April 1973 Vol. XLIX No. 4 15p

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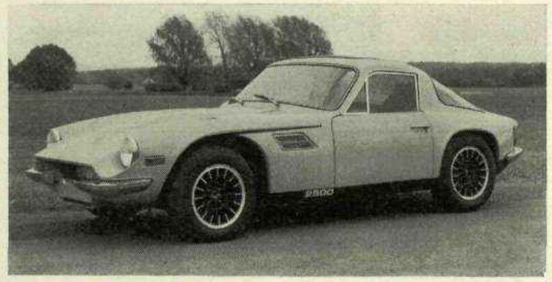
Please telephone for latest stock and location

TVR



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1971 (J) 2500, silver fox, radio; history **£1,465**
1971 (K) Vixen S3, 1600, yellow, radio; one owner **£1,195**
1971 Vixen S3 1600, white; one owner **£1,145**
1971 Tuscan V6, met. blue, radio **£1,145**
1969 Tuscan V6, mid-blue..... **£995**
1969 Vixen S2 1600, silver, many extras **£995**
1969 Vixen S2, Bahama yellow... **£995**

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1970 TR6, red, w/w., o/d.; one owner **£1,195**
1969 TR6, white, w/w., o/d., radio **£1,045**
1968 TR5, saffron, o/d., w/w..... **£865**
1968 TR5, Surrey hard-top, blue/silver w/w., o/d. **£845**
1969 Vitesse conv., Mk. II, white, o/d. **£595**

OTHER CARS

1972 Gilbern Estate V6, manual, white, sun-roof, radio **£1,645**
1967 'E'-Type Jaguar roadster, white, chrome w/w., radio..... **£1,195**
1968 M.G.-C, blue, o/d., w/w.; one owner **£895**



1967 M.G.-B, red, w/w., hard-top **£695**
1968 Midget, 1,275 c.c., w/w..... **£545**

LOTUS



1970 +2S, yellow/silver roof, radio **£1,645**
1969 +2S, white, radio, h.r.w., chrome wheels **£1,495**
1968 +2, red, radio..... **£1,195**



1972 Europa Twin Cam, yellow, alloy wheels **£1,645**
1971 (K) Europa S2, red, 1,565-c.c. engine; one owner..... **£1,245**
1971 Europa, white, radio..... **£1,145**
1969 Europa, Bahama yellow..... **£1,045**



1971 (K) Elan Sprint, d/h., radio **£1,565**
1971 Elan, S/E., d/h., black over gold, 8-track stereo, radio, tinted screen **£1,345**
1970 Elan, S/E., d/h., white; one owner **£1,245**
1970 (J) Elan, S/E., d/h., blue, radio **£1,195**
1969 Elan, S/E., d/h., silver, 8-track stereo **£1,045**

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Lotus Seven Series IV. All the component cars were sold by the end of February. The Super Seven Twin Cam will continue in fully built form with improved specification. **Special Announcement Due Shortly.**

Super 7 Series IV powered by the fabulous Lotus Big Valve Twin Cam now available fully built and tested at £1,487.50 (subject to Budget). Demonstration car available.



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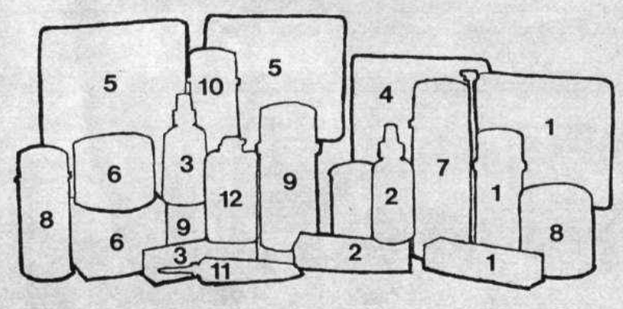

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1969 M.G.-C roadster sports. Wire wheels, overdrive, radio, SP Sports radials, reclining seats, Motolita leather wheel, tonneau cover. Finished in white with black trim **£899**

1968 M.G.-C GT. Wire wheels, overdrive, radial tyres, Radiomobile. Finished in mineral blue with black trim **£899**

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1968 TRIUMPH TR5 P.I. Wire wheels, overdrive, SP Sports radials, Motorola radio, electric aerial. Finished in white with black trim ... **£899**

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1973 (L)	**CLAN Crusader,** in brown, s/roof, alloy wheels, etc.; 800 miles only...	£1,395
1972 (L)	**CLAN Crusader,** in orange. Full specification; 4,500 miles ...	£1,395
1972 (L)	**M.G.-B roadster,** in white; one owner; o/d. and radio	£1,295
1969 (G)	**LOTUS Elan +2,** in blue, fitted radio	£1,225
1972 (K)	**CLAN Crusader,** in red. Full specification; one owner	£1,195
1970 (H)	**TRIUMPH TR6 roadster,** in white, with o/d.; low mileage ...	£1,125
1970 (H)	**M.G.-B roadster,** in blue, w/w. and radio; one owner	£995
1968 (G)	**DAIMLER V8 250,** in green, radio; low mileage, one owner ...	£895
1969 (H)	**TRIUMPH GT6, Mk. II,** in damson; low mileage	£795
1968 (F)	**SUNBEAM Alpine GT.** in dark blue, fitted hard-top, radio, o/s.; low mileage	£695
1966 (D)	**TRIUMPH TR4A,** in B.R.G., w/w.	£635
1967 (F)	**TRIUMPH GT6,** in yellow, w/w.; low mileage	£625
1966 (D)	**JAGUAR 3.8, Auto.,** in dark blue, w/w.	£625
1967 (H)	**FIAT Spider,** in white. Left-hand drive	£595
1965 (C)	**M.G.-B roadster,** in white, with every possible extra	£57;

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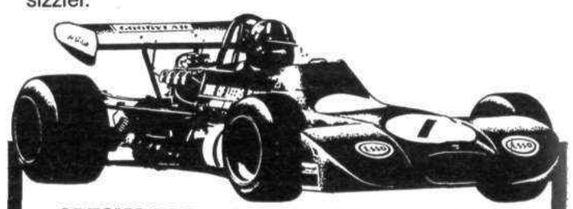

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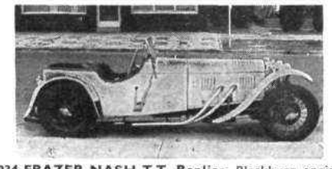
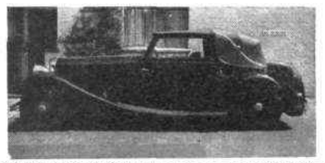


1934 FRAZER NASH T.T. Replica, Blackburn engine. Fine example.



1931 BENTLEY 4½-litre, supercharged, Vanden Plas coachwork.



1934 BENTLEY 3½-litre drophead coupé by Park Ward, good original example.



1938 ROLLS-ROYCE Wraith touring limousine by Rippon, elaborate interior.



1931 ALVIS 12/60 Beetle-back 2-seater.

1935 R.-R. 20/25 sports saloon by Hooper. **£1,850.**

1934 R.-R. 20/25 three-position drophead coupé by *Gurney Nutting.*



1927 MERCEDES-BENZ 36/220 "S" type, 6.8-litre supercharged 2-seater.

1934 R.-R. 20/25 2-door sports saloon by Windover.

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1972 Lotus Europa Twin Cam. Colorado with black trim. Fitted with Brand Lotus wheels, tinted glass and radio. Recorded mileage 7,000. ... **£1,775**

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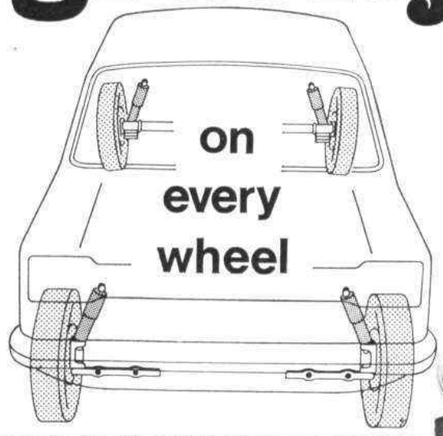

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Please send me prices and technical details of the appropriate Koni shock absorbers for my car.
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YOUR 'A' LEVELS COULD GET YOU OFF THE GROUND.

As a naval pilot, you could get off the ground in more ways than one.
First, you'll fly one of our helicopters. And learn to land it on a frigate's flight deck, half the size of a tennis court.
Then we can train you to hunt submarines. To put down assault troops. To find and rescue men who are lost at sea.
It's not an easy job, but you could be a qualified pilot by the time you're 21.
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Since most of your flying will be done from ships, you'll go where your ship goes. So you won't only see the world from the air.
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Fourth, you'll earn £3,230 a year as a qualified Lieutenant of 22.
Naturally, to do all this takes something more than academic qualifications.
To be a naval pilot, you'll need brains, clear judgment, and a fair amount of guts.
But if you can show us that you've got the potential, you could be on your way. Sending the coupon is your first step.

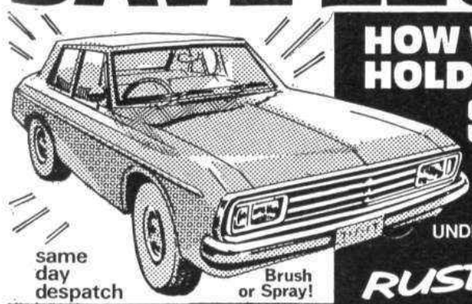
Short Career Commission. You can serve for 8 years – with tax-free gratuity of £2,345; 12 years – with tax-free gratuity of £5,000; or 16 years (or to age 38) with a pensionable commission.
You must be over 17 and under 26, preferably with 'A' levels (but with at least 5 'O' levels including Maths and English Lang.) or equivalent; or an acceptable degree (plus Maths and English Lang. at 'O' level, or equivalent) for the new direct graduate entry.
Full Career Commission. You must be between 17 and 20½, with at least 5 G.C.E. subjects including 2 'A' levels or equivalent.



Name
Address
Date of birth
Present or expected qualifications
Captain R. A. Stephens, R.N., Officer Entry Section (894SQ2), Old Admiralty Building, London, SW1A 2BE.
Please send me the details about joining the Royal Navy as a helicopter pilot or observer.

ROYAL NAVY

SAVE £20+ RUST-PROOFING YOUR CAR! USING SPECIAL NEW D.I.Y. INJECTOR!



HOW WAXOYL HOLDS CAR in SHOWROOM CONDITION
BY KEEPING ALL UNDERBODY 'POCKETS'
RUST FREE!

WAXOYL CONTAINS THE MOST UP-TO-DATE RUST INHIBITOR KNOWN TO SCIENCE
Deadly efficient, it creeps and penetrates into all hidden inaccessible spots — inside hollow sills, doors, box sections, etc. **THE TRADE charges up to £75 for rust-proofing. WAXOYL** (a Hammerite D.I.Y. Formula) does it for **LESS THAN £3.00.**
Clean and pleasant to handle (makes hands smooth and soft). Spray-on with ease and speed (only half a day for average car). Then forget corrosion! **WAXOYL** seals for **all time,** every square inch of underbody and chassis. And when you hear that vicious spattering of road salt in winter-time — what a relief to know that **WAXOYL** is doing its stuff!



WAXOYL *Rustproofing Compound*

CHASES WATER OFF MILD STEEL PLATE IN 7 SECS!

WAXOYL GIVES A HEAVY COATING. One gallon is equivalent to 30 aerosols.
The applicator gives a spray over 3 ft long and will cover a wheel arch in ONLY 30 SECS!

A COMPLETE RUST-PROOF COATING. No OVER-PAINTING NEEDED. RUST DOESN'T GET A CHANCE TO START — EVER! CHASSIS & BRAKE PIPES FREED FROM CORROSION ensures safety! M.O.T. approval. Wet, grit, pebbles, have no effect whatsoever. Not-so-young already rusted cars are made safe, further rusting is prevented.

NO PREPARATION. NO STEAM CLEANING. NO SPECIAL SKILL. Thin dust layers act as 'binding' agent. (Remove heavy mud deposits first.) **WAXOYL** never compacts with age. Normal underbody seals progressively harden: eventually 'flake' off. Splinter-proof **WAXOYL** 'flexes' with any surface movements, preserves water and radiator hose, tyre walls, saves renewals! **Wonderful lubricant! WAXOYL** keeps nuts, bolts pedlocks forever rust-free!

ORDER NOW. Same day despatch.
FINNIGANS LTD. (MSW), Eltringham Wks., PRUDHOE, Northumberland. Tel: 0661 32411

WAXOYL dispels water on electrical connections, plugs, distributor; permanently eliminates battery corrosion. No more 'green cotton wool'. Prevents damp weather panic! **NOTHING BUT GOOD** comes from **WAXOYL!** Proved over 7-Year tests.

WAXOYL DOESN'T JUST SLOW DOWN CORROSION BUT STOPS IT ALTOGETHER! One treatment protects your car for several years. Keeps showroom condition because underside 'pockets' are forever rust-free! Half-hour checks each Autumn under wheel arches maintains winter-long protection. Repair bills saved! Higher trade-in value! Unique advantages at so little cost!
Order NOW. Same day despatch.
As featured on B.B.C. 'Dayshift' programme and as used on Bus and Ambulance Fleets, Fire Services, Rescue Helicopters etc.

ORDER NOW (only from mfrs.). Use coupon. 1 Gall. £2.90, ½ Gall. £1.75 (add 20p part carr.). Same day despatch incl. step-by-step instrns. **SPECIAL INJECTOR** for 100% effective swirling action and high pressure spray. Shaped nozzle penetrates small screw holes. Makes child's play of what used to be an expert's job. **70p** (add 10p p/p).

TRIAL OFFER **USE COUPON!**

1 PINT TIN to test with trigger oil can behind chrome strips (or BRUSH-ON door edges; free brake linkages, etc.). SEND 50p + 10p p/pkg.

Rush order (ticked). Encl. Chq./P.O./M.O./Cash £.....
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Address
..... C'nty.....

01-723 2731 **Vintage Autos Ltd.** 01-723 2731

Managing Director : J. BOND, A.M.Inst.B.E.

The ORIGINAL Vintage Car Specialist, Specialists in the Finest Automobiles since 1937. The Small Firm with the Big Reputation. I quote from a letter just received from a client in California : "Your firm has been recommended as 100% reliable by the Counsel-General here in Los Angeles".



1930 BENTLEY 4½-litre original fabric sports tourer by Vanden Plas. Sixty miles only since stripped to bare chassis and completely rebuilt as new by well-known Bentley Specialists (mechanical/coachwork, etc.). It requires no expenditure and is in full concours condition (engine chrome plated, etc.). It has been rebuilt to the highest standards and is one of the finest examples of an original 4½ that exists. Low mileage and complete documented history since new.
Also a **1927 4½** short chassis, with original Le Mans type coachwork being rebuilt as new.



1951 ROLLS-ROYCE Wraith sports saloon by James Young. One owner for 20 years and low mileage. Fitted many custom-built extras, cocktail cabinets, radios, heaters, P.100s, original tool kit, etc. Original paint, chrome, interior, etc., in mint condition.



LE MANS REPLICA BENTLEY. Based on the Mk. VI engine and chassis (overhauled). Just fitted new hand-built open sports 2-seater coachwork. Outside chrome exhaust, hand-brake, fold-flat screen with twin aero-screens, P.100s with stoneguards, etc., etc.

BOATS

32-ft. Motor Fishing Cruiser. Recent refit including new £1,000 diesel engine. **£1,350.**
26-ft. 3-Berth Motor Cruiser. Recent refit including new £800 Meadows engine. **£1,200.**

CARS BEING RESTORED :
1926 ROLLS 20 delivery van.
1934 ROLLS 20/25 limousine by Hooper.
1935 ROLLS 20/25 sports saloon by T. & M.
1937 ROLLS 25/30 sports saloon by T. & M.
1937 ROLLS 25/30 sedanca by Barker.
1931 ROLLS 20/35 tourer by Windover.
1933 ROLLS P.II dual cowl sports tourer.
1951 BENTLEY Mk. VI sports saloon.
1954 BENTLEY R-Type sports saloon.
1937 RAILTON Fairmile d.h. coupé.

CARS OF THE TYPE I SELL CAN BE TAKEN IN EXCHANGE.

GENUINE ANTIQUE TELEPHONES
Circa 1897/1908
Rebuilt for present-day use. Only a few now left in stock. Brochure on request.

ALWAYS OTHER RESTORED CARS OF INTEREST IN STOCK THAT ARE NOT ADVERTISED. I WILL PAY TOP PRICES FOR CARS OF THE TYPE I SELL. NO "OLD BANGERS" PURCHASED, SOLD OR TAKEN IN PART EXCHANGE.

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Chiltern Cars 11a WATER LANE, LEIGHTON BUZZARD, BEDS. TEL.: L.B. 2760



BENTLEY S.I saloon, 1958 (Feb.). Black with beige interior trim. Power steering, 6-cylinder engine, nearly new tyres. Radio. Considerable history and host of bills. Recent property of fastidious owner. **£1,285.**

A.A. or R.A.C. Inspections invited.

JENSEN 541R, 1959 (June), silver grey. **£585.**

M.G.-B GT, 1971 (May), black, with overdrive. **£1,275.**

By the time this advertisement appears we hope to have the following in stock :

Rolls-Royce, 1962. Full history.

Bentley Continentals, 2-door and 4-door with Mulliner coachwork.

COMMON MARKET NOTE — Continental enquiries welcomed for the purchase and sale of cars with sporting and/or Vintage characteristics.



BENTLEY S.2, 1960 (June). Attractively finished in shell grey over Tudor grey with blue-grey hide upholstery. Offered now for sale because previous owner has retired. Prompt inspection advised. **£1,385.**

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3 MONTHS OR 3,000 MILES WARRANTY
20% DEPOSIT. 36 MONTHS TO PAY
IMMEDIATE COVER.
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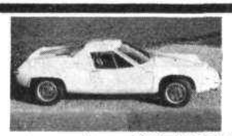



1972 (K) LOTUS 130S Plus 2, blue, stereo, radio; 9,000 miles, as new **£2,195**
1971 TVR Tuscan 3-litre, yellow, o/d., radio, sun-roof; low mileage; immaculate condition .. **£1,495**
1971 TVR Vixen S3, 1600, metallic blue, tinted windows; low mileage, immaculate **£1,195**
1971 (K) SPITFIRE Mk. IV, saffron, radio; 5,000 miles from new **£899**
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1970 ASTON MARTIN DBS, blue, automatic, new engine last year, very low mileage, mint .. **£3,750**
1970 LOTUS 7 S4, white; low mileage, excellent condition throughout **£875**
1969 ASTON MARTIN DB6 Mk. 2, '70 model, white, air conditioning; low mileage, excellent condition **£3,350**
1969 (H) ALFA ROMEO 1750 GTV, white, black trim, radio, electric aerial; one owner, very low mileage, immaculate condition **£1,395**
1969 (H) Regd. MG-B GT, red, o/d., w/w., s/roof, h.r.w., radio; low mileage, mint condition .. **£999**

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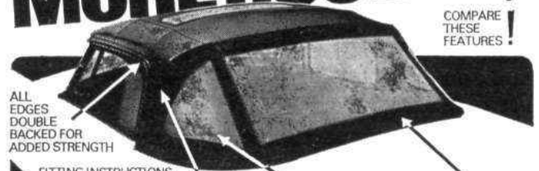

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LARGEST SELECTION BIGGEST DISCOUNTS

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HANIMEX STEREO CAR CASSETTE PLAYER

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Tel: 01-247 3032. CALLERS WELCOME. NEXT TO WHITECHAPEL UNDERGROUND



If you've been flirting with the idea of owning a Minox, here's some great news that will persuade you to take the plunge.

A choice.

The Minox C—the ultimate in electronic and sophisticated automation.

Or, the new Minox BL—where, with the help of the coupled CdS meter, you determine the exact exposure yourself.

Both cameras have the world-famous Minox lens, great depth of field, identical view-finder system, CdS meter, the same rapid film changing device, 0-36 frame counter indicator, and the same accessories.

The Minox BL has been specially designed to be smaller and lighter than the Minox C.

And lighter on your pocket.

So stop just flirting and start owning a small miracle called Minox.

MINOX

-the camera you never leave at home.

E. Leitz (Instruments) Ltd., 30 Mortimer Street, London, W.1.

NOISY CAR?

Wrap it up with an ACOUSTIKIT

The Sound Insulation System that covers up to 50% more!

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

Acoustikits insulate your car against noise from gears, engine and road. Now even more effective than ever before, using a completely new combination of materials and covering up to 50% more than similar products. Yet not the most expensive because Eflow, the market leaders, pass on the benefits of quantity sales.

What makes Acoustikits the best vehicle sound insulation kits you can buy?

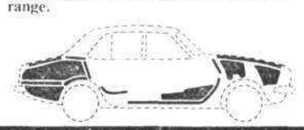
A typical Super Acoustikit consists of no less than five different materials, each specially selected as the most suitable for insulating a particular part of your car. Details of these materials are given below.

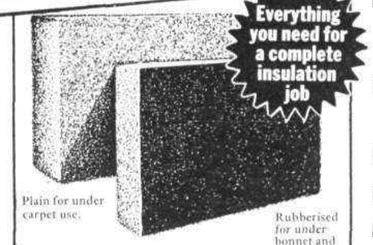
Acoustikits offer you the most comprehensive insulation system. Other kits may attempt to prevent noise penetrating the passenger compartment by concentrating on treatment of the floor and bulkhead. Acoustikits go a stage further and in addition thoroughly insulate the engine and boot compartments to kill noise at source before it can penetrate the passenger compartment.

TWO TYPES TO CHOOSE FROM

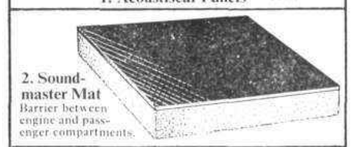
Acoustikits are supplied in two types:

1. SUPER ACOUSTIKITS. **These insulate the entire car, give you the ultimate in sound insulation.**
2. UNDERBONNET ACOUSTIKITS. **To insulate the engine compartment only. We can also supply basic materials, which can be cut to fit any model not included in the standard range.**

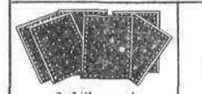




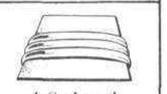
1. Acoustiseal Panels



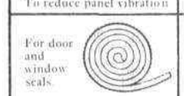
2. Soundmaster Mat
Barrier between engine and passenger compartments.



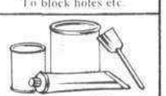
3. Vibrapads
To reduce panel vibration



4. Sealsound
To block holes etc.



5. Foamaseal



6. Adhesive and Spatula

HERE'S WHAT A TYPICAL SUPER ACOUSTIKIT CONTAINS:

- **Acoustiseal Panels:** Cut from ⅜" thick specially treated natural jute felt, (as supplied to Britain's leading luxury car manufacturers) rubberised for underbonnet and boot, and plain for use under carpets.
- **Soundmaster Mat.** A soundproofing wall to cut noise through bulkheads and from transmission. The best of sound barriers between engine and passenger compartments.
- **Vibrapads:** Self-adhesive pads used on flat areas of your car to reduce panel vibration.
- **Sealsound.** Strips of mastic material used to block holes and other small problem areas.
- ***Foam*aseal.** Self-adhesive foam strip for sealing off irritating wind noise through door or window seals.
- **Adhesive and spatula.**

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

Money-back Assurance. You risk nothing by ordering your Acoustikit here and now. If you are not completely satisfied, your purchase price will be refunded in full.

Read what satisfied customers say!

"The reduction in noise can only be described as phenomenal" — **C.M.C., Fleet.**

"More than delighted with the result. All my friends are amazed at the transformation". — **L.W.E., Holt.**

"The results . . . were a little more than miraculous". **G.J.M., Hitchin.**

"Everything one could hope for . . . grateful for a product which lives up to the claims of the manufacturer." — **G.F.B., New Jersey, U.S.A.**

"The car is now £1,000 quieter". — **G.R.E.K., West Wittering.**

"Vast difference to the noise level . . . driving has now become a pleasure". — **A.G.S., Godstone.**

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

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B.L.M.H.		
Mini Saloon & Clubman	£2·90	£10·40
Mini Estate & Clubman	£2·90	£11·30
Mini Van	£2·90	£11·00
Mini Pick-up	£2·90	£7·70
1100/1300	£3·10	£11·20
A.40	£3·10	£11·00
A.60 Farina Range	£3·10	£11·60
Healey Sprite II/ Midget	£4·20	£10·80
Maxi 1500/1750	£3·00	£12·10
Westminster 110	£3·10	—
1800	£3·30	£12·10
Marina Saloon, Coupe & Estate	£4·00	£13·20
Marina Van	£4·00	£15·40
M.G.B. & G.T.	£4·20	£11·90
Morris 1000		
Traveller&Saloon	£3·30	£11·20
B.M.W. 2002	£3·10	£12·10
Chrysler/Rootes		
Avenger & Estate	£4·20	£12·80
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Pre '67 Minx	£2·70	£12·10
Minx/Hunter '67 on	£3·30	£12·80
180 (Bonnet & Boot only)	—	£7·70
Alpine '70 on	£3·60	£12·60
Citroen Ami 8	£3·30	£12·10
Dyane 6	£3·10	£11·60
Daf 33	—	£12·10
44 55	£3·10	£12·10
Datsun		
100A Cherry	£3·10	£11·60
1200 Coupe	£3·30	£12·10
Fiat		
124 Saloon	£3·30	£12·10
124 Sports Coupe	—	£11·70
127	£3·30	£12·10
128	£3·10	£11·70
500 D.F.L.	—	£9·30
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Ford		
Anglia 105E & Estate	£3·30	£11·40
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Escort Saloon	£3·60	£12·30
Escort Estate	£3·60	£12·80
Escort Van	£3·60	£13·20
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12	£3·30	£11·70
16	£2·90	£11·70
17	£2·90	£11·90
Rover 2000	£3·30	£11·50
Range Rover	£4·60	£12·60
Saab 96V4	£3·60	£10·80
Simca 1501	£2·90	£11·00
Triumph Herald/Vitesse	£4·66	£12·10
Toledo, 1300, 1500 Dolomite	£3·30	£12·10
Spitfire Mk. I-IV	£5·30	£12·10
G.T.6 Mk. I-III	£5·30	£12·10
TR6	£3·60	£12·10
2000 Mk. I	£3·30	£12·80
2000 Mk. II	£3·60	£12·80
Vauxhall Viva H.A.	£3·60	£12·30
Viva H.B. & Estate	£3·30	£12·60
Viva H.C. & Estate	£3·60	£12·30
Victor F.B.	£2·90	—
Victor F.C. 101	£2·90	£12·10
Victor F.D. 2000 & Estate	£4·20	£13·00
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Volvo 121/122	£3·60	£13·20
144/145	£4·20	£13·00
164	£4·20	£13·00
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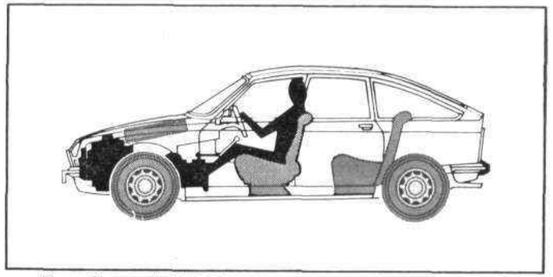
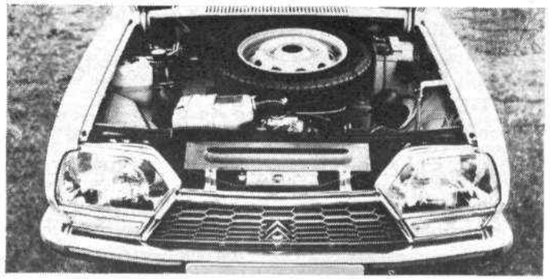
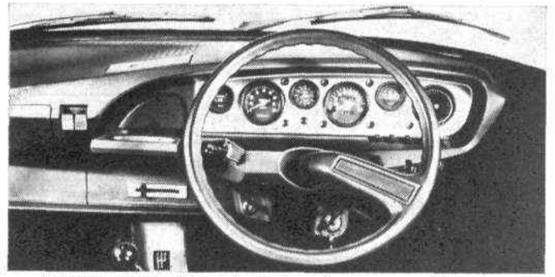


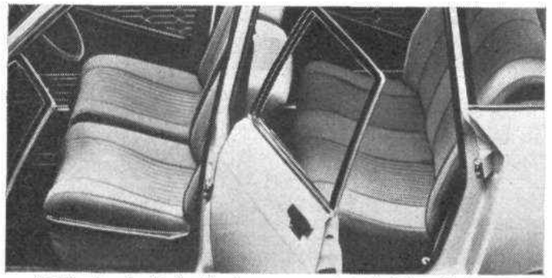
Planned for people. The GS has more room for people's legs and elbows and luggage, because the engine is mounted well forward and spare wheel stowed under bonnet. It feels a bigger car than it is. Especially after 400 motorway miles.



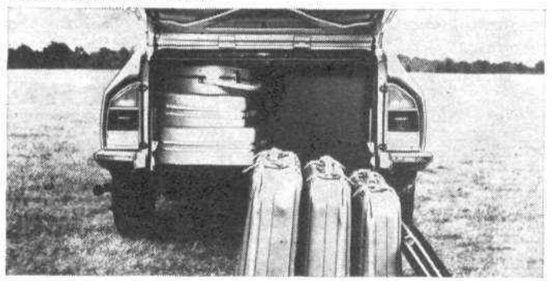
Engine option: 1,015cc or new 1,220cc, which achieves 0-50 in 10.6 seconds. Light alloy air-cooled flat four. Dual circuit braking. Power-operated discs on all four wheels.



A medium-price car? Yes, but you get a lot for your money. Electronic rev counter, clock, cigar lighter, trip counter, 2-speed wipers, efficient heating/ventilating system. For a start.



Inside, relaxation for five. Seats are very comfortable. Fully reclinable at front. Upholstered in Jersey nylon or Targa leatherette. Armrests on all four doors. Visibility is panoramic.



The boot is unusual. Unusually big. Unusually easy to load. Unusually shaped, just like a big shoe box, with completely flat sides and floor. Nothing sticking out. *Not a cubic inch of space that's not usable.*



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Prices quoted are as at March 1st 1973 (seat belts, number plates and delivery extra). The model illustrated is the GS 1220 Club.

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LOTUS 7



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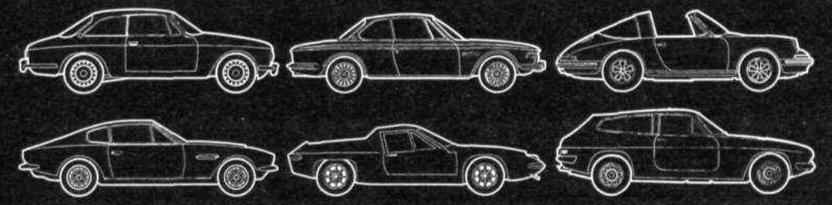

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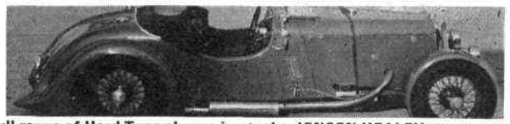

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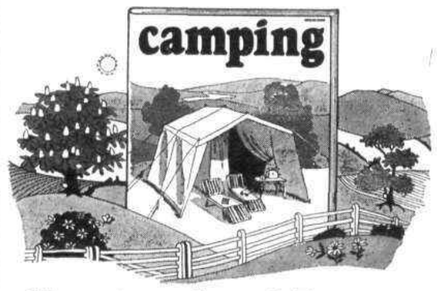

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SPORTS CARS

1967 ALFA ROMEO GT 1300 Junior coupé. 5-speed gearbox, 2 o.h.c. engine. Sporty appearance in red with black interior **£899**
1970 ALFA ROMEO Giulia 1300 GT coupé. Stylish 2+2, with very nippy performance. Attractive example in white with black trim..... **£1,249**
1967 ASTON MARTIN DB6 Volante convertible. Automatic, power steering, elec. windows, chrome wires, radio, Sundym glass; 49,000 recorded miles. Superb in silver..... **£2,599**
1970 ASTON MARTIN DBS, Auto. Power steering, radio/stereo, chrome wire wheels and h.r.w. Outstanding in metallic blue..... **£3,999**



1972 AUDI 100S coupé, in metallic blue with matching velour upholstery. Radio/stereo cassette, h.r.w. and headrests. Most attractive..... **£2,249**
1971 AUSTIN HEALEY Sprite, eye-catching in flame red with black trim. Tonneau cover. Very popular model **£749**
1970 B.M.W. 2002 coupé, automatic. Luxury and effortless high performance. Magnificent in Sahara beige..... **£1,449**
1972 B.M.W. 3.0CS coupé. Manual gearbox and power steering. Alloy wheels, elec. windows, headrests and h.r.w. 12,000 miles. Superb in maroon with grey **£4,399**
1972 CITROEN SM. 5-speed manual, air-conditioning, radio/stereo, tinted glass, h.r.w., leather upholstery; 14,000 miles. Immaculate in metallic blue **£4,649**
1971 FIAT 850 Sport coupé. Lovely car in blue with black trim; 21,000 miles; one lady owner..... **£899**
1969 FIAT 124 Sport coupé, with extras including 5-speed gearbox and radio. Most attractive in red with black interior **£1,049**



1970 JAGUAR 'E'-Type roadster, lovely appearance in white with practical black interior. Chrome wire wheels and radio **£1,949**
1970 JAGUAR 'E'-Type f.h.c. Chrome wires, radio and h.r.w. Superb in silver grey with blue interior..... **£1,929**
1971 JAGUAR 'E'-Type f.h.c. Extras include sun-roof, chrome wires, radio and h.r.w.; 25,000 rec. miles. Outstanding car in sable with beige trim... **£2,199**
1970 JAGUAR 'E'-Type 2+2, automatic. Chrome wire wheels, radio and h.r.w. Attractive in pale blue with navy trim **£2,199**
1971 JAGUAR 'E'-Type V12 2+2. Manual gearbox, P.A.S., chrome wires, radio and h.r.w. Red with black interior **£2,999**
1969 JENSEN Interceptor, auto. P.A.S., sun-roof, radio, h.r.w., etc., etc. Elegant appearance in sable with beige interior trim..... **£3,299**
1970 JENSEN Interceptor Mk. II, automatic. P.A.S., air-conditioning, radio/stereo, Sundym, headrests and h.r.w. 26,000 rec. miles. Orange with black **£4,299**



1971 JENSEN Interceptor Mk. II, automatic. P.A.S., radio/stereo, Sundym glass, h.r.w., etc., etc. Magnificent one-owner car in sable with tan... **£4,999**
1971 JENSEN F.F. Mk. II, auto. P.A.S., radio/stereo with elec. aerial, sun-roof, Sundym glass, headrests and h.r.w. 28,000 rec. miles. Metallic quartz with beige upholstery **£5,499**
1969 LANCIA 1.3 Sport Zagato, finished in blue with tan upholstery, and fitted with radio. Rare and desirable car **£1,299**



1970 LANCIA 1.3 Sport Zagato, attractive in primrose with black upholstery. Radio and tinted rear screen. 13,000 recorded miles..... **£1,499**
1972 LANCIA Fulvia 1600 Sport Zagato. 5-speed gearbox, radio and h.r.w.; one owner, 4,000 miles. Dark blue with brown fur-fabric upholstery **£2,399**
1970 LANCIA Flavia 2000 Pininfarina coupé. Manual, power steering, headrests, h.r.w., radio with elec. aerial. Metallic gold with red upholstery **£1,849**
1968 LOTUS Elan S3 Special Equipment drophead. Fitted with radio and finished in pale blue with black trim **£899**
1969 LOTUS Elan drophead, in Lotus yellow with black interior trim. Radio. Good value at..... **£999**
1970 LOTUS Elan Special Equipment drophead. Usual K.O. wheels, servo brakes, elec. windows, etc. Also fitted radio. Red with black..... **£1,199**
1971 LOTUS Elan Sprint f.h.c., in yellow over white, and fitted with h.r.w. Very pretty car..... **£1,399**



1970 LOTUS +2S. One-owner car, fitted with radio and Sundym screen, and finished in red with black trim... **£1,649**
1971 (K) LOTUS Elan Sprint drophead, most attractive in Colorado orange over white, with black trim. 18,000 rec. miles. Radio..... **£1,449**
1973 LOTUS +2S 130/S. Our own Director's car, 2,000 miles only. 5-speed gearbox, Sundym glass, h.r.w. and radio. Today's list price over £3,000. Magnificent in maroon with black upholstery. Worthwhile saving at..... **£2,699**
1970 MARCOS 3-litre V6, fitted with overdrive, sun-roof and alloy wheels. *Very fine example in yellow with black* interior **£1,599**
1971 MAZDA R.100 coupé. Very quick 2+2, with rotary "Wankel" engine. White with black trim... **£999**
1967 MERCEDES 250SL roadster, automatic. This must be one of the best examples of the model available anywhere. Power steering, hard- and soft-tops, radio. Metallic blue with beige upholstery **£2,699**
1969 MERCEDES 280SL roadster, automatic. Power steering, hard- and soft-tops, and radio. Sparkling in white with black upholstery..... **£3,799**



1969 M.G. Midget, pretty little fun-car, with very sporting performance, and superb roadholding. This example in red with black. Tonneau..... **£549**
1970 M.G. Midget. Very nice condition throughout. Fashionably finished in bronze yellow. Radial tyres and radio **£669**
1969 M.G.-B roadster, automatic. Rare and desirable car, fitted with wire wheels. Particularly nice condition, with coachwork in white..... **£949**
1970 M.G.-B roadster, very nice example, fitted with overdrive and finished in blue. Radio..... **£1,049**
1971 M.G.-B d.h.c., in Bedouin with tan interior. Overdrive, tonneau, radio. One private owner. Very good condition **£1,199**
1972 M.G.-B roadster, sparkling car in white with navy upholstery. Overdrive, Rostyle wheels and tonneau cover. One owner, 11,000 recorded miles..... **£1,299**
1969 M.G.-B GT. Fitted with overdrive *and wire wheels. Very smart in red with* matching trim **£1,049**



1971 M.G.-B GT, automatic. Sports-car performance with saloon comfort and effortless automatic gearbox. H.R.W. Blue with blue upholstery..... **£1,349**
1972 M.G.-B GT. One-owner car in blaze with navy. Overdrive and h.r.w. Very highly recommended..... **£1,429**
1968 M.G.-C GT. Fitted with extras including overdrive, wire wheels and h.r.w. Grey with red upholstery **£899**
1969 M.G.-C GT. Very "collectable" car, now much in demand. Overdrive, chrome wires, radio and h.r.w. Green with black **£1,049**
1969 ('70 regd.) OPEL 1900 GT. Fabulous appearance in metallic blue with black interior. Radio and h.r.w. **£1,099**
1972 OPEL Kadett coupé, in pristine condition, one owner, 8,000 miles; Four-seater fastback, with sleek styling but very roomy interior. Red..... **£1,099**
1971 OPEL Manta 1.9 SR. *Beautiful* appearance in metallic blue, with black interior, h.r.w..... **£1,249**
1972 OPEL Manta 1.9 Rallye SR. One-owner car in silver with black trim. 9,000 miles; h.r.w. **£1,449**
1964 PORSCHE 356C, much above average car in grey with blue trim. Radio. Must be seen..... **£749**
1966 (series) PORSCHE 912. Impressive example of this famous *marque,* finished in white with red interior trim **£1,199**
1969 PORSCHE 912, attractive car in fawn with black upholstery; h.r.w. Very nice example..... **£2,149**



1970 RELIANT Scimitar GTE. Manual with overdrive. Very nice car, finished to the usual high standard, plus several expensive extras. Blue with black **£1,669**
1970 RELIANT Scimitar GTE. Manual with overdrive. White with black trim. Radio and h.r.w. Most impressive **£1,579**
1971 RELIANT Scimitar GTE. Manual with overdrive. Sparkling appearance in white with tan upholstery. Radio and h.r.w. **£1,879**
1972 (L) RELIANT Scimitar GTE, automatic. Our own Director's car. 8,000 miles. Red with tan interior. Alloy wheels, radio, h.r.w. Immac. **£2,399**
1934 SUNBEAM '25' 4-door pillarless coupé sports saloon. Most impressive large touring car, in blue with matching hide. Some attention needed ... **£799**
1972 TRIUMPH Spitfire Mk. IV sports. Very pretty one-owner car in yellow with black trim. Tonneau and *spotlamps* **£949**
1970 TRIUMPH Spitfire Mk. 3. Well-maintained car in red with black interior. Must be seen..... **£699**
1972 TRIUMPH GT6, fitted with overdrive, wire wheels, radio and h.r.w. White with black interior..... **£1,349**
1971 TRIUMPH GT6 Mk. 3. Red with black trim. Overdrive and h.r.w. Very nice appearance..... **£1,099**
1969 TRIUMPH GT6 Mk. 2, finished in white, and fitted with h.r.w. Outstanding car, worthy of inspection..... **£799**
1968 TRIUMPH TR5 roadster, superb car in red, fitted with overdrive. Very good condition for the year..... **£849**
1970 TR6 roadster, fitted with overdrive and radio, and finished in blue with black trim **£1,099**
1970 VOLVO P.1800E. Red with black upholstery. Alloy wheels, headrests and h.r.w. Superb..... **£1,649**

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Shell SPORTnews 1



Celebrity Races take off

DEBUT DAY FOR SHELLSPORT AT BRANDS HATCH

During a day of superb entertainment at Brands Hatch on *March 4th, the* SHELLSPORT programme for 1973 got under way with plenty of action from the word go, SHELLSPORT drivers Gerry Marshall and Tony Lanfranchi providing much of the excitement.

Driving the SHELLSPORT Luxembourg BMW 3.0 Si in his usual spectacular manner, Gerry finished third in the first round of the Britax Production Saloon Car race after an enormous moment at Clearways when leading eventual winner Roger Bell in a similar car, while Tony 'he must get beaten sometime' Lanfranchi was not content just to win his class in the same race, but roared through from the fourth row of the grid to win the first ever SHELLSPORT Celebrity race by .2 of a second!

SHELLSPORT CELEBRITY RACE

Part of SHELLSPORT'S plan to provide action and entertainment for spectators and drivers alike, this new series of races – with twenty bog-standard Ford Mexicos driven by the winners of the day's previous events dicing it out on equal terms in a ten-lap free-for-all is almost guaranteed to set the pulses racing.

And it wasn't just the pulses that were racing when the field, including celebrities Simon Taylor (Autosport), John Webb (MCD), Clive Richardson (*Motoring* News) and Boss Capri ace Mick Hill, followed the initial leader, Mini-man Neil Dineen, into Paddock on the first lap in a seemingly endless train of Ford Mexicos playing tag with each other all the way. Four abreast around Druids, cars spinning at Southbank, everyone on the grass at Clearways, it was the fun *of the fair all the way.*

With winner Tony Lanfranchi tearing through the field from the fourth row of the grid and the crowds on their feet cheering with excitement the race was voted an overwhelming success by all those present. The next thrash will also take place at Brands Hatch, on 1st April.

SHELLSPORT LUXEMBOURG FORMULA 5000 TEAM

Brands Hatch, Saturday, March 17th marks the debut of the SHELLSPORT Luxembourg Formula 5000 team and also the man known throughout Europe as 'Smiling Tom Belso' from Denmark. Carrying the race number 208 – the wave band of Radio Luxembourg – Tom will be driving alongside team mates 1972 Champion Gijs van Lennep from Holland and Londoner Clive Santo.





The 20/50 that's safer to race and rally with.

MOTOR SPORT

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

VOL XLIX No. 4 APRIL 1973

Forty-ninth 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: Graham McRae, the controversial New Zealander, pictured in his STP McRae in the recent Tasman Series. A round-up of the series and of McRae's past career can be found on page 372, while in our monthly Around and About feature is news of McRae's latest plans in Britain

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SURFACE MAIL:	Home	£2.80
	Overseas	£2.80
	U.S.A. and Canada	$8.00
AIRMAIL:	Middle East and Europe	£7.00
	Australasia	£8.50
	All other countries	£7.50

All prices include postage

MATTERS OF MOMENT

OUR "STOP CLOBBERING" CAMPAIGN

MOTOR SPORT received an overwhelming response to the views expressed on this page in the February issue. Consequently, we have decided to take our plea for the Government to stop clobbering drivers so hard in respect of radar speed traps, and the possibility of losing their driving licences through receiving three endorsements for non-criminal motoring offences in the over-long term of three years, a good deal further.

After studying the correspondence received we became quite certain that a great many drivers of differing ages, interests, experience and occupations agree that the time has come, especially if decent citizens who also drive motor vehicles are to remain staunchly on the side of the Establishment in these troubled times, for the clobbering, which has no genuine bearing on increasing road safety, to cease. To this end we have sent a copy of MOTOR SPORT's February Editorial to both the Rt. Hon. Edward Heath, MP, Prime Minister and to the Minister of the Environment accompanied by the following letter:

"The February issue of MOTOR SPORT contained an editorial of which we enclose a copy.

"In view of the very great amount of correspondence our comments have caused, we are returning to the matter in our April issue and would ask you to let us have your views on the matter for publication in an early issue."

Mr. Heath may well be too busy to give much attention to this urgent matter during the prevailing troubled times (murder as a means of settling religious differences cannot be right) but it is most certainly the concern, or should be, of Mr. John Peyton, Minister for Transport Industries. We shall hope in due course to publish the answers from both gentlemen. When our Petition for the abolishment of the 70 m.p.h. speed-limit on Motorways was presented to a former Labour Minister of Transport, with its 280,000 signatures, there was a sorry lack of response. However, it is also likely that this significant demonstration of public opinion stopped the limit being reduced to 60 m.p.h., as was then under consideration.

One hopes that Mr. Heath will never find it necessary to go to the country over the matter of maintaining Law and Order in these Islands. But should this be the case, surely he would not wish to have disgruntled drivers, many of them young and impressionable, entering the polling booths—and there are at least 18-million driving licence holders in Britain, many dependent on their licences for their livelihood. (The Establishment is not sufficiently concerned about us, apparently, to know the exact number, for telephone calls to Scotland Yard's Press Office, the Ministry for the Environment and the big motoring organisations failed to reveal the figures.)

As for the letters which have encouraged us to put the matter to the Prime Minister, these are in the main extremely well compiled but in some cases so vehement that it might be unwise to publish the writers' names and addresses! Almost all are concerned about the points our February Editorial raised, while agreeing that there must be no let-up in the punishment meted out to criminal offenders, such as drunken drivers, drugged motorists or the simply dangerous driver. To take a cross-section of them, there is one from a racing driver whose suspended licence, for three mild speeding offences (deserted roads, early a.m., etc.), is just being returned to him; in the meantime he lived out the exile in Australia. He remarks that the psychological effect on young people so apprehended could very well be damaging to Society as a whole. Many similar letters refer to long, entirely accident-free spells of driving, marred only by being caught in radar traps. There is a letter from a Department of the Environment Approved Driving Instructor who thinks one should be able to avoid losing one's licence—he claims one endorsement in 28 years and suggests radar meters are usually set on the generous side. But he is in full agreement about abolishing the 70-limit on Motorways. Someone else, in saying "more power to you", thinks the motoring organisations a bunch of "yesmen" and that if something isn't done soon we shall need permission to blow our noses. A Company Director agrees wholeheartedly with us, after his first endorsement in 24 years, and others with no brush with the Law say the same. To be fair, two out of all these correspondents disagreed with raising the 30 limit to 40, citing the danger to children and old people, but even they had no use for the Motorway 70. A well-known RAC personality, writing in a private capacity, says he has often

Continued on next page.

Motor Sport Fixture List For April

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

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

DATE	CLUB	RENDEZVOUS	NEAREST PROMINENT TOWN	CATEGORY	TIME
April 1st	BRSCC	Mallory Park	Kirkby Mallory, Leics.	F5000 Race Meeting (*N/Int*)	14.30
April 1st	Nottingham SCC.	Curborough Sprint Course	Lichfield, Staffs.	Curborough Sprint (*R*)	14.00
April 1st	BARC	Silverstone	Nr. Towcester, Northants.	Race Meeting (*R*)	14.00
April 1st	BARC	Snetterton	Nr. Thetford, Norfolk	Race Meetings(*R*)	14.15
April 1st	Exeter MC	Taunton Technical College	Taunton, Somerset	South-West Stages Rally (*R*)	09.30
April 6/8th	**Real Pena Motorista de Vizcaya**	**Bilbao**	**Spain**	**Firestone Rally (INT)**	—
April 7th	BARC (North-Western)	Oulton Park	Nr. Tarporley, Cheshire	Race Meeting (*R*)	14.00
April 7/8th	**Wiesbadener AC**	**Hockenheim**	**Heidelberg, W. Germany**	**European Formula Two Trophy (INT)**	—
April 7/8th	Sutton & Cheam MC	Gowrings of Newbury	Newbury, Berks.	Scorpion Rally (*R*)	22.00
April 7/8th	**BRDC**	**Silverstone**	**Nr.Towcester, Northants**	**Formula One International Trophy (INT)**	12.30
April 8th	Lincoln MC & CC	Cadwell Park	Nr. Louth, Lincs.	Race Meeting	14.00
April 8th	Hagley & Dist. LCC	Vono Works	Tipton, Staffs.	Championship Autotests (*R*)	10.30
April 8th	Nottingham SCC.	Croft Autodrome	Darlington, Co. Durham	Race Meeting (*R*)	14.45
April 8th	MC CC	Brands Hatch	Dartford, Kent	Race Meeting (*R*)	14.30
April 8th	Cemian MC	Tunnel Hill	Pirbright, Surrey	Production Car Trial (*C*)	11.00
April 8th	Bugatti OC	Prescott	Cheltenham, Glos.	Members' Spring Hill-climb	11.00
April 8th	**ASA Paul Ricard**	**Circuit Paul Ricard**	**Le Beausset, France**	**European 2-litre Trophy (INT)**	—
April 14th	**ASAC de Bourgogne**	**Dijon**	**Dijon, France**	**Dijon 1,000 Kms. (INT)**	—
April 12/14th	**AC Livorno**	**Elba**	**Elba, Italy**	**Isle of Elba Rally (INT)**	—
April 14th	Aintree Circuit Club	Aintree	Liverpool, Lancs.	Race Meeting (*C*)	—
April 19th/22nd	**AA of East Africa**	**Nairobi**	—	**East African Safari (INT)**	—
April 19th/22nd	**Ulster AC**	**Portrush**	**Co. Antrim**	**Circuit of Ireland (INT)**	—
April 20th	BRSCC	Oulton Park	Nr. Tarporley, Cheshire	Formula Three Race Meeting (*N/Int*)	—
April 20th	BRSCC	Snetterton	Nr. Thetford, Norfolk	Race Meeting (*N/Int*)	14.30
April 20th	750 MC	Lydden Hill	Canterbury, Kent	Race Meeting (*R*)	14.00
April 21st/22nd	Mid-Thames CC.	Lex Motor Co. Ltd.	Swindon, Wilts.	Spring Rally (*R*)	22.30
April 22nd	**OASC**	**Salzburgring**	**Salzburg, Austria**	**Austria Trophy (INT)**	—
April 22nd	Bath MC/BAMA	The Guildhall	Bath, Somerset	Chieftain 73 Rally (*R*)	09.01
April 22nd/23rd	Hagley & Dist. LCC	Loton Park, Alberbury	Nr. Shrewsbury, Salop	Hill-climb (*N*)	12.00
April 22nd/23rd	British Drag Racing & Hot Rod Association	Santa Pod Raceway	Wellingborough, Northants	Drag Race Meeting (*C*)	13.30
April 23rd	**BARC**	**Thruxton**	**Andover, Hants.**	**European Formula Two Trophy (INT)**	**Noon**
April 23rd	BRSCC	Mallory Park	Kirkby Mallory, Leics.	Race Meeting (*N/Int*)	14.30
April 23rd	Surrey Sporting MC	Burstow Lodge Farm, Smallfield	Horley, Surrey	East Autocross (*R*)	14.00
April 23rd	BRSCC	Brands Hatch	Dartford, Kent	Race Meeting (*N/Int*)	—
April 25th	**AC Milano**	**Monza**	**Milan, Italy**	**Monza 1,000 Kms. (INT)**	—
April 28/29th	**ADAC Gau Mitterlrhien**	**Nurburgring**	**Germany**	**European Formula Two Trophy (INT)**	—
April 28/29th	Aberdeen & Dist. MC	Lang Stracht Hotel	Aberdeen	Granite City Rally (*N*)	08.31
April 28/29th	Welsh Border CC	New Smithfield, Shrewsbury Rd.	Oswestry, Salop	Welsh Border Uniflo Rally (*R*)	22.00
April 28/29th	Kirkby Lonsdale MC	Killington Lakes Services	M6 (Southbound)	Devil's Own Rally (*R*)	22.31
April 28/29th	Quinton MC	Border Garage	Welshpool	Rally d'Isis (*R*)	22.00
April 28th	Vintage Sports CC	Silverstone	Nr. Towcester, Northants	Race Meeting (*C*)	—
April 29th	**RAC de Cataluna y Baleares**	**Montjuich**	**Barcelona, Spain**	**Formula One Grand Prix, Round 4 (INT)**	—
April 29th	Coventry & Warwickshire MC	Fenny Compton Garage	Fenny Compton, Warwicks	Production Car Trial (*C*)	09.30
April 29th	Lancashire AC	Longridge	Lancashire	Race Meeting (*C*)	13.30
April 30th/May 5th	**Stichting Autoraces Nederland**	**Various European towns**	—	**Tulip Rally (INT)**	—

MATTERS OF MOMENT
Continued from previous page

taken the side of the Police on TV but never again, after being caught in a particularly futile radar trap (his fine worked out at 50p per chain as he slowed down on entering a built up area). Then a Solicitor had this to say: "I feel I must write in wholehearted support of your editorial in MOTOR SPORT for February. As a Solicitor and a convicted speeder I think I am qualified to say something on the matter. What the Authorities must realise before it is too late is that motorists will not regard themselves as criminals so far as petty motoring offences such as speeding are concerned.

"Almost without exception the offenders I meet are embittered against the Police, because in their view the Police would be better employed combatting real crime. The view I hear expressed is that whilst people appreciate the Police do not make the laws they point out that the Police have a great deal of discretion as to the extent to which they enforce a particular law and that the Police also have an important voice in the forming of new laws.

"It would be nice to feel that the Police are sympathetic to the plight of the motorist, but unfortunately there is very little evidence to support this.

"The totting-up procedure relating to endorsements is the most iniquitious law devised since the Middle Ages since, as you rightly say, the punishment it can, and does, inflict is far more severe than that suffered by real criminals in respect of crimes which have no doubt caused far more damage to the community.

"In fact speeding itself, unless coupled with some other offence, *e.g.* dangerous driving, cannot be said to inflict any damage whatsoever on the community. It seems to me vital that, if speed limits cannot be totally abolished, which would be the best arrangement, petty motoring offences (including speeding) must be divorced from the remainder of motoring offences and fixed penalty punishments inflicted for the former. Only then can the community hope to benefit from better Police/public relations and there is no other way this can come about in the absence of any desire by the Police to help themselves is for your magazine and others like it to try and get through to the small handful of right thinking people in Authority."

So we are convinced we are doing the right thing in thus representing your interests. If the above letter is replied to, we will let you know.

Topical jolly fun

Our Cricket Correspondent writes: The time seems to have come when mere professional players no longer hold the attention of those who watch the age-old game at the hallowed grounds of Lords and the Oval. When future struggles for the Ashes take place we must expect to see in the teams such names as Graham Hill (Captain ?), Cassius Clay, Benny Hill, Jimmy Savile, Anne Edwards and Jimmy Greaves. Colin Cowdrey has already gone over to motor racing. Whether the MCC will go ahead with the suggestion that bands aerobatics and jazz should liven up the old and dignified sport is not at present known. I do feel, however, that those who live by cricket and who are treading the revered paths of Grace and Hobbs should take care that the racing drivers and show bizz characters do not play such a good game that they are offered permanent places in the Test teams!—"Batty".

Easter endurance

EASTER will see two endurance events, one traditional, the other new. The MCC Land's End Trial takes place as usual from Good Friday to Easter Saturday, starting from London, Launceston and Kenilworth and finishing in the Newquay area. The mileage is approx. 370 and the entries cover all types of motorcycles and cars, and usually include some of the older models. Then, following last year's successful Jubilee marathon, the 750 MC is staging a run for pre-war Austin 7s from midnight on Easter Saturday to lunch-time on the Monday, starting from Dover and finishing at St. David's, Pembrokeshire.

New circuit in Lancs

WHILE British racing circuits have been closing down, a group in Lancashire have built a little 800-yard track just five miles north east of Preston in a quarry at Longridge. The first meeting will be held on April 29th and several others are scheduled for later in the year.

British Leyland's brand new car

—a speculative essay—

A MOMENTOUS event in the motoring world is scheduled for next month—the story will be released in the June MOTOR SPORT—namely, the announcement of the first truly new model produced by BL since the Corporation was formed, absorbing the BMC and its subsidiary concerns, and Lord Stokes took the helm.

Such an event gives rise to much speculation, as the release-date of the new model draws nigh. Will it be Britain's answer to the Citroën GS, or the Citroën SM? Will it be a luxury offering rivalling cars like BMWs and Mercedes-Benz? Or will it emerge that the new model from this strike-ridden, impoverished country will be a 1970s improvement on utility vehicles of the Citroën 2 c.v., Morris Minor, Model-T Ford persuasion? What, indeed, will be the mechanical ingredients of that brave new British Leyland car?

Whatever the pessimists may suggest, design shows no tendency towards stagnation. Prior to the planning of this Stokesmobile the BLMC was building cars with both front- and rear-wheel drive. Volkswagen, whose sales figures must surely be in the range-finder of BL, has recently calmly offered both rear-engined r.w.d. and front-engined f.w.d. models to its enormous buying public. Which will be the choice of BL's engineering teams, for their entirely new model? Will they do-a-Marina, or will they exploit the very successful and convincing Issigonis-pattern of compact-car design?

I thought that on the eve of this important new model announcement it would be instructive to reach back and re-read what that great and individualistic engineer/journalist/publicist, my friend the late Laurence Pomeroy, wrote of this Issigonis concept when it was originally revealed to us, on that exciting occasion—and it *was* exciting—when we were called to Longbridge to see this entirely-new small car. Since then the transverse-engined, front-wheel-drive, gears-in-sump design has been raced and rallied with great distinction and has grown in engine swept-volume from 850 c.c. to 1,100, 1,300, 1,500, 1,750, 1,800, up to six-cylinder 2,200 c.c.

It could well be that the BL technicians, if no longer headed by the indomitable Alec, will have voted for a retention of his much-copied philosophy. This being a strong possibility, let us read again of its merits as Pomeroy expounded them:

He wrote: "'It was new; it was singular; it was simple'—Admiral Lord Nelson on the tactical plan prepared before Trafalgar.

"Before the Battle of Trafalgar Nelson had to solve a technical problem. How to employ superior material and personal forces as to ensure, to use again his own words, 'Not Victory but Annihilation' by breaking through the line of battleships opposed to him. History records how completely he achieved his aim on October 21st, 1805; posterity will in turn regard August 26th, 1959, as a landmark in the development of the popular car. For it will be generally agreed that the end product of a small design and development team led by Alec Issigonis during the past two years marks a real breakthrough in automobile engineering technique which brings with it major benefits to the motor car user. What is this breakthrough? What are these benefits?

"It is the production of a 10-ft.-long car capable of exceeding 70 m.p.h., and bettering 50 m.p.g., which weighs only 1,275 lb., will climb a 1-in-13 hill in top gear, will reach 50 m.p.h. from rest in 18 seconds, has variable rate all-independent rubber suspension and is yet one of the lowest priced cars in the world. They are the enjoyment of this unique alliance of performance and economy by four persons who travel in comfort and security, who can take with them ample personal effects, who can view the outer world through large windows calmly and with the comforting knowledge that they are making less demand on highway space and on raw materials than has hitherto been, or even thought, possible. From the earliest days of motoring one of the prime problems has been how to carry a passenger load of at least four persons with the smallest encroachment upon space on the highway, which must be paid for by the public, and the minimum weight of metal in the vehicle itself, and fuel and rubber which it consumes during its working life which have to be paid for by the buyer and subsequent owners.

"During the past 60 years some solutions have been ridiculous, others merely absurd, but in the post-war period the best brains in the Automobile Industry in Europe have addressed themselves to this matter and there are now a number of small cars, some with front drive and others with rear engines, which offer comfortable travel for two, and passable comfort for four, with road speeds superior to 60 m.p.h. and fuel consumption better than 40 m.p.g. But conventional concepts of comfort and performance are transcended by the accomplishments of the Morris Mini Minor. . . .

"Let us now consider some of the major design problems which had to be solved before it was possible to present Europe's Most Modern Motor Car. The size of a car fixes, for practical purposes, the weight of the structure and this, in turn, exercises an overriding influence on the cost. Weight also determines fuel and tyre consumption in normal driving. So the most important need of the small, light car is that it should be as small and light as possible. But if four persons are to be carried in comfort there is an absolute minimum size for a motor car even if no allowance is made for space occupied by the engine, or space provided for the luggage carrying. . . .

"The New York skyscraper economises in city area for a given cubic content by extending into the third dimension of height. So does the audacious concept of Issigonis which puts the transmission gears directly beneath the crankshaft so that they are accommodated in the sump. This brilliantly simple idea makes it possible to mount the engine and transmission transversely at the front of the car without limits on numbers of cylinders (or engine capacity) on the one hand, or a severe restriction of steering lock on the other. . . . The passenger carrying area is not invaded and a slight protrusion in the floor accommodates the exhaust pipe so that the floor level is equal to the ground clearance. There are no elements beneath the floor which can foul on rough cross-country going. This low floor level coupled with the absence of a rear axle (the drive being at the front) makes possible a really low roof line giving small frontal area with fully adequate head room.

"A further important advantage of this system of engine mounting may not be fully appreciated. With the normal combination of engine, clutch housing, gearbox, and driveshaft extension the engine and transmission is mounted upon points which are widely apart and there is flexibility between these points. This can give rise to drumming which is wholly absent on the much more compact unit which derives naturally from the triplane design. In fact, this arrangement of the engine and gearbox area exemplifies in a particularly vivid way the remarks in the July 8th, 1899, issue of *Le Sport Universel Illustre* describing the Latil et Riancey car. It said: 'M. Riancey has started from the principle that it is more sensible to pull than to push his voiturette: the mechanism is in one group so it can be easily protected, and there is no vibration. Apart from the excellent balance thus achieved the whole arrangement gives lightness to the carriage, a quality as yet rare among thermal combustion vehicles.'

"As the engine demands no longitudinal space on its own account a car only 120 in. long can accommodate four persons and a substantial luggage locker, and four-fifths of the overall width is available for these purposes. The transverse triplane engine/transmission layout not only plays a paramount part in achieving this but also, by offering front-wheel drive, confers a remarkable combination of comfort, stability, and traction. The driver is conscious of the behaviour of his car when:

1. Driving in a straight line on a level road.
2. Cornering.
3. Climbing a hill.
4. 2 and 3 in combination.

"For cases 1 and 2 some degree of understeer is desirable to confer stability.

"To ensure understeer it is desirable to load the front tyres more than the back tyres in order to diminish their cornering power, and this is commonly done by placing the mass of the engine and gearbox well forward in the frame. The transverse engine mounting fulfils this requirement and the act of putting torque through the carcase of the front tyres also diminishes their cornering power and thus enhances the understeer effects obtained by carrying 60% of the weight on the front wheels. Hence the car is inherently dynamically stable.

"The transverse engine mounting, coupled with the general configuration of the vehicle, also plays an important part in securing aerodynamic stability. With increase in road speed the centre of wind pressure moves steadily forward, and if it advances sufficiently ahead of the centre of gravity a side wind acts through a long lever to prise the car off the straight course. On the Morris Mini Minor cars the centre of gravity is naturally far forward and the relatively long, parallel, sides

of the body behind the C of G act in themselves as a strong stabilising influence. Hence so far as stability on the straight is concerned a front engine driving the front wheels is superior to any other combination.

"In strong contrast, with a rear engine, driving the rear wheels, the rear tyres at once support the greatest weight and transmit torque, and therefore have the least cornering power, and the C of G is far back and the lever effect of the forward centre of air pressure thereby enhanced. The rear-engined car is thus inherently unstable both dynamically and aero-dynamically. The former condition can be ameliorated by low front tyre pressures and a strong anti-roll bar; the latter by fins if they are made large enough, but very few stable rear-engined vehicles have yet been produced; some critics might say none. On corners the front-drive car understeers with power applied. Contrariwise, shutting the throttle at once slows the car and reduces the cornering radius and the natural instinct of the average driver when going too fast is thus turned into a valuable safety measure.

"In the hill-climbing condition weight is transferred from the front to the back of the car and hence load is taken off the front, and added to the rear wheels. If, however, the front wheels are initially loaded 50% more heavily than the back they continue to carry adequate weight for traction on dry roads up to a gradient of 1 in 3, and thus have an ample margin for all normal motoring in any part of the world. On slippery surfaces some of these assessments of merit must be revised. When cornering or when on a straight road in the presence of external excitations such as side winds or road camber, the exceptional traction ability of the rear-engine car is offset by difficulty in control if slippery surfaces cause the rear wheels to spin and the car to sideslip.

"In this event the spin must be suppressed by reducing power and, at the same moment, steering control restored by a counter movement. If overdone this results in a slide in a sense opposite to the original and, unless the driver be skilled, to a further series of tail slides which may increase until the vehicle becomes completely out of control. But whereas wheelspin on a rear-drive car promotes an already inherent disposition to oversteer (which can only be corrected by shutting the throttle) on the front-drive car wheelspin exaggerates an existing understeer condition which can easily be countered by laying on more steering lock *whilst at the same time* maintaining traction by keeping the throttle in some degree open. So on slippery roads driving a front-driven car is relatively easy and it may, with no great skill on the part of the driver, ascend hills of sub-critical gradient by rising superior to adverse external forces to which rear-driven cars, and particularly rear-driven cars carrying more weight on the front wheels than on the back, all too easily succumb. We see then that the rear-engined rear-drive car has outstanding traction ability if the driver is sufficiently skilled to avoid wheelspin or to take the right action if this occurs. The conventional layout favours cornering at limiting speeds by a driver able to use the throttle to help the steering. In all other circumstances the well-designed front-drive front-engine car shows to advantage to a degree which lessens manifestly the burden of the average individual and thereby adds to the sum of road safety."

After coping with the publicity for many subsequent BMC f.w.d. cars, Pomeroy severed his connection with Austin/Morris but did similar work for the Ford Motor Company. Such a strong advocate for front-drive cars might appear to be in a tongue-in-cheek situation, because, apart from the V4 Taunus Ford, there were no f.w.d. Fords, none at all emanating from Dagenham. Perhaps fortunately, Pomeroy's task was to publicise the big Mk. IV Zephyr and Zodiac cars in their new V6 formation, a design ably carried on, with revised i.r.s. and other modifications, in the present Consul and Granada Fords. My friend evaded any retraction of his opinions about front-drive, rubber-suspended cars by concentrating on the new Ford power unit. Of this he wrote as follows and, as BL have a V8 engine in the Triumph Stag and V12 engines in their Jaguar XJ12 and Daimler Double-Six and thus might well be using a vee-cylinder-layout for their new model, the remarks bear reiteration:

"If the mythical Man from Mars was to observe the different types of car built all over the world, the first thing he would see is that American cars are twice as large and are driven by engines three or four times more powerful than European cars. If he were to look deeper, he would see there are major differences in the type of engine used—that two out of three American cars coming off the production lines have their cylinders arranged in V-formation, whereas in Europe very few are of this type. Here, the 'in-line' engine is used, with one exception, by all major manufacturers.

"If he were now to turn his eyes to the rear end of the car he would see that in the USA about 19 out of every 20 cars made have a rigid axle beam connecting the rear wheels. But in Europe about three in every four have the rear wheels independently sprung; that is to say, all four wheels are independently attached to the car and movement by any one of them has no direct influence on the behaviour of the others. He would see between three and four out of every ten British cars with this feature.

"If our celestial observer were now to switch his gaze to a Grand Prix motor race he would see that none had in-line engines, and all had independent rear suspension. He would quickly discern that these vehicles are built to the very highest standards of performance and safety, with the latter (expressed in stable high speed on corners) even greater in importance than sheer engine power.

"He might then wonder what are the special merits of the V-type engine and of all-independent suspension . . . and if, as it would appear, they are very considerable, why they are not universally used? And, for that matter, why their application is so notably different on either side of the Atlantic.

"An unbiased commentator would explain the matter to him in the following terms.

"On both passenger cars and racing cars, the length of the engine is highly important. On the former, every extra inch means so much less leg-room for passengers within a fixed overall length. On the latter, the longer the car the heavier and less manoeuvrable it becomes. In the USA, where engine powers range from 150 b.h.p. to well over double this figure, engines would be intolerably long if cylinders of the required size were placed one behind the other. This layout would also make for a bad engine in that the extra length of the crankshaft would make it liable to severe vibrations—damaging to itself and unpleasant to the occupants.

"If, to avoid these disadvantages so far as possible, the cylinders were crowded closely together, with the piston stroke greater than the diameter, there would be high piston speeds, leading to friction losses, and the hottest parts of the engine (such as the exhaust valve seats and spark plug bosses) would be crowded together, tending to overheat and distort if engine power was held at a high level for long periods; valve sizes and areas are also restricted, and limit specific power. As a further point, although the shorter the crankshaft the better from the viewpoint of removing unwanted vibration, the worse it is in respect of bearing areas supporting the loads imposed on it.

"With the cylinders in V-formation, it is possible to have a piston diameter larger than the stroke (which gives low piston speed with low wear and low friction losses), coupled with abundant water-cooled spaces between the internal hot spaces of the engine. In addition, a short, vibration-free crankshaft can be supported in bearings of entirely adequate area.

"The more powerful the engine and the greater number of cylinders it has, the bigger the advantage of V-formation; so it is natural that the typical American engine of 180 b.h.p. should have eight cylinders in V, and the typical 60-b.h.p. European engine should have four cylinders in-line—more especially as the in-line engine is, size for size, the cheapest to build.

"If more than 60 b.h.p. and if more than four cylinders are required the V-formation becomes extremely advantageous and although not widely used in Europe it is significant that this type of engine is chosen by Rolls-Royce and Daimler in Britain, Mercedes-Benz in Germany and Ferrari, Lancia and Maserati in Italy for what are recognised to be the leading models in each country.

"The magnitude of the advantage derived from placing the cylinders in a V on a 3-litre engine developing 150 b.h.p. can be seen by comparing the new Mk. IV V6 Ford power unit with the 2½-litre 114-b.h.p. Mk. III six-cylinder in-line unit it replaces. In return for a 20% increase in engine capacity power is up by 32%, although crankshaft speed has only risen from 4,800 to 5,000 r.p.m. By reason of a slight shortening of the stroke, piston speed is almost unchanged, the smaller engine developing peak power at 2,500 ft./min. and the new type at 2,375.

"It is when we examine the weight of the engine that we see how the new configuration pays off. Bare weight is reduced from 401.4 lb. to 379 lb., which is 5%, and weight in relation to power from 3.5 lb./h.p. to 2.52 lb./h.p., or by 30%.

"So far as space is concerned, the length of the crankshaft is cut from 29.93 in. to 20.41 in. (32%), and length from the front of the cylinder block to the clutch plates from 28.77 in. to 19.52 in., or by 32.5%. In absolute terms, the new engine is 9½ in. shorter and 22 lb. lighter than the old in-line type, despite which it develops an additional 30 b.h.p. and 52 lb./ft. torque. In the 2½-litre Zephyr version there are similar savings in size and weight and, without increment of capacity, a bonus of 12 b.h.p.

"The rewards that follow the introduction to Europe of an unusual engine layout, although more expensive, are therefore self-evident. Less evident, but of little less importance, are the returns from the substantially increased investment in all-independent suspension."

Whether or not the 1973 BL motor car has an in-line or a vee engine, we shall soon know. At the same time speculation as to whether it will ride at the back on metal cart-springs, like Marina, or on the ingenious Alex Moulton rubber suspension all round, as pioneered on the 850-c.c. Mini and interconnected fluidly on subsequent BMC small cars will end. Of the latter system, all those years ago, Pomeroy had this to say:

"Metal springs, be they leaf, coil or torsion bar, respond in exact proportion to load; that is to say in 100 lb. will compress the spring 1 in., 200 will compress 2 in. and so on. But as the laden weight of a small car may vary in ratio of 1.0 to 1.5 various arrangements have been proposed to give the suspension system a variable rate; for example, 100 lb. deflecting through 1 in. but say 70 more being required for the next ½ in. and say 100 lb. for the next ½ in. In this case a load of say 370 lb. in place of 200 lb. would be carried with a total deflection of 2 in. These arrangements are for the most part complex and unsuited to large-scale production, and for this reason the solo driver of small cars has had to endure a rough ride dictated by the mathematics of the fully laden situation.

"As with the engine and transmission layout so with the suspension, Morris Mini Minor marks a technical breakthrough in offering for the first time on a really large production vehicle independent suspension by rubber to all four wheels applied in such a fashion as to secure a marked variation in suspension rate with no complication in construction and a most economic use of material. Rubber is an expensive material and cannot be used on a small cheap c[illegible] unless full advantage is taken of the exceptional energy absorbing characteristics, *i.e.*, it must be highly stressed and some of the mechanical elements including the linkages must also be stressed to a very high level.

"On the Morris Mini Minor the four Moulton rubber buffers have a weight of only 6 lb. yet they support the fully laden weight of the car, amounting to 1,800 lb. To achieve this very favourable ratio the suspension linkage is arranged to multiply the wheel load by five and the interconnecting ball joints are thus very heavily loaded. In sum the successful application of these rubber springs, with all their advantages of light weight, natural self-damping, and variable rate has depended upon the successful solution of the ball joint problem. . . . Thus this combination of the Moulton spring with mechanical development in the ball joint serves to secure comfort with exceptional road worthiness. . . . At the rear end of the car unsprung weight is reduced to a minimum by a complete elimination of an axle beam—the wheels are located on trailing arms in such a manner as to have a vertical rise and fall with the implication that the roll centre at the rear of the car is at ground level, and as the roll couple at the front is therefore greater than that at the rear basic understeers results. Parallel motion of the rear wheels exerts a beneficient influence in two other respects. Rear end steering caused by changes in the camber angle as the wheels rise and fall is eliminated and so is sideways shake of the back of the car caused by the changing angle of the rear wheels which is common to both the conventional live axle and to swing axle cars. For these reasons the driver enjoys a noticeable uniformity of ride and handling and the rear-seat passengers can, if they wish, slumber undisturbed by mental apprehension or by disagreeable physical buffeting."

The last expression of expert opinion would presumably be difficult to justify when L.P. began to publicise the big Ford, which did not enjoy front-drive and rubber suspension, but fortunately they *did* have i.r.s., subsequently used in much-improved form.

There was a time when, after satisfactory service from a Morris Mini Minor and subsequently a Morris 1100, I stated in print that I had little use for cars with prop.-shafts. Since then, however, I have had no reason to complain of the road-holding of a Rover 2000TC and a BMW 2500, achieved in the case of the former with an ingenious de Dion back axle and with the latter by well-contrived semi-trailing-arm i.r.s., aided in both cases by Pirelli Cinturato and Michelin radial-ply tyres.

In recent years the great improvement in tyres, of radial-ply and bias-ply types, has diluted much of the argument in favour of front-wheel-drive, by endowing front-engined/rear-drive cars with an excellent road-holding and cornering performance, unless on abnormally slippery surfaces. So, whether this long-awaited and to Britain vitally important all-new BL model is of Marina or Issigonis layout, we can observe, as Laurence Pomeroy reminded us 14 years ago, that: "Just over a hundred years ago the American Ralph Waldo Emerson wrote: 'The logic of Englishmen is a logic that brings salt to soup, oar to boat. Their mind is not dazzled by its own means but locked and bolted to results'." And we can fervently hope that the layout of the new model, and its performance on the road, not to mention the immense productive and service facilities which lie behind it, will demonstrate that what was observed in 1850 continues true in 1973.

* * *

"But", you may be saying, "surely *you* know what the new BL confection is going to be like!" To which I must, until June, turn a deaf ear, contenting myself with remarking that *Motoring News* recently endorsed Lord Stokes' optimism for his "exciting new model".—W.B.

Computer Service?

THE completion of the new Swansea Computer Centre has unfortunately resulted in a simplification of the car log-book and the new single-sheet driving licences. We were, however, promised that when it was opened we should have the benefit of day-by-day car licences, so that a car could be licensed for a minimum of three days in any one month, instead of for a minimum of one month as at present, a refund from a longer period being obtainable from Post Offices. Such a scheme would be of the greatest advantage to owners of pre-war cars used mainly for rallies and might well bring in additional revenue, as there would be a great incentive to take part in more rallies, if the cost of taxing a car for the required few days was a fair one. We have always welcomed this system, as being far better than requesting privilege-licences for the older vehicles, which might well cause them to be put in a separate category wherein they could only be used on special occasions.

We understood that the Swansea Centre was to open last month and that 1,500 people were already employed there prior to that. What we now want to know is, when are these short-term "road-fund" licences to be issued?

Genuine Brake Spares

THE following has been received from Girling Ltd.:

"Remember 'Dirling'—the unknown maker of disc brake pads in boxes bearing more than a passing resemblance to genuine Girling packs? Having seen only the box, Girling declined to comment on the possible quality of the product. Now a set of 'Dirling' pads has been obtained from the same source and tested. The results were:

1. The steel backing plates were "reclaimed"—old ones from which the original friction material had been roughly ground by hand. Deep gouges show where the operator was not too careful.

2. The edges of both friction material and backing plates had been ground to too small a size, so that the plates would rattle in use.

3. Instead of being positively located in holes in the backing plate, and permanently bonded to it, the friction material had been attached with an adhesive. Four centre punch indentations had been made, in a random pattern, presumably to provide some sort of key.

4. Two pads tested to destruction failed under a shear load of 1,000 lb. and 1,600 lb. respectively. The minimum shear figure for a comparable Girling pad is 3,900 lb.—nearly four times that of the weaker of the two imitations.

As a result of Girling representations, the 'Dirling' box has been taken off the market. *But there is no law to stop the sale of the pads under another name.*"

An Austin Ulster Register

DAVID HOWE, of 108 Sheen Road, Richmond, Surrey, who owns a couple of non-supercharged Austin Ulsters and says he regards these cars as "one of the most exciting vintage light cars both in today's congested traffic conditions", hopes to compile a Register of these cars. He asks owners to send him details of Ulsters past and present, with interesting data and if possible a photograph. Mr. Howe's Ulsters both have original engines and one is in regular use on the road.

The Things They Say . . .

IN the course of 90 very interesting "capsule" road tests of the 1973 American cars, *Automobile Quarterly* remarks that a magazine advertisement which was being prepared for the importer of BMWs contained the words: "There are two luxury cars from Germany. One of them shows how much you make. The other shows how much you know". This was thought to be a bit too strong and was dropped. But the US magazine remarks that the ownership of a Ford Continental Mark VI "clearly shows how much you don't know". . . .

RACE OF CHAMPIONS and surprises

BRANDS HATCH, *March 18th.*
BRANDS HATCH'S Race of Champions has, for several years, started the European Formula One season but anyone looking for a pointer for the year from the results of the 1973 race can forget it—unless the lesson learned is that Formula One cars are going to be more unreliable than ever before. It turned out to be a quite extraordinary race during which the lead changed five times in the space of the 40 laps, the last and final time coming within two miles of the finish. The surprise victor who snatched this last lap lead was Peter Gethin, the former BRM and McLaren Formula One driver, who was at the wheel of a brand new Chevron B24-Chevrolet Formula 5000 car, for this race also included the stock block powered cars to make up the numbers on the grid. No one expected a Formula 5000 to win but Gethin practised strongly, finished the first lap in sixth position, and then had the five Formula One cars in front of him wilt under the strain. This was the first time in Britain that the Formula 5000 brigade had triumphed over Formula One and the whole affair must have made John Webb of Motor Circuit Developments happy, for it is he who has campaigned so vehemently for the continuance of this class in Britain. Furthermore, a huge crowd turned up at Brands Hatch, probably the largest ever at the circuit apart from a British Grand Prix.

An entry of 16 British-based Formula One cars was received for the event and there were more than enough Formula 5000 cars entered to fill the grid out to 36, a massive field by any standards. Something of a disappointment was the non-appearance of the Shadows for Jack Oliver and George Follmer, these cars being in the process of modification following the South African Grand Prix, while Hill's similar private car was not ready either. The little Ensign team have still not completed their Formula One car for the hopeful Rikki von Opel and Team Surtees scratched Carlos Pace following their Kyalami disasters. But on show for the first time was the brand new Brabham BT42 driven by John Watson and Formula Two driver James Hunt made his *debut* in a Grand Prix car.

John Player-Team Lotus brought along their two earlier Lotus 72s, chassis R5 and R6 for Emerson Fittipaldi and Ronnie Peterson, these two cars having been completely rebuilt as new during the winter months. Not only did they now have a fibreglass and foam sandwich cladding to comply with the new safety regulations but also the suspension was completely revised too. The cladding hardly altered the appearance of the cars at all, except that the line around the radiator ducts was a little different. The suspension changes were fairly major, a much wider front track, by four inches, being incorporated and this necessitated completely new wishbones and driveshafts. The rear suspension had cast instead of the customary fabricated rear uprights and some geometry changes to suit the latest 26-in. diameter Goodyear tyres. All this work was only finished at the last minute and the cars arrived at the circuit in their new trim completely untried and untested.

Marlboro-BRM were taking the race seriously and entered a full complement of three cars although, naturally, Clay Regazzoni wasn't fit enough to drive and his place was taken by Bourne's apprentice Vern Schuppan. He had a P160 just like those of Jean-Pierre Beltoise and Niki Lauda, the cars being as raced in South Africa.

McLaren Racing brought along their brand new M23 for Denny Hulme and an M19C for Jody Scheckter, who had made his British Formula Ford *debut* at this meeting two years earlier. Team Surtees originally entered a pair of TS14As but, following the ravages of Kyalami, reduced the entry to the prototype TS14 for Mike Hailwood while a TS9B was "loaned" to Lord Hesketh's team for James Hunt to make his Formula One *debut*.

Motor Racing Developments Ltd. had their new BT42 ready and, rather than bring over Carlos Reutemann or Wilson Fittipaldi from South America, decided to give John Watson the opportunity to race and test the car. It was the Irishman's second Formula One appearance. The new car, designed by Gordon Murray, is quite a startling new shape with flat sides which form a near 45° angle to the road. Twin front radiators are mounted in a wide nose and cooled by slats, while the airbox is narrow and angled forward. The concept of the shape is to achieve as much downforce as possible from the actual body as well as present a clean airflow to the rear wing. The suspension is fairly conventional although Murray has gone for lightness in this department, and also has a very narrow rear track. Several smaller features of the car are interesting but space here is unfortunately limited so the car will be covered in fuller detail next month. With Graham Hill's Shadow not complete, Brabhams were prevailed upon to run a BT37 for their former driver. Finally the Frank Williams Iso Marlboro team brought along both their cars as seen in South Africa for Howden Ganley and local boy Tony Trimmer, this being one of several occasional F1 drives he has had over the past three years.

The Formula 5000 entry was terrific, at last this class has suddenly found its feet in Britain. In direct contrast to last year there were something like 14 brand new 5000s in the paddock and the remainder were nearly all reasonably competitive too. Some of the new cars are actually destined for the USA series but nevertheless more than enough will be remaining in Britain to make this category, strongly supported by Rothmans, very exciting this year!

Lola seem to have had the biggest share of the market and there were new T330s for Hobbs and Lunger (Hogan Racing, USA), van Lennep and Belso (Shellsport-Luxembourg team), Edwards (Barclays), and Ashley (Henly Fork Lift). Chevron are not doing badly either with Peter Gethin in the works B24, which he will race under the banner of USA, while Tony Dean and Bob Brown had Doug Shierson Racing/Marathon Oils in the two similar cars entered by Anglo-American Racing Team (nothing to do with Dan Gurney) and Steve Thompson had the prototype B24 from last year. Keith Holland had the works-backed Trojan but the private cars of Sid Taylor Racing and Bob Evans nonstarted, there was a new March for John Gunn from America, Graham McRae and Jock Russell had last year's McRae, and there were several others mainly in older McLaren and Surtees cars. All were Chevrolet powered.

In fact the Formula 5000 brigade had their own race on Saturday and in this Peter Gethin showed that he will be a very hard man to beat in this category in 1973. He romped home to an easy win from American Brett Lunger, who moved up after several retirements, sports-car driver Edwards being particularly impressive while he was still going, while Holland was unlucky not to finish after lying second for most of the race.

Friday's practice was generous but was completely untimed and unofficial and was really just an open test day, the cars not even having to pass through scrutineering before taking to the track.

Official practice was on Saturday morning with 2½ hours available, this proving all too short for most teams. But the BRMs, with some good previous results behind them at Brands Hatch recently, seemed better prepared than anyone and their Firestone tyres were helping a good deal too. The team totally dominated the session, with Beltoise very quickly under the lap record of 1 min. 23.8 sec. He seemed to have little difficulty in lowering his time to 1 min. 21.1 sec. to take pole position. Lauda showed his best ever form in a Formula One car to lap in 1 m n



PETER GETHIN in the winning Chevron B24

21.9 sec. and finish up on the front row of the grid, much to everyone's surprise, while not to be outdone Vern Schuppan worked hard to equal the Austrian's time and in so doing finished up with 1 min. 22.2 sec.

Jody Scheckter was fastest of the non-BRM, non-Firestone, runners and lapped in 1 min. 22.6 sec., while both Hailwood and Peterson worked hard for 1 min. 22.7 sec. Neither the Swede nor Emerson Fittipaldi, who was next fastest at 1 min. 23.1 sec., thought much of the new suspension set-up although really there just wasn't enough time to sort it all out. John Watson was trying both the BT42 and the BT37 and the general idea was that Graham Hill had what was left over, although it was obvious that the Brabham team wanted their own driver in the new car. This, however, was plagued with a fault with the oil system which caused the oil to overheat very badly and, meanwhile, Watson recorded 1 min. 23.8 sec. to be eighth fastest in the older car. He lapped the newer car in 1 min. 26.6 sec. to be amongst the Formula 5000s but finally decided to race that car so he was well down the grid.

Gethin was the best Formula 5000 at 1 min. 23.9 sec. to beat even Hulme in the new McLaren M23, which started off not liking the bumps of Brands Hatch and broke a driveshaft before any improvements could be made. Then came Ganley in the Williams, ahead of the next two best 5000s, Holland's Trojan and Lunger's Lola, and then another F1 in the form of Hunt's Surtees—the F2 man playing himself in sensibly. Then came Hobbs and McRae's F5000s ahead of Hill, who got very little time in the BT37, and Watson in the troubled BT42. Trimmer was right near the bottom of the list with the older Williams cars.

In best Brands Hatch traditions there was a very full programme including fun and games from various non-motoring sports stars racing Consul GTs on the Club Circuit. Taking advantage of a front row start because his name began with B (grid by alphabetical order), Chay Blyth, the lone Atlantic yachtsman, built up an early lead and then beat off the advances of cyclist and one-time racing driver Reg Harris, Speedway World Champion Ivan Mauger and finally powerboat star Tom Percival, who finished a close second. Clement Freud, billed as champion omelette maker, also went well but spun, as did Harris and Mauger. Mick McManus wrestled with the steering without much effect and Henry Cooper's car didn't seem to have much punch.

After this and a Formula Atlantic race won in fine style by Colin Vandervell's Triplex March 73B after a hard drive up the field due to a poor start from pole position, the serious stuff started.

It was a straight grid start without the field moving forward from a dummy grid but, for some reason, the cars were held waiting for a very long time. Both Lotuses started to boil, Peterson's car being almost engulfed in steam, while both McLarens almost cooked their clutches. Fittipaldi started to creep forward badly and was actually docked a minute by the stewards, and then the flag dropped. Beltoise and Lauda made excellent starts and so did Peterson, but Scheckter's clutch refused to bite and he hardly moved, causing various avoidances until Hill got hit up the back and finished up in the bank just past the start line. The left front suspension of the car was damaged and Graham climbed out wondering what had happened.

By the end of the first lap it was a red-and-white Marlboro BRM in front with Beltoise at the wheel, while Peterson was second and Lauda third. Then came Fittipaldi, a little way back with his engine already misfiring, then Schuppan, while Gethin was up to sixth place with the Chevron ahead of the likes of Hailwood, Hulme and Ganley. Then came Edwards (going very well in the Barclays Lola) with Holland behind him, and Watson next up with the angular Brabham. Scheckter was down in 25th place after getting away last with his faulty clutch.

Overnight the two Lotus 72 cars had the older type front suspension fitted and Peterson was obviously very much happier with the handling of the car and he soon started to press Beltoise hard for the lead. But teammate Fittipaldi was already in trouble and he retired at the end of the third lap with the engine's metering unit seized. It had given trouble in the morning warm-up session. But Peterson was really putting the pressure on Beltoise and, on lap 5, the BRM very nearly lost it and, while he was sorting it out, Peterson was through.

By lap 10 Peterson had pulled out about two seconds from Beltoise, who had Lauda right with him and even threatening to pass. Hailwood had moved up to fourth place ahead of Schuppan, while Hulme had got by Gethin for sixth place but was having trouble with his clutch due to the start line hold-up. Gethin led Ganley and Hunt and then, next up, was Scheckter, who was charging through like a champion. Brabham fortunes were at a low ebb for Watson had crashed badly in the new BT42 at Stirling's Bend and was trapped in the wreckage. He thought the throttle had stuck open. Unfortunately the steering rack had trapped and broken a leg and he couldn't be released until the race was over, a period of over an hour. He was conscious all this time and, as it was considered the car was not in a dangerous place, the race was not stopped although a yellow flag was displayed the whole time. It was a tragedy for Watson who looked on the brink of great things with Brabham and the Gulf-Mirage team.

Howden Ganley retired soon after when a wheel started to break on the Williams, while the two BRMs continued to hound Peterson, although the challenge faded somewhat when Lauda came in with a puncture on lap 17 and he continued after losing a lap.

Peterson completed the 18th lap but then suddenly slowed at Druids and pulled in to the pits from the back entrance with a terrible clunk from the transmission. Third gear had shattered and he retired. Beltoise was back in the lead from Hailwood with Schuppan third but now he was being challenged by Hulme while Scheckter was up to sixth ahead of Gethin, who was leading the Formula 5000 category by miles, and soon he also passed Schuppan.

Beltoise's lead was short-lived, however, for after another three laps he suddenly shot into the pits with a puncture, handing the lead to Mike Hailwood's Surtees. On the same lap Scheckter lost it at Druids and retired against the Armco and Hulme had passed Schuppan and thus found himself second, while Gethin was now fourth ahead of Hunt. Beltoise's stop was a quick one and he rejoined in sixth place. It was all rather like the old days of scheduled pit stops and there was no doubt the crowd were loving it. Trimmer had been getting on well with the job of learning to drive his Williams and, as most of the leading 5000s except Gethin had dropped out with various problems, he found himself seventh.

But this motor race had plenty of tricks and surprises yet. On lap 27 Schuppan lost it at Clearways and slid around the Armco and retired on the spot with suspension damage, so that Gethin was now third. Hailwood seemed to have it in the bag and was cruising home to his first ever Formula One win. But with just four and a half laps to go, as he approached Hawthorn Bend, something in the left rear suspension suddenly let go and the car immediately slid out of control and smashed sideways into the Armco with a tremendous crash. The car briefly burst into flames but was extinguished immediately and Mike climbed out unhappily, throwing his crash helmet to the ground.

Now we had a new leader in Hulme who must have been very surprised to find himself in sight of victory. But there was more to come. With a lap to go Hulme's clutch started to give real trouble (it was actually the release bearing) and he slowed and tried to nurse the car home. Meanwhile Gethin started to close up while Dean in the second of the 5000s locked up under braking and very nearly rammed Hulme. With half a lap to go Gethin flashed by into the lead and on to a surprise victory. Hulme limped home and was very nearly overtaken by James Hunt as they flashed across the line, while Trimmer found himself fourth still on the same lap as the leader.

Beltoise had to make a second pit stop for another puncture but did so losing only one place, which was remarkable. So it was Dean's Chevron F5000 fifth ahead of Beltoise. Seventh was the Danish driver Tom Belso in his Shellsport Lola T330, ahead of fellow F5000 drivers Allen, Santo, Ashley, Brown, van Lennep (who had made a pit stop) and Russell. Some of the quicker ones had dropped out, including Edwards, McRae an Lunger, all with engine trouble, and Holland when the rear wing fell off.

So the Formula One boys were made to look rather stupid by Peter Gethin and his Formula 5000 Chevron. It was all good light-hearted entertainment that kept the crowd thrilled.—A.R.M.

Results :

RACE OF CHAMPIONS—Brands Hatch—Formula One and Formula 5000—40 laps—170.58 kilometres

1st :	P. Gethin (Chevron B24-Chevrolet V8)*	57 min. 22.9 sec.—178.37 k.p.h.
2nd :	D. Hulme (McLaren M23-Cosworth V8)	57 min. 26.3 sec.
3rd :	J. Hunt (Surtees TS9B-Cosworth V8)	57 min. 26.3 sec.
4th :	A. Trimmer (Williams FX3-Cosworth V8)	57 min. 49.4 sec.
5th :	A. Dean (Chevron B24-Chevrolet V8)*	39 laps
6th :	J-P. Beltoise (BRM P160 V12)	39 laps
7th :	T. Belso (Lola T330-Chevrolet V8)*	39 laps
8th :	R. Allen (Surtees TS8-Chevrolet V8)*	38 laps
9th :	C. Santo (Surtees TS11-Chevrolet V8)*	38 laps
10th :	I. Ashley (Lola T330-Chevrolet V8)*	38 laps

* F5000 class.

Fastest Lap : J-P. Beltoise (BRM P160 V12), N. Lauda (BRM P160 V12) and R. Peterson (Lotus 72D-Cosworth V8), 1 min. 23.0 sec.—184.98 k.p.h.
Fastest F5000 Lap : P. Gethin (Chevron B24-Chevrolet), 1 min. 24.9 sec.—180.84 k.p.h.

The interest in GP racing

THE REACTION from readers to the article last month asking when you lost interest in Grand Prix racing was quite staggering and extremely gratifying. I am often criticised, by people "on the inside" of Grand Prix racing, over my views on certain subjects or the way I express things or my handling of certain touchy subjects, and I always reply that I am not writing for the people "on the inside" but for those "outside", and not necessarily the paying spectator, but for those who cannot get to the races. I do not write soapy, flowery words of praise about a driver or team in order that at the next meeting they will be all nice and friendly and thank me for the nice things I said about them. If I compliment a driver or team in my writings it is because I consider they deserve it and that I want the readers who were not at the meeting to know about it. The same goes for my criticisms, however strong. My enthusiasm for racing started by reading about it and listening on very early radio (it was wireless in those days), and when I eventually got to my first event as a spectator I was off the ground with excitement. However, I soon realised I had not arrived at the ultimate, I was only on the threshold; I had to find a way out of the spectator area and into the paddock and pit area, just to be closer to those wonderful racing cars. When I achieved this objective I was very conscious of the enormous privilege that it was and when in later years I began to work at race reporting I never forgot the people I had left behind in the spectator area. My feeling was that I had to tell them about all the things I was fortunate in being able to see, and with experience grew the wisdom of leaving out those things that I knew they would not want to see or should not know about. I often say to race reporters who are with me today, especially those who have joined the Press straight from a Journalist College and not from the spectator area, that they get excited about the wrong things. They want to write excitedly about something that is going to interest 400 people, and all 400 are in the paddock with them. I suggest they should write about something else that will interest 40,000 people who are not in the paddock, and never will be. When I was on the "outside" I knew the sort of things that interested me, and what I wanted to read about, and I don't think the enthusiast among the spectators has really changed that much.

To return to the point in question, the response from readers, I said that it was staggering because of its volume and while the time spent reading all the letters is time I would have liked to have spent in the workshop fettling my vintage cars, it is not time wasted. With one or two exceptions all the letters were from exactly the type of enthusiast for whom I write my race reports, and it was this realisation that was so gratifying. One pompous and self-important professional journalist once said that "MOTOR SPORT was written for schoolboys and idiot motor enthusiasts", implying that we were making a limited market for ourselves, and that if we were intelligent, like him, we would write for Men and the Great Public, and make ourselves important. The Editor and I smiled tolerantly at this remark, but made no comment. We reckoned we knew who we were writing for, and why. If it was for schoolboys, we didn't mind, for they grow up and more schoolboys appear, and anyway we started reading MOTOR SPORT when we were schoolboys and it never did us any harm. However, I digress once again, a bad habit my professional colleagues tell me. With the European season under way this month there is no hope of my replying to all the letters that came in about the interest or lack of it in Grand Prix racing. Occasionally I shall pick one out at random and reply, so if it is you, it is pure chance. This has to be my ruling on all general correspondence resulting from things I write in MOTOR SPORT. If it wasn't, I would have no time to write articles or get involved in activities that prompt the writings. All the letters are read and they are all filed away, so there is no knowing which one is picked out for a reply when I suddenly feel in a letter-writing mood.

Last year, when I was down-right rude to Jackie Stewart about some of the things he was saying and doing, I was snowed under with letters. I analysed their content and condensed them all into an article, but the management decided it should not appear, so it is in my filing cabinet along with all the readers' letters. This time it was decided that the avalanche of letters received in reply to my article "When did you lose interest?" called for a collective reply and analysis. To me the most interesting aspect was that letters came from readers who have been interested in Grand Prix racing for longer than I have, right through to some who saw their first Grand Prix in 1967. They came from all over the country, and even from France and Belgium, Holland and Sweden, and they came from all walks of life. The cross-section of the readership is something that never ceases to fascinate me, and only recently I had occasion to meet seven readers in one day, all entirely divorced from D.S.J. the journalist. I met them in social contact; from vintage car interest; from motorcycle interest and from jazz interest, and they had only two things in common, they read MOTOR SPORT and they loved motor cars. I am continually asked who reads MOTOR SPORT and what the average reader is like. Our circulation department tells me that 140,000 people buy it every month, and I know that they come from everywhere and they all love motor cars in any shape or form, which is why we write about motor cars.

The majority of letters were strong in saying "We have *not* lost interest", and they said it in a number of different ways. One reader who describes himself as "an ordinary enthusiast" says "my reply to your question is, *never*" but he goes on to admit that it has waned a bit over the past fifteen years. He is an undoubted Jim Clark fan and equates his interest at 100% for 1962-66, but down to 40% for 1970-73, but does not doubt that it will rise again. A reader from Middlesex who openly says he does not always agree with my opinions on Grand Prix racing says "For my part, I never have lost interest and certainly never will". Like a great number of readers he expresses agreement that there is a tiresome cult who are bored by it all, adding "I have the misfortune to know one or two of its members". This fellow is a BRM supporter who enjoyed the two bright spots in 1972 when Beltoise won and says "the true enthusiast might be a little depressed but *never* loses interest. Thank God for Regazzoni, a real charger." A letter from Bristol suggests that the question I posed "should prove to be a stimulating talking point for those readers *not* attending Formula One races this year". This reader ends by saying, "If anybody is fed up with Formula One then they must be fed up with International racing in general, and that includes a lot of racing. I believe that any spectator who says he is fed up is only a 50% enthusiast."

A Belgian reader says, "when you have been a motor sports lover, you cannot lose all, but you might lose some interest. There are ups and downs". He lists his "downs" but finishes "despite all this I cannot lose interest; I am eager to see the next Lotus and Ferrari and the eventual Cosworth beater". A reader from Cheshire says, "You do have a knack for putting people on the spot!" and that he felt the article was about him for he has been "moaning" for ten years. He blames television for his lessening of interest and felt that the "sound and fury" had gone from Grand Prix racing. Three years ago he went to the Oulton Park Gold Cup "and realised that the angry squawk you hear on TV bears no resemblance to the symphonies of the real thing". This reader admits to old age creeping on and thinks a lot of young people enjoy identifying themselves with Grand Prix drivers of their own age. His favourite driver is Graham Hill!

A reader from Sussex had his enthusiasm fired by reading one of my race reports of Jim Clark driving in the rain and he became an avid Clark fan, so it was not surprising that interest waned in 1968. He is puzzled by the changes made to circuits and conditions and some of the talk of Stewart and the GPDA. He says, "if a circuit is safe enough for a Porsche 917 but not for a Formula One car, isn't it about time that Formula One cars were built as safely as the Porsche?" He ends by saying he has not lost interest, but racing has lost some of its excitement. From Derbyshire a reader made an interesting observation. "Our formative years tend to constitute the period in which we establish our basic criteria on what we expect out of life. If, as a youngster, one was brought up on 158 Alfa Romeos and 4½-litre Ferraris, then a Cooper-Climax just won't do." He says that this is an extreme example but suggests that you test the validity of this premise by substituting your own period.

An elderly reader, and I can say this because his interest started before mine, says "the question of advertisement stickers, commercial interests, short races and the behaviour of some drivers is something on which each enthusiast makes up his own mind. Similarly one fan will prefer a full-blooded drift on a corner while another will prefer

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People have some funny ideas about engine oils. We've even heard of people not using Castrol GTX because they thought it was only meant for sporty cars.

Or expensive cars. Or new cars.

And some of these people call themselves experts.

So let's get this one straight.

Whether you run a Rolls, a matronly Minor, or anything else, at heart your problems are the same.

They're the stresses and strains of everyday motoring. The long runs, the short runs, the traffic jams. Frozen winter mornings, blazing hot summers, and the occasional overloaded holiday trip.

It all adds up to one thing.

You need Castrol GTX. And by making it up to a quality, and not down to a price, we've made it able to take whatever you or the weather hand out.

Whatever car you drive, put heart in it with Castrol GTX.

Put heart in your car with Castrol GTX. The high performer.





At heart they're just the same.

Castrol More British motorists choose Castrol than any other oil.

Around and About

Broadspeed beat the Regulations

APART FROM a break last year, Broadspeed Engineering, the Southam Warwickshire based team, have been preparing Ford racing saloon cars for the factory since the middle 1960s. This season, following a brief flirtation with BMW, the fast talking Ralph Broad is back flying the Ford banner in a bigger and better way than ever before. Broad's firm has already built six complete Capri RS2600 body chassis units which form the basis of the cars to be raced by the Ford of Cologne team in Europe during 1973. The main difference from last year are re-styled flared wing panels which give the cars a considerably different look, a special ram airbox incorporated in the fibreglass bonnet to give latest Weslake-prepared 320 b.h.p. V6 engine a little bit of boost and slightly revised suspension lay-out.

But Broad is also running a Capri RS2600 in the British Saloon Car Championship and another one in the similar Belgium competition and these two cars are to act as test-beds to try new ideas which may later be incorporated on the European cars if they prove successful.

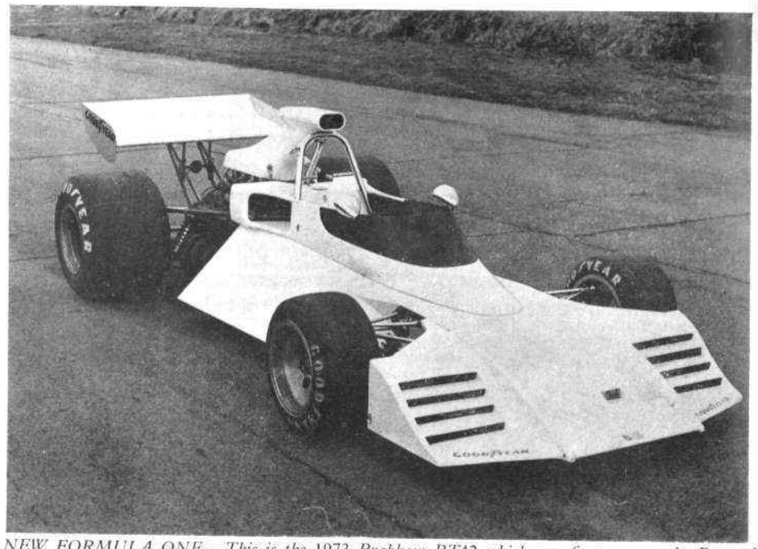
The British-based car is to be driven by David Matthews, who raced a Broadspeed Escort SS last year, and is sponsored by Shellsport and Lindrick Finance. Last month after working night and day to finish the car, Broadspeed brought it along to Silverstone to commence shake-down tests and also give the journalists a ride round. This plot unfortunately floundered because the car first developed a steering fault and later blew off an oil pipe so the joy rides were out, although we were given the chance of a ride round in an Escort prepared by Broad to contest the British Championship in the Vince Woodman/Team Esso Uniflo colours.

However, we were able to inspect Broad's interesting new Capri at close quarters and find that he had managed to circumnavigate the rather loosely written regulations regarding the suspension, with a unique solution.

The best way to describe the idea is to use Broad's own words: "We have taken a leaf out of the Railway Engineer's Handbook, for they have traditionally mounted their suspension and springing outside the wheels. Car design has always dictated the reverse in an effort to stop the vehicle falling over



Woodman's new 1300 *Escort.*



NEW FORMULA ONE.—This is the 1973 *Brabham BT42 which was first seen at the Race of Champions. It is the first Formula One design from South African Gordon Murray.*

and, as a result, racing cars have always used utilised very strong and hard spring, damper and suspension settings.

"Our car breaks away from this latter concept entirely by placing the whole suspension and spring set up at each corner of the car enabling the springbase to be outside the wheelbase itself. The effect of this is to give the car a gentle ride and very little roll on soft settings. In addition one is able to overcome dive and squat characteristics and the overall effect gives a very well-balanced car."

The way Broad has achieved this within, he considers, the regulations applying to Group 2 cars is intriguing. He has retained the normal racing suspension units front and rear although the springs and dampers are really only slave units having no effect. He has then mounted remotely additional spring damper units at the far corners of the car within the wheel-arches and operated them with a system of links rather like the rocker arms. It is a complicated arrangement that is difficult to understand in the metal, let alone explain on paper. The links are all mounted on additional brackets which are allowed, and nowhere in the regulations are additional springs and dampers banned. There could still be some legal squabbles over the set-up but one has the feeling that Broad was rather looking forward to a confrontation with the RAC's enigmatic eligibility scrutineers. At the time of writing the car had not raced but by the time you read this Matthews will have taken part in the Race of Champions saloon car event. If he does well and passes the scrutineers then one can be sure that Broad's unusual theories have worked—they usually do.

Broad says the development of the prototype car without the engine will be over £25,000 and he is offering replicas at £12,500 including spares and already has two orders from the USA. A racing Escort RS comes a little cheaper at £9,000—expensive business this saloon car racing.

As well as running the Capri for Matthews, Broadspeed have also built and will run a pair of Escorts for the Vince Woodman team previously mentioned. Woodman will race a car powered by a 1300 BDA engine and last year's Escort Mexico Champion, Andy Rouse, who works for Broadspeed, will drive the similar but 2-litre BDA-prepared example. Woodman took me round the Grand Prix circuit for five laps during his running-in period and this was enough to convince me that he will be a hard man to beat in the 1,300 c.c. class this year. The BDA engine screams up to over 10,000 r.p.m. (although Vince was using only 9,000 for testing) and the car handles like a Formula Three. It was great fun although when the car is being driven in anger, which it wasn't, things would probably get rather more hectic.

More Barclays money for Edwards

Barclay's International, Europe's largest International bank, announced last month that not only would they continue to sponsor a motor-racing team but would enlarge it to three cars and increase the value of the backing of the team to over £40,000. The man on the receiving end is of course the 30-year-old former Durham University graduate Guy Edwards who last year finished third in the 2-litre European Sports Car Championship, with the Barclays-backed Lola T290.

For the coming season Edwards will again race for Barclays in 2-litre sports car events but also in Formula 5000, a class in which he dabbled last year with an uncompetitive car. The sports car plan includes two brand new Lola T292s, a fully works-backed car for Edwards to be entered under the banner Barclays International Team Lola while a second similar machine will be raced by American Jim Busby.

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Formula Two win for STP-March-BMW

A FEW MONTHS ago in the Around and About column we highlighted the forthcoming battle between the Ford Motor Company and BMW at several levels of motor sport. At Mallory Park on March 10th the first Formula Two clash between the two big rivals took place and, though their position looked a little precarious at one time, the German BMW outfit came out most definitely on top. The man who delivered the goods for them was the relatively unknown French driver Jean-Pierre Jarier, a former economics student, who had started the season with three uninspiring drives in the works March Formula One.

It proved to be a very different story in Formula Two with Jarier paired in the works March-BMW alongside Jean-Pierre Beltoise. While Beltoise's engine exploded massively in the opening laps Jarier's unit gave no problems at all and he romped home to a half-minute victory over Mike Hailwood's Ford BDA powered Surtees TS15 in the first heat and scored an even more resounding victory over Hailwood in heat two. Into an excellent third place overall came the private Surtees TS15 of Canadian newcomer to Formula Two—David McConnell. Prepared by a former McLaren F1 mechanic McConnell's Surtees never missed a beat but few of the other cars were healthy when the 100 laps were over.

Heading up the entry of just over twenty cars (some new F2s are still not ready) were the brand new works March 732—BMWs all decked out in the STP colour schemes and with BMW engineers rushing around like mad. Also in the paddock were two similar privately run cars both for former F3 drivers. One was entered by Ecurie Filipinetti for Jacques Coulon to drive and it was being managed by Mike Parkes and the other was for Colin Vandervell and was being run by the very professional Brian Lewis Racing outfit. Vandervell's car was painted as near as Vanwall green as he could obtain. Unfortunately Coulon never got on the track as the team managed to run the engine bearings by starting it before the oil pressure had been primed.

Last year's Formula Two Champions, Team Surtees, had two of their smart new cars for F2 Champion Mike Hailwood and their recently signed apprentice driver, Jochen Mass. Also with a Surtees was James Hunt in the team sponsored by colourful young Lord Alexander Hesketh, while similar cars were in the hands of Robert Salisbury (sponsored by former Grand Prix driver Bob Gerard) and David McConnell while Peter Wardle had another TS15 although this was in Formula Atlantic trim. All the F2 Surtees were powered by Brian Hart Ltd. tuned Ford BDA engines, this firm being rather closer to Ford than any other similar company.

Chevron Cars, under the racing direction of former BARC General Manager Graham White, will be running three Formula Two cars from the works this year but only one new B25 for Peter Gethin was ready and that with a hastily built engine. But a similar



JEAN-PIERRE JARIER on his way to victory in the STP-March F2 at Mallory Park. His last victory was in French Club racing days.

private car was in the hands of David Morgan, sponsored by Ed Reeves and run by former Firestone F2 engineer Roy Forster. John Lepp had another new B25 but in Atlantic trim.

Bernie Ecclestone's Motor Racing Developments firm were giving their junior driver, John Watson of Belfast, his first works drive with the new Brabham BT40 and there was a similar car for privateer John Wingfield.

Formula Three Champion Roger Williamson had a brand new GRD sponsored by his mentor Tom Wheatcroft but tended by works mechanics as the actual works car intended for former Lotus man Dave Walker was not present. Walker is currently suffering from a broken leg sustained in a road accident and his place was to have been taken by Scottish driver Tom Walkinshaw. Unfortunately he damaged the car during testing. A private GRD was in the hands of Swiss hill-climber Jo Vonlanthen.

A new Formula Two chassis was the Scott. Formula Two regular Richard Scott, who ran a Brabham BT38 last year, turned up with a new car commissioned by himself and designed by former Lola man Patrick Head. The immaculate though conventional red and white machine unfortunately crashed in practice.

All the cars mentioned above were brand new and had never raced before, one was still being built in the paddock during practice, and the field was completed by a couple of older Marches for Vern Schuppan and Vittorio Brambilla, David Cole's Brabham BT38 and Brian Robinson's last year's Ensign Formula Atlantic.

Saturday's earlier practice sessions were just for qualification purposes and only the final afternoon session of three-quarters of an hour counted for the grid. It developed into a pretty hectic struggle between the works Marches and Surtees and the old F2 lap record soon looked pretty sick. In the end both Beltoise and Jarier lapped the little 1.3-mile Leicestershire circuit in 42.5 sec. with Beltoise achieving it first to take pole position while Surtees driver Mass completed the front row with a time of 42.6 sec. On row two were two more Surtees cars with Hunt and Hailwood both recording 42.7 sec. On row three Watson lapped the new Brabham in 43.2 sec. despite various engine dramas, Williamson's GRD recorded 43.6 sec and Morgan's Chevron 43.7 sec. while on row four were Vandervell in his March-BMW and McConnell in his Surtees on 43.9 sec. and 44.0 sec. respectively. Then there was a half-second gap to the rest of the field with Gethin well back due to engine problems and he decided to scratch.

On Sunday a sizeable crowd ventured to the circuit, despite fog which had held up the practising for the supporting events. When the flag dropped for the start of the first heat the two works March-BMWs wound off the line and went into an immediate lead chased by the three Surtees with Watson, Williamson, Morgan, Vandervell, Schuppan and the rest in pursuit. Beltoise led his junior team-mate but as he passed the start line for the third time the engine exploded and a part of it even smashed a control tower window! Vandervell's engine followed suit some time after, the bits of his motor landing in the Stebbe Straight crowd. So now there was only one BMW engine left and that was powering the leader. In fact, it was an older unit with a different type of connecting rod (the others were said to be faulty) and it ran sweetly to the end of the fifty laps despite the air box dropping off at one stage. The Surtees of Mass and Hunt failed before half distance with engine and suspension failures respectively leaving Hailwood to fend off a hard-trying Watson in the Brabham. Williamson came home fourth, a lap behind, with McConnell a sensible fifth.

In heat two it was the same story all over again with Jarier pulling away immediately from the early struggle for second place between Watson, Hailwood and Morgan, who had made a pit stop in the first heat. Watson's engine soon overheated with head gasket trouble leaving Jarier to win by almost a lap from Hailwood with Morgan a lapped third and McConnell another lap down but claiming an excellent third place on combined times ahead of Morgan. Fifth on aggregate was John Lepp's Formula Atlantic Chevron which ran smoothly throughout and sixth was the Italian Brambilla with his old 712 March.

While some of the Formula Two racing had been rather processional the supporting events

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Rumblings

■ **THE NATIONAL MOTOR MUSEUM.** As motor museums are in the news at present we went to Beaulieu last month, to look at the National Motor Museum, in its second year of existence. Those who knew the Montagu Motor Museum, from which it stems, will find many changes, most of them very impressive. The former entrance is now closed, being Lord Montagu's private way to Palace House on his 8,000-acre Beaulieu Manor Estate. The new Museum is reached *before* Beaulieu village, coming from Lyndhurst, at a wide turning off the main road. Here are spacious gravelled car-parks tastefully placed among the trees. A 'bus route runs through the grounds and the ¾-mile Pleasure-rail monorail will, we understand, be operating later this month. From the big entrance hall, where one passes through the turnstiles, a short walk leads past the new Brabazon restaurant to the Alcan Hall of Fame which abuts onto the new Museum building. The whole complex on its 110-acre site is reminiscent of a Wembley Exhibition in miniature—modern, well spaced-out and exciting, even though its purpose is history. The main building has an exhibition floor space of almost 70,000 sq. ft. in its 208-foot square. The Hall of Fame has all-British cars well displayed, apart from a Model-T Ford. They range from an 1899 Daimler to a Mini-Cooper and include a GP Vanwall, the Sunbeam "Cub", and an Austin 7.

The main hall is impressive, too, with its lower floor for the taster cars and the galleried displays of older cars and the 55 motorcycles of from 1898 to 1962 which form a fine tribute to the late Graham Walker. Most of the exhibits are old friends from the MMM days. There are some typically British cars which are absent, but it is by any count a great display. A Clyno might be better known to many visitors than the Calcott and there were many nicer children's cars than the oddity on show, with its cut-down Mk. VI Bentley radiator shell. The eye naturally travels to the racing-car exhibits. The ground floor centre has that splendid trio, the 1927 200-m.p.h. Sunbeam, the 1929 Golden Arrow and Donald Campbell's 1961 Bluebird. Towering above them on a special dais is the 1920 350-h.p. V12 Sunbeam—a pity that it wears a too-wide radiator cowl with a broken stay, and that the original-size tyres are said not to be available. We were told that the old Sunbeam is soon to join the other LSR cars on the ground floor, and that a coach drawn by two dummy horses will replace it. The racing cars are well known but may now be out-numbered elsewhere. The sports cars range from 1912 Alfonso Hispano-Suiza to Ford GT40. "That must have been a bird-catcher", said Graham Hill, of the 1935 supercharged Auburn 851 two-seater. "It still is", retorted Curator Michael Ware. As the new catalogue says, it is the policy of the National Motor Museum to have all its exhibits in working order and, as near as possible, in original condition, but Anthony Bird pointed out that the 1897 Bersey electric-cab would need a battery-box slung from its belly to achieve this high ideal. On a mildly critical note, it is unfortunate that although Segrave's name is rendered correctly on the plaque on the Golden Arrow these days, the exhibition notice by the car still gives it as having been driven by "Seagrave". . . .

The commercial-vehicle section has expanded to include some interesting military vehicles and tractors and the case of miscellaneous models is extremely fascinating. The latter contains a big scale-model of a B-type LGOC 'bus, a quite magnificent AJS motor-cycle combination, a Rogers' "silver" replica of the 100-miles-in-the-hour 25-h.p. Talbot, and tin-plate versions of vintage Citroën tourer and P2 Alfa Romeo, etc. (The smaller tin-plate Model-T Ford is not quite as we remember buying very realistic spring-driven replicas of Ford tourer, coupé and Tudor saloon from Woolworth's in our boyhood—does anyone recall these?)

The library, photographic section and a surprising number of offices form part of the John Montagu Building, there is now hard-standing for driving tests, etc., and some 1¾ acres of outdoor exhibition area with pavilion and ¾-of-an-acre of ground for what are described as "summertime diversions". The non-motoring attractions such as Palace House, the Abbey, gardens, model railway, etc., are reached beyond the Motor Museum area but we shall miss eating (other than medieval banquets) in the 13th-century Domus, once the Museum café.

Quite surprisingly, it seems that no Press hand-outs or regular news-letters are issued by the National Motor Museum, except on special occasions, so it is difficult to know what fresh exhibits have recently been added. However, these embrace the replica Birkin blower-4½ Bentley, a "chopper" bicycle and a Bugatti re-imported from America. The National Motor Museum is always open (from 10 a.m. to 5 p.m. at present), except on Christmas Day, and, down the M3, it is within about 1¾ hours' driving from London.

■ **A NEW HILL-CLIMB COURSE.**—We went the other day, as guests of A. H. Lindsay Eccles, the well-known Brooklands and Donington Bugatti driver, and his wife, to inspect the hill-climb course at Penrice Castle on the lovely Gower estuary near Swansea. First used for a co-promoted closed event last October, organised by the Swansea MC, with BARC classes, this course is just about 850 yards long. It is situated in the most pleasant parkland imaginable, the property of Mr. Christopher Methuen-Campbell, whose ancestral home, Penrice Castle, built in 1775, adjacent to the ruins of the older 13th-century castle, this is. Incidentally, he drives a Morgan Plus-8, as his fun car.

From the start the course rises in a more or less straight line, at a gentle gradient of 1 in 26, to a very acute right-hand hairpin, where much excitement takes place, because it is approached at high speed through some difficult slight bends. The course then rises more steeply, at 1 in 10, to the finish line, which is about an equal distance from the hairpin as the start. There is no return road, competitors congregating on the grass at the side of the run-out before returning down the hill. Last year's meeting aroused much interest and attracted 84 entrants, the course record now standing at 30.05 sec., timed by light-ray timing apparatus. No doubt climbs of under the half-minute will soon be attained.

This year the Swansea Club plans to have



The start

a two-day meeting at Penrice Castle on May 26th/27th, and another one-day hill climb in September. They say they are learning fast and will offer better catering, improved loos, and possibly other amenities, this time. The May hill-climb forms part of the Esso Uniflow Welsh Speed Championship, and there will be over £600 in prize money. Entries close on May 20th and the Events Secretary is S. Collins, 84, Mansel Street, Swansea, Glam. The Clerk of the Course, who accompanied us on the visit to the hill, is Simon Shellard, a keen Ford Escort Mexico driver, who pointed out that at present the only other Welsh hill-climb is the Pontypool event. We agree with him that Penrice Castle, which is



The hairpin

the Headquarters of the Gower Show and part of the grounds of which, beautifully sited, form a Nature Reserve, with herons nesting in the trees flanking the peaceful estuary, should be a great additional attraction for those visiting the speed hill-climbs. We met at dinner the President of the Swansea MC, Mr. Norman Atkinson, whose wife Ruth used to be active in local speed events and races until she felt her sons were becoming a shade competitive, after which she turned to her present interest, the MCC long-distance trials, in which she competes with a 1600 Ford cross-flow-powered Morgan 4/4. They have also recently bought a new Ford Escort, which may also find itself appearing in competition events.



The finish

AROUND & ABOUT
Continued from page 348

In addition Barclays International in association with Northern enthusiast John Butterworth and Amoco Petroleum will be running a brand new Lola T330 Formula 5000 car for Edwards in all the rounds of the Rothmans Championship. Barclays say that this increased participation is the direct result of a successful initial year in the terms of both track success and, just as important, the fulfilment of promotional objectives.

Other deals

Quite a few other sponsorship announcements have been made over the last few weeks although few of them in the same league as the Barclays arrangement. The Kent Messenger newspaper group who have backed various cars and drivers in the past are putting their money behind Tony Brise's Formula Three GRD which is widely tipped as the car to beat in this category in 1973. The Messenger will also continue to back Ray Calcutt's racing Hillman Imp and the 1-litre saloon car championship at Brands Hatch. Both drivers are Kent men so it all ties in nicely.

Iberia Airlines have been backing motor racing for the past couple of years first by sponsoring a Thruxton race meeting and last year by sponsoring the works Ensign Formula Three team. This year they have moved up a league or two and are putting their sponsorship behind Graham McRae's Formula 5000 effort. The New Zealander's recent conquest of the Tasman series is recorded on page 372 where, of course, he was sponsored by STP. Andy Granatelli had hoped to keep McRae in the USA this year and though he is sponsoring McRae's L & M Championship Formula 5000 effort in America decided to drop his backing for a car in the British series reasoning that this would give McRae more time to concentrate on the US Series and any Indianapolis testing that he might offer him. But McRae was still keen to race over here and thus he pulled off the Iberia deal.

All this does not mean that STP is pulling out of sponsorship in Britain. The flame red colours will be seen on another Formula 5000 car the Trojan to be run for Bob Evans by the McKechnie organisation. STP is also backing three Drag racing competitions at Santa Pod and have announced their continuing connection with March Engineering in both Formula One and Two. In F1 Jean-Pierre Jarier will continue to be the sole STP March representative but in Formula Two, Jarier, Jean-Pierre Beltoise and on occasions Hans Stuck jnr. will carry the flame red colours. Incidentally Beltoise's inclusion in the team appears to have caused a little friction between him and BRM's Louis Stanley. We thought STP was supposed to reduce friction.

Yet another sponsorship deal comes from the Triplex glass people who have previously backed a Silverstone saloon car championship for two years but are now moving into the backing of a car. They are putting their faith in Colin Vandervell's Formula Atlantic effort with a new works-assisted March 732 finished in the company's ice blue colour scheme.—A.R.M.

F2 REVIEW—continued from page 349

provided plenty of fun and excitement, particularly the Formula Atlantic race. There was a full field of twenty plus several disappointed reserves and they put on a tremendous show in their chase for points in the new upgraded Yellow Pages Championship. The eventual winner was former F2 driver David Purley in his last year's March but he only took the lead three laps from the end when Tom Pryce's works Royale went sick. Pryce had to be content with second place ahead of Lepp's hard-worked Chevron and American Jas Patterson, who was driving the March 722 in which Bill Gubelmann won last year's championship.

There were several saloon car races, including one for modified cars which was won by Gerry Marshall's Vauxhall Firenza, fitted for the first time with a Lotus twin cam head as used in the Jensen-Healey. Another Firenza was second. In the Group 1 race for larger cars there was another Ford versus BMW confrontation but they both got beaten by a Chevrolet Camaro driven by Richard Lloyd. Tony Lanfranchi's BMW 3.0 Si was second ahead of Roger Bell's similar car and the Capri of Gordon Spice. Barrie Williams won his class with a Vauxhall Firenza while the other Group 1 race, for the lower priced cars, went to Ivan Dutton's Escort Sport.

Finally the day was rounded off by a Formula Ford race in which the experienced Bob Arnott triumphed with his new Merlyn Mk. 24 over John Crowe's older model and Mike Taylor's old Palliser. Incidentally Mike is the son of Geoffrey Taylor of Alta fame. The new Rayrace FF went very well in the hands of former karting driver Stephen South but he was penalised for jumping the start. —A. R. M.

Results :

1st :	J-P. Jarier (March 732-BMW)	1 hr. 12 min. 09.8 sec.—180.65 k.p.h.
2nd :	S. M. G. Hailwood (Surtees TS15-Ford/Hart BDA)	1 hr. 13 min. 05.4 sec.
3rd :	D. McConnell (Surtees TS15-Ford/Hart BDA)	3 laps behind
4th :	D. Morgan (Chevron B25-Ford/Wood BDA)	5 laps behind
5th :	J. Lepp (Chevron B25-Ford/Smith BDA)	6 laps behind
6th :	V. Brambilla (March 712M-Ford/Nova BDA)	7 laps behind

Fastest Lap : J-P. Jarier (March 732-BMW), 41.8 sec.—188.71 k.p.h. *(outright circuit lap record).*



MIKE HAILWOOD in the works Surtees leads John Watson's Brabham during their battle for second place. Vern Schuppan's March follows.

GP INTEREST—continued from page 346

the tangible proof of tyre progress shown by cornering on rails." This reader is still interested "simply because it *is* Grand Prix racing". Two readers, from opposite sides of the country, openly admitted to losing interest when the Rudge-Whitworth wire-spoke wheel disappeared from Grand Prix racing, and one of them went on to say that "while designers were messing about with wheels there grew the obsession with aero-dynamics and weight-saving which produced the nucleus of today's projectiles". However, this chap still goes to practice for the British Grand Prix, when it is held at Silverstone, as he finds the sheer speed and lap times exhilarating, but does not go on race day as he feels that the whole scene seems to be organised and run by slick ad-men and not by racing enthusiasts.

A surprising number of readers who are still keen followers of Grand Prix racing made the comment that the cars are not so pleasant to look at as they used to be, and regretted the introduction of the "naked" machinery behind the cockpit. Aesthetics seemed to have disappeared with the introduction of the rear-engined cult and the fibre-glass nose. At one time a designer seemed to complete his work by an interesting "face" in the form of the radiator shell or grille and a shapely tail, and they often portrayed his character. Nowadays they look unfinished and do not project any character; which could be a reflection on the designers.

The whole topic of the interest in Grand Prix racing is one that could fill a whole issue of MOTOR SPORT, but as one reader said, "simply because it *is* Grand Prix racing", that is why we all love it to a greater or lesser degree and the more we love it the more vehement we get about any aspect of which we disapprove. There is little sign of apathy, either way, which is most encouraging.—D. S. J.

Veteran Edwardian Vintage

A SECTION DEVOTED TO OLD-CAR MATTERS

VSCC Pomeroy Trophy

INTENDED to define the best all-round touring-car of the meeting and the only one in which modern cars mingle with the pre-war variety in VSCC affairs, the Pomeroy is less of a pointer than once was the case, because the road section has been abandoned, while this year a defect in the Shell/BP Racing Service petrol pump in the Paddock also caused the fuel consumption part of the contest to be abandoned. However, whereas last year's Pomeroy was eliminated by snow, this year the sun shone. Entries ranged from Mann's 1914 GP Mercedes to Russ-Turner's 1973 Bentley Corniche, 56 in all, but there were 14 non-appearers, reasons ranging from Jenkinson's 'flu to Bergel's Bugatti's inexplicable inoperative clutch. A Dino Ferrari was among the missing, alas.

The trophy was awarded on the basis of braking, "bending", acceleration and speed tests, the latter including a one-hour round the Club circuit, after an Indianapolis start laid on by the intrepid Peter Hull in a Volvo. Good brakes were demonstrated by the Bentley Corniche, a Porsche 911S, Winder's Lea-Francis/SS which must be every young policeman's dream, and a 328 BMW, and Smith's Morgan Plus-4 with wide tyres was very professional. Shapland's TT Replica Frazer Nash slid well beyond the stop-line, Rew's Reliant Sabre Six a fraction too far, Kimberley's 4½ Derby Bentley removed rubber from locked back wheels, Taylor's V12 Le Mans Lagonda did likewise on locked front wheels, Ann Shoesmith used the handle brake on her very nice 1930 4½-litre Bentley tourer, Thompson's Mk. 6 Bentley slid too far with *all* wheels locked, and whereas Morten's 3/4½ Bentley came in fast and overshot, Walker's Jaguar XK140 almost stopped too soon and Davis' two-seater 3-litre Bentley came slowly and just managed a slidy stop. One of the nicest competing cars was Weston's 1925 3-litre Bentley tourer, original even to 820 x 120 tyres. Spectators' cars included Heal's twin-cam 3-litre Sunbeam, Jeddere-Fisher's 30/98 Vauxhall, a 1927 2-litre Lagonda saloon and a Speed Model Hillman.

Neil Corner, who was driving the Hon. Patrick Lindsay's D-type Jaguar, had the ¼-mile sprint and flying run nicely buttoned up. The best half-dozen times in these tests were:—

Standing ¼-Mile

Corner (Jaguar-D)	13.58 sec.
Crocker (4.7 AC Cobra) ..	14.72 ,,
Wall (Ferrari 250GT)	14.73 ,,
Flanagan (2.9 Ferrari Berlinetta)	14.79 ,,
Lawrence (3.4 Deep Sanderson)	14.95 ,,
Hilton (Porsche 911S)	15.00 ,,



POMEROY TROPHY.—Black's 8C Alfa Romeo about to leave the line in the s.s. ¼-mile. It failed to finish, because the throttle linkage came adrift, but it did the f.s. ¼-mile in 10.32 sec.

Flying ¼-Mile

Corner (Jaguar-D)	7.51 sec.
Flanagan (2.9 Ferrari Berlinetta)	8.54 ,,
Lawrence (3.4 Deep Sanderson)	8.55 ,,
Wall (Ferrari 250GT) .. }	8.69 ,,
Hilton (Porsche 911S) .. }	
Crocker (4.7 AC Cobra) ..	8.85 ,,

One ¼-mile followed the other, slightly up-hill. Black pressed so enthusiastically on the accelerator of his 8C Alfa Romeo that the throttle linkage came adrift. The 1914 Mercedes was .01 sec. quicker in the flying run than Smith's 1923 3-litre Bentley, and faster than some famous vintage and pvt machinery. The Morgan boiled and upset its plugs.

The first one-hour high speed trial eliminated Daniel's E-type Jaguar with brake failure, Wall's 1962 Ferrari Berlinetta with an inoperative clutch and Scott's fast Triumph Vitesse through illness of its driver. Lees' Mk. 6 Bentley, bearing a large inscription "OFF" on the driver's door, was cornered with abandon but contrived not to go off the course. The second high-speed trial produced less drama, except for a spin at Worcester by Lawrence in the 1971 3½-litre Martin-engined Deep Sanderson Monica.

The run home in the BMW 2500 was especially enjoyable on uncongested roads beyond Worcester, leaving me in no doubt which is the best modern all-round touring saloon.—W.B.

Results:

Pomeroy Trophy: M. H. L. Bowler (1953 Frazer Nash Sebring).
Modified Class Cup: P. Selwyn-Smith (1939 328 BMW).
First Class Awards: N. Corner (1956 D-type Jaguar), D. Flanagan (1960 Ferrari SWB Berlinetta) and H. A. Morten (1923/8 3/4½ Bentley).
Second Class Awards: H. G. Conway (1928 Type 43 Bugatti), I. C. Hilton (Porsche 911S) and C. J. Lawrence (1971 Deep Sanderson Monica).
Third Class Awards: P. A. Mann (1914 GP Mercedes), D. O. Beales (1954 AC Ace), D. J. Duffy (1932 Alvis Speed 20), C. R. Pack (1937/8 Aston Martin/Riley International/Big Four) and J. H. Bailey (1936 4¼ Bentley Special).

VSCC at Silverstone

THE first VSCC race meeting of 1973 takes place at Silverstone on April 28th, starting at 12.15 p.m. There will be the usual One Hour High Speed Trial, in the best JCC/MCC tradition, followed by the exciting 15-lap All-Comers' Scratch Race for historic and p.v.t. racing cars, and the 10-lap Itala and Napier Trophies Race for Edwardian and vintage racing cars. These will be supported by a series of five-lap handicaps for pre-war cars of many types. So once again all the highly enjoyable sights, sounds and scents will abound, catching something of the atmosphere of old Brooklands. Points will be scored at the meeting, by any pre-war car finishing in the first three in the races, towards this year's MOTOR SPORT Brooklands Memorial Trophy contest, which carries the usual cash prizes. (It is confined to pre-war cars so that the winners will be those which could have competed at the Weybridge Track or may actually have done so.) Non-VSCC members are admitted as paying spectators to the racing and if you have never seen the older cars in action you might well give yourself a treat on April 28th. But motoring dogs will have to stay at home or go to kennels, because they will not be admitted. Incidentally, in case any intending VSCC competitors have forgotten, entries close on April 5th.

V-E-V Odds & Ends.—Mr. John Chambers of Leamington Spa, who is Chairman of the Midland Section of the VCC, writes to say that, arising out of our query in the review of the book about Harry Ferguson, he is *not* the person who was involved in the accident in the 1936 Ulster TT which caused that circuit to be banned. The Mr. Chambers who has written to us was mentioned in the Ferguson book and his uncles made the Chambers car from 1904 to around 1925/26. In America Karl Kurz of Drog Fraser Racing Engines has a Cozette-blown Ulster Austin in pieces, and seeks information. David & Charles are to publish a History of Salmson Cars—now what are the Amilcar folk going to do about that? The Thornycroft factory in Basingstoke has been sold and most of the historic vehicles housed there have gone to the National Motor Museum, with the documents preserved by the HCVC. Incidentally, membership of the Historic Commercial Vehicle Club was up to 1,100 at the end of last year. The 1931 MG Six saloon once owned by artist Gordon Crosby is said to be in running order in the Oxford area.

The Vintage Motor Cycle Club now has more than 4,200 members. Its Vintage Race of the Year takes place at Mallory Park on May 13th. Last year 119,422 paying visitors attended the Shuttleworth Trust Flying Days. These take place on the last Sunday in the month, weather permitting, and there is an added attraction (for the ladies?) in the form of a Swiss Garden. The Armstrong Siddeley OC rallies there on May 20th, the Morris Register on May 26th.

VCC Replica Reliability Trial

WE ARE as enthusiastic about replicas of historic trials and similar events as we are adverse to replicas of most historic cars. So it is good news that from May 13th to May 15th this year the Veteran Car Club is to re-enact the old Manchester MC 3-Day Reliability Trial, sponsored (as one apparently has to be, these days) by the Forward Trust Group. This trial was last run in 1908, having been instituted in 1906. It went from Manchester to Stratford-upon-Avon, a total of 400 miles, and the results were based on reliability, hill-climbing prowess and petrol consumption. The 1908 event had 22 entrants and 18 starters and the winner was H. Hollingdrake's 35/50 La Buire, with a 20-h.p. Bell and a 15-h.p. Humber as runners-up.

The VCC is using very much the same route, with overnight stops at Aberystwyth and Hereford and lunch breaks at Bala, Llandrindod Wells and Cheltenham. We hope they apply the 1908 marking formula and that they will receive at least as good an entry of pre-1919 cars as the Manchester Club did pre 1909 cars 65 yearsago. There are to be two classes: single and two-cylinder cars up to 1911, and all types from 1912-1918 inclusive—which seems tough on the older models! It is to be expected that a few of the actual makes which competed in 1908 will enter, such as Humber and perhaps Siddeley and Argyll, but the going, even in Wales, is not likely to be so tough as it was in 1908. Already Graham Hill has entered a 1911 Rover (surely not a single-cylinder) and no doubt the Editor of MOTOR SPORT will be watching fairly closely on your behalf.

The Log Book

ONCE upon a time the vehicle log-book was an important document. We were instructed to keep it in a safe place and not to buy a vehicle unless it was available. Later we were informed that possession of the log-book was not necessarily proof of vehicle ownership. The task of diminishing the importance of this piece of paper-work had begun. Now the Department of the Environment has stated that from 1974 the present form of log-book will be replaced by one which will list only the current owner and not the history of the vehicle as has been the case for countless decades. This is in line with the inability of the bureaucratic mind to resist change for the sake of change, a line of thought which has given us plastic Bank pass-books, plastic driving licences, Giros and catch-names for age-old services, etc.

When Swansea takes over, centralised microfilm will replace hand-written log-book entries and consequently the listing of previous owners will be dropped. This will have repercussions for those buying used cars from dealers and it will also make the pleasant pursuit of tracing the history of a pre-war car very difficult, which it had become with some Councils even before this latest development, if the log-book had at some time been surrendered. The owner or rebuilder of an old car may wish simply to trace its history, famous and titled owners, etc., or he or she may want to contact previous owners in the hope of gleaning useful information, discarded spares, etc. The date of original registration also appears in the log-book and is of obvious use. From early next year, although Swansea centre says information will still be available to people who have a reasonable cause to be given it, we can take it that the opportunity of learning who first registered a car or motorcycle and who were its subsequent owners will virtually be denied us. No doubt the HVCJC will watch this development. But we regard it as a forlorn hope. This is one more nail in the coffin of enjoyable old-car ownership. Presumably when the new simplified system is instituted it will no longer be compulsory to notify, at our expense in postage, changes of vehicle ownership to the appropriate Council? Which is small consolation for the burying of interesting and important records.

V-E-V Miscellany.—A 1923 Austin Chummy, claimed to be older than that in the National Motor Museum, is being restored in South Wales. First registered in September 1923 it was taken off the road ten years later, after which the engine was used to drive a generator in Buckinghamshire by the owner who had run it since 1928. Said to be the seventh oldest Austin Seven in existence, the present owner wishes to learn the early history of the car, Reg. No. MF 2289. Neil Corner has acquired from Colin Crabbe the W125 Mercedes-Benz, which he will presumably race this year. It is said that his 1914 GP Opel went in part-exchange. Peter Hull is expected to join the vintage light car fraternity this season, at the wheel of a Horstmann tourer.

On the old-car bandwagon, Cossack Men's Hairspray are offering free full-colour scale drawings of a 1930 Speed Six Bentley and a 1932 Morgan three-wheeler—the Editor says, however, that he prefers to wear a flying-hat to keeping his hair in place with new-fangled perfumeries. Jim Boulton's 1914 single-cylinder 750-c.c. Rudge Multi will be No. 1 competitor in this year's VMCC Banbury Run. An early Pratt's Motor Spirit sign in light blue enamel, with black and white lettering, featuring a very early veteran car, possibly a Peugeot, has been found in Shropshire. Can anyone say when these advertising signs were first issued?

Another well-known personality who has joined the vintage light-car movement is Anthony Bird, who has a good specimen of 1920 flat-twin Rover Eight. Another Club magazine which regrettably has temporarily ceased publication is the Armstrong Siddeley OC's *Sphinx* but their News-Letter is still published. A 1922 petrol-electric char-a-banc, presumably a Tillings-Stevens, is being rebuilt in London: it is thought to be the only really large vintage char-a-banc still in existence. The March issue of *Blackwood's Magazine* contains a long article on Brooklands Track. The Alvis OC has its National Alvis Day at the Crystal Palace on May 6th, and the Bugatti OC/Ferrari OC has its International Bugatti Rally on June 26th-July 1st.

Someone building a replica of Ex. 120, the first MG record-breaker, wants detailed pictures of the car. Mrs. E. Drake has taken over Secretaryship of the Amilcar Register. Her address is: Inwardleigh, Rockbourne, near Fordingbridge, Hampshire, and she would like to hear of any Amilcars not known to the Register.

Vintage Postbag

What it it?

Sir,

"Fanfare for Europe" was a tremendous success. For us, it was a symbol of Britain coming in—at last—to share with Europe her vast economic power but without losing her originality, culture and traditions. Thank God for that! [Echoed!—ED.]



By the way, who can help me in securing information about the car in the pictures (taken January 8th, 1973 on the Grand Place in Brussels)? Name is Silver Stream and it came from Eire. It's not in Georgano Encyclopedia.

Thanks for your fine work!

Brussels. CLAUDE BERNARD.

[Over to our well-informed readers.—ED.]

The SU Cut-Out

Sir,

With reference to Mr. C. R. Smith's letter concerning the running-on in the Wolseley 4/50, 6/80 and the Morris Six, I hope I can offer some relevant information about the pull knob on the dashboard.

While at work at the Jaguar a colleague who had previously worked at Morris Engines brought up the subject of running-on in such vehicles as the Morris Six. I will try to give a brief description on the SU carburetter "anti-run-on" device.

The pull knob on the dash was connected via a Bowden cable to a sliding tube which on one end had a sloped profile. On the end of the tube, that is on the slope, the slow-running adjustment screw resided. Therefore, when the knob was pulled, the slow-running adjustment screw followed the drop of the slope and therefore caused the throttle butterfly to close completely, and stop the mixture entering the engine. This device was at first used as a development feature but later was just put into production, and my colleague mentions that it was described in the hand-

book. He also assures me that this device was fitted because of the post-war petrol and not because of the combustion shape!

Many thanks for a fine and very interesting magazine.

Great Kingshill. JOHN PATERSON.

An Austin in Australia

Sir,

This year I am celebrating ten years' ownership of an Austin, a 20/4 1927 "Open Road" tourer. The car is in splendid condition, fully registered, and regularly used for my family's conveyance.

Over the years I have had my share of troubles, badly leaking water pump glands, vibrating universal joints (help still required here), magneto with too little spark, and other troubles vintage-car drivers encounter. However, one by one I have overcome these problems and today I realise how lucky I am to have a first-class motor car. How little known these cars must really be in England when I read about them being ponderous and uninteresting. At 50 m.p.h. mine purrs, steering, road-holding and comfort all excellent, the scent of moth balls from the old carpets, the wooden facia a backdrop for a range of beautiful instruments, and superb brakes, a hard but full pedal mind you, and an alloy body to boot.

All my life I have run light English cars (an "Aunty" Rover for a time being an exception), and truly it costs very little to maintain. With care in its use I find it reliable and satisfying, and with the people who I encounter on the roads it must, too, give them some pleasure to see it.

Thank you for many years' interesting reading.

Denistone East, NSW. JOHN T. STEEL.

"Alvis Anecdotes"

Sir,

With reference to "Alvis Anecdotes", page 118, February's MOTOR SPORT.

Should not the legend under the first picture read: Car of Quality.—A post-war Alvis *TA21* with drophead coupé body? The Grey Lady (TC21/100) differed in many respects from the TA21, some of which are obviously not seen from a photograph, *e.g.*, compression and axle ratios raised, twin H4 SUs, etc. The differences in the coachwork however are a different matter.

It will be seen from the photograph the absence of air-scoops on the bonnet top and no louvres, only air flaps on the bonnet sides. The absence of chrome trim around the windscreen, and disc wheels. Generally, the Grey Lady was endowed with wire wheels, bonnet scoops and louvres, narrow windscreen pillars, and chrome trims. Some earlier cars were modified to the TC21/100 specification but are they true Grey Ladies?

Bath. GRAHAME BENNETT, AOC Member.

Harry Ferguson's Rolls-Royce

Sir,

Regarding your review of Colin Fraser's "Harry Ferguson—Inventor and Pioneer" in the February issue, I can confirm Ferguson's use of a Rolls-Royce because I now own his Phantom III. Or, rather, I have his P.III chassis, for the original Barker limousine body was removed by a subsequent owner who fitted a slightly earlier Phantom III body, a far handsomer sports saloon by J. Gurney-Nutting.

In fact, this car was sold through an advertisement in MOTOR SPORT in July 1963, where a photograph of it will be found on page 563, captioned "late property of a world-famous millionaire". If any reader has a copy of that issue he cares to dispose of, I would gladly receive it.

Philadelphia, USA. KEN KARGER.

Vintage-size Tyre Prices

Sir,

I think that Mr. Lansdell is unaware, primarily, that most vintage tyres are made at Fort Dunlop by hand. They are made, literally, on vintage machinery by a few dedicated people, many of whom have spent all their lives in this specialised trade. These worthy individuals, who are few in number, are working with what equipment now exists. For instance, in the 26 × 3 beaded-edge range, the original machine which is still used for building the tyres is over 45 years old. Each size presents a production problem and a production headache—each tyre is virtually a one-off; the operatives make steadily and readily but are only able to turn out so many units a year, working first on one size and then on another regardless of what is used or bought.

The cost of their personal labours and raw materials they use rises steadily year by year.

I feel that the price of tyres to users of vintage cars should be pitched at a level at which it is economic for the manufacturer to remain sufficiently enthusiastic to continue production of these sizes of tyres which are, to say the least, not economic, else we shall be faced with the fact that we shall have no tyres for our vintage cars.

Incidentally, Mr. Lansdell has his figures wrong; the increases he notes in his letter in your February issue, which do seem extreme, are not between Spring and Winter last year, but between December 1970 and November 1972—a period of just under two years. The actual increases between Spring and Winter 1972 average out at about 5%.

I am told on reliable information from Dunlop, that it is not their intention in the foreseeable future to cease manufacture of veteran and vintage sizes, despite the relatively small sales, and I think that the debt that the vintage and veteran movement owe to them is not sufficiently acknowledged.

I cannot comment on the policy of the National Motor Museum, but no doubt Lord Montagu will wish to do so when he returns from his tour abroad.

P. S. POLLOCK, Managing Director,
Vintage Tyre Supplies Limited.

London, NW10.

Museums

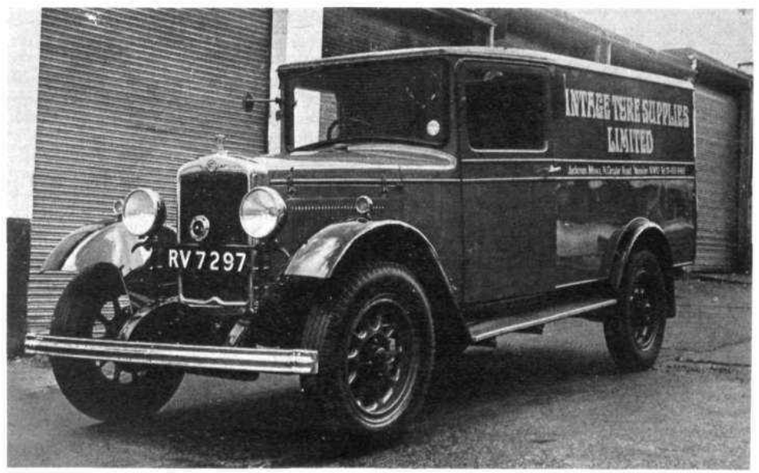
Sir,

The continual barrage of attack on Motor Museums makes me wonder if the critics are correct in their assumption that because a car is in a Museum it is not used and it is the fault of the Museum.

Many exhibits in Museums are privately owned and cannot be used by the Museums, so do not criticise the Museums for this fact. The owner is happy he receives free, warm, garaging, probably free insurance cover, and the car is well looked after. The public are given the opportunity of viewing an exhibit which if not loaned to the Museum would probably have been pushed to the back of a garage somewhere. Really the only substance for criticism is in connection with those cars which are owned by or donated to Museums and are not used for varying reasons. If these cars were sold do you honestly think you would see more of them? Of course you wouldn't, they would go into private collections, not only not used but also unseen by the public.

In many cases the critics are being unfair, perhaps they should devote their time to the private collectors. Incidentally, there is a members' list for the VSCC which places an asterisk beside those members who own more than one car, now these people have been enthusiastic enough to join the Club and perhaps they use one of their cars, but what about the others in their garages? Presumably no-one would criticise them.

I wonder how many Museums there are in England where none of the cars owned by the



The pre-war Morris Commercial Van used by Vintage Tyre Supplies, without whose Dunlop covers the veteran and vintage movement could scarcely proceed.



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Museum are ever used? We used ten of our own cars last year and whilst this may please W.B., Chris Lansdell (both critics in the February issue of MOTOR SPORT) and many other static critics including ourselves, it did not please everyone. There are many voluble anti-users who feel that it is very wrong to race or even to use these cars, and apparently a notice in place of a Frazer-Nash reading "Sorry, gone shopping" gave rise to some most interesting language.

Bearing in mind that you would never lose the private hoarder and cottonwool smotherer of the motor car, I think that Motor Museums are doing more good than bad. By all means let us keep as many of these cars on the road as possible both for the enjoyment of the user and the beholder. Driving through the Devon lanes the other day in my vintage Alfa Romeo a cow sat on its wing, no doubt a critic of the vintage era, as my MG-B would have come through unharmed; and so you critics, remember, there is another side to the coin.

TRISHA PILKINGTON,
Totnes. Totnes Motor Museum.

Sorting Out the Sunbeams

Sir,

Your most interesting article on the 1924 Sunbeams makes me think I should now recount my experience with the Rolls-Royce engined car which you and Denis Jenkinson inspected in the mid 1950s. At that time Bernard Kain (of Bugatti fame) and I were solicitors' articled clerks in Bath.

Driving to work one morning (the winter of 1955/56 I think) past the Theatre Royal Garage I noticed an interesting Special; most Specials betray their origin in the inevitable features of the chassis on which they're based. But this one had hubs, running gear and so on, which were then at any rate, quite unfamiliar to me. So, curious, I stopped and went over to the car; as I did so the salesman came out of the garage rubbing his hands and said:

"I'll bet you don't know what this car is, Sir".

"Well, the tax disc says it's a Sunbeam", I replied.

"Yes sir", he said, "It's the actual car which won the French Grand Prix in 1923". (Sic).

This seemed unlikely as I had never heard of any surviving car from that race. The body of this Special was a lash-up and it had a Rolls-Royce engine but if true it was an exciting discovery, so I dashed home early at lunch time and studied the clearest photograph of the 1923 GP Sunbeam I could think of. All the details I had memorised seemed correct so, rather excited, I 'phoned up Barnard Kain and advised him to go and look at it. He did. The salesman was out of his lair again quick as a flash and his first words to Bernard were, "I'll give you this car Sir if you can tell me what it is". Needless to say the immediate reply was, "Why, of course, this is the actual 1923 French Grand Prix-winning Sunbeam". The salesman just about collapsed but Bernard didn't get the car!

I gather from your article that the car can't have been 1923, but 1924, but in that case do any 1923 cars survive?

Pattishall. A. W. RIPPON.

[I think not.—ED.]

New cars at Kyalami—(Full race report page 368)

WITH TWO brand new models making their debut at Kyalami, plus some interesting modifications to the Tyrrell, there was plenty to keep racing car afficionadoes happy in South Africa although, earlier, five new models had been expected. One thing that both the new cars have in common is the trend back towards totally enclosed bodywork although the Shadow DN1 goes a little further in this respect than the McLaren M23. Both cars have been designed to meet the latest safety regulations of the CSI. These are included in Article 292 and state:

"Crushable structure: the entire fuel tank area of the car in direct contact with the open air stream must incorporate a crushable structure conforming to the specification hereafter.

"The term licked by the open air stream is considered to define the complete external area of the body monocoque construction irrespective of such added items as water radiators, inlet ducts, windscreens, etc.

"(a) The crushable structure should be sandwich construction based on fire resistant core of minimum crushing strength of 25 lb./sq. in. It shall be permitted to pass water pipes through this core.

"The sandwich construction must include two sheets of 1.5 mm. thickness, one of which shall be a sheet of aluminium sheet having a tensile strength of 14 tons/sq. in. and minimum elongation of 5%.

"(b) The minimum thickness of the sandwich construction should be 10 mm. The fore and aft fuel tank area, however, should provide for a crushable structure of at least 100 mm. thickness at such crushable structure's thickest point, the position of this widest point to be at the constructor's discretion over a length of at least 35 cm., after which it may be reduced gradually to 10 mm."

Taking this as a basis McLaren designer Gordon Coppuck, who had not previously completed a Formula One design, having concentrated on Can-Am and Indianapolis cars, set about the new M23. Another factor he took into consideration was that the current McLaren M19 was not the fastest car in a straight line but that the suspension system including the raising rate front set-up worked extremely well.

He obeyed the safety regulations by designing a monocoque which utilised a sandwich construction with each outside skin being made up of two sheets of 16-gauge aluminium in between which a polyester foam filling had to be added. This was done by injecting through an aerosol. In fact there are two fluids which are kept separate until they are injected and only meet at the spray nozzle. This has proved to be a costly and timely operation but McLaren believe that in so doing they have complied with both the letter and the spirit of the regulations.

The next problem was to design a car with more straight line speed than the M19. Coppuck went for a wedge-shaped design with side radiators and a sharply pointed droop nose. The radiators are contained within ducts which, unlike previous designs, are not simply fibre-glass cowlings but an integral part of the chassis. Every effort was made to keep the passage of the airflow clean and to this end all the various ancillaries, oil tank, oil radiators and battery have been tucked out of the way. The oil radiators, for instance, are mounted directly behind the water radiators. The wing mounting is just a single streamlined monocoque strut. There is a very tall airbox, which also acts as a partial engine cover, although the plugs can be reached without removing it.

The suspension is very similar to the M19 although the rear is much lighter but was tried on the M19 at Brazil. The steering is now aft of the front wheel centre line. Coppuck believes that the reduction of the polar moment of inertia is still worth striving for, even if this doesn't mean placing the gearbox inboard, which tends to have its problems. Instead the main fuel tank of the M19 is situated between the driver and the engine. The CSI rules allow only 80 litres in one tank and this is the amount McLaren have in the central tank while the rest is situated in tanks either side of the driver although they do not fill the whole side of the monocoque as is the case with so many cars. This central tank necessitates the driver sitting very well forward. The cockpit is much smaller than the M19 and, because of this, a quickly detachable steering wheel has been fitted.

The finished car looks tremendously attractive in the Yardley colours and Denny Hulme has already shown that it is effective on the track. The M23 is the kind of racing car any enthusiast would travel hundreds of miles to see. On the circuit it tends to be a very neutral handling car, so if you see Hulme with the tail hung out you know he is trying very hard. Chassis number one was at Kyalami and will also be seen at Silverstone while a second will be ready for Peter Revson in time for Spain. A third will be built at a later date.

The Shadow project is an interesting one in several ways. Tony Southgate is a very talented young designer who sometimes felt a little cramped at BRM. He wasn't allowed the time or money to develop the BRM P180 and this was undoubtedly one of the reasons he left Bourne. With the Shadow he started with a clean sheet of paper, but this time had a Cosworth V8 engine and Hewland engine to incorporate rather than the BRM engine and box. The P180 BRM, of course, had its radiators at the rear behind the rear wheels but, for the Shadow, Southgate has abandoned this idea but mounted them slanting backwards at the front of the engine bay. However twin oil radiators are mounted at the rear of the car. Although the car is flat-topped it bulges out in the middle to accommodate the fuel, mainly in the sides, and also the deformable polyurethane foam, which has been inserted in between the aluminium sheets in a similar way to the McLaren.

The suspension is reasonably conventional along Southgate's thinking and thus is very similar to that of the P180 with very steeply-angled spring damper units at the front. Apart from the wheels and the cockpit, the car is totally enclosed in attractive black fibreglass bodywork which appears to be thinner than on any contemporary car. The whole lot is topped by a strangely-shaped air box which has a triangular-shaped orifice and looks in profile like a nun's headgear. Removing this, and the engine cover, to change plugs is at present an extremely tedious business. But the overall effect is extremely impressive. The large rear wing is mounted well to the rear although at Kyalami modifications were made to bring it closer to the centre line of the rear wheels. Incidentally the cars run on the spun Mel-Mag wheels and Goodyear tyres. Apart from a coloured Stars and Stripes all the decals and signwriting on the car are in white. The fuel it uses is lead-free and is produced by refinery equipment manufactured by sponsors —Universal Oil Products. Fuel from Kyalami was flown in all the way from UOP's Chicago headquarters.

Two cars were complete for South Africa, DN1/1A for Jack Oliver and DN1/2A for George Follmer this car having a slightly larger inside dimension of the moncoque to accommodate the American's hips. A third car is currently under construction at Northampton which will be run privately by Graham Hill and a spare for the works team will follow.

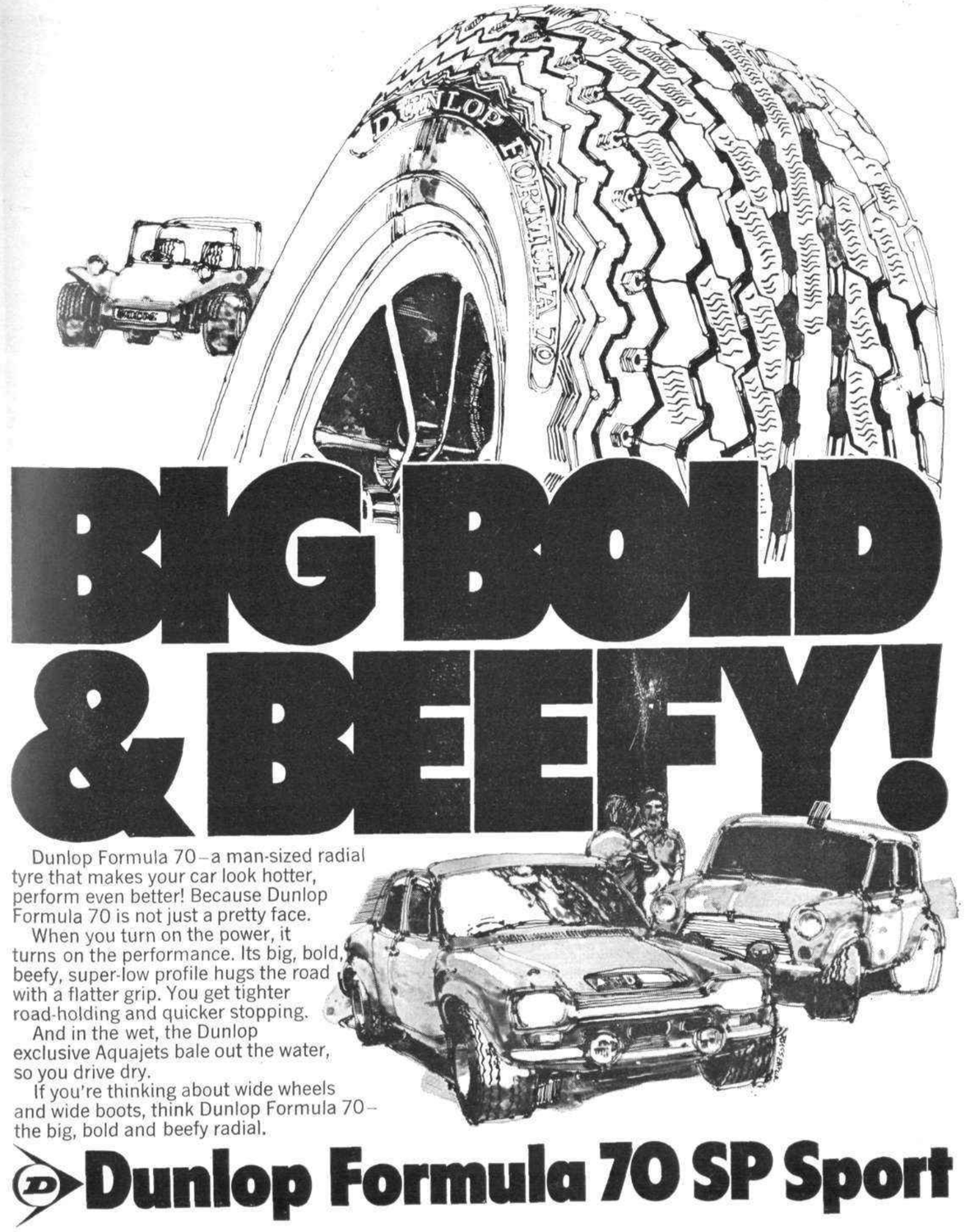


SHADOW MEN.—Follmer, Oliver and Nichols.

So it was the McLaren and Shadow that were creating the most interest at Kyalami although Team Tyrrell were also trying quite a few new combinations on their cars. They had available new rear wings which mounted much further back behind the rear wheels, and there was a new tubular subframe for Stewart's car which gave much more angle to the rear spring damper units. At first only Cevert tried the new wing position and various aluminium strips were tried on the nose at the same time. Stewart later tried the new rear wing arrangement and preferred it. Certainly Tyrrell are not complacent and are working hard to improve their cars.

The only other team in South Africa who tried anything new was Lotus. Following the failure of a Mel-Mag rear wheel on Peterson's car in Brazil, Lotus had designed some cast 13 in. rears to their usual pattern, as previously they only had 15 in. rears of their own design available. Also on the wheel front they tried some tiny 12 in. diameter wheels and tyres for the first time in public but did not persevere with them. By the Spanish GP there will be many more interesting new cars and developments to tell you about.

—A.R.M.



ROAD TEST

The Austin Maxi High-Line

A Useful Front-Wheel-Drive Load-Carrier

WHEN British Leyland introduced the *overhead-camshaft, five-speed, five-door* Austin Maxi on the pattern of the Issigonis small cars, which had sold so well, it proved a disappointing car, noisy, underpowered and with an unpleasant gear shift. Then the Abingdon tuning chaps got to work on it and it became a very much nicer car, with its more lively and powerful, mildly "souped" engine. BL also had a go at making the basically acceptable Maxi a better car, which included making available a 1,750 c.c. engine as well as the original 1,500 c.c. unit, improving the gear linkage, etc.

This 1,750-c.c. engine is used in the oddly-termed "High Line" Maxi, a long-stroke (76.2 x 95.75 m.m.) transverse power unit with chain-driven overhead-camshaft, now with twin HS6 SU carburetters, different valve timing and a higher cr. The output is said to have benefitted by an additional eleven b.h.p., obtained at a 350-r.p.m. increase over the former 5,000-r.p.m. power peak. Slightly higher gear ratios (top is now 3.65 to 1, before you get into 5th speed, which is geared up) match wider tyres.

Not exactly an intriguing specification. Yet this very spacious, boxy-looking Austin Maxi HL fulfils many peoples' needs. It converts to estate-car form very easily indeed and it is simplicity to load, **via** the 5th door, which automatically rises after it has been opened, to give a huge opening.

The four seats, now embellished with brush-nylon, are comfortable and of generous size, and the ride is excellent if you like the feel of Hydrolastic inter-connected all-round independence. The handling is that of any BL front-wheel-drive small-car, very safe and predictable, with an understeer tendency. The steering is geared just under four turns, lock-to-lock and is fairly light and quick, with sensible return action. The gear change is indefinite as well as horribly notchy and at times baulky, the floor lever lifting into reverse. 5th speed, although geared-up, is low enough for very frequent use, and is thus in no way a Motorway overdrive. Indeed, it can be held from 30 m.p.h. upwards.

At first I thought this a noisy, rattly car compared with what are called "conventional" front-engined cars, and the engine *is* loud-voiced, with quite a sporting exhaust note, heard from without. Nor is there as much urge as might be expected from a $1\frac{3}{4}$-litre o.h.c. car weighing under a ton at the kerb.

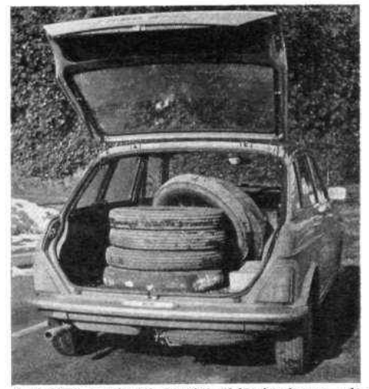


THE AUSTIN MAXI HL was tested under winter conditions, which made its safe handling, which front-wheel-drive ensures, particularly welcome.

Maximum speed is short of the other ton except under good conditions and 0-60 m.p.h. takes over 13 seconds. Rather absurdly, you can press the Maxi HL to practically the same top speed in normal top gear as it likes to do in the 5th gear. Even in third gear 85 m.p.h. is obtainable: the gap comes between the 3rd and 2nd gears.

In many ways the Maxi is old-fashioned. There is the rather fussy long-stroke engine, which vibrates at idle, in spite of the five-bearing camshaft. There is a manual enrichener for the Skinner Unions, which the engine needs from cold, although it was always a very sure commencer even after a night out in zero temperatures. As this "choke" is not spring-loaded and has no warning light, it is apt to be left on in this age of automatic chokes. Fortunately, it needs a good pull to make it function, so it usually backs off on its own. There are two facia tumbler switches for lamps, wipers (two-speed) two-speed heater fan, and electic washers, the r.h. stalk control dipping the headlamps (and with an upward movement at that), working the turn-indicators and the horn. Instrumentation consists only of a 110-m.p.h. speedometer and matching heat and fuel gauge. Heating and demisting is well contrived, with powerful fresh-air admission from the end-located, adjustable gimble facia vents, which cut off effectively on turning the centre buttons. The small steering wheel has drilled spokes and a leather-clad rim, the front seat backs recline under lever control, but the central hand-brake lies too close to the floor. The doors have the usual excellent BL locks but weak "keeps". Some cars may have more convenient minor controls but standardised layouts would take much of the fun out of motoring for those who drive more than one car, so let's not be too harsh about the Maxi's. The driving stance has been improved, there is a lockable front cubby, a full-width under-facia shelf, and "Issigonis bins" on the front doors and the boot, with detachable shelf or lid for use when the back seat is in the normal position, is uncluttered, although this involves hanging the spare wheel below, exposed to road dirt — roll on Dunlop's spare-wheel obviator. The back compartment is carpeted, a feature farmers and motoring-dog-owners will view with mixed feelings.

The Maxi HL is not faultless but it does represent good value as a bigger-than-small five-door saloon which so many people will enjoy. It gave me 28.8 m.p.g. under mostly cold, short-haul running of 4 Star (capacity 9 gallons) and after 500 miles, the dip-stick was at "low", equal to an oil consumption of approx. 1,000 m.p.p., indicated after topping up with Castrol GTX. When MOTOR-SPORT'S Production Manager asked us rather hastily to think of our ideal pairs of cars, so that he could photograph them for a colour feature, I went for a vintage car and a rear-drive Ford Consul or Granada. During the recent snowy weather the desirability of having a front-drive car in the garage for winter use was emphasised, time and time again, by the Maxi, so after getting my vintage-car requirements sorted out, I would be happy to have a BL front-driver as a second-string. The Dunlop SP68-shod Maxi HL got up snow-covered hills effectively, handled very safely on slippery roads, and possessed a useful heated back window and, I am told, some of the most convenient (Britax) safety-belts my passengers have encountered for some time. But it is too noisy for long-distance work. The seat belts are extra, putting the price of this faster Austin Maxi to a modest £1,391.51. Equipment includes non-dazzle rear-view mirror, exterior mirror, vanity mirror, cigarette lighter, reversing lamps, etc., but the Smith's speedometer has no trip, although the total mileometer has decimal readings. The Triplex Hot-Line heated rear window was appreciated. Under the rear-hinged, self-propping bonnet there is still that crude cardboard shield for the plugs, from which the dip-stick peeps. The small Lucas Pacemaker battery is also accessible. In a total of 2,000 wintery miles this handy Maxi gave no anxieties, apart from a squeak from a rear hub. An annoying omission concerns coat-hooks, badly needed when the back seat is folded; the screen-wipers do far more for the front-seat passenger than the driver, and the reversing lights went out unless the gear lever was held while in reverse location. Big people with loads to carry cannot go far wrong in ordering a British Maxi, and the HL version offers a very worthwhile performance increase over the normal 1750 model.—W.B.



A modern car in the service of its forebears—the Austin Maxi HL taking a load of 4.50 × 19 *tyres to Motorway Remoulds of Knighton for re-treading. The Maxi, with its fifth door and easily folded back seat, is a useful saloon-cum-estate-car which served us well for a hard* 2,000 *miles.*

WOLSELEY AND OTHER MEMOIRS—A READER REMEMBERS

The letter from N. R. Solley of Kenya brought on such a bout of nostalgia that a rare putting of "pen to paper" seemed to be the only palliative! I think it must have been his reference to early Wolseleys and SU carburetters that brought the pains on, because as a *very* young man I worked for Wolseley Motors (proprietors Vickers Ltd.) from some time in 1924 until well after the acquisition by Mr. Morris when they became known as Wolseley Motors (1927) Ltd. I worked at both the Petty France Depot, the "super" showroom in Piccadilly opposite the Ritz Hotel—now I believe the National Provincial Bank (or whoever took *them* over!)—and also at the brand new service station in Manor Street, Chelsea—*both* sides of the road!

I well remember the 16/20 to which he refers and also the larger models—I believe the 24/30 six-cylinder. This nomenclature was again repeated in the 1920s by a much more modern machine with four-wheel brakes. Then, of course, there was the second series "15" four-cylinder with a 4-speed gate-change crash box, which really was a "crash box" to all but the very chosen few.

Memory also retains the names or faces of some of our more colourful customers, including a one-time gun-runner who "directed" the overhaul of his "20-h.p. sports" from Brixton Prison. Also Sir Harry Peat who used to race a boat-bodied second series Fifteen; and the Head Waiter of the Hotel Cecil (which was, I believe, where the Shell Building now is in the Strand) with his Brooklands model 10-h.p. Wolseley. Mr. Fox and Mr. Nicholl—later Fox and Nicholl at the *end* of the first stretch of the Kingston By-pass—were the leading figures in this service establishment. As a special favour, service was also given to cars like a V8 Bianchi, and one of those beautiful 22/90 Alfas owned, I remember, by a Major Gallatley.

We had no such benefits as the watchmaker's lathe referred to by Mr. Solley at the the SU works. *We* were issued with what were called "blank" needles and jets, and very fine emery cloth torn into tiny strips, and a lot of skill did the rest—getting the mixture right on the idling first, and then slowly stage by stage right up to the "top end". BLIC lighting and ignition equipment was the order of the day on most Wolseleys of the 1920s apart from the very smooth two-cylinder Wolseley 7 h.p.

Wolseleys got more and more in the doldrums, and we found it difficult to even look occupied, and then one day in 1927 a director of the old company named Glasebrook arrived in number 1 of the famous Wolseley Silent Six—this one with a very difficult gate-change 4-speed box—quickly changed to a "ball change" as it was known then. I was given the job of attending to the "sparks" and the SU carburetter, and our test depot went mad because we felt that at last Wolseleys had pulled the fat from the fire. Our joy was short lived because shortly after we became part of the Morris Empire. W. Morris knew what he was doing, because I believe the basic design of that car went on under different model names right through to 1939.

Shortly followed, in 1927/8, the Wolseley straight-eight with a central o.h.c. drive, *but* with one carburetter and a badly shaped induction pipe. If the float needle allowed petrol to pass when the car was standing overnight, the contents of the "Autovac" found its way into No. 5 cylinder. On pressing the starter button things stopped turning sharpish when No. 5 cylinder's valves were closed, and this resulted in No. 5 con.-rod in aluminium—presumably forged "Dural"—being bent badly! It wasn't too bad when you knew the *habit of the beast—but it could be disastrous.* A smooth, nice sounding but "gutless" motor.

After a spell later with RAG Carburetters off King's Road, Chelsea, fitting carburetters to some very good and also some very bad motor cars, including single and twin-carb. four-cylinder and six-cylinder OMs, Tractas and the very heavy Rover 14 with overhead inlets and side exhaust valves, I moved on to work for Robin Jackson at Brooklands on more exciting and at times more unusual machinery—and just to prevent any further recurring argument, I was the bloke who removed the rear engine from the Alfa Romeo Bi-motore and did much of the work to prepare it as a single-engined machine!!

Denis Conan Doyle used to find peculiar cars at this period, and bring them to us to make them "go". I remember Austro-Daimlers (22/90?), a massive four-cylinder Nazarro, a 40-h.p. four-cylinder Wolseley shooting-brake, etc. The normal business at Jackson's "Robinery" was a delight because each car worked on was someone's pride and joy! Cowell's Austin, Hugh Hunter's Alta, Money's MG—faster than so many, and no one knew why—Goldie Gardner's record-breaking engines, Alpleton's 3-bearing crank Riley 9 Special, Fry's Keiserwagon, Eccles' blown Rapier, etc. It was difficult at times to keep one's head down and work, especially when Chris Staniland decided to do a few practice laps on a 2.3 Bugatti, or Arthur Dobson attacked a record in his white ERA—or Dunlop Mac and his mates popped in for a chat!! Irving the Champion plug man, Francis Beart the very fast bike man, Sinbad Milledge—our Wizard of Oz, Waddy the hill-climb specialist whose car was *never* quite ready, and of course Robin Jackson himself, Curly Skelton, Reg Seldon, and the nice man in Chertsey who built the "Multi Union" from Alfa P3 parts, and last Charles Brackenbury—alas so many very happy memories.

Marsascala, Malta. N. S. ROBBINS.

FROM BROOKLANDS TO BRAZIL

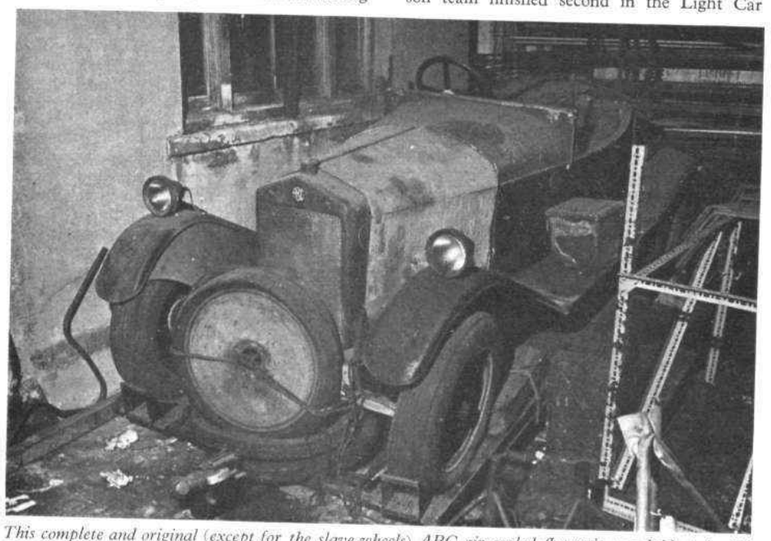
THERE'S SOMETHING very vintage about the neighbouring Kingston-on-Thames firms of V. W. Derrington Ltd. and TDC Components (Kingston) Ltd.; the aura of glorious days at nearby Brooklands seems to pervade the premises and indeed one or two relics of activities at the Weybridge circuit may still be seen there, for the firm's very existence owes much to Mr. Locke-King's famous venture. Speed was the instigator of Brooklands and the two Kingston firms; Brooklands provided the place to achieve it and Derrington helped provide the means to achieve it, for in 1919 Vic Derrington originated and pioneered what is today the multi-million-pound tuning industry as a result of demands from Brooklands competitors.

Ironically Brooklands, the conceiving factor behind it all, was put to death in 1940, but the search for speed has continued and the Kingston firms have thrived with it. In pre-Second World War days Derrington equipment could be found on some of the fastest cars competing at Brooklands; in contemporary times equipment from Derrington's or the company which Vic Derrington helped found, TDC Components, has been fitted to eight of the Formula One cars used to win the last nine World Championships.

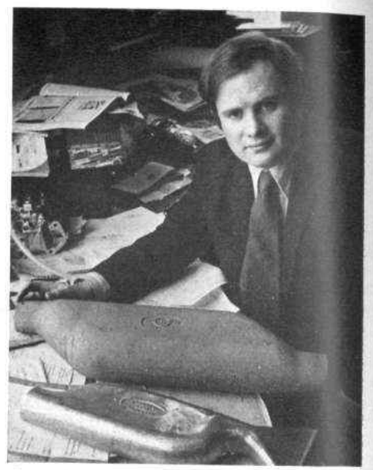
Sadly Vic Derrington, Brooklands competitor, entrant and tuner and tuning industry pioneer, died last year at the age of seventy-three, only six or seven years after he last drove competitively, but the tuning and accessory firm which bears his name lives on in the hands of his son Stuart (whose 84-year-old grandfather, on his mother's side, continues to do the accounts) and TDC Components is controlled as it always has been by another of the three joint founders, Bill Terry and his wife Rosemary. Their firm is responsible for designing and manufacturing specialist exhaust systems for the majority of racing car manufacturers and some racing-involved tuners and roll-over bars for McLaren.

The Derrington story began in 1919 when Vic started a motor-cycle business in New Malden, firstly repairing, then tuning the comparatively crude machines of the day, developing his skill on his own machines which he raced at Brooklands and subsequently finding a demand from racing customers. He soon extended his interests to cars, a move which proved profitable when protests from local residents in 1924 brought about regulations stipulating the fitment of silencers and fishtails to all vehicles competing at Brooklands; Derrington was quick off the mark to manufacture these compulsory items and by the time the circuit closed Derrington had captured 90% of the market for Brooklands-pattern silencers. Indeed, this marked the start of the accessory business both for Derrington and the world at large, a theme which he extended upon after moving to Kingston in 1929, when things like stone-guards, bonnet straps, filler caps and aero-screens were added to his list. However, the real landmark in pioneering came in 1928 when Derrington first offered twin-carburetter conversion kits for popular road cars, surely the first man to do so.

Meanwhile Derrington continued to prepare and tune racing cars and actively participate at Brooklands in a wide variety of them, including Salmsons, Talbots, MGs and Wolseley Hornets. The full story of his Brooklands exploits is probably lost now, but in *The History of Brooklands Motor Course*, by MOTOR SPORT's Editor, there are references to Derrington entering a team of Salmsons and a team of Wolseley Hornets. His Salmson team finished second in the Light Car



This complete and original (except for the slave wheels) ABC air-cooled flat twin was laid up by Vic Derrington in 1930.



Stuart Derrington with two of the original Brooklands silencers which helped his father establish the firm.

Club Relay Race in July, 1932 at an average speed of 76.09 m.p.h., Noble and Dickson-Geertz driving two of the cars and Derrington the third, while he also contrived to handle one of his team of Wolseley Hornets in the same race. Five years earlier he was enjoying himself on three wheels, setting up records from 100 miles to three hours in a 750-c.c. Morgan shared with Hall, averaging 69.4 miles for 100 miles. The end of the record attempt was marked by a crash and a visit to Weybridge Cottage Hospital for the pair. One other notable Brooklands exploit was winning the first heat of the British Mountain Championship in 1936, this time in one of his by-then ageing supercharged twin-cam Salmsons, presumably the one which he owned until early last year.

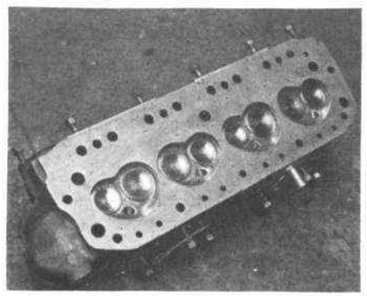
Today's offerings from V. W. Derrington Ltd., at 159-161 London Road, Kingston (01-546 5621/2) are a curious and unique mixture of old and new. Stuart Derrington intends to gradually change the lines and expand the business, but meanwhile the impression is that while the firm has kept up with the times, offering accessories and tuning equipment for the latest motor cars, it has steadfastly refused to forget the past inasmuch as virtually all the equipment sold for post-war cars (and even some pre-war) is still catalogued and available. At one end of the scale a brand-new anti-roll bar for the Cortina Mk. III marks the latest offering and at the other end one can still buy a grab handle for a pre-war MG at London Road. Even those aero-screens designed and made by Derrington for Brooklands remain available in the same materials: chromium-plated brass fittings, polished, die-cast alloy frame and laminated safety glass. What is even more remarkable in this day and age is the price: £4.50. The demand for them remains; Abingdon Spares, MG specialists in Australia, have just ordered 100 of them.

Vic Derrington was always an MG enthusiast, as I well remember from a visit I made to him a couple of years ago when he showed me his pristine M-type Midget with obvious pride (he also had another one in pieces) and disclosed an astonishing stock of

brand-new T-type parts. The old-MG enthusiast remains well catered for, particularly in the way of tuning for XPAG and XPEG engines, for which Laystall-Lucas cylinder heads continue to be offered. Derrington's still manufacture alloy rocker covers for the XPAG, the only one to carry the octagon insignia with official factory approval, and alloy sideplates. Many MG spares are supplied to firms specialising in old MGs in this country and the United States.

Later BMC and British Leyland MGs attract equally specific attention, particularly the 1,500 to 1,800-c.c. B-series-engined ones—and therefore any other *marque* carrying the same unit—for the famous HRG-Derrington cross-flow alloy cylinder head is made specially for these. Quite a lot of development work has been conducted since Derrington took over manufacture of this head in the mid-60s and in its fastest Mk. V form it will lift the power of an MG-B engine with standard cam, compression ratio and 1½-in. SUs by about 10 b.h.p., almost doubling the torque. Of course the full benefits are obtained with other commensurate modifications and outputs of over 150 b.h.p. have been obtained with suitably modified B-series engines using this head. Hidural valve guides are standard and a choice of compression ratios up to 12.5:1 can be supplied. The cost of the head is £100, on top of which special inlet manifolds are necessary, available for varying sizes of SUs and paired twin-choke Webers.

Other rather rare tuning facilities are available for four-cylinder Triumph TRs, including everything from cross-drilled cranks to racing suspension—everything in fact to convert a car to full-race specification—Austin-Healey 3000s, particularly the triple-45DCOE carburetter and manifold kit, and

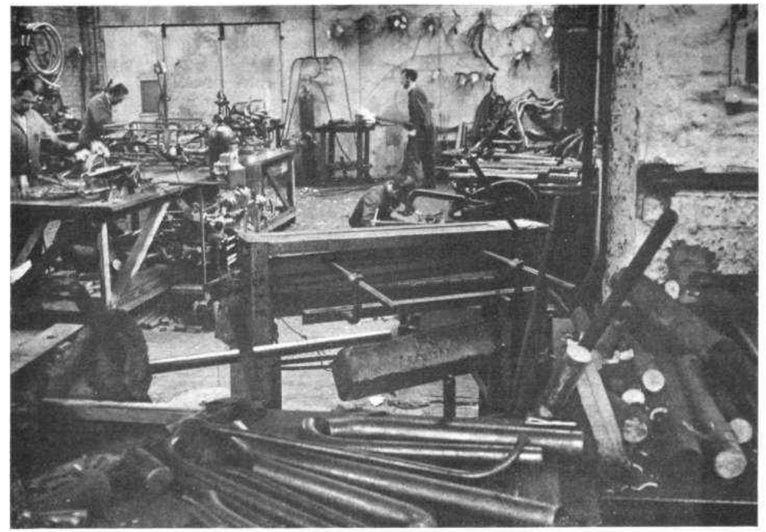


HRG-Derrington alloy cross-flow cylinder head for BMC B-series engines.

even the Austin-Healey 100-4, for which a tubular extractor manifold is offered for £25, or head modifications, reprofiled cams and double valve springs.

Steering wheels were another item for which Derrington became well-known before and after the War; the firm must now be one of the few sources for wood-rimmed wheels, their beautiful "Lightweight" model existing for vehicles like TRs, Austin-Healeys and XKs, while leather-rimmed "Lightweights" are sold to fit almost anything.

Space dictates that mention can only be made of the foregoing more unusual items available from Derrington's. In fact the firm must have one of the widest ranges of accessories and tuning equipment available for contemporary cars, including A- as well as B-series BMC engines, all Chrysler GB models right up to road or full-race 998-c.c. Imp units and Ford pushrods. The range is extended by a specialisation in Weber carburetters; kits including inlet manifolds are available for the majority of British and European cars, including triple DCOEs for Jaguars, six-cylinder Triumphs and the aforementioned Austin-Healeys. Suspension equipment is also far-reaching, anti-roll bars being a particularly popular line, manufactured at the nearby TDC Components. But that's another story. . . .



Vintage-style surroundings for the production of up-to-the-minute racing car exhaust systems.

TDC Components lie around the corner from Derrington's at 14a Clifton Road (01-546 0524), behind one of those insignificant and obscure, almost dilapidated, facades which so often hide gems of interest from the motoring enthusiast. Opening faded blue doors in the Victorian structure reveals a passage-way paved with well-worn stone setts, Mr. Terry's Rover 3-litre and beyond it to the left the first indication that this is no ordinary back-street establishment. Languishing there sadly, just as it has done since 1930 when it was laid up by Vic Derrington, is an ABC flat-twin, complete and original down to the last stitch in its admittedly rotting hood and the ideal subject for restoration. At which point I must forestall all those who are about to dash down to Kingston with cheque books in hand; this car is definitely not for sale, will be restored and its value is known! Even more hidden by miscellaneous steelwork is a pre-war Fiat 1100 for which a customer is already lined up. Opening a further door reveals the hive of real activity where six men are attacking assortments of various diameter 17-gauge mild-steel tubing with varying degrees of controlled brutality and heat and an exceptional amount of skill, as denoted by the finished products stacked alongside one drab, grey wall: described as exhaust systems, but really superb works of sculpture which will fittingly bedeck the equally superb Formula cars of the best-known racing car manufacturers.

In an office beyond a store for exhaust jigs at the top of an open wooden staircase Mr. and Mrs. Terry can be found in quiet seclusion, the pipe-smoking, close-to-retirement Mr. Terry perhaps working at his drawing board on a new exhaust system for Fittipaldi's JPS and his wife Rosemary on the receiving end of a call from Southam, discussing Ralph Broad's racing Capri requirements. All in a day's work for this happy, unassuming couple.

Behind the contented countenance of Bill Terry lie memories of a life steeped in motoring history. His early working career was spent as an aircraft draughtsman at Faireys, from where he moved to the coach-builders Jarvis of Wimbledon as a designer (by coincidence, Mrs. Terry was able to draw my attention to Coys of Kensington's illustrated advertisement in last month's MOTOR SPORT showing a 1928 4½-litre Bentley with Jarvis of Wimbledon boat-decked body, designed by Mr. Terry).

During his period with Jarvis, Mr. Terry was loaned to KLG for one month to draw and build the body for a new Malcolm Campbell Bluebird prior to world record

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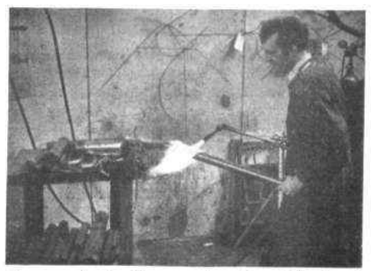

Oxygen mixed with natural gas is used for hand-bending silver-sand-filled pipes.

Book Reviews

"Automobile Year—1972/73", edited by Ami Guichard and Douglas Armstrong. 248 pp. 12¼ in. × 9¼ in. (*PSL*, 9, *Ely Place, London, EC1N 6SO.* £6.20.)

This de luxe review of the past year's motoring happenings has reached its 20th edition. It has been widely copied but remains the top-class annual of its kind. This latest edition reviews, as usual, the important 1972 races and rallies, with innumerable fine colour plates, action photographs and colour diagrams. Apart from the race and rally reports there are articles on the 1972 World Champion driver Fittipaldi, the technical advances in the world of motor-racing during the past season, a piece on how Peter Schetty engineered the 1972 Ferrari domination of sports-car racing, and Indianapolis and Can-Am reports.

The historical section of the annual has an article by MOTOR SPORT's Denis Jenkinson about a few of the great moments in motor racing that he remembers. This touches on but a small selection of the enormous number of races he has watched since he began to write about them in 1952, "a friend having asked for a report on the car racing at Chimay", where DSJ was racing his Norton in the motorcycle event. (But he does not say what a job I had to get him to embark on a career as a motoring writer—"Writing is *your* job; it's not for me!"—ED.). He reveals that his interest in motoring sport began in 1932 when he went with his parents to a flower-show but diverted to watch some Speedway racing. He was then eleven, and he first went to the Continent to race a motorcycle at the age of 27. (This makes me feel very old, because I saw my first Brooklands race in 1927 and began writing three years later, for MOTOR SPORT, naturally.—ED.)

Then comes an article by the industrious Leonard Setright, about the development of production-car design during 1972, which is the sort of interesting review we used to get in the weeklies at Motor Show time but only find in very dull and diluted form these days. So this article is most welcome. The 1972 production cars are reviewed by Carl Wagner, who might well be Setright condensing his earlier remarks, and "dream cars" and current exotic body-styling are also briefly reviewed. A Lamborghini engineer discusses the problems of making a modern GT car and in direct contrast there is a "doomwatch" piece by Jean Francis-Held, suggesting that soon there will be only everyday cars and those used for sport, with nothing in between, a surprisingly depressing theme for "Automobile Year" to exploit.

This is a publication containing 310 black and white and 90 colour illustrations in its big editorial pages in which the advertisements are as attractive as the remainder. The binding is in Skivertax with a full-colour laminated jacket.—W.B.

The same publisher has again made the "FIA Year Book of Automobile Sport" available here with an English section. This is packed with racing information and is essential equipment for most of those in our world. It costs £2.20 and runs to an inch-thick wad of information-packed and well-illustrated pages, with rules, fixtures, homologated cars, graded drivers, circuit diagrams and lap-records, etc.

* * *

Recent "Profiles" include one on the Chaparral 2, 2D and 2F sports/racing cars by Pete Lyons, with interesting details of their construction, aerofoils, test track, etc., another on the exciting Porsche 917 by Paul Frere and, going further back in history, a most attractive coverage of the Alfa Romeo *monoposto* P3 racing cars, by the specialist on this make, Peter Hull. This last is No. 6 in the revived series and is nostalgic from the moment you see the cover photographs, which depict Varzi driving one of these cars over the tramlines and past the pillar-box during the 1934 Circuit of Biella race, and the Hon. Brian Lewis in action in the IoM. We shall regret losing one of these fine pictures in the promised bound volume. It is interesting that all but one of the 28 photographs chosen by Hull are pre-war pictures. There are also the usual colour plates and diagrams, and as Hull is very interesting about the reasons for the P3's unusual twin-propeller-shaft transmission, gives a full specification and race history of these cars, and concludes with details of the still-existing specimens, this "Profile" should be in considerable demand. "Profiles" are published from Coburg House, Sheet Street, Windsor, Berkshire, SL4 1EB, and cost 50p each.

* * *

Two more of Pearson's "Illustrated Car Servicing Series for Owner Drivers" have been issued, covering the Ford Capri and Morris, Austin 1800 and Wolseley 18/85, priced at 75p each. The publishers are the Hamlyn Group, Hamlyn House, 42, The Grove, Feltham, Middlesex.

CARS IN BOOKS

ALLOWING that this feature is nearly as interested in aviation references in non-flying books as it is in cars and motoring personalities met in non-motoring books, I thought I knew all the worthwhile accounts of flying between the wars, especially in light aeroplanes, using the bibliography at the back of "The Story of the British Light Aeroplane" by Terence Broughton (John Murray, 1963) as a check. But I have since discovered a book on this topic which no enthusiast for the old days of carefree and adventurous flying in light aeroplanes should fail to read, namely, "The Flying Dutchess, A Biography" by John, Duke of Bedford (Macdonald, 1968).

This quite fascinating book is largely composed of diary entries written by the late Duchess of Bedford, who was lost under inexplicable circumstances in 1937 while flying solo in her DH Gipsy Moth from her private aerodrome at Woburn, at the age of 71. The Duchess was an enthusiastic owner of light aeroplanes, keeping an aged DH Moth and a DH Puss Moth at Woburn, buying a GA Pobjoy Monospar for the 1932 Tour-of-the-Oases Race, which her pilot crashed on the eve of the event at Thrupps End Farm near Woburn, while earlier she had bought a Bristol-engined Fokker monoplane for long-distance record-attempts in Capt. Barnard's hands, and later she had one of the last of the open-cockpit DH Gipsy III Moths and a Percival Gull. She employed a pilot-companion, as others had chauffeur-companions, paying them £1,000 a year (in 1930's currency) and giving them a house on the estate, no mean job for the slump years. After Capt. Barnard came Flt. Lt. Allen, who was killed in the mysterious Monospar accident, and then Flt. Lt. Preston.

The Duchess describes her long-distance flights made to India, Persia, Africa and the Cape, etc., which were of a record-breaking nature, in the Fokker and the DH Moth, in a most interesting manner, lightly disposing of the hardships, the near-mishaps, the forced landings, the uncomfortable hotels, etc. If only she had named the makes of the innumerable cars and taxis she used on these occasions, from 1928 onwards, what a remarkable list it would make! She does not do this, and the only make of car mentioned is a Rolls-Royce, of which the Duchess drove one, or perhaps more than one. The Duke of Bedford, describing how his grandmother met him at Woburn Sands station in 1933 or thereabouts, driving the car herself, calls it "a great big, high, old Rolls-Royce", so it could well have been, even then, a Silver Ghost. It was sufficiently large to awe one of her pilots, used to exciting aeroplane expeditions, when Her Grace suddenly ordered him to drive it, but she herself drove it very fast.

I found this book fascinating, not only because of the personal accounts of the Duchess' more ambitious flights but because, with its references to quite short flights, air rallies, etc., it captures the spirit of private flying between the wars. It is yet another non-motoring book in which Brooklands (curiously omitted from the Index), is mentioned (I regret I have not kept a list of the others, and a play, in which the old Track is featured, but perhaps the Brooklands Society has a note of them?) — Her Grace winning *Concours d'Elegance* prizes there in 1931 and 1932 with her two Moths; she also presented the *Tatler* Cup on the first occasion. There are references to many of the pre-war aerodromes, including Hendon (where they flew over the wreckage of Lord Knebworth's machine which had crashed the day before), to the Eastbourne Air Rally, to flying to Douglas to watch the car racing in 1933 (the year the Hon. Brian Lewis won in the Alfa Romeo), and so on, and there are the letters which passed between the Duchess and her last pilot, when the structural safety of her Puss Moth was in doubt, one rather puzzling reference by Flt. Lt. Preston to a "straight-eight Lagonda" he would like to own probably being intended to apply to his mythical ideal car. Besides flying and bird-watching, the Duchess had as her major undertaking the Woburn Hospital, which she had opened during the First World War. One interesting motoring reference is to her Rolls-Royce

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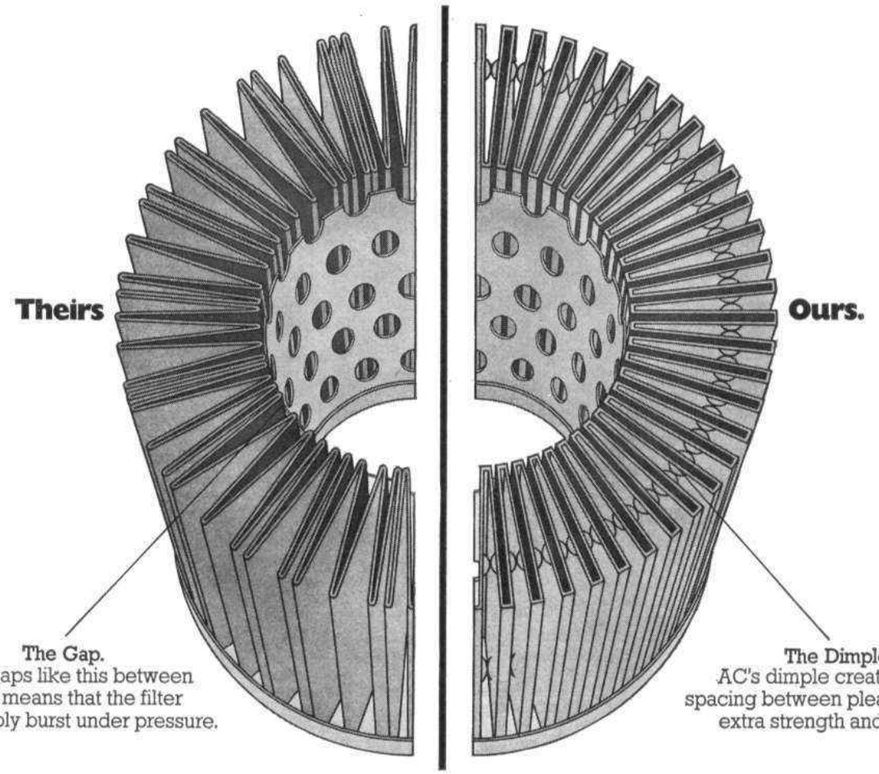
There's a big gap between our oil filters and the others.



The big gap between our filters and the others is not difficult to see.

All you have to do is look.

With many filters, the pleats get all scrunched up, leaving big gaps. And it's these gaps that burst under pressure.

You may not notice the burst for a while. But if a small piece of metal does get through and into your engine, you could have a load of trouble on your hands.

So AC developed "the dimple", to space the pleats and keep them even. Then, that spacing is sealed right on the production line with two strong adhesive stripes to build-in extra strength and rigidity.

It's one of the extras we build into AC oil, air and fuel filters, and it's one reason why we sell more filters than anybody else.

You shouldn't be without it, not if you've got respect for a car.

A spark of genius from AC-Delco.

TUNING—continued from page 361

attempts at Pendine.

Eventually his work achieved for him his own coachbuilding business, Abbey Coachworks of North Acton, which built some classic bodies for MGs, including some of the works racing ones, and Aston Martins among others before Mr. Terry sold the firm just before the War.

TDC Components was started by Mr. Terry in partnership with Vic Derrington and a man named Charters (hence the initials) who later went to Australia, selling his share in the business to Derrington. Currently half the company is owned by the Terrys and the other half by the Derrington estate, but Mr. and Mrs. Terry run the company, working in association with V. W. Derrington Ltd. to the extent where some orders are placed through Derrington's and some—the majority—through TDC.

Nowadays Mr. Terry's work is among even more elite circles, for his customers include Lotus, McLaren, Brabham (MRD), Surtees and BRM—indeed all the Formula One manufacturers except Tyrrell and March, who are themselves former customers. Among his other customers for F5000, F2, F3, F Ford and Super Vee are GRD, Chevron, Royale, Crossle and Lola.

Mr. Terry proudly recalls with a grimace some of the more difficult exhaust system exercises tackled by TDC, particularly the Weslake V12, the 1966 turbo-charged Lotus Indianapolis car and the Honda F1, for which Honda air-freighted a wooden mock-up engine all the way from Japan and then air-freighted it and exhausts back again. A recent difficult task was the system for Frank Gardner's SCA Freight Camaro, which features 2¼-in. primary pipes and 4½-in. tailpipes for which latter items special cold drawn steel had to be used and the pipes had subsequently to be flattened for ground clearance. A similar difficult task faces them with Ralph Broad's Capri. However, it appears that the system for the Lola Formula Super Vee, currently being tackled, is proving more difficult than even the Weslake V12!

These more awkward prototype systems can take up to 100 hours to complete, and are, of course, extremely expensive. However, once the jigs have been made up, replicas can be made much more easily and cheaply.

The process for building a prototype system may be achieved in several ways: sometimes drawings are sent in by the customers, which Mr. Terry usually has to put into shape on his own drawing board, or Formula cars' rear ends complete with engine may be delivered to Clifton Road, or even on occasions complete cars. For example, the narrow passage-way alongside the ABC was graced by nothing less than the World Champion's JPS at the end of last season: Mr. Terry's task was to design a new system to improve the aesthetics of the rear end rather than improve exhaust efficiency.

The work commences by making the flanges to fit the heads, from whence the system is shaped by bending wire half-clips around the frame and suspension items to achieve the correct shape and clearances. Jigs representing the appropriate rear ends are constructed for single-seaters and the tubes are bent to suit; a very condensed description of a time-consuming job.

Pipe bending is achieved by hand by blocking the end of a straight piece of pipe, filling it with silver-sand, tapping the pipe meanwhile to ensure that the sand settles consistently and then hammering a pine plug into the open end. The pipes are heated by a mixture of oxygen and natural gas and bent to the appropriate shape, though of course sharper bends have to be completed in two sections and skilfully welded together. What happens in this case is that a single pipe is bent as near as possible to the right shape, at which point it starts to go out of round, is cut in the centre of the bend, the cut ends are re-rounded and chamfered so that when welded together the curvature is correct and the weld, when filed down, is barely perceptible. I won't go into details of the manufacture of the junction sections for multi-pipes to merge into one; next time you look at one in the paddock just think for a moment of the skill required to make them from straight tubing. Tuned lengths, by the way, are supplied by the engine builders. Prototype test bed units supplied to people like Cosworth, Brian Hart, Weslake and Blydenstein are sometimes supplied with extra sections to stick on to the ends of the tail pipes for them to find the ultimate tuned length by experimentation on the dynamometer.

Ordinary road cars don't fall into the scheme of operations at Clifton Road, which is essentially a prototype and a specialist exhaust system manufacturing unit. However, E-Type and Austin-Healey 3000 and 100-4 manifolds are constructed there and of interest to vintage enthusiasts the firm continues to make manifolds for Austin Seven Ulsters for members of the Ulster Owners' Club and down pipes for Riley 9s for the Riley Register. MG XPAG tubular manifolds also remain in production as do Lotus Elite.

It is refreshing to find old-established firms such as TDC Components and V. W. Derrington who have successfully kept up with contemporary demands without neglecting the older cars on which they built their foundations. Kingston indeed possesses two valuable assets to motoring and motor sport.—C.R.

CARS IN BOOKS—
continued from page 362

having a puncture in a narrow lane at Widecombe-in-the-Moor, Dartmoor, in 1926. While the Duchess changed the wheel she held up other cars, one of whose drivers tried to assist her but he "did not understand the job" — presumably being unfamiliar with R.-R. centre-lock hubs and spanners!

Incidentally, Her Grace was distressed by the spoilation of the countryside at Sarratt Mill by the growth of hideous bungalows, little villas, the cutting down of beechwoods, the winding lanes made straight and hedges and road-side trees cut down to "enable the motorist to tear through the country where there is no longer anything to linger for". She wrote that in 1935, so one wonders what she would have thought of things today, when even in remote, traffic-lightless Radnorshire little used roads are being made into race tracks and they are now starting on the lanes? Oh, and having not long ago referred to finding a description of spectating at a Schneider Trophy race, here is the Duchess writing of watching the 1929 contest, soon after she had performed the opening ceremony at the new Hanworth aerodrome . . . .

Mainly, then, this is a book, and a very fascinating one, about aeroplanes and enthusiasts for them should definitely read it; they may even care to trace the poem about learning to fly by Jeffrey Day, which the Duchess quoted in a broadcast from Savoy Hill on returning from the record flight to India and back in eight days, being criticised for so doing because this poem contained the word "damn"!

* * *

I read recently a biography about Leslie Charteris, author of the Saint stories, in which he is first said not to have cared for Sherlock Holmes and later is credited with having written more Holmes stories than Conan Doyle himself, and in which Sexton Blake is confused with the great Baker Street detective! I came upon nothing motoring, apart from passing reference to the Saint's two fictitious cars (no attempt being made to identify them), but this has led me to wonder whether the Sherlock Holmes Society has ever debated the details of the Ford and Benz cars which feature in Sherlock Holmes' last case? As the greatest detective in fiction, capable of solving more mysteries without going very far from Baker Street than James Bond could do while scorching about in an Aston Martin equipped with knives, etc., I find it just a trifle sad that, when Holmes did resort to a motor car, it was nothing more exciting than Watson's Model-T, a car which even the painstaking writer of "Following in the Footsteps of Sherlock Holmes" (David & Charles) is content to dismiss with the aside that no-one knows whether Dr. Watson bought it to take his wife for rides, or as a means of getting away from her . . . . Which reminds me that in "The Rivals of Sherlock Holmes" by Hugh Greene (Bodley Head, 1970) — what an impertinent title!— there is a reference to "The Mystery of a Motor Car" and "The Lady in the Car" by William Le Queux, which are presumably the mystery equivalents of the motoring romances of the Williamsons. From "Holidays in Wales" by Maurice Wiggin (Farm Holiday Guides, Paisley) a colleague spotted the following:—"I was a child of six when my parents introduced me to Wales in 1919. We made the adventurous journey of some 90 miles from Staffordshire in one of the early Model T Ford touring cars — the original 'flivver' with a billowing Cape Cart hood, artillery wheels, and button-back upholstery stuffed with horsehair which, when it began to escape, pricked the tender back of one's little knees abominably. The trip from Bloxwich to Rhyl took ten hours under a baking sun — we had twelve punctures and twelve 'sooted plugs' and when we arrived at Edward Henry Street we found that mother had forgotten to book the 'digs'. Such experiences leave an ineradicable mark and Rhyl has always been a name of magic to me."

RALLY REVIEW

Swedish Rally

IN SWEDEN they have the very odd situation in which the country's premier international event, chosen by the CSI as a qualifier in the World Rally Championship for Makes, does not form part of the National Rally Championship. This is an oddity which does not occur in countries in which the motor sporting authorities are also organisers of events; Britain, for instance, where the RAC Rally and the administration and control of all sporting matters are both handled from Belgrave Square. One could hardly expect the RAC to drop its premier event from its own National Championship series, but it is only fair to add that no-one would want them to do that.

The International Swedish Rally is organised by the KAK (Swedish Royal Automobile Club) which also provides road patrols and other services for motorists just like Britain's RAC and AA. But all motor sporting matters are controlled by an entirely separate body, the Swedish Automobile Sport Federation, which never itself takes the role of rally organiser.

After last year's Swedish Rally, the ASF (in Swedish the initials are different) did not consider that the event was particularly well organised and felt that there were other rallies more suitable for inclusion in the national championship, particularly as the Swedish Rally was the only one which announced its route beforehand providing opportunities for practice—a costly business, and one which few amateurs can afford.

Predictions in Sweden were that private entrants would not be so eager to enter the Swedish Rally if championship points were not at stake, preferring to concentrate on cheaper events which were part of the championship series. This sort of thinking gave rise to fears that perhaps the event would not be held at all, for private entrants are really the providers of life blood for any event. No rally can exist solely on the support of factory teams and other professionals, for there simply aren't enough of them, and if the privateers were to keep away from the KAK Rally (as the Swedes call it) then there would almost certainly be no rally at all.

Then came another shock. For some time the Swedish Government has been considering the pros and cons of studded tyres, arguing the safety factor on the one hand against the damage to road surfaces on the other. As a temporary measure, legislation was introduced restricting studs to a certain number per unit surface area of tyre tread. This hardly affected normal road traffic, for the number of studs per tyre used on an average car is little more than 120 or 150 or so, adequate for normal road use but hardly for high speed special stages and ice races in which 600 or even 800 studs per tyre are quite common.

Whether the KAK had been influenced by the dithering of the Monte Carlo Rally organisers, whether they wanted to make up for their loss of Swedish Championship status and render the event more attractive to amateur budgets by eliminating costly tyre studs altogether (one competition stud can cost anything up to ten pence), whether they were seeking to endear themselves to the Swedish Government by taking the initiative (a move which could have the best possible motives and which could also have more sinister ones), or whether they simply wanted to spark off a controversy which couldn't fail to attract publicity, is not at all clear and probably never will be.

We like to think that the motives of the KAK were the best possible, but we are unable to agree that winter rallies such as the Swedish should be run without studded tyres. If there is a government ban on their use, it would be unthinkable that that should be taken as a reason for stopping all winter rallying, but the route-finders would no longer be able to include frozen rivers and lakes.

The ban on the use of studded tyres prompted Sweden's Opel and BMW teams, operated by dealer associations, to stop all their preparations for the event. Both outfits are well respected for their ability and it was quite a decision for them to make. Other teams decided to take part, but that is not to say that their drivers were in favour of the ban on studded tyres. The Saab team, for instance, was officially of the opinion that it was a useful experiment (the Saab's agility on snow and ice is well known) but their drivers' personal opinions were somewhat less tolerant. Three members of the team were present at a meeting of the Rally Pilots Association which took place at Karlstad after the rally was over. The meeting was unanimously agreed that studded tyres should be allowed on winter rallies such as the International Swedish Rally.

Among the factory-entered cars were two Saabs, two Lancias, two Renault R12 Gordinis, a single Alpine and a single Fiat 124 Spider. In addition there were several accomplished drivers using such cars as Opels, BMWs, Volvos, Volkswagens, a Daf and a Skoda, and there was a complete five-car factory team from the USSR. The Fiat factory in Russia manufactures the 124 and markets it as the Lada. Unfortunately, that happens to be the Swedish word for barn door, so the name VAZ was used instead.

In conjunction with the rally, Ford of Stockholm was running a special competition for Group 1 Mexicos, though it was obvious that the interpretation of Group 1 varies from country to country. This competition was held only during the second part of the rally, so that results achieved by competitors in Mexicos could not really be compared with those of runners in the main rally—a point which caused even Mexico runners themselves to complain. If someone wants to go rallying, let him have the opportunity to take part in a whole event, not half of one.

The same arrangement was made for Group 1 Volkswagens, but whereas the Mexico contest was based only on the second part of the Swedish Rally the VW category formed part of a series of competitions which make up the Volkswagen Cup, a *marque* championship rather similar to the Mexico Championship which was started last year in Britain, except that it has far fewer qualifying events. Backing up the many runners in the VW category were several entries in the main rally of Group 2 cars for prominent drivers, Bjorn Waldegard for instance. But there were no works Fords to set an example to the Mexico people, unless you consider that the Mexicos provided for racing people such as Peterson, Wisell and Emanuelsson were works cars.

During the weeks before the rally there were fears that the rally would be no more than an enormous slither to a standstill. There was hardly any snow at all, just ice, and on such very slippery surfaces there was nothing whatsoever to give unstudded tyres any grip at all. Competitors going out to make pace notes were spending more time pushing and shoving than they were note-making, and one crew reported that it took at least half an hour for them to get their car away from the stage start line. The winter had been freakishly mild, but the Norse Gods are kind to rally people, and just two days before the start of the rally the snow finally came.

There was hardly enough of it to create the reassuring snow banks normally left in the wake of snow ploughs, but at least it gave the ploughs some work and it did leave a powdery, half-packed surface on which plain tyres could find a little grip. Without that snow there seems little doubt that progress would have approached the impossible. As it was, there were numerous cases of cars slithering helplessly off the road, through the low snow banks and into ditches. Normally the banks act as cushions and prevent cars penetrating to the trees beyond, although sweaty work with snow shovels is invariably required before they can be released. This year the banks were much smaller, and the incidence of body damage consequently higher.

The reader should not get the impression that the coming of the snow brought the rally back to normal. Without studded tyres it was anything but normal, and competitors were finding that even the slightest of bends had to be taken with extreme caution. There were several hairpins which would have been the scenes of multiple collisions had not the spectators helped by pushing cars after they had spun to a stop. Even at the starts of some stages, competitors were unable to find enough traction to leave the line and were only able to get going at all through the assistance of spectators who soon saw what was happening and gathered at the line to help every car on its way. Rather a ridiculous

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1st:	S. Blomqvist/A. Hertz (Saab V4 96)	33,511 s.
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6th:	B. Waldegard/H. Thorszelius (VW 1303S)	35,848 s.
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8th:	J. Haugland/A. Antonsen (Skoda 120S)	38,141 s.
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73 *starters* — 42 *finishers.*



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situation for what is supposed to be one of the world's premier events.

To echo the words of the Rally Pilots Association, it was like turning a game of skill into a game of chance, and even Stig Blomqvist will agree that luck played quite a part in the 1973 Swedish Rally. Rally drivers are prepared to face all manner of natural hazards — they don't complain about unguarded drops into ravines—but they do like to have the right tools for the job.

As usual, the rally was based at the town of Karlstad in the province of Varmland, where the forests of the Billerud and Uddeholm companies provided most of the roads used as special stages. The famous river stage at Stollet had to be scrubbed for instead of the usual coating of ice there was a raging torrent. The route was divided into two parts, the second exactly the same as the first except that it started and finished with a race, in four-at-a-time heats, around the frozen pony-trotting track at Farjestad, a Karlstad suburb. The style is a popular one, for everybody can establish a base at Karlstad without having to transport personnel and equipment to distant overnight stops.

Sweden, like Finland, has a talent among its rally drivers which few other countries can match, and it takes quite a performance to impress Swedish enthusiasts. But even the Swedes were open-mouthed at the performance put up by Stig Blomqvist. Undoubtedly the best performer on ice and snow in the world, Blomqvist (who prefers gravel rallies, incidentally) took a twenty-minute delay to repair a faulty fuel pump in his stride and made up the deficit to win comfortably.

Of the 73 starters, only 42 managed to finish, those figures referring to competitors in the main rally, not the Volkswagen and Mexico runners in the second half. But the difficulties were so great that the organisers had to use Safari tactics and increase the maximum permitted lateness from one hour to an hour and a half. Climate conditions in Africa are so variable that the organisers have to reserve for themselves the right to increase the maximum lateness beyond which competitors are excluded. This is also the case in Lapland where blizzards can sometimes stop the Arctic Rally for several hours. But in Sweden in February there were no sudden onsets of car-stopping weather conditions; it was simply a case of inability to meet the required averages on unstudded tyres.

Rallying in Sweden, and indeed all over Scandinavia, is an immensely popular sport, but enthusiasts this year were not quite as enthusiastic as they usually are. Apart from those who stayed to push cars which had spun, many watchers were leaving the forests long before the cars had stopped coming through, and the KAK must take heed of the possibility that they might reduce the popularity of winter rallying if they continue to ban studded tyres. It's not much fun pussyfooting a car around for two nights on snow and ice, hardly daring to go a fraction faster lest the car should slide gradually but relentlessly towards a ditch.

Studded tyres owe their development to the sport of rallying. They represent a winter safety factor second to none, and both the general public and those who go rallying have the right to continue using them.—G.P.

7th SOUTH AFRICAN GRAND PRIX

Controversial Stewart Victory

KYALAMI, *March 3rd.*

JACKIE STEWART will remember his win in the 1973 South African Grand Prix for a long time. After a frightening crash in practice, following total brake failure on his own machine, he took over team-mate Cevert's Tyrrell but only qualified on the seventh row of the grid. With only seven laps of the race completed the Scot was in the lead and he was never challenged from then on and he finished up the winner by over twenty seconds from Revson's McLaren. But a good deal happened in those six laps. At the start of the third lap an accident occurred at Crowthorne Bend which put four cars out of the race. One of the drivers, Clay Regazzoni, was trapped in his BRM, which was on fire, and it was only thanks to the extreme bravery of Mike Hailwood, who was also involved in the accident, that the Swiss driver's life was saved.

It took over three laps to extricate Regazzoni from the wreckage and, while this was taking place, Stewart moved up from seventh to first place. One of the reasons was that Denny Hulme's McLaren M23 ran over some of the wreckage and had to make a pit stop for a puncture, thus losing the New Zealander first place. But Stewart was alleged to have passed at least three cars under the yellow or white flag including Jody Scheckter, the young South African who had moved into a sensational lead, in his second only Grand Prix, when Hulme made his pit stop. Immediately the race was over, the recriminations started and McLaren's Teddy Mayer filed an official protest against Stewart's tactics. The stewards of the meeting listened to the various sides of the story and, after due consideration, severely reprimanded Stewart who nevertheless had denied the allegations. He remained the winner. One wonders had it been Regazzoni, Reutemann, Scheckter or someone like that who had committed the same offence, whether the decision would have been disqualification from the race. In fact, in the saloon car race that followed the Grand Prix, a driver was disqualified for over-taking under a yellow flag. All this aside it should be said that Stewart drove superbly to win, although the story may have been different had Hulme not had to make the pit stop. John Player-Team Lotus made something of a miscalculation with the angle at which they set their rear wings and in so doing lost out on sheer straight line speed. Emerson Fittipaldi had to be content with third place, although in the closing stages, he set up a new lap record and very nearly caught Revson. With three rounds of the World Championship now run, the series enters its European section with the Brazilian only three championship points ahead of Stewart while, in the Constructors' Championship, Lotus lead Tyrrell by a single point.

South Africa is always a popular race with the Grand Prix circus, for the 2½-mile Kyalami track although a little short is fast and interesting while the race's promoter Alex Blignaut is a true professional who does a tremendous job. The weather, of course, is also an attraction although this year the majority of the Grand Prix set already have a tan following the two earlier races in South America. Blignaut by-passed the political squabbles between the Constructors and the circuit owners, represented by Henri Treu's GPI, by offering a prize fund that no one would sneer at. Prospects for the race looked good a month before the event with Ferrari, Brabham and McLaren all intending to bring their new models, while the new Shadow and Ensign teams were scheduled to make their first public appearances. Racing cars rarely seem to be finished on time and, in the end, the new Brabham BT42 wasn't completed, the Ferrari was tested prior to the race in Italy and it was decided to leave it home for further development, while the Ensign project for Rikki von Opel was severely hampered when new and larger premises fell through at the last moment and the car consequently was still in a multitude of bits and pieces in in cramped workshop.

In contrast McLaren Racing were ready with their new car, the McLaren M23, and were confident that it was a race winner from the word go. On its very first test day Denny Hulme had lapped Goodwood quicker than in his well-sorted M19 and then the new car was shipped to South Africa, after being proudly shown to the press. Shadow also made it to South Africa after crying off from the first two races and, in between, they had tested extensively at Paul Ricard. But it was soon evident at Kyalami that there was plenty more work needed before the car can be regarded as a potential race winner.

The rest of the field was made up of the majority of the competitors seen in Brazil plus some replacement cars sent out from Europe while two locally owned Formula Ones completed the 26 on the entry list.

John Player-Team Lotus were Nos. 1 and 2 on the programme with cars for Emerson Fittipaldi and Ronnie Peterson, and again chassis 72/7 and 72/8 were on hand. The two earlier works cars are back at Hethel, being stripped and rebuilt to comply with the new safety regulations which come into force at the Spanish Grand Prix.

Elf Team Tyrrell likewise had their usual pair of 1972 models for Jackie Stewart and Francois Cevert and were numbered 3 and 4. The next three places were taken by Yardley-Team McLaren. Hulme was driving the brand new M23, Revson had his usual M19, while their "apprentice" Jody Scheckter was given his third Formula One chance in this, his home country. He had Hulme's regular M19C, which had won this race a year ago. Although the team did not bring it to the circuit they also had the original M19A/1 on hand in South Africa in case of emergencies.

One of the biggest disappointments was that Ferrari's new B3 model did not arrive at Kyalami. Thus the team fielded two of their regular B2 models for Jacky Ickx and Arturo Merzario. Ickx retained chassis No. 5, which he raced in South America, while No. 8 went back to Modena and was replaced by No. 6.

The various arms of Teams Surtees entered no less than four cars. As usual Mike Hailwood and Carlos Pace were in their regular TS14As while Andrea de Adamich made his first appearance of the year with his faithful TS9B, which served him adequately last year. Then, less than a week before the race, John Surtees entered the prototype TS14 for himself to drive. But the team was really rather short of mechanics to handle four cars, so the idea of racing was scratched.

The mini March Formula One effort was unchanged from the previous two races, with the Frenchman Jean-Pierre Jarier handling the official STP entry and Mike Beuttler hopefully continuing with the stockbroker sponsored similar 721G. Motor Racing Developments Ltd. were again represented by their South American pairing of Carlos Reutemann and Wilson Fittipaldi and, with the Brabham BT42 unfinished, they relied on the safety clad BT37s.

Marlboro-BRM were at their usual three-car strength with the regular P160s for Clay Regazzoni and Jean-Pierre Beltoise while a chassis not previously used this year, No. 4, was brought out for Lauda in replacement for

PRACTICE TIMES

No.	Driver	Car	Wednesday	Thursday	Friday
1	E. Fittipaldi	Lotus 72D/R7-Cosworth V8	1. 17.00	1. 16.65	1. 16.41
2	R. Peterson	Lotus 72D/R8-Cosworth V8	1. 17.04	**1. 16.44**	1. 16.55
3	J. Stewart	Tyrrell 005-Cosworth V8	1. 17.18	1. 17.59	1. 16.33
4	F. Cevert	Tyrrell 006-Cosworth V8	1. 17.52	1. 16.98	1. 17.85
5	D. Hulme	McLaren M23/1-Cosworth V8	**1. 16.42**	1. 16.79	**1. 16.28**
6	P. Revson	McLaren M19C/2-Cosworth V8	1. 16.72	1. 16.87	—
7	J. Scheckter	McLaren M19C/1-Cosworth V8	1. 16.87	1. 16.77	1. 16.43
8	J. Ickx	Ferrari 312B2 No. 5—flat-12	1. 19.08	1. 19.03	—
9	A. Merzario	Ferrari 312B2 No. 6—flat-12	1. 18.46	1. 18.45	—
10	M. Hailwood	Surtees TS14A/02-Cosworth V8	1. 18.31	1. 17.17	1. 17.24
11	C. Pace	Surtees TS14A/03-Cosworth V8	1. 17.56	1. 17.06	1. 17.60
12	A. de Adamich	Surtees TS9B/004-Cosworth V8	1. 18.66	1. 18.66	1. 18.89
14	J-P. Jarier	March 721G/4-Cosworth V8	1. 19.14	1. 18.01	1. 17.98
15	G. Regazzoni	BRM P160/04—V12	1. 17.37	1. 27.54	1. 16.47
16	J-P. Beltoise	BRM P160/05—V12	1. 18.31	1. 17.62	1. 16.84
17	N. Lauda	BRM P160/01—V12	1. 21.60	1. 17.56	1. 17.14
18	C. Reutemann	Brabham BT37/2-Cosworth V8	1. 17.66	1. 16.94	1. 17.32
19	W. Fittipaldi	Brabham BT37/1-Cosworth V8	1. 19.11	1. 17.95	1. 18.17
20	J. Pretorius	Williams FX3/1-Cosworth V8	1. 22.26	1. 20.54	—
21	H. Ganley	Williams FX3/2-Cosworth V8	1. 18.58	1. 18.89	1. 18.07
22	J. Oliver	Shadow DN1/1A-Cosworth V8	1. 17.64	—	1. 21.56
23	G. Follmer	Shadow DN1/2A-Cosworth V8	1. 23.39	—	1. 18.82
24	M. Beuttler	March 721G/1-Cosworth V8	1. 20.56	—	1. 20.37
25	D. Charlton	Lotus 72D/R3-Cosworth V8	1. 30.29	1. 19.73	1. 17.18
26	E. Keizan	Tyrrell 004-Cosworth V8	1. 18.92	1. 19.37	—
27	J. Surtees	Surtees TS14A/01-Cosworth V8	ENTRY	WITHDRAWN	
27T	M. Hailwood	Surtees TS14A/01-Cosworth V8	1. 18.00	1. 18.20	—
4T	J. Stewart	Tyrrell 006-Cosworth V8	—	—	1. 17.65
8T	A. Merzario	Ferrari 312B2 No. 5—flat-12	—	—	1. 17.64
9T	J. Ickx	Ferrari 312B2 No. 6—flat-12	—	1. 17.16	1. 17.58

Note: For the race 8T became 9, 9T became 8, 4T became 3, and 3 became 4.

No. 5 which was returned to Bourne. In testing, however, Regazzoni tried the Lauda car and decided he liked the feel of it more than his own, so he swopped BRMs.

The Frank Williams team had their normal pair of Iso Marlboros, as they call them, but were short of a driver as Nanni Galli had broken a leg testing an Abarth sports car at Vallelunga. So Howden Ganley's new team-mate turned out to be local driver, Jackie Pretorius, who had raced his own Brabham BT26 in the Grand Prix two years ago.

A brand new name on the entry list was that of Nichols AVS Inc. Shadow Cars. The Universal Oil Products sponsored team is the brainchild of an American called Don Nichols, who has already run a similar Can-Am venture for UOP. As has already been mentioned in these pages Nichols has chosen Tony Southgate to design the car and Alan Rees to run the team while Nichols himself remains in overall charge. None of the mechanics on the team have worked in Formula One before, although some are widely experienced, but a couple are completely new to motor racing. There is no doubt that this is no shoe-string effort for the team is tremendously well equipped and the whole outfit looks thoroughly professional.

The team so far have two cars complete numbered DN1/1A and DN1/2A respectively for Jackie Oliver and George Follmer. The cars vary in the width of the inside dimension of the monocoque as Follmer's hips are rather wider than Oliver's, but otherwise the sinister black cars, described elsewhere in this issue are similar. For Oliver it is his return to a full-time Grand Prix seat after an absence of over two years, for Follmer this race was his first in Formula One, although as the reigning Can-Am and Trans-Am Champion he is vastly experienced in many forms of racing and a most worthy addition to the Grand Prix circus.

Completing the entry were the two cars from Lucky Strike Racing, although actually prepared completely separately. One was the Lotus 72 of three times South African F1 Champion Dave Charlton who took part in three European Grands Prix last year and the other was Tyrrell 004 which is now owned by Alex Blignaut and driven by South African F5000 Champion Eddie Keizan. Since the car was raced to seventh place in the US Grand Prix by Patrick Depailler it has been fitted with Lockheed brakes. Both the local cars were absolutely immaculate in the red and white Lucky Strike colour scheme.

Practice was spread over seven and a half hours of Wednesday, Thursday and Friday but, before this, many of the teams had been testing at the track as it is available free of charge to any Formula One cars that might like to use it. In fact, this spate of testing really started before the Argentine Grand Prix when both Firestone and Goodyear held tyre testing sessions at Kyalami. The Lotuses of Peterson and Fittipaldi both circulated around 1 min. 16.7 sec. and so did Hailwood and this was obviously the time everyone would aim for, although the lap record actually stood to Dave Charlton whose best of 1 min. 18.74 sec. was recorded in a national race last year.

McLaren Racing arrived with the new M23 ten days before the race and soon set a new standard. Hulme was delighted with

STARTING GRID

5 D. Hulme (*McLaren-Cosworth V8*) M23/1 1 min. 16.28 sec.	1 E. Fittipaldi (*Lotus-Cosworth V8*) 72D/R7 1 min. 16.41 sec.	7 J. Scheckter (*McLaren-Cosworth V8*) M19C/1 1 min. 16.43 sec.
2 R. Peterson (*Lotus-Cosworth V8*) 72D/R8 1 min. 16.44 sec.	15 G. Regazzoni (*BRM V12*) P160/04 1 min. 16.47 sec.	
6 P. Revson (*McLaren-Cosworth V8*) M19C/2 1 min. 16.72 sec.	16 J-P. Beltoise (*BRM V12*) P160/05 1 min. 16.84 sec.	18 C. Reutemann (*Brabham-Cosworth V8*) BT37/2 1 min. 16.94 sec.
11 C. Pace (*Surtees-Cosworth V8*) TS14A/03 1 min. 17.06 sec.	17 N. Lauda (*BRM V12*) P160/01 1 min. 17.14 sec.	
8 J. Ickx (*Ferrari flat-12*) 312B2 No. 6 1 min. 17.16 sec.	10 M. Hailwood (*Surtees-Cosworth V8*) TS14A/02 1 min. 17.17 sec.	25 D. Charlton (*Lotus-Cosworth V8*) 72D/R3 1 min. 17.18 sec.
22 J. Oliver (*Shadow-Cosworth V8*) DN1/1A 1 min. 17.64 sec.	9 A. Merzario (*Ferrari flat-12*) 312B2 No. 5 1 min. 17.64 sec.	
3 J. Stewart (*Tyrrell-Cosworth V8*) 006 1 min. 17.65 sec.	19 W. Fittipaldi (*Brabham-Cosworth V8*) BT37/1 1 min. 17.95 sec.	14 J-P. Jarier (*March-Cosworth V8*) 721G/4 1 min. 17.98 sec.
21 H. Ganley (*Williams-Cosworth V8*) FX3/2 1 min. 18.07 sec.	12 A. de Adamich (*Surtees-Cosworth V8*) TS9B/004 1 min. 18.66 sec.	
23 G. Follmer (*Shadow-Cosworth V8*) DN1/2A 1 min. 18.82 sec.	26 E. Keizan (*Tyrrell-Cosworth V8*) 004 1 min. 18.92 sec.	24 M. Beuttler (*March-Cosworth V8*) 721G/1 1 min. 20.37 sec.
20 J. Pretorius (*Williams-Cosworth V8*) FX3/1 1 min. 20.54 sec.	25 F. Cevert (*Tyrrell-Cosworth V8*) 005 No time	

the car and lapped in 1 min. 16.2 sec. during this unofficial testing. Quite a few other teams joined in before official practice but no one approached Hulme's time. Shadow were learning a number of answers including the fact that the body was not securely enough fastened and on one occasion the main piece of fibreglass flew off on the straight giving Oliver a very nasty shock.

The official timed practice commenced at 2.30 p.m. on Wednesday and immediately Hulme started to show that the testing times were genuine, which was hardly a surprise. What was not expected was a complete domination by the McLaren team. With half an hour of the session gone, the first three fastest cars were McLarens with Scheckter's speed belying his inexperience and proving that he is a real natural in the Fangio/Clark/Stewart mould. By the end of the three hours it was still McLaren, McLaren, McLaren with Hulme fastest at 1 min. 16.42 sec., Revson on 1 min. 16.72 sec. and Scheckter on 1 min. 16.87 sec.—everyone else lapped in 1 min. 17 sec. or more. In fact the Lotuses were the next fastest with times of 1 min. 17 sec. for Fittipaldi and 1 min. 17.04 sec. for Peterson, after some very dramatic opposite lock motoring from both the John Player drivers. Stewart was trying various combinations on his car and finished up sixth fastest at 1 min. 17.18 sec., while five more cars were all very close behind.

Several teams were struggling including Shadow. Jack Oliver lapped in a respectable 1 min. 17.64 sec. but then an engine mount pulled away from the chassis while Follmer's engine blew up, after only two laps, as did Charlton's. The Shadow problem was obviously fairly serious and both chassis were strengthened and they both missed Thursday's session. Neither Ferrari looked very competitive and Team Surtees were trying hard to approach the times obtained in private testing and Hailwood's car looked particularly skittish.

On Thursday it was very much a matter of the local boy making good for Scheckter improved to 1 min. 16.77 sec. to be fastest for most of this hot session. But in the final hour lightning flashed across the sky and, ten miles away in Johannesburg, it was obviously torrenting down. The air suddenly cooled off and it was in the closing minutes that Team Lotus chose to knock the McLarens off their pinnacle. They very nearly succeeded, but the times hung out by the pit crew were a trifle optimistic with Peterson recording an official 1 min. 16.44 sec. to almost knock Hulme off pole, with Fittipaldi a trifle slower. Both Hulme and Revson were inside 1 min. 17 sec. again, but neither was as fast as Scheckter. Reutemann and Cevert both improved into the 1 min. 16 sec. bracket but Stewart was struggling rather with the old wing set-up and new suspension while Cevert had the opposite. Ickx tried Merzario's Ferrari, liked it better, and lapped in 1 min. 17.16 sec. but did not improve the next day when he stuck with this car and Merzario took his over.

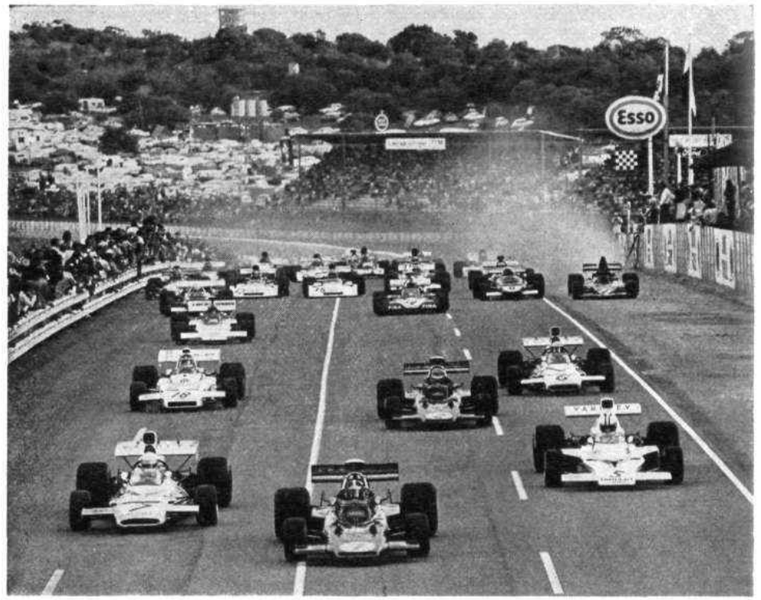
Friday's session was only an hour and a half long but it was action packed all through with Stewart making the headlines. He now had his wing set back and immediately his times started to fall. He recorded a 1 min. 16.33 sec. lap which would have been good for pole position if only Hulme hadn't further improved to 1 min. 16.28 sec. Stewart's glory was short-lived for, a couple of laps after his

quick time, he braked for the corner at the end of the straight, where the cars are touching 175 m.p.h., and the pedal went straight to the floor due to a hydraulic failure. It could have ended in a terrible accident but the Scot was able to spin the car and then disappeared backwards through three layers of chain link fence which he himself advised to be placed at that spot. The car came to rest looking rather sorry for itself but Stewart was unhurt. He walked back and for the last half an hour was installed in Cevert's car. The closing minutes of the session saw some desperate efforts with Scheckter again staggering everyone with a 1 min. 16.43 sec. Fittipaldi had lowered his time to 1 min. 16.41 sec. but then the rear subframe broke so his chance of snatching pole position came to naught. Hulme had a leaking water radiator so was unable to defend his fastest time, much as he wanted to because never in his Grand Prix career had he ever started from pole position. In the closing minutes some very fast times came from Regazzoni, while Beltoise was not much slower either, and Lauda was far from disgraced. Peterson tried desperately to save Lotus honour but couldn't improve on his previous time while Revson had to sit the whole session out while a mechanical fuel pump was replaced on his engine. Then the flag was hung out, it was all over. One immediately realised the closeness of the whole plot. Timing to one hundredth of a second always tends to confuse but a look at the grid will reveal that the first five cars were separated by only one fifth of a second and the first thirteen were covered by a mere second. Racing can get no closer than that.

The grid looked particularly healthy for McLaren Racing with Denny Hulme sitting on pole position, for the first time in his long Grand Prix career, with the brand new M23 model. On the outside of the front row, sandwiching Emerson Fittipaldi's Lotus 72, was McLaren's No. 3 driver Jody Scheckter, in his second ever Grand Prix.

On row two was Ronnie Peterson's Lotus and Clay Regazzoni's BRM thanks to his final five minute burst at the end of the session, after various engine problems on the previous two days of practice. These five were closer than any Formula Three grid. On the third row was Revson's McLaren, the Beltoise BRM and Reutemann's Brabham while on the fourth rank was Pace's Surtees and Lauda in the third BRM. Row five contained Ickx's Ferrari, Hailwood's Surtees and local man Charlton, who finally sorted out his Lotus when he screwed one of the works team's engine in the back of it. These leading thirteen were all covered by 0.9 sec.

The rest were not quite in the same race with Jack Oliver's first day time with the Shadow good enough for row six with Merzario while right back on row seven, in 16th fastest position, was Jackie Stewart with Cevert's Tyrrell. Wilson Fittipaldi and Jean-Pierre Jarier could tell their friends that they started alongside Stewart. The rest were spread out behind with Cevert given a spot right at the back if Stewart's wreckage could be repaired in time. This the Tyrrell team did but, because of lack of parts, had to convert it back to the old suspension and rear wing set-up and fit outboard front brakes.



The dramatic start of the Grand Prix with Fittipaldi and the McLarens in front and the BRMs moving off slowly and Oliver in the dirt.

All the papers and radio were absolutely full of the race and a huge crowd estimated at 91,000 turned up as usual to watch what is generally regarded as one of South Africa's premier sporting events of the year. A couple of action-packed supporting events kept everyone amused while the mechanics put the finishing touches to the Formula One cars, some of which had taken part in an early morning check-up session. Revson was in trouble again, this time when first gear had disintegrated and damaged the gearbox. A bearing had to be replaced in the rear suspension of Reutemann's Brabham, Beltoise's car was having a new engine fitted while the Tyrrell mechanics had done a fantastic all-night job of repairing 005 for Cevert to race.

As the 3 o'clock start time approached and the cars were ready in the pit road to be driven round to the grid, it again became much cooler and, dramatically, lightning cut across the sky. A tropical storm was approaching and, as the 25 Grand Prix machines lined up on the grid, odd spots of rain set everyone scurrying for rain tyres. These storms tend to be very local but also very intense flooding everywhere with water within a matter of minutes and then passing over. Wisely the Clerk of the Course decided to delay the start and let the storm pass over. After forty minutes it was obvious that it was by-passing the circuit completely and so everyone lined up on the grid again, with Oliver a late-comer as his Shadow had wet all its plugs.

Finally the South African flag was raised and dropped and the front row all screamed off as one with Fittipaldi just getting half a length's advantage as the cars disappeared out of sight of the pits. Regazzoni from row two completely screwed up his start and somehow got behind Beltoise, who then had his clutch lose all its grip and the two BRMs had nearly everyone pass them. Ickx also made a very bad start and Oliver swooped around him in the dirt off the circuit.

The front row arrived at Crowthorne at the end of the straight almost three abreast with Hulme coming out of the corner first ahead of Scheckter with Fittipaldi third and Revson fourth. That was the way they completed the first lap with Peterson fifth, Reutemann sixth while Charlton had moved up to seventh place after an excellent start. Mike Hailwood, Wilson Fittipaldi, Arturo Merzario completed the first ten while Stewart was already up to eleventh place leading Jarier, Lauda, Follmer and the rest with Ickx and Regazzoni right near the back. Beltoise immediately came into the pits and his clutch was adjusted but nothing could really be done, and after two more laps, he retired.

Hulme looked in command right from the beginning and as he swept by at the start of the third lap he had already opened about three seconds on team-mate Scheckter. Then came Fittipaldi, Peterson and Revson. Next up was Reutemann, with Charlton desperately trying to outbrake him down into Crowthorne. But the South African was trying a little too hard and he got completely sideways on the outside of the corner and Mike Hailwood ran over his nose and in the process spun himself, finishing up backwards. Charlton managed to motor off towards the pits and the majority of the field passed by without further incident. Then all of a sudden Regazzoni arrived on the scene, possibly out of control already, due to a puncture or, possibly, after contact with Ickx. He slammed into the rear of Hailwood's car chopping off a rear wheel while the BRM split down the side of the monocoque as if by a tin

opener and burst into flames, with Hailwood's car also catching alight. Ickx stopped further round the corner, out of the race with a damaged wheel. The onboard extinguisher doused the Surtees fire and Hailwood was out of the car in a second. But Regazzoni was slumped back in his cockpit unconscious and the marshals, mainly in short trouser safari suits, showed their lack of training and made only vain attempts to fight the fire and save Regazzoni. Not so Mike Hailwood who leapt into the fire without any fear for his own safety and managed to undo the Swiss's safety belts before the flames beat him back as he tried, unaided, to drag Regazzoni from the car. Hailwood's overalls were now on fire but they were put out by a marshal while other marshals managed to bring Regazzoni's fire briefly under control. The new high-speed fire engine, which had been proudly presented to the club, had still not moved. Hailwood with the help of a marshal managed to drag Regazzoni from the crumpled wreck and then the fire engine and ambulance arrived.

The Swiss was bruised and battered but fortunately the only burns were to his hands and he can thank Mike Hailwood for his life. He was rushed to hospital but was able to leave for Switzerland a few days later. Meanwhile the race had continued. On lap four Hulme sustained a puncture as a result of running over the wreckage and so did Howden Ganley in one of Williams' cars. Hulme's pit stop naturally lost him the lead and after only two more laps he stopped again for another tyre to be changed re-starting in 19th place. Scheckter was now in the lead. Stewart's progress in those first few action-packed laps was spectacular to say the least. Passing the Hailwood/Charlton spin moved Stewart up to seventh spot and he passed Reutemann before the end of the next lap.

By lap seven the Scot was in front and while Fittipaldi said he was passed out of the vicinity of the accident Peterson, Revson and Scheckter, who led his home Grand Prix for two laps, all reckoned that they had been overtaken under rather dubious circumstances, and this was what led to the protest.

With the fires now out and the wreckage all pushed out of the way the race continued with Stewart slamming home his advantage with a succession of fast laps which pulled him away from the other group. Already a fantastic battle for second place had formed up with Scheckter, the new boy, leading the World Champion, Fittipaldi; his American McLaren senior Peter Revson; and wonder boy Ronnie Peterson. In fact, on lap eleven, Revson overtook Fittipaldi on the main straight to take second place.

In sixth position was Reutemann followed by Lauda's BRM, with Merzario eighth ahead of Jarier in the works March, Pace (who had been badly baulked at the start), Wilson Fittipaldi whose engine had gone off song, de Adamich, Follmer, Beuttler and the rest. Cevert was another who had a puncture but the rest of his race was punctuated by pit stops to attempt to cure a metering unit problem. Oliver's Shadow was already in trouble and soon after a pit stop the engine seized.

It was to this pattern that the race settled down with Stewart pulling away from the next four, at the rate of almost a second a lap for a while, before settling down to a lead of some twenty seconds at half distance. The second place battle held everyone spell-bound as the two McLaren M19s held at bay the two Lotus 72s, while Denny Hulme was setting a rapid pace as he started to make up the odd place at the back of the field. On the road, however, he was closing on this four-car battle and, as half distance approached, he had no trouble in passing them all.

By then a good deal had happened because Revson was now leading Scheckter and the pair were still keeping the Lotuses behind. Reutemann was no longer sixth for he had a punctured rear tyre which had been going down slowly and he made a pit stop to change it after dropping behind first Lauda and then Pace, who was moving up well. Lauda's glory was short-lived for his engine blew up on lap 26 and then Pace slowed with a problem, which elevated Merzario to sixth place. Pace was now seventh ahead of Follmer, who was driving sensibly, but was hampered by the engine which would not rev. above 9,200 r.p.m., possibly because of a fuel system problem. Follmer had finally passed de Adamich who now led Reutemann, and Beuttler, with Hulme moving up to twelfth place just ahead of Keizan's Tyrrell and the remaining stragglers.

Soon after half distance the second place battle started to break up with Revson drawing away from the others as he followed in Hulme's wake.

Scheckter felt that his tyres were losing their efficiency but, anyway, it was no disgrace being passed by Fittipaldi and he was still able to keep Peterson at bay. The Peterson challenge faded again on lap 49 when he rushed into the pits with a ball joint in the throttle linkage broken, a fault which has occurred on several cars this season. He lost six laps having it replaced and all chance of his first championship points of the season. Merzario moved up to fifth place but, in an attempt to fend off Pace, he spun and dropped to sixth place in front of Follmer. Jarier had lost a good deal of time having his gear linkage repaired, Wilson Fittipaldi was soon to retire with engine and gearbox problems, and Pretorius retired with engine failure.

Stewart now had the race firmly in the bag but Fittipaldi had not settled for third place and was trying everything to catch Revson. Scheckter was in a safe fourth place a lap ahead of Pace. Hulme's progress continued and was now on the same lap as Follmer, de Adamich and Reutemann, who were also making up places. The last ten laps saw some further changes. With ten laps to go Pace suffered a front tyre deflation which sent him flying off at Sunset Bend and it took three catch fences to bring him to a halt. He was unhurt but the front suspension and the rear wing were damaged. Then, with only four laps remaining, Scheckter suddenly pulled into the pits and immediately jumped out of the car. There was a hole in the side of the engine and that was the end of his superb effort. Stewart roared on to victory, with a margin of some 24 seconds over Revson, who just succeeded in holding off Fittipaldi by about three car lengths. A lap down came Merzario for his second successive fourth place achieved without passing more than a couple of cars during the whole race, while Hulme was two laps down but in an excellent fifth place ahead of Follmer who just held off Reutemann, who slipped by de Adamich in the closing couple of laps. Scheckter had completed enough laps to be classified ninth ahead of Ganley and Peterson.

Several others also finished after pit stops but none had completed sufficient enough laps to be classified. They were Keizan, who had stops with a puncture and front suspension trouble, Jarier, Beuttler (who had a brush with the armco at one point) and Cevert.

Without hesitation Teddy Mayer of McLaren filed a protest against Stewart for his driving tactics during those opening laps and the various parties involved were questioned. If it was found that Stewart had passed under the yellow and gained an advantage in the process, there were precedents for his disqualification. But the stewards decided, after due consideration, that a severe reprimand was all that was necessary. Two days later, after an appeal, the decision was reversed and Stewart was put in the clear. Formula Three and club drivers everywhere don't expect the same treatment, your names are not Jackie Stewart. The yellow flag incident apart, there is no doubt that Jackie Stewart could have won just as easily if the accident had not occurred, except that Denny Hulme would not then have received a puncture, and he would have taken a great deal of catching. Hooray for the new McLaren M23—A.R.M.

Results :

7th AA GRAND PRIX OF SOUTH AFRICA—Formula One—79 Laps—Kyalami Circuit
324.2 kilometres—Warm

1st :	J. Stewart (Tyrrell 006)	1 hr. 43 min. 11.07 sec.—188.526 k.p.h.
2nd:	P. Revson (McLaren M19C/2)	1 hr. 43 min. 35.62 sec.
3rd :	E. Fittipaldi (Lotus 72D/R7)	1 hr. 43 min. 36.13 sec.
4th :	A. Merzario (Ferrari 312B2 No. 5)	1 lap behind
5th :	D. Hulme (McLaren M23/1)	2 laps behind
6th :	G. Follmer (Shadow DN1/2A)	2 laps behind
7th :	C. Reutemann (Brabham BT37/2)	2 laps behind
8th :	A. de Adamich (Surtees TS9B/004)	2 laps behind
9th :	J. Scheckter (McLaren M19C/1)	4 laps behind*
10th :	H. Ganley (Williams FX3/2)	6 laps behind
11th :	R. Peterson (Lotus 72D/R8)	6 laps behind
NC :	E. Keizan (Tyrrell 004)	12 laps behind
NC :	J-P. Jarier (March 721G/4)	13 laps behind
NC :	F. Cevert (Tyrrell 005)	13 laps behind
NC :	M. Beuttler (March 721G/1)	14 laps behind

* Not running at finish. **NC** — Not classified—insufficient distance.

Fastest Lap : E. Fittipaldi (Lotus 72D/R7) on lap 76, in 1 min. 17.10 sec.—191.626 k.p.h. *(new outright circuit record)*

Retirements : J-P. Beltoise (BRM P160/05) on lap 3, clutch; M. Hailwood (Surtees TS14A/02) on lap 3, accident; G. Regazzoni (BRM P160/04) on lap 3, accident; J. Ickx (Ferrari 312B2 No. 6) on lap 3, accident; D. Charlton (Lotus 72D/R3) on lap 4, accident damage; J. Oliver (Shadow DN1/1A) on lap 15, engine; N. Lauda (BRM P160/01) on lap 27, engine; J. Pretorius (Williams FX3/1) on lap 36, engine overheating; W. Fittipaldi (Brabham BT37/1) on lap 53, gearbox and engine; C. Pace (Surtees TS14A/03) on lap 70, accident; J. Scheckter (McLaren M19C/1) on lap 76, engine.

25 starters, 11 classified finishers

Graham McRae—three times Tasman Champion

THE FIRST time anyone outside New Zealand heard of Graham McRae was when he started taking part in the Tasman Series with a homebuilt single-seater powered by a Lotus twin-cam engine. This little McRae was usually the fastest of the 1,600 c.c. cars and received plenty of favourable comment. That was five years ago but McRae had been building his own race cars for several years before that with that special blend of enthusiasm and inventiveness that only a New Zealander seems to possess.

Now the 33-year-old New Zealander is the master of the Tasman Series, again with a car of his own manufacture and, for that matter, he is pretty well the master of Formula 5000 be it in New Zealand, Australia, America or Britain. Along the way McRae has picked up something of a reputation for boosting his own talent and in so doing acquired the nickname of Cassius, the offer of a race or two for Ken Tyrrell in Formula One and the very healthy sponsorship of Andy Granatelli's STP concern. While the March organisation has found it difficult to put the STP banner into the Formula One winner's circle, McRae has managed to do so on three continents in F5000. Now McRae's plans include continuing to campaign for STP in Formula 5000 but also test drive and, perhaps, even race for Granatelli at Indianapolis.

So far, despite the Tyrrell offer which had to be turned down because of clashes with prior commitments, McRae, whose talent is undoubtedly of Grand Prix stature, has never as much as practised a Formula One car. One of the reasons is probably because McRae tends to be a loner, a man who does things his own way and to hell with anyone else. This reputation is fairly well known and this is probably why the offers have not been as abundant as they might have been. McRae himself relishes the thought of Formula One but only under his own terms. If we see him in a Grand Prix field one day, it will probably be in a car called a McRae.

The Tasman Series which McRae has just collected was a great personal triumph for him for it was his third in succession. When he won in 1971 he was driving a black McLaren M10B which he had extensively modified himself. Last year he won with a brand spanking new design which at the time was known as a Leda LT27. The LT stood for Len Terry for this ex-Lotus designer had worked for the Leda concern for some time. Their own Formula 5000 car had not proved particularly competitive and, in mid-summer of the previous year, McRae had come to an arrangement with Leda Cars to garage and maintain his McLaren at their premises and share the costs of transport and so on. McRae got closer to the Leda project and then, with some help from Terry, drew up the new design which subsequently made its debut in the 1972 Tasman Series. The car proved an immediate success and McRae won his second championship down under, despite opposition from Frank Gardner in the latest Lola T300.

Leda Cars were based at the Malaya Garage in Hampshire and they also took under their wing the Tui Formula Super Vee project of another very talented New Zealander Alan McCall, while a road car along Morgan lines was designed and built. Terry's workshop in Poole Dorset also became part of the set-up and the idea was to build and sell both Leda LT27 Formula 5000 cars as well as the Leda-Tuis with the possibility of developing the road car as well. Leda Cars also retained Trevor Taylor on their books for he had raced their earlier design the previous year so the plan was to field two Leda 5000s in the British Rothmans series for McRae and Taylor.

Unfortunately after the first three or four races the Malaya Garage people decided to withdraw from the project and McRae looked as if he might be left a little in the lurch. But a City businessman, John Haynes, came to the rescue and thus, between them, they were able to finance the continuing of a Formula 5000 build programme although naturally it was decided to change the name of the car to McRae GM1. STP had backed McRae's 1972 Tasman Series and after shipping the car back to England he left it in their flame red colours, hoping the sponsorship deal would continue. After a few weeks of uncertainty they confirmed that not only would they back McRae's British programme but would also finance him to run a second car in the L & M Continental Series in America, which started in June.

As is recent history McRae came out a clear winner of the rich American series and thanks to a large number of trans-Atlantic crossings was very unlucky not to win the British Championship as well.

Then McRae set sail for New Zealand again in an attempt to win the Tasman Series for the third successive time. The series consisted mainly of Australian and New Zealand drivers as Formula 5000 is popular in these two countries plus a sprinkling of British and US names. From America came Sam Posey with his Surtees, he was runner-up to McRae in the L & M so was expected to offer some keen competition although he never did, while another American, Evan Noyes, had a production McRae as did local driver Dexter Dunlop. Yet another McRae was in the hands of Britain's Alan Rollinson, a very experienced F5000 competitor who spent 1972 racing a works backed Lola T300. Lola themselves had sent out a works blessed T330 for Australian Max Stewart while the second British entry was that of Steve Thompson in the ex-Redman Chevron B24. Thompson was sponsored by Servis Washing Machines who previously backed his old Surtees TS8.

Amongst the faster down-under drivers were Frank Matich, with his own designed Matich with a Repco engine, the Lola T300s of Kevin Bartlett and young Warwick Brown, plus David Oxton's New Zealand-built Begg which is soon to be seen in Britain.

But the big surprise of the opening round in New Zealand at Pukekohe was the victory by the virtually unknown Australian John McCormack, while McRae limped home in fourth spot. But he soon made amends and cleaned up the next round at Levin but then found the opposition fairly tough at round three at Christchurch. McRae was led by both the Lolas of Max Stewart, which retired at two thirds distance with engine trouble, and Warwick Brown which was later hampered by gearbox trouble. Thus McRae went on to victory and into the lead of the championship which he was never to lose. Young Thompson from England put up a good show at Christchurch to finish third.

Round four at Teretonga was held in pouring rain and if there is a criticism of McRae's driving talent it is that he tends not to excel in the rain. Even so McRae was up to second place at one stage although, after a couple of pit stops, he finally finished tenth. But a McRae car still won the race for Alan Rollinson splashed home to victory ahead of Posey, who had led but then made a pit stop. Max Stewart finished third but Steve Thompson's great drive through the field to sixth was considered the drive of the day. McRae still led the championship at the end of the New Zealand section but Rollinson was now only six points behind.

The circus moved to Australia and to Surfer's Paradise for the Chesterfield 100 held on February 4th. On his home ground Frank Matich came into his own and scored a convincing victory from pole position. After a poor start, McRae moved up to second place and held it to the finish to consolidate his championship lead. The British drivers were out of luck and Max Stewart was third ahead of another rising Australian, Johnny Walker. But sadly Warwick Brown was very seriously injured on the warm-up lap when he crashed at 150 m.p.h. The 22-year-old Sydney driver had been described by McRae as the find of the series.

The heat wave conditions of Surfer's Paradise gave way to rain again at round six held at Warwick Farm near Sydney. This time Steve Thompson proved the wet weather driving ability he has shown on several occasions in England and he went on to score a superb victory over Frank Matich while McRae came in a useful third ahead of John Walker. So after six rounds McRae led the championship with 31 pts. from Matich with 24 and Thompson with 18. If McRae did well at Sandown Park near Melbourne the following week, that championship would be his.

The weather was in the 100s and this time McRae was obviously in top form. He took pole position, made a poor start but soon overhauled Frank Matich and roared on to victory and the championship. Matich later spun and lost time and McCormack finished second with Stewart third and Matich fourth.

All that was left was the final round at Adelaide and this time McCormack finished the season as he had started with a victory. The two English drivers Rollinson and Thompson finished second and third while McRae travelled barely 50 yards before clutch trouble ended his race. But he had won the championship with 40 pts. to McCormack's 29, Matich's 27 and Thompson's 22.—A.R.M.

When did you last clean under the bonnet?

Funny how a lot of motorists spend time and trouble keeping the interiors of their cars clean without worrying about what's going on under the bonnet.

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TRIO TO THE TOP—Three future champions?

WORLD CHAMPIONS Graham Hill, John Surtees, Jackie Stewart and, of course, current Champion Emerson Fittipaldi are all still racing today. On the evidence of the first three rounds of the 1973 series it looks as if this year's Champion will come from one of the two latter men on the list. But who could be Champion in 1974 or '75? MOTOR SPORT takes a brief look at the careers of three drivers who have already made their mark in Grand Prix racing within the last year. We will leave it up to you to decide if a future Champion is there and what better chance to judge them than to see them in action at the *Daily Express* International Trophy meeting at Silverstone on April 8th?

Jody Scheckter

Just over two years ago a raw naive young South African stood amongst the crowd at Kyalami and watched his home Grand Prix. He came from East London on the coast but was in Johannesburg to receive a driver to Europe award which he had won by his performance in a series of Formula Ford races. Previously he had made something of a reputation in various home-prepared Renault R8s. Shyly this young man, named Jody Scheckter, received the award from Denny Hulme. Two years later Scheckter sat in a works McLaren on the front row of the grid for the South African Grand Prix alongside Hulme and Emerson Fittipaldi. There have been few such meteoric rises to the top.

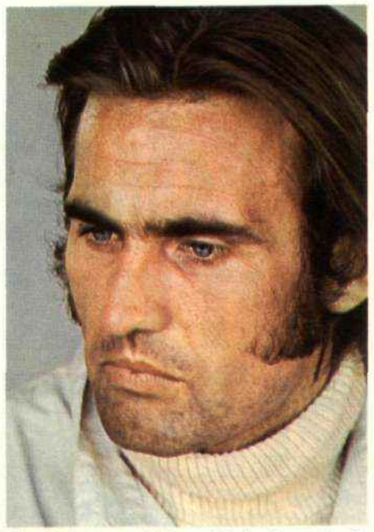
In the intervening two years Scheckter raced solidly, excelling in every category he entered. Arriving in Britain he bought an elderly Merlyn Mk. IIA Formula Ford, and soon started winning with it. By half way through the year he had moved up into Formula Three with a works Merlyn and ended the season with several victories.

Suddenly he was hot property for 1972 and out of several offers he decided to drive for McLaren in their works Formula Two car. That machine had its problems but he won the last ever major race at Crystal Palace and also looked good in sports cars. At the end of the year McLaren gave him a drive in US Grand Prix and he was a sensation. But for an unfortunate spin he would have finished fourth.

This year he has a limited programme of Formula One races planned plus a Formula Two drive for Rondel, a Formula 5000 drive in America with a Sid Taylor Trojan and some possible outings with a Ford Cologne Capri. At 23 years old there is no doubt that Scheckter is a champion of the not-too-distant future. He has just bought a house in Sandhurst, Surrey, and is engaged to be married to a South African girl.



Carlos Reutemann



The little town of Santa Fe in Argentina is hardly the hub of International racing but it is amazing how drivers of championship potential come to light from the most far off places. Carlos Reutemann is a fine example. *His first contact with racing was as a spectator* at a local mountain climb in 1964. He thought he could drive faster than those he watched and managed to persuade a local Fiat dealer to lend him a car. The simple fact was that he could drive faster and in the space of the next four years he had become one of the top names in Argentinian racing with four national touring car championships to his credit.

But his big break was in 1968 when he won a drive in Temporada Formula Two series in Argentina. His car was poorly prepared but he still showed up well against the European competitors. His big aim was now to race in Europe and he *achieved this in 1970* as a member of a Government-backed two-car Formula Two outfit. At first he had something of a reputation as a crasher but he soon matured and finished the year with some good results. In 1971 he became one of the major names in Formula Two and finished runner-up in the European Formula Two Championship.

His Formula Two exploits had all been at the wheel of a Brabham and Bernie Ecclestone included him in the 1972 Brabham Formula One team. He started the season by setting pole position in his first race for the team in his home country. The rest of the year brought its problems and a nasty F2 accident but later in the year showed he had tremendous Formula One potential.

In 1973 that potential should be realised particularly as he will lead the Brabham team driving the brand new and exciting BT42, and he will also drive occasionally for Ferrari in sports cars. In the racing season he lives with his beautiful wife Mimicha and their young daughter, in central London.

Carlos Pace

When Emerson Fittipaldi first started to make his mark in Britain informed Brazilians used to tell us that, while Emerson was good, back at home there was a driver called Carlos "Moco" Pace who was even better. In fact both Pace and Fittipaldi came from the same area in Sao Paulo and knew each other well although Carlos was somewhat older (he is 28 now) and had started racing in 1964. In his home country he was certainly very successful and before arriving in Britain in 1970 he was cleaning up all the local sports car races with an Alfa Romeo T33.

Pace was the Formula Three sensation of 1970 and he took to single-seaters quite naturally, although his only previous experience of this type of vehicle had been a couple of Formula Vee events. In a Lotus 59 he drove to six victories and many other placings and finished up as the Forward Trust Champion. Due to a bereavement in his family he *did not start his 1971 season until late* but driving an F2 March, run by Frank Williams, he was soon back in his stride with the high-point being a victory at Imola.

With sponsorship from Brazil he was able to finance himself in Frank Williams' Formula One team for 1972, driving alongside the experienced Frenchman Henri Pescarolo in March 721s. While Pescarolo had a spate of accidents, Pace impressed with some excellent drives picking up championship points in Spain and Belgium.

This attracted a great deal of interest from several major teams and he drove both Ferrari and Gulf-Mirage sports cars towards the end of the season and also joined the Surtees Formula Two team for the last few races. Surtees was most impressed and snapped up Pace to drive for him in 1973 in both Formula One and Two while he is now also a regular member of the Ferrari sports car team. Like Reutemann he lives in London with his wife Elba and their daughter.



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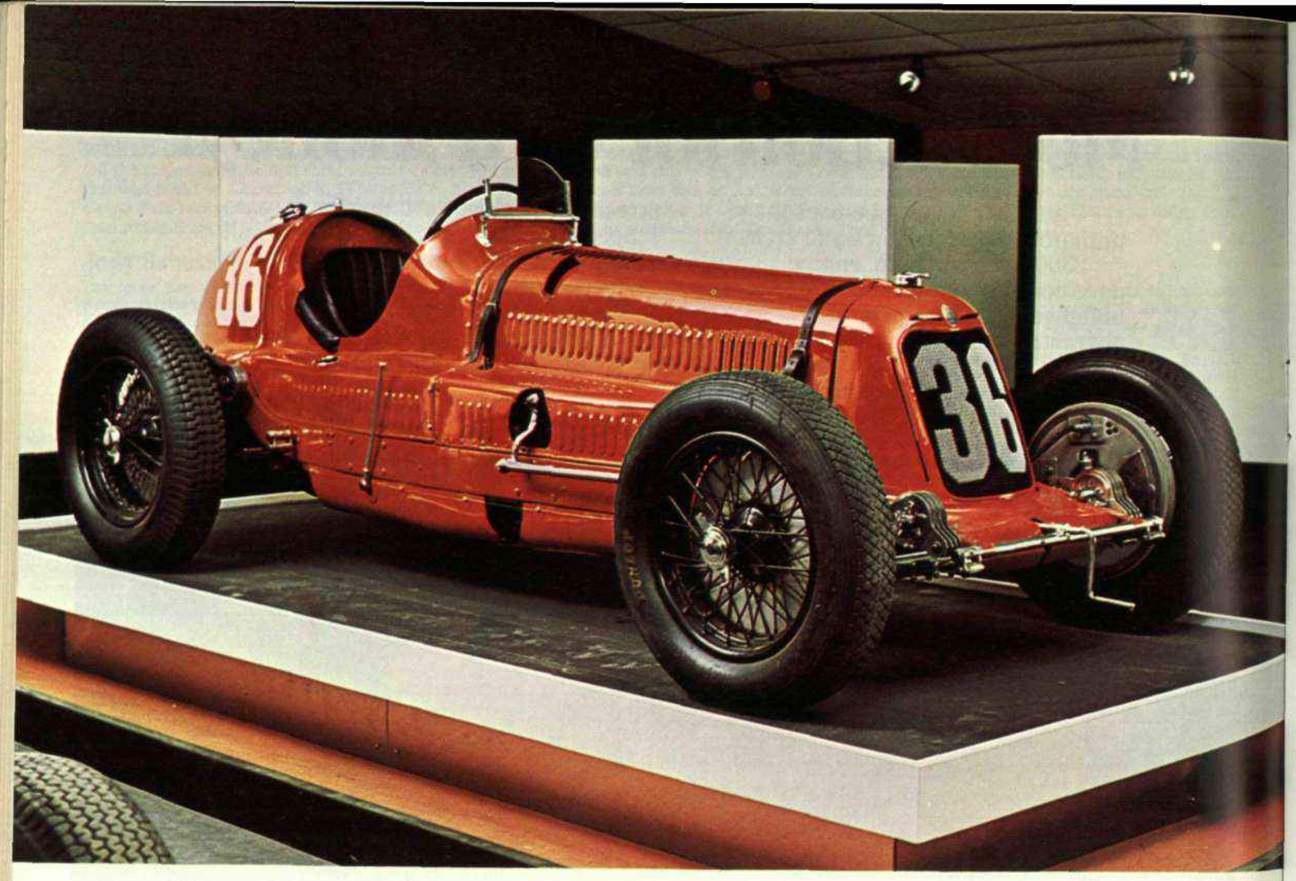
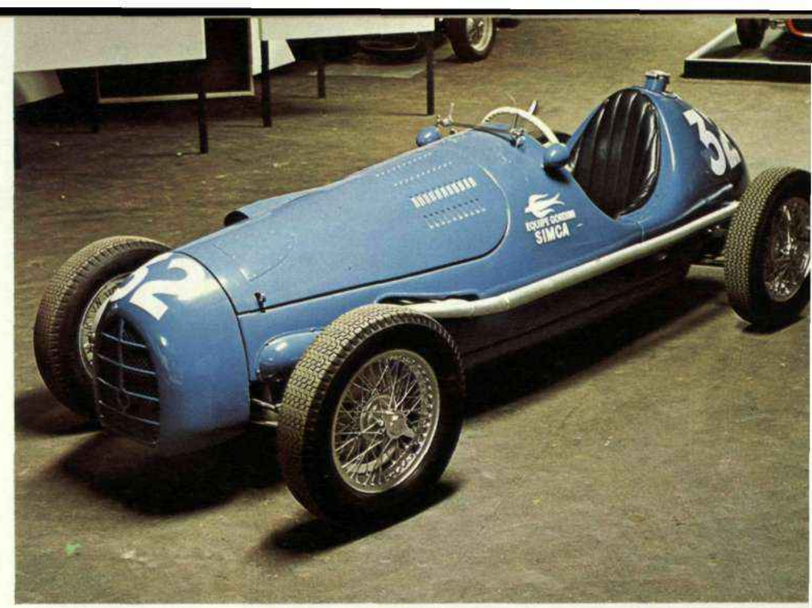


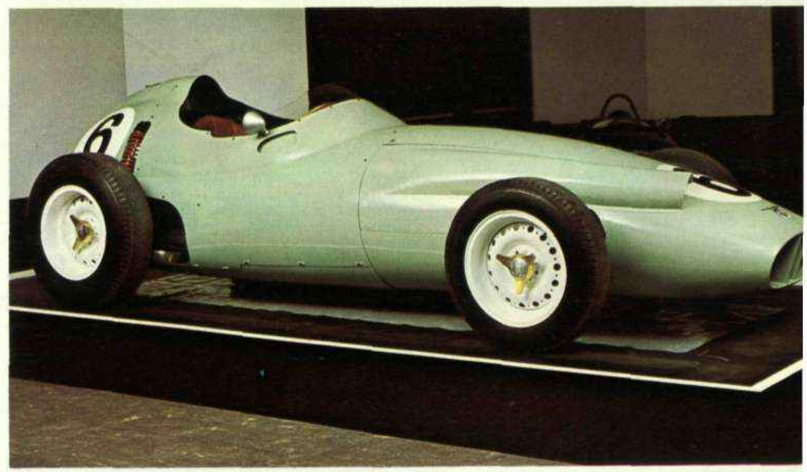
THE DONINGTON COLLECTION

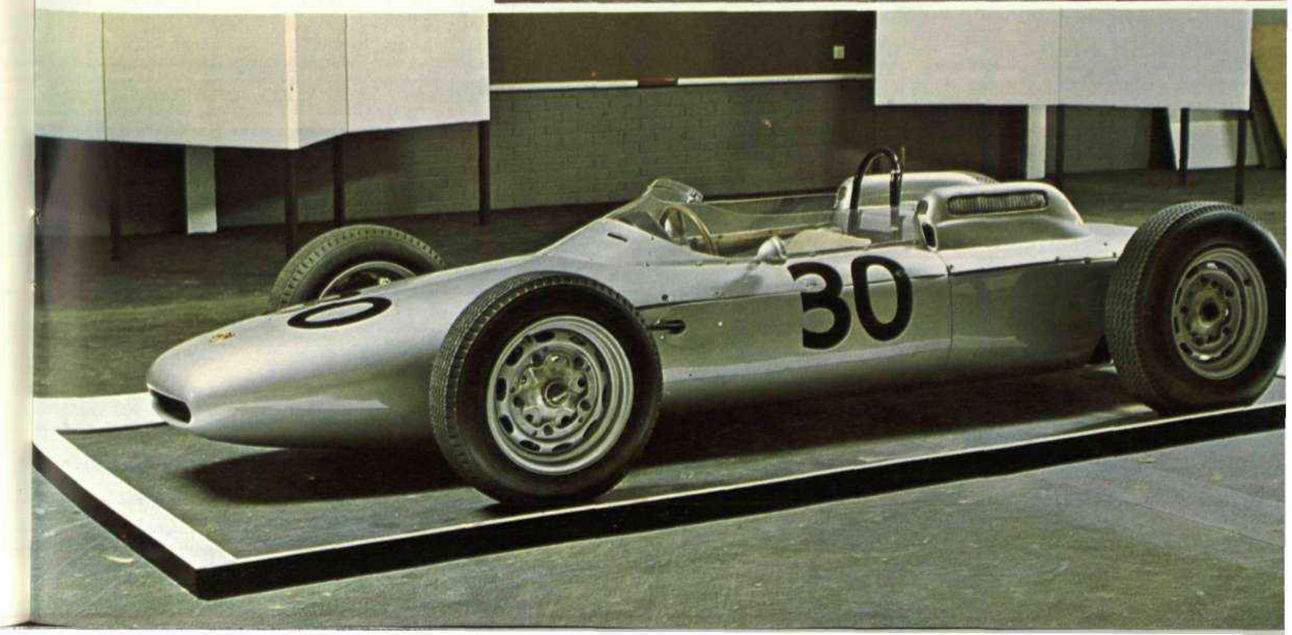
When Mr. Wheatcroft's £500,000 Collection at Donington Park, just off the M1 at Castle Donington and six miles south of Derby, was opened to the public on March 17th there were 50 single-seater racing cars on show as well as other interesting exhibits. Pride of place, as representing the beginning of the single-seater in Grand Prix racing, is taken by the Maserati 8CM (Ch. No. 3018) shown on the left. This car was driven into second place in the Coppa Acerbo in 1934 by Nuvolari, and has a classic Monoposto Alfa Romeo exhibited in company with it.

The range of the Collection is extremely wide and covers "voiturettes" such as the 1,432-c.c. Simca Gordini shown above right, the 2½-litre BRM on the right which the Wheatcroft workshops have reconstructed from the remains of Hans Herrmann's 1959 Avus crash, and one of the works Porsche flat-eight-cylinder 1½-litre cars shown below, through to Tyrrell 003 and a 1973 GRD Formula Two car. There are many more cars in process of restoration such as ATS, Scarab, Ferrari, Cooper and, in the Entrance Hall, a Cooper-Bristol is shown "as found" being unloaded from the Collection's smart new transporter. Nearby is the fabulous No. 2 Cisitalia 4-wheel-drive, twin-supercharged flat-12-cylinder of 1947 designed by Porsche engineers immediately after the war. This is shown in partly restored condition and when completed it will pass from the Entrance Hall into the main Collection buildings.

"The MOTOR SPORT Book of Donington" puts you right in the picture. Read about the Club races contested by Singers, Riley Nines and MGs. The important long-distance races—the TT, the Nuffield Trophy and the British Empire Trophy won by those wonderful Austin Sevens. Read about the Donington Grands Prix attracting Continental ace drivers and the Alfa Romeo, Maserati, Bugatti, Mercedes-Benz and Auto-Union cars.







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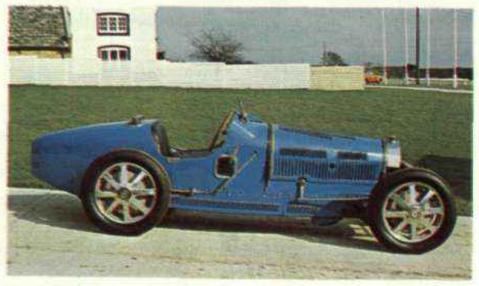

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SWEDISH RALLY STIG BLOMQVIST is without question the master of slippery roads. Even after losing ten minutes through fuel pump failure he made up the time with ease and became the second man to have won the event three times in succession.

Autocross enthusiasts who consider their sport exciting should make an effort to see a Scandinavian ice race. On an ice-bound, snow-covered pony trotting track cars ran in heats of four, starting together in line abreast, and provided an exhilarating example of high-speed car control.





After the two leading Saabs came the works Alpine of Jean-Luc Thérier (*left*), who earned the respect of the Swedes by his fine display in a tail-twitching car on snow and ice. It was the only Alpine entered, the other two from Alpine-Renault-Elf being R12 Gordinis. The Fiat team sent just one car for their Swedish stalwart Håkan Lindberg (*below left*) who finished fifth, whilst the Volkswagen importers pinned their hopes on Björn Waldegård (*below right*) who was sixth.





Of two Fulvias entered by Lancia-Marlboro, one finished. Harry Källström and Claes Billstam were fourth despite losing their windscreen in a collision with a leaping elk. Källström is no longer contracted to Lancia and has since driven for VW-Porsche-Salzburg.





SOUTH AFRICAN GRAND PRIX JACKIE STEWART won his first Grand Prix of the year after trouble in practice during which he crashed due to brake failure. For the race he took over Cevert's car and shot from the seventh row of the grid to first place within seven laps. Note, that for the first time, Tyrrell mounted the wing much farther back although the end plates bent and broke, as can be seen from the picture.

FASTEST IN PRACTICE, but delayed by a puncture early in the race, was Denny Hulme, with the brand new wedge-shaped McLaren M23. Hulme fought back through the field to finish an excellent fifth at the flag. The New Zealander had never started from pole position in a Grand Prix before.







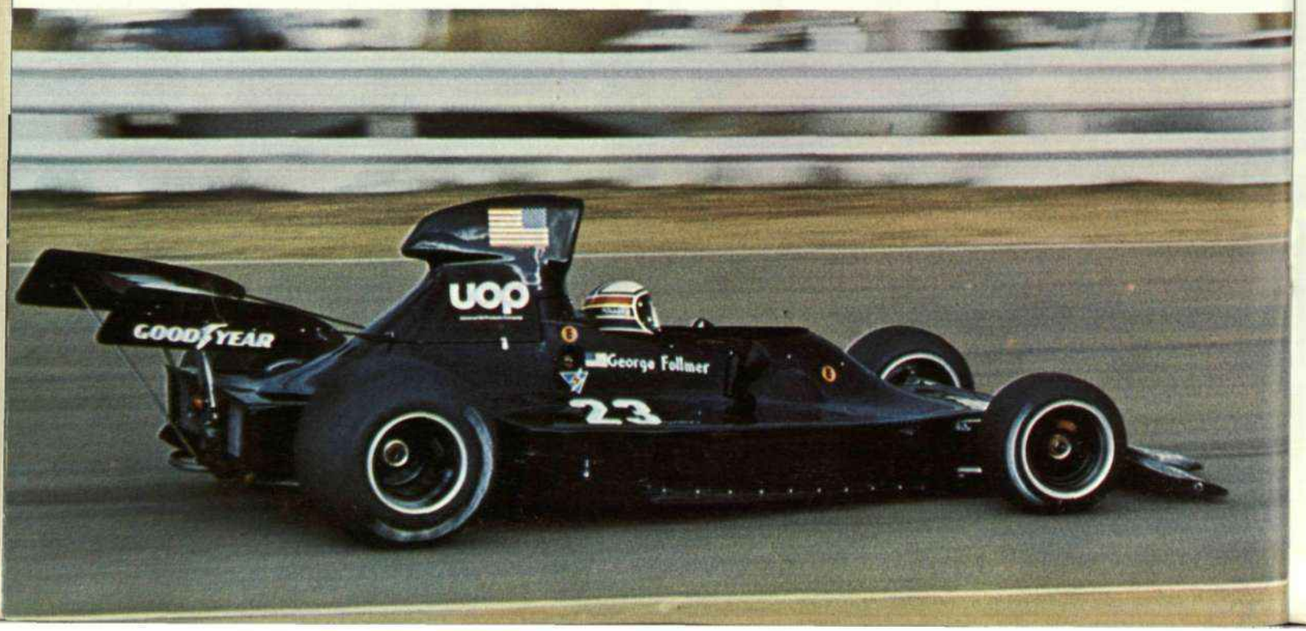
ACCELERATING out of Clubhouse Bend in the top photographs is Peter Revson's McLaren which is being chased by the Lotus 72s of Emerson Fittipaldi and Ronnie Peterson, with Hulme making up ground behind them. In the background is the pits and a section of the huge 91,000 strong crowd. On the left is pictured the Ferrari of Arturo Merzario who scored his second successive fourth place after a steady drive. He is chased round Clubhouse by Jean-Pierre Jarier's STP March and Carlos Pace's Surtees. Jarier later lost a good deal of time with gear linkage trouble and Pace crashed only ten laps from the end due to a front tyre deflating, although he was unhurt. He had, by then, overtaken Merzario. Our bottom photograph shows the private Tyrrell of Eddie Keizan who was making his Grand Prix *debut*. The car is sponsored by the Lucky Strike cigarette company and is owned and prepared by Alex Blignaut, who is also the circuit promoter. Keizan is something of a Blignaut discovery for he has brought him up through saloon cars and Formula 5000 and he is now the main opposition to Dave Charlton's Lotus 72 in South African Formula One races. The Tyrrell, 004, is the only one in private hands and is the same car that Patrick Depailler drove to seventh place in last year's US Grand Prix.

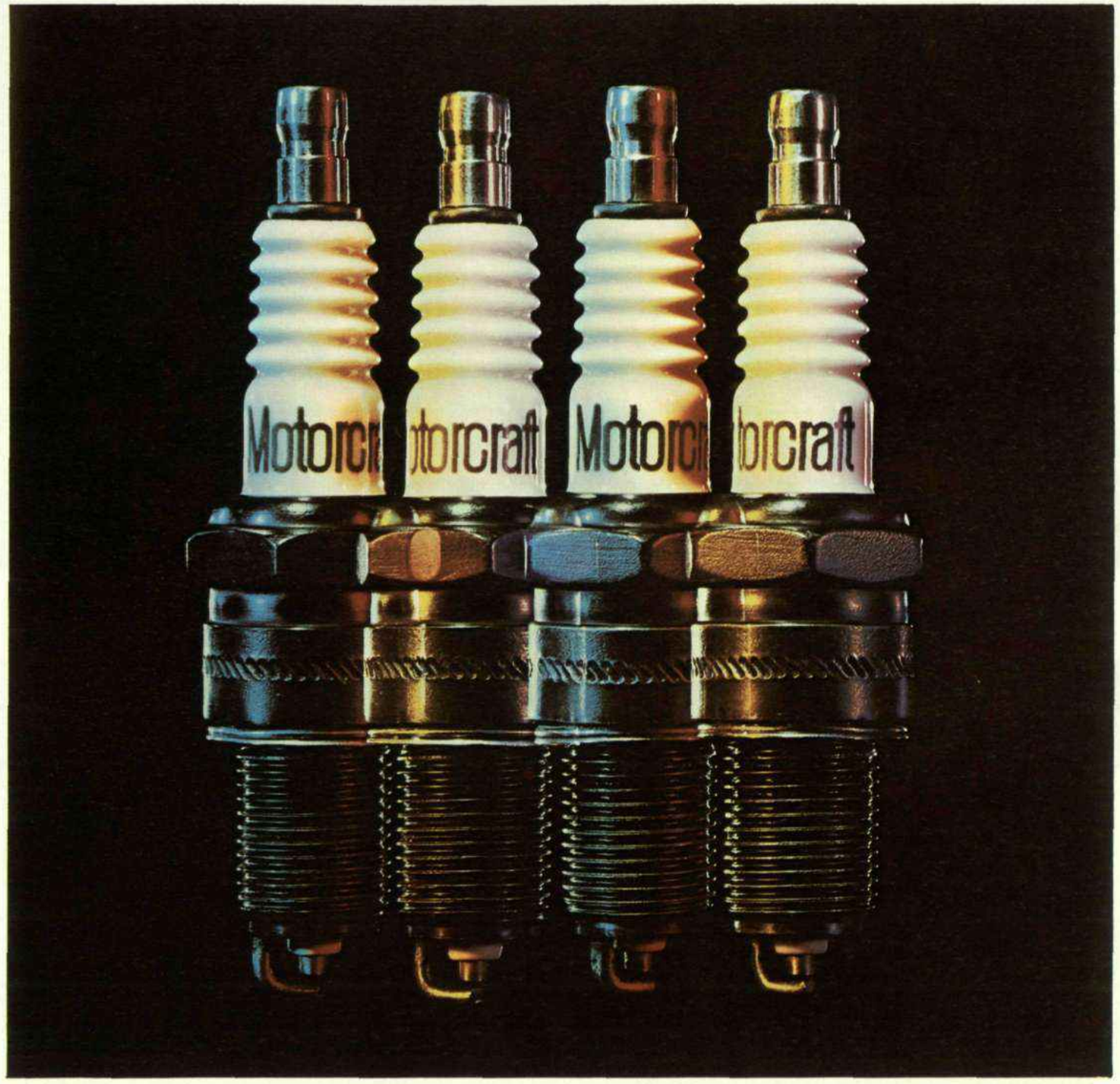




SOUTH AFRICAN SENSATION.—In only his second ever Grand Prix the 23-year-old South African Jody Scheckter started from the front row of the grid and even led the race briefly. Later he held off a challenge from Emerson Fittipaldi for many a lap and, above, Scheckter hangs the tail out on the McLaren M19C at Leeukop Bend while Fittipaldi seems even more crossed up in his attempts to stay with the newcomer.

GRAND PRIX *DEBUT*.—Can-Am Champion George Follmer made his Formula One *debut* at Kyalami as did the car he was driving, the Tony Southgate designed Shadow. The team ran into various problems but even so Follmer brought his sinister black mount into sixth place and, thus, picked up a Championship point. Team-mate Jackie Oliver unfortunately was forced to retire early in the race due to engine trouble.





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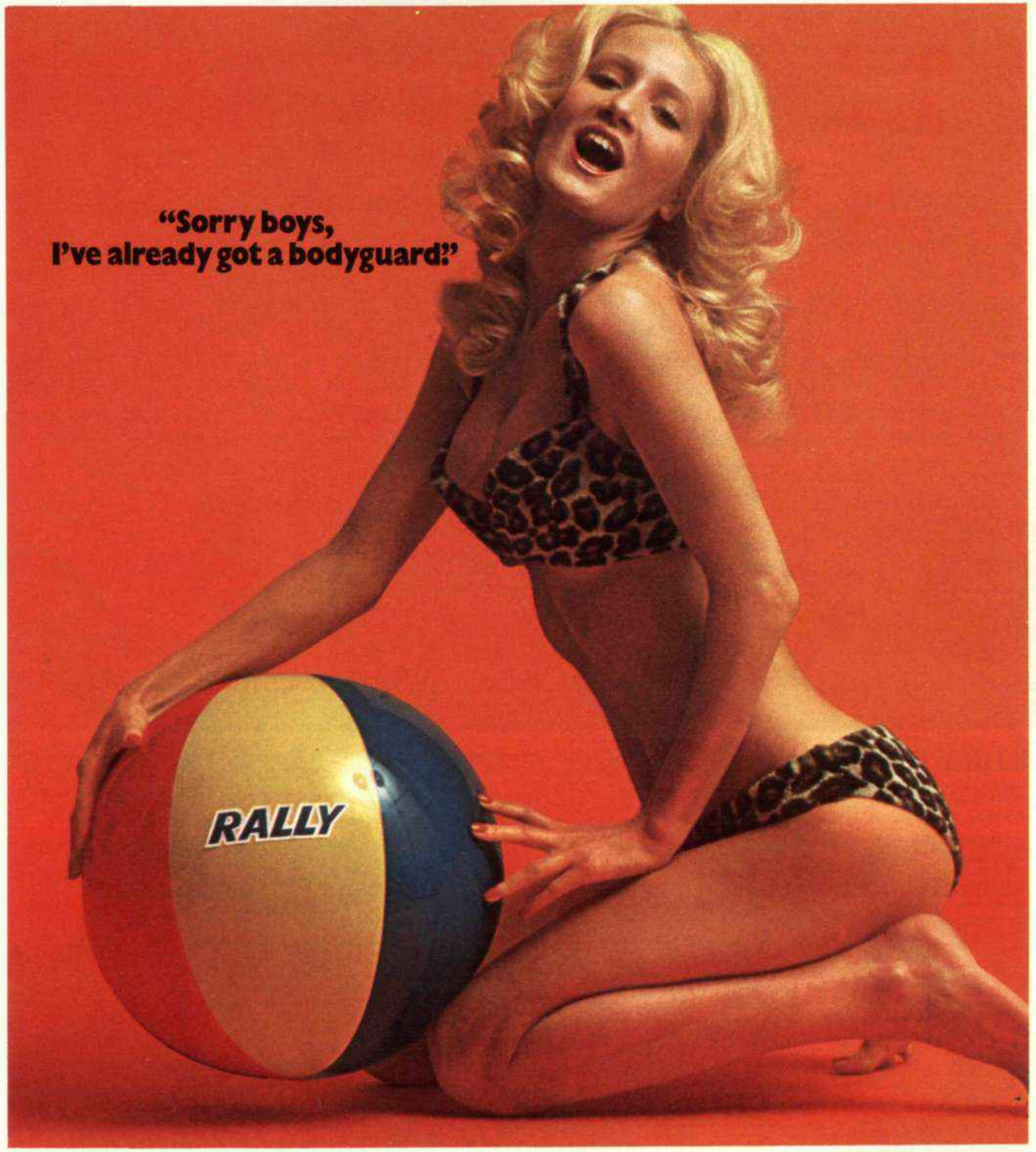

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MALLORY PARK FORMULA TWO The British International season opened at Mallory Park on March 11th with the Radio Luxembourg F2 Trophy race. Victory went in convincing style to the young Frenchman Jean-Pierre Jarier (*above*) at the wheel of a new STP March-BMW 732. Jarier reduced the outright circuit record to a staggering 41.8 sec., over a second quicker than Ronnie Peterson's best time last year. Mike Hailwood's Matchbox Team Surtees TS15 was the only other car to go the full distance, and he is seen below leading John Watson's works Brabham BT40 and the Wheatcroft GRD of Roger Williamson.





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Makers of the best selling cars in Britain.



Letters from Readers

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

Hush!

Sir,

While I was driving along in my 1969 Austin Minivan (998 c.c.) the other day, I suddenly wondered how you know, when you're road testing luxury cars with engines like whispers, when to change gear? Or is that why automatic transmission was developed?

Yorkshire. A. W. HODGSON.

[An eye on the tachometer, perhaps?—ED.].

Overfull Sumps

Sir,

I think I can throw a little light onto the case of the overfilled sump. The motoring writer in question, who I believe is known as "Long John Kick Start" to his motor cycling friends, wrote, about two years or more ago, about the strange tale of the seizing up of BL 1800s.

Apparently a few drivers of the earlier 1800s were having serious problems with their engines seizing up on motorways and long journeys.

After much experimenting by British Leyland, including trying various new methods of the final boring of the cylinder bores, they finally came to the conclusion that the problem lay with incorrect calibration of the dipstick of all things! Thus with the oil level reaching normal, there was really a high level in the sump. Now when Mr. Average Motorist went on a long journey, before he set out he added a pint of oil, "just to be on the safe side", the oil level now being excessively high, so much so that the crankshaft was churning the oil into a high quality froth, leading to a subsequent loss of oil pressure and the inevitable seizure.

Rugby. G. S. C. SMITH.

[There is only a pint in it, between "Full" and "Empty" in a Maxi.—ED.].

Ideal Pairs

Sir,

It was with interest that I read your article on pairs of cars, as I have idled away many a moment in this form of speculation while waiting for the football pools to yield results. With unlimited funds available, I would not content myself with only two vehicles, but if I were so limited I would choose, after much deliberation, my present TD21 Alvis saloon for family use, with either an SB Speed 20 V.D.P. drophead or a 4.3 short chassis V.D.P. Tourer for weekend and solo use. This pair would be complemented by my Ariel motorcycle, but of course that is three vehicles. Could anyone really be satisfied with only two?

Tunstall. D. J. WITLINGTON.

Sir,

I read with interest the article in the February issue on Ideal Pairs and note that you invite comment from readers. I am fortunate to be able to afford to run two cars. For me motoring has to be enjoyable so each car has to go well. I prefer a "go anywhere" type of vehicle. I spend my holidays and most weekends with a caravan so I want a good towing vehicle. I prefer one vehicle to be shorter than the other so that I don't have to clear all the junk out of the garage. The car is fun and doesn't use too much petrol, the big one uses enough for me to be paying more than my share of taxation but has plenty of room for carrying "stuff" about.

My ideal pair: Range Rover and Ford Escort Mexico.

Cheadle. D. N. WAISTALL.

Sir,

Being a student I cannot afford a car, let alone a fine pair, but I was prompted to write about my parents' cars.

My father is a doctor in Central Dorset and for six years had used a Volvo 1800E which has now covered 150,000. The only replacement he has had are fire exhaust systems and several wiper blades, both repeated failures due to the majority of his miles on our Dorset lanes.

The other car is a Fiat 124 Special T which is unfortunately automatic as my mother has never been able to master gears in towns. This is 9 months old and has so far covered 8,000 miles without a single fault.

Unfortunately I am not allowed to drive the Volvo, as it would be too expensive to insure, but I have great fun with the Fiat, though I must agree about the various "stalks" on the steering column.

Leeds. M. BENJAFIELD.

Sir,

I was very interested indeed to read of other people's "ideal pairs", having long dreamed of and planned my own ideals. To be quite honest though, on an unlimited budget a "pair" would be quite out of the question! My "collection" would definitely not be considered by myself to be complete without such modern-day classics as a Mercedes-Benz 300SL (Gullwing), a Ferrari Berlinetta Luaso of 1964, and an AC Cobra. For my everyday transport I would most probably choose a BMW 3.0 CSA coupé (for genuine Grand Touring), a BMW 2002 for the town, and a Maserati Bora for trips in the country at night when no-one's looking!

Being practical, though, and with the space available at present, I would be thoroughly contented just(!) to own a Lamborgini Urraco and a BMW 3.0SI saloon, cars which I feel would suit just about every occasion.

However, back to reality, I am more than happy with my present little duo, an Austin 1300, 4-door for business and the town, and a TRV Vixen for those country roads — although the latter is in fact more than just a fun car, having proved an extremely long-legged and reliable long-distance car, (e.g. Dieppe at lunch-time, overnight stop in the south of France, a rather late start the following morning and tea in Alicante—quite a long way south! Altogether something over 1,000 miles in around 20 driving hours — and that includes 2 hours around Paris's ridiculously busy boulevard peripherique!)

I enclose a last year's picture of my pair (although in fact the 1100 has just been replaced by a white 1300 since the picture).

What next! Well I like the look of those Tridents very much, but the reports I have read have not been too good. I would like to read one in your magazine, or perhaps a wife, and back to square one with a Mini! [We did try to test a Trident but were only offered one on Trade Plates; illegal for our purpose.—ED.].

West Ella. N. E. HAWKES.

Sir,

Further to your Ideal Pair feature in the February issue, how about an Impecunious Enthusiast's pair, which being so qualified I do own. First, a really old Mini, frugal "off" season motoring to save the pennies for better weather. Secondly, a fiery Series II Lotus Seven, rough and tough on the driver, but performance without a four-figure bank balance. It should be possible to pick up fair examples of both for about the price of the cheapest new cars, but prospective buyers should be warned that weekends are for preparing for the following five days motoring!

I confess I am a front wheel drive convert, having owned three Minis, but clear of the winter unpleasantness the Seven really comes into its own for on our congested roads. Driving a light car capable of generating forces almost equally in all directions (including up and down) is a real pleasure. Even the A5 loses some of its frustrations.

Before being branded as a lunatic boy-racer I should point out, and anyone who has sat in a "tin" seven will agree, that accident avoidance must be taken very seriously. The thought of running it into anything, even a Fiat 500, sends cold shivers down my spine. [I agreed. Dodgeability rather than safety gimmicks.—ED.].

Well that's my "pair" and I'm well satisfied and if you or any of your staff would like to try a 200 + b.h.p. per ton "vibro massage" you're very welcome!

Quorn. M. S. CHADDOCK.

Sir,

Further to your article in the current issue of MOTOR SPORT, you might be interested in two vehicles that my wife and I consider to be our "Ideal Pair". We have arrived at the two-car status almost by accident and certainly on a limited budget.



In November 1971, I bought a tired 3.8 Mk. II Jaguar and in the 13 months that followed I restored to as near original condition as possible. It was returned to traffic on Jan. 1st, 1973, and to date has covered some 700 miles. It was originally registered on Nov. 9th, 1960 and I have no doubt that the purist would quibble about some departure—the flat fronted headlamps have been replaced with a pair of Careko T.I. units, some welding work on the front end has necessitated omission of the overriders and the colour Sapphire metallic is not a Jaguar colour. The rebuild was carried out on the premises of a close friend, who operates a "do-it-yourself" scheme, at weekends—without these facilities the restoration would have been impossible. The total cost of the operation was £450 including initial purchase.

The Jaguar's garage mate is a 1964 Austin Mini Countryman bought last year for £200. It is very much the family hack—a task that it performs with the minimum of fuss and without complaint—what more can one say?

Our ideal pair is not perhaps as esoteric as some owned by your readers, but so far as we are concerned, we have reached a situation with which we are very happy and at a cost of under £700.

SALLY AND PETER GRAFTAR.

Paignton.

Sir,

My wife and I were delighted to see that you included in your own choice of "ideal Pair" the elegant 30/98, but were saddened by the modernity of your colleagues' choices. Now what if you could combine the pleasures of owning a vintage car with those of using regularly a PVT car? We are provoked into offering you our humble choice:

(a) For the sheer pleasure of owning and restoring a vintage car of character and beautiful engineering we offer the 2-litre Lagonda (L chassis) combined with our everyday car.

(b) The Aston Martin DB 2/4 Mk. I, a thoroughbred by anyone's reckoning, and possessing both dignity and a sparkling performance.

For two of us the latter is fine, though with a third member on the way, life may become a little difficult later. What we are really looking forward to is a touring holiday in the old style in our Lag.

Needless to say the Lagonda/Aston Martin stable need no introduction to one another.

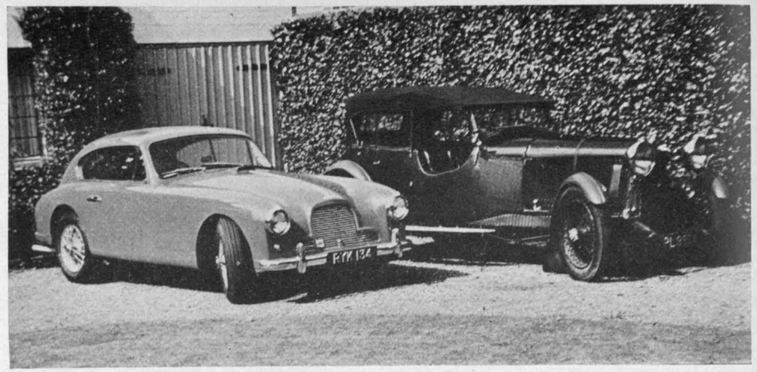
As a final cry, please keep up your efforts to help us enjoy our vintage style driving—we already appreciate what you are doing to counter legislation, but the anti-pollution laws would just about finish off the 2-litre.

Grantham. D. S. B. MARR.

Sir,

I was interested in your article on two-car combinations. My wife and I each need a car for work, and are both enthusiastic drivers, but at least one car has to cope with daughters and family trips.

Our current solution is a Mark II Cortina-Lotus, purchased new in 1969, and a Lotus Elan Plus 2, 1968, purchased third hand last year. And within the limits of our budget,



An appropriate pair!—see letter from Mr. D. S. B. Marr.

these make an ideal pair.

The Cortina has all the space we need, has proved very reliable, (71,000 miles and still the original engine) yet is quite sporting in its behaviour. In fact if it weren't beginning to show rust in so many places I would see no need to change it for several years.

But if the Cortina was bought boldly after a year's experience with an early Mark I, (alloy panels and all that!), the Plus 2 was approached with considerable trepidation in view of the Lotus reputation for what the Americans might call "Spontaneous disassembly". But so far the car has proved a pleasant surprise. Although I seem to have spent a fair while underneath it, nothing has gone wrong that could not be put down to normal wear in an ex city-owned vehicle.

During the 12,000 miles I have covered, bringing its total to 50,000, I have had the engine out to replace the starter ring, put new wheel bearings in the rear end, fitted new brake pads all round, replaced one doughnut, and otherwise done nothing but tinker. In the process I have discovered that although some of the components can only be installed by the traditional double-jointed beanpole with ten-inch fingers, the car is very straightforward to work on, and because of the quality of the design, in some ways most satisfying.

As for driving, well, the name on the badge makes sure of that! Even on this early model the performance may generously be described as 'adequate', and the steering and roadholding make the Cortina feel a barge. And what other car does so much at 32 miles to the gallon?

But oh those insurance companies! I would be interested to hear your and readers' comments on insuring combinations of saloon and sports car. In spite of being an almost ideal insurance risk — teacher, middle-aged, country-dweller, no accidents or convictions, (and wife similar)—When I told my insurers I had bought a Lotus they went up the wall, and spoilt a beautiful (for them) 11-year friendship by asking over £200. Naturally I looked around, and found a more reasonable £56 policy. But what I want to know is this. What evidence have the insurance companies found that makes them think that although I can be trusted with a saloon, I become transformed into a raving lunatic on stepping into a sports-car?

Somerton. PETER TAYLOR.

Sir,

Your article in the February issue on the Ideal Pair for the two-car family prompted this, I think my first letter to any publication, as not only do I think that I own a "matched pair" but I have also been indulging in some most pleasant day-dreaming. Mostly I enjoy Motorway motoring and think that our current active pair of a BMW 2002 TII and one of the last of the 1275 Cooper S's go very well together as I find the BMW to be the more sophisticated version of the Cooper, a car in which one can have a lot of fun round the lanes, particularly with Koni's added to the suspension.

If money were no object I think I would be unpatriotic and have the BMW 3.0 CSL combined with a Porsche 911 Carrera R.S. However, if forced to be patriotic I would be more than happy with a Jaguar XJ .12 plus any one of the open XK's or their derivatives but preferably an XK SS.

Withersfield. R. J. BARNES.

Sir,

In answer to your request for an ideal brace of motors, surely the ultimate combination is two Austin Sevens, one to use and one to repair for when the first one breaks down.

My own 1935 and 1938 Austin Seven Pearl Cabriolets, however, don't quite adhere to the ideal in that at the present time they have both broken down. Judging by current advertisement prices, the combination would require an unlimited budget.

Perhaps they'll both be repaired in time for the 100th Anniversary of the Austin Seven in 2022 AD.

Bradford. RICHARD HUNT.

Sir,

I hope to be among the first of the deluge of letters which you will no doubt receive on this subject—possibly you'll bear with me better while I give my reasons.

The really ideal pair for me would be the Ferrari Dino 246GT and the Jensen Interceptor Series II (NOT the III, which is too overburdened with safety and emissions equipment). The Ferrari is chosen for its advanced specifications and handling—the motoring journalists *still* seem unable to fault it for anything except luggage capacity—and for its beautiful, aesthetic lines, I choose the

Jensen after having driven the one on the High Performance Course; the automatic gearbox is so responsive that it converted me immediately to the idea of automatics for the larger sports cars; the general driveability (excuse the Americanism) was so impressive that it can be driven like a small sports car on occasions and the overall comfort and capacity are really excellent. However, this choice is cheating slightly because the total cost is about £11,000.

Restricting the ceiling to £10,000 involves: *either* dropping the Jensen in favour of an automatic 4.2 XJ6 (total cost—£9,300) and having two very advanced engineering designs; *or* dropping the Dino and going to the other extreme for a Morgan Plus 8, thus having one "civilised" car and one "hairy" car to keep me in touch with motoring as it really should be—in a car that requires full concentration and real driving to give of its best (total cost of this choice—£7,000). Being single I would probably opt for the Jensen/Morgan combination, and forgo the advanced engineering bit.

The Dino still remains top of my list of available cars—though it may be displaced by the Boxer if that lives up to my expectations. All this is high fantasy anyway as, being in my early 20s, by the time I can afford these, we'll all be flying everywhere (or walking).

Thanks for a splendid, authoritative magazine and strongest commendations(?) to D.S.J. for his stand against the GPDA on circuit safety.

Upton-St.-Leonards. R. L. OAKELEY.

Sir,

Referring to the Article "Ideal Pair" appearing in the February 1973 edition of MOTOR SPORT, at the end of which it is suggested that readers write giving their "ideal pair", I respectfully submit my present combination for consideration—or committal to the waste paper basket.

We have four children, ranging in age from 16 to 9, growing larger every day and not forgetting one large, fat and happy labrador dog who likes his comfort, so obviously one of the "pair" had to offer generous accommodation. This we have found in a 1971 Opel Rekord Estate 1900L which, in addition to providing responsive, reliable, comfortable, well-finished motoring with reasonable economy, has proved capable of absorbing vast amounts of people, luggage and general paraphernalia, admittedly with the fitting of a roof-rack when the rare need arises. This car was bought new (£1,618 on the road) in March 1971 and in nearly two years has proved entirely reliable and free of any mechanical or bodywork defects, as well as being pleasant to drive.

The other half of the "ideal" combination is a 1972 Fiat 127, also bought new, which my wife—a busy general medical practitioner with a large practice—finds thoroughly suitable for her medical work, offering as it does ease of entry and exit, ease of parking, great economy and "nippiness" in traffic. Understandably, it is seldom off the road and in the year we have had it has proved reliable, only requiring attention to the indicator and windshield wiper switches on one occasion each. In conclusion, my interest in vintage cars is considerable, but at present-day prices for such vehicles, our "pair" will not, I fear, be converted into a "trio".

Glasgow. A. A. MCALISTER.

[The letters and photographs are pouring in! Perhaps it will be possible to summarise those we cannot publish in full, in next month's MOTOR SPORT.—ED.]

Desirable Nipples

Sir,

I am not a regular subscriber to your magazine, but thought the following might be of interest to your readers.

Shortly after reading your letter concerning steering joint failures, I experienced just the sort of conditions envisaged in my 1960 Land Rover.

Whilst travelling at some 50 odd miles per hour in very wet conditions, late at night, the car seemed to be drifting wide on corners and understeering very badly. However, it did remain essentially in control and because of the adverse weather conditions I decided to press on. Going through a built-up-area, and slowing to about 5-10 miles per hour, I experienced severe front wheel judder and decided to have a look. An inspection of the front end revealed that the near side ball-joint of the track rod had disintegrated, leaving the steering mechanism effectively only connected to the off-side wheel.

I carried on my journey for the last mile as fast as I could (no judder), relative to my ability to negotiate corners, and on trying to reverse into the garage, found that both wheels splayed in opposite directions, thus rendering the car immobile.

The moral seems to be that so long as speed is maintained in a forward direction, the free wheel will follow that wheel which is still under control, but reversing is out of the question.

Wickford. A. S. HOLDEN.

[At Brooklands the 10-litre Fiat and other cars ran straight with trailing track-rods on occasions. But it is alarming to think of steering failing on public roads.—ED.]

Getting It Quite Right!

Sir,

We thank you for your article headed "Getting it right" in the January issue of MOTOR SPORT, but unfortunately the gremlins were at work and we misled you on two points. First, the XWX is suitable for speeds in excess of 130 m.p.h. and not 120 m.p.h., while the tracking on the BMW 2500 should be parallel to 1/16 in. toe-in and not 1/6 in. using our XAS tyre.

Finally, the XAS/XVS is safe for speeds up to 130 m.p.h. and not 113 m.p.h.

London, SW 3. ALAN H. POWELL,
Press Officer,
Michelin Tyre Company Ltd.

A Clan Owner Writes

Sir,

After reading your recent article on the Clan Crusader, I thought you may be interested in the driving experiences of one who has owned a Clan since August 1972 (seven months) and 19,600 miles later.

First the good: It is certainly one of the most enjoyable cars to drive that there can be. The beautiful steering that simply requires wrist movement makes most other so-called sports cars feel like lorries! The one-piece chassis is remarkably "solid" over nearly all road surfaces and keeps rattles and creaks to a minimum. Contrary to the road report I find the seats to be extremely comfortable, especially over long distances and the way the 875 c.c. engine revs. is a delight (though it really needs a 998 c.c. unit).

Now to the not so good: The servicing can only be described as awful. Since August the car has consumed no less than three water pumps, for which the distributor's service dept. charged me even though I am informed by a Hillman dealer that overtightening of the fan belt (carried out by the distributor) is the cause. Huge draughts through the doors and windows that need a superman to open and close them receive comments such as, "yes, but what do you expect? they're all like that"!

Last week, the starter Bendix jammed four times and one night I climbed in to discover that there were no electrics at all! The battery had to be charged next morning to start the car.

I won't go into the three times it's let me down by the Motorway-side, the most annoying part being that letters to both the factory and the distributor simply result in more demands for bill payment!

In conclusion, I'd like to say to anyone who fancies a Clan that the motoring will be well enjoyed, but be prepared to walk!

Solihull. JOHN STARKEY.

Gold Strip

Sir,

With reference to the article "More Fun From Lotus" in your February issue, I would like to inform the writer that there is, indeed, a firm that employs a gold strip painter.

For all I know he may well be an ancient with a trembling hand and a drip on the end of his nose, but the fact remains that his hand-painted gold strips down the sides of my 2.8 Daimler Sovereign are indistinguishable from those applied with adhesive tape strip. In fact, I would go even further and say that they are straighter and longer-lasting. Certainly, since the car—and the lines at £8.50—were ordered from Stratstone's of Berkeley Street more than a year ago the usual washing and polishing has had not the slightest effect on this splendid example of the craftsman's work—a happy outcome which, I am sure, would not have been the case with the synthetic strip which your contributor, quite rightly, condemns.

Since the lines were hand-painted on, the cost may well have escalated, but it is far too soon for "D.S.J." to bemoan the passing of the golden (strip) age.

Blackheath. BRYAN PARKER.

"Modern" M.G. Midgets

Sir,

It was nice to see from the recent issues of MOTOR SPORT that these cars are still worthy of occasional mention in my favourite magazine.

Apart from the Group 4 insurance rating (which applies even to the 948 c.c. models) I wonder if people realise how cheap it is to run one of these delightful little cars. Mine (a 1966 1,098 c.c. model) cost me £350 over two years ago and is probably worth £300 now. Two weeks fully loaded camping in Scotland last year produced nearly 43 m.p.g.

although hard use, e.g., rallying, can bring this down to a horrifying 35 m.p.g! These cars are very reliable and parts are reasonable and fairly easy to obtain. Excluding non-essential goodies, I have spent about £70 in repairs, tyres and maintenance in my period of ownership. This expense also covers some extra wear and tear on Trials and Autotests, branches of the sport to which the Midget is well suited.

The main disadvantages are fairly modest performance unmodified, a low top speed and cruising limited to the 60/70 m.p.h. range. Taking cost into account, these points are acceptable.

May M.G. Midgets be mentioned yet again!

Bromley. NIGEL C. W. PRATTEN.

A Jaguar XJ6 in California

Sir,

Your recent article by A.R.M. concerning his visit to California and letter elsewhere from Mr. Whyte of Jaguar Cars Ltd. (better known these days as BLMC, etc.) denying overheating problems with the XJ6, prompts me to write my second letter to your illustrious journal.

Needless to say I am and have been a Jaguar owner and enthusiast for many years collecting various models in much the same way that Lord Montagu used to collect cars for the National Motor Museum at Beaulieu. With four Jaguars (including a 1973 XJ6) in my stable at this time, I feel fairly well qualified to relate the experiences of a long suffering but still faithful to the marque, owner of Sir William Lyons' latest breed of car.

Before my XJ6 was delivered, nineteen months elapsed between the time the order was placed and the car was delivered. A personal letter to Sir William at that time evoked a letter to the local dealer Sjell Qvale demanding to know why my car had not been delivered. Mr. Qvale's response that when he had delivered 84 others first, he would then deliver the 85th to me, resulted in a consignment of 6 cars to San Francisco from which I was then offered a choice of colour and interior, provided it was white and light beige!

My first four months with the XJ6 were delightful. It was a pleasure to drive and it provoked many admiring looks and comments from local car buffs. When the engine failed to start for the first time and had to be ignominously towed into the local BMC dealer, I refused to believe that the problem was a flat battery. After all, at 10 months, not even the poorest quality battery is likely to fail. When the same thing occurred a second and third time, the Service Manager of BMC concluded that the alternator had a faulty diode in the circuitry and he agreed to replace it under warranty. After being without the XJ6 for 3 weeks, it was returned with the advice that as soon as a replacement diode was delivered from England, the alternator would be fixed. Meanwhile I was advised to put the battery on charge every night to keep it up to the task of starting the car and sparking the plugs without assistance from the alternator.

I tolerated this state of affairs for several months until one night in October, 1971 after the car had gone out of warranty. At that time I had just picked up Mr. Adam Thomson of British Caledonian Airways and delivered him to his hotel in San Francisco. Having stopped the engine to let him out, it would not restart regardless of my cajoling and bad language. The traffic pile up behind the XJ6 in Union Square was not a good advertisement for BLMC, especially as the occasion was the Grand Ball at the St. Francis Hotel to celebrate the opening of British Week in San Francisco.

The following Monday BMC were instructed to remedy the problem once and for all regardless of lack of diode replacement. A new alternator was fitted and the battery replaced because that Lucas component was now exhausted by the constant charge and discharge life it had led.

I now ran into a difficult problem. Although the ammeter never once indicated an abnormal charging condition, frequent necessity to fill a completely dry battery indicated that something was wrong with the replacement unit. Adjustment of the voltage regulator ultimately resulted in my only having to fill up the battery about once a week which, in hot California, did not seem too unusual. For a year after that I lived with the topping-up process until late in 1972, my wife reported that she was smelling something unusual in the cabin. Not being nasally too sensitive, I took no notice of the comment until one night a sudden brightening of headlight intensity caused me to look at the ammeter where to my horror, I saw the needle hard on the stop post. Then as suddenly as they brightened, the lamps dimmed and the charge returned to normal levels. For two months this peculiar intermittent loss of voltage control continued before I decided something had to be done. BMC now replaced the diode block and fitted another new battery, advising that the excess high charge had burned out that unit. Three days after the car was returned to me, the same fault again developed and the XJ6 is once more back at its second home being fixed.

At 30,246 miles the milometer indicator of the speedo failed. I have had 3 blow-outs—yes, blow-outs of the sidewalls of the Dunlop tyres at 70 m.p.h. on busy California freeways. The radiator loses water consistently and engine over-heating is my notice to top up. (About once a week in summer.) There has always been steering wheel shake at 52 m.p.h. but careful dynamic wheel balancing reduces this to barely noticeable levels. Just now in the first real rain that we've had here since the car was delivered, I find my accelerator foot becomes saturated from the water puddle which collects in the facia shelf below the dash on the driver's side. The air conditioner is totally inadequate for local conditions and just refuses to retain its charge of Freon. At 3,000 miles I lost almost all the engine oil when a cylinder-head gasket failed and coated the engine compartment with Castrol GTX. A carburettor float jammed open shortly after and flooded the engine causing a stall again in busy San Francisco traffic at commute hour. The plastic T pipe between carburettors split at 20,000 miles and the car was off the road for three weeks awaiting a replacement from England. The left side headlight works sometimes but defies remedial action. The seat belts are so difficult to put on that no one uses them.

All in all, the Jaguar XJ6 is a fine product (when it works), which will be passed onto my wife when that XJV12 I've had on order for 12 months, is delivered. If that car is as costly to maintain and as unreliable, I shall abandon Jaguar products and buy a reliable American vehicle. Perhaps Mr. Whyte would like to comment further!

San Jose. PATRICK J. SHASBY.
President, Anglo-California
Travel Service, Inc.

Frank Gardner's Camaro

Sir,

I would like to comment on the article written by C.R. about the SCA Freight Camaro driven by Frank Gardner.

Last September while on holiday in England, I had the opportunity to see this car in action at Oulton Park where it won the saloon car race. As a Trans-Am competitor here in North America, I was most anxious to have a first hand look at this super car to see how it compared with our own.

Your article is most informative but quite misleading, as there are several important differences in the rules. Let us examine the statement "the SCA car is far better developed than the Trans-Am ones, particularly *in the suspension department. Although the* power outputs are the same, Chambers believes his car could beat a Trans-Am Camaro hands down in a straight match".

Firstly, let me point out that Trans-Am cars have been restricted to 8-in. rim widths all round, as compared to 10 in. fronts and 14 in. rears. In regard to suspension, I had the opportunity to look at the rear suspension on the SCA Camaro and in no way, shape, or form does it resemble the almost stock set-up required on our Trans-Am cars. I observed coil spring units, single spring leafs (as compared to the original multi-leaf set-up) and numerous other little refinements that made it look more like a formula one design than a touring car suspension. A Trans-Am car has been restricted to 5 litres with only a single 4-barrel carburettor. A good engine such as a Traco would put out at best 450 b.h.p. Compare this to Gardner's 5.7 litres on Webers or fuel injection at 500 + b.h.p.

Bear in mind that the homologated weight limit of 3,200 lb. is the same for both types of cars. Therefore it is quite evident that the SCA Camaro enjoys a distinct advantage because of the difference in rules. Despite this handicap, I feel that our best cars would compare favourably with Gardner's. For example at Oulton Park Gardner qualified at 1 min. 40.4 sec.—some 16 sec. off Hulme's Formula 1 lap record of 1 min. 24.4 sec. which would most certainly be broken by 2 or 3 sec. if a Championship Formula 1 race was held at Oulton. At Mosport, a similar type circuit to Oulton Park, Mo Carter in a Trans-Am Camaro qualified for the Canadian Sedan Championship at 1 min. 32.9 sec. under far less than ideal weather conditions—some 18 sec. off a good Formula 1 time. There are another 5 or 6 Trans-Am competitors who could turn times as good or better than Carter's, while Gardner is clearly the class of the field in Britain.

For this year the Trans-Am rules have changed considerably and will essentially be Group 2 as you know it. However, Group 4 GT cars such as Corvettes and Porsches will also be competing along with the Trans-Am cars. I'm sure that both the organisers and competitors would welcome Mr. Gardner's appearance over here. Then we could determine who would win "hands down" in a match.

Ontario. ROBERT BARG.

Rover 3,500 Experiences

Sir,

Having regard to the controversy which followed the introduction of the Rover 3,500S in September, 1972, I thought that some readers may be interested to hear of the practical aspects of the car, after 12 months and 14,650 miles running.

On taking delivery, on January 10th, 1972, I found that there was quite an extensive dent in the luggage boot lid, the steering wheel was mounted some 10 deg. out of true, the special plug spanner and the third steering lock key, to which reference is made in the literature, were absent, and there was a persistent misfire at 1,400 r.p.m. when accelerating. So much for Agents pre-delivery checks!

The 1,000 mile Free Inspection produced a third key, but no plug spanner (I still haven't got one!) and the mis-fire was as bad as ever. Indeed it was not before two visits to the local Joseph Lucas depot., without avail that, on the advice of a friend, I fitted a set of Champion L92Y sparking plugs, that the engine fired regularly on all eight cylinders.

Having overcome these difficulties, I really started to enjoy my motoring. The engine starts instantly, even on the coldest day, and runs sweetly throughout the speed range. Acceleration, which is the performance feature I value most, is superb, whilst brakes and suspension are excellent. On one occasion, whilst cruising at 70 m.p.h. on the M1, I had to brake and swerve simultaneously in a most violent fashion, to avoid a plank, which had been travelling on the back of a lorry, and which became airborne in my direction. The car reacted magnificently, and I was indeed glad that this emergency had not arisen whilst I was driving a lesser vehicle. I have no doubt that the Rover is one of the safest cars in the world. My one complaint, in respect of handling, is that the steering is very heavy at low speeds, and power steering seems to be most desirable.

About servicing: When 6,000 miles came up the car was running so well that I decided not to entrust it to a garage—and risk it coming out worse than it went in—but to service it myself. This I did, except that I did not consider it necessary to change the engine oil, or to renew the filter element. Again at 12,000 miles, I decided on a D.I.Y. exercise, except that on this occasion, I had the engine oil changed, and the filter element renewed.

Petrol consumption has worked out at 22.93 m.p.g. overall, whilst on one occasion, cruising at 70 m.p.h. on Motorways and good class-A roads, I averaged 28.8 m.p.g. Most of my running has consisted of short journeys, otherwise no doubt, a higher average figure would have been obtained. Oil consumption has been virtually nil. Tyre wear has been modest, and an average life of 25,000 miles seems likely. Total expenditure on servicing has been £10.22—and this includes a tyre repair, when I picked up a nail in the first few hundred miles, and two sets of sparking plugs (at cut price, of course) the first of which produced no improvement. In recent times, it has become fashionable to compare the 3,500S with the larger of the BMWs. Can anyone provide a comparison, at the mileage above mentioned? I note from the article "Ten European Capitals in Four Days" that the BMW 3.0 CSL coupé recorded 15.13 m.p.g., and suffered heavy tyre wear—admittedly driven hard. I also note that it costs £6,399—almost three times as much as the 3,500S. What do you get for the extra £4,192?

Bramhall. I. F. C. BESWICK.

British Leyland finished

Sir,

So you had to do your dash round those continental capitals in a continental carriage since Leyland "couldn't be bothered". Well, bully for them!

As some of your readers will be aware, Finland has as yet not been absorbed into the Great EEC but was earlier a trading partner with Great Britain in EFTA. However, this did little to promote the British Motor Car in these parts and it took EEC-made cars to sweep the "top thirty" in the pop charts. Strangely enough the only British car to feature in the top thirty last year was the Cortina (sold and imported by the same people who handle the European Fords—and I mean SOLD) and just scraping in at number thirty we had Britain's very own Range Rover which no doubt owes its success to the fact that when it first appeared here it was classed as a tractor and was thus exempt tax. I am led to understand that Finland is Dagenham's biggest Export Market—doesn't say much for their other markets.

Why doesn't Mr. Finn tool about in those lovely, old-fashioned Rovers, Triumphs and the useful Maxi—why are there so few Leyland cars bought by the eager car-buying Finn? I suppose one reason is that "the others" have more to offer . . . or is it Leyland's own fault. Classic cases of "head in the sand" and "take it or leave it" spring to mind and sadly I have to say the Finns seem to do as they are bidden and simply "leave it".

I have just come home from a six-hour session at the International Motor Car Show presently being staged in Helsinki and presumably paid for by the importers of the various cars available here. It was great poking about in the boot of the new Honda 1200 Civic—crawling through the insides of the Mercedes range (their costliest car on the stand was a mere £13,000 when converted into sterling) and the numbers of people sitting behind wheels and dreaming of the open road had to be seen to be believed. The Halls were full of brightly illuminated offerings in swinging colours, with leggy girls handing out brochures and salemen immaculate in their company liveries encouraging all sorts of liberties and answering all sorts of questions. They were all there, the Mazdas, the Toyotas, the Ladas and the Volgas, the Renaults and the Fiats, the Volkswagens and the Sunbeams, the Peugeots and the Citroens, the Wartburgs and the Zils, the Chryslers and the Dodges and the Fords and the GMs and the . . . where were the Leylands?

The Leylands "show" consisted of one cut-up Marina coupé, one of the Army's private Range Rovers from the UK which did the Trans-America route-blazing stunt, a fairly nicely restored Bull Nosed Morris supported by 3 Minis, one a 1959 model with over 200,000 kms. behind it and one a local racing version (suggesting coyly that 1, Minis last well and 2, they are quite fast) one or two Marinas, a Maxi, a couple of Rovers, a couple of Triumphs, Land-Rovers, an MG-B, a pair of Jaguars and an E-type V12 with a V12 motor on a stand. The funny thing was that the salesmen were so busy they spent the entire time I was in their area chatting together in a very relaxed fashion (lucky them!) and their girl dishing out a combined brochure was a bit dull—and dear friends, shades of Earls Court ALL THE CARS WERE LOCKED UP! Not only that but the whole "show" was a bit pathetic and not in the least inspiring . . . I could go on, but what is to become of the British motor car in Finland? I suppose a "standard" memo came from some high-up chap in the UK to the effect that ". . . our previous experience at motor shows would indicate that the general public (blast them) are not to be trusted inside a motor on show . . ." and I have to say that I didn't notice that Mr Finn, his eager wife or his kids had stripped the other stands of their bits and bobs. But I did notice that Peugeot had clear perspex (?) bonnets and boot lids to foil light-fingered types (but then you see their spares are the dickens of a price so just to prevent anyone swiping an engine . . .) and I did see one Toyota with a gear knob missing—it was lying in the foot-well at the rear and I only happened upon it as I tried to get my feet under the driver's seat. I duly gave it to a salesman who thanked me and deftly screwed it on again.

From the catalogue I noted that Toyota can sell you a car from their range of twelve imported models, ranging from 1200 c.c. at £1,399 to a two-and-a-half-litre Crown at £3,599. Their range is surpassed by Renault (845 c.c.—£1,099 to 1565 c.c.—£3,900) Peugeot (1130 c.c.—£1,999 to 2112 c.c.—£4,650) Ford (1098 c.c.—£1,314 to 5753 c.c.—£6,500), Fiat (594 c.c.—no price yet, to 3235 c.c.—£6,900). The Austin Maxi, which should be the best selling car in Finland, is rarely seen in the capital and even less often out of town. I wonder what directions their salesmen have had from "on high". You must understand, you chaps up there at Head Office, that the natives here, although being very friendly, are impressed by a bit of a show. . . .

Sadly I drive a Volkswagen. I wish I could afford a British car—afford the privilege of being among the elite who have begged the local shop to release one of their carefully locked-up treasures. I wish I could aggressively thump the table when discussing cars and shout at my friends that British cars are so obviously the best—perhaps they are the best, but we shall never know!

Incidentally the V12 E-type had the highest declared top speed, rated at 240 k.m./h. so the natives did have something to oggle . . . I wonder what the local Commercial Attache thinks about it all and I wonder how aware the chaps at Head Office are about local conditions. It's enough to make one want to chuck in one's passport. . . .

Before I forget, welcome to Europe (not only are the modern British cars rather "veteran" but some of the old ones that went to pay their respects would appear to be better in many respects—at least they weren't all locked up in a drab corner). Must stop for a cup of tea, Rule Brittania.

Hensinki, Finland. DAVID B. BULLIVANT.

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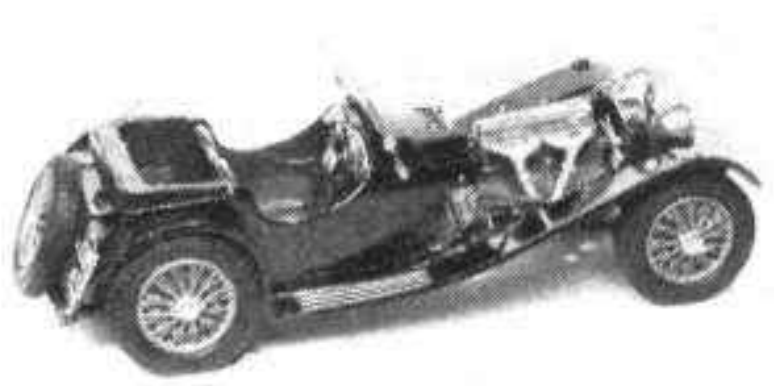

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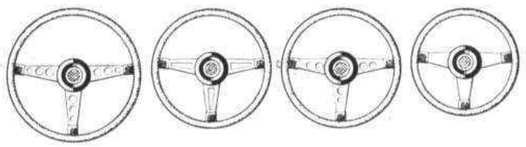

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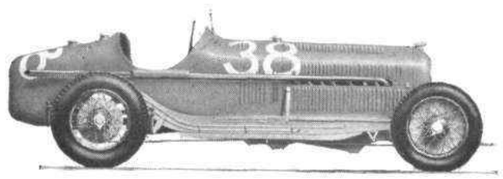

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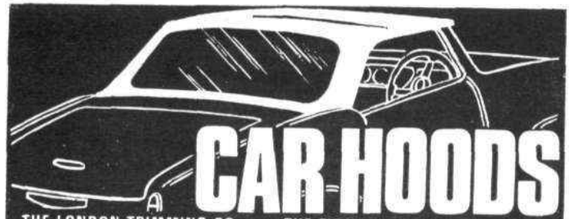

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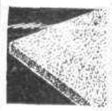

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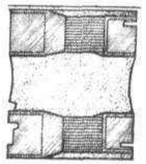

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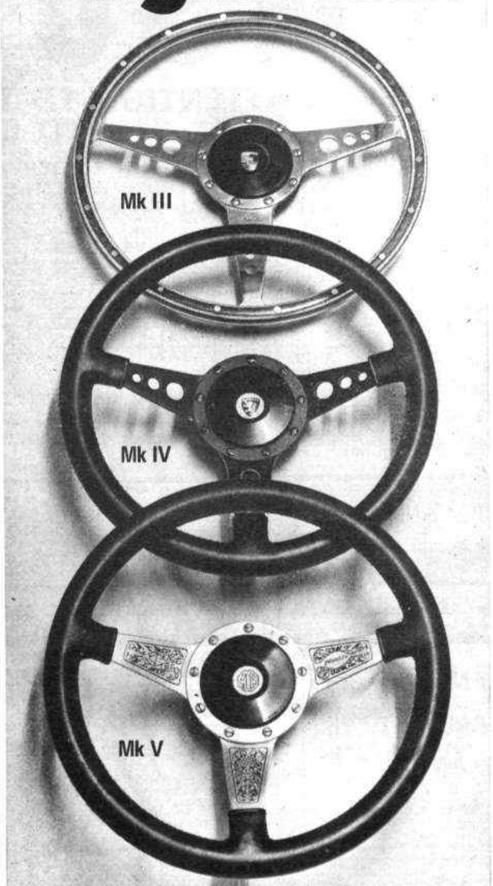

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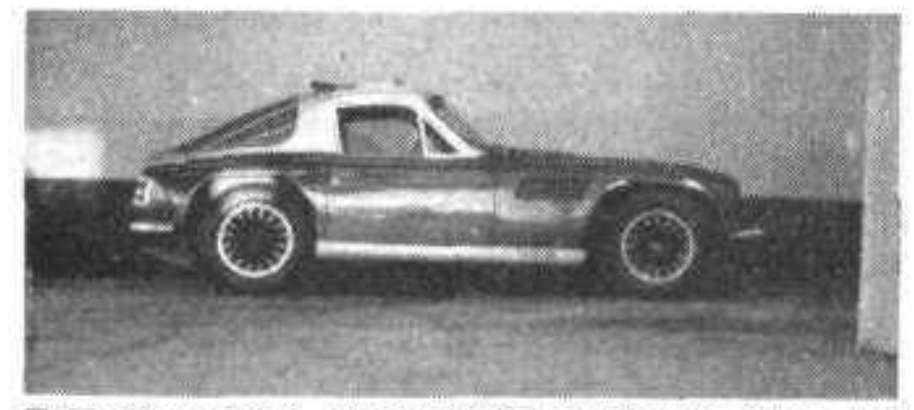

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JAGUAR 3.8 Mk. II, 1961. Registration 824 FAB; M.o.T. Dec.; w/w; o/d; radio. Offers, 28 Chapel Street, Lye, Stourbridge, Worcestershire. Tel.: Lye 4733. (4781

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1969 TR6 PI Sapphire blue; S/top; o/d; wires; undersealed; 8-track stereo. £1,050. Will exchange 67-69 Midget plus cash. Tel.: Childrey (Berks.) 666 (after 6 p.m. and weekends). (4789

LAGONDA 1957, DB Tickford, 4-door saloon, Reg. No. 200 CPE. Fitted 1965 260 cu. in. Ford V8 on to original floor change gearbox. Mustang radiator; auto-electric fan. Fast and reliable classic motoring for £350 o.n.o. Willis, Tel.: 01-346 0420. (4790

M.G.-B, GT, 1970. Grey; black interior; wires; new Cinturatos; undersealed; taxed; one engineer owner. £1,050. Tel.: 021-445 2562 (Birmingham). (4792

HUMBER HAWK, 1948. Black, extremely good condition. Bodywork excellent; interior almost immaculate; sealed beam headlamps; very smooth runner; taxed; M.o.T. August. Appeared "Follyfoot" (Yorkshire TV). Reasonable offers only. Turner, Tel.: Cleckheaton (Yorkshire) 2187. (4793

LANCHESTER 1950, 10 h.p. Barker body saloon. In excellent condition. Used by only 2 owners, present owner 7 years. Full history. Black with green leather interior. Offers about £160. Box 3838. (4794

REPLICA RILEY TT Sprite kit? Complete 12/4 Kestrel, spare axles; cylinder head; chassis with special parts to make replica. Sell as one lot, £125. Cook, 4 Hampton Close, Worcester. (4795

BMW 1800. "F" registered but 1966. R.h.d.; M.o.T. to December 1973, taxed; good condition. New Cinturatos, must sell. £395 or offer. Tel.: Peterborough 240567. (4796

BRISTOL 400 practical classic saloon. Many spares including gearbox; crankshaft; suspension; full history. £300. Tel.: Chelmsford 440540. (4797

TVR VIXEN S3, 1971 "K" regd. Marigold; alloy wheels; immaculate. £1,220. Tel.: Grindleford (Derbyshire) 30114 (evenings). (4799

MORGAN 4/4, 1972. Metallic blue; wire wheels; many extras; 18,000 miles; taxed etc. £1,550. Can be seen London area weekends if required. Doble, Tel.: St. Agnes 422 (anytime). (4800

FROGEYE SPRITE, 1959. B.R.G.; good condition. Gold Seal engine; long M.o.T.; taxed; extras include: hard-top; tonneau; boot rack; Gorbea seats. £250. Tel.: Dursley 2663. (4801

smg SLOAN MARSHALL GARAGES



This month's selection :

1966 **M.G.-B GT**, mineral blue, radio, tuned engine just rebuilt. **£695.**
1965 **Sunbeam Tiger V8**, red/black. Hard-top, radio, etc. **£595.**
1970 **Lotus Super 7**, yellow/red roll-over bar, etc. **£795.**
1968G **Triumph Spitfire Mk. 3**, blue, white hood and interior, etc. **£575.**
1961 **Healey Sprite**, hard-top, radio, B.R.G., fibre glass front, tidy. **£195.**
1970 **MG-B roadster**, o/d., w/w., 26,000 miles only. **£1,075.**
1969 **MG-B roadster**, o/d., w/w., radio; mineral blue. **£895**
1967 **TR4A**, Surrey top, o/d., wire wheels; blue; superb. **£750.**
1964/65 **M.G.-B 2**, overdrive, wire wheels radio. **£395.**
1960 **TR3A**, red, hard-top/soft-top, tonneau, overdrive, radio; Outstanding. **£425.**
1970 **Lotus Elan S.4, S.E., fixed-head**, white; recent extensive overhaul. Superb. **£1,195.**
1971 **Porsche 911E**, orange, elec. windows, etc.; full history available on this beautiful car. **£3,450.**
1968 **M.G.-C roadster**, black, Bermuda hard-top, radio, etc. **£695.**
1970 **'J' Triumph GT6**, damson, radio, h.r.w., etc. **£895.**
1965 **Aston Martin DB5 convertible.** Factory bills for recent engine rebuild, etc. Super example. **£1,750.**
1970 **'J' Capri 3000 GT XL**, fabric top, h.r.w., radio and electric aerial, etc. **£895.**
1968 **TR5**, blue, 36,000 miles, o/d., wires; excellent. **£895.**

S.M.G. RACING NEWS
Congratulations to Ian Taylor on his excellent first outing in our works team of 50s.
Baty Mach F3 car. We hope by the time this issue is printed we will have several wins to report.

Many more available and similar cars always wanted for cash or swap. Insurance, HP and exchanges easily arranged.

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FOR SALE—continued

SUNBEAM TIGER 1966 model (reg. 1965), white; soft-top/hard-top; tonneau; 6J mag. wheels; 50,000 miles. Full history. Unused for past year as Company car provided. Must sell now as space a problem. Sensible offers please. H.P. and p/x possible. Tel.: Martham 247 (Norfolk). (4341

CLASSIC 1953, (best year), Riley 1½. Low mileage engine; sound bodywork, with little work value could be trebled (no time). £95 only for this fast, appreciating model (see March Car Mechanics), 135 Denton Lane, Chadderton, Oldham. (4343

JAGUAR E-TYPE, drophead coupé, 1970, series II; light blue; chrome wheels. Excellent car. £1,750. Tel.: 01-788 1687 (evenings) or 01-262 8011 ext. 151 (day). (4344

NEW TVR. 3000 miles; with sun-roof; finished in black and silver. Must sell due to purchase of property. Save £300 on today's cost. Offers around £2,000. Tel.: Nelson (Lancashire) 65546 (evenings or weekends). (4345

TRIUMPH GT6 Mark III, 1971; one chartered architect owner; meticulously maintained as partner's vehicle. Service history available. Superb condition throughout. Stereo cassette/radio. £1,025. Tel.: Stansted (Essex) 3455 (anytime. (4346

EX-WORKS M.G.-C coupé, MBL 546E, Drivers Hopkirk/Hedges, 10th overall Targa Florio and Sebring, (class winner), alloy body, 233 b.h.p. engine, straight-cut gears, l.s.d., discs all round, adjustable shockers, eight wheels, built regardless cost, and appreciating classic. Last owner vice-president British Leyland USA, potent modsports contender, £1,995. Also available if desired, many spares including competition engine/gearbox unit in makers case, exhaust systems, brake calipers and pads, suspension arms and shockers, etc. Brown, 8 Higham Road, Padiham, Lancs. Tel.: 71629. (4347

SPITFIRE NOVEMBER, 1970, "J" regd.; white; day driver; genuine 15,000 miles; soft-top; new tonneau; excellent condition. £735, taxed. Tel.: 01-886 9875. (4348

3-LITRE SUPER-CHARGER Capri; 2 in. twin exhaust; 15 in. x 8 J rear wheels; twin headlamp system. £1,500. Tel.: Ulcombe 602. (4350

ALFA ROMEO, 1969 Guilia Super. Superb condition. Well below list for quick sale. £900. Box 3824. (4353

FERRARI 250 GT. Right-hand drive; 1963; recent extensive mechanical overhaul, £500; wide Borrani wires; Burgundy with white leather interior. Must be seen, enthusiast's car. £1,150, might exchange. Tel.: Burgh Heath 59133 or East Horsley 4595 (Surrey). (4364

1947 WOLSELEY 12/48, series III. Excellent condition; M.o.T.; engine overhaul. Offers by post to Inverinate Schoolhouse, Kyle, Ross-shire. (4365

CHEAP CONTINENTAL motoring. Dual-fuel petrol/gas Lancia coupé 1965 l.h.d. Good condition. No reasonable offer refused. Unregistered UK. Tel.: 01-769 1494. (4366

SPITFIRE MK. III, 1967; red, white hood; reluctant sale; taxed Oct. 1973. £395. 59 Wolseley Ave., Studdhill, Herne Bay. (4367

AUSTIN HEALEY 100/4. Mechanically good; tonneau; sidescreens; no hood. £145. Austin 3-litre Princess, 1962, only 26,000 miles; biege-brown; as new. £345. Tel.: 0534-24764 (Jersey). (4371

TRIUMPH SPITFIRE Mk. IV, 1971. Hard- and soft-top; Laurel green; radio; taxed to September. £800. Offers. Tel.: 01-248 4002/3 (day). (4372

1964 SP250 DAIMLER. Engine just rebuilt, and front suspension. All new wheels, and car generally in very good condition. Offers over £800 considered. Tel.: Tadworth 2085. (4374

BUGATTI TYPE 55/57, GP 3.3 Ex Embiricos, Jim Berry, Tony Hutchings (AUL 23). Historic racing car. Recently completely rebuilt. Concours award 1972. Road equipped. Genuine enquirers only please. Simpson, Pilgrim Cottage, Penhill Lane, Hillhead, Brixham, Devon. Tel.: Brixham 3001. (4375

M.G.-B, 1967. Extras include: o/drive, w/wheels, Bermuda and new soft-tops, 42,000 miles. Immaculate. £750 o.n.o. Tel.: Poulton-Le-Fylde 3785. (4376

JAGUAR V12 E-type Roadster, May 1972. Low mileage; one owner; immaculate condition; extras include wire wheels, underseal and Cadulac, etc. Price £3,095. P. Hart. Tel.: 353-5252 or 789-4264 (evenings). (4377

SPITFIRE MK. III, 1967. Good condition, w/w, radio. Must sell. £425 o.n.o. Tel.: Grampound Road 429 (Cornwall). (4378

MAYFLOWER, Taxed, M.o.T.; with large quantity spares; shop and body manuals, etc.; well shod and tidy. £100. Tel.: Stonehouse (Glos.) 2428. (4379

LOTUS SUPER SEVEN, series III, (Dec. 1969), an original low mileage example. The last of the classic Sevens. Offers, or p/exchange, M-type, M.G. or similar. Hewson, Fern Royd, Woodhall Spa. Tel.: 52819 Lincolnshire. (4386

LOTUS SEVEN, 1972, "L" regd. Twin-cam engine; low mileage; orange; save on VAT. £1,250. Also Elan Sprint S4 tonneau new £14. For details Tel.: Cheddington 668775. (4387

SUNBEAM TALBOT Mk. II saloon, 1952. Blue, very good condition. Collector's item, M.o.T., taxed. £250. Tel.: Nottm. 293912. (4388

M.G. TF, 1954 1,250 c.c. Laystall-Lucas c/head, good mech. cond., M.o.T. £750. Booth, 14 Burford Ave., Salisbury. Tel.: Salisbury 28305. (4389

MARCOS 2-LITRE, 1970; white, stereo cassette, Inertia s/belts, alloy wheels. £1,250 o.n.o. Tel.: 01-940 4611. (4390

FOR SALE—continued

PORSCHE 1600 c.c. coupé, 1965. Two owners; engine bills for over £300; just resprayed; new tyres; radio; ski rack; mechanically faultless. A thrill to drive. £770, terms. Tel.: 01-529 2763 or 01-804 9189. (4391

BMW 1800, automatic, 1967. Two owners from new; radio; drives like a new model; excellent condition throughout. £625, terms. Tel.: 01-529 2763 or 01-804 9189. (4391

KARMANN GHIA convertible, 2+2, 1972. Rare and beautiful car; white showroom condition; 5,000 miles; radio; underseal, etc. Offers over £1,500. Tel.: Coventry 412911. (4395

SUNBEAM TIGER, 1966. Low mlieage for year; good condition; hard-top. £725 o.n.o. Tel.: Wincanton 2218. (4393

TR4A, 1965; green; wires; Motorola; genuine 39,000 miles; 2 owners since new. Good condition. £435. R. D. Hall. Tel.: 01-828 7011 (day), Crowborough 3933 (evenings). (4394

ROVER 12. Rare four-seater, aluminium Spor s tourer 1947. New upholstery and hood, etc. Generally very sound, requires some finishing. £375 o.n.o. Tel.: Lymington 3263. (4395

M.G.-B GT, Dec. 1971, "K" regd.; 6,000 miles. Chauffeur maintained and in excellent condition. Bronze/yellow, fitted overdrive, radio and heated rear window. £1,350. Tel.: Bristol 30915. (4396

TR3A, 1958, white, black hood, tonneau, luggage rack. M.o.T. £280. 25 Orton Waterville, Peterborough. (4397

MERCEDES-DAIMLER-BENZ, 1951, 170S "A" Cabriolet, virtually rebuilt. Offers invited. Tel.: 01-546 7275 (after 6 p.m.). (4398

1952 ALLARD KS Sports. Registered HSCC. Excellent condition. Extensive overhaul last year. Suitable regular road use/competitions. M.o.T. £1,100. Box 3825. (3368

1968 PONTIAC Firebird. In excellent condition; metallic green paintwork; automatic transmission; power steering; air conditioning; radio; wide track tyres. Truly a luxury sports car. £1,200 or make offer. Write or call anytime: William R. Turnipseed, 6501 Zornheim/Mainz, Weidenweg 4, West Deutschland. Tel.: 06136-3960. (4211

1921 VINTAGE HUMBER, 11.4 tourer, very rare car. Excellent running order. Completely restored and original, offers over £3,000. Box 3829. (4212

30/98 VAUXHALL, 1925. Aluminium bodied open 4-seater. Originally saloon. Used regularly. Splendid performance and condition. Good brakes. £6,000. Tel.: Newhaven 3624. (4214

ALFA ROMEO Giulia Sprint, GT, reg. 1966. White with grey trim; XAS tyres; Motorola radio; long M.o.T.; recent new clutch and top overhaul. Excellent condition. Taking delivery of Company car. Must sell hence £495 o.n.o. Tel.: Crowborough, Sussex 4317 (evenings or weekends). (4455

BMW 2002, late 1971 model, 32,000 miles; 1 owner; red/black interior; head rests; excellent condition. All servicing and rocker gear overhaul by BMW agents. Growing family forces sale. £1,350. Tel.: Southampton 29461 (day), Winchester 64900 (evening). (4456

ROLLS-ROYCE, 1932 20/25 Freestone and Webb Sport saloon, GMU 59. Concours condition. 5 colour slides 50p. Dyer, White House, Kentford, Suffolk, Newmarket. Tel.: 750316. (4457

AUSTIN HEALEY 100/4; M.o.T.; very original; in ice blue; w/w; o/drive. £250. Tel.: 01-445 8432. (4458

JENSEN 541S, 1961. High performance yet economical; fibreglass body; used as 2nd car in recent years; resprayed blue; new Cinturatos; overhauled brakes; new springs; overhauled top end; excellent throughout; performance data available; taxed and tested. £775. Tel.: Washington (0632) 462897. (4465

FROG-EYE SPRITE, 1961. Reconditioned engine (14,000 miles); new rear springs, steel sills, hood, exhaust system, shockers and steering. Extras include padded roll-bar, tonneau, seat belts, Dunlop wide alloy wheels with excellent tyres, sealed beam lights, alarm, Colonel Bogey air horns. Excellent condition throughout. Original wheels with Cinturato tyres included. Bills retained last 3 years. Taxed, 12 months M.o.T. £280. Tel.: 051-648 4153 (evenings and weekends). (4461

FOR SALE
Unquestionably the most handsome
Morgan SS
three-wheeler in the world.
Manly beetle-back with luggage grid and spare wheel atop. Red paintwork to skirt and vinyl top professionally done. Complete with hood, frame and tonneau. Interior red trim carpets and upholstery immaculate. All chrome work and alloy guards highly polished. Mechanics, MX4 Matchless and spare J.A.P. O.H.V. water-cooled. 12-volt system with asthetic alternator fitted. Trafficators; all new wiring, good tyres, including a number of spares. Outshines Bentley, Isoto Franschini or the crown jewels.
£750 and a box of handkerchiefs.
No impecunious club members or tinkers.
Letters only : Box 3822.

FOR SALE—continued

LOTUS ELAN S4, (1969), sun-roof. Looks and goes well but minor faults. Hence only £850 for a quick sale. Tel.: Mr. Ellingsworth 01-681 1321 (office) or write 11 Springhead Road, Kemsing, Sevenoaks. (4460

MG MIDGET Mk. III 1,275 c.c., 1967 F. Good condition; oil cooler; anti-roll bar; radials. £390. Tel.: 01-636 4123 ext. 28 (day), 01-444 8003 (evenings). (4462

FROG-EYE SPRITE. Excellent example, extensively rebuilt, bills for £300, history, wire wheels, standard mechanics. Many extras. £280. Spares. Tel.: Basildon 402715 (office), 27021 (home). (4663

1954 SUNBEAM saloon Mk. III; colour Gun metal. 65,000 miles; two owners; as new; enthusiast maintained. Marriage forces sale. £500 o.n.o. Box 3826. (4464

LAMBOURNE H/BUILT 4-door Razor Edge saloon for Rolls 20/25 or 25/30. 60 Southway N20. (4466

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We are now in a position to supply a number of W.O. Bentley spares covering engine and transmission, rear differential, cages and star wheels, etc., together with one or two electrical and even chassis parts.
We are also Hewland gear box specialists and have large numbers of Hewland spares. We would be pleased to offer our services for any type vintage or racing car gearbox and transmission.
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MISCELLANEOUS

1968 'E' JAG. 2+2, Automatic, fitted wire wheels, radio; finished in white **£1,595**
1969 FIAT 124 Sport, fitted sun-roof and finished in Positano yellow **£1,095**
1967 ALFA ROMEO Duetto, fitted with a rebuilt engine, finished in white, black interior **£925**
1969 ASTON MARTIN DB6 Vantage, finished in metallic grey, wire wheels, radio **£2,895**
1959 ASTON MARTIN DB4, metallic blue. This car is in need of a good owner, slightly tatty around the edges, hence price **£795**
1968 TVR Vixen, finished in yellow, black interior; Piper Stage II cam **£865**

TRIUMPHS

1971 TRIUMPH Stag, finished in dark blue and fitted with overdrive and radio **£2,150**
1970 TR6, finished in yellow with black interior, fitted overdrive; a fine example **£1,295**
1967 TR4A. A very good example of this fine car, fitted o/d., radio, radials **£795**
1966 TR4A, fitted o/d., radio, w/w., finished B.R.G. with black interior **£695**
1970 SPITFIRE, a rare example, this car is fitted with overdrive, finish dark blue **£795**
1967 SPITFIRE, a cheerful example finished in red with white hard-top **£525**

MGs

1971 MG-B GT, fitted o/d. and h.r.w., finished in red with black interior **£1,325**
1970 MG-B, finished primrose yellow, black interior, Rostyle wheels **£1,125**
1969 MG-B GT. This car is finished in white and fitted with overdrive **£1,095**
1966 MG-B GT, finished grey with red interior, radials, leather steering wheel **£695**
1966 MG-B GT, white, red interior, fitted overdrive and wire wheels **£725**
1967 MG-B GT. This car has been finished in flame and has a 'K' regn. (imported); fitted wire wheels and Cints. **£875**
1965 MG-B, fitted wire wheels, finished black, red interior **£520**
1964 MG-B, fitted with Bermuda hard-top, wire wheels, overdrive; finished yellow **£525**
1968 MG-C, finished red/black, fitted 8-track stereo, o/d. **£795**

THE STREET : NEWNHAM : SITTINGBOURNE : KENT : Telephone EASTLING 400

FOR SALE—continued

M.G.-A 1600, 1960; soft-top; luggage rack; M.o.T.; excellent condition. £400 or nearest offer. Tel.: Mamhead 225 (Exeter). (4467

DAIMLER SP250, 1963. Excellent condition; black with hard and soft-tops; tonneau; wire wheels; tow-bar, Servo brakes. Must been at £800. Tel.: Congleton 2684 (Cheshire). (4468

SAAB, 1966 2/S white, Saab rebuild, nearly all new last six months. Any inspection. £400. Excellent p/ex. on M.G.-A, any year, must stand inspection. Tel.: Poole 2615. (4469

M.G.-C, 1968. One owner, blue. £649 o.n.o. Part exchange considered. Tel.: Calder Valley (Yorkshire) 2196. (4470

BENTLEY Mk. VI standard steel saloon. Condition not of £1,250 car but then only wanting about £450. Tel.: Cobham 4066 (Surrey) (evenings/weekends). (4772

GILBERN 1800 GT, 1965. Rolls-Royce metallic red; M.o.T. until September 1973; good condition; regularly serviced. Genuine reason for sale. £700 o.n.o. Tel.: 886 1368 (day), 446 2719 (evening). (4478

M.G.-B OPEN, 1963; tuned engine, 110 m.p.h.; Cambridge blue; spots; taxed July. Near to £400. Test at Silverstone. Nock. Tel.: Sulgrave 553 (daytime). (4480

AUSTIN SEVEN, 1933 de luxe box saloon; sun-roof; partly restored. Offers over £200. 10 Manor Rd., Hockley, Essex. (Saturday morning only). (4481

M.G. Y-TYPE, 1951. Taxed June; M.o.T. November; mechanically sound; bodywork excellent. Upholstery needs slight attention. Everything works. £175 o.n.o. Tel.: Blaina 302 (Monmouthshire) (home, 6.30 p.m.-9 p.m.). (4482

TR3A, 1959. M.o.T. Nov.; Superb specimen in original condition with hard-top and tonneau. Overseas contract forces sale, so must sell for £340 o.n.o. Tel.: 01-289 2463 (evenings). (4483

ASTON MARTIN DB5; usual Aston refinements plus Webasto sun-roof. Any trial/inspection invited. Long tax/M.o.T. House purchase forces sale. £1,095. M. J. White. Tel.: 021-354 6016 (Sutton Coldfield). (4484

1938 MORRIS 8, series II tourer; partly restored; all complete. Now stored in the Midlands but Tel.: Newquay, Cornwall, 3015 for arrangement to view. (4486

ALVIS, 1965 TE21 saloon; Metallic blue; 5-speed ZF gearbox; new tyres, exhaust system, rear wings; resprayed recently. Excellent order throughout. £895. Tel.: Milton Abbas 411/675. (4487

MERCEDES 230 saloon, 1966, l.h.d.; one owner; maroon; very good condition; Mercedes maintained. £425. Tel.: Milton Abbas 411/675. (4487

RILEY RME, 1954; M.o.T.; sound mechanics and body very good condition; spare engine, gear box, axle, etc. £390. Tel.: Dursley 3899. (4488

ASTON MARTIN 2/4 Mk. II, 1957 model. Beautiful example maintained to a very high order. Two tone metallic blue paintwork. Serious enquiries only to Hepworth, Ferndale Court, Parish Ghyll Drive, Ilkley, Yorks. Tel.: Ilkley 5126 (evenings). (4489

VITESSE MK II, "H" registered; Company maintained; fitted bucket seats; sunshine roof, Konis, through-flow ventilation system, etc. Hepworth, Ferndale Court, Parish Ghyll Drive, Ilkley, Yorks. Tel.: Ilkley 5126 (evenings). (4489

M.G.-B, 1969. Cornflower blue with light grey "Bermudan" hard-top, also almost unused soft-top and tonneau, wire wheels, good radials, radio, also speakers in doors for slot stereo (removed), burglar alarm, taxed, M.o.T. October. 38,000 miles, in really beautiful condition with low reg. No. £900. Only serious enquiries please. Private sale but H.P. available. Sharp, Field House, Milford-on-Sea, Hants. Tel.: Milford-on-Sea 2234. (4491

YER 14, attached to very tatty d.h.c. Herald, lot of rust, but good steering, engine and brakes. Offers to Sharp, Milford-on-Sea 2234. (4491

1907 WALLIS & STEVENS traction engine. Single cylinder 7 n.h.p. Retubed and in good working order. Can be seen in SW Wilts. Best offer over £3,000. Max Beaumont, 7 Mainains Close, Beckenham, Kent. (4492

FOR SALE—continued

M.G.-B GT, 1970; overdrive; radio; taxed; wire wheels; red. £1,050 o.n.o. Tel.: 021-357 3177. (4493

DAIMLER SP250 Dart. Excellent condition; wire wheels; Goodwood green; mechanical overhaul by qualified engineers, bills available; M.o.T. Used summer months only. Gilmar, G.X. Hyde, Ches. SK14 5RN. (4494

XK150 F.H.C., 1959. Good engine and mechanics; sound body, partly stripped, but all there; very good tyres; wire wheels; overdrive. Will take any serious offer for this much sought after car. Moulson, Lytham Cottage, Dunnington, Warks. Tel.: Alcester 3492. (4497

SAAB 96, 1963; recent overhauls; good tyres (radials); M.o.T. 12 months, taxed September. £135. Tel.: Watford 23556 (evenings). (4499

PORSCHE 911L, "G" registered; spotless white paintwork, unmarked black interior; complete engine overhaul just 450 miles ago, bills; AM/FM Blaupunkt radio; VLC 309G is a specimen car worthy of connoisseur's consideration at £1,975 o.n.o. Tel.: 01-332 2794 (Denham). (4501

1935 MORRIS 8. Excellent condition throughout, £275 o.n.o. Also 1949 Rover 75. Good body condition; engine requires attention. £80 o.n.o. First good offers. 9a Parkdale, Tettenhall, Wolverhampton. (4612

FOR SALE—continued

1903 SUNBEAM 4-cylinder, rear entrance, tonneau, completely overhauled, concours cond. offered by retiring VCC member. £8,000 o.n.o. or 1909 AX Renault 2-seater, original body also concours. £3,000. 208 Marton Rd., Middlesbrough. Tel.: 44305. (4503

1965 FERRARI 330 GT; 155 m.p.h.; low miles; excellent. Bills for £1,200. Owner abroad. Cheap. Tel.: 021-236 0248. (0858

M.G.-B 1966. White; overdrive. Good condition throughout. £495. Tel.: York 29889 (evenings or weekends). (4611

1952 MORRIS Oxford, Series MO; good condition; original side valve engine; upholstery and lining good with de-luxe wood facing on doors. Would appear to be a car worth preserving. Tel.: Johnstone 20613 (Renfrewshire, Scotland). (4613

OGLE SX 1000, 1275 S unit. British Racing Green; black interior; Mamba wheels. £650. Tel.: Bolton (Lancs.) 29226 (after 6 p.m.). (4614

E-TYPE JAGUAR, 1964. Maroon with black interior; chrome wire wheels; radio; seat belts; new M.o.T.; tyres. Superb example at £675. Tel.: Bristol 74968. (4616

PORSCHE 356SC, 1965 series 71,000 miles; M.o.T., taxed; soundproofed; ski-rack; radio; chrome wheels. Structurally and mechanically excellent. Superb handling qualities. £850. Tel.: 01-681 1588. (4617

SELECTED CARS

70 'E'-Type 2+2, automatic, Webasto; one owner, 22,000 miles **£2,150**
65 TR4A, wires, o/d. ... **£525**
62 M.G.-A roadster ... **£195**
66 M.G.-B GT, recon. eng. **£625**
71 MEXICO, red, low mileage, one owner **£925**
70 (J) M.G.-C GT, w/w., radio; low mileage, one owner **£895**
70 COOPER S Mk. III. £600 of extras, in superb condition **£985**
68 ALTA 1750 GTV ... **£1,075**
69 CAPRI 1600 GT XLR, low mileage, fitted Webers and radio.
70 Vitesse convertible, one owner; superb condition **£765**
71 HERALD 1360 Estate, 11,500 miles; mint ... **£795**

67 'F' 'E'-Type JAGUAR convertible, hard-top, chrome wires, radio **£1,050**
'E'-Type Hard-top (late model) **£55**
Bermuda Hard-top, M.G.-B, tinted glass, almost new **£55**

We also require cars as listed below, in good condition and low mileage.

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JAGUAR

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FOR SALE—continued

1965 ASTON MARTIN DB5; recent top overhaul; Maker's oil press; 20 m.p.g.; fitted with Sundym glass; h.r.w.; Selectaride; radio, etc. Would accept £1,100 for quick sale. Tel.: Burnley 25468. (4881

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BRISTOL 408, 1965. Unmarked mint green cellulose; white leather interior; two owners since new. A beautiful example of this classic marque. An investment at £1,050. Or consider interesting part exchange. Mr. Vincent Smith. Tel.: 01-464-1654. (4886

FRASER NASH Le Mans, replica historic car in concours condition. Write Box 3839. (4887

DUTTON B, 1972, yellow, black trim; Spitfire engine. £495. Tel.: 01-979-8329. (4888

TR4A 1966; hard-Surrey tops; Wedgwood blue; overdrive; two mature owners; 61,000 genuine miles; recent new clutch. £450. Tel.: Eaglescliffe 780685 (Teesside). (4889

ACECA BRISTOL, 1962. Rebuild, very sound car in progress. Cannot complete as posted overseas. Tel.: 025-483-0732 for details (evenings). (4890

M.G.-B GT, April 1971; B.R.G.; Autumn leaf trim; overdrive; Rostyles; 2X radials; 22,500 miles; one owner. £1,270. Tel.: Ormskirk Lancs. 72496 (evenings). (4981

AUSTIN HEALEY 3600 IIA, 1963. Red; overdrive; taxed, tested. £325, exchange Landrover? Tel.: Gloucester 35618 or second week Arreton 462 (I. of W.) (4892

ALVIS TA21 saloon, 1952; in need of restoration; £135. P. N. Edwardes, Tel.: Wilton (Wilts.) 2286. (4894

1935 AUSTIN 10, believed "Lichfield" saloon; resprayed original colours 3 years ago; interior requires attention. £150. P. N. Edwardes, Tel.: Wilton (Wilst.) 2286. (4894

M.G.-L MAGNA, 1933, 2-seater, 6-cyl. o.h.c. Excellent mechanics; reasonable body. Offers. Tel.: 01-722-0316. (4895

MG.-B, 1965. Immaculate. Re-con. engine and gearbox; radio; M.o.T. 1974; new hood; Mazerati triple horns; taxed; stainless "Grundy" exhaust. £450. Tel.: 01-373 6267/. (4896

WOLSELEY 6/80. Black with gold leather and radio. Prestige car over 21 years old and only 38,000 miles. Very fine condition and recent M.o.T. Should appreciate. £280. Craig, Craighouse, Tabley Road, Knutsford, Cheshire. Tel.: 51402. (4897

ROCHDALE OLYMPIC; white; regd. 1962; M.G.-A 1,622 engine; Cinturatos, £300. Tel.: Chandlers, Ferd 67372. (4899

FOR SALE—continued

AUSTIN 12/4 saloon, 1946; new M.o.T.; just re-taxed; in immaculate original condition. A fine investment. Must be seen. £180 o.n.o. Tel.: Newbury 1601 (after p.m.). (4898

1949 MARK V Jaguar 2½-litre Sports saloon. Body needs attention. 3 Warren Heath Avenue Ipswich. (4900

M.G. TD2, 1953. Very good example of this elegant, sun-loving sports car. Offers around £800. Tel.: 01-907-5026. (4901

GILBERN GENIE, "G" registered, 1968. Metallic blue; overdrive, radio; taxed, etc., new factory engine, 1,000 guaranteed; excellent condition. £995. Tel.: 01-937 4551 (daytime), 01-800 2443 (evenings). (4902

A.H. 3000 MK. III. Completely rebuilt last year with tuned balanced engine; new clutch, wings, rear suspension, differential, prop-shaft, wheel bearings, hood, dash, 6 in. revolution rims, new discs, hubs, etc.; works hard-top. Needs little work to complete. Many refinements, goes beautifully, looks lovely. £1,200. But must sell to buy house so will accept best offer over £1,000 exclusively of H/top, stereo, etc. Tel.: to haggle with Malcolm Green, 01-580-3766 (day), Cuffley (Herts.) 3803 (evenings). (4903

E-TYPE 4.2-LITRE 2+2 auto. Fitted Webasto roof; c.w.w.; h.r.w. and radio. Mechanically and bodily exceptional condition for car first registered February 1967. Second owner has bills to support history of careful use and maintenance. £1,200. Tel.: Staines 51466 (day), Downland 52535 (evenings). (4605

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FIAT 850 SPIDER, Superb 1968 Mk. II car in Positano with hard-top. £580 o.n.o. Tel.: Slough 22459. (4904

M.G.-A 1500, 1959; Primrose yellow. A really attractive car which must be seen to be appreciated. £295. Cull, 8 Worthington Crescent, Poole. (4907

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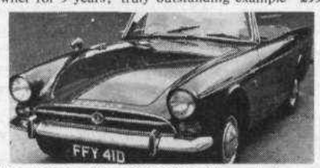

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1970 'H' LOTUS Elan S.4 fixed-head coupé, S/E model, red/black; 4,835 miles only since new (yes, that's right, 4,835), hardly used; Motorola, chrome rims. Once sold, impossible to replace..... **£1,245**

1970 AUSTIN HEALEY Sprite Mk. IV 21,331 miles, finished in primrose; very well cared for by last lady owner **£595**

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1972 (Nov.) D.A.F. Variomatic 33 de luxe, dark blue/beige; one owner, confirmed mileage 2,340, manufacturer's guarantee..... **£795**

1970 Imported ('69 model) FIAT Spider 124 convertible, l.h.d., one owner; 5-speed box, hard- and soft-tops, AM/FM radio, Cints..... **£925**

1970 BMW 2000 Automatic, white/blue, one owner, 29,337 miles **£1,295**

1968 'F' JAGUAR 'E'-Type l.h.c., black/black, chrome wires, 5-p.b. radio..... **£1,195**

1970 LOTUS Elan S.4, S/E., d.h.c., silver grey/black; two owners, 22,909 miles; expensive radio, Kenlowe servo, clock..... **£1,045**

1969 LOTUS Elan S4 fixed-head coupé, white, Special Equipment model, two owners, 36,491 miles; radio, knock-ons, 'hot' window, Kenlowe fan, servo discs; a very exceptional example..... **£1,065**

1965 LOTUS Super VII, 1,500 c.c., blaze, new hood, engine rebuilt Dec. '71, recent SPs; more details on request **£645**

1972 (L) 1966 Model LANCIA Flaminia 3c 2.8-litre 'V6' (just imported), Superleggera touring coachwork fixed-head coupé, the 2/4-seater model (very rare), silver grey with red; recorded mileage only 39,405 km. Beautiful classic..... **£1,195**

1972 M.G.-B, blaze/blue, overdrive, servo, tonneau, headrests, radials; 49 miles, manufacturer's guarantee..... **£1,395**



1967 M.G.-B GT, dove grey/black, overdrive, wire wheels, 5-p.b. radio, leather wheel Cints., mirrors, air horns; one owner since 1968; new clutch just fitted in our works..... **£795**



1971 (Nov. 'K') TRIUMPH Spitfire Mk. IV, white/black; one Captain owner since new, impeccably kept, certified mileage 15,788..... **£845**



1971 (Dec.) TRIUMPH GT6 Mk. 3, white/black, overdrive, wire wheels, Blaupunkt radio, h.r.w., four new SP68s; one owner..... **£1,175**

New M.G.-B ('73 Model) roadster, bronze yellow, overdrive, belts, tonneau, Pirelli radials..... **£1,445**

1971 M.G.-B BT, midnight blue, one owner, Rostyles, Cints., air horns, hot window, headrests; 22,405 miles **£1,125**

1970 M.G.-B GT, primrose/black, overdrive, wire wheels; certified mileage 22,599, history known to us; exceptional condition..... **£1,195**

1970 M.G.-B GT, blue royale/black, overdrive, wire wheels; one owner..... **£1,195**

1970 (Oct.) MG.-B, red, overdrive, wire wheels, SPs, tonneau; rather nice..... **£1,045**

1970 M.G.-B, flame red, wire wheels, chrome rack, radio, Cinturatos, one owner, 16,565 miles..... **£995**

1969 M.G.-C roadster, red/black, overdrive, Motorola, tonneau, servo, air horns, 5 recent SPs, new batteries; owner (R.A.F.) been posted only reason for sale, exceptional condition..... **£995**

1969 M.G.-B, red/black, overdrive, tonneau, gearbox/overdrive overhaul (cost £123); one owner, nice condition **£895**

1968 (G) M.G.-B GT Mk. II, B.R.G./black; two owners only (first one '68/71), reputed 25,873, we would deem this 'B' to be exceptional..... **£795**

1968 M.G. Midget, white/black, wire wheels, mirrors, anti-roll bar, G800s; two owners only..... **£495**

1955 TF 1500, green/tan, wire wheel, aero-screen, Mich. X; very exceptional..... **£945**

1971 PONTIAC Firebird coupé, off white/white, power steering, hydramatic power discs, air-conditioning, mag. wheels, 'fat' tyres, tinted windscreen, centre console; one owner **£2,195**



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AT £115-00, 1½-litre Anglia. Weber; servo brakes; 3.7 to 1 axle; lowered suspension; 4½J wheels; good tyres; M.o.T. 4 Ceder Drive, Wimborne. Tel.: 3918. (4618

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M.G.-B GT, May 1969. Overdrive; wire wheels; radio; red. 33,000 miles. £950 o.n.o. Tel.: Exeter 74594. (4622

CV8 JENSEN, Mk. II, June 1964. Registration No. SAT 541. Carefully stored last two years; very fine example of this appreciating classic. £1,100. Tel.: Halfway House 483. (4623

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EUROPA TWIN CAM, "K" regd. Dunlop alloy wheels; stereo tape. Beautiful condition. £1,575. Could show car to serious customers anywhere mainland Britain. Tel.: Troon (Ayrshire) 2744 (evenings). (4629

A.C. ACECA, 1960. A.C. engine works maintained; overdrive; radio. £600 o.n.o. Tel.: Reigate 44895 (evenings or weekends) (4631

BENTLEY MK. VI, 1952, Regal red, SS saloon. Late property of French Diplomat; beautiful inside and out; 2,000 miles since engine and brake overhaul. This must be one of the finest in the country. £1,300. Tel.: Milverton, Somerset) 556. (4632

DAIMLER CONQUEST, 1954; original; near concours; low mileage; M.o.T. £325 o.n.o. Graffham 398 (Sussex). (4636

TRIUMPH TR6, April 1970; red; soft-top; overdrive; 8-track stereo; radio. Very good condition. M.o.T. cert. £1,090. Tel.: Littlewick Green 2489. (4637

FOR SALE—continued

STANDARD FLYING TWELVE, 1937. Under 54,000 miles; fantastic original condition; M.o.T. and taxed. Offers. Tel.: Milverton 556. (4632

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1928 MORRIS Oxford tourer. Almost completely original; hood, brakes, engine, transmission and body all first class; tyres almost new. Must sell. £750 o.n.o. Tel.: Chapel-en-le-Frith 3312 (day), or Buxton 3827 (evenings.) (4640

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1965 MINI, good body; reconditioned 1,071-c.c. Cooper engine; spares; extras. £250 o.n.o. 107 Oakwood Drive, Ulverston, Lancs. Tel.: Ulv. 52179 (4645

1966 SCIMITAR GT 2+2 coupé, 2,553 c.c. O/d, w/w, radio, Clnts, sun-roof. Sell £580 or exchange for Sprite/Midget. Tel.: Hull 811650 (4646

RARE MORGAN +4+; only all fibreglass Morgan model made; effectively +4 with Sports coupé streamlined body; very fast and sleek; 1965, red, w/w, radio, etc. £850 o.n.o. Walton, 38 Albatross Way, Blyth NE243QH. (4647

FOR SALE—continued

MORGAN 4/4, 4-seater, 1972; only 9,000 miles; radio, etc. Immaculate. Highest offer secures. Tel.: 063-281 5107 (4648

ELAN S/E drophead, 1967, "F" regd. Fastidiously maintained and driven since new. Superb throughout. 36,000 miles. £795. Tel.: Penshurst 381 (Kent). (4649

M.G.-B, 1964. Superb rustproof, rebuilt throughout, replacement engine/g.b./overdrive. Tel.: Bedford 711 538. (4650

CHEVROLET NATIONAL, 1928. Built in Australia by Holden. Touring model, Navy blue, wooden spoke wheels. Fully restored £3,000 o.n.o. Tel.: Newton St. Cyres 414 (4206

ELAN, 1969, S4, S/E, d.c.h., cooler, Konis alternator, roll-bar, radio, instruments, French blue. £1,050. Owen, 68 Yewdale Crescent, Coventry. Tel.: 0203-32 5132. (3477

SUNBEAM ALPINE, Mk. V GT coupé, 1967. Immaculate white. M.o.T.; 51,000 miles; regularly serviced. Price £550. Tel.: Potters Bar 56519 (Hertfordshire). (C882

1959 A.C. Aceca; Bristol engine, gearbox; overdrive; radio, etc. A very fine specimen when purchased 2 years ago. Have subsequently spent over £500 in order to ensure trouble-free running and improve handling £850. Tel.: Banham, Burnham, (Bucks.) 5749. (C881

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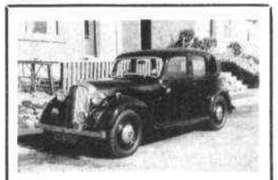

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LOTUS ELAN 2+2, 1968. Excellent specimen. £980. Mr. Green, Tel.: Lydd 20531, etx. 300 (office). (4814

TR6, 1969; white; soft-top; overdrive; s/lights. Excellent condition throughout. M.o.T., taxed, £960. Tel.: Southampton 776389. (4815

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ALVIS TD21 drophead coupé, 1962; reg. No. 97 DLC. Park Ward body, light blue, wire wheels, radio, automatic gearbox. £690. Tel.: Shaftesbury 2244 (day), Donhead 286 (evening). (5005

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UNIQUE 1972 GTM. Very fast; 1,293 c.c. 5 motor min lights; tinted glass; adjustable suspension full trim. £700 or offers. Shepherd, 20 Larch Grove, Kendal Westmorland. Tel.: 25667 (Kendal). (5007

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DAIMLER DART, 1962; B.R.G.; new engine; 10,000 miles; new discs, calipers, pads, tyres. Beautiful car needs to be loved. £500 o.n.o. Sidnye Farm Cuckfield, Sussex. Tel.: Haywards Heath 414. (5010

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1959 MERCEDES-BENZ 220 SE; grey, red leather; radio; very good condition for year. 87 Grove Rd., Southampton. Tel.: 772384. (4908

BENTLEY R-TYPE, 1953; automatic; blue and black. A fine car. £1,050. Tel.: Chichester 87194. (4909

M.G.-B, 1969, Primrose, matching h/top, s/top; o/d; w/w; spots; SP sports; Motolita wheel; undersealed; genuine 40,000 miles. All bills. Excellent condition. £880. Cook, 29 George Ave., Brightlingsea, Essex. Tel.: B'lsea 2159 (9 to 6 p.m.). (4910

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TR4, Overdrive, radio, radials; frame and body good; new shells, rings; suspension, brake pipes, calipers, etc.; recon. gearbox. £345 o.n.o. Tel.: 021-429 2278. (4913

M.G.-B, 1971 "K" REGD. Overdrive, radio, tonneau, 16,000 miles; full service history, mint condition. £1,145. Tel.: Christchurch 71900. (4915

FOR SALE—continued

1971, "J" REGD. LOTUS Europa S2. Carnival red; genuine 16,000 miles; immaculate condition throughout; Radiomobile p/b radio; stereo, speakers; air horns, etc. £1,175 o.n.o. For appointment to view, Tel.: Sunderland 69653 (anytime). (4914

JAGUAR XK150 S, 1961. The rare one! Very good condition; maroon with immaculate red interior; chrome wire wheels; overdrive and radio; M.o.T.; Approximate value £900, but owner going abroad soon, must sell. Offers over £775. Tel.: Worthing 34159 (day) or 61274 (night). (4916

ALFA ROMEO Berlina, 1965 2,584 c.c., interesting number 2 G.I.A. Must sell £320 o.n.o. Tel.: Blackpool 43561. (4917

DAIMLER CENTURY, 1955, complete body restoration and reconditioned head, steering, preselector box, fluid flywheel, carbs (27 m.p.g.) and interior throughout; radio; M.o.T. September; superb and very reliable. Offered at £280. Contact Johnson, Highlands House, Shiplake, nr. Henley-on-Thames, Oxon. (4918

ASTON MARTIN, 1935; short chassis Mk. II; completely rebuilt and restored; originality maintained throughout. £2,500 o.n.o. Tel.: 01-886 0156 (day) or Redbourn (Herts.) 2225 (evenings). (4919

JAGUAR XK120 d.h.c.; left-hand drive. C-type engine; good order. £425. Tel.: 01-584 4828. (4920

LOTUS ELAN, 1968, d.h.c.; yellow; new hood, rear shocks; UJs, low profiles; knock-ons. £825 o.n.o. Tel.: 021-743 4891 Solihull. (4921

TRIUMPH RENOWN, 1953; M.o.T. to Jan. 1974; very good condition. Nearest £300. Tel.: Cranleigh 3757. (4922

TRIUMPH TR4, 1963. Red, bodywork remarkable. Good mechanics; soft top; tonneau; overdrive; 4A seats; M.o.T./tax October. Workshop manual. £450 o.n.o. Tel.: 01-464 3726 (evenings, weekends). (1061

XK150 3.4 coupé, 1958. High axle ratio; original except hood. Excellent performance. Body good. Offers over £1,000. Tel.: Otham (Maidstone) 560. (4398

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LOTUS Elan, 1970, S4, S/E., f.h.c., two owners; yellow/black trim, fitted radio, SPs; taxed.... £1,165

LOTUS Elan +2, 1968 (Oct.), red with black trim, fitted radio, G800s; good value £995

LOTUS Elan S.3 f.h.c., 1967, fitted radio, electric aerial, Konis. Very clean example £765

M.G.-A Twin Cam roadster, fitted with 1600 engine-gearbox £265

M.G.-B Mk. III, 1972, one owner, 10,600 miles, overdrive, radio, Rostyles, tonneau, SPs £1,245

M.G.-B Mk. II, 1971(K), one owner; midnight blue, black trim, overdrive, wire wheels, radio, Air horns, twin spots; new XAS; taxed £1,145

M.G.-B GT Mk. II, 1971, bronze yellow, black trim, overdrive, radio, Rostyles with latest D.70 tyres; rear demister; taxed. Superb order £1,265

M.G.-B GT Mk. II, 1968 (Nov.), mineral blue, blue trim, overdrive, wire wheels, ZXs, radio, h.r.w. Host of other extras £895

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JENSEN Interceptor, 1968 (Nov.), Californian sage green with black leather trim, two owners; fitted auto. transmission, power steering, h.r.w., Sundym windows, radio £2,495

AUSTIN HEALEY 3000, ivory with red trim, fitted overdrive, matching works h/s.-tops, radio, tonneau; recent £100 overhaul; outstanding £665

AUSTIN HEALEY Sprite, 1969, one owner, mineral blue, black trim, fitted w/w., SP Sports, with h/s.-tops, tonneau £545

MERCEDES-BENZ 190SL, 1961, ivory with red interior, fitted matching works h/s.-tops, radio. Now considered a rare model £525

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PORSCHE 356, 1952. Very original example. Offered with lifetime supply of mechanical and body spares. Details Box 3829. (4657

MARCOS 3-LITRE Ford, late 1970; 26,000 yellow; all extras. Well maintained and cherished. Come see for yourself; £1,550. Tel.: Derby 810227. (4658

1946 HUMBER Pullman. Very fair condition; nice mechanics; easily restorable; needs king pin and track rod end for M.o.T. £175 o.n.o. Tel.: Windsor 67354 or 51186. (4659

M.G.-B GT, 1967. B.R.G.; wire wheels; SP's; radio; Abarth exhaust; recent engine and clutch overhaul. There isn't one better. £695. Tel.: Sudbury (Suffolk) 73218. (4662

ALFA ROMEO, 1,750 GTV Mk. II, "K" registration. White with black interior. Radio h.r.w. £1,625. Tel.: Bristol 35624. (4663

SCIMITAR GT 2.6, 1966. Reconditioned engine, clutch, brakes. Good radials. Superb car, well worth £595. Tel.: (41-942-0407 (Glasgow). (4628

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HEALEY 3000, BJ7, 1963. Mechanics properly reconditioned and excellent; bodywork perfect; resprayed B.R.G.; overdrive. £650. Tel.: Egham 3666. (4665

HEALEY 3000, Mk. III, 1966. Blue; wire wheels; £200 spent last 4 months; new pistons; bearings; exhaust; brakes; tyres. 11 months M.o.T.; £900 o.n.o. Jones, Tel.: 01-437 1070 (office), Shoreham-by-Sea 5791 (weekend). (4666

JAGUAR 3.4 engine complete, £55. Many Mk. I and Mk. II spares; speedo's; gauges; chrome parts. 100 Derwent Drive, Slough. (4667

DAIMLER DB18, 3-seater roadster, 1952. Engine needs little attention. Bargain at £250. Tel.: Swansea 33965. (4668

JENSEN INTERCEPTOR, Mk. I, 1967. White with red interior; automatic; taxed; Radiomobile. Full year's M.o.T. Usual Jensen extras. Excellent condition for year. £1,775, will consider part-exchange H.P. possible. Tel.: 01-554 4147. (4669

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SUNBEAM TIGER. Hard/soft-tops; tonneau; radio; stereo. Long M.o.T. and tax. Excellent condition throughout. £635. Tel.: Eckington (Worcs.) 689. (4675

TRIUMPH TR6, Oct., 1971 "K" Pimento, overdrive; radio; 14,000 miles; roll-over bar. £1,400. Tel.: Kingsley (Cheshire) 86682. (4676

1954 BENTLEY R-Type saloon, automatic; 98,000 miles; engine just rebuilt. Exceptionally clean. **£1,350.**

1936 A.C. 16-60 2-seater drophead coupé. Good original order. **£750.**

1933 ALVIS Firefly 4-seater tourer, in excellent condition. **£750.**

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1964 PORSCHE 356SC coupé. Coach-work repainted and engine rebuilt at cost of over £500. Not used since. **£875**

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JAGUAR MK. VIIM registration MNV 2; 65,000 miles. Good condition. Offers. Also Jaguar Mk. VIII. Engine 15,000, gearbox 22,000. Immaculate. £650 or exchange. Tel.: Dr. Marsh, Shrivenham 782355 or Swindon 6231. (4673

1970 TRIUMPH 2.5 PI. Outstanding condition in white, black trim. Mechanically first class having covered only 3,000 miles since major engine overhaul; new crankshaft; clutch; bills; engineer's report available; overdrive; twin-speaker radio. Reason for sale company car. £1,150. Tel.: 01-647 7296 (Wallington, Surrey). (4674

1904 RILEY 4½ h.p. Forecar. VCC dated. Good order; M.o.T.'d. Full history—four owners! £2,500 o.n.o. Also S1 Bentley, above average. £1,250. Part-exchange considered. Tel.: Steeple Aston (Oxfordshire) 606. (4677

ALFA ROMEO 1600 GTV, 1967. 41,000 miles; metallic green, black trim; radio. £820. Tel.: Woking 2255. (4678

1971 SERIES II ROVER 2000 SC. Dayes white/black leather interior; immaculate. Many extras; one fastidious owner. £1,475. Tel.: March 2471 or write Mark Vawser, "Oakhurst", Regent Avenue, March, Cambs. (4679

M.G.-B 1965; Rostyles; alarm; hard- and soft-tops; tonneau; oil cooler. Nice condition. £525 o.n.o. Tel.: 01-561 6283. (4680

ALFA ROMEO Berlina 1750, Nov. 1969. Metallic green; radio; 35600 miles. £950 or offer. Tel.: East Horsley 3403 (Surrey). (4681

M.G.-B, £425. Red, high-lift camshaft; tuned; oil-cooler; outstanding performance. Leather wheel; w/w; overdrive. 1964 but with superb condition plus reg. no. 6363EH could be 1969. Want Jensen, Alvis, similar. Tel.: Reigate 49585. (4682

LANCIA FLAMINIA Super Sport Zagato, immaculate. 1968 car; white with red leather; p/b radio; XAS tyres; Koni shockers. Probably the best example available. £1,250 o.n.o., exchange considered. Tel.: Kidlington 4118 or 3989. (4684

M.G.-B 1969 "F". Low mileage; wires; tonneau. New SP sports, batteries; shockers; hood. Many extras. Good condition. £620 o.n.o. Tel.: Halifax 62969. (4691

FOR SALE—continued

AUSTIN 16, 1946. £100. Simmonds, Lodge Farm Cottages, High Ash, Ketteringham, Wymondham, Norfolk. (4683

LOTUS ELAN Sprint, May 1971, f.h.c. Red over white; 28,000 miles; taxed Aug. 1973; radio; well maintained and in excellent condition; owner getting married. £1,195. Tel.: 061-681 7703 (evenings and weekends). (4685

RELIANT SCIMITAR Straight-Six, 1966. Caribbean green with vinyl roof; wire wheels; ZF gearbox; radio; owner posted abroad so £570 o.n.o. for quick sale. Gates, 29 East Drive, Castlefields, Tattershall, Lincoln. Tel.: Coningsby 581, ext. 710 (office). (4686

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EX NOEL EDMOND'S car, Piper GTT, yellow, 1970. Your chance to obtain one of these rare cars at £1,275. No time wasters please. 1, South View, High Road, Cookham, Berks. (4688

SUNBEAM ALPINE, GT, 1965. 52,000 miles. Exceptional condition; one owner; overdrive; hard and soft tops; tonneau; black with red interior; wires; Cints.; undersealed. Other extras, £420. Will O'Wisp, Restronguet, Falmouth. Tel.: Penryn 2605. (4689

ARMSTRONG SIDDELEY Sapphire 346 automatic 1957. In very good condition; over £400 spent on this car; 5,000 miles since rebored engine, crank regrind, new mains etc; repaired door sills, wings, undersealed etc.; very good tyres. Would like a good home for this car, good reason for selling. Taxed, M.o.T. till June. Offers over £300. Van Loon, 35 Oaks Road, Kenilworth, Warwicks. Tel.: Kenilworth 52158 (weekends or evenings). (4690

RELIANT 3-LITRE, GT. Golden Sand. Below average mileage; recent engine rebuild; overdrive; h.r.w.; radio. Excellent condition. £815 o.n.o. Tel.: Cardiff 396158. (4862

M.G.-A 1500. Red sportscar, reqd. 1956. W/w; luggage rack; M.o.T. February 1973. £245 o.n.o. Hill, Tel.: Chipping Sodbury 313878. (4806



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1966 TVR 1800S, light orange, overdrive, wire wheels; '66 Motor Show car **£695**

1971 Lotus Elan S4 f.h.c., special equipment, blue/silver, heated rear window; one owner; knock-on wheels; 14,000 miles..... **£1,325**

1967 Lotus Elan d.h. coupe, green, special equipment, knock-on wheels **£770**

1963 Lotus Elan convertible, fern green; literally a fortune recently spent on this car including a new chassis **£535**

1970 Lotus 7 Mk. IV, 1600, red, two owners, 17,000 miles **£930**

1970 Lotus 7 Mk. IV, 1600, yellow, full weather equipment **£865**

1968 Lotus 7 Mk. III, 1300, yellow aubergine, full weather equipment **£725**

1972 Ginetta G15, white, one owner, 9,000 miles **£995**

1971 Lancia Fulvia Rallye S2 beige, one owner, 19,000 miles; like split new.... **£1,395**

1972 Clan Crusader, red, sun-roof, alloy wheels, one owner, 6,000 miles..... **£1.225**

1971 Gilbern Invader estate, electric blue, black interior with wooden dashboard, overdrive; one owner, 13,000 miles..... **£1,725**

1965 Triumph TR4A, Surrey top, red, overdrive **£515**

1969 Triumph GT6, Mk. II, dark blue, heated rear window; two owners, 32,000 miles **£795**

1970 Triumph Spitfire Mk. III, white; two owners, 23,000 miles..... **£675**

1970 Triumph Spitfire Mk. III, Bahama yellow; one lady owner..... **£675**

1967 Triumph Spitfire Mk. III, red, overdrive; was subject to an insurance loss in 1968, sold all good..... **£430**

1967 (68 Model) 13/60 Herald convertible, white **£455**

1966 M.G.-B roadster, red, overdrive.. **£525**

1965 M.G.-B roadster, starmist, wire wheels **£495**

1970 Ford 1600E, fern green, 30,000 miles **£895**

1969 Ford Cortina GT 4-door, white, 28,000 miles **£625**

1966 Ford Cortina GT, blue..... **£295**

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RILEY KESTREL, 1937. Very good condition throughout. All suspect timber replaced. Most mechanics recently overhauled. Abundant spares, £500 o.n.o. S.a.e. for details. Griffiths, 12 Conway Crescent, Tonteg, Glamorgan. Tel.: Newtown Llantwit 3512. (4799

AUSTIN HEALEY 3000, 1967 Mk. III. Ice blue; radio; wire wheels; 35,000 miles only. Used summertime only and must be the finest 3000 currently available. Vine, Tel.: 061-370 6222 (daytime), 061-980 3298 (home) (Cheshire). (4804

VOLVO 123GT, Aug. 1967. Dark green with tan trim, in absolutely immaculate condition throughout; low mileage; overdrive and usual extras associated with this somewhat rare model. Offers over £725. Tel.: Leamington Spa 22205 (after 7 p.m. and weekends). (4807

JENSEN FF Mk. III. "K" registered; one of the last made; mint condition; chauffeur driven; very low mileage; Royal blue, beige interior; sun dim glass, air conditioned; stereo. Tel.: Chester 21619. (4864

JAGUAR "E" series II f.h.c., March 1970. Powder blue/Navy int.; 31,000 chromium disc wheels; h.r.w.; excellent condition throughout. Must be sold quickly. £1,650. Tel.: Welford/Avon (Warks.) 343 (evenings and weekends). (4867

FOR SALE—continued

AUSTIN 7 saloon, 1933, WG 1949; M.o.T.; good condition; many spares. Offers Straughen, 4 West Street, Norham, Berwick-on-Tweed, North'ld. Tel.: Norham 226. (4865

LOTUS SUPER Seven, 1962, 1,340 Cosworth, twin choke Webers and comp. clutch, £530. Tel.: Holbeach 3203. (4866

ALFA-ROMEO 1,750 GTV, Oct. 1970, white; genuine 12,000 miles only. As new, £1,750. Tel.: Welford/Avon (Warks.) 343 (evenings and weekends). (4867

T.V.R. TUSCAN V6, October 1970, white; one owner, 22,000 miles; fitted overdrive; laminated front screen; tinted rear window; magnesium wheels; Webasto roof; electric fan; 4 Dunlop 185 SPVRs 2,000 miles ago; new spare; supplied direct from factory where car is well known and recommended. Immaculate and must be seen. Any inspection invited. Owner taken delivery of 3000M and so reasonable below trade price for quick sale, £1,175. Tel.: Bingley, Yorkshire 2320 (after 6.30) or Bradford 29742 (during day). (4868

AUSTIN SHEERLINE, 1952. In immaculate condition, maintained absolutely regardless of cost; must be collector's piece. Offers over £425. Can be seen by appointment at Chipping Norton, Oxon. Details from "Linden", Orchard Lane, Kenilworth, Warks. Tel.: Kenilworth 52612, (4869

FOR SALE—continued

GILBERN 1800 GT, 1965. Outstanding condition; one previous owner; no accident history; over £400 spent in last 18 months, including works engine; chrome wire wheels; SP Sports; Kenlowe fan; stainless steel exhaust; overdrive. Regrettable sale. Offers over £700. Tel.: Llanelli 4123. (4870

LOTUS PLUS 2 S or M.G.-B GT. One must go. Lotus Sept. 1970 "J" reg.; Royal blue, black trim; genuine 16,000 miles excellent tyres; usual extras; £100 recently spent. £1,600. M.G.-B GT May 1969 "G"; Primrose yellow, black trim; sporty automatic, manual facility; Motorola; Webasto roof, fog, spot lamps. Very pretty car. £975. Tel.: Aldershot 24431, ext. 2422 (day) or Beckett (Northampton) 6814. (4871

XK150 F.H.C. 3.8. Sound, fast, flexible; overdrive; wire wheels. £425 o.n.o. Exchange possible. Tel.: Shipston-on-Stour 61501. (4872

GT6 Mk III. Immaculate! 1971; white, black interior; 21,000 miles; one owner; overdrive; heated rear window, etc. Really has been looked after. Reason for sale, addition to family. £1,150. Tel.: Axminster (Devon) 2648. (4880

RILEY GAMECOCK; dismantled; alleged competition history; tuned engine; many spares. Offers to 051-336-2501. (4882

FOR SALE—continued

MORGAN 4/4 comp. 1968, "G" regd.; second car, one owner; black/fawn leather; 11,000 genuine mileage; extras; kept in garage. £950. S. Heywood, Rowlands Castle, Hants. Tel.: 0705-41-2418. (4874

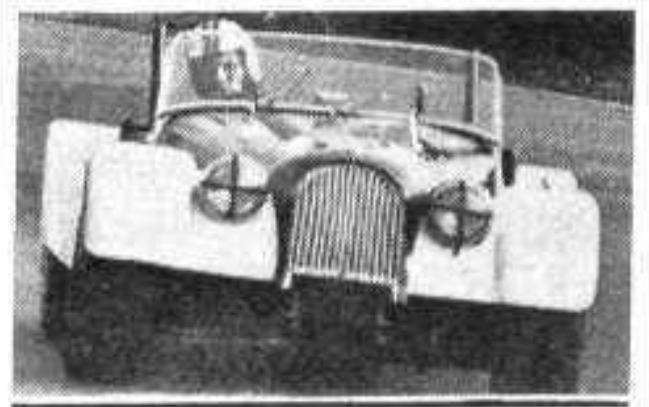
1969 LOTUS Europa, 1.565 c.c. Very good condition throughout; Carnival red; SPAX's 35,000 miles. Best offer over £800. Bush, Tel.: Lincoln 22271, ext. 363. (4877

ASTON MARTIN DB 2/4. Recently resprayed; B.R.G.; many parts rechromed; fitted with Borrani wheels and Alfin drums; M.o.T., taxed. A rapidly appreciating enthusiast's motor car for only £650. Tel.: 01-979 1290. (4878

TRIUMPH GT6 Mk. II, "J" regd. Royal blue; h.r.w.; radio; 24,000 miles. Excellent condition. Genuine private sale, cash needed. Cheaper car considered in part exchange, H.P. possible. £925 o.n.o. Tel.: Blackpool 55928 (4879

BMW 2002 TI, 1.h.d., July 1969, white; sunshine-roof; new tyres; mechanically perfect; coachwork good; probably only model of its kind in country. £1,250 o.n.o. Tel.: Norton Oxford 56777, ext. 248 or Witney 3270. (4883

M.G.-B GT, 1967. Mineral blue; wires; overdrive; leather rim spots, etc. Excellent condition. £630. Tel.: Woodhouse (Sheffield) 4983 (after 7 p.m.). (4885



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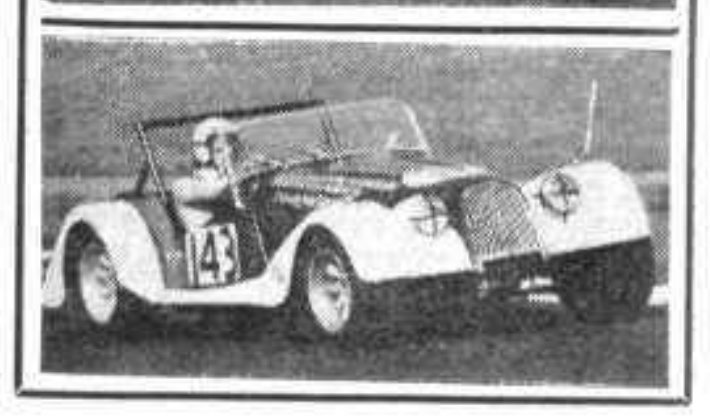
To continue our priceless saga after last month's news from the Mews. Graham le Blanc now strapped to his rostrum throws his flag in the air instead of dropping it and the race is on with a completely different field of cars. Smoking off the line goes a white 1971 +8 with mag. wheels, tonneau and luggage rack, followed by a 1972 white 4/4 4-seater with wire wheels, tonneau, luggage rack and leather interior. Next past the now wobbling rostrum goes a 1972 4/4 2-seater in red, 11,000 miles, twin spots and luggage rack, a 1971 4/4 4-seater also in red with wire wheels, and another 1971 4/4 4-seater also in red with wire wheels and another 1971 4/4 4-seater in blue, wing mirrors, etc. Three 1970 4/4s, two in white and one in orange are next past. All with various extras. The rostrum collapses and disappears under the 72-spoke wire wheels of a pale blue 1969 4/4 fitted with a new clutch. A 1969 red 4/4 4-seater with wire wheels and leather interior in unison with another red 1969 4/4 fitted luggage rack make a threesome at the first corner with a 1969 4/4 in yellow, 4-seater, Weber carbs and wide wheels. With a ten-second penalty now expired a 1967 4/4 in red fitted with a 1500GT engine and bucket seats prepares to leave the line, with it is a 1963 +4 with wire wheels, hard-top, soft-top and tonneau and TR4 engine. Le Blanc, now with a Chev under his belt, drops the flag again and the race is on.





FOR SALE—continued

LOTUS ELAN Sprint. F.h.c. 1971, 16,000 miles. Mono-Yellow/black. Super condition; many extras include radio; h.r.w.; air horns. £1,400 o.n.o. Company car reason for sale. Tel.: Woburn Sands 3310. (4941

MINI COOPER, 1,275 S, 1965 December. White with black roof; sunroof; new clutch. Special wheels etc. Outstanding value at £215 for quick sale. Tel.: 061-273 5742 (Manchester). (4942

CHEAP HEALEY 3000, Mk. 1, 1960; 55,000 miles genuine; overdrive; wire wheels; new XAS tyres. Extremely original pampered vehicle. Snag? Damaged N/S/F. Offers. Tel.: Southport 78254. (4943

1969 TRIUMPH GT6, Mk. 2, Damson. Black interior; sun-roof; rear seat; radio; 8-track stereo; 2 professional owners, regularly serviced. £750. Tel.: St. Helens 29111 (office hours), 051-426 1033 (home). (4944

TRIUMPH TR6, June 1972. Pimento red/black; overdrive; tonneau cover; 10,000 miles. Excellent condition. Buying house forces sale. £1,550 o.n.o. Currie, Tel.: Peterborough 69418. (4945

AUSTIN HEALEY 3000, Mk. III, October 1964. Overdrive; wires; radio; taxed. £500 o.n.o. Tel.: Redhill 64046 or Bristol 43557. (4946

E-TYPE CONVERTIBLE. Fantastic condition; radio; electric aerial; new tyres. Genuine 74,000 miles. Carmen red by far the best around. £590 o.n.o. Tel.: 051-339 6959 (Liverpool). (4947

M.G.-B 1972 (May), 8,400 miles; radio; o/d; tonneau etc. Unused this year. Perfect condition. £1,250 o.n.o. Tel.: Chapel End 392735. (4948

SINGER LE MANS, 1933. Restorable; virtually complete with numerous spares, including gearbox; wheels; tyres, etc. £125. Tel.: Buckingham 3573. (4949

TR4A, JUNE 1967. Dark blue; 40,000 miles. Wires; radio; underseal; tonneau and many extras. Meticulously maintained in exceptional condition. Probably best remaining 4A. Baby causes involuntary sale. £790. Tel.: 01-658 1704 (evenings). (4950

AUSTIN HEALEY Sprite, Mk. 1, 1961. White 1098 c.c.; h/s-tops; taxed, tested. Excellent condition, many new parts, including rear springs. Nearest £270. Tel.: 021-358 2252 (after 7). (4951

LOTUS 7SIII 1600 GT. White; alloy wheels; heater; tonneau; air horns etc. Taxed, M.o.T. Really immaculate; probably best anywhere £800. Tel.: Dymchurch (Kent) 3159. (4952

ALVIS TB14 Sports Roadster, 1950. Very rare car used daily. Spares readily available. Taxed and tested. £345 o.n.o. Tel.: 01-778 4368. (4953

LANCIA FULVIA coupé, 1966. Red with black interior; l.h.d.; imported July, 1971; "L" registration; 4-speed box, twin double-choke Solex carbs, etc. Quality plus performance (remember the 1972 Monte Carlo?) yours for £600. Viewable Wiltshire. Patrick, Tel.: 01-373 8752. (4954

MERCEDES CONVERTIBLE 220S, 1957. Beautiful hand finished; not used last 3 years; no rust; problems; or sound; under 80,000 miles. 4 new tyres. Around £950. Must sell prepared to discuss reasonable offers. Details, Malandreniotis 55 Onslow Rd., Southampton. (4955

ALVIS 3-LITRE. Connoiseurs of fine motor cars will notice price variations amongst this make; mostly refined; hand-built vehicles with chronic body-rot. A £600 rebuild would not restore them to the condition of my superb 1964 saloon. Pampered for years by a titled gentleman's chauffeur and yet to complete 50,000 miles. A unique opportunity in elegant grey throughout at £1,450. Tel.: Bidford-on-Avon 3768 (4962

FOR SALE—continued

1966 HEALEY 3000. Low mileage, very good bodywork; red; wires; o/d; radio; tonneau. £850. Tel.: 01-856 5555. (4956

LOTUS SIX, 1959. 1500 c.c. engine; wide wheels. Fantastic performance for the brave for only £260. Alison Kay, Sunbatch, Draycott, Cheddar, Somerset. Tel.: Cheddar 742648. (4958

ALVIS TD21 Park Ward, 3-litre saloon. Glossy black with gleaming chrome and off-white leather upholstery. Lower bodywork completely renewed and undersealed. New carpets, gearbox and overhauled engine; w/w, good X's; r. and h.; some TE mods. Featured in AOC Bulletin. Enthusiast owned seven years, one of the best. £500. Stapleton, Little Hales, High Stile, Dunmow, Essex. (4959

BORGWARD ISABELLA, 1959. One owner; 70,000 miles; engine good; bodywork reasonable; M.o.T.; sensible price to kind home. Mackintosh, Caseytown, Tavistock. (4960

SUNBEAM TIGER convertible, 1965. M.o.T., taxed; good condition throughout, around £595 for quick sale. Details: Tel.: 0482 (Hull) 884046. (4961

MARCOS 3-LITRE, June 1970. Mileage 15,850; sunshine roof; mag. wheels; overdrive; radio. Other extras. Offers around £1,400. Tel.: Barrow-in-Furness 22279. (4963

BEAT V.A.T. buy my superb TVR Vixen now! Never raced, faithfully cleaned; regularly serviced; better condition than myself. Bahama yellow; radio; new radials; photo available (the car, not me). £850 o.n.o. H.P. arranged. Tel.: Formby (Liverpool) 77987. (4964

DAIMLER SP250 "C", 1963. Hard/soft-top; radio; etc. Extensively overhauled in last two years. £700. Tel.: Cardiff 614892. (4965

1971 NSU 1200 TT. Orange-Black interior; Twin carbs.; alternator; discs 21,000 miles. Bargain £595. H.P. possible. Tel.: Bolton 42145. (4966

SUNBEAM TIGER, 1965. 4.2-litre; red; good condition; all tyres new; new exhausts; many extras including £60 radio. £550 o.n.o. Tel.: Black Torrington 294 (after 6 p.m.). (4967

HARRINGTON ALPINE, 1961. 4 good radials; radio; w. dwell; F/G front; M.o.T. Fair condition for age. £80 o.n.o. Tel.: Nottingham 247215 (evenings). (4968

ALVIS TD21, 1960 automatic. 43,000 miles. Original paintwork; well maintained example that has had an easy life; owner unexpectedly posted overseas. £495. Lee, Tel.: Hythe (Kent) 66401. (4969

ALPINE 1962 (white). Good engine; body. New clutch; gearbox; manifolds; exhaust; shockers; springs. Hard/soft-top; tonneau; radio. Many spares. Tax/M.o.T. October £175. Tel.: Cullingworth (Yorks.) 3470. (4970

LOTUS SEVEN S3, 1600 GT, Nov. 1969. Tax, M.o.T. Stored winter; 18,700 miles; rollbar; heater; small steering wheel; Good-year GP 70s; air horns; Iodine lights. Adjustable rear dampers. H.P. available. £795 o.n.o. Tel.: (0642) Stockton 64335 (day), 781433 (evening). (4971

TRIUMPH TR6, P.I. Roadster, 1969. Damson with black interior; overdrive; radio with electric aerial; radial tyres; Magnesium wheels, etc. Excellent appearance. £945. H.P. Exchanges possible. Tel.: Winkfield Row 3844 (Nr. Ascot, Berkshire). (4972

B.M.W. 2002 coupé 1971 "K". Golf yellow with black interior; 22,000 miles. Known history; radio; radial tyres. Superb appearance. £1,695. H.P. exchanges possible. Tel.: Winkfield Row (Berkshire) 3844. (4972

BRISTOL 400, 1948. 100A triple carb. engine. Suitable possible restoration or spares. £75. Tel.: 01-554 9703(evenings). (4976

FOR SALE—continued

GILBERN SALOON, 1969. One owner; 46,000 miles; sunroof; radio; overdrive; stainless exhaust. Excellent. About £1,130. Tel.: 01-560 7916 (evenings) (Hounslow). (4973

LOTUS CORTINA, 1967 "F"; 27,000 miles only from new. Complete service history from new. Extras include Boreham high-ratio steering; laminated screen and heated rear window. Possibly the best of its kind. £675 o.v.n.o. Tel.: Hertford 4369. (4974

1933 SUNBEAM 16. Two-door close-coupled coupé. A magnificent car in very original condition and excellent running order. Twin sidemounts etc. Only selling to buy Rolls. Would part exchange with 20/25 or sell around £975. Tel.: Hertford 4369. (4975

JAGUAR 100SS. Cylinder block 21/2-litre. Brand new and unused. Offers to Box 3841. (4977

FOR SALE Austin 7 engine 1928-32. In very good condition. Offers to Wildman, 218 Thurleston Walk, Leigham, Plymouth, Devon. (4498

AUSTIN HEALEY 3000, Mk. III, Aug. 1965. White; overdrive; wires; spots. Taxed; immaculate. £850. Tel.: Teignmouth 3567. (5058

M.G.-B JULY 1970. Bronze yellow; wire wheels; Aley rollover bar; tonneau; SP sports; radio; v.g.c. Company car forces reluctant sale. Tom Wells, Tel.: Bedford 771461. (5061

AUSTIN SEVEN Special 1932. Runner but needs body attention. £75 o.n.o. Tel.: Burley 2293 (Hampshire) (after 7 p.m.). (5062

1936 RILEY SPRITE/Merlin. 1½-litre Special Series 4-door saloon. Excellent condition; Suede green; taxed; M.o.T. Offers. Tony Wadsworth, Bunnies Leap, Watchfield, Highbridge, Somerset TA9 4RB. Tel.: Burnham-on-Sea 3873 (business), Burnham-on-Sea 4426 (evenings). (5063

1968 TRIUMPH Spitfire. White; tonneau; undersealed; taxed September. £485. Copeland. Tel.: Hinckley 38737 (Leicestershire). (5064

PORSCHE 912, 1967. Excellent condition. Works mag. wheels; new tyres; 11 months M.o.T. Blaupunkt radio; 5-speed gearbox. £1,225. Tel.: 01-504 9322. (5065

M.G. TD 1953. Rebuilt from chassis; superb condition; new parts too numerous to mention. £825 o.n.o. For full details Lebbon, Tel.: 021-783 4050 (office hours). (5066

BRISTOL 401. Excellent condition throughout, extensive mechanical overhaul; immaculate fresh paintwork Bristol red, sensible offers. Armstrong Siddely Hurrican drophead partly dismantled; though complete. £150 o.n.o. Emberson, Hays, Sednemill, Shaftesbury, Dorset, East Knoyle 282. (5067

DAIMLER MAJESTIC 3.8, 1960. 58,000 miles; chauffeur driven. Offers. Tel.: Blackpool 23449 (day). (5069

AC GREYHOUND. Bristol 100 D2 engine. 15 in. wheels; sunshine roof; recent overhaul; good condition. Tel.: 01-876 0517. (5070

FIAT 124 Sports coupé, October 1968. Dark green; tan upholstery; fitted radio; 5-speed box. £600. Tel.: Whitley Bay 24687 (evenings). (5071

DAIMLER SP250B, 1961. Black, wide rear wheels; rebuilt gearbox; taxed; M.o.T. etc. Tel.: Chippenham (0249) 782 397 (after 6 p.m. with offer around £450.) (5072

MORGAN 4/4, 1969. 2-seater; black; black leather; wires; heater. Recent new clutch. Very beautiful. £1,150 o.n.o. Tel.: High Wycombe 26542. (5073

1969 E-TYPE, Reg. No. SX 900. 4.2-litre, 2 + 2 coupé. Dark green, genuine 35,000 miles only; wire wheels; radio. This car is absolutely immaculate. Tel.: 0721-20131 (work), 031-332 8138 (home). (5075

FOR SALE—continued

1970 (OCT.) M.G.-B Roadster. One owner. flame red, black interior and fitted o/d; hardtop and radio. Under 31,000 miles certified and full service history. £995. Reeves, Tel.: Bozeat (Northants) 837. (5068

1949-50 M.G. YA saloon. Excellent condition. Enthusiast maintained. A reluctant sale. £200 o.n.o. Tel.: Helsby (Cheshire) 3422. (5074

JAGUAR XK150, 3.4 S/E. F.h.c. A one owner example finished in indago blue with matching interior. Completely original and immeculate throughout. Serviced and maintained to the highest standards with full documented history; mileage 57,000. Any inspection invited. Private sale and offers over £1,750 invited. Tel.: Guildford (0483) 77129 (at weekend). (5076

M.G. MIDGET, 1971 model. Red, hard-top; tonneau; radials. Excellent condition, £620. Write: R. Cox, Lilbourne Furze, Clifton, Rugby. (5077

AUSTIN HEALEY 3000, Mk. 1, 2 + 2. Superb condition; further details. Tel.: Waddesdon (Bucks.) 649 (evenings and weekends). (5080



LANCIA AURELIA GT

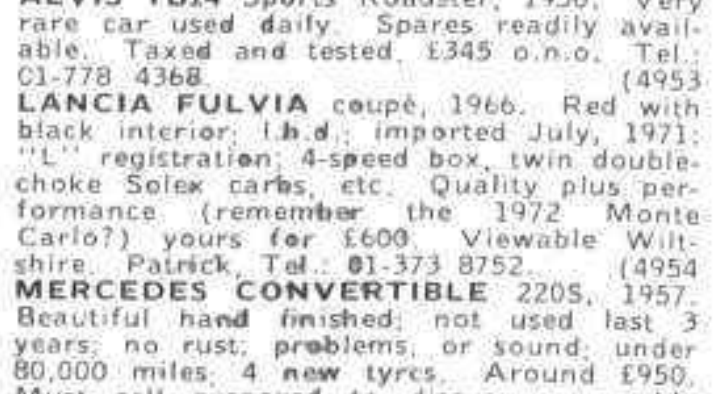
Sixth Series, 1958. Chassis 3923. Two owners, present owner since 1961. No rust : bodywork completely restored by first-class coachbuilder 1971. Clutch relined. Kenlowe fan, dual fuel pump system. Interior faded but original. Performance also original. Demonstrated, preferably near Beaulieu. **£600. Robson, St. Mary's Lodge, Captains Row, Lymington, Hants. Tel: 2557 or 01-580 3766** (office)

DAIMLER SP250. Beautiful condition in regency red; retrimmed and recarpeted. £170 spent on front suspension; brakes; steering exhaust etc. Bills available; history known. Offers invited around £550. Box 3845. (5079

XK150 F.H.C., 1958. Jaguar yellow. Superb condition having been resprayed, refurbished and rechromed. Brakes and engine overhauled; new tyres; battery etc. Rebuilt for owner's personal use; reluctant sale at £1,200 o.n.o. Finance available. J. H. Dunnett, Tel.: 021-236 1365 (office), 056 44 2598 (home). (5081

BRISTOL 405. Overdrive; front discs; radio; leather seats. Aluminium coach-built body; famous 2-litre engine (under 2500 r.p.m. at 70 m.p.h.). Very smooth lines, cost when new. In the same league as Bentleys, XK Jaguar and other fast appreciating cars—but rarer. In above average condition; M.o.T. etc. About £600. Please Tel.: Huntingdon 52832. (5082

M.G. TD2, 1953 Black. Complete Toulmin reconditioned balanced engine; gearbox; new clutch 25,000 miles. New front shock absorbers; battery; linings; rear springs. Chassis and underside stripped; painted; undersealed. Excellent condition throughout. £800. Tel.: Bracklesham Bay 452 (evenings). (5083



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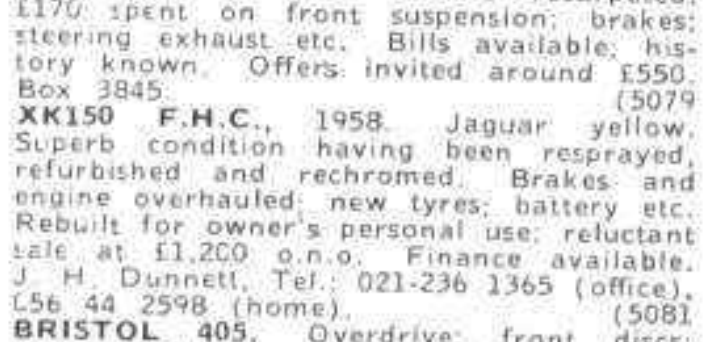
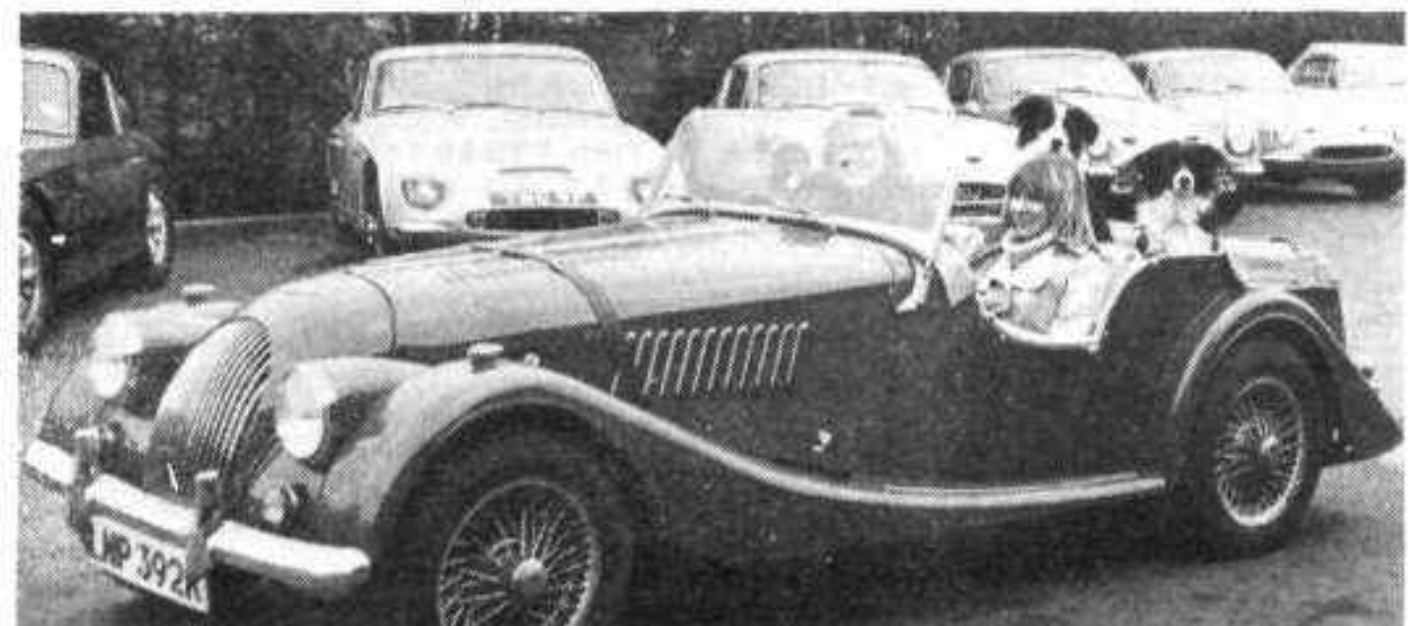


John Britten

Up at the end of the Northern line, sports cars go to your head like wine. **TVR Tuscan V8,** 1968, silver blue, 306bhp V8 engine, 4-barrel carb., solid lifters, centre-lock Minilites, 205 section SP Sports, integral headrests, roll-bar, full harness, tinted glass, radio, sliding sun-roof, brings tears to the eyes of E-Type owners, it's the scarce but desirable l.w.b. model, £1,750. **Morgan Plus 8,** 1970, orange chrome, rear bumper, aeroscreen fittings. **Austin Healey Sprite,** 1971, bronze yellow, radio, radials; anyone interested in buying a car for Production Sports racing might like to know



that our FF man Chris deems it to be a "flier", £780. **MG-C GT,** 1969G, sandy beige, overdrive, chrome wires, radio, later this month. **Morgan 4/4 4-seater,** 1972, toffee brown, beige weather equipment and interior, wire wheels, louvred bonnet, rear bumper. **Morgan Plus 4,** 1968/69G, royal ivory, wire wheels, Underseal, Kenlowe fan, luggage grid. **Porsche 911S,** 1970, orange with black interior, alloy wheels, 2.2-litre engine, stereo, radio, rear window not only heated but also wiped, £3,525. **Triumph Spitfire,** 1968/69G, green, hard- and soft-



tops, radio, £495. **TVR Vixen S2,** 1970, orange, alloy wheels, leather rim, sun-roof, radio, £1,070. **TVR 2500M,** 1972, Aquarius metallic, stereo, overdrive, £1,895. **MG-B,** 1966, white with red leather, wire wheels, radio, £550. **Morgan 4/4 Comp.,** 1968G, flame red, wire wheels, SP Sports, black leather interior, radio. **Lotus Seven Series III,** polished aluminium with red wings, late 1969, £745. **Arkley SS,** built 1971 on 1966 (undamaged) chassis, 7in. rims with Rally Specials, price open to discussion. Also open to discussion is a **Fiat 124 Sport,** 1969G, Fositano yellow, radio, alloy wheels, 5-speed box, trade buyer preferred as it's not quite our glass of vino. **Morgan 4/4,** 1972L, orange chrome, rear bumper, racing mirrors. **MG-B GT,** 1971, flame, black leather, overdrive, wire wheels, radio, leather rim, heated rear window, £1,280. **TVR Vixen S2,** 1971, lime green, alloy wheels, leather rim, sun-roof, radio, one owner, born at Arkley of humble parentage, £1,195. **Morgan Plus 4 4-seater,** 1966/69G, kingfisher blue, twin spots, zippable rear window, Kenlowe, badger, rear bumper. **Morgan 4/4 four-seater,** 1970, yellow, wire wheels. **Lotus 7 Series III,** 1969H, trusty Ford 1600GT unit, white, wide wheels, one owner, £775. **MG-C,** 1969, mineral blue, black leather, Classic Bermuda hard-top, soft-top, overdrive, wire wheels, radio, £820. **Morgan 4/4,** 1970, white, tonneau cover, rear bumper. **MG Midget,** 1969H, snowberry white, wire wheels, £590. **Morgan 4/4,** 1971K, glacier white, Plus 8 type bucket seats, wide-rim Empi wheels, louvred bonnet, strap, wing mirrors, Cu exhaust, tonneau, rear bumper, 5,000 miles. **Morgan Plus 4,** 1969, Westminster green, crossover-spoke wire wheels, grid, radials, rear bumper, bucket seats. **TVR Vixen SI,** 1968, yellow, wire wheels, leather rim, radio, £860. **MG-B** June 1971, racing green, autumn leaf trim, automatic, wire wheels, 13in. Motolita, Stage I Downton head, modified suspension, £1,095. **Morgan 4/4,** 1968, Comp. model, Westminster green, wires, tonneau, louvres, strap, blind, vents. **Morgan 4/4 Comp.** 1969, orange, wire wheels, two owners. **Arkley SS,** built 1973 on late chassis with 1,275cc engine, reclining seats, small leather rim, 7J wire wheels, front bumpers, £980. **Morgan 4/4,** 1970, green, radio, Cinturatos, rear bumper, tonneau. **TVR Vixen S2,** 1970, flame red, black trim, twin rectangular spots, oversize SP Sports on alloy wheels, £1,130. Expecting 1966 Plus 4 Plus, 1966 road/race Plus 4, 1972 Morgan 4/4 4-seater. Would like to buy either a post-war 3-wheeler or pre-war 4-wheeler Morgan, also an original condition T-type MG with wire wheels or else a 6-cyl. 2-seater MG. (Feeling a trifle nostalgic this month.) **New Morgans** arriving frequently and one of them could be yours if you let us know nice and early. Two or 3 months before delivery your car will be put, as they say at Malvern Link, "down", in other words they will start building it from the chassis upwards rather like laying down the keel of a new ship. Every car is specially built for its own



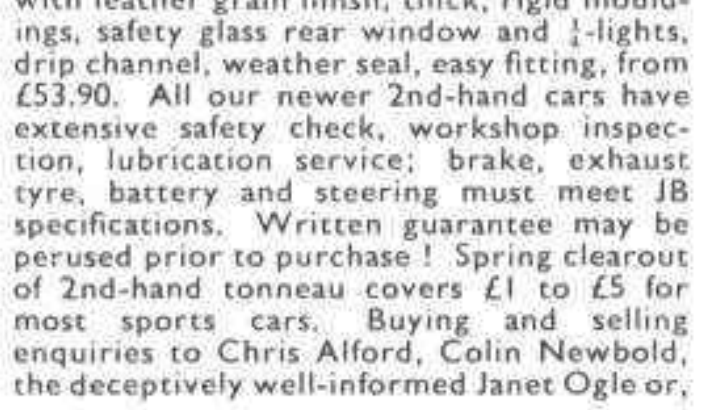
prospective owner, and will often be known as "Mr A. N. Other's car" or whatever your name might be. But please track its progress through us and don't phone the factory direct. We had a disaster recently, someone rang Morgans to add some extras to his red 4-seater which was "nearly ready". But it hadn't actually been started, and someone else's red 4-seater received the unwanted goodies. **New TVRs:** the 3000M, 2500M and 1600M all in stock. Trial runs with pleasure. **New Jensen-Healey** for early delivery. Our new **J-H** is run-in, or near enough. The 2-litre twin-o.h.c. gives precisely 100mph in 3rd before the rev-



limiter operates, only sports car I've ever driven that doesn't blow your hair in front of your eyes or leave it a knotty mess, probably to do with the sun visors which can be adjusted like trim-tabs. Well under £2,000 inclusive of alloy wheels, brake servo, inertia reel belts, aircraft-style leather rim and all the other things you covet so much. **New MG Midget, MG-B and MG-B GT** in stock or imminent. A new HP deal on new and 2nd-hand cars includes possibility of HP with 3rd party insurance, special late-model interest rate on early model cars in good condition, and very low new car interest rates. **New Arkley SS** in stock both fully built and as a kit to convert your Spridget. The basic kit is £110 and as a special Easter offer both this price and every other price quoted here



are **inclusive of VAT.** Special display of **Lenham hard-tops** for MG-B, MG-C, Midget and Spitfire (2 models), warm head-lining, self-colour black or white fibreglass with leather grain finish, thick, rigid mouldings, safety glass rear window and ¼-lights, drip channel, weather seal, easy fitting, from £53.90. All our newer 2nd-hand cars have extensive safety check, workshop inspection, lubrication service; brake, exhaust tyre, battery and steering must meet JB specifications. Written guarantee may be perused prior to purchase ! Spring clearout of 2nd-hand tonneau covers £1 to £5 for most sports cars. Buying and selling enquiries to Chris Alford, Colin Newbold, the deceptively well-informed Janet Ogle or,



if *no-one* else is there, my good self. Workshop assignments and problems to Peter May (when he's not busy racing our green Arkley SS). We urgently need two things: (*a*) a handyman/car cleaner, (*b*) some nice but dirty cars for him to clean. Open to 7pm weekdays, 6pm Sats., closed Sunday (even the wicked need a little rest). Did you find this month's Deliberate Mistake ?

JOHN BRITTEN GARAGES, Barnet Road, Arkley, Barnet, Herts. 01-449 1144

FOR SALE—continued

M.G.-A 1500 Roadster. Radials; tonneau; q.i. headlights; respray. Engine rebuilt 6,000 miles ago. New clutch, long M.o.T. £250. Tel.: Northampton 46605. (5084

ISO RIVOLTA, 1965 model. R.h.d. Motorola radio with front and rear speakers; wire wheels; 5½-litre Corvette engine, V8. Four-speed all-syncromesh gearbox; electric windows. Superb looking car with brilliant performance at a genuine low price of £1,000. Cost new £8,000. Tel.: 061-236 1032 (day), 061-368 2244 (night). (5085

ALVIS TE21, 1964. Dark green saloon with 5-speed ZF gearbox; radio; disc brakes; M.o.T.; taxed. This car is in splendid original condition throughout. The engine has just been completely rebuilt by an Alvis specialist to the highest standards. Should you ever require any spares, they are immediately available from red triangle at Kenilworth. This superbly elegant, luxurious car with tremendous performance can be purchased for £900 o.v.n.o. Tel.: Bristol 23605 (after 6.30 p.m.) (5086

M.G. TC 1948. Restored completely to concours and mechanically perfect. Hold bills for £900 asking £1,200. Merchant Navy Officer's wife wishes to sell. Offers to Box 3846. (5087

AUSTIN HEALEY, 1954, 100/4/M. Very unusual 2 + 2 convertible 4-speed o/drive gearbox; Selecta ride; r/suspension; new hood; carpets etc. V/good all round condition; M.o.T. late 1973. £500 o.n.o. R. Guy, Tel: Luton 24938 (days), St Albans 60584 (evenings and weekends). (5088

FORD ESCORT Twin-Cam, 1969. "H" regd. £710 o.n.o. Tel.: 01-560 7962 (after 6.30 p.m. or weekend) (Isleworth). (5089

TRIUMPH TR4A, "F" registered hard/soft-tops; wire wheels; recorded 39,000 miles; finished in Jonquil yellow; excellent condition throughout. £675 Part exchange considered. Tel.: Derby 23774/881051. (5090

JAGUAR MARK VII, green. Long M.o.T. has been neglected so needs slight attention to bodywork. Offers Tel.: Devizes 4480. (5091

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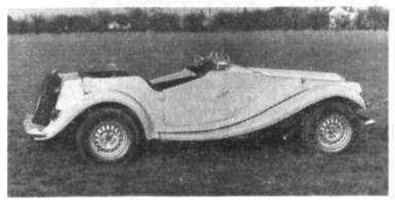

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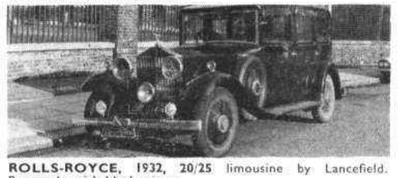

ROLLS-ROYCE, 1932, 20/25 limousine by Lancefield. Burgundy with black wings.



ROLLS-ROYCE, 1954, Silver Wraith limousine by H. J. Mulliner. Many bills available.

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ROLLS-ROYCE, 1934, 20/25 sedanca de Ville by James Young, in excellent condition throughout.

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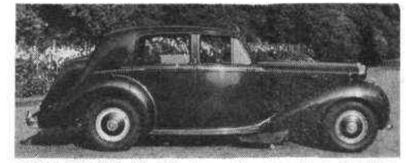
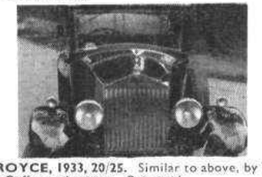
ROLLS-ROYCE, 1926, 20-h.p. sports saloon by Flewitt of Birmingham. Green with black wings.

ROLLS-ROYCE, 1960, Silver Cloud II. One owner, 66,000. Finished in regal red.

BENTLEY, 1960, S2, white with beige interior. **BENTLEY, 1954, R-Type,** auto., sand over sable, fully restored. **BENTLEY, 1958, S.1,** black with brown interior, much history. **ROLLS-ROYCE, 1957, Silver Wraith** by Park Ward, auto. and P.A.S. **BENTLEY R-Type,** manual, choice of two.



BENTLEY, 1951, Mk. VI saloon. Two-tone blue, blue hide interior. Good history.



ROLLS-ROYCE, 1933, 20/25. Similar to above, by Thrupp & Maberly. Coffee and cream. Restored.



ROLLS-ROYCE, 1954, Silver Dawn sports saloon. Regal red over silver, tan interior.

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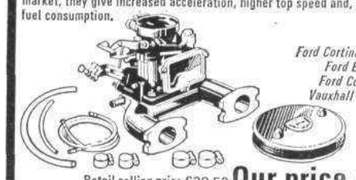

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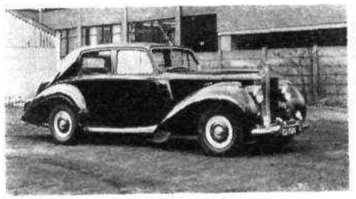

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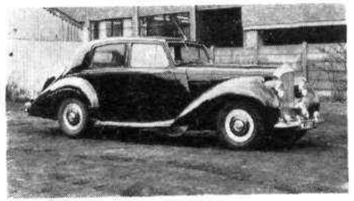

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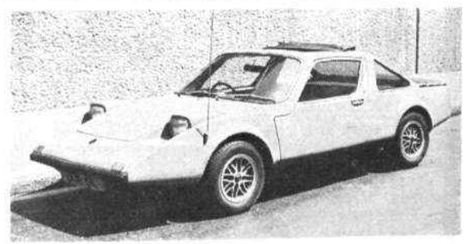

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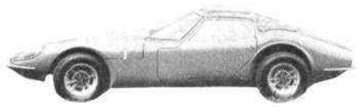

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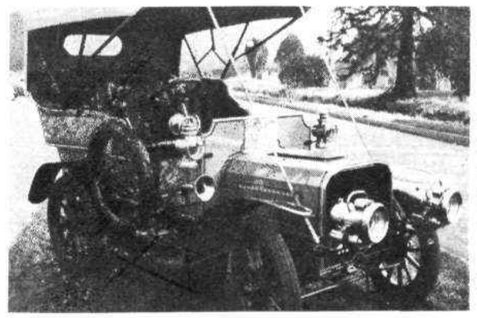

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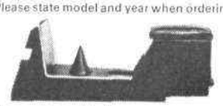

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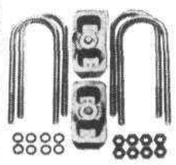

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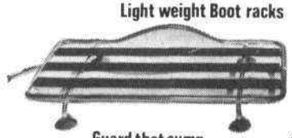

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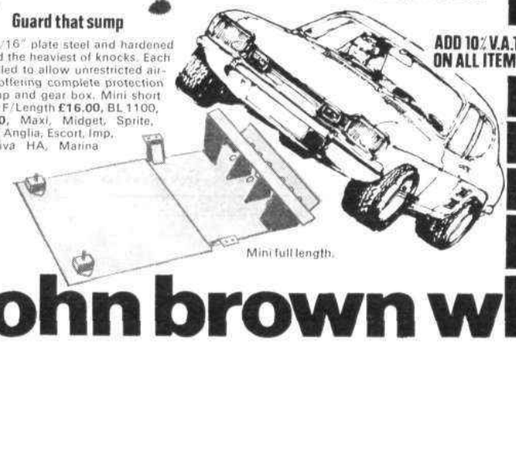

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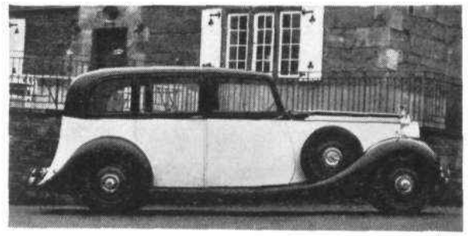
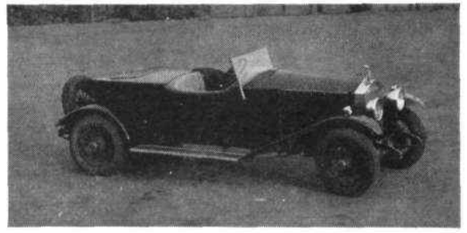


1939 ROLLS-ROYCE Wraith seven-passenger limousine by Thrupp and Maberly. A very well-kept car finished in black over pale grey. The interior is black hide to the front compartment and West of England cloth to the rear. All in excellent order. **£1,322** incl. VAT.



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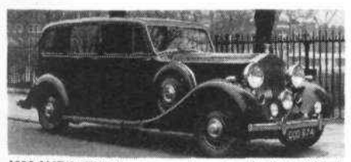
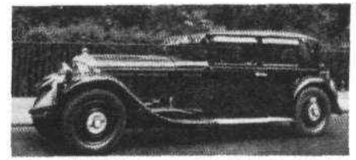


1939 WRAITH 7-passenger limousine by Park Ward. A class winner at Blenheim in 1970—as good now, with pristine garnet exterior, fawn Melton cloth to rear; damson hide to front, with matching leather headliner and exceptional veneer cappings.



8-litre BENTLEY saloon by H. J. Mulliner. The late Jack Buchanan's car, recently purchased from the Klein Collection, U.S.A. Just fully checked by Gt. Britain's leading Vintage Bentley Repairers.



1964 SILVER CLOUD III L.W.B. touring saloon by James Young. Powered divider. Midnight blue with grey hide throughout.



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