trunnions, shock absorbers. Very good body and mechanics. Would run but warrants finishing. £875. 01-460 2356. (55645

MERCEDES BENZ. 300 SEL 6.3, 1969. "L" Reg. Dark blue, light blue interior. Radio, electric aerial and windows. Central locking system. 41,000 miles only. Offers around £2,000. Terms. Exchange. Phone Chesterfield (0246) 863965 or 75213. (55637

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MG-C ROADSTER 1968. Excellent condition. Wires, tonneau, fog, spot, leather wheel. £410 o.n.o. Grimsby 3963. (55649

ROLLS-ROYCE 1936 20/25 Thrupp limousine. Complete Spares, non-running, for restoration. £1,400. 01-370 1517. (55647

RS1600 ESCORT 1972. Excellent condition. White/black interior. Low mileage. £850. Phone: Yapton (Sussex) 551804. (55667

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LOTUS ELITE Mark I 1960. Metallic blue, black trim. Clean car in above average condition, runs well. Silly price £595 o.n.o. Birmingham 021-745 3576. (55886

BENTLEY MK. VI 1951. SS saloon in excellent condition. A great deal of work has recently been completed in this very fine motor car. £1,075. Tel: Lochans 343. (55888

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LAGONDA SALOONS 1955. One very nice with full MoT around £450. One not so good, £175. Phone: Leicester 737802 evenings. (55895

LANCIA ZAGATO 1.6 1973. Salmon red with fawn acrylic seating, HRW, alloy wheels. Maintained by Lancia agent lovingly cared for. Opportunity to obtain one of the last genuine sports Lancias made! Must be considered a future classic. On offer at £1,650. Phone: Reading 471649 anytime. (56039

1962 BENTLEY S2 V8. Recent engine rebuild and re-spray. Metallic blue. Maintained regularly by Bentley agent for past 4 years. Bills available. £2,200. Phone: Westbury (Wilts) 3997 office hours. (56038

MARCOS 1500. Immaculate, fully balanced and tuned engine, twin Dellortos, 6 in. Revolutions, G800 Grand Prix tyres, Cibie lights, stereo, 30+ m.p.g. £900 o.n.o. Middlesbrough (0642) 87191 evenings. (55726

VOLKSWAGEN KARMANN Ghia 1600. 21/11/1966. Green, black roof, radio, radials, long MoT, new wings. Excellent condition £395; also n/s body section 1972 VW Variant, new, £50. Phone Sutton-in-Ashfield 4929 or Hucknall 3605 after 7 p.m. (55724

MORGAN 4/4 "K". All extras, plus. Private. £1,500 o.n.o. Tel: 061-980 3782. (55735

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1933 STANDARD AVON 4-seater open tourer, excellent condition, recellulosed, re-upholstered. **£1,495**

1956 JAGUAR XK140 drophead coupe, fitted with triple carburetter C-type engine. Devastating performance, combined with very good condition. **£1,695**

1963 DAIMLER SP250, recellulosed, re-upholstered, engine rebuilt; definitely one of the very best available. **£1,495**

1968 FIAT 2300 'S' coupe, a rust-free example of a very desirable motor car, excellent performance combined with such refinements as — electric windows, reclining seats, etc. **£995**

1969 ASTON MARTIN DBS Vantage, finished in kingfisher blue/tan upholstery, 5-speed manual gearbox; top end overhaul just completed. **£2,495**

1965 Mk. II 3.4 JAGUAR. Automatic transmission, power steering and wire wheels. Above average condition. **£245**

We have coming shortly:—
An absolutely **mint 1959 JAGUAR 3.4 Mk. 1,** and undergoing restoration are a **JAGUAR XK120** roadster and an **SS 2½-litre** saloon.

INTERESTING VEHICLES REQUIRED FOR CASH OR PART EXCHANGE



1956 Bentley S1 Continental

Fast back by Mulliner, automatic transmission, all alloy body, finished in white with blue upholstery. Four new tyres. 19 m.p.g. obtained.

Offers over ***£3,500*** *invited.*

A. Carpenter
Walkhurst Lodge,
Benenden, Kent.
Tel: Benenden 503.

FOR SALE—continued

SUNBEAM TIGER 260. H/S tops, tonneau, alloy wheels, radials, recent major o/haul. Many spares. Phone: Farnham Common 4852 evenings. (55733

BOND EQUIPE GT 2-litre. Bahama yellow. "H" reg. Overdrive, sunshine roof, tow-bar (used once). Radiomobile. Roomy, reliable, incredible acceleration, but economical. £470. Portsmouth 812997. (55723

OPEL MANTA 1600, June 1972. Cardinal red, black trim with vinyl roof. 17,500 miles. Hopkirk alloy wheels, Motolita steering wheel, mudflaps. Immaculate condition. £1,000. Phone: Hull 655237. (55719

PIPER GTT 1970. Immaculate, 34 m.p.g., £1,100 o.n.o. evenings, Burgh Heath 59711. (55722

1947 MORGAN 4/4 4-seater. White, low mileage. MoT. Excellent condition. £900 o.n.o. Long Sutton (Somerset) 417, evenings. (55727

1934 MORRIS OXFORD. Excellent order. Needs coachpainting. MoT June 1975. £650 o.n.o. Phone: Blackpool 46953. (56029

JAGUAR E-TYPE Series 2. Finished in Regency red, black trim, chrome wheels, green glass. This car has only covered 26,000 miles and drives like a new car. A magnificent rare specimen for £1,525. Tel: Chandlesford 61019. (55981

TR4A 66, WHITE. Very smart car, w/ wheels, excellent radials, overdrive, tonneau and hood cover. £450 o.n.o. Brooker, 33 White Lodge Park, Shawbury, nr. Shrewsbury. (55982

1935 ROVER 14. Sports Saloon. Wire wheels. In need of renovation. Bodywork and engine sound. £200 o.n.o. Phone: Blackpool 46953. (56029

ROLLS-ROYCE Silver Wraith, 1949, in above-average condition. Best offer over £2,000 secures. Box No. 4617. (55984

JAGUAR 240, 1969. One of the last made. Overdrive, radio, dark blue full history. Moderate mileage, truly immaculate. Tax and MoT to December, 1975. Regretfully company car forces sale. This is a genuine opportunity to enjoy Jaguar motoring with economy and acquire a potential classic. £625 o.n.o. Telephone 01-890 1480. Ext. 236, 10 a.m. to 5 p.m. (55985

1957 BENTLEY S1. Maroon/sand. 2 owners. 110,000 miles, tinted screen, 8-track stereo. £2,000. 1953 Frazer Nash, "Targa Florio" body badly damaged. Engine still not fully run-in. Full details to serious applicants. Dr. Forbes-Proctor, Danewell House, Low Fell, Gateshead 878470. (55986

ALVIS SPEED 25 Charlesworth Saloon, 1938. Finished in silver blue, interior completely retrimmed in light grey. First-class mechanical condition, including new clutch, rechromed. Genuine 98,000 miles. Won many "concours" awards. Offers around £2,500. Tel. North Shields 76247. (55987

MK. 2 JAGUAR 2.4. Gunmetal, red leather, overdrive, radio, rustless. Tax, 1 yrs. MoT. V.g.c. £375 o.n.o. Exchange, swop. High Wycombe 30707. (55989

ALVIS TA14 DHC. 1949. Black/grey. Much work done last 8 years. £700 o.n.o. Tel: 01-794 6249 evenings. (55990

CABRIOLET AUSTIN 12. 1938. Original condition, ready to drive away. £400. Cowley, 18 Dacombe Close, Upton, Poole, Dorset. Lytchett Minster 3324. (55995

1974 TR6. 12,000 miles. Immaculate in Mimosa. Radio, overdrive. £1,600. Tel: Rhoose 710549. (55996

RS1600 JULY '73. 25,000 miles, black, triple coachline. £450. Just spent on engine and is only just run-in. Spec. includes: Custom Pack 6 in. Revolutions, radio, electric aerial. Tel: Ross at Ripley (Derbys) 811117 anytime. £1,450 o.v.n.o. (56005

MG MIDGET 1963. 1098 c.c. Recent new front suspension and sills. Hard and soft tops. MoT. £150. West Wellow 22326. (56056

MORGAN 4/4 August 1971. Red, two-seater, every extra, plus underseal, radio, immobiliser, alarm. 35,000. No competition work. £1,500. Phone: Ken Green, Bolton (Lancs) 27491 (day); 061-980 3782 (evenings). (56034

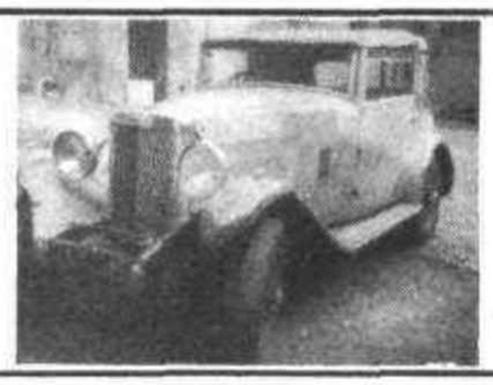
MG SA 2-LITRE Tickford Coupe 1937. 3 position hood. Unfinished restoration, but complete. Offers over £500. Tel: Wetwood (Staffs) 673 (06-3082). (56025

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M.G. 18/80, for restoration.... **£1,000**
M.G. TC, 1948, rebuilt..... **£1,600**
M.G. TC, 1947, needs restoring **£700**
M.G. J2, 1933, restorer's dream **£525**

92-94 HIGH STREET, (STEYNING 812962), SUSSEX. Phone for appointment please.

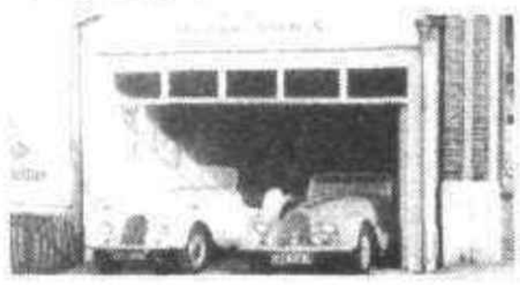
MG





Dusting down time for the racing cars has come so if you live near Croft look for my white Jag and the three wheeler and pop along for a chat. I'll then be able to tell you all about the Moggies I have in stock. This month's selection, without referring to a dictionary for a long list of monumentally melodramatic metaphors, includes Indigo blue Morgan 4/4 two seater, 1972, luggage rack, wire wheels, air cleaner, bucket seats, tonneau cover. A pure white Morgan 4/4 four seater, 1969, black leather interior, luggage rack, tonneau cover, air cleaner, wing mirrors. 1974 Morgan 4/4 four seater. Light orange, radio, stereo cassette player, rear bumper, underseal and my man in the showroom is negotiating at the moment for a 1974 Plus 8, very low mileage, the colour of which I have forgotten. Non-Moggies at basement bargain prices include a yellow 1971 VW Beetle, a red 1965 MGB, a red 1964 Austin Healey 3000 (although I'm holding it on a deposit) and not quite in the basement a 1969 Mini Cooper, one of the last made, and a 1968 MG Midget, wire wheels, radio and tonneau. If you have a sports car for sale, give us a ring, we might well buy it or could possibly put you onto someone who would. **MIKE.**

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Midlands Morgan Agent



FOR SALE—continued

LOTUS CORTINA Nov. 1968. Present engineer owner from new. Engine completely rebuilt 23,000 miles ago. Fine condition. Not fitted with go-faster gimmicks or bodged in any way. Company car only reason for sale. £500 o.n.o. Tel: Eaglescliffe 781 474 (Teeside). (56008

MG TC 1946. 100% original and very sound. Dismantled for rebuild, hence £460 o.n.o. Nottingham 242971. (56030

PORSCHE 356A COUPE, 1959. Faultless engine and transmission. New silencer and clutch. Immaculate interior. Exterior very clean. Taxed. MoT. Will consider VW in part exchange. £425 o.n.o. Tel: 01-866 7110. (56001

LOTUS EUROPA August 1972. White, 26,000 miles. Immaculate condition, extras. Offers telephone 021-557 6111, Mr. Dalley. (55998

ALFA ROMEO 1750 c.c. Milano. F. Reg. Needs attention. Not used for twelve months, during which £70 spent on engine. Tyres as new. Offers. Tel: Birtsmorton 385. (56006

PORSCHE CARRERA 1973. Electric sunroof. Blaupunkt radio, stereo. Electric windows, HRW. White, black sheepskin seat covers and carpets. Specimen. HP. £4,995. 01-684 2659. (56032

FERRARI 275 GT-B Short Nose 1965. Good condition mechanically but paintwork requires attention. £2,995. Tel: 0695 422203. (56012

MG-C GT 1969. BRG. Excellent condition, properly maintained, usual extras; have acquired Rover, so £550 for quick sale. Godalming 6173 day; 21909 evening. (56000

BENTLEY CONTINENTAL S3. Mulliner Park Ward 2-door. Excellent condition, recent new engine. £3,500. Tel: Aughton Green (0695) 422203. (56012

1972 V12 E-TYPE. Manual. Signal red with black trim. Fitted with radio, wing mirrors, good tyres etc. Exceptional car for only £1,795. P/ex, small sports car or saloon. Tel: Stevenage 820257. (56019

1969 ALFA ROMEO 1750 GTV. One lady owner. 20,000 miles only. Full service history. Coachwork in Bermuda yellow with black trim. Fitted p/b radio, taxed Nov. 1975. MoT Dec. 1975. Absolutely mint throughout. £895. Tel: Stevenage 820257. (56019

MG-B GT 1970. 41,000 miles. BRG with black interior, sunroof, overdrive, wire wheels, radio, oil cooler, HRW, undersealed. Recent new clutch, batteries and radials. Excellent condition throughout. Wife's car offered with regret since children outgrew rear seat! £800 o.n.o. Poynton (Cheshire) 5457. (56017

LAGONDA 16/80 Pillarless Saloon 1933. Concours condition after complete restoration. Exceptionally pretty car. £2,750 asked. Also 1955 Aston Martin DB2/4 drophead coupe 3-litre in good condition. £850. Roy Spiers, "Oak-Trees", Stevens Lane, Claygate, Surrey. Tel: Esher 64032 (after Feb. 15th). (56021

SUNBEAM ALPINE SPORTS. 1968. One of the youngest of this thoroughbred model. Can take three children in the back. Good condition. £415. Tel: Burton (0524) 781756. (56027

1965 SUNBEAM ALPINE GT. Red, new starter, battery, exhaust. Good tyres, taxed April, MoT Dec. Near concours. £395 o.n.o. P/ex considered. Station House, Edderton, Tain, Ross-shire. (55666

FOR SALE—continued

MG-A. Fitted MG-B engine, body tidy. Bronze yellow. Chassis good. Rebuilt front suspension. £320 o.n.o. Tel: Gloucester 68875 (day); Cheltenham 57283 (evenings). (56028

1970 MORGAN 4/4. Competition 2-seater. 23,000 miles, tonneau, orange, chrome, wire wheels. Phone Mike Deacon, 01-989 8705 weekday evenings; Dudley (Worcs.) 59203 weekends. (56018

AUSTIN PRINCESS A135 Saloon, 1952. Superb original condition, two owners. Genuine 46,000 miles with known history. Original tools, radio and handbooks. Might p/ex. Tel: Portsmouth 818067 for further details. (56022

TVR 2500 M 1972. Marigold, sun roof, rear fog lights, 8-track stereo, one owner, 25,000 miles, £1,400. Danbury 3944. (56014

TR3A 1960. Rebored, brakes relined, chassis welded, steel hardtop, but dented at back. 4 good "XS". £135. Kegworth 2778. (56016

COLLECTOR'S CAR. Beautiful black 1955 Ford Popular. Almost completely restored. Very good condition. Long MoT. Plus £50 worth of spares. The lot for £175 as space needed. Woodstock 812059. (56010

ASTON MARTIN DB6 Mk. II 1970. Automatic, power steering, radio, electric windows, chrome wheels. Olive, tan leather. Far above average specimen—must be seen. HP. £2,350. 01-684 2659. (56004

LOTUS ELAN Sport. "L" registered. In immaculate yellow over white. Full service history, radio, new SPs and exhaust and top end overhaul. Owner emigrating. Maidenhead 38136. (56002

MORGAN +8 Nov. 1973. Signal red, stone hood, stone leather int. Under 7,000 miles. Addition to family forces sale. £2,400 o.n.o. Phone: 061-428 3121 evenings. (55999

LOTUS ELAN. Yellow, FHC, S3. Sept. 67. Excellent condition. Well maintained. 35 m.p.g. average. £650. Biggleswade 313074 weekdays. (56003

GILBERN GENIE. "G" Reg. 25,000 miles. New MoT. Excellent condition. Full history. £800. Tel: 01-979 6057. (56011

1956 S1 BENTLEY. Over £1,000 spent on overhaul and respray. Now perfect. New tyres, steering, brakes, suspension, electrics, engine overhaul. £2,000 o.n.o. Tel: 01-223 5471/2/3. (56036

LOTUS EUROPA Twin-cam 1972. Pistachio, black interior, Lotus wheels, rear fog lights, radio, air horns, hazard, Halogen head and spot lights, electric washers, 23,000 miles. Taxed. £1,275 o.n.o. Phone: Worthing 37968 after 6 p.m. (56041

1968 BMW 2002 CS. Good history and in excellent condition. 60,000 miles. Dark blue, electric windows, Blue Spot radio, etc. Has all the BMW attributes and is a delightful little car to drive. £850. Bax, St. Juliot, Boscastle 225. (56035

ALVIS 12/50TJ. Rolling chassis (engine dismantled by last owner). Stored ten years pending owner's retirement, but ill-health frustrates restoration and hence offers invited over £400. Serious enquiries Telex 957185 or write for appointment to view; no phone calls please and no callers. Box No. 4619. (56033

GT6 MK. III 1973. An immaculate example of this economical 30 m.p.g. coupe in Pimento with overdrive and Radiomobile radio with electric aerial. £1,100 o.n.o. or exchange Spitfire with overdrive. 01-445 9275. (21988

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NEW TVR 3000M, red/black, tan interior, very full spec. unique opportunity to purchase at special discount price, was £2,930 ..... **now £2,730**
NEW TVR 3000M, Metallic blue with brown trim, good specification, walnut dashboard **£2,942**
NEW TVR 3000M, silver with blue interior, to full spec., an eyeful **£3,112**
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1971 TVR TUSCAN, peacock blue metallic, alloy wheels **£1,095**
1970 TVR VIXEN S2 gold alloys **£845**
1972 TVR 2500M yellow slimroof, o/d, alloys **£1,425**
1971 TVR 2500, golf yellow, alloy wheels **£945**
1969 TVR VIXEN SWB, metallic blue, wires and Tuscan bonnet **£645**
1973 LOTUS PLUS 2S130/5, white, oatmeal trim, tints, radio etc. .. **£2,250**
1971 LOTUS EUROPA, S2, yellow, federal engine, radio, recent rebuild **£1,045**
1971 LOTUS ELAN S4, FHC, S/E, red **£1,145**
1973 LOTUS EUROPA SPECIAL, 4-speed, red Wolfrace 'spoke' alloys **£1,850**
1973 LOTUS ELAN SPRINT, Cherry red, F.H.C. stereo **£1,675**
1972 LOTUS ELAN SPRINT, red over white, convertible **£1,395**
1967 LOTUS ELAN, black, FHC, F reg. **£645**
1973 RELIANT SCIMITAR, GTE, Nevada yellow, o/d, radio **£2,095**
1971 RELIANT SCIMITAR GTE, red, o/d, radio/stereo **£1,395**
1972 TRIUMPH STAG, saffron, hard and soft tops, automatic **£1,795**
1969 TRIUMPH TR6, red, overdrive, injection overhauled **£595**
1972 MGB GT, harvest gold, o/d, 25,000 miles, one owner, tinted glass, all round **£1,245**
1971 MGB GT, blaze, overdrive, sunroof, hrw **£1,045**
1969 MGB ROADSTER, mineral blue, overdrive and wire wheels **£595**
1968 (Nov) MGB Roadster red, o/d, wires **£625**
1971 LANCIA FULVIA RALLYE S2, beige, sunroof **£995**
GP BEACH BUGGY, pale blue/black, wide wheels, special exhaust, W/equip. **£255**

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1971 FORD CAPRI, 3000 GT XLR, aquatic jade, radio/stereo cassette **£795**
1971 MINI 850, red, K. reg., 32,000 miles **£535**
1970 MINI 1000, saffron **£450**

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FOR SALE—continued

CORVETTE STINGRAY 1966, 7-litre high performance engine, 4 speed Muncie, Holley carb, new clutch. Beautiful condition with exceptional performance. Details on request. Giveaway at £1,500. Phone: Farnboro' (Kent) 51830. (55668

TRIUMPH TR6 1971, Damson, Overdrive, spots, cassette, 12 months MoT. Quick offer required. House forces sale (sob!) Lincoln 33718. (54986

1949 MK. VI BENTLEY. Mint condition. Rolls history. MoT, taxed. Owner purchased SI Offers: 01-686 0145, 9 a.m.—5 p.m. (54900

AUSTIN HEALEY 3000 Mk. III 1966. Low mileage. Really one of the best available. Reluctant sale, must go now at £950 o.v.n.o. Phone Nuneaton 327107 anytime. (54818

JENSEN INTERCEPTOR Mk. II. Beautiful 1970 example in white—black interior, fully air conditioned, Sundym glass, radio/stereo, electric aerial and windows, etc. £2,500. Tel: Walton-on-Thames 24695 evenings. (20523

1963 LANCIA FLAMINA 3C 2.5-litre Superleggera Coupe in Monza Red, RHD. Engine overhauled and new exhaust systems, believed only six RHD models made. Also 1965 Alfa Romeo Spyder Convertible Sports 2+2 in Alfa Red, RHD. Offers or exchanges considered. Telephone Southport 67365 after 8 p.m. (55320

TR4A IRS, "D" REG. White, soft top. Most bodywork replaced, engine excellent. Reliable, cared for. £500. Dr. Williamson, 132, Muswell Hill Rd., N10. Phone: 01-883 7494. (55635

1932 ROLLS-ROYCE 20/25 chassis. Offers around £1,400 considered. Tourer body for same at present being constructed, also available if required. Telephone: Madley 559 (Hereford) (55636

ROVER 80 1961. Superb original condition having covered 31,000 miles only from new. Must be seen. Offers around £750. Tel Chesterfield (0246) 75213 or 863965. (55637

MG TF. Recently rebuilt engine, fully balanced, comp. pistons, etc. Body in good condition. BRG. Price £1,350 o.v.n.o. Also available Lay/Luc AL head for same. Tel: Whitchurch (Bucks.) 607. (55662

1971 ALFA ROMEO 1750 GTV Coupe. £600 just spent on new engine, etc. LHD. Full set of wide Mag wheels, stereo, radio, sunshine roof and all extras. £995. Telephone Hayling Island, Hants 2531 business hours. (55686

CORTINA MK. III 2000 GT. Dec. '70. Sunset Red. Black interior 48,000 miles. Maintained regularly. Undersealed, soundproofed, radio, taxed and MoT. £550 o.n.o. Barnett, 50 Barnett's-Shaw Oxted, Surrey Oxted 4470. (55663

LOTUS EUROPA twin-cam, "L" registration, 6,000 miles from new. Guaranteed genuine mileage one owner. All usual Lotus refinements plus Lotus alloy wheels. Perfect cond. £1,500 o.v.n.o. Cooper "S" considered in part exchange. Derby 701867. (55665

BENTLEY SPECIAL Mk. 6. Coachwork aluminium open 4-seater. Cycle wings. P100s. Daily use; all new 1974. £1,250. Photo, details Stonecrop, Kingswood Sutton Valence, Maidstone, Kent, SV2186. (55668

XK120 ROADSTER. New white paintwork, new tyres, brakes, batteries, petrol tank, starter, hubs, upholstery, carpets, etc. Immaculate. Offers around £2,500. Phone Great Ayton 2702 Teeside (55652

SUNBEAM TIGER 4.2 V8. Hard/soft tops, tonneau. Flared rear arches. Wide rim wheels. Fitted radio. Finished in Carnival red with black trim. Good condition. Taxed, tested. Exchange considered. £500. Phone: B'ham 021-742 2759 after 6 p.m. (55655

TRIUMPH TR4A IRS 1967. Overdrive, wire wheels, rare TR5 hood and interior. Valencia Blue, radio, tonneau, Selmar alarm. Excellent condition. Has been stored and not used for 6 months. A reluctant sale. £600 o.n.o. Phone: 01-578 2909 evenings. (55657

ALFA ROMEO 1970 1300 GT. White. Regularly serviced and maintained by Company Director who has taken delivery of company car. Reluctant sale at £675. Taxed, MoT, radio etc. Phone: Penelope at Berkhamsted 2836. (55656

PORSCHE 356SC 1965. Sunroof, radio. Porsche Yellow, black interior. Fast, economical. VGC. £850. Phone 01-989 2623 evenings. (55660

MG-A 1600 MK. II DHC. Hard/soft tops, oil cooler, boot rack, radio, rebuilt balanced engine. Good example in BRG. £400. Glossop 4453. (55661

VANGUARD 1953 Mk. II. Two owners, 1st till July 1974. This vehicle is in the condition expected for being garaged and professionally serviced for its genuine 34,000 miles. Offers invited. Tel: Bayston Hill (Shrewsbury) 2988. 55693

ALVIS 4.3 VAN-DEN-PLAS Sports Saloon 1937. Rare and beautiful car. Very long bonnet, P100 lamps, trumpet horns, etc. Overhauled. £1,375. Fletcher, 32 Ochil Rd., Alva, Clacks. Tel: Alva 60441. (55700

AVENGER TIGER Mk. II 1973. Red. Radio, undersealed, mudflaps. 10,000 miles. £995. P/exchange considered. Coventry 501627. (55664

MG-B GT 1966. Bronze yellow. Recent complete overhaul. Demonstration 100 mile radius. £425. Alderley Edge (Cheshire) 3514. (55689

DAIMLER DART. 1960. In superb original condition bodily and mechanically. Hard and soft tops. Finished white. 5 new Avon radials and servo assisted braking recently fitted. £800 o.n.o. Bromsgrove 32318 (55691

PORSCHE 356C 1964. Midnight blue. Excellent condition throughout. Blaupunkt radio. New tyres, silencer, clutch, pads. MoT December. £735 o.n.o. 01-777 0132. evenings. (55681

ASTON MARTIN DB5 Superleggera 1965. Blue Navy with black interior. Vantage engine. All the usual extras, plus many more. In showroom condition throughout. £1,000 o.n.o. Tel: Ascot 20558 for details. (55697

356B PORSCHE. "L" registered, 1961 model LHD. Metallic silver grey. 9 months tax, MoT, belts, radio, engine running in after rebuild. 35 m.p.g. gentle motorway cruising. New Job working narrowboat forces sale. £450 o.n.o. Winslow 2626. (55692

LOTUS ELITE Series I. Maintained regardless of cost following complete rebuild. 45 m.p.g. with twin SV carbs. Offers around £1,250. Telephone: Dunstable 61822. (55690

1952 ASTON MARTIN DB2 with 3-litre Vantage engine, 3,500 miles since complete rebuild, front suspension rebuild with Alpine drums on front. In outstanding condition, new Wilton carpets, headlining, many spares. Offers in region of £1,100. Tatsfield 309. Near Croydon. (55695

LOTUS +2S 1970 "J" White. Nice condition. Recent tyres, tax, test, exhaust and decoke. £1,295. Lincoln 791080. (55696

1955 DAIMLER Convertible Coupe. New power hood, pre-select, leather upholstery, radio, new tyres, long MoT. Very good all round. £650. P/ex, or offers considered. Must sell. Telephone 01-690 6349 (SE London). (55687

DAIMLER MAJESTIC 1961. Needs owner and enthusiast. Body needs attention. No MoT hence £95. Write Rogers, 107 Hatfield Rd., Witham or phone Brentwood 253000 Ext. 2572 daytime. (55688

1930 ROLLS P11 chassis. Excellent condition. Complete. £2,650. Box No. 4592. (54913

DUTTON 1500 GT. "M" Regd. 16,000 miles since built. Yellow. Immaculate condition. £580. Alcester 2759. (55745

LOTUS ELAN S4 1968. Lime green. Electric windows, taxed, MoT. £750 o.n.o. Tel: Southampton 69386. (55743

CITROEN BIG 15, 1955. Completely reconditioned engine, exceptional bodywork, very good interior. £500. Tel: Colchester 76606. (55721

1927 AC ROYAL. Two-seater with dickey. Original polished aluminium body. Excellent order. Barnstaple 3645. (55720

GINETTA G21. September 1973. 10,000 miles, Ivory, black interior. As new, unmarked car. £1,850. Potters Bar 54542. (55702

FORD ESCORT RS1600. August '72. Le Mans Green. 16,000 miles only. Cloth seats, black interior, Inertia seat belts. £975 o.n.o. Phone: Kirkham 3919 evenings. (55677

TR6 1972. Saffron. Hardtop, o/d, stereo, radio. 21,000 miles. £1,175. Telephone: Milton Keynes 78182 (evenings). (55682

DB5 VANTAGE. Silver birch, low mileage. Superb original car, new clutch, decoke, new tyres, otherwise as factory. All records and history. Must be one of the best. £1,500. Midhurst, Sussex 2787. (55683

MORGAN 4/4 1970. Four-seater. Ivory white, black leather. New tyres, re-spray, excellent condition throughout. Phone: Broadway 2534. (55684

JUU 777 K. MG-B GT, 1972. White, low mileage. £900 o.n.o. and 1973 MG-B GT. Bronze, o/d, sunroof, radio, towbar, Kenlowe fan, interior silencing. £1,250. Rugby 890230. (55740

TR3A. Excellent, original condition. All steel body, o/d, H/S tops, tonneau, many spares. Cheltenham 36871. (55741

BENTLEY SI 1958. Present owner since 1963. Always RR mechanic maintained. 69,000 miles. P.a.s. Automatic. Sepia over sand. Past RRBOC concours winner. £2,600 o.n.o. Tel: Cooden 3184. (55737

AUSTIN SEVEN Saloon, 1931. Complete but requires restoration. £200. Also 1933 A7 Saloon, partly dismantled, £200. Tel Colchester 76606. (55739

1970 (J) TRIUMPH Vitesse Convertible. Valencia blue. Overdrive. Expensive radio, low mileage. Exceptional example. Genuine reason for sale. First reasonable offer secures. 40, Little Tixall Lane, Great Haywood, Stafford. Phone: Little Haywood 8785. (55734

DAIMLER CONSORT 1951. 18,000 miles since engine rebuild. Mechanically fine, new exhaust, generally sound condition. £150. Bristol 24063. (55730

JAGUAR XK120 Roadster, 1952. Excellent original condition £1,300, or exchange for another classic, vintage, PVT or interesting car. Cash either way. T. Walder, 73, Waltham Avenue, Guildford, Surrey. Tel: Guildford 68784. (55729

MERCEDES 190SL. LHD. Registered 1965. Excellent condition. Long MoT. Hard/soft top. Resprayed Mexican brown/cream trim. All extras. £700 o.n.o. Didcot 4922 after 6.00 p.m. (55867

LOTUS ELAN FHC S/E. White. High ratio back axle for economy. Recent new clutch and tyres. 42,000 miles. £995. Phone Oxford 735465 or 739823 outside working hours. (55439

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£1,945. PORSCHE 914 roadster, 1973, l.h.d. 1.7 engine. Only 3,500 miles. Finished in Pistachio with tan trim, radio etc.



£1,595. RENAULT 17TS, 1973. Metallic green with tan trim. Fitted with 5-speed gearbox, electric windows, sports wheels, p.b. radio, h.r.w. etc.



£1,345. DAF MARATHON Estate 1300, 1974. Burgundy with tan trim, h.r.w. etc. 8,500 miles.



£1,395. TRIUMPH TR6 roadster, 1973. 15,000 miles recorded. White with blue trim. Fitted overdrive, p.b. radio etc.



£1,895. TRIUMPH STAG, 1972. 'L' reg., automatic and power. Hard and soft tops, radio, 8-track stereo, white with tan trim. 19,000 miles recorded.

USED CARS

£5,995. MASERATI Bora, 1972. Finished in deep brown, fitted manual gearbox, refrigeration etc.

£4,395. BMW 3.0 CSL. Finished in golf yellow with black trim, tinted glass, electric windows, radio etc.

£3,645. JENSEN Interceptor, 1971. A specimen example in silver birch with black leather trim, refrigeration, stereo, PAS, etc. 28,000 miles. Full history.

£3,495. RELIANT Scimitar GTE automatic, 1974. Ivory beige with tan trim, 2,000 miles. Fitted Wolfrace wheels, HR sports tyres electric windows, tinted glass, laminated screen.

£2,395. FORD MUSTANG MACH 1, l.h.d., 1973. A one-owner car in copper with tan trim. Fitted 351 4V 5.7-litre engine, automatic, PAS, refrigeration, electric windows, tinted glass, stereo radio, 14,000 miles only. Sports wheels.

£2,365. JAGUAR E-TYPE V12 roadster, 1972. Fitted detachable hardtop. Sundym glass, radio/stereo, approx. 20,000 miles from new. British Racing Green with tan trim.

£1,795. BMW 2800 saloon, 1971. Manual gearbox, p.b. radio, Polaris silver with blue Tex interior.

£1,695. ASTON MARTIN DB6 automatic, 1968. Finished in fiesta red with navy trim. Fitted air conditioning, p.b. radio, electric aerial etc.

£1,695. AUDI 100S coupe, 1972 Finished in metallic Gemini blue with tan cloth trim. Fitted Motorola radio, 8-track stereo, electric aerial, h.r.w., etc.

£1,295. RELIANT GTE, 1970. Manual with overdrive, silver blue with black trim. Usual extras.

£1,675. ALFA ROMEO 2000 SPYDER, 1972. Green with black trim. Extras include stereo radio/cassette player, luggage rack, 29,000 miles recorded.

£1,275. MG-B roadster, 1973. Bronze yellow with black trim, Rostyle wheels, overdrive.

£1,195. MINI 1000, 1974. Finished in citron with navy trim. Extras include 5" alloy wheels, rustproof, h.r.w., auto seat belts, face level vents, door mirror, low mileage, one-owner car from new.

£1,095. OPEL MANTA RALLYE SR, 1972. A one-owner car in bronze with black trim. Push-button radio.

£1,065. LOTUS ELAN d.b. coupe, 1970. S4, Bahama yellow with black trim. Extras include tonneau, radio, cassette player.

£1,045. TRIUMPH GT6. Finished in saffron with black interior. Fitted p.b. radio, h.r.w. etc.

£995. FORD THUNDERBIRD 4-door Landau. Automatic with PAS, electric windows, power seats, tilt steering, radio, stereo. Superb in opalescent dark blue with unmarked white interior.

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RELIANT SCIMITAR GTE. Automatic. Ivory beige with tan trim, alloy wheels, electric windows, tinted glass, stereo.

RELIANT SCIMITAR GTE. Automatic, Beaujolais red with tan trim. Alloy wheels, laminated screen, electric windows, tinted glass, stereo.

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PORSCHE 911S 1968. Blood orange, Carrera front spoiler, recent new clutch, tyres, MoT. Outstanding condition. £1,395. Might p/ex. Welwyn 6746. (55854

COLLECTOR'S CAR. Austin Healey 100/6 Sports 2+2, 1958. Extremely nice condition for year. Recent respray, interior retrimmed, new hood, reconditioned engine, etc. Real eyecatcher and superb investment. Marriage forces reluctant sale at giveaway price, £475 o.n.o. Would consider cheaper car in part exchange. No timewasters or cheques please. Tel. Emsworth, 5351 (Hants). (55860

AC ACECA, 3.8 Jaguar engine, fantastic performance, 15 in. wheels and racing tyres. Ideal sprints and hillclimbs. Excellent body. Registration "B GPA". £1,150. Exchange considered. Telephone Farndon 254 (day) near Chester, or Tattenhall 70561. (55862

JAGUAR XK150 DHC. Special head, wire wheels, new hood. £1,150. 01-941 0798. (55856

MASERATI 3500 GTI. Vignale Drophead. Recent mechanical overhaul. £850. 01-941 0798. (55858

SCIMITAR GT COUPE 1969. 3000. Overdrive, Golden sand. Radio, HRW. Well maintained. Tel: 05093 2657 (Leics.) (55857

SCIMITAR GTE. N Reg. Manual. Beaujolais red. Sundym glass, HRW, laminated screen, radio/8-track, 3,000 miles. Immaculate. £2,950. Tel: Market Rasen 3301. (55858

HARRINGTON ALPINE 1963. One owner since 1965. 2 year old short engine, original SE head, overdrive, good mechanicals, body requires some work. MoT December. Specialist GT ideal for restoration. £180 o.n.o. Bristol 672408. (55855

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SAAB 93, 1958. Now very rare model, in daily use. Incredible amount of spares. Realistic price £150. High Wycombe 891974. (55881

RILEY 1½ RME, 1955. Black, new roof, taxed. MoTd. Excellent runner. Good condition, daily use. Might deliver. £285 o.n.o. Box No. 4616. (55872

1969 ALFA ROMEO GTV. Exceptional condition, engine rebuilt, extras. £695 o.n.o. (Office) 061-368 2207; (Home) Buxton 3572. (55871

1929 AUSTIN SEVEN Top Hat Saloon. Body recently rebuilt professionally. MoT until September. Offers over £600. Oxted 5191 (Surrey). (55864

MORGAN5—4/4 two-seater, many extras, MoT, taxed. £1,325. Plus 8, many extras, taxed, very low mileage, £2,850. Kimbolton 782. (55877

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1929 PHANTOM II Rolls Royce limousine by Hooper. Original engine. Chocolate over cream. £6,500 o.n.o. Phone Robin or Terry at Rowhedge 222. (55885

COOPER "S" 1293 engine, "66" rally seats and dash, twin tanks, etc. Phone 681-3737. (55876

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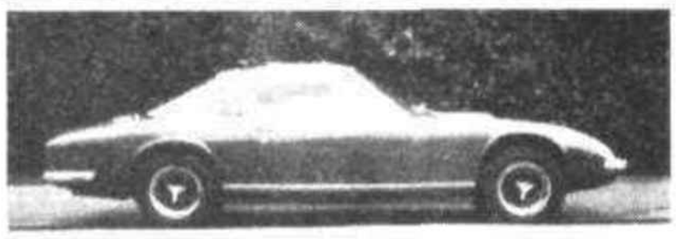
CORTINA V6 Superspeed Mk. III GXL, 1971K: finished in metallic green with black trim; fitted with tinted screen, radio, chrome Rostyles, etc. An incredibly quick four-door saloon..... **£1,095**



JAGUAR E-Type drophead, 1969: finished in white, fitted with chrome wire wheels and radio; absolutely immaculate..... **£1,295**

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JAGUAR E 2+2 Automatic, August 1967. Comparable condition to 1970/71. £900. Welford/Avon (Warks) 343 (56087

MORGAN 1600 GT 2-str. 1969. Specialist maintained. Fine example. £1,330. Tel: Stadhampton (Oxford) 578 (evenings). (56084

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FOR SALE—continued

BENTLEY S1 SALOON. Power steering, not yet run-in since complete mechanical overhaul. The body of the car has also been stripped down and repainted to Rolls specification. Work done by RR accredited repairers, bills available. This car was gone through with a fine tooth comb, with a view to keeping it for the rest of my driving life. Unexpected business commitments require I sell the car. Must sell, no sensible offers refused. Private sale. Ring Leeds 661935 after 7.30 p.m. (56069

1966 JAGUAR E-TYPE Roadster finished in silver grey metallic. Not to be confused with the usual 9-year-old Jaguar. This extremely low mileage car is being sold with grave misgivings, therefore offers over £1,400 only will be considered and no time-wasters will be entertained. Trust 01-898 4215. (56067

ALVIS 12/70 Mulliner DHC. Needs restoration. Offers around £200. 01-854 4641 after 7 p.m. (56065

1956 ARMSTRONG SIDDELEY 236 Sapphire. 28,000 genuine miles. As new both underside and top side. Original spare tyre and tools. Never driven on roads during winter months. Must be best Siddeley left in country. £1,400 o.n.o. Telephone Presteigne 365. (56063

MG MAGNETTE ZA 1957. Low mileage, exceptional condition. £350. Austin limousine A135, 1957, 7-seat, alloy coachbuilt, beautiful condition, £450. Quality Edwardian or vintage wanted. Can be saloon, engineless or non-runner considered. R. A. J. Chigley House, High St., Sancton York. North Newbald 365. (56055

THE GRAND MERCEDES 600 limousine. This exclusive and luxurious model is an immaculate example, with only 46,500 genuine miles on the clock. Viewing and demonstration by appointment only. Contact: Mr. Featherstone. Telephone: Lincoln 60291. (56053

LOVELY TIGER 4.2-litre 1966. H&S tops, Minilites, radio, rev. lights, tow bar, left-hand drive. £600 or swap Cooper "S", Stiletto, Rover 2,000 TC. Any clean sports saloon considered. B. Kelly, 52 Main St., Thorner, Leeds, Yorks. (Office: Leeds 455119). (56051

TVR 3000M. White with black interior and Wolfrace wheels. Offers around £1,700. Binbrook 528 (Lincs.) (56050

TRIUMPH SPITFIRE Mk. IV 1972, "L" reg. White with black trim, Motorola radio. Has done only 18,000 unhurried miles for its one lady owner and is in showroom condition. £920. Lincoln 51719. (56049

MG TC 1947. Excellent condition, recent hood, upholstery, steering, suspension. Cycle wings fitted, originals available. New exhaust. Long MoT. £1,300 o.n.o. Tel: Sheffield 365872. (56047

LOTUS ELAN S4 FHC 1970. Bermuda yellow. Radio. £250 recently spent on engine. £950 o.n.o. Owner emigrating. Can be viewed in London by arrangement. Ring Hull 642544 evenings. (56046

SPRITE MARK III. 16,000 miles only from new. Brand new hood, tyres, Hitachi radio. Immaculate. Careful lady driver. £400. Hyett 01-439 0701 day; 866 0518 evenings. (56048

ALFA ROMEO 2000 Spyder 1972. ATV 880 K. Genuine 22,000 miles. Pininfarina body, yellow with black trim. 5-speed box. XASs all round, tow-bar. Must raise house deposit. £1,795 o.n.o. Box No. 5620. (56045

LOTUS ELITE Bristol body, built May 1970. Close-ratio box. Stage II Climax engine, genuine low mileage. £795. Phone: Evesham 3446 day; evenings 830794. (56044

E-TYPE 1967 4.2 Roadster. Signal red with unmarked black trim, SP tyres. 42,000 miles, good condition throughout. £865 or exchange. 01-858 4638. (56043

LOTUS ELAN +2 "S" 1970. Finished in yellow with black trim. Normal "S" refinements, i.e. HRW, radio, chrome wheels. Must reluctantly sell this much admired motorcar. £1,295. Might p/exchange. Tewin 747 (Welwyn, Herts). (56042

PORSCHE 356 CABRIOLET, 1955 1500 c.c. One of the last few left. Body rough, mechanically o.k. Like to see enthusiast rebuild. Cheap, must go to best offer. Barnsley 88602. (56057

THE CAR SHOP

Rolls-Royce sedanca de ville. Original Barker body, 20/25 chassis. 1932. Handbook, tools. Leather boot. Some silver fittings. One lady owner from new. **£10,000.**

Austin Seven Chummy, 1928. In very superb condition. Mostly original. Completely restored with the new bits (like upholstery) done properly and in keeping. Deep red coach finish. **£1,500.**

Austin 8 Tourer, March 1940. Dark blue body work, black wings, all in pristine condition, hood and side-screens like new, introduced just before the war and was famous as one of the **'Dependable'** models.

Singer Le Mans 2-seater. 6-cylinder, overhead camshaft, 1½-litre sports, 2 carburetters, suggest an early model between 1934/6, only 71 of these were produced. **£2,500.**

The Car Shop, 57-59 Poole Road, Westbourne, Bournemouth.
Tel: Bournemouth 762404
Out of hours: Broadstone 2969

FOR SALE—continued

DAIMLER SP 250 1960. Present owner 5 years. Cream, hard/soft tops, radio, rack and pinion steering. Many new parts. £750. Smith, Hawthorn Ave., Stone, Staffs. 3305. (56230

1961 AUSTIN HEALEY Sprite Mk. I. Good condition throughout. British Racing Green. MoT July '75 New rear springs and mountings fitted, shod with Pirelli Cinturatos on 5½ in rims. £300 o.n.o. Grieveson, 75 Hummersknott Ave., Darlington, Co. Durham. (56229

PORSCHE 356A Super 75 1959. Metallic green/red. Good condition, fast economical, reliable. £225 o.n.o. Tel: Ackroyd Cowes 5511, worktime. (56223

MARCOS 2-LITRE "H", 2 owners. New engine, exhaust. Porsche red MoT, taxed. £1,250. 01-493 9744 (day). (21991

LAGONDA 1955. D/H Coupe. Near faultless condition. MoT, taxed to April (only 700 miles since last MoT). BRG, perfect beige interior. Further details 01-493 9744 (day) or Box No. 4631. (21991

1938 AC COMPETITION 2-seater. Sports motor test car. 2-litre aluminium bodied. £1,500. Caernarvon 3186. (55874

TR4A 1966. Green. Owner going abroad. £395. Caernarvon 3186. (55874

LOTUS SEVEN Series II or III, any condition considered. Telephone (Newcastle-upon-Tyne) 0632 814864 (56220

ASTON MARTIN DBS 6-cylinder fuel injection, 1970. Almond/beige interior, chrome wires, tinted glass, radio. One owner. 44,000 miles, excellent condition. £1,875 for quick sale. Tanworth in Arden 2271. (56241

BRISTOL 400 and Alvis TD21. Both in very good condition. Maroon with beige interior. £850 each or consider part exchange Bentley "S" Series. 021-474 4918. (56231

VAUXHALL CRESTA 1961. Rare PA model, 45,125 miles, known history, offers invited Redhill 63237 (Surrey). (56245

XK150 FHC, 1968. Good condition. £675. Lotus Elite 1960, £950, Blackpool 25477. (56232

1933 16/80 LAGONDA Tourer. Rebodied and partly finished restoration. Offers. Tel: Shipston-on-Stour 61807 (Warwicks). (56244

PORSCHE 911S 1971. Dark blue, tinted glass, electric windows, electric roof, Recaro seats, 8-track and radio combined, tyres almost new, only 34,000 miles. £2,850 o.n.o. 061-437 4748. (56228

MORGAN 4/4 Competition. August 1971. Ivory, spot lights, immobiliser, taxed and tested £1,290 Apply: 32 St. Alban Road, Leeds 9, Yorkshire. (56242

"M" TYPE MG. New ash body, good radiator. Mechanically sound, partially dismantled. £450 Loughborough 5617. (56233

SPITFIRE 1974 N Reg. 3,600 miles. Hard/soft tops, overdrive, stereo/radio cassette, tonneau, etc. Sensible offers. 251 Harrogate Road, Eccleshill Bradford, Yorkshire. Tel: 0274 639823 (56234

DELAGE D8S (D8SS in England) 1932. One out of 99 sports- chassis in a total of 2001 D8S. Close-coupled 4-seater all-aluminium coupe by Lancefield, displayed at Olympia in Oct. 1932. Needs restoration, but complete and original. English log-book. Austin Healey 100 "S". Chassis ANS 3910. Last one of 50 made. Imported to Sweden in 1957. Standard engine, otherwise original, including the oil-cooler and in sound condition. In daily use. BO Frick, Smedsbocksgaten 10, Stockholm NO, Sweden. (21995

TRIUMPH TR5 PI 1968. Excellent condition. Valencia blue. 48,000 miles. Overdrive, wires and soft top. £565 or near. Phone: Neston 2713 evenings. (56226

BREATHALYSER FORCES parting with July 1971 Alfa Romeo 1750 GTV. New XAS, only 42,000 miles. Metallic grey. Fitted radio, HRW, well maintained by Alfa specialists. Best offer secures. Phone Hopping, Southampton 21225. (56235

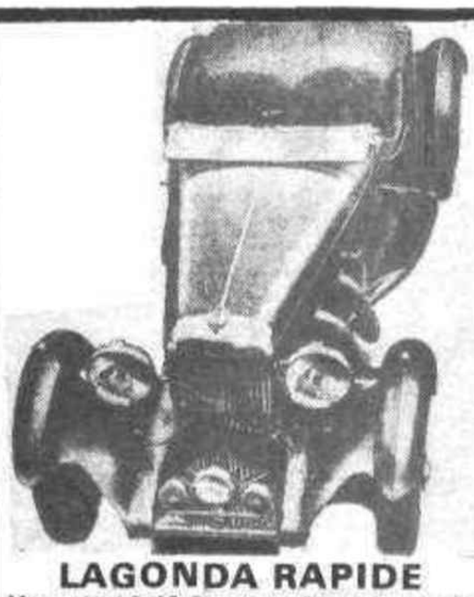
CHEVROLET COMARO SS Convertible. Yellow. In superb all-round condition. Engine just undergone overhaul. £850 o.n.o. 061-437 4748 (56228

LOTUS ELAN S4 SE 1969 Coupe. Yellow. Specially built reconditioned engine, needs running-in. Sundym screen, reconditioned gearbox—£300 just spent, 35 to 47 m.p.g. obtained. Bargain at £850. Part exchange considered. Basildon 710692. (56217

BSA 3-WHEELER 1935. Ideal project for impecunious enthusiast. Needs complete restoration. Believed mechanically complete (v-twin engine partially dismantled), body rotten, but enough left to replicate. Offers over £50. Nayland (near Colchester) 262456. (56240

TR6 1970. DAMSON. W/wheels, o/drive, 43,000 miles. Many extras including roll-bar, cassette stereo, radio, Cibie Oscars, Mk. 2 front spoiler. Recent 185 SP Sports. Many new parts giving an excellent mechanical and bodily condition with no rust. Fuel injection has been carefully set up to ensure reasonable economy and has averaged 26 m.p.g. over last 10,000 miles. A reliable and fast car. Offers over £800. Rugby 814972. (56225

MASERATI INDY. Mark II. Impeccable in every respect. Extremely beautiful, but practical 4-seat Gran Turismo, with comprehensive luxury and mechanical specification. Genuine 20 m.p.g. and 155 m.p.h. Would part exchange for Ghibli Spyder or Daytona Ferrari or sell for £4,000. Tel: 062 882 2916 or 01-229 1440. (22041



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Chassis 25MA. VCC dated. Reg. K9000. Unused until Brewster brougham-de-ville body fitted in 1916 for the Vanderbilts. Conservatively updated early 'twenties, otherwise original. All brass, including radiator. Virtually one owner from new. Documented history album, tools, manual, etc. Good unrestored body cond. and excellent running order throughout.

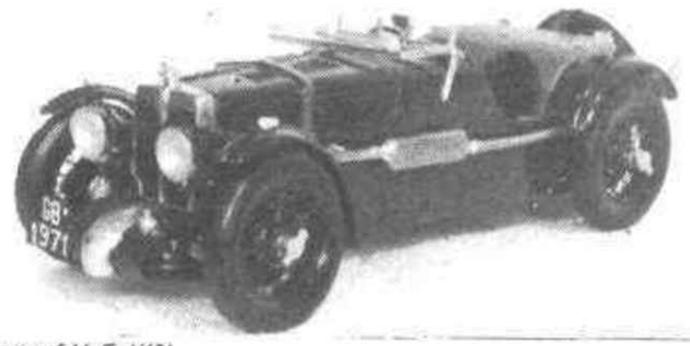
1959 BMW Type 507 Super-Sports Roadster.

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1974 M MUSTANG II Ghia with V6, auto. and p.a.s. Very economical **£2,295**



1973 L JENSEN HEALEY, one owner; yellow, radio, 13,000 miles **£1,545**



1972 series (late '71 registered) **E-Type 2+2 V12,** auto., p.a.s., bright red, chrome steel wheels, tinted glass, radio, electric aerial, full-length Webasto sun-roof, h.r.w..... **£1,950**



1972 TRIUMPH Stag Auto., white, hard and soft tops, radio/stereo 8, electric aerial, tinted glass, h.r.w.; one owner, low mileage..... **£2,150**

1974 N MG Midget, blaize, 4,000 miles, radio; as new..... **£1,195**
1974 M MG-B GT, citron yellow, o/d., Sundym glass and black cloth.. **£1,995**
1974 M JENSEN HEALEY II, blue, 7,000 miles, as new..... **£2,295**
1973 L MG-B roadster, blaize, radio, headrest, roll-over bar..... **£1,295**
1973 L TVR 3000M, tobacco leaf, one owner, pristine..... **£1,795**
1972 K JENSEN Interceptor III, 22,000 miles, Sundym, air-conditioning **£3,750**
1971 K LOTUS Elan Sprint, yellow, one owner, radio, unmarked..... **£1,295**
1971 K MG-B GT, blaize, one owner, o/d., radio, h.r.w., 21,000 miles.. **£1,145**
1971 J TVR Vixen, bronze, one owner, radio, low mileage..... **£1,095**
1970 K VW PORSCHE, 36,000 miles, history, French blue..... **£1,295**
1969 H TVR Vixen, orange, unmarked, radio; one owner..... **£895**
1968 F JAGUAR E-Type, 44,000 miles, two owners..... **£1,195**
1967 E LOTUS Elan f.h.c., £400 in bills since September, a specimen.. **£695**

1971 (July) FERRARI Dino 246GT, finished in unblemished Mondello yellow/black interior, tinted glass, Learjet radio/stereo; registration number TCD 100. Having covered less than 20,000 miles from new this car must be the best in the country to be offered at **£2,950**
1973 PORSCHE 911E Targa, Roman purple, tinted glass, Recaro seats, 21,000 miles **£4,450**
1972 TRIUMPH Stag, manual, sable/cinnamon trim, overdrive, hard and soft tops, radio, electric aerial; only 14,000 miles from new..... **£2,095**
1972 series TRIUMPH Stag Auto. (registered Oct. '71), white, hard and soft tops, radio, h.r.w., 75 series alloy wheels; 25,000 miles from new, full history **£1,895**
1972 TR6, white, o/d., low mileage, radio..... **£1,195**
1968 TR5, gunmetal, o/d., Surrey hard and soft tops, one owner, low mileage, radio..... **£695**
1973 series JENSEN HEALEY, red, black trim, radio, 19,000 miles; a specimen..... **£1,495**
1972 MG-B GT, white/black trim, overdrive, 27,000 miles, radio, h.r.w... **£1,295**
1968 series JENSEN Interceptor, white/beige trim, radio, tinted glass, h.r.w.; a specimen..... **£1,795**
1973 TVR 1600M, metallic dark brown, black trim, radio, tinted glass, 13,000 miles..... **£1,695**

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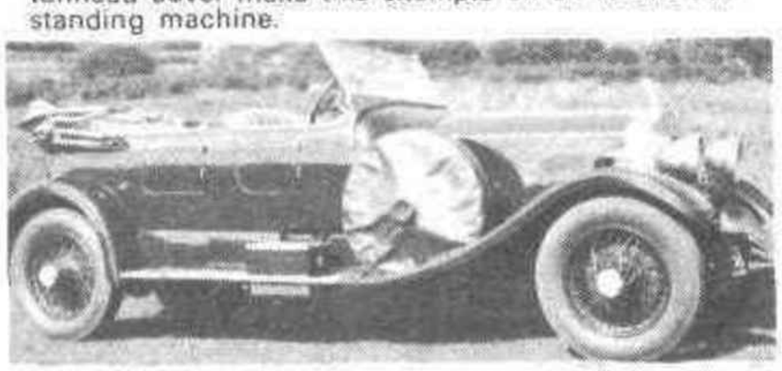
1958 BENTLEY S.1 Continental. Two-door convertible by Park Ward. This rare coach-built model is fully equipped with power-operated top, electric windows, power steering and fully automatic transmission. The coachwork is finished in midnight blue and the interior has just been retrimmed in red hide, all new carpeting and a new fully lined hood with full tonneau cover make this example an all round outstanding machine.



1929 W. O. BENTLEY 4½. Four-seater open touring car with 2-door 30's Vanden Plas coachwork, very sound and extremely original trim, with hood and side-curtains; body finished in racing green with silver wheels, fold-flat screen, etc. Mechanically very good and extremely potent. A nice usable example realistically priced.



ROLLS-ROYCE 1962 Silver Cloud II. Standard 4-door sports saloon. This 2-owner specimen with a recorded mileage of only 51,000 is superbly finished in deep burgundy with virtually unmarked beige trim and capeting, fitted with all the usual refinements including individual front seating, electric windows and aerial. The very last of the series and probably the nicest example currently available.

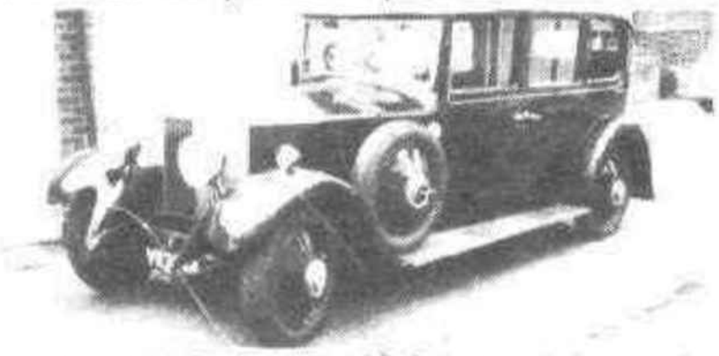


1927 ROLLS-ROYCE Phantom I. Barrel-sided 4-seater 4-door open touring car with coachwork rebuilt by Wilkinsons, newly trimmed in tan hide, with matching hood and side-curtains; coachwork finished in vineyard green, fully covered twin side-mounted spares; mechanically first class having had over £2,500 spent on the engine alone. A truly functional eye-catching vehicle in pristine condition.

PEUGEOT, 1904. Two-cylinder 4-seater rear entrance tonneau, V.C.C. dated. Extensively restored, finished in ivory with tan hide trim. Extremely original vehicle in excellent all round condition.

A good selection of pre-and post-war Rolls-Royce and Bentley cars available. Also we usually have several interesting and exotic motorcycles available.

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ALL TYPES OF ROLLS-ROYCE, BENTLEY AND CLASSIC SPORTS CARS. TOP PRICES. DISTANCE NO OBJECT.



1929 ROLLS-ROYCE 20/25. Smallish classic-shaped "D"-backed limousine with very vintage-styled coachwork by Cockshoots of Manchester; features include twin side-mounted spares, split "V"-type windshield, original klaxon and boa horns, face-forward fold-away seating, etc. Exterior cellulose in embassy black with gold coachlining and scroll-work, interior trim in brown hide throughout. Mechanically first rate. Elegant and economical vintage motoring can still be enjoyed in this type of car.

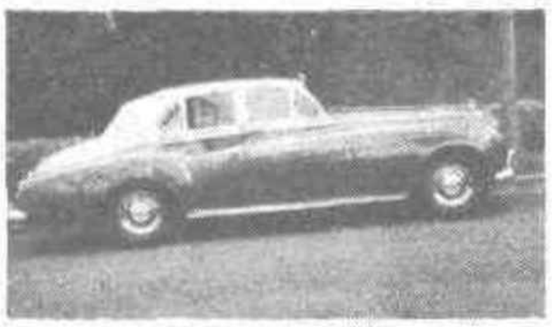
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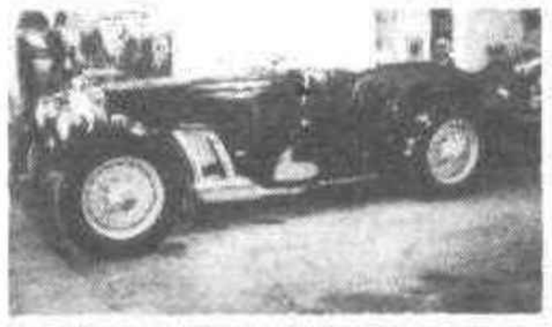
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1959 BENTLEY S.1, 62,000 miles only. Documented service history from new. Original instruction manuals, tool kit, etc., etc. In immaculate original condition in sand over sable, unmarked original chrome and interior, etc. This is one of the finest examples that exist of a genuine low-mileage S.1.



1955 M.G. TF 1,500-c.c. open sports two-seater. This must be one of the finest of the much in demand 1,500-c.c. TF, which has had little use since a complete rebuild of mechanics and coachwork, etc.



1934 ASTON MARTIN 1½-litre short-chassis open 2/4-seater (Series II). A beautifully restored example of a pre-war Aston, having done under 500 miles since being completely rebuilt.



1938 DELAGE D.6.70 drophead coupé. (Fitted 3-position hood and electric Cotal gearbox, etc.) Maintained to the highest possible standards by the same owner for the last 20 years, and has had little use since an extensive restoration.

THE FOLLOWING CARS ARE EXPECTED IN STOCK OR BEING FULLY RESTORED.

1923 ROLLS Silver Ghost cabriolet by Barker.
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1937 ROLLS P.III Pullman limousine by H. J. Mulliner.
1937 ROLLS P.III sports sedanca de ville by Gurney Nutting.
1954 ROLLS Silver Wraith sports saloon by Hooper.
1934 BENTLEY 3½ drophead coupé by Barker.
1926 Historic Racing Grand Prix SALMSON.
1933 LAGONDA 16/80 pillarless sports saloon.
1938 ALVIS Speed 25 d.h. coupé by Vanden Plas.

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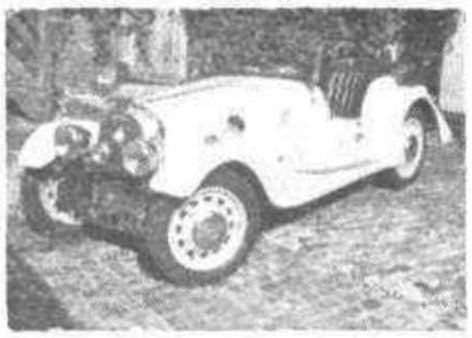
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Plus 4 Morgans are becoming increasingly rare in good condition, and so if you have one, please speak to us with regard to selling it. The bargain basement for February offers a 1968 **Morgan 4/4** two-seater, white, one owner from new, wire wheels and totally original. A 1968 **Vitesse** convertible, 31,000 miles from new, and a 1970 **Lancia 2000,** blue, radio, etc.



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FOR SALE—continued

JENSEN CV8 Mk. III 1966. Regency red. In fine condition throughout. Must be seen and driven to appreciate fully. Lovingly maintained. £1,000 o.n.o. Norwich (0603) 54575. (22021

DOLOMITE SPRINT, 1973, M registered, HRW. Sundym glass, sunroof, Cibies, Mimosa. House purchase forces sale, Stevenage 820023. (22022

ALFA ROMEO 1300GT, 1970. Excellent condition. Metallic silver. 32,000 miles. Regularly serviced at Alfa dealers. New tyres, Blue Spot radio. £850 o.n.o. Glue. Tel: Bracknell 24701 Ext. 382, 9 a.m.—5 p.m. (56013

1936 AUSTIN 10 Sherborne. Partially dismantled and restoration commenced. Many spares including engine and gearbox. Larger Austin forces sale owing to lack of space. £120 o.n.o. David Lewis, 24 Players Ave., Malvern. (56108

1958 BERKELEY B105. Resprayed, retrimmed, new clutch. Excellent condition. MoT. £375 o.n.o. with spares. Wootton Bassett 3251 eves. (56111

FERRARI 365GT 2+2, May 1970. Silver grey, black interior. Immaculate. Meticulously maintained and accident-free. Private sale. Tel: North Rode (Cheshire) 419. (56110

1952 JENSEN-BODIED Austin Sports (4-seater). Immaculate. Engine overhaul, respray, new hood, MoT, 36 m.p.g. £295. Wanted: Bristol 401-3, Coventry 79786. (56112

FOR SALE—continued

ALFA ROMEO Giulietta Sprint, 1961. White, MoT, taxed until March, LHD. A sound reliable car. £150. Ring 01-904 4536. (56121

DAIMLER CONSORT 1950. Taxed, MoT. Excellent condition, low mileage. £275 or near. Murray, Bakehouse Lane, Ockbrook, Derby. (56115

LANCIA AURELIA Series 3, 1952. Very low mileage. Stored 12 years. Chromework and bodywork as new. Needs appreciative owner. More details and offers: Tel. 061-483 4802. (56116

DAIMLER SP250, 1962. Mountain blue, soft top. Present owner over 5 years. Excellent original condition, known history. Front suspension, steering rebuilt, new radials, year's MoT. An original Dart without odd mods or usual defects. Asking £750 (value agreed by insurance com.) Lynch, 094-35 3136 (Burley-in-Wharfedale, Ilkley). (56117

LOTUS +2 S 130/4, 1972 (K). White/silver, black interior. Tinted windows, knock-off alloys, mileage 33,000. Fastidiously maintained. Regularly serviced by Lotus specialists and performs superbly. £1,900. Dr. Coles, 2 Park Town, Oxford. Tel: 0865 59053 evenings. (56119

XK150 DROPHEAD. Body and interior restored. New lined hood, radio, wires, full MoT, taxed April £850 for quick sale. Skelmanthorpe 3971 (10 minutes M1 Junction 38). (56120

FOR SALE—continued

AUSTIN HEALEY 3000 Sports Convertible Mark 3, 1964. Dark blue, fitted overdrive, wire wheels, radio, leather upholstery, boot rack, pounds spent in keeping this Classic car in tip-top condition. New engine, clutch, shocks, exhausts, battery, brakes, tyres, hood. Truly immaculate. £885 o.n.o. HP possible. Telephone Mr. Boon work 01-686 9911 or home, Reigate 44600. (56133

ALVIS TD 21, Automatic saloon in superb condition. 32,000 miles only. Maroon with white leather upholstery. VHF radio. Reg. No. WXY 999. £800. Jenner, Gt. Sheephurst Farm, Marden, Kent. Tel: Collier St. 254. Also 1924 Chenard-Walcker S/V 12-h.p. model. 4-seat tourer for complete restoration. Could make fine car. Offers to above—(Collier St 254). (56134

1966 E-TYPE ROADSTER. 50,000 miles. Primrose. £550. 1969 MG-C Roadster automatic. Tartan red. Eight-track stereo, radio, electric aerial, four new tyres, 42,000 miles. £650. Terms available. Melksham 702045. (56135

1933 SUNBEAM 20 h.p. 4-door DHC by Salmons. Excellent order throughout and regularly used. Most imposing and practical motoring. £1,450 o.n.o. Devizes 4234. (56136

MORGAN 4/4 four-seater, June 1973. 13,000 miles. Royal Ivory, wire wheels, luggage rack, tonneau cover. 0635 47337 (day); 0635 27482 (evenings). (56137

FOR SALE—continued

1935 ASTON MARTIN 1½-litre Mk. II long chassis saloon with original log book. 3 owners only. A rare and beautiful car. Substantial offers required. (Basildon 710566). (56138

1953 BENTLEY R-TYPE. A potential concours winner, resprayed blue over shell grey. Rechromed, new headlining and carpets, woodwork repolished, chassis and under body rust-proofed painted and undersealed, front suspension overhauled and brakes re-lined. Possibly one of the finest R-types to be found. Substantial offers required. Basildon 710566. (56138

LOTUS ELAN Plus 2 Nov. '68. MoT. Good body/interior, excellent mechanics. £900. Would exchange CV8 Mk. III. Goodrum, 40 Millfields, Danbury, Essex. Tel: Basildon 403317 office. (56139

BENTLEY MK. VI 1951. Standard steel saloon. Black. Body reasonable. Engine and tyres good. Taxed and MoT. £450 o.n.o. Tel: Ardwell 239. (56140

1915 ROLLS SILVER GHOST. Doctor's coupe, unrestored. Very attractive. £13,500. Phone: Culcheth 2859 evenings. (56141

SI BENTLEY. Dark blue over shell grey. Nov. 1955. Good condition. Taxed Oct. 1975. £1,250. Tunbridge Wells 20970 (Kent). (56142

LJY 1H, E-TYPE FHC, blue, Nov. '69. 36,000 genuine miles, excellent condition. Year's MoT, radio, Webasto roof. Regular maintenance. £1,250. Tel: Copplestone 235 evenings. (56143

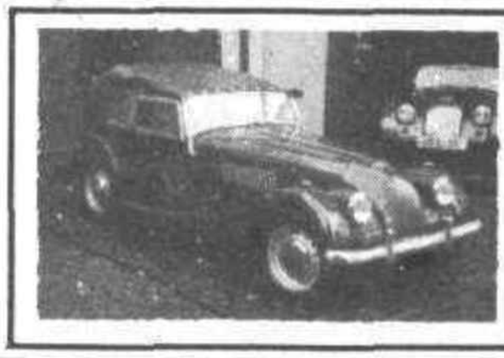


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Happiness is four wheels and a **MORGAN** badge, whether it says Locasport or Monsieur Happy Owner in the log book. Waiting for Monsieur le Punter this month we have, at special never to be repeated discount prices a **MORGAN** 1974 two seater, Signal red, black interior, tonneau cover, luggage rack, bucket seats, louvred bonnet. **MORGAN** 1974 Four seater Royal Ivory, Black interior, tonneau cover, luggage rack and only a handful of kilometers. **MORGAN** 1974 4 seater dark blue, black interior, tonneau cover, wire wheels. **MORGAN** 1973 two seater, louvred bonnet, tonneau cover, bucket seats. If during the month of March you should see a left hand drive **MORGAN** driving around England reg. no. SD 06 stop it and say hello, because Frank and I will be back in England for our "Summer" holidays. This means that the office will be closed for the month so don't delay enquire today.
P.S. Thank you for the 47 copies Teach Yourself French.

LOCASPORT SARL

39, Promenade des Anglais, Nice, France. Tel.: (93) 87/90/65



FOR SALE—continued

ASTON MARTIN DB6 Mk. 2 5-speed. Maintained in first-class order by A.M.O.C. enthusiast. Recent overhaul includes new clutch, bills available. Finished in Dubonnet with beige leather trim. 1970. 48,000 miles. £2,450 o.n.o. Phone: Coventry (0203) 411712. (56132

ASTON MARTIN DB4 Series V. Manual. 1961. A unique example which has been completely rebuilt to genuine concours condition with no expense spared. Inspect any time. Regretful sale. Restoration details too numerous to list so phone for full details: Coventry (0203) 411712. (56132

MAGNETTE ZB 1957. £325. Enthusiast maintained, plus many spares. Thorough mechanical overhaul recently completed. Ring 01-524 1963 evenings. (56144

1929 AUSTIN 7 Chummy Tourer. Show car in pristine condition. 1960 Porsche 356B Super 90. 21,000 miles. Owner acclaims this to be the finest model in existence. Serious enquiries write: L. Healey, 1 Little Houses, Banbury Road, Lighthorne, Nr. Warwick. (56145

FOR SALE—continued

ASTON MARTIN DB5 V8. April 1972. 36,000 miles. Cornish gold. Sundym glass, radio, stereo, electric aerial and windows. Immaculate condition. £4,500 o.n.o. Phone after hours: Stoke-on-Trent 535978 (56123

1935 DAIMLER Straight Eight rolling chassis. Good engine. Three new tyres. Reg. No. VN 9110. £250. Lord, 061-439 1362 (Cheshire). (56124

AUSTIN HEALEY 3000 Mk. III 1965. Dark blue, very good condition throughout. Radio, tonneau. £675. Colchester 5354. (56126

ALFA ROMEO Giulietta 1300 Sprint Speciale 1961. LHD with engine stripped ready to rebuild, otherwise intact. Handbook. lowish mileage, genuine reason for sale. Might break for spares. Offers, phone Redhill 61464 (Surrey). (56146

1927 SINGER Junior Tourer. Meticulous rebuild just completed. Superb throughout. Offers. 1963 Aston Martin DB4 Vantage—receipts for £480 recent overhaul. Absolute gift at £790. Tel: (0926) Warwick 44001, business. (56147

FOR SALE—continued

ASTON MARTIN DB6 1967. Automatic. Fern green with tan leather trim. Webasto sunroof, radio, slot stereo, power windows. Nice throughout. £1,245. Might exchange. WHY. 01-572 5066. (56148

LOTUS EUROPA JP Special. Reg. Dec. 1973. 5-speed gearbox and alloy wheels. Regency red with gold lines, champagne interior. Push button radio. Low mileage. Like new. £1,795. Exchange considered. 01-572 5066. (56148

1957 3.4 MK. I JAGUAR. 66,873 miles. 120+ m.p.h. Present owner 7½ years. MoT June, taxed July. £100. (Tonbridge) 07322 63967. (56129

MERCEDES BENZ 230. P.a.s. Auto. new shape. Dark green, tan interior. Perfect condition. 1 owner. June '68. "F". 56,000 miles. 20 m.p.g. £1,250 or offers. Ring: 2200 Woldingham, Surrey. (56131

BRISTOL 408 1964. 93,000 miles. Serviced by makers. Automatic transmission overhauled; with 18 months guarantee. V.g.c. £1,150 cash or exchange. 01-997 2102. (56113

FOR SALE—continued

TRIUMPH RENOWN 1951. Mileage 32,920 from new. 80% restored. Extremely rare car. No time to complete. Best offer or may exchange sports. Tel: Rotherham 65461. (56176

SCOTTISH MG-A Mk. II; FHC, respectable, must sell. Unique bargain, £290. Bridge of Allan 2478. (56216

1964 ALVIS TE21 Automatic. Two owners. Grey, rust-free. Engine rebuilt 5,000 miles ago, w/w, radio, etc. 60,000 miles. Year's MoT. Always maintained in immaculate condition. High speed luxury and reliability for only £800. Burgh Heath 51407 (Epsom). (56247

CLAN CRUSADER 1972. Yellow, sunroof, Mag. wheels. Sundym glass. Well maintained economical model. Recorded mileage 17,000. Genuine reason for sale £900. Tel: Winkfield Row 2547 evenings (56250

TRIUMPH TR6 1973. White, overdrive, radio, Ziebarted. Immaculate condition. 13,000 miles. Addition to family forces sale £1,395. Tel: Southampton 842015. (56221



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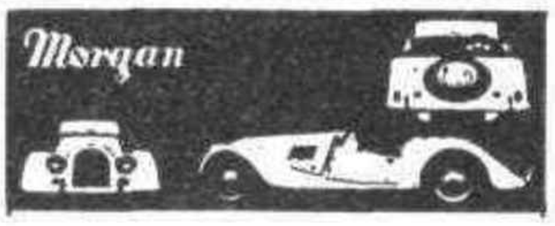
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John Britten



Feeling bored and weak as a kitten? Purchase a sports car from Dr. Britten! **Morgan 4/4 4-seater,** 1969, yellow, wire wheels, grid. **Morgan Plus 8,** 1974, indigo blue, black leather, supplied by us. **Morgan Plus 4** 2-seater, 1955, indigo blue, no further information available. **Morgan 4/4,** 1973(M), orange-red, wire wheels, bucket seats, stereo, one owner, paltry odometer reading. **Morgan 4/4,** 1970(J), Canary yellow, wire wheels, bucket seats, radio etc. **Morgan 4/4 4-seater,** 1971(K), green plus green, the actual show car, radio, wheels trims, grid. **Morgan 4/4,** 1968G, orange, two owners, wire wheels. **Morgan Plus 8,** 1974, yellow, leather trim. **Morgan 4/4 4-seater,** 1973 (December), green, wire wheels, grid, rear bumper, underseal, one owner and a proper air cleaner as opposed to "The Lid". **Morgan Plus 4,** 1958, Royal ivory. **Morgan Plus 4** 4-seater, 1968G, Kingfisher blue, chrome grid, Kenlowe fan, Zip Out Rear Window. **Morgan 4/4,** 1972, yellow, one owner, bucket seats, tonneau cover. **Morgan 4/4,** 1971, yellow, louvred bonnet. **Morgan 4/4 4-seater,** 1973, white, radio, Bermuda hood. **Morgan Plus 4,** 1954, green, TR unit, cream instruments and switches. **Morgan 4/4,** 1970(J), orange chrome, wire wheels, bucket seats, tonneau cover, louvred bonnet. **Morgan 4/4,** 1970, Post Office red, wire wheels, rear bumper, air horns. **Morgan 4/4,** 1970J, white, wire wheels, bucket seats, one owner. **Morgan 4/4 4-seater,** 1970, yellow, wire wheels, leather rim, pockets, strap. **Morgan 4/4 4-seater,** 1969, yellow, wire wheels, grid. **Morgan Plus 8,** 1974, wide track model with Rover box as all our '74 Plus 8s, part-alloy bodywork, radio, one owner. **Jensen Healey,** 1973, white, radio, stereo, one owner. **TVR Vixen SIII,** metallic tangerine, radio, alloy wheels, one owner. Plus a few odds and ends. Also one or two cars taken in part exch., e.g. a 1972 Citroen GS Club 1220 dead cheap, and a 1969 Viva, dead. Later model cars have full pre-sales service, fresh oil and filter, triple road test procedure, and so on, and so forth. Please ask to see our job card for any car.

NEW MORGANS. There is still a longish waiting list for these pedigree vehicles, but when your grandchildren want to know what sort of car you had when you were a lad (or when there was petrol), it's the make you will I am sure be proud to mention. And we more-or-less guarantee it will arrive before you *are* a grandfather.

NEW JENSEN HEALEY. Now available with 5-speed all-synchro Getrag 5-speed gearbox arranged with 1st round the corner and the other four in H-pattern to encourage free interplay between 4th and 5th ratios, also improved dashboard (clock has migrated to the glove locker lid) and big fat "impact absorbing" bumpers reputedly weighing I cwt. the pair.

ARKLEY SS. Take one moth-eaten Midget, peel off its perforated panelling, buy our kustom krafted kit, and very shortly you will be driving about in the Adorable Arkley. The bodyshell costs £140 plus VAT; our illustrated catalogue will only cost you a largish stamped envelope and if you desire a copy of the Autocar Road Test this will be enclosed as well. We have a demonstration model Arkley on hand at all times.

At the racing car show we saw a Swiss-built replica of a BMW 328 sports car, with fibreglass body and latter-day BMW 2002Ti engine, in limited production at a price of £6 or £7,000. We have promised to attend to any enquiries and orders we may receive for right hand drive versions to be available later this year, so if interested please get in touch. The world distributors are the Austrian Morgan agents, so they're obviously all right. We have further supplies of "First and Last of the £4.50 Post Free", by Morgan (or some such author). We are slightly increasing our workshop capacity this month, and I always forget to mention it but we offer a reduced rate of labour charges to Morgan owner/drivers. Please phone to book in a week or two ahead as we are always fairly busy. Workshops open 8.30 to 1 and 2 till 6, car sales 9.30 to 7 pm, closed all day Sunday.







JOHN BRITTEN GARAGES, Barnet Road, Arkley, Barnet, Herts. 01-449 1144

FOR SALE—continued

ROLLS ENGINED Vanden Plas Princess, 64,000, 1966. Mechanically superb. Some wing rust. £130. Bournemouth 760800. (56149

LUMO SCIMITAR GTE 1971. Overdrive, 170 b.h.p. Lumo engine. Alloy wheels, Hella headlamps, 30 m.p.g. Beautiful car, £1,475. Might p/ex. Welwyn 4113. (56150

MG NB MAGNETTE 1936. Exceptionally rare 6-cylinder. All original including engine, interior, four-seater tourer. Aluminium coachwork, etc. Easy restoration. Offers over £475. Accrington 383129 (Lancs.) after 6 p.m. (56151

ALFA ROMEO 2000 GTV (L) Reg. Metallic olive green, tan interior. Perfect condition radio, etc. £1,695. Esher 63891. (56153

1934 MG J2. Swept wing model. Excellent condition, taxed and MoT. Offers. 021 422 3897. (56158

LANCIA FULVIA 1600 "Sports Zagato". This beautiful FH coupe is finished in Lancia Santa Maria lemon with tan fur trim. Every extra including radio with electric aerial, electric windows and electric rear door, reclining seats, etc. This fantastic car with its outstanding performance and petrol economy is offered at only £1,295. Private sale, but HP might be possible. Woking (Surrey) 67057 (56154

TALBOT 75. First registered 1936. Mechanically original with fully reconditioned engine. Rewired by Lucas with new battery. P100 head and side lights to current regulations. Wheels stove enamelled. Tourer coachwork by Corsica—repainted BRG. All chrome replated. Requires weather equipment. An eminently practical and economical sporting tourer with an excellent performance. Realistic offers required due to sudden death of Lt.-Col. Tom Knowles, the owner for 39 years. Briar Cottage, Crank Hill, Crank, St. Helens, Lancs. Tel: Rainford 2391 (56160

LANCIA FLAVIA 1.8 Coupe 1965. White/black interior. Almost immaculate. Long MoT. Radio. £425 o.n.o Cranleigh 4566. (56161

JENSEN HEALEY "M" Regd. Professionally fitted with Laycock overdrive. Performance and 34 m.p.g. on 2-Star. P/button radio. Genuine 8,500 miles. Spare unused. Taxed June. £1,475 o.n.o P/exch. considered. Bob (office) 01-575 4418; (evenings, w/end) 01-992 4678. (56162

NSU RO80 Mk. 3, November 1970. White, radio, 43,000 miles. Superb condition. £695 o.n.o. Tel: 01-693 7379. (56163

MINI 1000 Automatic. Left hand drive. 35,000 miles. Inertia seat belts, twin spot lamps in grille. MoT and taxed. £425 o.n.o. Tel: 01-693 7379. (56163

1961 BENTLEY S2. Smoke over sage green. Not the average example, but immaculate throughout. No corrosion. Interior trim and woodwork as new. Telephone Bucklow Hill (0565) 830508. (56164

ALLARD J2X. Tatty condition. For details telephone Bucklow Hill 830508. (56164

TR4 1964, BRG. Soft top, wires, engine rebuilt. Very fine example. £375 Newport (Mon.) 64585. (56165

LOTUS ELAN S2 DHC. Blue. Excellent condition. Much money recently spent. £550. Newport (Mon.) 64585. (56165

BMW 2002. September 1971. 26,000 miles. Colorado orange, black vinyl top, grey cloth trim, tinted laminated windscreen, heated rear window, sunshine roof, headrests, tow-bar. Halogen headlamps, spotlamps, front spoiler, Silent Travel kit. Excellent condition and economical. Private sale. £1,295. Telephone Alderton 495 (Gloucestershire) (56167

VOLVO PU544 B18D Sports 1963. Original colour green coachwork, matching interior, mechanics excellent, 12-volt, twin carb. Over £400 recently spent. One doctor owner from new. Original invoices, handbooks, etc. Genuine low mileage. Unique car, unique history and now best in country. Enthusiast heartbroken, but must sell. Buying house, therefore ridiculous price £595. Eastergate 3356 (Sussex) (56168

ALFA ROMEO SALOON. 1971. Reg. Jan. '72. "K". Alfa red. Excellent condition. New clutch, nearly new tyres. Offers around £900. Tel: 079-47 335. (56169

1960 RED ASTON MARTIN DB4. In really pristine condition. Reluctant sale only to careful owner! £825 o.n.o. Telephone Chew Magna 2774. (56171

MG-C 1968. In very good condition, British Racing Green, Wire wheels, folding hood, current MoT. Have just spent £200 on decoke and replacement automatic gearbox. An absolute gift at £450. Genuine reason for sale. Enthusiasts only. Phone: Freeland (Oxon) 881303 evenings. (56172

HEALEY SPRITE. July 1958. Good condition, rustless, year's MoT. Distinctive registration. £175 o.n.o. Fleet 22669. (56173

LAGONDA 16/80 4-seat tourer. 1934. Excellent original condition. Comprehensive rebuild 5,000 miles ago. In very good order. Offers. Ascot 24501. (56174

RG5 ATALANTA 1954. Probably the sole surviving example of Dick Shattock's superb sports-racers. Beautifully constructed using many pre-war Atalanta parts in a twin-tube chassis frame. Complete with original 2.6 Aston engine, plus spare block and head. The whole car in absolutely unspoilt original condition. Eminently suitable historic racing. £1,750 o.n.o. Birmingham 021-745 3576. (56175

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A limited number of left-hand drive MINI COOPERS, refurbished to the highest possible standards, are available for export to USA. Please contact for details.

TRAFFIC

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1973 **'M' LANCIA 2000 HF coupe.** Italian racing red with pale beige cloth interior. Webasto sun-roof, Radiomobile radio, tinted electric windows; one owner, service history, mileage 8,000* **£2,545**

1972 **TRIUMPH Stag convertible.** Automatic, P.A.S. Radiomobile radio. Finished in white with blue interior; one owner, mileage 25,000* **£1,995**

1974 **LANCIA Beta 1600.** Burgundy red with tan interior, sun-roof, Radiomobile radio, elec. aerial; one owner, mileage 8,000* **£1,795**

1972 **'L' PEUGEOT 504 TI,** automatic. Finished in metallic gold with tan interior, sun-roof, radio, fuel injection; one owner, service history; mileage 23,000 *..... **£1,475**

1971 **VOLVO 164,** automatic, P.A.S. Finished in metallic gold with tan hide interior, Motorola radio, sun-roof, tinted glass; one owner, mileage 33,000*.. **£1,345**

1973 **PEUGEOT 304 estate.** Finished in metallic blue with tan interior. An extremely attractive one-owner car with service history; mileage 17,000* **£1,295**

* Mileage as shown is mileage warranted as accurate by previous owner and believed genuine.

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FOR SALE—continued

"E"-TYPE FHC, 1969, dark blue, black interior, c.w.w., h.r.w., radio. One family from new, 32,000 miles. £1,150. Guildford 61746. (56383

1935 MORGAN SPORTS, JAP overhead valve vee-twin. Running order and complete. Seen North London. £850. Box 4633. (56381

DAIMLER SP250, 1960, BRG, 5J wheels, short tonneau, new hood and full tonneau, Motolita s/wheel. £525 o.n.o. Tel. Pewsey (Wilts.) 2214. (56384

MG TD, 1950. Extensively rebuilt both mechanically and bodily. Used daily. £1,000. Tel.: 021-426 2497. (56380

MORGAN 4-SEATER, steel wheels, wire wheels available, 2,138-c.c. engine. £1,250 o.n.o. Robinson, Greys Mallory, Warwick. (56379

LOTUS SUPER SEVEN. New clutch, hood, etc. Rebuilt engine, good condition. £550. Brailsford 279 or 429. (56389

AUSTIN HEALEY 100 x 6, 1958. Red. Bodywork immaculate, overdrive, adjustable steering column, electronic ignition, stereo tape unit and radio, hard-top, new tyres, s/a., etc. Mechanically very good. 021-444 5101 (any evening). (56388

RILEY FALCON 12/4, 1934. Blue. Bodywork exceptional condition. No. 3 big-end requires attention, otherwise a very desirable car. No sensible offer refused. 021-777 8706 (any evening). (56387

SP250 DART, "B" series, 1961. Hard- and soft-tops. New works engine, 8,000 miles. New tyres and exhaust system, tonneau cover. Coach-painted blue. £695. Tel.: 061-485 7304. (56386

DAIMLER DK400, 1959, limousine, nearly 70,000. M.o.T. Body reasonable. £250 o.n.o. Also some DB18 parts. 061-748 2348. (56385

SUPERCHARGED AUSTIN SEVEN racing car. Completely rebuilt, nearly finished. Boxed chassis, Ulster axle. Aluminium pointed-tail body. Engine rebuilt, Shorrocks blower. Stove-enamelled wheels, new tyres. New Bowden cables. Aluminium drums. £475 o.n.o. Parker, Redhill 61221. (56281

MINI-COOPER "S", November 1971, genuine 26,000 miles. Extras include Webasto sun-roof, Selmar alarm and ignition cut-out. This accident-free car is in absolutely immaculate condition throughout, never raced or rallied. M.o.T. until October 1975. Offers over £900. Ring 021-351 1962. (56416

RILEY 1.5, 1954. Beautiful white saloon. Two owners and 37,000 miles from new. Superb outside and inside. Greatly admired and an excellent investment. £850, no offers. Telephone John Richards, 061-226 3434 (evening) or Holmfirth 2255 (weekday to 5 p.m.). (56390

TVR 2500M, 1972 (Nov.). Lagoon blue. Five-button radio. 30,000 miles with one owner. Excellent. £1,085. Possibly consider exchange, cash either. Tel.: Crowhurst 386 or 202 (Sussex). (56411

ALFA ROMEO, 1971, GTV, French blue, "L" reg. Outstanding condition bodily and mechanically, only 27,000. Imported from Middle East, hence rust-free. LHD makes this a wonderful buy at £985, or exchange equally good LHD VW Camper. Tel.: 01-699 4597. (56410

BMW 2002 Tii, Colorado. 20,000 miles. Beautiful example with h.r.w., radio. Getting company Maxi. Ugh! Tel.: Knowle (Warwicks.) 3409. (56409

SP250 "C" SERIES, hard-top, soft-top tonneau. Konis, QI headlamps, spots. New in last year: hood, all discs, battery, tyres, rear hub bearings and seals, recon. radiator, heater, rear calipers. M.o.T. July. Full history. £895. Tel.: Coalville 34665 (Leicester). (56283

1939 ROVER 14 coupé. Very rare model. Engine reconditioned. Bodywork requires much attention. Offers ? 01-748 9650. (56285

R-TYPE BENTLEY, 1953, manual. Black with brown interior. Excellent condition, some history. £875. 1965 Cobra fastback Mustang, 3-speed manual, 289-V8. Good condition. Only £395. Private sale. Phone 01-658 1709. (56282

1963 LANCIA FLAMINIA saloon, black, in good condition for year. RH drive, imported UK 1972 from overseas. Indicated mileage only 44,000. Braking system needs overhaul in spite of M.o.T. certificate. Offers around £350. Disley (Cheshire) 4640. (56275

TR6 HARD-TOP, with overdrive and undersealing. 1970, "J" registration, Damson and tan. One careful owner. 42,000 miles. Kept garaged and waxed. Over £100 recently spent. Radiomobile, Cibie headlamps, clock, extra interior light, anti-theft device, fire extinguisher, door mirror, towing attachment. Offers over £700. Tel.: Itchen Abbas (nr. Winchester) 256. (56412

JAGUAR "E"-TYPE 4.2 convertible. Reg. Jan. '65. Carmen red with red interior, c.w.w.s, new hood, excellent condition. Tel.: Darlington (0325) 51011. (56406

1933 MG JS, almost complete, includes engine and new body frame. £385 o.n.o. A. White, Turle House, North St., Somerton, Som. Tel.: 72467. (56393

COVENTRY CLIMAX FPF engine. Lots of spares but some bits missing. Offers: Tel.: Shoeburyness 4101 (after 7 p.m. (56392

JAGUAR, 1954, 29,000 miles guaranteed from new; one owner; stored since demise of chauffeur. Mark Seven model. Obviously fantastic original condition and ideal stable companion for XK. £1,500. Talbot 105 tourer, two owners. Not used since 1959. Engine dismantled, cylinder block and crankshaft reconditioned (cost over £200). Ready for reassembly and cosmetic attention. £1,100. Moving, regretfully must sell. Steyning (0903) 814197. (56391

1968 JAGUAR 420, silver/blue, two owners, low mileage; regular service; air-conditioning, new tyres. £695. 890 4374 (after 6 o'clock). (56280

1973 LOTUS Elan Sprint f.h.c. Metallic blue/white. 24,000 miles. £1,595. Tel.: Hemsworth (Yorks.) 611406. (56378

BENTLEY S3, 1965. Blue grey. 100,300 miles. Recent overhaul costing over £1,000, very nice condition, property of 70-year-old managing director, now retired. £3,400 o.v.n.o. Ring 777 1395. (56377

1955 ALVIS Grey Lady, black and in outstanding condition bodily and mechanically. Professionally fitted with new front and rear wings, etc. Offers in region of £500. Tel.: Luton 36090. (56378

FOR SALE—continued

1954 HEALEY 100/4, complete but partially dismantled. For sale as rolling chassis plus all other parts. £150 o.n.o. Tel.: Luton 36090. (56376

ROVER 100, 1960, reg. 9492 N. Respectable, sound throughout. Valve radio. M.o.T., taxed. £95. Abingdon (Berks.) 29123. (56375

TRIUMPH DOLOFIRE, just completed. Dolomite engine. Only done 16,000 miles in late 1972. French blue Spitfire body. Performance with economy. Extras include Blaupunkt radio, stereo, overdrive. £950 o.n.o. Melksham 702596. (56284

BENTLEY 4½ Top Hat sports saloon. Similar one top page 221. Johnny Green's book, lot of money spent on mechanics, body needs re-furbishing. Potential £4,000 car. As is, £1,325. Freckleton 633320. (56441

3-LITRE 1938 SUNBEAM Talbot sports saloon. Very good condition. £430. Ring Nottingham 241276. (56442

MUSKATEER MAGNET Replica. Incompleted restoration project. Make good VSSC racing special. £1,800. Contact City Road Finance Ltd., 17 Rathbone St., London, W1P 1AF. Telephone no. 01-637 3606. (56443

CITROEN SM, April 1972, bronze with black leather upholstery, 25,000 miles, radio, electric aerial, electric windows, Sundym glass etc. Truly superb condition, £2,950 o.n.o. Phone 01-693 7379. (56444

GILBERN INVADER 1970. First-class condition, orange coupe, sunroof, o/d., stereo, many extras. 28 m.p.g. £975 or near offer. Evenings 051-342 4639. (56446

VANDEN PLAS Limousine 1956/7. Ex Archbishop of York, excellent coachwork and interior. £150. 01-894 1390 (Twickenham). (56436

JAGUAR 4.2 E-TYPE Open Sports, Carmen red, white hood, Motorola radio, c.w.w., new tyres. No mileage since 100% engine overhaul costing £400. New clutch etc. Very smart car. £950. Might consider part exchange. Phone Mitchell 239. Cornwall. (56437

MG-B. Fitted 1968 engine and box. Stage 4 tune. Half race chrome hardened cam. Full race head. Lightened balanced crank. Two 1¾ in. SUs. Ramstacks, wires, overdrive, servo brakes. First class condition, MoT, Regal red. £350 or offers. Exeter 50184 evenings. (56438

RILEY 1½-LTR. 1954, dark green/black, excellent condition throughout, worthwhile investment. £645. Tel. 0905 830805. (56439

1939 MG VA Sports saloon. Much time and money spent on overhaul and re-trim. Small amount of work required for MoT. Bargain £550. Genuine reason for sale. I need the cash! Gammon. Markfield 2086. (56440

AUSTIN HEALEY 3000 Mk. III 1967. Metallic ice blue, new tyres, MoT, overdrive, boot rack, spotlight, Radiomobile, Motolita wheel, new soft top, tonneau and cover, works hard top, wire wheels. Well maintained. £1,200. Phone Southampton 28363 (office). (56447

BMW 1800, 1967 model, excellent condition throughout, good performance with economy. Long MoT. £375. 01-397 6333. (Tolworth Surrey). (56448

MASERATI 300/S, mechanically perfect condition, original, 100% original paint and tyres. £11,000. Maserati 4CLT 1948, only engine, 4 wheels, shoes and drums, back axle with differential steering box. £2,500. Cupellini San Martino Pigrizia 40 Bergamo Italy. (56450

JAGUAR E-TYPE f.h.c. 1966, white with superb black interior, recent respray, mechanically excellent, radio, h.r.w., c.w.w. Must sell this extremely attractive car, hence bargain price of £595 includes long tax and MoT. Telephone Spalding (Lincs.) 3038 or 2073. (56451

DEC. 1971 GILBERN Invader Mk. II, metallic Goodwood green, overdrive, sunshine roof. Usual luxury extras, 35,000 miles, £1,100. Phone 01-807 2280 or Carterton 841836 (Oxon.). (56453

SUNBEAM TIGER 1966, wings, sills need attention otherwise o.k. MoT Sept. '75. £200. Warrington 65519. (56454

BENTLEY CONTINENTAL S3 2-door Park Ward Saloon, shell grey with green interior. Registered May 1963 and mileage under 83,000. Superb condition since chauffeur-kept, and maintained in all respects to very highest standards since new. Offers around £5,000. A. D. Bourne, 15 Guild St., Stratford upon Avon. Tel. 5601. (56449

1937 STANDARD Flying 12 saloon, 76,000 miles, second owner, jacked up since 1961 completely original restorable condition, engine completely reconditioned by specialists. Offers. Box No. 4635. (56399

LOTUS ELAN S3SE, d.h.c. 1968, radio, electric aerial & windows, driven carefully and maintained in excellent condition. History and service bills available. AA inspection invited. £635. 01- 582 0089. (56398

ELAN S4 S/E, f.h.c., 'H' registered, white, reconditioned engine 1,500 miles ago, radio, electric windows, h.r.w., KOs, excellent throughout. £860. Staines 58045. (56397

MORRIS OXFORD 1961, one owner, mileage 27,000 miles, graphite grey, red interior, condition genuinely as new. £475 o.n.o. Southampton 554314 (evenings). (50396

1963 BJ7 AUSTIN Healey 3000 Mk. II, overdrive, in French blue with blue leather, everything A1. Just rechromed for good measure and new Lucas radio and battery fitted. £1,250 Chipping Sodbury 312949. (56418

1953 R-TYPE BENTLEY standard saloon, automatic, new tyres, re-chromed, re-painted, re-trimmed. Car needs small amount of mechanical work, but apart from that, in exceptionally fine condition. Little history known although believed to be approximately 108,000 miles. Offers over £2,000. 021 356 8591 or Brownhills 6647. (56419

ROVER 100, one owner, 14,000 miles only, 2-tone grey. £450. Telephone Ilkeston 5503 evenings. (56420

TVR TUSCAN V6 1970, maroon, fitted overdrive, sunroof, towbar, factory and agent maintained from new £850 o.n.o. Tel. 061-437 6589, Manchester (56421

TRUSTEE TRACTOR, never registered, believed manufactured 1931. All implements including plough. Goes well but needs repainting. £200. Tel. Alsager 4777. (56432

FOR SALE—continued

1972 (JULY) MG-B GT. Harvest gold, 14,000 miles only, h.r.w. taxed December, finance and p/ex. possible. 061-773 2950, evenings. (56422

SWIFT OPEN 2-seater with dickey 1930 in sound condition. £950. Phone Wythall 823127 nr. Birmingham. (56423

MG TD 1953. Bodily very good, interior original, leather bit scruffy, new hood, engine overhaul. MoT and Tax. £840 o.n.o. Stourbridge 73174. (56433

LOTUS SEVEN Cosworth 1640, 1968, much rebuilding work done, needs a bit more. £575 or offers. Eversley 733957. (56434

1972 TRIUMPH SPITFIRE (K regd.), one owner. Damson, black trim, soft top tonneau. In view of the relatively high mileage this otherwise excellent car is offered very cheaply for £700. Phone Hildenborough 2843 after 7 p.m. and weekends. (56470

TR6, LATE '71, Carmine, black trim, overdrive, wire wheels, tonneau cover, 29,000 miles. Growing family forces sale. Enjoy open top motoring this summer for £895. Ring Mansfield 20942. Taxed and tested until August. (56469

MG-C GT 1968, BRG, fitted o/drive, wire wheels with XAXs, sun roof, heated r.w. Very good condition. £600 o.n.o. Tel. 061 439 2742 (evenings). (56468

MG-B ROADSTER June 1969, red, overdrive, p/b. VHF radio, recently overhauled, generally very sound. Suggest £550. 'Targa' hardtop. Cosmic wheels available. Stephen Barrett, Seaford 892091 (business). (56467

BENTLEY 1928 4½-litre tourer. Original Vanden Plas body frame and wings. Finished black with red leather trim. Marchal head lamps. This fine car has been prof. rebuilt to high standards and is almost entirely original. Offers to J. Woodhead, 9 Mersea Av., West Mersea, Essex. Tel. 2956. (56466

ALVIS FIREBIRD Saloon 1935 13.2 h.p., very sound original condition £600. Phone Wythall 823127 nr. Birmingham. (56423

GLEAMING MG-B roadster 1966, magnificent condition, 30+ m.p.g., new body parts, new hood, reconditioned engine, tonneaus, MoT, radio, wires. £350 o.n.o. Ring Crafts Hill 80959 (Cambridge). (56424

LONDON TALBOT 105 saloon, super body and interior. Condition, engine problem, hence £450. Ring (0602) 830402. (56425

1275GT 1973M, damask red, Cadulac rust treated, inertia belts, 14,000 miles only, h.r.w., super condition. £950 o.n.o. Morris, Cumnor 3579 (Oxon.). (56426

XK140 F/U coupe, '56, w/w, d/brakes, o/d., l.s. diff. Ivory with red leather. Reground crank, new ends etc. Five new tyres. MoT. Excellent. £1,300. Brooke. 01-373 8475 or 01-589 0806. (56431

VAUXHALL 10, 1939, silver grey, sun roof. OHV model. Used regularly. Very good condition. Offers over £300. Tel. Alsager 4777 (evenings). (56432

AUSTIN HEALEY 3000 Mk. III 1964, black with red interior, o/d, good mechanics and body, Cinturato tyres, tax and MoT till April. Classic sports car. £600 o.n.o. 01-735 4668. (55259

LOTUS ELITE Series I. B.R.G. Craftsman rebuilt leather seats, engine just overhauled. Many new expensive parts, 44 m.p.g. at 70 m.p.h. New MoT. A very rare car in good condition. £795 o.n.o. 01-546 3954 (evenings). (56427

MG-A 1600 Mk II, May 1962. Enthusiastically maintained with rebuilt engine, full year's MoT. Sound body, boot rack, radio, new hood, tonneau, spots etc. £500 o.n.o. Tel. Clare (Suffolk) 542 (home), Halstead (Essex) 5122 (work). (56455

OLE! NO BULL. My Jensen Interceptor is superb, looks new but the log book says 1969. Recently resprayed golden yellow with two coach lines, navy blue interior. Maintained regardless of cost by my bank manager who now wants his money back for the respray, new power steering, rebuilt front suspension, new back axle and shocks, complete exhaust system, etc. All usual Jensen refinements, including 8-track stereo and snooty exhaust note! Will sell for £1,950 or exchange for new bank manager and false passport. Camberley 28341 (office hours) otherwise Camberley 24585. (56408

HISTORIC SPORTSRACER. The JBW-Ferrari, constructed 1959 by Brian Naylor as logical successor to JBW-Maserati. Extremely successful in its day. Very original with De-Dion/Discs and All bodywork, but minus bonnet and engine, Jaguar unit fitted. Must be the last of the inexpensive historics. JBC/HSCC contender. £1,200 o.v.n.o. 021-444 2689. (56409

ALFA ROMEO GTV 1750, yellow ochre coupe, June 1968. First class condition. £600 o.n.o. Tel. 021-354 2183. (56413

1972 TR6, Pimento, low mileage, as new, sell £1,150. Exchange MG-B up to 1969 or any estate. Hancox, 106 Eversleigh Rd., Coventry. Kerseley 3574. (56402

GILBERN INVADER Estate 1972K. Only 68 estates manufactured. A very impressive but practical car in mint condition, electric windows, alloy wheels, silver grey, 33,000 miles, taxed. Bargain £1,499 o.v.n.o. or PX Cortina Estate. Chipping Sodbury 314805 evenings or Bristol 30968 day. (56417

TVR VIXEN S2, 1970, flame red, 44,000 miles, alloys, halogens, Maseratis, radio, cassette, two new shockers, two new tyres, much pampered second car. Will demonstrate anywhere within reason. £795 o.n.o. Hawkes. Tel. Hull (0482) 25951 (daytime), 655895/655505 (evenings/weekends). (56404

LOTUS-POWERED CORTINA 1600E, reg V8N7, many extras, £500. Phone 061 748 2971 after six. (56407

JAGUAR E — Full race, fibreglass bonnet, boot lid, perspex windows, fully lightened, wide alloy wheels, Firestone wet tyres. Also several spare tyres, hill-climb gearing, Brands 57 seconds, Lydden 48 seconds. Class records, Bodiam, Valence, Ditcham. Has won nearly every event entered. Four wheel braked trailer with spare wheel etc. £1,495 complete outfit. Tel. Bob Staples (day 01-734 0625) (evenings) 0732-51721. (56462

998CC MINI Cooper, fully rally-prepared, 70 b.h.p. engine, 4 synchro box, full cage, Intercom etc. Open to offers. Built 1974. Phone Bitton 2179 (Bristol) for full details. (56459

FOR SALE—continued

SUNBEAM ALPINE GT. Hard top. Series III. Used as second car. Black with gold coachlines, red interior. Coachwork and mechanical condition excellent. Extensive overhaul recently completed including: engine rebore and crankshaft regrind, running-in to be completed. One of the nicest remaining examples of this desirable sports car. Needs to be seen. £395 o.n.o. Midsomer Norton 418342 (Nr. Bristol) evenings. (56269

1938 VAUXHALL 10. Unusual car. Ideal for display by Vauxhall agents. MoT July. Good tyres, bodywork, interior. £265. 1937 MG TA Tickford Coupe. Stored 7 years. Extensive restoration carried out by previous owner. Could be driven, but requires further work. £400. Tel: Rugby 810555. (56246

SUNBEAM TALBOT Mk. III. Basically sound, very good engine, suitable restoration or spares. £50 o.n.o. 01-654 4969. (56249

1966 MK I LOTUS CORTINA. No expense has been spared in maintaining this car in truly immaculate condition. Recent valves, water pump, exhaust, clutch. A worthwhile investment at £475 o.n.o. Ewell 9166 (Surrey). (56248

1934 AUSTIN 10 Saloon £200 just spent on professional mechanical overhaul. New tyres all round The last of the Classic "Tens". Space required. Sensible offers accepted. Charles Mortimer, Corner House, Bull's Green, Ewhurst, Surrey. Tel: Ewhurst 897, day; 687, evening. (56236

GINETTA G4 1500. Fast, economical. Quick sale required, therefore representing a fine investment at £450. Experience fun motoring by ringing Huntingdon 74677. (56256

HUMBER PULLMAN HEARSE 1950. Rebuilt 1959. Good condition throughout. £150 o.n.o. Phone: Faversham (Kent) 2319. (56222

DINO FERRARI HEU 5. Red, radio, 8-track, Sundym, seat inserts, electric windows 23,000 miles. Perfectionist's car. £3,000. Freeman, 01-657 8811 or Corndown, Dorset 3046. (56224

1925 HISPANO-SUIZA 37.2 with superb Cabriolet-de-Ville coachwork by Kellner of Paris. Present owner last 13 years in which time, engine, gearbox and back axle have all been out and extensively rebuilt. Body stripped to bare metal and resprayed with 16 coats, and original leather refurbished by Connollys in London. Surely one of the finest Hispanos in the world? Offers in the region of £20,000. Rickards, Chartham 395 (evenings). (56270

JAGUAR E-TYPE FHC 1967. HRW, new clutch, dark metallic green. £750 (see exchanges). 01-886 9698 or 01-360 9156. (56227

HUMBER PULLMAN 1932. Rare opportunity to purchase an original car of outstanding character. 7-seater limousine with division, occasional seats, speaking tube, leather travelling trunk tools and spares. Black with fabric roof. £1,250 o.n.o. phone Medway (0634) 45630. (56218

ELAN SPRINT 1972. Black, tinted glass, Radiomobile, 8-track/radio. Superb in every respect. 16,000 miles. £1,550. Phone: 804-4874 daytimes; 01-366 1581 evenings. Mr. Elliott. (56243

HEALEY 3000 MK. III. Ivory/blue trim. 47,000, OD/WW, tonneau, RAC report. One of the best available. £1,200. Medway 48496 eve., weekends. (56255

MINI COOPER "S". Blaze, 1971. 26,000 miles, very good condition. MoT and taxed. Probably one of the last made. £820 o.v.n.o. Tel: 061-226 2561 day. (56276

FANTASTIC MACHINE. The Adams Probe 2001 mid-engined prototype. Way out design award wedge, sliding canopy, airfoil, 15 in. x 7 in. rear, 12 in. x 5 in. front wheels. BMC 1800 unit. L registered. A real traffic stopper. A "dream car" for £1,350. P/ex possible. Might exchange car or character boat. Tel: Bristol 0272 30163. (56274

BENTLEY R-TYPE Saloon 1952. Good original car. Excellent mechanically and bodily. £975. Also 1951 Bentley Mk. 6 Saloon. £650. Halifax 31475. (56272

1923 ROLLS-ROYCE 20 h.p. open four-seater tourer. Barker replica, complete but requires finishing. £3,500. Also ash frame for 20 h.p. four-seater tourer. £600. Halifax 31475. (56272

GILBERN INVADER 1971. Factory built. 23,000 miles. Beautiful condition. Burgundy/black. £1,100 o.n.o. Dumbarton 61471. (22042

MG YB 1953. Year's MoT, taxed. Body stripped of doors, wings, etc. Minimal corrosion damage repaired and leaded, repainted original black. Interior clean and original, mechanically good, new wheel cyl, brake linings, etc. Practical economy and great fun. £850. Falmouth 312284. (56271

FOR SALE—continued

MG TA 1937. Good condition. MoT June. £880. K. Vicars, 34 Minster Road, Oxford. (56273

VINTAGE MORRIS Commercial, needs restoration. £200. Also Jowett restored chassis with part body unrestored. £500. 062-485 236. (56279

TR6 1973 SIANNA. Tan trim, radio and tape, overdrive, Wolfrace wheels. Immaculate £1,230 o.n.o Ring Stourbridge 71863 (evenings). (56277

BENTLEY 4¼-LITRE 1936. Black and cream drophead by Hooper. Owned one family past 13 years. Complete history from new. Over £5,000 spent on complete rebuild during last 2 years. Present condition as new. Offers invited. Phone: Chirton 237 evenings. (22048

THIRTIES TROJAN Van unrestored. £175; and Daimler Tudor Cabriolet, sleeve-valve pre-selector, unrestored. £500. 062-485 236. (56279

FORD V8 PILOT. Black. Restored at considerable cost. Absolutely beautiful specimen. 1950 first registered. Supplied with full MoT and one year's tax. Asking price £950. Will trade any interesting vehicle. Can arrange HP. Telephone: Epping 74847. (22047

1946 WOLSELEY 8, complete and original. Black of course. Running order. Smith, Hamstreet 2216 (Kent). (22046

MARCOS 1969 FORD V6. Recent engine overhaul, excellent example, no expense has been spared in maintaining this car in top condition. £1,050. Tel: Leeds 787834 day; Leeds 623585 evenings. (22045

1930 AUSTIN ULSTER. Original, unsupercharged, pressure crank engine. MoT and taxed. Box No. 4632. (22043

LOTUS ELAN S3 SE FHC. Superb condition. New suspension, doughnuts, brakes, tyres, engine. £500 o.n.o. or consider touring motorcycle over 350 c.c. in part exchange. Manchester 236 9226 (bus.); 485 4340 (home). (56267

MG-A 1600 FHC 1959. Completely rebuilt with new parts, all steel and aluminium body, Ziebart undersealed, new engine, retrimmed, many extras. Immaculate condition. MoT, taxed. £800 o.n.o. 01-223 2461. (56266

1959 DAIMLER Majestic Automatic. Fawn brown with golden sand top. Good running order. MoTd August '75. Will accept reasonable offer. Bognor Regis 4763 evenings. (56264

BENTLEY 1954 "R"-TYPE Automatic. Sand over sable. Very good condition, just had MoT. £1,275 o.n.o. For full details telephone Malvern 3466 evenings. (56264

MERCEDES 250 CE 1971 Coupe in metallic gold. Lady owner. 35,000 miles, automatic power steering, radio, HRW, tinted glass. £2,750. Phone 021-705 3245. (56263

ASTON MARTIN DB6 1967 Automatic. P.a.s. All the usual refinements. Black bodywork with tan interior. Long MoT and taxed. £550 engine overhaul 4,000 miles ago. An above-average example £1,375. 01-460 2106. (56261

ALVIS 1967 TF Saloon. Manual box. One of the last to be made and in excellent mechanical condition; and under the same roof: Alvis 1934 Speed Twenty Open Tourer. Good condition and a sound investment. Privately owned. £3,250 for the two, or sell separately. Phone: Claverdon 2416 (after 7 p.m.). (56260

SPITFIRE 1967 Mk 3. Light blue with blue trim. Good condition throughout. MoT, taxed. £250. 01-858 4638. (56259

EXTREMELY RARE and beautiful Citroen DS21 Drophead Coupe. Virtually as new throughout. Metallic blue, and leather and Wilton interior. 24-30 m.p.g. RHD. Offer over £1,600. Staines 58045. (56254

JAGUAR X6 150. Restored by Jaguar enthusiast who has spent over £1,000 on parts and £400 on new hood and trim. Finished in Jaguar British Racing Green, with beige mohair hood. Immaculate throughout. £2,900. Bradford 498255. (56253

MG-A 1600 MK. II 1962 Roadster. White, four steel wings, long MoT, taxed. £535. Stafford 54597. (56252

SP 250 B spec. BRG, recent respray and rechrome. £200 recently spent on new discs brakes and general servicing. 12 months MoT, new hood and hardtop, good tyres etc. Noisy 1st gear and needs minor interior renovations. £500 no less. Ring Sunbury-on-Thames 85719. (54479

ALFA ROMEO 1300 TI Nov. 1970, Dutch blue, immaculate, radio, fog lights, 5-speed box, one owner, Group 4 insurance, 35 m.p.g. £595 o.n.o. 182 Henver Rd., Newquay. (56460

MERCEDES/BENZ 230SL 1966 model, (H reg.), automatic, power steering, hard and soft tops, metallic red, tinted glass, Whitewall tyres, third seat, super condition, AA test welcome. £1,795. Mrs. Jefford, Chertsey 64846. (56475

1934 WOLSELEY Hornet **£2,900**
1955 MERCEDES Gullwing .. **£7,500**
1968 MERCEDES 600 saloon.. **£3,250**
1951 ALLARD P1 saloon..... **£1,250**
1957 DAIMLER 254 d/h..... **£1,250**
1973 (M) MG Midget..... **£850**



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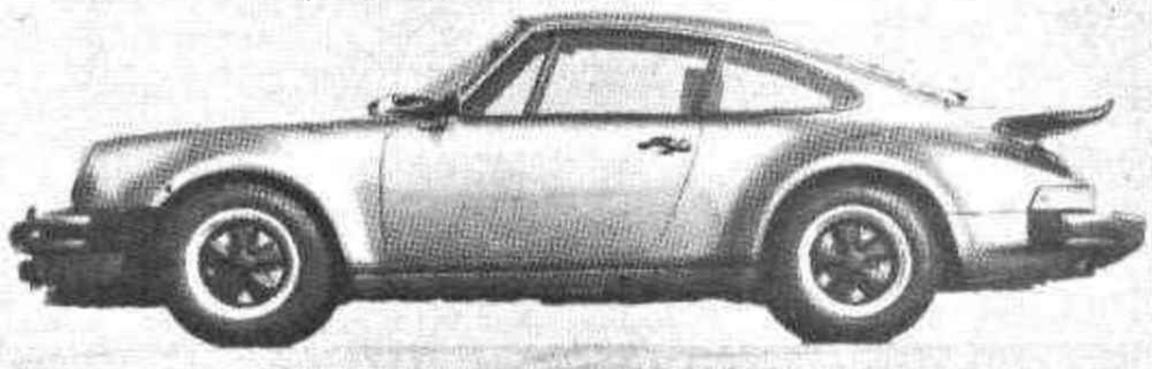
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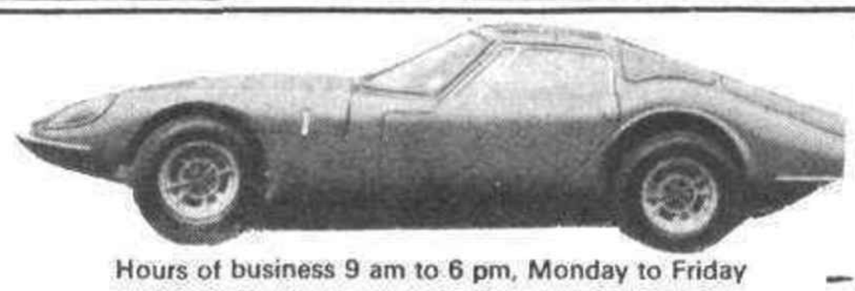
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1970. Tangerine. Radio, alloys, sun-roof.



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1971. Yellow. Radio, alloys, sun-roof.

MARCOS 1600
1967. Red. Sun-roof, radio, etc.

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1964 TRIUMPH SPITFIRE Le Mans Works car finished in British Racing Green/orange. Reg. No ADU 8B. Chassis No. FC 23647. As competed for the Works by Rob Slatemaker/Taylor in such classics as Monte Carlo Rally, La Mans, etc. Rebuilt to complete Le Mans spec. with 8 port head, and 42 DCOEs, all synchro box, special light alloy wheels, alloy body with fibreglass top, etc. Raced this year in Classic meetings by Reg Thurley. Possibly the only one left in the world. Investment at £1,200. HP arranged, any road or racing car taken in part exchange. Spencer Elton, Highfield Leigh Road, Westbury, Wiltshire. Tel: Westbury 2682—home; Westbury 2262/3—business (56479

MG-B ROADSTER 1966 Red. Not concours, but well above average condition. Low mileage. Taxed Long MoT. Genuine personal reasons force extremely reluctant sale. Offers around £325. Phone: Tamworth 4864. (56476

MORRIS MINOR Saloon, OHC engine. Very original, unused for many years. Body very sound, but needs refurbishing. £400. Loughborough 5617. (56477

1929 20/25 SEMI-FABRIC saloon (Park Ward). Pretty good condition, but needs some engine attention. £2,150. Also 1934 20/25 Landaulette with sunshine roof. Good throughout. Taxed/Tested. £2,650. Exchange considered—vintage, anything. 01-828 7449. (56478

BENTLEY 3½-LITRE. Supreme champion and class winner 1974 concours. Tony Robinson absolute replica Vanden Plas Open Tourer. Cornflower blue, white exterior, glittering chassis, engine. Only detectable from rare originals by vastly superior Double Victory finish. Built using Tony Robinson's kit system. Car must be viewed at North Stables, Fulmer Lane, Gerrards Cross. (Tel: 84707) Bucks, England. (22101

WANTED

WANTED "Grand Prix Racing 1906-1914". T.A.S.O. Mathieson. Please telephone 01-941 0798. (55856

MORGAN 4-SEATER, not green, must be nice, cash waiting. Telephone: Dave Roberts, Newport (Mon.) 64585. (22044

ANY SPORTS CAR wanted. Modern or anything old and interesting—any condition. 01-658 1005. (55887

WANTED FOR 1935 14 h.p. Wolseley Hornet Special: complete engine, or parts, gearbox, complete steering gear, radiator, WHY? Medway 67428. (55993

WANTED: RILEY 1½-litre RME 1954 in excellent condition throughout and long MoT. Details to B. Bird, 13 Field Close, Burgess Hill, Sussex. (56023

WANTED! WANTED! Any old or interesting sports or racing car. Any condition! Anywhere! Best payment! Telephone: 01-385 1805 (Kensington). (55742

"MOTOR SPORT". Pre-1950 copies sought by enthusiast endeavouring to complete set. Please telephone 01-941 0798. (55698

WANTED: MORGAN Three-wheeler SS. Must be complete in good running order. Any offers will be very welcome. Rudolf Kratzenberg, 506 Steinenbruck, Friedinghausenerstr 41, West Germany. (21818

LOTUS ELAN WANTED. '65 to '68, prefer SE, LHD, FHC in good condition. Private cash buyer. Write: Roman, Box 7013 17207 Sundbyberg, Sweden. Arriving London in Feb./March. Please advise extras and price. (55732

MOTOR SPORT. The following copies in good condition urgently required: 1972 July/1968 January/1967 April, August/1966 May/1965 April, July August, September, November/1964 June. Telephone: S. Smith, Woburn Sands (0908) 582911. (55738

WANTED: HAND/instruction book for 1937 4¼-litre Bentley. Please oblige—top price paid. Tel: Waltham Cross 21898 evenings. (55744

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WANTED—continued

WANTED WANTED! Enthusiast wishes to purchase any Rolls-Royce Silver Wraith, Silver Dawn or Silver Cloud. Any condition! Anywhere! Best payment! Telephone 01-385 1805 (Kensington). (55742

HRG WANTED. Also any sports racing or racing car. Incomplete or damaged no problem. 061-980 3298. (56040

WANTED: FERRARI and Maserati in Action Tanner. £5 for perfect copy. Write: 49 Grove Crescent, Kingsbury NW9 0LS. (56078

MASERATI MISTRALE, prefer 4-litre convertible, but FHC could be acceptable. Would also consider Sebring model. Private cash purchaser. 01-992 3330 evenings and weekends. (56052

ROLLS-ROYCE or Bentley wanted up to 1965. Prefer pre-war car Condition unimportant. 01-658 0554 (56064

RILEY RM 2½ WANTED for restoration, running order preferred, but anything considered. Details please to Box No. 4629. (56118

GREBEL HEAD and spotlights. Also Lalique mascots. 01-2622787. (22049

1965 FIAT 1500 Cabriolet by Pininfarina. Information, photographs, literature, anything concerning history or to assist renovation greatly appreciated. G. McAllister, 18 Smelterwood Way, Sheffield S13 8RT. (56275

MG M, J2 complete and with correct engine, required by enthusiast. Phone: Fairman, Watford 34517 (office). (56268

WANTED: MG TA TC TD TF or pre-1939 MG 2/4 seater or Morgan V-Twin 3-wheeler plus 4 or 4/4, or other interesting sports, tourer or coupe. Any condition. Good price paid. Please phone 01-521 0520. (54172

WANTED: RILEY LYNX Open 4-door 4-seater, any condition considered, but god price paid for very good example. Please phone 01-521 0520. (54172

TR4A AND 5s always wanted. Frederick Charles Cars Limited, Gulson Road Garage, Coventry. Telephone 27518. (56122

WANTED: desperately eight point mounting crankcase for late vintage Alvis Silver Eagle any condition (or complete engine), top price paid or swap 12/50 engines, etc. Also need engine for Speed 20 SB type (or later Silver Eagle acceptable). Numerous 3½-litre pushrod Jaguar engines for disposal. 70 High Street, Swainby, Northallerton, Yorks. Tel: Hutton Rudby 700329. (56109

AC ACE. Bristol engine preferred. Example needing restoration ideal. 061-980 3298 evenings. (55701

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1952 Rolls-Royce Silver Wraith, by Park Ward.
1931 Rolls-Royce 20/25 Saloon, by James Young.

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WANTED—continued

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MG WANTED urgently. TC, TD or TF. Any condition considered. Cash waiting. Please telephone 061-928 2922. (21970

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CLAN—Good low mileage Crusader wanted, or might consider reasonably priced tidy Lotus +2. Lynch, 094-35 3136 (W. Yorks). (56117

AMERICAN CARS, pre-war. Especially coupes and convertibles. Must be good. Send details: Olliver, 62 Albert Road, Ashford, Kent. (55865

WANTED: Reasonably priced Bugatti Alfa, Bentley or Lagonda, WHY. Tanglewood Lodge, Common Rd., Stanmore. (55868

AMILCAR ENGINE and gearbox. Any other Amilcar parts. Also Bosch ZF4 magneto. Trevor Pask, Martyn Lodge, Kingston Lane, Hillingdon, Middx. Uxbridge 33988 evenings or 01-567 9076 day. (55678



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WANTED—continued

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WANTED: PRE-WAR car or rolling chassis as basis for racing special. Prefer Austin Seven, Riley 9 or 12/4, MG-M or similar. Anything considered. (Not for resale) P. D. Smith, 86 Weston Road, Lichfield, Staffs. Lichfield 53508. (51847
HAND/INSTRUCTION book for 1923 Bullnose Morris Oxford Tourer. Please oblige. Top price paid. Tel: Standeford 790079. (53528
MICHELIN X TYRES 16 x 5.50, 10 years old, zig zag pattern. Smith, 7 High Road, Epping, Essex. Tel: 74711 (54685
MG TF with original wire wheels required by enthusiast. Cash waiting for sound specimen. Wokingham 0734 783908. (54356
JAGUAR PARTS wanted, all models from about 1960 onwards, all parts of interest: engines, gearboxes, final drives, accessories, body shells panels, seats, wheels suspension or WHY? E-type, S-type, late Mk. 2, Mk. 10, 420G, XJ6 of particular interest. Also complete cars suitable for wrecking. Also as above, Land Rovers Series 3. All replies answered. Box 234, GPO, Brisbane, Queensland, Australia. (53205
HALF ROUND chrome spot light with handle for windscreen pillar mounting. Box No. 4608. (55385
WANTED: LAGONDA 4½-litre Tourer 1933-36. Original and concours condition. R. Stahli, Froelestrasse 102, CH-8032 Zurich, Switzerland. (21656
WANTED: FERRARI 330 GT 2+2 '66 or '67. Must be LHD, excellent mechanics, bodywork. In addition require LHD 275 GTB4 or 250 GT SWB, or any competition car. Prefer car needing mechanical work but has good bodywork. Will consider car without engine. K. Duly, 6239 Eppstein/TS Goethe STR 1, W. Germany. (55423
WANTED: Old toy cars, boats, trains, toy catalogues. Gronowski, Box 211, RAF Lakenheath, Brandon, Suffolk. (55426
WANTED: DAIMLER 104 overdrive, preselector gearbox or spares. Allcock, 11A The Green, Mickleover, Derby 52576. (55256
MK. IV R-TYPE or earlier Bentley—Rolls-Royce model and some work not objected to. Will view anywhere. Tel: Ponteland 22807. (55299
TRIUMPH ROADSTER wanted in good condition bodily and mechanically. Contact J. Board, 18 Fernlea, Hale, Cheshire. (55440
WANTED: Several radiator grille slats for TF MG. Also original cranked windscreen mirror arm for TC MG. Thomas, 20 Dollis Hill Lane, NW2. (55438

WANTED—continued

MAGNIFICENT monsters, rotten wrecks, surplus spares wanted by members worldwide. Details/price please: Vintage Transport Club, 14 Broadway, SW1. Tel: 01-834 9225. (19891
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COVENTRY CLIMAX V8 engine urgently required. Climax Engine Services, Lenchwick, Evesham, Worcs. Tel: Harvington 500. (52647
WANTED: ALL RUNNING CARS 1920—1950. Pay cash. Write with picture. PO Box 198 Eindhoven 4500 Netherlands. (55669
MG TF. INCOMPLETE or damaged car sought by MGCC member for restoration. MG-B GT offered in exchange. Wilson, 17 High Street, Prestbury, Cheltenham, Glos. Tel: Cheltenham 7671. (55659
WANTED: 1926 ROLL 20 rolling chassis, must be complete. Sensible price. Ring Harrogate 2029. (55653
ENTHUSIAST WISHES to purchase Rolls-Royce and Bentley cars. Preferably coachbuilt models 1955-65. Tel: 01-628 5870. (21521
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WANTED: VEHICLES in any condition, with distinctive or interesting registration numbers. Vehicles can be collected. Write: Whitham Wildman PO Box 9 Ilford, Essex or telephone 01-597 1668 office hours. (56286
WANTED: MANX or International Norton. Preferably pre-war. Top cash paid. A. Wood, 33 Barnston Green, Gt. Dunmow, Essex. Tel: 3484 (evenings). (56435

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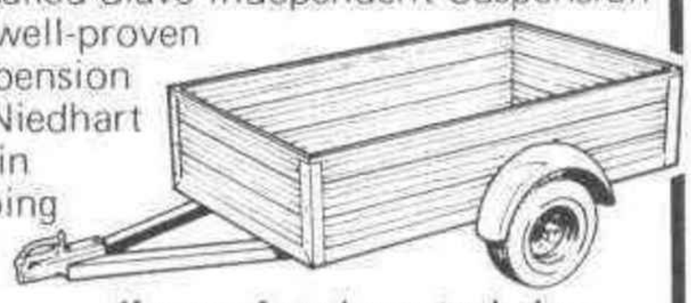
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MISCELLANEOUS

MG M-TYPE rolling chassis with radiator. No engine, but a few engine parts available. £180. Hathern 270. (56477

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40 ASST. new valves. 1937-46 Austin, Morris, Ford, Minx, Austin Seven manifold gaskets. Handbooks 1½SS-V8 Pilot, Flying Standards. Best offers accepted. Box No 4634. (56395

CAMERAS—OLD OR UNUSUAL cameras wanted. Also photographic albums Lucida, Obscura, plate, bellows cameras, black Leicas, tropical, detective, watchtype, compass, Contax, Kodak, P. Hasbroeck, 56 Albert Court, Prince Consort Road, London SW7 2BE. Tel: 01-589 2816. (55397

MG-A SPARES: Everything available, steel wings, grilles, hoods, screens, engines, anything else. Tel: Darley 519 (Yorks). (55567

SS100 2½-LITRE ENGINE. P100 headlamps, ribbed P100 glasses, OBD 166S (ex-SS90 SS1). Many SS/Jag. spares left. 1931-3 Lagonda 3-litre engine + gearbox. New alto horns, etc. Tanglewood Lodge, Common Rd., Stanmore, Middx. 01-950 1019. (55868

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YET ANOTHER Great Northern Autojumble at the Borough Hall, Hartlepool on Saturday 15th March, 10 a.m.—5 p.m. Excellent parking, catering, and autojumble. Stalls £2. Stan and Susie Chaffer, NEC PWA, 88 Hart Lane, Hartlepool, Co. Durham. Phone 66720. (21831

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VETERAN/VINTAGE CARS on stamps—racing cars/drivers. Lists 10p (refundable). G. S King, 154 Telfer Road, Coventry. (56009

85 COPIES "Motor Sport" 1937-1949; "Vintage and Thoroughbred Car" complete; "Veteran and Vintage" 1956-1967. First three volumes complete; miscellaneous books and magazines. Offers, SAE list. Wanted: pre-war VSCC bulletins and "Motor Sport". 8 Cedar Crescent, Tonbridge, Kent. Telephone: Tonbridge 67556. (21987

HELP WANTED. Any information, ducting, carb, blow-off valve, etc., for Marshall supercharger type C400 Mk. II-A No. 350, dated 23/1/'39. Please ring Medway 67428 (Kent). (55993

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MISCELLANEOUS—continued

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MAGAZINES, books, handbooks, manuals, 1899—1974. SAE for list. Autojumble, Craft Farm, Norwood Green, Halifax 0274 670593. (53184

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MG TF FIBREGLASS wings, complete set (4), plus running-boards, unused, £35 o.n.o. Also new Vanden Plas grille, £10. Tel.: Stourbridge 3223. (56037

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HEADLAMPS. Large Minerva, SS100s, bullnose Morris, Lucas R160 SED3s, CAV 8in. Fork-mounted. Veteran brass gas, electrics, self-contained, clocks, speedos. Vintage RAC badges, mascots, etc. Overseas enquiries welcomed. Box 4630 (SAE). (22023

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A NUMBER of motoring books for sale, including "The World on Wheels"—Duncan, "Motor Vehicles and Motors"—Worby Beaumont, and a superb complete 50-volume bound set of "Motor Sport" 1924 to 1974. And wanted: BARC member's lapel and guest badges, pre- and post-war. Some duplicates for exchange. Also anything connected with Brooklands. Programmes, fixtures lists, etc. Car or motorcycle. Charles Mortimer, Corner House, Bull's Green, Ewhurst, Surrey. Tel.: Ewhurst 897 (day), 687 (evening). (56236

INSTRUCTION BOOKS, Napier 16/22 Type 64, Singer roadster 4A. Offers. Tel.: Wolverhampton 30572. (56219

WHEELS FOUR, tyres two, fairly new, 5-stud fixing. Jensen Interceptor. Offers. Tel.: 01-902 0880. (56239

MISCELLANEOUS—continued

NORTH CORNWALL. Detached 4-bedroom country house of considerable character. Large garden and small plot of land. Garaging for five cars and ample parking space. £20,000. Box 4626. (56156

TWO TOWN & COUNTRY tyres, Firestone radial 185 R14, tungsten spikes, as new, on Rover car wheels. £25 o.n.o. Adams, Springfield, Buxton Rd., Leek, Staffs. 3767. (56130

COLLECTION CLEARANCE. Alvis Crested Eagle mascot (large model). Vintage Bentley 4½-litre radiator badge. Old Shell petrol tin. Speedometer and rev-counter from 1935 Bentley. 1950's speedometer (120 m.p.h.) and Riley rev-counter. 1928 "Autocar". For Bentley Mk. VI gate, jack, driving lamp wanted—MG-C overdrive gearbox. Offers for any item please. Summerson, Lydbrook (Glos.) 254 (evenings). (56170

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IF YOU ENJOY Fortnum and Mason Pate, if you like grouse, if you are pleased by winning silver trophies, you cannot miss The Classic Car Event, to be held in North-West Lancashire on Sunday, March 9th. Contact Tony Brunskill, Rossall School, Fleetwood. 0253 28928. (56237

JAGUAR SPARES: V12E rear bumper, £16; 4.2E wood-rim wheel, £6; four new chrome wire wheels, £60; new o/s rear wing, £12; 3.8E carbs./manifold, £16; engine compartment frames: 3.4 Mk. I new rear bumper, £10; Mk. 7/8/9 new chrome parts; Mk. 10 new grille, £8. 01-858 4638. (56259

"MOTOR RACING" complete volumes 1960 to Jan. 1970, 1959 and 1962 incomplete. Also "High Performance Cars" issues 1960 to 1964 inclusive. Offers. Thomas, 27 Hazel Drive, Woodley, Berks. (56082

MAGAZINES: "Motor Sport", "Motoring", etc. SAE list. Ford Popular cylinder gasket. 46 Warren Crescent, East Preston, Sussex. (56076

E-TYPE JAGUAR SPARES: Engines, g/boxes, seats, wheels, trim, bumpers, bonnets, doors, etc. Phone Pudsey 76683 (Yorks). (55565

FIBREGLASS WINGS for BMW 1800 & 2000 models £25 each plus £5 VAT, carriage and crating. Ralph Allen Engineering, Riverside Industrial Est., Brundall, Norwich, Norfolk. (55560

CAR STORAGE PROBLEMS? Long term storage available. Fully insured. Also specialist engine rebuild and certain restoration work can be undertaken. Phone: Chrislow 303. (55380

"MOTOR SPORT" magazines, 1957-'74. Any offers to clear. Buyer collects: Richardson, 11 Foxglove Avenue, Roundham, Leeds LS8 2QR. Tel: 658781. (55424

SKI DOO MOTOR SLEDGE 320. New with 3 wheel conversion for road use. Lots of bits. £250 o.n.o. Worthing 46846. (55558

SPITFIRE BONNET Mk. I, good condition. Offers. Worthing 46846. (55558

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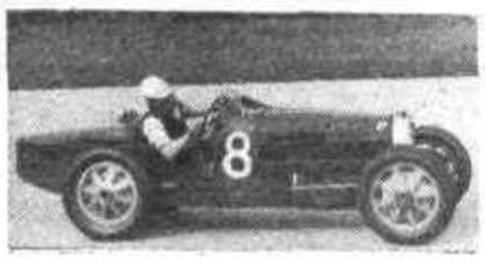
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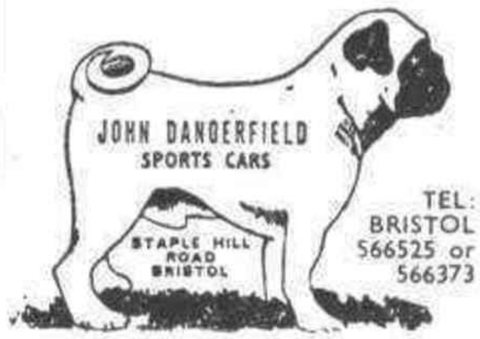
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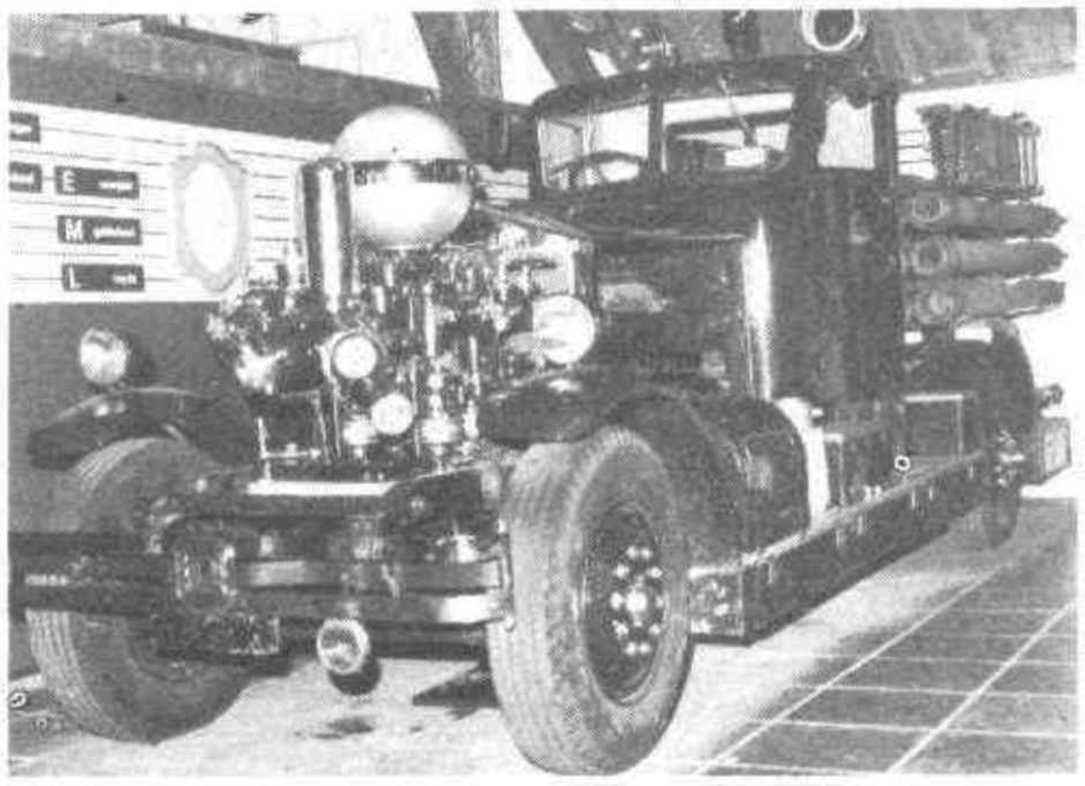
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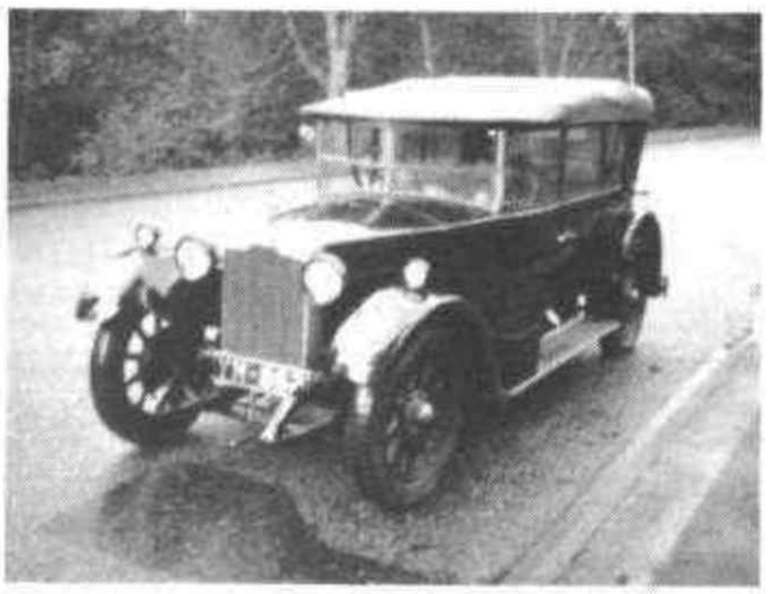
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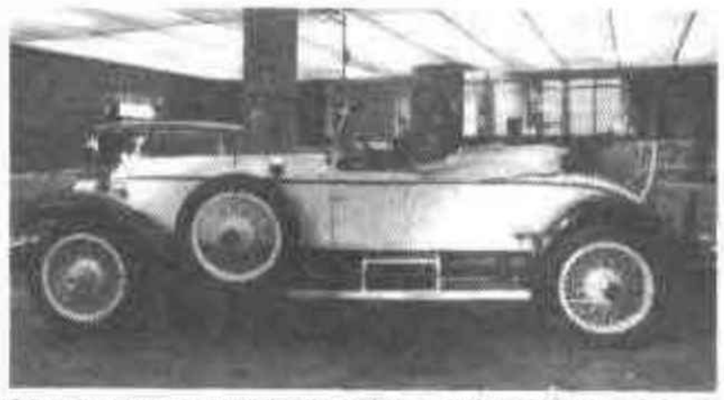
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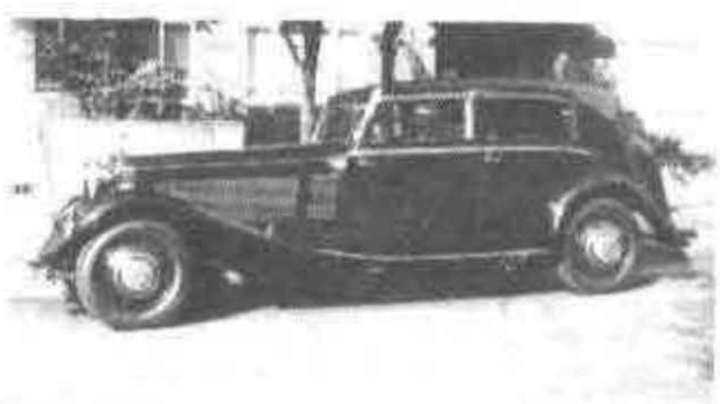
1923 ROLLS ROYCE Springfield Silver Ghost Piccadilly roadster by Brewster. This motor car has a speedometer reading of 34,000 miles, which is believed to be genuine.



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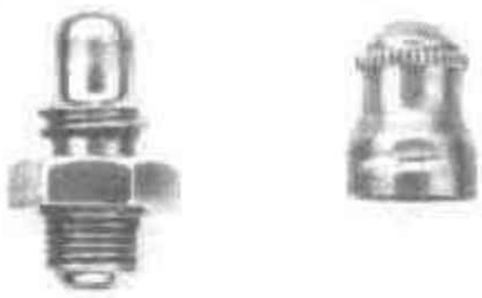
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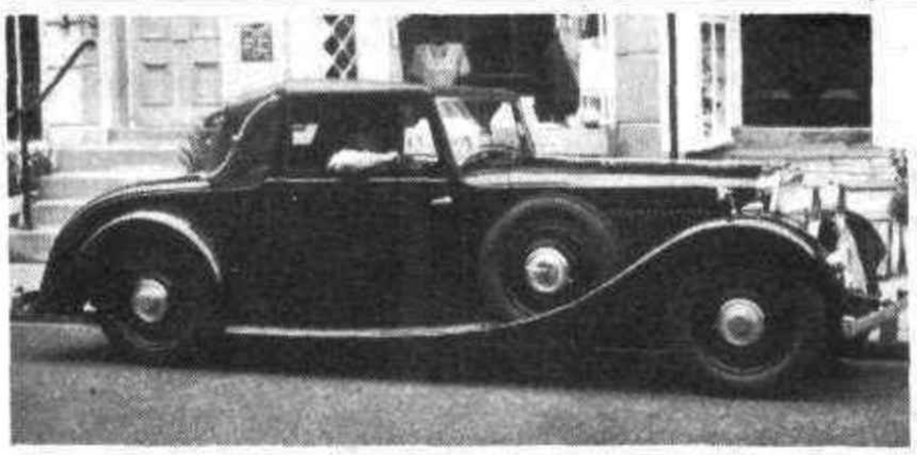
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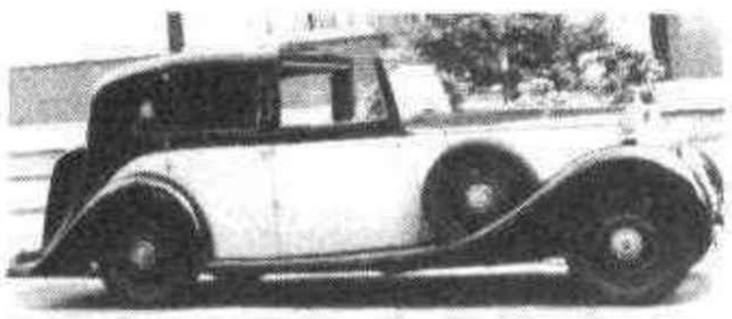
1955 Rolls-Royce Silver Dawn. 4½-litre automatic transmission 4-door standard steel saloon with sliding roof. Finished in shell and Tudor grey with grey hide interior. A really fine example of this model. **£3,975.**



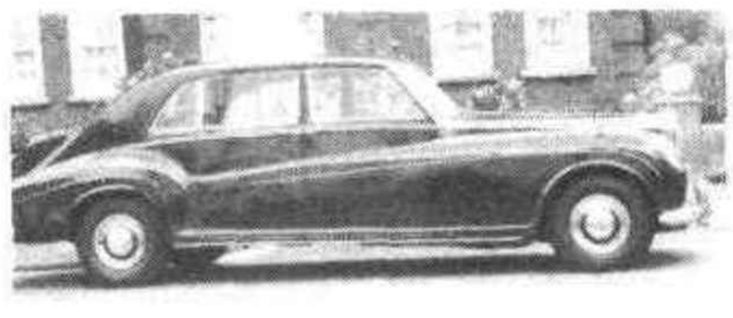
1935 Rolls-Royce Phantom II sports saloon by Barker. This exceptional car has been completely restored down to the very last detail, this car is finished in Iris blue and the interior has been completely trimmed in red Connolly hide. **Price on application.**



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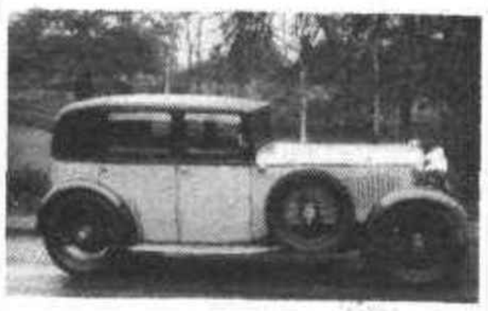
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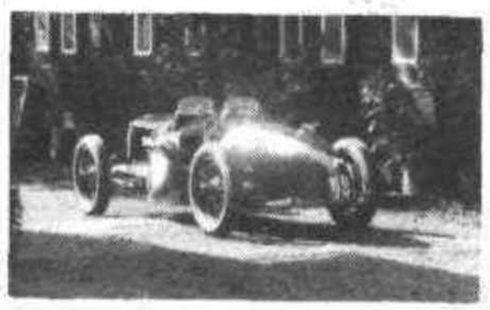
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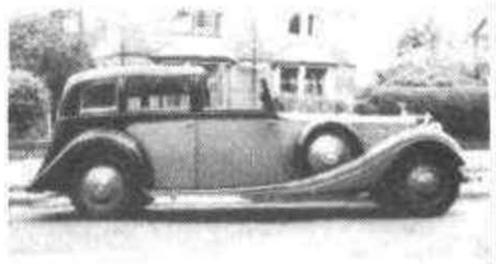
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1935 PHANTOM II Sedanca-de-Ville, by Gurney Nutting. Depicted page 91, Elegant Rolls-Royce, chassis No. 12 UK. This magnificent car is the best I have seen and the quietest engine, coachwork in black over shell grey, black leather to the front. West of England cloth to the rear. Price on application.



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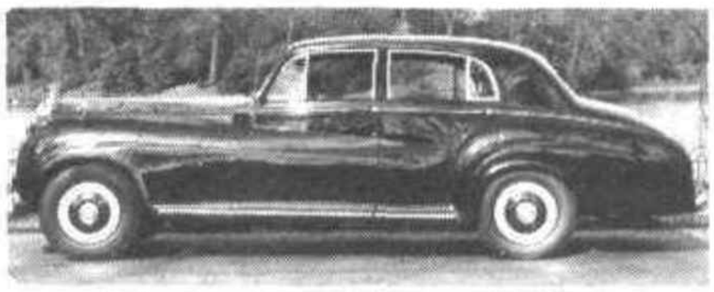
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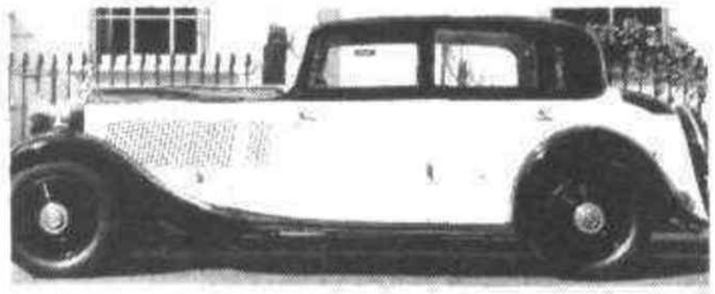
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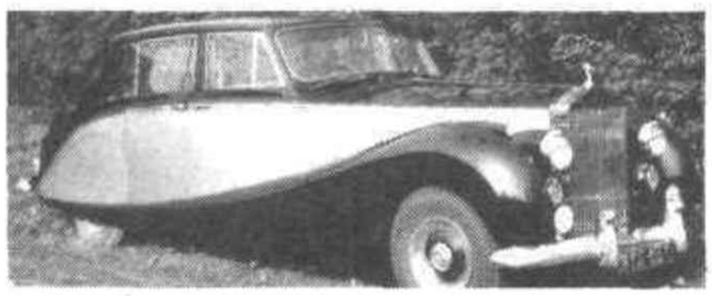
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by James Young.
Finished in burgundy with refurbished grey hide trim. Low mileage and excellent mechanics. In first class order throughout. This car has an extremely rare hand-built body.



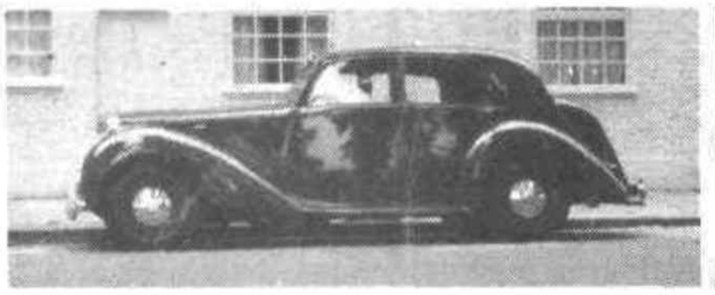
1957 BENTLEY S1
Dark blue over silver. Fitted with automatic power steering and sunshine roof. This is a two-owner car with a total mileage of only 87,000 miles. A handsome car with a fine pedigree.



1933 ROLLS-ROYCE 20/25 SPORTS SALOON
by Freestone & Webb.
Recently repainted with black over silver finish. This car has been rechromed and retrimmed in green hide; it also features a new engine and excellent mechanics throughout



1959 ROLLS-ROYCE SILVER WRAITH by Hooper.
Magnificent example of this very rare Empress Line model. Equipped with power steering and automatic gearbox, it is complete with crystal set and handtools, etc. The finish is black over silver with blue/grey trim. A beautiful two-owner car.



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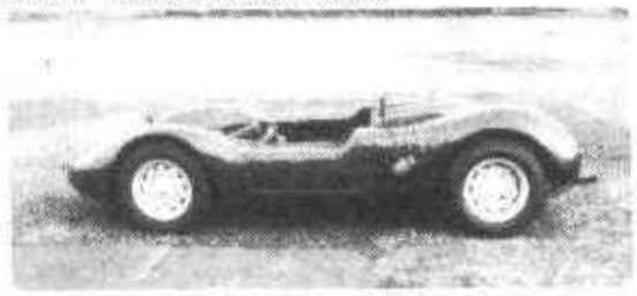
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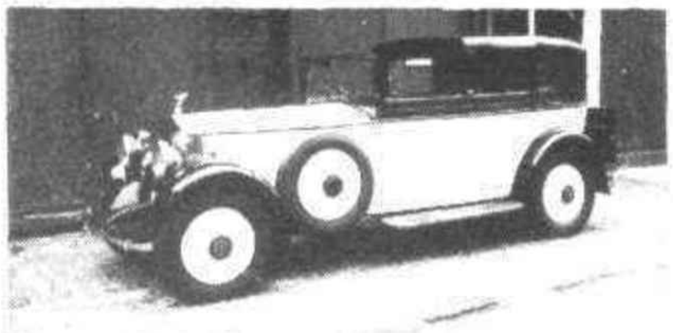
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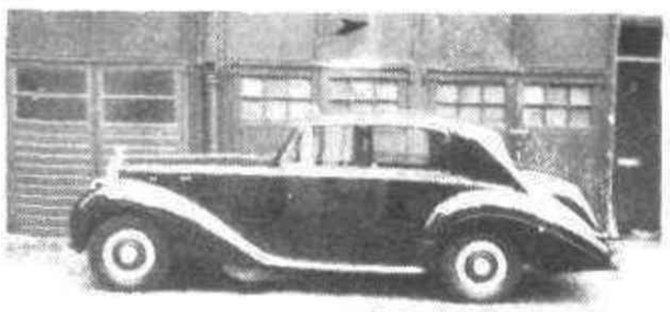
1930 ROLLS-ROYCE 20/25 Windover sedanca cabriolet. Coachwork restored, excellent chassis.



1929 BUGATTI Type 44 eight-cylinder fixed-head coupe.



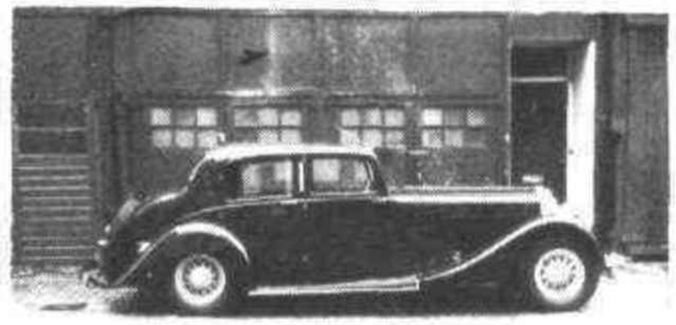
1927 ROLLS-ROYCE Phantom I tourer by Wilkinson, full restoration.



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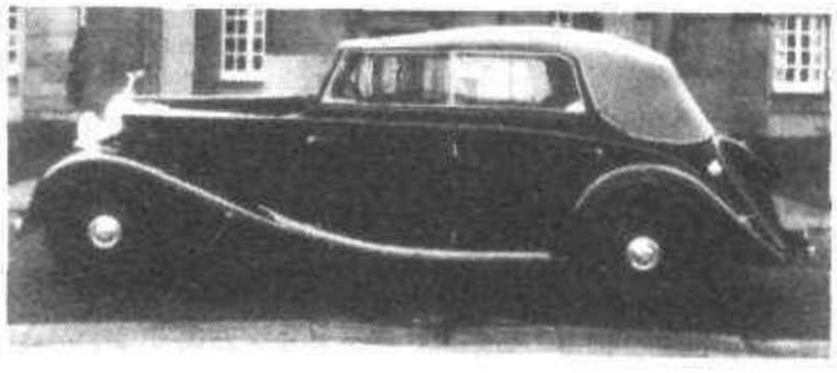
It is somewhat quaintly known as a Redfern Patent Saloon Tourer, and it is equipped with a most efficient power hood.

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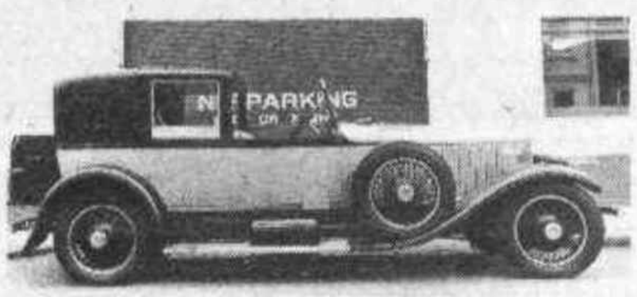
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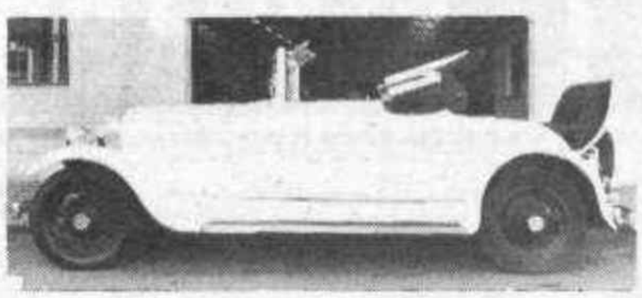
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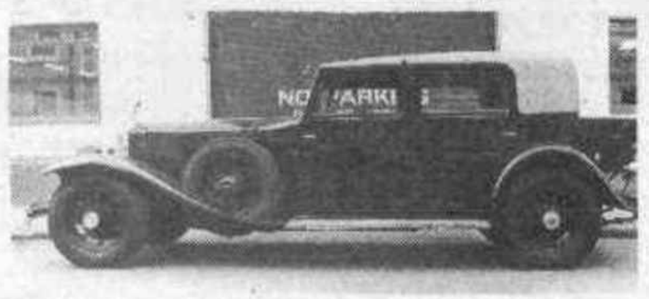
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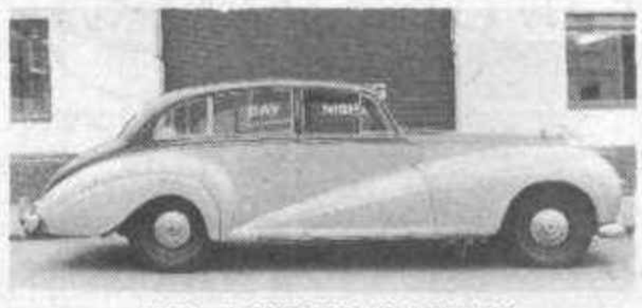
**1934 BENTLEY 3½-LITRE
BY HOOPER**



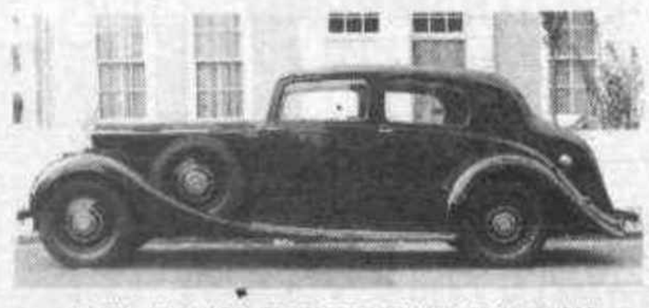
**1958 BENTLEY 'S' 2-DOOR SALOON
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**1964 SILVER CLOUD III
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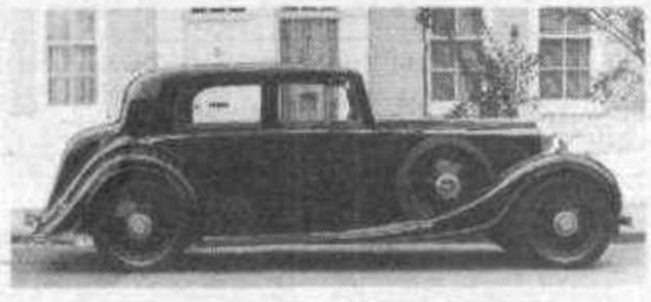
**1952 BENTLEY MARK VI
BY JAMES YOUNG**



**1937 ROLLS-ROYCE PHANTOM III
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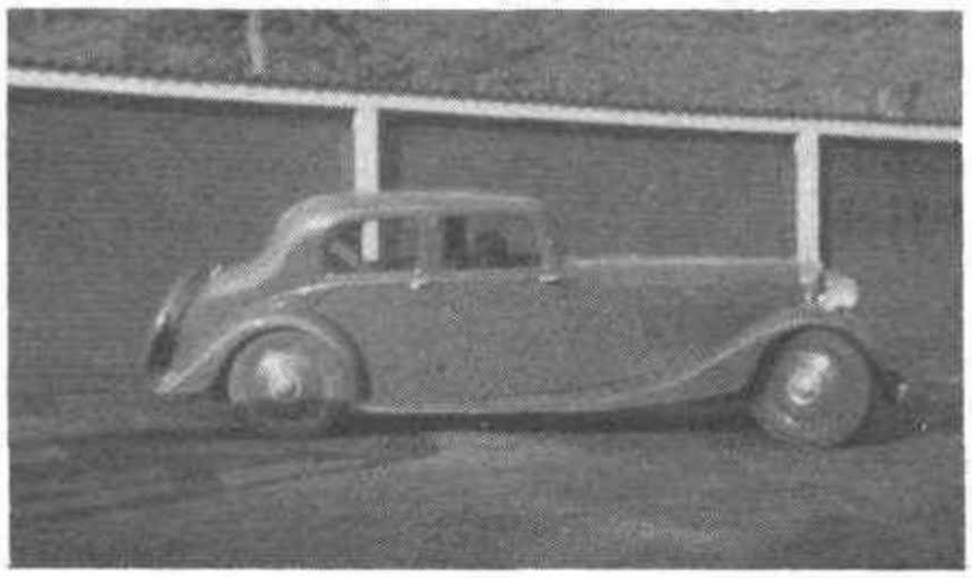
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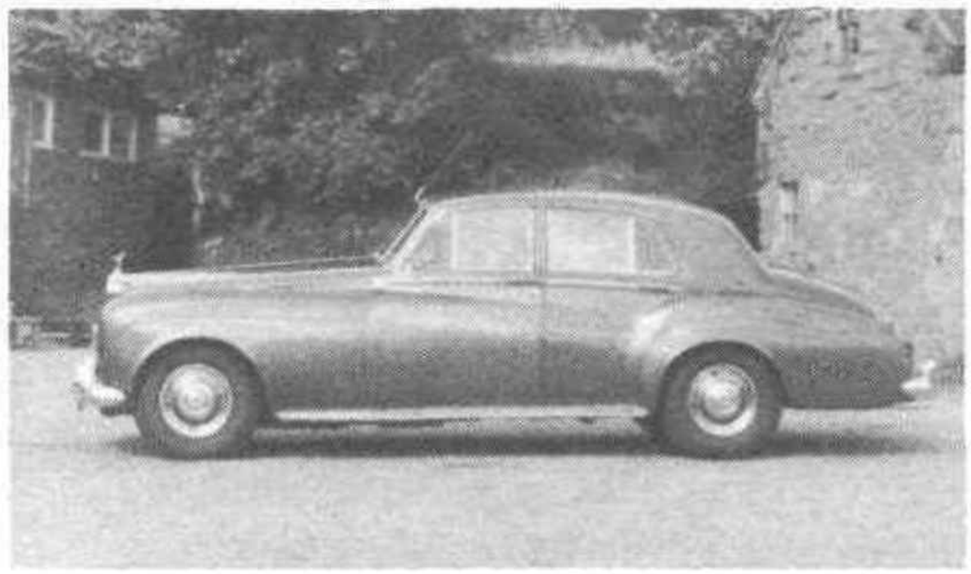
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