October 1974 Vol. L No. 10 20p

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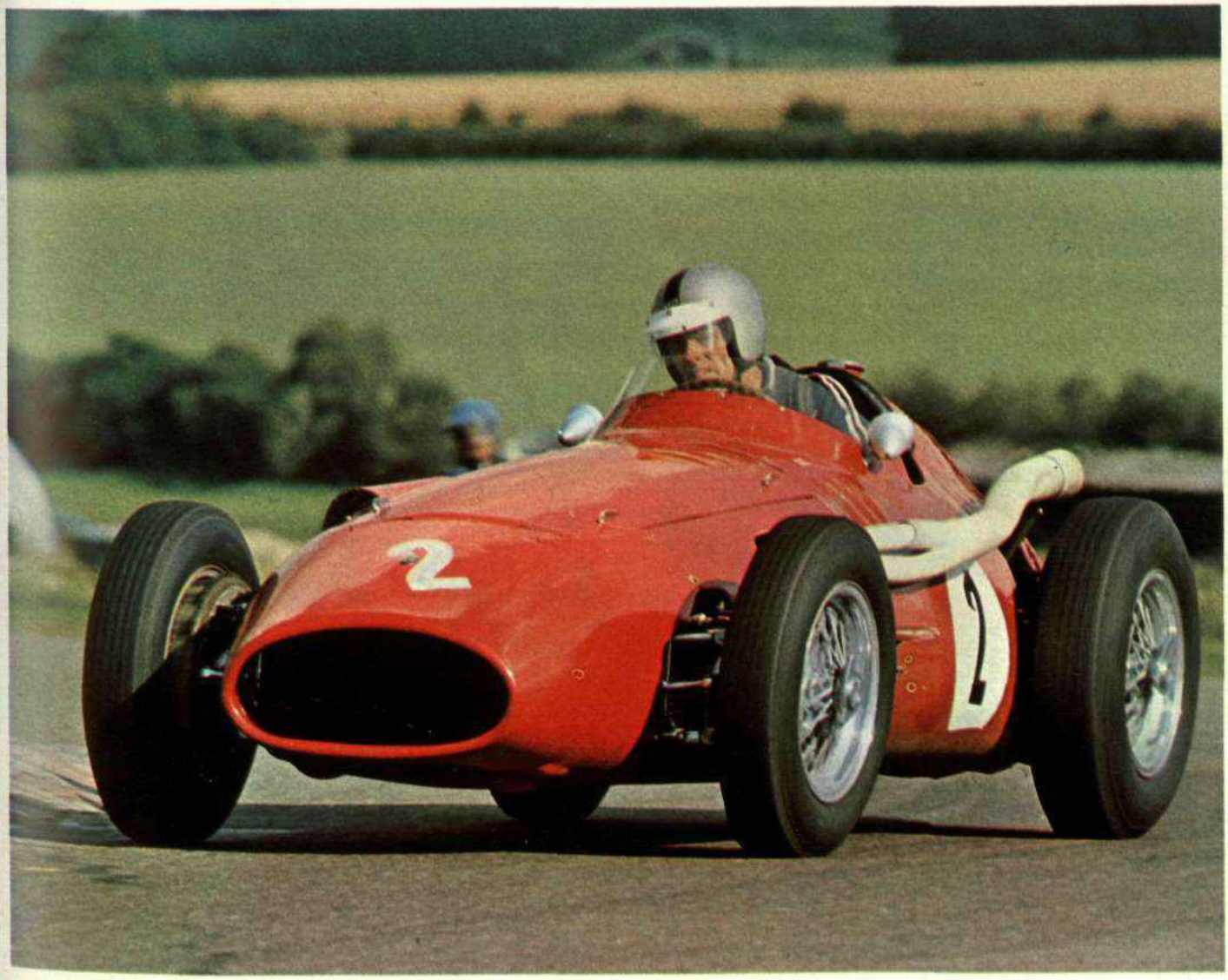

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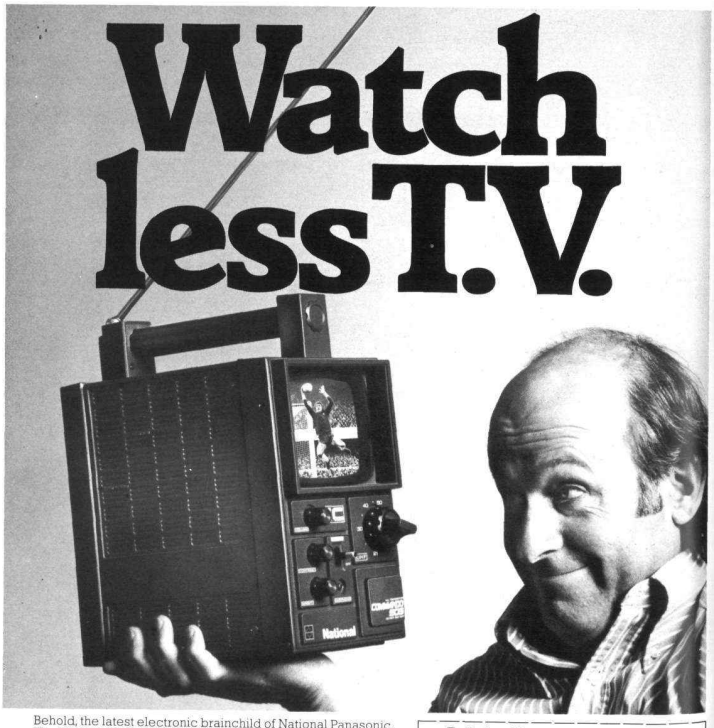

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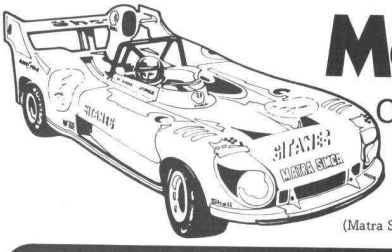

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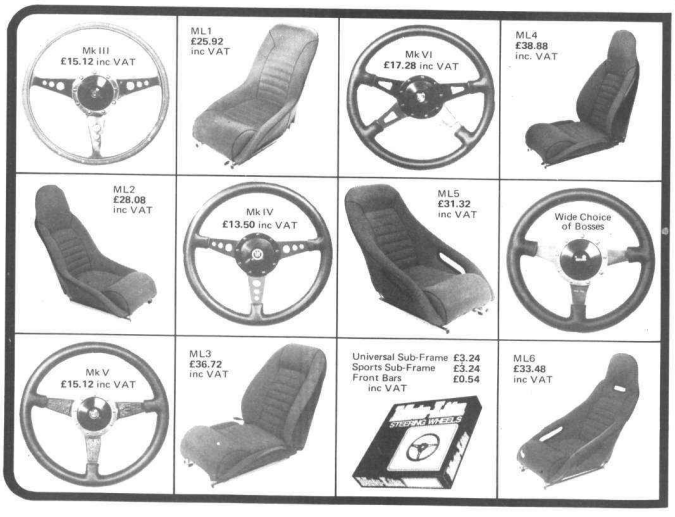

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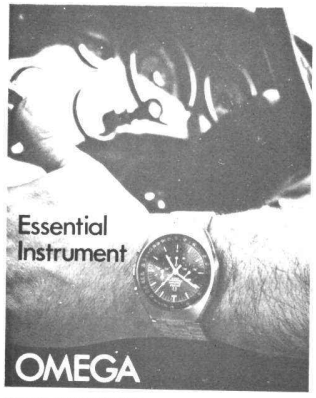

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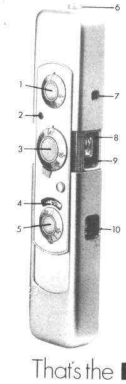

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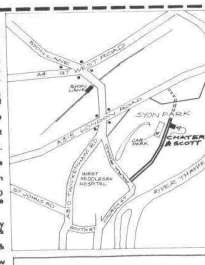

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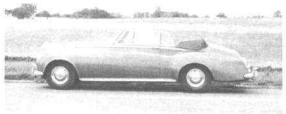

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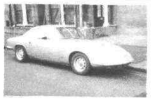

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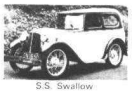

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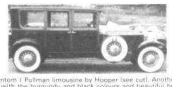
1938 Vernon-Derby speedster with 1000 c.c. Rolls Engine (see cut). This is the only example of this marque in America, and although the car is a bit tatty, it is highly restorable and structurally sound. We believe that the ultimate buyer for this car is in the British Isles and we are sorry that we imported it to the U.S. where it is unknown and unappreciated. Make us an offer in the neighbourhood of £3,000.

1935 Bugatti type 57 Tourist Trophy model (see cut). This is the car that is portrayed on page 10 of Profile Publications #41. The car was restored a little over five years ago, but is still in superb condition. A bargain at £8,500.

1934 Bugatti type 57 Cabriolet Stelvio by Gangloff (see cut). This is the London and Paris show car of 1934 and is painted yellow with red trim and red leather. The restoration is about ten years old now, but it is still very presentable as the car has been stored most of the time since the restoration. Excellent investment potential at £14,000.



1925 Rolls-Royce Phantom I Pullman limousine by Hooper (see cut). Another older restoration, but still regal and elegant with the burgundy and black colours and beautiful brocade interior. The car also features a unique outside-mounted nickel plated R and L turn signal system and trunk rack on the roof. This elegant Rolls-Royce is priced at £10,000.

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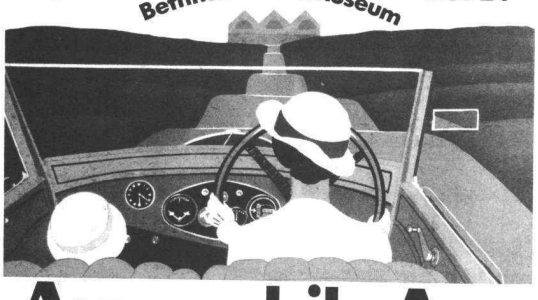

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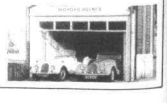

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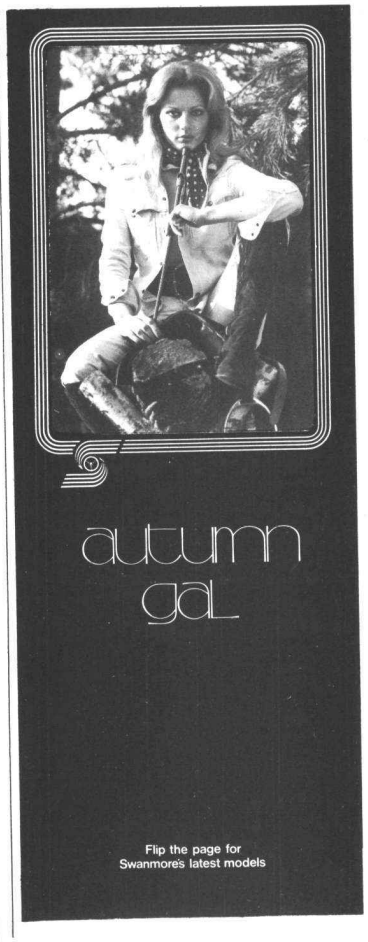

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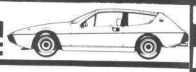

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1973 'M' Reg. V12 E-Type 2+2, 8,900 miles, radio.	**£3,795**
1973 'M' Reg. V12 E-Type rdstr. auto., 1,500 miles, c.w.w.	**£3,395**
1973 V12 E-Type rdstr. 12,000, Sundym, radio.	**£2,995**
1973 V12 E-Type rdstr. Azure blue, radio stereo.	**£2,345**
1972 V12 E-Type 2+2 in white, chrome wheels, etc.	**£2,745**
1972 V12 E-Type rdstr., radio, power steering.	**£2,295**
1971 Dec. 'K' Reg. V12 E-Type 2+2 auto., low mileage.	**£2,495**
1971 'K' Reg. V12 E-Type 2+2, red, radio, tinted screen.	**£2,195**
1970 E-Type, f.h.c., 11,000 miles only, outstanding car.	**£2,295**
1969 'H' Reg. E-Type 2+2 c.w.w., sunroof, h.r.w., radio.	**£1,695**

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1973 Stag auto. 'M' Reg. 8,000 miles, tinted glass, etc.	**£2,895**
1973 TR6 'M' Reg., low mileage, overdrive, radio.	**£1,495**
1972 TR6, saffron, radio, overdrive, rec. seats.	**£1,245**
1970 TR6 rdstr. with overdrive, SP sport tyres.	**£995**
1973 GT6 Mk. III, one owner, tinted glass, radio.	**£1,145**
1974 Spitfire Mk. IV, 4,000 miles, overdrive, radials, etc.	**£1,195**
1972 Spitfire Mk. IV, local car, overdrive, 17,000 miles.	**£925**
1972 Spitfire Mk. IV, white, black trim, radio.	**£875**
1969 MINI COOPER 'H' Reg., beige, radials, seat belts.	**£645**

RELIANT

1973 Reliant Scimitar GTE auto., 8,000 miles, extras.	**£2,695**
1973 Reliant Scimitar GTE, overdrive, h.r.w., radio.	**£2,295**
1971 Reliant Scimitar GTE auto., silver grey, radio.	**£1,495**
1966 Sunbeam Alpine, white, hard top, local car.	**£445**

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1972 Elan Sprint, d.h.c., yellow, radio, tonneau cover.	**£1,525**
1972 'L' Reg. Seven S4, alloy wheels, radio.	**£1,095**
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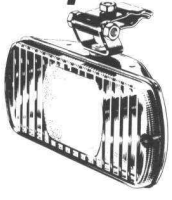

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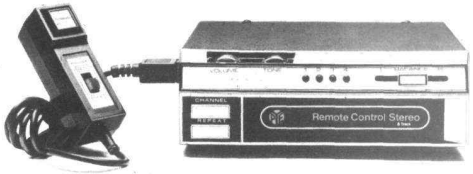

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MOTOR SPORT

VOL L No. 10 OCTOBER 1974

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FRONT COVER PICTURE: ALAN COTTAM *cornering during the VSCC race meeting at Thruxton in Cameron Millar's 1956 2½-litre Maserati 250F which, in the 10-lap All-Comers' scratch contest, was quite unable to compete with the winning Lotus 16 driven by J. W. S. Roberts.*

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MATTERS OF MOMENT

■ **BELT-UP!**

As soon as the Election is over the busy-bodies will resume the campaign for compulsory seat belts. After all, the Civil Service treats drivers and motor-vehicle owners much the same whatever Government is in power. We wish they would all belt-up—the A.A., Lord Montagu, the DOE many so-called motoring journalists and the rest who are advocating compulsory wearing of seat-belts. Let us make it quite clear that MOTOR SPORT is NOT persuading anyone from putting on a safety-harness, if he or she wishes to wear one, even though it has yet to be proved that all seat belts are safe in themselves, or that everyone involved, the disabled, etc., are better served by using them. But we are dead against compulsion. It may or it may not be simple common sense to use seat belts in everyday, ordinary motoring. It is still a matter of opinion, a very open one. The Editor, who dislikes being strapped to anything, even a motor car, is a non-belt man, but his wife wears a seat belt, whether in Fiat 126 or BMW, or any other road test car, while motoring with him. Whether or not one belts-up, it should be left to personal choice.

Those, like the writer, who have been thrown from an overturning car (an Allard, in a pre-war speed hill-climb), the cockpit of which was crushed, and who have seen cars catch fire, have sound reasons for being against compulsion. Others feel vulnerable unless they belt-up. Compulsion is wrong—your life is your own and how you safeguard it should be your affair. You can lead a horse to water but you can't make it drink! Compulsion seldom brings happy results. We have been compelled to fit seat belts to our more modern cars (and pay the p.t. on them). Motorcyclists are compelled to wear crash hats (and pay p.t. on these). If we permit more compulsion, motorcyclists may find themselves banned, on the grounds that riders gain no safety from being strapped to two-wheelers. We could find speed limits forever unrescinded, in spite of ever safer cars and better, very expensive roads.

Are the police soon to be busy checking for unbuckled belts? If so, endorsements for forgetfulness, or for deliberately ignoring a fresh compulsion, will cause further resentment between police and motorists and will further overload the Courts. What of tradesmen and doctors, making frequent exits from their vehicles? What of vintage cars to which seat belts cannot be fitted? Will compulsion kill off the entire old-car hobby? Will bus passengers and firemen have to strap themselves to their vehicles? Let's leave it to their discretion. It might be said that those who don't belt-up are either drivers well able to look after themselves or are so foolish they are unlikely to remember the clunk-click thing, anyway. So why press for unwelcome compulsion?

If we go on like this, fussing about whether it is better to be flung through a laminated or a toughened screen, we had better give up motoring and risky sports altogether, indeed anything that involves the smallest possible chance of accidents—safety belts, crash hats, more speed limits, more Armco from the do-gooders and, of course, the over-60s must be compelled to put on water wings in the bath, in case of involuntary drowning.

We shall now be bombarded with arguments about the cost of crashes to the Health Service, to which most of us contribute, whether we wish to or not. This is no reason for inflicting compulsion on one section of the community. Anyway, the service may not be there when it is most wanted, if the modern Florence Nightingales have their way, striking for more pay; once lost, never regained. So—by all means put on your seat belts but—*NO COMPULSION.* Indeed, after the ridiculously vast sums of the Nation's money which have been spent on persuading motorists to do up their belts, which has probably done a great deal of good but could have been *better spent on accident prevention instead of precaution,* how can this expenditure be justified if compulsion is, after all, introduced?

■ **THE ELECTION**

It seems that we are soon to have another General Election inflicted on us by Harold Wilson. It is not for a motor journal to predict whether this will result in a continuation of Socialism in Britain, a return to Conservative rule, or whether, whatever the outcome, the Communist-influenced Trade Unions will eventually take control.

The political scene is now so complicated that many voters would see a motorists' charter as the most important aspect of an Election. They would back the party that promises to reduce the

Continued on next page

Motor Sport Fixture List For October

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

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

DATE	CLUB	RENDEZVOUS	NEAREST TOWN OR MAP REFERENCE	CATEGORY	TIME
Oct. 3rd/6th	**AC San Remo**	**San Remo**	**Italy**	**World Championship Rally (INT)**	—
Oct. 5th	Tynemouth & Dist. MC	Park Hotel	Tynemouth	Lindisfarne Rally (Nat)	9.01
Oct. 5th	Vale of Gothi MC	Mart Ground	Carmarthen	Auto Test Meeting (C)	14.30
Oct. 5/6th	Morecambe CC	Morecambe Promenade	Morecambe	Illuminations Rally (R)	22.31
Oct. 5/6th	Poachers MC	Keymarkets	Watergate, Grantham	Empire Trophy Rally	23.01
Oct. 5/6th	Munster MC & CC	Kinsale	Co. Cork	Cork '20' 1974 Rally (N)	13.00
Oct. 5/6th	Ponypridd AC	W. H. Baker Ltd. Pentrebach Rd.	Merthyr	Ar-Hyd-y-Nos Rally (R)	24.00
Oct. 6th	**SCCA**	**Watkins Glen**	**New York**	**United States Grand Prix, World Championship Round 15 (INT)**	—
Oct. 6th	BARC (South Western)	Gurston Down	Broadchalke, Salisbury	Hill Climb (C?)	14.00
Oct. 6th	Austin-Healey Club	RAF Duxford	Cambridge	Sprint (R)	14.00
Oct. 6th	750 Motor Club	Eridge Farm	Tunbridge Wells	Sporting Car Trial (C)	11.00
Oct. 6th	**BARC (NW Centre)**	**Oulton Park**	**Tarporley, Cheshire**	**Formula Atlantic Races (INT/Nat)**	**15.00**
Oct. 6th	BRSCC	Croft Autodrome	Darlington	Autumn Car Races (R)	14.45
Oct. 6th	**BRSCC**	**Snetterton Circuit**	**Thetford**	**Rothmans 5000 (INT/Nat)**	**14.00**
Oct. 6th	BARC	Thruxton	Andover	Clubmans Car Races (R)	14.00
Oct. 6th	Midland AC	Carborough	Lichfield	Sprint (R)	14.00
Oct. 6th	British DR & HRA	Santa Pod	Wellingborough	Drag Race Meeting (R)	13.00
Oct. 6th	BARC (Yorkshire)	Spread Eagle Hotel	Darrington	Production Car Trial (C)	—
Oct. 6th	Swansea MC	Pentrice Castle	Nr. Oywich, Gower	Speed Hillclimb (R)	14.15
Oct. 6th	Cambridge CC/SODC	Ouse Valley Motors St. Ives	Hunts	Ouse Valley Stages Rally (R)	09.01
Oct. 9/13th	**Australian SCC**	**Sydney**	**Australia**	**Southern Cross Rally (INT)**	—
Oct. 11/12th	Cheltenham MC	The Post House	Swindon	Cheltenham Festival Rally (R)	22.00
Oct. 12th	Shenstone & Dist. CC	Bulls Head Inn	Lichfield	Buxton Trophy Rally (R)	08.00
Oct. 12/13th	2300 Club	Main Street	Tobermory	Tour of Mull (R)	15.00
Oct. 12/13th	Chelmsford MC	Britvic Factory	Chelmsford	Britvic Rally (R)	20.00
Oct. 13th	BARC (Surrey)	Goodwood	Chichester	Sprint (R)	14.00
Oct. 13th	Trimtre MC	Home Farm	Pentrice, Gower	Autocross (R)	14.15
Oct. 13th	**BRSCC**	**Mallory Park**	**Kirkby Mallory**	**Rothmans 5000 European Championship Races (INT/Nat)**	**14.30**
Oct. 13th	TEAC	Brands Hatch	Fawkham, Kent	Race Meeting (R)	14.30
Oct. 13th	Farnborough Dist. MC	Tunnel Hill	Pirbright	Production Car Trial (R)	12.00
Oct. 13th	Yorkshire SCC	Castle Howard	Malton, Yorks	Hill Climb (R)	14.15
Oct. 13th	Stafford & Dist. CC	Weston Road	Nr. Stafford	Autocross (R)	14.00
Oct. 16/19th	**OVAC**	**Toronto**	**Canada**	**Rally of the Rideau Lakes, World Championship (INT)**	—
Oct. 19/20th	Alwoodley MC	Muscroft Motors, Shadwell Lane	Leeds	Pennine Rally (C)	23.00
Oct. 19/20th	Highland CC	Highlander Filling Station	Inverness	Rally (R)	—
Oct. 20th	Sussex Car Club	Goodwood	Chichester	Autumn Sprint (R)	14.00
Oct. 20th	Maidstone & Mid-Kent MC	Haynes, Park Wood	Maidstone	Grasshopper Rally (R)	—
Oct. 27th	Thames Estuary AC	Snetterton	Thetford	Race Meeting (R)	13.00
Oct. 27th	BARC	Thruxton	Andover	Race Meeting (C)	14.00
Oct. 27th	Kidderminster MCC	Hoo Farm, Wilden Lane	Kidderminster	Production Car Trial (R)	—
Oct. 31st/Nov. 3rd	**SCCA**	**Marquette**	**Michigan, USA**	**Press-on-Regardless Rally (INT) World Championship**	—

MATTERS OF MOMENT
Continued from previous page

iniquities inflicted on drivers, by the Laws and Court procedure, to ban the costly business of Big Brother in a helicopter (which we hope doesn't itself break any low-flying regulations) searching for motoring offenders, use the triple endorsement punishment only for serious offences and stop this silly use of expensive radar equipment for apprehending those who go a few m.p.h. over the equally absurd 70-limit on our million-pounds-a-mile fine new motorways.

Let us not overlook the fact that Germany is the only country which has no speed limit on its *autobahns* leading to dangerous traffic-bunching and frustration, and that this came about because of a strong Parliamentary motoring lobby. And that a healthy Motor Industry offers full employment to a great many people.

Seat Belts

Sir,

After reading two letters in your September issue about seat belts I felt encouraged to write in support about this sensitive subject.

The value of seat belts cannot be denied but I certainly think that the publicity given to these devices has taken the subject completely out of proportion. Such statements as "If I had worn my seat belt this would not have happened to me" are totally misleading. One could certainly say that it may not have happened but the only way of avoiding injury completely is to avoid the accident. Let us just wonder how far the belt will go:

1. It can only assist when worn and if fitted properly.
2. It can only assist occupants of the vehicle.
3. It can only be applied to certain types of vehicle to be of value. (i.e. motorcycles cannot be adapted.)

This difference between avoiding the accident and avoiding the injury is highlighted by looking at commercial vehicles and cars. Commercial vehicle safety has concentrated on raising design and performance standards and controlling the operation of such vehicles in the form of operator and drivers licences. The whole accent is on avoiding the accident which I suggest is a far more worthwhile pursuit. The emotional element in the passenger car world has gone the other way by accepting the accident situation and trying to avoid injury. Introduction of collapsible steering columns, seat belts, collapsible frames and so on, none of which help the poor old pedestrian. They completely ignore spurious swing axle suspensions, low geared wheel twiddling steering systems, and a terribly low driving standard and virtually no owner appreciation of the vehicle.

On the question of compulsion for the wearing of seat belts I do feel we sometimes lose sight of the reality of life. Frankly, statistics can be made to prove anything as we all know, and I am certainly sceptical about those produced for the seat belt case. If we are to accept that 70% of all injuries are saved by wearing belts, and then argue that making the wearing of them a legal requirement is a must, I have a further even more powerful suggestion. Accepting the accident saves 100% of *all* injury, so let's make accident avoidance a legal requirement as the end result is much better.

The latter suggestion must be a ridiculous piece of logic, just as the former one is, so, please, let us put everything in perspective and avoid emotion.

Harpenden W. I. MAHANY

That Mystery Car

THAT mystery car on page 946 of the September issue of MOTOR SPORT wasn't such a mystery to readers of a certain weekly IPC magazine, that featured it by story and pictures, a fact that some of our readers rapidly found out. However, they can have been unaware that the beast captured by our reader's camera at Silverstone was at large on British soil, for its more natural habitat is the Australian outback, even though it is of British Leyland lineage. This is British Leyland's Force 7, a two-door, five-seater hatchback designed to plant the company in the sporty car market in Australia—and also to boost disappointing sales of the P76 saloon. It employs the same suspension as the P76 and in its ultimate specification is powered by a 4.4-litre, 198 b.h.p. version of Rover's aluminium V8 (hence the disguised Solihull clue). The example at Silverstone belongs to British Leyland. The Australian body is a trifle ugly and unbalanced, but shows a step in the right direction for British Leyland thinking. With cleaner lines perhaps it could be a best seller in the UK?—C.R.

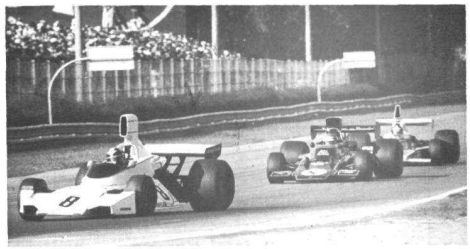
The 45th Italian Grand Prix

Peterson keeps the faith again

Monza, September 8th

THE CAST for the last Grand Prix in Europe for 1974 was fairly stable, the only new car on the scene being a fourth BRM P201, which Pescarolo was driving, the Bourne team having got themselves sorted out for a brief moment; Beltoise had P201/03 and Migault P201/02. Team Lotus had made a decisive move in taking their two Lotus 76 models and one Lotus 72 to Monza, the idea being to race the new cars and have the old one purely as a stand-by; it was Peterson's usual mount, 72/R8, the new cars being the troublesome JPS/9 and JPS/10. Elf Team Tyrrell were in their usual good order, with their three 007 cars for Scheckter and Depailler, and the McLaren team were with their usual three cars for Fittipaldi and Hulme, and the Yardley sponsored M23/4 for David Hobbs, still standing-in for Mike Hailwood, who was reported to be recovering well and with enthusiasm. The Texaco-Marlboro sponsored McLarens were not using the transparent skirts round the base of the monocoque that they tried in Austria, not because they were not beneficial, but because there was no way they could be prevented from rubbing themselves away and if they did not touch the ground they were ineffective. Any method of keeping them in contact, rising and falling as the suspension worked, would have contravened the "moveable aerodynamic device" rule. The Brabham team were in good spirits after their win in Austria, confident that their cars would be equally as good on the fast Monza circuit. The two South American drivers were unconsciously urging each other on to greater efforts in friendly rivalry, Reutemann knowing he could go faster than Pace, and vice-versa. John Watson, in the brown Hexagon Brabham BT44/4, with support from the works team, was equally happy and confident, being delighted with his new car.

Surprisingly, Ferrari kept to their usual two-car team for their home Grand Prix, instead of co-opting anyone into a spare car, as they have done in the past. Regazzoni and Lauda had the same two cars they used in Austria, which were 014 and 015, respectively. The Shadow team were unchanged, although their spare car had been straightened out, but Pryce was still feeling a bit bewildered and very lucky at having escaped injury in a Formula Two crash at Enna a short time before. Team Surtees had called the Formula Two driver Jose Dolhem into his troubled team once more, with Derek Bell in the number one car, and Frank Williams had Merzario and Laffite in his cars once more, while Graham Hill had Stommelen with him in the Lolas, as he had done in Austria. The private efforts of Amon, Kinnunen, Hunt and Schenken were unchanged and the Ensign had reverted to its original green and yellow



Pace shows the way to Peterson and Fittipaldi.

colour scheme, no longer being supported by Theodore Racing, and as in Austria Mike Wilds was driving it. Ian Ashley's backers had dropped the Token car and bought the Brabham BT42/2 that Watson has been racing all season, but it could not be made ready in time for the Italian race. The Swiss/Italian team run by Finotto/Bretscher had only one of their cars running, although they had entered two, and Carlo Facetti was the driver. The March team was unchanged, with Stuck and Brambilla in the 741 cars, the stocky Italian keen to do well on his home ground, Monza being his local circuit.

The Formula One Constructors Association planned the distribution of the pits, there being more cars and teams than Monza could really deal with, so a sad little group were farmed out on to the grass verge at the beginning of the pit road, while the rest had enough room in the concrete covered pits. The outcasts were Facetti with the bright blue Brabham, Ron Tauranac with his Trojan, Chris Amon with his own car, Wilds with the Ensign, Kinnunen with his Surtees and Graham Hill with his Embassy-Lola team, the last-named being something of a surprise decision by the selection committee. Fortunately the weather was typically Italian, so being "put out to grass" was not as disastrous as it might have been. Most of the competitors have retained the same racing number all season, but for this race there was a bit of shuffling round among the tail-enders, with Amon, Kinnunen, Wilds, Schenken and Migault having different numbers in the entry list, though the third BRM reverted to its normal 37.

Practice was held on Friday and Saturday, from about midday to 3.30 p.m. each day, with a half-hour break for towing in any cars that had broken down, or repair any ravages caused by over enthusiasm. The sun shone down splendidly as the two Ferraris began to set the pace, but it was soon obvious that Reutemann and Pace in the Brabham were not going to let them get away, these four being the pacemakers, joined after a while by Fittipaldi and Depailler. The Frenchman's Tyrrell had extra water radiators on each side of the car, mounted just in front of the rear wheels. Scheckter was feeling a bit off colour, and not being encouraged by his Cosworth engine suffering from fluctuating fuel pressure, so he was not going as fast as expected. He did a few slow laps in the spare car, but all told was not in his usual fast form. Team Lotus seemed to be making little progress, and for the second half of Friday's practice Peterson went out in his Lotus 72, abandoning the Lotus 76.

Since last year the permanent *chicane* on the back leg of the circuit has been made even more permanent and generally tidied up so that the exit is much quicker, while the *chicane* on the pits straight remained ostensibly unaltered, with an escape road for anyone overshooting. Last year's fastest practice lap was 1 min. 34.80 sec., set by Peterson in the Lotus 72, and this was well beaten during the first half of Friday's practice. Reutemann was fastest with 1 min. 33.64 sec. and a lap in the 1 min. 33 sec. bracket was clearly going to be an "ace" time, Lauda joining the Argentinian in this select group. During the second half Stuck's March had its nose-cone mounting break away and this sent him off the road in a spectacular way after the Curva Grande, the car being badly bent but the young German stepping out unscathed. The furious pace being set by the Brabhams and Ferraris was leaving everyone else behind and rather depressed, particularly the Lotus team who were virtual also-rans in the battle for the front row of the grid. Peterson gave up the struggle with the Lotus 76 and reverted to his old-faithful Lotus 72/R8, but Ickx had no alternative but to stick with the new car. Some drivers were as many as seven seconds slower than Reutemann, which must have been very depressing for there cannot be that much difference in Cosworth engines. Building a Formula One car is one thing, getting all the adjustments in unison is another thing all together, and watching the Brabhams through the Curva Parabolica it was very clear that they were nicely balanced and the drivers could really get on with the business of cornering fast, without having to worry about the car changing its attitude angle once it was aimed right. The Williams cars were also nice and smooth in their handling, but some of the others were horrible to watch, the drivers having to take big handfuls of opposite lock at the wrong moment to counteract a slide. At Monza there are raised

PRACTICE TIMES

No.	Driver	Car	Friday First	Friday Second	Saturday First	Saturday Second
1	R. Peterson	Lotus JPS/9-Cosworth V8	1. 35.53	—	—	1. 36.36
2	J. Ickx	Lotus JPS/10-Cosworth V8	1. 37.10	1. 35.79	1. 35.19	1. 37.13
3	J. Scheckter	Tyrrell 007/1-Cosworth V8	1. 36.43	1. 34.70	1. 34.88	1. 35.55
4	P. Depailler	Tyrrell 007/2-Cosworth V8	1. 34.56	1. 35.43	1. 35.59	1. 35.17
5	E. Fittipaldi	McLaren M23/8-Cosworth V8	1. 34.15	1. 34.84	1. 33.94	1. 34.27
6	D. Hulme	McLaren M23/6-Cosworth V8	1. 35.63	—	1. 35.73	1. 39.00
7	C. Reutemann	Brabham BT44/1-Cosworth V8	**1. 33.64**	**1. 33.27**	1. 35.40	1. 33.93
8	C. Pace	Brabham BT44/2-Cosworth V8	1. 34.80	1. 34.06	1. 33.53	1. 33.70
9	H-J. Stuck	March 741/1-2-Cosworth V8	1. 37.05	1. 36.84	—	1. 35.23
10	V. Brambilla	March 741/2-3-Cosworth V8	1. 35.70	1. 42.47	1. 34.76	1. 35.06
11	G. Regazzoni	Ferrari 312B3/014—flat-12	1. 34.02	1. 33.80	1. 33.73	1. 33.80
12	N. Lauda	Ferrari 312B3/015—flat-12	1. 33.84	1. 33.53	**1. 33.16**	1. 34.86
14	J-P. Beltoise	BRM P201/03 V12	1. 35.78	1. 36.09	1. 35.68	1. 34.62
15	H. Pescarolo	BRM P201/04 V12	1. 39.13	1. 37.46	1. 36.85	1. 36.64
16	T. Pryce	Shadow DN3/3A-Cosworth V8	1. 36.79	1. 36.68	1. 36.58	—
17	J-P. Jarier	Shadow DN3/2A-Cosworth V8	1. 35.92	1. 35.76	1. 34.88	1. 34.56
18	D. Bell	Surtees TS16/03-Cosworth V8	1. 37.38	1. 39.02	1. 37.32	1. 37.60
19	J. Dolhem	Surtees TS16/05-Cosworth V8	1. 45.23	—	1. 37.41	1. 36.84
20	A. Merzario	Williams IR/04-Cosworth V8	1. 37.08	1. 35.31	1. 36.20	1. 35.02
21	J. Laffite	Williams IR/02-Cosworth V8	1. 36.33	1. 36.02	1. 36.56	1. 35.22
22	C. Amon	Amon AF 101-Cosworth V8	1. 38.21	1. 40.35	1. 39.61	1. 38.54
23	L. Kinnunen	Surtees TS16/01-Cosworth V8	1. 40.32	—	1. 42.66	1. 55.58
24	J. Hunt	Hesketh 308/3-Cosworth V8	1. 35.45	1. 34.54	1. 34.58	1. 34.34
25	M. Wilds	Ensign MN01-Cosworth V8	1. 38.10	1. 38.14	1. 38.94	1. 37.38
26	G. Hill	Lola T370/HU2-Cosworth V8	1. 37.71	1. 35.95	1. 35.92	1. 35.82
27	R. Stommelen	Lola T370/HU1-Cosworth V8	1. 36.03	1. 35.23	1. 34.84	1. 34.94
28	J. Watson	Brabham BT44/4-Cosworth V8	1. 35.31	1. 34.99	1. 34.08	**1. 33.63**
29	T. Schenken	Trojan T103-Cosworth V8	1. 36.65	1. 36.27	1. 36.13	1. 35.72
30	L. Ashley	Brabham BT42/2-Cosworth V8	NON-STARTER			
31	C. Facetti	Brabham BT42/6-Cosworth V8	1. 39.69	—	1. 37.33	1. 37.30
32	L. Lafosse	Brabham BT42/5-Cosworth V8	NON-STARTER			
33	D. Hobbs	McLaren M23/4-Cosworth V8	1. 36.31	1. 38.04	1. 36.38	1. 43.55
37	F. Migault	BRM P201/02-Cosworth V8	1. 36.85	1. 37.01	1. 36.46	1. 36.36
1T	R. Peterson	Lotus 72/R8-Cosworth V8	—	1. 34.24	1. 35.44	—
3T	J. Scheckter	Tyrrell 007/3-Cosworth V8	1. 40.98	—	—	—
6T	D. Hulme	McLaren M23/5-Cosworth V8	—	1. 36.12	—	—
7T	C. Reutemann	Brabham BT44/3-Cosworth V8		no time		
16T	T. Pryce	Shadow DN3/4A-Cosworth V8	—	1. 40.14	—	1. 36.27

concrete benches all along the public enclosure and you can virtually look down into the cockpits and see the driver working, in spite of what "vintage minded" people may say. Reutemann ended the day with the fastest lap, in 1 min. 33.27 sec., but Lauda and Regazzoni were right behind him, no-one else being in their league.

That evening an almost tropical rainstorm hit the northern part of Italy and it cleared the air and got rid of the heaviness in the atmosphere, so that Saturday was warm and clear and better than ever when practice started again at midday. Reutemann did a few laps in the spare works Brabham, but soon returned to his usual car, whereas Peterson continued to work away in his spare car, virtually abandoning the Lotus 76. The March mechanics had straightened out Stuck's car and he resumed practice only to come to another stop, more gentle this time, when a drive-shaft broke. Before the half-way pause there was an involuntary break when Hobbs clipped the exit of the *chicane* on the pits straight and bounced across the road and into the barriers, bending the front of the car, so everyone stopped while the breakdown lorry collected the bent car. Carlos Pace had now joined the 1 min. 33 sec. group, as had Fittipaldi, while both Ferraris were well into it, with Lauda down to 1 min. 33.16 sec., which took pole position on the grid from Reutemann. With 31 drivers competing for 25 positions on the starting grid there were a few traumas going on amongst the rabbits at the end of the field, though some were so hopeless (relative to the top group that is) that they more or less gave up all hope of getting into the race. Peterson had one final fling with the Lotus 76 in the last part of practice, but was not as fast as he had been in the Lotus 72, and that was not fast enough to be impressive anyway. The outcome was becoming very clear, it was two Brabhams against two Ferraris, with Fittipaldi in his McLaren hovering just behind them, but the Maranello hopes received a surprise blow when John Watson pulled out all the stops and did 1 min. 33.63 sec. in the Hexagon-of-Highgate semi-works Brabham, thus ousting Regazzoni from the second row of the grid. Watson's progress during practice had been a model of a driver getting on with the job as the car was "trimmed" to suit the conditions, from knowledge and information imparted to the small private team by the Brabham designer, Gordon Murray. Watson's best times in the four sessions were 1 min. 35.31 sec., 1 min. 34.99 sec., 1 min. 34.08 sec. and 1 min. 33.63 sec. And then the brown Brabham spun off the course at the Lesmo bends and destroyed itself, the driver stepping out unhurt! It was not a case of over-enthusiasm, a rear wheel had broken and sent the car helplessly out of control.

So practice finished with a Ferrari on pole position with three Brabhams very close behind it and blocking the second Ferrari, which had a McLaren breathing hard on it. The Hexagon Brabham BT44/4 was too badly bent to be repaired in the paddock, but Bernie Ecclestone did not hesitate about offering the loan of the spare works car to Watson. There were a few minor problems to sort out, such as making it fit the bearded Irishman, and the fact that the works cars run on Goodyear tyres while the Hexagon car ran on Firestone tyres, but all went well and Watson was ready to give the car a try-out in the untimed practice on Sunday morning, which is the reason for the extra half-hour usually provided on race morning. Lauda was also grateful for it as his car had a new engine fitted on the Saturday night. It does not need much of a clairvoyant to know who the unlucky ones are going to be when there are more drivers than places on the starting grid and once again there were no surprises; Dolhem (Surtees), Facetti (Brabham), Bell (Surtees), Wilds (Ensign), Amon (Amon) and Kinnunen (Surtees) being left behind.

It was still blazing hot on Sunday and the Monza Autodrome was packed to capacity, the majority of the spectators being Ferrari supporters needless to say, and with Lauda on pole position and Regazzoni in the lead of the World Championship for Drivers, all was set for an Italian "joy day". Before the start there was a bit of a "rhubarb", for Goodyear had decided that the latest type could not be used and all the contracted runners had to back-pedal one step and revert to the not-quite-so-good tyres, and the odd one or two on Firestone tyres actually thought they might have a chance of winning a Grand Prix, but it all turned out to be relatively unimportant. One by one the cars set off on a warm-up lap, doing a flying lap as well before forming up on the "dummy-grid" in two-by-two formation. Lauda (Ferrari) and Reutemann (Brabham) were on the front row, followed by Pace (Brabham) and Watson (Brabham) on row two, the Irishman in the white spare works Brabham in place of his usual brown one. Then came Regazzoni (Ferrari) and Fittipaldi (McLaren), Peterson (Lotus 72) and Hunt (Hesketh), Jarier (Shadow) and Depailler (Tyrrell) and Beltoise (BRM) and Scheckter (Tyrrell), followed by the rest down to Pescarolo all alone in the back row, while Dolhem as first reserve waited at the ready in the pits in case anyone failed to line up at the last moment.

STARTING GRID

12
N. Lauda
(*Ferrari—flat-12*)
312B3/015
1 min. 33.16 sec.

7
C. Reutemann
(*Brabham-Cosworth V8*)
BT44/1
1 min. 33.27 sec.

8
C. Pace
(*Brabham-Cosworth V8*)
BT44/2
1 min. 33.53 sec.

28
*J. Watson
(*Brabham-Cosworth V8*)
BT44/3
1 min. 33.63 sec.

11
G. Regazzoni
(*Ferrari—flat-12*)
312B3/014
1 min. 33.73 sec.

5
E. Fittipaldi
(*McLaren-Cosworth V8*)
M23/8
1 min. 33.95 sec.

1
*R. Peterson
(*Lotus-Cosworth V8*)
72/R8
1 min. 34.24 sec.

24
J. Hunt
(*Hesketh-Cosworth V8*)
308/3
1 min. 34.34 sec.

17
J-P. Jarier
(*Shadow-Cosworth V8*)
DN3/3A
1 min. 34.56 sec.

4
P. Depailler
(*Tyrrell-Cosworth V8*)
007/2
1 min. 34.56 sec.

14
J-P. Beltoise
(*BRM V12*)
P201/03
1 min. 34.62 sec.

3
J. Scheckter
(*Tyrrell-Cosworth V8*)
007/2
1 min. 34.70 sec.

10
V. Brambilla
(*March-Cosworth V8*)
741/2-3
1 min. 34.76 sec.

23
R. Stommelen
(*Lola-Cosworth V8*)
T370/HU1
1 min. 34.84 sec.

20
A. Merzario
(*Williams-Cosworth V8*)
IR/04
1 min. 35.02 sec.

2
J. Ickx
(*Lotus-Cosworth V8*)
JPS/10
1 min. 35.19 sec.

21
J. Laffite
(*Williams-Cosworth V8*)
IR/02
1 min. 35.22 sec.

9
H-J. Stuck
(*March-Cosworth V8*)
741/1-2
1 min. 35.23 sec.

6
D. Hulme
(*McLaren-Cosworth V8*)
M23/6
1 min. 35.63 sec.

29
T. Schenken
(*Trojan-Cosworth V8*)
T103
1 min. 35.72 sec.

26
G. Hill
(*Lola-Cosworth V8*)
T370/HU2
1 min. 35.82 sec.

16
T. Pryce
(*Shadow-Cosworth V8*)
DN3/4A
1 min. 36.27 sec.

33
D. Hobbs
(*McLaren-Cosworth V8*)
M23/4
1 min. 36.31 sec.

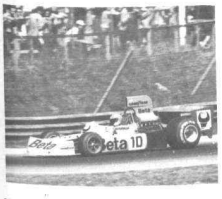
37
F. Migault
(*BRM V12*)
P201/02
1 min. 36.36 sec.

15
H. Pescarolo
(*BRM V12*)
P201/04
1 min. 36.64 sec.

* Time recorded in another car.
† This car was 16T in practice.
Not Qualified:
19 J. Dolhem (Surtees TS16/05-Cosworth V8) 1 min. 36.84 sec.
31 C. Facetti (Brabham BT42/6-Cosworth V8) 1 min. 37.30 sec.
18 D. Bell (Surtees TS16/03-Cosworth V8) 1 min. 37.32 sec.
25 M. Wilds (Ensign MN01-Cosworth V8) 1 min. 37.82 sec.
22 C. Amon (Ampn AF101-Cosworth V8) 1 min. 38.21 sec.
23 L. Kinnunen (Surtees TS16/01-Cosworth V8) 1 min. 40.32 sec.

All 25 runners were in good order, or seemed to be, and the field moved up to the start line, ready for the 52 lap race. Lauda made the most blatant jump-start, but over-did the wheelspin and did not rocket away from Reutemann and the others as expected, though he did lead into the Curva Grande, the *chicane* not being used on the opening lap. In the middle of the field, and pulling off to the side was the BRM of Beltoise, its engine having died on him, the remaining 24 cars disappearing in a dust cloud. Down the back straight Lauda pulled out all the stops and was well ahead as they braked for the Curva Parabolica, and his lead as he came into view of the pits and grandstands was such that the Ferrari followers cheered hysterically while the rest gasped in disbelief. The order of the main pack as they went by was Lauda, Reutemann, Pace, Watson, Regazzoni, Peterson, Fittipaldi, Hunt, Brambilla, Depailler, Scheckter, Ickx and Jarier. As the tail-enders went by Migault could be seen heading for the pits, his BRM suffering from a broken shaft in the gearbox. Next time round Regazzoni and Peterson had got by Watson, the Irishman finding that his car had far too much braking on the rear wheels, there having been no time during his brief acquaintanceship with the new car to sort out the balance. Half way round the third lap the Hesketh blew up its Cosworth engine and Hunt started a hot walk back to the pits, and next time round it was Pescarolo who started to walk, his BRM breaking its engine pretty disastrously. The dust from the start had hardly settled and all three BRMs had retired. Regazzoni had overtaken Pace on this lap and on lap 5 he overtook Reutemann to move into second place, and as he came into view from the Curva Parabolica the Swiss contingent in the main grandstand were delirious. This was indeed a joy-day for Italy and Ticino, and Ferrari flags and Swiss flags were waving all round the circuit as the two red cars powered away into a commanding 1-2 domination, with Lauda nearly 7 seconds ahead of his team-mate. Watson was losing ground due to being unable to brake to the limit, and Pace began to drop back when a rear tyre began to lose bits of its outer skin. Pryce made a stop to change the left-front tyre on his Shadow on lap 8 and on the next lap Watson went straight on at the pits *chicane* due to being unable to stop, and spent a long time sorting himself out, so that he dropped to the back of the field. By ten laps a pattern was appearing, with Lauda way out in front on his own, Regazzoni in second place, with Reutemann keeping in touch, and in fourth place the black and gold Lotus of Peterson, in a far better position than practice would have suggested. Fittipaldi was fifth, and a courageous Brambilla was sixth. Then came a gap, and the struggling Pace led the midfield runners who comprised Scheckter, Depailler, Ickx, Jarier, Stommelen (doing extremely well with the over-weight Lola) and Schenken who was making good progress with the Trojan. After another gap came Stuck leading Merzario, Laffite and Hulme, the New Zealander having committed an indiscretion in the opening laps which had dropped him to his lowly position of seventeenth. Bringing up the rear were Graham Hill and David Hobbs, having a nice little race all on their own. Watson and Pryce were far beyond trying to make up for lost time.

At the end of 12 laps Reutemann headed for the pits, and Peterson moved up into third place, behind the two Ferraris. The Brabham team leader had felt an awful rumbling and vibrating coming from the back of the car, and it did not take long for his mechanics to diagnose that the Hewland gearbox was breaking up, and the car was wheeled away. On the same lap Stuck came in to say that his March was feeling peculiar, and as it was about to break in two, where the engine joins the monocoque, this was not surprising. On lap 15 the Trojan retired, with gearbox failure, and at that point the Italian commentator was just praising Brambilla, who was not only the leading Italian in the race but also in a very worthy fifth position, when the stocky little man from Monza clipped the pits *chicane* on the exit and bounced off into the barriers, just as Hobbs had done in practice, the March coming to a halt rather bent. As Brambilla walked back to the pits he got a very big ovation from the crowd, for no-one minds a driver making a mistake when he is having a real go. The pits were still very busy for Ickx had crept quietly in with a broken ball-joint in the throttle linkage and Stommelen had been forced to stop as his Lola seemed to be steering itself. While Ickx's car was repaired and he rejoined the race for a time until another part of the linkage broke, for Stommelen it was the finish, for the rear suspension was coming adrift. With all this trouble in the mid-field the tail-enders who were having trouble-free runs were moving up impressively on the lap charts, and Merzario was up to eighth place by lap 20, and Jarier retired when his engine seized up. Laffite was the next to go as his engine failed on lap 22, and on the next lap Depailler misjudged the pits *chicane*, bounced off the kerb and limped round to the pits to have a new rear wheel fitted to the righthand side.



Vittorio Brambilla had a good race in his home Grand Prix.

Ever since he had got into second position, on lap 5, Regazzoni had been holding the gap between himself and Lauda pretty constant, even closing it up slightly at times, and at 25 laps it was 6.7 seconds, but he could now see signs of trouble ahead, for on the over-run the leading Ferrari was beginning to puff out blue smoke from its exhausts, a sign of something going wrong inside the engine. By lap 28 it was really smoking badly, and slowing, and on lap 30 Regazzoni took the lead as Lauda's car slowed dramatically. At the end of lap 32 it was all over for the young Austrian, and once again the Ferrari engine that everyone thought was so strong had let him down. He went into the pits not to return, the engine having suffered internal damage, and Regazzoni was left in a strong position, more than 12 seconds ahead of Peterson, who still had Fittipaldi nibbling away at his exhaust pipes. A bare ten laps more and Regazzoni's car began to smoke in the same way that Lauda's had done and the Ferrari supporters and the Swiss spectators nearly wept as the smoking got worse. It was clear that Peterson and Fittipaldi were soon going to be racing for first place, and on lap 39 the Brazilian outbraked the Swede into the pits *chicane* and got in front, albeit slightly out of control, so that he took quite a time to get sorted out after the *chicane*, and Peterson was back in front in no time at all.

At 40 laps Regazzoni headed for the pits, the Ferrari engine about to do itself a serious mischief, and after everyone had gone by he rejoined the race, urged on by the vociferous crowds, but he only got as far as Lesmo when the flat-12 cried "Enough" and he parked the car on the grass verge. The Italian and Swiss supporters rolled up their flags and set off for home, bitterly disappointed after such a glorious beginning. This left Peterson and Fittipaldi battling for the lead, although it was not much of a battle, for the Brazilian had made his pass to take the lead, and it had not come off, and there did not seem much more he could do except keep pressing the Lotus in the hope that it would break down. In truth it was making an odd noise, but it was only a loose tail-pipe, and providing Peterson could keep going for the remaining twelve laps the Italian Grand Prix was his. Thus it was, with the faithful old Lotus 72 chalking up yet another victory and Fittipaldi following home in second place, these two having

Scheckter took third overall. Here he leads Pryce.

been up at the front for the whole race. Scheckter was third, having moved steadily up from tenth place as those in front struck trouble, and by the same process Hulme moved up from seventeenth to sixth place by the end. Merzario had moved up in a similar steady manner to finish fourth, and in fifth place was a fighting Carlos Pace. The Brazilian Brabham driver had struggled on with his tyre disintegrating until he was forced to stop and have it changed, when it was found that the out-of-balance vibration had broken one of the mountings of the rear anti-roll bar. It could not be repaired so he rejoined the race knowing full well why his car was not handling as well as it should. This had been on lap 22, when he was lying eighth, and the stop dropped him to the back of the field into 12th place. Once he had got the hang of the different handling he really fought his way back up to fifth place and in doing so he made the fastest lap of the race in 1 min. 34.2 sec., which was a new lap record.—D.S.J.

Results :
45TH ITALIAN GRAND PRIX—Formula One—52 laps—Monza
5.78 kilometres per lap—300.56 kilometres—Very Hot

1st :	R. Peterson (Lotus 72/R8)	1 hr. 22 min. 56.6 sec.—217.920 k.p.h.
2nd :	E. Fittipaldi (McLaren M23/8)	1 hr. 22 min. 57.4 sec.
3rd :	J. Scheckter (Tyrrell 007/1)	1 hr. 23 min. 21.3 sec.
4th :	A. Merzario (Williams 1R/04)	1 hr. 24 min. 24.3 sec.
5th :	C. Pace (Brabham BT44/2)	1 lap behind
6th :	D. Hulme (McLaren M23/6)	1 lap behind
7th :	J. Watson (Brabham BT44/3)	1 lap behind
8th :	G. Hill (Lola T370/HU2)	1 lap behind
9th :	D. Hobbs (McLaren M23/4)	1 lap behind
10th :	T. Pryce (Shadow DN3/4A)	2 laps behind
11th :	P. Depailler (Tyrrell 007/2)	2 laps behind

Fastest Lap : C. Pace (Brabham BT44/2) on lap 46 in 1 min. 34.2 sec.—220.891 k.p.h. *(new record)*

Retirements : J-P. Beltoise (BRM P201/03) electric failure, on lap 1; F. Migault (BRM P201/02) gearbox failure, on lap 1; J. Hunt (Hesketh 308/3) engine failure, on lap 3; H. Pescarolo (BRM P201/04) engine failure, on lap 4; H-J. Stuck (March 741/1-2) chassis failure, on lap 11; C. Reutemann (Brabham BT44/1) gearbox failure, on lap 12; T. Schenken (Trojan T103) gearbox failure, on lap 15; V. Brambilla (March 741/2-3) accident, on lap 17; J-P. Jarier (Shadow DN3/3A) engine failure, on lap 20; J. Laffite (Williams 1R/02) engine failure, on lap 22; R. Stommelen (Lola T370/HU1) suspension failure, on lap 25; J. Ickx (Lotus JPS/10) throttle linkage, on lap 31; N. Lauda (Ferrari 312B3/015) engine failure, on lap 32; G. Regazzoni (Ferrari 312B3/014) engine failure, on lap 41.
25 *starters* — 11 *finishers.*

Reflections in the Italian Sunshine

AS I SAT in the Press Tribune, high above the starting line, watching the cars assemble on the grid I thought back to 1957, when I had sat in the same place and watched three green cars and one red one line up on the front row. That was when Stuart Lewis-Evans, Stirling Moss and Tony Brooks dominated practice for the Italian Grand Prix and the immortal Fangio was the only "foreigner" to get a red car on the front row with them. In today's system Fangio would have been in the third row, but in those days of narrow cars with low cornering potential it was safe to have four cars on the front row. Watching that assembly I was conscious of the fact that Fangio was the reigning master of Grand Prix racing and Maserati were the top team, but the three British drivers in their green Vanwalls had got the *maestro* on the run and this was going to be the showdown. The acknowledged master fought like the tiger he was, but the combined force of the three young men in their highly efficient streamlined Vanwalls was too much for him and he had to give the green cars best, but it was a great battle. Looking down on the 1974 grid, lined up in pairs, I got a similar feeling for though Lauda was on pole position in his red Ferrari, he was virtually surrounded by a complete team of British cars, not green this time, but white. These were the three works Brabham cars, no longer the pride and joy of Jack Brabham, nor of his friend and designer Ron Tauranac, but the new-look Brabham team of Bernard Ecclestone and his South African designer Gordan Murray. With Carlos Reutemann alongside Lauda, Carlos Pace behind him and John Watson alongside Pace and behind Reutemann, little Niki Lauda looked very lonely and vulnerable. His only hope of support in the shape of team-mate Regazzoni, was in the third row, too far back to be of instant help. It seemed that Lauda was going to be given a bad time by the three Brabham drivers, even though they were an International hotch-potch of Argentinian, Brazilian and Irish, for they were all of one team and of a like mind, to make sure the best Ferrari was fourth. My thoughts were wasted, however, for almost like a frightened mouse Lauda was up and gone before the cats had opened their eyes, and at any other race than the Italian Grand Prix the Ferrari driver would have been reprimanded for jumping the start. The expected battle never materialized for the Brabham team had all sorts of mechanical problems and Regazzoni powered by them into second place to keep a watchful eye on the frightened mouse who was way out in front and running strongly.

Before the start there had been a bit of a lull and some hesitation about getting things under way, for the Goodyear tyre people had decided at the last minute that they would recall all the tyres set up ready for the race and substitute a slightly different rubber. Word went round that there would be a 15-minute test session before the cars lined up for the start, in order that those cars running on Goodyear tyres could check their steering and suspension settings. The Ferraris and Brabhams and Tyrrells began to line up at the exit of the pit road when the team-managers of those running on Firestone tyres, such as Williams and Hesketh, said "Just a moment . . . nothing in the race regulations . . . unfair advantage . . . rhubarb, rhubarb, rhubarb", and the whole thing fizzled out. The drivers were then all called to a private meeting in the Autodrome boardroom, which went on for quite a time, while the starting procedure was explained and discussed, and a virtual "no overtaking" ban on the opening lap until after the second *chicane*. If there was going to be a first lap shunt, as has happened all too often this season, the Italians wanted it at the end of the opening lap, not at the beginning. While all this was going on and the time for the start was fast approaching, the grandstands were overflowing with spectators from all over Europe, with solid blocks of Swiss supporters amongst the teeming Italians. They were all sitting in the sun and being very patient about the delay as were the journalists from almost every country in the world who were filling the Press Tribune at the very top of the vast concrete centre grandstand, the only difference being that the Press were in the shadows of the huge cantilever concrete canopy. From high up a paper dart floated gently over the heads of the crowd; it was not a pretty dart, it was square and simple, rather like a Chaparral 2F compared to a P4 Ferrari, but its aerodynamics were superb. It lost height very gradually, made three or four passes across the heads of the people in the grandstand and then made a perfect three-point landing on the grass between the stand and the edge of the track. I felt that some of the teams about to take part in the race could have used the maker of that dart to help them with their aerodynamic problems!

The layout of the Monza track and the grandstands and buildings are just about perfect for staging a "big production" yet every year the opportunity is wasted. The start/finish line runs across the track from the centre of the big concrete stand to a pair of ornate iron entrance gates flanked by concrete pillars and administration building, with an archway over the top surmounted by flags. It would be ideal for staging an impressive entry of the competitors (gladiators!) before the start, to present them to the spectators and the VIPs in the expensive seats, as well as the Press, Radio and Television. Instead of that the racing cars filter out from the far end of the pits, unseen and unheralded, while the majority of drivers slink out from the back of the pits and slip unseen into their cars. If there is one thing that an Italian crowd love to do it is to participate in the manifestation they have paid good money to come and watch. If the cars and drivers were brought out through the main gates, possibly in reverse grid order, and presented properly it would make a magnificent sight and the crowds would love every minute of it. A valiant attempt was made at Silverstone in 1973, but on the grey track in front of the grey stands made of scaffold poles and canvas it was not too impressive. At Monza, in the bright sunshine overlooked by the great white concrete stand packed to overflowing with excitable spectators, it would be almost too much to bear, especially when Regazzoni and his Ferrari entered. As it was the only drivers to emerge through the main gates were Carlos Pace, Regazzoni and Lauda, the Ferrari drivers getting a huge ovation. The average spectator does not get much chance to see a Grand Prix driver as a human being, without his all-enveloping helmet and protective clothing, and those people who say that Formula One is entertainment, not sport, should think a bit about trying to entertain those who pay to keep them in business. When the drivers were called to the briefing before the start the crowds applauded their favourites as they shambled along to the boardroom, Graham Hill enjoying to the full the reception he got. How much nicer it would have been had it been properly organised. Some of the Formula One drivers have been saying that they are "entertainers" like Pop Stars, and should be paid like Pop Stars, but few of them act like Pop Stars. Many of them act like shady businessmen, and many of them are getting paid accordingly.

That Ronnie Peterson should win the Italian Grand Prix for the second time in a row was not so much luck as the return for dogged determination. From the days when he started to drive for March he has only known one way to drive, and that is as hard as he can go. He is not one for trailing round disconsonately at the back of the field, wittering about his tyres, or his engine, or the handling of his car. He is a racing driver of the best sort and earns every penny he gets. Had the situation been reversed on the last lap and it had been Fittipaldi leading Peterson, there would have been some do-or-die tactics during the last lap, with some really desperate stuff on the final corner and up the finishing straight. As it was, he knew he had it made, for Fittipaldi in second place is always going to be Fittipaldi in second place in those circumstances, the Brazilian not being one to throw caution to the winds and let passion over-ride sound business acumen and risk all-or-nothing. The last corner in 1953 was a classic Monza race, so was 1967 with Brabham and Surtees really racing, and 1971 when Gethin took advantage of a lot of fumbling, but this year the finish was only close on paper, eight tenths of a second according to the time-keepers, but an eternity in fact. It has become a habit (I cannot call it a tradition) to present the race winner with a very large bottle of champagne up on the winner's rostrum at the end of a Formula One race. It has also become a habit (again not a tradition, for traditions are good things) for the winner to shake up the bottle and spray the contents over the crowds below, spoiling quite a few camera lenses in the process. I look forward to the day when a Gentleman wins a Formula One race and drinks the Champagne, offering a cup to his friends, instead of wasting it in the rather borish fashion that Dan Gurney started many years ago.

Some people were rather surprised by John Watson's performance in practice, when he recorded fourth fastest practice time, a mere one-tenth of a second behind Carlos Pace, but anyone who has been watching the Formula One season closely this year must have been conscious of the brown Brabham and its bearded driver from Belfast. Until the German GP the small private team financed by John Goldie and the Hexagon of Highgate car-dealers firm, were running one of last year's works Brabhams, BT42/2, and Watson was never far behind the leading pack during a race. When keeping a lap chart you get a row of numbers, that this season have been pretty consistent, with 12, 11, 1, 3, 7, 5 and so on at the head of the chart. I always put a vertical line in the list of numbers to indicate a gap in the passing of the cars, the gap varying with each circuit, and often I get to the point of putting two vertical lines, indicating a gap of double my basic distance, which may be the length of the pit straight, the visible distance across a corner, a car being out of sight before the next one arrives, and so on. All this season I have been very conscious of number 28 (John Watson) being just ahead of the first vertical line, or in other words he was keeping up with all the leading works drivers. At the German GP the Hexagon team had a brand new 1974 Brabham BT44 and it hasn't been wasted, unlike some cars that have been brand new and the driver could have done just as well with a two-year old car. Watson is a fairly placid fellow, with no apparent problems, eager to drive racing cars and eager to race, and his performances have been good. Another driver in the same mold is Vittorio Brambilla, who has been putting in good performances all season, even if he has flown off the road a few times, and the number 10 has often been in amongst some pretty impressively low numbers, like 1, 2, 4, and 7. Like Watson, he may not have been winning, but he was having a jolly good go with great enthusiasm. These two have been consistently getting better and better, and while Brambilla is not likely to get much higher, there must be a good future for Watson.

From time to time I have been awarding the Shambles Trophy to deserving teams, though few of them have been keen to keep it, but it now looks as though BRM have got it for all time. Everyone feels very sorry for all the chaps sweating it out trying to keep the team going, but no-one has any sympathy for the bungling and mis-management that is negating all their efforts, and these can only stem for who-ever is in charge. In most teams there is a key man at the top, whom everyone respects and praises when all goes well and maligns when things go wrong. At Lotus it is Chapman, for he generates the design policies, team policies and so on; at Tyrrell it is Ken Tyrrell himself who master-minds the whole operation; at Brabham it is Bernie Ecclestone, and so on. These key people are the ones who are always planning and keeping the team alive. At BRM there is no-one doing this, Tim Parnell shambles about as a sort of team-manager, there is an engine man, a gearbox man, a chassis designer and a lot of hard-working mechanics, but there is no human dynamo keeping the whole lot on the boil, and this must surely be the principle reason for the complete failure, almost to the point of ridicule, that has plagued the BRM team for the past few years. To have three cars retired within four laps of the race must be some sort of record, only a little better than having no cars qualifying to start. Apart from their unreliability the BRMs have not been fast enough to keep up this season and while discussing this aspect someone suggested that perhaps they are the only team who are still running 3-litre engines in the present power race! This thought was prompted by the way Lauda disappeared from the opposition on the opening lap. It was suggested that Ferrari had put in a 4-litre engine the night before the race, and some of the Cosworth users smiled and said "It certainly left our 3.4-litre Cosworth engines behind" to which another, but slightly lesser Cosworth engine user was heard to moan "but Duckworth said that our 3.2-litre was as big as he could stretch the DFV". Joking aside, I wonder when anyone last measured the capacity of a Formula One engine?—D.S.J.

European Letter

[By means of which our roving European reporter keeps in touch with the Editor.]

Dear W.B.,

The idea of holding a race or demonstration for old or historic cars before a Grand Prix event seems to be gaining momentum, and the latest to do so were the Austrians. They had a very pleasant "old cars only" day during the week before the Austrian Grand Prix, and the fastest twenty from all the races they held were invited to take part in an extra event put on before the Grand Prix on Sunday. As a race it was not much, but as crowd entertainment it was a roaring success. There were two very rorty Morgan three-wheelers, driven by English chaps, that gave a Frenchman in a pseudo competition Jaguar XK120 a really bad time. He just could not get rid of them and had one on each side at the finish, and the crowd loved it. They also loved Scott-Moncrieff in his 30/98 Vauxhall, giving him a great cheer every time he passed the pits, doing 85-90 m.p.h. Such mixed entry events may not be approved of by the purists but as a harmless bit of fun on race morning it did no harm. However, officialdom in the form of the CSI, feel the need to control this sort of activity so a special committee has been formed to keep an eye on such goings on. This includes a representative from Great Britain, and fortunately the RAC have nominated Michael Bowler who is not only a regular competitor in historic type events and is well in touch with the active side of historic racing, but also has a good working knowledge of the Grand Prix scene having been a reporter on the Formula One scene for a time. I hope the CSI do not lose their head over this business and look upon old racing cars as needing 1974 regulations in their "construction and use". Asking a racing driver to lie down in a 38 gallon bath of high-octane fuel, which the Formula One car is, calls for as much fire-protection as possible. Sitting on a vintage chassis, high up in front of 5 gallons of methanol is something quite else, and should not be viewed in the same way.

When travelling on the crowded German Autobahns in the summer, or even on the crowded by-ways, there is a new game that can be played to relieve the boredom of slow moving traffic. I don't know how many cars Germany has, but I am sure the number is vast, and increasing every day with Volkswagen vying with Ford and Opel, and BMW vying with Mercedes-Benz. For the fourth time to my knowledge and experience the Germans have had a big re-think on registration numbers, and the present one is intriguing for it comprises four letters and then three or four numbers. Now we all know quite a lot of four-letter words, but so far only one of them has appeared on a German number plate. However, a whole lot of other English words are appearing, as well as girls names, and so far I have collected VERA, DORA and RENE, while the words are piling up, with HASP, LIFE, SWAY, SLUT, LATE, MONK and DUKE. If you are stuck in a traffic jam with nothing to do but watch the lucky traffic flowing in the opposite direction this collecting of number-plate words in Germany can while away the time.

While dodging some of the heavier traffic jams, by taking to the small side roads, I was very pleased to see that many villages,

especially in the south-east towards Austria, are still decorating the outsides of buildings with old-fashioned paintings of appropriate scenes. One particularly nice one was on the side of a brand new fire-station, and the scene depicted an ancient sort of Roman soldier pouring water from a bucket onto a small conflagration lower down the wall. It was all beautifully done in many colours, and below were some window boxes full of flowers in full bloom. It was quite the nicest fire-station I have ever seen. Another pleasant habit in these sort of villages is for people to write their name in artistic script on the front or side, on the whitewashed walls making it very easy if you are looking for someone in particular. Instead of going along a row of houses looking for number 47, you look for the words *Haus Muller*, or *Haus Flegel*. If one was penetrating into darkest Wales looking for the Editorial home, one would look for *House Boddy* in artistic script on the whitewashed wall! Somehow it doesn't ring quite the same, does it?

Passing through Germany with a colleague I took him on a detour to show him the Norisring. This is the vast stadium on the edge of Nurnberg (or Nuremberg) on the east side of Germany and not to be confused with Nurburg and the Nurburgring on the west side, near the Belgian frontier. Once a year the roads round the great concrete edifice that the Nazi party built for their Nazi rallies in 1933-39, are closed and a race meeting is held, the area in front of the enormous monument being used for the pits and the start area. Suitably awed by the enormity of the whole thing, and marvelling at the stage-management required to put on a big political gathering for 250,000 people or more, we paused to pay silent homage to Pedro Rodriguez who was killed during the Norisring races of 1971. No words were needed, no floral tribute, no photographs, we were motor racing enthusiasts and we knew that a courageous little driver had died that day in this part of Germany, driving in an unimportant race purely because he loved racing and driving racing cars. Some while ago a reader from the North of England wrote to me to describe how he had visited Jim Clark's grave in Scotland and mentioned how the demeanour of other people there suggested that respect and not curiousity was the motive that had brought them there. All over Europe there are places where racing drivers have lost their lives, and always will, for racing can never be made completely safe if you are actually going to race, as distinct from playing at the game. Each year I visit many of these to pay silent tribute to those who have paid the price, and there are some acquaintances I would take with me and others that I would not.

". . . quite the nicest fire-station . . ."

Now and again I get time to read a book or two, and recently I read "La Victoire ou . . . rien!" by Vic Elford. Published by Solar Editeur in Paris it is written in French and Elford tells in great detail the whole of his competition career, from being a rally navigator to winning the Targa Florio. It is a fascinating book because it is about an ordinary chap like you or me, with a passion to go racing, and is an object lesson for those who stand around and whimper that no one will buy them a racing car or pay them to be famous. I do not know whether it is being translated into English, but it should be, as a guide to aspiring racing drivers who want to race because something deep down in them is stirred by the very thought of a racing car. For those who race to relieve boredom, or because it is the "in" thing to do, or because their friends talk them into it, I would not recommend reading it, for they are unlikely to understand what it is all about. Actually you don't need a very great command of the French language to read the original edition, for it is simply and lucidly written and is strightforward and honest, with no need for flowery prose to embellish anything. It is Vic Elford exactly as he was when he was racing, and still is. One of the nicest passages is when he was struggling to get into competition motoring and grasped the opportunity to navigate in a club rally. He said to himself "It is better to be seated in a competition car alongside the driver, than to not be in a competition car". It was this thinking that carried him through all the ups and downs of a long and very varied racing career, for few people have driven in such a variety of racing and in such a variety of racing cars as Vic Elford.

Taking the opportunity of a slight lull in serious motor racing I took time off to take part in a motorcycle hillclimb. It was actually part of the big car meeting at Gurston Down, run by the SW Centre of the BARC and all the top hill-climb runners were taking part. Our small group of motorcycles were in effect a filler for the interval and having had our go we were able to watch the Top Ten have their extra runs. This hill at Gurston Down, near Salisbury in Wiltshire, starts by plunging downhill on a very fast straight, which is exciting enough on a motorcycle, but to watch people like David Good, Nick Williamson and Tony Griffiths in their Cosworth V8 powered Formula One cars, and hillclimb champion Mike McDowell in his 5-litre Repco-Brabham going down that hill on a road barely two foot wider than their rear wheels, gave one a sense of proportion about motor-racing in all its forms. You don't *have* to watch Ronnie Peterson taking Woodcote corner at Silverstone in an opposite lock slide to be impressed; it is all relative. And the sound of the Brian Hart 2-litre Ford engine in Chris Cramer's Formula 2 March as it powered its way up the final straight, the driver going through the gears without a break in the exhaust note, was one of the better things in life. All this is at the friendly club level of amateur British sport where you are free to wander round the paddock, talk to people and sit on a grassy bank and watch the cars go by a few feet away from you with no obstructing iron or wooden barriers. Apart from keeping a sense of proportion such a meeting is a complete relaxation after the big business and big-time of professional racing.

The early morning mists are beginning to appear in France, a sure sign of autumn being with us, and soon the cold greyness that is winter in Europe will be upon us. The mountain passes will soon be closed by snow and parts of France and Germany will see drivers putting chains on their wheels and leaving them on for some months. In the temperate climate of Southern England we don't know what winter is really like, I am glad to say, for I am a sunshine and dry road man myself.

Yours, D.S.J.

Guinness Superlatives Limited, 2, Cecil Court, London Road, Enfield, Middlesex, have started a "Guinness Guide" series, in which the second title is motorcycling. This book has many very fine illustrations and covers most aspects of two-wheeled sport in a manner particularly useful to those not previously acquainted with motorcycling. There are more than 30 colour plates and some 300 monochrome illustrations in its 238 large pages. The price is £4.95 and the author is Christian Lacombe.

* * *

L. J. K. Setright has written and John McConnell has illustrated in cartoon a big leaflet-type booklet about the DAF Variomatic transmission. This gives both a technical description and a non-technical guide to DAF's clever infinitely-variable automatic belt-drive. It is presumably available free from DAF Dealers.—W.B.

Ugly Volvos designed for crashing

VOLVOS had always looked conservatively yet purposefully attractive until those massive safety bumpers appeared last year. For 1975 the complete range takes on an utterly hideous frontal appearance in order to pamper to the whims of the US safety factions. It will be interesting to see whether more customers will be gained by these safety considerations than will be lost by the lack of aesthetics. Other modifications include two new engines, a 2.1-litre, overhead camshaft four-cylinder unit and an all-aluminium 2.7-litre V6. McPherson strut front suspension and rack and pinion steering has been adopted and prices range from £2,494 for the 244DL to £3,385 for the 245E.

ATLANTA

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On Citroën

IN VIEW of the fact that all the staff members of this magazine are admirers of Citroën advanced engineering, readers might find it surprising to learn that other than D.S.J.'s ultra-enthusiastic road test of the Maserati-engined SM in 1972, we have published little or nothing specific about this broad-minded French manufacturer since W.B. described his experiences with the early GS in August 1971. Thus it was interesting to make re-acquaintance with the products marketed (or eventually to be marketed) by Citroën's Slough-based British offshoot on a couple of recent occasions, by courtesy of the firm's efficient, young, bi-lingual PRO, Bernadette Piot.

Firstly, we were loaned a GS 1220 Club to sample the improvements the more powerful engine has rendered to the car which was so underpowered in its original 1,015-c.c. form. We had no sooner acclimatised ourselves to the power brakes and excellent road manners of this brilliant small car than Citroën whisked us in the quietness and smoothness of a Fan-Jet Falcon executive jet to the forests and lakes of Swedish Lapland, of all places, to try their new, medium-sized cars, the CX 2000 and CX 2200. Apart from the delights of admiring a magnificent three-country panorama from the top of a mountain, reached by ski-lift at the appropriate time in this Land of the Midnight Sun, being eaten alive by mosquitoes when the effect of the chemical deterrent wained, and an excess of reindeer meat, this trip will remain memorable for marking our first experience with the CX, which we believe is likely to remain the most advanced family saloon car in the World for the next few years.

The GS 1220 Club. A most advanced small car which continues to cry out for a bigger engine.

The Citroën GS 1220 Club

In appearance the GS remains unchanged since our first road impressions of the car in 1971. It continues to possess that quality of ugliness which only the *chic* French can make admirable. The controversial shape packs in the maximum passenger and luggage space within a minimum road space, is of such aerodynamic excellence that the little 1,220-c.c., all-aluminium, flat-four, overhead-camshaft, air-cooled engine will propel it at well over an indicated 100 m.p.h., and contrives to practically eliminate wind noise.

A functional, comfortable, but only moderately furnished interior.

Yet this little car is a surprisingly thirsty beast, refusing to improve upon the lower to mid-twenties miles per gallon consumption. Exceptionally bad cold starting and a persistent flat spot, coupled with the heavy consumption, would have persuaded us to believe that the cause was a carburetter malady peculiar to the test car had we not read other road tests noting identical complaints, similarly confirmed by a number of readers' letters. Certainly the mixture of the test car's carburetter was over-rich, the exhaust emitting sooty smoke, but so they all seem to do. A number of readers have said that they intended to change their twin-choke Solex or Weber carburetters for other types such as Minnow-Fish to cure similar problems. We would be interested to hear the results.

The foregoing should not be taken as condemnatory. Other qualities of the GS are so magnificent that, these criticisms notwithstanding, the car is addictive. Ride and seating comfort is superior to any other small car in the World. The all-independent, self-levelling hydropneumatic suspension is designed, after all, to cope with the worst vagaries French roads can offer, so that it takes the nastiest British potholes and undulations in its stride. The three-position ride height control between the seats is normally left in its mid-way position, though for off-road work, which the front-wheel-drive GS takes in its stride, the higher position can be selected. The lowest position is required only for lowering the car on to its jacks for wheel removal. A single-spoke steering wheel controls light, wonderfully accurate and ideally-geared steering, those front wheels seemingly entirely unaffected by the torque reaction one normally associates with front-wheel-drive. After all, Citroëns were amongst the pioneers of *traction avant*. The all-disc, power-operated brakes are powerful and reassuring, once one's right foot is accustomed to the sensitivity and fractional movement of the conventional-in-appearance central pedal. Fortunately on this car and the CX, Citroën have forsaken the over-sensitive central brake button. There is the usual Gallic roll under hard cornering, but the roadholding on its Michelin ZXs is tremendous and in traffic the car is nimble and responsive.

Though performance is certainly not in the road-burning class, this larger-engined GS (the bore is increased from 74 to 77 mm. and the stroke from 59 to 65.6 mm.) will outperform the majority of 1,500 to 1,800-c.c. British cars and will cruise all day at its maximum attainable speed according to the conditions. It is buzzy through the gears, though not objectionably so. The long gear-lever has to be rowed fairly energetically still and gears seem to be available by luck rather than accuracy, for even when a gear is engaged the lever can be slopped three to four inches from side to side. But the main point is that this 60-b.h.p. engine is a vast improvement on the still available 1,015-c.c., 55-b.h.p. unit. On the other hand the excellence of the rest of the running gear continues to cry out for more power, so that we look forward avidly to trying the Wankel Bi-Rotor version.

Five people can be accommodated in the utmost comfort in the GS and sufficient luggage for them all can be swallowed by the massive, unobstructed-shape boot. The hinge arrangement of the full-depth boot lid is unfortunate in that it required a couple of extra feet behind the car to enable it to be opened upwards. In a tight parking space this renders the boot unusable. Various specifications of 1,015 and 1,220-c.c. GSs are available, including estate cars. The 1220 Club saloon tested cost £1,466.

A massive boot, but awkwardly opening tailgate.

The Citroën CX 2000 and CX 2200

The immediate impression created by the new CX was that it is a clever styling mixture of GS and SM, a recommendation in itself. Technically too it is an amalgam of everything that is advanced in all the existing Citroën models, wrapped in this most elegant, ultra-modern body. It is intended to fit between the GS and DS ranges, which would suggest a price of around £2,300 if it came into the country now, quite exceptional value for money, though it is unlikely to be marketed here before late summer next year.

CX is taken from the symbol for the aerodynamics of a moving body, which is especially apt for this car because of its exceptional co-efficient of frontal penetration, 11 per cent better than that of the legendary DS. There are three models: the CX 2000, the CX 2000 Economy (both with 1985 c.c. engines) and the 2175 c.c. CX 2200. The rest of the Citroën range is unchanged.

All three models have transversely arranged versions of the four-cylinder DS engines driving the front wheels. This proven power unit is perfectly satisfactory and if some of the journalists in Lapland were disappointed that this should have been chosen as the motive power, it was only because they had heard rumours that the car would have a brand-new flat-six engine. The wet-linered, iron-block, alloy-headed engine develops 102 b.h.p. DIN at 5,500 r.p.m. and 112 lb. ft. torque DIN at 3,000 r.p.m. in 2000 form and the 2200 model produces 112 b.h.p. at 5,500 r.p.m. and 123 lb. ft. torque at 3,500 r.p.m. These transverse engines are inclined forwards at 30 degrees and have their four-speed gearboxes mounted in line and to the left. A floor-change lever is fitted. The so-called Economy model has the same 2-litre engine as the ordinary CX 2000 and its economy comes from the use of a higher top gear, offering 22.5 m.p.h. per 1,000 r.p.m. instead of 19.3 m.p.h. Fuel consumption of this model is claimed to be 37 m.p.g. at 56 m.p.h., an exceptional figure for such a comprehensively equipped, 100 m.p.h. car and partially accounted for by those brilliant aerodynamics.

Citroën's constant height hydropneumatic suspension is fitted, the central lever having four positions: high, intermediate, for bad roads, normal and low. Light alloy trailing arms are fitted at the rear, as is an anti-roll bar. A front anti-roll bar is fitted too, the steel, transverse suspension arms form a parallelogram, and the geometry ensures anti-dive characteristics. Front and rear subframes which carry the engine and suspension are connected by two side box sections upon which the monocoque steel body is connected by flexible mountings. This arrangement is claimed to cut down the transmission of engine, transmission and road noises to the interior, to provide exceptional rigidity in order to ensure very high directional stability and to absorb front and rear impacts.

Power operated, dual circuit, outboard-mounted disc brakes are fitted, the front ones being ventilated, and a conventional brake pedal is used. Optional power steering is similar to the SM system with powered castor return, but the servo control unit has been isolated from the steering and moved into the passenger compartment and the gearing of the rack and pinion has been lowered to give 2.5 turns lock to lock instead of the very sensitive 2 turns of the SM. The CX steering without the optional power assistance is geared to 4.5 turns lock to lock.

The new Citroën CX—the best medium-sized car in the World ?

The four-door body has an exceptionally large window area. A single, centrally-mounted wiper arm clears the vast windscreen and the steeply sloping rear window is of concave shape, presumably so designed to help with the vortex effect and to keep the window generally free from rain and dirt; rain water from the roof channels itself down the middle of this screen. Like the GS and the SM, the CX has a flat floored, cleanly shaped boot of massive proportions. It is surmounted within the passenger compartment by an extensive rear parcel shelf.

The driver is confronted by a single-spoke wheel and a futuristic, demi-flying saucer-shaped instrument and switchgear unit mounted on top of the main facia. This brilliant conception brings all the switches to finger-tip reach on "horns" protruding from the saucer. On the left-hand-drive test cars the speedometer and rev. counter were of illuminated revolving drum type, as on left-hand-drive GSs. Fortunately it is likely that more conventional instruments will be fitted for the UK market. The array of warning lights is confusing in its complexity.

These new Citroëns might have been designed for these Lapland roads rather than the roughness of French by-ways. There could have been no sterner test of the excellence of the ride and handling than the 250-mile route, completed between breakfast and lunchtime, which meandered through 80 miles of unsurfaced forest roads and hurtled along fast, winding, almost empty main roads. Lack of monotony was ensured by the occasional Kamikaze reindeer.

In places the road surfaces were so bad that they would have spelled doom to the suspensions of most conventional cars if taken at speed. The CX glided over them with hardly a ripple felt through the luxurious padding of the seats. Apart from the SM there can be no car in the World which is so comfortable under such extremes of conditions, as well as under more normal demands. The power-steering on the CX 2200 model tried was wonderfully precise and direct, perhaps a little too much so for the man-in-the-street. A manual-steering CX 2000 tried later felt marginally less precise because of the steering's lower gearing, but the effort required was by no means high. In both cases there was no transmission of bumps to the steering wheel and no noticeable torque reaction from the front wheels under acceleration, no doubt a virtue of the equal-length driveshafts.

Roadholding was exceptional, even on loose surfaces. There was no excessive understeer and if the natural reaction was followed to lift off the throttle when a corner was approached too fast, the tail would come out to set up the car for powering it round the corner in preference to ploughing straight on. There is the amount of roll we have come to expect from Citroën's hydropneumatic suspension, though not disturbing to the occupants. A natural cruising gait for both models is well over the 100 m.p.h. mark, a maximum speed of 111 m.p.h. being claimed for the 2200, 108 for the 2000 and 104 for the 2000 Economy. At such speeds the CX is uncommonly quiet, it feels as though it is riding upon a cushion of air and the stability is exceptional. Such behaviour makes this Citroën a particularly long-legged car, ideal for long-distance motorway work. However, in town the curved sides make its width very difficult to judge.

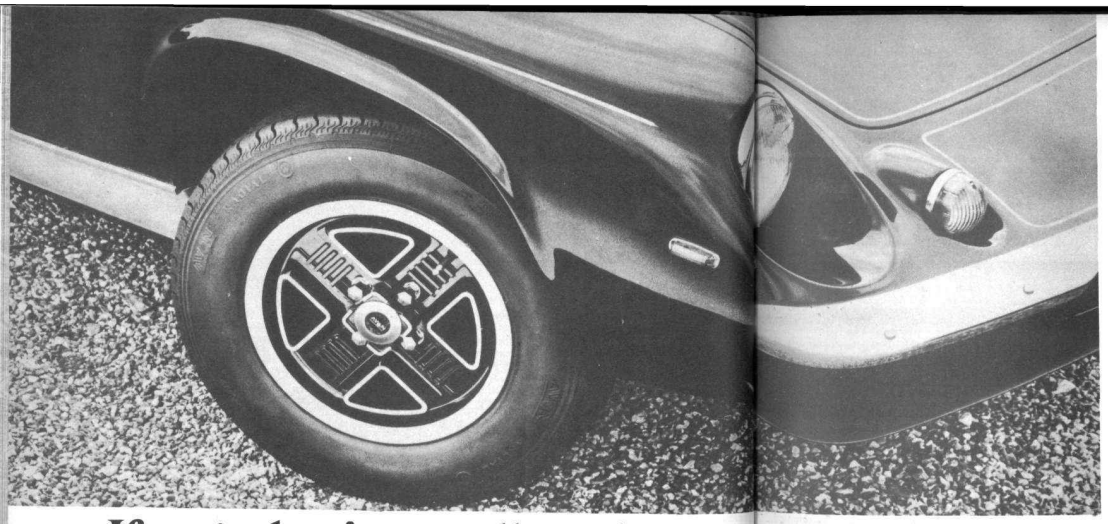
If high-speed cruising comes naturally to the CX, then rapid acceleration doesn't. It is by no means a slouch, but there again this long-in-the-tooth DS-type engine is far from being power-packed. It is generally fuss-free, however, and gives little sign of having a mere four-cylinders.

No doubt it will be well over a year before we are allowed to carry out a full-length road test in normal British motoring conditions. In the meantime, we remain convinced that this new Citroën is in a class of its own, setting new standards for a medium-sized saloon car.

The Deux Chevaux for Britain

At the opposite end of the Citroën scale, the company is to re-introduce the remarkable little 2CV to the British market.

In its right-hand-drive form the Deux Chevaux will have a derated version of the Ami 6/Dyane twin cylinder, 602 c.c. engine, which develops 28.5 b.h.p. DIN at 6,750 r.p.m. Consumption is claimed to be in the upper forties to the gallon and the price is £829.—C.R.



If you're buying an alloy wheel, doesn't it make sense to buy the one that could save your life?

Despite their appearance, alloy wheels bear a striking resemblance to non-alloy wheels in one important respect.

Following a tyre blow-out, they can be equally dangerous.

They can cause accidents, damage to the car and loss of life.

Fortunately, there is now an alternative to this unhappy state of affairs.

It's called the Avon Safety Wheel.

Before we explain what it does, it might be helpful to explain what other wheels don't do.

The hidden danger in alloy wheels.

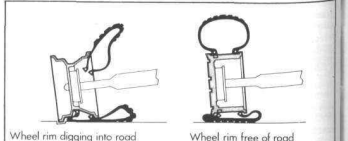
No matter which brand of alloy wheel you have your eye on, it conceals a fatal weakness: a deep 'well' running all the way round it.

As you know, it's there so that the tyre can be levered on or off the wheel. And it's as deep as it is because it was first designed to make room for the tyre's inner tube.

Nowadays, although most tyres don't have inner tubes, their wheels still have a deep, wide well.

This well is unnecessary. Worse, it's a potential death-trap.

When a tyre bursts, it can drop into this well or be wrenched off the wheel, leaving the wheel rim free to bite into the road surface.



Wheel rim digging into road
CONVENTIONAL BLOW-OUT

Wheel rim free of road
AVON SAFETY BLOW-OUT

At that moment, not even the best driver in the world is in charge of his fate.

The car is out of control.

How does the Avon Safety Wheel protect you?

To keep control after a blow-out, the deflated tyre must stay on the wheel to prevent the rim digging into the road.

To achieve this we needed a wheel without the deadly well – which, in effect, is what the Avon Safety Wheel is.

We've reduced the size of the well so that it is just big enough for the tyre to be fitted or removed.

Once the tyre is on the wheel, but before it's inflated, a metal safety-band is put on and locked in position to cover the well.

When you need the well it's there, when you don't it's not.

If the tyre bursts there's no well for it to drop into. It stays on the wheel cushioning the rim against contact with the road.

So even the most violent blow-out needn't prevent you bringing your car to a safe controlled stop.

What else is different?

The answer to that, we're proud to say, is the design.

The Avon Safety Wheel has been styled by Bertone of Turin in four and five stud versions. As you can see, they've come up with something entirely original.

Apart from that, the Safety Wheel is very similar to ordinary alloy wheels.

It will take any type or make of tubeless tyre, radial or crossply.

It doesn't need special fittings. Nor do you need special equipment to change the wheel.

Best of all, the Safety Wheel can cost you about the same as any quality alloy wheel without costing you your life.

We know a number of people who would appreciate that.

"It haunts me still."

Mrs. Meekison of Croydon, Surrey, was driving her car on ordinary wheels on the M6 at about 65 mph – this is how she describes her blow-out.

"I heard a bang – the car started to wobble violently – I hit the central reservation and went through the windscreen, the car somersaulted three times, once over me and then twice more. I landed with the metal and rubber ring from the windscreen around my neck. The car was a write-off – I don't really understand why I wasn't too." Mrs. Meekison is going to fit Avon Safety Wheels to her new car.

What the papers say.

After testing the Safety Wheel, motoring correspondents were very complimentary.

The Times said: "I have been impressed by the Avon Safety Wheel which enables a driver to keep control of his vehicle after a tyre blow-out."

Support came from The Guardian. Their correspondent wrote: "The Avon demonstration showed cars suffering blow-outs at 70 mph and stopping unharmed. They remained capable of cornering and braking and were still under control."

Custom Car was another admirer, reporting that "Avon's claim that it's impossible for a punctured tyre to peel off their rim certainly seemed to stand up."

Perhaps even more significant, the Avon Safety Wheel is the first product of its kind to be fitted as standard on a production car.

The 120 m.p.h. Vauxhall Firenza coupe comes with a specially styled version of the Avon Safety Wheel as a standard fitting.

How did we convince them it would stand up to the job?

It's strong. It's reliable.

During the early stages of development other methods of eliminating the well, including a conversion on the conventional wheel, were investigated and rejected. The Avon Safety Wheel had to be completely reliable and as strong as possible, and so it was designed from scratch.

To ensure that the final product meets our standards of quality, wheels are taken at random from the production line and given 'torture tests'.

For instance, selected wheels are subject to 150,000 stress reversals and must meet this test without failure.

Others are put through a rim roll fatigue test for at least 500,000 cycles. They have to pass without a fault.

Salt resistance is measured by dousing wheels with salt spray at elevated temperatures for up to 200 hours.

Finally, wheels are extensively tested on the road at different speeds in dry and wet conditions.

How to order Avon Safety Wheels.

Post the coupon below. It's Freepost so there's no stamp required. Then you'll receive a full-colour illustrated booklet, an order form, a fitment chart and other necessary information.

Complete the order form and send it to us with your cheque or credit card number, and we'll send the wheels to you or to your nearest fitting centre which will fit them for you.

The cost varies. You'll pay from £11.66 per wheel for a Mini to £21.60 per wheel for a Jaguar. (Prices include delivery and VAT.)

In return, you'll get an alloy wheel that does more than improve the look of your car.

In the event of a blow-out, it could also improve your chances of escaping uninjured.

To: Avon Rubber Company Ltd., Safety Wheel Division, FREEPOST, Bowerhill, Melksham, Wiltshire. SN12 8BR.
Please send me further details of the Avon Safety Wheel.

Name _____

Address _____

_____

My car is _____

MS1

The Avon Safety Wheel

AVON

Sports Round-up

FORMULA 5000

ONE International formula which seems to thrive on both sides of the Atlantic (as well as in Australia and New Zealand) is the Formula 5000 single-seater category, a class of racing which took quite a long time to get off the ground but now commands a loyal following. In Europe the F5000 Championship is backed by Rothmans and, over the past month or so, Bob Evans and Peter Gethin have entrenched themselves firmly at the head of the points table.

Evens, 27, comes from Newent in Gloucestershire and drives a Lola T332 with backing from STP under the McKechnie Wines/Henry Forklift banner, this being his second season in the category. Gethin, who won the F5000 titles in 1969 and 70, drives a works Chevron B28 entered by the Belgian Team VDS. However, at the Brands Hatch Bank Holiday round of the championship, yet another motor race to be ruined by a downpour of rain after the cars had started on slicks, neither of these drivers found their way to the winner's circle.

Evans established fastest practice time for the 60 lap race to annex pole position, flanked by Vern Schuppan, the Australian having given up his Formula 1 aspirations to concentrate on F5000 at the wheel of a similar Lola to Evans', this one entered by Sid Taylor and Teddy Yip. Evans immediately went into the lead at the start, pulling comfortably away from all his rivals until the 20th lap. By this time a light shower of rain had doused the Brands Hatch club circuit and, as the leading Lola came out onto the top straight at virtually walking pace, it spun into the barrier. The impact was only sufficient to dislodge the nose section of the Lola and Evans took the chequered flag standing up in his car taking off his gloves at the same time!

After the re-start, held in pouring rain by this time, it was none other than Tony Dean who dominated the race to the end. By the finish, the Yorkshireman's Chevron was comfortably ahead of Ulster's Damien Magee in another B24 while Evens, whose tyres had started to wear very badly, dropped to third in this second 'heat". When the aggregate results were calculated, Dean was a comfortable winner from Magee, Evans and Ian Ashley's Lola. Unlucky Gethin failed to start the second part, the radiator of his Chevron having been damaged beyond immediate repair when he spun into the pit wall during the rain shower.

The next round of the Rothmans Championship, by which time the tobacco concern had confirmed its intention to withdraw from motor racing sponsorship in 1975, took place at Oulton Park two weeks later. This meeting carried the title of the Gold Cup, the status of this northern gathering having dropped somewhat since its days as a non-Championship Formula 1 event. Again Evans was on pole position, flanked by Gethin, and again his red Lola dominated the race from the start.

Four laps from the finish Evans slowed dramatically with a deflating rear tyre, handing victory to Ashley's 1973 Lola T330 from Teddy Pilette's Team VDS Chevron and Keith Holland in the Embassy Lola T332. Evans was eventually classified sixth, while Peter Gethin's works Chevron broke its gearbox while holding second place in the race's opening stages.

On the North American scene, Brian Redman is currently leading their F5000 contest with another Lola T332 owned and entered by North American Lola importer Carl Haas. Redman, who left the UOP Shadow Formula 1 team after the Monaco Grand Prix, recently won the F5000 California Grand Prix at Ontario Motor Speedway, leading home no fewer than five other Lolas headed by Mario Andretti in the Viceroy entered car.

The remaining finishers in the top half dozen were David Hobbs, Mike Mosley, John Gunn and Jerry Grant while other European runners included James Hunt and Sig. Lella Lombardi, both of whom drove Lolas owned by a Californian Ferrari importer and neither of whom finished. Australia's Warwick Brown was very impressive in his first race outside his native country while a degree of variety was injected into the race by the presence of USAC driver Lloyd Ruby at the wheel of an Offenhauser powered Eagle.

Can-Am's shaky future

After mentioning in last month's Sports Round-up that the UOP Shadows of Jack Oliver and George Follmer were dominating the 1974 Can-Am series, it now seems as though this category is likely to fold up altogether. Promoters seem to be showing little interest and, after the Elkhart Lake race when both the Shadows failed, leaving victory to Scooter Patrick's Old McLaren M20, it became clear that the future was bleak.

Even though Oliver clinched the title, the races at Laguna Seca and Riverside were struck from the fixture list. The main stumbling block to any future plans is the SCCA's failure to find a major sponsor for the series and the consequent requirement for individual organisers to come up with large prize funds for the races. Further, it is planned that the 1976 Can-Am Championship should be run for sports cars with 3-litre pure racing engines or 5-litre production based units; and no team is likely to spend large sums of money into re-equipping their team unless they can be assured of a guaranteed programme of races.

This problem concerning the future of the big-engined sports car championship is exaggerated by the recent SCCA announcement which confirms that some ten circuits have expressed a desire to organise rounds of the Formula 5000 series. And there is growing speculation that the Can-Am name may well be moved to cover this category.

2-litre sportscars

A win at Hockenheim for Alain Serpaggi's Alpine-Renault means that the French team has now clinched the European 2-litre sports car Championship. Although the fast German circuit admirably suited the powerful Alpines, their margin of victory was a mere eight-tenths of a second ahead of the Brian Hart engined Chevron driven by John Lepp.

Gerard Larrousse won the first heat comfortably only to have the engine in his Alpine fail during the second heat, leaving team mates Serpaggi and Jean-Pierre Jabouille to dispute the lead. Unfortunately, the two other Frenchmen got just a little too carried away for their own comfort and contrived to tangle with each other as they swung through one of the infield turns. Jabouille restarted first to win the heat, while Serpaggi gobbled up Lepp's second place advantage over the final five laps to win the race on aggregate by eight-tenths of a second.

Third place on aggregate went to former Lotus Grand Prix driver David Walker driving one of the original GRD 2-litre sports cars, now renamed a Toj by Swiss entrant Jorg Obermoser. With another three rounds left to run, although the constructors' title has been decided, the destiny of the drivers' championship is by no means at an end, Serpaggi currently leading with 65 points followed by Lepp with 41 and Larrousse with 40.

Formula Two

A similarly close points situation exists in the European Formula Two Championship, the lead of which is being contested fiercely by the two March works drivers Patrick Depailler and Hans-Joachim Stuck. The most recent race was at the Sicilian circuit of Enna-Pergusa where Stuck scored a lucky first place after taking time off for three spins during the course of the race.

Stuck led the first thirty lap heat from start to finish in an assured style which recalled his dominant early season races, Jacques Coulon's March-BMW and David Purley's Chevron B27 following him across the line. But the German failed to repeat this performance in the second heat, spinning on three occasions in the *chicanes* and finally finishing second to Jacques Laffite's BP-sponsored March-BMW. Laffite's efforts in the second heat had little effect on his overall placing as he'd ignominiously run out of petrol on the first heat and been forced to call in for extra petrol. But the organisers refused to let him rejoin the race and left him to watch Stuck come across the line first.

David Purley drove an energetic race into second place providing consolation for Team Harper after Tom Pryce had crashed their other Chevron heavily, fortunately without injury.

Schenken to Lotus

Team Lotus will be running three cars in the United States Grand Prix at Watkins Glen on October 6th, their third driver being none other than 30-year-old Australian Tim Schenken. Schenken had been handling the Trojan T103 in certain European events this season, but the Ron Tauranac organised team did not always get an entry as they were not members of the Formula 1 Constructors Association.

Schenken, who drove a works Brabham in 1971 and a works Surtees in 1972, will handle one of the Lotus 76s at Watkins Glen, rather a disappointment perhaps for Jim Crawford and his French colleague René Arnoux (another Lotus "trainee"), but nonetheless an understandable choice. An experienced driver is, clearly more important to Lotus for this "big money" finale to the World Championship.—A.H.

Veteran Edwardian Vintage

A SECTION DEVOTED TO OLD-CAR MATTERS

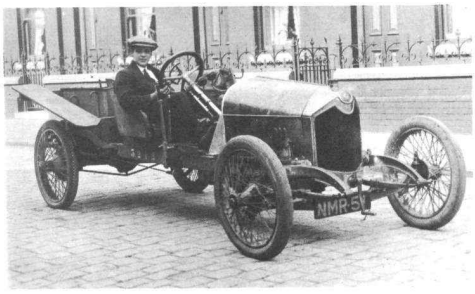
VSCC Thruxton Race Meeting (August 31st)

Peter Morley (Bentley-Napier) Wins the MOTOR SPORT Brooklands Memorial Trophy

With the unavailability of Donington the final VSCC race meeting of 1974 was held at Thruxton, in alternating heavy rain and sunshine. It marked the last round this year of the MOTOR SPORT Brooklands Memorial Trophy Contest which Peter Morley, who was leading it, easily clinched with his fourth outright win, after another excellent drive in the splendid 24-litre Napier Lion-engined Bentley Special. He had 6.00 x 19 Dunlop Racing tyres on the front wheels and those special 7.50 x 20 treaded Firestones on the back and an even stronger piece of chain above the o/s back spring to restrain back-axle torque! The big engine thrives on any kind of low-octane petrol and oil.

P. T. Fleming scored two second places in his 1937 Riley Special, "made from two Kestrels", which gave him second place, with 42 points to Morley's 72. Ron Footitt in the Cognac Special AC-engined GN took an excellent second place among the big cars in the John Holland Memorial Trophy Race, bringing his score to 39 points, and placing him third. Neither of these cars, either, are fussy about their petrol and oil diet but both were on Avon tyres. The Editor's wife, Winifred Boddy, presented the Trophy and the £150-worth of prize money to these drivers and the Replica cup to I. Macdonald (Lagonda), last year's outright winner.

THE OPENING 4-lap vintage and p.v.t. scratch race was won so easily by a Fearnley's Meadows Frazer Nash that it was over before the chequered-flag was waved. Rather a procession, Fleming's Riley Special was second, well ahead of Ellison's Riley Special. The 8-lap Holland Trophy Scratch Race for vintage racing cars promised, and gave, much excitement. Schellenberg, making one of his welcome but rare appearances in the 8-litre Barnato Hassan, (of sadly altered appearance), lots of SUs protruding from its Bentley engine, made the running for five laps, pursued by the determined Footitt in the AC-GN, Morley in the Bentley-Napier biding his time. The last-named even appeared to drop back. Then the Barnato lost power, plug or carburation trouble cutting out two cylinders, and Morley, who was having difficulty putting the power onto the road, took the chance he had been waiting for and swept into the lead. Footitt, who had already



A reader, Mr. G. Robson of Lymington, has sent us this picture of a Crossley chassis, No. 3212, on test before the First World War. The driver was Roy Bradley, who later joined the Army as a despatch rider and died unfortunately from pneumonia.

been passed, momentarily re-took Morley, but then the aero-engined monster, which so delights the spectators in the tradition of the Brooklands "Lightning" handicaps, went ahead, making fastest lap at 82.19 m.p.h. and winning from the GN at nearly 80 m.p.h. Schellenberg, cheerful as ever, managed to take third place.

Two races had been combined and it was Collis' 4.3 Alvis Special that won the p.v.t. section, lapping at over 75 m.p.h., from Holloway's 1936 4½ Bentley and Fletcher-Jones' Lagonda Rapier. A great race, during which Burrell spun his Bentley-Royce into the infield at Allard Corner on lap 5, but continued.

To allow us to cool off, a complicated 4-lap handicap followed, with the light cars given a credit lap. Beforehand the Scrutineers' Bay had looked like a replica of the Lagonda factory at Staines in the 1920s, as Odell's engine was removed from his 11.9, but Mrs. Roberts' 1922 example contrived to start. When the results had been worked out it was found that Daniel's odd BMW had won, from Ward's Austin Chummy, screen erect and hood neatly furled, but on big tyres, from Hutchings' replica of the original racing Austin 7 of 1923. Collins took the Light Car Award in his Star.

The bigger cars made fast running in the Melville and Geoghegan Trophies 6-lap Class Handicap, Llewellyn in his blue 6½-litre Bentley two-seater winning by keeping Hine's 4½-litre Bentley at a just discreet distance. The winner lapped at nearly 80 m.p.h. Of the small cars Dodds' Brooklands Riley finished third and deservedly took the Geoghegan Trophy, outbraking Boyce's deflector-head Meadows Frazer Nash at the *chicane* on the run home. Fastest race of the day was the 10-lap Allcomers' Scratch event. Roberts in the Lotus 16 rocketed to victory at 87.95 m.p.h., with fastest lap at 90.62 m.p.h. Cottam in Millar's Maserati could do absolutely nothing about this but Venables-Llewelyn was going great guns in the 2-litre ERA, holding off many post-war cars to win the pre-war award, although by lap 6 Phillips' Cooper-Bristol ousted him from third place.

Woolstenholmes' 4.3 Alvis Special, on its podgy tyres, won the next 4-lap handicap from Fleming's Riley and Warrington in the Appleton Special, after Richmond's Blackburne Frazer Nash had led for the first four laps. Bowler chased Blight hard, both from scratch, the Mille Miglia BMW passing Talbot BGH 23 on the last lap, although in a later race this was not repeated.

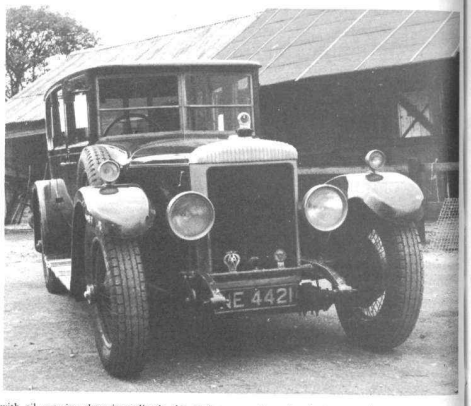
It was nice to see Penman's single-seater Austin 7 on vintage section tyres, in the Spero and Voiturettes Trophies Race, in which lots of little racers spread out round the track, an Ulster Austin chasing two D12 Midgets, for all the world like Brooklands in 1930. The other Fletcher Jones drove a model race in the Rapier to win the Spero, but Dodds' Riley broke a fuel pipe and Tieche's blown J4 MG, in second place, developed engine trouble and was being pushed in as the loud-speakers were calling for it to go out for the next race! So Smith's Riley was second, Andrews' Riley third, and Cooper's Austin won the Voiturette section. Rain returned for the last 4-lap handicap. Venables-Llewelyn changed his tyres round and Waller's ERA, driven by Lindsay, borrowed "Remus's" back boots. But after the first lap Phillips' l.h.d. 328 BMW was unchallenged, although Arnold-Forster, whose wife had lost a front tyre from her GN in an earlier race, was a good second in the Delage. Venables-Llewelyn had bad moments with the gear-change when starting but brought his ERA in third.—W.B.

(*Results on page* 1076)

WHITE ELEPHANTITIS

A PRIME SPECIMEN OF THE SILENT-KNIGHT SPECIES

J. D. A. Thomas' 35/120 Daimler Limousine

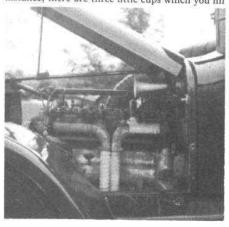


SLEEVE-VALVE DAIMLERS in running order are almost defunct. When, many years back, I wanted to include one in this series I had to make do with a mangy specimen of 35/120, until I came upon that low-chassis, sporting Double-Six. So when a much nicer 35/120 won a prize in the recent *Western Mail* Road Safety Run I was affected by the trapper's urge and was delighted when its owner, that versatile enthusiast Johnny Thomas, invited me to try it.

This Silent-Knight had the distinction of appearing at the 1925 Olympia Show, on the stand of H. A. Hamshaw of Leicester, who built its handsome and imposing limousine body. It was sold to someone in Liverpool and its second owner, Mr. H. W. Ardran, ran it in a VSCC rally in 1960. It then seems to have gone sick and been laid up, until Thomas acquired it a few years ago. He towed it to Wales and after it had been given a fresh coil and a new fan belt and had had its timing sorted out by his knowledgeable friend Tim, it ran as well as ever.

This enormous Daimler, standing loftily on 7.00 x 23 Dunlops, is rendolent of a lost age, of the days of the open road and 20 m.p.h. speed-limits, of Dowagers, Debs., and Daimler Hire. It is typical of the proud Coventry make, from its tall fluted radiator, surmounted by a Daimler Motometer on the sizeable filler-cap, to its wood-slatted Autovac-emptied rear petrol tank. It fits in somewhere between the ponderous 7½- and 9½-litre models and the later vee-twelves.

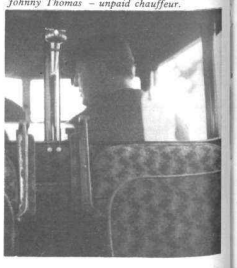
The engine is a 97 x 130 mm. (5,764 c.c.) six-cylinder, inclined to the angle of the four-speed, worm-drive transmission, with its "pots" in pairs. It appears to be an N30 engine, similar to the 1926 35/120s but with the magneto set transversely instead of down on the n/s and retaining trough lubrication of the big-ends. It has some significant mechanical refinements. For instance, there are three little cups which you fill

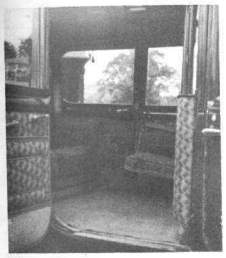


with oil, opening them immediately the engine fires, to provide initial oiling of the double sleeves. Then, when a lever on the 5-spoke steering wheel is set to "Prime", fuel is drawn from the float-chamber of the Daimler multiple-jet carburetter, to enrich the mixture. In the "Rich" setting this lever closes a tap to prevent the cooling water reaching the radiator, to facilitate rapid warming-up. Further, with the hand-throttle closed the lubrication troughs below the big-ends are moved, thereby controlling the amount of oil splashed from them. Now this raises a most interesting aspect of Daimlerism. From 1909 onwards writers have never failed to refer to the blue oil-haze which proclaims the passage of a sleeve-valve Daimler. But after it had consumed its dose of priming oil, Thomas' engine was quite oil-smokeless. He attributes this to the later light steel (instead of c.i.) sleeves adopted from 1923 but also to the fact that whereas it is commonly thought that the troughs should apply *more* oil the faster the engine runs, in fact they are then wrongly set, the idea being to give more lubrication only when starting from cold, before the oil is circulating properly, and when idling. Thomas thinks that incorrect setting of the bell-crank of the automatic trough raising and lowering linkage has been largely responsible for the blue-haze legend. A controversial matter, for Daimler experts to expound on!

All this complicated machinery is seen to advantage with the sensible alligator bonnet raised and its side panels removed; it is made of double aluminium panels with asbestos between them. I was intrigued to find that the body really is mounted on rubber, on its separate sub-frame – it can be moved slightly by simply pressing on it, so well insulated is it from the chassis and bonnet. This entails the long steering column rising unsupported from the floor. It is a splendidly spacious body. After playing at chauffeur for a while, and finding the central, ball-gate "back-to-front" gear change to have long movement but no vices, the r.h. hand brake lever to push on, thus giving a clear exit, the steering to be low-geared and light, and the only instruments on the polished mahogany dash to be an 80 m.p.h. Jaeger speedometer and an ammeter on the Rotax switch-panel, we took lunch at a pub whose Proprietor collects Maseratis. Afterwards I climbed into the back parlour (the car's) and found I had stepped into another world, long-since departed. There was ample room to stretch one's legs. A sense of luxury and well-being was imparted by the silk blinds for all the windows, including those of the division, by inlaid veneers, companions containing scent bottles, mirrors, a note-case, and by the presence of tasselled door-pulls, wide embroidered grab ropes and a flower vase. The roof had a little glass window and nets for discarded copies of the *Tatler* and *Financial Times*. I was isolated in an aura of moth-balls and rich patterned cloth upholstery, whereas the paid-driver and second-chauffeur sat on black

Johnny Thomas – unpaid chauffeur.





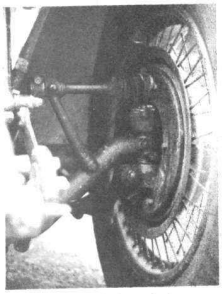
The Daimler's back-parlour

leather. The only sounds were a slight rattle from the windows and occasionally, as a lower gear was engaged, a far-away almost reluctant motor-noise. If more than three persons had to travel thus, two occasional seats were provided. These could be lifted out and set backs-to-the-engine, for friends. But if, perish the thought, mere acquaintances or even senior house-servants had to be accommodated, these seats could be just folded down, facing forward! In this splendid car you travelled in decent privacy, and it would have been impossible for those without, unless alerted by microphone, to hear a conversation, so that domestic or business intimacies could be safely discussed as the journey proceeded. Although these old Daimlers are usually thought of as probing with dignity city traffic, while driving from town-house to ceremonial occasion, as we swept at a steady 50 m.p.h. along the Welsh roads, Johnny now acting as (unpaid) chauffeur, I was reminded of King George V's fast run from Balmoral to Buckingham Palace during the

The chauffeur's place – note man-sized brake and gear lever!

General Strike, in just such a car.

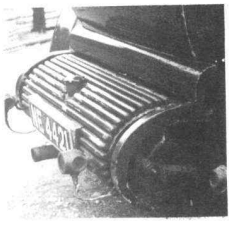
The lower gears are merely for moving away, although for overtaking you may *sometimes* go as high as 40 m.p.h. in third. The brakes are effective, the front ones having their actuating shafts supported by the axle, which obviates the need for a universal joint between shaft and chassis. The engine has a thirst for Notwen 40 oil but Johnny Thomas has improved the fuel consumption of his magnificent motor-carriage from 7 to 12 mpg.



The ingenious front-brake mechanism.

Space permitting, I could drool on about this remarkable car the real keys for its doors, the ingenious extensible handle of its side-jacking equipment, the cooling-fan sprung to tension its belt (there is also a water pump), the twin 3-branch exhaust manifolds and simple provision for feeding hot or cold air to the carburetter, the bell-shaped Rotax lamps, the town and country horns, etc. Suffice it to say that they no longer build 'em the same, nor do you ride so comfortably and majestically, even in a 1974 Double-Six, as you do in this ancient 35/120. – W.B.

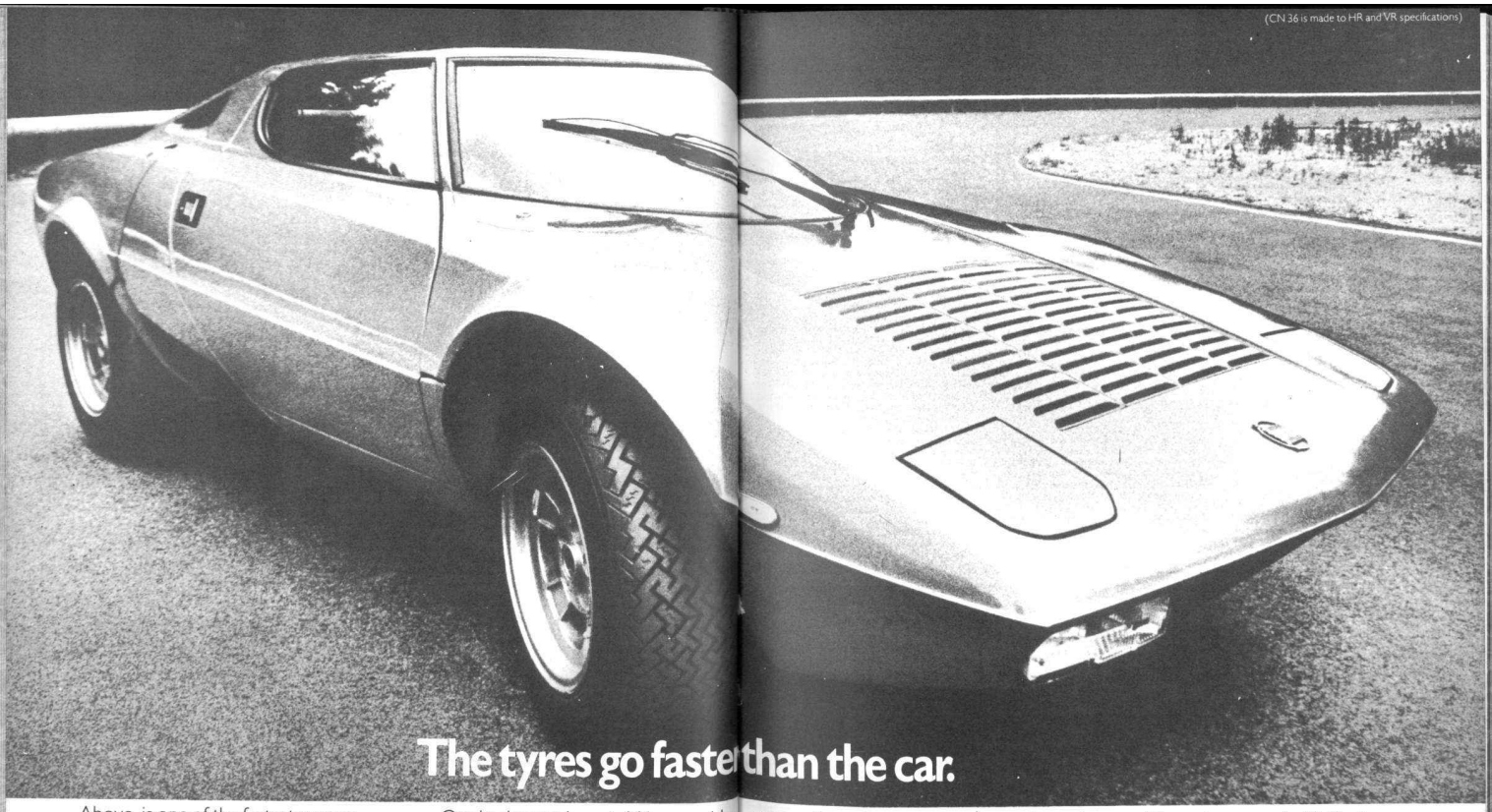
A Daimler tail-piece



V-E-V Miscellany. – It is pleasing to learn that the very sporting-looking Rolls-Royce **KK 1331**, which we illustrated some months ago as it was when owned by Tubby Broomhall in Aldershot, is being restored by Mike Evans, of Rolls-Royce, Hucknall, who has been working on it for the past four years, along with the restoration of a Willys MB Jeep for his son. The history of this Silver Ghost is well documented, even to a cine-film of it. Its original Cunard body was later replaced by a Barker body and by 1941 a lorry body had been substituted and the car used as a hay-sweep in Kent. Presumably we shall learn more of this car from John Oldham's forthcoming R-R book. Another Rolls-Royce book, the Harding/Bird Batsford tome, is about to go into a further revised edition.

An Essex reader who owns a 1927 Type 30 short-chassis sports Diatto is anxious to hear from others who have owned cars of this make and to ascertain whether his car, which is in process of restoration, was that raced at Brooklands by Cyril Durlacher, who won his class in the 1927 Essex MC Six Hours Race. Letters to this correspondent, and others whose queries we publish can be forwarded. Arising from a reference in our June issue to MG Midget MG 6963, Mr. A. Hodgins of Coulsdon, who uses the car regularly, confirms that it did indeed belong to Major Goldie Gardner. It is thought that it was given to Gardner by the MG Car Co. Mr Hodgins is trying to restore the car to its original condition and would appreciate photographs of it, etc. The badges which used to be carried on it, including a 120 m.p.h. BARC Badge, are now in NMM, as part of their Gardner exhibits; our correspondent wonders whether it is correct that this TC Midget once ran in a London-Edinburgh Trial? Further to our appeal for information on the competition history of Type 319 BMWs, Mr. A. B. Reynolds, who owns a 1935 car, CMT 947, with knock-on wire wheels, also wants to know more about these cars, and his in particular. Apparently the BMW Club has little data on this type – time, surely, for a BMW one-make history, both of the pre-war cars and to sort out the complicated range of admittedly-excellent post-war models!

A 1930 open Invicta is being rebuilt in S. Africa, even to having had a new correctly copied radiator made for it. Castrol, having put over their very effective Olympia Extravaganza, are now to sponsor the RAC/VCC Brighton Run in November. A 1924 Standard 11.4 h.p. Kenilworth tourer took in a visit to Kenilworth Castle, after which its body style was named, went to Eyre Brothers of Barnsley who supplied it originally and who are still British Leyland dealers, and took in the Canley site (now Rover-Triumph) where it was made, in the course of a tour of Yorkshire, from Wiltshire. It is nice to know that Hardy Spicer (GKN) Ltd. keep in their reception lounge in Birmingham a 10.5 h.p. Charron-Laycock light-car of the type with which they were associated in vintage times, and have published reprints of contemporary motor paper descriptions of it. The *Chain Gang Gazette*, edited by Roger Richmond, has again excelled itself, with a report of the 50th anniversary of the Frazer Nash celebrations, two GN articles by Edward Riddle and the late Tom Rolt to go with a description of Tony Mitchell's sole remaining pre-1915 GN and the picture of Kim II on the front cover, and a long account of how Ivan Hill and the late Robert Fellowes took a Frazer Nash to Pescara in 1935 on MOTOR SPORT business. Last month an old garage and all its stock was auctioned in N. Wales, the cars apparently including five Austin 7s, two Austin 10/4s, a model Y Ford, a pre-war Fiat, a 1920s Renault chassis, and a pre-war Sunbeam.



The tyres go faster than the car.

Above, is one of the fastest cars on the road.

The Lancia Stratos.

With a 2.4 litre Ferrari engine, it clocks 60 in 6.9 seconds. Flat out, it tops 140.

But if the Stratos is one of the fastest cars, how do we know our tyres go faster?

Our backroom boys in Milan provide the answer.

They developed the tyre, our VR CN 36, and put it through the mill on a test rig at even higher speeds than the car can do on the road.

Moreover, conditions on the test rig are much tougher than those experienced on the road at the same speed, because of the radius of the test drum and the lack of cooling slipstream.

In terms of roadspeed this represents an impressive margin of performance and safety.

Those impressed with the tyre were Porsche, Jensen, BMW, Ford, and half a dozen more we could mention.

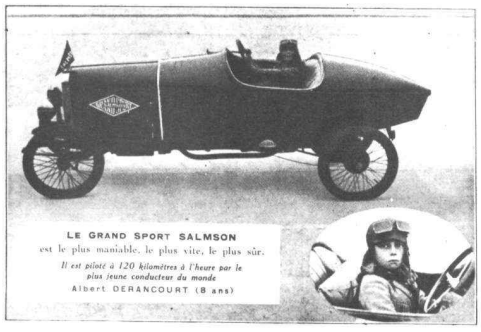
Every one of them fit CN 36 as original equipment. Doesn't that make you think about fitting them as replacements?

PIRELLI

Cinturato CN 36

FRAGMENTS ON FORGOTTEN MAKES

No.50: The Salmson



WITH THE EXCELLENT SALMSON HISTORY by Chris Draper now published (it is reviewed elsewhere) it seems opportune to fill in with some fragments of the London side of this sporting make. This I have been able to do by interviewing Harold Garland, whose memory is prodigious, considering how far back we are going. Garland joined K. J. Motors of Bromley soon after the First World War, when they occupied converted farm buildings backing onto the cricket ground, in what was then a well-to-do neighbourhood, ripe for cultivating would-be car owners. The Proprietors were Fred King and Owen Wilson-Jones, men who probably got on well because of their contrasting temperaments. Wilson-Jones was a dedicated man, seemingly lacking a sense of humour, or any interests other than the business.

Jones used to ride from Surbiton to the works every day at that time on his solo Harley-Davidson. They dealt in all makes of cars but had one agency, that for the Willys-Overland, for which they were supplied with a black demonstration touring car. Things livened up when Bob Spikins arrived. His family had associations with Dent's, the clock people, and young Spikins, later remembered for his Hudson Special and Singer Bantam, was able to own an Indian and a Harley-Davidson at the same time! He also rode a competition 350 Zenith-Blackburne and, attending car speed trials, persuaded K.J. Motors to take up the Salmson agency. (Garland rode frequently as Spikins' passenger in MCC trials, later competing himself, but a series of misfortunes caused it to be 1966 before he gained his first "gold", in a tuned Ford Popular tourer. He also rode motorcycles in such contests, but that is another story.)

Mr. Garland has already told, in letters to MOTOR SPORT, of the incredible state of the Salmsons which were brought up the Thames on barges and dumped on the Chiswick sewage-farm, along with lots of Citroens and W & G taxicabs, the cabs, however, protected by packing cases (which made fine garages afterwards), whereas the Salmsons were just encased in sticky Vaselene. Naturally these chassis were nearly impossible to start and tows by one of Lepp's Fiat lorries, which also used the sewage-farm site, were much appreciated.

Wilson-Jones did so well in 1923 with the "Spanish Murderer" Salmson lent to him by Salmsons that he was given a place in the "works" racing team. Garland thus found himself at the Track. He has all the early 200 Mile Race programmes and remembers Count Zborowski bringing his own mechanic, Martin, with him when driving a Salmson. The French mechanics did not appreciate this. In the race Zborowski's car went slower and slower and so he retired and went home, leaving behind his overcoat. . . . Wilson-Jones devised his own 4-speed gearbox for his first racing Salmson, after he had been unable to cope with Ivy Cummings and the aged Bugatti "Black Bess" at the Bexhill Speed Trials, due to the wide ratios of the 3-speed box. It was an unfortunate day, because on the way down a boy ran into the road and was hit by the Salmson, luckily without much harm; fortunately the Police did not seem to realise it was a racing car and anyway, Garland had sounded the French horn he was carrying after the calamity, so all ended satisfactorily!

In the end the English Salmson Co., run by the Thompson family and managed by Dixon, failed and poor Bouvier, whose son was killed while flying in the Battle of Britain, died after the French Salmson Co. had closed down, completely down and out. . . .

At the Motor Show Garland was offered a job with the London branch of Salmson, although he thinks he was mistaken for another Garland, no relation! So he went to SMS at 17a, Motcombe St., SW1, off Belgrave Square. They had showrooms in Buckingham Palace Road, which was handy for drinking at the "Bag o' Nails". Those Salmson showrooms later became the well-known Scout Shop. A. Bouvier, who had a smart flat behind Barker's, was in charge, a little perfumed Frenchman of quick temper, one gathers. He was also associated with the Manor Motor Co., in Manor Street, Chelsea, close to Wolseley's new depot, with a branch in Motcombe St.

Other Directors were Sir P. Thomson, F. Huff, from Henley's, and A. Dixon who lived at Hatch End. The staff included Fred Rolt, who had been Dixon's war-time Sergeant, the Salesman, D'Arcy Nassau, while for a time the office was run by a Mr. Perkins, helped by a French typist, Mme Kirkhover, and a Miss Aberdower. Later came Sir Thomson's nephews, Capt Edmonds, RN and his brother. Garland recalls driving a chassis to a Hersham bodybuilder to complete a car for Jack Dunfee and going as passenger in trials with Spikins and J. W. Johnstone. Later C. G. Marston was the British Director, with J. Heinrich, A. Parquier and A. Bouvier on the Board. The cars were still collected from the Chiswick sewage-farm, by Garland and a man called Barker. They would depart by 'bus, Trade-plates undr their arms, walk down Duke St., and get the required petrol in tins from Mr. Knight (old Knighto) on arrival. If the things started there was a fine race back into London, up the Cromwell Road, the run occupying about 20 minutes, although on one occasion Garland overturned a chassis after it had skidded on wet tarmac and hit the kerb. The engine never stopped, and he righted it and carried on. Driving Johnstone's car Garland won the Novices Award in a Victory Cup Trial, but generally the job deteriorated into the chore of collecting Salmsons from their unsalubrious parking place, and when, around 1926, eight of the staff were made redundant, Garland quitted the Motor Trade as such, although with much driving ahead of him. He had one last Salmson association, when the owner of a 10/15 tourer who couldn't get the hang of changing gear asked him for some tuition. This took him to Richmond, where he met his wife. Incidentally, Johnstone, who had wealthy parents living at Malvern, became fed up with lack of service for his competition Salmson and transferred his allegiance to Frazer Nash.

Mr. Garland recalls that the early 10 hp Salmsons had a very difficult valve adjustment which if not correctly set could cause push-rods to fly out of the engine at high revs. There are said to be two in a field off Purley Way which were never recovered! Wilson Jones evolved a simple form of adjustment on the push-rods themselves, which cured all the trouble. A firm called Bishenough Bros. in Ealing made up the conversions, which were collected by Garland in small batches, as the machine-shop turned them out. It was again Wilson Jones who after much cogitation discovered what caused some of the earlier Salmsons to emit a terrible rattle, like a big-end gone, when revving hard. He was foxed for a long time, as everyone at Motcombe Street had been, then found that one end of the cross-shaft that drove the water-pump and dynamo was housed in a plain bronze bush, which was flanged and held against the crankcase extension by several small bolts. This bush would wear and cause the rattle as it allowed the cross-shaft to vibrate laterally. Jones did some careful machining to set the bush a little deeper into its housing and that trouble was cured.

I am indebted to Mr. Garland for these fragments. He really should write a book and it is nice to know that at 77 he still drives daily, his personal car being a very smart VW Beetle, finished in blue, perhaps to remind him of his Salmson days. – W.B.

Vintage Postbag

The Scripps-Booth

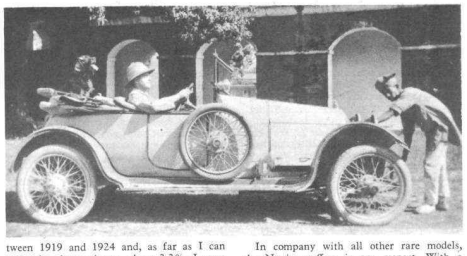
Sir,

I was most interested in the correspondence on old car matters in your June issue to notice mention of a Scripps-Booth car, owned by a military gentleman. There must have been a military predilection for this rare make and I enclose a photograph of my father in one while in the Army in Lucknow in 1924. He remembers one other in the same area, owned by another officer.

I have had this photograph enlarged and some interesting details show up. The rear brakes only are of the external contracting type, there is a fine bulb horn and the driver's door cannot be opened when the spare wheel is being carried. The radiator cap is hard to make out but is either a small bust of the late Queen Empress or an oily rag and a cork.

Regrettably, there is no use rushing to Lucknow with a trailer to look for this car. It was totally wrecked very late one night when my father ran into an unlit water-buffalo during a monsoon.

Lower Hartwell DR. PETER EDWARDS



Fuel Economy in Vintage Times

Sir,

I would like to point out that good fuel consumption is not a new phenomenon as my 1921 Touring GN will do 66 m.p.g. if speed is kept down to 30-35 m.p.h., which is remarkably good in view of the engine being 1,087 c.c. and the compression ratio only 4:1.

I seem to remember vintage motorcycles doing 100 m.p.g., even 500 c.c. models. Apparently modern machines cannot ordinarily achieve anything like this degree of economy except in the smallest sizes.

Obviously good thermal efficiency is important, but high gearing, light weight and minimal rolling losses seem to be just as relevant, as well as being useful ingredients for a good car.

Hampton Wick EDWARD RIDDLE

The 40/50 Napier

Sir,

As one of the very few regular drivers of a vintage Napier car, I read your article "How Did the Leyland Eight Rate" with the greatest possible interest. Before commenting on some of the points you raise, there are two details which I believe to be inaccurate. You state twice that A. J. Rowledge joined Napiers from Rolls-Royce whereas it was the otherway round. You quote the Lanchester as 6,178 c.c. and the Napier as 6,227 c.c. while they both have identical 4 in. bore and 5 in. stroke—the Napier handbook states 6,177 c.c.

From the start, may I state that I am not out to prove that the Napier was better than the Leyland, or any of the others listed for that matter. It seems to me that it is impossible to say that any make is "best" when there are so many aspects to which different individuals attach varying importance. Two factors which are not even mentioned are appearance and durability.

Perhaps the survival rate of the six makes would be pertinent if they could be discovered. There were 187 Napiers made between 1919 and 1924 and, as far as I can ascertain, six survivors—about 3.3%. I seem to remember reading that nearly 4,000 Rolls-Royces were made in that period. If this is correct, then the same percentage would call for around 130 survivors.

You mention the ingenious suction operated cut-off for the ignition circuit on the Leyland and infer that it was superior to the hot wire system on the Napier. I wonder if it was . The suction system must be operative for the motor to run as there was no alternative ignition. The Napier system only worked in the emergency and, even if it failed to operate, the car was still normally operative on the magneto only. Incidentally, apart from perished insulation, the device on my car is as good as new and shows evidence of having operated more than once.

You state, in common with every other opinion I can recall having read, that the Napier chassis is Edwardian. Probably none of these writers has ever had more than drawings or photographs or previous opinions on which to base his statement. With the advantage of being probably the only Napier owner in the world who has, within the last 10 years, completely stripped his car to the last nut and bolt, I can only say that I think it is typically vintage. And at 9 in. deep the side members must be among the stoutest ever used. Certainly there are no unusual design features, apart from the very effective anti-roll set-up at the front end of the torque tube, but it is still as good as the day it was made. After all, and taking nothing away from the Leyland design which would probably have stood the test of time just as well, the owner of the day would have been more interested in durability than in the ingenious design features which so gladden the hearts of motoring journalists.

But if brakes are to be considered as part of the chassis then there is some justification for the term Edwardian as applied to the 1920 Napier but here several incorrect statements have appeared in print. In the "Profile" of the 40/50 Napier, Barker states that the ". . .footbrake . . . was immensely powerful for a light pedal pressure while it lasted, but suffered rapid fade and slow recovery. Linings almost ½ in. thick could not carry the heat away". He completely overlooks the fact that the general arrangement drawings clearly show the cast iron shoes bearing directly on the drums—there were no linings at all, originally.

In company with all other rare models, the Napier suffers in one respect. With a model with a prolific number of survivors, like the Silver Ghost, a comment such as this would be picked up quickly, instead of probably being accepted by all as a fact. To illustrate the point further there was a situation which arose when I was restoring my car. It is a 1923 model which has no transmission brake but two pairs of shoes, for hand and foot brakes, side by side in 17 in. drums. From memory they are 1¼ in. and 1½ in. wide respectively.

By extreme good fortune I acquired the spare brake linings for the hand brake which came out with the car in 1924. Modern linings for the foot brake were necessary. After expert advice I bought linings which "would be much more effective than the originals". The hand brake, in spite of narrower linings and poorer mechanical advantage, is appreciably more effective than the foot brake. Without the opportunity for comparison, I would have accepted that the foot brake was as good as it ever was. Had it been, say, a Silver Ghost, the cumulative experience of many restorers would have ensured that the best possible lining was installed first try and the reputation of Napier brakes would be lowered.

Since my car is not fitted with the same braking system or tyres (well-base rims for 700 x 21 tyres were fitted in 1924) as the car under review, I cannot contribute much on this. For what it is worth and with the linings fitted, the foot brake requires a very heavy pedal pressure to be effective. By using both brakes vigorously I think it would be possible to lock the rear wheels on dry concrete but I decline to experiment in deference to worn splines in the rear hubs. But I am sure the brakes would have been more than a match for the grip of b.e. tyres.

When the Alpine Trial Napier was timed at 72.38 m.p.h. it was still loaded with four passengers and their luggage for a fortnight's trip. It weighed in at 46½ cwt., some 10 cwt. heavier than when unloaded. The radiator on my car is still partially blocked and its capacity to pass water is lower than the capacity of the pump. I can get away with short bursts at high revs, but I am not prepared to risk maximum speed tests, but it feels as though about 70 would stop it. However, last weekend I carefully measured out a quarter mile with a tape and did four "drags", two in each direction. The times

were 27.8, 27.6, 26.9 and 26.5 sec., an average of 27.2. The 50 m.p.h. came up just before the end of each run—I would guess about 26 sec. Probably the car Clutton drove was heavier (mine is 36½ cwt. with full tank) and had the 3.75 diff. but, even so, it must have been off tune.

I know that the records show that the Alpine Trial car was fitted with the 3.75 diff. but I wonder if this is true. I calculate that, with this ratio, this would mean about 2,450 r.p.m. Presuming that the Alastair Miller car had the same size wheels and the high 3.33 ratio, and surely it did, then I calculate his revs as almost exactly the same, at 78 m.p.h. Remembering the weights of each car I think it more likely that they both had the same ratio and Miller was able to find about 200 more revs.

That would have been about his limit because of the modest size of the inlet passage. Since virtually all veteran Napiers, and the Lion aero engine, had notably good breathing, I think this was deliberate design predating VW thinking by some 20 years. To support this I quote the illustration in Rankin Kennedy's book of the Motor Car vol. IV of the 40/50 motor. This has one or two detail differences so is probably the prototype, and it shows where twin carburetters have been mounted. As it was produced, performance up to about 60 would have suffered little and any enthusiastic owner, or lead-footed chauffeur, could have driven it flat out all day without any possibility of it behaving other than impeccably.

About the famous low compression on number six cylinder. The original piston had a spherical depression ½ in deep. By measurement with a pipette, I found that this exactly equalled a ¼ in. over the full bore. So my car now has one gudgeon ¼ in. higher than the other five. This reduces the compression from about 4½ to 1 to about 3½ to 1. On the road I would defy anyone to detect any evidence of this at any speed: the car is outstanding for the amount and smoothness of its low speed torque. Andrew Anderson, who owned the only surviving Colonial 40/50, tells me that Colonial models never had this unique arrangement. Whether or not this was the cause, his motor was noticeably rougher than mine when pulling hard.

The six known surviving Napiers are well spread out. There is a tourer in northern New Zealand which is complete but has not been seen for many years. There is the ex-Anderson car now awaiting re-restoration at the Southward Museum in New Zealand, which is a tourer with non-original body or rear axle. There is a completely dismantled car stored in drums of oil awaiting restoration in Ceylon. There is the car in the London Science Museum which is fitted with the four-wheel-brake set-up which was to be produced but never fitted to a car which was sold. None of these cars are run much if at all. Then there is the ex-Barker Coupe Cabriolet in Hemel Hemstead which I understand is run regularly. There is my car, an engine in South Africa and a front axle in my garage.

My car was purchased from the 1923 Show stand by a Sir John McWhae who took his family there with the intention of buying a Silver Ghost. The Napier was on a nearby stand. Partly because he took a dislike for the Rolls salesman and partly because he thought the greater leg room in the rear of the Napier suited his 6 ft. 4 in., he was drawn there. While his family were discussing the colour the Rolls was to be, he was writing a cheque for the Napier. He also arranged for a Napier employee to go into his service as a chauffeur.

After a sightseeing tour the car was returned to the works for a final checkover before shipment to Australia. This was early 1924. The works prevailed on Sir John to purchase a set of six well-base wheels to enable balloon tyres to be fitted. Also quite a number of spares were sent out with the car. Thus my brake linings.

The owner of an adjoining property to the McWhaes had a 1924 Rolls-Royce tourer and quite a deal of friendly rivalry existed. The chauffeur is quite adamant that the honours were always with the Napier for speed, hill-climbing and riding over the rough roads of the day. No doubt he was biased but I believe that his honest opinion is now, and was then, that this was so. Maybe he was right.

After many years use as a car and abuse as a farm implement, it was stripped of its body. It now has the original mudguards, lights, windscreen, bonnet, scuttle and front doors from the Cunard body. The rest of the body is a replica built from an original line drawing of plan and side elevation. Mechanically it is 100% original. It is used frequently. Last weekend it covered 400 miles.

RUSSELL STAPLETON

Victoria, Australia

V-E-V Odds & Ends.—Still they turn up! The Bull Nose Morris Club reports that a 1924 Morris-Oxford saloon which was laid up in 1932 when its lady owner went to America and never returned, having driven it only 9,961 miles, was auctioned here recently. There is a Morris-Oxford tourer in Northamptonshire whose owner bought it as a used car in 1927 and has owned no other car since, covering 200,000 miles in it, with just new bearings and pistons and a set of new valves this year. For the record, the longest distance by a vintage car in this year's "Lost Causes" Rally at Beaulieu was by a 1930 Jowett Grey Knight fabric saloon, from Truro. Last month an old garage and all its stock was auctioned in N. Wales, the cars apparently including five Austin 7s, two Austin 10/4s, a model Y Ford, a pre-war Fiat, a 1920s Renault chassis, and a pre-war Sunbeam.

VSCC THRUXTON RACE MEETING

(*See report on page* 1069)

Results:

4-lap Scratch Race for Vintage and PVT cars: D. H. Pearnley (Frazer Nash), 68.4 m.p.h.
John Holland Memorial Trophy Race: F. P. Morley (Bentley-Napier), 79.51 m.p.h.
8-lap Scratch Race for PVT cars: H. E. Collis (Alvis), 71.17 m.p.h.
4-lap Handicap: M. N. Daniel (BMW), 63.13 m.p.h.
Melville Trophy Race: D. W. Llewellyn (Bentley), 77.39 m.p.h.
10-lap Allcomers' Scratch Race: J. W. S. Roberts (Lotus), 87.95 m.p.h.
4-lap Handicap: I. Woolstenholmes (Alvis), 75.21 m.p.h.
Spero Trophy Race: D. F. Fletcher-Jones (Lagonda), 73.67 m.p.h.
4-lap Handicap: S. F. Phillips (BMW), 67.69 m.p.h.
MOTOR SPORT Brooklands Memorial Trophy: Peter Morley (Bentley-Napier), 72 points.

Yeovil's Third Cavalcade of Motoring

AMID heavy showers, this took place at Sherborne Castle on August 18th, run by the Yeovil CC and sponsored by Mercedes-Benz (UK) Ltd. It was opened by ITN Newscaster, Reginald Bosanquet, who confessed to owning a rather elderly Mercedes-Benz, attracted some 470 vehicles and many Trade side-shows and embraced driving tests and a parade of Mercedes cars through the ages. The *Concours d'Elegance* classes extended to what were termed classic cars down to 1974. But let us concentrate on the vintage section, judged by Lord Cross (who used to race a Daimler SP250 and had sportingly arrived with Lady Cross in his AC Cobra with very minimal weather protection), Richard and Trisha Pilkington, and the writer.

It attracted the biggest number of pre-1931 cars and was a very close-run thing. The Judges found it hard to decide between some very presentable Lea-Francis, 12/50 Alvis and Austin 7 entries. In the end Osmond's yellow 1926 Alvis doctors' coupé triumphed, over a very smart and original 1929 Austin Mulliner fabric saloon put in by Albert Parsons. Third place went to Cook's mud-free 1928 Lea-Francis two-seater, brightly polished under the bonnet, its dickey-seat neatly rebuilt and with the optional front bumper. Fourth place was awarded to Norris' 1924 24/70 Sunbeam tourer, which got full marks for elegance and nearly so for originality but was in rather more workaday than *Concours* terms of cleanliness, by the very high standard at this event. One 1930 Austin 7 saloon was very highly commended.

There was a 1926 Renault-type NN tourer, wearing a French tri-colour but so shut up the Judges could not get at it, Norris produced as companion to his Sunbeam a very fine ex-Peter Hampton Boulogne Hispano-Suiza closed carriage, on which he is still working, replacing original items such as the Autocav, while Daniel White arrived, in spite of the rain, in the ex-Harbutt 1921 i.o.e. GN, which had as its companion his recently restored 1929 SS 38/250 open Mercedes-Benz, a striking pair. There were a number of open Bentleys, mostly falling down prize-wise in respect of SU pumps instead of Autovacs, small wheels and in one case fibre-glass mudguards, etc. The Rolls-Royce contingent, which included a fine Silver Ghost with replica long-tailed sporting body and a P1 with Springfield items, were not presentable enough to qualify, or else, like Perks' fine Silver Ghost tourer, were too modest to have entered for the beauty show.

W.B.

A second edition of that excellent book "Riley—The Production and Competition History of the Pre-1939 Riley Motor Cars", by A. T. Birmingham, has been published by G. T. Foulis & Co. Ltd., Sparkford, Yeovil, Somerset. It has a revised text and some fresh pictures and is to be highly recommended to all real-Riley enthusiasts. It runs to 272 pages measuring 9 in. × 5½ in. and costs £4.95.

Book Reviews

"The Salmson Story" by Chris Draper. 167 pp. 8½ in. × 5½ in. (*David & Charles Ltd., South Devon House, Newton Abbot, Devon.* £4.50.)

This long-awaited explanation of what Salmson cars and aero-engines and aeroplanes were all about is a model of how one-make histories should be compiled. Although the author may not have known Salmson products when they were new, he has written a very complete, erudite and readable account of them, and has been able to include much fresh material and to explode old fallacies, through access to the archives of SMS and talks with Emile Petit, the great Salmson designer. The outcome is a most valuable contribution to motoring history and an enthralling book for lovers of the vintage sports car in general and those individualistic Salmsons in particular.

The odd four-push-rod engine, the development of these into the later touring Salmson power units, the twin-cam engines, and the advanced straight-eight twin-blower racing engine are dealt with in considerable detail. The racing achievements of Salmson are very adequately covered and Draper is able to show that the supercharged four-cylinder Salmsons were by no means at the mercy of the Amilcar Sixes, as is commonly supposed. If there is any sign of the author's great affinity for the Salmson, it shows in Draper's quite justifiable defence of its reputation in later years when racing against the Amilcar Six that was inspired by the 1924 V12 GP Delage engine.

I was pleased to find that Draper is another who is convinced that Ernest Henry *was* responsible for the 1912 GP Peugeot. Indeed, he points out that the valve gear of Petit's straight-eight Salmson engine seems to have been borrowed to some extent from the Henry Peugeot design, and the tappet arrangement from that of Henry's 1919 Ballot. But it is left to Peter Hull, in the Preface, to remark on the overall similarity of this Salmson engine to that of the P3 Alfa Romeo which it predated by some five years.

Apart from this being a complete Salmson history, with Appendices covering the various models and their chassis numbers, details of who owned the San Sebastian cars, and the two eras of Salmson aero-engines, compiled with authority by a writer who has done his research properly, there are many enjoyments for the enthusiast within the book's covers, from the autocratic interview Ettore Bugatti had at Mirimas with Petit in 1926, to study of the excellent engineering line-drawings and the many pleasing photographs.

I like the treatment of dividing the descriptions of the production Salmsons into clearly headed sections devoted to the Grand Sports, Grand Prix Special, San Sebastian and Grand Prix models, with quotes from contemporary motor papers where applicable, including Twelvetrees' road-test reports in MOTOR SPORT. Salmson achieved great racing victories in the 1,100-c.c. class with virtually four cars only and Draper is obviously proud to emphasise this and to acclaim rightly the excellence of the production Salmson twin-cam engine—Anthony Blight is going to love his remark that if an engineer of the standing of Georges Roesch had adopted and developed such a layout instead of preferring to perfect push-rods and spend his remaining years defending this decision, a truly wonderful car would have resulted! Yet Draper is absolutely fair in crediting W. O. Bentley, after he had studied the British Salmson valve-train, with producing, in the 2½-litre Lagonda, "the kind of engine the design was born for".

There is a good index. A very worthy book, in every way.—W.B.

"A Passion for Cars" by Anthony Gibbs. 202 pp. 8¾ in. × 6¼ in. (*David & Charles Ltd., South Devon House, Newton Abbot, Devon.* £3.95.)

A difficult book to review, this one! It is a sort of long "Cars I Have Owned" thing, by an author famous in the non-motoring field. Not that he has owned many very exciting cars, but he does contrive to capture excellently the appeal of unusual and even mundane models exert on those who, for all their passion, are not what you and I would term real motoring enthusiasts. As the author's ownership of personal cars and his motoring adventures run from the vintage to the present eras, the book nicely portrays the fun and the impact motoring made on such persons, over a considerable, changing period of time.

That Gibbs is not a true devotee is apparent from some terrible blunders which have crept into the text. I never trust anyone who writes of production *six-litre* Bentleys and I doubt very much whether you would have encountered many Gregoire-Campbells on our roads even when these were a current production, and certainly no "Palladians" or "E.N.V.s", although you might have seen a very occasional Gregoire-Campbell and the odd Palladium and B.N.C.

The book is rather crowded with howlers of that kind, and I am pretty certain that an AV Monocar would have been unlikely to have attained a "cool seventy" on the road, and quite sure that its centre-pivot front axle would never have rotated through 180 deg. without severing the cables from the control bobbin. I was about to run through the book picking out such errors when I realised that this is intended to be a light-hearted book (unusual, from this serious-minded publishing-house) and that the laugh might be on me if I did so. But I will offer the same prize of fifteen new-pence to the reader who finds the greatest number of motoring "clangers" in Gibbs' somehow rather appealing book, just as he bets us 15p that the motor car will have largely died out by 1989. . . .

There is a fine pen portrait of the late Phil Paddon, if it is true; but here again, surely Gibbs has named wrongly the excellent Captain who was employed by Paddon Brothers and who advised him about his Rolls-Royce and Bentley purchases? How Gibbs is going to escape libel actions from certain of the car manufacturers and neighbours he refers to, I cannot guess. Let it be said that Renault should be very pleased with him, Jaguar and Fiat just the opposite! One amusing chase story, five Police vehicles following his Rolls-Royce in London, seems to have been culled from another Gibbs' book and I am astonished that this author is so foolish as to put into print the account of how he bribed a London Police Station Superintendent (with £20) after he had knocked down an old gentleman on a pedestrian-crossing with this same Rolls-Royce Phantom II Continental. But Gibbs is an honest writer, even to explaining in some detail what a careless driver he has become!

The weak thing about this book is that nearly all the pictures are of cars something like those the author refers to but are not his own pictures, having come from a variety of modern sources, which puts the thing into the casual category. The boom in old cars has been responsible for some odd manifestations. "A Passion for Cars" is one of them! But you will still enjoy it.—W.B.

"The Romance of Renault" by Edouard Seidler. 256 pp. 11¼ in. × 10 in. (*PSL, Bar Hill, Cambridge.* £12.50).

There have been previous books about Renault, the brothers and the cars. This one breaks new ground as a magnificent pictorial coverage of the great French make, with lively supporting text. It is an Edita of Lausanne publication, beautifully produced. Moreover, it is history brought up to date, because the later models, such as the Renault 4 and the subsequent bigger cars, are fully covered. The story starts in 1898, however, so much ground is surveyed, in the text and with black-and-white and fine colour pictures. In works of this kind it is customary to find many familiar hand-out illustrations. But in this book those so used are very large and so nicely presented as to almost break fresh ground. Even the old-chestnuts of history are made welcome by this means, so that I was disappointed not to find any illustrations of the 45-h.p. record-breakers. This does not imply that Renault's competition activities are neglected, for the successful Alpine Renaults get ample attention and there is a colour plate of the *Etoile-Filante* 192-m.p.h. Renault gas-turbine car with 270-b.h.p. Turbomeca engine, in 1956. Early Renault racing activities also get attention.

This is a book of personalities as well as of cars, featuring prominently Pierre Lefaucheaux and Pierre Dreyfus, as well as the Renault brothers. The crash in which Lefaucheaux was killed when his Frégate skidded on a patch of ice in 1955 is published and it is admitted that this was not one of the most successful Renault models. Early racing pictures, colour reproductions of Renault badges, factory shots, experimental Renaults that were not proceeded with, celebrities with their Renaults, Renault advertising, all the stages in the changing pattern of the Regie's successes and failures are depicted, in a volume that will be irresistible to incurable Renault fans. I have always mildly chided Renault for closely copying the Citroën 2cv when introducing the Renault 4 and this is reflected in the text, when it reports a letter which Pierre Bercot, President-Director General of Citroën, wrote to Dreyfus, saying "You have openly copied us. You have even imitated our Yoder profile and our seats". To this Dreyfus is supposed to have answered: "Yes, but you can claim no monopoly of the market and we had those seats in 1936, covered by a patent." (I am never quite sure how authentic reported conversation is, but it makes for a readable book.)

"The Romance of Renault" is largely an industrial history of the famous Company, and a full technical history of the Renault has yet to be written. But all Renault owners and followers should be well pleased with this fine portrayal of the Regie Renault collosus.—W.B.

The Austrian Grand Prix —

Reutemann all the way

Osterreichring, Knittelfeld, August 18th

THERE WERE quite a lot of changes to the Grand Prix scene in the lower echelons, caused by accident, changes of heart, re-organisations, general muddle and openings for newcomers. With Mike Hailwood still in hospital following his Nurburgring accident the Yardley McLaren team rebuilt the works original spare car, number M23/4, painted it in Yardley colours and employed David Hobbs to drive it. The Hesketh team blossomed out into a two-car affair, with Ian Scheckter, elder brother of the Tyrrell driver, in 308/1 supporting Hunt with 308/3. John Surtees farmed out his car TS16/05 to the Austrian driver Dieter Quester and Graham Hill took Rolf Stommelen into his Lola team as a temporary replacement for Guy Edwards, whose damaged wrist gets worse instead of better. The Italian-owned Brabham BT42/6 of the Finotto/Bretscher team was hired to the young Austrian Helmut Koinigg while Morris Nunn's original Ensign MN01 rebuilt and rebodied had Mike Wilds driving it in place of Vern Schuppan, Nunn having split up with Schuppan's sponsor from Hong Kong, Teddy Yip. Jochen Mass finally split with Team Surtees and was nowhere to be seen and his place was taken by Jean Pierre Jabouille supporting Derek Bell, while the team's transporter was covered in sticky tape obliterating all signs of Bang & Olufsen who were sponsoring Team Surtees and who have now come to legal blows. The sad BRM team had reduced themselves to two cars and one driver, Beltoise having P201/02 and P201/03 to play with while Pescarolo and Migault were forced to sit in the sun and wait for the management to sort themselves out.

Among the serious Formula One teams all was happiness and bright, with Team Lotus back to a full complement of four cars, both Peterson and Ickx having a Lotus 72 and a Lotus 76 at their disposal, Peterson with 72/R8 rebuilt since its Nurburgring crash with parts from R9 which looks as though it is not going to get completed, and his original JPS/9 brought up to date with the 72 rear suspension. Ickx had his usual 72/R5 and JPS/10 which Peterson had raced at the Nurburgring. The Elf Team Tyrrell were in good form, Scheckter and Depailler having their usual 007 cars and the latest 007/3 with all the latest mods was on hand as a spare. McLaren's mainstream team of Fittipaldi and Hulme had M23/8 and M23/6 with M23/5 as a spare, all three having the latest form of parallel link rear suspension and 23/8 and 23/5 had plastic skirts hanging down from the monocoque to try and discourage air from getting under the car. The three works Brabham cars were BT44/1 and BT44/2 for the drivers Reutemann and Pace, with BT44/3 as a spare for both of them, while the works-blessed BT44/4 of Hexagon was driven by John Watson. The Ferrari team arrived in confident spirit with three cars, 014 for Regazzoni, 015 for Lauda and 011 the "muletta", while in addition they had four spare engines in special carrying frames. Just to confuse things they had rear aerofoils with the vee at the front, others with the vee at the back and yet more with no vee at all. Stuck and Brambilla had their usual works March cars, while Jarier and Pryce had the works Shadows they had been driving all season, with DN3/4A as a communal spare. The Williams cars were driven by Merzario and Laffite, the Trojan by Schenken, the Token by Ashley and Kinnunen had his Finnish sponsored Surtees TS16/01.

The unruffled Reutemann keeps his Brabham safely clear of Lauda's Ferrari in the high-speed procession.

In superb weather conditions practice took place on Friday and Saturday in three-hour sessions, with a half-hour break midway to collect any broken down cars. The results were pretty simple for the Brabham team were on top form, their drivers and cars more suited to the circuit than anyone else, and Reutemann was fastest in both parts of Friday practice, while Pace was fastest in the first part of Saturday practice. Almost as the last gasp on Saturday Lauda just managed to snatch pole position away from Reutemann, while Fittipaldi got between the two Brabhams, but at the expense of a blown-up engine. Team Lotus did not seem to know whether they were coming or going and when a 72 was right a 76 was wrong and vice-versa, neither of the drivers getting very impressive results. The elder Scheckter was cruising round feeling his way along in the Hesketh when the engine blew up in a big way, which ended his first day's practice before it had really begun and the Ferrari team were not setting the pace like they usually did. Lauda's engine broke very violently and the car was towed in during the interval and he then went out in the spare car in the second session. By the end of the day nobody had gone as fast as they expected, a lot of people had been frustrated by fuel vaporisation due to the intense heat and very few drivers were content with their car's handling, the biggest complaint being a tendency to understeer off the road on the fast downhill corners, which was a fairly natural thing for a car to want to do. Reutemann was undisputed fastest, with Scheckter next, followed by Hunt and Fittipaldi and then the two Ferraris.

If anything it was even hotter on Saturday, as practice started at midday once more, and among the also-rans there was a lot of scuffling and panic for only twenty-five of the thirty-one aspiring aces were going to be allowed to start. Lauda was back in his proper Ferrari with a new engine installed, and Ian Scheckter was ready to try again. Pryce was in the spare Shadow, Jarier having used it the day before, and Beltoise was still playing with the two BRMs. Fittipaldi's McLaren was wearing its plastic skirt away as it rubbed on the ground under braking, and Laffite lost a lot of time while a drive-shaft was replaced on his Williams car. Pryce went off the road in the spare Shadow and crinkled it beyond further use, and Wilds was in trouble with the Ensign as its Cosworth engine would not run on eight cylinders. Due to the heat part of the road surface in the braking area of the final bend on the circuit was deteriorating and Regazzoni got out of line and went off into the fences damaging the front of his Ferrari slightly, and Wilds lost the Ensign and damaged it quite badly. Hunt's gearbox broke a bearing which let the gears chew themselves up and Bell and Jabouille were in engine trouble with the works Surtees cars. The McLaren team were dripping oil from every corner as first Hulme's engine blew up in a big way, then Fittipaldi's spewed out all its oil and Hulme then had the spare car wreck its engine. It was amidst all this trouble that Lauda was credited with the fastest lap of the meeting, gaining him pole position on the grid, with Reutemann alongside him. Laffite earned an A-fqr-effort with his position alongside Watson on row six and Ickx got a B-for-black with his position on row eleven alongside Graham Hill. There were no real surprises among the non-qualifiers. The only unusual thing on the starters list was that Ickx decided to drive the Lotus 76 in place of the Lotus 72, feeling that the modified 1974 car gave him feel, though it was not very fast.

Whereas practice had been held at the heat of midday the race was due to start at 3 p.m. when the sun was more civilised, though still very hot. Ickx was very late in leaving the pits as the fuel pressure on JPS/10 was much too high, and the relief valve had to be changed, and when Laffite finished his warm-up lap he felt there was something wrong with a front tyre. While his mechanics were changing it the small centre retaining nut jammed on its thread and the car had to be wheeled back into the pits to have the nut chiselled off. This left 24 cars on the grid, and in the acceleration match away from the line Reutemann's Brabham out-dragged Lauda's Ferrari and led away up the hill. The Argentinian led the opening lap with Lauda, Pace, Regazzoni, Hunt and Scheckter hard after him. Regazzoni quickly moved into third place behind his team-mate and Reutemann was then hounded by the two red cars. It was something of a high-speed procession with Lauda's Ferrari closing up on the Brabham under braking at the end of the top straight, but losing out on acceleration and through the mid-field swerves. Regazzoni was firmly in third place with a long line of nervous drivers back-pedalling a bit so as not to get too close to him, so that the overall race speed was not unduly high. Pryce called in at his pit after three laps with a misfire, and had the ignition unit changed and Graham Hill was in after nine laps in trouble with his front tyres. Scheckter disappeared quietly on this lap when his engine tightened up, having just passed Pace for fourth place. Hunt was in the pits on lap 13 for a left front tyre change and Watson did likewise two laps later. All this time Reutemann was unruffled in first place but the red car behind him had changed, for on lap 13 it was Regazzoni in his mirrors for Lauda was slowing as his engine went off song. He struggled round until lap 16 when he called at the pits and after a bit of fiddling with the ignition unit he did one more lap and then retired. The engine had developed valve trouble and that was it. At this point Laffite joined the race, after the offending wheel nut had been cut off and a new one fitted and from then on he had a non-stop and fast drive, losing only one lap to the race leader in the remainder of the 54 laps. It was a performance that would almost certainly have netted him seventh place had he started with the rest of the field.

At 20 laps Reutemann's situation was unchanged, his lead being in no danger, while Regazzoni was a firm second, with Fittipaldi, Peterson and Pace following. Then came Depailler, Hulme and Ickx with Brambilla doing well to keep pace with them, and then the odds and ends, with Hunt and Watson fighting their way through them making up for their pit stops. Pryce spun off the track and could not get started again, Merzario gave up with a loss of fuel pressure, Beltoise disappeared out on the circuit with engine trouble and Reutemann continued his domination of the scene holding a two second lead over Regazzoni. Behind the swarthy Swiss, Fittipaldi, Peterson and Pace were very close, but no-one was making an attempt to do any overtaking of the Ferrari. At 38 laps Fittipaldi dropped out of the race when his engine broke, and at 40 laps the scene in Reutemann's mirrors became very pleasant for Pace had already passed Peterson and with Fittipaldi's disappearance had taken third place, and now passed the Ferrari. Peterson also passed the red car so obviously something was wrong, and then Reutemann saw the black and gold Lotus in his mirrors, with no sign of his team-mate. After holding second place for only two laps the unfortunate Carlos Pace had coasted to a stop with a fuel leak. Now a long way behind, Ickx had passed Hulme and was close behind Depailler, and the Frenchman was getting very tired and making mistakes. On lap 43 he got sideways on in the midfield swerves and while trying to correct the car went the wrong way and Ickx hit the Tyrrell amidships eliminating them both from the race, the Lotus limping back to the pits. On the next

STARTING GRID

7 C. Reutemann (*Brabham-Cosworth V8*) BT44/1 1 min. 35.56 sec.	12 N. Lauda (*Ferrari—flat-12*) 312B3/015 1 min. 35.40 sec.
8 C. Pace (*Brabham-Cosworth V8*) BT44/2 1 min. 35.91 sec.	5 E. Fittipaldi (*McLaren-Cosworth V8*) M23/8 1 min. 35.76 sec.
1 R. Peterson (*Lotus-Cosworth V8*) 72/R8 1 min. 36.00 sec.	3 J. Scheckter (*Tyrrell-Cosworth V8*) 007/1 1 min. 35.94 sec.
11 G. Regazzoni (*Ferrari—flat-12*) 312B3/014 1 min. 36.31 sec.	24 J. Hunt (*Hesketh-Cosworth V8*) 308/3 1 min. 36.11 sec.
6 D. Hulme (*McLaren-Cosworth V8*) M23/6 1 min. 36.39 sec.	20 A. Merzario (*Williams-Cosworth V8*) IR/04 1 min. 36.35 sec.
21 J. Laffite (*Williams-Cosworth V8*) IR/02 1 min. 36.86 sec.	28 J. Watson (*Brabham-Cosworth V8*) BT44/4 1 min. 36.52 sec.
4 P. Depailler (*Tyrrell-Cosworth V8*) 007/2 1 min. 37.25 sec.	27 R. Stommelen (*Lola-Cosworth V8*) T370/HU1 1 min. 37.18 sec.
16 T. Pryce (*Shadow-Cosworth V8*) DN3/3A *1 min. 37.39 sec.	9 H-J. Stuck (*March-Cosworth V8*) 741/1-2 1 min. 37.37 sec.
14 J-P. Beltoise (*BRM—V12*) P201/02 1 min. 37.43 sec.	33 D. Hobbs (*McLaren-Cosworth V8*) M23/4 1 min. 37.41 sec.
10 V. Brambilla (*March-Cosworth V8*) 741/2-3 1 min. 37.47 sec.	23 T. Schenken (*Trojan-Cosworth V8*) T103 1 min. 37.43 sec.
2 J. Ickx (*Lotus-Cosworth V8*) JPS/10 1 min. 38.09 sec.	26 G. Hill (*Lola-Cosworth V8*) T370/HU2 1 min. 37.54 sec.
35 I. Ashley (*Token-Cosworth V8*) RI/02 1 min. 38.67 sec.	17 J-P. Jarier (*Shadow-Cosworth V8*) DN3/2A 1 min. 38.17 sec.
30 D. Quester (*Surtees-Cosworth V8*) TS16/05 1 min. 38.88 sec.	

* Time recorded in another car.

Not qualified:

31 I. Scheckter (Hesketh 308/1-Cosworth V8), 1 min. 39.17 sec.
43 L. Kinnunen (Surtees TS16/01-Cosworth V8), 1 min. 39.47 sec.
18 D. Bell (Surtees TS16/03-Cosworth V8), 1 min. 39.53 sec.
22 M. Wilds (Ensign MN01-Cosworth V8), 1 min. 39.96 sec.
19 J-P. Jabouille (Surtees TS16/02-Cosworth V8), 1 min. 40.10 sec.
32 H. Koinigg (Brabham BT42/6-Cosworth V8), 1 min. 40.60 sec.

PRACTICE TIMES

No.	Driver	Car	Friday First	Friday Second	Saturday First	Saturday Second
1	R. Peterson	Lotus 72/R8-Cosworth V8	1. 38.43	1. 37.45	1. 37.07	1. 36.00
2	J. Ickx	Lotus 72/R5-Cosworth V8	1. 38.31	1. 38.45	1. 38.14	1. 42.11
3	J. Scheckter	Tyrrell 007/1-Cosworth V8	1. 37.36	1. 35.95	1. 36.36	1. 35.94
4	P. Depailler	Tyrrell 007/2-Cosworth V8	1. 38.14	1. 37.59	1. 37.25	1. 37.41
5	E. Fittipaldi	McLaren M23/8-Cosworth V8	1. 37.23	1. 36.17	1. 36.27	1. 35.76
6	D. Hulme	McLaren M23/6-Cosworth V8	1. 37.18	1. 37.29	1. 36.39	—
7	C. Reutemann	Brabham BT44/3-Cosworth V8	**1. 36.61**	**1. 35.56**	1. 38.92	1. 35.75
8	C. Pace	Brabham BT44/2-Cosworth V4	1. 37.02	—	**1. 35.91**	1. 36.67
9	H-J. Stuck	March 741/1-2-Cosworth V8	1. 39.85	1. 40.02	1. 37.84	1. 37.37
10	V. Brambilla	March 741/2-3-Cosworth V8	1. 39.24	1. 39.50	1. 37.85	1. 37.47
11	G. Regazzoni	Ferrari 312B3/014—flat-12	1. 37.20	1. 36.31	1. 36.43	1. 36.97
12	N. Lauda	Ferrari 312B3/015—flat-12	1. 37.16	—	1. 35.92	**1. 35.40**
14	J-P. Beltoise	BRM P201/02 V12	1. 38.07	1. 37.43	1. 37.57	1. 38.63
15	H. Pescarolo	BRM P201/03 V12	—	—	—	—
16	T. Pryce	Shadow DN3/3A-Cosworth V8	1. 38.37	1. 38.06	—	1. 38.36
17	J-P. Jarier	Shadow DN3/2A-Cosworth V8	1. 39.65	—	1. 38.17	1. 38.92
18	D. Bell	Surtees TS16/03-Cosworth V8	1. 41.78	1. 40.47	1. 39.53	—
19	J-P. Jabouille	Surtees TS16/02-Cosworth V8	1. 42.19	1. 40.10	1. 41.17	—
20	A. Merzario	Williams IR/04-Cosworth V8	1. 39.32	1. 37.94	1. 37.03	1. 36.35
21	J. Laffite	Williams IR/02-Cosworth V8	1. 37.90	1. 37.88	1. 36.86	1. 37.25
22	M. Wilds	Ensign MN01-Cosworth V8	1. 40.89	1. 39.96	1. 40.34	—
23	T. Schenken	Trojan T103-Cosworth V8	1. 38.46	1. 38.15	1. 38.01	1. 37.43
24	J. Hunt	Hesketh 308/3-Cosworth V8	1. 37.25	1. 36.11	1. 36.94	—
26	G. Hill	Lola T370/HU2-Cosworth V8	1. 38.28	1. 37.80	1. 38.26	1. 37.54
27	R. Stommelen	Lola T370/HU1-Cosworth V8	1. 38.67	1. 37.98	1. 37.45	1. 37.18
28	J. Watson	Brabham BT44/4-Cosworth V8	1. 37.29	1. 36.64	1. 36.57	1. 36.52
30	D. Quester	Surtees TS16/05-Cosworth V8	1. 44.63	1. 41.30	1. 39.63	1. 38.88
31	I. Scheckter	Hesketh 308/1-Cosworth V8	1. 52.77	—	1. 39.21	1. 39.17
32	H. Koinigg	Brabham BT42/6-Cosworth V8	1. 44.26	1. 41.15	1. 40.60	1. 41.06
33	D. Hobbs	McLaren M23/4-Cosworth V8	1. 43.84	1. 39.89	1. 38.63	1. 37.41
35	I. Ashley	Token RI/02-Cosworth V8	1. 41.41	1. 38.67	1. 40.11	1. 38.86
43	L. Kinnunen	Surtees TS16/01-Cosworth V8	1. 46.22	1. 42.95	1. 40.95	1. 39.47
1T	R. Peterson	Lotus JPS/9-Cosworth V8	1. 55.71	No time	—	—
2T	J. Ickx	Lotus JPS/10-Cosworth V8	—	1. 46.17	1. 38.09	—
3T	J. Scheckter	Tyrrell 007/3-Cosworth V8	—	—	—	—
5T	E. Fittipaldi	McLaren M23/5-Cosworth V8	—	—	—	—
6T	D. Hulme	McLaren M23/5-Cosworth V8	—	—	—	1. 42.90
8T	C. Pace	Brabham BT44/1-Cosworth V8	—	1. 37.57	—	—
11T	G. Regazzoni	Ferrari 312B3/011—flat-12	—	—	—	1. 36.67
12T	N. Lauda	Ferrari 312B3/011—flat-12	—	1. 36.22	—	—
14T	J-P. Beltoise	BRM P201/03 V12	—	—	1. 38.13	1. 38.15
16T	T. Pryce	Shadow DN3/4A-Cosworth V8	—	—	1. 37.39	—
17T	J-P. Jarier	Shadow DN3/4A-Cosworth V8	—	1. 38.18	—	—
26T	G. Hill	Lola T370/HU3-Cosworth V8	—	—	—	—

lap Regazzoni was into the pits to have his left rear tyre changed and the Ferrari team made a complete nonsense of the job, losing him valuable time. At 45 laps Reutemann had 6½ seconds lead over Peterson with Hulme in third place a long way behind, followed by Hunt, Brambilla and Watson. From the start Reutemann had had an ever-changing scene in his mirrors and once more it changed, this time to no-one in sight at all, for Peterson's Lotus broke a universal joint in a rear driveshaft and the Swede slid gently off the track and out of sight. This was on lap 46 and for the first time the Argentinian could relax a little, apart from the knowledge that Hulme was in second place more than half a minute behind. Although the Brabham BT44 was running perfectly Reutemann was worried that something was going to break for he had been in this position in the Argentine Grand Prix and Hulme had coasted home the winner when the Brabham failed in the last miles. This time all was well and a very relieved Reutemann took the chequered flag and stopped almost immediately from sheer relief, rather than keep going on a cooling-down lap. After his pit-stop Regazzoni rejoined the race with renewed vigour and chased after Watson, but the Irishman was going well and was not to be caught, actually passing Brambilla with three laps to go, and Regazzoni caught the March driver on the penultimate lap to snatch fifth place.

The huge crowd, estimated at around 150,000, had obviously been badly cheated, the Austrian fans by the failure of Lauda, the Swiss fans by the failure of Regazzoni and the Italians by the failure of Ferrari. Reutemann and Brabhams did not seem to have much of a following, a lot of people saying "Who is Carlos Reutemann and what is a Brabham?" As a result the vast crowd dispersed very rapidly and by dark the beer tents were pretty quiet.—D.S.J.

Results :
AUSTRIAN GRAND PRIX—Formula One—54 laps—Osterreichring—5.911 kilometres per lap
318.194 kilometres—Very hot

1st :	C. Reutemann (Brabham BT44/1)	1 hr. 28 min. 44.72 sec.—215.81 k.p.h.
2nd :	D. Hulme (McLaren M23/6)	1 hr. 29 min. 27.64 sec.
3rd :	J. Hunt (Hesketh 308/3)	1 hr. 29 min. 46.26 sec.
4th :	J. Watson (Brabham BT44/4)	1 hr. 29 min. 54.11 sec.
5th :	G. Regazzoni (Ferrari 312B3/014)	1 hr. 29 min. 57.80 sec.
6th :	V. Brambilla (March 741/2-3)	1 hr. 29 min. 58.54 sec.
7th :	D. Hobbs (McLaren M23/4)	1 lap behind
8th :	J-P. Jarier (Shadow DN3/2A)	2 laps behind
9th :	D. Quester (Surtees TS16/05)	3 laps behind
10th :	T. Schenken (Trojan T103)	4 laps behind
11th :	G. Hill (Lola T370/HU2)	6 laps behind
12th :	I. Ashley (Token RJ/02)	8 laps behind
13th :	J. Laffite (Williams JR/02)	17 laps behind

Fastest Lap : G. Regazzoni (Ferrari 312B3/014), in 1 min. 37.22 sec.—218.88 k.p.h. *(new record).*

Retirements : J. Schecker (Tyrrell 007/1), engine failure on lap 9; R. Stommelen (Lola T370/HU1), tyre failure and accident, on lap 15; N. Lauda (Ferrari 312B3/015), engine failure, on lap 17; J-P. Beltoise (BRM P201/02), engine failure, on lap 22; T. Pryce (Shadow DN3/3A), spun off course, on lap 23; A. Merzario (Williams JR/04), low fuel pressure, on lap 25; E. Fittipaldi (McLaren M23/8), engine failure, on lap 38; C. Pace (Brabham BT44/2), fuel leak, on lap 42; P. Depailler (Tyrrell 007/2), accident, on lap 43; J. Ickx (Lotus JPS/10), accident, on lap 44; R. Peterson (Lotus 72/R8), rear drive shaft universal joint, on lap 46; H-J. Stuck (March 741/1-2), broken rear suspension, on lap 49.

25 starters — 13 finishers.

Reflections in an Austrian Summer

WHEN we arrived for the Austrian Grand Prix we received a very polite reprimand, worded in the nicest way, but nonetheless firm. It came from the Tourist Traffic Association of Knittelfeld and oddly enough it was nothing to do with cars or traffic. Since the opening of the Osterreichring in 1969 everyone has been saying that it is at Zeltweg, and the small town of Zeltweg has been getting all the publicity. The Osterreichring is in reality in the district of Knittelfeld, and in fact, Zeltweg also comes under the jurisdiction of the district of Knittelfeld. The reprimand came from the committee of the Tourist Traffic Association of Knittelfeld, which comprises the Mayor, the secretary and an hotel keeper from the town. Naturally everyone is very satisfied with the way the Osterreichring has attracted 130 – 150,000 people each year for the Grand Prix, apart from all the other races held during the season and one of the aims in financing the building of the Osterreichring has been achieved, namely an influx of tourism to the area. However, it was the Knittelfeld Section of the Austrian Motorsports Club that inaugurated the original races on the old Zeltweg Airfield, and who got the splendid Osterreichring built, so that it is only reasonable that Knittelfeld should be mentioned in connection with the 'Ring and not Zeltweg.

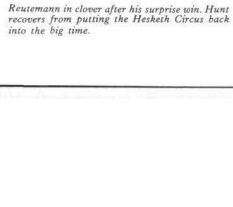
In those days back in the sixties when races were held on the bumpy old airfield circuit, with stands and pits erected overnight and taken down again immediately the racing was finished, the race headquarters used to be in an hotel in Knittelfeld and the whole thing was much more of a social affair than a business organisation. When signing on at the Press Office there was time for a coffee or an aperitif and a chat, and there was never a great jostling and steaming mob on the scrounge for free passes like there is today. After the racing everyone went back to Knittelfeld for the prize-giving in a big banquet hall and the party went on until the small hours. That was in the days when 15 . 20,000 people turned up to watch sports cars and Formula Vee cars racing for fun. Now that the Austrian Grand Prix is fully professional and established as a classic in a very short space of time it is all very different, but still just as friendly and relaxed, although the professional racers are not interested in collecting cups and presents on Sunday evening. Now they disappear as soon as they can, leaving their business executive to sort out the money question and send them a cheque later on. From the public point of view, today is vastly better and with the heatwave that was in full swing the spectators that were camping for the three day meeting must have had a superb time. So before we leave the subject let us say once more that the Osterreichring is at Knittelfeld in central Austria. When people make a request nicely and with justification I am only too pleased to acquiesce, it is only when I am told "It will be this or that" and I can see no justification that I dig my heels in and upset people like the RAC, John Player, Marlboro and even Colin Chapman!

After the German Grand Prix at the beginning of August I was full of praise for the Ferrari team, admiring the way they went about things when they were winning and dominating the scene. Two weeks later, in Austria, the whole thing fell apart and they were in a chaotic state and had the BRM team not taken the Shambles Trophy for all time, the Scuderia Ferrari would have been worthy recipients. All this season we have been saying how powerful and strong the flat-12 Ferrari engines are, but during the Austrian meeting two of them blew up, one in the biggest possible way; this was Lauda's practice engine which brought him to rest out on the circuit. The car was towed back to the paddock and when the airbox was lifted off the top of the engine the scene was hastily covered with a pile of old rags. Not only was there a big gaping hole in the crankcase, but one of the connecting rods, or to be more precise the mangled remains, was lying among the fuel injection equipment! In the race Lauda had another blow-up, not quite so drastic this time, there being no visible holes through which to survey the inside of the engine. In addition to the mechanical disasters the Ferrari team did not set the pace during practice, it not being until the very last practice period that Lauda was able to snatch pole position from Reutemann. Austrian honour was saved at the last moment, though Regazzoni could not support him and was way back on the grid alongside James Hunt. After Lauda had retired in the race Regazzoni took over second place only to have his left rear tyre start to lose pressure and after dropping back behind Pace and Peterson he made a pit stop. The simple business of changing one rear wheel became as big a fiasco for the Ferrari team as some of the British teams had made of things in the Spanish Grand Prix at the beginning of the season. The major cause can be traced back to practice when Regazzoni came into the pits to have a set of qualifying tyres fitted and all the wheels were changed smoothly, but when he came to restart the engine it was very reluctant to fire. This was due to the intense heat of the day which caused the petrol to vaporise, and a bubble of air in a fuel injection system is not conducive to good starting. Eventually the Ferrari engine fired up, but Regazzoni remembered this, so when he stopped during the race he kept the engine running. Everything was going fine, the jack went under the back, the mechanic spun the wheel nut off with the pneumatic spanner and took the offending wheel off the four driving pegs. Meanwhile a very calm Regazzoni was sitting with the engine running at constant rpm. When the wheel was off the oil drag in the transmission caused the shaft and hub to start rotating, aggravated by the fact that Regazzoni had left the car in first gear, ready for a quick getaway, with his foot on the clutch pedal. Now clutches never free completely so when the mechanic came to put the new wheel on the driving pegs he was completely baffled for the hub was whirling round. This caused other members of the team to try and make Regazzoni switch off, or take it out of gear, but of course he did not realise why and there was a bit of a "gerfuffle" in the cockpit area. The poor, suffering mechanic eventually got the wheel on the rotating hub and put the big central locking nut on and was about to start doing it up when Regazzoni thought it was about time the job was finished, so he gave a quick blip on the accelerator. As the Ferrari engine went "Whummmmm" the wheel flew off the hub and the struggle started all over again! Eventually, amidst a lot of shouting and pushing and struggling, the simple business of changing a wheel was completed and a furious Regazzoni roared back into the race, but the few seconds lost were enough to lose him fourth place, for he just failed to catch John Watson in the closing laps. It was not a Ferrari weekend, somehow.

In complete contrast it was certainly a Brabham weekend, for Bernie Ecclestone's team could do no wrong. Reutemann was on top form from the word go, making fastest time in the first two practice sessions, while his new team-mate Carlos Pace finally got back into his 1973 form and made fastest lap in the third practice session. Reutemann really won the race, leading from start to finish, while Pace was never far behind, and for a glorious moment he got into second place and it looked on the cards for the white Brabhams to finish 1-2. It would seem that Reutemann suffers a bit from temperament and if something upsets him before a meeting he gets put off for the whole time, whereas when he is really on form he is very good indeed. It may have been the intense heat that switched him on, making him feel at home, but whatever it was he did not put a foot wrong all weekend. Pace lost his second place for a simple and frustrating reason, a clip in the fuel system failing and starting a fuel leak, the engine dying before he could coast over the last hill and down into the pits, where it could have been fixed. During all the traumas this season with John Surtees it was beginning to look as though Carlos Pace had lost the ability to drive fast, but it was all back again in Austria and he seems to have got over his mental hang-up, which is a good thing, for last year he was showing immense form and shaping up to be a really brave and skilful driver with the right sort of attitude to Grand Prix racing. When the Hesketh team first appeared a lot of play was made of the fact that the car was pure white, carrying no advertising, but it seems to have been overlooked this season that Ecclestone's Brabhams are also pure white, or at least they are white. They did not have the drivers' names on them in Austria, merely carrying the word GOODYEAR discretely painted along the bottom of the monocoque. They are Ecclestone's own cars and where the money comes from to build and race them is neither here nor there. Without being flashy, like some teams, the Brabham team are always neat and tidy and the Boss is a stickler for this, one mechanic leaving the team because he didn't like wearing clean clothes all the time. During practice the team wear pale yellow shirts and black trousers, and on race day they all change into bright green shirts and black trousers so that you can tell if anyone tries to sell a colour photograph of practice as a race picture! The Gordon Murray designed BT44 has a pretty low frontal area and a slippery shape, so that on the fast Osterreichring it came into its own, while its neutral handling was not affected by the downhill understeering-provoking corners as were some of the other cars. One of the greatest enthusiasts for the Brabham BT44 was John Watson who was driving the new one belonging to the Hexagon-of-Highgate team. Having driven a BT42 all season, he found the new car, with its rising-rate front suspension, vastly superior and a real joy to drive. He had a front Firestone tyre develop bubbles, like Hunt did on the Hesketh, two laps after M'Lord's car, and whereas Hunt dropped to 18th place on lap 14, Watson dropped to 21st place on lap 16. After that they both drove really well to finish 3rd and 4th respectively, admittedly helped by a lot of retirements among the front runners, but the fact that they both finished on the same lap as the winner is sufficient proof of their ability.

After the last few Grand Prix races, especially the Dutch and the German, the telephone at Cosworth Engineering in Northampton had been ringing pretty steadily with people asking "What are you going to do about the Ferraris?" If Keith Duckworth and Mike Costin stop development work on the DFV engine with FORD stamped on the cam covers, the English teams will all die overnight. I say English teams, because BRM have a copyright on BRITISH, though this season a lot of people are trying to overlook the fact that BRM stands for BRITISH Racing Motors, with three second-rate French drivers in the cars and little hope of keeping up with the Surtees and Williams of the Cosworth world. I hope nobody phoned up Ford and asked what they were going to do about the Ferraris. Obviously the Cosworth lot have not been sitting back complacently and Mike Costin was very much in evidence in Austria, particularly in the Tyrrell pits. It was ironical that on the fastest of all Grand Prix circuits the Cosworth powered Brabhams were setting the pace and the much vaunted Ferraris were panting along behind trying to keep up. Fortunately Mike Costin is not a typical Midlands businessman otherwise he would have gone away saying "I don't see what they are making all the fuss about, our engines finished 1-2-3-4 and we had pole position on the grid." Instead he went away knowing what they were up against, knowing what was wanted and also knowing that what they have been working for at Northampton all along the line is the right approach. The healthy competition that Ferrari has been providing all this season is just what Cosworth enjoy, for it keeps them at it even when the telephone is not ringing. What they would really enjoy is even more competition, from engines like Matra, Alfa-Romeo, Weslake and BRM.

One thing that was disturbing Costin was the number of Cosworth engines that blew up during the meeting, for reliability is one of the things that they have always had at the forefront of their design concepts. The Hesketh team had one of their Cosworth engines literally cut itself in half when a connecting rod bolt broke. When the smoke subsided you could see a piston sticking out of the left side of the block and could look right through the engine and see the ground the other side. The main part of the McLaren team had three engines fail in practice and another in the race, while Team Tyrrell had the rare occurrence of an engine failure in the race. Some of this carnage was no doubt due to the local conditions, for the air temperature was hotter than we have had all season and on the Osterreichring the engine is not only flat-out for a long time but also has to work incredibly hard for most of the flat-out part is uphill. A top driver once he is out of the Jochen Rindt curve before the pits keeps his foot hard down in fifth gear up the steep hill after the start and all round the swerves climbing up to the far corner, which is a climbing right-hander. A lot of work is done by an engine during that part of a fast lap.



Reutemann in clover after his surprise win. Hunt recovers from putting the Hesketh Circus back into the big time.

A feature of the Osterreichring is the fast downhill corners that fall away as you go round them and this naturally encourages a car to understeer, or drift wide on its front tyres. If a car has a natural tendency to understeer on a smooth flat surface it becomes excessive on these downhill corners, while a car that steers fairly neutrally in normal circumstances will understeer in a controllable fashion and a car that normally oversteers, which is to say slides its back wheels out easily, will become almost neutral on these downhill corners. This is only the basic reaction of the car, the driver can provoke these conditions if he is skilful enough and adjustments to roll-bar, tyres, aerofoils, trim tabs, and wheel geometry can also adjust the situation but not get rid of it completely. These factors were basically the reasons behind the various changing fortunes of teams like Lotus, Ferrari, Brabham and Tyrrell in Austria, some got their variables about right coupled with a car that was basically suited to the corners, others got confused and finished up a mile out, while others had a fundamental situation that did not suit these downhill, falling away type of corners. Some drivers in almost identical cars were not as fast as they were last year, while pole position was down from 1 min. 34.98 sec. set by Fittipaldi in a Lotus 72, to 1min. 35.56 sec. set this year by Reutemann in a Brabham BT44. Last year the Argentinian did 1 min. 36.01 sec. in a Brabham BT42. Fittipaldi's best this year in a McLaren M23 was 1 min. 35.76 sec. and Peterson could only do 1 min. 36.00 sec. in his Lotus 72 this year, whereas he did 1 min. 35.37 sec. last year in a similar car. A lot of people were puzzling over this problem, unable to trace the reason and some actually suggested that Goodyear had detuned the tyres in anticipation of very hot conditions and the likelihood of excessive heat problems with the soft sticky rubber. Certainly they did not have any serious tyre problems, though they were pretty near the limit, especially on the front left tyres which do the majority of the work at the Osterreichring.

One can usually say that a race has settled into a pattern by the fifth lap and it is interesting that at that point Denny Hulme was in twelfth position. Without really passing anyone he finished second, which gives a good indication of the troubles that were going on ahead of him. Lauda retired, Pace retired, Regazzoni had a pit stop, Scheckter retired, Hunt had a pit stop, Fittipaldi retired, Peterson retired, Watson had a pit stop, Merzario retired and Depailler retired and the lucky old grizzly bear cruised quietly home to second place. Some people call it tactics and wisdom, others call it luck. On the grid Ickx was in row eleven, in twenty-second position, having made no progress in practice, and deciding to race the Lotus 76. By lap five he was in seventeenth position and he climbed rapidly up to eighth place by lap seventeen, where he stayed for most of the race until he collided with the spinning Depailler. You can't help wondering why he didn't try like that in practice and get a good grid position.

Of the twenty-five cars that started twenty-two of them were Cosworth powered "kit-cars" of which twelve finished, two were Ferraris of which one finished, and there was one BRM which did not finish. Ferrari and the opposition were about equal with a 50% reliability factor. – D.S.J.

Vanden Plas

A fragment of the past in the modern world of British Leyland.

The elegant treatment of the Vanden Plas 1500 complements the styling of the Vanden Plas Daimler Double-Six and the Daimler Limousine.

WITH THE introduction of their new Vanden Plas 1500, a replacement for the Vanden Plas 1300 based upon the Allegro, British Leyland chose the opportunity to show a party of journalists round Vanden Plas' historic Kingsbury, North London, factory. Apart from Mulliner-Park Ward, whose now combined names serve Rolls-Royce and Bentley, Vanden Plas is the only one of the famous old coachbuilding firms to survive into the 70s, and even if it has become part of a huge conglomerate, it is still very much alive and kicking in its own right. In these days of rationalisation by manufacturers it was quite surprising to find how this old company has managed to retain its own personality and identity whilst being part of the big British Leyland group. Indeed, until his retirement, this company had been run by Roland Fox, the son of Edwin, founder of Vanden Plas (England) 1923 Ltd., and employees must be relieved that instead of British Leyland replacing him with a new broom, as they have in so many of their companies, the job of Plant Director has gone to the Rolls-Royce trained Bill Peel, who has been with Vanden Plas since 1946.

The current Vanden Plas range includes the big Daimler Limousine, which offers a handbuilt, luxury motor car for a modest £7,400, only £200 more than a new BMW 3.0 CSi, though you'd need to be able to afford a chauffeur to enable you to sit on the right side of the division, the Daimler Double-Six Vanden Plas saloon and now the 1500. It is ironic in these days when advertising is accepted as the only way to market any sort of project that Vanden Plas never advertises, yet this is one section of British Leyland which always has full order books and remains highly profitable. For the past decade the Princess 1100/1300 range has been the factory's major breadwinner, almost by accident rather than design: Roland Fox initiated a prototype of the Princess 1100 which was shown at the 1963 Motor Show more or less as a design exercise. The result was an astonishing display of interest, forcing BMC, the then owners of Vanden Plas, to put the model into production. Since then no less than 40,000 of these hand-finished vehicles (including the 1300) have been sold.

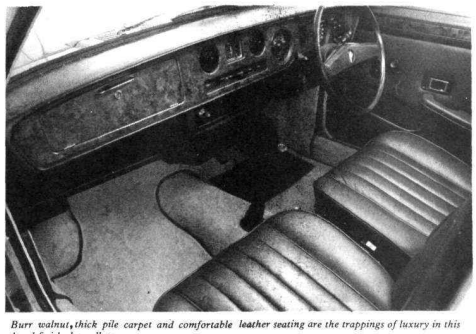
British Leyland anticipate that demand for the new 1500 from Vanden Plas' particularly selective clientele will be tremendous in terms of a fairly low volume production car and asked that roughly 1,000 be produced ready for the launch on September 17th, so that all dealers could be supplied. This indicates quite a degree of faith in the model, for maximum production will be a modest 80 a week. However, demand for the 1300 was always greater than its similar weekly production figure, largely from customers who returned time after time.

Mechanically, the new Vanden Plas 1500 (the Princess name has been dropped) is identical to the four-door 1500 Allegro, this engine being chosen rather than the 1750 version as being more suited to the usually less ambitious performance demands of typical customers. This 1485 c.c., long stroke, five-main bearing, overhead camshaft engine, with a single SU HS6 carburetter, develops 69 b.h.p. at 5,600 r.p.m. and drives through either a five-speed, manual gearbox or the optional AP four-speed automatic gearbox. The Hydragas suspension, disc/drum brakes and rack and pinion steering remain pure Allegro, but a conventional *round* steering wheel replaces the Allegro's square device. Clearly, this is to avoid offending the more sensitive customers.

This special Allegro model stands out in a crowd by virtue of a streamlined version of the Vanden Plas 1300 grille, tilted forwards slightly at the top to give an up-to-date family resemblance to the leaping grace of the Vanden Plas Double-Six grille. There is a small spoiler under the front valance, two halogen auxiliary lights are fitted and Vanden Plas nave-plates trim the wheels.

Of course this car's *raison d'etre* is its luxury interior. The seating faces of the thickly padded seats and fold-down front and rear armrests are trimmed with the same quality Connolly hide used in the Double-Six and Limousine, though other surfaces are trimmed with practically unidentifiable Ambla, the dashboard is of highly-polished burr walnut, as are fillet pieces in the door caps, the roof is covered with brushed nylon cloth and the deep, beautifully tailored and bound Evlan carpet sits upon needleloom felt. There is liberal use of sound-deadening felt, each rear passenger has his own reading light, the boot is carpeted and there are pockets in the doors and the reclining backs of the front seats, but those neat, walnut picnic trays of the Princess 1300 have disappeared.

These 1500s are produced in untrimmed (except for the fascia), but mechanically complete form on the ordinary Allegro production line and are subsequently driven (using slave seats) to the Kingsbury factory, the idea being that this will help to run the cars in and show up any mechanical faults which might exist. As an aside, it was interesting to hear that while common-



Burr walnut, thick pile carpet and comfortable leather seating are the trappings of luxury in this hand-finished small car.

This imposing Lanchester Straight-Eight (simply a Daimler chassis with a Lanchester radiator) with four-tone paintwork on its Vanden Plas touring saloon body, was one of a batch of cars built for an Indian Maharajah.

or-garden manual Allegros receive a "road test" only on rollers at the end of the production line, in common with most other mass-produced cars, automatic versions are properly road tested to ensure that the gearboxes are correctly adjusted. Once within the Vanden Plas factory, the internally naked cars are progressively trimmed, starting with the carpet and sound-deadening felt, carpets, roof trim and finally seats. Painting to Vanden Plas' specification has previously been completed on the British Leyland assembly lines, but at Kingsbury the finishes are buffed up by hand and meticulous attention paid to rectifying flaws. For instance we saw one car with a paint run on the centre pillar partly masked by the doors, which would have been ignored on a normal production line, but at Kingsbury was sent for rectification, while a rejected (stick-on) coach-line looked perfectly straight to our eyes. Twelve production line inspectors are employed, a high ratio to production output which is doubtless another reason why many customers have found that it pays to buy the Vanden Plas version of ordinary production cars. It takes two days for a 1500 to complete the Vanden Plas treatment.

All the soft interior furnishings are made by hand at Kingsbury. Connolly leather hides average 45 square feet each – and each square foot costs 84p – so that clever planning of the cutting is required to avoid wastage. Nevertheless, roughly one-third of each hide is wasted because of damage by barbed wire ("we wish farmers would stop using it"), warble fly and even operation scars, though some customers have been known to ask for scars to be left in to prove the genuineness of the leather!

A similar method of production is involved for the Vanden Plas Daimler Double-Sixes, which are driven from Browns Lane via a circuitous route to add miles. However, their immaculate special finish coachpainting is carried out at Kingsbury. A new one was being prepared for Lord Stokes (his third) during our visit. The Daimler Limousines arrive as bare shells from Motor Panels Ltd., Coventry, and after being dipped and thoroughly rust-proofed are assembled and trimmed in their entirety by Vanden Plas, each one taking several weeks to complete. Suspension sub-assemblies and 4.2-litre straight-six/Borg-Warner automatic engine/transmission units are delivered from Jaguar-Daimler in Coventry, of which British Leyland division Vanden Plas is a member. Incidentally, the 1500 customer should be pleased to know that exactly the same members of Vanden Plas' 300-strong work force and exactly the same materials are involved in the trimming of their cars as in the Limousine.

Vanden Plas' origins lie in Belgium, where in 1870 Guillaume Van den (sic) Plas began to make axles for carriages in a Brussels smithy left to him by an uncle. In 1884 Van den Plas advanced into making complete carriages in Antwerp and later in Brussels again, by 1913 employing 850 people who turned out 750 car bodies a year – until the Germans overran Belgium. In England, Van den Plas-designed bodies were being built by Vanden Plas (England) Ltd., formerly Theo Masui Ltd., of Grosvenor Road, Westminster, this company being taken over by the Aircraft Manufacturing Co. Ltd., (where Geoffrey de Havilland was the Designer) at Hendon Aerodrome, at the outbreak of the Great War. When AMC went into liquidation after the war, one of its managers, Edwin Fox, raised £6,000 with the help of his two brothers to acquire the name, goodwill and work in hand of Vanden Plas from AMC's receivers. So Vanden Plas (England) 1923 Ltd. was founded in Kingsbury Works, another old aircraft factory near Hendon. From 1919 to 1922 the works had been used by the Kingsbury Engineering Co. Ltd. to produce the Kingsbury Junior light car, powered by a 1,021 c.c., twin-cylinder, horizontally-opposed, Koh-i-Noor engine. In the huge, brick hangar in which the 1500s, Daimler Double-Sixes and the trim for all the cars is produced today, Edwin Fox went on to offer special coachwork on many marques, including Alvis, Daimler, Lanchester and the Editor's favourite, the Leyland Eight. At least two of the Leyland Eights built (the 1921 Motor Show exhibits), carried Vanden Plas coachwork.

Vanden Plas claim to have bodied nearly a quarter of all "W.O." Bentleys, including all five Le Mans winners, and the connection between the two firms was close indeed, for Bentley leased part of the Kingsbury Works (built in the grounds of the early Victorian Kingsbury House) for his Spares and Service Depot. Bentley's wooden buildings still stand, partially used as stores for Vanden Plas brightwork, but the Bentley ghost at Kingsbury, though hidden, is far from imaginary. The story goes that when work in the Service Depot was slack one day, Bentley gave his men instructions to build up a retaining wall to stop subsidence alongside the main wooden building. *And to beef it up the men used a load of Bentley spares.* This must be one of the most valuable walls in existence and Vanden Plas have had to turn down offers to buy it.

During the Second World War the factory was turned over to making de Havilland Mosquito wing covers and spars and Tiger Moth wings. After the war Edwin and Roland Fox looked around for a product to use the war-time tooling, the Austin Motor Company were looking for somebody to build a coachbuilt saloon body on its new 4-litre Sheerline chassis and as a result Vanden Plas became a subsidiary of Austin in 1946 and the Austin A135 Princess made its debut at the Geneva Show in March 1947. In various guises this car was to survive (finally as the Vanden Plas Princess) until 1968. To be accurate, the Princess went out of production for a year in the early 50s when orders for 300 disappeared overnight when Purchase Tax on higher price cars was doubled. The Foxes gave orders for 50 to be completed and these were mothballed for a year until Purchase Tax was eased. Meanwhile they'd been fortunate enough to secure a contract for building Venom fuselages from that man de Havilland again, a lucrative contract which came to an end in 1954 after those two disastrous Comet crashes forced de Havilland to stop all sub-contracting.

The 60s are remembered for the continuing success of the Princess limousine, which like its Daimler successor, must have been the most popular Embassy/Royalty car in the World, the Princess 3-litre based on the Austin Westminster and the Rolls-Royce 4-litre engined Princess based on a modified version of the Westminster shell. Reading between the lines, we gathered that certainly some of Vanden Plas' employees feel that BMC would have been wiser to continue production of the 3-litre and buried the Rolls-Royce-engined car. Nevertheless the latter still has a faithful following, and many of them continue to be maintained and renovated by the Service Department at Kingsbury. A major task to be tackled shortly by this department is the complete restoration of one of only 17 Princess Landaulettes built, rescued recently from Sierre Leone. Elsewhere in the factory, craftsmen were building the second Daimler Limousine Landaulette for an African Head of State. The hood of this new model took craftsmen 300 hours to develop in Vanden Plas' own Development Department . . . although monocoque construction cars are now the mainstay of the company, the Kingsbury Works remains one of the few breeding grounds for true craftsmen. – C.R.

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In the world of the more mundanely constructed Allegros a twin-carburetter version has been announced. As this is being written we have not received full details from British Leyland, but we understand that the single-carburetter 1750 Sport and 1750 Sport Special models have been superseded by the twin-carburetter Allegro Sport and Allegro HL (Highline) models. The engine and five-speed transmission unit in these is identical to that used in the Maxi HL. Maximum power is 95 b.h.p. at 5,350 r.p.m., maximum torque 107 lb. ft. at 3,500 r.p.m., the compression ratio is 9.5:1 and the carburetters are SU HS6. The HL has a most comprehensive specification, including such items as tinted glass and both models have *round* steering wheels. Lack of production capacity for the HL engine is given as the reason for the twin-carburetter Allegros not making their appearance when the model was announced.

AN INTERVIEW WITH CAPT. G. E. T. EYSTON

The Editor Asks the World's Most Prolific and Successful Record-Breaker Some Questions and Gets Some Very Interesting Answers

CAPT. EYSTON being congratulated after winning the 1934 BRDC British Empire Trophy Race at 80.81 m.p.h. in the MG Magnette EX 135. He had been driving for nearly four hours over the artificial road-course at Brooklands.

A BOOK would be needed to detail all the racing and record-breaking achievements accomplished by Capt. George Eyston, OBE, MC, between 1923 and 1939. But the other day I was privileged to ask this astonishing man—*Le Recordman* to the denizens of Montlhéry—some questions relating to his career, during which he must have spent more hours and covered more miles in racing-car cockpits than any other driver. I have pleasure in passing on his answers to those readers who share my love of pre-war racing.

One tends to think of Eyston as a record breaker, and in this field he had some great successes, such as being the first driver to exceed 100 m.p.h., 100 in the hour, and 120 m.p.h. with a 750-c.c. car, the famous MG "Magic Midget", breaking the Land Speed Record three times, the World's hour record on four occasions, the 12-hour thrice, and the 24- and 48-hour records twice, as well as setting up some significant diesel records, the fastest at nearly 160 m.p.h. But Eyston also did a good deal of motor racing, after racing a motorcycle at Brooklands under an assumed name before the 1914/18 war. He also rode twice after the war in the Belgian Motorcycle GP, and after owning a touring GN which he drove to the 1921 French GP at Le Mans and buying a *Coupe de L'Auto* Sunbeam and a racing Vauxhall, began racing seriously with Aston-Martin and Bugatti cars. A melted CB plug—the only time a plug had melted on him—cost Eyston the chance of winning the 1923 JCC 200-Mile Race for Lionel Martin. His Bugattis were looked after by Papworth—"It was an eye-opener, but luckily spares were less expensive then!"—and he won the 1926 Boulogne Grand Prix, with the ex-Costantini 1½-litre and the 1927 La Baule GP with a 2.3. He was second to Campbell's Delage in the 1928 200-Mile Race and third in a *Formule Libre* race at Montlhéry.

In later times Eyston drove Alfa Romeos at Spa (second with Ivanowski), in the 1932 TT (second), at Phoenix Park (second), and in the Double-Twelve. He shared Birkin's Maserati in the 1931 French GP, the seat collapsing, so that a side-member rubbed away his trousers. He has also raced the Halford Special, OM, Riley, Lea-Francis and Sunbeam cars. But it was mainly his record breaking that we discussed.

I asked Eyston how he became so prolific a record-man. He said that Ernest Eldridge was responsible. Eldridge realised that there was better publicity than in racing, because records lasted longer and could be advertised over a greater period of time. To anyone intent on making a business of speed this was a persuasive argument. Eldridge had been racing a Miller on American board tracks, where he "frightened himself to death", but was more famous for his LSR with the 300-h.p Fiat, on the road at Arpajon. He brought the Miller to Montlhéry and its three-piece, bolted-up front axle broke. The car somersaulted and Eldridge lost an eye. When he recovered he suggested that Eyston should drive and he should engineer their record bids. (When later poor Eldridge died of pneumonia, he was on his own.)

At this time T & Ts of Brooklands had been trying to make a saloon Riley 9 set up a 24-hour Class G record. They took the car to Montlhéry, Railton and Thomson driving, and when the car overturned they summoned the Press to the track, pointed out that ice had caused the calamity, and went home. In fact, the crankshaft had broken. Eyston persuaded T & T to prepare the car differently, Eldridge designing a special balanced crankshaft. Their chaps drove the car to Paris and it went on and on, taking the 48-hour record with no trouble, the mechanics finding they had nothing to do. That was in 1929/30. The following year, although Eyston had begun his work with the MG, they used a Speed Model Riley 9 for record attacks. Percy Riley was jealous of his engine and refused to allow the Eldridge crank to be used. The standard crank, with which vibration was so severe that it was felt through the steering column, broke, causing the car to go out of control and slide backwards up the Montlhéry banking and down onto the infield. Victor Riley was so afraid further attempts would result in a fatality that he ordered the Eldridge crank to be fitted, and many records were successfully captured, with this and a Phoenix Park Riley with a four-pipe exhaust system. The crank was retained for production cars.

George drove a great variety of cars on record runs and I asked whether the slower ones were as specially prepared as the others. "Yes", he replied. The Singer Ten saloon, for instance, with which he averaged 50.7 m.p.h. for 24 hours in wind and a gale at the Paris track in 1931. He told me they worked on this car themselves, at Singer's Coventry factory, and he remembered an amusing story in connection with a five-and-half days' run. Eyston had a business appointment with Sir William Morris and did not think it politic to postpone this on account of breaking records with a Singer! So he left Paris, travelled to Cowley, and returned while the run was in progress, leaving some of the driving to Brewster, the motorcyclist. On his return to Montlhéry he listened to hear if the car was still circulating. It was. But soon there was an almighty cacophony, and sparks you could see even in daylight. The propshaft had come adrift at the front and dug into the track, holeing the fuel tank, etc. "That", says George, "was that!"

At the French track Eyston did a great deal of record work with the better Continental cars. I asked him about this. The Hotchkiss with which he took innumerable records, including the *World's* 48-hour with a 2-litre engine, became possible because of a happy association with W. D. Marchant, the racing motorcyclist. Hotchkiss was run by a pleasant Englishman, Mr. Ainsworth, and as Marchant had just given up his work on Motosacoche's TT machines Eyston, having signed a contract to build a record car for the Company, put him in charge. Marchant lived in Paris while he built up the very handsome single-seater, which was run with both open and closed cockpits. The fuel tank was mounted pannier-fashion to balance the car on the banking (an idea later used on Eyston's "Speed of the Wind", which also lapped fast on a circular course. The Hotchkiss was enormously successful. All through the Company was most helpful, even to getting electric lights set up round the track for night lappery. It was through Marchant that Eyston met another motorcycle racer, W. C. Handley, who drove M.G. and other cars for him.

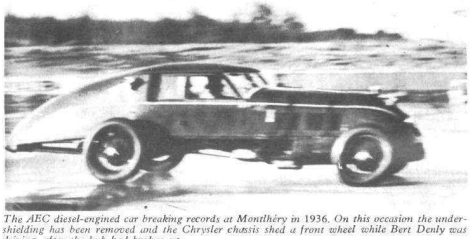
Perhaps the car George likes to remember best is the 8-litre single-seater sleeve-valve Panhard-Levassor. He did not really like big track cars but this one took the coveted hour record for him on two occasions. It was built for the speed-trials at Ostend, where the head of the Panhard Company was interested in real estate, and it had a wooden body, later replaced by a metal one. Eldridge knew the car existed and they asked if they could borrow it. The steering, set up for a straight course, had excessive castor, quite unsuited to a banked track. But Panhard point blank refused to have it altered. It was a case of take the car, or leave it.

Eyston took it, but had to go into training in order to stand up to the ordeal of grappling with it for an hour at over 130 m.p.h. The factory got quite enthusiastic, but apart from being difficult to handle, there were snags. After the first successful hour run, Eyston went out again the next year. On the second occasion, after 20 minutes a piece of loose concrete burst a back tyre. As there was no differential and "no brakes to speak of", he was lucky to get away with it. Then the engine began to rumble and refuse to pull and Eyston came in thinking something was amiss inside. It was a broken magneto coupling, that had affected the timing. A new one had to be made. Then a front shock-absorber arm broke. Worse, a con.-rod gave way and came out through the crankcase. They had to wait six weeks before the works had another 8-litre engine ready. But they made it, at over 131 m.p.h. At that time Eyston was in bed in Paris with 'flu. The car being ready and the wind having dropped, he left his sick-bay in the afternoon and faced the tough and difficult task of taming the big car for the sixty-minute run. When he came in, possessor of the World's hour record, all Marchant could say was, "You look like death warmed up!"

I also heard the true story of the 1932 British Empire Trophy Race at Brooklands, awarded to Eyston after he had finished second in the Panhard, a fifth of a second behind John Cobb's 10½-litre Delage, but later given back to Cobb. In the heat Cobb took things easily. Eyston was not used to going so quickly round Brooklands in such a difficult car and he was concerned about the tyres, which later showed the canvas—"not very nice". But in the Final he was "going along fine". The old Panhard had a high axle-ratio and had to be kept wound up, whereas Cobb could rely on some acceleration from the Delage. Kaye Don was in the Panhard pit and he signalled George to ease off, to save the tyres. This allowed Cobb to take the lead. Eyston expected to be able to re-pass on the Home banking but here Cobb eased off and he couldn't get by. He finished in a photo-finish, a close second, and Don urged Eyston to enter a Protest. Panhard would want the car to win but George was not happy, saying, "No, let it go". But Don, Eyston having agreed, instituted proceedings. The BRDC Stewards upheld the Protest but Cobb put in a counter-Protest, and brought along the KC Ewen Montagu to the hearing. He was given the race and it ended amicably.

Incidentally, the Panhard, which still exists, had no auxiliary oil pump to humour its sleeves. It was shipped from Newhaven to Dieppe and brought to Brooklands on a lorry. After its splendid hour record it did a lap of honour at Le Mans.

Eyston performed some excellent work for Delage. This came about because Kaye Don knew S. Smith & Co., the London concessionaires. They obtained a factory car—"a very nice car"—a 4-litre straight-eight Delage. But two attempts on the 24-hour record had to be made. It would average over 117 m.p.h. but on one occasion the seat "shorted" the battery and set alight the oil that had accumulated in the undertray. When Eyston came in the mechanics lifted the bonnet and doused the innocent engine with fire-extinguisher fluid, which turned out to be no help at all!



The AEC diesel-engined car breaking records at Montlhéry in 1936. On this occasion the under-shielding has been removed and the Chrysler chassis shed a front wheel while Bert Denly was driving, after the hub had broken up.

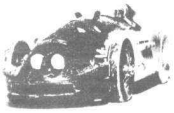
Naturally we spoke about the AEC-diesel-engined saloon, which eventually exceeded 120 m.p.h. It had a Chrysler Imperial chassis which had been given to Eldridge for making a record car, but hadn't been used. (Although Ernest *did* take some records with an outwardly ordinary Chrysler two-seater.) The engine was an untuned 'bus unit, on loan. It was thought that a closed body would be useful during long-distance record runs, and a black fabric one was constructed. I remember how we Press chaps envied George the protection it afforded when we went to Brooklands on a pouring wet day for the purpose of breaking the existing Diesel record held by America! The engine was too heavy for the chassis and eventually a front wheel came off when Bert Denly was driving it. A side-member also broke in halves when Eyston was six hours short of a 24-hour record. But the car finished. After the war it wasn't wanted, so George accepted a fiver for the chassis and it has since disappeared.

At the time of this car's pioneer c.i. records G. E. T. Eyston had an interesting association with Chrysler. He went to Detroit and designed for them a special saloon body with a flowing vertical front grille and a ridge along the roof, falling to a knife-edge tail. It was finished in the same red paint as "Speed of the Wind", with upholstery to match. Before the Olympia Show the Press were sent telegrams by G.E.T. inviting them to a Hunt breakfast, with the waiters in correct hunting garb, etc. They were convinced George was about to announce a new record car. But when the curtains were drawn back, there was the Eyston Chrysler saloon. It could have been a great success, if the war had not intervened.

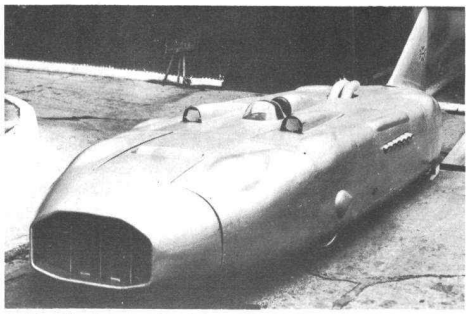
Little Bert Denly took part in many of Eyston's exploits and even drove the Hotchkiss and the 130-m.p.h. MG Midget alone on some of them. I enquired how they had met. "Oh", said George, "I was doing some tyre tests for Avon with a Bugatti at Brooklands and was getting fed up with the rough ride I was having. Bert was a noted motorcycle rider and there he was, just looking on. So I told him to get in and drive the thing." They have been good friends ever since. They were of such different stature that the driving seat usually had to be changed when one driver took over from the other.

I ventured to ask Eyston about the Power-plus supercharger fitted to the Birkin blower-4½ single-seater Bentley for its Brooklands lap-record attempt. It is alleged to have been no good, so that the Villiers blower was re-fitted. But Eyston says he did not want the engine to seize-up and involve Birkin in a crash (his wife was a friend of Lady Dorothy Paget) so instead of the usual Powerplus vane-type supercharger he designed a Roots-type, leaving me wondering whether, in fact, the Bentley's lap-record was made with this, which historians have mistaken for the Villiers?

I asked why front-wheel-drive was used for "Speed of the Wind", Eyston's very successful record car, which had a 21-litre Rolls-Royce Kestrel aero-engine and was also used with an ex-Air Ministry 19-litre Ricardo diesel engine. Eyston said he had seen Citroëns being tested for day after day, round and round Montlhéry, and felt that f.w.d. was right for running on a circular course, as at Utah. Both engines were used at Utah, being changed out there, the c.i.-engined set-up being named the "Flying Spray". In petrol form the car took the hour record at over 162 m.p.h. A nose vane helped when lapping the 10-mile circle of salt at 160 m.p.h. The Kestrel engine had a special bottom-end made at Rolls-Royce, to enable it to be installed in the car, with re-positioned oil-pumps, etc., and the gearbox was an adapted Armstrong



Gorge Eyston attacking records at Utah in his Rolls-Royce Kestrel-engined "Speed of the Wind", its red paint covered in salt from the "big circle" course on the lake bed.



Land Speed Record monster—Eyston's famous "Thunderbolt", all 73-litres and nearly seven tons of it, in its 1937 form, with open cockpit and cowled radiator. It ran on eight Dunlop-shod wheels and broke the LSR on three occasions, taking it to 357¼ m.p.h. by 1938.

Siddeley tank unit. R-R were so impressed that they offered Eyston a job at Derby.

He politely refused this but was able to borrow two Rolls-Royce R-type aero-engines for his LSR "Thunderbolt", although not the Merlins he had hoped for. (With the latter 400 m.p.h. might have been possible.) He told me he tried to unite these two V12s to run as a 24-cylinder engine in the LSR job, but the torsional vibration was so acute that the clutches were torn up, and had to be redesigned by Offenhauser, while the car was at Utah, with Eyston's draughtsman supervising. Later it was found that the solution would have been revised ignition timing. The clutches had dogs to prevent slip—I remember suggesting this in *The Autocar* for LSR cars when I was 15.

G.E.T. could not afford lightweight aircraft workmanship, which is why the "Thunderbolt", built by Bean Industries, was so heavy. It had deep side-members from which the engines were hung. In its revised form coil instead of transverse leaf-spring suspension saved a ton, at a cost to George of a dollar a pound! The multiple wheels (eight tyres) were used to humour Dunlop, as they reduced the loading per tyre. (The tyres, 7.00 × 31, weighed 211 lb. with the wheels and did 2,800 r.p.m.) This great 73-litre, 4,700-h.p. car was extended without anxiety by Eyston with no preliminary trials. It took the LSR at 312.2 m.p.h., then at 345 m.p.h., in 1937, and with a closed nose at 357.5 m.p.h. in 1938. To off-set the dangerous effects of possible exhaust gases from the special lightweight exhause manifolds of "Thunderbolt", and the fumes from its disc brake linings, in the closed cockpit used in 1938, Eyston wore a respirator. Even this was untried and as he set its air-intake tap half-way he had no idea whether this would blow the mask from his face or fail to provide him with enough air. Unfortunately "Thunderbolt" was burnt out in New Zealand during the war and "Speed of the Wind" was destroyed by an enemy bomb, also during the war, when stored in the works which Eyston used in Willesden, close to Delaunay's, where the AEC and this car were built.

It is interesting that "Thunderbolt" helped to pioneer disc brakes, although G.E.T. says they were used on German tramcars one hundred years earlier! They were designed by Eyston and made by Ferodo, who, like Castrol and Dunlop, helped Eyston materially. They were "quite effective" on this enormously heavy and ultra-fast car from 180 m.p.h. They had movable and fixed components, with the disc Ferodo-lined on each side, and were inboard at the front, applied by lots of Lockheed hydraulic cylinders. The rotation aiding cooling. Parachutes for cars were not then thought of and the car's air brakes only worked at high speed, losing their efficiency as speed dropped off. As Utah had a railroad one end, a bog at the other, George had good reason for wanting his 7-ton, 360-m.p.h. projectile to pull up. . . . There was so little interest in disc brakes that after the war Ferodo asked permission to tear up the joint patent.

I have long had the greatest admiration for Capt. G. E. T. Eyston but our conversation re-emphasised what a remarkable man he is. One day I may try to work out how many hours and miles he has occupied a race track. Suffice it to say he got his 120-m.p.h. BARC badge in 1929, the BRDC Gold Star in 1931, his 130-m.p.h. Brooklands badge in 1932. He was awarded the Segrave Trophy in 1936. I consider he should have been Knighted (his OBE was a war-time recognition). But George waves aside any such suggestion—anyway, he is very pleased with that rare distinction, being a Chevalier of the Legion of Honour. He is also a Sovereign Knight of Malta.

He took his pilot's licence in 1917 and used a DH Moth at one time for getting to the North of England, when the roads were very slow. At 70 he took his seaplane licence! Asked which record he was most proud of, Eyston says the World's hour, a greater challenge even than doing over two-miles-a-minute on 750 c.c. or thrice breaking the LSR.

He has driven so many cars that space prevents me from recalling them all. There was a GP Sunbeam, shared with Paul Dunoit, Segrave's old mechanic, that lost a back wheel complete with half-shaft, which causes Eyston to wonder whether this was what killed Dario Resta in 1924, and not a burst tyre. He also drove Don's 4.9 Bugatti on the Brooklands Mountain Circuit, tricky because of its heavy engine, and with its back axle not liking 200 miles at over 122 m.p.h. So many cars, since he began record attacks with a Bugatti at Brooklands with Capt. J. C. Douglas in 1926, and with his own 2.3 Bugatti at Montlhéry the following year! Montlhéry was far smoother, so after 1933 Eyston deserted Weybridge from the record angle, although he drove that 114.6 miles in the hour with the Continental Bentley there in 1939.

Questioned about road cars, George was impressed with the Mille Miglia MG, remembers his XK150 Jaguar as a compact, accelerative, "very practical" car, and recalls his two-seater 3½-litre Derby-Bentley, which had a special body with room behind for the bits he transported for his record cars and in which he covered an "immense mileage".

Today, a keen fisherman with some record catches to his credit ("Good old Hampshire"), he also enjoys shooting. He has an Alfa Romeo Giulietta "for fun", runs a 1963 Ford Cortina estate on his fishing expeditions, also a Land-Rover with a special body, while his family have an 1100 MG four-door saloon and another BL 1100 as a hack. "Oh", he puts in as an afterthought, "and I have an Opel, kept in Ireland". Motoring must be in his blood, but it has been skilful driving that has kept him out of serious trouble in a long and exceedingly active high-speed career—except in 1931 when he broke the Class-H hour record for MG at over 100 m.p.h., another "first"; and, going on to do an extra lap of Montlhéry because no one had flagged him in, a piston collapsed, the very hot oil went on fire, and George had to bale out, which did put him in hospital for a while. From this evolved his famous asbestos overalls.

It says a lot for G.E.T.'s driving ability and sensible approach to his chosen calling that he survived so much excitement with so little harm. There were plenty of difficult situations, though. There were ice and fog and rain and night running to contend with. There was the time he took records with a Riley Six when Montlhéry was being repaired and the car had to pass close to a gaping hole on each lap. With another Riley, doing records at night, an unlit motorcycle pursuing the same task was a hazard, until George made its rider tie a torch on the back. And the runs on "Thunderbolt" were highly experimental, from the viewpoint of tyres, brakes and mechanical components.

Apart from fast cars, George Eyston did a lot of sculling, as Captain of the 1st Trinity Boat Club while he was at Cambridge, reached high standards as a yachtsman, experimented with radio in a Deperdussin monoplane in 1912, has enjoyed a ride on the footplate of the "Bristolian", raced motor-boats for a year in 1925, and played a prominent part in both World Wars. He was responsible for the Powerplus supercharger, a vane-type compressor which was an answer to the then-popular Roots blower, even 40 years ago a Wankel-type compressor, and was a Director of several Companies, including Castrol Ltd. A versatile fellow!—W.B.

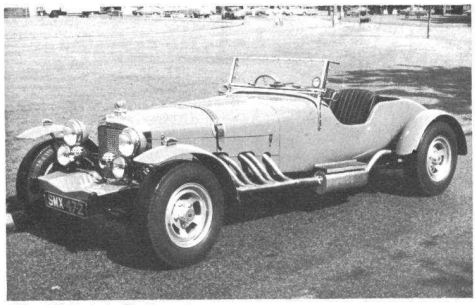
Lawrence's Bentley 2-seater

AUSTIN SEVENS, Ford Eights and Tens were popular chassis for mounting special bodies upon until the advent of the Mini and other small, cheap cars took away the need for such makeshift substitutes for motorcycles. Today the popular chassis seems to have become the Bentley Mk. VI or R-type, one hopes because of unpreventable corrosion in particularly neglected standard steel bodies rather than sheer, malicious sacrilege. While the old Ford and Austin Seven Specials provided cheap fun for the impecunious, Bentley Specials are fun for the rich; the bill for converting and rebodying a two-seater, glassfibre R-type we borrowed recently from that 76-year-old vintage Bentley expert, Sid Lawrence, of Southgate Motors, Southgate, London N14, would be well over £5,000 over and above the initial cost of the deteriorating saloon.

Lawrence strips the saloon body from the bare chassis, which he renovates completely. The wheelbase is shortened by 6 in., the engine moved back by 1 ft. 4 in., the radiator moved back into the axle line and the chassis lowered by 8 in. Suspension is rebuilt where necessary, the Silentbloc bushes are replaced by phosphor bronze ones, the front wheel camber is altered, the rear leaf springs are flattened, the front coil springs left standard, along with their shock-absorbers, and the rear shock-absorbers, though retaining their remote adjustment from the steering wheel boss, are best kept on the soft setting because of the lightness of the body. Other chassis modifications are to remove the rear cruciform section which normally helps support the heavy, steel body and to fit a single piece, straight-line propshaft. The rear brakes are converted from mechanical to hydraulic, the mechanical servo is removed from the gearbox and a vacuum servo is added to assist the consequently four-wheel hydraulic system. One shot lubrication is replaced by individual grease nipples and the final touch to the chassis is to add Wolfrace alloy wheels and fat, cross-ply tyres.

All other mechanical parts are rebuilt too, including the straight-six engine, which is fitted with a battery of four 1¾ in. SU carburetters, has its flywheel lightened and its crankshaft assembly balanced. On the prototype sampled a six-branch exhaust manifold and ungainly exhaust system ran outside the bodywork, but Lawrence intends to run the system within the chassis on future cars.

Climbing into the two bucket seats over

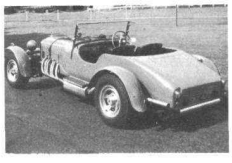


This well-finished, glassfibre 2-seater is meant to be a modern fun car, not a replica of anything. Lawrence will not sell the bodies separately.

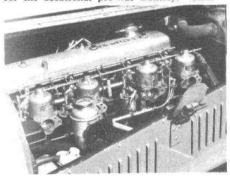
the cut-away "doors", one is faced with a comprehensive assembly of new instruments mounted in a wooden facia, a wood-rim steering wheel surmounted by the Bentley boss complete with its ride and mixture controls and a beautifully constructed, one-piece, fold-down windscreen. There is an inspiringly vintage view ahead over the aluminium louvred bonnet, complete with its hefty leather bonnet strap, to the flying "B" on the cut-down radiator shell ahead and the cycle wings to port and starboard. To those who are not used to, but aspire to the lofty view from a vintage Bentley cockpit, this could provide them with a cheap and cheerful substitute to add fodder to their nightly dreams.

Lawrence designed the neat, two-seater body with its well-made glass-fibre body containing a boot which is almost entirely filled by the massive spare wheel and hood sticks (though there is some stowage space behind the seats). The actual panels are moulded for him by an outside firm.

The performance of this machine belies the age of its renovated chassis. After all, this tuned engine, which in this form felt a little over-carburated, has a mere 22 cwt. 2 qrs. 14 lb. to drag along compared with the standard Bentley's luxurious 37.6 cwt. Indeed, the weight reduction is such that on the standard gearing the use of first gear causes embarrassment, so that second should be used for standing starts. This is a pity because it reduces the need to use that delightful right-hand, knife-through-butter, Bentley gear-change. I would hesitate to quote performance figures; it is certainly very rapid and Lawrence suggests a 0-50 time of less than 5 sec., while Jack Bond, of Vintage Autos, who is to be the exclusive retailer of the car, suggests that this may be the fastest road-going Bentley yet. The body shakes a little in sympathy with the front wheel movement and the front end gives the impression, at least in the damp of our test day, that it will run very wide if the right foot is not used with decorum, but otherwise the handling is the fun that it should be. If the chassis is not really "as fast as" the engine, it at least gets the adrenalin pumping at the sort of speeds one is likely to enjoy most its vintage feel and wind in the hair.



It has at least got genuine vintage Bentley pedigree in its blood: Lawrence worked in W. O. Bentley's repair shop at Alperton from 1926 to 1930, followed by a spell with Bowler-Hoffman from 1930 to 1932 before starting his own specialised Bentley business in Hampstead in 1932. This man, who served his apprenticeship with General Motors on Buick and Cadillac during the First World War and later did much experimental racing engine work with the British Anzani Engine Co., won the very first vintage race at Snetterton in his 4½-litre Bentley. Today, most of his firm's time is spent on servicing modern Mercedes and BMWs, but his knowledge and skills continue to be called upon for the occasional pre-war Bentley.—C.R.



RALLY REVIEW

Total Rally

IT IS OUR experience that people who have no first-hand knowledge of the continent of Africa frequently labour under grave misconceptions concerning its geography. A popular notion is that the northern part is all sand, deserts, pyramids and Foreign Legion forts, and the south a mass of hot, steaming jungle and dusty plains. Equally popular is the conception that rallies in North Africa take place in desert conditions, whereas all those more to the south pass through jungle terrain.

Deserts do feature strongly in the Morocco Rally, and the East African Safari Rally (now renamed simply the Safari Rally since it is to be confined to Kenya in future) does pass through thickly vegetated areas, but all Africa is not Kenya or Morocco and there are several rallies in the vastness of Africa which conform to neither pattern.

In South Africa, for instance, the major rally of the year is the Total Rally and, were it not for the climate, competitors in that event could easily imagine that they were passing through Kielder or any other of Britain's forest areas. Most of the special stages of that event are in dark pine forests along tracks made for logging operations and there are distinct similarities between the Total Rally and the RAC Rally of Great Britain.

Until last year it was possible to run a rally over the dirt roads of the least populated parts of Transvaal, Swaziland and Mozambique without a great deal of thought for average speeds. In fact, road sections were often so tight that even the slightest mischance would produce a lateness penalty of one degree or another. But things have since changed, and although the effects of the petrol shortage of the early part of the year have gradually faded away in most parts of the world, in South Africa they have not. There is still an overall 80 k.p.h. (about 50 m.p.h.) speed limit in South Africa, for instance, and a rule which forces filling stations to close at nightfall and throughout each weekend. All this meant that the Pretoria Motor Club, organisers of the Total Rally, had to set low average speeds for their road sections and confine the competitions to the special stages on private forest roads.

Whereas in the past the event has been a kind of cross between Safari and RAC, this year it most certainly leaned towards the style of rallying practised in most populated and built-up countries. Furthermore, the petrol shortage (which most South Africans believe to exist on paper only) was more acute in Mozambique than it was in South Africa. This, coupled with the recent change of régime and colonial policy in Portugal, meant that the organisers had no course but to remove the Mozambique sections from the route and finish the rally back in Pretoria instead of in Lourenco Marques.

For an event not in the World Championship—not yet, anyway—the Total Rally attracted a considerable number of competitors from Europe. This has been the case for a number of years and is due firstly to the enthusiasm for the sport of South Africa's car manufacturers and importers. Without this keen support for rallying there would be no cars for the visitors to drive, for the cost of transporting cars from other continents is considerable, not to mention time-consuming. Secondly, the sponsors, Total South Africa, have always been alive to the publicity opportunities afforded by the presence of top European crews in South Africa for the Total Rally and have made it possible, financially, for the local factories to seek the services of crews from other continents by making a travel agreement with South African Airways, another very sporting-minded company.

This year's visitors from other continents included Roger Clark/Tony Mason (UK) to drive an Escort RS, Harry Källström/Claes Billstam (Sweden), Oda Dencker-Andersen/Charlotte Heuser (Denmark and Germany), Walter Boyce/Paul Manson (Canada), Klaus Kleint/Willy Pitz (Germany), and Christ Sclater (UK) with local man Franz Boshoff to drive Datsuns, Hannu Mikkola/John Davenport (Finland and UK) to drive a Peugeot, Andrew Cowan and Geraint Phillips (UK) to drive a Dodge Colt, Ove Andersson/Arne Hertz (Sweden) and Björn Waldegård/Hans Thorszelius (Sweden) to drive Toyotas, Per-Inge Walfridsson (Sweden) to drive a Volvo with local man Kassie Kasselmann, and Simo Lampinen/Henry Liddon (Finland and UK) to drive a Mazda.

Owing to import regulations in South Africa, most cars built or assembled there need to have a high percentage of local content if their prices are to be competitive on the home market. Thus it often happens that what might be, for instance, a Vauxhall Firenza in Britain could very easily be something quite different in South Africa. For instance, Firenza-bodied cars driving around South African roads are labelled Chevrolet and some of them have oddities such as Volvo drive-shafts and even 5-litre V8 engines. The Mitsubishi Colt is sold as a Dodge and Leyland has strange models (one being the Apache) which are not seen at all in the UK.

Because of all this, there are obvious homologation problems, for the hybrid cars of South Africa could never be manufactured in sufficient quantities to satisfy the requirements of the FIA. They have their own equivalent of homologation, of course, but on a very much smaller scale than that which operates internationally and we wonder what European scrutineers would say if a Granada V8, a Peugeot-engined Dodge Avenger or a 5-litre Chevrolet Firenza turned up in Monte Carlo or even in York!

If the event becomes a qualifier in the World Rally Championship, for which it was officially observed this year, some sort of dispensation will have to be made in respect of locally-built cars which are not, and probably cannot, be homologated according to present FIA requirements. In the case of the Press-on-Regardless Rally in the US, dispensation was given to cars of American manufacture for one year only, after which they required proper homologation like all other cars. However, most American cars are made in sufficent quantities to be homologated whereas most South African cars are not. If the Total Rally becomes part of the World Championship it will need something other than a year's dispensation, for it would be very sad indeed, and completely wrong, if South African manufacturers were prevented from entering their own cars in the premier event of their own country.

In the past, the Total Rally has started at various parts of Southern Africa and, after concentration runs to a converging point, continued with competitive sections in the Transvaal, Swaziland and Mozambique to finish at the latter country's capital, Lourenço Marques. This year that was all changed. The concentration runs were scrapped owing to a petrol shortage which, in theory anyway, still exists and the visit to Mozambique cut out of the route altogether.

Roger Clark had a rather unhappy rally, for at an early stage the gaiter through which the clutch operating fork penetrates the housing came away and allowed fine dust to penetrate. This caused the plates to seize and no amount of blowing with an air line would free them. For a long time he carried on without the clutch but ran into trouble at every overshot junction and wrong turning. So much time was wasted struggling to turn the car around that eventually they retired. Per-Inge Walfridsson drove tremendously well in his Volvo and was challenging for the lead at halfway only to retire almost immediately after the restart with severe overheating. Harry Källström, using a Datsun 160 with a 16-valve engine built in Japan, retired when the camshaft drive failed and the engine stopped very suddenly and very noisily.

Dense forests, steep escarpments, very rough, rock roads, fast straights and successions of unpredictable bends and corners through which it was not possible to acquire any sort of rhythm as drivers are able to do in British forests, all came up in succession, and competitors were even taken through a bush fire for good measure. Ove Andersson and Chris Sclater were the two drivers who were making the winning efforts, the wily Swede always staying just far enough ahead of the Englishman to win eventually by 25 seconds in his 2-litre, twin-cam Celica GT.

Despite a few administrative problems which can only be put down to comparative inexperience, the rally was tough, competitive, enjoyable and possessed of a character which is still predominantly South African. Whether it becomes part of the World Championship or not, we trust that it will always have these qualities.—G.P.

General classification

1st :	O. Andersson/A. Hertz (Toyota Celica 2000)	5 hr. 57 min. 08 sec.
2nd :	C. Sclater/F. Boshoff (Datsun 160U SSS)	5 hr. 57 min. 33 sec.
3rd :	L. Fekken/J. Bormann (Ford Escort RS)	6 hr. 16 min. 06 sec.
4th :	H. Mikkola/J. Davenport (Peugeot 504)	6 hr. 25 min. 44 sec.
5th :	A. Liebenberg/J. Kriek (Dodge Colt)	6 hr. 28 min. 00 sec.
6th :	S. Lampinen/H. Liddon (Mazda RX2)	6 hr. 28 min. 32 sec.
7th :	A. Cowan/G. Phillips (Dodge Colt)	6 hr. 28 min. 40 sec.
8th :	B. Waldegård/H. Thorszelius (Toyota Corona GSL)	6 hr. 29 min. 48 sec.
9th :	J. Hettema/G. Gericke (Chevrolet Firenza V8)	6 hr. 37 min. 26 sec.
10th :	S. Damseaux/I. Pelz (Alfa Romeo)	6 hr. 38 min. 22 sec.

85 starters — 37 finishers

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ROAD TEST

The Ferrari Dino 308 GT4 2+2

THE FERRARI DINO 308 GT4, introduced last Autumn, is more than a big brother to the familiar, beautiful little 246GT. It is an entirely new car, the few things in common being restricted to the steering wheel and alloy road wheels and it is particularly significant in Ferrari folklore in being the first Maranello production car to adopt a V8 engine. British journalists have been waiting eagerly and frustratedly for the opportunity to try this 156 m.p.h. Dino, so we are especially grateful to David Grayson, the Managing Director of Maranello Concessionaires Ltd., for ending our personal frustrations by loaning us his one and only 308 demonstrator for an afternoon.

Power unit and performance apart, the 308 will be welcomed by Ferrari customers, particularly those whose families have outgrown their 246 GTs, for having a very genuine 2+2 seating configuration within almost as compact a total area as the definitely two-seater 246 GT. In addition the tail area behind the mid-mounted, transversely-directed, all-aluminium V8 contains a thoroughly practical luggage boot (wide enough and deep enough for several sets of golf clubs!) to obviate the holdall and toothbrush image of the 246.

As with the 246 (2.4 litres, 6-cylinders), the 308 title indicates the capacity and number of cylinders. The former's 65 degree V6 engine has very little in common with the new 3-litre V8 which has its ancestry in the 4.4-litre V12 engine contemporarily best known in its Daytona application. However, whereas the V12 is of the usual 60 degree vee-slant, the arrow has been broadened in the new engine to the 90 degrees most suitable for a V8. Bore and stroke dimensions are identical to those of the V12 at 81 mm. x 71 mm. (92.5 mm. x 60 mm. are the even more violently oversquare dimensions of the V6), presenting a capacity of 2,926.9 c.c. Wet liners are used in the alloy cylinder block, the crankshaft runs in five main bearings and is lubricated from a wet sump system, while the transaxle upon which the engine is mounted contains five forward and one reverse gears, a limited slip differential and its own lubricant.

Cylinder head design follows similar practice to the V12, each head carrying two overhead camshafts operating two valves (vee-slanted at 46 degrees) per hemispherical combustion chamber via thimble tappets. Rubber, toothed timing belts received the ultimate blessing when Ferrari adopted them instead of his usual chains for the Berlinetta Boxer flat-12 engine and the 308's four camshafts are similarly driven to eradicate the familiar Ferrari valve-gear thrash. Ignition is by a separate Marelli distributor on each bank, driven by the uppermost (in terms of the angled heads) camshafts, and twin coils. A modest 8.8:1 compression ratio is used and 98 to 100 octane rating fuel specified, fed to the engine via a single Corona fuel pump and four, twin-choke, downdraught Weber 40 DCNF carburetters from a 17.3 gallon (including 3.3 gallon reserve) tank.

Undoubtedly the 308 must have gained weight in comparison with the 246, but I cannot believe the pound and kilogramme figures quoted in the respective official Ferrari handbooks I have in front of me, which when converted make the former a real heavyweight at 26 cwt. 97 lb., against 21 cwt. for the latter. As this would give the 308 a poorer power-to-weight ratio than the 246 and would consequently remove the credibility of Ferrari's claimed performance figures, I am inclined to prefer the Maranello Concessionaires' brief specification sheet claims of 23 cwt. for the new model and 21¼ cwt. for the old. All the foregoing refer to dry weight. Similarly I have various power output claims in front of me: 255 b.h.p. at 7,600 r.p.m.; 255 b.h.p. at 7,700 r.p.m.; 250 b.h.p. at 7,600 r.p.m. 250 b.h.p. at 7,700 r.p.m.; quoted as DIN, SAE, net or gross in all the permutations. I leave the reader to take his pick, for any of these figures is outstanding and compares with the 195 b.h.p. (DIN or SAE?) at 7,600 b.h.p. of the

smaller V6. Torque figures for the new engine are equally impressive: 209.76 lb. ft. at 5,000 r.p.m., against the V6's 165.5 lb. ft. at 5,500 r.p.m., both figures quoted from the Ferrari handbooks and probably gross.

Even after several years of familiarity (and to date 700 have been sold in Britain) there are people who positively drool over the curvaceous, sensual lines of the Dino 246, a modern day classic and undoubtedly one of the most beautiful designs to be put into production in the history of the motor car. Alongside this Pininfarina masterpiece, Bertone's efforts on the 308 are slightly disappointing, the smooth, delicate mouldings having given way to the harsher, more acute, sharply-edged contours which seem to identify all designers' thoughts for the 70s. Nevertheless, the outcome is attractively, excitingly exotic, and those who regard it as an ugly duckling alongside its older stablemate can always console themselves with the thought that any attempt to adapt the lines of the 246 into a 2+2 would probably have been disastrous. On this subject of the Italian design war, it is interesting to note that Bertone was responsible for the sharp-edged 186 m.p.h. Lamborghini Countach, while Ferrari chose Pininfarina to shape the more rounded features of the 188 m.p.h. Berlinetta Boxer, these two cars disputing the war for the World's fastest production car.

The slab sides make the 308 look much wider than the 246 and present a comparatively vast amount of elbow room inside, yet the overall width is only 0.12 in. greater at 5 ft. 7.32 in. Those two rear seats have been accommodated by building the 308 with an 8 in. longer wheelbase, yet the sharply cropped nose and tail have kept down the overall length, at just over 14 ft., to 2½ in. more than the 246. Of necessity, for rear seat headroom, the 308 is some 3 in. higher, while the front and rear tracks have been increased by almost 2 in. to improve stability with the longer wheelbase. The suspension layout is identical to that of the 246 though there are detail changes in geometry and none of the parts appear to be interchangeable. In brief, both ends gain their impeccable handling and roadholding characteristics from pressed-steel wishbone arrangements, with coil springs/Koni telescopic damper units and anti-roll bars. The model was so new to the Concessionaires that there was uncertainty as to what improvements might have been made to the brakes on the 308, for those who regularly drive both models agree that those on the heavier 308 are much better. No disc sizes or swept areas have been published by Ferrari for the 308, though they have done so for the 246. However, ventilated outboard discs are fitted all round, a tandem master cylinder and vacuum servo-unit are mounted on the front bulkhead and the rear circuit incorporates a pressure limiting valve. The central handbrake lever operates on the normal rear pads, so is self-adjusting.

Maranello Concessionaires seems to have become a haven for retired racing drivers, for with such a high performance marque it is essential that the sales staff's driving ability and technical knowledge should be of impeccable calibre. Thus they have Mike Salmon as Sales Director (who this season has come out of retirement on several occasions to race the historic Aston Martin Project 212) and Mark Konig, he of Nomad sports-racing car fame, as Assistant Sales Manager. The latter gave me a brief introduction to the car along the Egham by-pass before handing over to me for an acclimatising canter round the lanes. There is no such thing as being let loose with one of Maranello's demonstrator Ferraris, if only because of insurance technicalities, so with Mark Konig returning to the sales room, Sue the receptionist had to be persuaded into the passenger seat to validate Maranello's policy, whilst we searched Surrey for photographic locations. (I might add that MOTOR SPORT has its own test car policy in any case). Unfortunately, such an arrangement isn't conducive to learning the car properly nor driving it in accustomed fashion to get a positive idea of how such a high performance car behaves when it is "performing highly". Impressions thus gained might

be improved upon or, highly unlikely in this instance, made worse with longer acquaintance.

The episode did serve to prove that the rear seats, or at least one of them, is suitable for adults, the photographer finding that with his knees splayed one either side of the passenger seat he was perfectly comfortable. The same would not have been true behind the driver's seat, without the driver choosing an uncomfortably short-armed position. For children even up to young teenage size they should be ideal. Unlike the Porsche's occasional seats, the Dino 308's rear seats are the real thing, luxuriously shaped and trimmed, with headrests on the rear bulkhead and with lap-strap seat belts as standard, stowed away in central and side open lockers when not in use. The front seats are a big improvement on those of the 246, mainly because the absence of a bulkhead immediately behind them has enabled them to have adjustable

Continued on page 1109

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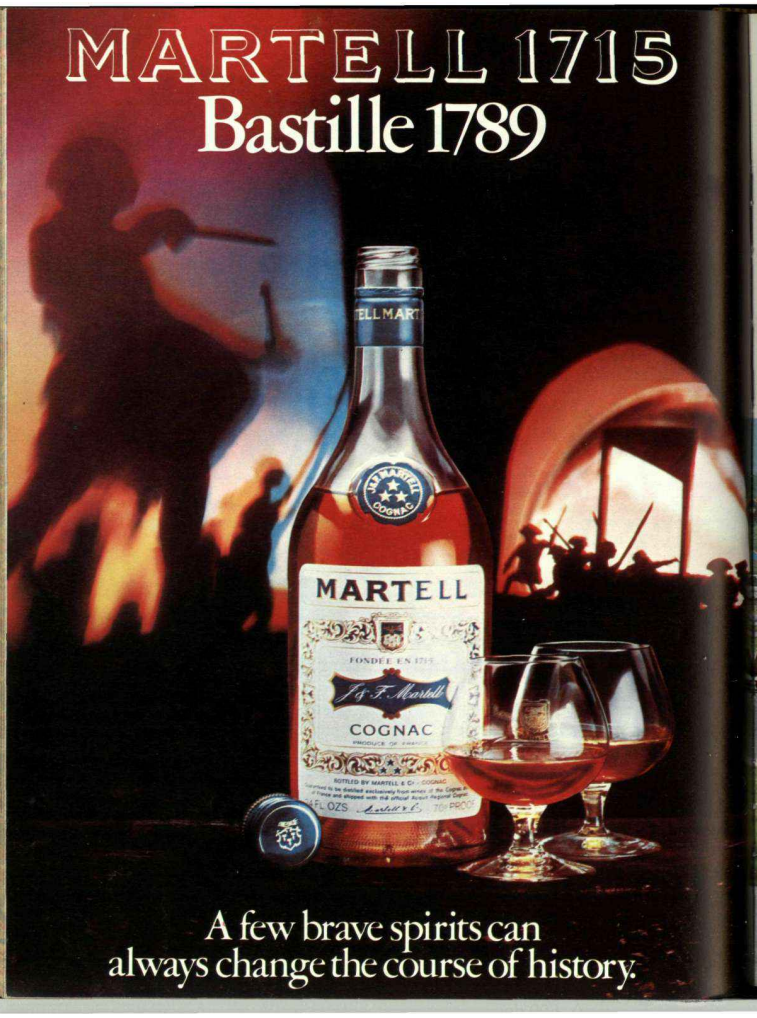
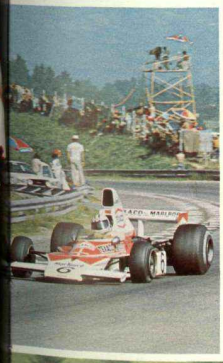


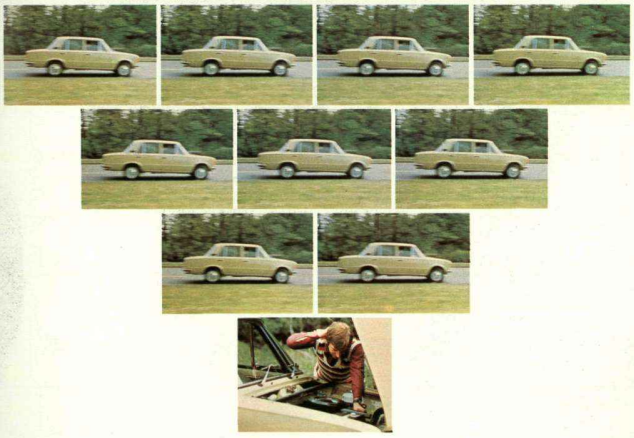
A few brave spirits can
always change the course of history.

AUSTRIAN GRAND PRIX

THE AUSTRIAN GRAND PRIX proved a start-to-finish victory for Carlos Reutemann's Brabham BT44, seen on the right leading Niki Lauda's Ferrari away from the Osterreichring starting grid. Second place went to Denny Hulme's McLaren M23 (*lower left*), while James Hunt's Hesketh (*centre below*) and John Watson's Hexagon Brabham BT44 (*right*) were third and fourth after pit stops to change blistered front tyres. Bottom, Rolf Stommelen impressed during practice with the Embassy Lola but crashed in the race.



LAUDA CHALLENGES Reutemann hard with Regazzoni in pursuit as they sweep round the Boshcurve at Osterreichring (*above left*). Regazzoni is passed by Fittipaldi, Pace and Peterson (*above right*). Below, David Hobbs' McLaren M23 is challenged by Beltoise in the lone BRM P201.



9 times out of 10 a good motor oil is good enough.

Most of the time, and for many drivers, a good motor oil will give a car's engine as much protection as it needs.

But there are times, such as in hard motorway driving, when an oil is pushed dangerously close to its limit. It can happen too when you accelerate hard, when you start up from cold or when you add the extra load of a caravan or trailer. These are the times, when the engine is subjected to severe stress, that the risk of breakdown is greatest.

If you are familiar with conditions like these, then you need Mobil SHC Lubricant, for greater insurance and greater peace of mind.

Mobil SHC is the first of a new generation of engine lubricants – Synthesised HydroCarbon. It looks like a conventional oil but there the similarity ends, because the weaker molecules which tend to limit the performance of traditional oils under extremes of stress are not present in Mobil SHC Lubricant.

In thousands of miles of comparative testing on the road and in the laboratory, Mobil SHC is consistently demonstrating its superiority over a wide selection of conventional oils. It gives greater protection than even premium multigrade oils. It gives quicker start up from cold than special arctic oils. It guards against falling oil pressure and is shown to reduce lubricant consumption by an average of 40%. Results of exhaustive wear tests show even more dramatic superiority.

Thus Mobil SHC Lubricant guards the investment you have made in your car far more effectively than mineral oils, and over a wider range of driving conditions.

Mobil SHC may also be safely mixed with any conventional oils. (But why reduce its benefits by dilution?)

For a motorist who demands top performance, knows the true cost of motoring and values the investment he makes in his car, nothing compares with Mobil SHC.

Mobil SHC if you won't settle for less than 10 out of 10

RONNIE PETERSON (*above*) celebrates his second successive Italian Grand Prix triumph. Right, Jody Scheckter's Tyrrell drifts through Parabolica on its way to third place ahead of Arturo Merzario (20), who had his best result of the year in his Williams-Cosworth. One of the most impressive practice performances came from John Watson (28), although his race machine was the spare works Brabham after he crashed the Goldie Hexagon car in practice.

ITALIAN GRAND PRIX

FERRARI FANS left Monza highly disappointed after both 312B3s retired after leading. Right, Regazzoni (11) takes the lead from Lauda's smoking sister car just before the Austrian pulled in. The Ferrari troubles left Peterson's Lotus 72 (*below*) to lead Fittipaldi's McLaren home by less than one second. Bottom, Vittorio Brambilla drove a good race in his works March before crashing at the *chicane*.

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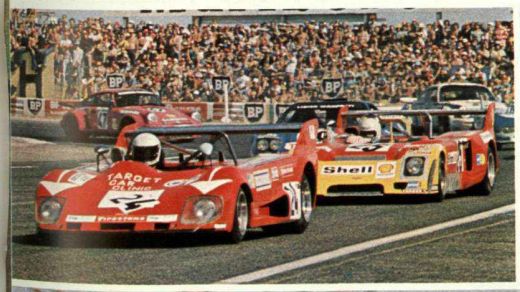
RICARD 1,000 Kms. THE MATRA-SIMCA team was on top form at the Ricard 1,000 Kms., penultimate round in the World Championship for Makes, taking the leading two places. Beltoise and Jarier (*below*) celebrate an easy victory and a circuit lap record. British driver Martin Raymond drove a splendid race in his Lola to lead the 2-litre class by miles until his transmission failed shortly before the finish. Jacky Ickx (*bottom picture*) helped the Gulf team to third place, sharing the GR7 with Derek Bell.



VSCC THRUXTON ROBERTS in his Lotus 16 (*above*) won the fastest race, virtually unchallenged. The MOTOR SPORT Brooklands Memorial Trophy was presented by the Editor's wife, Mrs. Boddy, to the winner, Peter Morley (*left centre*), whose 24-litre Bentley-Napier is seen at right centre. Below, a Frazer Nash, a Riley, an Aston Martin and the Appleton Special accelerate out of the Thruxton *chicane*.

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

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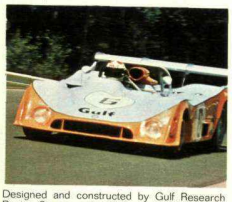
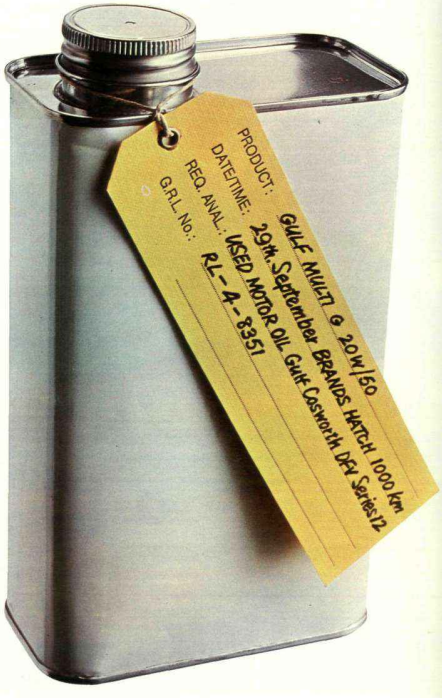
The results of these tests, conducted after each race, are collated with other laboratory and engine tests as part of our continuing programme of product development.



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

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



Gulf We build our cars to help yours run better

Maserati's 1957 450S V8

The Maserati 450S was a spectacularly fast contender for major sports car championship honours when it arrived on the scene at the end of 1956, but a number of trifling failures and misjudgements prevented it from showing its full potential in a great many races during 1957. Only ten such cars appear to have been built and one of these, owned by the Hon. John Fellowes, is a regular sight in historic races in this country.

ENCOURAGED by the upsurge of interest in historic racing cars over the past few years, the J.C. Bamford sponsored championship has attracted back to the circuits a good number of original and not-so-original post-war sports cars. By and large, there's an over-riding intention to keep these cars as close as is possible to their original specification, even though demands of some previous owners who raced their cars in less contemporary times have resulted in the appearance of some strikingly non-original developments. In addition, the presence of current competition amongst contestants has resulted in alterations creeping onto the cars which, although allegedly intended for incorporation by the manufacturers, were not fitted when the car was built.

A classic example of this "unoriginal development" has gone on beneath the skin of the Hon. John Fellowes' Maserati 450S, one of ten cars built by the Italian factory for the 1957 World Sports Car Championship. The Maserati illustrated is one of a pair of 450S V8s owned by Fellowes, this particular car having been bought back from the United States by Colin Crabbe and acquired by its present owner in 1971 since which time it has been a regular contestant in historic club events. But the history of this, and the second 450S in Fellowes' collection, since Maserati's retirement from racing at the end of 1957 is clouded in mystery. So, keen to unravel some of the Maserati lore surrounding these impressive and graceful sports-racers, we spent a recent afternoon in rural Huntingdonshire chatting to Fellowes and the man responsible for the car's race preparation, Trevor Stokes.

In no way is this intended to be a definitive history of these handsome cars which in many ways represented the Trident's finale in big-time sports car racing. MOTOR SPORT'S D.S.J. was closely involved with Maserati's efforts in the mid-1950s, passengering with Stirling Moss in a 450S only for the car to have a brake pedal snap off a few miles after the start of the 1957 Mille Miglia. His reports at the time accounted for seven of the ten chassis apparently built, leaving Fellowes' 4509 and 4510 with an apparently indiscernible history stretching back to 1957.

The four o.h.c., 94 x 81 mm., 4477 c.c. V8 motor provided the culmination of Maserati's developments which started with the 3-litre 300S and progressed through the 3½litre, six cylinder unit. The cars were shatteringly fast but their useful life amidst international competition was limited to that one year. Nine of the cars did service as open two seaters, while one (4507) was fitted with an aerodynamic Coupe body for Le Mans, designed by the capable Frank Costin, built by Zagato and then ruined by the Italians' failure to understand aerodynamics and the addition of various ungainingly modifications which completely destroyed its effectiveness. Anxious to reduce the speed of sports-racing cars, the C.S.I. reduced the capacity limit to 3-litres for the World Sports Car Championship, leaving the surviving 450S Maseratis to pursue a career in American club races.

Fellowes' second car, the yet to be completed 4509, is believed to be one of the Maseratis involved in the great pile-up in Caracas, Venezuela which helped to drive the final nails into the coffin of the financially teetering Italian marque. Privately owned by American enthusiast Temple Buell, the car was thought to have been driven at Caracas by Masten Gregory and Dale Duncan. Contemporary reports suggested that Gregory collided with another car before crashing, but Fellowes' was actually later told by the American that this was not the case and he simply rolled the car after hitting a kerb. It's believed that this car was subsequently rebuilt for use by Fangio in Cuba the following year, although the Argentinian never had a chance to use it as he was kidnapped before the race took place.

As far as 4510 is concerned, its only traceable history stems from a small folder which recently came into the possession of Trevor Stokes. There is no indication that this car was ever, in fact, raced in Europe, but the contents of this folder indicate the detailed gearing required for a host of S.C.C.A. club race circuits – by the look of the track lay-outs they all appear to have been on airfield runways – dotted all over the central United States. Chester (South Carolina), Cocoa (Florida), Dothan (Alabama), Fort Worth (Texas), Gainesville (Georgia) and Walterboro (Louisiana) were the circuits concerned over which a driver by the name of Cline raced this Maserati, neatly lettered handwriting recording the fact that this car took him to several wins over D-type Jaguars and 3.5 litre Ferraris – as well a 4.5-litre V8 should!

From that point on, the history of 4509 and 4510 virtually peters out until their discovery in California, their fate presumably being a series of national-level S.C.C.A. meetings on the west coast of the United States. As far as the purist is concerned, it seems to have been during this period that the Maseratis acquired their non-original features. The complexities of the five speed Maserati gearbox mounted in unit just in front of the differential clearly proved too much for some American "sporty car" drivers and one regrettable, but fortunately well concealed legacy of 4510's stay in North America is the incorporation of a four-speed Chevrolet Corvette gearbox. However, the de Dion rear end is retained and Fellowes also acquired the transaxle unit in pieces and, although the clutch and clutch housing was missing and the actual gearbox casing was split, Trevor Stokes is now reassembling it prior to reinstallation in 4510 during this winter.

Fortunately both 4509 and 4510 escaped the most terrible fate which befell some of their stablemates; the replacement of their original engines by Chevy units, although 4509 lost its 4.5-litre V8 by means of some pretty crude butchery which seems to have included slicing its engine mountings in half with oxy-acetylene cutting equipment! Fellowes acquired this car without engine and is now preparing to instal an

THE spare wheel and 170-litre fuel tank nestle beneath the smooth tail section.

original 450S V8 once more. Incidentally, 4509 has retained its five-speed transaxle and de Dion rear end.

John Fellowes was kind enough to take 4510 out onto one of the well-surfaced farm roads on his estate to demonstrate to the writer just what a 4.5-litre V8 motor developing somewhere in the region of 400 b.h.p. feels like in a 17-year-old chassis. That four-cam V8, fed by a thirsty quartet of Weber 46IDM carburetters from a 170-litre fuel tank mounted in the tail of the car, fully lives up to its reputation, providing a degree of acceleration to which I can do no better justice than quote D.S.J.'s words which appeared in this journal in July 1957 "... once the clutch is home and the revs build up black lines appear on the road behind the rear wheels, starting at a soft grey colour and turning jet black as the engine gets up around 5,500. Even with this sort of standing start it is possible to do 0-100 m.p.h. in an easy 11 sec., but the real surge of acceleration is in the 80 m.p.h. to 170 m.p.h. range."

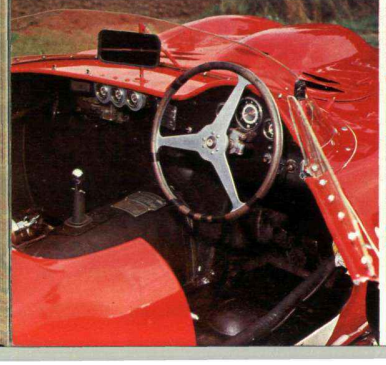
At a time when sports racing cars are little more than thinly disguised 3-litre Grand Prix racers, I couldn't help thinking as I crouched beside the full-width (but only half-height!) windscreen just how much more realistic the link between road sports cars and sports racers was in 1957. It must have been very disappointing indeed for the Italian crowds who lined the 1957 Mille Miglia that they were deprived of the sight of Stirling Moss and Jean Behra holding their two Maserati "quatro mezzo" V8s at 170 m.p.h. for mile after mile, but Behra had crashed his 450S beyond immediate repair during a test-run and Moss' had broken its brake pedal ... a fate which Colin Crabbe also suffered, much later, with 4510!

My impressions of the Maserati 450S were of unbelievable acceleration, a brutally firm ride and incredible stability, although I was relieved to discover that the shortage of space in the "passenger's footwell' was due to the fitting of isolated fuel pumps behind a bulkhead – the demands of RAC competition regulations. Other alterations to conform with RAC regulations include a modified oil catch tank and a more substantial "roll-over bar" beneath the sleek headrest fairing on the tail section.

Behind the original Borrani chrome wire wheels with their triple-eared "knock off" hub caps (shod with 6.50L x 16 green spot Dunlop racing covers), 4510 portrays another non-original feature, disc brakes. Even in 1957, Maserati team drivers complained bitterly that the enormous ribbed drum brakes were inadequate to cope with the 450S performance, Moss urging them to adopt disc brakes. Nothing was done about this, however, but there is a story going round that Maserati had made brake discs for the car shortly before they withdrew from racing. Fellowes' got his hands on some of these discs and AP specially made up the calipers necessary to fit them to the 450S front hubs. At the rear, the car is fitted with disc brakes off the later Tipo 61 "Birdcage" Maserati, so Fellowes' 450S now possesses braking performance over which its drivers who thrashed mercilessly over the mountains from Modena to Siena, testing for the Mille Miglia, would have drooled with envy. Had Maserati stayed in racing, and had the C.S.I. not proceeded with its 3-litre limit for 1958, then a disc-braked 450S might well have appeared and a very competitive machine it would have been. However, as it stands, the disc-braked 450S must remain a non-original anticipation of developments which "might have been".

At a time when nostalgia is deemed unfashionable by many, I can only conclude this article by reflecting that this Maserati 450S must go down as one of the ideal sports racing cars along with such machines as the Jaguar D-type, Ferrari "Testa Rossa" and Aston-Martin DBR1. Graceful and flowing, it surely represents to many an ideal definition of the word "sports racing car" even though its contemporary racing achievements were not as great, in retrospect, as Officine Maserati anticipated. As far as John Fellowes' pair of cars goes, we can only thank him for making available so readily this spectacular glimpse back into the mid-1950s. But where, just where, did those two raucous sounding 450Ss languish for twelve long years and what was their racing history between 1959 and 1971? – A.H.

THE Maserati 450S cockpit (left) with its chassis and engine plates on the fascia and the transmission tunnel. Right, the four Weber carburetters dominate the under-bonnet view of the big V8 engine.



1957 4·5 litre Maserati 450S

Feel the difference on a hot sunny day. See the difference anytime.

Sundym tinted glass cuts down the sun's direct heat to keep you and your car's seats cooler.

Besides the cool good looks of Sundym, the Ford Cortina tinted glass package* includes a Triplex laminated windscreen – to free you from the worry of being stranded with a shattered toughened windscreen.

It automatically comes with a Triplex Hotline heated rear window – also in Sundym.

When you order your new Cortina be sure to ask for Sundym tinted glass.

*Available on all Cortinas except the basic models.

XXX Triplex

Enjoy the cool good looks of Sundym tinted glass.

FERRARI 308GT—contd. from page 1092

back rests, accurately adjustable with a knurled knob, whilst a separate release lever allows them to be folded forwards for rear seat access. Adjustable headrests are included. Trimming of all the seating surfaces and the door panels is in realistic artificial suede. I found neither the seat nor the driving position quite so comfortable as the latest Porsche, the thin-rimmed, leather-covered wheel being less vertical and closer than I would have liked while having the seat adjusted to cope with the long travel of the initially heavy clutch pedal.

Dino 246 drivers will gain two immediate impressions on transferring to a 308. First the good one: the torque and flexibility of the V8 is quite wonderful. On the one hand this impressive engine will rev. to the definitive 7,700 r.p.m. red line on the Veglia tachometer, an utterly staggering number of revs. for a road-going production V8, and on the other it will crawl along and pick-up smoothly from just over 1,000 r.p.m. in fifth gear, equal to 22—25 m.p.h. The torque curve peaks at 5,000 r.p.m., but must be comparatively gentle in its shape all the way from 3,500 r.p.m., for mid-range acceleration is excellent. Thus it is not essential to stir the gear-lever incessantly for good performance in the manner one would have to do with the dynamo-like short-stroke V6. For out-and-out performance it pays to waggle the lever through its traditional Ferrari five-speed alloy gate, as maximum power doesn't occur till round about maximum revs—and through the gears the needle hits that in a couple of blinks of an eyelid. It would be wise to keep one of those eyelids open and glued to the mirror if so doing (and the mirror, stuck to the top of the steeply-raked screen is far too close to one's eye in any case), for even at 7,000 r.p.m. claimed speeds in the gears are 41 m.p.h., 59 m.p.h., 113 m.p.h. and 148 m.p.h. Another 400 r.p.m. are theoretically available in fifth to give the claimed 156 m.p.h.

Now for the bad impression. Ferraris of any cylinder configuration have been renowned for the beautiful noises they make, music to the ears whether in the cockpit or behind the exhausts. The ultimate example must be when *Motoring News'* Editor had a letter recently from an American asking whether it would be possible for him to drop a V12 Ferrari engine into his road-going Lola T70 because, "I just love that Ferrari noise"! The 308 sounds like . . . well, to be polite and accurate, exactly like a twin-cam Lotus-Ford engine, but with rather more buzziness within the cockpit than a twin-cam Lotus Europa. Even at its smooth tickover there is no hint of a V8 warble and the engine continues to sound like a small, well-tuned 4-cylinder unit, not at all in keeping with a very high performance, £8,000 car.

Instrumentation is clear on the typically Ferrari aluminium facia panel, but why is there not an ammeter or voltmeter? There are gauges for fuel, oil pressure and temperature, and water temperature grouped around the 180 m.p.h. speedometer and 10,000 r.p.m. tachometer and even a clock, which could have been replaced by an invaluable ammeter. Two-speed screen-wipers and washers are controlled by a stalk on the right of the steering column. A short stalk on the left controls the flashing indicators and a longer one looks after the operation of the four pop-up Halogen headlights, which rise much more rapidly than do Lotus ones and have a facility for emergency operation (with the car stationary) should the electric motors fail. Twin Carello auxiliary lamps are fitted under the radiator grille.

The gear-lever gate is contained in a slim central console. Gear-lever movement has been considerably reduced compared with the 246, though gearchanges can be notchy unless the clutch pedal is pushed right into the bulkhead. Also mounted on the console are the choke lever, cigar lighter and, in the test car's case, controls for the optional heated rear screen, electric windows and air-conditioning equipment, a long reach within the restrictions of the fixed belts. Normal heater switches are grouped on the left of the facia panel, matched by auxiliary light, hazard warning and heater fan switches on the right, all within flicking distance. There is a useful lockable cubby-hole containing the fuse boxes and an inspection lamp and deep pockets are formed in the doors by the armrests-cum-door pulls. Each door contains a courtesy light in its central panel (there is also a central one above the rear screen) and a warning light in its trailing edge.

Twin, lockable levers in the driver's door pillar release the self-supporting rear lids for the engine and fully-carpeted boot, the front "bonnet" is released by another lever under the facia and all three have separate emergency releases. Under the "bonnet" lie the radiator, from which hot air is ducted upwards through the steel panel, the emergency space-saver spare wheel, battery, servo, washer bottle and motors for the lights. I can't say that I would wish to drive very far on the narrow spare wheel, which carries a Michelin 105 R18X tyre, while the normal 6½J road-wheels are shod with Michelin 205/70 VR14 XWX tyres. A maximum speed of 90 m.p.h. is recommended when the spare wheel is fitted, though the handbook adds a disconcerting rider: "It is necessary to avoid any sharp braking because this special wheel will be the first wheel to lock or skid causing the tyre unnecessary damage"!

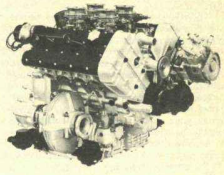
If the extra weight has made this new Dino marginally less agile than the 246, it has also improved its straight line and cornering stability—or at least the wider track and revised steering geometry has. As there are very few vehicles more stable than a 246 Dino it seems superfluous to add that the 308 has instantly become one the the world's best handling and roadholding road cars. The steering feels very little different to that of the 246—indeed, the same Cam Gears rack and pinion is used—and lock to lock takes an identical 3¼ turns. As those turns provide a poor turning circle of only 39.3 ft., it can be seen that the steering is not as high geared as one might expect. My own preference would be for a slightly higher ratio, more for low speed travel than for high speed work when the handling becomes neutral and less steering wheel movement is required. On the other hand the steering is superbly sensitive and responsive without becoming reactionary over bumps and is light enough to make parking easy. If the car is cornered on a trailing throttle it understeers noticeably, but any owner who complains generally about understeer should learn to drive: cornered under power, as much to compensate for the effect of the limited slip differential as to match general handling characteristics, the mild degree of understeer is exactly what is required to provide feel, stability and evasive qualities. Roadholding is phenomenal, there is minimal roll and, though suspension movement is small, the ride is surprisingly good. The improved cornering stability compared with the 246 is most noticeable on long, sweeping bends; the latter car tends to exhibit some diagonal pitching which has been eradicated on the 308.

Like Porsche, who dispense with a servo completely, Ferrari do not believe in over assisting the brakes at the expense of feel. Thus, high speed stops require a moderately heavy foot to assist the servo. The Dino then pulls up in ultra-short distances with hardly a trace of squat or nose-dive. In traffic the brakes are equally at home, braking effort being proportionally less than at speed and without any fierceness.

Ferrari claim a standing quarter-mile time of 14.4 seconds and a standing kilometre time of 26.2 seconds, with a terminal speed of 131 m.p.h., for this four-seater Dino. The kilometre figure is in fact only 0.6 seconds quicker than the Dino 246GT, but this marginal difference belies the improved ease with which the torquey V8 copes with such fierce acceleration.

This magnificent and practical new Dino, with its 3-litre V8 engine quite docile at one end of the scale and providing brilliant performance at the other, costs £8,339.76 from any of the 14 Dino dealers in Britain (including Maranello Concessionaires). The only sour note is the long list of extra-cost extras, most of which customers will regard as essential. The test car, for example, had the addition of metallic paint (£152), electric windows (£114), air-conditioning (£374), heated rear window (£30.42) and tinted glass (£44.46). A mixture of leather and cloth upholstery costs an extra £253, or all-leather upholstery £301. If the actual cost of such extras is inconsequential to a customer in this price bracket, the problem of choosing his personal permutation and awaiting the arrival from Italy of the right specification car could be annoying. It is unlikely to cause a shortage of customers, for this must be the car for which nearly every Dino 246GT owner has been waiting.

C.R.



The Ferrari Dino 3-litre V8 Engine.

Letters from Readers

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

RAC Travel Service

Sir,

I would like to draw your readers' attention to the poor service provided by the RAC in its Travel Service department.

I recently reserved, through the RAC, hotel accommodation in France for my family and friends and found on my arrival at the various hotels that the accommodation reserved was incorrect and that I had been grossly over-charged by the RAC. I took both these points up with the RAC upon my return. They will accept no responsibility for the errors and inform me that their standard booking charge is 40%. I would also mention that I noticed an error on the reservation vouchers before my departure and pointed this out to the RAC, who informed me that there was nothing to worry about and the correct accommodation would be provided.

I am sure you will agree that this is another case of the RAC's incompetence to provide a reasonable service for its members. Furthermore, with a standard booking charge of 40%, the RAC is cashing in and taking a financial advantage of its members rather than looking after its members' interests.

It is clear to me that the so-called motoring organisations in this country are entirely motivated by profit and not by a desire to provide a decent service for members.

Knutsford. D. W. MANSFIELD

Marauder Savaged

Sir,

Would you kindly print this appeal in your magazine.

I own the first production model of the Marauder (1950). Whilst at Harris Mayes garage at Watford the front grille badge was removed. As only six of the original fifteen cars are known to be still in existence it will be hard to find.

Perhaps the badge has been offered for sale to a collector or it may be adorning someone's mantelpiece. In any case I would be appreciative for its return as the car's restoration is well under way.

Godalming. G. A. MOORE

Motor Racing Television Coverage

Sir,

There are numerous programmes providing opportunity for the followers of various sports to pursue their "game" via the medium of television.

Those people interested in motor sport in any of its various guises are, by and large, denied this privilege.

Horse racing, football, cricket, rugby, athletics and show-jumping are given an enormous amount of time, and no doubt they should be since they are very popular activities. Snooker has a regular airing and crown-green bowling has had slices of time.

The comparatively little time given over to motoring sport is of course gratefully received, even if it does from time to time seem to be presented rather poorly. One channel it is noted with pleasure, now sees fit to include results of each Formula 1 Grand Prix race very briefly, during the Sunday evening news broadcast.

Ingredients such as excitement, endeavour, achievement, colour, interest, sophistication, glamour and history, seem to be good qualifications for television presentation. Personalities appear to be abundant in all spheres of the sport. Given all these characteristics, comparison with horse racing for instance seems favourable. The latter sport receives many, many hours of television sports coverage.

With imaginative production and research is there any reason why a whole series of short programmes presenting the history and development of this sport could not be mounted? There must be endless amounts of material and film available which, suitably edited, would provide enough programme subject matter to last for the next decade. The results may have far wider appeal than to motor sport fans alone. A service which would be most welcome would be the inclusion of the results of the more important events, both in the UK and abroad, with the rest of the sports results on Saturday and the remainder on Sunday. Is it possible to provide such a service?

Motoring sport is not, I believe, a minority sport, and it is certainly one of the very few United Kingdom sports which have produced World Champion sportsmen, and is probably capable of producing more.

It is to be hoped that all those concerned with the sport, particularly with its organisation and presentation, will be able to see, in the near future, a way of providing a better service on the television medium. Indeed it is hoped that they consider this sort of exposure beneficial to the sport and a necessity for its survival.

In conclusion and for interest I attach a list showing the total time given over to each sport as listed in the *TV Times* and *Radio Times* for the week August 17th-23rd inc., 1974.

Total time devoted to each sport during week August 17th-23rd, 1974, by all three television channels. Where two sports are included in one overall period there is no indication in the *TV Times* or *Radio Times* of separate times.

Sport	Total Time (min.)
Cricket and golf	560
Golf	460
Cricket	331
Show jumping	220
Horse racing	445
Football	195
Rugby	70
Wrestling	80
Snooker	25
Angling	25
Table tennis	25
Clay pigeon shooting	15
Sports results	60

An analysis of the time allocations for one year would be of more interest but the task is too large for this man, and no doubt the television authorities have these sort of figures to hand.

Cheadle Hulme. J. D. HAWORTH

Better Buy A Wankel . . .

Sir,

May I presume on a readership of MOTOR SPORT going back to the Twenties to take you to task for showing prejudice against the Wankel engine. If mention is made at all it is generally disparaging, never enthusiastic. Why?

You will remember the dictum of the late C. G. Grey of the *Aeroplane*—"Simplificate and add more lightness". I am sure he would have thoroughly approved of the Wankel (as made by Toyo Kogyo for the Mazda RX-2. I don't know anything about the NSU, but it doesn't seem to have been such a big success). Power, smoothness, flexibility, utter reliability, lack of temperament, and simplicity all in a light compact package.

The type of machinery you and your staff seem to enthuse over has two (or four) overhead camshafts, four valves per cylinder, petrol injection and turbo-charging. Complication on complication! Literally hundreds of little bits to go wrong. With the cost of servicing what it is today isn't it time that the virtues of simplicity were extolled a little more?

You will say that this is achieved in the Wankel at the expense of fuel consumption. Well, the virtues of desirable motor cars are generally achieved at the expense of something, often first cost and maintenance costs. Actually the Mazda doesn't burn much more fuel than most cars of similar performance and costwise it has the advantage of using the lowest grade available, which offsets largely the slightly higher consumption.

On my last runs to Cape Town (300 miles) and Johannesburg (800 miles) to see the SA Grand Prix I recorded 28/29 m.p.g. and overall consumption since new has been 23.20 m.p.g. over 15,000 miles, mostly stop-start motoring—not wonderful but nothing to be frightened about in view of the other virtues.

I got my first motorcycle in 1921 and my first car in 1926 and of the long succession of vehicles since then the RX-2 has been the most personally satisfying to drive and own. It is not an expensive vehicle but the car is very adequate without perhaps justifying superlatives, and the engine is a dream.

Perhaps your opinions are based on trials of early Wankel engines. If this is so I feel they might be altered if you were to try one of the latest versions made by Toyo Kogyo, who have really licked the problems encountered in the early versions.

With usual disclaimer and all good wishes to your excellent journal.

Knysna, S. Africa. H. R. B. WATERS

. . . Or Should You?

Sir,

I found J. B. Fuller's letter in last month's MOTOR SPORT most interesting. I have been caught by an Ro80 also. I found it the most wonderful car possible to drive, and have never enjoyed a car so much. But after a few months the transmission began to whine and a noise appeared in the engine, which the agents said was nothing.

After 12,000 miles the noise increased and I took the car to another agent (an NSU enthusiast with considerable knowledge) who said I required a replacement gearbox, a front axle and the noise in the engine was seal chatter which would mean a replacement engine at 18,000. However, as I had complained within the guarantee I should get considerable help from the makers. Since then I have been writing and 'phoning for six months to AUDI NSU GB LTD. and the works in Germany. The answer, when you get one, is: "We are looking into it". I now have to drive a 1967 Riley Elf as I consider the Ro80 with its doubtful gearbox and noisy front drive barely safe to have on the road. I could get it repaired for about £750.

Westbury, Wilts. A. D. WEGUELIN

Designed by Engineers

Sir,

I have been an ardent Rover enthusiast for several years. This is probably a result of parental influence as my father owned two or three of the good old 'uns including a c1938 16 close-coupled sports saloon which I recall had three carburetters and a sunshine roof that was almost continuously open between May and October. Another endearing feature of this car was the window winder in the driver's door—a long handle with about 90 deg. movement; so convenient—why can't modern cars feature simple aids like this?

From time to time you publish letters from readers concerning their experiences with various vehicles. Here for the record is my Rover experience:

I am now on my fifth Rover, having covered 80,000 miles in a 1958 "90" (the only failure on which was a broken diff. pinion occasioned during a violent reversing exercise uphill), 40,000 trouble-free miles in each of two 3-litre autos (the first of these was a '62 model which rolled down a bank in a snow storm and finished upside down with me unhurt in a field. It started first time on uprighting and was still drivable!) and 45,000 miles in a 1967 2000 TC at the cost of a new clutch. My current car is a 1971 TC which I have just got back after a front end rebuild following an encounter with a van on a blind bend. This progressive collapse and bolt-on panel idea of Rovers really works!

As the Rover policy seems to be to keep a body style virtually unchanged for 14 years or so, I am dismayed that they do little or nothing to correct the mud traps under the wings of all the models from the P4 onwards. Simple attention to detail here could greatly increase the life of expensive body parts even if replacement is quick.

As well as the TC we also have a 17-year-old Mk. 1 LWB Land Rover in the family which lives permanently outside.

This amazing vehicle has covered at least 150,000 miles, has been fitted (by me) with a Series II engine and has been used for carrying up to a ton of potatoes, sand, bricks, gravel, a piano, a henhouse, farmyard manure and up to 17 children on picnicking expeditions (not all at once, of course). In the three years we've owned it it has never put a foot (or wheel) wrong, tyre wear is non-existent and servicing and cleaning are rare luxuries.

Apart from the niggling faults that all mechanical contrivances suffer, all these vehicles have been a delight to own and service (I do all my own maintenance including engine changes).

As a Quality Engineer in the Aero Engine Industry, I am used to high standards of design, manufacture and assembly, so I am somewhat intolerant of the tack weld, pop rivet, self-tapping screws and nylon clip brigade. In these days of coke-bottle-shaped stylists' nightmares, I for one am thankful that Rovers are still designed by engineers.

To close this over-long letter I would ask you if you could consider publishing some details of the pre-war Rovers, as they surely must qualify for a space in your erudite magazine.

Turnditch, Derby. D. J. WILSON

A DAF Fan

Sir,

You conclude your August editorial by commenting on the possibility of middle-class motorists (whoever they may be?) finding themselves motoring in certain Iron-Curtain products. Well, after trying out each of the three makes named, I wouldn't consider this a too-awful predicament, but for those who would prefer to do business with Western Europe, I would like to advance the cause of that apparently little-known car, the little Dutch DAF.

It has surprised me how few motorists one speaks to have any knowledge of this make except that somewhere in its automatic transmission there are a couple of belts, the impression being that as a means of transport the DAF isn't to be taken too seriously.

I cannot claim to have read MOTOR SPORT since the first issue, but I have certainly bought my monthly copies for over forty years, excluding a break in 1939/45 when I was otherwise engaged.

Consequently it seems only yesterday that "W.B." was enthusing over small air-cooled horizontally-opposed engines and in particular a small one from France and a somewhat larger model from Germany. I took his enthusiastic advice and had a good deal of fun out of the French car, and even more and some hard motoring too out of a succession of the German ones: in fact I only regretfully parted with my 1300 Beetle at two years and 24,000 miles old in June because an arthritic left knee could no longer cope with the VW pedal positions.

Looking around for a two-pedal car in about the same price-class I came to the conclusion that, though I knew next to nothing about them, a DAF was about the only solution. A visit to the local dealers revealed that apart from a little 33 which I thought too small and too slow, only an 844 c.c. model 44 was available for immediate delivery, and so nine days later Dutchy was mine. When I took him away I had only driven a demonstration 44 for about a mile.

First impressions were that paintwork and trim were quite up to VW standards and that comfort and room for both occupants and baggage were considerably better. The DAF is like a Hollywood film set in which a little country cottage has an interior like a stately home. By comparison with the Beetle it seemed almost vast, though a number of inches shorter.

Roadholding and handling, thanks to rack-and-pinion steering and ZXs, is, I regret I must say, superior to any Beetle I've driven (and I've driven the lot). The small two-cylinder engine is fussy until the variomatic transmission reaches "high" (which is 3.87 on 14 in. wheels in this model), this occurs at about 28 m.p.h. on the level and thereafter the faster you go, up to about 65, the less noise there is. My screen-pillar mounted radio aerial makes more wind-noise at sixty than the engine does. With windows closed, the sound proofing is such that cruising at 50/60 it is really hard to know how many cylinders are in front (and my hearing is excellent!) It is only when driving with the offside window down that a little clatter comes in from outside. I hear it because having cut my teeth, as it were, in open touring cars in the twenties, I never feel happy with glass all round.

Since I drive some sixty miles each working day between home and office alone, and despite having joined the "over sixties" still enjoy my driving. I am fairly critical about a car's general handling. Cornering in this DAF is superb for the class of car—dead flat and totally predictable in the wet or in the dry. (This winter will tell what it's like in snow and ice, maybe.) Take-off is deceptive—there is some clatter from the little engine up to about 25 and then if the throttle is eased back gently, revs. drop and the noise dies away: at first it is strange to see the speed increase in inverse ratio to the revs, but in fact considering this little engine has a car weighing over 14½ cwt. to haul about, it does extremely well. On its first and only trip of any length so far—from Lincoln to the north-east, mainly up the A1—it held 60/65 without effort or strain for mile after mile on more level stretches, and had no difficulty at all in covering 92 miles in two hours running time. More than that I would not want out of so small a unit. At journey's end the car was running as sweetly as when it began, there were no hot smells, and everything was oil-tight.

In the first 2,500 miles trouble has been for all practical purposes *nil* (one dislodged circlip on a wiper spindle) and m.p.g. over the first 2,000 worked out at 41.6 calculated exactly, filling to the brim from the same pump all the time. This was on three-star fuel so if converted to the equivalent m.p.g. in higher octane this would give a good 45 m.p.g.—not Mr. Boddy's idea of ideal economy, but where else can one find a very roomy four-seater with very adequate boot-space, well-furnished and good to handle, capable of 60 m.p.h. cruising and 40+ m.p.g.?

As to the belts: I am informed they have a guaranteed life of 15,000 miles and with normal treatment will last twice that long: this means that when replacing a set of tyres one fits new belts as well at a cost of currently about £16. Otherwise the transmission seems likely to last as long as the car, with none of the expensive overhauls most normal automatics seem to require at least once in their lifetime.

On balance, for the man who needs reliability and economy, I think the DAFs have a great deal to offer. I would like to see the results of a long-term evaluation carried out by an expert tester—how about this, Mr. Boddy?

After this, I must make the usual disclaimer: I am not in the motor trade, nor have I the slightest connection with the makers of the DAF except as a so-far well-pleased and critical user.

Lincoln. N. H. FOWLER

Seat-belts

Sir,

I feel I must continue the seat belt controversy with my own experiences and views. Two years ago I rolled over an MG Midget at about 70 m.p.h. with my wife as passenger. Needless to say, the soft top was no protection whatsoever, as it was worn away by the road. We were not wearing seat belts and were both pushed under the dashboard. Our injuries were minimal and we sustained only cuts and bruises.

Had we been wearing seat belts I would not be writing you this letter as we would, of course, have remained in an upright position and would probably have been decapitated, a view incidentally shared by the Police attending the accident.

When discussing details of accidents with other people, the subject of seat belts usually crops up, and there seem to be many cases of similar circumstances, *i.e.* people who might have been much more seriously injured had they been wearing seat belts. Also, I have not yet met anyone who can actually claim to have been saved by a seat belt.

Don't take this to mean I disagree with seat belts, but please let's have the decision left to people's own discretion. As the House of Lords and the Editor obviously realise, by making the wearing of seat belts compulsory the law would be strapping some drivers into a death chair.

SATISFIED READER

[Name and address supplied]

[I was thrown out of an Allard at a pre-war speed hill-climb, the cockpit of which was crushed. *Verb. sap.*—ED.]

Beauties or Beasts?

Sir

As a regular reader of MOTOR SPORT I always admire the excellent colour photos in your centre spread, and I often mentally comment to myself how aesthetically attractive some of the current crop of Formula 1 cars are, and conversely how ugly' others are.

My personal opinion as to the most attractive some of the current crop of Formula BT44, I wonder what other readers' opinions may be.

Nairobi. F. E. WALKER

Big Brother *is* Watching You

Sir,

May I first thank you for publishing such a splendid magazine whether it be made of glossy paper or "comic" paper, after all it is only the contents which are important. As a relatively new reader (I have only been reading MOTOR SPORT for 10 years, since I was 13), I must congratulate you on your 50th birthday and may you continue to a ripe old age. I feel I must put pen to paper on two subjects, one to join the moaners and the other to ask for assistance.

The first is the police control over the stretch of "motorway" at my back door—the two lane M5. Not content with the normal Motorway patrol cars, the police now use unmarked white BMW's to catch the unsuspecting motorist who may stray over the 70 m.p.h. speed limit. I thought this was a dastardly dirty deed until, a month ago, I noticed a helicopter flying approximately 150 ft. above my house (200 yards from the Motorway). At first I suspected surveyors for the proposed M42, until I noticed it now comes every day and passes over sometimes every quarter of an hour. I always thought the minimum legal height was 500 ft., but then I suppose the policeman/co-pilot would not be able to see the registration number through binoculars (yes he is that low); now on top of this, recently announced with great fervour on all the local news, the police are to use VASCAR. Thank goodness I drive a 1959 Citroen 2CV which cannot reach the 70 m.p.h. limit. The poor unsuspecting motorist! (Incidently I can just reach 55 m.p.h. on a flat road and average 62 m.p.g.)

My second subject is the BSA front wheel drive cars of 1934—1939, these were advanced vehicles in many ways, with their front wheel drive and independent front suspension. Can any person offer advice on the pretty little 10 h.p. series 5 coupé built 1938? Fortunately the BSA owners' club have forwarded me some literature mainly on the chassis, but the coupé body of my car is in a sad state; photographs, drawings of the body would be appreciated and returned.

[Name and address supplied]

[We have heard of someone being convicted for momentarily using the third lane of the M4 while towing a trailer, on evidence supplied by a helicopter pilot! Which political party will use part of its election manifesto to promise drivers decent immunity from such unwanted and expensive Big Brothers?—ED.]

That Castrol Morgan

Sir,

I would like to endorse your comments concerning the Castrol 75th anniversary exhibition and particularly with regard to the Brooklands paddock scene which included a Morgan Three-Wheeler.

It is regrettable that in this case Messrs. Castrol found themselves unable to take up an offer, made at their request in the first instance, of a really genuine exhibit in the form of the Morgan raced by Clive Lones over the late twenties and early thirties, and featured in your publication "The Vintage Years of the Morgan Three-Wheeler".

In this day and age it is increasingly difficult to isolate the genuine from the synthetic and MOTOR SPORT is to be congratulated on its never-ending vigil in this respect.

We in the Morgan Three-Wheeler Club know of the whereabouts of all three cars which competed successfully in the 1933 and 1934 LCC Relay Race at Brooklands and portrayed in your aforementioned history.

I only hope that one day we shall be able to arrange to bring this team together again so that genuine students of "Morgan Mania" will be able to appreciate them.

In conclusion we should not be too hard on Castrol's attempt at self congratulation, for their support to the Sport and Motor Clubs in general would be sorely missed.

Glastonbury. N. H. LEAR

Hon. Sec.,
Morgan Three-Wheeler Club

Correction

Sir,

In your August issue you published a letter I sent you about the 1903 Peugeot. Unfortunately there was a very small misprint which spoiled the effect of one sentence. I wrote: "I loved that car, because it was the first I drove alone at the age of *eight* and you printed at the age of eighteen (18) which made no sense.

Fact is, at that age 18 I was driving a 5 h.p. Le Zèbre to and from observation posts in front of Verdun and other unpleasant places with an artillery officer.

Experienced drivers were scarce in 1917, and I was one!

During wars, driving licences could be obtained at age 16.

Always glad to get MOTOR SPORT, although motoring is losing much of its charm nowadays.

Blessac, France. C. JORRAND

Viva Defended

Sir,

I rarely write to motoring magazines, usually preferring to sit back and read about other people's problems, etc. But Mr. Fletcher's letter on Vauxhalls has made me put pen to paper.

Just because he has been unfortunate enough to have had trouble with *one* of his *fleet* of Vauxhall Vivas, he advises would-be buyers to think again. Why, may I ask, apart from the feeble reasons he gives, did he change from BLMC in the first place?

As for the long delay on parts for and parts missing from one of his new Vivas, if one casts one's mind back one will recall that around October last year Vauxhall were hit by very bad industrial action, just when their new models were introduced. Mr. Fletcher was indeed lucky to get one Viva, let alone a fleet of them.

Regarding the account business, I can well understand the garage stipulating a minimum of £20 a month being spent before an account can be opened, (I would have thought that with a fleet of cars Mr. Fletcher would easily spend that amount each month on servicing alone).

He says nothing of the other Vivas he bought, so one presumes they are giving reasonable service.

I must admit I am biased, having owned three Vivas, starting with a 1967 HB. I now have a 1974 HC 1256, and can honestly say that apart from regular servicing I have had only the minimum of repair work carried out.

So I say to anyone wanting a well-equipped, well finished value-for-money car look very closely at the Viva, compare it with the Escort etc. and it comes out very much on top.

Haslemere, Surrey. C. STRUDWICK

Your Own Life

Sir,

Whilst reading "Reflections in the Bourgogne" in the August issue of your most excellent magazine, I was greatly impressed by D.S.J.'s depressingly apt observations on the future of so-called "Civilisation". Namely, "when civilisation progresses even further and legislation forbids anyone to risk their life at anything". How unfortunate that the majority of legislators, upon reading that extract, would thoroughly endorse the principle whilst remaining vacuously immune to the irony.

It occurs to me that we in the Western World are at present being subjected to a concentrated programme of dehumanisation by legislation, for one of the sovereign factors that denote our human status is the ability we possess, as individuals, to estimate consequence and, consequently, to accept responsibility for our actions. To deny an individual responsibility is to deny a whole race of people the respect which, as human-beings, they merit. Our "welfare state" has robbed the working man of the basic pride in achievement of raising, feeding, housing and clothing his family through the sweat of his own labour. "Why bother?", seems the general attitude, "to work for a pittance when one can earn as much by doing nothing except visit the Labour Exchange now and again".

Consequently we are plagued with strikes, born of apathy, since, unfortunately, it seems apparent that the only way to obtain respect these days is to buy it. The legislators and "do gooders" have seen to that, depriving people of even the basic privilege of expressing their individuality on and in their own homes. Instead, human-beings are herded like battery-hens into vast concrete excrescences where they exist within the bonds of council regulations, which tend to make vandalism the only feasible form of self-expression available. Where is the community spirit and self-respect which at one time compelled people to take pride in not only the appearance of their own homes, but urged them, as a community, to ensure that their neighbours did likewise? The answer is that it has been legislated out of existence and replaced by a common urge to beat, abuse and cheat authority wherever possible. People do not take kindly to being robbed of their lives, even if they are guaranteed a form of existence in return.

This may not sound like a letter to a motoring magazine, but the preceding arguments are all too relevant. How can a motorist be expected to act responsibly and considerately if legislation attempts to deny him the freedom of choice which alone could foster a natural responsibility towards and respect for his fellow human-beings (and himself)?

Compulsion is very effective with sheep and cattle. Perhaps I am in error, but I have always thought that we possessed, at least potentially, more intelligence than those destined to become Sunday joints. Unfortunately, the attitude of our law-makers seems to prove that they think otherwise. Faced with overwhelming evidence that an excess of petty kindergarten legislation leads to a dissipation of the respect that the Law and its enforcers once commanded, they propose further legislation, this time ordering us to remain, at all times, tethered to our car seats for our own safety's sake, rather similar to the way a dog-owner tethers his pet to railings on a busy street. Should the dog slip its collar as likely as not it will be stingingly rebuked. Likewise our unbelted motorist, courtesy of the magistrates' court, will be heavily penalised, for, as in the case of the dog, "his own protection". It must therefore be concluded that our esteemed overlords believe that what is good for their miniature poodle is good for their motoring population.

As long as the motorist is treated as a sub-human species he will behave like one. It is a matter of record that human children, raised by wild animals, behave like wild animals. The kudos in today's society tend to go to the driver who broke the law and "got away with it" for that is the only way a motorist has an opportunity of using any ingenuity at all in today's restricted atmosphere. Adults treated like children behave like children. On present indications in twenty years' time we shall have no choice but to drive like children, strapped and cushioned in crash-proof, pollution-proof, fool-proof (since only fools will bother) vehicles, limited to 20 m.p.h. in the interests of economy (for engines will be limited to 1,000 c.c. and the armour-plating alone will weigh two tons), bumping the stuffing out of each other on the vast dodgem-track of motorways and trunk-roads networking the British countryside (the cities will be firmly cut-of-bounds), and dying prematurely from total ossification of our brains and central nervous systems.

We might just avert this appalling destiny if our rulers accept this humble advice. Namely, to REDUCE the amount of motoring legislation in stages, so, as the motorist learns to accept a little responsibility he is allowed to cultivate his new-found attribute until ALL motoring law can be made merely advisable. The burden of safety will then be back where it belongs, on the shoulders of the individual motorist and, more important, the motoring community as a whole affording each the responsibility which, to my mind at least, is synonymous with real Civilisation, for the only indictable offence would be "Driving in an uncivilised manner" and all prosecutions initiated by citizens themselves under Government subsidy, thus freeing the Police to attend to the other matters for which, they claim, they are so short-staffed.

Many will possibly assume that I am utterly insane, a matter on which I am unqualified to comment. I do believe that a person's life is his own and his conduct his own responsibility. The consequences and penalties of irresponsible and anti-social behaviour should not be cushioned or concealed, but universally recognised and allowed to take full toll. Only in this way can we, as a race of people, be stimulated into becoming truly civilised and only then by expunging the pettiness of present-day legislation which is an insult to the intelligence of every human-being who has to sweat in frustration under its stultifying load.

I will (at long last) close with a passing thought, prompted by D.S.J.'s article. "When civilisation progresses ever further and legislation forbids anyone to risk their life at anything, more of life will be at risk than ever before".

Birmingham STEVE HAMILTON

Petrol Economy

Sir,

I have followed your recent correspondence and enter my wife's Honda 600Z as a contender in the written contest. According to road test in *Motor* of August 5th, 1972 the mean top speed is 73 m.p.h. (best 78) and the fuel consumption figures are:

At a steady speed of	30 m.p.h.	..	136 m.p.g.
" " " "	40 "	..	96 "
" " " "	50 "	..	65 "
" " " "	60 "	..	45 "
" " " "	70 "	..	35 "
Overall		..	45.4 "
Touring		..	58.5 "

Subsequent experience has shown that these figures are not misleading, as the following illustration will show.

On Saturday June 29th this year I drove from Macclesfield to Bath partly on the M6 but mostly on busy main roads, and later that day returned to Macclesfield mostly on the M4, M5 and M6. The following table contains the relevant statistics of the journey. The mileage figures are corrected for an optimistic mileometer.

	Out	Return	Overall
Miles of journey	179	171	350
Time excluding halts	4 h.	3 h. 35 m.	7 h. 35 m.
Average m.p.h.	44.8	47.8	46.1
Miles between fillings	195	168	363
Gallons to brim	3.5	2.95	6.45
Average m.p.g.	55.7	57.0	56.3

Can the Fiat 126 match these figures? Whether or not it can, from my experience of the Fiat 500 I doubt whether I could have survived in it either part of the journey let alone the round trip without a splitting headache and cramped limbs.

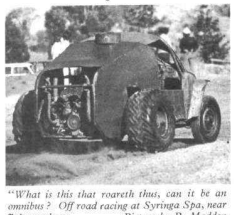
I tried the 500 before buying the Honda, but found it to be cramped, uncomfortable, noisy and generally unbearable for more than about 10 miles at a time. By contrast the Honda 600Z is extremely comfortable for 2 adults and two or three small children, its driving position and location of controls are as near perfect as possible, it is quiet by modern standards, it handles nicely now it is on Michelin ZXs and up to date (25,000 miles) it is utterly reliable.

The Honda 600Z has two faults, first the usual poor heating arrangements found with air cooled engines and secondly that it is no longer imported into this country.

On another subject I was delighted to see from the picture on page 814 that you have seen the light and have rescued a Lanchester LD 10.

Macclesfield. R. W. RAMAGE

Tailpiece



"What is this that roareth thus, can it be an omnibus? Off road racing at Syringa Spa, near Johannesburg. Picture by R. Madden

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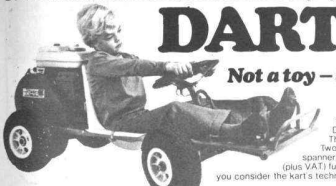

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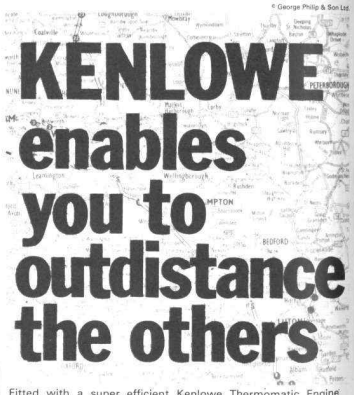

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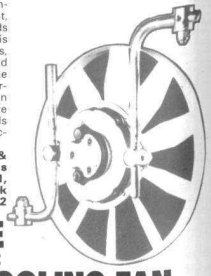

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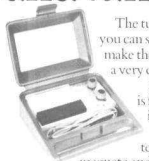

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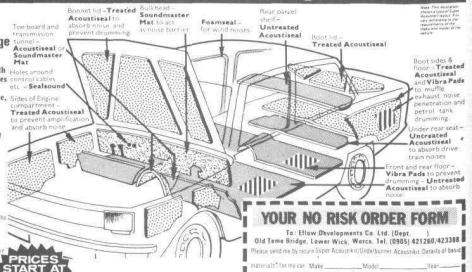

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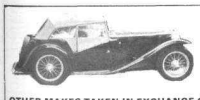

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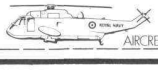

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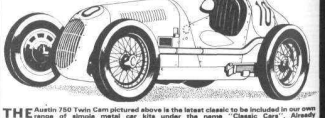

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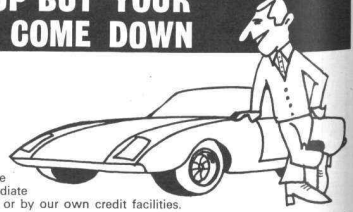

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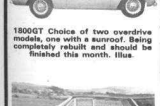

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BENTLEY CONTINENTAL S111 by H. J. Mulliner. Park Ward. Finished in Regal Rudtran interior. New gearbox. Top engine, suspension and steering overhaul completed this year at cost in excess of £1,000. Sensible offers please to: 061-704-5205, (061-483-6256 (office hours). (50142

FIAT 124 COUPE November 1971. Yellow, 24,000 miles. Radio. Immaculate condition. £990. Birmingham 351-1877 evenings. (50143

BMW 30 CSL, Lightweight Sports Coupe. Electric windows. Fjord metallic, silver blue. Unmarked, only 17,000 miles. BMW maintained. Managing director's car. Cost new £9,000. Special order. Would accept offer nearest £4,850. Possible HP. Tel: 0276-61 (Camberley wanted). Tel: Brighton 556388 (50146

JAGUAR 3½ 1947 Saloon in nice original condition. Reconditioned engine, new exhausts, MoT. £750. Herne Bay 61231. (50149

FORD 8 Fourdoor 1934. Virtually one owner from new. 45,000 miles, immaculate original cloth, upholstery. £450. Herne Bay 61231. (50149

MARK FIVE JAGUARS. Two 3½-litre saloons. Complete. Easy restorations. £180 o.n.o. Rugby 75821. (50144

1968 MG-C GT. Automatic. White. 15,000 miles. Only one lady driver. £900 o.n.o. Phone: Kirkintilloch 33110. (50150

1937 WOLSELEY 14/56. Immaculate. Trade Rover 14 HP sports saloon. Offers. Tel: Ennis, 725929, 10 Windsor Rd., St. Annes. (50151

1933 1½-LITRE BMW Saloon dismantled. Offers around £300 considered. Write: Secretary, 51 Thorpe Road, Peterborough or telephone Stamford 2212 after Sept. 15th. (50153

1973 TRIUMPH MAYFLOWER. 50,000 miles. Unused for 4 years. Good running order. Offers. 023-779 3541. (50154

MG MIDGET 1973. Damask red. Radio, tonneau, extras. £850 o.n.o. Citroen D Special, 1974, dark blue, radio/stereo, power steering, HRW, cloth upholstery, £1,650 o.n.o. Sedgley (09073) 6160. (50155

640 M.P.H. IN 71 SECS. can't be bad for an automatic! 1973 (L). Open Commodore GS 2.8 coupe. Supremely comfortable, totally prepared in Germany. Finish of new car. Very well valeted. Extras too numerous to mention. Genuine 9,700 miles. One owner. £2,950 or near offer. Cost today approx. £5,000. Phone 01-363 2543.

XK140 JAGUAR. Registration number PBM 2. Perfect for restoration. Must be towed. £275. Lotham Angus 383. (50218

ELVA COURIER 1963. Very fast. Fantastic roadholding on XAS tyres. Only enthusiasts need apply. £100 o.n.o. 01-402 6449 (Hamblay). (50219

BENTLEY MARK VI 1951. Very good condition. Black. £1,425. 01-883 5512. (50233

LANCIA FULVIA 1.3 Rallye "S" April 1969. Immaculate condition. White with black trim. 29,000 miles. Radio, HRW, etc. £850 o.n.o. Tel: (13-340) (0494). (19311

1956 HEALEY 100-4 BN1. Needs restoring, any reasonable offer. Sheppard, 231 The Heath, Fakenham, Norfolk. (50536

1950 FORD V8 PILOT. Immaculate condition, 68,000 miles, garaged at St. Annes. £450 or part exchange. Interesting car. Tel: (01-969 4263 evenings and weekends. (50243

4.2 XJ6 AUTO. Drivetrain car. Immaculate paint, new tyres. HP possible. £1,400. Topsham 4749. (50542

FOR SALE—continued

1937 RILEY Open Sports, two-seater. Aluminium body, eleven months MoT, taxed, engine rebuilt, 40 m.p.g. Excellent condition, 100% reliable motoring. £700 o.v.n.o. Phone: evenings 0234 58948 Bedford. (50625

TVR VIXEN 1970. 1600. Excellent condition. Taxed May 1975. £400 o.n.o. Warrington 64107 after 6 p.m. (19334

TRIUMPH VITESSE Convertible. 1965. Very good condition. New gearbox and tyres, wire wheels. £240. Phone: Gillingham (Dorset) 2074 evenings. (50576

LOTUS ELAN +2 1968. Signal red. Very clean car. £800 o.n.o. For further details, phone 051 526 0363. (50578

CORTINA GT 1970. Lotus colours, black interior. Very good condition, radio, new struts and steering, Q1 headlamps, wide wheels. £595 o.n.o. Tel: 061-881 4576. (50579

COOPER "S" 1972. Believed to be the last produced. 12,000 miles since new (3,000 miles since complete engine rebuild by Downmillers, including reconditioned head, twin carburettors, balanced crankshaft, flywheel and con rods, close-ratio gearbox, limited slip differential. Blue Webasto roof on yellow body with tinted windows and wood and picket wheel arches. Reclining seats, full instrumentation, spot/fog lights, alloy wheels, low profile tyres, HRW. Ferrari Dino performance, immaculate. Offers around £1,500. Tel: 01-352 8654. (19371

1965 330 GT FERRARI. Black, sun roof, Bi-track stereo, new MoT. Runs very nicely, excellent condition. £1,000. 1960 Alfa Romeo 2000 2-seater drop-head. Recent £400 engine rebuild, good tyres, MoT, rare car. £350. P/ex. Interesting car or vintage spares. Tel: Woodcote 216. (50622

ALFA GIULIA SS. Believed one of only 14 r/h drive versions made. Alfa red, 1600 c.c. 5-speed box. 39,000 miles on the clock. Excellent condition, spares easy to obtain. Investment at £650 o.n.o. Write: 3 Cowdale, Nr. Buxton, Derbyshire. (50620

MG TC 1946. Rebuilt from the chassis. Dark blue. £950. Tel: Northampton 888222. (50619

DAIMLER DE27 1951. Needs restoration. Stored Buckinghamshire. All offers considered. Dorrington 334. (50618

JENSEN 541R, running order. Requires enthusiastic attention, hence £300. Tel: 01-836 3511 ext. 36, office hours. (50615

GINETTA G13 1972. Tangerine, sunroof, a/fan, roll-bar, SP Sports, 21,000, QH lights, 11 months tax. Well maintained. £875. Romley 2492. (50616

PORSCHE 356SC 1965. Dolphin grey, red interior, 56,000 rm. Bougunyt, vhf/mf radio, chrome wheels, collector's investment. £975. Haywards Heath 50960. (50614

FOR SALE—continued

1969 ALFA 1750 BERLINA. Must go owing to arrival of new car. Best offer secures. Tel day (08844) 688. Evg/w-end: Wellington, Som. 3318. (50444

ROLLS-ROYCE Silver Wraith. Black limousine by H. J. Mulliner. Excellent condition, 1955. See page 265 "Rolls-Royce Motor Car". Photo available. £5,500. Bournemouth 26598 (evenings 61325). (50373

AUSTIN SEVEN 1935. Ruby. MoT, taxed, regularly. Offers: High Wycombe 31621. (50375

MG-C GT 1968. Mineral blue, wires, radio. New exhaust. SP Sports. Brakes, front discs and MoT. Maintained regardless of cost. Completely rust free. Spare car. Low mileage. £445. Brighton 37645. (50377

AUSTIN HEALEY 3000 Mk. III 1966. Exceptional example. Believed 50,000 miles. £1,150 o.v.n.o. P/ex considered. Nunseaton 32107 day time. (50376

MARCOS 1969 FORD V6 engine, red, all usual extras. Excellent example. £1,050. Tel Leeds 787834 day, Leeds 623585 evenings. (50372

4.2 XJ6 AUTOMATIC 1969. Regency red. Completely resprayed, new tyres, coachwork. Director's car. £1,400. HP possible. Topsham 4749. (50374

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1929. IMMACULATE Crouch winning Austin 12/4 Burnham Saloon. Must be the finest example of this model around. You don't need a Rolls or a Bentley to win concours supremacy beats them all. Offers around £2,000. Would P/exchange. Phone: Blackburn 65078. (50535

RILEY 1½-LITRE, 1954. Good condition. Colour: grey. MoT. Offers over £250. Tel: Letchworth 3789. (50530

BENTLEY 3-LITRE two-seater. Some work to complete, along with many useful spares. Grant, 10 Hazelrigg Avenue, Dumfries. (50532

1972 MG-B ROADSTER. Blaze. o/drive. Rostyles, radio. 24,500 miles. Director's 2nd car. £925 o.n.o. Tel: Naas Lake 3387, 9 a.m.—6 p.m., Leigh 209231 after 6 p.m. (50379

LOTUS ELAN 2+2. Dec. '68. Metallic black. Tinted glass all round. HRW. Kenlow. Radio, taxed July 75. MoT Jan. '75. £920 o.n.o. Turner, Winchester 880608 (evenings), 4411 extn. 340 (office). (50531

VW KARMANN GHIA coupe. 1600 c.c. 1967. Taxed, MoT till April 1975. ZX tyres, reel seat belts, vinyl roof. Good condition. £400. 6 Dover Close, Huntingdon, Cambs. PE18 7HX. (50556

1929 BENTLEY 4½-litre. New Vanden Plas replica body, with all weather equipment, by Tony Robinson. Excellent condition throughout. £15,000. Telephone: Northampton 898239 after 6 p.m. (19313

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1970 Lotus 7 1600 GT, finished in Purple **£995**
1972 Lotus Europa Twin Cam, finished in red **£1,695**
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1928 MORRIS OXFORD (Flat nose). Doctor's coupe—rifflerry wheels, 1975. Scott, Latrigg, Windermere, Tel. 2057. (50580)

TRIUMPH RENOWN 2088CC 1954. Good condition. SAE for further information. Jones, 18 The Grove, Burnham-on-Sea, Somerset. (50302)

DAIMLER DART. Truly showpiece condition. Summer use only. New wide Cims, tonneau, etc. 1975 o.n.o., or exchange saloon, Valiey, Consul, Merc., etc. (Tel. 051-339 4871). (50584)

PEERLESS 2-LTR GT 3+2 1960. Reliable mechanics covered by an immaculate red body finished with hornme wire wheels. Serious offers can be considered for £700. Bonhams, Montpelier Street, Knightsbridge, Brd. Watford 44104 after 6 p.m. (50563)

DINO SPIDER, front engined Fiat, matched versions, two owners, low mileage, £1,750. Gables, Brightwalton, Berkshire, Chaddleworth 405. (50624)

MG-B ROADSTER, 1972 model, immaculate condition as 16,000 miles. Many extras. Careful lady owner. Must sell, 1965 o.n.o. Clark, phone Kirkguinzeon 248, Dumfries, Scotland. (50671)

TR6 1969. Superb condition. Hardtop, tops, tonneau cover. Wire wheels, new tyres, taxed. MoT May 75. Greenleaf interior. Telephone: Stamford (0780) 3030 day, 51282 (evenings and weekends). (50443)

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1938 FORD 8 original. One owner, as delivered in very fair condition. Needs big end overhaul. Commander Cox, Bishops Stortford 812253. (19264

MG-B GT 1970. Overdrive, wires. Fabulous condition. Flame red. New tyres. £895. Pitsway 011. (50538

EGY 11 JAGUAR XJ6 4.2. Automatic, MoT, Regent red/beige hide interior, elec. sunroof, aerial, rear seat belts, radio, coach lines, 8-track stereo/Radiomobile. Superb car in excellent condition. £1,975. Mr. Sell. Tel: 01-803 4032. (50534

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1938 TRIUMPH Dolomite 2-L Saloon original interior. Long MoT. Good tyres, etc. £700. Phone: Littlebourne 79733. (50429

PORSCHE 356A. Red coupe. 8 engine. Oil Cibis lighting, taxed, 12 months MoT, cassette. Nearest £350. Tel: Clopredy 519 029 575 514 Oxon. (50446

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1934 ASTON MARTIN 1½-litre Mark II. 6A200. Tell up to 6 o.m. 061-483 1374 after 6 p.m. and weekends Wimslow 22343. (50442

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MARK VI BENTLEY in distinctive colours offered for sale with full year's MoT. New brakes, good tyres, near complete tool kit, handbook. This well-maintained car is for sale at £1,150 o.n.o. Enquiries after October 7th, phone Daventry 5226. (50664

TRIUMPH MAYFLOWER 1953 Blue. Perfect mechanics and bodywork. MoT Feb. 75. Taxed. Genuine 48,000 miles. Completely re-built engine. New rear axle. A delightful car. Best offer around £600. Phone 0297 1466 (Southampton). (50661

MG-A GT 1974. 4,000 miles, reluctant sale. Extras, overdrive. Nearest £1,795. Finance available. Swansea 57144/Gordleton 2431 (evenings). (50818

LOTUS +2S 130 '71 Black, chrome wheels, electric windows, aerial, sunroof, stereo radio, HRW, spots, etc. 35,000, superb. £1,550. Southend 49706. (50664

REBUILT DAIMLER Century 1956. Needs running in. Full MoT. £350 o.n.o. Tel: 01-476 2283 evenings. Canvey 63671 weekends. (50510

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PORSCHE 912 1967. E reg. Bohama yellow, black interior. MoT. New clutch, engine just overhauled. Very good condition, etc. £905. Reading 0734 883299. (50678

PLYMOUTH FURY III 1968 RHD Automatic 6.3 (383) engine, power steering, HRW. Just serviced, MoT and taxed. This car is absolutely immaculate. £700. 01-540 9109. (50808

1929 AUSTIN 12 WINDSOR Saloon, partially restored. New tyres, excellent spares, new for sale due to ill-health. Must be seen. Offers invited. 74b Fishponds Road, Bristol. Tel. 653394, 1.30 p.m.—2 p.m. or after 7 p.m. (50663

MG-B LATE 1968. Overdrive, wireheels, radio, spots, seat belts, sports s/w, good condition. £800. Redditch 65207. (50801

MORGAN 4/4 2-seater. May 1972. Regal ivory, black leather, bucket seats, wire wheels, louvered, luggage rack, roll over bar, tonneau. One lady owner. 19,000 miles. £1,330. Tel: Stamford 752239. (50803

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1923 RACING AUSTIN SEVEN. Black and white technical drawing, wallpinta, 103, Peter Todd, days Whitley Bridge P&P D. Smallwood, 160 Commeadow Lane, Wakefield. (50667

LOTUS ELAN SPRINT DHC. Yellow/white. Dec. 72. 24,000 miles. £1,525. Tel. Maidenhead 27031. (50825

FERRARI 365 GT Reg. "J". LHD. Good, but not quite immaculate inside. Offers around £3,000. Details: Ring Aldridge 51938 (Staffs). (50824

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AUSTIN HEALEY 3000 Mk. III, 1965, Indigo blue/white, 6 in. wire wheels, Filtrad hinged windows, boot rack, radio, very good condition. £800. Danbury 3000 office Basildon 403025. (50681

1948 ROVER 75, 6 Light Saloon, MoT. Good condition. Offers. Tel: Alton, Hants 62549. (50682

MERCEDES-BENZ 280SL late 1969 Auto. Red with black hard and soft tops, power steering, radio, etc, new tyres, £2,995. Phone: March 3331, anytime. (50683

E-TYPE JAGUAR 4.2. White with new black hood, new exhaust, new tyres, genuine 36,000 miles, "G" reg. £1,100. HP/part exchange. Wadhurst (Sussex) 2028. (50675

LOTUS ELAN SPRINT, "K" reg. DHC. Red/white, low mileage, tonneau, radio, excellent condition. £1,195. Hartley, Wintney 2364. (50676

TR5 PI 1968. Coupe with surrey, overdrive, tyres, taxed June 75. New rear wings, carefully maintained and in exceptional condition, £975. Tel: Leighton Buzzard 56000 after 5th October. (50852

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JENSEN HEALEY Mk. 2 "M" Reg. Nov. 1973. Malaga blue, tan interior, 12,000 miles. Regularly serviced and in perfect and unmarked condition. Sale reluctantly forced by house purchase, hence give-away at only £1,450, saving £800 on current list price. Phone: Whitley-Bay (Northumberland) 28723 (night).

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LAMBORGHINI Espada, 1969. Finished in Champagne with black leather interior, electric windows, tinted glass, heated rear window, etc., etc., etc. **£3,995**

BMW 3.0 CSL, 1973. Finished in Fjord blue with black interior, electric windows, tinted glass, heated rear window, Blaupunkt radio and B-track **£3,995**

MERCEDES 220SE BC, 1965. Finished in Havana brown with tan trim, this prestige 2-door coupe is fitted with power steering and a radio **£995**

LOTUS Europa S2, 1971. Finished in gold leaf colours, this car has had only two owners since new, and covered only 28,000 miles, fitted with electric windows and a radio **£1,095**

JAGUAR 'E'-Type dropehead, 1970. Finished in white and fitted with chrome wire wheels radio and a Bermuda hard top **£1,595**

JAGUAR 'E'-Type +2, 1968. Finished in Carmen red. This 2-owner car is fitted with a 3-blade sunshine roof, automatic transmission, chrome wire wheels and a radio **£1,295**

FOR SALE—continued

ROLLS-ROYCE 1925 Phantom I replica Barker Tourer, as new. Engine completely rebuilt. Taxed and tested. £9,950. o.n.o. Box No. 4503. (51052

ALFA ROMEO SPIDER 2600 1964. Only 2,000 miles after £700 engine overhaul, new hood, radio, good condition except underneath. Around £2000 Box No. 4506. (50496

DAIMLER CONQUEST Mk. 2 1957 Automatic (rare), good mechanics and maroon coachwork. Year's MoT. Daimler addicts only. Less of the coachbuilt £255. Orpington 27935. (50943

LOTUS ELAN SPRINT 1972. Yellow/white DHC, superb condition, serviced regularly by Lotus dealer. One owner. Tel: Whitlocker, Bradford (0274) 23136. Bingley (Yorkshire) 3176. (50994

LANCIA ZAGATO Fulvia Sport "S". Mileage 19,000. L registered, radio, five-speed gearbox. Orange pink/black interior. Good tyres. Immaculate throughout. Bargain £1,350. Phone Wootton Bassett (09793) 3320. (50995

LOTUS SEVEN Series III. F reg. 1300 c.c. Ford engine, new pistons, heater, roll-over bar. Very attractive car in bright yellow and polished aluminium. £675. Telephone Hoar Cross 225. (Burton-on-Trent). (50947

HONDA Z COUPE, 50 m.p.g., 80 m.p.h. only 6 months old, virtually as new, must be seen as only £750. Grabham 01-788 0298. (50998

MAZDA RX3 COUPE 1973. £700 ono offers. 18,500 miles only, extras, safe and fine car. 01-385 7188 or Winchester 2218 (Hampshire). (50999

LOLA T70/111b. Full house Trico P5000 engine, not used since rebuild. Lightweight body. Some spares. Registered for road and MoT. Offers for this exciting car to: Haywards Heath 51949. (51000

1950 MG TD. The bodywork of this car has been completely restored to better than original condition. Complete rechrome carried out. Undersealed. Retrimmed recently. The engine has done 22,000 miles since with many new parts, runs like a proper car. The colour is red with cream grille bits & wheels. Perfect hood, new s/screens, tyres. This first 1,500 produced. Must be one of the finest examples in country. **MG ZA MAGNETTE,** 1956. Mechanically sound, body fair. MoT required, hence £50 (bargain loss). Hutton, Long Mayford (Suffolk). 463. (51003

SUNBEAM ALPINE GT 1968. White, excellent condition, low mileage radio, £475. Tel: Lymington (05907) 3433. (51067

FOR SALE—continued

MG NB MAGNETTE 6 cyl., 4-seat tourer. Complete and together and almost 100% original. Needs respraying and new wiring. All original N/B instruments, bucket seats, and mechanics. Spares. A very rare MG. £865. 01-840 2356. (51014

EXCALIBUR MERCEDES replica SSK. Rare car, beautiful. Essex, 3-3-litre. Tel: 01-500 0.n.o. for quick sale, Plymouth (0752) 51016

LOTUS ELAN S2 1966. Hard and soft tops, by Long MoT. Sprint diff., completely resprayed in metallic olive green. Good condition. £470 o.n.o. Wilmslow 527760 after 6 p.m. (51017

ASTON DB6, 1968. Auto. P.a.s. Sundym windows, chrome wheels, excellent condition. £1,750 Hornchurch (Essex) 55846. (51018

CLAN CRUSADER 1972. 8,000 miles, sun roof, radio other extras. £895. 38 Fields Road, Wootton, Bedford. (51019

1960 XK150 FHC. Engine, brakes and steering overhauled, chrome 15 in. wires, new radio, much time and money spent. Garaged and unused last 6 years. Requires wooma bodywork and trimming to complete. £600. 1967 MG-B Roadster. White, taxed, MoT, recent complete engine overhaul. Good condition. £350. Will exchange both cars for E-type or may sell separately. A. Fisher-Jones, Connans Quay 3228 (Fife). (51020

LANCIA FULVIA 1216 c.c. coupe 1966. White, black interior, 52,000 miles, £400 o.n.o. Bristol 685455 evenings. (51022

BENTLEY MARK VI standard steel 1949. First registered in UK 1952. Excellent condition. Black. Reluctant sale. £850. Major Ernest, "Lindholme", Brooklands Road, Eccleston, St Helens. Tel: home, St. Helens 25797; office 051-489 8331. (51023

1967 S3/SE/FHC Lotus Elan, metallic green, good condition, recent new mains/big ends, clutch, etc. £630. Gloucester 29903. (51024

MG TF (1250 c.c.) 1954. Black. Good condition, low mileage, reg. No. TWA 17. £1,1000. Phone: Wombourne 2325 (Staffs). (51025

XK150 DHC. Almost £2,000 spent. Restoration virtually completed. Who would like to be the proud owner of this superb example. Offers to Hoddesdon 69492.

NEW LAMPS FOR OLD? 1938 Lagonda V12. Rare short chassis sports saloon, repainted, rebuilt engine, new carpets, etc. Fine condition (100 m.p.h.), ex titled owner, 48,00 miles from new. Stored many years. Offers or possibly part exchange modern sports: Dino, Maser, Cobra, WHY. Tanglewood Lodge, Common Rd., Stanmore, Middx. Tel: 01-950 1019. (51026

FOR SALE—continued

TRIUMPH GT6 1967. Good condition, radio, taxed, MoT is June 1973. £325. P. Wood, 274 High Rd., North Weald, Nr. Epping, Essex. Tel: N/W 2535. (51027

FORD 8 1936. Body and mechanics very good. Refitted 34,000 miles since new. Steering renewed, well shod. Spare set of wires and tyres. Bargain £1,250. Tel: Bodenham 255 (Hereford). (51028

ASTON MARTIN DB5. 21,000 miles only, 6-cyl. Vantage, manual, tinted windows, Webasto, CVW & p.a.s. Finish/d Burgundy with natural leather. £2,750 or nearest. Phone: 0632 835302 or 27539 (office). (51029

JAGUAR 4.2 E-TYPE Convertible, 1965 to 1969. Must be genuine low mileage car in exceptional original condition. Reasonable cost. Good price paid. Newens 01-940 2252 day, 01-940 1323 evenings (Surrey). (51030

TRANSAM. Immaculate in white and blue. Under 14,000 miles since new. Fastidiously maintained. Built late 1972 and registered 1973, it has been used only for local driving by an executive who only during recent months has undertaken a longer journey. It has radio stereo, refrigerated air conditioning, spoilers, etc., and has exceptional performance and road-holding qualities. Unquestionably one of he foremost sports saloons available (Photo-copy of car and driver official road test and glowing report, also photograph, on request). £2,750. St. Austell, 61575 day, 4774 evenings (51034

1950 CORGI Mk. II. Rebuilt, re-finished and in excellent condition. Eligible VMCC. Consider exchange for lastta or similar, or sell £75. Ring Chesham 73394. (51006

PORSCHE 911T, 1970 model, blue, allloys, b/s radio, excellent condition, £1,700 ono. Midhurst 2.... (51007

MG-B ROADSTER 3¼-litre Mk. 4. Sept. 1967. Bodywork in o.g.c. Engine reconditioned 5,000 miles ago, all chrome good, £595. Phone Salisbury 5100. (51008

1972 LANCIA HF Rally Lusso. Maroon, sunroof, 29,000 miles, 1 owner, £1,500 o.n.o. Phone Salisbury 5100. (51008

1939 AUSTIN TEN. One fastidious owner, 46,000 miles. Utterly original. Full history, bills, etc. Engine removed and rebuilt. Ready to re-assemble. First £150. Kings, Langley 65338. (51009

XK120 ROADSTER 1952. Very sound and original, runs well. All weather equipment. £750 o.n.o. Birmingham 021-745 3576. (51010

LANCIA FLAVIA COUPE 1963. 1500 c.c. White with midnight blue cloth upholstery. Immaculate condition—believe less than 32,000 from new. Offers around £600. Chalfont St. Giles 3007. (51011

FOR SALE—continued

K REGISTERED GINETTA G12 small Dino, only 20 made, 1600 Cortina engine, 7 in. Minilite wheels, colour red, ideal modsport car. £750 o.n.o. Phone Wigan 38888. (51013

MG PB 1936. Genuine sound and original car. Engine and mechanics excellent. Body needs some work. Runs well. £750. Tel: 01-460 2356. (51014

FRAZER NASH 1925 Anzani. Excellent condition. Offers over £5,000 in writing to Tyfeiliwr Cwmynydd, Llansadwrn, Llanfair Dyffryn Clwyd. (51057

MG TC 1946. Restoration incomplete. Engine rebuilt and running. Bodywork sound. £350 or offers. Alsager 5136 (Cheshire). (51058

SUNBEAM 20.9 Tourer 1930. Extensively rebuilt. MoT. (Pre) VSCC speed events. Realistically priced, £3,475. Stourbridge 73174. (51059

AUSTIN 7 2-seater tourer. Completely original. Unrestored. Still with original rubber mats, upholstery, engine, etc. Nearest offer to £700. Stourbridge 73174. (51060

AUSTIN 20 1925 limousine. Complete car. Has stood since 1944. Very ready for restoration. £650. 1922 Rolls "20" tourer. N/FWB centre change, 90% restored. Accept £6,750. Telephone Shalford Green (Essex) 618. (51061

MORGAN +8. July 1970. Orange, black interior, 30,000 miles. Rebuilt front suspension, 8-track stereo. You will be surprised at the condition of this car. Immaculate looking (in fact better than that). Contact Bob Harper, Scarborough 65678.

ALPINE SPORTS 1967. White with red interior, hard and soft tops, many new parts, taxed and tested. £390. Assage, Bodmin. (51068

1965 SUNBEAM TIGER. Arctic white, good condition. £650 o.n.o. Phone for details Plymouth 23466. (51062

ROLLS-ROYCE CHASSIS, very early. 20 h.p. Reg 1923. Completely dismantled, 80% complete. £575—replica Barker open four-seater body also available if required. Halifax 31475. (51064

BENTLEY DROPHEAD coupe 1953 R-type. Park Ward aluminium body, power hood, fmoliclass condition. Halifax 31475.

AUSTIN 7 nippy "B5" completely dismantled, needs assembly. £250. Austin 7 1931 "box" saloon, short chassis, really excellent condition. Retrimmed, engine recbuilt. £550. Stourbridge 73174. (51063

GILBERN INVADER 1972 V6 3-litre engine, overdrive, maroon and silver paintwork, good condition. Phone Newton Regis 396 after 7 p.m. (51065

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Bentley 'R'-Type. Two-tone dark blue and grey. This car has been in my family for two years and has had one previous owner. The condition is superb throughout and fully commensurate with its history. Surely not expensive at £1,850 o.n.o. P.S. Serviced by Rolls throughout.

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Mercedes Benz 190SL (1963). Very nice condition. 2 owners from new. **£750.**

Buick Straight Eight 1939 rhd. Excellent condition. A rare and wonderful machine, big, black and Caponish. **£795.**

1936 Ford 10 'Barrel Type'. Beautifully restored. Very pretty and reasonable at **£495.**

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MG-A 1600, 1960, coupe. Superb, completely rebuilt, **£400.**

DAIMLER V8 250, 1965. White, MoT., radio. Immaculate 24,000 miles only. **£450.**

DAIMLER SP250, 1964. Completely rebuilt as new. *Concours* condition. Maroon. Jaguar gearbox, o/d. Taxed, MoT. **£1,000.**

RAMBLER 880, 1964. Superb condition. V8 3.5-litre, radio, stereo. Taxed, MoT. **£300.**

CONQUEST, 1958. Superb condition having been rebuilt to *concours* condition. Taxed, MoT. **£1,000.**

JAGUAR Mk. 3 3.8 Auto. Every extra. Taxed, MoT. Superb condition. **£600.**

DAIMLER SP250, 1961. Tatty, but original and runner. **£350.**

FOR SALE—continued

1926 ROLLS-ROYCE doctor's coupe. Fixed head with dickey. 20 h.p. model, fully restored, maroon with black wings, Bedford cord interior. £3,200. Erskine, 4 Woodlawn, Kingston Vale, London SW15. Tel: 01-546 2027. (51031)

1933 ROLLS-ROYCE estate car. Wooden body in exceptional original condition. Mechanically superb. Wings slightly tatty. £1,950. Erskine, 4 Woodlawn, Kingston, Vale, London SW15. Tel: 01-546 2027. (51031)

LEA FRANCIS 1930, 4-seat tourer. Body non-original, but in character. Meadows engine in good order. MoT. £600 o.n.o. Tel: 0242 584 (51032)

LEA FRANCIS 1949, 14/70 Saloon. Good mechanical sound body, year's MoT. £350 o.n.o. Pangbourne 2960. (51032)

DAIMLER SP250, 1964. Silver, red interior. Few coats match its exceptionally good condition. Two owners, service records. Only 62,000 since new. Periodically been laid up. Recent MoT, overhaul, new front discs, piping, undersprayed as 1925. Twinsec 4327. (51034)

1933 AUSTIN 16 h.p. Berkley Saloon. A smart looking car. Collector's piece. £1,000. Apply: Avon, Gouswaing Hotel, Telephone 270 Christchurch. (51034)

ALFA ROMEO 1750 GTV April 1971. White/black interior, radio, HRW, superb condition. Serviced by Alfa (UK) at Edgeware. Must be seen. Reluctantly sale by Alfa enthusiast. £1,250 o.n.o. Tel: Orpington 20896. (51037)

SILVIS 1960 TD21. Brilliant white 2-door Saloon. Almost concours condition. Engine rebuilt, respanelled, re-chromed, front seat re-upholstered, new carpets, tyres, etc. Beautiful condition, taxed and MoT. £750. Telephone day Rickmansworth 78236, evening Rickmansworth 77821. (51036)

STINGRAY FH COUPE 1966. Wolfrace wheels, new Goodrich tyres. Dark blue. Radio. £1,675. HP/part exchange. Tel: 01-337 7337. (51039)

PORSCHE 912 1968 G. Recorded mileage 28,000. Opalescent blue. Radio. Exception-ally nice example. £1,375. HP/PX. Tel: 01-337 7137. (51039)

TVR TUSCAN V6, 1970. 52,000 miles, professionally maintained, full history available, overdrive, special tanks, limited slip diff., wide section rims, SP tyres, stereo, used as second car. £1,050 o.n.o. Tel: Ewhurst 3 (51041)

UNASHAMED LUXURY—Wolseley 6/110 1967 Automatic. Meticulously maintained by engineer owner. Beautifully original performance. Average annual mileage same new under 10,000; all service records inclusive. Two-tone green coachwork. Radio-mobile push-button radio. Luxurious leather and walnut interior, carpeted throughout. No corrosion (inspect underside in my workshop). Full MoT, fairly new tyres. £290 o.n.o. Write (all letters answered)—Dai Lloyd, 69 Penlanfach, Penllergaer, Llanelli, South Wales. (51044)

LANCIA FLAMINIA 1966. Superb condition, appreciating. Taxed and tested. £550 o.n.o. Ding 17 Bryer Bridge Rd., Castle on Tyne. Tel: 27102. (51040)

BSA 10 H.P. DELUX SALOON 1934. J.M. 1381. Rare model. Suitable for restoration. For details ring Rothbury 2130. (51044)

SUNBEAM (TALBOT) Supreme Mk. "S". Very good condition. MoT, taxed 1975. Only few of the Mk. "S" originally made. £275 o.n.o. Tel: 397 2683 (evenings). (51047)

NOVA GT 1600 MARCH 73 (ex. regd.). Electric blue, balanced, tuned engine, stereo, tinted windows, many other extras. Stylish, fast, yet economical. Offers as pres. Morgan. Tel: 043-790 5628. (51043)

HEALEY 3000. Rare 1962 Mk. II BN7, triple carb. centre gear change, o/d w/a. Low mileage and no rust. Needs some tidying, hence £425 o.n.o. or part exchange cheaper car. Tel: 01-464 3279 (Bromley). (51048)

RILEY 1½-LITRE R.M.E. 1953. Excellent condition. Full history, many spares. R.M. club member. MoT. £345. Tel: Coalville (Leicestershire) 36211 (Leicestershire). (51050)

MG-B 1970/71. Leather upholstery, overdrive, exhaust, tyres, tonneau cover, sheepskin rug. £770 o.n.o. Tel: 031-454 5241. (51053)

LAGONDA 3-LITRE 1955. 2-door Tickford aluminium clique body. Originally owned by David Brown. Full history, bills, etc. Recently resprayed and refurbished, seat belts. MoT June 1975. An elegant and reliable motor car. Financial problems regretfully force sale. £690 o.n.o. Phone 01-789 1625 (51054)

MG YA 1948. Very good condition, but some wiring damage, hence £150 o.n.o. Tel: 01-653 4235. (51055)

1929 AUSTIN SEVEN Swallow Sports two-seater. 3,000 miles since complete restoration, concours winner, most original and finest example known. £1,700. R. Hayhurst, Gunning Farm Cottage, Enfield, Middx. Tel: evenings 01-363 0657, Day 01-363 0666. (51056)

ASTON MARTIN DB6 GT. Ex works/Jet-modification car. Ex Donald Campbell. Reg. No. 44 MY. Finish red with black interior and in exceptional condition in all respects. £3,450 or part exchange DB2 with competition history. Tim Frost, "Deerfield", Castle Farm Lane, Wickham (03032) (Hants). (51136)

ASTON MARTIN DB5 1969 August. Automatic, Sundym, B-pack, 49,000 miles, £1,900 o.n.o. Wickford (03744) 3669. (51137)

ASTON MARTIN DB5 Convertible 1964. Blue, manual, Sundym, radio, hard top, new chrome wires. 75,000 miles. £1,500. Wickford (03744) 3669. (51137)

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1953 AUSTIN A40 sports. With Jensen alloy body, good condition. **£325.**

1952 DAIMLER Consort. Original black paintwork, good interior; one year's M.o.T. **£275.**

Late 20's style AUSTIN Heavy 12 h.p. landaulette London Taxi. Now finished in Mexico brown, with yellow. Artillery wheels, original interior. **£850.**

1951 DAIMLER Hooper-bodied Empress saloon. A real picture. **£725.**

1946 AUSTIN 12 h.p. saloon. Quite good all round. **£95.**

JAGUAR, 1947, 2½-litre, black and yellow in colour, beautifully restored, chrome in lovely condition. **£825.**

1930 SINGER Le Mans 2-seater restored in the late 1960s to a high standard. Bright red with black trim. **£1,050.**

1930 AUSTIN 7 2-seater hill-climb car. Very fast and a very pretty body. **£265.**

1934 CITROEN, looks very nice, drives well. **£365.**

B.S.A. open 4-seater sports, colour red, and black wings. Goes extremely well. **£310.**

AUSTIN 10, 1936. Needs some restoration but goes very well. **£175.**

M.G. 1937 TA for restoration, all complete, many spares. **£275.**

PACKARD, 1934, 2-seater Super Straight-8 with non-original body but very attractive. Looks like an Allard. Very fast. **£475.**

1937 STANDARD, absolutely lovely and original condition. **£325.**

Many cars are expected in stock. Also a shipment of early 20's and 30's foreign motor-bikes.

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1973 "M" PEUGEOT 504 Ti. Grey metallic, sunroof..... **£1,695**

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1972 TRIUMPH 2.5 PI in sapphire, sunroof, radio, stereo..... **£1,350**

1971 TRIUMPH Stag hardtop auto and P.A.S. White, low mileage..... **£1,695**

1971 ALFA ROMEO 1750 GTV. Yellow ochre, radio..... **£1,125**

1971 MORRIS 1300 GT. Lime flower, 1 owner, very low mileage..... **£695**

1969 ALFA ROMEO 1750 Spider. Pale grey..... **£795**

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BMW 2002 1973 "M" Reg. Verona red, black trim. One owner. Immaculate condition. Extras include headrests, radio/Becker Stereo, £1,975. Stow-on-the-Wold 30613. (51142)

INVICTA 4½-litre low chassis, FH coupé. Viewing Leicestershire. Offers to Jones, White Lodge, Kirby Bellars, Melton Mowbray. 0664 812302. (51143)

1939 MORRIS EIGHT two-door saloon. Good original condition. MoT. £145. Tom Wills 32849 (Kent). (51145)

RILEY 1½, 1st Reg. Dec. 1948, immaculate condition, substantially renovated. Offers over £500. Phone (late evenings) Tewkesbury 2684. (51145)

MG TC 1946 in very sound original condition. It is offered by MG restoration specialists to be completely rebuilt and finished to customer's own instructions in approximately 12 months. The cost of the finished car will depend on the final specifications. A deposit of £600 will be required and payments would then be on a monthly basis as work progresses. For further details contact R. E. Thomsett, M.I.M.I., "The Old Red Barn, Olivers Hill, Ashburnham, Nr. Battle, Sussex TN33 9PE. Rushlake Green 420. (51146)

ROVER 14 SALOON 1946. Only 65,000 miles. Recent new block, rewired, full MoT, sunshine roof, overhauled, suitable start for concours. Offers: Milford Haven 2315. (51148)

TR6 "M" REG. Hard-top, radio, overdrive, stereo, dark blue, low mileage, one year's tax. £1,600 o.n.o. Luton 413753 or 0582 422 (51149)

FIAT 124 COUPE 1972. Yellow, HRW, Velbed box, combined radio/cassette stereo system, one owner. £980. Kingwood 3262. (51151)

ASTON MARTIN DB2/4 Mk. 3. White with black leather. 5,000 miles since second placing in Scottish concours. Engine rebuilt. 13,000 miles ago. Private sale. **DOLOMITE SPRINT.** 14,000 miles, white, tinted glass, ex works car. Excellent condition, only £1,845. Tel: 021-355 5563. (51150)

ALFA ROMEO 1300GT Junior Coupe 1972. Red. Rustproofed, radio, HRW, MoT, recent new tyres and clutch overhaul. Immaculate. Reasons of cost and full history available. Taxed and in excellent condition. Only £1,000. 01-552 3262 (51151)

TORNADO TALISMAN 1963. Specialist sports cars, one of five, 1340 cc. Tuning, twin Ford engine, twin Weber. Rare. One owner, offers: N. Kirby-Turner, Cobbornne 712946. (51154)

FOR SALE—continued

XK150 "S" 3.8 FHC 1960. Reg. No. PFE 150. BRG. Owned 7 yrs. by ex Secretary KC. Twice winner of concours winner within the Club, which speaks for the condition. Original paint and chrome. Full history and photos available, plus selection of photographs taken at Club Concours and another Rally participation. Thoroughbred. Reluctant sale owing to emigration. £1,750 o.n.o. for this classic investment. Mr. Hadfield. Tel: 0482-655778/42242 Hull. (51158)

LOTUS ELAN S4/SE FHC 1969. Superb — show with new valves, dampers, doughnuts, tyres. Very, very rapid but 35 m.p.g. Beautiful car with Radiomobile, HRW, knock-ons and electric windows. £850. Whitaker, Bournemouth 24101, Slough 39907. (51159)

CRESTA PA 1962. Virtually unmarked. Grey/black finish with matching interior. Two local owners and 47,000 miles from new. £325 o.n.o. Highcliffe (Hants) 5051 evenings. (51159)

1970 "H" MODEL E-TYPE fixed head coupe. Completely original dark blue coachwork. Sundym glass, chrome wire wheels with spare unused, whitewall SP Sports tyres. 39,000 miles, unmarked inside and out. £1,350. Ring: Staines 58152. (51159)

ELAN ROPHEAD H-registered. Black/black trim. Excellent condition throughout. Knock-on wheels, new shock absorbers, couplings. £725. Marlinghoe 353. (51161)

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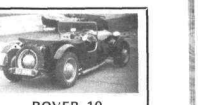

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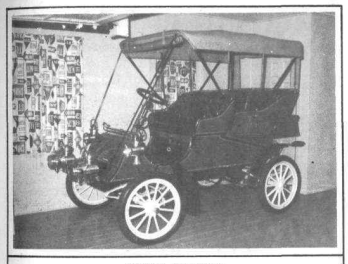

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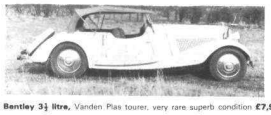

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AUSTIN HEALEY 3000 Mk. III, 1965. V.hife, spots, radio, radials, taxed, tested, good condition. Marriage forces quick sale. £550 or exchange for saloon car, similar worth. 051-608 3519. (51206

FOR SALE—continued

VOLVO 123GT, "P" registered, 48,000 miles. Absolutely immaculate. 2 owners. Taxed, overdrive, reclining seats, rev counter, spotlights, etc., as standard. Much admired by Volvo agents. Regularly serviced. Very good tyres. Second car, hence genuine low mileage. £795 o.n.o. Telephone Exeter 57259 office hours. (51205

ALPINE HARRINGTON Le Mans 1600 c.c. Reground crank, new bearings, 28/36 Weber, freed'ne throughout, new calipers and cylinders, 2X's on 5Lugs, tinted glass, 1/min lap times. Tel. Ashford (Kent) 4000 ext. 1450. Kettering (0536) 710952 after 6 Balfour Drive, Rothwell, Northants. (51208

TRIUMPH TR6 (May 70). Red, overdrive, excellent condition. XAS, radio, new fuel system, extra lamps. £860. A. Robertson, Sunderland 71284 (work).

TVR VIXEN S2. Jan. '70. Flame. One owner. £860 o.n.o. Pill (Bristol) 2745.

PVT OPEN four-seater Alvis Silver Eagle. Recent engine, hood tonneau and carpets. Sound, original and a bit scruffy. Also 1954 Riley RME, very fair example. Ring Yeminster 228. (51222

FOR SALE—continued

ALVIS FIREBIRD 4-door Saloon 1935. In very sound original condition. £700. Wythall 823127 near Birmingham. (51218

LOTUS EUROPA Special. March 1973. Yellow, 18,000 miles, 5-speed, alloy wheels, air horns, garage maintained, v.g.c. £1,750. Rugby 814022. (51228

TRIALS CAR RAC Formula. Smart bodywork. Ford engine, hydraulic fiddles. Complete with trailer. £275. Phone: Ashtead 2319 (51230

A.C. COBRA MARK II. Completely rebuilt to concours condition. Absolutely fabulous in every detail. £6,500. Box number 51231 19 Hill Mansions, Ealing, W.5. Or Lunar London greyhound. Tested and restoration almost complete. Owner going abroad. Must sell. Offers please. Southfleet (Kent) 3313. (51217

JENSEN CV8 Mk 3. Registered May 1966. Finished in silver with black interior. A fine example and investment at £1,295 o.n.o. Wythall 823127 (Nr. Birmingham). (51219

OCT. '62 ROLLS ROYCE Series II. Midnight blue, red trim, sunroof, 90,000 immaculate. £3,500. Amersham 5851. (51201

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FOR SALE—continued

JENSEN CV8 Mk. III, £1,950 o.v.n.o. Please phone Henley-on-Thames 4695, 11 a.m.—8 p.m. weekdays and find out why I am asking top price. (51234

GINETTA G21 with Overdrive, superb car, see article September Motor Sport, under 500 miles. Save £300 or swap Mini. Hi, cash adjustment. Harpenden 60314 (Herts). (51220

1928 STUTZ Black Hawk Speedster chassis in v.g. running order. £9,500 for potential £10,000 car? Also MG TD Tickford Brougham (Hooper). Offers? Tel. £5,000. Westley, Moreton Hampstead, Glos. (51215

SUNBEAM ALPINE 1968. Series V GT, last of the marque. Metallic turquoise finish, hardtop, overdrive, 55,000 miles genuine. Very attractive car in exceptional condition. £500. Ring Horringer (Suffolk) 325. (51213

1934 MORRIS OXFORD 2-door fixed head coupe. Sunroof, Ivory and black. Attractive original car £350 o.n.o. 1932 Austin Burnham 18/6 saloon. Original, drive away £385 o.n.o. Eller, 8 Westfield Av., Wight-rting, Blackpool 32576 day, 33806 evenings.

MG-C ROADSTER G registration. Blue with black trim, hood, tonneau, and matching hardtop. Will part with this reliable car for £598. Phone evenings 01-789 6757 (49748)

1947 MORRIS 8 Series E. Good condition throughout. Good tyres, good runner. MoT expired. Worth seeing. Bargain price £95. Rugby 73821. (51172

FOR SALE—continued

JENSEN CV8 1964 Mark II and 1966 Mark III for sale and wanted. Specimen example available. Telephone Northampton 843120 for price and particulars.

MASERATI QUATTRO-PORTE 4.2 1968, 5-speed "ZF" gearbox. Blue/white interior. Excellent mechanics, Long MoT. "M" Reg. LHD. Must sell, bargain £925. 01-690 4040. (51174

LANCIA 2000 COUPE 1971. White/black interior, excellent throughout. Long MoT. Tax disc. £1,250. 01-690 4040. (51175

TARCOS V6 1970. Taxed, MoT. Excellent condition. All usual extras. Owner emigrating. Will accept best offer. Phone Bishop's Waltham 4244. (51173

BENTLEY S1 SALOON, power steering, not yet run in since complete mechanical overhaul. The body has been stripped down and painted to Rolls specification, work done by RR accredited repairers, bills available. This car was gone through with a fine tooth comb, with a view to keeping it for the rest of my driving life. Unexpected business commitments require the sale of the car. Must sell, no sensible offers refused. Private sale. Ring Leeds 661935 after 7.30 p.m. (19544

VOLVO 1800S COUPE 1967. White, two owners, really immaculate car, maintained regardless of cost. £725. Phone Wrington 3225. (51175

ALVIS TA14 SALOON. Taxed and MoT. Recent restoration, very attractive car. Offers about £450. 146 Hawthorne Road, Deane, Bolton, Lancashire (51176

FOR SALE—continued

"E"-TYPE 3.8 ROADSTER 1961. Completely rebuilt over past 2 years. Signal red, genuine 35,000 miles, works hard top, soft top and tonneau. An appreciating asset, but regrettably must sell. £1,500-£1,600 o.n.o. Thomson 031-229 4537 day. (51179

ISO RIVOLTA 1967. One titled owner until recently. Finished in silver grey with red trim. Auto and power, in good all round condition. Very rare and very exclusive. Seriously priced at £750. Tel: 061-437 4748, 061-499 3021. (51177

HEALEY 100BM. Replacement engine recently fitted, drives beautifully. 3-speed. Perfect material for renovation. MoT. £225 o.n.o. Tel: 061-437 4748; 061-499 3021.

DELARGE D85 eight cylinder tourer 1929. Mohair hood, hood bag, tonneau covers, Wilton carpets, new leather interior, aero screens, exterior handbrake. Reconditioned 4 carburettor engine. Substantial price required for this rare, beautiful car. 01-462 1023. (51178

IMMACULATE 1973 FIAT 124 Sport 1800 c.c. only 10,000 miles by careful owner. Sahara tan. Fabric upholstery. Heated rear window. Radio. £1,700. Can arrange HP. Telephone Hadleigh (Suffolk) 3225.

MARCOS VOLVO 1800. Engine completely rebuilt under 2,000 miles ago, new clutch, tyres and Q/R headlights, bunshine roof, stereo, CWW, taxed, MoT. May. £750 o.n.o. McGurry, Daventry 2962. (51181

FOR SALE—continued

TRIUMPH TR4. Surrey top, wire wheels, taxed and tested. Good condition. £275 o.n.o. Exchange considered. Telephone Nelson 69364.

AUSTIN FIRE ENGINE built in 1940 for Kent Fire Brigade. Fully equipped with Coventry climax auxiliary pump. Starts on button. Ready for rally showing. Telephone Hadleigh 2600 evenings.

1937 BENTLEY 4¼ open 4-seater tourer. Successful VSCC competition car. Needs tidying, so only £950. Russell Fuller. Tel. Slough 26591. (51187

TR4A ROADSTER 1967. 63,000 miles. Dark blue, new hood, twin spotlights, air horns, overdrive, radio, boot luggage rack, tonneau cover. Second car used for summer months only. £550. Bratton 262. (51189

FIAT 124 COUPE 1800, 1973 (latest model), 15,000 miles, immaculate, price considered. £1,525. Swadlincote (Derbyshire) 3603.

1898 DE DION QUADRICYCLE and 1899 2 Olympia Tandem Trike. Cycle parts of both rough but restorable. Dr Dion motor is in superb condition. For early rally finance restoration of more practical vehicles. Offers and inspection. Ring 01-462 3420 (Hants). (51188

1962 MG-A FHC 1600 Mk. 2, 67,000 miles, newly painted (BRG). Looks like a pocket totally original. Body and interior starting to show scruffy, but sound. Available end October (car when X-type returns from sprayshop). £325 Ring: 042-874 2161 (Hants). (51185

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Almost new sports cars (this year's and last year's) are at grass in Arkley's pastures. **Morgan 4/4 2-seater,** 1974, royal ivory, black interior, Zindart, wire wheels, louvres, luggage grid, one lady owner. **Morgan 4/4 4-seater,** 1970, royal ivory, bucket seats, radio, rear bumper. **Morgan Plus 4 4-seater,** 1961, Zucho cream (a rather strange colour). **Jensen Healey,** 1973, mustard, belonged to one of the 23.7% of our new Jensen Healey buyers who are now on their second J-H. **Morgan Plus 4,** 1953, green, twin spares, curved rad., fold-flat screen, process of rebuilding. **Morgan 4/4 4-seater,** 1971, white, strap, radio, rear bumper, tonneau, one owner. **Morgan 4/4 2-seater,** 1947, Oxford blue, 1250cc ohv Standard engine, twin spares. **Morgan 4/4,** crimson gleaming, grid, leather rim, tonneau, footwell for one pretteen rear passenger (opp. side to battery). **Morgan 4/4,** 1969, white, red leather trim, wire wheels, XAS, hood piped red. **Morgan Plus 4 4-seater,** 1968, flame red, black trim, extra large rear window. **Morgan Plus 8,** 1973, indigo blue, Rvr bx. **Morgan Plus 8,** 1972, cooking apple green, beige hood and trim, 1st Mrgn b/c with Rvr bx. **Morgan 4/4 4-seater,** 1971, indigo blue, wire wheels, leather trim, grid, mirrors, tonneau. **MG-B GT,** 1973, teal blue, heated rear window, face level vents, radio. **MG-C,** 1968G, primrose yellow. **Morgan 4/4,** 1970, indigo, tonneau, air horns. **SP Sports. Morgan 4/4,** 1972, orange, 4000m, wire wheels, grid, rear bumper, tonneau, and soft-tops. **MG-B roadster,** nothing known. **Morgan Plus 4, 1959, for spares** (bring your own spanners). **MG Y saloon,** 1951, dark red, 2 owners. More cars arriving all the time, please ring for latest stock. Later model used cars have thorough service, fresh oil and filters, brakes, tyres, steering, suspension, lights, exhaust, etc., etc, inspected and u/s parts replaced, triple road test check-out, written guarantee. Older cars receive a brief safety check. Please ask to see our job card for any car.

NEW MORGANS: Necessary to lay your plans in advance to obtain one of these ash-framed antiques. The man (or girl) from J.B's will be at the Morgan stand during the Motor Show, where Morgans are showing one or two detail improvements like fresh air demisters just to prove they haven't fallen asleep at the drawing-board. Rides can be arranged in our new dark blue Plus 8 demo model with the reg. number I KON. I chose this as I'm soppy about Nikon cameras and it was the nearest I could get until about 1997 when the number N-I-KON comes out, and by then probably won't come. Anyway trying to buy a Netherlands plate (as GB but N).

NEW JENSEN HEALEY: Several in stock with and without hard-top, blue, yellow, orange, etc. Spare parts and service for J-H. Would like to buy a few Healeys, both Jensen and the other sort. Please phone for demonstration drive if least bit interested.

Having a **SALE** of spare parts for cars we don't service so much nowadays like Reliant Scimitar, TR3/4/5, MG-B and Midget, Spitfire, 1300, etc, etc, mostly small-sized things like brake pads, steering joints, etc. incredibly cheap, trade invited. Our **RACING MORGAN PLUS 8** (Production Sports Cars £1750 to £4500) may be seen on Oct. 6th at either Brands Hatch or Croft (but not both; *Motoring News* will tell which). Our car now holds the class lap record for Brands Hatch club circuit and we have a new sponsor in the shape of Nocorrode, who make solid stainless steel exhaust systems and fishtails (they say fancails). We have the Nocorrode system for the Morgan 4/4 in stock, the Plus 8 system will be a month or two yet. These exhausts do not, funnily enough, corrode.

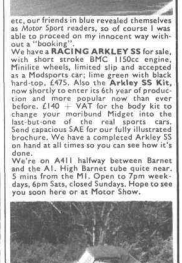
The **MORGAN BOOK** is in stock again, reprinted, indispensible, and £4.50 post free.

POLICE NEWS: Had a more favourable experience yesterday. Was invited for a cosy kerbside chat by a merry peal of bells from a red Triumph 2500. After a discussion on speed limits, trailer towing techniques, etc, our friends in blue revealed themselves as *Motor Sport* readers, so of course I was able to proceed on my innocent way without a "booking".

We have a **RACING ARKLEY SS** for sale, with short stroke BMC 1150cc engine, Minilite wheels, limited slip and accepted as a Modsports car; lime green with black hard-top. £475. Also the **Arkley SS Kit,** now shortly to enter its 6th year of production and more popular now than ever before. £140 + VAT for the body kit to change your moribund Midget into the last-but-one of the real sports cars. Send capacious SAE for our fully illustrated brochure. We have a completed Arkley SS on hand at all times so you can see how it's done.

We're on A411 halfway between Barnet and the A1. High Barnet tube quite near. 5 mins from the M1. Open to 7pm weekdays, 6pm Sats, closed Sundays. Hope to see you soon here or at Motor Show.

1 only, **Morgan 4/4 4-seater,** 1972, canary yellow, stone leather trim, rear bumper, spots, badge bar, 1 only, **Morgan 4/4,** 1972L, royal ivory, bucket seats, wire wheels, louvred bonnet. **Morgan 4/4 4-seater,** 1973, orange, wire wheels, radio, rollover bar, 1 only, **Morgan 4/4,** 1972L, wire wheels, louvres, rear bumpers.



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FOR SALE—continued

ASTON MARTIN DB5 Saloon, 1965. 5-speed manual gearbox. All usual refinements. Very good condition. £900 for quick sale. Tel: Maidenhead 52811. (48688

MORGAN 4/4 four-seater for sale in November when my new one arrives, 1972 K registration. Red with black leather upholstery. Disc wheels, special hood with ceiling windows. £0,000 no.n.o. £1,875 o.n.o. Tel. Burgess Hill 3839. (51191

GILBERN GENIE 1969. Addition to family forces sale of a much loved, reliable car. Will accept £750 o.n.o. for a 6/8-but reluctant sale. Phone: Bonham 573.571. (51196

BRISTOL 406. Finished in beige with light grey upholstery. Superb in every respect providing exclusive, distinguished, express travel. £1,200 Bungess, 3 Luccombe Tce., Bratton, Westbury, Wilts. Bratton 262. (51187

AUSTIN HEALEY 3000 Mk. III 1964. Professionally rebuilt from bare metal and resprayed original Old English White, new hood, hard top, new exhaust system, reupholstered, in fact whole car renovated at substantial cost. Wire wheels, 2+2, overdrive, tonneau, Long MoT. Reluctant sale of beautiful classic performance car. Try offers around £1,000 or consider £1,073. TF. Tel. Spalding (Lincs) 3038 or 2073. (51200

TRIUMPH TR6 1972 (Oct.). One owner, radio, overdrive, tow bar, undersealed twice since new and carefully maintained by I.A.M. police driver. £1,000. HP arranged. Phone day 041-437 6830 or evening 041-881 3110. (51198

FERRARI 330GT 2+2 Mk. II, 1966. Full documented restoration, 3,000 miles ago, regardless of cost. Engine, gearbox, brakes, body, Borrani w/w. Radio/cassette. A sound investment at £2,800. 01-550 9805. (51202

1928 BEETLEBACK AUSTIN 7. Completely rebuilt new engine, magneto, clutch, brakes, etc. Winner AOC driving tests. Bid Beaulieu. £500 or exchange Alvis. Sundays only. Ring Ashford (Kent) 4000 ext. 42576 or 01-892 0164 ext. 45 daytime. (51199

MASERATI SEBRING 3500 GTI 1964. Radio, electric windows, Borrani wire wheels, fuel injection. Immaculate throughout. £1,250 o.n.o. Phone Cowdenbeath 51064 evenings. (51203

ISO RIVOLTA IR300 1967. Reg. No. SPD 7F 4-seater sports saloon in good condition. 137 m.p.h. and up to 24 m.p.g. New clutch and ball joints, recent MoT. 3 owners under 51,000 miles. For sale at £1,250. All offers considered from serious potential buyers. Please telephone Sittingbourne 24811. (51192

XK120 DROPHEAD. Restoration just completed. Now in immaculate condition, silver with black hide and mohair. Taxed MoT. Low registered number. £2,750 or sensible offers. Lingfield near Merstyside 051-625 2902 evenings/weekends. (51197

BENTLEY MK. VI, 1951. Fully restored. This superb car is in immaculate condition throughout. Wonderful leather trim and overhauled by Rolls-Royce agents. Offers invited. 01-622 1096 after 7 pm. (51186

MG TF 1250 1954. BRG. Original red leather trim. Body and mechanics in excellent condition. £1,500. Telephone Brailsford 2 (Derbyshire). (51189

LOTUS ELAN SPRINT (Dec 1972) September Mono Pistachio Green, Dunlop tyres, air horns. Regularly serviced. 18,000 miles. Super condition. £1,350. East Grinstead 21597. (51190

ASTON MARTIN DB6, December 1967. 55,000 miles. Reg. No. 2222 TR. Automatic, silver grey with dark blue interior. New tyres, new exhaust, Motorola radio, electrical aerial, chrome wires, usual refinements. Very fine condition all around. £1,575 o.v.n.o. Phone Wakefield 79014. (51193

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1960 JAGUAR XK150 F.H..... White, red trim. £995.
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1949 JAGUAR MK v 3½-LITRE. Very nice order. £895
1955 MG TD MARK 11. Immaculate. £1,595
1963 ALVIS TD 21 D.H.C. Superb automatic example alice blue with cream leather. £1,595
1952 BENTLEY LIGHTWEIGHT BY H.J. MULLINER. A somewhat rare sports saloon in good order
Arriving soon a Rolls-Royce Cloud 1 in white.
If anyone would care to make an offer for an SS 1½ Litre D.H.C. body etc. or our Lanchester Conquest we would be grateful as the space is sorely needed.

CALLERS BY APPOINTMENT ONLY

FOR SALE—continued

SCIMITAR GTE. Overdrive, December 1972. Metallic green/tan interior, 1 owner, fastidiously maintained, all bills, second car, Webasto sunroof, Setmar alarm, 21,000 miles. £2,050. 01-977 7293. (51194

DAIMLER SP250B, 1961, 125+ m.p.h., 28 m.p.g. Many extras. Taxed, MoT. £550. Also Austin Healey, smaller car. Brentwood (0277) 223966. (51197

911 PORSCHE 1967, Reg. OLC 5E. AA/RAC inspection invited. Immaculate condition. Previous Porsche club owner. Nearest offer to £1,650. Tel: Northampton 63791. (51313

LOTUS SEVEN Series IV 1973. Twin-cam big valve engine. Good condition. £1,150 o.n.o. Rugby 812428. (51336

PIPER P2 1972. Metallic blue. Usual Piper features include sun-roof, alloy wheels, tinted glass, electric fan, air horns. Just back from factory service where new shock absorbers and exhaust were fitted. Superb example of this beautiful two-seater. One owner wants £1,200. Palmer, Barnsley (0226) 742070.

ASTON MARTIN DB6 Mk. 2, 5-speed, 1970. Dubonnet with beige trim. 47,000 miles. A tremendous amount of money spent by A.M.O.C. enthusiast to bring this car to near-concours condition. Ring for full details. £2,850. Tel: Coventry 411712.

ASTON MARTIN DB6 Mk. 1, 5-speed, 1969. Silver with blue trim. Beautifully maintained, boasting radio/stereo, Sundym glass, Sifelsteride, new clutch, new chrome wire wheels and Avons, and perfect coachwork. The car looks superb. £2,350 o.n.o. Tel: Coventry 413712. (51332

AUSTIN HEALEY 3000 Mk. 3, 1966. White, with blue hood. Good condition. Recent MoT. £900. Phone: 01-845 1159. (51327

1933 AUSTIN BOX SALOON. Just MoT. Excellent condition. £290. 01-643 2336, 148 Northley Avenue, Cheam, Surrey. (51331

AUSTIN 7 1933, 2-seater, just restored, needs finishing off. £230. Chrome road model. 01-643 2336. (51330

UNUSUAL 1950 AC Greyhound with AC engine. Beautiful condition. Repainted and reshod. Only done 31,000. Offers around £500 or exchange for modern car. Saughall 815. (51329

AC COBRA 7-LITRE 1966. This car has had a fortune (even allowing for inflation) on its internals and acquits itself visually £7,500. Clarke, 40 Roland Way, London SW7. Tel: 373 3000. Exchange considered, but time wasters and messers will be persecuted. (51311

GRAND PRIX BUGATTI car model. 1911 to 1956 Scratch built (and therefore unique) in 1946/47. Approximately 1/12th scale, powered by single-cylinder air-cooled spare ignition engine. Substantial offers invited Clarke, 40 Roland Way, London SW7. Tel: 373 3000. (51311

WOLSELEY 1500 1960. Grey/red interior. Genuine 13,000 miles from new. A collector's example in specimen condition. £435. Newmilton 613848. (51327

ALFA ROMEO 1750 GTV 1970. Excellent condition. Maintained regardless of expense by second owner. Full service just carried out. Nearly-new XASS, 5-speed box, radio, etc. MoT. Must be sold to make way for new Alfa. £895 o.n.o. Tel: Eastleigh 626. (51325

LOTUS ELAN SPRINT late '71. Dyn mauve. Superb condition throughout. Only 22,600 miles. Gold Leaf team colours, completely rewired, extras. £1,400. Offers: Exeter 51056 (office hours). After 7 p.m., Exeter 68719. (51310

1955 TR2. Blue/silver bonnet. Good all-round condition. Professionally rebuilt engine, excellent gearbox, chassis and running gear, hard and soft tops. 12 months MoT and taxed till Jan. 1975. An excellent opportunity to acquire an appreciating investment which also gives enjoyable motoring. £250. Jenkins, 13 Heol Mair, Llichard Higher, Bridgend, Glamorgan. (51307

RILEY RME 1953. One 1952. One 1953. Both very restorable, unused since 1972. Both complete but need work. No exhaust, all tyres illegal. Genuine lack of funds forces sale £60 each. Phone 0625 527 after 6. (51305

1973 LOTUS ELAN SPRINT FHC. Red. One owner. Immaculate. 16,000 miles. Reasonable offers. Byfleet 43169. (51306

LOTUS SUPER SEVEN. 1970. 1500 c.c. Cosworth, wide Avons, C/R gears, adjust. rides, roll-bar, low mileage, £650. Todmorden (Lancs.) 2097 (after 6 p.m.). (51292

ESOTERIC SMALL GT. Ogle SX1000. Beautifully made by designers of Reliant Scimitar. Cooper S engine, Webasto sunroof, mony spare, exellently. Must sell. Offers or exchange for Spitfire, Donovan. Sheffield 486111 (office). (51290

MG-B ROADSTER, Nov. 1971. O/d. t/bar, brand new radials, 29,000 miles. Immaculate condition. £900. Ring: Bristol 33970 (after 6 p.m. weekdays) for further info. (51291

HELP SAVE DAIMLER from scrap yard. 1933 Daimler bodied 1L24 limousine with seized engine, but complete and bodily sound. Offers around £150. Culcheth 4361 weekdays. (51289

XK150, 1958. FHC. Immaculate condition throughout. Extensively rebuilt to very high standard. Finished in Old English White. Mortgage forces sale. Offers around £1,300. Mills, Derby 676157. (51276

MG TF 1954. Offers invited for details ring Simkins, Kidderminster 850482. (51288

600/650 x 18 **RETREAD.** Riley Nine dynamo, radiator, etc. Details SAE Hibbert, 209 Beacon Road, Broadstairs, Kent. (51284

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FOR SALE—continued

MG TD II 1953. Tartan red, red interior. This car has been completely rebuilt this year with new hood, side screens, bumpers, cover riders, brakes, steering, springs, screen and many parts refinished. Engine only 3,600 miles since 1/90 overhaul. Taxed and MoT. This car is in beautiful condition—must be one of the best. £1,500. Telephone: Chesham 4992. (51287

ALFA ROMEO 1750 Spider Convertible, 1968. 43,000 miles only. Superb condition. Taxed, MoT, new hood, tyres. Regularly serviced. £800. Brimsgrove 32985. (51275

LOTUS +25 130, 1972. Royal blue with black interior. 38,000 miles. Good condition. £1,650 or reasonable offer. Phone: Ashford (Kent) 4966 evenings. (51279

RILEY 2.5 1949. Magnificent original condition. Two owners. 47,500 miles. Completely rust and rot-free. £300. Tel: 472 6680. (51280

1947 LANCIA APRILIA 5/9, unique large open four-seater by Pininfarina. Complete but some work needed. Offers, exchange considered. 051-336 2501 (Cheshire). (51281

BLUE AND BEAUTIFUL: Triumph TR6, 1973, 20,000, faultless miles, overdrive. Immaculate condition. £1,350. Telephone: 2972 (51278

DUE TO IMPENDING marriage, my Goberb LHD Ozel Olympia 1909 GT 1970 model, i.e. Reliant Scimitar, including styling in red, now exhaust system, etc., radio, new MoT, will require a new enthusiastic owner. Offers around £1,000. Phone: High Wycombe 881810. (51340

MG TD 1953. Recent complete rebuild, excellent condition. Ivory with new red leather interior. Many extras—Nero screen, luggage rack, tonneau, etc. Good investment and a pleasure to drive. £1,500 o.n.o. Tel: 01-979 4444. (51338

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AUSTIN HEALEY 3000 Mk. III 2+2 1964. Wire wheels, overdrive, radio, boot rack. MoT 10 months. A good example of an appealing classic. Reports car: Genuine condition. £895. Telephone Nottingham (01913) 2 (51313

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ROLLS-ROYCE 1934 20/25 fabric saloon by H. J. Mulliner. Note maroon fabric and black paint, engine overhauled, rechromed, interior original. Rare and beautiful car. £6,000. Crawford, Craufurland Castle, Kilwinning, Ayrshire. Tel: Dalry 311. (51340

LOTUS ELAN +25 130/5 December 1972. Metallic blue/silver, radio, alloy wheels, tinted screen. Immaculate condition. £1,895. Phone: Crisfield: 01-628 7891 day; 01-777 7202 evenings. (51341

RILEY RME 1955. Mechanically excellent, good body (road fast/class). MoT. Reliable every-day car. £300 o.n.o. Also 1954 RME, mechanically good, except big-ends, body sound, paint horrible, offers? Wayne, 113 Edward St., Nuneaton CV11 5RE. Tel: (office) Tamworth 4141 ext. 112. (51282

MUSTANG 289 HP (high performance) V8 4-barrel carb, 4-speed manual change, very quick. White, tan interior. 1965, but looks years younger. Amazing condition. MoT July 1975, taxed. £625 or reasonable offer. Telephone: Tunbridge Wells 20953 evening after 7.15 any time weekends. (51277

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LOTUS ELITE 1962. Special equipment. Needs some work. Forced to sell, moving. Tel: Hemel Hempstead 4779 evenings. (51343

AUSTIN HEALEY 3000 Mk. III. Built new 1971. 9,000 miles, 6 in. KG Pearce wheels. £1,150. Macclesfield 73761. (51365

ROLLS-ROYCE 20/25, '48 Series 2, Hood, lights, FHC. Metallic blue, radio, HRW, taxed, MoT. Offers around £2,000. Immaculate. £1,230 o.n.o. Rustington (Sussex) 71569. (51342

OPEL ASCONA ESTATE, 72. Bronze. Very low mileage, excellent condition, radio. £975 or exchange late Cooper "S". WHY. 051-546 8720. (51350

FOR SALE—continued

MERCEDES 350SL 1971. Auto o/a hard top, radio. Metallic silver. 18,000 miles. £4,800 or exchange for Jaguar "E", Roadster, V12 with cash. Shoreham 2968 days. Minster Sheppey 2011 evenings. (51344

MG TF 1954 (1250 c.c.) BRG. Excellent throughout to original specification incl. good tyres, hood and tonneau. £1,375. Phone: Havant 73175. (51346

AUSTIN HEALEY 3000 Mk. III 1965. Wire wheels, o/drive, tonneau, XAS tyres, recent hood and body overhaul. £950. Clark, Wigsley, Newark, Notts. Tel: Spalford 283. (51341

ASTON MARTIN DB6(7) 1961. Superb low mileage example, 12 plug head, extra Webers, oil cooler, Borrani wheels, short tonneau, lightweight Superleggera body, twin seats, radio, servo/discs brakes, 5-speed gearbox, Salisbury diff, Scintilla magnetos, Borg-Warner clutch, bonnet with black upholstery. £2,950. Morris, Lakeham House, Higher Ashton, Exeter. Phone: Christow 248 evenings. (51358

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XK150 NOT RE-BUILT, absolutely concours original. Automatic. 20,000 miles. First to see will buy. 01-650 7139 home 778 9508 office. Bargain only £1,750. (51359

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JAGUAR XK120 Roadster, 1952. Spoke rims, Webers, LSO, wheels, oil cooler, "E" disc. Excellent condition. £1,850. Sunderland 280880. (51375

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1905L LHD 1961. Regd. 1965. Taxed, MoT. Excellent condition. All extras. £1,000 o.n.o. Tel: 023-581 4922. (51354

MG TF 1500, KBL296. Ex Ron Pickering, incomplete, ideal restoration. Offers. 0494 7 3755 (Bucks). (51361

1967 KARMANN GHIA Convertible, 1500 c.c. engine, 27,000 miles, radio. £395. Bristol 639078. (51363

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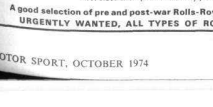
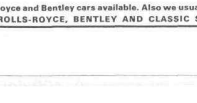
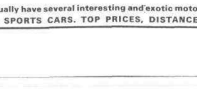


ROLLS-ROYCE, 1964, Phantom V Touring Limousine by James Young. Superb specimen, finished in midnight blue and black with grey hide trim, good history, side-facing occasional seating, cocktail bar etc., etc.



BENTLEY, 1953, R Type sports saloon in superb condition. Elegantly two-toned with natural hide trim and carpet. Magnificent walnut veneered cappings, manual gearshift, mechanically excellent. A real collector's gem.



ROLLS-ROYCE, 1964, Silver Cloud III sports saloon, finished in Forest green with tan hide trim and carpet. Webasto sunroof, radio, stereo, white side wall tyres. A very genuine example of this desirable series.

ROLLS-ROYCE, 1933, 20-25. Close coupled owner-driver, sunroof sports saloon with 4-door coachwork by Hooper. Finished in ebony black with suede green trim and carpet.

ROLLS-ROYCE, 1957, Silver Cloud I, 4-door standard sports saloon, low recorded mileage by 2 owners. Elegantly finished in shell grey over garnet with plum hide trim and carpet. A really outstanding specimen in all respects.

ROLLS-ROYCE, 1927 20 h.p. touring limousine with formal D-back coachwork by Barker. Entire vehicle restored to concours standard, finished in Ming blue and black, trimmed in grey West of England card throughout.

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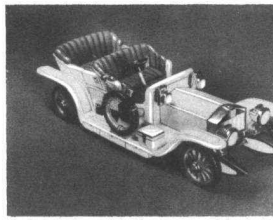

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1928 AUSTIN Heavy 12 Clifton Tourer. In truly superb condition. Will exchange for vintage or post vintage sports or two-seater with dickey, any make considered, or sell to best offer 051-638 3205. (51367)

1933 HILLMAN SPORTS coupe. Approximately 75 mpg. Needs enthusiast to re-condition complete. Offers: Ring Dunsley 4332. (51317)

ROLLS-ROYCE SPARES: Silver Ghost radiator, PII heads, exhaust manifold, PII/I head, reconditioned dynamo, 20/25 head, Wraith block, Sainsbury, Manor Farm, Castle Eaton, Swindon, Wilts. Kempsford 283. (51318)

1950 V8 PILOT, patrol driven. Blue with number of spares; also 1950 Zodiac with every conceivable extra and some spares. Both maintained with near fanatical care by recently deceased owner. Auction October 25th, Taviner's Auction Rooms, Prewett Street, Bristol 1, tel: (0272) 299059. (51320)

XK150 1959 FHC in very good condition. White/red trim, w/wheels, RS9's. New home enforces much regretted sale. £925 o.n.o. Tel 0602 892063 (Nott'm). (51319)

MG TC 1947, HRH 718. Good runner just completed 1,000 mile touring holiday carrying family and baggage but growing family forces sale. Largely restored, needs bodywork. Long MoT. Will deliver. £1,100 or exchange Similar GTE, Jarrow (0632) 892311. (51368)

ALFA ROMEO 2000 Berlina. Dark blue, 19,000 miles. Engineering company's technical director wishes to sell personal express. Car is in excellent mechanical condition. Bodywork immaculate. Splendid performance with real economy. Colour in sandy beige with tan interior. £1,600 or would consider exchange with cash adjustment either way for interesting classic vintage. Spencer, Tel: Southampton 0703-21225. (51322)

FOR SALE—continued

ARKLEY SPRITE 1275 c.c. Red, Weber, 6½J's. Lovely looker and real "goer". £375. Newport (Mon.) 64585.

E-TYPE JAGUAR 4.2 FHC, 1966. Brown, chrome wires, fibreglass bonnet, sun-roof. Long MoT. £575. Telephone: Newport (Mon.) 64585.

AUSTIN HEALEY 3000 Mk. 3. 42,000 miles from new. Needs slight mechanical attention, some rust. £450 o.n.o. Phone Ashchurch (Glos.) 2264. (51323)

AUSTIN HEALEY 100/6, 1957. £220. Macclesfield 73781. (51365)

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MG-B ROADSTER 1972. One owner, 21,000 miles, radio, overdrive, undersealed. Excellent condition. Reluctantly for sale at £945 o.n.o. Phone Mold (N. Wales) 4154. (51297)

LAGONDA 16/80 1934. Boat tail sports replica, body in superb condition throughout. Wraith block, Sainsbury, Manor Farm, Castle Eaton, Swindon, Wilts. Kempsford 283. (51318)

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HIGH PERFORMANCE engine, only done 600 miles. Came out of Opel Rekord Sprint 1900 c.c. with clutch, gearbox and twin Webers. Still under guarantee. Any offers? Phone Stourport 4573. (51370)

RILEY 9 1932 plus Ultra Tourer. Running order. Offers around £800. For details: Tel. Reade 862188. (51298)

FOR SALE—continued

HUMBER SCEPTRE. Jaguar 1966. Overdrive, radio, under 53,000 miles MoT May '75. Health of owner for last 3 years reason for sale. £200. Stoke-on-Trent 512130 evenings. (51273)

MG-B GT August 1967. Wire wheels, overdrive, radio, long MoT, daily use. Nearest £450. Stoke-on-Trent 512130 evenings. (51273)

MOTOR SPORT 1963—1973. Best offer secures. Buyer collects or delivery can be arranged. Huntingdon 55827 (eves). (51303)

JENSEN CV8 1963. Good mechanics, bodywork sound. MoT. Taxed. Used daily. New exhaust. £400 o.n.o. Redruth 5940. (51300)

MG-A's 2 OFF 1956 RUNNING 1959 engine dent damage and very large store of spares. £500 o.n.o. Stevenson 62121 ext. 267 office hours. (51342)

TRIUMPH TR4A. Superb condition throughout. 1965. Signal red with black interior. Surrey top, radio. Must sell. £390. Tel: Southend 73954. (51371)

1970 MERCEDES 280SE Automatic. Truly immaculate condition. Any test or AA inspection invited. £300 underpriced at £1,750. Fennell, 2 Fellard Close, Wantage. Tel: Wantage 2217. (51345)

LOTUS ELAN S1 1964. Hard-top, soft-top, radio, air horns, workshop manual, MoT August '75. £325 o.n.o. Tel: Melton Mowbray 4700. (51346)

1963 VOLVO 1225 with servo disc brakes, o/drive, good bodywork and mechanics; economical, long MoT, taxed. £195 o.n.o. Hermitage (Berks) 530 after 7.30 p.m. (51347)

JAGUAR XK120 FHC 1953. Reg. 452 F. British Racing Green. Wire wheels, in original condition. Offers invited. Aldridge (Staffs.) 52780. (51352)

ARMSTRONG SIDDELEY 346 Sapphire, 1955. Two owners from new, one a company director, and myself, an enthusiast. Way above average in every respect and a splendid example of a much underrated car. £750 o.n.o. Write 27 Elm Road, Windsor. Tel: 63356. (51318)

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MERCEDES 190SL. White, 1956. New piston rings, valves, cylinder head. Good May '75. Spare head-Carburettor, etc. £625 cash o.n.o. "Flint Hall Cottage, Newbold, Pacey, Warwick.

E-TYPE JAGUAR 1969 FHC Series 2. White with black interior. 47,000 miles. Motorola radio, HRW, two owners, in really outstanding condition. £1,175 or part exchange. Tel: 061-432 7147 or Macclesfield 63476 (Cheshire). (51299)

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MG-B ROADSTER. Harvest gold. Overdrive, chrome Rostyles, whitewall tyres, radio cartridge player, head rests. One lady owner, very low mileage. 13,325. Bentley SI 1958. White, red upholstery, radio, etc. Very nice car. £1,150 o.n.o. Phone: Sheffield 301185 (home); Barnsley 726335 (office). (51400)

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TRIUMPH MAYFLOWER 1952. A really luxurious example of this elegant car. Fully maintained and recently resprayed in original colour at a cost of £150. Owner with second car unable to afford upkeep of both. This rare model cannot help but appreciate in value and is an excellent investment for the connoisseur. Powell, Winchcombe (Glos.) 602963, evenings and weekends. (51398)

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1960 SILVER CLOUD 2
White, green interior. Radio. 1975 MoT. Recent suspension overhaul.
£2,200 (approx.)
Phone 540 2590

1958 BENTLEY 'Flying Spur' Saloon
(needs total restoration)
Price £2,000
Ring: **(213) 274-8948** - days
(213) 829-4475 - nights

FOR SALE—continued

1968 LANCIA FULVIA rallye coupe. Only 2 owners and 47,000 miles. Very economical, pleasure to drive. £495. Pembridge 312 (Herefordshire). (51404

ALFA ROMEO 1750 GTV. 1969. A superb car which has been extensively overhauled including an engine rebuild 5,000 miles ago. Phenomenal performance combined with the economy of a 5-speed gearbox, roof and tan interior with cloth reclining seats, carefully maintained Capri 3000 GXL in brown and beige, make this a very attractive buy at £775 o.n.o. A radio is included and boot rack. £775 o.n.o. 15 Milano Rise, Darfield, Near Barnsley, Yorkshire. (51397)

PORSCHE SUPER 75 Cabriolet. Convertible, RHD. Superb all-round condition. Above average. MoT, taxed. Any inspection invited. Must sell, accept £475 o.n.o. 01-876 5757. (51405)

1953 ARMSTRONG SIDDELEY Sapphire, 95 m.p.h., 120 b.h.p., 20 m.p.g. Previous owner 10 years, regularly serviced. Bilsp and phone. MoT and taxed till April '75. Excellent investment at £650. Cheltenham 35552 or 36978. (51406

TR6, "M" REGISTERED. Mimosa. Overdrive, laminated screen, head restraints, Z/Ubart treatment from new. Very near offers to £1,500, evenings. 01-857 7522. (51407)

MG MAGNETTE ZA, 1955. Black. Good all-round condition. Taxed and MoT. Radio, eight-track, ZXL £200. Brentwood (Essex) 221125. (51408)

1935 AUSTIN 10 h.p. Lichfield Saloon. Good running order. MoT August 1975. £200. Wellington 2767 (Somerset). (51410)

ALVIS 1-LITRE SERIES 4 TF21 Automatic. One owner, very good condition. 6,000 miles. This is a collector's model and a third last car made. Apply: R. F. Wattis, Thorpe Latimer, Sleaford, Lincolnshire. (51412)

1935 PACKARD Drophead Coupe, RHD. Very Superb condition, pretty American car having had recent £700 respray and technically excellent, original interior and chassis. £200 spent on brakes and electrical. Drives beautifully, as good as a Rolls or Bentley, but infinitely cheaper. £2,000. 01-348 4517 evenings/weekends. (51414)

1929 AUSTIN 7, Fabric Saloon. Genuinely rare "concours" condition. All original equipment. Absolutely superb order. Only high price considered for this excellent investment. Stourbridge 73174. (51417)

PIPER P2, immaculate 1974 M. Low mileage in yellow. Woolforace wheels, radio. Tel: Carlisle 31991 (business). (51418)

DAIMLER DB18—1949 Barker drophead—excellent original condition, only modifications windows and windscreen washers. This car is not a museum piece or "investment", as I use it as a daily transport; maintenance (professional) therefore done in normal fashion but with the utmost care, devoted to fine machinery. 22 mpg, 55 m.p.h. Comfortable cruising. Regret selling as am getting company car. Wife wants Mini. £850 o.n.o. Phone Wolverhampton 754768 (this is my wife who does maintenance). (51414)

OLDSMOBILE 1961. Dynamic 88 Fiesta. Superb condition, 46,000 miles from new. White/beige interior, 371 cubic inch V8. Hydramatic, regular gas, refrigeration. Raymond Cason, 812 East Travis Street, Marshall, Texas, USA. 214/935-5602 after 6 p.m. (51409)

CITROEN MASERATI SM November 1972. 31,000 miles only, immaculate condition—one owner. £3,500. Gerard 6831. (51415)

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FOR SALE—continued

1948 BUICK ROADMASTER convertible in daily use. Excellent condition. Would acquire this rare American classic. Good condition throughout. Only £1,250. Also a beautiful 1969 Porsche 911T Sportomatic. Sunroof, radio, 36,000 miles only, full service history. £1,600. Mr. Moore, 01-409 4135 day; 01-658 1709 evenings. (51419)

1935 MORRIS 10 Special Coupe with steel sliding roof. 31,000 miles by 2 owners from new, immaculate condition. 1934 Austin Lichfield Saloon with steel roof, 2 owners, 53,000 miles. Many spares. Offers to P. Stansfield 0253 65555. (51454

ALFA ROMEO 1600 Spyder. White, lovely condition, Cimiez, radio, etc. £350. Cobham 47285. (51455

2005L MERCEDES. Silver, manual, well maintained, 1964. £1,200 o.n.o. Mill House, Shenscombe, Glos. (51457)

PORSCHE 1300 1954. Dark green, RHD. Good MoT. 75. Good conditions. Offers around £300. Dairy (Ayrshire) 2440. (51456 eves.

MG-C ROADSTER, 1969, H. Lime green, wire wheels, overdrive, good condition. £585. Telephone Bassenthwaite Lake 363.

ASTON MARTIN DB6 Volante. Dec. 1967. Automatic. P.a.s., power hood, low mileage. £200. Hilton, 14 Horwood Close, Oxford. Tel: 62756. (51458

D-60, 2.5 SECS. 120 m.p.h., 24 m.p.g. L. registration, 21,000 miles, one owner. Fitted stereo 8 Radiomobile with quad speakers, electric aerial, Golde sliding sunroof, Wolfrace wheels with new Avon profile radials, Selmar alarm, door mirror, HRW, inertia belts, undersealed. Finished in Daytona yellow, black vinyl roof and tan interior with cloth reclining seats, carefully maintained Capri 3000 GXL in brown and beige, make this a very attractive buy at £775 o.n.o. A radio is included and boot rack. £775 o.n.o. 15 Milano Rise, Darfield, Near Barnsley, Yorkshire. (51397)

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CITROEN MASERATI SM November 1972. 31,000 miles only, immaculate condition—one owner. £3,500. Gerard 6831. (51415)

FOR SALE—continued

MORGAN PLUS 8. July 1970. Cypress green/black interior. 38,000 miles. Excellent carrier, dual exhaust. 38,000 miles. Excellent condition throughout. Only £1,450. Also 8,000 miles old, 13,500. Telephone Mal. Tillyard 01-589 2469, business Leatherhead 73372 evenings and weekends. (51446

ELVA COURIER Mk. IV. MoT '75. New battery, new brackets. A very, extremely fast sports car. £425 o.n.o. John. 124 High Rd. West Hallestone or phone Fel. 77891 (school hours). (51443

STAG 1973 SI AUTO. Alloy wheels, Maserati horns, extra lights, alarm, Sundym, white/black. Offers. Telephone Wrington 3366. (51444

ALPHA ROMEO 1970 GTV 1971. White, immaculate and low mileage. Electric aerial, tile carpets, alloy wheels, £1,200. Tel: Ilminster 3780. (51453

JAGUAR E-TYPE collector's car, 1962 3.8 FHC. Immaculate, original. Known history, meticulously maintained. Reluctant sale due to £2012 Tax. Offers. 83265. (51452

PA MG 1935. Just rebuilt to high standard of finish. Genuine enquiries: Newcastle-upon-Tyne 814844. (51450

MORGAN +8 1972. Nut brown, leather interior. Superb. £2,000. Tel: Ilminster (Eli) evenings. (51453

TWO STINGRAY CORVETTES. Owner going abroad. 1969 427 cu. in. 435 h.p. 33,000 miles, manual, hard-top and soft-top. £2,000. 1972 454 cu. in. 270 miles, automatic, targa coupe. £3,000. Phone Chris Hannell, Ruper (Sussex) 386 (day) or Tam Fraser, Forest Row (Sussex) 2499 (evenings). (51444

MG MAGNETTE ZB58, 1550. Body needing fairly good. 80 Bridgend Rd., Worcester Pk. Surrey. (51440

RILEY 1½-LITRE 1946. Green, last owner 15 years. Basically sound, taxed MoT. £150 o.n.o. Telephone 27300. (51434

LOTUS ELAN SPRINT. 1971. Exceptional condition. Fastidiously maintained. Hot extras. £1,295 o.n.o. Evenings: 061-799 9820. (51437

1955 AUSTIN HEALEY 100/4 BN1. Good condition, new paint, metal. £500 ono. Tel: Ilminster 3780. (51433

ALVIS TD21 Mark 1 Saloon. Renovation job completed and vehicle is now a superb example of this sought after model. Finished in two-tone beige and brown and a real eye-catcher. Mechanically perfect and in daily use. MoT, taxed, radio, electrical, £795 or v.n.o. Telephone 472-2680 day, 534-2428 evenings. (51438

E-TYPE SERIES II; FHC. H registered. White with black interior, new, HRW, VR tyres, Ziebarted, QH headlamps, stereo, very good condition. MoT September 1975. £1,325 J. Ellinghouse, 11 Pool Meadow, Billericay, Essex or phone (Ipswich) 55068. (51452

VERY PRETTY TR2 with overdrive, h/r tops and various spares. Offers around £700. Tel: Weston-Super-Mare 32620. (51449

AUSTIN HEALEY Mk. I. Sprite 1960. Good bitwork, mechanics recent respray. Long MoT, h/top, tonneau cover, spares. £450. Tel: Hampstead 69732. (51432

MG-A 1960 DHC. Rebuilt from chassis up. Many new parts, extras, and goodies including engine, transmission, suspension, brakes and body parts. £870 o.n.o. Worth singing for full details. Warrington (Lancs) 51583 after 6 p.m. (51434

RENAULT 15TS L. reg. Ag new, 1 owner, very low mileage, extras, radio, etc. £1,250 o.n.o. Phone Fovant (Wilts.) 698. (51435

LOTUS ELAN S3 FHC 1967. Burnt sand. New big ends and main bearings. MoT to 1975. Taxed to December. Bitrack stereo, radio. £750 o.n.o. Aldershot 27327 (weekends). (51442

JAGUAR E-TYPE V12 Roadster. April '73. BRG, full leather, QI headlights, Stereo cassette, 12,600. 01-348 9070 evenings only. (51439

ROVER 95, 1963. Grey, four new tyres, taxed December, 11 months MoT, good condition. Mights a/fas Mini or vintage motorcycle. £495. 01-907 7053 (Harrow). (51421

1933 RILEY KESTREL 12/6. Suitable restoration. Would exchange for vintage motorcycle. Ashley, 27 Northants Street, Totton, Hants. (51431

JAGUAR XK120. Mechanically rebuilt, Harrison sound. Offers over £1,000. Phone Stoke-on-Trent 750471 daytime, 814059 evenings. P. R. Burgess, 4 Moorland Place, Westlands, Newcastle-under-Lyme, Staffordshire. (51430

TR3A 1962. Wire wheels, overdrive, hard/soft tops. Recent engine + suspension rebuild, resprayed. Marriage forces sale, must sell. Offers around £400. Daytime between 10 & 4. 01-628 9174. (51462

MG-A TWIN-CAM coupe in excellent condition. Original shape with converted interior. Servo-assisted brakes. 4 good Pirelli's. Engine about to be rebuilt. Offers before or after rebuilding, phone 01-624 3023 evenings. (51452

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EWHURST 897 (Day), 687 (Evenings)

FOR SALE—continued

1958 BENTLEY SI six cylinder. Tudor green/black metallic roof and boot. Light Brighton 28977. (19579

1957 MERCEDES 300SLR. Blue metallic/beige interior. 225 h.p. Tel: Brighton 28977. (19579

LAGONDA RAPIDE 1961. Webasto roof, new tyres, complete anti-rust treatment, full service history in excellent order throughout. Dubonnet rosso with red leather. Believed the penultimate sold. Offers invited around £2,000. Ring: 0353-2782 (Ely) evenings. (49235

ALVIS TD21. Taxed and tested to June. Good bitwork. Sound, but not perfect. Best offer over £150. 061-928 6087 (51444

VINTAGE SPORTS CARS. Have 1928 Lancia Lambda Torpedo and 1929 Vernon-Derby Sports. Consider good 19" Bentley, Nash, Sporting Edwardian, or 1½/2-litre vintage sports/tourer, or might sell. Weeks, Bryn-Eisfach, Llanybyther, Dyfed, Llanybyther 538. (51445

WANTED

ROLLS-ROYCE or Bentley wanted up to 1965. Condition totally unimportant. Cash. 01-458 1005. (48363

ANY SPORTS CAR wanted. Modern or yearning old and interesting, any condition. 01-658 1709. (48379

HASCOTT WANTED: Rolls-Royce and Bentley Private buyer. 01-458 1005. (48378

WANTED: HRG, XK120, eventually. Also car requiring restoration. Write, Lennart Johanson, Knutsakersv 15, S-30241 Falkenberg, Sweden. (19383

MG-C GT UNIVERSITY motors type prefered. Late immaculate, undersealed, history. Or Alfa 1750 GTV. 01-935 7119 lunchtime 1.30 p.m. (50689

WANTED: Daimler Dart workshop manual (mechanicals and price to Whitemore, 93 Napier Road, Lansdowne Road, Bath, BA1 4JW. (50677

WANTED—DAIMLER Conquest Century 1956 engine or cylinder head, preferably reconditioned. Please write Major Baldwin, Garrison Officers' Mess, Catterick Garrison, North Yorkshire. (50673

DINKY TOYS WANTED. Good prices for early items. 11, Streamside Road, Chipping Sodbury. Tel: 314207. (50623

WANTED: Low distinctive number plate on any vehicle in any condition. Please phone 051-428 1517 (evenings), or write PO Box 5 Liverpool L25 6JS. (50584

PRE-WAR SPORTS or tourer wanted. Anything open considered. Restoration work not objected to providing she car is fairly complete and realistically priced. 98 Devonshire Drive, North Anston, Sheffield. (50843

BUGATTICS WANTED. Any of volume eleven or earlier. Same copies available for sale. Also wanted, Bugatti Type 40 Parts. (50841

DAIMLER SP250B OR C in good condition. MoT essential. £500. Lancaster 67523 (Wednesday, weekends). (50873

WANTED: Any spares Talbot 105, 110, 105 Rapide. Any spares: SS-Jaguar 2½, 3½, "100". Any spares: Lagonda 3-litr, 2½-litre. Any spares Aston Martin DB2. Complete cars considered. Tanglewood Lodge, Common Rd., Stanmore, Middx. 01-950 1019. (51026

AUSTIN 7 CHUMMY wanted. Exceptionally high price paid for superb example, but absolutely any pre-1931 Seven considered. Stourbridge 73174. (51060

WANTED: MORGAN 1960 or earlier, only for good runner. Collect anywhere. Newby Lodge, Cottage, Mid-Lavant, Chichester. (50696

WHO MAKES OFFER to repair runs demolish under my 1964 Alfa Romeo Spider and arrange new MoT? Box No. 4502. (50996

VETERAN CAR WANTED, unrestored. Kiesator preferred. Any condition considered. Have been searching long time—please help. Hungarton 639 (Leicester). (51049

J.L.T. REGISTRATION wanted, any number. Offers to Thomas, Minett Avenue, Ruchwick, Worcester. Tel: Worcester 422152 evenings. (49359

WANTED—Rolton or Brough Superior in excellent condition with current MoT. Details and bona fide price please to Box 261 Brighton, Mass. USA. (56526F

WANTED—continued

1959 AUSTIN HEALEY SPRITE Mk. I, nearside windscreen post. Information to Robson, 16 Coomsude, Cramlington, Northumberland. Phone Cram 2797. (50870

WANTED MORGAN 4 or 4/4 (possibly 4/4 preferred) registered in an emergency for rough. Any condition or age, engine not objected to. Phone Burgess Hill 41454 after 6 p.m. (50849

ASTON MARTIN DB6 Mk. II Volante wanted. Any A.O.C. overhaul. Telephone: Lambarhurst 643. (50926

MGC A, TF, TC, TD, TA, TB, Y, VA, WA, P, J, etc. Also pre-1960 Rolls and Bentleys. 061-224 1069 evenings and weekends. (39850

ALVIS LAGONDA or similar sporting motor in good condition. Straight cash purchase. 01-828 7449. (45120

PORSCHE 4-CAM spares, documentation, or complete engine required. Skinner, 6 Ruston Mews, London W11. (46012

LANCIA FLAMINIA SHD only. Full particulars please, to: F. W. Humphreys, 16 Hubert Road, St. Cross, Winchester. (50021

ENTHUSIAST SEEKS pre 1936 Austin Seven or Open Tourer for restoration. Condition immaterial or would consider dismantled or part complete vehicle. Please send full last details and price required to Box 4488. (50038

WANTED MG SPARES for my MG-S TA, TC, PA, engine, gearbox, shell and VHT need everything. Offering good prices. Jeffries, Rowcon Apartments, 40 Queensgate, London SW7 5HR. (56588F

WANTED CARS MG TA/VA Tickford d/h Trike Morgan, SS-100 or w.h.y. Jeffries, Rowcon Apartments, 40 Queensgate, London SW7 5HR. (56588F

SPORTS CARS urgently wanted for cash or part exchange. Boughton (022-775) 223. (19383

WHITE ROLLS or Bentley, postwar. Will pay up to £3,000 cash. Fisher, 97 Rushall Avenue, Chiswick, London W4. (50623

WANTED ROLLS ROYCE spare parts pre-war and post-war up to Silver Cloud III. Used or new, will buy in quantity, or one item. Handbooks, owners' manuals, workshop manuals, literature, I will be in England for two weeks buying Rolls Royce parts. Send spares list to client James Metheney, American Express International, 6 Haymarket London, SW 1Y 4BS. (56556F

WANTED for 1929 Ford model A: water pump, distributor cap, complete, plug leads, wheel, brass centres. W. Livesey, Scotton Garstang, Preston, Lancs. (50715

WANTED: Pre-war Aston Martin, preferably unrestored. Phone: Colephill 63472. (50133

SUBSTANTIAL PRICE for Rolls Royce in top condition, 20 or 20/50 h.p. with open bodywork or any Rolls Royce (not Tourer). Middlebrough 590670. (50334

MORRIS OXFORD Six 14.9 h.p. side-valve engine, 1929/1933 series wanted. Tel. Blackburn 47928. (50230

WANTED: Parts to complete my early Rolls-Royce Silver Ghost cars. Please send lists and prices, Joe Lacey, 9910 Chardon Road, Chardon OH 44024 USA. (55408F

MGC A, TF, TC, TD, TA, TB, Y, VA, WA, P, J, etc. Also pre-1960 Rolls and Bentleys. 061-224 1069 evenings and weekends. (39850

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PAINTING OR DRAWING by Brian de Grineau or Gordon Crosby. Phone: 01-567 2241. (49370

ANY SPORTS CAR wanted. Modern or anything old and interesting. Any condition. 01-658 1709. (48379

FOR 1921 AT CHUMMY—3 bolted edge wheels, similar MG magneto, or any spares welcomed. Tel: 01-904 1528. (50249

WANTED—continued

I NEED A ROLLS ROYCE or Bentley, not standard style, must be in perfect order. **Prefer Continental fastback or "S" series, but a nice Silver wraith would tempt me. Not expensive please. Full details with photographs to David de la Warr-Crouw, The Coach House, Cranhams Lane, Cirencester, Glos. Phone Cirencester (0285) 4960.** (49601)

LOTUS 7 Series One or Lotus 6, private purchaser, cash waiting. Will collect. Condition not important. Details to 15 Stone Lane, Kinver, Nr. Stourbridge, Worcs. (49364)

AUSTIN SEVEN, Morris wanted. Or other interesting vintage or classic. Sensibly priced. Write: Turner, Royal Mews, Blackingham Palace, London S.W.1 (49493)

A.C. ACE preferably with A.C. engine. Condition not important if reasonable. Phone 01-286 6309 business hours or write Williams, 12 Grimsdells Lane, Amersham, Bucks. (49474)

RED ENGINED Frazer-Nash wanted by ex-Mexico enthusiast. Prepared to pay top price for good condition material. The going rate is offered appropriate to originality and condition. Beebee Lyways House, Longdon Green, Nr. Rugeley, Staffs. Armitage 490561 evenings. (50037

MG-B GT WANTED. 1971/72. Immaculate with overdrive, in exchange for 1971 TR6, red, overdrive, hardtop. Beaconsfield 6602. (49981

PRE-1939 MG required, any condition considered, but must be reasonably complete. Please send full details and price to Box 4658

ROLLS-ROYCE or Bentley, cash around £1,500—£2,000. No rubbish. No dealers. 27 Canonsfield Road, Welwyn, Herts. Tel: Welwyn 4563. (49646

XK150S. The Director, Caister Castle Motor Museum, Nr. Gt. Yarmouth, Norfolk. (49265

WANTED: for 1936 Ford 8, rear wing guards, rear steering column and steering box. 6 Trent Grove, Dronfield, Sheffield S18 6FW.

SUPERBLY RESTORED TD2 wanted by MG enthusiast, preferably with spares. Must have excellent weather equipment, as I'm allergic to any water undiluted with whisky. Tel: Kilbarchan 3269. (51380

WANTED: Cylinder head to 1929 Mori'ru Oxford. Also disc wheel to take 26 x 3 b.s. tyre. 061-773 1587. (51369

MG 1B/80 WANTED. Any condition considered. Poor or excellent. 061-773 1587. (51369

OPEN VINTAGE CAR, any make—considered, original usable condition. Also Cossette supercharger. 1, Cowley Park, Steeple Aston, Oxfordshire. (Steeple Aston 40)

FIAT 500—LITTLE FARINA saloon. Wanted. Must have excellent rust-free body and "chassis", no dents or mods, rather upholstery preferred. Condition of engine and transmission unimportant. Wanted by March 1975. Marsh, Tunbridge Wells (0892) 31237 (day), 20978 (evenings).

ANY ROLLS-ROYCE or Bentley considered, will pay cash or exchange for one of my collection, conditions unimportant. Tel: Pontefand 2807 (000366

AUTOCAR bound and unbound volumes wanted for years 1931-32-33-34 and 39. Please phone 0225 833156 evenings. (51144

MG 1939 TA urgently required. Radiator, block and shell, any condition. Have money, will travel. Please telephone Jack Castle 021-706 0438. (51165

WANTED: 5 880 x 120 BE wooden wheels. Apply: J. L. Bradshaw, Fordmoble, Eire. (51926

WANTED: Ford model "A" 1929/31, in good drivable cond. Offers to Fritz Halsa, Margarehenstr. 5, A-7100 Mosbach/Baden. (50637

WANTED: Single-seat Grand Prix. Any condition considered. J. E. Finn, 14 Nutmeg Ridge, Ridgefield, Conn. 06877 USA. (50739

MG-M TYPE or similar in good condition wanted. Gardiner, Cromkill, Ballymena, Co. Antrim, Ballymena 3684. (51227

MINI COOPER low mileage, undersealed, unspoilt model. Full history. Anywhere England. 01-603 7434. (51415

LOTUS ELEVEN, Sports, Club or Le Mans in any condition. Also any spares. 021-745 3576. (49082

PORSCHE 911S. Preferably early 2.2; else 2.0 with fuel injection. Good condition essential. Wruford (Somerset) 301, weekends. (51449

MISCELLANEOUS

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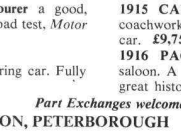

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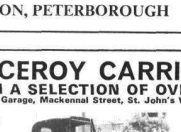

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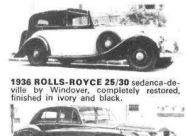

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WANTED
Our members are keen to purchase interesting cars in any condition. Please let us have full details and price required.
Please note that our October Ally Pally sale has been cancelled — next auction January 18/19 1976
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Selected Cars
CLEARANCE SALE
We are pleased to offer all customers fantastic "clear-out" prices this month. All stock must be sold, if necessary at cost or less, and discounts will be particularly generous for non-part-exchange sales. Stock list which follows shows "normal" asking prices and all offers will be given serious consideration and their acceptance will depend on the stock position and the date in the month! **70 Porsche 911T,** impeccable, **£1,950; 71 XJ6 4.2, £1,975; 73 Range Rover, £2,685; 70 Cadillac** 2-door, **£1,750; 67 Aston Martin DB6, £1,650; 52 Rolls** owner-driver Windover, **£3,250; 57 Bentley SI, £950; 70 Daimler Sovereign 4.2, £1,650; 73 Jensen-Healey, £1,450; 70 TR6** overdrive, **£775; 72 Ford Mexico, £975; 67 Mercedes Simca Rallye, £695; 67 Mercedes 250SE** Automatic, 2-door coupe, **£1,195; 70 TVR Vixen 1600, £775; 63 Rover 110, £445; 71 Fiat Moretti 850 Special, £595; 71 Fiat 124 1600** coupe, **£1,050; 72 Rover TC, £1,250; 68 Mini, £395; 70 Musstang** convertible, **£1,500; 67 Cooper 'S', £475; 70 Mk. III Cooper 'S', £795; 62 MG-B, £225; 66 Midget, £295.**
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1970H ALFA ROMEO 1750 GTV. Yellow ochre. One owner, certified 43,000 miles. Radio, h.r.w., 5-speed gearbox. Original gleaming condition **£1,095**
1971L JAGUAR E-Type V12 roadster. White/black trim. One owner, genuine 37,000 miles. Chrome wire wheels, radio Superb condition **£2,195**
1971 TRIUMPH Stag. Hard-top/soft-top. Automatic. Red with black trim. Cert. 28,000 miles. Stereo 8/radio. Full service history. Showroom condition **£1,795**
1971 RELIANT Scimitar GTE, automatic. April yellow/black, one owner from new, certified 41,000 miles; radio, h.r.w. **£1,695**
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1974M LOTUS Elite 502. Scandinavian blue with champagne int. Air conditioning. Stereo cassette/radio, tinted glass. 3,300 miles **£5,250**

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NOSTALGIA

WHETHER THE WEATHER

It certainly hasn't been a 'Let's be kind to Cobras!' summer. Most of 'COB 1's' outings have ended in soggy carpets and grit-scarred wheel arches, and none more so than at the 3rd Cavalcade of Motoring at Sherborne Castle recently. But I can't really complain when such a magnificent number of truly historic motor cars, covering 80 years of transport, braved atrocious elements to parade in the mud-ridden grounds of this Dorset Stately Home; (and I was lucky enough to win some champagne glasses in the *Concours!*). As I write this, gale-force squally showers suggest that tomorrow's A.C.O.C. Annual *Concours* at Claydon House will be a similar squelch. . . .

HERE OR PROBABLY COMING:

1930 ASTON MARTIN 'INTERNATIONAL' 2/4-str., HX 838 — absolutely superlative example — 98 pts.

1937 BENTLEY 4¼-litre 2-door F.H.C. by GURNEY NUTTING, JAP 959 — see page 198 — '50 Years of the Marque'; totally original and one of only three made — 78/93 pts.

NOVELTY SPOT — 1961 CITROEN 2CV, SNM 827N LHD totally restored during '73/74 to as new all respects, full sun-roof, etc. — 100 pts., £650 includes complete 1963 Ami 6 for spares! **REMEMBER — 100 pts. means BEST IN THE WORLD; 70 pts. means WELL MAINTAINED BUT 'USED'.**

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1962 LOTUS ELITE STAGE 2, 157 EPW — totally stripped and rebuilt with all new parts, bodily and mechanically; many polished parts — 99 pts.

1963 AC SHELBY COBRA 4.7-litre, R.H.D., VBY 266M — totally new trim, hood and screen, wheels, all suspension, clutch, some engine (300 b.h.p.) and gearbox parts, transmission, etc., and a proper respray — 98 pts.

1964 EX-WORKS A/HEALEY 3000 Mk. III, BRX 852B — actual Timo Makinen R.A.C. Rally car (2nd overall), absolutely as it left the Works in 1967 (Tulip box, Webers and all); 15,000 miles recorded, perfect for road, rallying or Post-Historic racing — 90 pts.

1968 TVR TUSCAN 4.7-litre V8 S.W.B. — famous car holding many circuit and hill-climb records, but fully trimmed and road registered, with stereo, etc. Genuine 400-b.h.p. Cobra engine, highly developed suspension, etc.; still ultra-competitive — 94 pts.

1968 ALFA ROMEO TIPO 33-STRADA, L.H.D. — the 'street-version' of the famous GT racer with 210 b.h.p. 4-cam V8, 6-speed box, etc. What a machine! — 92 pts.

1971 GORDON-KEEBLE GK1 Mk. II, GBY 5J — genuinely brand new in 1971, with all leather interior, etc. 0-60 in 6 sec., 140+ m.p.h.; 17,000 miles recorded — 96 pts.

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AVAILABLE ELSEWHERE (with private owners):

Alvis TF21 d.h.c., auto., 1966, 50,000 m., 97 pts., **£2,600. Aston Martin DB2/4 Mk. I, 1955,** 57,000 m., 93 pts., **£1,250. A/Healey 3000 Mk. IIA, 1963,** ex-works demonstrator, 98 pts., **£1,600. Bristol 405, 1956,** paint faded, otherwise 97 pts., **£1,250. Ferrari 365GT, 1969, R.H.D.,** 75 pts.; **offers. Fiat Dino Spyder '246', L.t.a., 1971, L.H.D.,** very rare, 97 pts., **£2,950. Mercedes 190SL, 1960,** 70 pts. (M.o.T., etc.), **£550. MG-C GT, 1971,** almost the very last, 94 pts., **£1,100. Porsche 356C cabriolet, 1967,** 70,000 m., 85 pts., **£700. Swallow Doretti, 1954,** restored, 94 pts., **£550. Warwick GT, 1961,** restored, paint 70 pts., otherwise 96 pts., **£850.**

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GTE Manual (non overdrive) – April yellow with tan interior. Fitted with alloy wheels, electric windows. . . . . **LIST**

GTE Overdrive – Everest white with black interior. Fitted with alloy wheels . . . . . **LIST**

GTE Overdrive. April yellow with black interior. Fitted with electric windows and stereo cartridge player . . . . . **LIST**

GTE Overdrive. Florida green with tan interior. Fitted with alloy wheels, tinted glass, electric windows, laminated windscreen . **LIST**

GTE Overdrive in Beaujolais red with tan interior. Fitted with alloy wheels . . . . . **LIST**

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1972 GTE Overdrive. *Highland purple with black interior.* Usual radio and HRW **£2,075**

1973 GTE Manual. Beaujolais red with tan hide interior, cassette stereo/radio, tinted glass, electric windows, alloy wheels, one owner **£2,345**

1973 GTE Automatic. Everest white with black interior, stereo, alloy wheels, black vinyl roof, quartz headlamps, low mileage, supplied and serviced by us **£2,595**

1973 GTE Overdrive. Everest white with black interior. Fitted with alloy wheels, one owner, supplied and serviced by us. **£2,395**

1972 GTE Automatic. Wessex green with tan interior. Stereo, fog and spot lamps etc. One owner with service history. **£2,175**

1971 GTE Automatic. Mediterranean Green with black interior. Usual extras (serviced by us) **£1,795**

1974 GTE Automatic. Copper metallic brown with tan interior. Stereo cassette player. Electric windows, alloy wheels, tinted glass, ex demonstrator. Very low mileage **£3,145**

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SPITFIRE Mk. 4, 1971K. White, 16,000 miles **£745**
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SPITFIRE Mk. 3, 1970. Red, hard/soft-tops, radio **£625**
SPITFIRE Mk. 3, 1970J. Red **£595**
SPITFIRE Mk. 3, 1969. Pale blue, hard/soft-tops, radio **£535**
SPITFIRE Mk. 3, 1969. Valencia, w/wheels, o/drive... **£495**
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Europa Special 5 speed. Roman purple with oatmeal interior and tinted glass. **£3,300**

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1974 Elite 502. White with oatmeal interior. Standard feaures include air conditioning, stereo radio/tape player, tinted glass and HRW. Low mileage, ex demonstrator. **£5,500**

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1973 Seven. Big valve engine. Red with black interior. Complete with hood, side screens and tonneau cover. 5,000 miles recorded. **£1,395**

1970 +2S. Red/black interior (Nov reg), radio, tinted glass . **£1,495**

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1973 +2S 130. 5 speed Red with silver flake roof and black interior, stereo, HRW, air-horns. **£2,395**

1974 Europa 5 speed Special JPS, Black with gold coach lining, oatmeal interior, stereo, tinted glass, alloy wheels, air-horns, low mileage, supplied and serviced by us **£2,295**

1972 Elan Drop Head. Gold Leaf colours in red over white with black interior **£1,575**

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1936 BENTLEY 4½-litre f.h.c. by Gurney Nutting. Original condition.

1973 LOTUS Elan +2S 130/5, Primrose, one owner, radio, special wheels..... **£2,395**

1972 LOTUS Elan +2S 130, 21,000 miles, radio/stereo, h.r.w. **£1,995**

1970 LOTUS Elan +2S. French blue, sun-roof. Low mileage, brand new engine, not yet run in. **£1,495**

1973 LOTUS 7, big valve engine, 9,000 miles. One owner.

1971 LOTUS 7 1600 GT, 16,000 miles only. 1 owner.

1972 LOTUS Europa TC, Carnival red, radio **£1,555**

1970 LOTUS Elan f.h.c. S4 S/F. Radio, Sundym. **£1,095**

1972 JAGUAR V12 E-Type roadster with hardtop. 27,000 miles, radio/stereo **£2,495**

1970 ASTON MARTIN DBS Vantage. Seychelles blue, radio/stereo, Sundym **£3,450**

1973 series FORD Commodore. Blaze 10,000 miles, 200 b.h.p., Sundym, sun-roof, radio, revolution wheels, spoiler..... **£1,995**

1973 TRIUMPH TR6 PI o/d roadster. One owner, radio/stereo, carnival red **£1,495**

1973 TRIUMPH TR6 PI o/d roadster. Primrose deep tan interior, Sundym, Ziebart sealing, radio/stereo, electric aerial **£1,645**

1972 TRIUMPH GT6 Mk. III, o/d., Primrose, Sundym, sun-roof **£1,295**

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1970 VOLVO 1800E, 22,000 miles only, one owner, radio, h.r.w., special wheels **£1,395**

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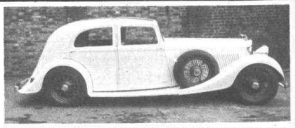

Now completed and ready to go this really beautiful 3½-litre Thrupp and Maberly saloon stands gleaming in our premises. The ivory coachwork in the "Airline" style accentuates the red leather of the seats, and red wheels, almost one could say fleshy, but in that twenties fashion of the American Brewster bodies. Anyway come and have a look.

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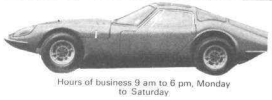

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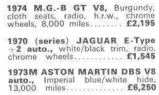
1973L BMW 30 CSL, one owner, low mileage, all usual BMW extras, +radio/stereo, coach work, Hella lamps and spoiler; finished in targa (metallic green) ... **£4,450**
1974M M.G.B- GT in purple. Sundym, Rostyle wheels, low mileage, radio. Unmarked ... **£1,795**
1973L LOTUS Elan Sprint f.h.c. in metallic lagoon blue, only 10,000 miles, radio, h.r.w., as new .. **£1,795**
1973L TRIUMPH TR6 coupe in red, one owner, radio o/d., sunroof and spotlights. Has to be seen. **£1,495**
1973L TRIUMPH TR6 d.h.c. in light blue, one owner, 18,000 miles. Radio, o/d. Mint condition .. **£1,445**
1973L TRIUMPH Spitfire, in purple, one owner. No o/d, but exceptional throughout **£960**
1972K DATSUN 240Z, in red, one owner, 30,000 miles. Too many extras for print. Condition superb. **£1,565**
1971J LOTUS Elan Sprint d.h.c. Blue and white, one owner, new tyres, tonneau, low mileage .. **£1,295**
1971K TVR Vixen 1600, white, one owner, 17,000 miles. Mag. wheels, a genuine specimen of real value at **£1,145**
1970J ALFA ROMEO 1300 GT, in saffron. Only 21,000 miles, one owner, many extras and in outstanding condition **£975**
1970H LOTUS Elan S4 d.h.c., yellow and white, 36,000 miles. Drives as new, radio, 2 owners **£1,095**
1969G LOTUS Elan S4 d.h.c., two owners, recent decoke, a real flyer, with music, in yellow **£945**
1968G LOTUS Elan 2+2, beige, a vehicle we have bought and sold three times since new, so it now needs another appreciative owner... **£995**
1968G TRIUMPH TR5, blue with blue trim, a very nice car which can still return 23 m.p.g. Without o/d **£645**

Saloons of Value

1971K MG 1300, one owner, a quick small prestige car **£695**
1969H ESCORT 1300 Super, the wife's car and she wants 2 seats, so a superb car for **£545**
1969H ESCORT Twin Cam, in white, black bonnet, big wheels, radio, special seats. Rebuilt big valve engine, 6,000 miles ago **£665**



1973 FERRARI Dino-Spyder, metallic dark blue, one owner, 17,000 miles, leather trim, electric windows, radio/stereo **£4,750**
1974 M.G.-B GT V8, Burgundy, cloth seats, radio, h.r.w., chrome wheels, 8,000 miles..... **£2,195**
1970 (series) JAGUAR E-Type +2 auto., white/black trim, radio, chrome wheels..... **£1,545**
1973M ASTON MARTIN DBS V8 auto., Imperial blue/white hide, 13,000 miles..... **£6,250**
1971 JENSEN FF, metallic Regal red, recent complete overhaul **£3,500**
1973 JENSEN HEALEY, red/black trim, 14,000 miles, one owner **£1,495**
1972 TRIUMPH Stag, sable/cinnamon, 15,000 miles, radio, hard and soft tops **£2,150**
1972L TRIUMPH TR6, white, overdrive, 10,000 miles..... **£1,295**
1964 TRIUMPH TR4, pale blue, hard and soft, exceptional..... **£295**
1971 M.G.-B GT, white, overdrive, radio **£1,095**
1968/9 M.G.-C GT, red/black trim, wires, overdrive **£795**
1972 (series) LOTUS Europa, yellow/black trim, Revson alloy wheels, radio..... **£1,495**
1970 LOTUS +2S, low mileage, pale blue/dark metallic blue roof . **£1,395**
1969 LOTUS +2S, metallic rally-fleck green. This car was Lotus's own car until recently and is faultless, radio, chrome wheels, tinted glass, green interior **£1,395**
1968 LOTUS +2, red/silver, exceptional **£995**
1970 ELAN f.h.c., red, radio **£1,095**
1970K RAMBLER Javelin, metallic green **£1,395**
1970 TRIUMPH Vitesse, convertible, pale yellow..... **£695**
1970 ALFA 1750 GTV, white, sunroof, radio **£1,195**
1968 ALFA 1300 GTV, white/black trim **£695**

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1971 (Reg.) ABERCROMBIE RUNABOUT, American Reproduction model of the 30s, white/black, covered only one in England..... **£1,195**
1967 AUSTIN HEALEY 3000 Mk. III, B.R.G./black, wire wheels, radio and 8-track stereo, SP Sports, stoneguards, overdrive, leather trim; lot of chromed engine parts..... **£1,425**
1961 DAIMLER SP250, beautiful car in ivory with lovely tan interior, original log book, tonneau cover, workshop manual; needless to say that these cars must appreciate, once sold almost impossible to replace **£995**
1973 GINETTA G15, factory-made car, one lady owner certified mileage since new 11,906, sun-roof, SP68s, rear window heater, Cosmic wheels; a really delightful car..... **£1,095**
1971 JAGUAR XJ6 4.2, sable-beige, overdrive, radio, h.r.w.; one owner, certified mileage 35,232, superb condition..... **£1,795**
1958 JAGUAR XK150 f.h.c., red/red; sold by us to last owner four years ago, fitted overdrive, stereo, wire wheels; history upon request, complete file available..... **£995**
1966 LANCIA Flaminia 3c 2.8-litre V6, imported 1972, very pretty 2-door Superleggera touring coachwork, 2/4 seats, silver grey/red; classic car, appreciating. L.H.D. **£995**
1974 (May 24th) MG-B roadster, purple/autumn leaf, delivery mileage, overdrive, tonneau, headrests; save money at..... **£1,645**
1973 MG-B V8 GT, damask red/navy, one owner, confirmed mileage 9,212; overdrive, radio, reflex belts, h.r.w., G800 tyres..... **£1,995**
1973 MG-B roadster, teal blue/ochre, one owner, confirmed mileage 14,279, overdrive, tonneau, radio; in extremely nice condition .. **£1,245**
1970 MG-B GT, red/black, one owner (supplied by us new), confirmed mileage 29,879; wire wheels, 5-p.b. radio, mirrors; rather nice condition **£945**
1970 MG-B roadster, white/black, two owners only (sold by us to the last as 28,083 miles); wire wheels, overdrive, radio; nice condition .. **£825**
1969 ('68 model) MG-C GT, black/red, automatic, chrome wire wheels, 5-p.b. radio; two owners (sold by us to the last)..... **£695**
1972 (imported) 1968 model MASERATI Sebring 2-door coupe, metallic grey/blue trim, Borrani wire wheels, radio, electric aerial, electric windows, 5-speed box, fuel injection. What a motor car!..... **£1,745**
1969 RENAULT R4 Estate car, red/black, two owners only, Mich. X, mirrors; very rarely see these cars for sale..... **£395**
1966 SUNBEAM Alpine Mk. V, rare one-owner example, overdrive, tonneau, fog/spot, new black hood just fitted; finished in pale blue with black **£495**
1973 TRIUMPH TR6, pimento/brown, one owner, certified mileage 16,557; overdrive **£1,395**
1973 TRIUMPH Spitfire Mk. IV, magenta, one owner; 5-p.b. radio, overdrive **£965**
1972 (Nov.) TRIUMPH GT6 Mk. III, sapphire blue, overdrive, h.r.w., vinyl roof; very smart example..... **£1,125**
1972 TRIUMPH Spitfire "K", emerald green/black, one lady owner, confirmed mileage 20,850; delightful condition..... **£825**
1971 (Oct.) TRIUMPH GT6 Mk. III, Wedgwood blue/blue, two owners (sold by us to the last), overdrive, stereo/radio, electric aerial, 5J wheels **£945**
1971 TRIUMPH Vitesse Mk. II convertible, very smart car in green with tan trim, one owner (doctor); overdrive, tonneau, G800s; these cars are appreciating very rapidly..... **£845**
1971 TVR Tuscan V6 coupe, beautifully finished in all black, fitted for stereo, mag. wheels, rare 3-litre model..... **£1,095**

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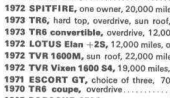
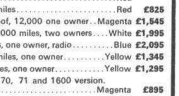
1972 TRIDENT Ventura V6, sun roof, overdrive, Wolfrace wheels, radio, quad. tape, opening rear window..... Blue **£1,995**
1972 JAGUAR V12 E-Type convertible..... Primrose **£2,695**
1972 Reg. FIAT Spyder, Wolfrace wheels, hard/soft tops, L.H.D..... **£995**
1971 JAGUAR V12 'E'-Type f.h.c...... Maroon **£2,195**
1971 M.G.-B GT, Auto. One owner. Radio..... Blue **£995**
1971 JAGUAR V12 'E'-Type convertible, radio, 20,000 miles.. Red **£2,195**
1971 MARCOS 3-litre V6, overdrive; two owners..... Red **£1,395**
1971 SCIMITAR GTE, overdrive..... Silver **£1,595**
1970 CITROEN D21 Special..... Grey **£895**
1969 'E'-Type JAGUAR f.h.c., chrome wire wheels..... Maroon **£1,295**
1968 PORSCHE 911S, Recardo seats, radio. Looks like a 1971 72.. Red **£1,995**
1968 MARCOS 1600GT, sun roof..... Yellow **£995**
1968 LOTUS 7 S.3, certified 18,000 miles..... Yellow **£695**
1968 SPITFIRE, hard top ..... Blue **£395**
1968 TR5..... Blue **£595**
1967 TR4A ..... Green **£395**
1963 JAGUAR 'E'-Type convertible, wire wheels..... White **£695**
1973 GRANADA GXL. Power, auto. Tinted windows, sun roof, etc. ..... Green **£1,695**
1970 CORTINA 1600E, certified 35,000 miles..... Jade **£745**
1969 & '71 EUROPAS, choice of two..... **£995**
1973 CLAN Crusader, one owner, 10,000..... **£1,095**
1972 ESCORT Mexico Group 1 car.
1972 SCIMITAR GTE, Auto. 22,000 miles..... Maroon **£1,995**
1970 M.G.-B convertible, overdrive ..... Blue **£895**
1971 PORSCHE 911S, electric windows and roof..... **£3,250**
1968 PORSCHE 911T..... Red
1972 SPITFIRE, one owner, 20,000 miles..... Red **£825**
1973 TR6, hard top, overdrive, sun roof, 12,000 one owner.. Magenta **£1,545**
1973 TR6 convertible, overdrive, 12,000 miles, two owners.... White **£1,995**
1972 LOTUS Elan +2S, 12,000 miles, one owner, radio..... Blue **£2,095**
1972 TVR 1600M, sun roof, 22,000 miles, one owner..... Yellow **£1,345**
1972 TVR Vixen 1600 S4, 19,000 miles, one owner..... Yellow **£1,295**
1971 ESCORT GT, choice of three, 70, 71 and 1600 version.
1970 TR6 coupe, overdrive..... Magenta **£895**
1965 PORSCHE 356C ..... Blue **£695**
1964 ASTON MARTIN DB5 convertible ..... Green **£1,595**

FOLLOWING STOCK NOT IN AT PRESS DATE BUT EXPECTED BY OCTOBER 1st.

1970 S.3 T/C Lotus 7. 1969 and '72 Lotus Elans. 1972 and '73 GT6. 1970 M.G.-B GT. 1970 Cooper S. Elva T160 Fissore coupe. 1972 Mustang convertible. 1972 Europa T/C. 1972 BMW 2002. 1973M V12 'E'-Type convertible. 1974 V12 'E'-Type auto. convertible, 4,000 m.





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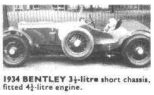
1964 BENTLEY S.III Continental convertible, white with matching trim.

1935 WOLSELEY Hornet Special, unique car in concours condition.



1934 BENTLEY 3½-litre short chassis, fitted 4½-litre engine.

1954 BENTLEY R-Type, auto., sunroof, black/grey, red trim.

1960 JAGUAR XK150S f.h. coupé, rare 3.4 model, 47,000 miles.

1951 DAIMLER Barker sports, two owners, concours winner.

JAGUAR Special, 3.4 XK engine, Mk. V suspension, tubular chassis; built in conjunction with Jaguar.

1957 DAIMLER 254 3-seater coupé, one owner, 60,000 miles.

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1959 D.B.2/4 Mk.III. Prophead coupe, overdrive, good hood, bodywork in fair condition, sensible.
1936 4½-litre Bentley, four seater open tourer. Vanden Plas body, very original, offers.
Aston Martin D.B.4 Saloon 1960. Very good engine and gearbox. New clutch and exhaust. Reconditioned front suspension. Very clean interior and body. £1,300.
Aston Martin D.B.2/4 Mk.I 3-litre. Only four owners from new. Full history. Complete engine overhaul 4,000 miles ago, brakes relined, new kingpins and bushes. High ratio rear axle, original tools and instruction book. This superb car is offered at the very realistic price of £1,130.
Aston Martin D.B.2/4 Mk.I. Superb example, red, beautiful original beige interior, full engine rebuild including new crankshaft, new steering box etc. alfins, faultless original condition, much nicer than many rebuilt and retrimmed models. History and bills available. Wonderful investment at £1,265.
Aston Martin D.B.2/4 Mk.II – F.H.C. – 1957. One of only 16 sold in U.K., green with black trim. Engine undergoing full rebuild. Bodywork good but would justify respray. £1,250.
1950 Healey Tickford Saloon 2½-litre. Complete engine rebuild in August 1974. Rewired, good interior. Body rebuilt and painted. Rare opportunity at £925.
M.G. T.D. Owned by us for last eight years. This car is being rebuilt to concours condition and should be ready by the time you read this advertisement. Offers around £2,000.
M.G. T.C. 1948. Concours condition. New chrome, interior retrimmed. Rebuilt throughout to the highest standard. Offers.

Bits and pieces – all suitable for D.B. 2/4 V.B. 6J. Cylinder head complete with valves, camshafts, cam covers etc., standard crankshaft, sump, 3 pistons and rods. Bell housing.

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BENTLEY S3 Continental 1965 by Mulliner/Park Ward. Regal red with black interior. Much recent mechanical work. An outstanding example of a coach-built car.

ROLLS-ROYCE PS 1963 by James Young. Finished in midnight blue with gold coach lines. The interior is mid blue hide and is complete with cocktail cabinet plus occasional seats.

BENTLEY R TYPE 1953 by Freestone and Webb. Finished in black pearl with a beige hide interior. 2 private owners from new. A rare car in prime condition.

BENTLEY MK VI 1951 by Mulliner. Three owners from new, low mileage. Duo grey with a faultless red hide interior. An extremely fine old machine.

BENTLEY S1 2-door coupe by James Young. Auto-plus P.A.S. Metallic blue with blue interior. This car has been the subject of much mechanical and cosmetic work recently.

1959 SILVER WRAITH by James Young
1961 BENTLEY S2 Drophead Continental.
1962 BENTLEY Flying Spur saloon.
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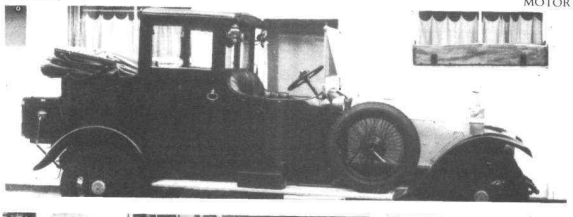

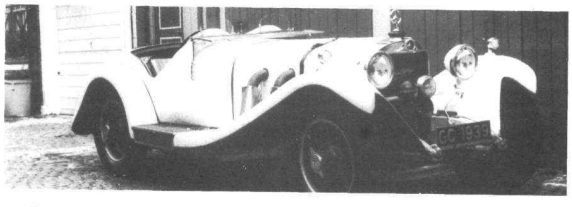

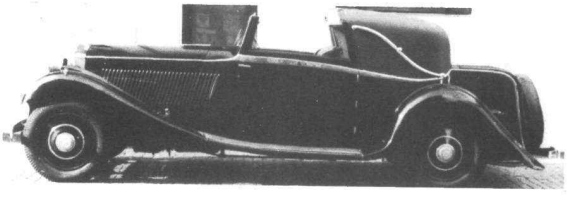

We are pleased to report that in spite of the difficult economic climate fine Motor Cars are proving to be an exceptionally firm market. We have sold both the Phantom Brougham, we illustrated last month, and our fabulous 1911 Silver Ghost.

We illustrate this month three exceptional cars:-

1919 Silver Ghost Landaulette. This example is in fine condition and has an elaborate velvet brocade interior. Painted burgundy with black wings.

1928 Mercedes Benz SSK. This is, we believe, the only genuine SSK offered for sale anywhere for many years. It is fitted with slightly later English coachwork and is referred to in Frosticks' book "The Mighty Mercedes" as being first owned by a Mr. Nash.

1934 Barker 20/25 Sedanca Coupe. Very much in the Gurney Nutting idiom, but with Barker quality. Small horsepower Rolls with rare coachwork are, we find, a rapidly appreciating market and this car represents excellent value at slightly more than half the price it would be if it were a Phantom II.

We suggest that those readers who own late model Siver Shadows or Corniches consider the advantages of part exchanging their vehicles against any of the above cars. We feel certain that the older vehicles will grow in value whilst the newer ones will shrink.

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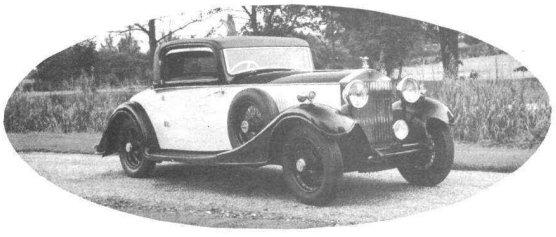
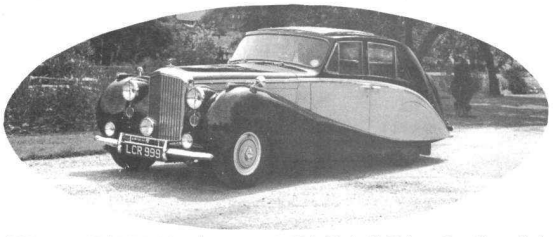


1934 ROLLS-ROYCE 20/25, 2-seat fixed-head Coupe by **WATSON** of Lowestoft. Completely restored in Black with Ivory side panel. Japanned leather hood topping and Magnolia hide trim. Believed to have been built for the designer's own use, the car has been run by one careful family for most of its history.



1953 BENTLEY 'R' TYPE, 4 door saloon by **HOOPER** in Black with Platinum Grey side panels. An exceptionally elegant car in superb condition. A full history of the car is available.

In last month's issue, GIPSY MEAD mistakenly described the title won by the "Doctor's Coupe" as an Englefield Concours title. GIPSY MEAD apologises for the error.

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LANCIA Fulvia 1600 Zagato Fastback, '72, 2/4-seater, electric windows, 5-speed **£1,995**
A.C. 428 Fastback coupe, '71 series **£2,995**
BMW 2002, '72L, 4-seater, sports f.h.c. **£1,495**
ALFASUD, '74, Demonstration car **£1,375**
ALFA ROMEO 1750 GTV, 70J, 2/4-seater coupe by Bertone. Radio, etc. **£1,195**
ALFA ROMEO 1600 Sprint GT, 64 ..... **£365**
LOTUS Elan - 2S, 69H, 2/4-seater **£1,340**
MINI COOPER II, 68. Various extras **£435**
FORD Capri 2000 GT XLR, 69. Sun-roof **£745**
FORD Capri 2000 GT XLR, 72. Sun-roof, radio, plus all usual extras **£1,095**
M.G.-B Mk. III roadster, 72. Extras **£1,095**
M.G.-B GTMk. II, 68G, sun-roof, overdrive **£695**
M.G.-B GT, 67. Wire wheels, o/drive **£595**
M.G. Midget Mk. III, 72. Excell. spec. **£745**
M.G. Midget Mk. III, '71. Radio, etc. **£645**
HEALEY Sprite Mk. IV, '69 ..... **£465**
HEALEY Sprite Mk. III, '66. Extras **£325**
TRIUMPH Spitfire Mk. III, '70.
PROBABLY COMING — Escort RS160, '71; **GT6.**
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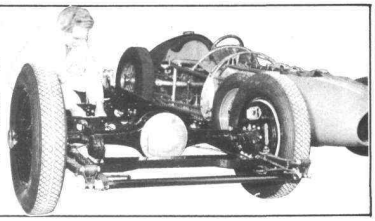

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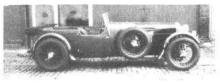
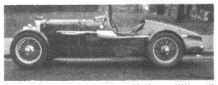
1925 3-litre BENTLEY 9ft. 9in. chassis light tourer. Full history, fine example.

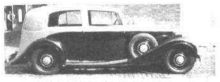


1928 ALVIS 12/75 1½-litre supercharged 4-seater. Well-known car in mint condition.



1935 ASTON MARTIN 1½-litre "Ulster" 2-seater. Original example of very rare model.

1923 WOLSELEY 24 h.p. tourer. Very Edwardian in specification.



1937 ROLLS-ROYCE 25/30 touring limousine by A. Mulliner. Side-facing occasionals. Good original order throughout.

1935 BENTLEY 3½-litre fixed-head coupe by Thrupp and Maberly. Recent engine overhaul.

1930 ROLLS-ROYCE 20/25 drophead coupe by Harrington.

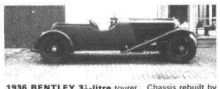
1912 ROLLS-ROYCE Silver Ghost Pullman limousine by Mulliner.

1929 ROLLS-ROYCE Phantom II brougham-de-ville by Hooper.

1921 Model-T FORD roadster.

1939 ROLLS-ROYCE Wraith by Mulliner.

1924 BENTLEY 3-litre Blue Label tourer by Gurney Nutting.



1936 BENTLEY 3½-litre tourer. Chassis rebuilt by McKenzie at cost of over £2,000. Fitted with light fabric-covered touring body.

1932 BUGATTI Type 46 5-litre 8-cylinder fixed-head coupe.

1928 LANCIA Lambda 7th Series Weymann fabric saloon.

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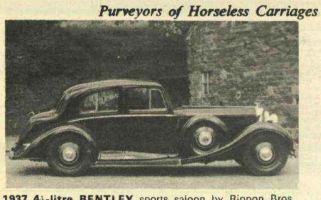
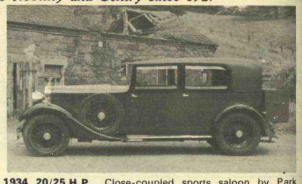


1937 4¼-litre BENTLEY sports saloon by Rippon Bros., an exceptionally beautiful example mirror finished in its original black paintwork. Superb dark blue leather interior and fine mechanics make this possibly one of the best 4¼ Bentleys we have owned for some time. **£2,750.**



1934 20/25 H.P. Close-coupled sports saloon by Park Ward. Fully restored by its enthusiast owner. Work includes a complete engine overhaul, rewiring and removing the body from the chassis and rebuilding. Finished in black over Napier green with green leather interior, this is a most exceptional car. **£3,250.**

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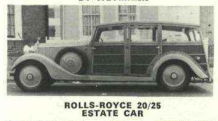

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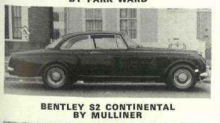

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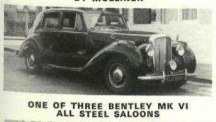

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