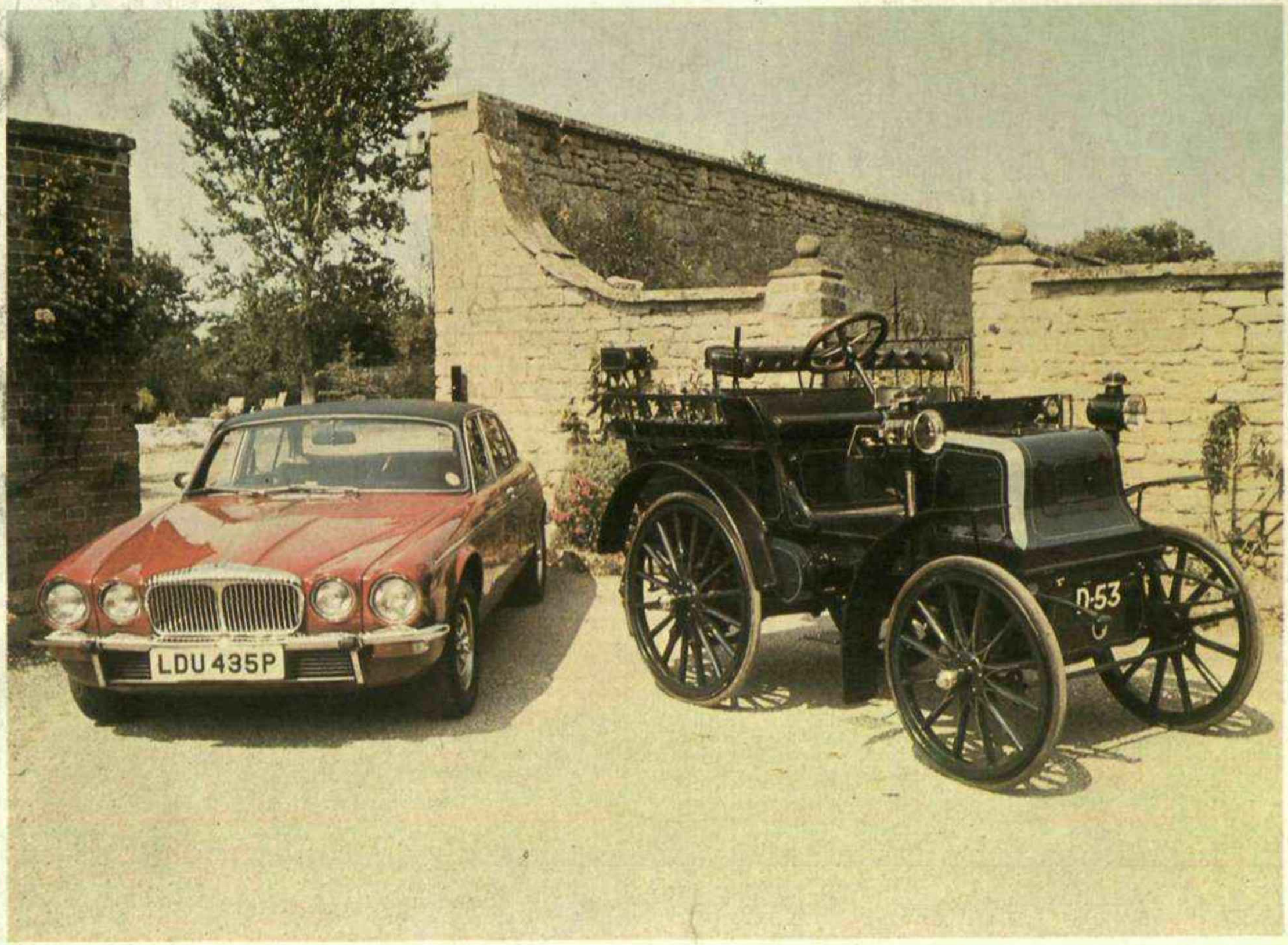
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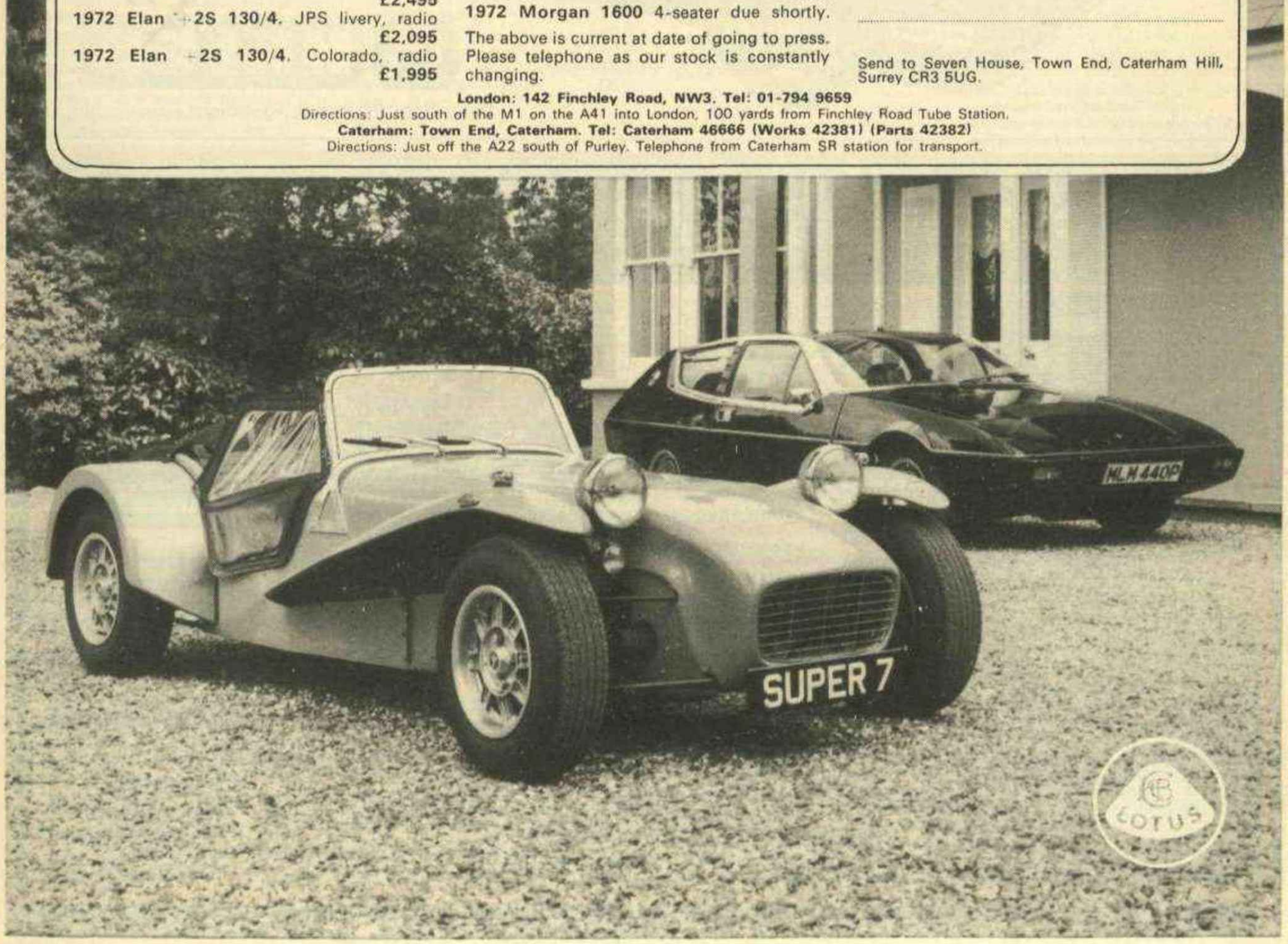
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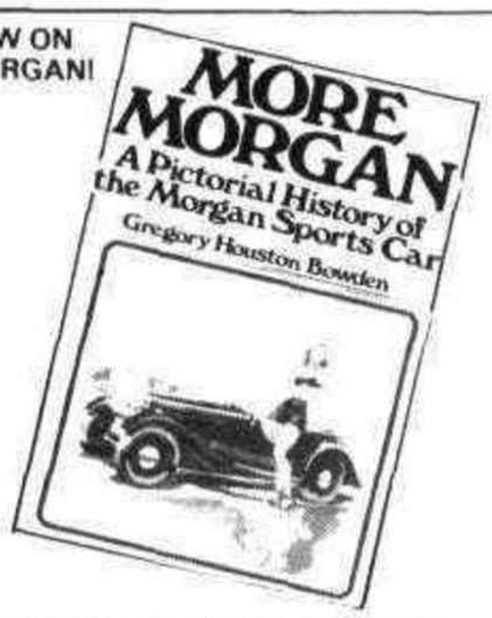
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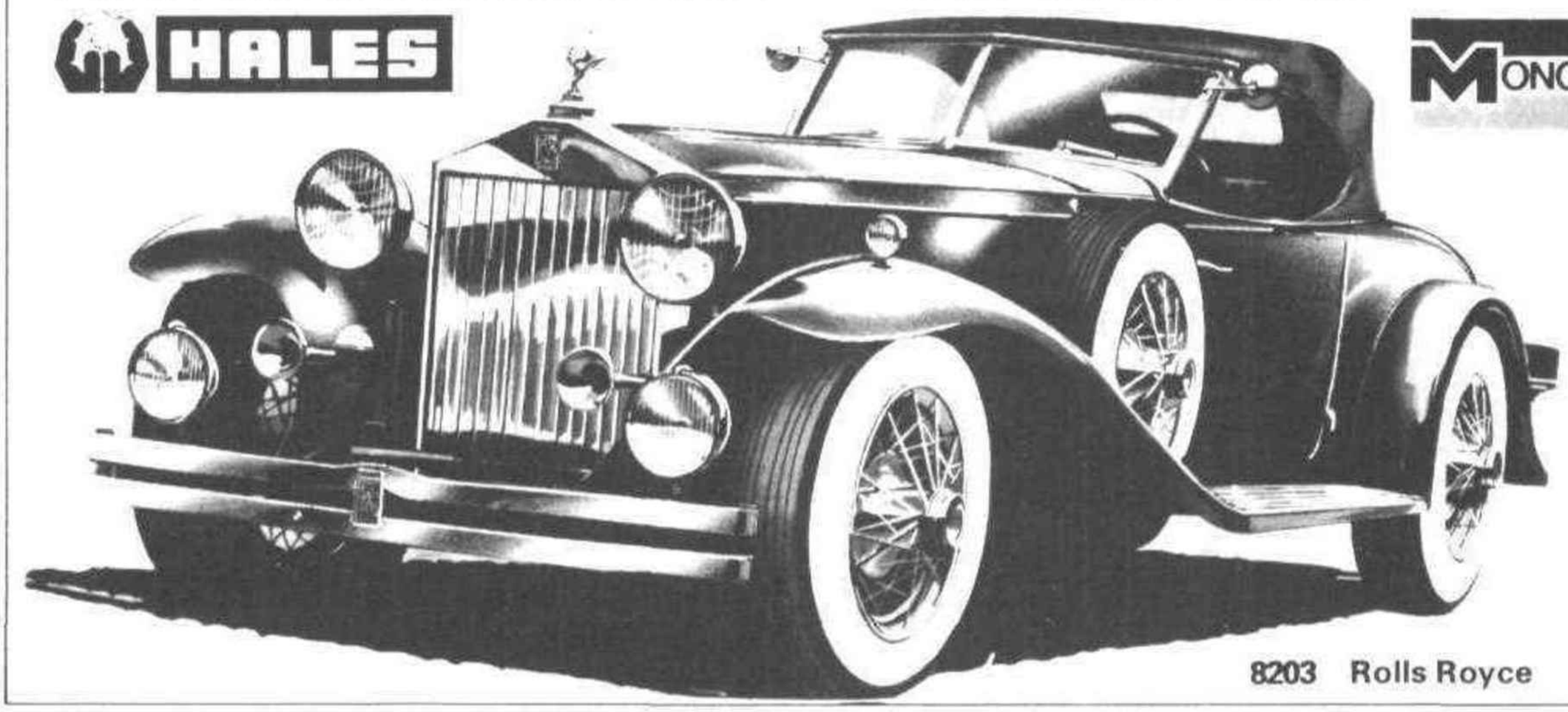
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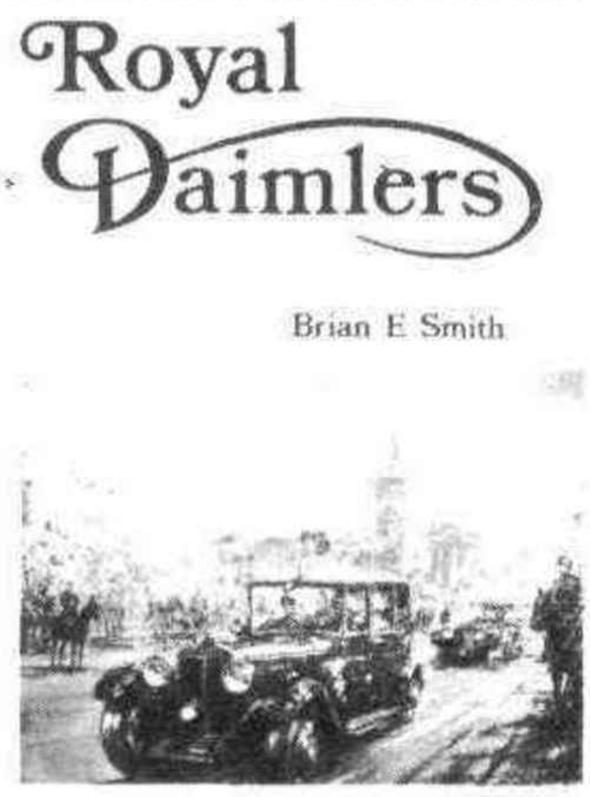
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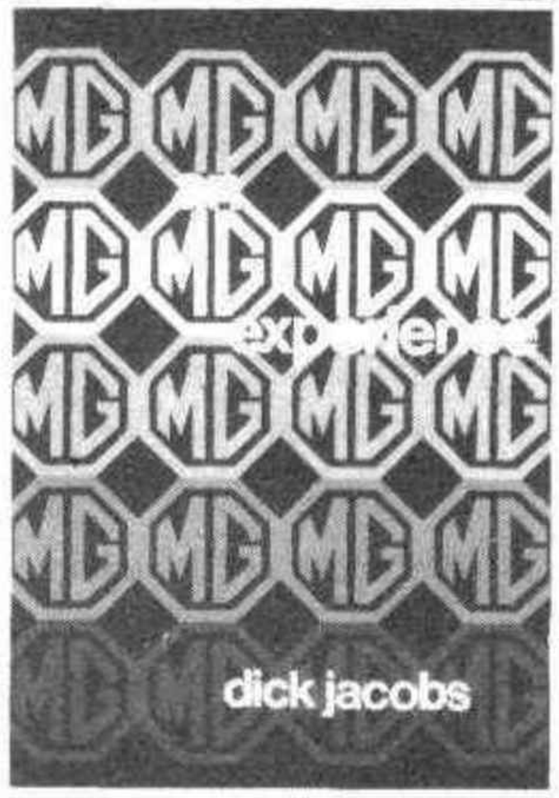
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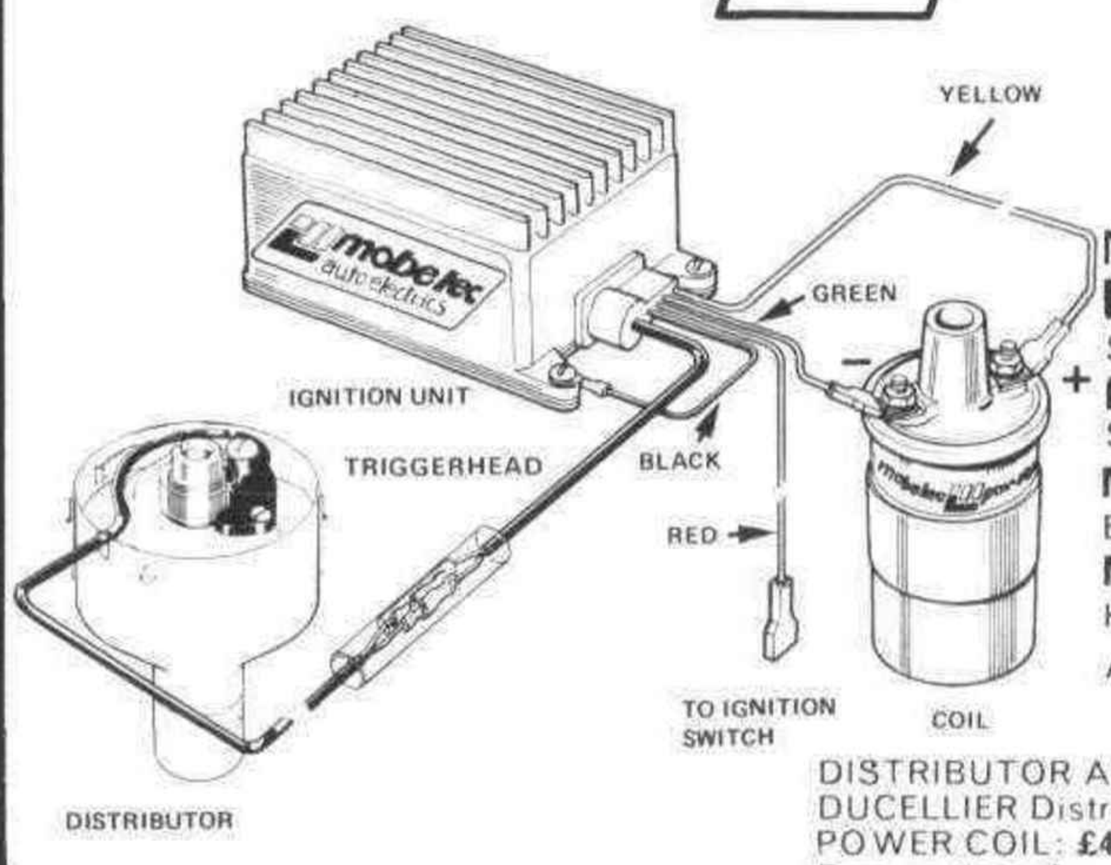
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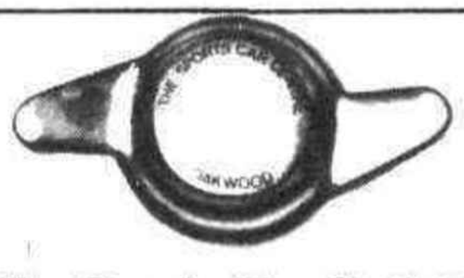
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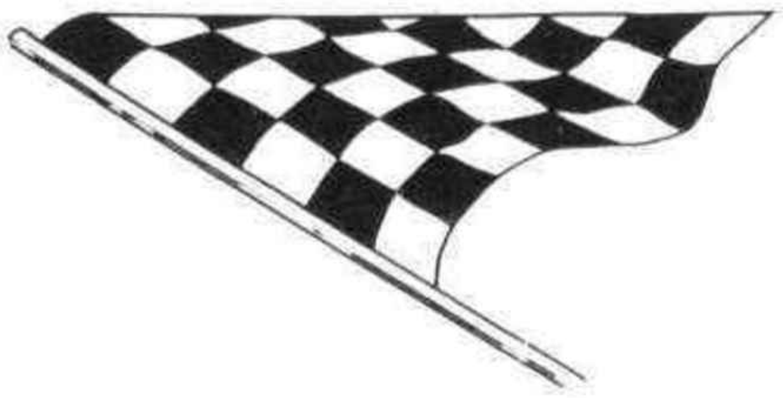
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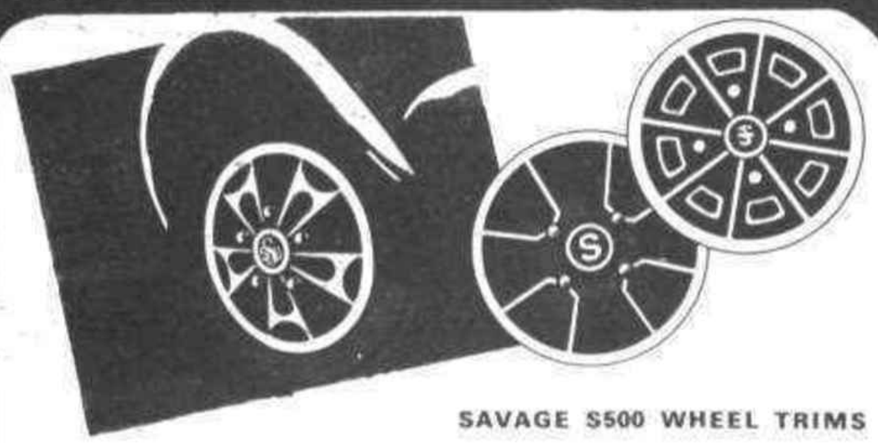
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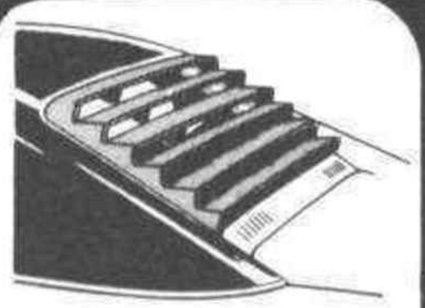
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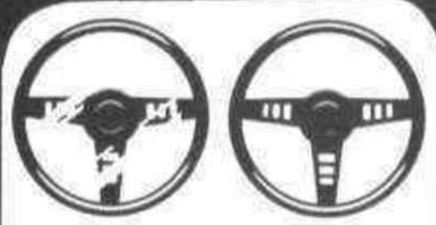
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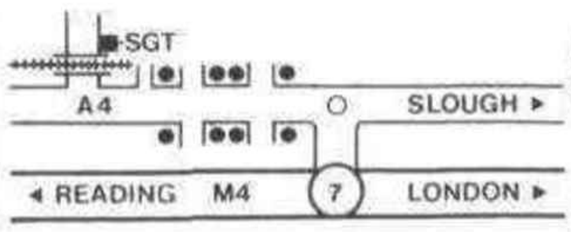
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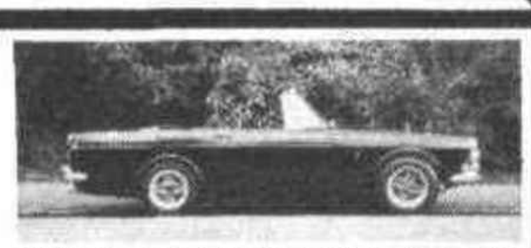
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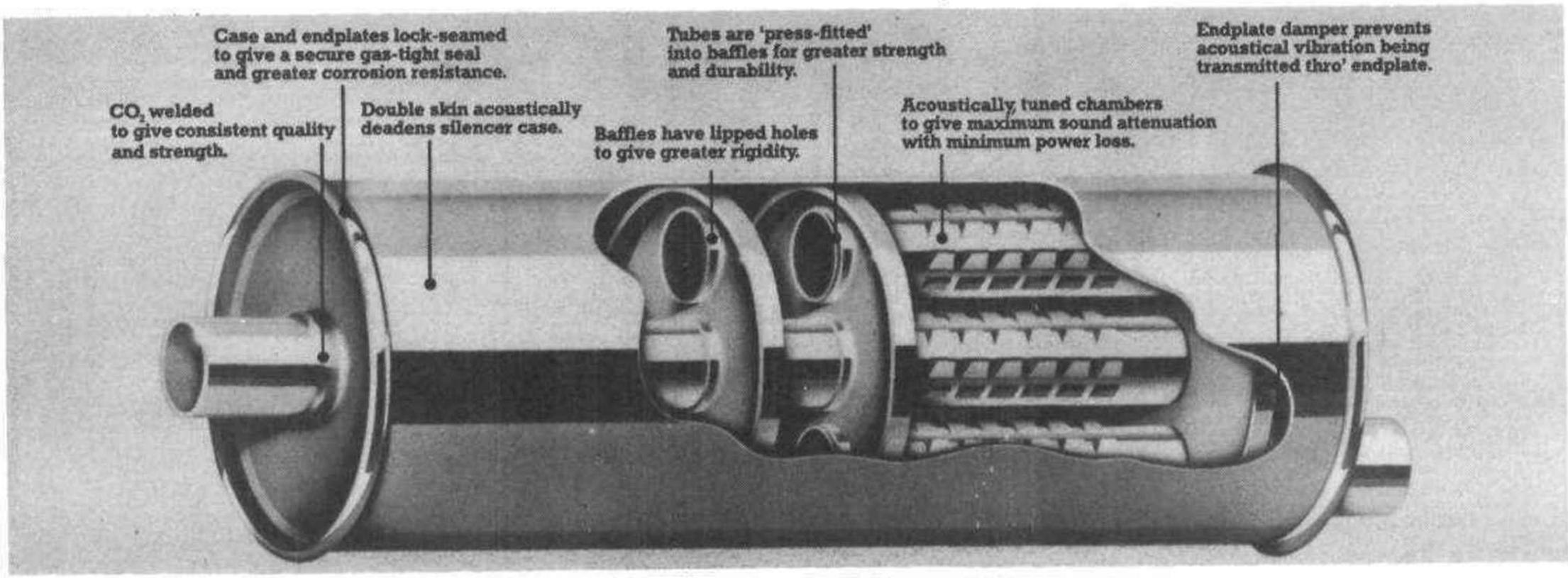
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MOTOR SPORT

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CONTENTS

	page
Matters of Moment	1029
Austrian Grand Prix	1031
Notes on the Cars in Austria	1034
Ferrari and Formula One	1036
Nurburgring Historics	1037
New Models from VW and Audi	1038
Around and About	1039
German Grand Prix	1040
Looking Back with Paul Frère	1046
Book Reviews	1051
Miniatures News	1051
Rally Review	1052
Veteran—Edwardian—Vintage	1053
Racing Services	1058
Daimler's 80th Year	1060
24 Hours de Francorchamps	1075
Aston Martin of Newport Pagnell	1080
VSCC Prescott	1086
Twin Rear Wheels	1086
Letters from Readers	1087

FRONT COVER PICTURE: NEARLY 80 YEARS OF DAIMLER.—An 1897 two-cylinder Daimler motor-carriage photographed with the latest V12 Daimler Double-Six—see pages 1060-1066.

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MATTERS OF MOMENT

■ ANOTHER ANNIVERSARY

The good motoring life has been punctuated just lately with anniversaries, which, indeed, are convenient things, which can be manipulated, unlike Jubilees, to fit circumstances. There is Daimler's 80th, commemorated by a special colour-feature in this issue of MOTOR SPORT and we have commented on several others, such as the Riley 9 Jubilee, while last year we were as surprised as we were pleased to find that this journal had itself completed its half-century.

Now we are reminded of yet another notable date which will, we are sure, be duly celebrated—namely, the advent, seventy years ago, in October 1906, of the Silver Ghost Rolls-Royce. Strictly only one car, that which came so successfully through that 15,000-mile RAC-observed trial of July/August 1907, should be referred to as "The Silver Ghost", all the rest as 40/50 side-valve Rolls-Royces. But the name was, and is, used for all these great Edwardian-type R-R motor carriages.

There is reason to celebrate the arrival of such an epoch-making car, because this 40/50 set the seal to Rolls-Royce eminence in terms of dependability, quiet-running, and elegance. And to Rolls-Royce Britain owes a very great deal. The name, of the car built at Derby and afterwards at Crewe, soon became the univeral symbol for complete excellence and satisfaction in any field, *e.g.*—the "Rolls-Royce of girl friends", and such cannot be bad for the Nation producing such a product. Then in both World Wars a notable contribution to British freedom was made by the reliability and good power/weight ratio of Rolls-Royce aero-engines, and the ruggedness of R-R armoured cars, in the inflammable deserts. Today, Rolls-Royce Motors share with Ford-of-Britain some of the most successful current selling of cars, in an Industry that has been having a very hard time and has in most other factories failed to support itself with its own finance. Cortinas are selling just now better than any others in the family-car class and the demand for Silver Shadows is proof that Rolls-Royce magic, and the quality and dignity of this make from Silver Ghosts days onwards, has never been held in higher esteem.

All this British prestige stemmed from that 40/50 model, of which 6,173 were Derby-made between 1907 and 1925. The writer of this Editorial has been among those who have criticised the Rolls-Royce, right up to the Silver Cloud III. Any car classing itself as the World's best and owned by effluent, affluent people is bound to attract criticism as well as praise. The fact remains that from 1906 onwards the bulk of those who could afford to motor regardless of cost regarded the Rolls-Royce as the car they wanted; and the position has not changed one iota in 70 long years. Point out, as some did, that the Ghost's 7-litre L-head engine was untidy externally and only performed as it did by reason of its decidedly generous swept-volume. The fact remains that this model made the name of its painstaking manufacturers pre-eminent for ever more.

There is a lesson in this, namely that a family's preference for a given make of car can extend over the years and generations, resulting in useful orders. Thus it is folly to kill-off famous makes, even when these have been debased by badge-engineering, as British Leyland have done to Riley and Wolseley. It was Anthony Gibbs, son of Philip Gibbs who wrote those hyper-patriotic novels, whose book "A Passion for Cars", although not serious motoring literature, is damned hard to put down, who remarked that if only that V12 engine (designed by Walter Hassan and Harry Munday) had been put behind a proper Daimler radiator as the Double-Six and Leyland had resisted the temptation to install it in Jaguars as well, "that would have gone some way to restoring the most famous name in motoring to its proper place".

Well, there *is* a modern Daimler Double-Six, the excellence of which we pay tribute to elsewhere in this issue. Daimler and Rolls-Royce have, between them, done much for Britain's motoring image. They may not be your ideal, or ours, but the *fact* is untarnishable. Others, Lincoln, Cadillac, Pegaso, Lamborghini, have professed to make the top-quality car to lead all others but

Continued overleaf

Motor Sport Fixture List For September

★ 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
Sept. 2nd/4th	**Azienda Autonoma S Martino di Castrozza**	—	**Italy**	**San Martino Rally (European Rally Championship for Drivers) (INT)**	—
Sept. 4th ..	Morecambe & Kirkby Lonsdale MCs	Kendal Showground	97/523942	Lakeland Stages Rally (*R*)	08.30
Sept. 5th ..	**ASAC Bourgogne .. ..**	**Dijon**	**France**	**World Championship for Makes (INT)**	—
Sept. 5th ..	**Hyllinge MS .. .. ..**	**Knutstorp**	**Sweden**	**European Formula Three Championship for Drivers (INT)**	—
Sept. 5th ..	**AC Milano .. .. ..**	**Monza**	**Italy**	**European Championship for Grand Touring Cars (INT)**	—
Sept. 5th ..	**Vallelunga SpA .. .. ..**	**Vallelunga**	**Italy**	**European Touring Car Championship (INT)**	—
Sept. 5th ..	BARC	Silverstone Circuit	Towcester, Northants	Race Meeting (*R*)	14.30
Sept. 5th ..	BARC (SE)	Lydden Hill Circuit	Canterbury, Kent	Race Meeting (*R*)	14.00
Sept. 5th ..	750 MC	Snetterton Circuit	Thetford, Norfolk	Race Meeting (*R*)	14.00
Sept. 5th ..	MGCC (SW)	Wiscombe Park	Honiton, Devon	Wiscombe Park Hill-Climb (*C*)	13.00
Sept. 5th ..	Vagabond MC	Donington Park	Derby	September Stages Rally (*R*)	08.01
Sept. 8/11th	**ADAC-Gau Schleswig-Holstein e.V.**	—	**Germany**	**Sachs-Baltic Rally Euroqean Rally Championship for Drivers) (INT)**	—
Sept. 11th ..	BRSCC (SW)	Castle Combe Circuit	Chippenham, Wiltshire	Race Meeting (*R*)	14.00
Sept. 11th ..	SUNBAC	Silverstone Circuit	Towcester, Northants	Race Meeting (*R*)	13.30
Sept. 11/12th	Teify Valley MC	Public Car Park (Mart Ground) Newcastle Emlyn	145/306406	Cilwendeg Rally (*R*)	22.30
Sept. 11/12th	BARC (S)	Wiscombe Park	Honiton, Devon	Wiscombe Park Hill-Climb	Sat. 13.30 Sun. 11.00
Sept. 12th ..	**AC Milano .. .. ..**	**Monza**	**Italy**	**Italian Grand Prix (World Drivers & Manufacturers' Championship) (INT)**	—
Sept. 12th ..	**BARC .. ..**	**Thruxton Circuit**	**Andover, Hants.**	**Race Meeting (ShellSport 5000 European Championship) (INT)**	**14.00**
Sept. 12th ..	BARC (Y)	Croft Autodrome	Darlington, Co. Durham	Race Meeting (*R*)	14.00
Sept. 12th ..	BRSCC	Brands Hatch Circuit	Fawkham, Kent	Race Meeting (*C*)	13.00
Sept. 12th ..	Plymouth MC	Plymouth Hoe	201/478539	Esso Uniflo Plymouth Rally (*R*)	09.01
Sept. 17/18th	***Manx Auto Sports Ltd.*** ..	***Sefton Hotel, Douglas***	***Isle of Man***	***Manx Trophy Rally (INT)***	**09.30**
Sept. 18th ..	**BRSCC (NW) .. .. ..**	**Oulton Park Circuit**	**Tarporley, Cheshire**	**Race Meeting (ShellSport 5000 European Championship) (INT)**	**14.00**
Sept. 18/19th	**IMRC .. ..**	**Phoenix Park**	**Dublin**	**Race Meeting (INT)**	—
Sept. 18/19th	Brent Vale MC	Ross Motorway (Membury) M4 Services	174/309760	Uniflo Brent Vale Rally (*R*)	23.00
Sept. 19th ..	**OASC .. ..**	**Salzburgring**	**Austria**	**World Sportscar Championship (INT)**	—
Sept. 19th ..	**ASA Armagnac-Bigorre ..**	**Nogaro**	**France**	**European Formula Two Championship (INT)**	—
Sept. 19th ..	**AC Bologna .. .. ..**	**Imola**	**Italy**	**European Championship for Grand Touring Cars (INT)**	—
Sept. 19th ..	**BRDC .. ..**	**Silverstone Circuit**	**Towcester, Northants**	**Tourist Trophy (European Touring Car Championship) (INT)**	**12.00**
Sept. 19th ..	BARC	Snetterton Circuit	Thetford, Norfolk	Race Meeting (R)	14.00
Sept. 19th ..	MMKMC	Brands Hatch Circuit	Fawkham, Kent	Race Meeting (*R*)	—
Sept. 19th ..	SMRC	Ingliston Circuit	Edinburgh	Race Meeting (*R*)	14.00
Sept. 19th ..	BRSCC (M)	Mallory Park Circuit	Kirkby Mallory, Leics.	Race Meeting (*C*)	14.00
Sept. 24/26th	**Cyprus AA .. .. ..**	—	**Cyprus**	**Cyprus Rally (European Rally Championship for Drivers) (INT)**	—
Sept. 25th ..	Peterborough MC	Silverstone Circuit	Towcester, Northants.	Race Meeting (*R*)	13.30
Sept. 26th ..	**ADAC-Gau Wurttemberg e.V.**	**Hockenheim**	**Germany**	**European Formula Two Championship (INT)**	—
Sept. 26th ..	BARC	Brands Hatch Circuit	Fawkham, Kent	Race Meeting (*R*)	14.00
Sept. 26th ..	BARC	Mallory Park Circuit	Kirkby Mallory, Leics.	Race Meeting (*R*)	14.00
Sept. 26th ..	BRSCC (N)	Cadwell Park Circuit	Louth, Lincs.	Race Meeting (*R*)	14.00
Sept. 26th ..	BRSCC (SW)	Llandow Circuit	Cowbridge, Gwent	Race Meeting (*R*)	—
Sept. 26th ..	BARC (Y)	Stockton Farm, Harewood	Leeds	Harewood Speed Climb (Guyson/BARC Hillclimb Championship final round) (*N*)	—

MATTERS OF MOMENT

Continued from previous page

only Rolls-Royce, here and in America, ever properly succeeded . . . The foregoing sentiments touch both the past and the present. One of the amusements afforded to historians is how things repeat themselves. For instance, we have just heard that Fiat (England) Ltd. have entered the hire-car business, with fleets of Fiat 126s—£2.50-a-day and 2½p-per-mile. Well, there used to be Daimler Hire, so in a way here we have come full-circle, although in this particular comparison the circle may be of more democratic circumstance! Then we recall that although the new 40/50 Rolls-Royce appeared at the 1906 Motor Show it wasn't until the following April that Press representatives were permitted a trial run—just as, today, we await an invitation to road-test the Ford Fiesta, which is said to be a prestige package for less well-endowed people . . .

Nothing really new, of course, under this endless 1976 sunshine, and we might add that they haven't forgotten the Silver Ghost anniversary down at Beaulieu, where the NMM is staging a special display of this R-R model, on October 9th.

A New LSR Car

A NEW British car is being built to attack the Land Speed Record of 630.388 m.p.h. held by Gary Galbelich since 1970. The new bid is scheduled for August 1977, at Utah. The car concerned, called the "Blue Star", is the responsibility of James Fairley & Sons Ltd., and will be powered by a Turbine Technology TTX hybrid gas-turbine/rocket motor, developing 15,000 lb. thrust, the ploy being to accelerate the car to 350 m.p.h. on the turbine and then light the liquid oxygen/kerosene rocket. The "Blue Star" will have a width of about 3 ft. and be around 38 ft. in length, of wind-tunnel devised outline. The driver will sit in a Cranfield Safety Capsule at the aft end, ahead of the tail-fin. It seems that the soft suspension will be damped by stiff shock-absorbers and that aerofoils and perhaps a suction pump will be used to keep the car on the ground. It is intended to supplement disc brakes with special pad material with side-opening air-brakes and parachutes. The driver is named as David Purley and it is said that Valerie Stack has her eye on the "Blue Star" for an attack on Mrs. Breedlove's unofficial 308.56 m.p.h. record achieved in her husband's Sonic I.

New Stop-Watches from Smiths

SMITHS INDUSTRIES are producing three new Astral stop-watches, made by their Clock and Watch Division. There are pure stop-watches, which is good news, for these are much easier to read than a stop-watch combined with a normal time-keeper. All three of these new stop-watches have a jewelled movement and chromium-plated cases and sell at highly competitive prices. The SWM 105 records for up to 30 min. and is clearly marked in one-fifths of a second. The SWM 205 runs for 60 min. and the SWM 110 is split down to one-tenth of a sec. and runs for up to 15 min. The recommended retail price for each model is as low as £9.95, inclusive of VAT. A watch with simple control buttons, very easy to read, with a big dial, for less than £10 and with a six-months' guarantee must be good! I have, in fact, been using an Astral SWM 110 and can recommend highly this new British stop-watch—W.B.

Due to lack of space **From the Archives —12** has been held over to next month.

AUSTRIAN GRAND PRIX

The sun came out

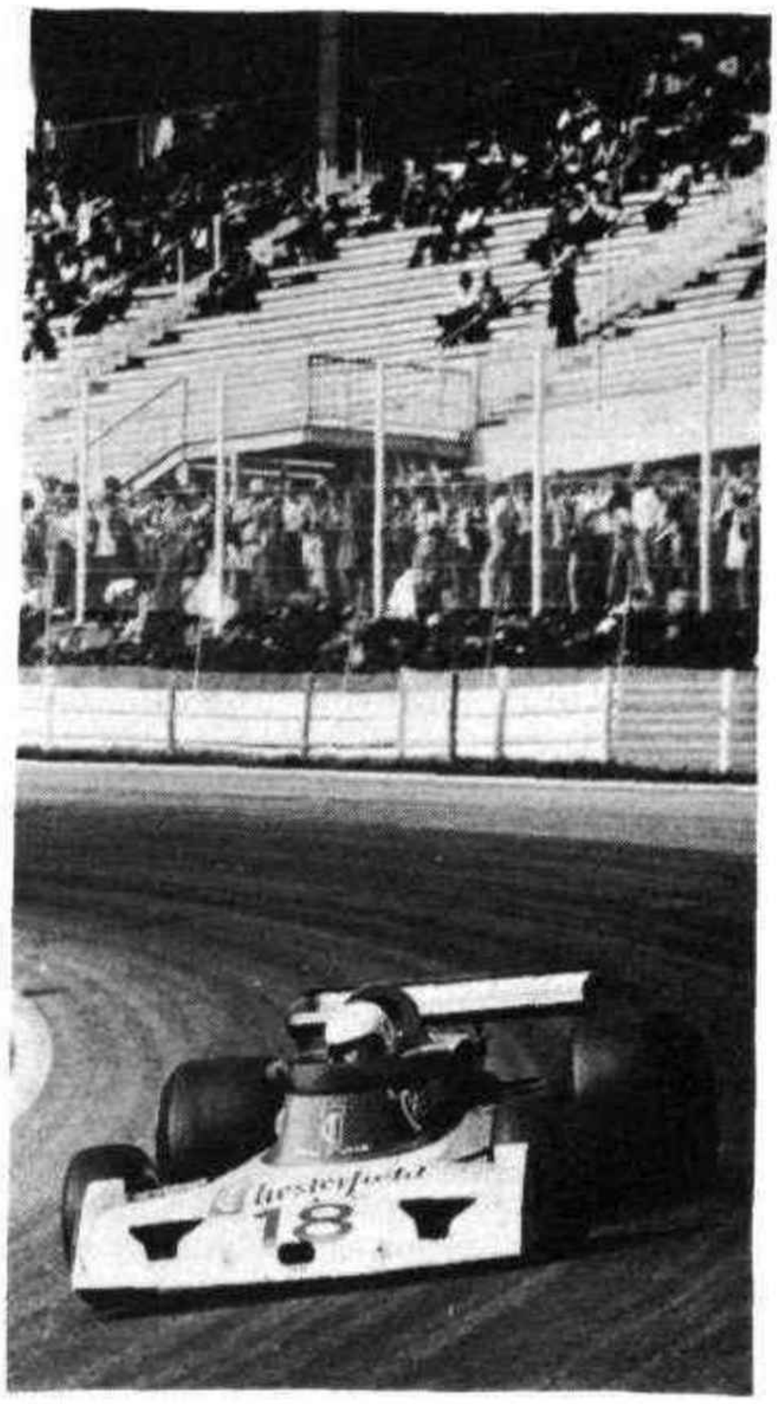
Osterreichring, Knittelfeld, August 15th

THOSE WHO TRAVELLED from England to Austria for the Grand Prix on the Osterreichring discovered where all the rain had gone. There is no shortage of water in central Austria and violent thunderstorms rang through the mountains as the teams assembled in the paddock on the day before official practice. Some had already been indulging in some pre-race testing and Hunt (McLaren) and Watson (Penske) had been putting in some very competitive times, while Hunt also gave the brand-new M26 McLaren an airing. True to his word Enzo Ferrari did not send any cars to the Austrian GP, his withdrawal for the remainder of the season due to general dissatisfaction with the Formula One "circus" causing the Austrian organisers much anguish. With Niki Lauda still in hospital following his Nurburgring accident, the interest for Austrian spectators had dropped off badly. With a complete absence of any Ferrari cars there was little incentive for the usual thousands of Italians to pour across the Dolomites, and with Regazzoni being prevented from taking part there was little incentive for Swiss followers to journey from the Alps. Certain irresponsible branches of the Italian media, notably Television, were putting out suggestions that without Ferrari the Austrian GP would be cancelled. This was so far from the truth that it was absurd, but the gloomy weather covering central Austria did little to arouse much enthusiasm. One member of the organising club summed up the situation when I met him and said, "Hello, how are you?" His pertinent reply was, "Personally I am very well, but as an organiser I am far from well." One did not need to be a clairvoyant to see that the Austrian organisers were going to be lucky to attract 50% of their normal crowd, yet the Formula One Constructors' Association were still demanding their full payment, even though it was one of their own members who was the prime cause of fading interest by the spectators. As the Raiffeisen Bank of Austria were sponsoring the event one presumes they were going to cover any losses; it was certain that Mr. Ecclestone and his cohorts were not going to accept less money, even though they were not honouring their contract due to the defection of one of the members of the Formula One Constructors' Association.

Those members who were honouring the contract had worked the usual miracles since the last Grand Prix, or rather their mechanics and skilled workers had worked miracles, and in spite of six cars being badly damaged at the Nurburgring everyone was back with a full complement of pristine cars, even if some were having finishing touches put to them in the paddock on Friday morning when practice began. There was quite a lot of interesting speculation before proceedings began, such as who was going to challenge Hunt and the McLaren? Who was going to be alongside him on the front row of the grid, for somebody had to be, and without Lauda and the Ferrari the position was there for the taking? There was a feeling that the Alfa Romeo flat-12 engines might come into their own on this high-speed circuit, with no slow corners, and the thought of the Tyrrell six-wheelers with their four little pudgy front wheels working overtime on the down-hill understeer-provoking bends was intriguing. Among the back-markers the RAM Racing team had talked itself out of its legal predicament and was back in business with Loris Kessel, the originator of the sponsorship, while the Ensign team were wondering how their relatively unknown Austrian driver, Hans Binder, was going to cope with 450 b.h.p. The flat-out bend at the top of the hill after the pits, where Mark Donohue crashed last year, had been eased on the inside to make it even more flat-out, if that is possible, this alteration giving more run-off area on the outside. A vast new grandstand had been built on the outside of the down-hill Bosch Kurve, and the trees had been cut back on the last corner to give a better view of the cars coming into the pit straight. A memorial to Jochen Rindt had been put up alongside the entrance road to the circuit.

While practice got under way Lotus mechanics were finishing off Andretti's car, 77/R3, so the USAC driver was using 77/R1, and Tyrrell mechanics were putting the finishing touches to the brand-new six-wheeler P34/4, Scheckter and Depailler using their regular mounts. Although conditions were dry they were far from being settled and the grey skies were reflected in a strange grey atmosphere in the pits as everyone accepted that the Scuderia Ferrari really were not there, and there didn't seem to be anyone to beat. Those who had already been doing some pre-race testing were soon into the swing of things, though the overall pace was not as fast as it should have been. There was a distinct air of lethargy about the place. In spite of this things still managed to go wrong, for the engine in Nilsson's Lotus broke, Brambilla had a mild excursion off the road, and John Surtees felt that the air was not going the right way into the ducts on the new fronts on his cars and added some guide vanes. To appease some German rumblings behind Jochen Mass, that McLaren's were giving him a duff car, he was allowed out in Hunt's spare car, but it didn't make much difference! Not surprisingly Hunt recorded the fastest lap of the morning at 1 min. 35.02 sec., with John Watson next with 1 min. 35.84 sec., no-one else being within sight of them. The Alfa Romeo were not coming up to expectations, the Tyrrells had not got into the six-wheeled groove, and the Marches had not sorted themselves out, though Peterson was third fastest overall. While everyone ruminated on the situation during the lunch break the rain started and that was the end of the day as far as fast laps were concerned.

The one-hour practice period in the afternoon saw a reluctance for anyone to do anything, even though it was obviously never going to get dry and the low grey clouds looked as if they had come to the Zeltweg plain for good. Eventually Pace started the ball rolling, going out in the Brabham-Alfa



Lunger's Surtees had special ducting behind the twin front radiator intakes.

Romeo BT45/4 with the carbon-fibre brakes, the car fitted with Goodyear wet weather tyres. The rain had more or less stopped but the track was still very wet and Pace was not creeping round reconnoitring, he was finding out just how fast he could go in the wet. As he went past the pits faster than some people go in the dry, one got the feeling that he was serious, and Brambilla soon joined him, followed by Depailler, the mini front tyres of the Tyrrell throwing up double the spray from their wet-weather treads. Kessel went out, having missed the morning practice while his car was being re-adjusted for him, and Andretti was out in the newer Lotus, while Nilsson took the spare Lotus while his own was having an engine change. A few more joined in, some only doing single exploratory laps, which is why they did not have a lap time recorded, but the whole day ended on a very low key and a wet one at that.

In accordance with the Ecclestone/Mosley rule-book, which at times seems to be more important than the FIA rule-book, the Saturday morning session of practice was not timed officially. It was on and off damp and dry and while Scheckter was having a drive in the new six-wheeler it broke its engine and Stuck also had engine trouble in his March. Once again the rain poured down during the lunch interval and clearly no-one was going to improve on the time they had done on the previous morning, however poor it had been. It was Harald Ertl who splashed off first to learn about driving in the rain, and he was soon followed by Peterson in the brand-new March and his time of 1 min. 54.50 sec. was to prove to be the best. Eventually the rain stopped and for a fleeting moment the sun

shone, but it was all too late. With fifteen minutes to go the track was dry enough for some drivers to try "slick" tyres, but to no avail, time was against any last-minute heroics and the Formula One Constructors insist on the final practice session being from 1 p.m. to 2 p.m., and thus it was, the grid being assembled on the Friday morning times.

It was a very interesting grid, with Hunt (McLaren) and Watson (Penske) on the front row, the two Swedes, Peterson (March) and Nilsson (Lotus) in the second row, then Pryce (Shadow) and Laffite (Ligier). Behind these three rows were a whole gaggle of drivers who were not going to be content with their positions for long, these including Scheckter and Depailler (Tyrrells), Andretti (Lotus), Stuck (March), Brambilla (March), Mass (McLaren), and Pace (Brabham). The rest were more or less where they would normally be, the Austrian Hans Binder being well satisfied at having six cars behind him on his first Formula One attempt. In fact, the front half of the grid offered an interesting handicap event.

On Sunday morning the skies were blue and the sun was shining but it was too late to encourage a large crowd, but even so the 60-70,000 was big by British standards even if it was only half of what had been budgeted for a month ago. From 10.40 to 11.00 a.m. there was a final test session and with a dry track and bright sunshine the whole Austrian GP suddenly came alive. The animation, excitement, vigour and enthusiasm in that twenty minutes was more than in the previous two days in total. A whole list of drivers and teams became aware that there was a race to be won. There was no Lauda and Ferrari on the front row, only Hunt and the McLaren. He was beatable surely, and alongside him was Watson with the Penske and everyone knew that that did not represent serious opposition, though the quiet bearded Ulsterman thought differently. It was his big chance and he was not going to throw it away, nor were Roger Penske and his men, and the car gleamed and scintillated as never before, with everything checked and re-checked and set to perfection. Previously the best had been good enough, now it was only just good enough, it all had to be better than the best. Drivers like Peterson, Andretti, Nilsson, Pace, Stuck, Scheckter, Depailler, Laffite and Brambilla were all getting really "charged-up" in the warm sunshine and this was going to be "one helluva race" or they would want to know the reason why. By mid-day there were some grey clouds appearing behind the mountainous back-drop to the Zeltweg plain, and valuable sunny weather was being wasted on a race for Alfa-Spud saloons, circus acts, comedy acts, flying displays and other irrelevancies for the Austrian Grand Prix was not due to start until 2 p.m. At 1 p.m. the Grand Prix cars and drivers slunk out of the paddock in a typically furtive fashion completely devoid of any pride or showmanship and the air had become ominously cool. By 1.30 p.m. the the first rain spots began to fall and all those involved in making decisions didn't make any. By 2 p.m. there was still a spattering of rain but not enough to really dampen the track and it was announced that the race would start in ten minutes time if the rain spots did not develop. The race did not start at the end of the ten minutes, even though everyone was in position on the dummy-grid. The start line was a valley of indecision as "specialists" from this faction and that faction nattered away, and various people went round the circuit in one of the official Porsches to see how wet or dry it was. All the cars were on dry-weather tyres and the classic announcement was made that the track was "too wet for dry tyres and not wet enough for wet tyres". A facetious voice was heard to mutter, "why don't they run on the rims and get on with it". Someone else looked to the west and murmured "at Le Mans they start the 24-hour race at 4 p.m. on Saturday afternoon, rain or shine or storm or tempest. At least you know where you stand".

The sad thing about all this was that the "charge" put into everyone during the morning sunshine was beginning to run down. At 2.25 p.m. a decision was made, the race was classified "Dry" which meant it could be stopped if heavy rain developed, visible spray from the tyres determining the state of wetness. The 5-minute signal was given, everyone got ready and at 30 seconds the whole field moved forward and inhibitions were cast aside. The GPDA union official seemed to be interfering with the man with the Austrian flag, but none-the-less the start was given and 25 clutches were engaged in a glorious surge of power. Wheel-to-wheel, hub-to-hub, eyeball-to-eyeball, Hunt and Watson led the pack away on a superb start. The McLaren and the Penske were absolutely evenly matched as they went up the hill, neither driver flinching or giving an inch. Into the fast right-hander they went locked together, Watson determined not to give in and Hunt certain that the Ulsterman would. They were much too engrossed to worry about the screaming mob behind, and an unruly mob it was, led by Peterson.

That first corner was John Watson's "moment of truth" and he grasped it with both hands and came out in front. Peterson went through and as the cars appeared in silhouette on the top straight the order was Penske, March, McLaren, Lotus. That first half lap was so enthralling that everyone forgot that rain spots were still falling, enough to dampen the track but not make it wet. The way they all came out of the last bend and hurtled down between the pits and the grandstands you would have thought the sun was shining. The order was Watson (Penske), Peterson (March), Hunt (McLaren), Nilsson (Lotus), Laffite (Ligier), Pryce (Shadow), Pace (Brabham), Scheckter (Tyrrell), Andretti (Lotus) all going like hell and proving that you can drive on a damp track on "slick" tyres. Twenty-four cars went by, for Reutemann had subsided on the hill after the start with a useless clutch. On the second lap Brambilla got all crossed up and wiped off his complete nose cowling, continuing at unabated pace as if he hadn't noticed it had gone. Scheckter stormed through into sixth place and there was a lot of motor racing going on, not the usual GPDA-inspired procession. At the end of lap 3 Watson and Peterson were side-by-side as they crossed the line, it was just like racing used to be at Monza before Stewart and Fittipaldi ruined the circuit with *chicanes*. Watson refused to give in to the Swede that time, but on lap 5 Peterson did it and took the lead, but it was a precarious one and Scheckter was really under way, passing Nilsson on lap 6. and Hunt and Watson on lap 7.

The rain spots had finally gone and a "gerfuffle" at the race control among the shop-stewards had subsided so all was well. Someone had seen spray off the tyres on a television screen and there had been panic measures to stop the race, but common sense or luck had prevailed and the workers were left to get on with the very fine job they were doing. At 10 laps Scheckter got the six-wheeled Tyrrell into the lead and a wild, struggling mob consisting of the Tyrrell, the March, the Penske, Nilsson's Lotus, Hunt's McLaren and Laffite's Ligier engulfed Jarier's Shadow on all sides as they lapped him. They had already lapped Lombardi's Brabham. The outcome of the next exciting lap was that Peterson was back in the lead, Scheckter was down to fourth place, Watson was second and Nilsson third, and on the next lap Watson and

PRACTICE TIMES

No.	Driver	Car	Friday Morning	Friday Afternoon	Saturday Afternoon
1	N. Lauda	Ferrari		Withdrawn	
2	G. Regazzoni	Ferrari		Withdrawn	
3	J. Scheckter	Tyrrell P34/3-Cosworth V8	1. 36.91	—	1. 55.64
4	P. Depailler	Tyrrell P34/2-Cosworth V8	1. 37.24	**1. 56.24**	1. 54.74
5	M. Andretti	Lotus 77/R3-Cosworth V8	—	no time given	1. 56.68
6	G. Nilsson	Lotus 77/R2-Cosworth V8	1. 36.46	—	2. 00.42
7	C. Reutemann	Brabham BT45/3-Alfa Romeo flat-12	1. 37.24	—	2. 12.08
8	C. Pace	Brabham BT45/4-Alfa Romeo flat-12	1. 36.66	1. 57.65	—
9	V. Brambilla	March 761/1-3-Cosworth V8	1. 36.59	1. 56.60	1. 56.35
10	R. Peterson	March 761/3-3-Cosworth V8	1. 36.34	2. 01.75	—
11	J. Hunt	McLaren M23/6-Cosworth V8	**1. 35.02**	no time given	1. 56.65
12	J. Mass	McLaren M23/9-Cosworth V8	no time given	—	1. 55.73
16	T. Pryce	Shadow DN5/5B-Cosworth V8	1. 36.56	—	1. 56.42
17	J-P. Jarier	Shadow DN5/4B-Cosworth V8	1. 37.88	—	2. 04.27
18	B. Lunger	Surtees TS19/02-Cosworth V8	1. 37.62	2. 10.98	no time given
19	A. Jones	Surtees TS19/04-Cosworth V8	1. 37.60	—	no time given
20	A. Merzario	Williams FW05/3-Cosworth V8	1. 39.33	2. 21.11	2. 04.89
22	H. Binder	Ensign MN05-Cosworth V8	1. 38.36	—	1. 56.15
24	H. Ertl	Hesketh 308/2-Cosworth V8	1. 39.09	—	2. 07.02
26	J. Laffite	Ligier JS5/02-Matra V12	1. 36.52	—	2. 00.19
28	J. Watson	Penske PC4/01-Cosworth V8	1. 35.84	2. 10.30	2. 00.62
30	E. Fittipaldi	Fittipaldi FD04/3-Cosworth V8	1. 37.76	—	1. 59.48
32	L. Kessel	Brabham BT44B/1-Cosworth V8	—	2. 09.72	1. 56.01
33	L. Lombardi	Brabham BT44B/2-Cosworth V8	1. 42.25	no time given	2. 21.92
34	H. Stuck	March 761/2-Cosworth V8	1. 36.95	—	2. 13.77
38	H. Pescarolo	Surtees TS19/01-Cosworth V8	1. 39.84	—	2. 00.66
39	A. Pesenti-Rossi	Tyrrell 007/4-Cosworth V8	1. 40.67	—	2. 11.65
4T	P. Depailler	Tyrrell P34/4-Cosworth V8	—	—	—
5T	M. Andretti	Lotus 77/R1-Cosworth V8	1. 36.68	—	—
6T	G. Nilsson	Lotus 77/R1-Cosworth V8	—	no time given	—
8T	C. Pace	Brabham BT45/1-Alfa Romeo flat-12	—	—	1. 56.77
10T	R. Peterson	March 761/6-Cosworth V8	—	—	**1. 54.50**
12T	J. Mass	McLaren M23/8-Cosworth V8	1. 37.22	—	—

Peterson changed places. "Have they all gone mad ?" was the query from one who thinks that Formula One is organised entertainment. "No" came the reply, "the GPDA is dead and they've all realised that Grand Prix racing is fun". Everyone watching was certainly enjoying it, though the man from the First National City Bank Travellers Cheques was bemoaning his luck. For the first time none of the hierarchy or guests from the sponsors were at the race, and there was the Citibank-sponsored Penske in first place and the Citibank-sponsored March in second place, and Roger Penske and Max Mosley were eyeing each other.

Twelve laps had gone before it was possible to take stock of the situation. Watson (Penske) led from Peterson (March), hotly pursued by Nilsson (Lotus), Scheckter (Tyrrell), Hunt (McLaren), Laffite (Ligier) and Mass (McLaren). In the opening scramble Andretti (Lotus) had been left behind, but was now making up ground, with Stuck (March) and Pace (Brabham) having to watch him disappear into the distance. Depailler (Tyrrell) was next, having failed to get into the opening lap fighting, and Pryce (Shadow) had been elbowed down to his normal position in a race. Brambilla was still charging along without a nose cowling, and impossible handling if the aerodynamic specialists are to be believed, while Hunt was unable to challenge the leaders because something had moved the left-hand fin on the nose a degree or two and this had upset the handling of the car—if the aerodynamic specialists are to be believed ! Bearded Harald Ertl was leading all the lesser lights, but Binder was doing a good job in the hired Ensign, sitting just behind the white Hesketh. Jones, Merzario and Fittipaldi followed, the rest having already been lapped. These comprised Pescarolo, Lunger, Rossi, Jarier, Lombardi and Kessel. The last-named had actually stopped just beyond the pits and was fixing a loose fuel union.

STARTING GRID

11 J. Hunt (*McLaren-Cosworth V8*) M23/6 1 min. 35.02 sec.	28 J. Watson (*Penske-Cosworth V8*) PC4/01 1 min. 35.84 sec.
10 * R. Peterson (*March-Cosworth V8*) 761/6 1 min. 36.34 sec.	6 G. Nilsson (*Lotus-Cosworth V8*) 77/R2 1 min. 36.46 sec.
26 J. Laffite (*Ligier-Matra V12*) JS5/02 1 min. 36.52 sec.	16 T. Pryce (*Shadow-Cosworth V8*) DN5/5B 1 min. 36.56 sec.
9 V. Brambilla (*March-Cosworth V8*) 761/1-3 1 min. 36.59 sec.	8 C. Pace (*Brabham-Alfa Romeo flat-12*) BT45/4 1 min. 36.66 sec.
5 † M. Andretti (*Lotus-Cosworth V8*) 77/R3 1 min. 36.68 sec.	3 J. Scheckter (*Tyrrell-Cosworth V8*) P34/3 1 min. 36.91 sec.
34 H-J. Stuck (*March-Cosworth V8*) 761/2 1 min. 36.95 sec.	12 J. Mass ‡ (*McLaren-Cosworth V8*) M23/9 1 min. 37.22 sec.
4 P. Depailler (*Tyrrell-Cosworth V8*) P34/2 1 min. 37.24 sec.	7 C. Reutemann (*Brabham-Alfa Romeo flat-12*) BT45/3 1 min. 37.24 sec.
19 A. Jones (*Surtees-Cosworth V8*) TS19/04 1 min. 37.60 sec.	18 B. Lunger (*Surtees-Cosworth V8*) TS19/02 1 min. 37.62 sec.
30 E. Fittipaldi (*Fittipaldi-Cosworth V8*) FD04/3 1 min. 37.76 sec.	17 J-P. Jarier (*Shadow-Cosworth V8*) DN5/4B 1 min. 37.88 sec.
22 H. Binder (*Ensign-Cosworth V8*) MN05 1 min. 38.36 sec.	24 H. Ertl (*Hesketh-Cosworth V8*) 308/2 1 min. 39.09 sec.
20 A. Merzario (*Williams-Cosworth V8*) FW05/3 1 min. 39.33 sec.	38 H. Pescarolo (*Surtees-Cosworth V8*) TS19/01 1 min. 39.84 sec.
39 A. Pesenti-Rossi (*Tyrrell-Cosworth V8*) 007/4 1 min. 40.67 sec.	33 L. Lombardi (*Brabham-Cosworth V8*) BT44B/2 1 min. 42.25 sec.
32 L. Kessel (*Brabham-Cosworth V8*) BT42B/1 1 min. 56.01 sec.	

* Time done with March 761/3-3.
† Time done with Lotus 77/R1.
‡ Time done with McLaren M23/8.

As Pryce drove his Shadow into the pits with the brakes not feeling nice on lap fifteen, the sun came out and conditions looked to be set fair. Watson was opening up a gap on Peterson for the March brakes had suffered in that opening bout, but the Swede was still a strong second. Going round the flat-out right-hand bend at the top of the hill after the pits, the suspension holding up the middle wheel on the right side of Scheckter's Tyrrell broke and the car veered across the track into the barrier and bounced back across to the other side. As it went off it threw up a great wall of mud and water and Hunt and Laffite were covered in it as they narrowly missed the wayward Tyrrell. Scheckter stepped out somewhat shaken. This caused the McLaren and the Ligier to lose all contact with the leaders, but they still retained fourth and fifth places, respectively. Spurred on by the sight of Sweden's number one driver ahead of him Gunnar Nilsson kept at it and on lap 19 he got by into second place, but by now Watson had pulled out a five-second gap and was beginning to run at his own pace, the Penske running perfectly and all systems were in 100 per cent order. Hunt and Laffite now had their sights on Peterson, while behind them Andretti had his sights on Mass. Still on the same lap as Watson were Pace, Stuck and Depailler, but the Tyrrell driver was not there for long as he also had a front suspension failure and subsided off the track less dramatically than Scheckter had. While lapping the slower cars Laffite took advantage of the traffic and got past Hunt and set out to catch Peterson. It was more a case of the March falling back into the clutches of the Ligier, which it did on lap 28, to be passed on lap 29, but Peterson refused to accept defeat and got back in front again on lap 30. The March, the Ligier and the McLaren were in a very tight bunch, and from being at the head of it on lap 30 Peterson found himself at the back of it on lap 31.

Almost unnoticed, except by those close at hand, Alan Jones went off the road and hit a safety net pole sideways, wrecking the *monocoque* of the Surtees and down among the lesser men Fittipaldi was overtaken by Lunger and was soon to be lapped for the second time by Watson. At 36 laps clouds obscured the sun but it was quite harmless and there was nothing to stop Watson's dominating drive and he had more than twelve seconds lead over Nilsson. The young Swede was rather worried because the oil pressure of his Cosworth engine was down to 60 p.s.i. from its more normal 80-85 p.s.i. and it was still



Roger Penske (right), *entrant of the winning car, waits grim-faced with his pit crew for Watson to come into sight.*

falling. Laffite was right behind him and was screwing the Matra V12 engine up harder and harder, ready to get past the Lotus. Starting the forty-third lap the Ligier was side-by-side with the Lotus, but Nilsson "sat-it-out" with the Frenchman and a chastened Laffite realised he would have to try another tactic to dislodge the Swede from second place. Two laps later he was ready for another attack, this time out on the back of the circuit, and this time it succeeded. With nine laps to go and the oil pressure down to 40 p.s.i. Nilsson settled for third place with his fingers crossed. Hunt was in fourth place, nursing his inbuilt excuse for not winning, and Andretti had displaced poor Peterson from fifth place. Brambilla had been persuaded to stop and have a new nose cowling fitted, but he now got tangled up with Fittipaldi and the two of them ended up off the road without injury but with bent motor cars.

With only five laps left to run the unfortunate Hans Binder found the Ensign dying on him with no connection between the accelerator pedal and the engine, as a split pin had fallen out and the clevis pin at the end of the cable had dropped out of its fork. He could not get back to the pits and had no way of effecting a repair. Others had fallen by the wayside, some noticed and some not; some heavily and some lightly. The carbon-fibre brakes on Pace's Brabham-Alfa Romeo had boiled the fluid and the Brazilian had gone off the track at high speed, writing off the monocoque, but escaping injury. Stuck's March had succumbed quietly with no fuel pressure and Jarier's Shadow had gone out with a defective fuel pump. With one lap to go Lunger's Surtees suddenly lost all its brake pressure and the American slid off the track and out of the race, but was considered a finisher.

Looking extremely confident and completely cool and relaxed John Watson chalked up his first Grand Prix win and the first for the Penske team, the car looking as immaculate at the finish as it had done at the start. Some winners who finish have a list of technical defaults that plagued them throughout their magnificent drive, with "understeer towards the end of the race" or "a slight handling problem about half way through" or "the tyres went off after 25 laps" or "fluctuating fuel pressure had me worried". John Watson said after the race "Marvellous, everything worked perfectly." He had worked perfectly as well.

Almost at the end of his slowing-down lap Nilsson had his engine go bang, and he thumbed a lift on the side of the McLaren of Jochen Mass, to arrive to take a joyous third

place on the victors' rostrum alongside Watson and Laffite. The Frenchman joined Watson in drinking the celebratory champagne rather than squirting over the photographers. Back in the paddock big Wilson Fittipaldi was looking for Brambilla, having heard what the nasty rough Italian had done to "little brother", the Penske team were justifiably beaming with satisfaction, and with two cars in the first six the Team Lotus fans were still keeping their faith in Colin Chapman. Apart from the financial manipulators everyone was pretty happy and everyone had enjoyed the race, for it really had been a race, and not Formula One entertainment. Some of us were having to admit to the sacrilegious thought that you *can* have a motor race without Ferrari.—D.S.J.

Results :

THE AUSTRIAN GRAND PRIX—Formula One—54 Laps—Osterreichring—5.911 Kilometres per Lap 319.22 Kilometres—Dry

1st :	J. Watson (Penske PC4/01)	1 hr. 30 min. 07.86 sec.—212.430 k.p.h.
2nd :	J. Laffite (Ligier JS5/02)	1 hr. 30 min. 18.65 sec.
3rd :	G. Nilsson (Lotus 77/R2)	1 hr. 30 min. 19.54 sec.
4th :	J. Hunt (McLaren M23/6)	1 hr. 30 min. 20.30 sec.
5th :	M. Andretti (Lotus 77/R3)	1 hr. 30 min. 29.35 sec.
6th :	R. Peterson (March 761/6)	1 hr. 30 min. 42.20 sec.
7th :	J. Mass (McLaren M23/9)	1 hr. 31 min. 07.31 sec.
8th :	H. Ertl (Hesketh 308/2)	1 lap behind
9th :	H. Pescarolo (Surtees TS19/01)	2 laps behind
10th :	B. Lunger (Surtees TS19/02)	3 laps behind—not running at finish.
11th :	A. Pesenti-Rossi (Tyrrell 007/4)	3 laps behind
12th :	L. Lombardi (Brabham BT44B/2)	4 laps behind
13th :	L. Kessel (Brabham BT44B/1)	10 laps behind—not classified.

Fastest Lap : J. Hunt (McLaren M23/6), in 1 min. 35.91 sec.—221.813 k.p.h.

Retirements : C. Reutemann (Brabham BT45/3) clutch failure, on lap 1; T. Pryce (Shadow DN5/5B) brake failure, on lap 15; J. Scheckter (Tyrrell P34/3) front suspension failure and accident, on lap 15; A. Merzario (Williams FW05/3) slid off road, on lap 18; P. Depailler (Tyrrell P34/2) front suspension failure, on lap 25; H. Stuck (March 761/2) fuel pressure failure, on lap 27; A. Jones (Surtees TS19/04) accident, on lap 31; C. Pace (Brabham BT45/4) brake failure and accident, on lap 41; J-P. Jarier (Shadow DN5/4B) fuel pressure, on lap 41; E. Fittipaldi (Fittipaldi FD04/3) accident, on lap 44 with V. Brambilla (March 761/1-3) accident, on lap 44; H. Binder (Ensign MN05) accelerator pedal linkage, on lap 48.

25 *starters* — 13 *finishers*.

Notes on the Cars in Austria

MAKING NOTES about the Ferrari cars at the Osterreichring was quite simple; there were no Ferrari cars. After the German Grand Prix the Commendatore withdrew his team, ostensibly for the rest of the 1976 season, for reasons dealt with elsewhere. The March team had to undertake one of their biggest rebuilding programmes ever, after the Nurburgring. The cars of Brambilla and Peterson were virtually new, both requiring new monocoque tubs, as did the car that Merzario used to drive. 761/1-3 and 761/3-3 were still kept for Brambilla and Peterson, respectively, but 761/4-3 was fitted out with new pristine white panels and sold to an Austrian amateur who hopefully tuned up to try and get an entry in his own National GP. However, it was dependent on getting the agreement of all the drivers in the race, but understandably some of them were a bit chary of letting an unknown amateur loose on a 135-m.p.h. circuit in their midst, so the rebuilt March remained silent. Similarly, an Austrian sports-car racer, Otto Stuppacher, was unable to get an entry with Tyrrell 007/6-4, Jody Scheckter's old car, which he had recently bought off Team Tyrrell. With the Formula One Constructors' Association squeezing non-Championship Formula One races out of existence it is difficult to see how a private-owner is ever going to get started in Grand Prix racing.

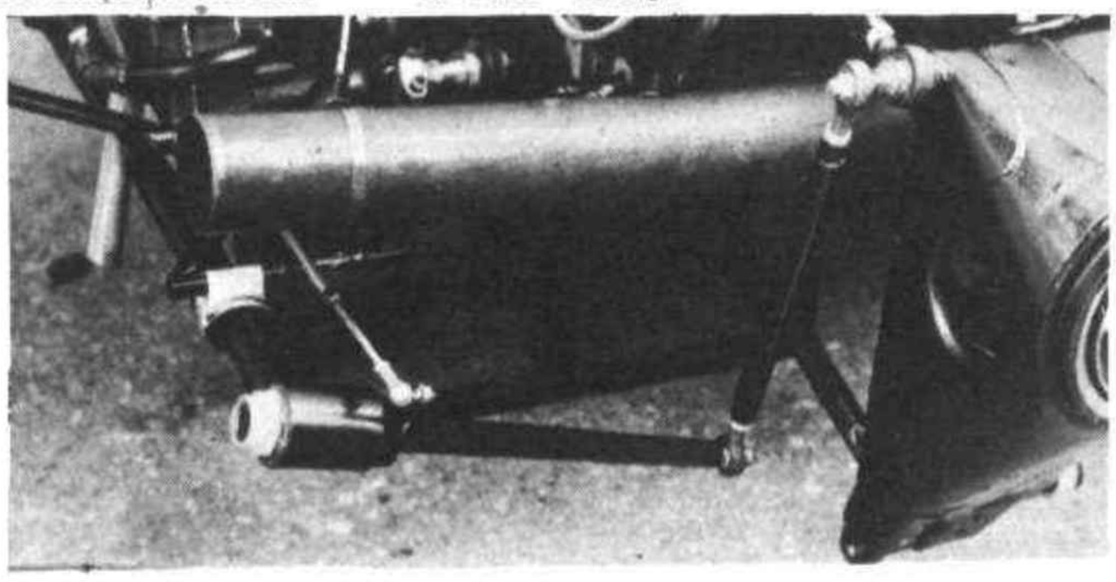
With Merzario permanently gone to the Frank Williams team, March Engineering now feel they can catch their breath and cope with three drivers, and indicated this by completing the brand-new car 761/6 (not 761/7 as suggested in the German GP report) as a second car for Peterson.

With Chris Amon leaving the Ensign team, Nunn was fortunate to be able to do a deal with the Austrian F2 driver Hans Binder, who got some sponsorship money from a bank and thus bought himself a place in the Ensign MN05. The Swiss driver Kessel was back in the cockpit of the RAM-Racing Brabham BT44B/1, having made his point at the Nurburgring, and the second BT44B was being driven by Lella Lombardi. After the German race Guy Edwards discovered he had damaged a wrist rather badly, which was fortunate for Harald Ertl, as his Hesketh 308/3 was virtually written-off in the Lauda crash, so he was able to borrow the basic monocoque tub from Edwards' car 308/2, for this race. Another car that was scrap after the Nurburgring race was Lunger's Surtees TS19/03 and he was fortunate in that a new car was almost finished in the Edenbridge factory, this being TS19/04. It was destined for Alan Jones, with the idea that his old car, TS19/02, would be kept as a spare car for testing. With Lunger's car a write-off it meant that the American driver had to take over TS19/02, repainted in Chesterfield cigarette colours, Jones having the new car as planned. Both cars had new full-width nose cowlings, with individual air intakes to the two radiators.

ELF Team Tyrrell were looking very strong with a brand-new Project 34, the fourth in the six-wheeled series and this car had a single large oil-cooler in the nose with a cowling not unlike the ELF Formula Two cars. Its cockpit surround still had the small Perspex windows as favoured by Patrick Depailler and it appeared with number 4 on it. During the Saturday morning untimed practice Scheckter took it out with number 3 on it but was sidelined with engine trouble. Team Lotus had fitted an adjustable rear anti-roll bar system to Nilsson's car, 77/R2, with the sliding control in the cockpit hastily labelled HMS, meaning Hard to the rear, Medium in the centre and forward for Soft. Andretti was still driving 77/R3 and the original car was the communal spare, the American using it in the first practice while his own car was being finished off and the Swede using it in the second session due to his own car breaking its Cosworth V8 engine. 77/R3 was still the only Lotus with a compressed-air starter motor, the air-bottle being under the left-hand radiator cowling and the small battery being under the r.h. cowling. On 77/R2 the larger battery was still mounted at the rear.

The McLaren team were a little bit embarrassed for they had their brand-new car, the M26, hidden away, and had no incentive to use it as the M23 cars were more than satisfactory. The new M26 had been tried at Goodwood and Silverstone before leaving England, and also at the Osterreichring before practice began. Apart from some detail changes to the fuel system and the rear anti-roll bar layout it showed promise, but with an M23 as the fastest car in practice it could not have improved their situation. Hunt and Mass were using the usual three cars, M23/6, M23/8 and M23/9. In the Brabham-Alfa Romeo team the carbon-fibre inserted disc brakes had been fitted to Pace's car BT45/4 as had the air-ducted front wheels, and Reutemann's car BT45/3 also had one of the new compressed-air starter motors. BT45/1 was the team spare, and during the wet practice sessions the cars were run without air-collector boxes over the inlets, but with great wads of an absorbent material strapped over the intakes, material that presumably allowed the passage of air but repulsed water and dirt particles.

Apart from the Scuderia Rondini Tyrrell 007/4 now being painted in Gulf colours, sponsored by the Italian branch of Gulf Oil, there were not many changes among the rest of the regular runners. Laffite used the newer of the two Ligier-Matra V12 cars all the time, though the earlier one was there as a stand-by, and likewise Emerson Fittipaldi used his brother's latest car all the time and Merzario used the Williams FW05/3, both having spare cars available. The Shadow team retained its Tabatip cigar sponsorship, still using the DN5 cars, but mention was made of the new DN8 being near completion. John Watson was in the Penske PC4/01, as immaculately prepared as ever.—D.S.J.



Nilsson's Lotus 72 had this adjustable anti-roll bar fitted, its settings variable from the cockpit.

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The HMK 30 record deck is a high quality semi-automatic deck.

It has a balanced tone arm and magnetic cartridge which tracks at a mere 3 grams (the weight the stylus exerts onto a record).

As you can imagine, it's a lot more sensitive to the signals in the record grooves, and kinder to your records, than the heavier tone arms you'll find bearing down in many cheaper units.

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As well as playing your favourite music cassettes, the HMK 30 cassette deck can be used for recording in stereo.

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The amplifier delivers a total output of 28 watts (music power)† and your ears will be amazed at its frequency response: the range the HMK 30 can reproduce, enabling you to hear the fullness of sound from low bass to high treble notes.

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†(equivalent to 8 watts per channel r.m.s.) †† a licence may be required.

FERRARI AND FORMULA ONE

ENZO FERRARI has never been greatly enamoured of Formula One and the multi-million-pound entertainment business that the Jackie Stewarts of this World proclaim it to be. Ferrari has always believed in Grand Prix racing being racing for Grand Prix cars, an event to be won by his cars and his drivers, not just another round in a Championship series in which points-collecting is more important than winning. He believes that a manufacturer who wins more races than anyone else can justifiably claim to be the Champion Manufacturer of Grand Prix cars. Champion drivers are incidental to the main purpose. He is not alone in those views and nor am I in supporting him.

After Lauda's difficult-to-explain accident at the Nurburgring it was generally accepted, though not whole-heartedly agreed with, that a link in the rear suspension had broken on the Ferrari causing the Austrian to spin the wrong way, into the catch fences. It was difficult to accept this for Ferraris are not in the habit of breaking suspension bits, unlike some other makes that I could mention, but equally it was difficult to accept that Lauda had made a driving error, for that was something he was not in the habit of doing. Enzo Ferrari was naturally incensed when it was suggested his car had failed structurally and while Lauda's condition was still unsure, he announced that he was withdrawing his team from Formula One for the rest of the 1976 season, on account of the doubts cast upon his engineers and technicians by those who said the suspension broke. Of course, there was more to it than that. It was the final straw, the last in a long line of dissatisfaction that Ferrari has endured over a number of years and particularly this year. He said, in effect, "I am fed up with the whole boiling issue, I've had enough, I am pulling out until common sense prevails", and who can blame him. He has been in Grand Prix racing for longer than most of the whizz-kids of the Formula One entertainment world would believe. Many of them think Grand Prix racing started in 1950 and some of them even say as much and write as much. Some actually know that Ferrari cars first appeared in Grand Prix racing in 1948, but few seem to realise or accept that Grand Prix racing started in 1906, and Ferrari has been involved in it since 1919. There is not much in the racing world that is new or exciting to Enzo Ferrari.

He rules his Scuderia from the confines of Modena and Maranello, seldom venturing into the outside World and never out of Italy, his employees representing him at any important meetings, just as they do at race meetings. In Mauro Forghieri he has a very competent engineer and an intelligent man who keeps him fully informed of the goings on in the world of the Formula One Constructors' Association, the CSI or the FIA, and you can rest assured that he is fully aware of all the contrivings and machinations of those who run Formula One racing. Many years ago when Carroll Shelby was running his Cobras, trying to beat the GT Ferraris, he said: "Man, you've got to get up really early if you are going to beat old man Ferrari". Enzo Ferrari has been in the racing business a



long while, he has enormous support from faithful employees and followers and he probably knows what is going on in the minds of new-boys like Ecclestone, Mosley, Mayer or Tyrrell before they are even clear themselves. When commercial interests divorced from motor racing moved in on the Formula One scene, Ferrari made it abundantly clear that he disapproved. Time and again he has stated that while he is alive his cars will be called Ferraris and they will carry the red of Italian racing. Italian racing cars are red and no other colour, says Ferrari; he would never let his cars look like packets of cigarettes or soap powder, any advertising carried on the cars would be for products directly concerned with the operating of the cars. When the tobacco barons got stroppy because the Ferrari drivers donned a Goodyear cap after winning a race, instead of a Marlboro cap to justify the money they were putting directly into their pockets outside of their Ferrari contracts, the "old man" read the riot act and said: "Wear the Goodyear cap, my cars win races on Goodyear tyres, they do not win races on Marlboro cigarettes."

The petty wrangling of big business annoyed Ferrari and he felt Grand Prix racing could do without it. The sea of rules and regulations, which get bigger every year, are another thing he dislikes, having been racing when the basic rules were sufficient and the details were left to the integrity of his engineers. The lowering of overall standards of engineering by the encouragement of backyard (I nearly said "wood-yard"!) teams has required minute and pettifogging detail rules and regulations and has turned Grand Prix racing into Formula One. Having made all these rules and regulations the CSI then made a mockery of them by reversing the decision made at the Spanish GP and allowing McLaren to win with an illegal car. As Mauro Forghieri said, if he'd known they were going to be allowed to cheat he would have used a 4-litre engine ". . . . only a few millimetres bigger in bore size and only a few cubic centimetres over the 3,000-c.c. limit". When Forghieri makes comments like that you can rest assured he is speaking for Enzo Ferrari. When the RAC made a complete nonsense of the interpretation of the racing regulations at the British GP and Forghieri protested, through the Ferrari team manager of the moment, you can rest assured that he knows he will have the full backing of Enzo Ferrari. When the race Stewards came up with a different wording to the rules after the British GP, to the words they used before it, Ferrari was not amused, and when the Stewards of the RAC reworded the whole affair in favour of James Hunt when Ferrari appealed against the first decision, it was not surprising that he sent his envoys direct to higher authority, the FIA itself. The Italians as a race have never been very impressed with "the sporting British" and the last few British Grand Prix events have done nothing to alleviate this antagonism. Small wonder that the Italian Press, and some of the European Press as well, have been running a campaign against "the Mafia of Formula One", and openly describing Bernard Ecclestone as the "father of the Formula One Mafia".

Ferrari never did like the idea of the Formula One Constructors' Association and stayed out of it for as long as was politic. Now he has more or less said "To hell with Ecclestone and his Association" and by withdrawing from the Austrian Grand Prix he has broken faith with the constitution of the Association. During pre-season negotiations between Ecclestone and the race organisers for yet more and more money and bigger and better conditions, the deals are done on the basis of the fidelity of the Association members and their guarantee to field two cars in every Grand Prix. A year or two ago John Surtees failed to turn up with his cars for one race and Ecclestone fined him £800. I wonder who delivered the summons to Maranello? If Ferrari stays away for the rest of the season he will be expelled from the Formula One Constructors' Association, under some rule about attendances, and this will mean he will not be allocated racing numbers for his cars in 1977 by the Ecclestone Club, and this will mean he won't be able to enter races. Ferrari is a member of the Formula One Constructors' Association and must abide by the rules, it is said.

I can see the RAC refusing the Ferrari entries for the British Grand Prix, but I cannot see his entries being refused at Monaco, Buenos Aires, Monza, Nurburgring and one or two other places, Ecclestone numbers or no Ecclestone numbers. If someone was to form a European Constructors' Association to get the Grand back in Grand Prix racing I feel Ferrari would be the first member, closely followed by Ligier, Renault, Alfa Romeo, and some British teams, while Porsche, BMW and Ford (Cologne) would no doubt join "just in case we need to go Grand Prix racing".

Last year in Barcelona the Grand Prix Drivers' Association was seen to be no stronger than a puff-ball and no more united than any other group of human beings. The human frailty of the Formula One Constructors' Association is beginning to show and their apparent solidarity looks as if it might be built on quick-sand.

At the time of writing Ferrari is adamant about not sending his cars to any more races this year. He has climbed down in the past, even if it was a bit sideways; he could climb down again and may well do so for the Italian Grand Prix. Even his rivals want him back, which must be the greatest mark of respect anyone can give.—D.S.J.

NURBURGRING HISTORICS

OLD RACING CARS never die . . they may fade away for a bit, but sooner or later someone cares for them and gives them a new lease of life. Over the week-end of August 14/15th it seemed that most of Europe's old racing and sports cars had assembled at the Nurburgring for the *4th Internationales Rennen für Historische Renn- und Sportwagen*. This was run by the Automobilclub von Deutschland with the co-operation of the *Club Historischer Renn- und Sportfahrzeuge Nurburgring*, who by dint of much hard work by their *Rennleiter* Hanspeter Nyffeler and a little financial inducement attracted a very large number of competitors from all countries of Western Europe, including a very good contingent from the UK. No doubt the growing reputation of this meeting for its quality, efficiency and friendliness over the past three years helped. This year was no exception and the superb weather was an added bonus. As usual the races were run over the 2.292-km. *Start- und Zeilschleife* which in shape at least is reminiscent of Avus with its two straights and two corners, one sharp and one not. Many of the competitors would have much preferred to have been racing on the magnificent 22-km. *Nordschleife*, unlike many of the Grand Prix stars a fortnight earlier.

The large, oversubscribed, entry catered for everything built since World War One until the end of 1960, being divided into the FIA recognised categories of Vintage (1919-1930), Classic (1931-1940) and Historic (1941-1960). Such was the size of the entry that it was divided into no less than twenty classes by engine size, and if that was not enough three-wheelers, vintage motorcycles and combinations were catered for, and there was even a class for Messerschmitt Tiger bubble cars! The two days were packed with events almost non-stop, each driver getting two practice sessions and two races, while an extra race at the end called the *Matadorenlauf* was run for the fastest twenty competitors irrespective of type or age. In all there were thirty-six sessions and the marshals had little or no break from the moment things began at 7.15 in the morning!

It would be impossible in a short report to record in detail exactly what happened in every race, so only highlights can be mentioned. One such was an all 328 BMW race to celebrate 40 years since this famous sports model was introduced, of which, incidentally, only some 420 or so were made. Surprisingly, the fastest four on the grid were piloted by British drivers, with Michael Bowler in Tony Hutchings' red car in pole position. Although he won his second heat easily, a mysterious loss of power dropped him to sixth in the first heat, so the overall winner was Philip Selwyn-Smith ahead of Mike Campbell and Mike Barker. On aggregate times Mike Bowler was fourth. His former 1940 Mille Miglia version, now owned by BMW themselves, was driven in this race by none other than its original pilot Husche von Hanstein. Incidentally, Karl Kling demonstrated the W196 Mercedes-Benz GP car in an interval.

The main event for vintage sports and single-seaters with classic sports cars was dominated by Anthony Blight and Stephen Curtis in their 105 Talbots. Anthony was lucky to make the grid having had a rare failure of the Talbot's back axle the week before at Osterreichring and instead of doing some Alp-bashing came back on a train while Martin Morris brought out spare parts to the 'Ring. Tony Manson did well in his little 1500 Riley Special to just hold off Wood's big Invicta low-chassis 4½. Other British competitors were Tom Threlfall (Lancia Lambda), Trisha Pilkington (Alfa Romeo 1750 SS) and the Marsh brothers with their 30/98 Vauxhalls. Amongst the single-seaters were six Bugattis, of which the fastest, Marc Nicolosi's 1924 Type 35, was probably also the oldest and most original. Sadly in his second heat he retired when a Dunlop Cord punctured. Luigi Castelbarco produced one of the rare 1927 1,100-c.c. supercharged six-cylinder Amilcars, but fitted regrettably with a new Alfa Giulia 5-speed gearbox!

The post-war Historic Sports and GT race was a Philip Renault benefit, his modified Jaguar XK120 walking away with both heats. Hans Glaser from Freiburg gave chase in a fixed-head XK120 and just held off Ed Swart's 250 SWB Ferrari in the first heat, but slowed in the second to finish third overall. The Ferrari was very well driven and was only half-a-second behind the Jaguar in Heat 2. Van der Lof was fourth overall in another 250 SWB ahead of fellow Dutchman Han Van Willigen in his DB4GT Aston Martin. James Murray did well to get his DB2/4 Aston into eighth overall ahead of a 300SL Mercedes and a DB4.

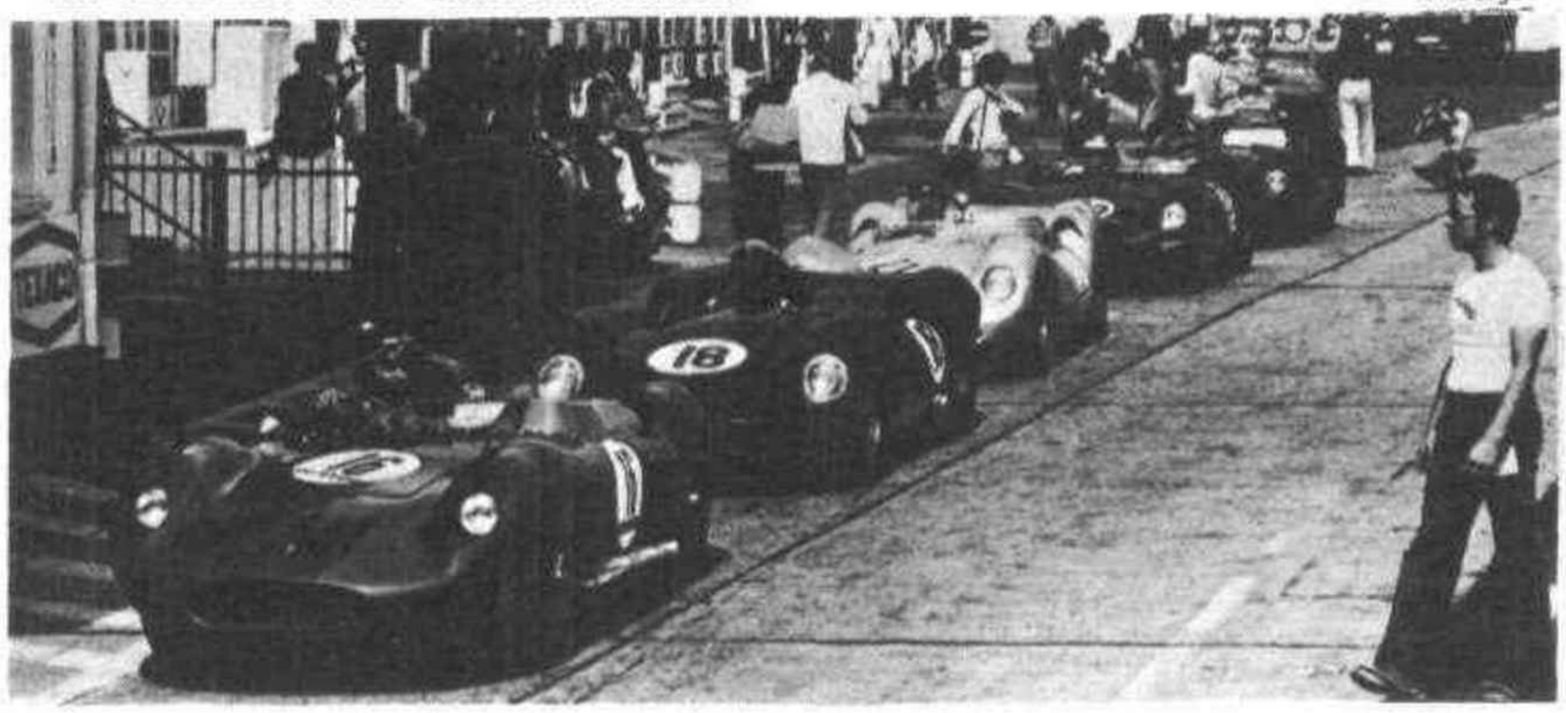
The well-supported race for the smaller Historic sports and single-seaters had an entry from the Porsche factory no less, a 1959 RS60 to be driven by current racing manager Manfred Jantke. In both his heats he made a poor start and had to work hard to catch Mike Ostroumoff's little Lola Mk. I and managed to beat him by less than a second. In the second heat Mike drove brilliantly and kept the 1,220-c.c. Climax-engined car in front for the whole 10 laps, to the amazement of all the Germans, but lost out on aggregate by a fraction of a second. Another good drive was put in by Frenchman Bernard Thevenot in another Porsche RS60 for third place. Maseratis were handled by the colourful Graf Von Doenhoff (who also has an Auto-Union but without engine) and Baron Von Hammerstein in an A6G SS. The little DB-Panhard single-seaters of Dubois and Berton came fifth and sixth.

The fastest race was for Classic and Historic single-seaters together with Historic sports-racers, and was dominated by Lister Jaguars, of which five were entered. Philip Renault's shed a wheel in practice and non-started and John Harper's "new" car (with familiar MVE registration) struck fuel-pump trouble in both heats and retired after contesting the lead. This left David Ham with a clear and popular win from Bert Young (the 1975 winner) and Barry Simpson. Von Doenhoff's 450S Maserati (driven by Manfred Rimbock) had to be content with fourth, while Paul Shouwenberg from Holland drove his 1954 Monza Ferrari brilliantly to fifth but could not overcome the power disadvantage on this circuit. Martin Morris (ERA) was sixth and winner of the single-seater class, but only after overtaking Richard Pilkington's Lago-Talbot at half distance. Mixing it with them both was Peter Martin's sports Maserati which has the almost unique 2½-litre four-cylinder engine. Van der Lof had his superb 4½-litre 1951 GP Ferrari going well and was second in class to Pilkington and ahead of the little F2 Climax-engined Coopers of Arthur Curnow and Ken Moore. Behind Morris in the pre-war class were the Manns, Peter in ERA and Chris in 8C Monza Alfa. Dan Margulies had his 1939 4C s/c. Maserati going well for once and beat Dudley Gahagan's ERA.

The final event of this full two-day meeting was over 15 laps and for the fastest 20 competitors overall. This was perhaps the best race of all as John Harper got his Lister to last more than a few laps and contested the lead closely with David Ham until David pulled off with an overheating engine, leaving Harper to come home with the Trophy. Bert Young was a steady and safe-looking second, but after Barry Simpson's pit stop, third place was hotly contested by Philip Renault, Paul Schouwenberg, Richard Pilkington, Manfred Jantke and Mike Ostroumoff. It was the latter who forced his white Lola to the flag in third place ahead of the XK120, the Monza Ferrari, the RS60 and the Lago Talbot. Peter Martin, although lapped, put his 250S just ahead of the Martin Morris ERA.

The prize-giving was a very jolly affair and the trophies that were given away were truly magnificent and seemingly endless. The number of racing miles covered during the week-end must have been enormous but the meeting ran happily accident free. This is now established as the leading European historic race meeting, and one wonders just what the AvD will come up with in 1977, the fiftieth anniversary of the magnificent Nurburgring.

B.K.J.



New models from VW-Audi

VW GTIs: 110 b.h.p. sports saloons

AS DISCUSSED in July's test of the Scirocco 1600TS, VW are to produce fuel-injected versions of the Scirocco and Golf, which we were recently privileged to try in Germany. To be known under the GTI designation these special Golfs and Sciroccos share suspension, braking and the Heron pattern combustion chamber layout of their identical 1,588-c.c. motors. Unlike the Audi 80 GTE, which is available in Britain in RHD form with the same 110 injected four-cylinder, the VW GTIs will be sold only with left-hand drive. Production, following an announcement of the Golf GTI a trifle prematurely at the Frankfurt Show, should commence in August and the cars will be available in Britain with LHD. If the £ can maintain anything like present abysmal levels, prices would be £3,300 for the Golf GTI and £400 more for the Scirocco GTI.

The engine shares the same bore and stroke as the lesser VW 1600s (79.5 mm. by 80 mm.), but is radically different in that the cylinder heads have no combustion chambers at all. Operating on a 9.5 to 1 c.r. the pistons carry the necessary depressions to accommodate the combustion process, the development team discovering an extra 5 horsepower on the Heron head principle, compared to more conventional combustion chamber development.

Despite the extra piston weight, VW have not found it necessary to inflict any extra engine vibration on their customers. Possibly this is due to the continuous injection of fuel via the Bosch K-Jetronic (K stands for the German equivalent of continually, *kontinuierlich*), for the engines provide lots of smoothly delivered power throughout the range. For example, peak torque is 14 mkg. at 5,000 r.p.m., but there is 12 mkg. available from 2-6,500 r.p.m. Peak horsepower of 110 b.h.p. is delivered at 6,100 r.p.m. and there are 90 b.h.p., or more, from 4.750 r.p.m.

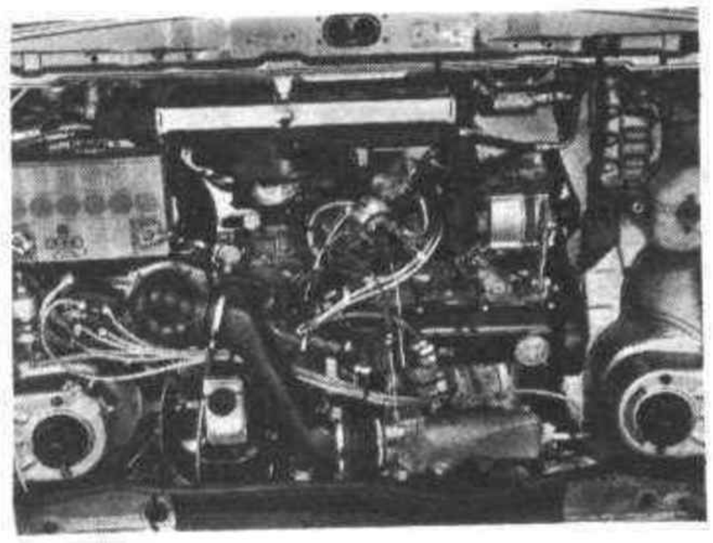
Apart from the combustion arrangements, the s.o.h.c. engine differs from the TS in the adoption of 2 mm. bigger intake valves, an oil cooler and a larger diameter clutch. Both GTIs share substantially altered suspension arrangements (though the 0.8 in lower ride height is for Golf GTI only), on comparatively soft springs, front and rear anti-roll bars, an increase in wheel rim width to 5½ in., revised shock-absorber settings ("tougher", said a spokesman!) making the car wider in track and lower. The changes are said to have boosted cornering speed to 0.82G, though due credit has to go to the Continental and Pirelli tyres of 175 SR13 section, instead of the basic model's 155 radials.

Also very useful in a car that weighs only 1,764 lbs. (Scirocco GTI) and 1,786 lbs. (Golf GTI) are brakes to match the outstanding performance. VW have fitted ventilated front discs, retaining production drums at the lightly-laden rear. Aerodynamic aid is improved too as the spoiler has been scaled up considerably, though retaining a similar appearance to that of TS models.

The Scirocco's better shape and lighter weight give it a performance advantage that was imperceptible on the Hockenheim section of the test route. Maximum speed for Scirocco GTI is quoted at 114.95 m.p.h. while the Golf is reportedly capable of 113.1 m.p.h. In fact, our Scirocco cruised contentedly at 5,000 r.p.m. and 100 m.p.h. indicated in fourth gear, with a distinct interference from the rev-limited engine when 125 m.p.h. was being indicated on the motorway! The Golf was slower on the speedometer, but its track performance seemed, if anything, slightly quicker, or perhaps we were just more used to Hockenheim at this stage? Acceleration from rest to 62 m.p.h. is said to occupy 8.8 sec. for Scirocco GTI and 0.2 sec. longer for the Golf version.

On the road that performance is certainly delivered without vice, the cars sweeping past other traffic very smoothly and handling with very little exhibition that the front wheels are driven. The brakes also proved very capable in normal road use.

When we got to Hockenheim the Scandinavian specialist press were in full flight around the club circuit, and it took a few laps to struggle onto even terms. Under such hard use both the Scirocco and Golf GTIs will lift rear wheels pretty readily, often accompanied by puffs of smoke as they go into a corner with the rear brakes locking as they begin to aviate. The faster the corner,



The fuel-injected 1,588 *c.c. engines offer* 110 *b.h.p.*

the more neutrally the GTIs behave, but one delight was the second gear Sachs U-bend in front of the main stadium (the 120,000 capacity stands' bare concrete dazzlingly empty in the June sun) where the GTIs could swish round under full power, to reach the kerbing in precisely the same spot for lap after lap.

The Scirocco has a virtually standard TS interior, but the Golf is considerably improved over lesser models with new seating that has considerably more support of the sides of the torso: both models have strong, thick, rim sports steering wheels and extra instrumentation that includes a central oil temperature gauge and a clock: neither has an oil pressure gauge, but water temperature is included, as is a 220 k.p.h. (136.70 m.p.h.) speedometer and tachometer with a limit of 6,600 r.p.m. indicated by a red zone.—J.W.

The New Audi 100

THE Audi 100 range has a particularly strong following in Britain, where its good looks, comfort, road behaviour and reliability are well appreciated. Now Audi NSU have totally revised the model and included at the top of the range the first production, 5-cylinder petrol engine in the world.

In essence the new Audi is a smallish-engined big car, of the same width and length as the new Rover, but designed with such thought for lightness and aerodynamics that even the smallest option 1.6-litre 4-cylinder engine can give excellent performance, while the new 5-cylinder car offers performance on a par with its large-engined, thirsty competitors from an engine of 2,144 c.c., 136 b.h.p. and exceptional economy.

Initially only the middle-of-the-range, 2-litre version will be available in Britain, from the end of the year. In LS form it would cost about £4,100 and £4,700 for the GLS at current exchange rates. Even today, the 5-cylinder GLS5E would be about £6,000, so it could be appreciably higher when it arrives in Britain in a year's time. There is a possibility that the 1600 model might be imported next year.



The new Audi 100 *in 2-litre GLS form.*

All have in-line, cast-iron cylinder blocks surmounted by aluminium cylinder heads and single, toothed-belt-driven overhead camshafts. The 5-cylinder unit is based upon the 1,600 c.c. 4, with the same bore of 79.5 mm., but a slightly lengthened stroke, from 80 to 86.4 mm. While the 85 b.h.p. 1600 and 115 b.h.p. 2-litre engines run on carburetters, the 5 is fitted with Bosch K-Jetronic fuel injection. A four-speed manual gearbox is standard on all models, a ZF automatic being optional.

Front suspension is by McPherson strut, steering geometry is Audi-VW's self-stabilising type and rack-and-pinion steering can have power assistance as an option on the two larger models. Audi's torsion crank axle is used at the rear, now with a transversely-mounted Panhard rod. Brakes are disc front (ventilated on the 5), drum rear.

Safety features include a body structure incorporating the principle of regular folding deformation for ultimate impact absorption.

We drove three versions of the Audi 100 in Germany recently. All were immediately noticeable for almost total road noise insulation and lack of wind noise. The 0-60 m.p.h. in 13.4 sec., 100 m.p.h. manual 1600 lacked power in the hills and for rapid overtaking, but in general, its performance wasn't too bad, though surrounding silence made the engine seem hard-worked at speed. Its steering and handling were excellent, neutral and with almost total lack of front-wheel-drive traits. The ride was excellent over some fairly bad surfaces, but the brakes lacked feel.

Next came an automatic 2-litre with brakes worse than those of the 1600 and over-sensitive power steering. The engine had to work hard to compensate for the automatic

Around and About

Abingdon to close?

THERE are rumours that the MG factory at Abingdon will close at the end of 1977, bringing to an end 47 years of MG tradition in the little Oxfordshire town. The closure won't necessarily mean the end of MG as a *marque*—"badge engineering" can always take care of that, perish the thought—but it will mean the end of the road for the Midget and MG-B, which are assembled there from bodies made in Swindon, painted and, in the case of the GTs, partly trimmed at Cowley, using engines from Longbridge.

Such a closure would also leave a question mark over the location of Leyland ST and its incorporated competitions department, currently housed in a huge purpose-built building on the MG site.

Whether or not the Government will sanction such a threat of proportionally huge unemployment in the Abingdon area (MG are the biggest employers in the town) will be interesting.

The story goes that one of Leyland's problems with Abingdon, where production figures on the old-fashioned lines are tiny by current motor industry standards, but profitable, is that the factory is leasehold. The freehold is alleged to be owned by the Hedges family, of which former works MG racing driver Andrew is a member.

The end of Jensen

THE auctioneer's hammer tolled the final death knell for Jensen Motors when all the assets were disposed of at a sale at the West Bromwich factory on August 17th. Last-minute attempts to sell the company, placed into the hands of the Receiver last September, failed. It was interesting to hear the Assistant Receiver attack the Government on the television news that night for failing to step in with assistance; Jensen sank with a full order book and at the end of a period of record sales and £14-million turnover. All they needed was financial assistance to tide them over an under-capitalisation problem.

Jensen's history goes back to 1898, to the W. J. Smith and Sons coachbuilding company. Alan and Richard Jensen took over in 1931, to specialise in rebodying current production cars, much like their contemporary, William Lyons. Highlights in their subsequent history included such pioneering ventures as glass-fibre bodies, the use of disc brakes for the first time on a production car, the first production car to be offered with four-wheel-drive and a Maxaret anti-skid braking system. Amongst the many sub-contract exercises in which they were involved were production of all the bodies for Big Healeys and Sunbeam Tigers.

A sad demise.

Improved BMWs

MORE THAN 30 modifications have been made to BMW's "5" series of cars. All models have a redesigned grille and bonnet line and realigned rear light clusters, improved braking and ventilation, additional sound damping, modified rear dampers and exhaust supports to cut down noise transmission and a new, padded steering wheel.

Alterations to carburation and a new design of combustion chamber have given the six-cylinder 525 and 528 models an extra 5 b.h.p. each, coupled with cleaner exhaust emission and easier servicing.

New Formula

THE RAC has announced a new 2-litre British sports-car formula after consultations between the major organising clubs, promoters and the Association of Competition Car Manufacturers. The Sports 2000 Formula features the running gear, racing tyres and 2-litre s.o.h.c. engine of Formula Ford 2000 wrapped in all-enveloping, two-seater body-work.

This new formula is posing a threat to the Clubmans Super-Sports Register: the future of the Clubmans Class A for modified 1600 engines is threatened by spiralling costs of competitive engines, which in turn has led to small grids, uncompetitive racing and a lack of interest from race promoters. The Register's suggested cure was to scrap both Classes A and B (the latter for Formula Ford 1600 engines) and replace them with one class for Formula Ford 2000-engined Clubmans cars. The Sports 2000 Formula would appear to clash head on with that idea.

It would be sad to see the Clubmans Register sunk in this way. Perhaps they could devise a new specification for their front-engined sports cars, perhaps around standard, or lightly-modified Ford 3-litre V6s, or something smaller, like a Dolomite Sprint engine?

Concours

THE Rolls-Royce and Bentley Owner Driver Club will be holding its 15th International *Concours d'Elegance* at its headquarters, The Coach House, originally part of the Cunard Estate, at Whistler's Wood, The Ridge, Woldingham, Surrey, on Sunday, September 19th. Activities additional to the obvious include a fashion show and things to keep children occupied. Alas, a raffle for a road-worthy Bentley will be restricted to Club members. The event starts at 10.30 a.m.

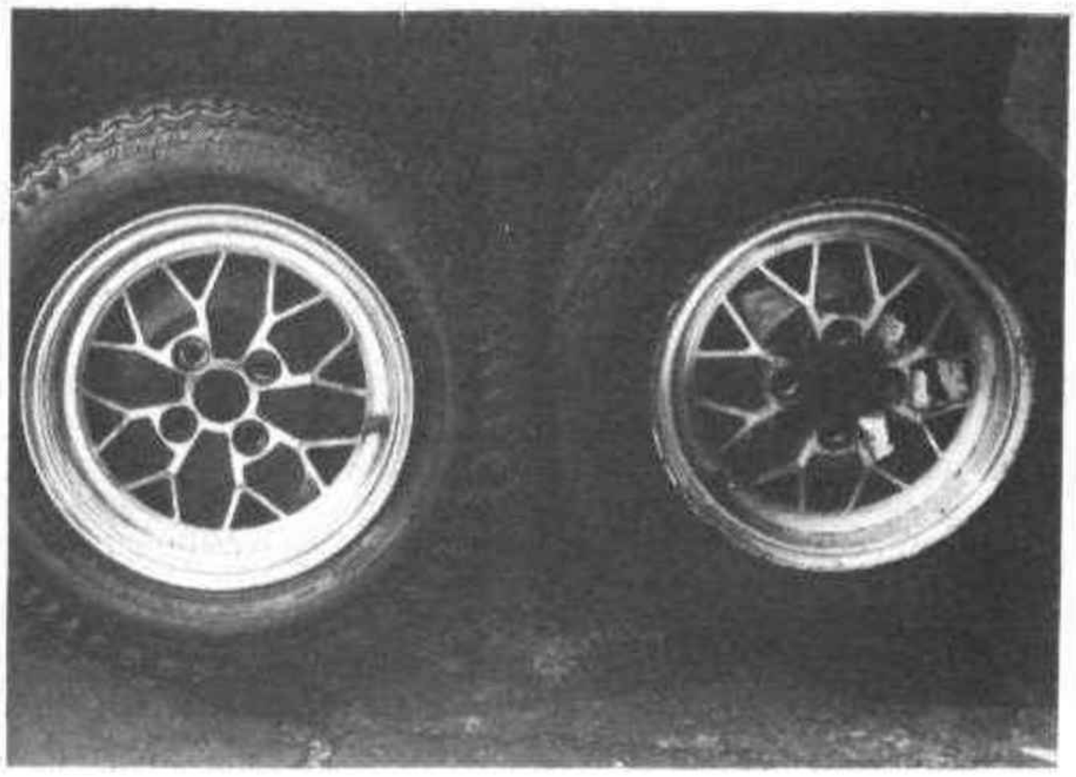
New wheels for old

OLD alloy wheels road wheels can be made to look like new while you wait at Wheel Junction, 394, Caledonian Road, London, N.1 (01-607 5889). The ravages of salt and brake dust soon make alloy wheels look tatty; those on our photographer's notorious Dolomite Sprint appeared to be so corroded that Leyland Western Avenue service depot said they ought to be replaced, at about £30 each. "Rubbish," said Jim, the man you should ask for at Wheel Junction, "the pitting is just on the surface of the alloy, where the lacquer has come off". Our photographer was sceptical, but after the lacquer had been removed with solvent, Jim got to work with a heavy duty, hand-held electric polishing wheel and a special polishing soap. The result, after 40 minutes' work on each wheel, was remarkable, as the photograph shows. The alloy had developed a mirror-like finish, leaving not a trace of pitting. Because this is merely a polishing process, there is no danger of weakening the wheels.

The cost of this wheel cosmetic treatment is from £3 to £5, depending upon the state and type of wheel. Those for the Sprint cost £4 each, exclusive of renewing the black paint between the "spokes", which our photographer completed himself with matt black paint. Coupled with an extremely good paint-tidying job by our tame body-work man, the gleaming wheels have made the Sprint look better than new.—C.R.

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losses and we longed for more torque. Torque is what we got with an LS5E manual; this five-cylinder unit is extraordinarily flexible and revs easily to about 6,500 r.p.m. Audi describe it as "better than a good four, better than a poor six", and more viable than a six because of reduced friction, better economy, shorter length, lighter weight and lower cost. However, they haven't eradicated all the balance problems inherent with a five-cylinder configuration (which, Graham Robson informs us in *Autocar*, was pioneered in petrol form by Rover, in the sixties) and there is some roughness and harshness at the lower end of the scale. It is at its smoothest between 4,000 r.p.m. and 5,800 r.p.m. This car had some peculiar handling characteristics, yawing in corners, but probably a fault of the car in question—journalists who tried other 5s had no complaints. A manual 5 will accelerate from 0-60 m.p.h. in 9.5 sec. with a 118 m.p.h. maximum against 10.7 sec. and 111 m.p.h. for a 2-litre manual. All the models are beautifully finished, roomy, ergonomically excellent, comfortable in both ride and with exceptional front seats. In fact, if they have a real fault it is that their general excellence leaves them almost boringly characterless. We concluded that the best buy would be a 2-litre manual without power steering and can't see the 5 competing too well against the full-of-driving-character Rover 3500.—C.R.



Sprint alloy wheels before (on right) *and after treatment from Wheel Junction. Tyres differ because that on left is a spare.*

THE GERMAN GRAND PRIX

An Englishman Wins

Nurburgring, Germany, August 1st

YOU EITHER LOVE the Nurburgring or you hate it, whether you are a driver or a spectator makes little difference. The Eifel mountains are there for you to enjoy if you want to. You can wonder at the majestic nature of the scenery or the unbelievable task of building the 14.18-mile circuit amid such splendour; you can walk along sections of the track that offer a view in either direction that is more than a complete lap of most circuits. You can hear the cars' exhausts echoing through the fir forests long before you see them and the sound still travels back long after they are gone. The Nurburgring is something very special and always has been. You do not go there to spectate in the same frame of mind as you go to a concrete Stadium, there is space and splendour and almost unlimited viewing possibilities. To hear a Ferrari come up the long, gradual climb from *Adenau,* to burst into view on the approaches to the *Karussell,* brake heavily, accelerate round the 180-degree right-hander and storm up the hill to the *Karussell* itself and then disappear up the hill to *Hohe Acht* and over the top, is to appreciate why people visit the Nurburgring in their thousands. That one section of the circuit, if looped round to join the ends together, and transported to England would have everyone raving over a circuit that would be better than Oulton Park, Brands Hatch and Donington Park put together. To see a Grand Prix car burst out of a wooded section as much as two miles away, and watch it come towards you across open country and then disappear over the brow of a hill and hear it on full song downhill until it is gone from earshot is to savour the Nurburgring to the full. If it is a driver who is proud of the title "Grand Prix driver" you will see the art of high-speed driving in action as nowhere else, as he accepts the driving challenge of the Nurburgring. You will not see the close racing as at a Stadium, but you will certainly see Grand Prix driving at its best and of the sort that makes you step back from the fence and whistle through your teeth as you mutter "——— me!" The adrenalin flows for driver and spectator alike at the Nurburgring.

For this reason you spend little time in the pits or the paddock, you get in your car and drive round to various vantage points during practice because it is all worth seeing. It doesn't take long so see which drivers revel in the challenge of the Nurburgring, from National pride like Stuck, Mass and Stommelen, or from acceptance of a real driving challenge like Hunt, Peterson, Pace, Laffite or Regazzoni. The weather in the Eifel mountains can be glorious or gloomy, and the Friday practice sessions of 1½ hours in the morning and an hour in the afternoon were blessed with the Nurburgring being at its best. In spite of professing to be against the



"Vintage" Peterson was displayed in practice, but the March crashed on the first lap of the race.

Nurburgring and actually leading the group of drivers who are trying to get it banned for Formula One, Niki Lauda rose above personal feelings and did a typical workmanlike job and made fastest lap in the morning, at 7 min. 08.2 sec., a long way off the expected 7 min. barrier. A strong headwind along the final straight made gearing tricky and it doesn't need much in the way of "losing a little time here" and "a little there" for it to add up to 10 seconds. Last year Lauda recorded the fastest practice lap in 6 min. 58.6 sec., the only driver to break 7 minutes, while Carlos Pace recorded exactly 7 minutes. If Lauda had the same attitude to the Nurburgring as Stuck or Mass, it would be interesting to see how fast he could go. Even so, his *average* speed was around 120 m.p.h.

During the afternoon session the two Tyrrell six-wheeler drivers got into the swing of things and could be seen to be trying, as was Andretti, but the Italian-American was having to use the spare car as the new one had started to crack around the upper left-hand front engine mounting. This car was using a monocoque fabricated by an outside firm, and the Lotus mechanics were wishing they had made it themselves. Hunt was really trying and looked spectacular, whereas Lauda was nearly as fast with no outward signs of trying hard, except that he was using all the road and the Ferrari engine was working hard, but it was all incredibly neat and tidy. The Brabham-Alfas were looking quite good but even so they were six seconds off the pace of the leaders, and it was Hunt who was fastest with 7 minutes 06.5 seconds to Lauda's 7 minutes 07.4 seconds. Once again those two drivers were in a class of their own, and whether it is on the Nurburgring or at a "Mickey Mouse" Stadium there doesn't really seem to be anyone who can challenge them.

In the morning session Peterson had had engine trouble before he could set off on a full lap and Pescarolo never left the paddock, his Surtees in trouble with fuel pumps, while Jarier's Shadow had a blockage in its fuel system, forcing him to use the spare car. Brambilla flew off the road and damaged the front end of his orange March, so he took Merzario's old car for the afternoon session, with his own cockpit surround on it, so it was looking a bit odd. The order at the end of the day was Hunt (McLaren), Lauda (Ferrari), Depailler (Tyrrell), Stuck (March), Regazzoni (Ferrari), and Laffite (Ligier). Before the day actually ended the Law arrived in the paddock, representing Loris Kessel who was feeling he had been cheated by John MacDonald's RAM Racing Team, and the police put a restraining order on the whole RAM set-up and that was the last anyone saw of them. This meant that next morning Stommelen was without a car, which was a waste of good Nurburgring talent, so Mr. Ecclestone offered him the spare Brabham-Alfa Romeo especially as the organisers were very keen to have Stommelen in the race.

Unfortunately Saturday was Nurburgring at its worst, and rain and dark clouds covered everything to begin with, but by mid-morning the rain stopped and the circuit dried remarkably quickly. This was the regulation 1½ hours of non-timed practice and quite a lot of drivers set off, even though parts of the circuit were still slippery. Brambilla was back in his orange car, going incredibly quickly, but looking as if he was heading for another accident, whereas Stuck looked extremely confident and obviously knew where he was going. Watching on a very fast part of the circuit over near the *Karussell,* Peterson was terrific and made the long walk to the vantage point well worth while. It was pure "vintage" Peterson, but whether he could keep it up for a whole race or whether the March could stand being driven like that was another matter. Stommelen was learning fast about the Brabham-Alfa, though he knew plenty about the Alfa Romeo part from his sports-car experience, and Pace had an air of seriousness about his driving that suggested he was out to win. The Ferraris looked

good, but neither of the McLarens appeared. When it was all over an official car went by with Nilsson's Lotus on tow, a battery lead having come adrift.

Before the final hour of practice the rain returned which meant that the Friday times were going to decide the starting grid order. Although it stopped raining on parts of the circuit there was no hope of achieving a fast lap time, but even so Peterson did 7 minutes 27.3 seconds, a time that a lot of drivers would have been pleased with on a dry track. As the morning session ended and he was slowing down to return to the pits Brambilla had another accident, this time wrecking the monocoque of his orange March, so it was back into the Merzario car again, for the afternoon session. With it he did 7 minutes 47.5 seconds, the only other driver to get below 8 minutes on the damp track.

STARTING GRID

↑

11
J. Hunt
(*McLaren-Cosworth V8*)
M23/6
7 min. 06.5 sec.

1
‡ N. Lauda
(*Ferrari—flat-12*)
312T2/028
7 min. 07.4 sec.

4
P. Depailler
(*Tyrrell-Cosworth V8*)
P34/2
7 min. 08.8 sec.

34
‡ H. J. Stuck
(*March-Cosworth V8*)
761/2
7 min. 09.1 sec.

2
G. Regazzoni
(*Ferrari—flat-12*)
312T2/025
7 min. 09.3 sec.

26
‡ J. Laffite
(*Ligier-Matra V12*)
JS5/02
7 min. 11.3 sec.

8
C. Pace
(*Brabham-Alfa Romeo flat-12*)
BT45/4
7 min. 12.0 sec.

3
J. Scheckter
(*Tyrrell-Cosworth V8*)
P34/3
7 min. 12.2 sec.

12
J. Mass
(*McLaren-Cosworth V8*)
M23/9
7 min. 13.0 sec.

7
C. Reutemann
(*Brabham-Alfa Romeo flat-12*)
BT45/3
7 min. 14.9 sec.

10
R. Peterson
(*March-Cosworth V8*)
761/3-2
7 min. 14.9 sec.

5
M. Andretti
(*Lotus-Cosworth V8*)
77/R3
7 min. 16.1 sec.

9
V. Brambilla
(*March-Cosworth V8*)*
761/4-2
7 min. 17.7 sec.

19
A. Jones
(*Surtees-Cosworth V8*)
TS19/02
7 min. 19.9 sec.

77
R. Stommelen
(*Brabham-Alfa Romeo flat-12*) †
BT45/1
7 min. 21.6 sec.

6
G. Nilsson
(*Lotus-Cosworth V8*)
77/R2
7 min. 23.0 sec.

22
‡ C. Amon
(*Ensign-Cosworth V8*)
MN05
7 min. 23.1 sec.

16
T. Pryce
(*Shadow-Cosworth V8*)
DN5/5B
7 min. 23.3 sec.

28
J. Watson
(*Penske-Cosworth V8*)
PC4/01
7 min. 23.5 sec.

30
E. Fittipaldi
(*Fittipaldi-Cosworth V8*)
FD04/3
7 min. 28.0 sec.

20
A. Merzario
(*Williams-Cosworth V8*)
FW05/3
7 min. 28.8 sec.

24
‡ H. Ertl
(*Hesketh-Cosworth V8*)
308/3
7 min. 30.0 sec.

17
J-P. Jarier
(*Shadow-Cosworth V8*)
DN5/4B
7 min. 30.9 sec.

18
‡ B. Lunger
(*Surtees-Cosworth V8*)
TS19/03
7 min. 32.7 sec.

25
G. Edwards
(*Hesketh-Cosworth V8*)
308/2
7 min. 38.6 sec.

40
A. Pesenti-Rossi
(*Tyrrell-Cosworth V8*)
007/4
7 min. 48.5 sec.

Not qualified:
37 L. Lombardi (Brabham BT44B/2) 7 min. 51.5 sec.
18 H. Pescarolo (Surtees TS19/01) 8 min. 04.2 sec.

* No. 9 recorded time with car March 761/1-2.
† No. 77 recorded time with car Brabham BT44B/1.
‡ Drivers marked thus did not take part in the restart. Spaces were left on the grid accordingly.
No. 34 was pushed to one side of the grid.
No. 26 was in the pits.

PRACTICE TIMES

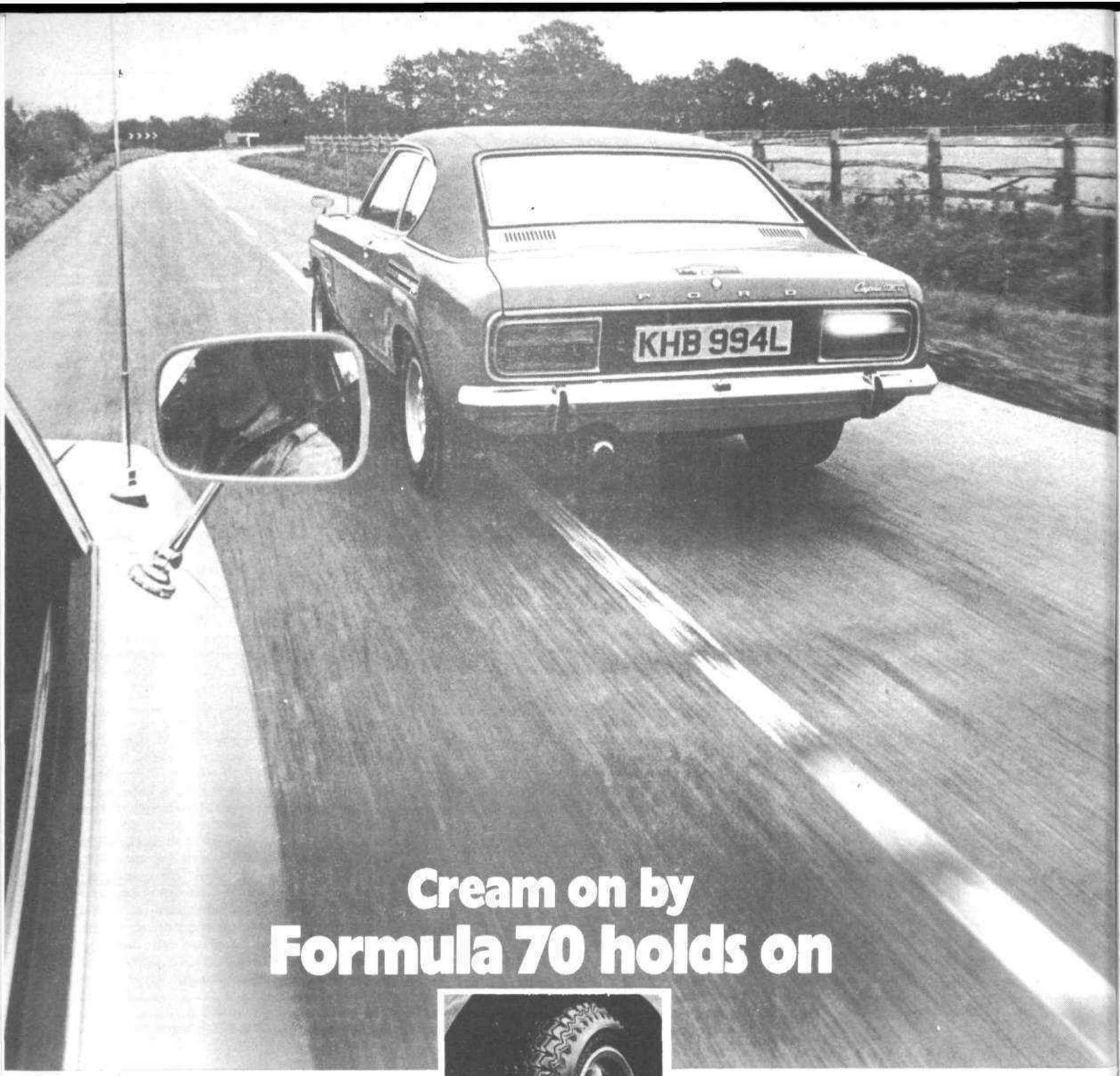
No.	Driver	Car	Friday Morning	Friday Afternoon	Saturday Afternoon
1	N. Lauda	Ferrari 312T2/028—flat-12	**7. 08.2**	7. 07.4	9. 36.8
2	G. Regazzoni	Ferrari 312T2/025—flat-12	7. 11.8	7. 09.3	8. 05.8
3	J. Scheckter	Tyrrell P34/3-Cosworth V8	7. 19.0	7. 12.2	9. 43.0
4	P. Depailler	Tyrrell P34/2-Cosworth V8	7. 15.6	7. 08.8	8. 34.4
5	M. Andretti	Lotus 77/R3-Cosworth V8	7. 20.5	—	8. 17.6
6	G. Nilsson	Lotus 77/R2-Cosworth V8	7. 32.5	7. 23.0	9. 21.0
7	C. Reutemann	Brabham BT45/3-Alfa Romeo flat-12	7. 24.9	7. 14.9	8. 32.4
8	C. Pace	Brabham BT45/4-Alfa Romeo flat-12	7. 18.7	7. 12.0	—
9	V. Brambilla	March 761/1-2-Cosworth V8	7. 17.7	—	—
10	R. Peterson	March 761/3-2-Cosworth V8	—	7. 14.9	**7. 27.3**
11	J. Hunt	McLaren M23/6-Cosworth V8	7. 10.3	**7. 06.5**	—
12	J. Mass	McLaren M23/9-Cosworth V8	7. 15.3	7. 13.0	—
16	T. Pryce	Shadow DN5/5B-Cosworth V8	7 25.4	7. 23.3	8. 11.3
17	J-P. Jarier	Shadow DN5/4B-Cosworth V8	no time given	7. 30.9	no time given
18	B. Lunger	Surtees TS19/03-Cosworth V8	7. 44.6	7. 32.7	8. 16.8
19	A. Jones	Surtees TS19/02-Cosworth V8	7. 27 1	7. 19.9	no time given
20	A. Merzario	Williams FW05/3-Cosworth V8	7 37.2	7. 28.8	—
22	C. Amon	Ensign MN05-Cosworth V8	7. 35.3	7. 23.1	9. 06.0
24	H. Ertl	Hesketh 308/3-Cosworth V8	7. 33.9	7. 30.0	17. 38.7
25	G. Edwards	Hesketh 308/2-Cosworth V8	7. 47.8	7. 38.6	9. 59.0
26	J. Laffite	Ligier JS5/02-Cosworth V8	7. 13.6	7. 11.3	9. 03.2
28	J. Watson	Penske PC4/01-Cosworth V8	7. 34.9	7. 23.5	8. 19.8
30	E. Fittipaldi	Fittipaldi FD04/3-Cosworth V8	7. 32.1	7. 28.0	12. 31.2
34	H-J. Stuck	March 761/2-Cosworth V8	7. 10.1	7. 09.1	8. 13.1
36	R. Stommelen	Brabham BT44B/1-Cosworth V8	7. 33.5	7. 21.6	—
37	L. Lombardi	Brabham BT44B/2-Cosworth V8	7. 51.5	7. 51.1	—
38	H. Pescarolo	Surtees TS19/01-Cosworth V8	—	8. 04.2	9. 09.8
39	L. Perkins	Boro-Ensign	NON-STARTER		
40	A. Pesenti-Rossi	Tyrrell 007/4-Cosworth V8	7. 59.1	7. 48.5	9. 39.2
41	M. Wilds	Shadow DN3B/5-Cosworth V8	NON-STARTER		
77	R. Stommelen	Brabham BT45/1-Alfa Romeo flat-12	—	—	8. 02.3
5T	M. Andretti	Lotus 77/R1-Cosworth V8	—	7. 16.1	—
9T	V. Brambilla	March 761/4-2-Cosworth V8	—	7. 25.5	7. 47.5
17T	J-P. Jarier	Shadow DN5/3A-Cosworth V8	7. 53.9	—	—

Once more there was no sign of the McLarens on the full circuit. Saturday ended in a grey and dismal evening with rain pouring down on the thousands and thousands of tents pitched around the circuit. There were so many spectators that it seemed that if anyone was going to arrive on Sunday morning they would not be able to get in.

On Sunday morning there was a 20-minute test-session around the short pits-loop for anyone who wanted a last-minute try-out, though neither the McLaren team nor the Tyrrell team took advantage of it. The rain had gone but the skies still looked unsettled and when the cars began to leave the paddock to drive up through the famous tunnel on to the starting area, it seemed as though all was going to be well, even though a local meteorological office was suggesting there was rain in the offing. Of the 28 drivers who had practised, only 26 were being allowed to start, and of the two non-qualifiers Pescarolo was the most unfortunate as he had got his Surtees going properly when the rain appeared on Saturday. Lella Lombardi had not qualified, but it did not matter as there was no longer a car for her, and no doubt she was demanding her money back from John MacDonald! On a time basis Stommelen had not qualified with the Brabham-Alfa Romeo, due to the damp conditions on Saturday, but officialdom agreed to accept that a Brabham was a Brabham, irrespective of engine, so his Friday time was accepted and his place on the grid with BT45/1 was that achieved by BT44B/1.

The 14-lap race was due to start at 1.30 p.m. but a 15-minute delay was announced as there were numerous Renault 5 saloons to sweep up after they had had a race, though it took longer than this. The sky was dull and ominous as the Grand Prix cars set off on a warm-up lap, but there was a bit of a flap when it was realised that the circuit had not been given the "all clear". Ertl, Scheckter, Depailler, Stuck and Pesenti-Rossi were held at the end of the pit-lane when this was discovered, but all was well and they joined the warm-up lap. At 1.40 p.m. everyone was lined up ready to go when it was announced that rain had started to fall on the far side of the circuit. There was indecision for a few minutes and then people began to change their "slick" tyres for knobbly wet weather ones, as the skies were darkening. A gentle sprinkling of rain in the start area convinced everyone that the rain was going to develop, everyone that is except Jochen Mass and his compatriot Mike Kranefuss of Ford. While Herbert Linge roared off in the official Porsche to do a lap and report on conditions, all the cars except the McLaren of Mass were put onto wet-weather tyres and the Stewards declared the official designation of a "Wet Race", which meant that rain or shine the race would start and pit-stops for tyre changes if the weather changed were up to the individual team-managers. While most people were worrying about the rule book, Mass and Kranefuss were studying the wind and the clouds and their knowledge of the Eifel Mountains convinced them that the rain was not going to develop any further. The small amount that fell in the start area had already gone and Linge came back with reports of a damp track but no rain. It was now five minutes past 2 p.m. and Mass was taking a gamble that the track would dry, but no-one else was prepared to join him. The two minute warning signal was given and 25 of the 26 engines were started. The odd man out was poor Hans Joachim Stuck; the clutch withdrawal race had seized solid on his March and from his excellent position on the second row of the grid he had to abandon all hope of starting with the rest of the cars. For once Lauda did not make his usual copy-book start and it was Hunt and Regazzoni who led down to the first corner, with the Ferrari leading up behind the pits.

Over the *Flugplatz* Regazzoni was still leading, but then he had the father and mother of a spin on the very fast section down to *Aremberg*. He did not hit anything



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The Graunchy Grippers

and nobody hit him and he gathered it all up and arrived at the lowest point of the circuit in fourth place, behind Hunt, Peterson, and Pace. On that opening lap everyone discovered the circuit to be not as wet as they had expected and Mass was in fifth place as they all started the long straight back to the start area. Hunt (McLaren) was still leading from Peterson (March) and he intended to stop for "dry" tyres, so he eased off and let Peterson go by, hoping the Swede might not realise what was happening. Sure enough, Peterson roared by to finish the opening lap in the lead, while behind him there was an enormous sorting out as some drivers stopped to change tyres and others decided to give it another lap. Hunt, Scheckter, Depailler, Reutemann, Amon, Jarier, Fittipaldi, Laffite, Watson, Pace, Lauda, Merzario, Pesenti-Rossi and Stuck all stopped to change tyres; the last named had joined the race after everyone had gone by driving off in gear on the starter motor, and then changing gear without the clutch.

Peterson, Mass, Regazzoni, Andretti, Nilsson, Pryce, Brambilla, Jones, Stommelen, Ertl, Lunger and Edwards all went by still on their original tyres, but only Mass was sitting pretty. In the Ligier pit there was additional drama. Laffite had come in pointing to the nose of his car for he had tangled with another car in the opening lap and damaged the nose cowling. While the wheels were changed a new nose-cone was fitted, but when the starter was pressed smoke poured from behind the instrument panel. Investigation showed that a contact had been broken by the impact that broke the nose-cowling and there was a dead-short. Wires were cut and taped up and after a long time Laffite got back into the race. Meanwhile Mass had taken the lead from Peterson, a move that was accompanied by a roar from the crowd that nearly shook the Eifel mountains. The tough little German started the third lap well in the lead, his gamble having paid off as the rain had gone for good and the skies were bright. Behind him Peterson dived into the pits for a tyre change, and left again at well over 100 m.p.h. down the pit-lane! Nilsson had gone by in second place, still on "wet" tyres, followed by Hunt, on "dry" tyres, with Pace and Scheckter following. Andretti, Regazzoni, Jones, Pryce, Brambilla, Stommelen and Depailler were all in the pits and the whole scene was looking most interesting. The McLaren team were pondering the situation that was about to arise, for Nilsson was obviously due to stop, which meant that Mass would be first and Hunt second. If they slowed Mass to let Hunt take the lead and notch up points for the World Championship 250,000 Germans were likely to get violent. If they didn't they were not being fair to their team-leader. Suddenly the whole scene changed dramatically and tragically.

On the lower part of the circuit after the Adenau Bridge Lauda had crashed violently on a fast left-hand curve. The Ferrari had spun into the catch fences, ricocheted across the track on fire and was narrowly missed by Guy Edwards in the Hesketh. Lunger was right behind, as was Ertl, and the Surtees and the second Hesketh both hit the Ferrari. The track was blocked and the whole



Mo Nunn with Chris Amon; end of a beautiful friendship?

race stopped and then the red flag was shown at the start line to announce the official stopping of the second Grand Prix in succession. While Lauda was taken to Adenau Hospital with facial burns, the crashed cars were gathered up and everyone else returned to the pits, where it was announced that the race would be re-run. Laffite had stopped the Ligier at the scene of the accident and found it would not restart as the wire for the electric pump for the fuel injection had been cut off during the pit-stop and the engine would not start on the mechanical pump alone. Consequently he was towed back to the pits by an official car, at very high speed, but without the engine running the gearbox oil was not circulating and internal damage was being done. As the mechanics pushed the car along the pit lane there was an ominous "clunk" from the transmission as something broke. The organisers were prepared to let Laffite use the spare Ligier for the restart, but one of their "friendly rivals" protested so the French mechanics set to and tore the gearbox apart. Shortly after 3 p.m. it was announced that the race would restart in 10 minutes, with everyone on their original grid positions, with gaps being left for Lauda's Ferrari, Lunger's Surtees and Ertl's Hesketh. Tanks were refilled, new tyres fitted and Lotus did some "continuous development" to Andretti's car, adding an extra pop-rivet to the front end of the left-hand radiator cover.

Without any hysterics Chris Amon quietly announced that he would not be taking the restart with the Ensign. He had lost the taste for driving on the Nurburgring after Lauda's accident. There should have been 23 cars at the restart, but only 20 did the warm-up lap round the pits-loop, for in addition to the Ensign not leaving the pits the Ligier was still being worked on and as Stuck's clutch withdrawal mechanism could not be freed, his March was wheeled to the restart, and put to one side of the grid ready to start off in gear on the starter motor after everyone had gone. Hunt was alone on the front row of the grid and shot off into the lead with the 19 survivors following him. Peterson only got as far as the *Flugplatz*, where he did it all wrong over the brow of the hill and had an almighty accident. The March was reduced to scrap and the Swede stepped out completely unhurt. Reutemann had already come to rest with the toothed belt that drives the fuel injection unit broken, and further round the opening lap there was a lot more excitement. Regazzoni did it all wrong again, getting all sideways without hitting anything, but Depailler struck a back wheel of the Ferrari as it finished swooping about. While the Swiss motored on, in fourth place, the Frenchman bounced off into the scenery fuming. Not far away Andretti and Mass had got into a wheel-bumping situation as they jostled each other side-by-side and eventually Mass spun, while Andretti got all crossed up and Scheckter went by them, having been watching the whole episode, only to narrowly miss Regazzoni.

When the turmoil of the second opening lap had subsided Hunt (McLaren) was well in the lead from Pace (Brabham), Scheckter (Tyrrell), Regazzoni (Ferrari), Nilsson (Lotus), Brambilla (March), Andretti (Lotus), Jones (Surtees), Mass (McLaren), Pryce (Shadow) and the rest. Stuck had never got going and the Ligier team had given up their race against time. On the next lap Scheckter moved ahead of Pace, Brambilla had another really good accident wrecking Merzario's March, and Mass passed Andretti, but as a race the German Grand Prix had fizzled out. For the drivers it had not fizzled out, for when you are driving hard round the Nurburgring the last thing you want to be doing is racing "wheel-to-wheel" and "hub-to-hub" with another competitor. The Nurburgring calls for total concentration by the driver if he is not going to get caught out and Hunt was doing a fine job of work out in front, setting a fastest lap but not a new record lap. Although Hunt had some seven seconds lead over Scheckter at the end of the third lap, with a lap in 7 minutes 19.8 seconds, the South African responded with a time of 7 minutes 19.1 seconds, showing that Derek Gardner's six-wheeler was as much at home on the Nurburgring as it had been at Monte Carlo and elsewhere. Regazzoni caught and passed Pace, taking third place, but the talented Brazilian hung on to the Ferrari and the sight of an Alfa Romeo-powered Brabham matching the speed of a Ferrari caused a lot of embarrassment in parts of the pit lane. Merzario disappeared from the scene with the Williams with reported brake failure on lap 4, and surprisingly that was the last retirement, the remaining fifteen runners keeping going to the end, albeit, some of them relatively slowly and uninspired, relative to Hunt and Scheckter that is.

For lap after lap Regazzoni had Pace and Mass pressing him hard, the performance of the Brabham-Alfa being one of the best we have yet seen. Jochen Mass must have still been feeling a bit "cheated" after the unfortunate stopping of the first race and not a little furious at the result of his bumping match with Andretti in this race. It had not taken him long to deal with Nilsson, but Pace and Regazzoni were a different proposition. These three ran in close company until lap 9 when the Alfa Romeo engine began to splutter out of sharp corners and the McLaren went by and was now sandwiched between the two flat-12 engined cars. On lap 12 (ironical!) Regazzoni made another nonsense and got all crossed up in the *Karussell* and damaged the nose of the Ferrari and he had to finish the lap slowly and ignomi-

niously while Mass went on in third place with Pace fourth. The Swiss got back to the pits and had a new nose-cone fitted, rejoining the race in ninth place.

Hunt and Scheckter continued to swop fastest laps, the Tyrrell driver getting the final say on the penultimate lap in 7 minutes 10.8 seconds, but they were some 30 seconds apart and even if Scheckter had not been baulked by the incidents on the opening lap it is doubtful if he could have got close enough to worry the McLaren driver. In mid-field Andretti had passed his Swedish team-mate on lap 6, and from then on Nilson kept nicely in sight of the number one car, doing a very satisfactory job of driving which pleased the Lotus management. They were not so pleased when Andretti came into the pits at the end of lap 10 with the battery broken loose from its mountings. Tape and clips were used to secure it and he was away, but now at the end of the field, with only Pesenti-Rossi and Edwards behind him. Not giving up Andretti hammered on and caught and passed Fittipaldi before the end of the 14 laps.

One of the nicest drives among the lesser lights was that of Rolf Stommelen, with minimal practice with the Brabham-Alfa Romeo and in his first Grand Prix for a long time. He did a best lap of 7 minutes 18.8 seconds, only six-and-a-half seconds slower than the best lap by Pace in the sister car, and his sixth place at the finish was well deserved and more than justified Ecclestone's loan of the car. Of the others there was not too much to say, the two Shadows ran non-stop from start to finish, but never in the picture, Alan Jones had a spin on the second lap which put him well down the field, from where he never recovered, Fittipaldi was a depressing tail-ender and Pesenti-Rossi did all that was expected of him, as did Guy Edwards. It is interesting that both Shadow drivers took two seconds off their best practice times, during the race. Alan Jones went a mere three-tenths of a second faster in the race, Pesenti-Rossi improved by six seconds and Edwards was four and a half seconds slower. Fittipaldi had been confident that improvements made by Maurice Phillipe during practice would show a reduction of at least 15 seconds during the race; the Copersucar-Fittipaldi was actually 2.9 seconds slower! A list of the best lap times by all the finishers is appended making interesting study in conjunction with the starting grid, which gives the best practice time, albeit after only two dry practice sessions.

FASTEST LAPS IN THE RACE

Hunt (McLaren)	7 min. 11.1 sec.
Scheckter (Tyrrell)	7 min. 10.8 sec.
Mass (McLaren)	7 min. 12.9 sec.
Pace (Brabham)	7 min. 11.2 sec.
Nilsson (Lotus)	7 min. 14.5 sec.
Stommelen (Brabham)	7 min. 18.8 sec.
Watson (Penske)	7 min. 19.5 sec.
Pryce (Shadow)	7 min. 21.3 sec.
Regazzoni (Ferrari)	7 min. 11.1 sec.
Jones (Surtees)	7 min. 19.6 sec.
Jarier (Shadow)	7 min. 28.8 sec.
Andretti (Lotus)	7 min. 14.9 sec.
Fittipaldi (Fittipaldi)	7 min. 30.9 sec.
Rossi (Tyrrell)	7 min. 42.8 sec.
Edwards (Hesketh)	7 min. 43.0 sec.

Although Hunt had led from start to finish it was not the way he would have wanted it, with his only serious rival in hospital. When the race was over it was learned that Lauda had been flown to a special burns hospital at Mannheim, which did nothing to alleviate the sad feelings in the paddock. The wreckage of the Ferrari showed that the suggestion that a wheel came off was demonstrably untrue, for while both left-hand wheels and suspensions were detached from the car the wheels were still attached to the uprights and both front and rear showed signs of having been torn off by impact, no doubt by the Surtees and the Hesketh which collided with the stricken car. The left side of the monocoque was split open like a tin of sardines and the fuel cell was gone in its entirety. Ertl had reported seeing this as he hit the Ferrari, the burning fuel cell already separate from the car. The right side of the car was relatively undamaged and the fire damage was not as severe as imagined. The official explanation of the accident was that a link in the rear suspension had broken, which ties in with the fact that the car spun clockwise on a left-hand corner. A driving error would have resulted in an anti-clockwise spin, or an understeer "ploughing" frontal accident. Naturally, everyone was saddened by the accident and the restart was unfortunate but necessary, though had the first race been able to be run the full 14 laps without incident it would have provided one of the most interesting races imaginable.

D.S.J.

Results :

GERMAN GRAND PRIX—Formula One—14 Laps—Nurburgring—22.835 Kilometres per Lap
319.69 Kilometres—Warm and Overcast

1st :	J. Hunt (McLaren M23/6)	1 hr. 41 min. 42.7 sec.—188.586 k.p.h
2nd:	J. Scheckter (Tyrrell P34/3)	1 hr. 42 min. 10.4 sec.
3rd :	J. Mass (McLaren M23/9)	1 hr. 42 min. 35.1 sec.
4th :	C. Pace (Brabham BT45/4)	1 hr. 42 min. 36.9 sec.
5th :	G. Nilsson (Lotus 77/R2)	1 hr. 43 min. 40.0 sec.
6th :	R. Stommelen (Brabham BT45/1)	1 hr. 44 min. 13.0 sec.
7th :	J. Watson (Penske PC4/01)	1 hr. 44 min. 16.6 sec.
8th :	T. Pryce (Shadow DN5/5B)	1 hr. 44 min. 30.9 sec.
9th :	G. Regazzoni (Ferrari 312T2/025)	1 hr. 45 min. 28.7 sec.
10th :	A. Jones (Surtees TS19/02)	1 hr. 45 min. 30.0 sec.
11th :	J-P. Jarier (Shadow DN5/4B)	1 hr. 46 min. 34.4 sec.
12th :	M. Andretti (Lotus 77/R3)	1 hr. 46 min 40.8 sec
13th :	E Fittipaldi (Fittipaldi FD04/3)	1 hr 47 min 07.9 sec
14th :	A. Pesenti-Rossi (Tyrrell 007/4)	1 lap behind
15th :	G. Edwards (Hesketh 308/2)	1 lap behind

Fastest Lap : J. Scheckter (Tyrrell P34/3) on lap 13, in 7 min. 10.8 sec.—190.821 k.p.h.

Retirements : R. Peterson (March 761/3-2) accident, on lap 1; C. Reutemann (Brabham BT45/3) broken injection pump belt, on lap 1; P. Depailler (Tyrrell P34/2) accident, on lap 1; V. Brambilla (March 761/4-2) accident, on lap 2; A. Merzario (Williams FW05/3) brake failure, on lap 4.

20 *starters* — 15 *finishers.*

Non-starters : N. Lauda (Ferrari 312T2/028), accident in first part of race.
B. Lunger (Surtees TS19/03), accident in first part of race.
H. Ertl (Hesketh 308/3), accident in first part of race.
C. Amon (Ensign MN05), driver withdrew after first part of race.
H-J. Stuck (March 761/2), clutch failure at start of second part of race.
J. Laffite (Ligier JS5/02), gearbox failure before start of second part of race.

Notes on the Cars at Nurburgring

THE FERRARI that was damaged in the Regazzoni/Lauda mix-up at Brands Hatch, number 312T2/027, needed quite a lot of straightening out so was dropped from the team for the German GP and Regazzoni returned to his earlier car, 312T2/025. Lauda still had the latest car, 312T2/028, and his earlier car number 312T2/026 was standing by as a spare, but was not used. The specification of all three cars was unchanged. Similarly, the Tyrrell team were as in the previous race, with Scheckter in the Project 34/3 and Depailler in 34/2, the only change within the team being that they had sold Depailler's 4-wheeler number 007/4. This had gone to the Scuderia Rondini, an Italian group who entered Alessandro Pesenti-Rossi in the car, his first dabble in Formula One after experience in lesser single-seater Formulae. Team Tyrrell had Scheckter's 4-wheeler 007/6-4 as a stand-by but so trouble-free are the six-wheelers that it was not needed.

In Team Lotus there were some changes, notably to R3 (JPS 14) in the Lotus 77 series. It was the spare car at Brands Hatch in a rather uncompleted state, but now became Andretti's car, and 77/R1 became the spare. The latest car had the oil radiator in the nose, as used at Brands Hatch, but it also had the cockpit adjustable rear anti-roll bar, as seen but not used at Brands Hatch. On the left of the cockpit is a small lever that slides backwards and forwards along a notched guide. An aircraft-type flexible Exactor control transmits the motion to a linkage on the rear of the car that stiffened or softened the rear anti-roll bar depending on which way the lever was moved from the central position. This car was also fitted with a compressed-air starter motor replacing the heavy electrical one and at the back of the car was an air-line bayonet fitting for receiving the nozzle from an air-bottle. The "on board" supply of compressed air was sufficient for two starts. Doing away with the electric starter meant that a small motor-cycle-type battery could be used for the electrics and this was on a bracket within the rear aero-foil mounting. The only modification to Nilsson's car, 77/R2 was the new nose cowling with the oil radiator in it.

Another team who had taken a leaf from McLaren's design book and made a compressed air starter-motor was the Ecclestone Brabham team. This was fitted to the latest car, BT45/4 driven by Carlos Pace, while Reutemann's car BT45/3 still used electric starting. The spare car was BT45/1 and this was fitted with some experimental brakes using thinner and lighter discs with Carbon Fibre inserts, similar to those experimented with by John Surtees on his car last winter. The spare Brabham also had some new front wheels with external turbo-finning expelling the hot air from the brake discs. All three cars had lighter and simpler mountings for the rear aero-foils, with diagonal bracing wires from the outer edges of the wing down to the bottom of the central mounting.

For a change the two March teams had not had to do any major rebuilds around new "monocoques" after Brands Hatch, merely tidy

Continued on page 1050



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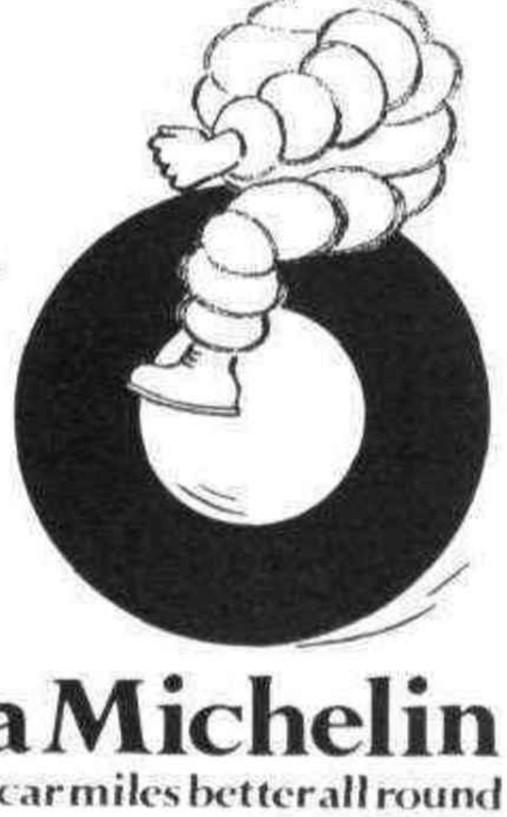
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Looking Back with Paul Frère



Victory smiles from Frère, left, and Gendebien, Le Mans 1960.

JUST OCCASIONALLY, to keep a sense of perspective over the subject about which they are writing, motoring journalists try their hand at active motor racing. Some in recent years have achieved a fair degree of prowess in saloon car racing categories (including one of our number at Standard House) while others have contented themselves to "dip their feet" from time to time, usually retiring a discreet distance away from the action to consider the folly of their ways. At the upper end of today's single-seater world, bearded Austrian journalist Harald Ertl currently drives a privately-operated Hesketh 308, but his role is more that of a racing driver who contributes articles rather than a professional journalist who races for sport.

This article deals with an individual who falls into the latter category. Genial Belgian Paul Frère began motor racing in 1948, gained a reputation as a sports-car driver and Formula One driver of considerable ability and successfully maintained his status as "a journalist who races" right up to the pinnacle of his racing achievement, victory with Olivier Gendebien at Le Mans in 1960.

Lucid, dispassionate in his observations about his own achievements, as well as those of racing drivers against whom he competed, Paul Frère maintains a keen interest in contemporary racing not only as a writer of repute, but as a respected member of the CSI Technical Committee. This is the organisation charged with the near-impossible task of administering many complex rules and regulations surrounding the multitude of categories involved in international racing today.

Despite his parents' enthusiasm being distinctly lukewarm, Frère began his motor racing career with a foray into the world of motorcycle racing immediately after the Second World War, trying his hand in the 125-c.c. class. Through the good offices of Jacques Ickx, journalist father of current Grand Prix driver Jacky, Frère was invited to ride for the Belgian Puch distributor in several races and hill-climbs, including the *Grand Prix de Bruxelles* on the road circuit at Heysel. He subsequently attempted some record-breaking on the famous Jabbeke highway (now a section of the Ostende-Bruxelles motorway) and set a short-lived 125-c.c. World Record for the mile, running his Puch on alcohol.

Shortly afterwards Frère bumped into Jacques Swaters, then a student, driving through the centre of Brussels in a 1936 special-bodied 939-c.c. MG PB which he had recently acquired. The car had competed at Le Mans in 1938 and been stored in a garage throughout the War and it had survived without any damage. It didn't take long for Frère to join up with Swaters and enter the car in the 1948 24-hour race at Spa-Francorchamps. Much to their amazement the 12-year-old MG survived for the duration to be placed fourth in its class in an event won outright by the Aston Martin of St. John Horsfall/Leslie Johnson.

His appetite thus whetted, Frère determined to try more of this motor racing, although the opportunities were few as he had no money to spend on this expensive sport as he was already married with a family and anxiously trying to establish himself in the sphere of motoring journalism. The following year St. John Horsfall asked him to be co-driver in his Aston Martin, but the hopeful Frère never got a race as Horsfall drove single-handed for the entire 24 hours to take second place in his class and fourth overall.

Expanding influence as a journalist enabled Frère to arrange a drive in the first "Production Car Grand Prix" to be held at Spa in 1950. Borrowing a suitably-prepared Dyna Panhard from the Brussels agent, Frère put his knowledge of the circuit to good use and won the hour-long race, repeating this victory in a similar car (unfortunately after a post-race hoo-hah) in 1951. Racing round Spa in mildly-tuned saloon cars seemed all that Frère would aspire to, but he got a lucky break during practice for the big sports-car race which was also held that weekend. Paul Frère was, at that time, service manager for the Brussels Jaguar agent and, as such, also had a responsibility to keep an eye on two private XK120s which had been entered. In addition the works had sent an XK120 for Johnny Claes to drive. Baron Jean Dufour, one of the amateurs, found himself unable to match Claes' time round Spa and accordingly asked Frère if he would try his XK120 for three laps, just to check that everything was working properly. Frère naturally agreed and proceeded to set the fastest lap of the day!

The benefit of that impressive performance took a year to show itself. In 1952 General Motors decided to enter four ungainly Oldsmobile saloons in the Production Car race at Spa and Jacques Ickx was once again solicited for his advice regarding who should drive them. The nominations turned out to be Andre Pilette (father of F5000 driver Teddy), Swaters, Johnny Claes and Paul Frère. This was "Group 1 saloon racing" at a very basic level with literally no modifications permitted, so, to familiarise himself with the lumbering Oldsmobile Frère drove one to Italy, officially to "run it in" but in fact to watch the Mille Miglia!

"In the event, Swaters crashed his in practice," recalls Frère, "which left only the three cars. Pilette managed 6 min. 11 sec. round Spa, Claes managed 6 min. 12 sec. and I got round in 6 min. 13 sec. In the race both Claes and Pilette retired when the front near-side wheels collapsed on their cars, the rims apparently unable to take the strain of both



Frère heads to the pinnacle of his career with the Ferrari 3-litre V12 Testa Rossa, Le Mans 1960.

practice and the race. We all had fresh tyres fitted for the race, but by some quirk of luck my car had been fitted with fresh wheels as well. They lasted the distance and enabled me to win what I can only describe as an extremely lurid and very exciting race!"

That victory at Spa proved crucial for Paul Frère's future racing career. A few days afterwards Jacques Ickx telephoned him to advise that, if he could get his hands on a car, the organisers of the Belgian Grand Prix would accept Frère's entry for the race. Racking his brains, Paul felt there might be a slight chance of obtaining a seat in one of John Heath's HWMs for he'd met Heath in Paris at the Bois de Boulogne races back in 1946. "I'd gone all the way there on my motorcycle," explains Frère, "and George Abecassis had brought John Heath along to help him with his Alta. It broke a timing chain so I'd gone into Paris on the motorcycle, scoured the place and finally found him a chain that would do the job." Frère's request for an HWM was turned down, politely but firmly.

Frère's disappointment didn't last for long as John Heath found himself short of a driver for the Grand Prix des Frontières at Chimay, the spectacular South-West Belgium road circuit which was used as recently as 1972 for Formula Three International races. The HWM team arrived to find a telegram from Peter Collins apologising for his absence, but explaining that he was committed to drive for Aston Martin in the Monaco sports-car race. Heath wasted no time and contacted Frère.

"John Heath contacted me the evening before the only practice session at Chimay, asking me if I could be at the circuit by seven o'clock the next morning. Needless to say, I was there on time. But after only two laps of practice in the pouring rain I feel Heath might have doubted the wisdom of his choice for I spun into a ditch." Fortunately Frère's HWM was extricated without damage and Paul went on to set fastest practice time ahead of Heath and Roger Laurent in the team's other two cars. Laurent subsequently drove the brand-new Ecurie Francorchamps Ferrari, so the third HWM passed into the hands of Charles de Tornaco. In the race Ken Downing's Connaught amassed a considerable lead, but Frère, driving as if his whole future career depended on it, whittled down the Englishman's lead in the closing stages. "On the last lap I could see the Connaught, but Downing wasn't aware that I was catching him. I slipped past just after the last corner and beat him to the line by a matter of inches!"

Following such a spectacular "first time out" victory, Paul Frère had to look no further for a drive in the Belgian Grand Prix. Heath immediately offered him an HWM for the race at Spa and this proved the start of an intermittent relationship with the British team, which Frère maintained until Heath pulled out of International single-seater racing in the middle of 1954. The 1952 Belgian Grand Prix proved another extremely satisfactory event for the young Frère, resulting in fifth place in streaming rain in an event that sent such notables as Wharton, Taruffi and Behra off the circuit, not to mention Stirling Moss' ERA which seized its engine and broke its propellor shaft.

Subsequent races in the HWM proved far less rewarding. The car broke its gearbox on the opening lap of the German Grand Prix, but a return to the Nurburgring for the following year's Eifelrennen saw "a tremendous battle with Collins' HWM in the torrential rain, a battle that ended when Peter's fire extinguisher came loose and got stuck under his brake pedal as he was coming up to the *Karussell*. He spun violently, letting me get away and close to within two seconds of de Graffenried's winning Maserati at the finish." The only other race in 1953 that Frère drove for HWM (apart from an unmemorable Belgian Grand Prix where he finished 10th) was the Swiss Grand Prix at Berne. "I'm afraid I made a mistake in close traffic on the opening lap," admits Frère honestly, "and that resulted in my knocking Louis Rosier's Ferrari right off the road. He was furious at the time, but he soon calmed down and didn't hold the accident against me."

In many ways Paul Frère admits he had an ideal racing career in the 1950s. He'd proved himself good enough to be selected as a full-time professional, "but I still regarded my racing as a leisure activity which I took part in for relaxation, much as I did tennis or ski-ing. I didn't want to be tied down to doing a whole programme of specific events. I wanted only to do the races I enjoyed, furthering my career as a journalist but remaining essentially a sportsman."

Away from the world of Grand Prix racing, some of Frère's more fascinating achievements surround his several forays in the Mille Miglia road race round Italy. "I'd first watched the race in 1935 when it was won by Pintacuda and Mambelli. In 1953 I met Johnny Lurani who suggested I take a Jaguar Mk. 7 and try to win the big-car class. I put this proposition to Lofty England and was politely declined, so I got myself organised with a big Chrysler saloon." The sight of the wallowing American saloon pounding down the long straights alongside the Adriatic or scratching up and down the sinuous mountain passes might well have been incongruous to the spectating masses, but Frère eventually had the last laugh on Jaguar by winning his class, beating two Jaguar Mk. 7s in the process!

"We did a complete reconnaissance lap in preparation for the race," recounts Frère, "but we forgot to modify the brake linings for the event. As a result we wore them right down to the metal by the finish but we still won the class by two-and-a-quarter hours. I felt that I'd got my own back on Lofty!" In 1954 Frère didn't take part in the race, completing only a reconnaissance lap, but he was back in 1955 to share an Aston Martin DB2/4 coupé with photographer Louis Klemantaski, "but we retired with clutch failure at Ancona."

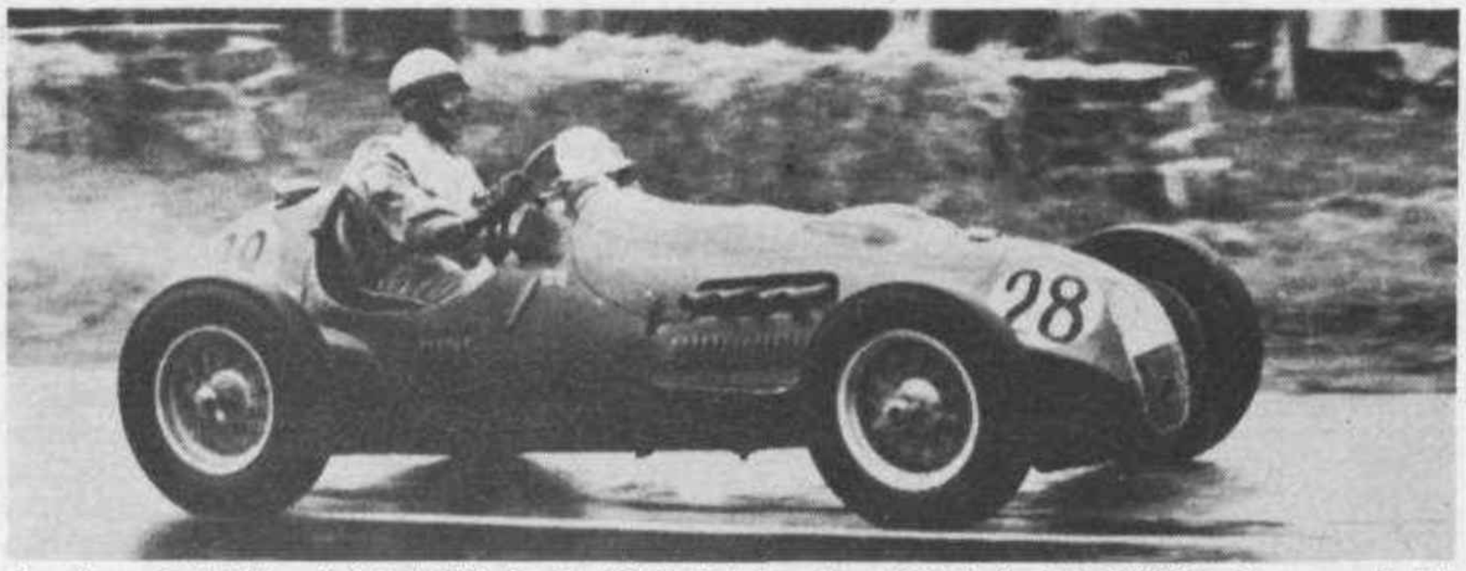
Back on the Formula One front, Frère found himself invited to join the Gordini team for several races in 1954. "I was picked for the team on the strength of my HWM performances the previous year," Frère explains, "but the cars were extremely unreliable and we'd generally got the choice of either taking it easy in an effort to nurse the cars to the finish, or going flat-out in the almost certain knowledge that they would break. The high spot of my relationship with Gordini was when I took their 2½-litre, 6-cylinder machine round the Nurburgring faster than anyone else in the team, 4 sec. faster even than Behra. However, when a front wheel fell off my car between *Bergwerk* and *Karussell*, I vowed that I'd never again touch a Gordini. . . ."

Throughout the years with HWM and Gordini, Frère's ability had certainly been noticed in high places. A few days after the defeat of Equipe Nationale Belge's Ferraris at the hands of the Aston Martin team in the 1955 Spa sports-car race, Frère received an invitation to come to Italy and test a Formula One Ferrari. Paul had been at the wheel of the winning Aston Martin DB3S at Spa and had been agreeably surprised that the British car should have vanquished the "Monzas" so convincingly. "Ugolini invited me down to Imola where they were testing the 'Super Squalos' and he told me that it was the team's plan to run a car for me in the Belgian Grand Prix. When it became clear that they were also intending to run me in the European Grand Prix at Monaco, I shied away from the prospect." Eventually it was agreed that Frère should go to Monaco as reserve driver.

Practice at Monaco didn't suggest that Farina, Trintignant, Schell or Taruffi—the Ferrari team's nominated drivers—would be anywhere near competitive. "The car's gearing was totally wrong," smiles Frère, reflecting on his first Formula One meeting with a "proper" Grand Prix team, "and we were outclassed, not only by the Mercedes team, but by the Maseratis and Lancias as well. After a pit stop at half-distance or so, Ugolini put me into Taruffi's car for the second half of the race and, as I was right down at the back with Pollet's Gordini, I could concentrate on learning about the car and the circuit. The race eventually turned out to be a lucky victory for Trintignant and Ferrari while I brought my car home eighth, thankfully beating the Gordini!"



Second at Spa with the Lancia-Ferrari in 1956—"*an achievement of which any self-confessed amateur driver could feel justly proud.*"



A rain-soaked Frère finished fifth in the 1952 Belgian Grand Prix in this HWM; it was only his second race in a single-seater!

At Spa the situation was appreciably different. Full of confidence, Frère found the Squalo's inherent understeer characteristic just what was needed for the long sweeping corners on the Belgian circuit. "Farina just didn't want to know," explained Frère, "in fact the other drivers were complaining like mad. It was useless at Monaco with all that understeer. In fact it was so bad on the really tight corners that I suggested they disconnect the Ferrari's front anti-rollbar. . . ." Such a suggestion, Frère tells us, was greeted with a sudden silence and abject horror. "But it's been *designed* like that . . ." came the amazed retort!

Fangio and Moss finished the 1955 Belgian Grand Prix in first and second places with their Mercedes, and a furious Farina a frustrated third, vowing he'd not drive the Squalo again until it was competitive, followed by an absolutely delighted Frère in fourth place. Frère hoped that his neat and tidy performance in some way compensated engineer Lampredi for the way in which he was berated by the angry Farina once the race was over.

After that Belgian Grand Prix success, Frère's next race was the tragic 1955 Le Mans where he shared an Aston Martin with Peter Collins and finished second. The tragic fatal accident involving Pierre Levegh's Mercedes brings vivid memories back to Paul's mind.

"Levegh had been offered the Mercedes drive after I had declined it at the end of the previous year," he explained seriously, "and I don't think that Mercedes expected Levegh, who was over 50 years old, to take them up on their offer." There are very positive suggestions to indicate that Frère's supposition is quite true, Mercedes only offering the French hero a place in their team in an effort to soothe a certain amount of anti-German feeling which still boiled under the surface in France, even ten years after the War was over. Clearly, they underestimated Levegh's passionate desire to make up for his mistake when he let victory slip from his grasp when driving the Lago Talbot three years earlier. But Frère's analytical mind doesn't leave him feeling "there but for the Grace of God go I. . . ." His positive reaction to the accident is simply "I'm certain I wouldn't have been in that position (*i.e.* being lapped by the leaders so early in the race) at that time and, accordingly, that accident would not have happened."

By 1956 Frère had amassed a reputation as a sports-car driver of some repute. Pierre Stasse's Equipe Nationale Belge purchased a 2-litre Ferrari which Paul drove "once at Spa in the sports-car race and later at Rome's Castelfusano sports-car race, where I finished third behind two 2-litre Maseratis. Down the long straight at Castelfusano I recall an incredible impression of speed. It really did feel extraordinarily fast."

Equipe Nationale Belge also invited him to drive a 3-litre four-cylinder Ferrari "Monza" in which Frère sustained the only serious injury of his racing career, a broken leg in a crash in Sweden. "Here I was, hoping to win the race in this lovely Ferrari and I spun and crashed it in practice. The car spun slowly, rolling over and tipping me out. I can recall the accident most graphically, it happened so slowly. When it was all over I was sitting on the grass by the upturned car, extremely happy that I'd escaped the accident so lightly."

Once recovered from his broken leg, Paul Frère started to look around to see what might be available for the 1956 season. Lofty England invited him to Silverstone for some tests in the works Jaguar D-type and the offer of a contract followed soon afterwards. Frère admits he signed the contract with some trepidation, for the Swedish accident had virtually decided him in favour of retirement from racing, and this degree of doubt later manifested itself when he turned down an offer of a Mercedes 300SL drive in the Mille Miglia. Instead he opted for a drive in one of the little Renault Dauphine saloons as a member of the Renault works team. "I really was nervous after the Swedish accident and I ended up overturning the Dauphine on the Radicofani. I'd been leading my class from Robert Manson's DB Panhard at Pescara and I'd hoped to keep ahead of it all the way." The inevitable hordes of spectators quickly righted Frère's battered Dauphine, but Paul could only continue at much-reduced speed to the finish.

Paul admits that his confidence was much-restored after this outing in the Mille Miglia although he admits he was "very depressed" over the death of John Heath from injuries after he'd crashed his HWM-Jaguar at Ravenna. Consolidating his career as a journalist, Frère nevertheless accepted an offer to drive in the works Jaguar D-type team in long-distance sports-car events "although I'd made up my mind that was all I would do. I was still 'trying' to retire from motor racing; something I really didn't manage for another four years!"

After a preliminary drive in a Jaguar Mk. 7 in a Silverstone saloon race—"not very distinguished"—Paul's spirits revived with another victory in the production car race at Spa in a 2.4-litre saloon loaned to Pierre Stasse's team. "We only just got it to the line after major gearbox trouble in practice and I appreciated Jo Bonnier, who finished second in a Mercedes, not protesting my car out of the race for failing to pass through the *Parc Ferme* or for not having its fuel tank sealed before the race." Recent events at international level make it clear just how much motor "sport" has changed over the last few years!

Frère's Jaguar career continued with a crash in practice at Nurburgring and a highly publicised accident which virtually wiped out the entire D-type team in the opening minutes of the 1956 Le Mans race. But there were two aspects of unexpected interest to punctuate his racing season before that unfortunate incident. The first was a nerve-racking session of record-breaking at Monza with a special 750 c.c. Abarth, where Frère shared the driving with Count Lurani, Walter Honegger, Uli Wieselmann, Gordon Wilkins (twice a class winner at Le Mans) and Bernard Cahier, one of the private "Dauphine" brigade on the Mille Miglia and now Goodyear's International racing PR man. All these gentlemen were International motoring journalists of some repute. "It was an incredibly bumpy ride," Frère recalls of the banking, "and I think I was one of the only ones to keep my foot hard down all the way. Abarth conducted all the pit stops himself, they were a real panic; he rushed about all over the place bellowing at the top of his voice for everyone to keep calm!"

Then came the Belgian Grand Prix again and, owing to Musso's injuries sustained in the Nurburgring 1000 kms. race, the Ferrari team had a vacant car for Spa. Discreet pressures were brought to bear on Paul, "but I'd made my mind up that I wasn't going to drive it, so much so that I only turned up at the circuit to start my report on the race on the day practice started. Eventually, after watching the cars rushing past in the rain, I became so tempted at the sight of a lone V8 Lancia-Ferrari standing on its own in the pits, that I went off to find the team manager. . . ." It wasn't that he was particularly keen to race the car, but his natural journalistic curiosity made him interested in sampling this particular F1 car!

Frère thus found himself running alongside Fangio, Collins and Castellotti plus Andre Pilette who'd been loaned a car to run under the Equipe Nationale Belge banner. In the race Frère found himself in a bunch consisting of Jean Behra's Maserati, the Vanwalls of Maurice Trintignant and Harry Schell and his own Lancia-Ferrari. Eventually Behra pulled away and Trintignant had trouble, so Frère was left racing with Schell. Gradually warming to the task and getting back into the swing of Spa-Francorchamps, Frère pulled away from Schell and gradually moved up the leader board as others hit trouble. At the finish, the Belgian journalist was a magnificent second to team-mate Collins after vanquishing Behra in a straight fight and establishing the third fastest lap of the day behind Fangio (who retired) and Moss (who took over Perdisa's Maserati to finish third after his own shed a rear wheel). It was an achievement of which any self-confessed amateur driver could feel justly proud.

Frère's satisfaction evaporated at Le Mans. Coming into the Esses at the start of the second lap of the 24-hour marathon, Frère

Continued on page 1050

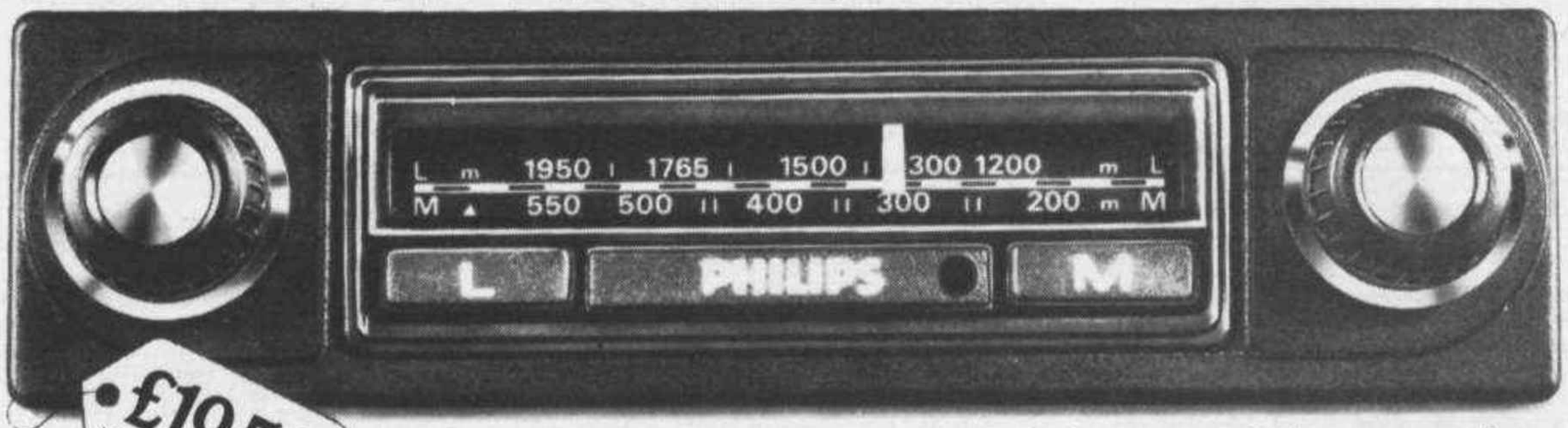
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PHILIPS

PAUL FRERE—continued from page 1048

locked his D-type's front wheels and spun into the bank. With considerable relief he looked down the track and saw that his team-mate Jack Fairman had spun to a halt alongside him without any harm. "But just as I started my engine, I saw Portago's Ferrari, spinning like a top, coming down the hill and crashing into Fairman's car." Frère tried to drive quietly away, but the rear end of his D-type was so crumpled that the distorted bodywork was rubbing on the wheels. "I abandoned the car and walked back to the pits through the rain, not looking forward to my meeting with Lofty." But Jaguar's team manager showed commendable sympathy, merely remarking when he eventually saw the damaged D-type "that's a nice little short chassis job." Frère admits to being eternally grateful.

In 1957 a return to Le Mans at the wheel of an ENB Jaguar D-type proved rather more promising. "We were holding second place (with Freddy Rouselle) right amongst the Ecurie Ecosse cars, but electrical trouble lost us an hour and dropped us to fifth." Frère also took part in the last Mille Miglia at the wheel of a "hot" Dauphine Gordini and won his class in the process. He was also asked to share a works Ferrari 250 GTO with Olivier Gendebien in the Reims 12-hours, a race which they won and repeated the victory in 1958.

Very much the "freelance amateur" driver by this stage in his career, Frère was in a position to drive for various teams on a "one-off basis". In 1958 he found himself invited back into the Aston Martin fold to drive a 3.9-litre DBR2 in the Spa sports-car Grand Prix (Brooks and Collins were otherwise occupied at Monte Carlo that weekend), alongside Carroll Shelby in the second car. Frère recalls this event dramatically for it was in this race that Archie Scott-Brown, driving on the Continent for the first time in his career, crashed and suffered fatal burns while dicing with Masten Gregory for the lead.

"Scott-Brown's Lister Jaguar slid wide on the left-hand corner before *La Source*," recalls Frère grimly, "and I think he'd have been able to get the car back under control again if it hadn't been for a road sign which his car hit. I'd previously mentioned the unecessary danger of this road sign to Leon Sven, the organiser, but, although I was assured that it would be removed for race day, nothing was done about it." Frère admits he gained no pleasure in finishing second to Shelby, passing the burning Lister every lap as he came up to *La Source*.

Various drives with Ferrari and Porsche continued through the balance of 1958 and 1959—"I finished second with Trintignant in the famous Aston Martin 1-2"—but the 1960 season, which was to be Frère's last as a serious racing driver, brought him the two greatest triumphs of his career.

Equipe Nationale Belge asked Frère if he would like to drive one of their Formula Two Cooper-Climax single-seaters in the South African Grand Prix (then a non-Championship race) at East London. "I know I'd made my mind up not to drive single-seaters again, but I was fascinated to see how these little rear-engined Formula Two cars handled." The same resolution that Frère had banked up against driving the Lancia-Ferrari at Spa in 1956 crumbled in just the same way, and Paul found himself heading for South Africa in company with compatriot Lucien Bianchi who was to drive the other car.

"The main opposition came from the Cooper-Borgwards driven by Moss and Bristow, and I got handed the lead on a plate when fuel-system trouble robbed Stirling of the lead." Suitably encouraged, Frère had other drives in this car at Syracuse and at Brussels, but Pierre Stasse, the energetic ENB boss, was now anxiously pressurising Ferrari to give Frère a drive alongside Gendebien at Le Mans, an invitation which was preceded by the offer of a drive in the Targa Florio. In the event Paul trailed all the way to Sicily, practised, but was then not nominated for the actual race, a state of affairs which left him a little irritated by team manager Tavoni.

"Nevertheless, I did get to share Gendebien's 3-litre V12 '*Testa Rossa*' at Le Mans. The other Ferrari pairings were Mairesse/Ginther, Hill/von Trips and Scarfiotti/Allison.

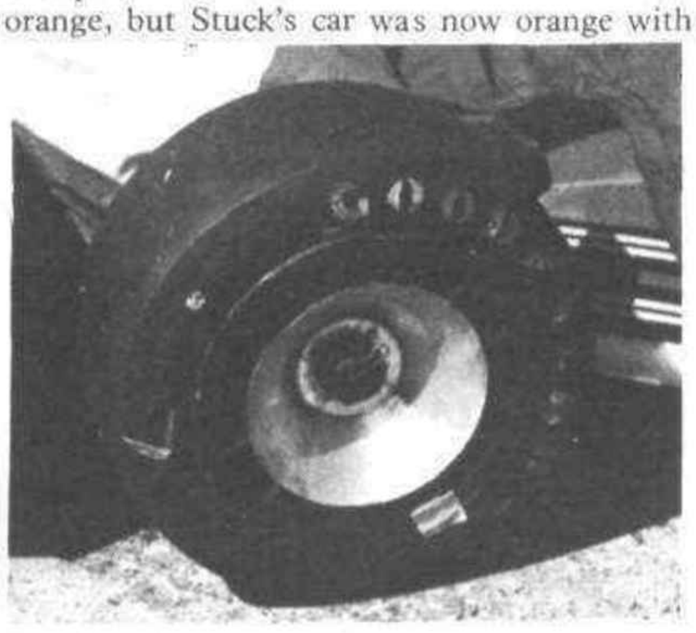
"I had tremendous faith in Olivier as a co-driver," recalls Frère fondly, "but I must admit that I couldn't sleep at all during my spells off during the night. Pilette and Rodriguez were second in another Ferrari and Jim Clark third with Roy Salvadori in an old Aston Martin. Olivier kindly allowed me to drive the last stint and take the chequered flag, although he really deserved to do it bearing in mind the effort he'd put in during the race's early stages. The whole achievement was capped by a telegram of congratulations from King Baudoin."

At 43 years of age, Paul Frère's amateur racing career thus came to an end. Now, 16 after that great triumph, he remains alert, fit and youthful; so much so that it's impossible to believe that he will reach the age of 60 years in 1977. For some time he shared the role of Clerk of the Course at the Monaco Grand Prix with Charles Deutsch, but has now abandoned that task and even admits that his inclusion on the CSI Technical Committee came about almost by accident—"I sold Ugeux a Porsche!" His achievements on the circuits of the World earned Frère such a respect amongst major motor manufacturers that he has built up a special confidence with firms like Mercedes and Porsche so much so that he has privileged access to their factories. Multi-lingual, Frère has written several authoritative books (*not* pot-boilers!) and a much-respected reputation as a sensitive and capable high-speed road driver—his road tests are truly worth reading.

Naturally an enthusiastic road driver, his personal transport is a "hybrid" Porsche 911S, "but I've still got a Cloverleaf Citroën, I've taken MOTOR SPORT since 1936 and I first wrote to Bill Boddy before the war!" Frère has forsaken his native Belgium for a beautiful home near Nice from where he still writes industriously, occasionally in a consultancy capacity to various motor manufacturers, as well as for the CSI—"I would like to see fewer restrictive regulations in motor racing"—through which he still contributes more than his fair share to the changing world of international motorsport.—A.H.

GERMAN GP—continued from page 1044

up the damage done. Consequently they had time to finish off another car that they have been carrying about as a kit of parts. This car, numbered 761/7, was painted blue and yellow for Peterson, although the Swede was using his usual car, back in Citibank Travellers Cheque colours. Brambilla's car was its usual orange, but Stuck's car was now orange with



The Brabhams sported special ducted wheels.

advertising by the German Jägermeister health drink. Merzario had elected to join the Williams team to try and prove something, so his usual March was standing by as a spare, the new March being finished off ready for some testing at Zandvoort rather than to act as a spare car.

As Jacky Ickx had indicated that he was disenchanted with the new Postlethwaite/Williams car and could not see much hope of qualifying with it at the Nurburgring, he was released from the team and Merzario took his place. He used FW05/3, the latest car, with FW05/2 as a spare, and soon did away with the full-width Ferrari-like nose aerofoil in order to change the handling characteristics. The usual three Surtees cars were in attendance, a new type of nose cowling being available for Jones to try on TS19/02. Because of the ban on cigarette advertising by the German Government, Lunger's car, TS19/03, had changed its colours and advertising from Chesterfield cigarettes to Campari aperitifs. Pescarolo had the original TS19, hoping it would go a bit better than in previous events. Other teams affected by the ban on cigarette advertising were McLaren, who had to cover up all mention of Marlboro on the usual three cars, the new M26 not being ready to race yet, and Ligier who had to cover up the Gitanes signs on their two Matra-powered cars, JS5/01 and JS5/02. The Shadow team took advantage of a loop-hole in the German Government rules about cigarette advertising, for cigar advertising was not banned and they tied up a deal with a cigar manufacturer, the usual Shadow cars having an orange and blue colour scheme on their upper works. The RAM Racing team had all sorts of deals going, as evidenced by the advertising on their two Brabham BT44B cars, driven by Rolf Stommelen and Lella Lombardi, but the whole affair turned sour half-way through practice, as described in the race report of the German GP. Emerson Fittipaldi was restricting his brother's team to one entry until the cars performed better and he had ex-Lotus, ex-Parnelli designer Maurice Phillipe in attendance. John Watson had the benefit of having Roger Penske himself with the PC4/01, and Ertl and Edwards formed a sort of combined Hesketh team, while Amon and the Nunn family were getting on quietly with the Ensign MN05.—D.S.J.

Book Reviews

"Sideways to Victory!" by Roger Clark, in collaboration with Graham Robson. 256 pp. 8¾ in. × 5¾ in. (*Motor Racing Publications Ltd., 56 Fitzjames Avenue, Croydon, Surrey CR0 5DD.* £4.50.)

Sometimes taciturn, sometimes downright mischievous, with an earthy humour, Roger Clark is probably without question Britain's greatest-ever rally driver. Above all his is the skill and the success to which all young British rally drivers aspire.

Now, at last, we are told the background to the career of this supreme master of car control, who rose from the obscurity of Leicestershire club rallying in Ford Thames vans in 1960 to being the only Briton to win the RAC Rally since it moved into the forests at the beginning of the sixties. How prophetic Roger Albert Clark's initials proved! Clark is not one to boast nor even talk much about his background and achievements, so this long-overdue autobiography owes much to the arm-twisting of his collaborator, that prodigious motoring writer, erstwhile top co-driver, Graham Robson who dropped Clark from the Triumph team whilst he was competitions manager in 1964.

We hear of Clark's first works drive, in a Reliant Sabre ("a big Ford engine at one end and a petrol tank at the other, tied together with steel members . . . I didn't enjoy the drive at all") in the 1963 Alpine Rally, of Spen King criticising Roger's sideways technique and demonstrating the "correct" racing method (he demolished a row of marker poles—"there wasn't a lot said after that") during Clark's "whale of a time" in two years with the Rover team and of how his class win with a Rover 2000 in the 1965 Monte Carlo Rally was a watershed in his career, the end of "the Roger Clark—driving hooligan" image. There's much praise for his co-driver since those early days in 1960, Jim Porter, for Norman Masters, who always prepares Clark's Escorts, and for the Escort itself.

Disappointingly, this autobiography from this "man who has a reputation for idleness" is skimpy in discussion of his driving techniques; he admits to not being very analytical in a car, driving on instinct. There's a discussion of how to start rallying ("autocross and driving tests are good training"), of sponsorship, of the Marathon events and a look at rallying's future.

Of his tactics, he says, "I rely on Jim's calculations and my own native cunning to go as slowly as I dare . . . I can't see any point in thrashing the car to win by a distance when the odd minute or so is quite enough". Appendices give the specification of a works Escort and list Clark's successes from 1961 to November 1975, including 44 national and international rally wins and six Scottish Rally victories.

Some of the early chapters are chronologically jumbled, while later chapters are a Ford benefit—understandably, for Clark has driven for Boreham for 10 years. But this well-illustrated book is good reading, offering instruction and encouragement to youngsters with rallying ambitions.—C.R.

"Corvette" by Karl Ludvigsen. 324 pp. 8¼ in. × 9½ in. (*Automobile Quarterly Publications, Princetown, New Jersey, USA.* 20.95 dollars.)

Here is the full story of what the sub-title to this beautifully-produced landscape-style book terms "America's Star-Spangled Sports Car". This is the second edition, updated to include the 1976 Corvette. The author's status and industry ensures that there is nothing, but practically nothing, missed out of the account. There are copious illustrations, many of them in excellent colour, pictures of all the many Corvette variants, pictures and diagrams of Corvette engines, chassis and components. The chapters range over America's rediscovery of sports cars to rotary Corvettes, from Harley Earl's styling to the Mako Shark II, from the advent of the V8 Corvette to the Sting Ray and beyond. Ludvigsen has not neglected the matter of making a Corvette stop as well as go, and when Americans universally get better brakes they will be formidable competitors of European cars, as is already happening. The Sting Ray and Sting Ray racer get chapters to themselves, the Grand Sport and mid-engine XP activities are fully covered and the wealth of detail in this Corvette book is indicated by the appendices, which cover matters such as a pictorial chart of Corvette evolution, a colour portfolio of Corvette racing activities, and charts of engine variants, production and sales figures, equipment-buying trends, a record of racing results, even a chart of Corvette colours down the years. And what one-make history includes full-page, four-dimension colour pictures of significant models?

Ludvigsen is honest and includes a bibliography. His Corvette story is another book that very effectively fills a gap in the one-make picture, so that other writers have less and less to do in this field. For American and World-students of car history and form, the Corvette book is an important addition to one-make one-model works.—W.B.

"Turbochargers" by Hugh MacInnes. 192 pp. 10¾ in. × 9½ in. (*HP Books, Box 5367, Dept. MS, Tucson, AZ* 85703. 4.95 *dollars—shipping charges* 50 *cents.*)

Turbocharging has long been in the news, for racing and production engines and this big-page, soft-cover publication shows the extent of its application in the USA. Suggested by the author as the simplest way of increasing the horse-power of a given i.c. engine, he outlines every possible turbocharging application. The text is supported by a great many pictures, graphs, tables and curves and covers road-going cars, racing engines, motorcycles, boats and aeroplanes. Indianapolis 500-Mile Race applications are not neglected.

However, the professional aspect apart, in America turbocharging is big business and this book may surprise many people here, as it discusses the installation of all the popular commercially-available turbochargers to engines of up to 500 CID. Selection of appropriate kits, with a long list of manufacturers, and the problems of carburation, exhaust, ignition, controls, inter-cooling, and water-injection get chapters to themselves. You may care to obtain this book and mug it all up, before the next drag meeting, or next, year's F1 season!—W.B.

Michael Frostick and Barrie Gill have combined to take a look at "Ford Competition Cars" in a 9¼ in. × 6½ in., 183-page book published by Foulis at £4.95.

* * *

A very interesting review of "Powered Vehicles Made in the Black Country—1900-1930s" has reached us. Written by Jim Boulton, who sells it at £2.00 plus 20p postage. He has collected in its large pages a selection of pictures of both well-known (AJS, Sunbeam, Clyno, etc.) and little-known (Carfield, Juckes, Sedan, etc.) and supporting text, of motorcycles, aeroplanes and commercial vehicles, as well as cars. There is not a lot of it but what there is is fascinating and the pictures are reproduced on art paper. A 1921 Rockson solo with disc wheels and big-twin super-sports Sharratt catch the eye, among other rarities. This is a Black Country Society Publication, available from the author at 1, Cedar Gardens, Enville Road, Kinver, Stourbridge, DY7 6BW.

MINIATURES NEWS

MECCANO'S latest Dinky Toy road vehicles is a Ford Transit ambulance to 1/40 scale, detailed as expected from these sturdy miniatures and 129 mm. in length. The reference number is 276 and the recommended UK retail price £1.83. A new 1976/77 Dinky Toys catalogue, useful to collectors, is available for 5p, not bad for a 48-page colour production.

The latest models received from Grand Prix Models of Radlett are the 1953 Ferrari 375 Pininfarina Le Mans coupé, the Aston Martin Competition Zagato coupé, the previously-mentioned Lotus Elite Le Mans coupé, winner in 1962 of the Index of Efficiency, and the 1953 Le Mans Porsche coupé. All are beautifully finished and have much detail and correct wheels, etc., as expected of the Classic Car Kits. They have their surprisingly efficient handbrakes on apparently, as the wheels do not revolve—which means they stay parked and do not attract so much attention from sticky-fingered kids! Grand Prix Models, of 173/5, Watling Street, Radlett, Herts., have now issued "Four Small Wheels, as a *monthly* guide to the many available motor car and commercial vehicle miniatures and offer "Model Kits and Hand-made Model Cars" at 50p. Watch for their white-metal kit for constructing a Classic Cars 1924 30/98 Vauxhall Wensum.

W.B.

Defeating Rust, Preserving Chrome

A. SANDERSON & Co. of Hull have been supplying those with rust problems with their "Kurust" which kills rust and primes the metal surface in one application, since 1960. Now they offer "Chromeguard", a quick-drying clear lacquer for the protection of chromed parts. It contains an anti-corrosive additive for full protection. The former is available in 125 and 250 ml. bottles, the latter in 125 ml. tins, from Halfords, ASDA and some Tesco shops.

RALLY REVIEW

Total Rally

AS A general rule, the world's best-known rallies are those which form part of the World Rally Championship for Makes, there being still no equivalent series for drivers, to the shame of the CSI, and no personality at the end of the year who can be garlanded, interviewed, shaken by the hand or invited to be photographed with his arm around a beauty queen. But already we digress; whether for drivers or for the cars they drive, a world series has the best chance of getting its qualifying events known and talked about internationally. However, straightness of competition, smoothness of organisation and protest-free satisfaction with contest and result are not qualities confined exclusively to those events which annually receive the blessing of the select group jealously guarding its privileges as the inspectorate of the CSI's Rally Working Group.

We are not trying to say that some World Championship events do not deserve that status—that is another story altogether—but the converse; that some rallies which are not in the championship are as tough, as well organised and as popular as some of those which are, and would not be at all out of place as part of the series.

One such event is South Africa's Total Rally, organised annually by the Pretoria Motor Club and backed handsomely by Total SA. It is a special stage event run on lines similar to those in vogue in Europe, but in terrain which can best be described as African-style forests. The Eastern Transvaal does not provide the kind of going which one encounters in Kenya's Safari Rally, nor roads which have the rhythmic, swinging quality of those built by the engineers of Britain's Forestry Commission, but a midway balance which provides a character of its own. The important thing is that the rally does not allow practice. As in Britain, the owners of forest and other private roads don't mind the passage of cars during an event, but are completely opposed to having them passing and repassing for weeks beforehand.

As far as competitors are concerned, this is a point in the rally's favour, but in the eyes of the CSI it is the opposite, for the Rally Working Group (among whose members are organisers of World Championship events openly opposed to a ban on practice) has declared that all World Championship events must allow practice, save for the RAC Rally and any other event which convinces the CSI of its need to preserve stage secrecy.

Although the Total Rally has been observed by CSI men, a deadlock remains over the possibility of its becoming a World Championship qualifier, the main reason being concerned with homologation. All championship events must admit cars of Groups 1 to 4 only, but the Total Rally is not in a position to do that owing to the very nature of South Africa's Motor Industry. Cars are made locally, assembled locally and, to a much lesser degree, imported, but the vital aspect is the economically necessary rule which insists on a high degree of local content (by weight) in cars assembled in the country. The result is a whole range of cars which come off production lines but which would be regarded as hybrids elsewhere. A Marina, for instance, could have a Dolomite Sprint engine, a Firenza could appear with Volvo driveshafts, and there was a time when Avengers were built with Peugeot engines. Such cars were, and still are, considered production models in South Africa, but with no export motor trade to speak of they aren't made in sufficient quantity to satisfy the CSI's homologation requirements.

Several South African manufacturers, enlightened companies as they are, maintain competitions departments, and it is unthinkable that they should be denied the right to take part in their country's premier event merely because their cars do not conform to standards set in Paris.

But championship status apart, the rally continues to stand on its own feet, thanks to its sporting-minded sponsors, and continues to attract European drivers who are engaged by South African teams. Local manufacturers' teams have their own drivers, of course, but for this particular event they supplement them with overseas visitors, a practice encouraged by the sponsors and facilitated by South African Airways.

In this year's event, Ford, Chrysler, Datsun, Toyota, Leyland and Alfa Romeo were all represented either officially or semi-officially, and the competitors themselves included South African, Portuguese, Rhodesian, Kenyan, German, Finnish, Swedish, Danish, French, Italian, Dutch, Austrian, English, Welsh and Scottish, an outstanding cosmopolitan spread for an event in a country which is discriminated against so much in other so-called sporting circles.

In the past, the Total Rally had several starting points leading to a common route, as the Monte Carlo Rally has, but unlike the Monagasque organisers the Pretoria MC has seen the need to clean-up that style and nowadays each of its three legs starts and finishes in its home town, Pretoria. The rally no longer goes to Mozambique, nor does it now enter neighbouring Swaziland.

This year the roads were very dry indeed, and in the absence of any appreciable wind the dust problem was enormous, particularly in the dense forests where the foliage seemed to encourage the dust to linger rather than to disperse. Inter-stage sections which were somewhat tighter than they need have been were made even tighter by the dust of other cars, and it turned out that people lost time in some places simply because they were unable to go any faster. The smallest mechanical problem brought its risk of time loss, and although there was no penalty for lateness at time controls, there was always a maximum (30 minutes in the short legs, 60 in the long one) beyond which cars were excluded.

In the RAC Rally, the route in special stages is defined by a system of arrowing which is simple, clear and logical. In the Total Rally it is defined by distance-based instructions in the roadbook and this is not always as good as it should be. On a high-speed stage it should be quite impossible for a competitor to lose his way and then find himself back on the stage travelling in the opposite direction, yet this is what happened more than once. It would take very little effort to prevent such happenings, and with this sorted out the rally could stand proudly alongside any other.

The first leg was made up of five special stages in the countryside around Pretoria and aggregate times on these were used to determine the starting order for the meat of the rally in the second leg. It was a fair system designed to have the fastest cars in front so as to minimise overtaking in the dust, but since those five stages were somewhat artificially contrived, like the "Mickey Mouse" stages used in British rallies to attract spectators, and the navigation not exactly precise, a few wrong turnings even among leading competitors produced an odd result. But the eventual leaders wasted no time showing they meant business as soon as the main leg had started, Timo Mäkinen and Roger Clark keeping their Ford Escorts in first and second places as soon as they had gained those positions.

To list the misfortunes of those who retired, leaving just five cars to finish from 87 starters, would consume more pages than MOTOR SPORT can spare the sport of rallying. The troubles were many and varied, the Toyota Corollas tending to succumb to differential failure. Of the five team Escorts, two rolled, one going on until its engine failed, and another had its gear selectors jam. Britishers Tony Pond and Chris Sclater both drove well in Marina and Corolla respectively, but both went out when the Marina lost oil presure and the Corolla broke its differential.

When we made our first sortie to take part in the Total Rally some years ago, spectator interest was low, but in each successive rally it has noticeably increased. This year the crowds were substantial, both on spectator stages and at the start and finish of each leg. Press and radio coverage was considerable and SABC's year-old television service devoted generous time to the event. There is no doubt that as the event progresses, so public interest escalates and more and more people become enthusiasts. To the local competitor, the highlight of the year is the Total Rally, when he can compare his skills with those of established professionals from Europe. Mäkinen's performance in his first Total Rally brought forth repeated use of those familiar local adjectives "magic" and "unreal" and one can only conclude that what the leading young South African drivers need (Sarel van der Merwe, for instance) is a sojourn in Europe.

The Total Rally itself is a fine piece of concentrated competition. Whether it will eventually appear in the World Championship or not, it will remain high on lists of priorities and is certain to continue to attract discerning competitors from Europe.—G.P.

GENERAL CLASSIFICATION

1st	T. Mäkinen/H. Liddon (Ford Escort RS)	31,118 sec.
2nd	R. Clark/S. Pegg (Ford Escort RS)	31,518 ,,
3rd	R. Hardy/B. Woodhead (Datsun 160U)	35,057 ,,
4th	F. du Plessis/M. Havelaar (Dodge Colt)	36,062 ,,
5th	H. Snyckers/E. Fletcher (Dodge Colt)	36,565 ,,

87 *starters* — 5 *finishers*.

Veteran Edwardian Vintage

A SECTION DEVOTED TO OLD-CAR MATTERS

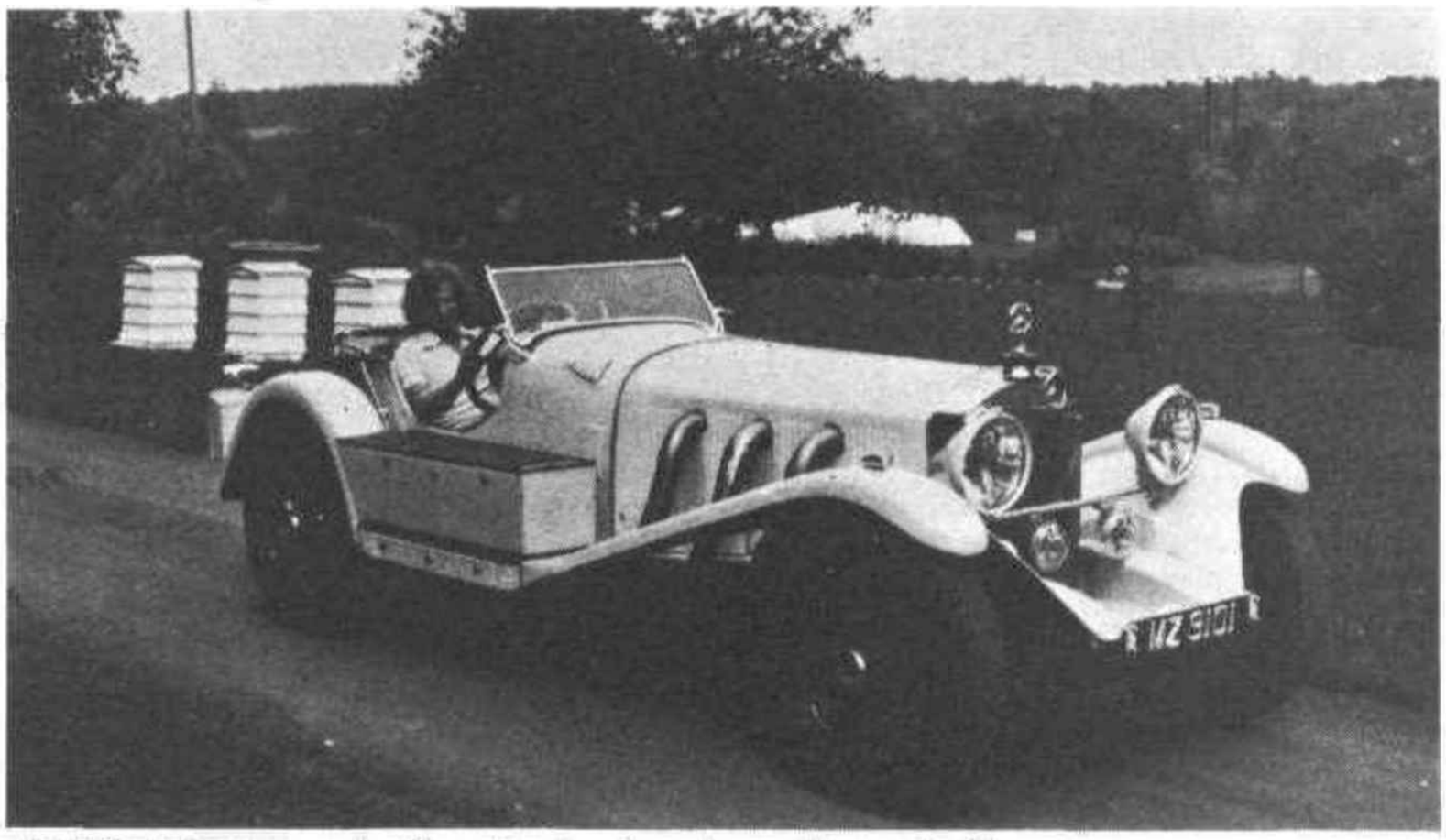
"Romulus" and Replicas

Dear D.S.J.,

I note that you do not share my enjoyment at seeing "Romulus" racing again. I follow your reasoning, up to a point. This is a unique case of a car, until this year, always driven by Bira and which is still in the possession of the family who owned it from new. You agree it is right and proper that it should be made to run again and that its place is not in a museum. So what then? Bira might have demonstrated it, although I doubt whether the full Silverstone circuit would have been made available for this purpose. After that, what? No longer eligible for International races, and Bira obviously not enamoured of travelling to England to exercise it in VSCC races over the Club circuit that you find so shaming for this historic car, isn't it better for Bill to do this, rather than let "Romulus" sink back into oblivion? He has already won a (minor) race with it. How, anyway, was he to resist persuasion from the charming daughter of the late Prince Chula, who entered the car for pre-war races?

It is sad, but the time has to come when great motor cars no longer have important races to compete in and whose original famous drivers are no longer here to race them. Even granting that "Romulus" is a special case, does the old car really feel any more degraded than many other fine old and historic competition cars that are now run in VSCC competitions? You say at least "Romulus" is real—perhaps it doesn't feel as undignified when being raced by Bill Morris as some other once-famous racing cars which are no longer decently original, including a certain single-seater AC that was once the fastest 1½-litre car in the World but now appears in minor events propelled by an 1,100 c.c. engine of another make and vintage . . . However, I see that our readers have been taking part in this discussion, so enough has been said.

I think you may have misunderstood me in the matter of replicas. These days they fall into so many categories. As you know, I can't stand replicas of Bugatti, Alfa Romeo, Cord, Duesenburg, SS100, Mercedes-Benz or any other vintage cars when made from modern components, and I especially abhor Ford 8-powered plastic Edwardians. Like you, I have been disappointed to find what at first appears to be an historic car made from odd parts and devoid of any history. I suppose here we are thinking of two Austin 7s, a side-valve AC, a V12 Lagonda, a Delage and suchlike, although they do not necessarily masquerade as the real thing and if someone is making a replica they presumably try to make it as much like the car being copied as possible. This sort of replica becomes irritating when the original car is still in existence; I cannot see the point of making an imitation Le Mans Bentley, for instance, when examples of the genuine Le Mans team-cars exist . . .



A 38/250 SSK Mercedes-Benz that has been in regular use in this country.

What I was excusing was the building of replicas of a given *type* of car. For instance, we have had an Austin 20, a Chrysler, and a Hotchkiss running at VSCC meetings, looking something like sports-type cars of their period. I am sure you regard these as perfectly horrid! But they would be even more dreary endowed with home-made closed or tourer bodywork and if they were discovered as chassis devoid of original bodywork, isn't it better that they were made to run, are raced in fact, than that they should have been returned to the scrap-heap?

Yours,
W.B.

Another Mystery

IN RECENT times MOTOR SPORT has come upon some unexpected items relating to those aero-engined hybrids that, both for racing and road use, were a fascinating product of what we now term the early vintage years. The fate of these cars, remarkable as they were and therefore unlikely, one would have thought, to have passed into oblivion without comment, has by no means been established in every instance. The famous post-1918 V12 350-h.p. Sunbeam is in the NMM at Beaulieu, the Napier-Railton is being rebuilt, the great Fiat "Mephistopheles" has gone into retirement in Turin, and David Fitzpatrick still occasionally exercises his Maybach-Metallurgique. Chitty-Bang-Bang II and the Scarisbrick Benz-Mercedes have found their way to America. The Higham Special "Babs" has earned undying fame by having been dug up from under Pendine and run again by Owen Wyn-Owen. These giant motor cars are safely accounted for, and we know that Chitty-Bang-Bang I was broken up long before World War Two.

But others, such as the Wolseley-Viper, the Isotta-Maybach, clues to whose post-racing whereabouts petered out in Farnham, the ill-fated Sunbeam-Napier and the shaft-driven Mercedes Chitty III have all gone missing. More recently we tried to sort-out the tangle surrounding the origins and fate of the late Marquis of Donegall's Hall-Scott-powered motor car, which presented the kind of problems only Sherlock Holmes, whose admirer Lord Donegall was, could properly solve. Now another problem of the same sort presents itself.

A member of the VSCC, hearing of someone who knew the fate of yet another of these great aero-engined hybrids, quite properly passed the information on to that Club and, aware of my interest in the subject, Peter Hull kindly sent the letter on to me. Investigation proved that the car concerned was a chain-drive Mercedes endowed with a vee-eight (or it could have been a V12) aero-engine, that was scrapped some time in the mid-1920s. The son of the scrap-iron-and-metal merchant who broke up this monster has very obligingly pieced together what he remembers about it. His father was asked to clear out all the unfinished parts and scrap steel from two motor manufacturers in London who were then in financial difficulties and had closed down, namely the Eric-Campbell Co. in Mount Pleasant, Southall, and Sizaire-Berwick at Park Royal, Acton. In the final clear-up at the former factory the big Mercedes was found under a lean-to. It is remembered as a complete chassis, devoid of bodywork, with pointed radiator, wire wheels, r.h. steering and outside brake and gear levers, into which had been installed a vee-eight (or V12) aero-engine. The unusual feature remembered is that a big exhaust pipe emerged from between the cylinder banks and passed either through or over the scuttle, to emerge past the driver's left leg.

The person who supplied this information is the metal-merchant's son and as he steered the old vehicle when it was towed away to be broken-up, sitting on a box lashed to the chassis, it is likely that his memory is correct. He says they would probably have driven the car away had not both magnetos been missing; these he remembers as having been mounted

low down on platforms at the front of the engine, one each side, just behind the radiator, so presumably they were driven by a cross-shaft. The exact date when this salvage was done isn't remembered, but the towing vehicle was a 1926 Chevrolet truck, and as a fleet of Model-T Ford trucks had been used up to 1926, after which a change had been made to Chevrolets, and as the Eric-Campbell Co. went into liquidation in January 1926, it must have been around 1926/7. Four miles from where it was found, the old Merc. was broken-up.

Which car could it have been? It might simply have been a hybrid intended for road motoring, and never completed. But wait! In 1921, when Chitty I was successfully into its first racing season, the Cooper brothers, Major E. S. ("Shugger") C. Cooper and Jack Hartshorne Cooper, who were part of Count Zborowski's wild crew, had concocted an aero-engined racer of their own. It was known to be a Mercedes into which they had installed a V8 Clerget aviation engine. Why they used what was presumably a side-valve engine is open to conjecture. But I suggest that although a great many Government-surplus aero-engines were available at this time, the really big ones may not have been so easy to obtain, and as the Count had already collared a 23-litre Maybach and an 18.8-litre Benz for his two Chittys, the choice may not have been great. Anyone associated with the Zborowski *entourage*, however, would have had the doctrine that "there's no substitute for litres" firmly drilled into them! So a really big engine would be essential and perhaps Wigglesworth, another of the publicity-loving Chitty crew who apparently kept aeroplanes down at Bekesbourne, had the Clerget engine conveniently available—as well, maybe, as the aeroplane half-axle with which Chitty was started-up. Anyway, the Isotta-Maybach later did well enough with a s.v. Maybach.

So into a Mercedes chassis the Coopers put this 140 x 160 mm. (19,704-c.c.) Clerget. They had the Cooper-Clerget ready for the 1921 Whitsun Brooklands Meeting. It was painted black like Chitty and should have gone off from the same mark as that car in the 9th Lightning Short Handicap. Alas, in practice the car crashed and Hartshorne Cooper was killed. Very little was said at the time and the car was never heard of again.

Could this be the car which was broken-up in London in about 1926? Why should it turn up at the Eric-Campbell premises? Well, Countess Zborowski, wife of Chitty's creator, had a smart little 10-h.p. Eric Campbell and sometimes drove to Brooklands in it. Zborowski was at least a customer. So it is possible that, after the Cooper-Clerget calamity, the damaged car would be taken to the Southall factory, rather than all the way back to Canterbury. It is not known how badly the accident had damaged it—the body may have suffered most; or when found in London restoration work to the chassis may have been complete. At one time I thought Hartshorne-Cooper had used his 1908 GP Mercedes as the basis of his bigger car. But I have since been told, by someone close to these activities, that in fact, a longer-wheelbase 35-h.p. Mercedes chassis was employed, which might well have had a vee-radiator. Indeed, there is reason to believe that the front axle from the 1908 GP Mercedes was pressed into service for the Higham Special, to Parry Thomas' later disgust, which to some extent puts that chassis out of count for the Cooper hybrid. No doubt, to obtain a high gear ratio, and emulating Zborowski, a chain-drive Mercedes would have been used.

More conclusive proof that we at last have discovered the end of this ill-fated Cooper-Clerget requires more knowledge of the wartime V8 Clerget aero-engine, than I possess—for that matter, about the only photograph of a between-wars Brooklands' outer-circuit car that I have never seen is one of this Cooper-Clerget. But it seems possible that on this vee engine the camshaft was central and that the exhaust ports may therefore have been on the *inside* of the vee, contrary to o.h.v. practice, but found on some early V8s. This no doubt made installation in an aeroplane somewhat fraught, and would certainly explain why the exhaust outlet-pipe on the racing car had to be taken out over the top or through the side of the scuttle. Perhaps one of our erudite readers will be able to shed some light on how the porting of these Clerget engines was arranged, and where their magnetos were mounted? Which will either advance my theory or destroy it, that we have now learned the fate of another of the old-engined racing cars of the 1920s.—W.B.

A Look Back at VSCC Silverstone

THERE IS little point in reporting fully the second 1976 VSCC Silverstone race meeting, because it was held on July 24th and by the time these words appear the same Club's Cadwell Park meeting should be over. But the Hawthorn Memorial Trophy Meeting had 176 entries and a big crowd turned up to watch it, so the recession is having no adverse effect on vintage motor racing.

It would have been appropriate had a Cooper-Bristol won the 15-lap Hawthorn Trophy Race. Four were entered but only the very rapid Simon Phillips' car started. It was unable to contend with Corner's impeccably-driven 250F Maserati or the sister car driven by the Hon. Patrick Lindsay. But Phillips was third, close up on Lindsay, and he won the Robert Ashley Memorial Trophy for the Group-A cars, of which Cottam's Connaught was 4th, Lockhart's 3-litre Rover Special 5th.

The 7-lap Boulogne Trophy Race sprung a surprise. It appeared to lie between Corner's Bugatti, Kain's Bugatti, and Footitt's Cognac. In fact, Corner was in trouble, with 1,000 revs. missing, and he soon pulled in on lap two. It was Kain in his Type 35B who gained a useful lead, followed by Schellenberg in the 8-litre Barnato-Hassan, using its "Sahara" engine with tight new bearings, and Footitt. After four laps Morley, in the 24-litre Bentley-Napier, whom we had expected to be circumspect, was pressing Schellenberg hard and a lap later he was in second place. The slim little AC-engined Cognac was right up the big car's tail, however, until it shed No. 1 rod and possibly other vital innards, retiring in clouds of smoke. (The AC engine in the Semmanca Special also blew up.) Morley then set about demolishing the leading Bugatti, which he did on superior acceleration, taking the "Lion" engine to 3,100 m.p.h., instead of to its permitted 2,400 r.p.m. He was using 7.00 x 19 rear tyres this time, which made all the difference. But Peter is to be congratulated, for he is still afflicted by the injuries received in his 1975 Oulton Park shunt, and the big car is not easy to handle. It lapped at 77.39 m.p.h. taking the whole of the Club circuit in top gear and Peter said the gaps closed on him with noticeable rapidity—one felt that had John Cobb somehow materialised Morley would have willingly shaken him by the hand, thinking of the equally unstoppable Napier-Railton in those 500-miles races . . . I think Peter was encouraged to over-rev the "Lion" because when he enquired of Napier's what the safe revs. should be, the story is that they replied that actually they had never blown one up! Kain was second, in a photo-sort-of-finish with Hine's very fast Bentley.

It was nice to see Bill Morris win the 15-lap Pre-War Allcomers' Race in the ERA "Romulus", for all Jenks' disquiet. Lindsay followed it home in his ERA "Remus" at a discreet distance, and March's ERA was third. "Jenks" had the only Fox & Nicholl car, Robbie Hewitt's 4½-litre Team Lagonda, in the 8-lap handicap of that title, Blight not producing any Talbots. But it was a Mk. VI blown Bentley Special that won, from a much more appropriate four-seater vintage 4½-litre Bentley and the Monza Alfa Romeo. Mrs. Wood is to be commended for a hard try to hold off Harvey Hine's very quick and well-driven 3/4½-litre Bentley at the end, in her 4½-litre low-chassis Invicta. There were various short races, scratch as well as handicap, although I would have thought the former rather depressing for those out of the



This Austin 7 has been advertised as "Herbert Austin's No. 1 works team car. Restored to the highest standard . . ." In fact, it is a replica painstakingly made from 1923 parts in 1972/4. Which indicates the sort of confusion a good replica can cause.

running on the opening laps and I wonder why the VSCC does not stick to the good old Brooklands face-saver of handicaps only? The winners are given below. A very good drive into second place was made by the comparative novice, Mrs. E. M. Nickalls, in her husband's 1934 Lagonda Rapier; one day we may even get that all-girls VSCC handicap! Corner made fastest lap of the afternoon in his 250F Maserati but Cameron Millar's 8CTF Maserati was out of luck, calling for water on the start-line and never really getting into the Allcomers' race, push as his helpers did. But the Maserati Club put on a notable Maserati Parade during this hot afternoon, to commemorate 50 years of these always exciting motor cars. The Driver of the Meeting Award was presented to Bob Smith for his determined win in a second race, in his Frazer Nash. It was nice to see John Llewellyn's son competing, in a British Salmson. Alas, we were not permitted the pleasure of seeing the Bleriot-Whippet mix it with the other light cars. The Meadows-GN of Malyan, once a Martyr, ran away with the last scratch race. No. 1 racing Alvis overtook a 1½-litre BMW on the inside going into Woodcote in the first race. Scott drove the ex-Neve 30/98 Vauxhall and indulged in a dual with Quartermaine's much older 30/98, which the latter won. It was inspiring to see Bob Smith changing down a cog and snaking as he approached Woodcote. Michael Ware was out in the NMM Coupè de *L'Auto* Sunbeam, and Neve's Humber and the Straker-Squire were the other Edwardians present. As well as St. John's Type 51 Bugatti, Martin Dean ran his black Type 51. The Hispano-Suiza of Harley ran again but the Multi-Union continues to be a non-starter.

W.B.

Results :

Hawthorn Memorial Trophy : 1st : E. N. Corner (Maserati), 84.65 m.p.h.; **2nd** : Hon. P. Lindsay (Maserati); **3rd** : S. F. Phillips (BMW).
Boulogne Trophy Race : 1st : F. P. Morley (Bentley-Napier), 75.47 m.p.h.; **2nd** : B. B. D. Kain (Bugatti); **3rd** : H. P. Hine (Bentley).
Pre-War Allcomers' Race : 1st : W. R. G. Morris (ERA), 80.01 m.p.h.; **2nd** : Hon. P. Lindsay (ERA); **3rd** : C. A. Mann (ERA).
"Fox & Nicholl" Trophy Race : 1st : V. Gauntlett (Bentley), 71.33 m.p.h.; **2nd** : R. H. Whitehouse (Bentley); **3rd** : C. A. Mann (Alfa Romeo).
First Five-lap Scratch Race : C. A. Mann (Alfa Romeo), 73.99 m.p.h.
Second Five-lap Scratch Race : J. Malyan (Meadows-GN), 63.22 m.p.h.
First Five-lap Handicap : R. J. B. Smith (Frazer Nash), speed not given.
Second Five-lap Handicap : R. F. Firth (Lagonda), speed not given.
Third Five-lap Handicap : P. J. Binns (Riley), 57.16 m.p.h.
Fourth Five-lap Handicap : S. F. Phillips (BMW), 82.98 m.p.h.
Fastest lap of the afternoon : E. N. Corner (Maserati 250F), 86.40 m.p.h.

V-E-V Miscellany.—Nice to encounter a Trojan tourer making its way towards Oxford, along the A40 road and to see it easily overtake a farm tractor. But one wonders why it was decked out in such a waspish, non-original finish? The Mulliner Austin 7 Register now lists a remarkable total of 25 Mulliner-bodied Sevens. Its Registrar, M. H. Tebbett, who is always pleased to hear of any more such cars, tells us that his 1930 Mulliner saloon is off the road at the moment but that a 1932 Monaco saloon provides a substitute which is in virtually everyday use, supplemented by a (trouble-free) Triumph Dolomite Sprint—an ideal pair, comments the Registrar. Hugh Torrens, who compiles that erudite FWD Alvis history, is anxious to learn more about RAC scrutineering of pre-war races of the calibre of the TT, Le Mans, etc. Someone who was responsible or who did the work must, he thinks, still be about and he would be most grateful if they would contact him, c/o MOTOR SPORT, to fill in gaps which the present-day RAC knows nothing about. A 90 mm. camera view-finder has been found by a reader at a vintage-car meeting and will be returned if the owner can be traced—letters can be forwarded.

Among the many awards presented at the National Austin Seven Rally at Beaulieu were the Austin Cup to Phillip Ruff for his 1924 Chummy and the Montagu Cup to the same owner's 1937 Ruby saloon. Mrs. Dorothy Gordon England presented the GE Trophy to John Wilcock for his Gordon England Austin and Mrs. Miggie Bruce won the Leyland Cars Trophy with her 1930 tourer. Esso and Leyland helped with the event and Pat Driscoll and Lord Montagu helped with the prize presentation. We were indeed sorry to hear that Edward Sawers died recently, at the age of 87; he attended both the first and the last meetings at Brooklands and most of those in between, apart from having raced a flat-twin Douglas light-car there in the early 1920s, and before that, in 1903, he shared a 1903 Mercedes with his elder brother, in Scotland. We are also sorry to hear that Mr. Lea, of the old Lea-Francis concern, is seriously ill.

The 750 MC has a rally at Donington Park on September 26th, with five classes for pre-1939 cars. Details from: P. Bradfield, 118, East Road, Langford, Beds. The 12/50 Alvis Register Bulletins have recently contained Eric Banfield's illustrated history of the 1924 Alvis racing cars, a 200-Mile Race model of which he has splendidly rebuilt and is racing, and Hugh Torrens' erudite sorting-out of FWD Alvis racing history. A Continental Touring Guide published in 1907 by Lord Montagu's father can be seen at the Holiday Motoring Exhibition which will be based at Beaulieu's National Motor Museum until September 5th and then visit other museums. Various items out of camping history are included in this exhibition, and we are reminded that the first British motel opened at Boroughbridge in 1934. There is a picture depicting a light plywood-covered caravan towed by a 12/24 Lagonda light car. The Austin 7 Clubs' Association has issued another of its magazines, which contains a number of articles about vintage Sevens. A Type 51 Bugatti has apparently been rebuilt in Australia where an ex-Brooklands Frazer Nash with new body and radiator is for sale. In Japan a Honda designer is rebuilding a Lagonda Rapier. Myreton Motor Museum threw a party last month to celebrate its 10th Anniversary. The bare remains of a wooden-wheeled early Renault chassis, less engine, have been salvaged from beneath a chicken-shed in Lincolnshire and information is sought, the number on the diff.-casing being 81221-17708-C. The chassis has a sub-frame and steeply cambered ¾-elliptic back springs. Scottish Alvis Day takes place at Bush House, Milton Bridge, near Penicuik, Midlothian, on September 5th, Beauty at 11.30 a.m. tests at 2 p.m. From Joseph Billingham Ltd., of Bewdley, come some old photographs of the "Jay-Bee Easyfix" non-skid chains they made before and for a time after the war. These were twin or triple chains easily strapped to a wheel in three places; the pictures show them being fitted to a fabric saloon Austin 12 with dummy hood-irons and screen and side-window vizors, to a later Austin saloon, and to a two-seater which is probably a Morris-Cowley; also fitted to wire wheels shod with Dunlop 90 tyres and to wheels for Ford V8 and SS cars. Rolls-Royce Ltd. used their famous 1906 Silver Ghost to "recce" the route for next year's proposed Windsor-Ascot Silver Jubilee Rally recently.

Vintage Postbag

Vauxhall Topics

Sir,

Reference Mr. Peter Ward's letter from Glasville, Australia in your June issue, I should like to pass on a few comments taken from Show numbers of *Auto* magazine in 1925 which I have in my possession. At the 1925 Motor Show Vauxhall exhibited four chassis models, as follows: 14/40 4-cyl. Princeton Touring Car, £550; 14/40 4-cyl. Bedford Saloon, £650; 23/60 4-cyl. Kington Touring Car, £895; 25/70 6-cyl. sleeve-valve chassis, £1,050; 25/70 6-cyl. Granton Limousine, £1,675; 30/98 4-cyl. chassis, £950.

Messrs. Arthur Mulliner of Northampton and Baker Street, W1, were showing a 25/70 sleeve-valve sports saloon on their stand at the Show and it would appear that all models had aluminium pistons except for the 23/60, and that the 25/70 was the first Vauxhall to have hydraulic brakes specified as standard fitting. A week later appeared the news that negotiations were in progress with General Motors Corporation for the introduction of additional capital to finance the company's growing business and on November 19th 1925, the news of a function two days earlier at which the announcement was made by the Vice-President of GMC of the acquisition of Vauxhall Motors Ltd.

So it would appear that the 20/60 was introduced much later than the 25/70 single-sleeve-valve design, indeed one remembers quite well the impact it made for its apparent "trans-Atlantic" influence, albeit it developed for a year on into a car of considerable charm and merit. I well remember a run with a friend from Reading to Birmingham in 1930 accomplished in two hours 10 minutes during which this particular 20/60 (a coachbuilt saloon) was maintaining 60 miles-per-hour wherever possible, including almost all main road hills, traffic permitting.

I cannot assist your correspondent regarding engine details, although I suspect that the engine of the 20/60 was later developed into the standard Bedford trends of 1934 onwards, and became the well-known WD truck of 1939 and onwards through the war years, giving a generally good account of itself in very tough conditions.

I may add that my wife and I enjoy a little motoring in a Vauxhall Victor of late 1963 vintage which we purchased some years ago when it had done 36,000 miles, and was in

immaculate condition. It has now done 110,000, and has had no major engine overhaul, apart from decarbonising at about 100,000, when the cylinder bores showed very little wear.

Coventry A. H. WALLIS

In Defence of a Rapier

Sir,

May I leap, fairly lightly, to the defence of my Lagonda Rapier, which obviously did not "grace" the track at Oulton Park in your eyes. Perhaps if I could briefly outline the history of the car, the garage floor may be elevated a little, together with the implied suggestion that it was not going well.

The "body" was in fact the result of designs dreamed up during the last war by those most enthusiastic competitors Mr. and Mrs. Naylor (Beatrice Naylor must surely be remembered for all sorts of sporting efforts right up to the '60s). The final concoction was fitted during the late '40s, and that is the body you comment on in July MOTOR SPORT. It appears to consist of aircraft panels, the scuttle box-section coming from a fuselage, and I am sure would withstand many tons dropped on it, so having been around for thirty-odd years it falls into the Brooklands amateur bodybuilding group recently discussed in MOTOR SPORT.

I am sure you did not mean to infer that the Rapier was not going as it should. Whereas the body is not as per the catalogue, the rest of the car (with the exception of the 16-in. wheels) is as per 1934; nothing has been altered or brought up-to-date, as with most of the other racing Rapiers. The engine is completely standard, with original camshafts and carburetters, and I would have thought that the car performed well. During the handicap races I actually managed to overtake three cars and keep station with the two Le Mans Aston Martins which started on the same handicap as the Rapier.

Having said all that, I hope to reduce the seating capacity by two. The bathtub at the rear is to be removed. The designs for this are certainly on an envelope, and the garage floor may well have to be used for construction, so by Cadwell Park the editorial arrows should be directed at me, even though I personally find it huge fun to be able to have a go.

As a footnote you should find mention of the car in MOTOR SPORT in 1958, when it dared to win at least one round in the MOTOR SPORT Trophy series.

Hailsham DAVID SEATH

[Yes, Mrs. Naylor, as Miss Shilling, got her BMCRC Gold Star at Brooklands for lapping at over 100 m.p.h. and in post-war years I persuaded her to accompany me to a BMCRC Brooklands Re-Union at the "Hound & Spear".—Ed.]

Albert Guyot

Sir,

The interesting letter of Mr. Ploeg finishes with an invitation to comment on its contents. In one respect I beg to disagree with him. Albert Guyot did not design the Rolland-Pilain Grand Prix car of 1922. Several authors, Posthumus, Lurani and the team Hough-Frostick, when writing about the 8-cylinder 2-litre Rolland-Pilain, reveal Ingénieur Grillot as the designer of this car.

Except for the left-hand steering, the Duesenberg of 1921 and the Rolland-Pilain of 1922 have little in common. As regards the use of hydraulic four-wheel brakes on both cars, Rolland-Pilain possessed a priority, because they exhibited such a layout during the London Motor Show of 1910. Comparing the engines of both cars shows a complete difference in design:

D'berg 8-cylinder
Bore x stroke: 63 x 117 mm.
Three valves: 1 inlet, 2 exhaust.
One overhead camshaft.
Crankshaft in 3 bearings, 2 plain, 1 ball.
Two Miller carbureters.

Rolland-Pilain 8-cylinder
Bore x stroke: 59.2 x 90 mm.
Two valves.
Two overhead camshafts.
Built-up crankshaft in five ball-bearings.
Four carburetters.

Returning to Albert Guyot, he started his racing career with a Minerva in the 1907 Kaiser Preis. In the second series of the eliminating races he finished 9th, but unfortunately in the actual race Guyot gave up on the 2nd lap. During the year 1908 he joined the Delage stable and won the Grand Prix des Voiturettes. His successes for Delage are as follows: 1911 4th, Coupe des Voitures légères. 1913: 4th, Grand Prix de L'ACF, 2nd GP de France at Le Mans. 1914: 3rd, 500-Mile Race Indianapolis. With a Sunbeam he finished 4th in that race during the year 1913. After World War One he became a member of the Ballot team and succeeded in finishing 5th at Indianapolis in 1919. From Ballot he went to Duesenberg and secured once more a 5th place in the Grand Prix de L'ACF of 1921. In the same year he also drove a Bignan car in the Corsican GP, winning this 275-mile race. In the next two years he was engaged by Rolland-Pilain, winning the 1923 San Sebastian GP.

From 1924 to 1931 Guyot built his specials, using the Rolland-Pilain underslung chassis and the Burt-McCullum engines (not McCallum, as Erwin Tragatsch erroneously writes). His cars were, perhaps, good-lookers but bad performers. In July 1927 at Montlhéry during the "formule libre" race de Courcelles crashed fatally with a Guyot-Special. After this tragic accident, which put an end to the career of this well-known Lorraine-Dietrich driver, these cars disappeared from road and track. It seems to me that Albert Guyot was a far better racing driver than a designer!

Bloemendaal KORTHALS ALTES

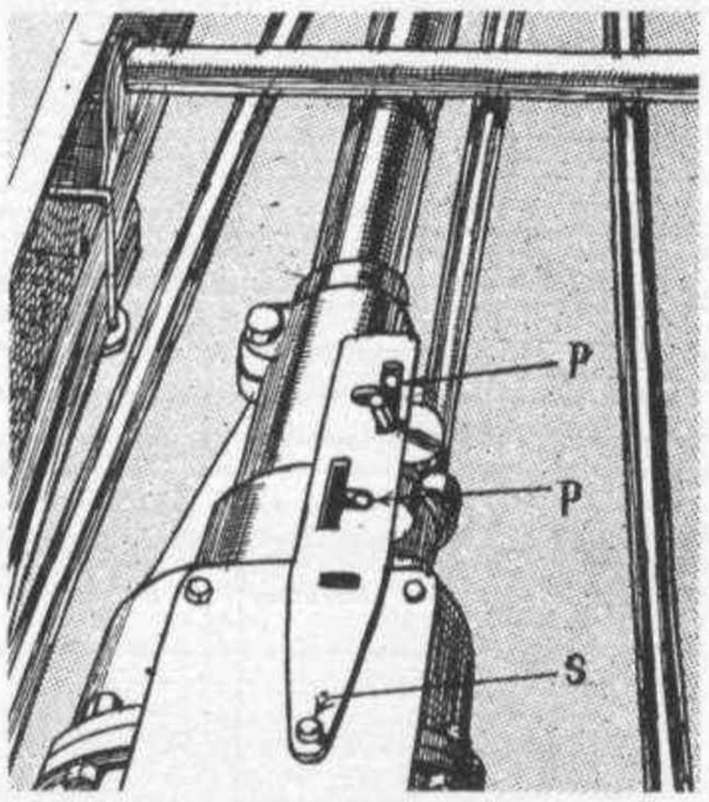
More About Constantinesco

Sir,

Your reference to Constantinesco and his torque converter is presumably a mystery to most of your readers; I have some knowledge of the man. When I first met Archie Frazer-Nash in 1954 one of the first questions I asked the great man was whether the Frazer-Nash interlocker plate (to prevent the driver of a chain-drive Frazer-Nash getting two "gears" at once), was Constantinesco's idea, as Chain-Gang legend up to that time had one believe. I received one of the great man's rockets, for woolly thinking. But Frazer-Nash's response had in it some element that showed that he was not altogether happy about his reply.

The following helps to clarify this: Frazer-Nash and Constantinesco first met in 1915 to 1916, when they were both developing their respective devices for synchronising the fire of a Vickers machine gun, so that bullets would not cut off the blades of an aircraft's propellor. The Constantinesco device bore no relationship to the Frazer-Nash car interlocker plate, or as it is often known the wriggly monkey, of 1923. The Frazer-Nash solution depended on hydraulics but changes of temperature affecting viscosity stymied this development, but was excellent ground work for the Frazer-Nash gun turret of later years.

The friendships that Frazer-Nash made during the First World War were to stand him in good stead in later years; one of these friends was Sidney Horstmann. Reference to the *Light Car and Cyclecar* of January 27th 1915 shows a very similar device to the Frazer-Nash interlocker plate on the 8.9-h.p. Horstmann and the text says "the various speeds are formed by moving dog clutches interlocked in position by an ingenious device, whilst the clutches themselves slide on a key which is practically impervious to wear". Archie Frazer-Nash repaid his debt to Sidney Horstmann in 1929 when helping to publicise the "Slow-Motion" Terry-Horstmann suspension system which endeavoured to make obsolete the conventional half, three-quarter and full-elliptic springing of the time with Terry coil springs and presumably some form of shock-absorber all contained in a cylindrical housing. Archie Frazer-Nash finished his expert written opinion with "in conclusion I look forward to seeing your suspension enjoy the success it certainly merits".



The Horstmann gear interlocker plate mounted on the top of the rear axle gearbox of the 1915 8.9 h.p. Horstmann. This pivots at point S with the pins P moving in the T cut-outs.

The development work on Constantinesco's first car was carried out in the Frazer-Nash works in Kingston. This culminated in an article which appeared in the *Motor* of April 22nd 1924 describing the "100 Guinea Car" equipped with a single-cyclinder 350-c.c. Blackburne motorcycle engine and chain to the rear axle. The car can be seen from the

photographs to have a GN chassis, as the article acknowledged.

Hartford D. A. THIRLBY

[The Paris-built Constantinesco was presumably the 5-h.p. vertical-twin model. The Meccano model referred to was of the Constantinesco torque-convertor installed in the original model of a big luxury-car chassis of the 1920s.—Ed.]

Romulus Revived

From Lord Montagu of Beaulieu

Sir,

I have been following the correspondence with regard to "Romulus" with great interest and I for one, and all at the National Motor Museum, are very pleased that "Romulus" has been restored and run again. It has been the Museum's policy for the past twenty-five years to be a live Museum.

I should, however, like to record that it was a specific instruction by H.R.H. Princess Elizabeth Chula at the time that she handed over "Romulus" on permanent loan to the Museum that it should remain in exactly the same state as when she and her late husband, Prince Chula, inhibited it and put it to rest. The Museum respected her wishes down to the last detail, even when it came to a time when the exterior appearance of "Romulus" was far below the standards of the other cars in the Racing Section at Beaulieu.

It was always Princess Chula's contention that since there was not one single ERA in existence in its original condition, it would be right historically, particularly in memory of her husband, that "Romulus" should be allowed to rest in peace, except for an occasional demonstration, but she was adamantly against racing.

I only hope, however, that those who are responsible for "Romulus's" future will bear in mind Prince and Princess Chula's wishes and not put the car at too great a risk nor modify or alter it too much, so that there will be one original ERA left to be admired by future generations.

I was somewhat surprised at Denis Jenkinson's remark in another part of the August issue about "Romulus" "mouldering in the National Motor Museum". D.S.J. knows only too well that Museum cars of all sorts are raced and it is a rather unfortunate comment coming from somebody who is advisor to the excellent Donington Motor Museum, whose policy, as far as I know, is identical to ours with regard to the use of cars.

MONTAGU OF BEAULIEU

Beaulieu, Hants.

[We understand that D.S.J. is enlarging on this subject—the above is but one of many more letters received about Romulus—see also page 1053.—Ed.]

["Mouldering" was used as a relative term. —D.S.J.]

Motoring History

THOSE readers who are interested in books relating to motoring history and particularly the past and present works which deal with individual makes of car, from AC to Wolseley, will find a four-page editorial on the subject in the August issue of the British Council publication *British Book News*. This is available from 65, Davies Street, London, W1Y 2AA, at 40p, or one dollar.

AIR DISPLAY

REGULAR READERS may remember that I like to go to one air display and one traction-engine rally a year, to keep a sense of proportion and see how the "other half" functions. So this year I went to the show at my nearest aerodrome, Shobdon, in the pleasant rural back-o'-beyond near Leominster. There, on July 25th, it was possible to see surely one of the most comprehensive air displays put on anywhere in the country.

First, we saw an air race. Not the faked display sort of race but a genuine Royal Aero Club handicap, with 20 starters, flown over four 18.2-mile laps, with turning points at Bearwood, Upper Hill, Kingsland and Shobdon, the 9th race put on at this 10th annual display. The field included such diverse aeroplanes as a Buccaneer Lake amphibian, two Monsons, one flown by ex-racing driver Geoff. Richardson, an R-R-engined F1 Beta, and an out-handicapped yellow BA4 biplane which Mike Carlton afterwards took away on its trailer, just as if it was a vintage racing car. The winner was John Spiller's aged Cessna 180.

Shobdon, under Wing Comdr. Jimmy James, OBE, embraces flying, gliding and parachute jumping, as the first display item reminded us, the Herefordshire Parachute Club demonstrating drops from its Cessna 180 at 4,000 ft., this machine having a glider tow-hook copied from Cosworth's Cessna. The Herefordshire Aero Club's 50-year-old Chairman, Brian Webster, next aerobated in his 25-year-old DH Chipmunk. During the rest of the afternoon there were more drops, by the aforesaid parachutists, from a DH Rapide, and by the RAF Falcons from a Hercules, one of whom landed outside the field and had to be retrieved by the team's Land Rover. The Barnstormers with Tiger Moths did all the old air-display routine, of crazy flying, balloon bursting, bombing a fort, flying under "goal-posts", etc., including a wing-ride above Barry Tempest's Tiger by Sue Ellis, the most daring wing-walk permitted by the present-day Air Ministry. Later it was Tempest who "stole" a Tiger, his novice antics well described over the excellent p.a. system by Ron Barker.

If the high-spot was the formation aerobatics by the Hawker-Siddeley/Gnat Red Arrows from Kemble, that invaluable piece of skilled propaganda by the RAF, the Rothmans pair of American Pitts S2A biplanes was able to follow without any disgrace. Incidentally, the Red Arrows had two other engagements that day, apart from appearing at Shobdon. The gliding was slightly marred by a broken tow-line but the VW-powered Falk motor-glider gave us a touch of Lympne, 1923. Unexpected was the Laura Ashley Display, this famous dress-making concern basing its aeroplanes on Shobdon and now contrasting its 1938 Tiger Moth with its 1974 Piper Navajo, the latter a 275 m.p.h. 7-seater with two turbo-charged Lycomings, possessing a range of 1,500 miles and able to do London-Paris in 95 min. Whereas the girl who flew in the Tiger was met by a local 1926 Rolls-Royce Twenty, the Navajo's passengers were collected in a Jaguar XJ-S. From time to time excellent displays were given of radio-controlled 90 m.p.h. one-b.h.p. model aeroplanes, Delta-wing, Spitfire and Hornet Moth, etc., by the Herefordshire MAC, the biplane model, as it were, deputising for Haytor's real Hornet, which was unready, so that he had to borrow a Piper Cub for the aforesaid race.

Flt. Lt. Ian Hill showed off a 450 m.p.h. Mk. V Jet Provost, Lt. Comdr. Peter Shepherd provided the nostalgia by arriving from Yeovilton in a RN Fairey Swordfish (750 h.p. Bristol Pegasus) complete with crew and torpedo, before going off in a tight turn to another engagement, and Lt. Neil McMillan displayed a RN 1949-type Fairey Firefly (386 h.p. R-R Griffon), saved from the scrap-heap in 1966. Its radio going u/s, it came in on a green-light signal. When I left after 4½ hours of it, the Army Blue Eagles Sioux helicopter team was about to perform, a splendid propaganda piece which the financial cut-back will unfortunately axe next year, and there were still to come displays by Harvard IIB, James Gilbert's replica Bucker Jungmeister, and a hot-air balloon. About as complete an air-display as you could wish for, I suggest. Shobdon 1977 should be worth an entry in your next year's diary.—W.B.

Mercedes-Benz Diesel Records

RECORD-BREAKING is not the prolific undertaking it was before the war and most of the activity is now in the c.i.-engined category. Mercedes-Benz are the latest claimants, using a C111 coupé with a supercharged five-cylinder 3-litre diesel engine. Driven at Nardo, Italy, in June, by Liebold, Waxenberger and Kaden, the car averaged 253.030 k.p.h. for 24 hours. The drivers changed at 2½-hour intervals, when the car's tanks were replenished with about 140 litres of diesel fuel. The engine was virtually a production unit, with single o.h.-camshaft and Bosch fuel injection, turbo-charged with a Garrett T-04B compressor. A 0—60 m.p.h. time of 6½ sec. is claimed for the car, which weighed approx. 1,300 kg. World and Class records are claimed in the c.i.-engine category, subject to FIA confirmation, including 5,000 miles at 157.837 m.p.h., 10,000 km. at 157.655 m.p.h. and 10,000 miles at 157.373 m.p.h.—W.B.

Brighton Speed Trials—Sept. 11th

AS we mentioned last month, the Brighton Speed Trials, which date back to 1905, will be held again this year on Sept. 11th, thanks to new sponsors, the well-known tobacco company of Fribourg & Treyer, who have found the required finance. The traditional f.s. kilometre course along the Madeira Drive will be used and the Brighton and Hove MC expect over 200 entries, running in pairs, including Purley's Chevron B30, Riley's Brabham BT33, Marley's UOP Shadow, Williamson's Surtees TS11, etc. All manner of sports cars, vintage and modern, will run in the morning, the racing cars from 2 p.m. onwards. A most interesting, illustrated history of this 71-year-old event has been prepared by Fribourg & Treyer, obtainable from high-class tobacconists and certain hotels in the Brighton area, or by sending a 6½p 8 in. x 6½ in. s.a.e. to Abbott Norris, 16A, West Central Street, London, WC1A 1JJ.

Racing Services

A nine-year partnership of pride and prolific engine building



Ex-Lotus F1 driver John Miles, foreground, builds up a Gp. 1 V6 Capri engine.

CONTRAST IS THE KEY to the two characters who left John Willment's bulging competition team nine years ago to form what is now Racing Services (Engines) Ltd. at 1, Strawberry Vale, in the West London suburb of Twickenham. Spike Winter, at 49 the elder partner who has seen and suffered most of the hard knocks that the motor trade can bestow. Ken Brittain, a spry 35 years of age with concentrated knowledge born of a comparatively early determination that specialising in competition engines was the only path he wished to pursue. Spike, the cautious counsellor who guards anything that might loosely resemble a trade secret with bulldog tenacity. Winter has worked along with the natural craftsmen of another era, making up solid axles with Frazer Nash, suffering the rigours of RAF National Service only because "it was a fine way of picking up a trade, and I never liked khaki anyway." Ken, leaving school to be amazed at the antics within Aston Martin at Feltham, often totally at odds with his partner over his frank comments, yet both working easily together on that common bond: racing (or more recently rally) engines.

Brittain left Astons—"I was too young to get into the competition shop"—for Willment, where he found Winter, who was to become their manager on the racing side. Demonstrating the compactness of the competition world, Brittain recalls that his place at Aston Martin was taken by Geoff Richardson (himself an engine builder of repute today) and that he worked with people like Stuart Mathieson (Mathwall Engineering).

Spike thinks, like Henry Ford (but rather more bluntly expressed!), that history is bunk. Sit around for long enough though and he'll peer over the steel-framed glasses and confide that he did enjoy Frazer Nash and preparing Les Leston's Cooper Monaco—"we even had Moss in it once: he was great, though I remember Frazer Nash's people turning him away because he was too young," an amiable chuckle at the memory of Britain's best driver being shown the door!

Continuing the "it is a small world theme" were the personnel (Racing Services employ but eight people, even today) in the canal-side workshop. There, almost happy at the receding memory of Gold Leaf Team Lotus, the bespectacled John Miles works hard, as he has done for several years, at assembling engines. Nobody comments in any way on John's Formula One past and, totally unlike many other former competitors who find their way into companies providing competition services, John never seems to recall his racing days. In fact Miles is more likely to talk to a journalist about writing, a field in which he was quite well known at one time.

Seen with the benefit of hindsight the Willment team of the mid-sixties was an extraordinary affair with very good cause to claim the title of being the largest private racing equipé in British post-war history. When the young Brittain had been initiated into the rites of competition he, like 31 others, were working on what Spike describes almost incredulously as "anything up to 19 cars, appearing all over the World. 'Strewth it was a fair job just to get everyone in the right place at the right time."

In 1967 Winter and Brittain left to form their present partnership. Outside work begun for Brittain in his father's garage and continued there until "there were about 30 engines filling every possible space that a car might have fitted in."

Trading as Racing Services Partnership, Brittain remembers the opening year as mainly devoted to rebuilding work on the Lotus twin-cam engine, primarily for use in Elans at that stage. Then, a full strip and rebuild of the TC unit amounted to £80: today, the same service performed upon the BDA Cosworth-Ford has escalated to £300. The year was considerably enlivened by the owners of a powerboat named Broad Jumper, who entrusted the new partnership with building two of its V8 engines. Brittain, laughing, recalls the fine tuning under way at sea. Spike, mournfully, remembers the passing of the truly magnificent cigars which formed part of the generous payment. The boat went very well, securing a second overall in its first outing with the partnership's engines installed.

The following year saw Racing Services operating from within part of the old Aston Martin premises, in which they stayed until the move to their present home at Strawberry Vale in 1971. During the late sixties and 1970, their work developed along the apparently logical line of enlarged twin-cam engines which brought them back into frequent contact with the saloon car racing world. At 1.8-litres one might have thought the twin-cam had been stretched enough, but a very significant contribution was the need of one of their most loyal customers, David Brodie. A 2.0/2.1-litre capacity had been realised from a twin-cam cylinder block and now the task was to make these special blocks.

"People used to casually call those bodged blocks," Brittain recalls, "but that was inaccurate and unkind. It took six weeks to make each one and we had no failures that could be attributed to the block, even when one of them had been sleeved three times.

"The process started with a simple bore of the iron block. Then we took the block and sleeves to fettle them for a maximum fillet, ready for welding. The man who did the gas welding swore he used to lose half a stone doing the job and refused to have more than one block a week. After that there was a two-week stress-relieving programme, where the block would be cooked and cooled. On its return we would machine all the faces, cut all the necessary threads and then think about building an engine.

"In 1971 we built one of these 2-litres for Brodie, complete with huge Weber 58 DCOEs on the BDA cylinder head . . . previously the engines had been of a twin-cam layout. On the carburetters it developed about 220 b.h.p. and, with the coming of a 2-litre F2, we could expect some other business outside saloon cars to develop."

In fact, Brittain's most memorable racing events had been prior to the advent of 2-litre F2, as Neil Trundle and Ron Dennis came into the office one day, "waving their Sinclair briefcases and dropping Brabham stickers everywhere." The result was the task of rebuilding 1.6 Cosworth FVAs for Brabham: their first such engine was installed for Graham Hill's classic Easter 1972 win over Ronnie Peterson's March at Thruxton. That winter Ken went to the Temporada series and the contact with various F2 teams resulted in a lot more single-seater work than before.

With the advent of 2-litre F3 in 1973, Racing Services were pretty well prepared. All they had to do was install the Cosworth BDE (1800) Lucas fuel injection onto the kind of full 2-litre block that had been used so successfully in Brodie's Escort.

At the opening of the season they had a healthy 260 b.h.p. and the partnership were revelling in the design and manufacture of their own parts for the F2 engines (mainly pistons and valves). Things looked good and extra staff, up from three to seven, were brought into the straggling accommodation at Strawberry Vale. McLaren had become a good customer, first with gasflow work required on some of the then all-conquering Can-Am Chevrolet V8s, and then to supply engines for Jody Scheckter's Impact sponsored F2. "Jody really was indecently quick," says Brittain, "but it hardly ever finished. Still, we had some enjoyable racing in company

with really professional people who knew how to enjoy their racing. Unfortunately BMW and the oil crisis brought all that sort of work to an end, more's the pity."

In 1972 Brodie also led them into some mild blueprinting work for his Norman Reeves Capri 3000GT. Spike has always had a soft spot for Fords, but even he has been surprised at the sheer volume of work that they have now attracted on the V6 preparation front. Holman Blackburn had a very fast V6 engine prepared by Racing Services for his Capri in 1974. That attracted the attention of Ford at Boreham, for their Capri driver (who went on to win this tightly contested class against the Opel and BMW challenge of that year) Tom Walkinshaw found himself looking at Blackburn's exhausts.

With Boreham in the fold, Racing Services went rapidly from the 150-odd horsepower they had started with to the current 220 b.h.p./6,800 r.p.m. capacity of the current RAC Group One Ford V6 engines. This remarkable power output from the single, twin-choke carburetter engine is the product of five years' practical work and Ford's normal high pressure homologation procedures. An RAC Championship Ford V6 will have larger valves, harder valve springs, new high-compression pistons and a high-lift camshaft, ground from a blank. Although the carburation is still of single, double-choke configuration, this carburetter is actually an obsolete Weber which—as with many homologated parts from all kinds of motor manufacturers these days—takes ingenuity and money to acquire.

A feature of the RAC Championship regulations, as compared to FIA rules, is that the cylinder heads can be polished, though this is an expression that makes Brittain flinch. "Honestly, you'd think it just a question of flashing a rag along the inlet tracts: people just cannot believe that, with a pair of heads to do on the V6, this is a £300 operation. We have dissected the heads—intentionally and by accident—and we now know where all the water passages actually are and what profiling (the ports have to measure what the maker has specified on his homologation form) is needed. Even working to the drawings we supply, it takes about four days to complete a set of heads."

Other V6 characteristics which have been learned, and an answer provided, included a baffled sump with "side cheeks and baffles, but that's only part of the problem. We often find that the modern oil cooler has been designed with the passage of water in mind. There's often insufficient tubing diameter to allow efficient oil circulation, and it's not uncommon to find that engines installed in a Capri will be running 15 lb./sq. in. below our recommendations because of this. The V6 engines normally account for something like 100 hours' labour. Complete with parts a brand new unit will cost £1,100, assuming the customer brings a new V6 with him and that VAT is excluded," Brittain concluded.



Spike Winter, left, and Ken Brittain, partners in Racing Services.

There are two interesting side avenues to the main single carburetter Group One V6 path. First is the completion of half a dozen triple Weber 42 mm. downdraught engines, resting on what is explicitly described as "a knife and fork manifold." In fact this is a conversion of the old fuel injection induction formerly used to house Tecalemit Jackson equipment for the V6. Because of the manifolding power output is little better than the single-carburetter motors.

However, looking at the European potential for customers in the recently introduced revision to Group Two, Racing Services have decided to construct a V6 suitable for use in Europe next year. The first step, which was briefly produced for us to see, is their own rocker arms. Presently constructed from solid metal, the firm will be looking at much cheaper ways of producing these, and other items, which could make the Capri V6 a match once more for the "Unbeatable BMWs."

A Racing Services engine has now won three of the four BRSCC Tour of Britain events organised so far, one a Chevrolet Camaro and two Escort RS2000s. The latter's four-cylinder, s.o.h.c. unit is thought by the partners to be a robust engine, but one that they cannot afford "to get clever with." At present they are making more of these engines for rally use than racing, restricting output to the 150 horsepower level, where they feel the customer gets a reliable and torquey unit. They say that 160 b.h.p. can be attained, but reliability definitely suffers. The homologated equipment, as discussed in last month's review of the Tour, is even more comprehensive than the 3-litre Capri's changes, but even so Racing Services agree that worthwhile power bonus could be released from the adoption of a less restrictive exhaust system.

On a general level, the head casting for this Pinto/Cortina/Capri 2-litre engine was singled out for comment. From a power output viewpoint the large head casting produces some amazing disparities in cylinder head chamber volume, but otherwise the engine can be persuaded to produce competitive power by straightforward changes—the homologated double-downdraught carburetters, camshaft, valves and revised exhaust system—accompanied by the common sense of practical experience. Ford get a warm bonus from these tuners who frankly admit, "it's amazing just how fast the RS2000 goes on less power than its rivals."

Technically speaking one of the most enterprising and interesting exercises they have been involved in this season has been a strictly one-off (because of his loyal custom) for Brodie. Now fully recovered from his



Racing Services maintain the 4-cam V6s for the Chequered Flag Stratos.

awe-inspiring accident at the 1973 British GP meeting, Brodie re-entered the RAC Championship jousting this year with a Mazda RX3. Racing Services, partly because of the technical interest, agreed to convert the 2.3-litre RX3 rotary engine. However, although the rotary engine is no stranger to British specialists like Mathwall, extracting power is not as straightforward as one might expect, owing to the fact that the engine really is under continuous development. "We must have seen 10 different types, by which I mean really different, the bolt holes will not line up and so on," comments Ken adding, "but it is a most rewarding engine to work with. The main power gains lie in the induction porting and exhaust, the pipes responding to similar tuning techniques as have been practised on two-stroke motorcycle engines. It is a totally different kind of engine to work on, as compared to the normal piston design, for you can forget ordering up piles of new parts and just rework the components that are provided.

"The rotary is no magic power producer: I reckon it gives an output between that of the best two- and four-valve-per-cylinder conventional engines of similar capacity rating. Although you don't need the nitrided crankshafts and special conrods and pistons that you find in a modified piston engine, a blow-up is a very expensive matter. Brodie had to run without water for a spell in the British GP supporting race and that engine is scrap: there's no question of rebuilding or replacing, the engine is totally ruined. Power? Well the Brodie engine is our business and an exercise that we do not want to repeat, but we have built a 260 b.h.p./8,500 r.p.m. limited Group Two engine that has shown up well in Europe," says Brittain.

Present customers include most of the front-running Capris in the British Touring Car (Capri?) Championship, a couple of V6s in France and a lot of Pinto or BDA rally engines.

Another intriguing exercise, in line with the kind of development and research work they would like more of, are the Lancia-Fiat-Ferrari V6s that will power Chequered Flag's new Lancia Stratos. Graham Warner has commissioned the company to actually make up new crankshafts, camshafts and valves for the hybrid V6s.—J.W.

DAIMLER'S 80th YEAR

MOTOR SPORT Goes for A Tour in a Modern Daimler "Double-Six" to Investigate Some of the Surviving Pre-1904 Examples of these Coventry-built Horseless-Carriages.



A LONG, LONG TIME AGO!—A Daimler "autocar" pauses in the village, to the astonishment and delight of the children, in those days seen but not usually allowed to be heard—it is now an age away, but was the beginning of the motor movement that was to expand until it engulfed the World. [Photo by courtesy of the National Motor Museum]

THE Daimler Motor Company Limited was founded in this country in January 1896 and during the following month the public were invited to subscribe to it. That is a long time ago! Since then, those other pioneer British makes, Lanchester and Wolseley, have died. But Daimler survives, a great British motor car with a fine tradition behind it.

Today there are few, if any, persons left who can clearly remember what motoring was like before the turn of the century. The newly-arrived horseless-carriages then competed directly with the horse, which feared them. Autocarists were unpopular, knew little about their new-fangled possessions, and were only very slowly emerging from being hedged about by all manner of restrictions. Yet they were a brave and enthusiastic facet of an otherwise secure, staid and self-satisfied Britain which was part of an apparently-indestructible and mighty Empire that circled the Globe. The as-yet-unseen, stupendous changes that the automobile was to bring to the existing steady and slow way of life was forecast only by strange wheezings and explosions which began to emanate from the stables of the more affluent country houses, at around the time when the British Daimler Co. of Coventry came into being.

Many of the cars which ventured out on the by-roads, along the country lanes, and out onto broader highways, after hot-tube burners had been lit and primitive carburetters adjusted, were Daimlers. It was not long before Royalty became mixed up in the new Motor Movement, and as the good British Daimler was again involved, this make was to become the renowned Royal car, from 1900 onward into the between-wars period. Thus, the Daimler, with Rolls-Royce, represented the peak of British luxury-car perfection and prestige—and apart from Royalty there were those who preferred the Coventry-built make to the best Derby could offer. (Today the Silver Shadow and the Double-Six remain at the top of the quality-car market.)

The original Daimlers were unavoidably crude, but were soundly constructed. Developed from the German Daimler motor-boat engines, by 1897 the British Company, using a disused mill beside the canal in Coventry, was making twin-cylinder 4 h.p. and 6 h.p. cars. These were lofty, crude machines, capable of only 15 m.p.h. or so. But as early as 1898 Daimler had gone on to introduce an 8 h.p. four-cylinder model, thought to be the first four-cylinder car to be made and sold in this country. Even the twin-cylinder Daimlers put up some significant performances. For instance, one of these tube-ignition, chain-drive models was driven to the top of Malvern Beacon in July 1897, and Henry Sturmey completed a journey of 929 miles from John O'Groats to Land's End on a tiller-steered 4 h.p. Coventry-Daimler, at an average speed of about 10 m.p.h. in the same year.

It was performances such as these that established the Daimler's worth, right from the beginning, and this, together with the Royal interest, materially assisted the new and at first unpopular motoring movement to emerge from being a hobby of the eccentric rich to become a formidable growth-industry.

The association of the Daimler with the British Royal Family, then heading, in regal splendour and financial security, the greatest Empire the World had ever known, had come about when the first cars from the factory in Coventry, but powered with Cannstatt-Daimler engines, were displayed at the Imperial Institute in London, in 1896. Before this Show opened in May invitations had been sent out to many important people, offering demonstrations. HRH the Prince of Wales (later King Edward VII) had his in February 1896, on a belt-driven German Daimler owned by F. R. Simms, who explained its working after the Hon. Evelyn Ellis had driven His Royal Highness along the gallery of the Exhibition Hall and out into the grounds. Then, in November 1897, the Prince of Wales had a further demonstration of what the new horseless-carriage could do. They were driven in the grounds of Buckingham Palace and among the vehicles presented were two Coventry-Daimlers. In June the following year His Royal Highness expressed a wish to try motor cars on the road and four 4 h.p. Daimlers, still with tiller-steering, tube-ignition, and solid tyres, together with Prof. Redwood's new four-cylinder Daimler, were taken to Warwick Castle, where the Prince was staying with the Earl of Warwick. He drove to Compton Verney, seat of Lord Willoughby de Broke, in the four-cylinder Daimler, which was driven by J. S. Critchley. It was soon after this drive that the Prince ordered a Daimler, delivered, it is thought, in the summer of 1900. It was a Hooper-bodied two-cylinder 6 h.p. model with hot-tube and electric dual-ignition. From then on Daimler constituted the Royal car. Two more were ordered by the Prince in 1900, one being a 24 h.p. four-cylinder, and (as King Edward VII) he had a new 24 h.p. car delivered to him in time for the 1902 Ascot Meeting. Thereafter, until comparatively recent times, the British Royal Family has remained staunch to Daimlers, including those well-known sleeve-valve landaulettes and Double-Six saloons provided between the wars for King George V and Queen Mary, motor carriages which served them faithfully, even in emergencies calling for long-distance travel. There was another Royal occasion, ignored by some historians, when the Hon. John Scott-Montagu, later Lord Montagu and father of the present Lord Montagu of Beaulieu, took the Prince of Wales for a drive on his new 1899 12 h.p. four-cylinder Daimler when he was visiting Palace House. I do not propose to describe these early links which cemented Royalty to Daimler, as they will be fully covered in Brian Smith's forthcoming book "Royal Daimlers". But there is no doubt that automobilism as a whole derived much benefit therefrom, at a time crucial to its survival.

Thus the first British Daimlers left Coventry 79 years ago and this year the Daimler Motor Co. celebrates its 80th Anniversary. How far-distant that beginning is! If the Empire thrived, there was then a wide gulf between rich and poor, the wealthy and the destitute. The horse, apart from the railways, ruled supreme, for transport and sport. Roads were ill-surfaced, the dust clouds that shadowed the early autocarists indescribable. Petrol was only procurable with difficulty but the golden sovereign went a long way. Children were seen but not heard, against the threat of frequent corporal punishment. If promiscuity prevailed, it was very carefully concealed, like ladies' ankles. It was a safe, slow and to us seemingly downright dull, period of human activity. As I have said, that was when the motor car began to emerge; but can anyone still remember those long-gone days?

This being the Daimler's 80th year, I felt that MOTOR SPORT should do something to recapture, to a small degree, the motoring atmosphere of these pioneer years. The very fact that at least a dozen Daimlers made



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We made it the hard way.

before the year 1901 have survived intact is in itself remarkable. I felt that 1976 was the year in which we should go out and get acquainted with some of these extraordinarily long-lived old automobiles.

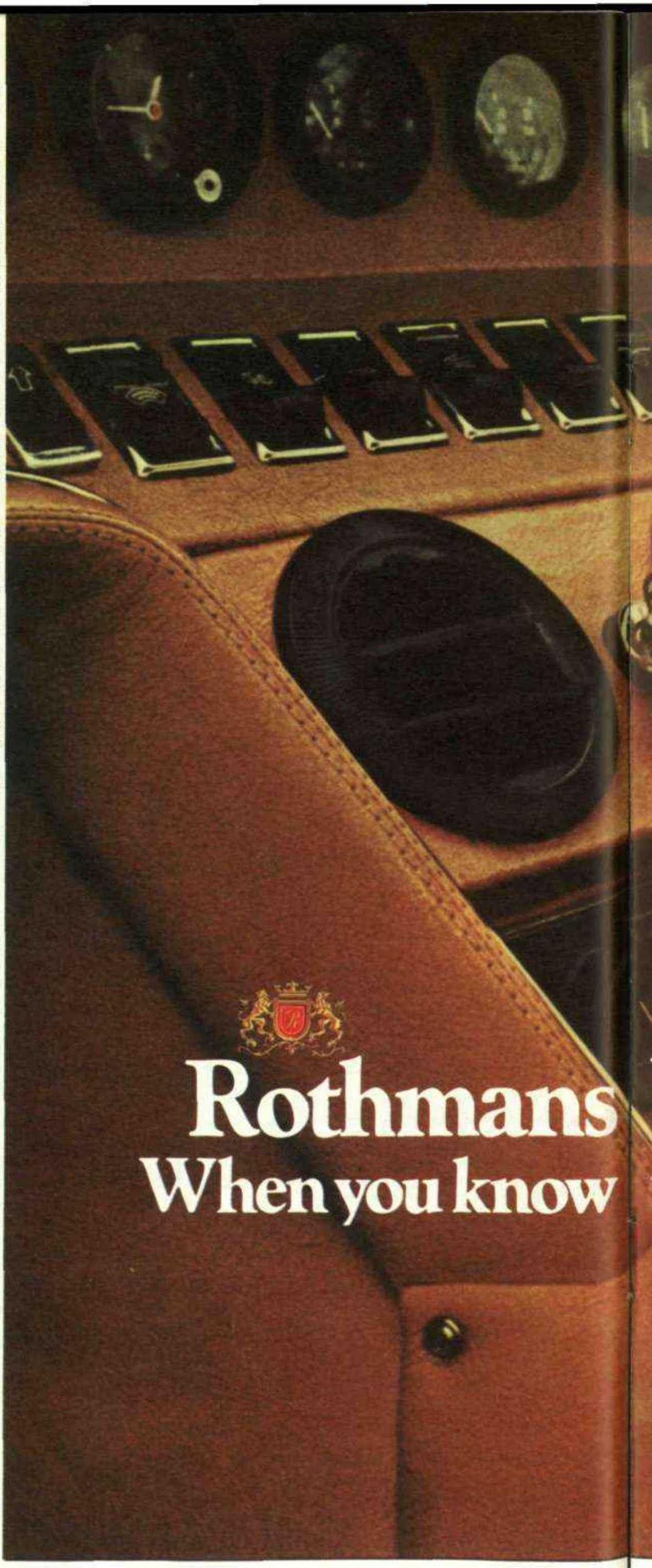
I am extremely pleased to report that when I put this idea to them Leyland Cars were most co-operative. They obtained from the Veteran Car Club of Great Britain the addresses of those of their members who owned such cars and put the whole exercise in the capable hands of young Alan Hodge, of their PR department. He not only selected suitable specimens for me to probe, but very ably chauffeured the photographer and me round the 700-mile route the itinerary covered, in two crowded days, in the extreme comfort of an air-conditioned, stereo-equipped 5.3-litre V12 Daimler Double-Six. There could hardly have been a better way of travelling in the heat-wave of June than to be wafted along in this magnificent leather-upholstered, quiet-functioning twelve-cylinder motor car, cool in spite of all its windows being closed and with suitable classical music playing as we made light of the cross-country journeys we wanted to accomplish. I was reminded of a road-test report on the 1927 50 h.p. Daimler Double-Six which commented: "Fortunate beings of the immediate future will leisurely survey the moving surface of the earth through the clear windows of their Daimler Double-Sixes as they pass onward in silent dignity". We were those fortunate beings, in the year 1976 . . .

Setting out from Longbridge, our first objective was Mrs. Vaux's 1897 Daimler, a well-known and successful London-Brighton competitor. We progressed on this scorching day, when spectators were fainting in the stands at Wimbledon, in silence and cool, along the Motorways and onto the uncrowded roads of sweltering Somerset. And although it had nothing to do with any personal voodoo, it seemed that an aura of Daimler was about us. We passed a very eroded Conquest outside a wayside garage and when we arrived at Bill Vaux's fine country residence we discovered that, apart from his Peugeot 304 Estate and a friend's Ferrari in the drive, he also enthusiastically runs a Daimler Sovereign 4.2. And next day, stopping for lunch at the "Green Man" near Silverstone, there outside was another Daimler Sovereign.

The 1897 Daimler was not pushed out for photography, it was driven out, starting readily after very little persuasion. Here was definitely a vehicle from the horseless-carriage days! Even the putter-putter of its two-cylinder engine as the starting handle spun the substantial flywheel, that gradually changing to a a turf-turf in momentum as mixture and sparks became affiliated, was in tune with those pioneer days, which were so full of motoring mystique and optimism. The little, high motor car is pristine, in dark blue, with rear-entrance wagonette body. Its early history is somewhat obscure. It was owned for years by the Mayor of Dover and when he died his widow sold it in 1972 to the late Jimmy Skinner. It was restored by Derek Grossmark, the body being a copy of that on another 1897 car. Incidentally, it is this survival rate of these ancient Daimlers that I find so interesting. They were, understandably, primitive, and as the Daimler Co. so quickly brought out more powerful models, the early ones might well soon have been abandoned, particularly as there was no real interest in the preserving of historical vehicles until the VCC was founded in 1930. When *The Motor* formed a small museum in London in 1912 it managed to find an 1898 English-built Daimler. In 1927 when the *Sketch* instituted the first of the "modern" Brighton Runs, that was to lead to the later VCC/RAC series, the competitors included four Daimlers, an 1898 model claimed to have been the second Daimler built and the car which had given King Edward his taste for motoring, two 1897 models, one of which was thought to have been in constant use, at all events from 1902, and an 1898 specimen that had been rebuilt after a fire and was also said to be in regular employment, in the 1920s. The owners were, respectively, Stephen E. Statham of Baker Street, Monty Wells, G. Pruen, and D. M. Copley. Today we have twelve or more such survivors, some of which I am about to describe.

Mrs. Vaux's car is in the most beautiful condition. It has the typical vertical-twin engine, its hot-tube replaced by an early magneto driven by exposed timing wheels, on the o/s, firing horizontal plugs on the same side. The tiller steering was replaced by wheel steering in 1900, as happened to most of these veteran Daimlers. The inlet valves are automatic, fed from the original carburetter, which lives in a wooden box on the dash behind the engine, and takes some heat from the exhaust, via a small-bore brass pipe. On the n/s there is a neat and tiny vee-shape two-branch exhaust manifold, to the

Continued on page 1064





Government Tables. EVERY PACKET CARRIES A GOVERNMENT HEALTH WARNING

Continued from page 1062

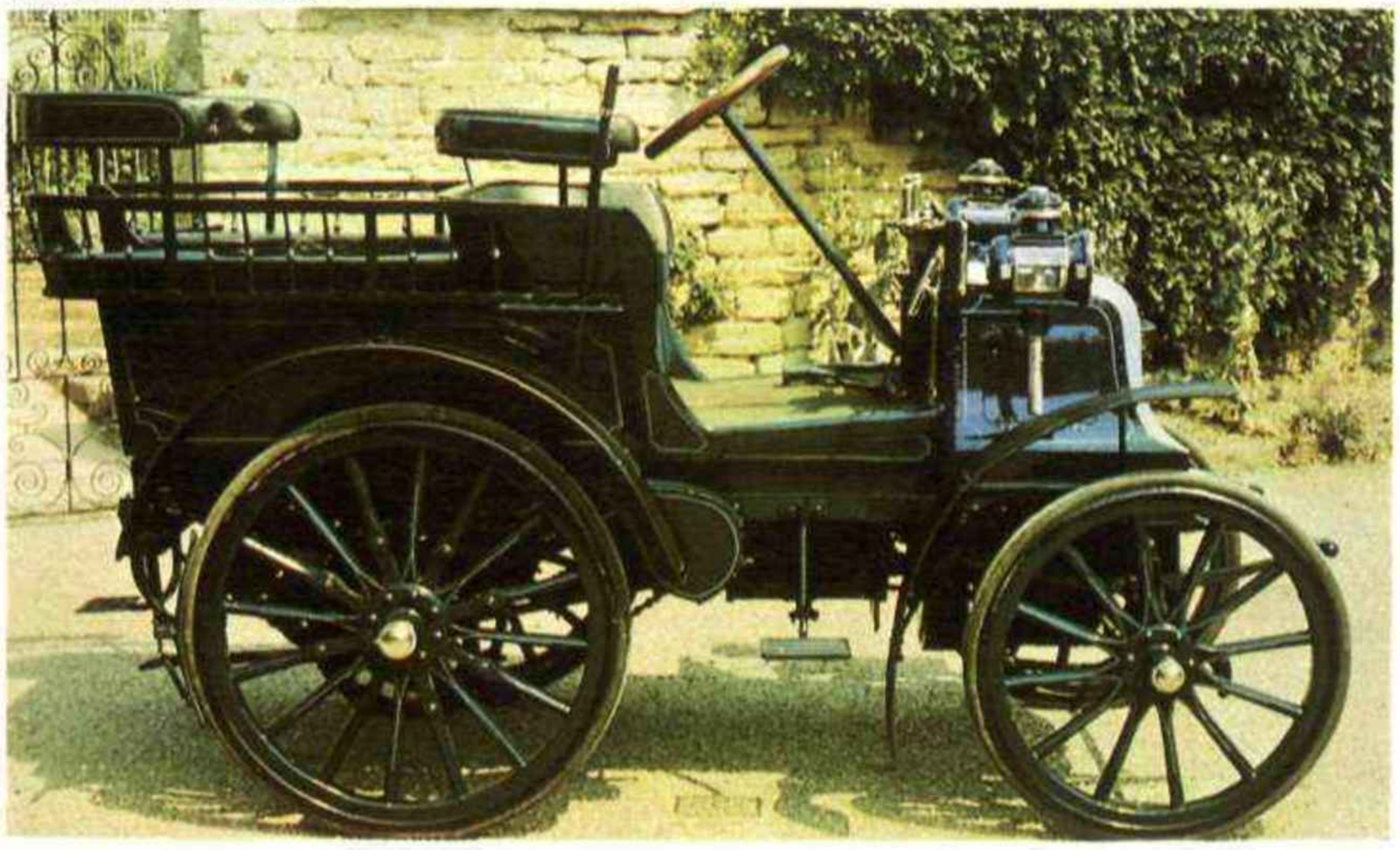
down-pipe. Fuel feed is by air-pressure and the gilled-tube radiator is at the rear of the car, with a filter protruding through the short, front-hinged, bonnet which covers the long-stroke engine. The inlet manifold has "Daimler" cast into it and a big plaque on the front of the car's dash proclaims that it was "Licensed by the British Motor Co. Ltd., 40, Holborn Viaduct, EC", the script being flanked by a fine chariot badge.

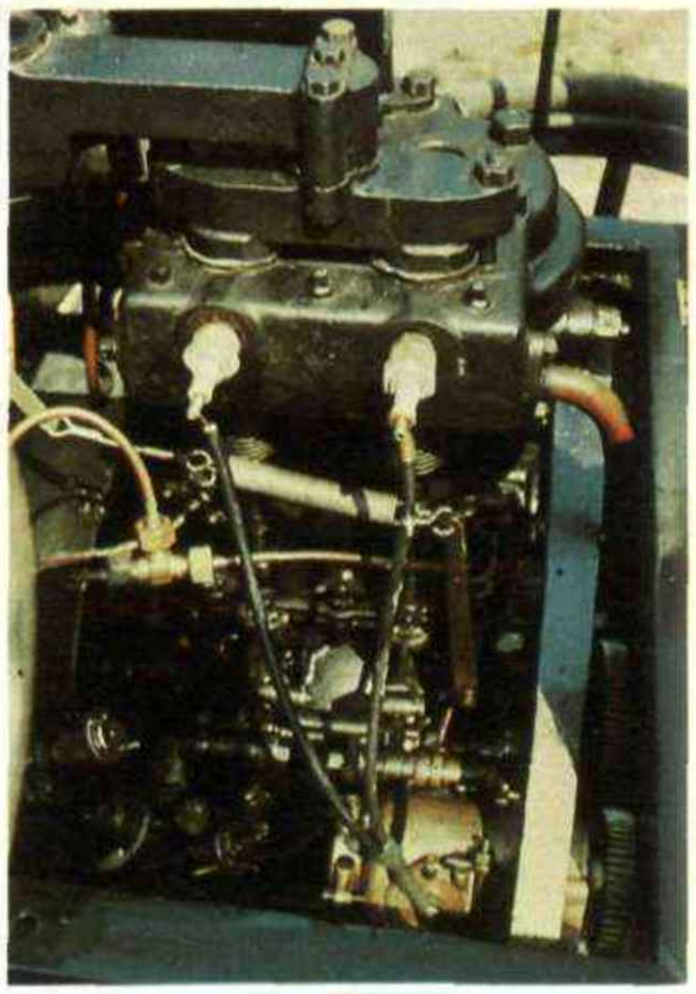
The steering wheel is high above the ground, its wood rim supported by four spokes. In front of the driver on the o/s is the typical Daimler vertical gear quadrant, the r.h. lever being for the four-forward speeds, the l.h. lever for the four reverse ones, achieved by having twin crownwheels on the counter shaft. On this car these levers, or more correctly handles, are nickel-plated and the faces of the similarly plated quadrants are marked "Forward" and "Back", respectively. The tyres are solid rubber, on different-sized wood-spoked wheels, front and rear, and the carriage is halted by means of a transmission brake, and spoon brakes rubbing directly on the rear tyres. The r.h. handbrake lever pushes on, being held by a three-notch ratchet on the side of the body. The front seat is original and the curved plated control lever that acts on the engine-governor, the piano pedals, with centre accelerator, the track-rod ahead of the front axle, and the big steering knuckles, are all in the Daimler pattern. Final drive is, of course, by side chains, there are fine leather mudguards, and if you venture out at night, lighting is by Daimler Motor Co. candle lamps—I have motored behind candle, oil, acetylene, and vintage-electric lamps and it is the candles that cast the most terrifying shadows . . .

So here was a beautifully restored 79-year-old Daimler motor-carriage, in full working order. After Laurie Morton had taken



Above, and below.—*The beautifully-restored 1897 two-cylinder Daimler belonging to Mrs. Vaux photographed outside their house, with the modern Daimler "Double-Six" which we used for this tour of some of the surviving pre-1904 Daimlers making a striking contrast to the "horseless-carriage".*







Daimlers in the National Motor Museum—Lord Montagu's historic 1899 12 h.p. four-cylinder car, and a later 1903/4 model. The smaller pictures depict details of these aged motor vehicles—the spoon-brake of the 1897 car and one of its candle-lamps, and the 12 h.p. Daimler's low-tension ignition igniters.



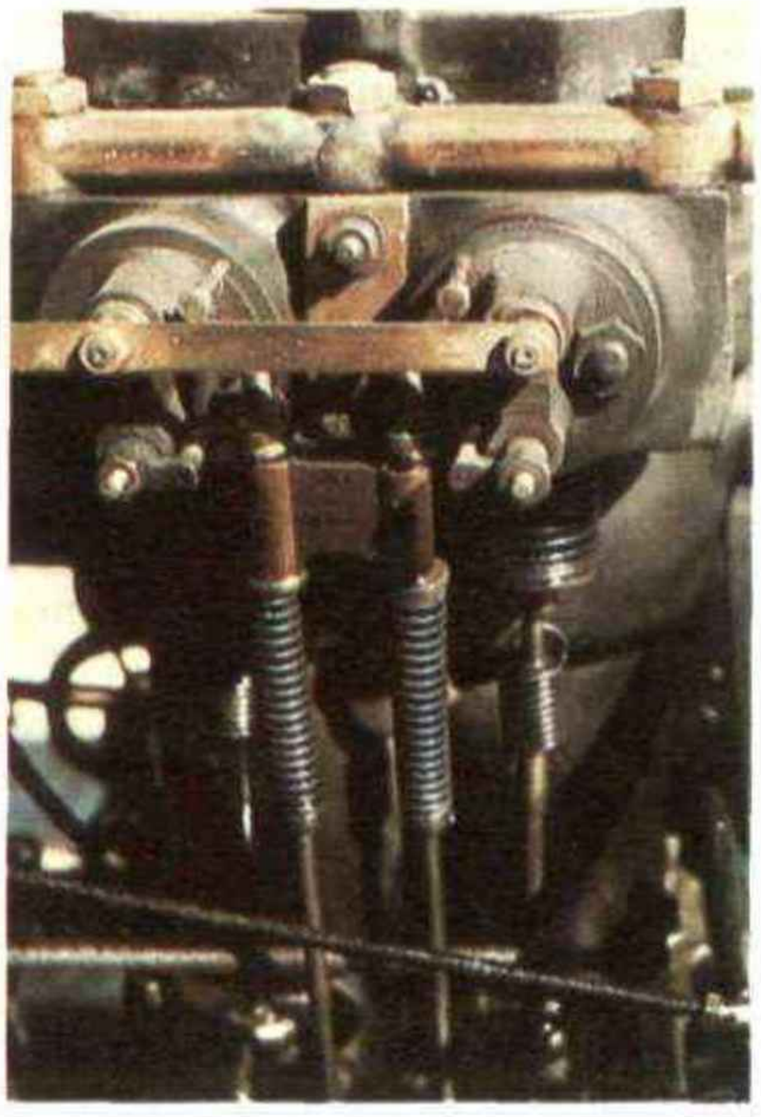
its picture from all angles we went into town to look at Bill Vaux's other prized veteran motor cars. We were shown his well-known 1905 Daimler, laid up at present, which has an astonishing detachable-top touring limousine body by Clark's Motors of Wolverhampton, a crane enabling the top-hamper to be lifted off the base of the body, thus converting it into an open car. This is the original coachwork, made for Jack Barnett, who sold it to the local firm of Armstrong Evans, but reacquired it. Mr. Vaux has had this car since about 1950 and is very fond of it. It has the later Daimler features of 3-piece bonnet, dual ignition by Bosch magneto and coil, 5-spoke steering wheel, etc., and is notable for some splendid curved-glass panels in its bodywork. It has, of course, the poppet-valve engine, Daimler gas and oil lamps, and a fine trumpet horn in the centre of its fluted radiator. Mr. Vaux also has an immense 1903 Thornycroft and the twin-cylinder engine belonging to Leyland Motors' Thornycroft chassis. But that is another story . . .

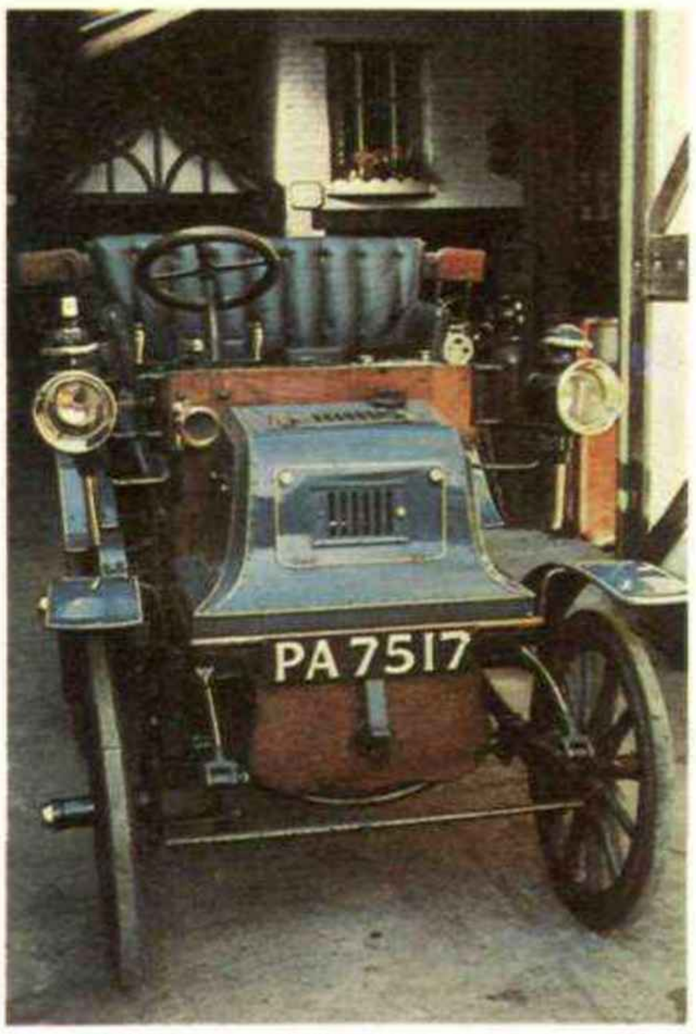
After tea and watching the tennis on colour TV it was a case of penetrating deep into the New Forest, to dine and sleep at Lord Montagu's Master Builder's Hotel at Buckler's Hard, for we were due to look at two more ancient Daimlers in the National Motor Museum early the next morning. Again, the modern Daimler Double-Six left us well content, its air-conditioning and stereo doing excellent work, on this long evening journey.

Both the NMM Daimlers started promptly after their handles had been twirled and were driven to our photographic assignment, their keeper arriving, by the way, on one of those odd Ariel-3 tricycles. The first of the cars was Lord Montagu's 1899 12 h.p. four-cylinder Daimler aforementioned, registered AA 16. It is an historic car, having been the first to enter the sacred precincts of the Houses of Parliament and the first British car to be driven in a Continental motor race by an Englishman, when Lord Montagu's father finished 3rd on it in the Tourists' Class of the 1899 Paris-Ostend race. It also took part in the 1,000-Mile Trial of 1900. Later it was used as a shooting brake at Beaulieu, its rear radiator being replaced by an ugly frontal one and the body being lost. It then spent some time in the Science Museum but has since been restored by Lord Montagu, and it has re-enacted the Houses of Parliament visit, has done the Brighton Run, and it appeared on the Daimler stand at the 1971 London Motor Show, etc. A big gilled-tube radiator at the back and a front-opening coal-scuttle bonnet have restored the proper appearance. Unfortunately, the big water tank, under the back seat of the replica body, requires half-an-hour of warming-up and although the replacement radiator, one of those ugly square ones used by Daimler for a time, has been inverted and hidden behind the gilled tubing to supplement the cooling, the car is still apt to boil.

It is an imposing machine, brake lever as high as the lofty steering wheel, with solid rear tyres and pneumatic 880 x 120 front tyres, and cylinders in pairs. The carburetter is now a non-authentic Zenith feeding through a fine copper manifold which may or may not be original. Ignition is by low-tension plugs on the o/s and modern plugs in the cylinder heads. The exhaust valves are on the o/s, the exhaust system, similar to that on the 2-cylinder cars, on the n/s. The automatic inlet valves of the other models are retained on this 4-cylinder car. Wire ropes encircle the rear brake drums, the dash has glass-







The 1899 twin-cylinder Daimler in the Peter Black collection at Keighley.

fronted oil drip-feeds on both front and back faces, three glass oil-containers on the n/s of the engine feed to the crankcase and rear main-bearing, petrol is contained in a brass dashboard tank with a polished cylindrical oil-tank above it, the gear handles are as on the smaller cars, but brass in this case, and the wooden wheels have 12 spokes each in the front wheels, 16 spokes in the rear wheels. Again, chain drive is used, there is a right-hand foot accelerator and the handbrake throws out the clutch as it is applied. Candle lamps are the only form of illumination. A sprag is again fitted and a dash plaque reads: "Licensed by the British Motor Co. Ltd., Series No. 3410".

The other NMM Daimler we inspected was a 1903/4 4-cylinder car, Reg. No. AA 11, made by, as a plaque informs us, The Daimler Motor Co. (1904) Limited of Coventry. The 6-tier gilled-tube radiator is now at the front, there are gas headlamps, Lucas "King of the Road" No. 721 oil side-lamps, Dependance rear lamps, an exhaust whistle to supplement a bulb-horn, and a 5-spoke steering wheel. The curved dash is typically later-Daimler and has polished brass corners, these forming open stowages on the reverse side of the dash, below which, on each side, are tiers of delightful little lockable wooden glove-boxes, six in all. The wheels are still wood-spoked (10 spokes in each front wheel, 12 in each rear one) shod with 920 x 120 tyres, Goodyears on the back wheels, a Michelin Cable and a Unicorde at the front. The gear lever now works in a r.h. gate in conventional fashion, except that what appears to be a slender handbrake lever inboard of it selects reverse gear. The push-on handbrake lever is buried in the side of the driver's seat, its grip protruding.

Ignition is by coil, the distributor being on the passenger's side of the dash, chain-driven from the crankshaft, with an Exide battery beneath the front passenger's seat. There is a non-original Panhard-Lavassor oil-box on the dash, with belt-driven "stirrer", flanked by six drip-feeds. The brakes are contracting bands on the rear-wheel drums, and very fine is the illuminated rear number plate, under glass, with paraffin burners below to light it all up, an insurance against appearances before the local Bench! A Trier Maplin carburetter lives down on the o/s, feeding into a vee-shaped inlet manifold. The valves are all mechanically operated, in this later-type engine. The sparking plugs, vertical in the heads of the paired cylinder blocks, have water-proof covers and their h.t. leads run through a conduit. Supplied originally by the British Motor Traction Co. Ltd., this car is to the "Daimler System", its plaque says, and is no. 5176. It has a rear entrance tonneau and was formerly in the Smith Collection. Although I had intended to keep our studies to pre-1901 cars, this one shows the quick progress made by the Daimler Company.

We left Beaulieu by 10.45 a.m. to begin a long haul up to Yorkshire in order to see the 1899 Daimler in the Peter Black Collection at Keighley. They have other pre- and post-1914 sleeve-valve models, but, as I have explained, I wanted to keep to the earlier cars on this occasion.

The Black Daimler is car no. 1417, with engine no. 1898, the two-cylinder 4 h.p. model. It was apparently bought from the VCC and has done the Brighton Run, at a top speed of 15 m.p.h., at 18 m.p.g. It has been converted to wheel steering and has the rope (cable) brakes in addition to the spoon brakes. It is on solid tyres but its hot-tube ignition has given place to trembler coils, carried in a box on the dash and energised from an under-seat Lucas battery. A concession to retardation is a crude extra foot brake, formed from a piece of bent metal, outboard of the original pedals. The carburetter is now a comparatively modern Stromberg, the rear gilled-tube radiator is of impressive size, the candle lamps large, and four drip-feeds and a glass reservoir on the dash look after lubrication. The body is a rear-entrance wagonette, in light blue. I noticed the very small driving sprockets, to give low gearing, which might be needed in Yorkshire but less so in Surrey, where the car was registered PA 7517, probably in the 1920s. Screw-down greasers look after the steering-pivots, absent on the other cars, but this Daimler has no sprag. The gear handles are neither brass nor plated and the quadrant appears to be cast not machined. Incidentally, the Black Museum has one of those early Gottlieb Daimler boat engines that came before the cars. The Museum attendant told us that he has a couple of XJS Jaguars to maintain, in Mr. Black's fleet, and he discussed them with Alan Hodge, who before he joined Leyland's PR Department was a Jaguar apprentice.

That ended our tour of a few of the surviving early Daimler motor cars. It was impossible to visit every remaining one, from time and space considerations. Ted Woolley's 1897 car is still on tube ignition and one of the most original. But it had worn out its solid rubbers on the FIVA Rally and a primitive veteran without wheels (which were being re-shod) is not exactly a pretty sight! Then Mr. Flather, who owns another active 1897 car, was away. We could have looked at other specimens, commencing with that owned by HM Queen Elizabeth II. Alas, time had run out. But I hope the owners of such Daimlers will write to MOTOR SPORT, giving us the past history and subsequent modifications of their long-surviving motor cars. They are rare survivors from long, long ago, when cars were few, horses shied on seeing one, dust rose in clouds, lady motorists were heavily veiled and begoggled, and breakdowns frequent and expected. The only thing that remains unchanged since that distant era is anti-motoring Magistrates!

Our late run back to the Midlands might have been tedious in any other car, especially as the AA had engineered an odd diversion from the M6, on which four miles at 50 m.p.h. would have had to be endured due to road-works, a diversion which seemed intent on showing us the delights of Shropshire, with glimpses of the Grand Union Canal thrown in, instead of returning us South. The Double-Six, however, made light of such irritations and while I pondered on its ancestors that we had been looking at, the younger front-seat occupants discussed decidedly more modern vehicles, such as Laurie's 3-litre Capri and Alan's TR6, etc. What an illustrious career "The Daimler" at Coventry has had, I thought. It appears that the first non-trade customer for any British-made car was Major-General Montgomery of Winchester, who collected his Daimler from the works on August 28th, 1897. Since then there have been Daimler forays in competitions of various kinds, not forgetting the big Herkomer Trophy cars and the Kaiser Cup Daimlers of pre-1914, so graphically remembered by Sammy Davis in his book "Motor Racing". Then there has been the strong Royal Daimler tradition. And Conquest Centuries winning their class at Silverstone. And 250SPs . . . And here we were, in 1976, travelling in the height of luxury in another Double-Six, with that splendid 5.3-litre V12 power unit filling all its bonnet-space, a car which, with the much-appreciated equipment I have mentioned, and Rostyle wheels, cost around £8,500 and was on this rather hurried occasion returning 13/14 m.p.g. Can you better that, in terms of 1970s value-for-money? Thus does Daimler earn as much respect in its 80th year as it did in the beginning . . . Pleasing, too, that Leyland Motors carried out this exercise in antiquity as efficiently and pleasantly as any piece of PR I have experienced on the Continent.—W.B.



A plaque of some significance to historians, found on Mrs. Vaux's 1897 and the NMM 1899 Daimlers.

Until now, most tyres have offered you either high mileage by sacrificing wet grip,

or wet grip by sacrificing mileage.

Now there's a brand new tyre that can offer you both without sacrificing anything...

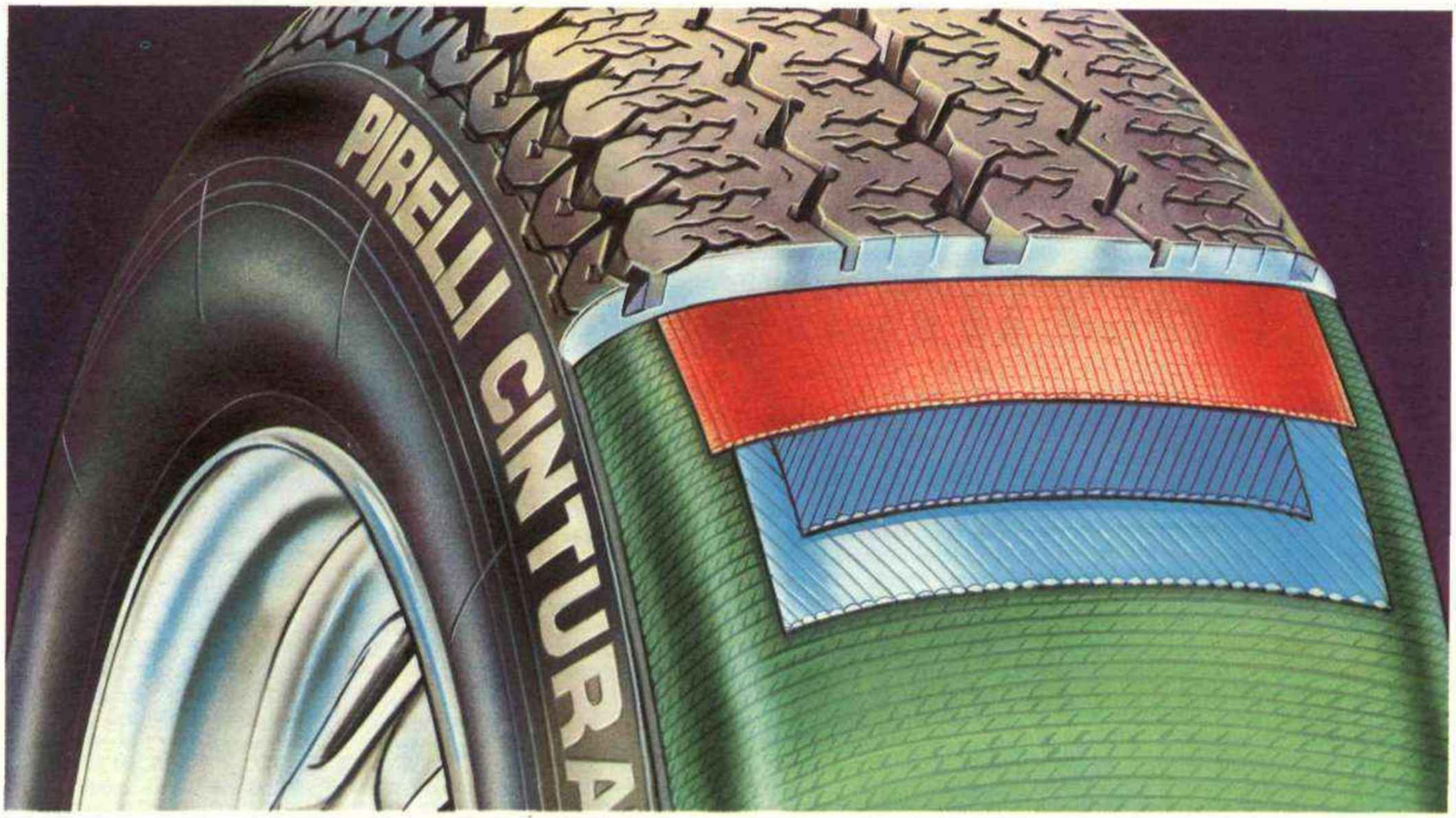
The revolutionary

In the past, most tyres have offered you either superb wet grip or high mileage, but never both.

This was due largely to the different tread compounds used. The compound that gave you one quality didn't give you the other.

Now P3 sets new standards, because of Pirelli's revolutionary tread compound called 'Tetramix' and the completely new design, incorporating 3 tread belts.

What the Cinturato P3 offers you in one tyre, is a combination of high mileage, superb wet grip and a far more comfortable ride.





Pirelli's rigorous testing of the P3 included covering 45,000 miles on the roads of Britain – in just 7 weeks.

How does the P3 give you better mileage?

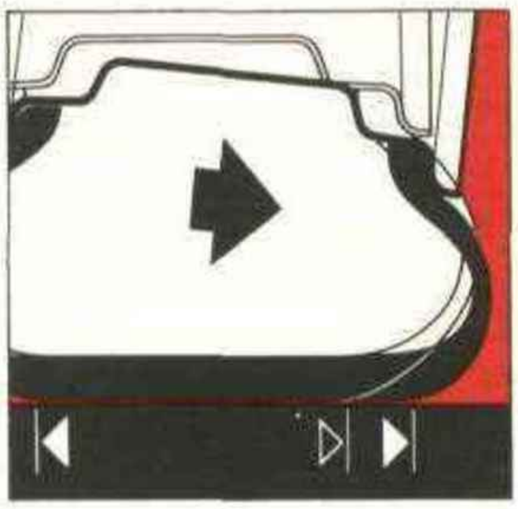
What sets the new P3 apart from other steel radials is the radically different way in which it has been constructed.

In addition to the twin steel belts of conventional steel braced radials, the P3 has a further belt made of nylon.

The overwhelming advantage of this extra belt, is that the tread undergoes even less distortion at the point of contact with the road.

This virtually eliminates tread squirm, reducing abrasion, which results in better mileage. And it manages to save petrol too, because the rolling resistance is also reduced.

Cinturato P3.



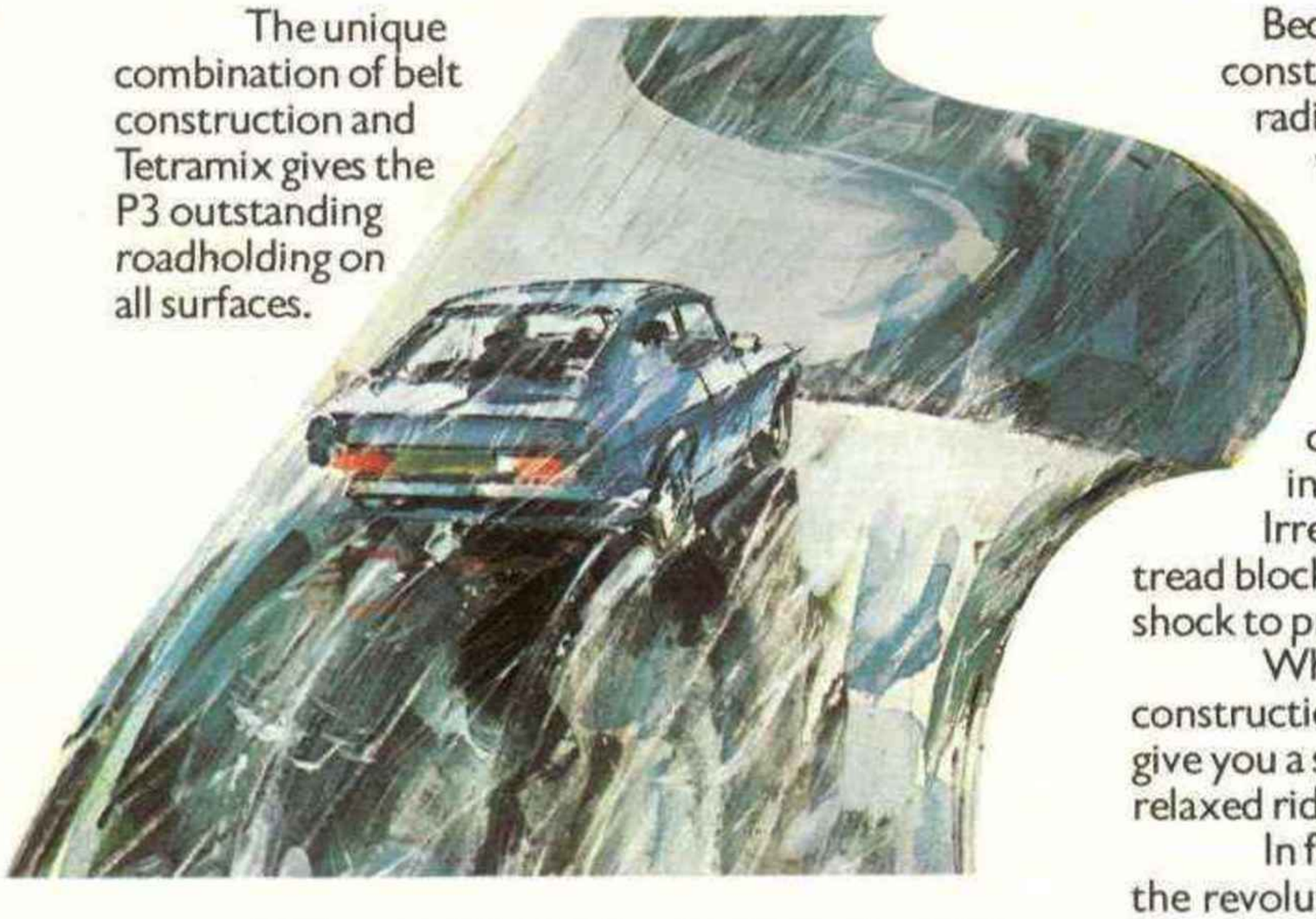
The P3's new hinged shoulder design allows the independent working of the tread and sidewalls, reducing abrasion of the shoulder, giving even wear overall.

Wet or dry, the four main tread ribs of finely siped blocks, with their hundreds of cutting edges biting into the road, provide the superlative grip of the P3.

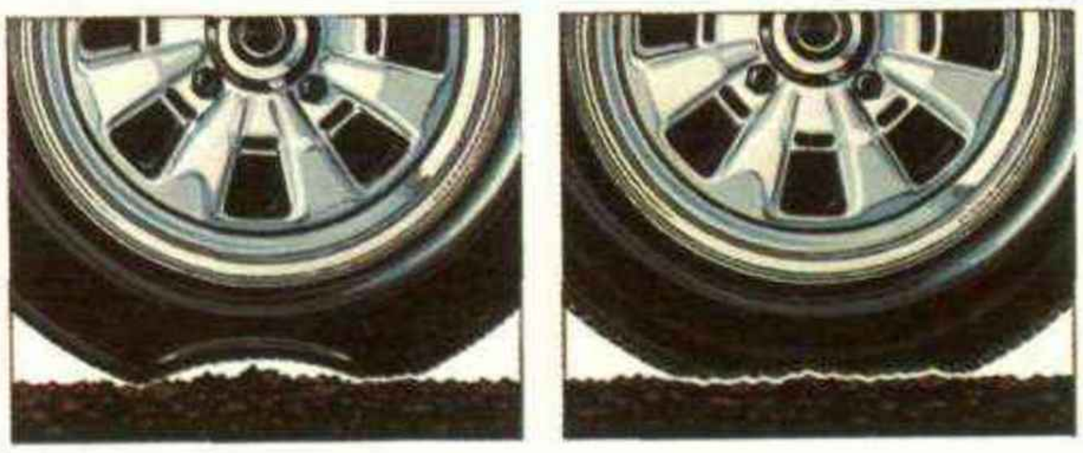


How does the P3 give you better wet grip?

The unique combination of belt construction and Tetramix gives the P3 outstanding roadholding on all surfaces.

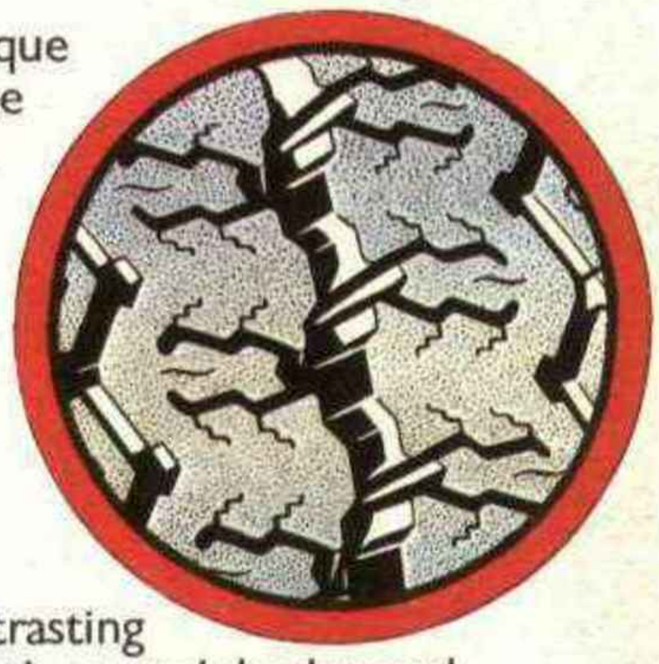


With a specially designed pattern, the tread is flexible enough to mould itself around even the smallest irregularities of a road surface, whatever the conditions.



In the wet, the risk of aquaplaning is virtually eliminated by the three broad tread grooves and hundreds of sipes which cut through surface water dispersing it immediately. (The slightly rounded tread profile helps too as it forces water to the shoulder and out through the siping.)

How does the P3 give you a more comfortable ride?



Because of its unique construction and the radically different way in which it has been designed, the P3 has a higher degree of comfort built into it.

Irregular and contrasting tread blocks break down the sound rhythm and shock to produce a quieter and softer running tyre.

While the tough, yet highly flexible carcass construction gently absorbs lumps and bumps to give you a smoother, more relaxed ride.

In fact, what the revolutionary P3 amounts to is a much better tyre.

One that gives you better mileage, better wet grip and a far more comfortable ride.



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The better the tyre, the more it has to offer you.

Miles more engine life in every pack.



When you choose Castrol GTX you're buying far more than an oil. You're buying a way of life. For you it means an oil with over 76 years of knowledge and experience behind it. For your engine it means longer life–more miles per car.

Choose the new 2½ litre Top-Up Pack–the most convenient way to top up your car. It's easy to pour and easy to carry. And the best selling 5 litre pack–just the right size for your next oil change.

Rely on the British oil specialists to give you the protection that keeps your car at peak performance, year in, year out–real economy motoring.

Use Castrol GTX and stay on the great road ahead–longer.

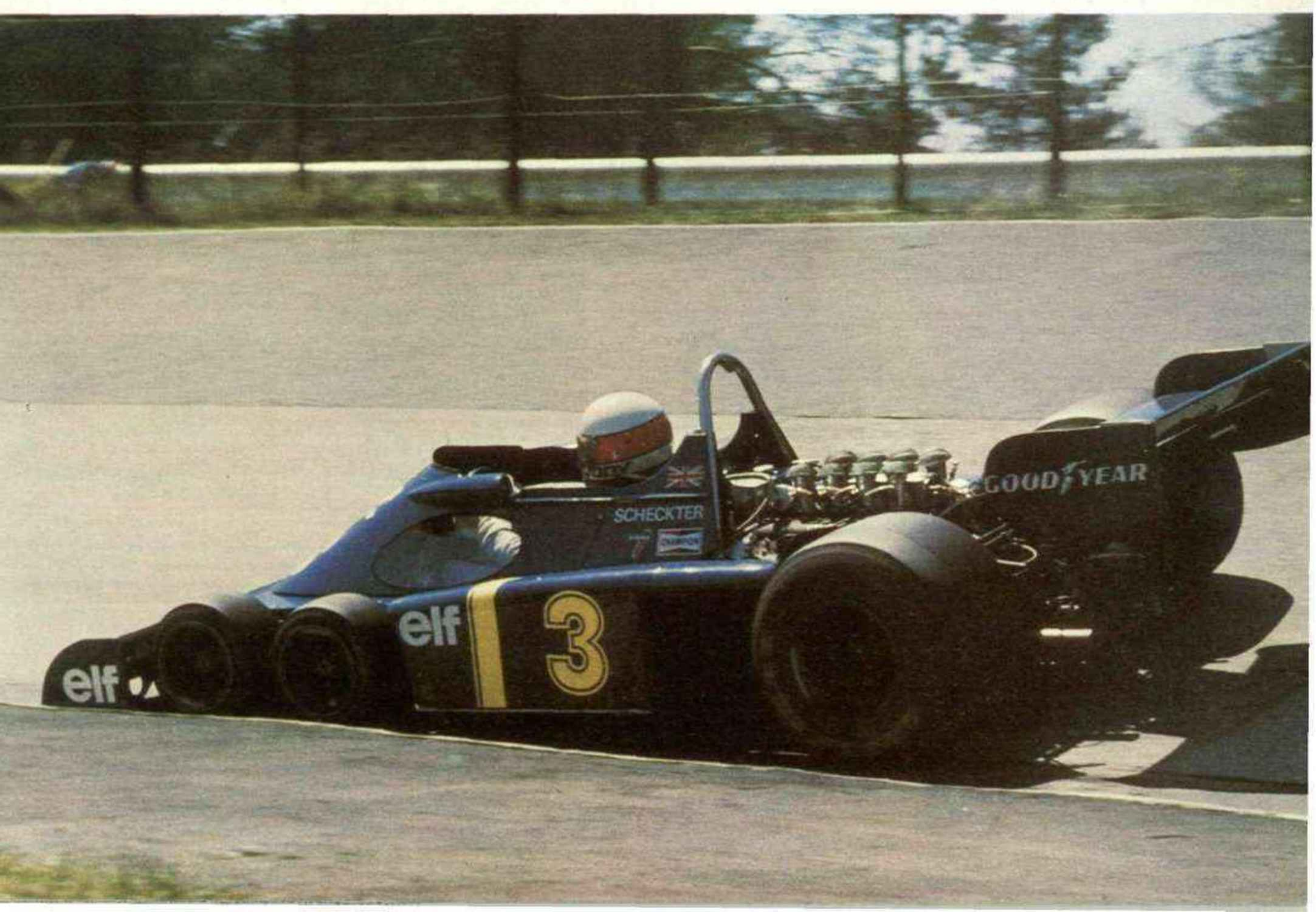
With Castrol GTX, there's a great road ahead.

GTX





GERMAN GRAND PRIX VICTORY FOR HUNT: The British driver dominated the 14-lap race at the Nurburgring, throwing his arms in the air as his McLaren crossed the line nearly half a minute in the lead. Hunt's main rival Lauda was by then in hospital, unable to defend his World Championship points lead. Above right, Pace's Martini-Brabham leads a pack around the South Loop, pursued by Mass (McLaren), Peterson (March) and Reutemann (Brabham). Mass narrowly beat Pace for third place. Below, the Perspex portholes in the Elf-Tyrrell's cockpit cover showed Scheckter's arms flailing as he rounded the *Karussell*.



SEN GRAND PRIX





AUSTRIAN GRAND PRIX AFFABLE ULSTERM
first Grand Prix win,
on his left. Second-placed Laffite hides beneath the other Goodyear ha
right, from the line, while four-abreast behind, from nearest the pit wall,
Ligier. Bottom right, Nilsson chases Laffite for second place. Centre, a
while Peterson makes up 20 yards round the outside of the wet Bosch
took his Lotus to fifth place.





AN John Watson receives the pickings of an immensely popular above left, while third-placed Gunnar Nilsson smiles delightedly at. Above right, Watson's Penske outdrags Hunt's McLaren on the are Pryce's Shadow, Nilsson's Lotus, Peterson's March and Laffite's lmost a disaster for the winner as he cuts across on the normal line curve. They came within an ace of touching. Left, Mario Andretti

















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CHICAGO Brown pigskin suede. Also brown or black smooth leather. **£8.99.**

DETROIT
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MEMPHIS Grey or dark brown pigskin suede. Also black or brown smooth leather. **£8.99.**

1. A duo of 'D's' lined up at Reims. **2.** Great moment at Monaco. Farina's Ferrari leads Whitehead's HWM into a tight left-hander. **3.** Mike Hawthorn – circuit idol of the '50's seen in the British Grand Prix – Silverstone 1958. **4.** Only Fangio in sight – Monaco 1957. **5.** Behra motoring his Maserati along the plage – Monaco 1956. **6.** Stirling Moss at ease in a Mercedes – Aintree 1955. Photos/Motor Sport.

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INITIATED in 1924, *Francorchamps'* 24 *Hours came mainly into the form we know today by* 1964. *Alongside, the island of light that the pits area forms in the daunting night. Alain Peltier* (below, right) *leads this year's field away from the* 3 *o'clock Saturday start, including five other BMW CSLs, which had only a British-prepared Camaro as opposition after Jaguar withdrew. The sole surviving British team at the end were Gordon Spice/ Peter Clark in their Group* 1 *Capri* 3-*litre, which finished a fine fifth* (below, left). *Another Capri, shared by Holman Blackburn/ Rene Tricot/Mike Crabtree, proved very competitive in* 230 *horsepower Group* 2 *form, as can be seen in this moment of jostling in a bunch led by Hughes de Fierlant* (*Luigi BMW* 2).

24 Hours de Francorchamps: a Hardy Perennial

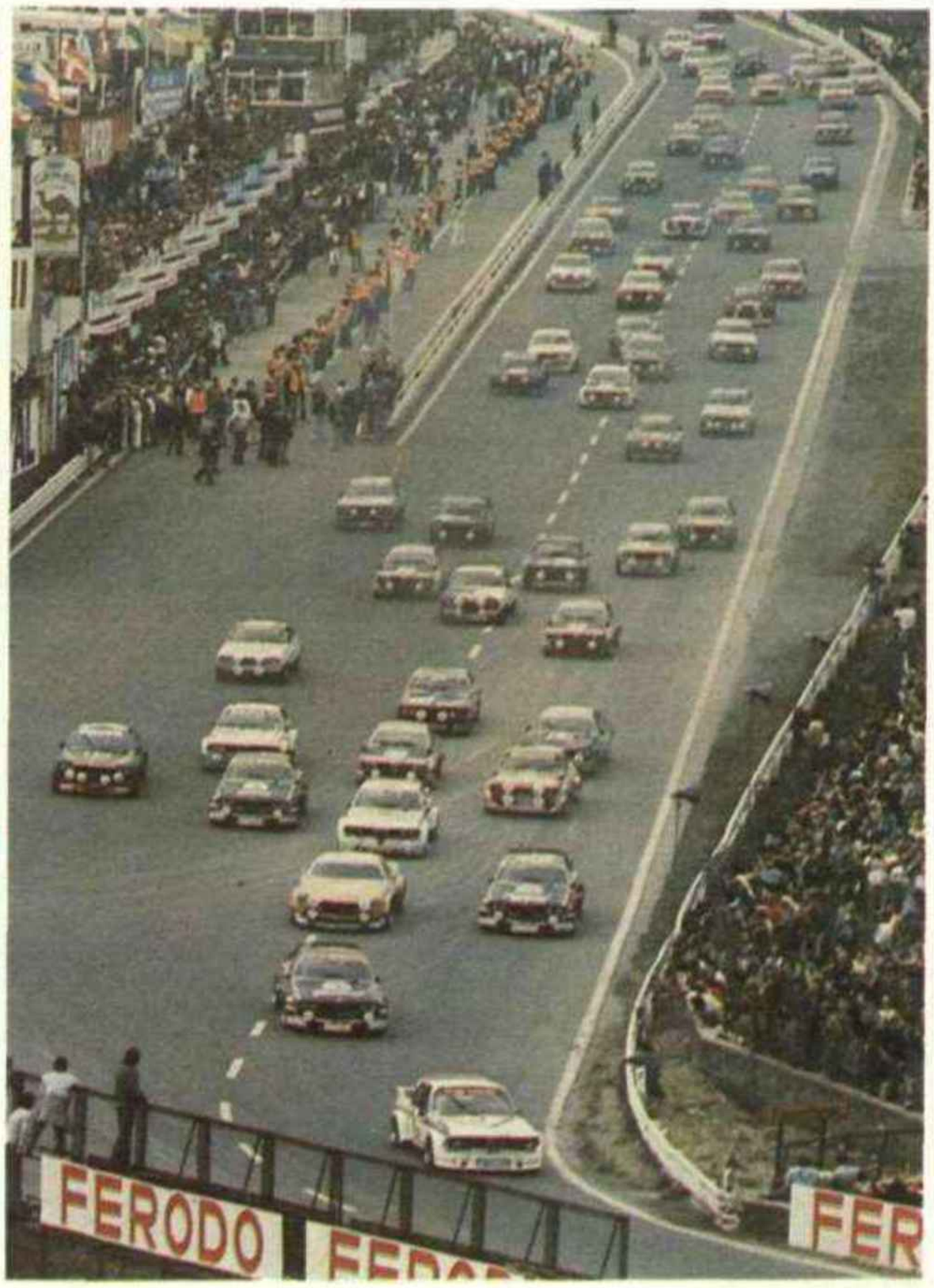
ALTHOUGH MUCH YOUNGER than its 24 Hours sister at Sarthe, the Spa-Francorchamps race through the equivalent of a day and a night has fast established its own traditions during 28 editions. Until 1974, when a diversionary loop around a traffic island at Malmedy was introduced, the average speeds set by the participating saloon cars were astonishing—the fastest Spa 24 Hours went to Jochen Mass/Hans Stuck (2.9 Ford Capri RS 2600) in 1972 at an average 116.46 m.p.h. This year's winning speed for the sole surviving entry in the big-car class was fractionally over 105 m.p.h., set by the privateers Jean Marie Detrin/Charles "Chavan"/ Nico Demuth, in their 3.2-litre BMW CSL coupé.

Sadly the *chicane* at Malmedy is no guarantee of a safe race, last year's event being marred with two deaths in a manner that must honestly be described as a part of the Francorchamps 24 Hours in recent years. Having personally participated, and completed, two of these Belgian 24-hour marathons, it is worth recalling what makes people, particularly the keen British amateurs and contracted professionals, take part in the event.

The answer is a challenge. A blunt question, "have I got what it takes to drive around the World's fastest public road circuit









LEFT: Fastest of the fleet Autodelta Alfa Romeo Alfetta GT squad was this example for Spartaco Dini/Jean Claude Andruet, which finished second. Flamboyant approach to La Source hairpin (right) *is from Gerry Marshall, who shared this competitive* 2.3 *Vauxhall Magnum with Tony Lanfranchi. The only big car to last, car owner Jean Marie Detrin raises his hand in victory, heading* 22 *other finishers.*

in all conditions, knowing what the risks are?" This question may be differently phrased in many people's minds. Of the British drivers, both Gerry Marshall and Gordon Spice seem to revel in the speed of the corners and the unexpected rain. Australian Brian Muir quietly gets on with the job, despite having suffered the death of a co-driver in the event's nastiest accident in 1973. Muir was back this year, sharing a British-entered Capri 3000 GT II with Belgian GP hopeful, Patrick Neve.

The feeling of the event comes from the unremitting pace of the fast corners. So long as you are in a car capable of 120 m.p.h., the demands for precisely judging each corner, all the time, with a swarm of vehicles fighting for the same space every 10 laps or so, make up the character of the event. Although the corners are long and fast the saloon cars, still with primitive handling by single-seater standards, often need considerable manhandling to make them point accurately through a bend. A driver's judgement may often have to assess the speed of a six-cylinder BMW/V8 Chevrolet Camaro, hauling up at 145 m.p.h. astern, then switch to the dramas being enacted by an errant 95 m.p.h. Simca 1300: all as part of his cornering line.

Mix in the penchant for rainfall in the Ardennes, an 8.75-mile lap, and the call for considerable night driving skills. Then, imagine being pursued by a 130 m.p.h. version of a lighthouse emitting full candlepower on your rear bumper (some Italians never seem to find the dipswitch!) and the challenge begins to lose a little glamour.

This year there were 59 cars on the starting grid, the remnants of over 80 who had entered, and 66 who had practised in the two sessions (one at night) and a lot of British interest. Despite the seemingly inevitable absence of the Broadspeed-Leyland Jaguar 5.3 coupés (which have reportedly overcome a complete change in the front braking system, but still have more development needed to add reliability to obvious speed potential) interest from Britain was the highest, and most competitive, for many years.

Alain Peltier took the 3.2 BMW CSL he was to share with Bernard Carlier to pole position in 4 min. 9.4 sec. (over 124 m.p.h. average).

As defined by H.M.Government LOW TO MIDDLE TAR. EVERY PACKET



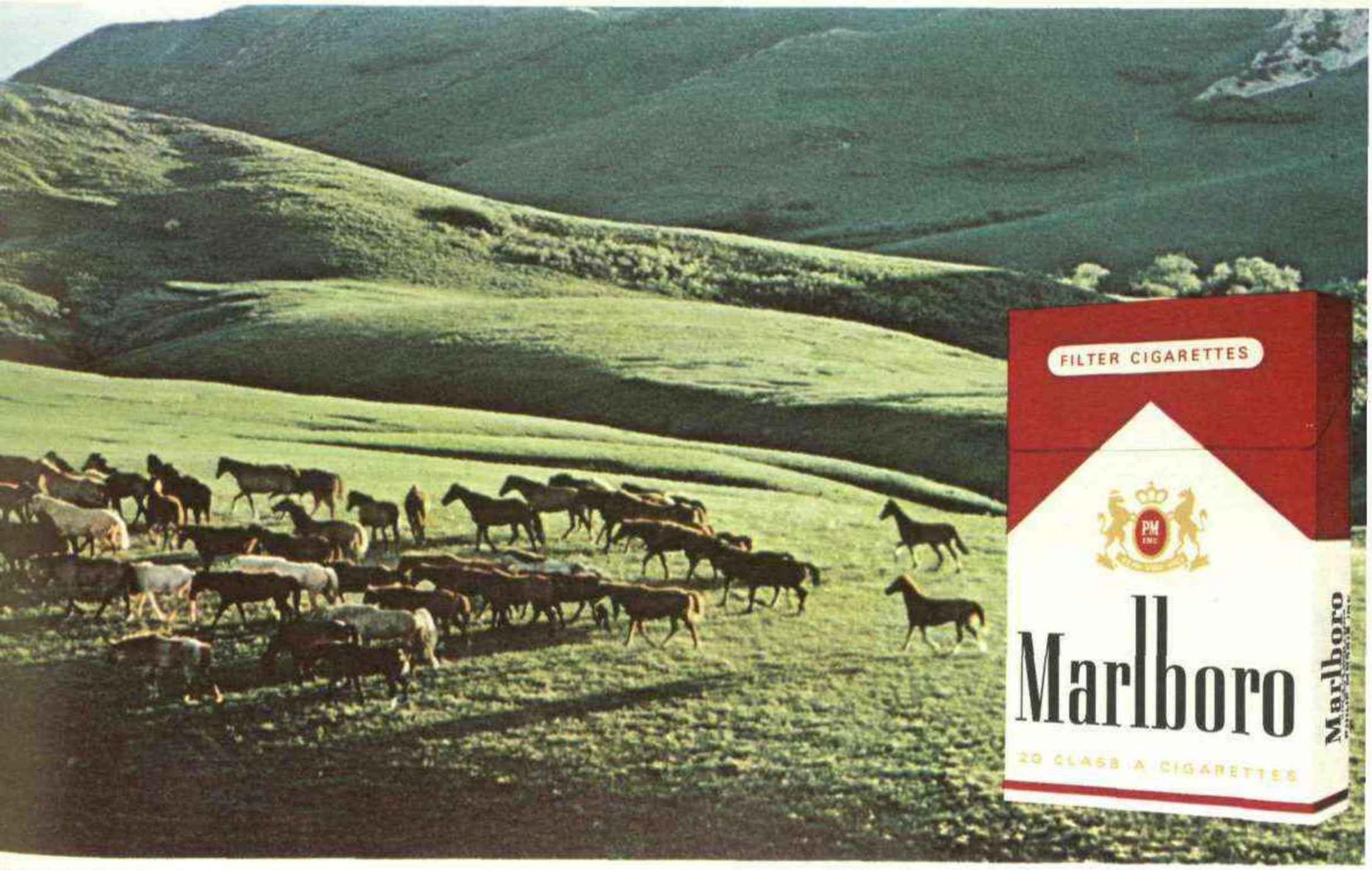


Alongside on the front row was Cheshire's former Honda motorcycle GP rider Stuart Graham, sharing his 5.7-litre Chevrolet Camaro V8 with Yvette Fontaine and Reine Wisell.

Farther back we could find Holman Blackburn/René Tricot/Mike Crabtree (3-litre Group 2 Capri, 8th overall); Gordon Spice/Peter Clark (Capri 3000S, Group 1, 13th fastest); Muir/Neve (Group 1 Capri) were 16th quickest; John Markey/David Palmer/Peter Ochs (Group 2 Mazda RX3, 2.3-litres, 19th) and Gerry Marshall/Tony Lanfranchi. These stalwarts of British club racing were a tidy 26th overall in their Vauxhall Magnum, which appeared to be prepared to a Group 1½ specification.

The race proved that the British-entered people could certainly tackle Spa with gusto and enjoyment, but that enthusiasm was not matched by mechanical reliability. The Camaro was first to retire, just before five hours had elapsed. The Markey Mazda nearly made it until midnight (the start is at 3 p.m. Saturday) before an avalanche of problems arrested its by-then-erratic, 1-lap-per-hour progress. Muir and Neve were out shortly before 9.30 p.m., when Neve was said to have taken on fuel. The Capri had been missing for five laps to suddenly re-appear in apparent good health! Both Blackburn/Tricot/Crabtree and Marshall/Lanfranchi were eliminated with less

Continued on page 1086



CARRIES A GOVERNMENT HEALTH WARNING.

If it weren't for the twelfth improvement, you could see the other eleven.



Among the latest refinements to our classic MGB GT are tinted windows all round.

This has one advantage and one disadvantage.

It stops the sun getting in your eyes. And it stops you seeing all the other improvements we've made on the other side of the glass.

So as not to keep you in the dark, here's what you're missing.



1. A smaller, sportier steering wheel. We've also geared the steering down slightly, so it takes less effort to manoeuvre the car at parking speeds.



2. New facia. Ergonomically designed for split-second readings.

3. Head restraints. Now, even when you're travelling at breakneck speed, you're less likely to break your neck.

4. An electric clock. Because the MGB has a nasty habit of making you arrive too early for appointments.

5. Overdrive switch on the gear lever. Since most people use it like a fifth gear, we thought we'd put it with the other four.



6. Switches that light up at night. Every switch on the dashboard has a tiny built-in light to identify it. This prevents you from trying to light your cigarette with the choke knob.

7. Single-flick windscreen wipe. Useful when the juggernaut in front decides to re-spray your car brown.

8. Handbrake warning light. It warns you that you're about to feel an idiot before you actually do.

9. Seat belt warning light. A cunning pressure pad inside the seat triggers this little red light, so it keeps flashing until you belt up. Very annoying. And very sensible.

10 and 11. Loud seats and quiet carpets. Our new striped cloth seat surfaces (in silver and grey or orange and brown) may come as a shock to the traditionalists. We're sure, however, that they'll approve of our new, thick door-to-door carpets. For they make the car quieter as well as more comfortable.



To be fair, though, there are other improvements that you wouldn't see even if you could see through the windows.

The newly-refined suspension, for instance, gives very much better cornering characteristics. Unless you look closely you're also unlikely to notice the new halogen headlamps. Until nightfall, when you simply can't miss them.

And although it has a cruising speed of 90 mph. (highly illegal of course) and a top speed of 106 mph.* (even more illegal) it's still surprisingly economical to run. On long journeys you could average up to 29 mpg.*

If you'd like to inspect the new-look MGB more closely, just ask at any Austin-Morris showroom.

Otherwise you may only see the dark side.

MG

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Car featured MGB GT. Price £3,059.55 includes front seat belts, car tax and VAT. (Delivery and number plates extra.) *Source: What Car

ASTON MARTIN OF NEWPORT PAGNELL

Motor Sport visits the home of a great British sporting _marque_, recently saved from extinction



Fred Hartley, Managing Director of Aston Martin Lagonda (1975) Ltd., left, with his latest product and former Technical Director Harold Beach (now Engineering Consultant), who engineered the chassis and suspension of the DB4, DB5, Lagonda Rapide, DB6, DBS and V8.

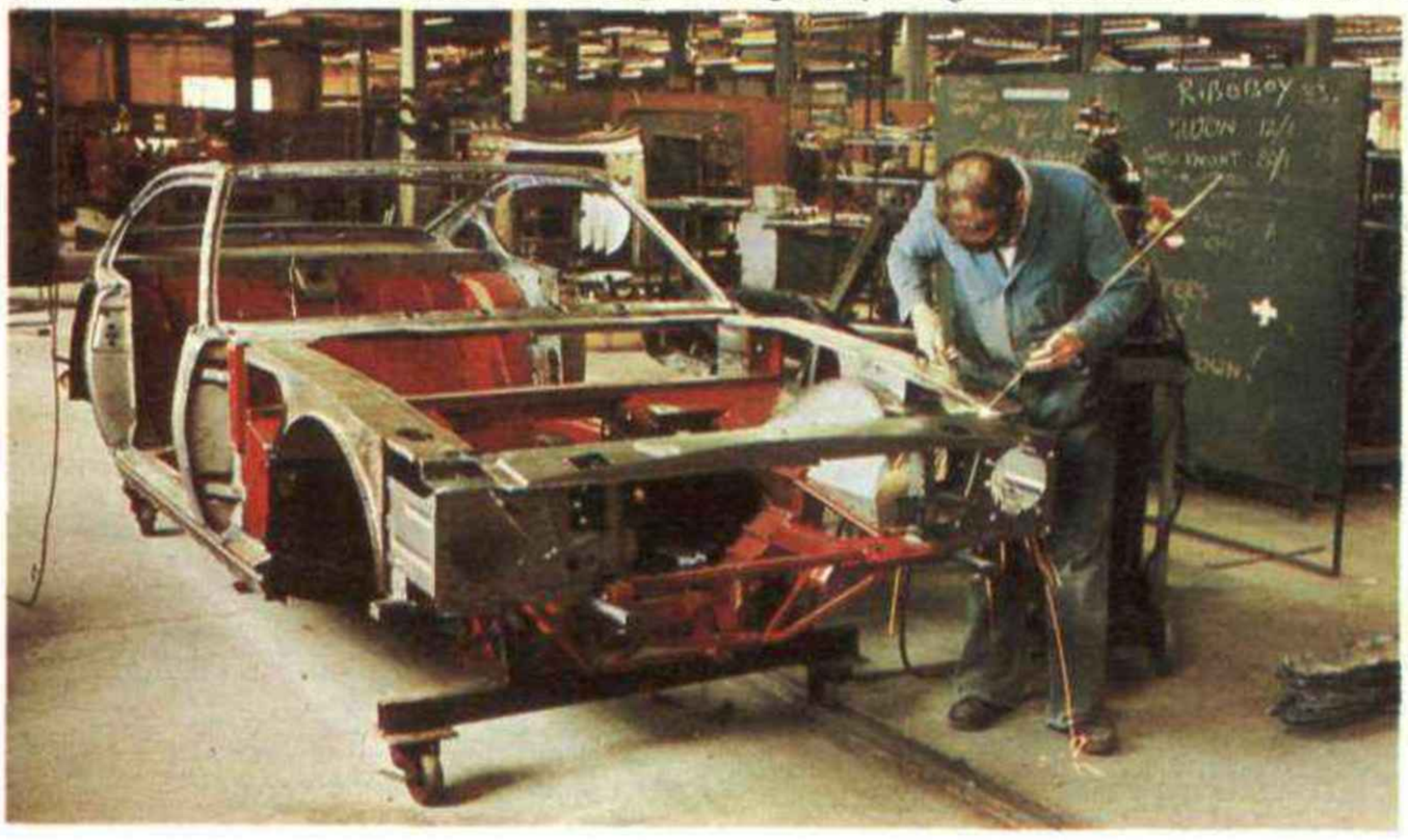
THERE WERE TIMES last year when the demise of one of the most famous sporting car names, Aston Martin, looked not just possible, but a *fait accompli*. The Newport Pagnell company was in the hands of the Receiver after the post-David Brown owners, William Willson's Company Developments, had found their backs against the wall in respect of their small, though renowned, motor manufacturing interests. Most of Aston's special breed of craftsmen had been laid off, leaving just a skeleton staff to control clearing-up operations and restricted spares and service facilities. All attempts to rescue the company had either failed or been rebuffed by the Receiver, including a last-ditch effort made by the Aston Martin Owners' Club at the instigation of the late Dudley Coram.

But Aston Martin is made of much more resilient stuff than surely the Receiver could have envisaged. After all, it had survived many such vicissitudes since its Lionel Martin origins (as distinct from the earlier Bamford and Martin cars) almost sixty years before. This time good fortune smiled in the shape of North American businessmen Peter Sprague and George Minden, Aston Martin *afficionados* both. Their first attempts were shunned; finally, an offer of £1,050,000 persuaded the Aston remains from the Receiver's hands last June. Subsequently, further re-capitalisation help came from Sheffield industrialist and well-known Aston Martin-owning motorist Denis Flather and another British industrialist, Alan Curtis. Lest we British take offence at yet another of our great traditions falling into the hands of foreigners, Peter Sprague anxiously points out that almost half Aston Martin remains British-owned.

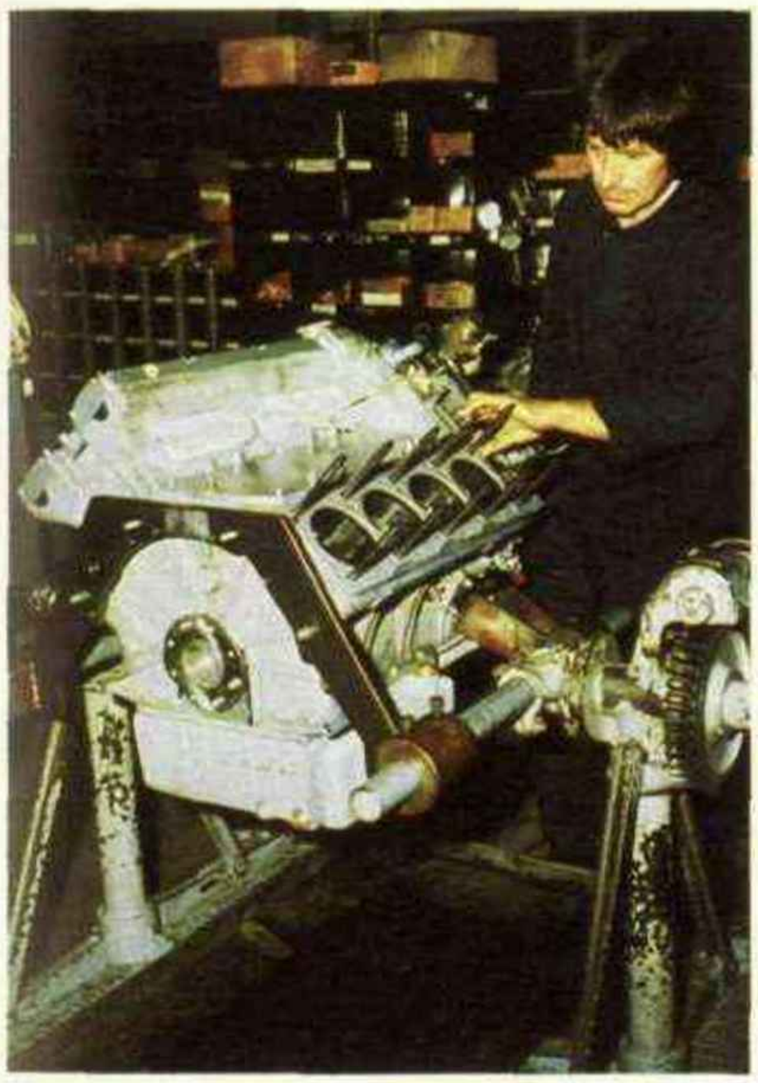
With purchase, the new owners' problems had only just begun. All they had was a name and a shell; no cars in production, no men to produce them, suppliers who, with fingers burned once, were interested in recommencing business with Aston only on a strictly cash-on-the-nail basis. Their one big asset, though he would be loathe to admit it, must have been the former Director and General Manager, now Managing Director, Fred Hartley, who had stayed on to work with the Receiver and provided the new owners with the essential continuity.

Whilst all the financial haggling and picking-up-of-pieces went on, there were many, myself included, who thought any such rescue attempt was doomed, all the more so when the grapevine from Newport Pagnell went quiet for many months. Communications were re-opened at the beginning of last March by Luton journalist Geoff Courtney, Aston's newly-appointed Press and PR Officer; an open-day for the Press coincided with the first week of full production for Aston Martin Lagonda (1975) Ltd. Re-recruited workers had previously completed 40 cars from parts produced before the collapse, but that week five cars were completed from scratch, a heart-warming exercise for the by now less-cynical journalists to watch.

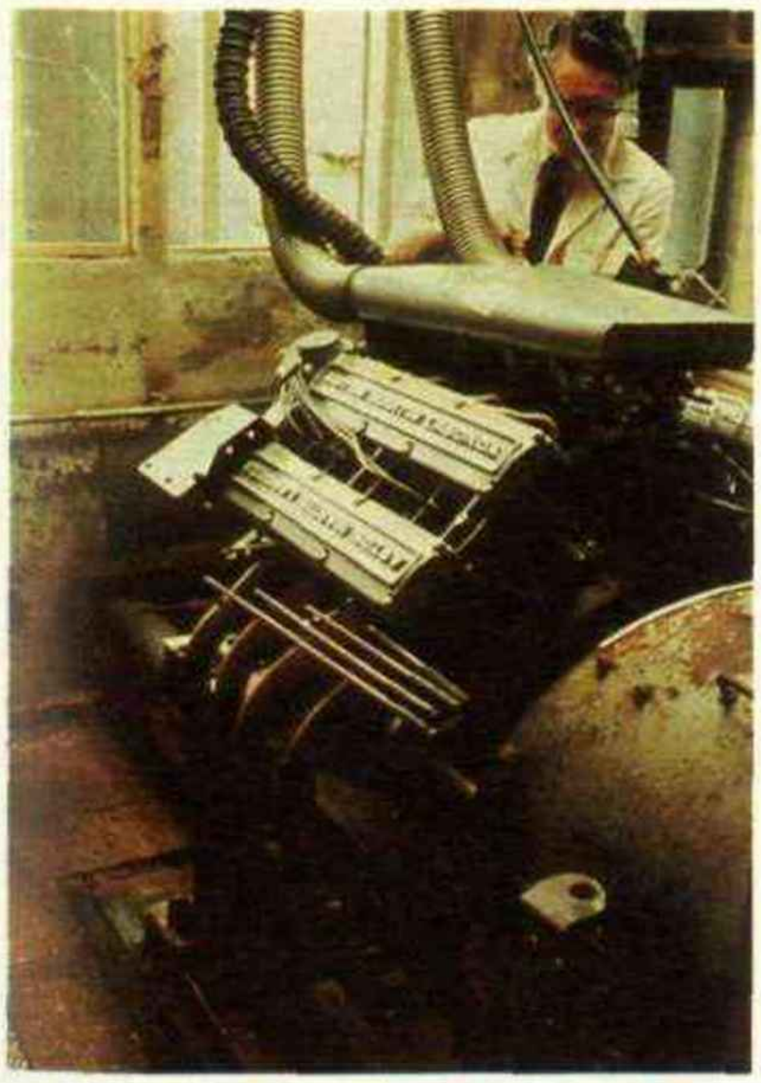
Since then, a five car a week average has been maintained and another visit I paid to the factory with Geoff Courtney recently confirmed that production and enthusiasm amongst the work-force is back in full swing. Fred Hartley aims for a peak of seven cars a week to be produced by the current work-force of 230, of which 50 per cent are shop-floor workers. This contrasts pointedly with the pre-collapse average ratio of six cars from 490 people! In fact the factory capacity, with an enlarged work-force, would be 14 cars per week, but Hartley believes that Aston's success must lie in producing less than customer demand to foster that very demand, which depends so much upon exclusivity. Presumably, such a policy must ensure a less problematical cash flow, too. A 70-30 per cent export/home production ratio is being maintained, including the satisfying of an order for 80 cars over a two-year period from Japan, and the re-opened US market.



Ninety-seven hours' work results in this steel platform chassis and superstructure.







Fred Waters, above left, puts 20 years' Aston engine-building experience to work on a V8, which will be tested later by Charles Haycock, left, on a test bed. Engines are carefully mated with chassis halfway down the production line, above.

As befits something of a shrine for admirers of high performance, hand-built cars, Aston Martin's Newport Pagnell factory has history and character, if you can call character the fact that it is split in twain by the A50 main road leading from the M1, a mile away, into the Town. On the northern side lie the Engineering, Service, Spares, Engine Test Department and the all-important canteen, while south of Suicide Alley are all the production facilities and the Edwardian black and white house containing the offices. Production has been based upon this factory since 1963, when David Brown moved it from Feltham to the premises of the old Tickford Motor Body Works. Previous to Tickford occupancy, Salmon Bros., the coachbuilders, had been established there.

What is so admirable about Aston Martin is that practically everything is produced, or at least assembled or machined, by hand by their own craftsmen in this one factory: aluminium body; steel chassis and superstructure; that beautifully-engineered, four-overhead camshaft, all-aluminium V8 engine; most of the suspension, including the hubs and the De Dion rear axle; the exquisite, hand-crafted trim. Kent Alloy supply the 7 in. wide alloy wheels, Avon the GR70 VR15 Turbospeed tyres, Coolaire the air-conditioning, Lucas the electrics, Connolly the leather, ZF the 5-speed manual and Chrysler the Torqueflite automatic gearboxes, Girling the brakes, Ad-West the steering, Salisbury the limited-slip differential, Birmid or Aeroplane and Motor Aluminium Castings

Bert Brooks applies nearly 50 years of craftsmanship to an aluminium front body section, below left. With the aluminium panels fitted to the chassis/superstructure, the body is ready for the first of 20 coats of paint, below right.





Final preparation, addition of metal trim and removal of slave seats and wheels takes place after road tests of 50 to 120 miles.



the cylinder block and head castings, Hepworth and Grandage the pistons, Smethwick Drop Forgings the nickel chrome molybdenum steel forged connecting rods, to name but a few of the component suppliers who feed the craftsmen's hands.

Though Aston Martin Lagonda (1975) Ltd. cars look identical to the Company Development cars, some subtle and useful changes have taken place beneath the skin. These have been engineered by Mike Loasby, who rejoined the reformed company last October as Chief Engineer, a post with great traditions behind it in which this comparatively young engineer had been steeped as an Aston Martin employee up to 1969 when, while Development Engineer, he left to join Triumph, latterly as Manager of Engine Design. If necessary he can call on the services of Harold Beach, the former Technical Director, who is retained as Engineering Consultant. Loasby found much over-engineering in the existing car, particularly in the chassis area, to the detriment of production costs and ease and cost of servicing. For instance, as somebody who has never worked, nor paid for work, on an Aston I was astounded to learn that the rear seat trim and a metal panel have to be removed to change the pads on the inboard rear discs! The new Chief Engineer has re-sited the calipers on future production cars so that the pads can be changed from underneath.

The basis of an Aston Martin V8 ("DBS" went out when Company Developments came in), the only model in current production, is a 16-gauge sheet-steel platform chassis upon which is welded an integral box-section steel superstructure. The "production line" starts at the sheet-steel stage; this is guillotined and hand formed into the multiplicity of separate chassis parts, which are welded together by arc and gas upon an assembly jig. The complexity of construction is painfully apparent, another challenge for Loasby, who says, "I'm trying to get rid of this complexity, trying to make bits and pieces fit accurately instead of filling holes up with weld, which takes hours to do. I'm trying to avoid the time-wasting hand production of tiny metal parts, too. The floor-pan structure alone took 60-65 hours to make. I've taken about 25 per cent out of that."

From the assembly jig the floor-pan goes to an inspection jig, after which the superstructure is welded up and closed over, by which time no less than 97 hours have been expended upon the chassis. Until Loasby took over there were different chassis for the UK market and the US market, the latter having a modified floor to take the emission catalyst in the exhaust system. Now the chassis, symmetrical in any case, before steering columns and pedal boxes are added, are identical, to US pattern. Small panels are pressed out on a rubber press.

From the jig, each chassis goes to a spray booth to be rust-protected and sprayed with a black finish. Then, almost magically, the black lump of steel complexity takes on the shape of an Aston Martin as pre-assembled front and rear aluminium panel structures are riveted on, clenched around the doors and welded on to the screen pillars. Fred Hartley pointed out that a great deal of money has been spent on specialised arc-welding equipment for the 16-gauge aluminium, to avoid the re-activation of fluxes which used to be a problem on Astons: "We shan't save initially with this equipment, but we shall save on warranty work."

Perhaps the most fascinating part of Aston Martin production is the hand-forming of those gleaming silver, aluminium body panels, watching the virgin alloy take curvaceous shape around the confidently smiling grille aperture and the thirstily open-mouthed bonnet power bulge. This is craftsman's work indeed, typified by the oldest of the panel-beaters, Bert Brooks, who started work in the same premises for Salmon Bros. in 1929, stayed when Tickford took over, worked on aircraft production during the War and has worked in this factory ever since, save for a brief and disillusionary period with Rolls-Royce between last year's collapse and the new company's formation. During my first visit, Peter Sprague had been quite eulogistic about Bert Brooks' craftsmanship on some cowls for aerobatic aircraft commissioned by the aeronautically-bent Director, Alan Curtis, adding that the company would probably produce more complicated aerofoil structures if these aerobatic aircraft proved successful: "We're looking for diversification if it will bring in money, but this won't be allowed to interfere with our main aim of Aston production. And micro-processing machines can't replace craftsmen in our sort of work." Sprague, it should be said, produces micro-processing machines in the States, amongst many other interests. Indeed, this tall, affable and modest man, a truly Quiet American with an obviously genuine enthusiasm for Aston and all it stands for, has a fascinating background; his multi-lingual capabilities include fluent Russian, a reminder of his journalistic career with the United Press in Moscow in 1959/'60. Most of Sprague's time is spent running his businesses in the States, but his flying visits to Newport Pagnell for Board

Continued on page 1085



Malcolm Calvert's Project 215, *the last works racing Aston, typifies the interesting machinery to pass through the Service Department.*

They say that after you've been blending cognac for 10 years, you're ready to become an apprentice.

After 20 years, people begin to seek your opinion.

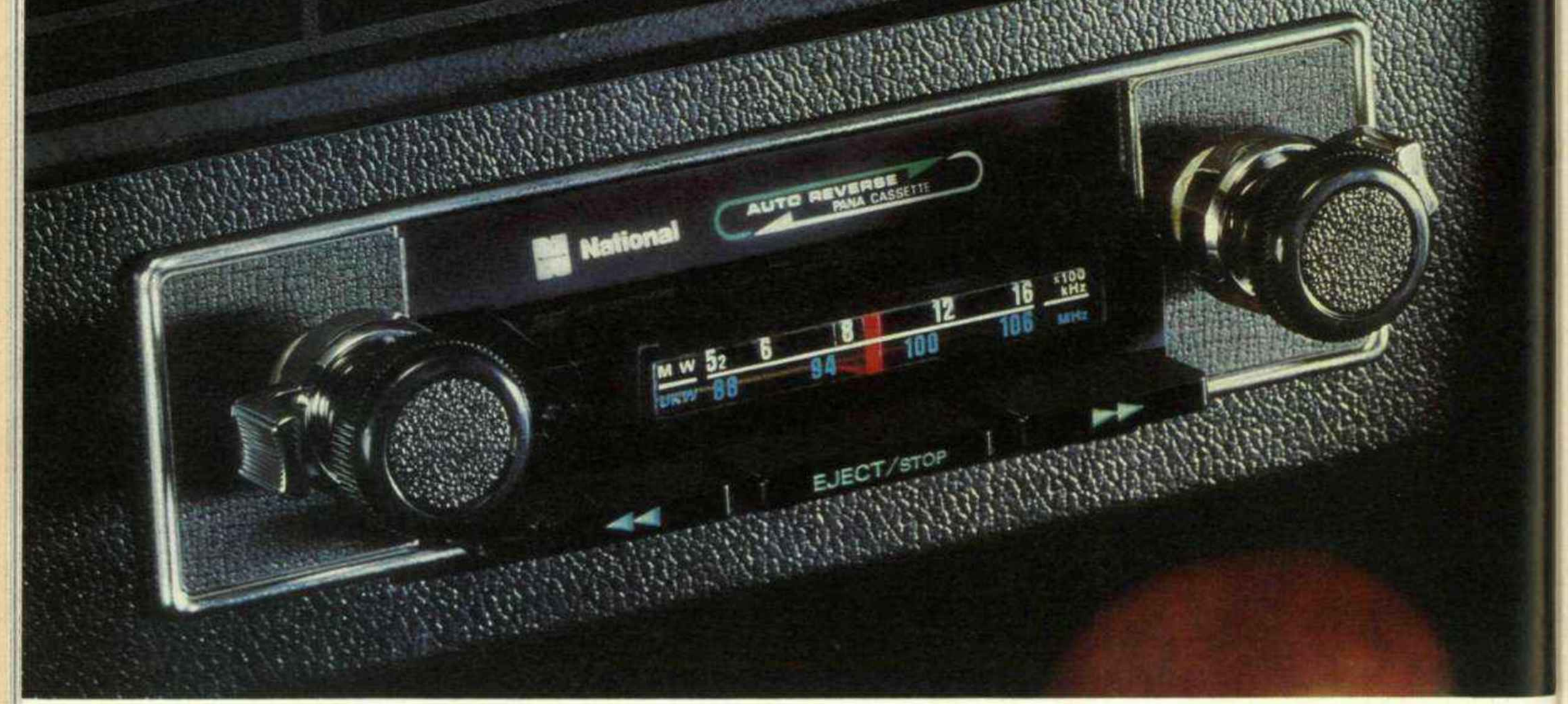
After 30, you're respected.

François Chapeau has been blending cognac for the Martells for 45 years.

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ASTON MARTIN—contd. from page 1082

meetings and policy decisions are frequent. He's a sort of less flamboyant parallel to Jensen's former boss, the Californian Kjell Qvale. I wish Peter Sprague more success with his British motor industry venture . . . George Minden, equally quiet, but Canadian, the Aston Martin importer to Canada with an undisguised admiration for Ferrari too (and why not?), has settled in Britain where he spends at least three days a week on Aston business. As Ferraris are occasionally "chopped in" against Astons at the company's own London retail outlet in Sloane Street, he can happily indulge in driving both his fancies.

But this is digressing. Once body panels have been fitted, the chassis/shells are pushed on trolleys to one of two spray booths, one a new gas-heated one from Air Industrial Developments and the other a Lee-Beesley, for spraying with primer and a first top coat. Up to 20 coats will have been applied by the time the finished car has been finally road-tested. The paint, from General Industrial Paints, is sprayed on with hand-held guns and each coat is baked on in the aforementioned ovens. Always-exacting standards are being improved still further under the new regime, for Fred Hartley spotted areas for improvement.

From the spray booths the shells head for the assembly lines, little more than two long pits in the floor. Along the first south-pointing pit the car acquires its suspension, slave wheels, brakes and numerous sundries. At the southern tip lies a most impressive bench-full of four-cam V8s, some with twin emission air pumps, denoting American emission engines, which will also have catalytic units in the exhausts, others single air pumps, destined for the less stringent British and Japanese markets. All have an exciting array (before being hidden by the air filters), of four, twin-choke, downdraught, 42 mm. Weber carburetters. Designed in the 'sixties by Tadek Marek, the then Manager of Research and Development, firstly as a 4.8-litre unit, uprated to 5-litres for racing use in the two Le Mans Lola-Astons in 1967, it was productionised at the end of 1969 as a 5,340 c.c. unit, initially on Bosch fuel injection. This engine apparently copes easily with American low-lead fuel because of the alloy cylinder head construction with valve-seat inserts. Lower compression ratios are used on American and Japanese engines. Mike Loasby claimed proudly that the engine's power is such that it does the entire American emission test cycle on the idle cycle. The ratio of automatic transmission to manual vehicles is 60/40 on average, but, "Occasionally we're taken by surprise and suddenly most Americans want manual again," said Loasby.

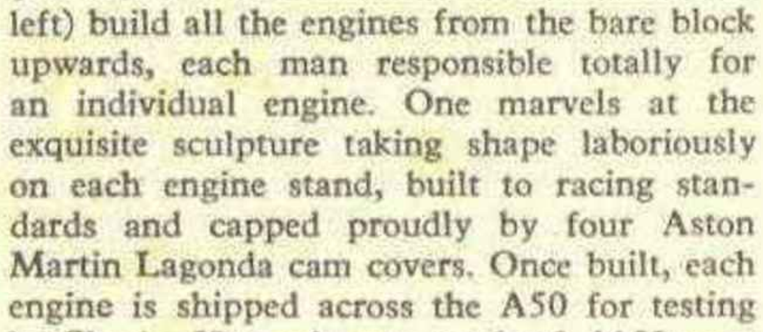
Once the engines and transmissions have been lowered in by block-and-tackle, the cars are pushed in a northerly direction up the parallel assembly line where trim, instrumentation and what-have-you are added gradually, "gradually" being a euphemistic substitute for "with painstaking thoroughness".

Once the final details have been checked out, oil, water and fuel added, the bonnet fitted and a slave driving seat and slave steering wheel fitted, to match the slave road wheels and tyres, the car is ready for road testing by one of a team of four testers supervised by Bill Bannard. Each car is tested for a minimum of 50 miles, sometimes rising to 120 miles if problems arise, on a variety of road types in the Newport Pagnell area. Once the car has been signed off as mechanically A1 it is checked finally for detail flaws, receives a final coat of paint if necessary, has its correct seats, steering wheel and road wheels fitted and instantly adopts the shining grace of a £15,000 motor car. Such perfection will have taken no less than 10 weeks to achieve.

While the bulk of the car takes shape, other smaller assemblies are built up alongside the main track. The De Dion tube is built up, the Salisbury differential is mated to its inboard ventilated disc brake assembly and then the whole axle assembled, and the front wishbone suspension prepared for mounting on the car. Talking of suspension, the Armstrong lever-type rear shock-absorbers are shortly to be replaced by telescopic versions; a kit will be available to convert existing cars. Also alongside the track is the trim shop, where the all-leather trim is meticulously crafted, the recently re-designed front seats around frames supplied by Deciform of Luton. Interestingly, there is a service for rebuilding seats for older Astons to original specification in this trim shop, a refurbishing facility which is duplicated for mechanical parts by the Engineering Department.

Astons rely on a general purpose machine shop, their multifarious demands making special purpose machines impractical. In here, where Mike Loasby has employed a planning engineer with the intention of cutting production time by 10 to 15 per cent overall, practically everything for the car is machined. An £80,000 Dixi transfer machine machines the blocks, which then have iron liners installed and other precision machining is carried out on such things as con-rods, hubs, wishbones, bearing caps.

In spite of the fascinating activities elsewhere in the works, the enthusiast's main altar on his visit to this shrine must be the engine shop. Three long-serving engineers, Fred Waters, Sid King and Fred Osborne (the man in the Duckhams advertisement has left) build all the engines from the bare block upwards, each man responsible totally for an individual engine. One marvels at the exquisite sculpture taking shape laboriously on each engine stand, built to racing standards and capped proudly by four Aston Martin Lagonda cam covers. Once built, each engine is shipped across the A50 for testing by Charles Haycock on a couple of old Heenan and Froude dynamometers. During three hours of running-in and testing, each engine is run up to 4,500 r.p.m. after two hours and to maximum revs for a full power reading at the end of three hours. Full power? Like Rolls-Royce, Aston Martin refuse to quote power outputs, even in confidence, but I see that Dudley Gershon, Aston's Deputy Managing Director until 1972, quotes 345 b.h.p. at 5,800 r.p.m. for the earlier Bosch injection engines in his fascinating book *Aston Martin* 1963-1972 (Oxford Illustrated Press 1975). If rectification is needed, the engine's own builder makes it before the unit is finally signed off after 55 hours of work. Sadly, Peter Sprague scotched the legend that Aston's engine tester can tell which man has built it just by listening to it.



Phil Hill in Project 215, *Le Mans* 1963.

The vast size of the service department reflects its vital importance, "One of the most important facets of the Aston Martin image", says Gershon, in his book. Most owners insist on factory servicing, especially for more comprehensive work and prefer the personal contact with the factory. This was obvious during my last visit from Aston V8s bearing number plates from as far afield as the Middle East, Portugal, Switzerland, Spain and the USA. From Aston's point of view the practice is not only profitable but ensures a direct feed-back from owners. A service is offered for all post-war Astons and Lagondas, while an occasional pre-war example is tended, such as the 1936 Lagonda I saw on my last visit, which was in good company with Peter Sprague's mint, supercharged 4½-litre Bentley. Of equal fascination was the last factory-built racing Aston, Project 215, which had arrived for conversion to road use (without detracting from originality, I must add) for its present owner, Malcolm Calvert, an Isle of Wight hotelier. This was the Phil Hill/Lucien Bianchi 1963 Le Mans car, reputed by Geoff Courtney to be the first car to exceed 300 k.p.h. (186 m.p.h.) on the Mulsanne Straight, though I have been unable to confirm this. Perhaps readers can? The car retired from Le Mans after two hours with its rear-mounted gearbox broken.

So far I have made no mention of production Lagondas. In fact only eight of the four-door Lagonda V8s introduced at the 1974 London Motor Show were produced, the last one in the first week of March whilst I was there. That one was to be taken to the Aerobatic Championships at Kiev in August by Messrs. Sprague and Curtis. Apparently there were too many production engineering difficulties to make this Lagonda viable for production. But the name Lagonda is not being allowed to die: wait for the Motor Show for details!

A rather ugly, white, fixed-head sports car observed from a distance proved to be not an Aston prototype, but one of the ill-fated, Canadian-built Bricklins, on which Aston have been carrying out a £15,000 evaluation contract for the New Brunswick Government, to decide whether the bankrupt company is worth rescuing.

Peter Sprague and his co-directors have no intention of either following their Aston predecessors or Bricklin down the yawning chasm of financial disaster. Nor have they any ulterior motive such as asset stripping. "We're doing it because we believe this car and name should never die. We've acquired a tradition and have a responsibility to see it go on." That the tradition does and should live on was obvious from my tour of this fascinating factory, where visitors are welcome by prior appointment. I am not the biggest fan of the current product, though I am of its pedigree; but to see the quality of construction has left me with overwhelming respect—C.R.

VSCC Prescott
(August 8th)

WEATHER CONDITIONS were perfect for fast times, at the annual VSCC Prescott speed-hill climb this year, the course dry, the temperature mild, with only a slight breeze. We have become accustomed to Alan Cottam making f.t.d. in the Connaught but this time he excelled himself, setting a new VSCC record for the short course of 42.67 sec. It was a day when times tended to improve on the drivers' second runs and Cottam conformed, taking 0.20 sec. off his first ascent. On both runs he got away with a skilled display of controlled wheelspin. Simon Phillips, who was second in the Historic Racing Car Class, used much more wheelspin when taking off in his Cooper-Bristol and clocked a best of 44.25 sec., being 0.03 sec. slower on his second ascent. The evergreen 3-litre Rover did an excellent 45.75 sec., Lockhart seeming to lose time at the start by hanging on the bottom-gear band for a fraction.

Guy Smith had the big racing car class tied up, in his Alvis-powered Frazer Nash (45.51 sec.), and Preston's Type 35B Bugatti took the vintage section (46.36 sec.). Doc Taylor in the ever-popular Caesar Special was third overall, in 49.87 sec. Bill Morris, resting the controversial "Romulus", drove the ERA "Hanuman" to a win in the 1½-litre racing-car class. Perhaps he was a thought lucky, inasmuch as on his first appearance he stalled and ran back from the starting-line and this wasn't counted as a non-start, as it might have been had the old starting-pad instead of the new VSCC timer that is actuated when the rear of the car ceases to lean on it, been in use. However, the ERA was so much faster than the opposition that no-one could complain, Bill's first ascent occupying 44.76 sec., his second 44.99 sec. The Appleton Special was second, with a noisy first run in 47.14 sec., but it died away soon after starting its second run. Absom's Lagonda Rapier netted third place (48.66 sec.), after stopping on its first appearance and best vintage-time was by Malyan's Meadow-GN (51.54 sec.).

Among the small racers Gray had the Hardy Special going really well, enabling him to dominate both class and vintage sections with a class-record climb in 45.54 sec. The best anyone else could do against that was 48.74 sec., by Peter Morgan in his well-known Lagonda Rapier, aided these days by a single Marshall blower. Gibbs was third (50.13 sec.) in the Becke, improving by over 4½ sec. on his second run, whereas the Wasp, driven by Elsom, had the sulks and made but one very slow ascent.

Turning to the sports cars, the Austins of Eyre and Clarke battled it out in the up-to-1,100-c.c. class, the former doing 52.76 to Barry's 53.29 sec. Stevenson's raucous Meadows Frazer Nash won the 1½-litre class (50.01 sec.) from Gunn's blown 847-c.c. MG (51.21 sec.), and G. A. Jones' Swallow-tailed Riley Special with pre-selector gearbox (51.64 sec.). Frazer Nash honour was upheld in the vintage department, Joseland doing 51.77 sec. and MacPherson 53.29 sec. The 1½-3-litre sports-car class was a walk-over for C. Jones' Riley Special with Big-Four engine, the only car here to better 50 sec. (49.3 sec.), second being Selwyn-Smith's irrepressible blown Light-15 Citroën (51.94 sec.), followed by Pack's Riley Special which made a very good start, the Big-Four power unit in a Nine chassis with fabric body paying off (53.65 sec.). The vintage sub-division was a Lancia needle-match, between Vessey, whose 6th-Series Lambda with 8th-Series engine in a short-chassis two-seater clocked 54.00 sec. after a rest of 20 years, and Threlfall, who sat in his wickerwork seat of command and let his prototype Astura V8 take him to the top in 55.34 sec. Third vintage, but much slower, was Phillips' shortened 12/50 Alvis with Silver Eagle power, that jumped eagerly off, to clock 60.47 sec., just 0.01 sec. better than on its first attempt.

Nothing could hold Harvey Hine in his 3/4½ Bentley among the big sports cars, so he cleaned it for vintage and non-vintage alike, in 49.20 sec., whereas Mann's quick Monza Alfa Romeo took 50.06 sec., Spollon's triple-SU 4.3 Alvis was 3rd (50.20 sec.) and vintage second place went to Horton's Type 43 Bugatti (52.39 sec.), followed by Ghosh's 30/98 (52.62 sec.).

Five Edwardians made Prescott what it used to be, the 1918 ex-Brooklands Straker Squire winning on handicap from Collings' strikingly hairy, stripped 1903 Mercedes 60. But Clutton beat them all in pace, the 1908 GP Itala, doing 55.10 sec. on its 40th year at this venue—compare with other times, by far younger cars; it's all a matter of litres, and courage?

Others were less fortunate. Goddard had second-gear refuse to stay in, on his Type 51 Bugatti, Dick Smith broke the transmission of his blown Frazer Nash, Moffatt non-started with ring trouble (in the ERA), and the Vauxhall-Villiers took to the undergrowth in practice but managed two ascents on the day (52.02 sec.), quicker by 4.15 sec. than, for instance, the 4CM Maserati.—W.B.

Twin Rear Wheels

LAST MONTH'S photograph of a big Delaunay-Belleville landaulette with twin rear tyres has brought a letter from John Oldham of Jersey, who is a staunch MOTOR SPORT correspondent when anything of interest to him comes up. The use of twin rear tyres on heavy private cars, as distinct from racing cars (where they were first employed by Parry Thomas on his record-breaking Leyland Eight and were seen at Prescott last month on the Skinner Triangle Special) was not unknown in the days before tyres were as dependable as they eventually became, but their use was uncommon. Mr. Oldham remarks, however, that his great-uncle F. Treherne-Thomas had them on all his Rolls-Royce 40/50 limousines, from 1908 until his death in 1932 at his villa at Beaulieu in the South of France. The arguments in favour were better emergency braking, stability if a tyre should burst, and better traction on the muddy hills then encountered. But Oldham remembers how ugly he thought the 1922 Rolls-Royce Barker limousine in which his uncle arrived in Brighton one summer day in 1924 to take tea with his grandmother, after his mother had pointed out its twin rear tyres, the back wheels covered with flat discs, in contrast to the convex front discs.

Mr. Oldham also recalls a big Wolseley limousine used for private-hire work which he used to see in 1926 when as a boy he was staying in Hove, close to where his father garaged their Armstrong Siddeley Fourteen Mendip two-seater, this Wolseley also having twin rear tyres. Another car so fitted, that he recalls, was a Rolls-Royce Phantom II landaulette in the ownership of a very fat lady who used to arrive in it at Smith's Riding School in Little Cadogan Place, off Pont Street, at a time, in 1930, when Oldham and his mother used to ride horses and went there in their 1927 straight-eight Series-E Hupmobile with Victor Broome coachwork. Their chauffeur, Charlie Dredge, used to tell the boys that the weight of the lady made twin back tyres essential on her R-R, and naturally they believed him!

Apart from the R-R armoured cars, which had duplicated back tyres, Tommy Sopwith, the aeroplane manufacturer, used them on a stylish Silver Ghost close-coupled saloon he ran in the early 1920s.—W.B.



A later use of twin rear wheels. Ken Wharton setting a Craigantlet record with his 2-litre ERA, 1954.

SPA 24-HRS.—continued from page 1077

than two hours left to run on Sunday morning. Having survived the early and late morning rain, the Capri broke its crankshaft, while the Vauxhall's clutch failed: a shame as the car had been a model of crisp performance during the race. Both teams had been inside the top ten prior to retirement.

Aside from the privateers' victory, very much against the odds with a team of three 350 horsepower Luigi BMWs entered as victors of the preceding four rounds of the European Touring Car Championship, the other outstanding performance came from Autodelta Alfa Romeos.

While the Luigi BMWs retired (two with piston ring failure, one when a wheel fell off!) the four-car Alfetta GT squad demonstrated 2-litre/180 horsepower agility to provide a surprisingly effective outright opposition. One of the Alfettas succumbed to head gasket failure before midnight, and rally drivers Claude Ballot Lena/Jacques Frequelin in a sister car also had the same problem. However, the latter car kept going to finish fourth, Spartaco Dini/Jean Claude Andruet took second overall. A third car, sprayed in white rather than the familiar Autodelta "rusty-red", was sixth in the hands of Joe Bigliazzi/Teodora Zeccoli/Claude Crespin. That result was enough to net the Autodelta Alfas the *Coupe du Roi* (three-car team prize) for the sixth successive time.

It is also significant that the BMW win was the fourth in succession. So the time is ripe for Jaguar and Mercedes to turn this 24-hour epic, watched by an estimated 60,000 this year instead of the normal 80,000, into a real battle once more.—J.W.

Letters from Readers

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

The Agony of Brands 1976, or Love at Last Sight

Sir,

My last visit to Brands was to the British GP 1972, and it was pleasurable. The entry cost was modest and if one did not want to afford the expensive luxury of a stand seat then the space available to view the racing around the track was reasonable. The sun shone on everyone present and Fittipaldi won for JPS. That was 1972.

I can also remember Brands in the days of Surtees and bikes. 1976 is a different story. Progress has reared its beautiful head.

The entry charge was £5 and included in the heist was the privilege of sharing a Belsen-style enclosure along with at least twice as many customers as should reasonably be expected to fill the space available. Not only was this initial delight available but, once in the enclosure you were in for good. Exit was impossible through either of the 8 ft. wide passages because they became crammed with hostile vertical sardine-style customers who could not find space in the enclosure. If the needs of nature occurred then you had the choice of holding what you had for five hours, or risking the displeasure or disgust of the other prisoners in the pen.

Someone should look at such abominable lack of crowd-control which borders on criminal negligence. If a "penned customer" had a heart attack or was seriously injured in some way then they stood an excellent chance of dying *in situ*. A medic would have found it impossible to reach the patient in time. But who cares. Certainly not the organisers.

This was just the *hors d'oeuvre* to the feast of pleasure. More delights were thrown in gratis.

To take care of the needs and discipline of the customers there was a dispersed regiment of Hollywood-style security men (what else could they be?) presumably hired at great cost to show that the organisers are responsible people who care for their bread and butter providers. The pity is that these flashy gentlemen deserted their posts once the idiot customers were crammed into their allotted spaces. If a riot had happened (and it almost did during the deliberations about the shunt) then these pretty boys didn't want to know.

The address system couldn't be faulted and kept up an incomprehensible sonic 1,000 decibel ear-bashing by courtesy of some euphoric lunatics in a remote ivory tower. I think it was for the commentators' personal amusement. Certainly not for the customers' edification.

Then there was the 100 yards queues of ecstatic cross-legged women with deliriously agonised faces waiting to gain access to little entertainment huts called toilets. It must be good, otherwise why queue. Perhaps they are still waiting.

What about the magnificent food and drink vendors giving continuous demonstrations of how to practise extortion of those fools who had not the strength or the sense to carry their own rations the country mile from car park to trackside. Nothing is forgotten. Every trick a winner.

To keep the orgy on the boil there was the chaotic hour of indecision following the first lap shunt—all contrived to give "for free" added tortured agony to the imprisoned customers. They think of everything these days.

To add visual lustre to the whole scene there was an almost uninterrupted ground level display of used but glittering metal cans. Enough to build a dozen Concordes or 2,000 Monocoques for McLaren. Perhaps they serve as slow-acting fertilisers because the organisers leave them for years just where they drop.

There was much else to be seen in the way of devices to shock the sight and to extract money from pockets without immediate pain and all told (seemingly) the extraneous activities laid on by the astute organisers almost swamped the purpose of the place. Small wonder that Jenks' disenchantment has shown through visibly for several years.

To try to be fair—and it's difficult after such a tortured day—the performers did try hard, and some even went so far as to give a skilful display of carving each other up in their eagerness to win. But it all ended up how it should with a British triumph over the European dagos, and, to boot, for an American-sponsored petrol and fags vehicle. What could be more impartial?

The star of the show was a little red bi-plane which farted its way about the sky with faultless precision like an electronic wasp blowing a continuous raspberry at the proceedings below. A close runner-up was an airship which had the courtesy to keep fairly quiet about it all. Good-fer-yer!

I will not go to Brands again. Not even for James Hunt's sake, and I hope lots of other motor racing enthusiasts will feel likewise. But I will go to see the little red biplane or the airship, wherever they go next. I'm rather fond of raspberries and a good fart.

Long live The Sport. Death to the disorganisers.

PS: I almost forgot: The Duke of Kent (bless 'im) came along and presented a prize to the winner who now turns out to have shamefully accepted something he may not be entitled to. What a wicked lad Hunt is! Never mind. It will keep the press and TV lads stocked up with working fuel for months, and the committees locked in sessions *ad infinitum*.

PPS: Who cut the Duke in on the deal? You can't trust a soul these days.

Wilmslow A. R. NEWELL

* * *

Sir,

After several years of subscribing to your excellent magazine, and during that time having steadfastly regarded D.S.J.'s views and comments on the present state of Grand Prix racing as being perhaps a little unfair, I have returned from the John Player (*née* British) Grand Prix with a rather more jaundiced outlook on the current state of this particular branch of motor "sport".

I fear that motor racing at its higher levels has now become primarily a business undertaking, with the consequence that monetary considerations have overtaken the more basic considerations to the spectator. As long as the show is a success on the day, then the organisers seem to think that the mere spectator will be happy and content to pay his money to them no matter what.

For example, I consider that the programme offered on the Sunday was, quite simply, bad value for money, and had I had the foresight to ascertain the nature of this programme beforehand, instead of relying on the fact that in previous years the Grand Prix programme had been reasonably entertaining, I would not have attended Brands Hatch for the race. The basic admission was £5 on the day (£4 in advance), for which we, the spectators, were treated to a total of three races; a modest seven-lap Escort race, a Group One outing, and, oh yes, a Grand Prix, the restart of which was delayed for one hour to allow the stewards to keep changing their minds until they reached what was an eminently sensible decision, which should have been made in the first instance anyway. Never mind the parachutists, the helicopters and the stunt men provided for the crowd's entertainment over lunch; we attend motor race meetings to watch motor racing.

The invitation to see the stars and their cars in "specially organised" paddock walkabouts (at extra cost, of course) were fine had there not been a large throng of other like-minded spectators, all wishing to examine the goods, thereby allowing one only a cursory examination of the machinery on offer.

The camping facilities were hopelessly inadequate, involving as they did, hour-long queues for water, and disgraceful toilet facilities which stank by Sunday. I know there was no camping charge levied, but I contend that if the organisers can arrange to have a brand new pits complex erected in record time at no extra cost to those who used it, then surely they could have contrived to install some fixtures on the camp site displaying a certain degree of permanence for the benefit of the campers, many of whom spent much time (and money) at the circuit over the three days.

And finally, surely the organisers could have come to some arrangement with the GPO, so that it was not necessary to queue for almost an hour to use the only public telephone at the circuit? I noticed that the pits were not lacking in such facilities, such is the degree of care given to the big boys.

I have never previously written any letters to your magazine, but feel that this one is very necessary, in view of the poor treatment I (and the party of 13 friends with whom I spent the weekend) think was handed out by MCD. Through your columns I should like to express some concern of the fact that although the superstars of the racing world are continually pampered and treated with kid-gloves, the mere spectator seems to receive a very poor return for his money. It is as if the organisers (and, regretfully, the sponsors to some extent) see the spectator only as a

creature to be attracted in vast numbers, in order that as much money as possible can be drawn from him.

I would, as a spectator, ask that the organisers alter their perspectives slightly, and include the spectator's view in their considerations.

I have sent a letter to MCD, detailing these and other complaints arising over the weekend.

Coventry C. BAILEY

The Rover 3500—To Buy or Not to Buy?

Sir,

Shall I buy a new Rover? The Government spends millions to have a car produced for me to spend £4,750. If I use the car at the speed it's designed for the Government takes my licence away. Does anyone seriously suggest that I should spend that amount of money to travel at 29, 39, and 49 m.ph.?

If you should think that those speeds can be taken lightly, don't for your licence sake come to Lincolnshire.

Gedney H. D. BOS

Modelling Skills

Sir,

Mr. Xuereb (Letters, July) undermined his own argument against white metal kits, "Assembly . . . is a craftsman's job", ". . . requires patience out of this world . . ." Exactly! Does Mr. Xuereb assume that simply because white metal kits are *kits* that they can be tackled with nothing more than Airfix experience? Half the joy of white metal models stems from the fact that the owner can say he built the thing; that the models require inordinate amounts of preparation (which John Day Kits like to deny!), does not detract in the least from their appeal.

I spent three weeks preparing, painting, and assembling a £3.85 Bugatti Brescia kit, a mere 2¾-inch/twenty-odd-piece collection of flash-ridden alloy. But the three weeks were well-spent—superb though they may be, I defy a mass-manufacturer like Rio to equal the results my troubles obtained.

I'd advise Mr. Xuereb to master the use of the sabre brush, the air brush, the knife, and the file; it appears that his criticisms are based not on deficiencies latent in white metal kits, but in his own modelling skills. I would not advise an inexperienced modeller to build a white metal model any more than I'd attach L-plates to a Countach.

Canterbury KEN KESSLER

Tongue-in-Cheek

Sir,

I thought you and your readers would be amused with a recent advertising campaign being broadcast on Los Angeles radio stations for the British Leyland Triumph TR7:

> "The Triumph TR7, the shape of things to come, designed in a country where highways have a 70 m.p.h. speed limit."

I only wonder what Porsche or BMW have to say about that!

Los Angeles, Calif. BEDROS ERDEKIAN

Facel Vega Information

Sir,

I would like to reply to John Britton's letter requesting facts on "Facel Vega" models in the August issue.

Those owners of Facel Vega models like Mr. Britton in your August edition who look in vain for literature on the *marque* in present publications may be interested in the following. Profile Publications produced a profile on the Facel Vega. It was number 7 of a series of 12 cars profiles produced during 1972-74, retailing at 50p per copy. It was also included in the second of two bound volumes produced at the time.

Bristol MAX PICKARD

Good Service

Sir,

I would like to mention the excellent service given to me by Castrol DIY Service of Pipers Way, Swindon. I inadvertently purchased the incorrect gear oil for my Aston Martin sixteen months ago—with no quibbles or extra expense to myself, Castrol efficiently and speedily replaced 20 litres of oil. Usual disclaimers.

Worcester Park D. PHILLIPS

Support for the Stag

Sir,

The installation of a Rover V8 engine in a Triumph Stag featured in August's MOTOR SPORT represents a complete disregard for the excellent Triumph V8 engine.

The Triumph V8 engine certainly contains no design departures which render it any less reliable than the related and undoubtedly successful four-cylinder o.h.c. engine. Yet, there is an unrepresentative section of the motor trade who feed on the ignorance that surrounds the little-known Triumph V8 engine, to the detriment of the unit and the pocket of many naive customers.

There is no doubt that the Triumph Stag is powered by one of the most refined and underrated power units around, a view which is endorsed by informed opinion. Certainly my three years of ownership of a Stag Mk. II have proved to be tremendously enjoyable. However, no amount of praise will preclude the inevitable phasing-out of a unique engine located in an increasingly individualist's open-air motor car.

March M. A. VAWSER

[Mr. Vawser, you must be one of the lucky ones. We know of many others who have been less lucky. That Triumph are concerned too is shown by the exchange of G.P.'s 12,000-mile-old Stag engine for a new one, free of charge, "because we need a customer's used engine for examination." Part of the problem concerns the lack of design departure from the 4-cylinder engine you praise: the two share the same journal sizes, relatively small for a V8.—C.R.]

Fresh-air the Lancia Way

Sir,

I suggest that a Stag owner who cannot afford blowing gaskets, a Rover engine or a Mercedes should buy a Lancia Beta Spider. That is what I did.

Welwyn Garden City N. D. TURNER

AA Commercialism

Sir,

In a footnote to a letter in your August issue "C.R." complains about AA handbooks not being sent to members because of rising postal costs whilst on the other hand the Association continues to send out promotional literature.

In doing so "C.R." immediately falls into the trap of relating the finances of one with the other when a quick check on what has been stated by the Association on many occasions would have shown that whilst the handbook is a charge on the basic AA subscription, our commercial activities are not.

Handbook production and distribution costs this year rose to an estimated £1.3 million, some £500,000 higher than the last issue two years ago. Much of the additional expenditure is attributable to postal costs, thus the new self-collection system (which, incidentally, is going extremely well) saves money. The handbook is not a saleable item and therefore profit-making, and all costs come directly out of subscription income.

Our commercial activities, on the other hand, are self-supporting and produce considerable revenue (some £1.5 million net profit in 1975) that helps relieve some of the pressure, caused by rising costs, on the fixed income derived from subscriptions. Postage and promotional costs are taken into consideration when an item is marketed and these and other factors are reflected in the way the product is priced.

In other words, our commercial activities subsidise the membership income, not the other way round.

Basingstoke R. S. CAMPBELL
Public Relationships Manager
The Automobile Association

[The question is: has this commercialism improved AA service? Readers' and my own experiences suggest not.—C.R.]

Oil Warning

Sir,

Very interesting to read about the Lewin Spittle Midget; clearly a lot of fun. However, it may not be out of place to mention that we have never advocated the mixing of Castrol R40 with any other mineral-based oil. We know that R40 is often used in the petrol to add "aroma" but "separation" could follow its addition to crankcase oil.

Many thanks for a splendid magazine.

Pangbourne D. W. BONNER
Product Development Automotive
Burmah-Castrol Company

Enthusiasts' Cars

Sir,

Although I am a regular reader of your magazine I feel I must take issue with you over two articles printed in the June and August numbers.

The articles in question, "Triumph TR7—sports car or two-seater saloon", and "Fiat X1-9: A thoroughly modern sports car", referred to the 105 b.h.p. TR with its 0-60 m.p.h. time of under 10 sec. as "a good ladies' car" and advised "the true enthusiast might look elsewhere", while the 75 b.h.p. Fiat (0-60 m.p.h. in 12 sec.) was described as "a true enthusiast's car."

Surely the difference between an "enthusiast's" car and the rest does not stem solely from a detachable roof, or does performance and price no longer enter into the argument as to what constitutes a real sports car?

Darwen E. C. WIGGANS

[The proof of the "enthusiast's car" is in the driving. We stick by our findings.—Ed.]

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SUNBEAM TIGER V8, hard/soft tops, alloy wheels, recent clutch, tyres, battery, beautiful condition. £850. Mulbarton 600 (Norfolk). (80463

ASTON MARTIN DB4 Series I 1960. Finished in Dubonnet, excellent mechanical condition. Superb performance, £1,500. Mike Ward, Kiln House, Honeyknab Lane, Oxton, Notts. *Phone home Woodborough* 2969, Business Nottm. 268144. (80464

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1935 DELAGE D6 DHC. Beautiful imposing motor car, good order. £2,500. 1930 Humber 14/60 saloon, restorable. £500 01-834 9225 (office hours). (80661

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1973 CORTINA Mark III GXL Savage, full conversion by Uren 220 b.h.p. 3-litre. Tecalamite injection, Luminition, lowered hard suspension, engine rebuilt 5,000 miles. All new tyres, 2 spares. 8-track stereo. £1,500. Phone Nelson (0282) 68670 evenings. (80664

JOWETT JAVELIN 52 De Luxe. Sound though patchy. Multitude of spares—offers £100. Wembley 902 1861. (80552

MORGAN 4/4 1600 2-seater 1972 (L). Yellow, 26,000 miles, bucket seats, long range driving lights bonnet strap, just resprayed and overhauled. £2,600—but every serious offer considered. Leek (Staffs.) 383201 (office), Waterhouse 489 (home). (32281

GILBERN 1800 GT. Blue, recon. balanced engine, Kenlowe, overdrive, 1965. £750. Offers. Tel: day Bristol 843213 or night Clevedon 876504. (79195

MG-C ROADSTER "Bermuda" hard-top. Excellent condition, 1968. Low mileage. Automatic. Primrose, radio. £650 or exchange + cash for B GT. Telephone: Curry Rivel 606 (Somerset). (79298

1964 ASTON MARTIN DB5. Aegian blue, automatic, CWW, HRS, SS exhaust system, new tyres carpets, seats, *all* service and restoration done at Newport Pagnell. Immaculate order. Many spares and extras. £2,600. Dakin, Whitegates, Alliostock, Nr. Knutsford, Cheshire. Tel: Holes Chapel 33287. (31112

BENTLEY R-TYPE 1953. Complete wtih Reg. No. GOM 1. Vehicle in good overall condition but engine becoming smoky. Will sell complete with GOM 1 for £2,000. Lt. Col. Glover, Earlswood 2252 (Warwicks). (31986

AMILCAR 1928. Weyman Sandringham Type M Saloon. One French registered owner, RHD. Original, beautifully restored. Only known specimen. Unique opportunity. £2,500. J. Moore, "Greystones" Holbeach-St.-Johns. (78561

JENSEN CV8 Mk. 3 1966. Unblemished glistening silver paintwork with beige hide interior trim. Tinted screen, high ratio power-assisted steering. 6½ in. Interceptor wheels with Dunlop steel braced white sidewall tyres. Combined F/M stereo radio/cassette player with electric aerial. Green tinted panel lighting. Selectarides still working. Those familiar with this model (of which 127 only were produced) will realise that this car is unique. Regret only offers in excess of £2,000 will be entertained. Earlswood 2252 (Warwicks). (31986

ASTON MARTIN 1967 DB6. Genuine one owner, carefully maintained, standard engine. Manual gearchange. Tinted glass. Electric windows. Adjustable ride control. Bedford 54791 after six. £1,250. (79923

MG-A TWIN-CAM Roadster. 1959. Immaculate. Competition history. Ideal combined road car and thoroughbred racer. £875. Might swop plus cash for interesting quick car, W.H.Y? Flitwick 4171 (Beds.). (80001

STANDARD VANGUARD Sportsman 1957. TR2 engine, overdrive, and all extras. *Taxed. Offers. Phone: Malmesbury,* Wiltshire 3401. (80667

FOR SALE—continued

AC ACE 1933. 4-seat Drophead Tourer. Complete rebuild 3 years ago. 6,000 miles since. Immaculate condition throughout. Very rare model and fast appreciating investment. Offers over £2,000 phone 01-262 5216 (day), or 01-958 7060 (evenings). (80668

ALFA ROMEO Montreal 1973, as new. Taxed, extras. Must be seen. £2,900. 01-228 8976 daytime. No offers. (80700

LANCIA STRATOS. Delivery mileage. 1,200 miles. Latest racing spec. Taxed. Must be seen. £8,800. 01-228 8976 (daytime). (80700

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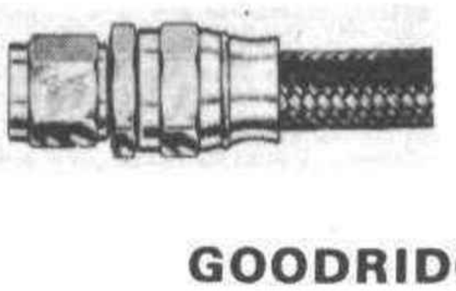
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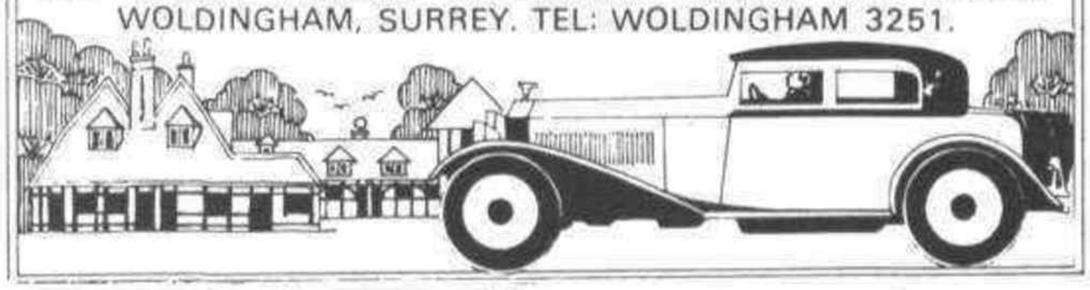
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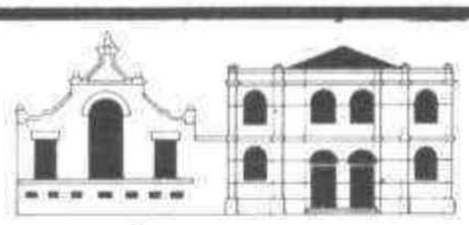
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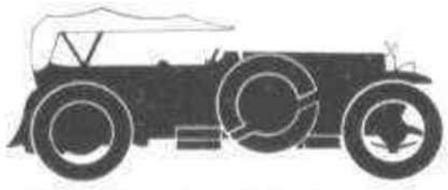
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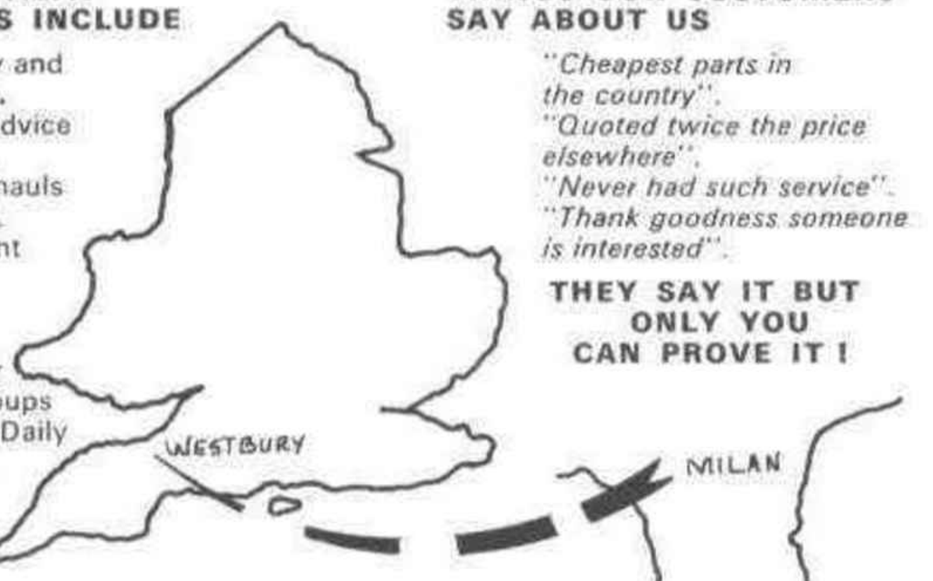
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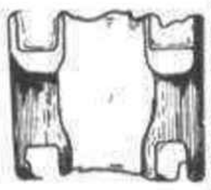
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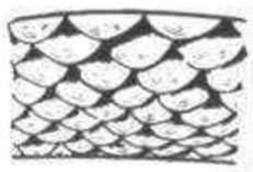
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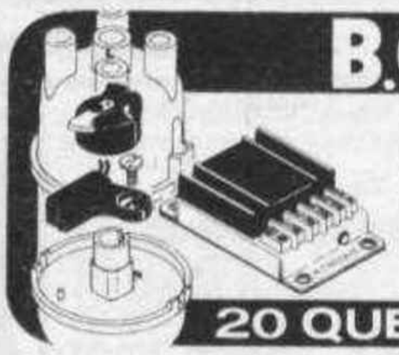
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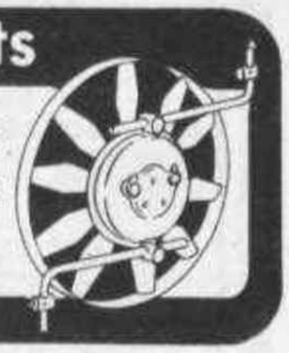
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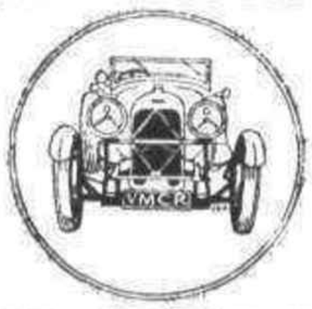
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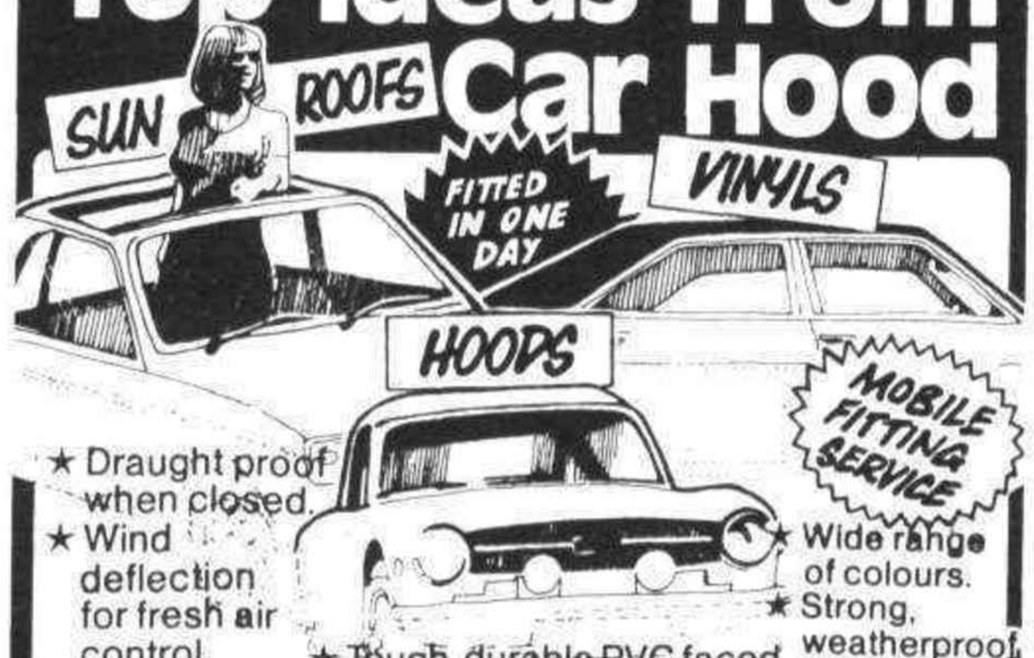
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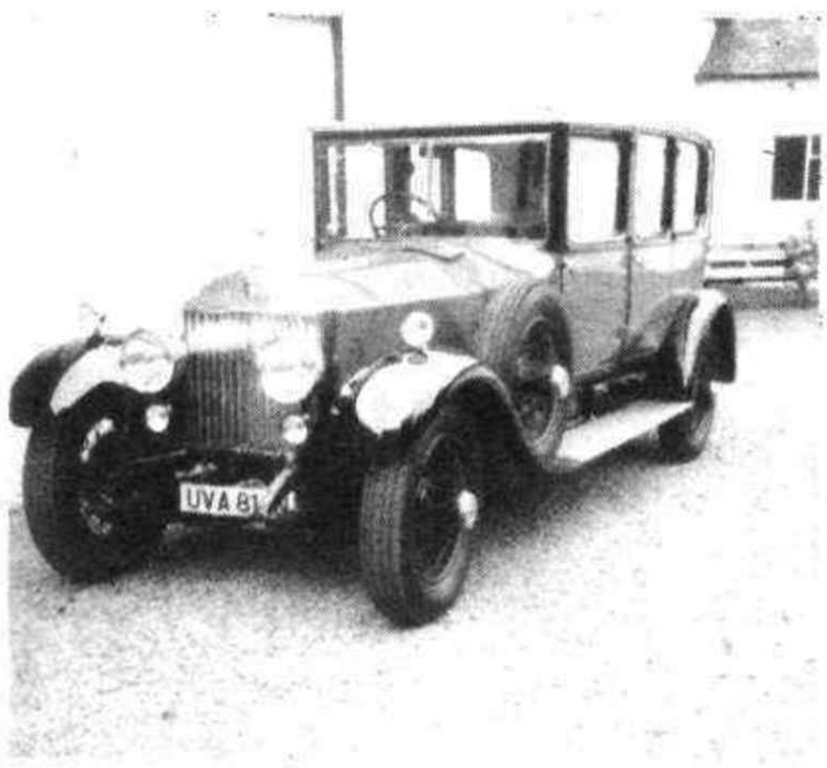
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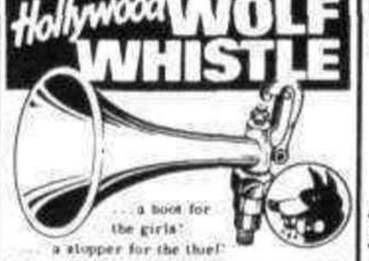


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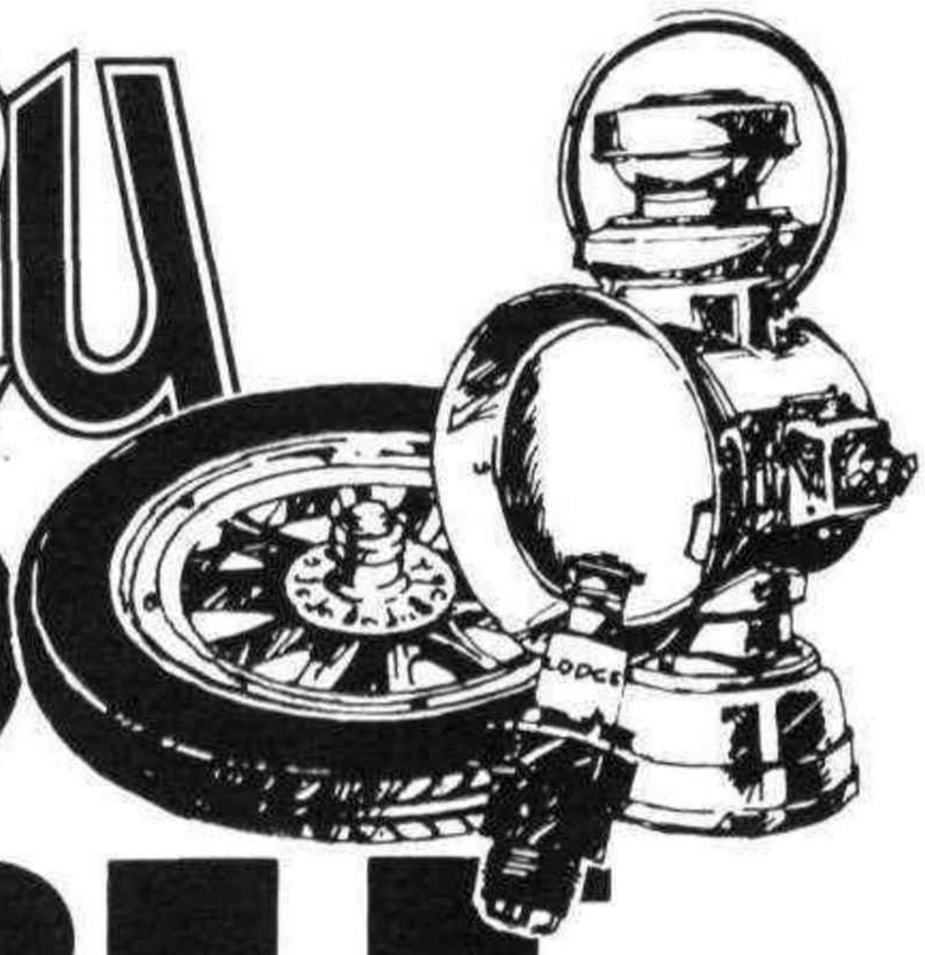
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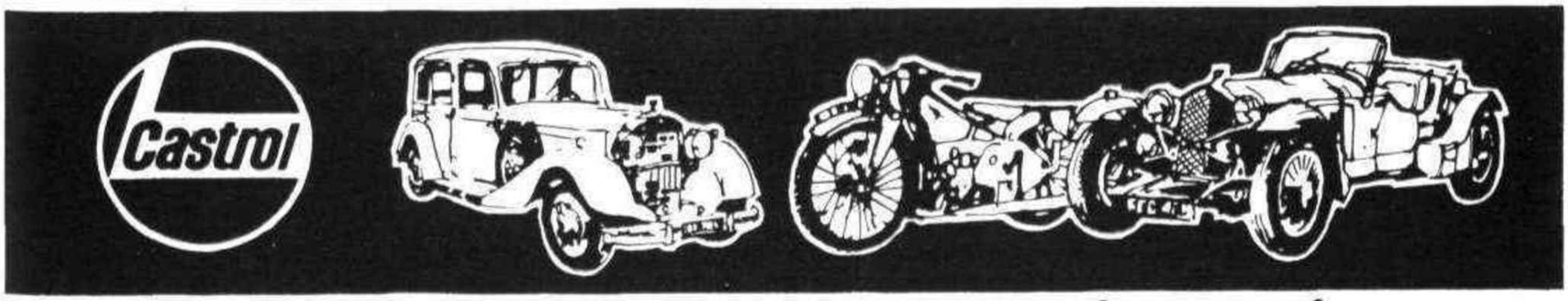
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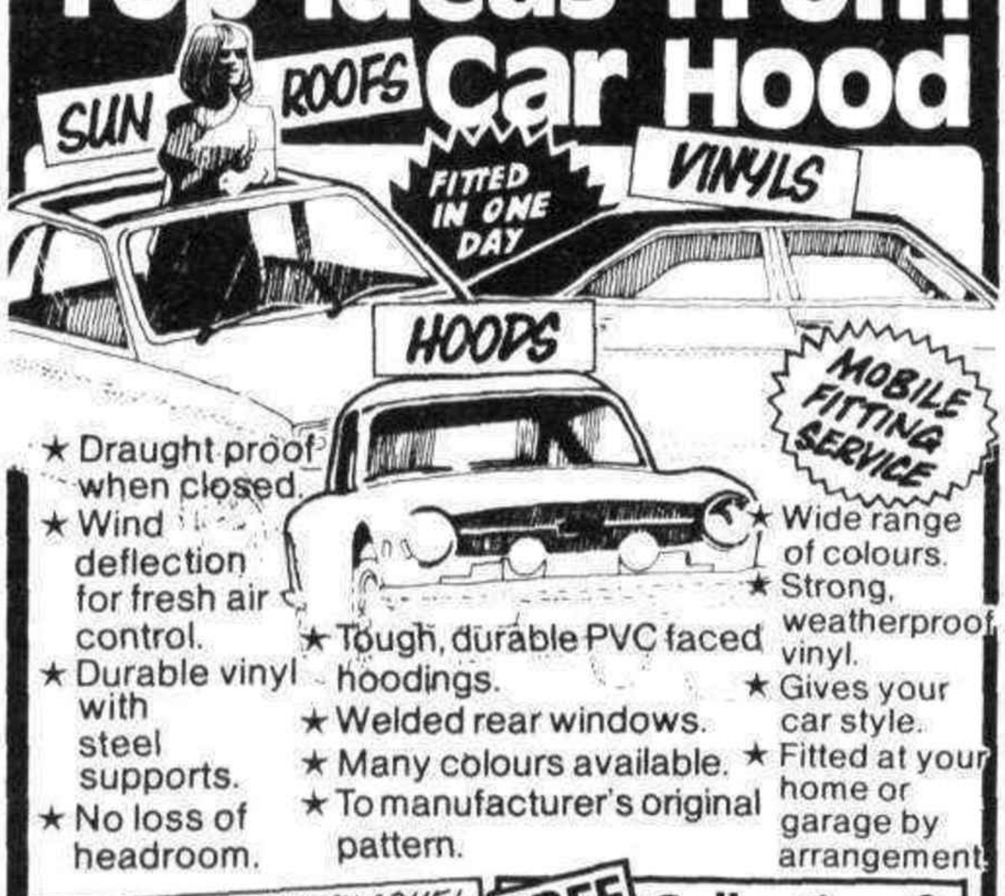
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FOR SALE—continued

FOR SALE: Alvis TD21 Drophead. Motor Show model 1958. Bills available to show substantial cost of restoraion, £1,650 o.n.o. Kinver 2820 (home), or Cradley Heath 60601 (business). (80961

RARE ALVIS Silver Crest, 6-cylinder triple SU saloon. Very sound, requires some restoration. P/exchange for MG Morgan, Riley or sell £450 o.n.o. Doncaster 743636. (80963

PORSCHE 356B Super 75. Needs attention to body many new parts. Lack of time prevents completion. Any sensible offer considered. Measham 70145. (80964

MG TD. Rebuilt from chassis to concours condition. Fitted fabulous Jaguar race engine since 50s; cruises at 100 m.p.h. Must be unique and one of the best. Unfortunately house purchase forces sale. Absolute give-away at £2,600. Optional extra—original engine to complete originality with only 13,000 miles from new! Tel: Chipping Sodbury 317162. (80962

EXTREMELY RARE 1936 Vauxhall 25 Ambulance. All fittings complete. In good running order. Offers in region of £850 or swop small car/commercial in good order. Brighton 418285 after 6 p.m. (80965

MG J2 1933. In red with black trim, J2 engine. Excellent order, 11 month MoT. Domestic situation forces urgent sale, £2,500 o.n.o. Phone Northampton 33578 daytime or 843079 evenings. (81025

1956 LOTUS ELEVEN 1098 c.c. Climax, twin 40 DCOE Webers, excellent condition. Last used JCB Championship. Live axle fitted but dedion and inboard diff unit with car. Other spares included. £1,650. No offers. Tel: 050 97 2859 evenings and weekends (81026

1925 AUSTIN SEVEN Chummy. Pramhood. Genuine "concours" car. Class winner 1975 Beaulieu A/7 Rally. Absolutely 100% originality. Beautiful condition. This well-known car is one of the best in the country and must be the best on the market. £2,750. Armitage (0543) 490232. (81028

GINETTA G3. One of 16. Fibreglass shell on spaceframe. Ford 1300 engine to sprint tune. Recently rebuilt. £700. Worc. 355588. (81029

LAGONDA 2-DOOR Saloon 1954. Much restoration carried out and car now well above average and can only appreciate in value. Offers: Ascot 22225 evenings. (81030

LANCHESTER LEDA 1953. Engine and fluid flywheel completely overhauled and not yet run-in, body in really sound condition, tyres as new. For sale because son has gone to sea and lost interest. Offers around £300 for a sound and interesting vehicle. Stourport 2024. (81032

FOR SALE—continued

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JENSEN HEALEY late '72. British Racing Green. Genuine 33,000. Carefully maintained. Stereo radio. Excellent order. Only £1,175. Telephone Baldock 893773, 9—6 p.m. Monday to Saturday. (81035

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AUSTIN TEN CABRIOLET 1934 (April). Really excellent throughout. Attractive and unusual four-seat body with lined hood. Recent prize-winner. Reliable, economical. Has covered many thousands of trouble-free miles as cherished possession of present owner. £1,150. Exeter 56444 (81145

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ROVER 80 1961. Overdrive, no rust. Original carpets, new exhaust and battery, taxed and MoT till February. Two owners, very good condition for the year. £290 o.n.o. Holmer Green 2214. (81148

MG TF: Forced to sell after four years Summer pleasure. Excellent condition throughout. Present market dictates request of offers over £3,000. On offer for seven days), Esher (Surrey) 64032. (81186

FOR SALE—continued

CITROEN LIGHT 15, 1946. Sound, original and running. Ideal to restore. £300 o.n.o. Tel: St. Cross 347 evenings (Suffolk). (81150

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JAGUAR E-TYPE FHC. 1970 "J". Excellent condition. Metallic blue. 55,000 miles. New tyres and exhaust, chrome wire wheels, stereo radio, tool-kit, HRW, MoT, tax. £1,975 o.n.o. Mr. Glue, Bracknell 24701 Ext. 382. (81156

LANCHESTER 12. 1935. 6-cylinder, pre-select. Sound, original. Good running order, £250 o.n.o. Tel: St. Cross 347 evenings (Suffolk). (81153

LOTUS ELAN +2S 130/5 "M" registration, 1974 model. Yellow with oatmeal interior trim. Sundym windows, heated rear window, stereo radio, burglar alarm, etc. Immaculate condition. £2,600. Phone: Camberley 64867. (81157

1928 ALVIS 6 cylinder sports saloon. Very usable vintage car of great character. £3,000. Write to: Dixon, 50A Station Rd., Cobham, Surrey. (81213

XK120 "S" DROPHEAD 1954. Present owner since 1960 and maintained on the top line. Excellent condition. £2,800. Box 5164 Motor Sport. (32515

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FOR SALE—continued

MG-A 1600 MK. II hard/soft tops, tonneau. White all-steel body. Excellent condition. £1,250 o.n.o. Slough 27530, 6-7 p.m. (81188

BENTLEY S2 in mint condition, having covered only 34,000 miles with one fastidious owner. Complete unused tool kit. Spare wheel has never been used. Shell over Tudor with blue trim. Reluctantly offered at £5,500. Box 5162. (81189

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BENTLEY MARK VI, 1951. 70,000 recorded miles. Fine condition. £1,650. Gaylard, West Monkton 412454 (Somerset). (81190

MINI CLUBMAN 1275 GT. 1971. 52,000 miles. Mechanical rebuild at 42,000 including new Stage 2 "S" engine. 36-40 m.p.g. ZXs, many extras, taxed and tested Jan. 77. Emigration forces sale. £1,050. Phone Winchester 882396. (81184

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RARE OPPORTUNITY: 1951 Nash-Healey (1 of 3 in UK) Structurally and mechanically rebuilt. Needs finishing. Please enquire to D. Brown, 145 Albert Road, London E10. (32546

AUSTIN EIGHT 1946. Sunroof saloon. One owner superb original condition resprayed black. Complete with tools, handbook and manual. MoT. £375. Fulmer 2256 (Bucks.) after Sept. 5th. (81196

"LUCILLE" 1913-15 Calthorpe Sports. Registered 1920. Excellent condition with registration number DON 95. Offers are invited until Nov. 1st for appointment to view. Phone: Sapcote 3651 (Leics.) (81199

ALFA ROMEO 1600. "Clifton" engine. 7,000 miles, can prove £200. alloy wheels "Acor" (Import) with Dunlops 185 x 14 similar to DBS £125. Roll cage, sump guard, discs, etc. Breaking a beautiful car. Please enquire: 01-642 3468 (Sutton). (81200

TRIUMPH TR5, 1968, blue, overdrive, radio, tonneau, good condition. £625 o.n.o. 01-863 1509. (81201

ASTON MARTIN DBS6 Auto 1969. Recently had engine rebuild by ex Aston engineers and new exhaust system. Coachwork is black with gold coachlines beige interior with new carpets. A superb looking and running car. £2,350. Telephone: Hoddesdon 68465 evenings. (81205

PAIR MG-A 1500 Sports cars £450, or will split. Tel: Bournemouth 50847. (81206

NOSTALGIA

DAYS AT THE RACES

The fears I voiced about wet weather for **'The Horsfall'** (**Silverstone July 10th**) proved groundless, and the weekend was one we shall all remember for many years: the trials and tribulations of fielding five cars in eight races are related in my ad. in the current issue of 'Thoroughbred & Classic Cars', but a quick summary would include: (*a*) the first completed race for our **ABARTH** (12th/30 — Chris Drake — this car being driven to Silverstone and back and more!) (*b*) a 1 min. 6.2 sec. lap for the **HWM** (Chris Stewart, even astonishing himself!) (*c*) the first completed race for the **ALFA TIPO 33** (Chris Stewart, revving to 9,600 r.p.m., see below) (*d*) a broken engine for the **D-TYPE** (Chris Drake, keeping the Abarth company on the road) (*e*) a mischievous fuel pump on **'COB 1'** (which then ran over my foot as it was winched back on the trailer!) (*f*) 1st and 2nd prizes at the **A.M.O.C. Summer Concours** (the Abarth and 'COB 1'). The 'NOSTALGIA Circus' moved north to **Oulton Park on July 31st** where (*a*) **'XK 1'** lost its windscreen on the M1, but got 1st overall at the **HSCC Annual Concours** (*b*) 'COB 1' got wet (real rain!) (*c*) our **ABARTH** burst its clutch and blew a hole in the bell-housing (*d*) the **HWM** made front row of the grid (Chris Stewart, beating some Listers in the process!) and came 3rd overall. Finally, **'THE GOAT' MEETING on AUG. 4th** was the best ever (80 cars +), **'COB 1'** really does get driven (500 miles now!), and my **HOUSE MOVE** should be completed by now (**PLEASE NOTE NEW ADDRESS BELOW**).

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1924 FRAZER NASH SUPERSPORTS — OR 5374: 'The Oyster Shell Replica' built by Dr. Lionel Stretton using authentic vintage 'chain-Gang' chassis and running gear; 1,000 miles in 24 hours in 1973; VSCC accepted; very quick and tremendous fun — 100 pts.



1953 ASTON MARTIN DB3/8 SPORTS RACING — NUV 925: The famous historic sportsracer, with many successes in the hands of Parnell, Boles, Beauman etc.; 25,000 miles from new and absolutely original and unrestored, now used in historic events and for everyday road use — 98 pts. (*Photo.*)

1956 SUNBEAM TALBOT SALOON — YKE 767: Simply the best in the UK, totally original with an astonishing engine compartment etc., major '*Concours*' winner (incl. S.T.O.C.) 1974, '75 and '76. — 100 pts.



1958 JAGUAR XK 150 DHC — AXK 150: Restored using all new outer body panels, new Connolly hide interior, rebuilt mechanics, new wheels etc., just under 1,000 m. ago — 95/99 pts. **REG. NO. AXK 150 AVAILABLE SEPARATELY.** (*Photo.*)



1963 ASTON MARTIN DB4GT ZAGATO — RHD: Totally rebuilt by Aston Martin Ltd. and Richard Williams, including the complete engine etc., and a special 'luxury' interior in Connolly hide and Wilton carpet, certainly one of the very best of these famous thoroughbreds — 100 pts. (*Photo.*)



1965 FER RARI 275 GTB/2 CAM — 6 CARBS. — R.H.D., 19 LML: The Italian equivalent of the 'Zagato' above, in fact, most people's favourite Ferrari! The rare 300 b.h.p. version, 29,000 m. only, and in absolutely magnificent condition throughout — 98/100 pts. (*Photo.*)

1965 AC SHELBY COBRA 289 MK. II — PPN 6G. When I last sold this car in 1974, it had just been restored from the very 'barest of chassis', with new body panels, totally rebuilt mechanics (300 b.h.p. engine) etc., since then it has covered just 3,000 m. — 98/100 pts. (*Photo.*)



1965 AC SHELBY COBRA 289 MK. II — JPA 9C: At the time of writing I haven't seen this car, but if it is good, it will be coming! Gurney-Weslake engine with Webers fitted (350 + b.h.p.) just 6,000 m. ago.



1968 ALFA ROMEO TIPO 33-2 GT: The very pretty De Adamach Targa Florio car, mechanically just rebuilt by Ted Bailey's team, 250 b.h.p. 2-litre 4 cam V8, 6-speed box, a super Group 4 Post-Historic racer, with a vast quantity of spares — 93/100 pts. (*Photo.*)

100 pts. means 'among the best in the world' 90 pts. means 'good, sound, presentable'.

NEXT OUTINGS

WED. SEPT. 1st — 'THE GOAT' (Do not park on the grass)
SUN. SEPT. 5th — SUDELEY CASTLE — International XK Day.
W/E SEPT. 17/19th — PHOENIX PARK, DUBLIN—Historic races
OR SILVERSTONE — TT/Int. Historic race.
SUN. SEPT. 26th — CURBOROUGH — AMOC Sprint.

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1930 ROLLS-ROYCE Phantom II 7-passenger Pullman Sedanca de Ville by Barker. (Similar to centre-page 39, "Those Elegant Rolls Royce".) Recent coachwork restoration and 7,000 miles only since engine rebuild, etc. Fitted miniature opera lamps and detachable rear trunk with fitted cases, etc. This is a very original example of an early Phantom II, and believed the only one built by Barker with this attractive coachwork. (It has recently been on exhibition in a World-famous Motor Museum.)

ASTON MARTIN DB/24 Superleggera Spyder with unique custom-built luxury open two-seater coachwork by Carrozz of Milan. (With low personalised registration number.) This is one of the World's finest and rarest Astons (only two believed built and the only example of its type in the U.K.). It is outstanding in Dubonnet rosso with unmarked hand-stitched champagne hide interior, silk beige mohair top and tonneau cover, etc. Although a 1957 model, its superb appearance is that of a 1975 car and must be seen to be appreciated. (It will be featured in a future issue of *Classic Car Magazine*.)

1931 ALFA ROMEO 17/50 Twin Cam two-door d/h coupé by Carlton. It has at last arrived in stock and has had little use since an extensive coachwork and mechanical restoration. Fitted twin side-mounts and low registration number, etc.

1925/8 BENTLEY 3/4½-litre open sports/racing two-seater. Limited use only since extensive mechanical and coachwork restoration. (Expected in stock later this month.)

1933 TALBOT 105 3-litre Coupes des Alpes open sports four-seater by Vanden Plas (expected in stock this month after extensive restoration).

1934 LAGONDA M45 4½-litre two-door drophead coupé by Lancefield. (Expected in stock this month after extensive restoration and believed "one of a kind" coachwork.)

1957 FORD Thunderbird open two-seater (hard and soft tops). Little use since extensive rebuild and featured in this month's issue of *Custom Car Magazine*.

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THE NEW HAND-BUILT LAWRENCE BENTLEY SUPER SPORTS. The fastest Bentley of their type being built today, with 0-50 in 4.8 secs.

THE NEW HAND-BUILT BENTLEY Mk. II SUPER SPORT SPEEDSTERS. The best-looking Bentley of its type being built today.

Both of the above Bentleys are based on rebuilt and modified Bentley Mk. VI/R-type chassis and mechanics, etc., and fitted new rustproof open two-seater coachwork in the style of the early 1930s.

THE FOLLOWING CARS ARE NOW BEING FULLY RESTORED, BUT ARE **NOT** EXPECTED TO BE COMPLETED THIS MONTH:

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1938 BROUGH SUPERIOR 3½-litre "dual-purpose" drophead coupé.
1935 ROLLS 20/25 sun-roof sports saloon by Park Ward.
1949 ROLLS Silver Wraith drophead coupé by James Young.
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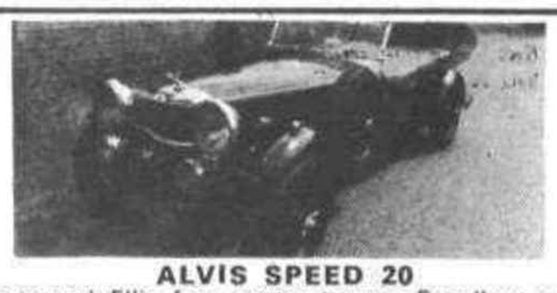
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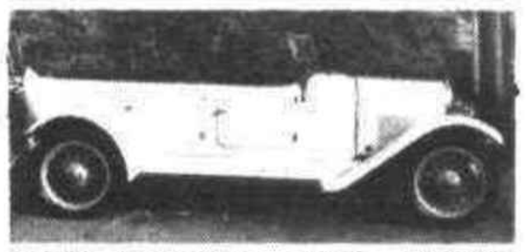
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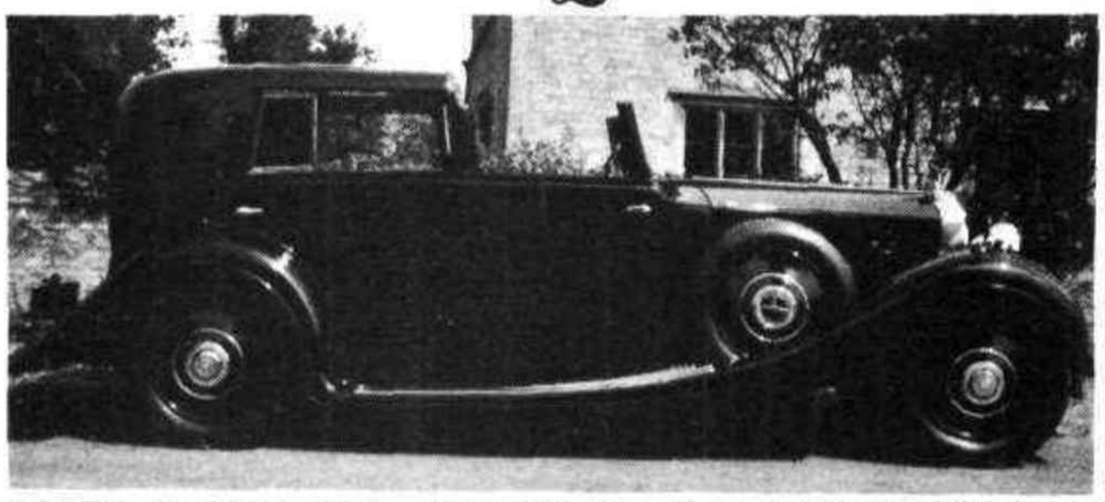
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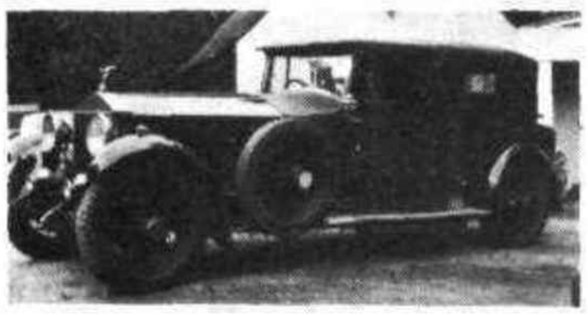
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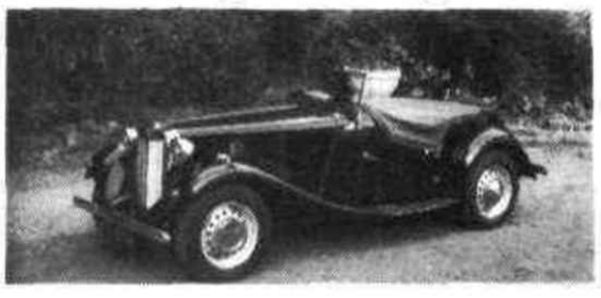
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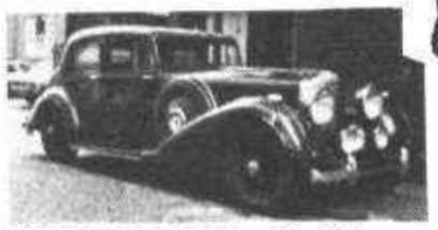
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SUNBEAM-TALBOT 90 Mk. 3, 1957. Dual green. Stored nine years to 1976. Recent electrical overhaul. MoT 1977 March. Looks and runs beautifully. O/d., sun-roof. New speedo, front carpets and exhaust. Steam cleaned and re-undersealed, sills replaced. Good tyres. Original radio and tool kit. Garaged. £485. But must sell to best bidder. Also spare carb. and wiper motor, etc. Tel.: Rees, Bath 64551 (days), 317303 (evenings), Sept. 5th on. (81602

FERRARI 330GT Mk. 2, 1966, metallic smoke grey with blue leather; one owner, 51,000 miles; well maintained; five-speed gearbox, electric windows, refrigeration, Borranis, Blaupunkt AM/FM radio. MoT June 1977. Exceptional example. Offers around £2,000. 01-722 1795 (evenings after 5th September). (81587

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ASTON MARTIN DBS convertible. MoT, tax. Chrome wires, Sundym. Immaculate condition. £3,650. Armitage 490232 (Staffordshire). (81599

1928 AUSTIN 7 Chummy, dismantled, body rough, chassis good. 1959 Peerless GT, going cheap. Neville Weeks, "Brynllofach", Llanybuther Dyfed. Llanybuther 558. (81586

LANCIA FULVIA, December 1972. Silver grey, h.r.w. Beautiful condition throughout. £1,200. Genuine calls only. Hertford 59561 (evenings). (81585

JAGUAR MK. IX, 1960. Original black over green, green interior. Automatic, sun-roof, Radiomobile. Twelve months' MoT. Absolutely superb. Viewing essential. Price £1,900. Ring Coppull 792895. (81584

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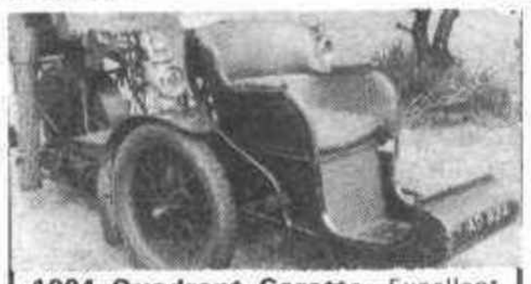
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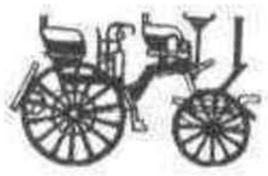
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1974 FERRARI Dino Spyder. Silver. 27,000 miles. Radio, stereo **£6,250**
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LOTUS CORTINA, 1970. Red. Good condition. 55,000 miles. Radio; new brakes, battery. £550. Fisher, Tel.: Hull 824299. (81306
MG ZB MAGNETTE, 1958, low mileage. Black, red interior. Excellent mechanics, MoT March 1977. £325. Tel.: 0632 22255 (office hours). (81308
ROLLS-ROYCE Silver Wraith, 1949, sports saloon with P.100 lamps, coachwork by Park Ward (featured in "The Elegance Continues", top car, page 167). Excellent to drive in all respects. Requires some interior work. £3,950. 01-584 8567 (daytime), 01-954 6824 (evenings). (81304
MG ZB MAGNETTE Varitone, black, 1958. Low-mileage concours example. £1,000. Warrington 62628 (Cheshire). (81309
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AUSTIN 7, 1936, open 2-seater, engine recently overhauled, new tyres. MoT, taxed. £700. Evenings: Woking 62014. (81314
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1600E, 1970/71. Gold. Absolutely superb original condition, 42,000 miles. £925. Stamford (Lincs.) 2174. (81318
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SPRIDGET, "K", registered, low mileage. MoT. Excellent. 49, Broadfields, Calverton, Nottingham; Nottingham 48561, ext. 340. (81324
PORSCHE 911L, 1968. Distinctive registration number. Five-speed. Targa wheels and seats, electric sun-roof; new clutch, exhausts. Service record. Radio/cartridge. £1,650 o.n.o. Tel.: 0632 22255 (office hours). (81325
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AUSTIN HEALEY SPRITE Mk. IV, 1275, one local owner, 1968. British Racing Green, wire wheels, radio, tonneau, new hood. Exceptional condition. £525. Southampton 69582 (evenings). (81329
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"E"-TYPE JAGUAR, early 1962. FHC. Very good resprayed bodywork. New chrome, V12 bonnet. Good mechanics and tyres. £575 o.n.o. Nottingham 606987. (81335
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1929 MORRIS COWLEY "flat-nose" 2-seater tourer with dickey. Very sound original car in running order. £1,400. Woburn Sands 582651. (81501
LOTUS EUROPA, 1971. Yellow with black interior. Taxed, MoT July 1977; 8-track stereo; 35 m.p.g. Good condition. £1,050. Tel.: Faversham (Kent) 2933. (81502

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MERCEDES 190SL, 1960. RHD. Immaculate bodywork. Excellent mechanics. New carbs. Low mileage. Soft/hard-top. £1,050 o.n.o. 01-373 1419. (81494
DAIMLER V8 250, 1968. Silver grey. Automatic, p.a.s. Taxed. Low mileage. This car is immaculate. £1,000 o.n.o. Barcombe 454. (81495
1932 RILEY NINE tourer, 50,000 miles since complete engine refit. Twin SUs, hydraulic brakes. My ownership 18 years. MoT and licensed nine months. What offers? Morkot, 10 Marlborough Rd., Wootton Bassett, Wiltshire. Write first please, home weekends. (81496
AUSTIN SEVEN NIPPY, Model "65". Registered April 1934. Complete and original, but needs restoration. £750. 01-540 6824 (SW London). (81497
DOLOMITE SPRINT, 1975, excellent condition. Radio, low-bar, overdrive, total-protection treated, new tyres. £2,300 o.n.o. Tebbett: Ledbury (Herefordshire) 3677. (81498
1932 RILEY MONACO, very original car in excellent condition, tax and MoT. £1,300 o.n.o. Tebbett: Ledbury (Herefordshire) 3677. (81498
1964 3.4 JAGUAR. Unused for three years, two owners only. Reasonable condition, except for clutch. Motorola stereotype radio. Set of spare wire wheels with GTX. View at Sleaford, Lincs. £300 for quick sale. Tel.: Downham Market 2952. (81499
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AC SHELBY-COBRA 7-litres, 1965. The most desirable in Europe. Not one of the insurance write-off rebuilds. Details and colour photos, £1, returnable. Its expensive. Box No. 5169. (81509
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JAGUAR 340 Automatic, 1968. Carmen red black leather interior. Chrome wire wheels. Recent complete rebore, new exhaust system. All bills available. Genuine reason for sale. £715 o.n.o. Tel.: Stebbing (Essex) 430. (81529
MG MIDGET, 1970J, one owner, mileage 43,000. Tonneau, anti-roll bar, etc. £750. Congleton 4738. (81486
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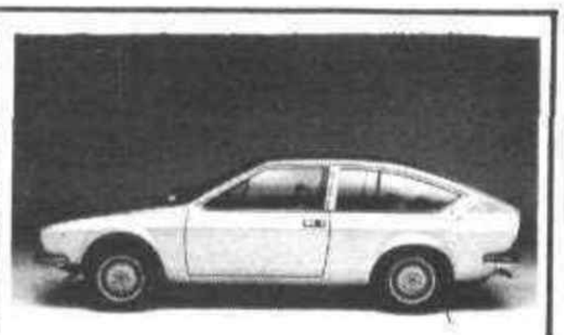
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MORGAN 4/4, 1969. Yellow. MoT. Luggage rack bonnet strap, tonneaus. £1,800 o.n.o. Slough 41421. (81492

1938 WOLSELEY 14 "14/56" Series saloon, finished in black with brown interior. Exceptional original condition. MoT to May 1977. An investment at £700. Tel.: Bozeat (Northants) 837. (81491

FROG-EYE SPRITE, 1961. New MoT, taxed. All steel. Recent complete overhaul, respray, carpets, etc. Wire wheels, extras, spares. £385 o.n.o. Dursley 3436. (81490

LOTUS 7, 96 miles only, 1963, immaculate collector's item. All original competitive specification. Overseas enquiries welcome. £2,500. 0980 862373. (81489

1954 VW Standard model, used daily. £70. 1947 Standard 14, low mileage, easy repair, £100. Hargreaves, Garden Cottage, Trumpets Hill, Reigate. (81488

ALFA ROMEO Giulia 1600. Appreciating classic for restoration. Rebuilt engine, new exhaust. £135 o.n.o. 01-638 8767. (81482

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MG-A, 1955, 1,500-c.c. roadster. Tax Sept. 1976. MoT Jan. 1977. Glacier white with black interior. Reliable/economical sports car with style and accessories. Used daily by owner. Owned for over five years. Genuine reason for sale. First offer over £525 secures. Tel.: Forest Edge 7116 (after 6 p.m.). (81478

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1931 EX WILLIAMS offset single-seater Hill-climb car. Supercharged. Reliable and quick. Shelsley 50.4, Prescott 54.7. Trailer, fuel and bits, £2,000. Richard Penman, Lindfield 2514. (81476

LOTUS ELAN Sprint, "K" registered. Red/white. Regularly maintained. New clutch and drive couplings 42,000 miles. £1,350 o.n.o. Phone Eastbourne 21422, ext. 281 (office hours). (81475

PORSCHE 911T LUX 2.2, 1970. Ivory, electric sun-roof, windows, 51,000 miles, radio. New oil tank, exhaust, clutch, tyres. Excellent condition. £2,500. 01-681 1588. (81474

SUNBEAM RAPIER convertible, 1958, good condition. Overdrive, 44,000 miles, used daily. Reg. No. 6767 BP. £550 o.n.o. Ring Redruth 4922. (81472

BENTLEY CONTINENTAL S2 2-door Mulliner sports. Excellent condition, meticulously cared for by enthusiastic owner. Grey with natural tan hide upholstery. £7,250. Wells, Quatt (Shropshire) 780542. (81471

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1934 1½-LITRE Aston Martin, short chassis. Rebuilt and in everyday use, £5,000. Atkins, Stoke Golding. Tel.: Hinckley 32075 (office), Hinckley 212362 (home). (81466

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1934 HILLMAN MINX, good original condition. New k/pins, b/linings, rear shockers and wheel bearings, tyres. Needs work on grille, sun-roof interior trim. Hillman registered, handbook, £400 o.n.o. 1954 Wolseley 6/80, MoT March 1977. B/linings, hoses, interior trim, leather, woodwork as new. Engine, doors/sills need attention. No reasonable offer refused. Rogers, Crud-Yr Awel, Colomendy Estate, Denbigh, Clwyd (evenings). (81454

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HONDA S.800, 1967. One of best left original examples. Telephone Marsh: Nailsea 5824 (evenings), Bristol 774674 (days). (81451

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DAIMLER DART SP250B, 1962. Red. Soft-top and tonneau. Taxed March, tested June. Offers around £850. Helston (Cornwall) 4652. (81553

TVR 1600M, 1975(P). Chocolate brown, beige vinyl roof, brown trim, tinted glass, reclining seats, h.r.w., Blaupunkt radio. £3,200 o.n.o. Tel.: Bubwith 628 (Yorks.). (81552

TR4, RED, 1961. Good mechanics, body fair. Hard and soft tops. £300 o.n.o. Ring Senghenydd 684. (81548

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PORSCHE 356SC, left-hand drive, 1964, one owner from new. Finished in midnight blue with black interior. Total documented mileage 75,000 only, having had a factory replacement engine fitted 17,000 kms. ago. This classic, highly coveted sports car is in unbelievable original condition with none of the deterioration that is evident on neglected examples. Probable concours winner. Offers in excess of £2,450. Tel.: 435 3368. (81545

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TR6, 1974. Pimento. 22,000 miles. Superb example of this magnificent sports car. £1,485 o.n.o. Phone 061-773 9860 (after 6). (81543

LEFT-HAND-DRIVE Rolls-Royce, 1957. S.1 conversion, power steering, tool kit. Recent steering and brake overhauls, new bumpers, wheel trims, chrome, carpets, etc. Over £1,200 spent in last six months. Unique export type. £6,000 o.n.o. Tel.: 01-699 0348 (London). (81542

BRISTOL 400. 100A engine. Bodywork and interior needing restoration. Any reasonable offer accepted. Tel.: Kirkham (Lancs.) 0772 684067. (81541

FERRARI DINO 246 GT, 1973. Silver, radio/stereo, tinted windscreen, electric windows; 29,000 miles. Investment at £4,950 or exchange for American Motorhome. 01-693 7379. (81460

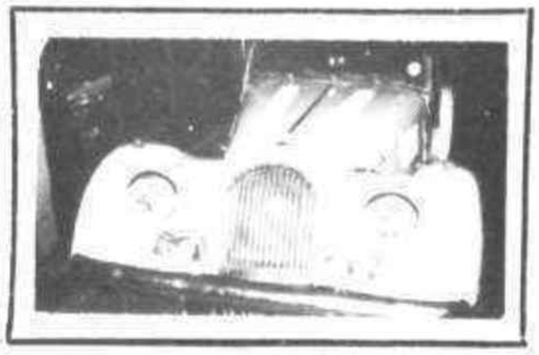


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Morgan

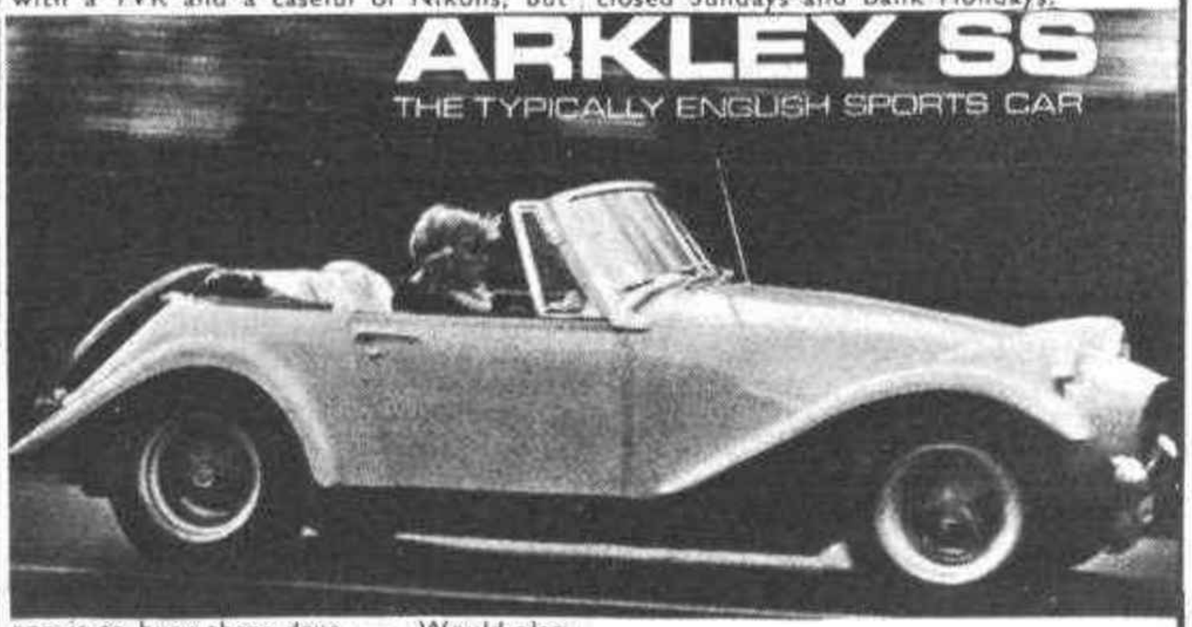
TVR

There was a young feller called Britten,
Who with Morgans was terribly smitten,
He'd search near and far,
For this lovable car,
And then he would purr like a kitten !

Morgan Plus 8, 1974N, metallic silver grey, black leather, reclining and folding seats, stereo, 1 owner (he only sold it to purchase "wings" of a different nature). **Morgan 4/4,** 1969, indigo blue, 4-spoke Brooklands' steering wheel, louvr'd bonnet, polished me'oginny dash, bucket seats, Lincolnshire car. **Morgan 4/4 4-seater,** 1976, wire wheels, reclining and folding seats, leather trim, total rustproofing, luggage grid, outside door handles, they forgot to tell our non-resident copy writer what colour it is. **Morgan 4/4,** 1968, Comp. model, 1600 crossflow unit, yellow, wire wheels, leather, XAS tyres. **Morgan 4/4 4-seater,** 1973, stone and brown with brown leather interior, wire wheels. **Morgan 4/4,** 1974, canary yellow, bucket seats, Plus 8 spots, one owner. **Morgan 4/4,** 1974N, black, wire wheels, QI headlamps, outside door handles, rear bumper, '75 model (identification feature: fresh-air demisters). **Morgan Plus 8,** August 1973, .'. M regd., signal red, black trim, wide track, 3.7 final drive, rear bumper. **Morgan 4/4,** 1974, yellow and brown, reclining and folding seats, stone leather, brown hood and tonneau cover, one owner. **Morgan 4/4 4-seater,** 1973, orange, wire wheels, stone leather, matching hood piping, luggage grid, rear bumper. **Morgan Plus 8,** 1974, deep Brunswick green, black trim, rear bumper. **Morgan 4/4,** 1973, glacier white, bucket seats, wide wheels, rear bumper. **Morgan Plus 4,** 1963, B.R.G., black leather, wide wire wheels, twin Webers. **Morgan 3-wheeler,** 1934 Super Sports, J.A.P. engine. We have several other Morgan fish to fry. **MGB,** 1976, glacier white, navy trim, black bumpers, rust-proofed, electronic ignition, Supercover, overdrive, etc., etc. **Arkley SS,** 1971/76, orange with black interior, alloy wheels, Avon Wide Safeties, pin-striped. **TVR 3000M,** 1975P, metallic silver grey, black vinyl roof with sun aperture, coloured (I forget what) trim, tinted glass, h.r.w., wood dash option, reclining seats. **TVR Tuscan V6,** 1971, metallic blue, leather rim, alloy wheels, two owners. **TVR 3000M,** 1975, red, Wolfrace wheels, sunroof, h.r.w., reclining seats, radio, one owner. **Lancia Fulvia Coupe,** 1975, green with tan interior, p/b radio, one owner. **Toyota Motor Caravan (Hi-Ace),** 1973, red, side door with large lean-to awning, beds, cooker, etc. **NEW MORGANS:** In answer to recent conjecture as to the reality or otherwise of the new Morgan shortage, we will simply reprint what I said in the January 1971 issue of *Motor Sport* : "If you employed a reputable private detective to keep surveillance on our premises you would probably be told that sometimes, at dead of night, a new Morgan car bearing false trade plates would steal noiselessly in. Behind locked doors there would be the glow of shaded lanterns and the tapping of muffled tools as certain mechanical operations were carried out, and the number-plates were changed for those bearing a different mark. Then at first light a stranger would arrive carrying a thick wad of untraceable currency, a hushed conversation, a hurried handshake, engine purrs, twin headlamp beams rake the early morning mists and the new Morgan owner makes off with his spoils. The delivery wait is long but we do sometimes have cancellations; this month is a very good time to discuss things. . . ." Please phone or call in for a Plus 8 or 4/4 test drive, brochure, price list or what you will. **NEW TVRs:** The 1600M, 3000M and Turbo are in stock or available for early delivery, and there is the possibility of one more Anniversary model, the complete specification of which includes overdrive (not obtainable on other TVRs). We have turned this advert from our familiar ½-page to a full page mainly to accommodate the expanded TVR side of our business, and would be interested in any interesting and printable photographs of current-model TVRs in escapist or other poses, for which we would of course pay a small reproduction fee. I having been trying for some weeks to find time to spend a day with a TVR and a caseful of Nikons, but one is so busy these days. . . . Would also appreciate Morgan, Arkley SS photographs. **ARKLEY SS:** We show here the front cover of our 8-page 22-illustration Arkley brochure which explains graphically how the complete Arkley car may quite simply be assembled from our inexpensive kit of remains of a Sprite/Midget. Please send 25p and an addressed envelope. Or call in to inspect our own demonstration Arkley. **JOHN BRITTEN ALL-BRITISH RACING TEAM** cars will be racing this month at Rufforth (Sept. 5), Brands Hatch (Sept. 12), Mallory Park (Sept. 19) and Cadwell Park (Sept. 26th), mostly just Chris Alford's Morgan-Plus-8-beating TVR 1600M with the odd appearance, *no*, I'll rephrase that, with the *occasional* appearance of my Morgan Plus 8. Please find here with picture of the TVR and N.B. each Shellsport star indicates an outright or class win this season. We have for sale some beautiful all-colour commemorative Morgan posters at £1.50 plus 25p postage and packing; of usual poster size and produced in Scotland by a gentleman who will be given a full credit in next month's issue, they feature Morgans of various ages and types including our own Plus 8 racer. The "Morgan Book" is also in stock again (hard-back only) after some months out of print, price £5.50 plus 40p postage, and we understand that Gregory Houston-Bowden is working on a further Morgan volume. We would be interested in buying second-hand Morgans, TVRs and other thoroughbred sports cars of whatever age. Our workshops and stores are as ever at your service for anything except body repairs. 1 mile from the A1 on the A411, turn off at Caravan Roundabout, or trains met at High Barnet Tube. Open to 7pm weekdays, 6pm Sats., closed Sundays and Bank Holidays.











JOHN BRITTEN GARAGES, BARNET ROAD, ARKLEY, BARNET, HERTS. 01-449 1144

GREENWELL & GRIMWOOD

BROOM HOUSE, ASHCOMBE, DAWLISH, DEVON. Tel.: MAMHEAD 253, BUDLEIGH SALTERTON 2576 (evenings and weekends)

ROLLS-ROYCE Silver Wraith, 1950, Park Ward coachwork, 64,000 miles. Excellent inside and out, all tools and fittings. **£5,000.**

JAGUAR XK150 fixed head. Very good bodily and mechanically. Repainted and rechromed. All new tyres, complete throughout. **£1,600.**

ASTON MARTIN DB4. Repainted in Garnet Red metallic. Top end engine overhaul just completed, new silencers, good tyres. A very nice car. **£1,950.**

FACEL VEGA HK 500. Registration No. 10 LPJ. Actual "Motor" road test car in first-class condition throughout plus identical model car for spares, **£2,250.**

RILEY RME 1½. Good condition, M.o.T., new headlining and carpets fitted. **£450.**

JENSEN 541. Fitted JA pierced alloy wheels, sound, throughout, needs repaint, **£475.**

ALFA ROMEO 2600 Sprint. Excellent car on special wide wheels, **£850.**

BRISTOL 400. Just repainted in Dark Red metallic, new chrome. Engine overhauled, interior retrimmed, 5 new tyres, M.o.T.

SUNBEAM-TALBOT tourer. Repainted, retrimmed, some new chrome; recent engine overhaul. **£850.**

RAILTON L.W.B. 1936 Stratton saloon for restoration or spares, **£325.**

MG VA saloon, sound order for restoration.

CARS EXPECTED IN STOCK
Two **Daimler Darts, MG-C, Jaguar 'E'-Type roadster, Healey 3000 Mk. III, Triumph Rdstr.**

WORLD WAR II VEHICLES
DUKW (G.M.C.). Very good condition, **£1,300,** Three **Willys Jeeps,** all in very good condition, **Humber** Desert pick-up, **Canadian Chevvy** truck 4 x 4.

WORLD WAR II VEHICLES WANTED
WANTED: JAGUAR XK, Mk. IV, V, E types or any interesting cars.

IN ORDER THAT WE SHOULD MEET YOU, CALLERS BY APPOINTMENT AT ALL TIMES PLEASE

FOR SALE—continued

JAGUAR MK. 2 3.4, 1962. Manual with overdrive. Black with red interior. Indicated mileage 67,000, believed genuine. Dinitrol rustproofed and re-sprayed at cost of £450. New spats. Chrome very good. MoT to June 1977. Beautiful looking car. Clutch will need doing soon, so £625 o.n.o. K. Kirk, 100 Woodlands Ave., Eastcote, Middx. (81540

FORD ZODIAC Mk. I, 1956. Two-tone beige. Low mileage. Superb condition bodily and mechanically. Excellent example of this delightful car. Only good offers considered. Sunbury 87691. (81539

SUNBEAM-TALBOT, 1957. Emigration forces sale. Restored to excellent condition. Body, interior and engine completely rebuilt. Must be seen to appreciate condition. MoT. Taxed. £450, including many spares. 021-373 7281. (81538

1962 LOTUS ELITE rolling chassis with spare front and rear suspension, doors, bonnet, boot lid, wheels, etc. Believed ex-racing Elite. £600. Phone 051-355 2015 (after 6 p.m.) (Cheshire). (81537

MARCOS 1800 VOLVO, 1966. Over £800 spent recently. Marcos mag. wheels, Wilton carpets. Overdrive. Finished in Olympia blue. Superb condition. £1,095 o.n.o. Tel.: Woking 73180. (81536

AUSTIN ULSTER, 1930, Replica, in racing trim. All brackets, fitments, tank, panelwork, etc., exact duplicates. All parts were stripped, shotblasted, primed, undercoated and top-coated. An attractive little car, in good condition. Sold to highest offer. Kegworth 2778. (81533

BENTLEY MK. IV, 1951, 4¼ full-flow engine. Black/silver. Exceptional condition. £1,750. Also 1967 Mk. III Healey 3000, immaculate condition, £2,000 o.n.o. Mr. Rodgers, 14, Kent St., Hasland. Tel.: Chesterfield 72140. (81532

ALFA ROMEO 1750 supercharged, with replica bodywork, identical to the ex-Montagu Museum car. Virtually complete but dismantled. Original big blower. New aluminium bodywork, to a very high standard. Current finished value about £15,000. I want £8,000. If I can't get it, I will begin assembling it, and the price will rise accordingly. Box No. 5183. (81531

MORGAN 4/4 4-seater, Feb. 1974. One owner. 18,750. Brunswick green. Wire wheels, luggage rack, spotlights, other extras. £4,250 o.n.o. Pentyrch 890637 (mid-Glam.) (7-9 p.m. (81530

JAGUAR 340, really fabulous, 98 per cent. original. Dark blue, wires, overdrive; 57,000 miles, nice history. £1,350. Wormbridge 213 (home), Hereford 69121 (office). (81605

TRIUMPH TR5, 1968, one owner since 1969. Finished in jasmine yellow, black interior. Only 24,000 miles backed up by full service history from new. Fitted with wire wheels and overdrive with tonneau and hood covers. Condition as new and certain concours winner. This arguably finest TR model ever produced is offered with a set of spare disc wheels, original handbook and workshop manual. Investment opportunity at £1,395. 435 3307. (32639

JAGUAR 3.4, 1963. Manual, overdrive. One owner from new. Tudor grey metallic with red leather upholstery. This thoroughbred sports saloon has covered just 26,000 miles in favourable conditions only. Entirely original paintwork in ex-factory condition. The vehicle shows virtually no sign of ever having been used. Unused spare and tools with handbook. This motor car is indisputably the best available worldwide of what was probably the finest engineered model that Jaguar ever produced. Substantial offers: 435 3307. (32639

FERRARI BERLINETTA 250 GT. Repainted. Borranis rebuilt. New exhausts. Substantial other work done £8,750 o.n.o. Box No 5176. 81662

FOR SALE—continued

MORGAN 4/4 2-seater. Originally 1958, stored for eight years then rebuilt with 1,500-c.c. engine and re-registered 1976 "P". New windscreen, sidescreens, hood, tonneau and carpets. White/black trim. Suitable for export. Investment. Taxed and ready to go, £2,750, consider part-exchange. 01-693 7379. (81460

LANCIA 2000 COUPE. Pininfarina styling, 1972 but only 29,000 miles. Silver with black interior. Regularly maintained, p.a.s, 5-speed gearbox, HRW plus all usual luxury fittings. Phone 01-589 6726 or Radlett 4181 evenings and weekend (81644

LOTUS SEVEN Series 4 1970 "J" Stereo radio. Immaculate. £1,050. Armitage 490232. (81645

ASTON MARTIN DB6 1967. Automatic. P.a.s. Sunroof, chrome wires. Sundym. Good all-round condition. £1,450. Armitage 490232 (Staffordshire). (81649

DAIMLER 2½-LITRE V8 Saloon, 1967. Automatic. One previous owner from new. Beautiful condition. £685. MoTd. taxed. Cardiff 756478. (81650

PORSCHE 356B 1960. Well used but reliable Re-trimmed interior colour Saturn yellow. 95% new tyres. Long MoT. taxed. £495 o.n.o. Phone Grange-over-Sands 3429 (044 84). (81651

ALFA ROMEO Alfetta 1800 '74 (N). Alfa red, black trim, tinted. Radio/cassette stereo. Door speakers. Alfa specialist serviced from new, 18,000 miles. One owner. Immaculate. £2,500. Luton 20102 after 6 p.m. weekdays; any time weekends. (81668

MG-Y SALOON 1951. Taxed, tested, spares. £400. Mr Tock. View 71 Old Brumby Str., Scunthorpe or Tel: Grimsby 71181. (81669

TRIUMPH SPITFIRE Mk. IV. Overdrive, only 22,000 miles. One other owner. Worth seeing at £1,150. Tel: 0642 784824 Cleveland. (81670

REG: FUH 98. Lanchester L010 1951. Barker aluminium body. Colour green and black. Bodywork good. Engine good. Interior needs slight attention, e.g. mats, head lining, rear panels. Offers to: M. A. Willett, Motor Repairs & Service, Shrubbery Walk Weston-super-Mare. Tel: 29737. (81680

PORSCHE 356 DROPHEAD. Very rare 1961 Super 90 Cabriolet will reward restoration with appreciation. Regular use shows it to be reliable, interesting, nicely mannered and rapid. £700 o.n.o. Pope, Wheelhouse Strand, Lympstone Exmouth 4418 (office 73775). (81681

ROVER 80, 1960. 90,000 miles, bodywork outstanding. Mechanically excellent, brakes renewed and rear axle recently overhauled £500. Bristol 635952. (81666

FERRARI 330GT. Low mileage, very nice condition. £3,200. Also Lancia Fulvia Zagato 1969. Long tax, MoT, £585. Box 5177 Motor Sport. (81647

VITESSE CONVERTIBLE 2-litre overdrive, late Dec. '67. Conifer green, SAH tune, exhaust, suspension, same owner last 5 years. Service records. SPs, undersealed. MoT April 1977. Tax to Feb. 1977. Many extras. Recent service. Reliable, economical fast. Reluctant sale £400 Tel: Oxford 68961. (81635

AUSTIN 7 SPECIAL. 1930 chassis. Many modifications. Similar body to Ulster. Interesting history, sell for offers around £450 or exchange for Austin 7 saloon, Nippy Chummy or similar. Box No 5179. (81629

FOR SALE—continued

1931 **6-CYLINDER** Sunbeam Tourer. Completely original and extremely elegant. Full touring coachwork in very good condition, but upholstery and hood in need of renovation. Radiator recored, brakes overhauled. A magnificent car to drive. Offers over £2,500. Houlding, 72 Henwick Road, St. John's, Worcester. (32653

FOR SALE: MG TF 1500 "A little gem", £2,850. Phone: 051-428 2696. (81643

1928/29 4½-LITRE BENTLEY. Dismantled incomplete bitsa, lacking engine parts. Very desirable specification of thoroughbred 4½ components, including new ash bory frame. Much work done. Potentially one of the most desirable and roadable Bentleys anywhere. Full details sent on request. Inspection any time Box No. 5178. (32653

STAG 1974 "N" REG. Dark blue automatic. Absolutely immaculate condition, 20,000 miles. £3,295. Ware (Hertfordshire) 5647. (81641

JOWETT JUPITER Sports two-seater. Early racing history. Originally prepared by Ramponi, formerly mechanic to Ascari and Nuvolari. Needs tidying. £550. Tel: 01-979 4640. (81617

RILEY 2½-LITRE 1953. Ex-Police patrol car. Restored by enthusiast and in beautiful condition when garaged 7 years ago. Now needs some attention. Numerous spares, engine, gearbox, halfshafts, etc. £425 o.n.o. Eastleigh 4954. (81638

1939 AUSTIN 10 Saloon. Excellent overall condition. Taxed. MoT for everyday use. Offers: Aldridge 53846. (81619

AUSTIN HEALEY Brabham Sprite 1220 Climax (as in Elan), wire wheels, Kenlowe fan, etc. Offers around £525. Home: Weybridge 41936; office: 01-390 0994/5. (81682

ALFA 2000 GTV 1972. Maroon, radio. MoT taxed. Ziebart. First-class condition. £1,295. Nottingham 259364. (81620

1939 BUICK SPECIAL, twin side-mounts 12 months MoT. Faultless. £989. Chris, Shepshed (Leics.) 2454 (office). Earl Shilton (Leics.) 43825 (home). (81622

RILEY 12/4 LYNX for sale. Taxed and MoTd. Interior trim not finished. Paintwork not brilliant but a sound usable PVT. Offers over £1,100. P. Smith, 119, Rugeley Road, Chase Terrace, Walsall, Staffs. Phone Lichfield 53508 (weekends only). (81621

ROLLS-ROYCE 1933 20/25 Sports Saloon by Hooper. Body needs restoration. Good engine. Offers Camberley 32283. (81623

ROLLS-ROYCE 20/25 Thrupp and Maberley limousine. Good working order. MoT. £2,500 o.n.o. Camberley 32283. (81623

E-TYPE JAGUAR 1969 FHC. Maroon. Tinted screen, chrome wires. Immaculate. £1,950. Rotherham 75089. (81625

LOTUS ELAN S4. Drophead 1969 (H). Absolute mint condition. Red paintwork. £995. Evenings 061-439 8102. (81626

SP250 DAIMLER DART. Many useful extras. 27 m.p.g. Looks great, goes even better. 12 month MoT. Tel: Tony Reading (0734) 884268. (81631

MG SA SPORTS Saloon, 1936. Requires total restoration. £375. Tel: Bexhill (Sussex) 217797. (81633

1971 COX GTM Sports. Fitted sunroof. Beautiful little car for only £400. Real crowd puller. Saloon car taken in part-exchange. Cash adjustment either way. Please telephone 061-442 6211. (81627

FOR SALE—continued

DAVRIAN 1973 L Reg. Most impressive little sports car, only needs seeing, only £400. Part exchange for conventional saloon. Cash adjustment either way. Telephone 061-442 6211. (81627

1922 AMILCAR C4 Tourer. Complete and original, but requires total restoration, £1,500. Tel: 01-979 4640. (81617

1932 RILEY Plus Ultra Tourer. Restoration almost completed. Requires re-trim (leather provided) and final coat of paint, £1,500. Tel: 01-979 4640. (81617

COOPER "S" MK. II, 1970. In excellent original condition. £750 o.n.o. Phone: Cambridge (0223) 58789 evenings. (81634

ASTON MARTIN DB5 1964. Excellent condition. £2,000 o.n.o. or exchange diesel Land Rover. Halifax 31475. (81632

1933 ROLLS-ROYCE 20/25 Windovers Saloon. Non concours but original and practical. £3,000. Chudleigh (Devon) 853288. (81637

ALFA SUD. Reluctant sale of Nov. '74 S.E. model. Red, grey cloth upholstery. Ziebarted, radio and carpets. 22,000 miles. Registration number HNP 2N. £1,375 o.n.o. Tel: 021-550 3027. (81640

MINI COOPER "S" in fine condition. Full history available. £1,100. Cash. Ring 01-385 3503 Eve., or 01-584 0114/5 day. (81654

JAGUAR 3.4 Mk. II Manual with overdrive. 1967. Mechanically excellent. Bargain. £295. Tel: Farnham 26593. (81655

PORSCHE 2.2. 911T 1970. Regd. RUM 21M. 9,000 miles since overhaul, heat exchangers front spoiler, etc. 8-track/radio. Good appearance and performance. £2,650 o.n.o. 01-866 7110 (Pinner). (81660

ASTON MARTIN DB5S 1970. Low mileage sunroof, tinted electric windows, power steering, electronic ignition radio/stereo, chrome wheels. Whitewall tyres, taxed MoT'd. Beautiful car. £2,350. May P/X Derby 46981. (81659



Model T Ford Hot Rod

In Firebrand (purple) with maroon trim. 5,553 c.c. Chevrolet engine. Reg. No. 440 ROD. First registered 13th August, 1973. **Price £2,695.**

Telephone: Colin Beadle, Welwyn Garden City 2636
Henlys Limited, Stanborough Rd, Welwyn Garden City, Herts.

PERFORMANCE CARS LTD—THE SPORTS CAR PEOPLE

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URGENTLY REQUIRE WELL MAINTAINED SPORTS CARS

Nearly new — Pre/Post-War — Vintage/Veteran

PLEASE CONTACT US BEFORE SELLING Great West Road, Brentford, Middx. **TEL: 01-560 7011** **SEE OUR FULL PAGE ADVERTISEMENT on page 1109**

FOR SALE—continued

BMW CSL 3-LITRE lightweight sports coupe, 1973. Ceylon gold, black interior, chrome wheel arches, p.a.s. Tinted electric windows, stereo radio/8-track. Immaculate, low mileage. £4,195. Tel: Bristol 0272 611596. (81656

JAGUAR "S" TYPE Genuine 27,000 miles, taxed, MoTd. History, etc. As new throughout. Offers: Derby 46981. (81659

JAGUAR MK. 9 1958. Excellent condition. Finished in black and cream, interior original and near mint. Mechanically perfect, new MoT. An appreciating and beautiful car, £650 o.n.o. 01-504 6898 (Woodford). (81658

MORGAN 4/4 2-seater 1974. Left-hand drive, 9,800 kms. Signal red. Bucket seats. Price 31,000 Francs. Phone Nice (South of France) 87.90.65. (81664

FERRARI 330 GT 2+2 1964. Overdrive. Ex property of the late Donald Campbell. Specially painted similar blue to Bluebird. Beige leather interior, radio. £2,750. 01-995 4744. (81667

MERCEDES 300 SEL 6.3. 1970. Beautiful silver, black leather interior. Central locking, electric windows. Blue Spot radio, etc. £2,395. 01-995 4744. (81667

DOLOMITE SPRINT 1974. Carmine/Chestnut, 20,000 miles. Fitted Sundym glass, rust-proofed and in excellent order. £1,815. Tel: 01-427 7801. (81653

OPEL COMMODORE Coupe 1974N. Manusual, 2,500 c.c. magnificent looking car in red with luxurious cloth upholstery. Very economical, any trial. £1,755. Solihull, 021 705 3245. (81674

FORD RS2000, 1975. Immaculate in white with blue flashes, rust-proofed from new. Must be the finest Mark I example of this classic car in existence. Fitted with £150 worth of stereo cassette/radio. £1,795. Tel: Hampton-in-Arden 2346. (81673

1926 SINGER 10 h.p. 4-seater tourer. One owner last 33 years. Very good order, taxed, MoT tested. £1,650 or v.n.o. Write for appointment to view: Tinall, 33 Wadeshill Nr. Ware, Herts. (81671

1930 MG M CHASSIS fitted with o.h.c. engine and ENV 4-speed gearbox, spare engine and gearbox, lacks body but suitable for restoration. £295, Oxford 835212. (81672

GINETTA G15S "L" registered (998 c.c.), mint condition. Sebring red, Goodyear mag wheels, sunroof, radio, sound-proofed. £1,030 o.v.n.o. Tel: Rocester 390 (Staffs.). (81739

LOTUS ELAN DHC 1966. Excellent example in sprint colours. Engine just rebuilt by specialist. Full details and photo on request. £695 (Reg. No. 5PKN £70 if required), Cracklington Manor, Cracklington Haven, Bude, Cornwall. Tel: St. Gennys 397. (81679

1925 SERIES C VINCENT "Black Shadow". An outstanding example. Offers considered. Terms, exchanges. Cornwall Motorcycles, Lanner, Redruth, Cornwall. Tel.: Unity Wood 345. (81321

FOR SALE—continued

ALFA ROMEO 1750 GTV, 1968. Red bodywork/black interior, reclining seats. Motorola tax, MoT £650. No offers or time wasters. Consider exchange for 1750 Spider, or interesting convertible sports car. Cash adjustment either way. Tel: 01-642 3593. (81665

1949 BENTLEY. Coachbuilt by Freestone and Webb. Fully Razor-Edged. A very rare car in complete running condition. Only £1,375. Telephone: 01-546 2027. (81636

1950 BENTLEY Mk. VI. Silver with blue leather interior. Good condition throughout. Only £900. Telephone 01-546 2027. (81636

DINO 206 Prototype. Unique scarlet aluminium, hand-built 16,000 miles, all Italian LH. Offers over £8,000. Box No. 5181. (32613

1934 BENTLEY 3½-litre, very pretty H. J. Mulliner Sports Saloon. Fine original condition. £3,250. Tidworth 2335. (81524

ELX 784 AUSTIN (B) 7. Registered. Very few made and even 4-door S/R models. 34,000 miles from new. Original throughout this car is an investment and must be seen. £800 to John Lovell, 18 Chindits Way, Fulwood, Preston, Lancs. evenings/weekends. (80120

MORGAN 4/4 1975 (P) 2-seater. Red, wire wheels, spots, tonneau, etc. Ziebart, 1,000 miles only, for quick sale. Genuine offers Wakefield 78222, Mon.-Fri., 9 a.m., noon, Matthews. (32652

1935 GLORIA Honeycombe Model. Mechanically and bodily sound. Interior needs completing. Believed last of its kind. Offers over £500. Tel: Rudgwick (Sussex) 2646 evenings. (81704

PORSCHE 911E 1972 model. £1,200 spent on engine and gearbox last year. Phone: office hours: Waterlooville 2864. (81702

LISTER CORVETTE 1958 chassis BHL108 ex-Jim Hall. Completely rebuilt this year. A successful and reliable historic sports car. For further details contact Mrs. Nicholls, Automatic Pressing Ltd., Hales-field 9, Telford, Salop, Telford 586193. Telex 35373. Office hours only. (81703

FERRARI 330 GT 2+2 rare Mk. I. Bills for £6,000. Borranis Ferrari blue ribot metallic, cream leather interior. Very clean sound car. Must sell. Financial problems. Reduced for quick sale, £2,450. Ring Lymington 77304 day, 74789 eve. (81701

TR7 DARK RED. Radio, 600 miles. Carefully run-in. Genuine reason for sale. Save £300. £3,070 o.n.o. Phone 061-485 6051. (81700

HEALEY 3000 Mk. III 1967. White wires, overdrive. A fine example of this beautiful car in absolute mint condition. £3,000. For further history telephone Bolton (0204) 40889 (Lancashire). (81699

SWALLOW DORETTI swop wanted—or would sell rebuilt TR2 longdoor. £600. 01-898 3829. (81663

TR6 1970 ROADSTER. Overdrive, Mimosa yellow, new hood and tyres. Excellent condition. £775. 061-652 2779 (Oldham). (81728

FOR SALE—continued

LOTUS ELAN S4 DHC Nov. '68. Immaculate condition throughout. Looks as new. Dark bronze metallic with beige hood. Taxed and MoT, £875. Part exchange considered. Bolton 25508, 9 a.m. to 6 p.m. (81706

SPITFIRE 1968. White, black hood, two owners. Competition springs, Corbeau seat, foglamps. New clutch, good tyres, taxed Sept., MoT July 1977. Much loved motor overtaken by marriage and mortgage. £400 o.n.o. Rochdale 46234 (office); Littleborough 76204 (home). (81705

MG MIDGET 1965. MoT, hood and tonneau cover, new brakes, resprayed, maker's oil pressure. Sound throughout. Offers around £200. Farningham (0322) 863429. (81698

BENTLEY MK. VI. Part completed Special. Comprising complete chassis, lowered radiator. Close coupled fibreglass body. Take it from here, £850. Daimler 9-seater limousine 1948. Magnificent motor in good running order, £850. South Benfleet 4174, Essex. (81697

LANCIA ZAGATO Sport 1968. Needs repaint. £450. 1972 Fulvia saloon. 1 owner, £850. Both accident free. 1948 Morris 8 Series E for restoration. Basically sound. Offers. Helston 3606 (Cornwall). (81696

SUNBEAM TALBOT 1955. Overdrive floor change, Spax shockers. Many spares. Immaculate in 72 after restoration. Unused since Sept. 75. £265 o.n.o. Warsop (Notts) 3507. (81694

MARK 8 JAGUAR 1958. 23,000 recorded miles believed genuine from superb condition of unmarked interior and original paintwork. £1,500. No offers. Tel: 022-779 3765. (81695

1920 CALTHORPE. Ripe for restoration. Polished aluminium competition 2-seater chassis heavily drilled. Probably less than 20,000 miles from new. Whole car in superb original condition. £2,750. 01-940 2752 (day); 01-940 1321 (evenings). (81708

ALVIS SPEED 20, very original, tidy for concours. £2,250. Vanguard Estate £350. Offers or exchange Rolls, Hastings 433908. (81707

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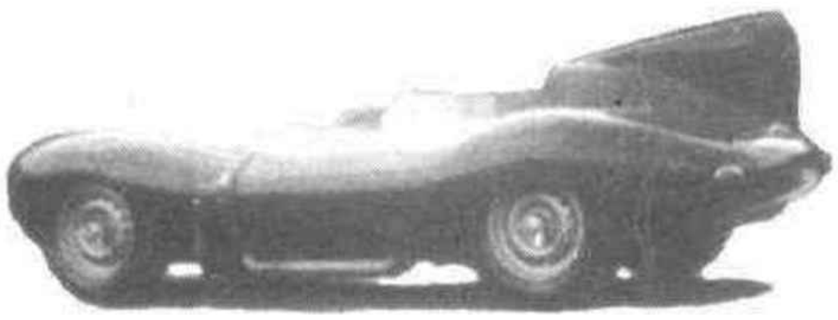
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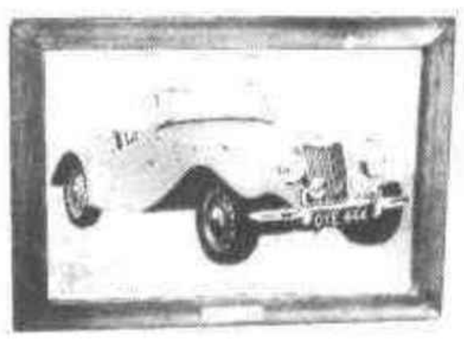
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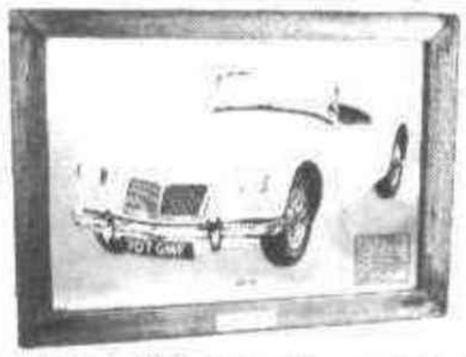
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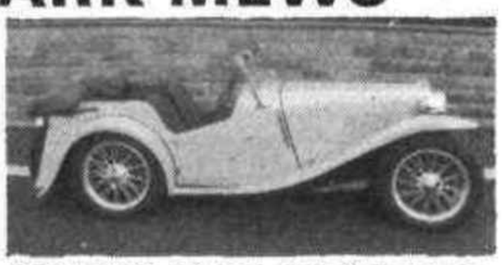
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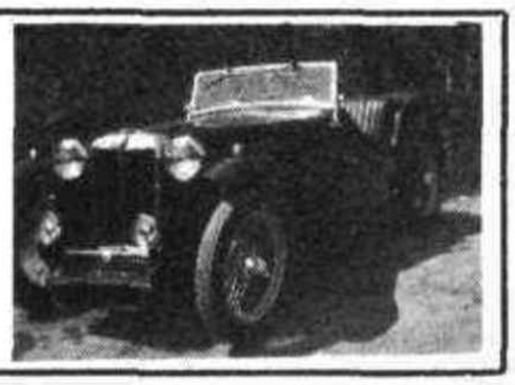
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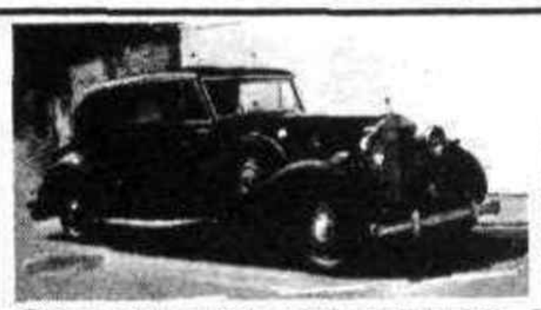
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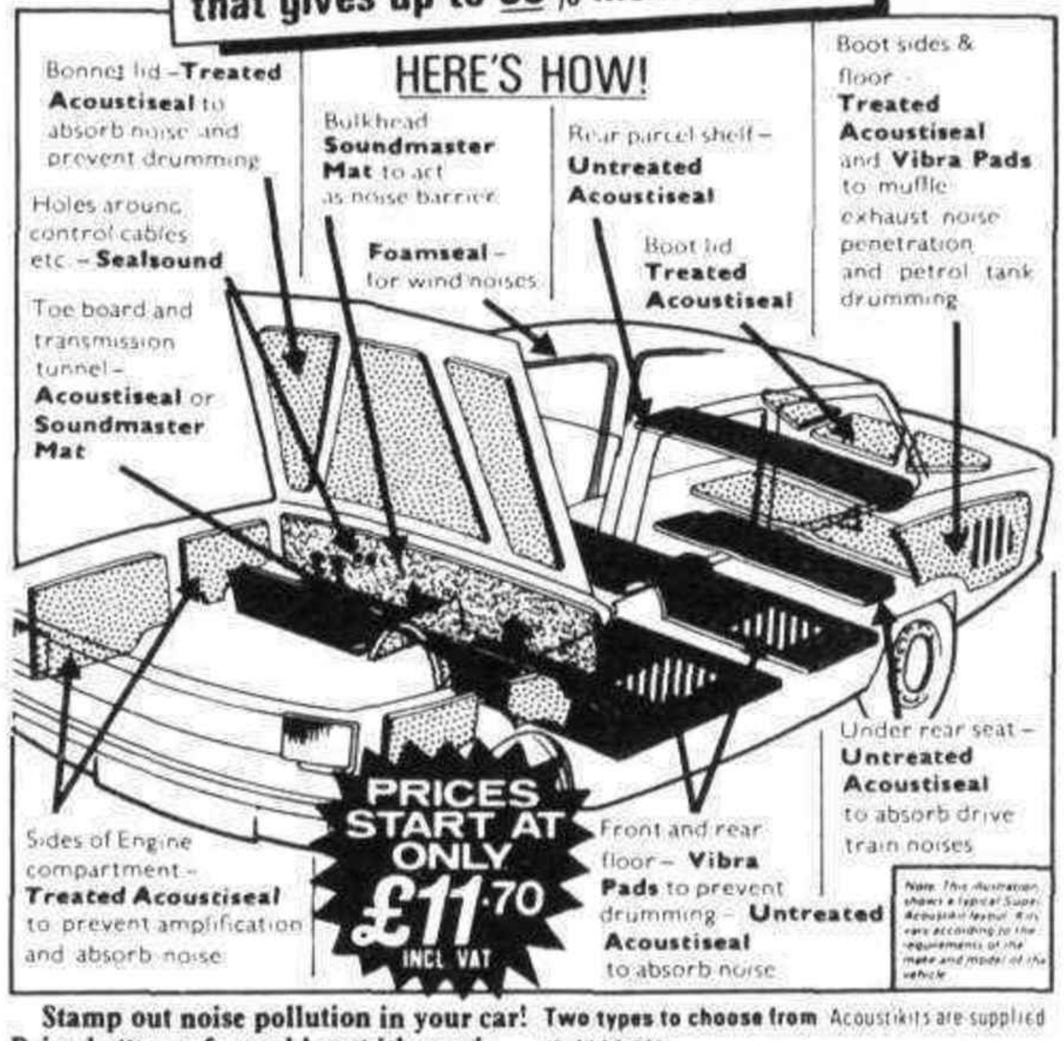
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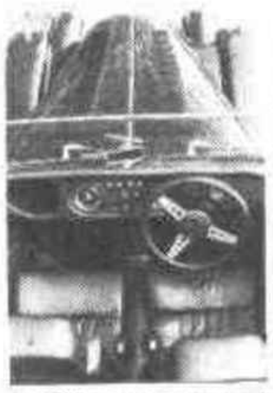
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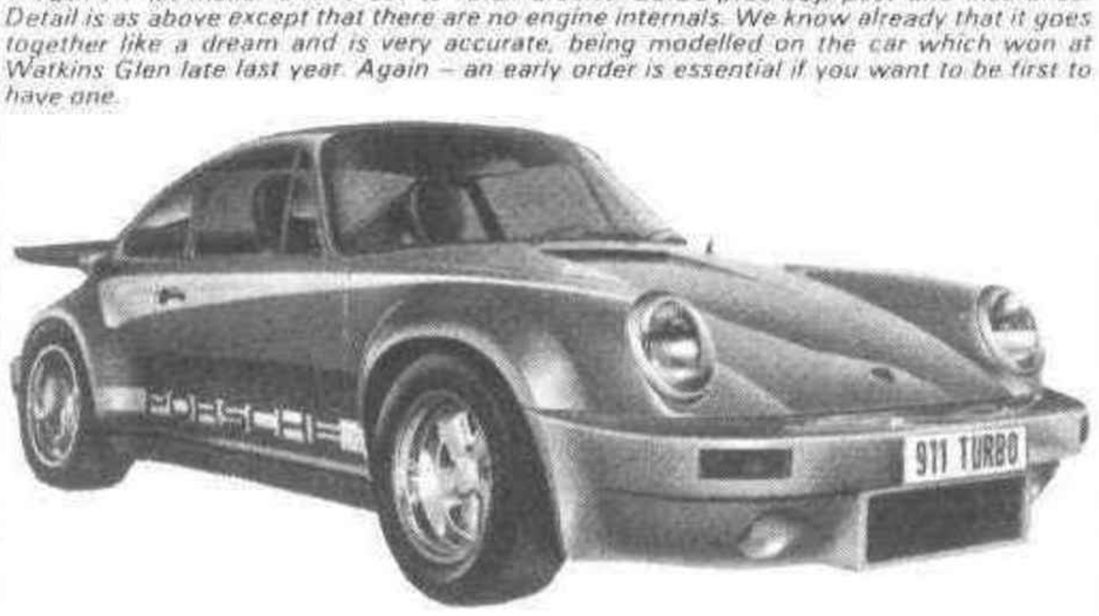
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***AND** – there's a second version coming – probably in September. It's from the usual 1-12th F1 kit-maker and is set to retail around £8.50 plus 85p post and insurance. Detail is as above except that there are no engine internals. We know already that it goes together like a dream and is very accurate, being modelled on the car which won at Watkins Glen late last year. Again – an early order is essential if you want to be first to have one.*



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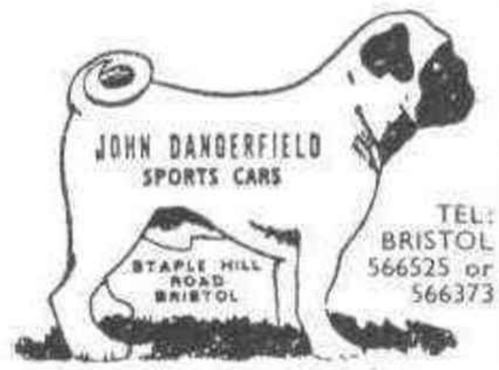
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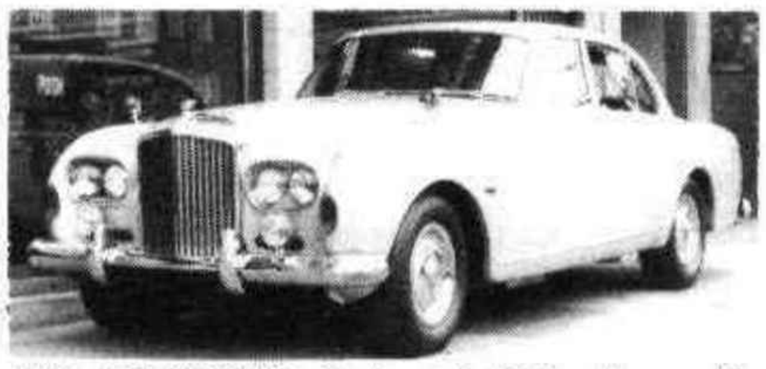
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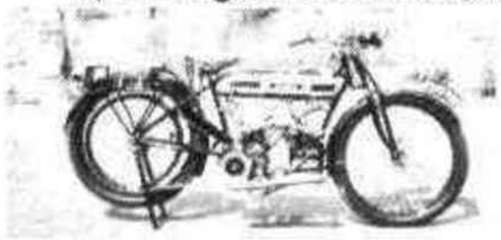


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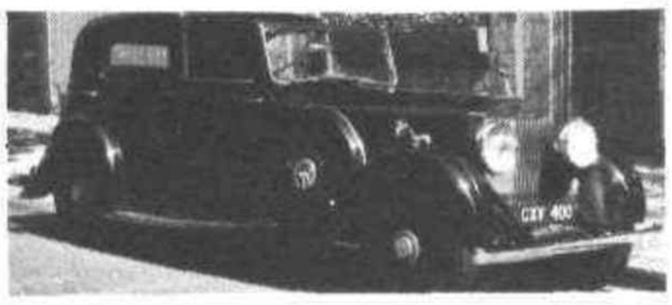
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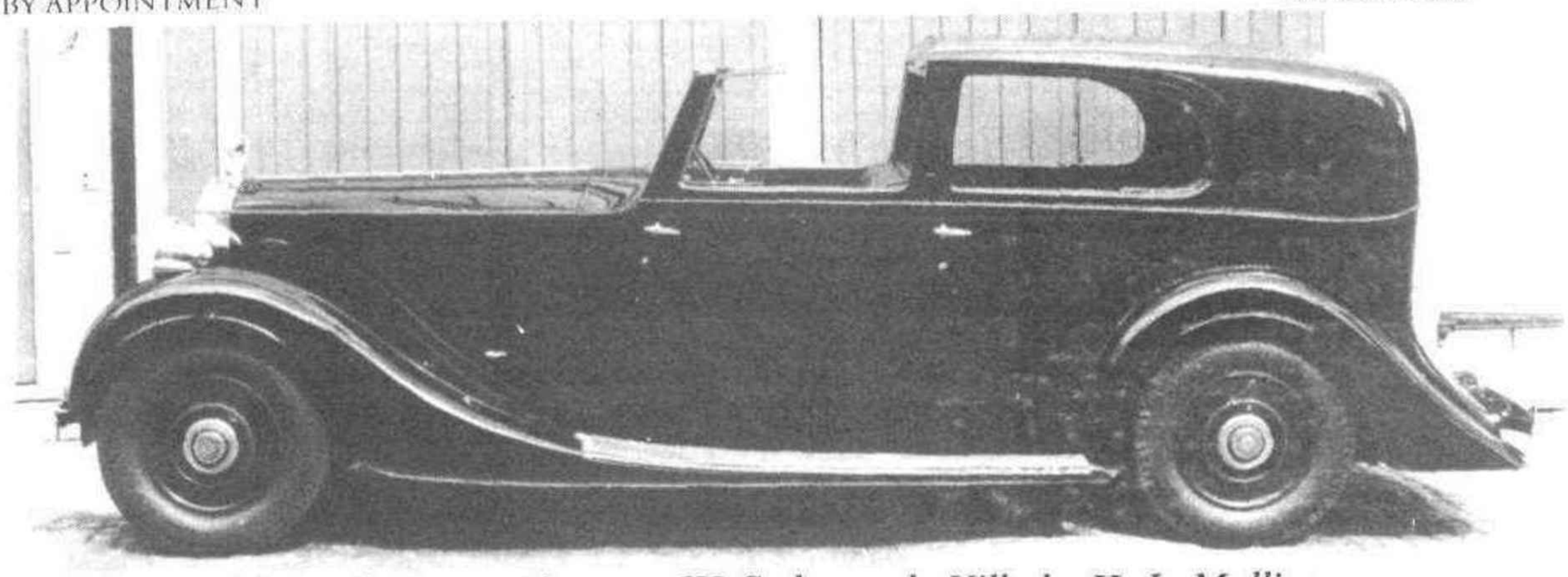
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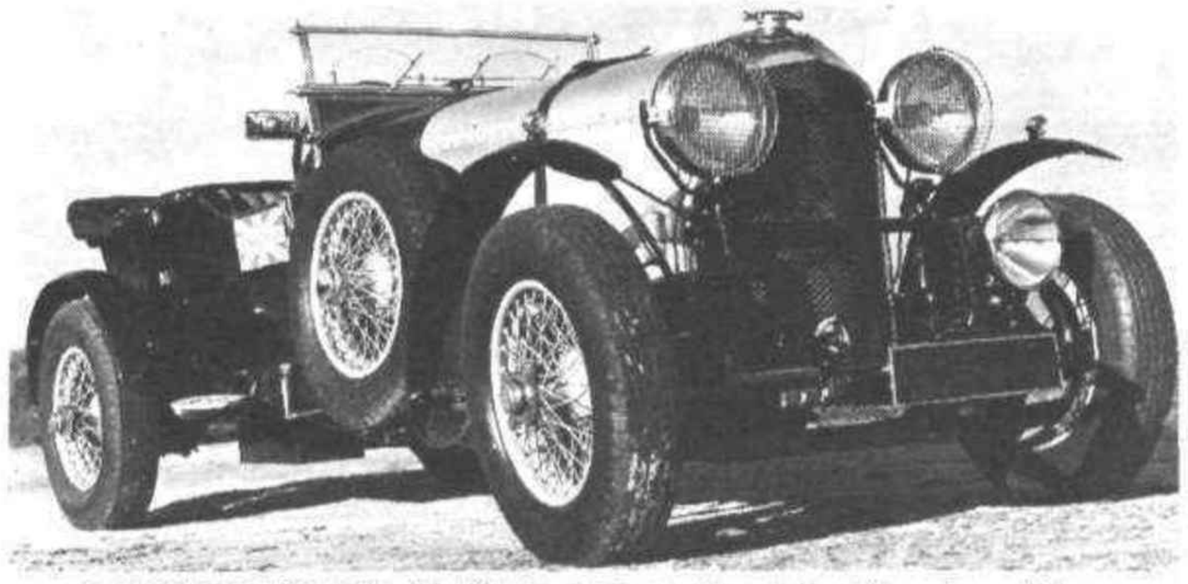
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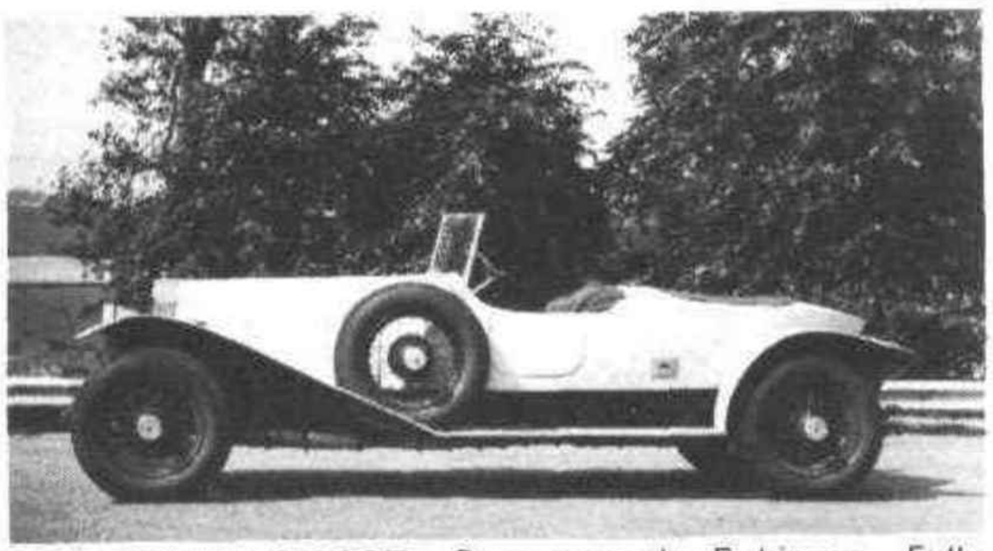


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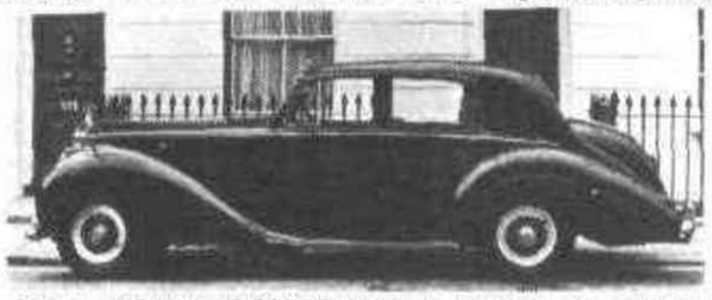
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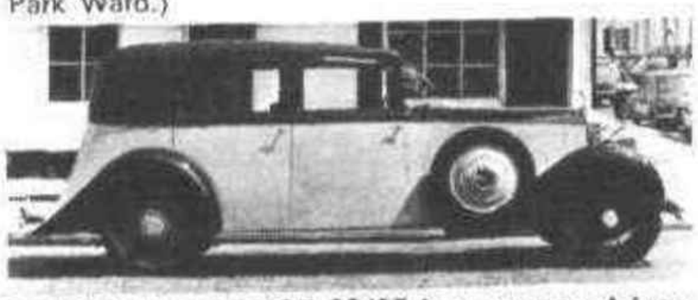
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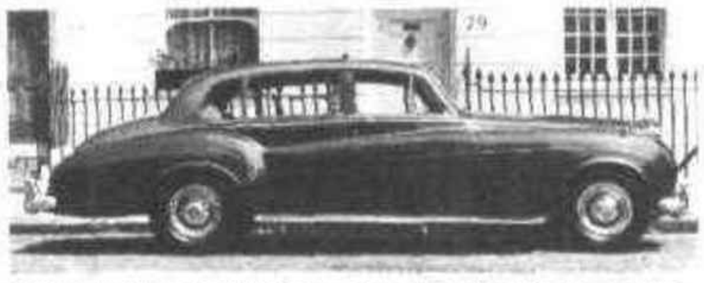
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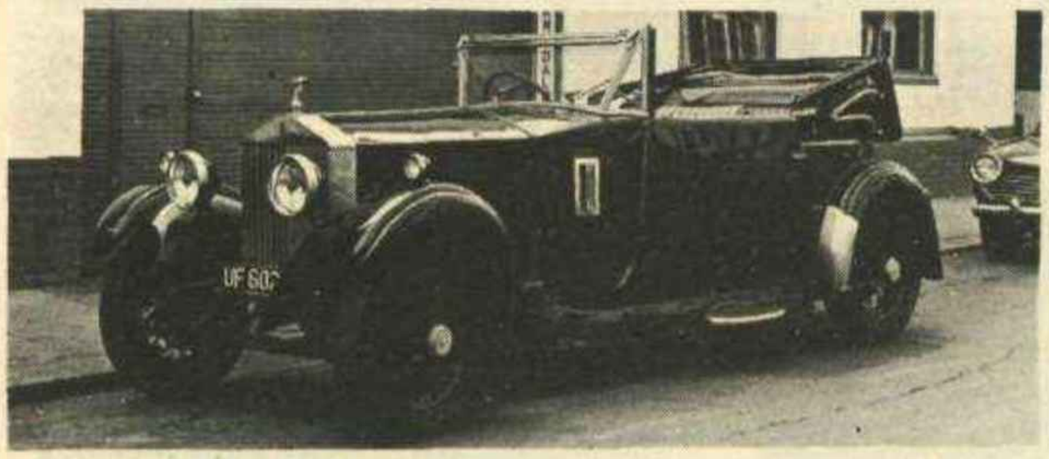
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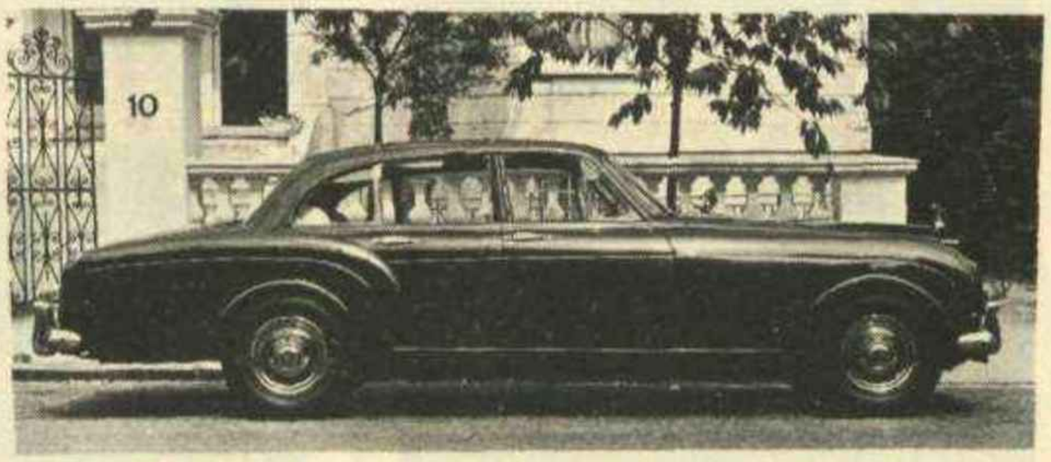
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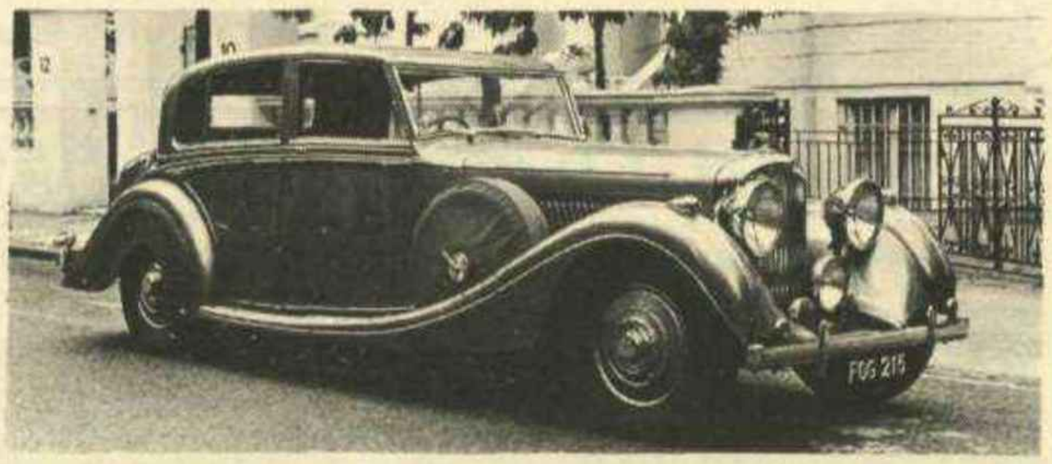
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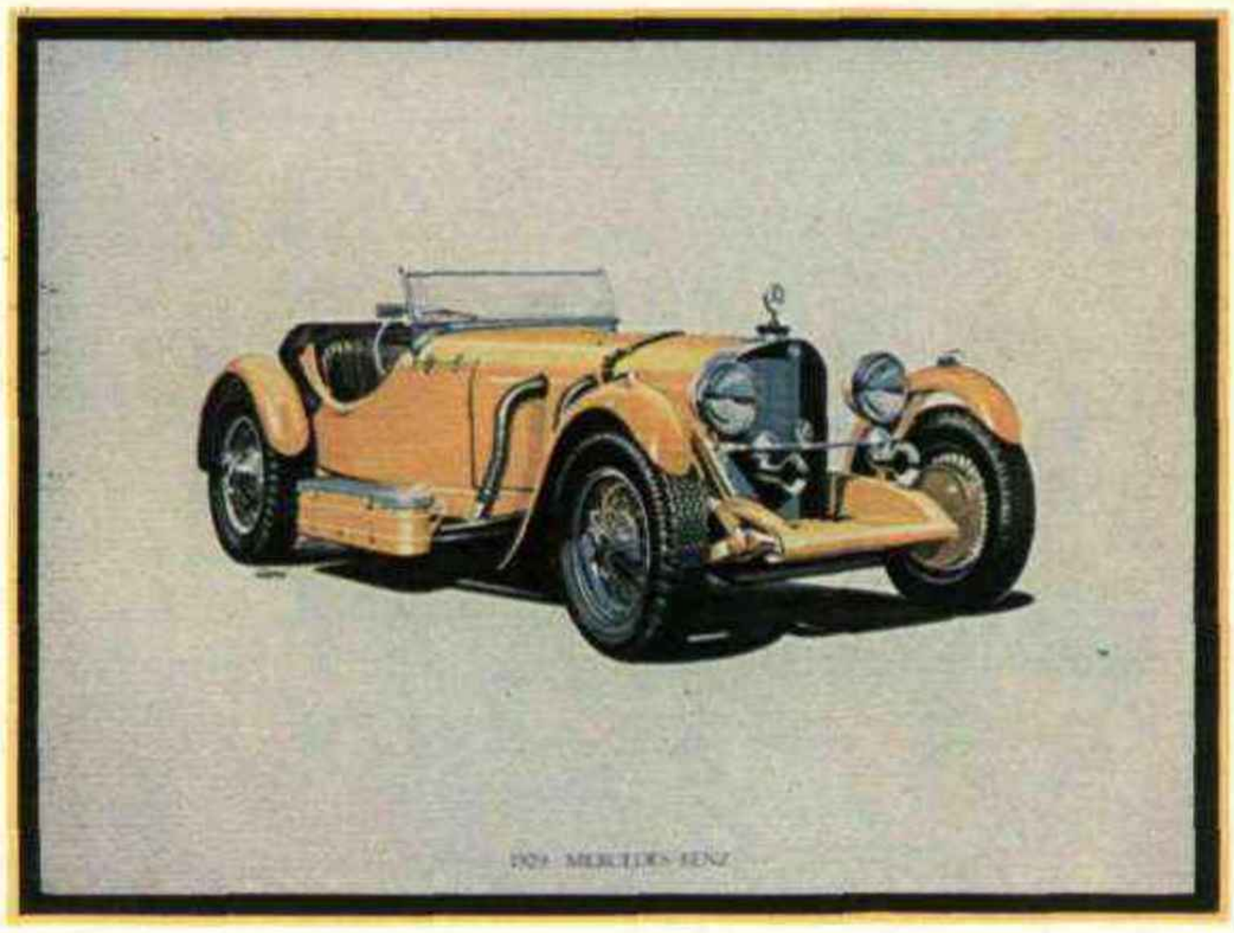
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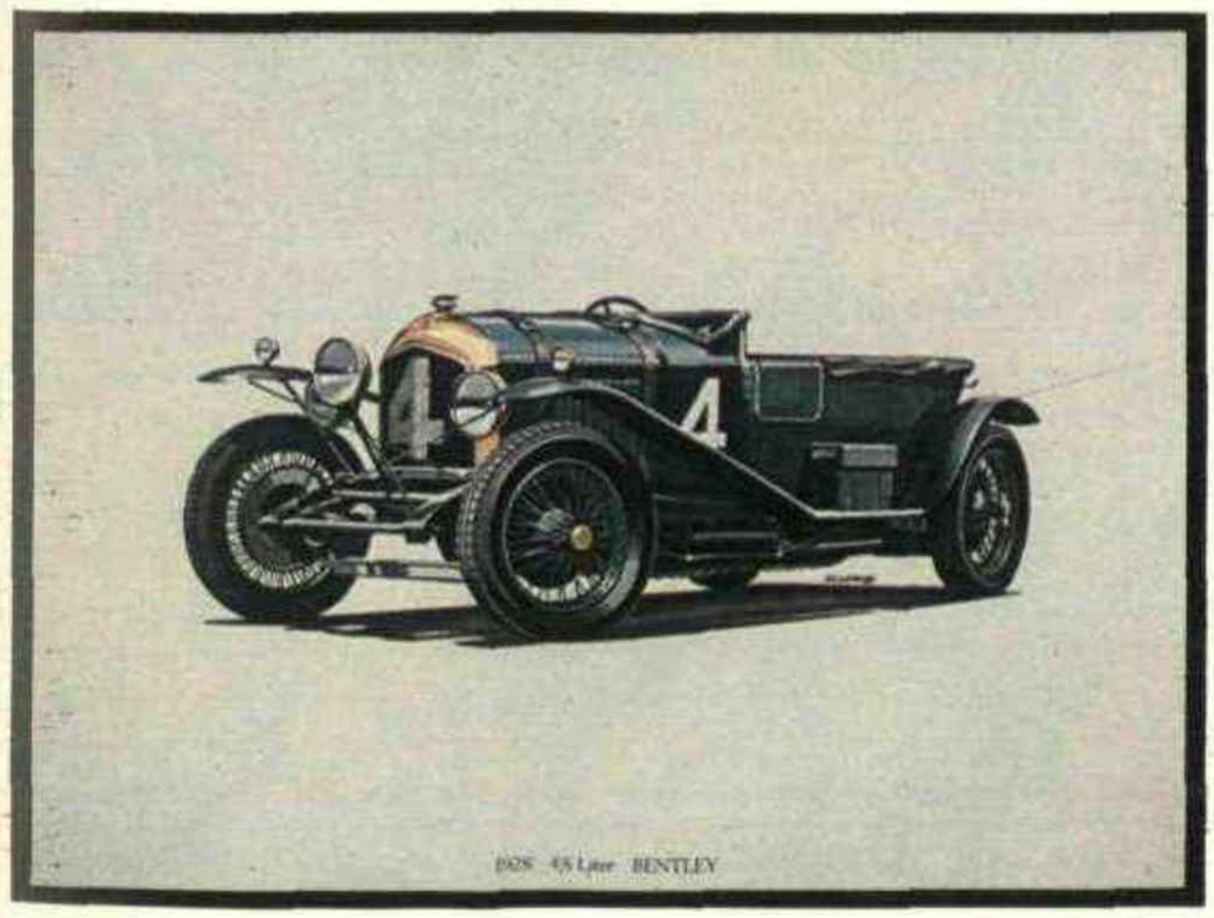
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