July 1975 Vol. LI No. 7 30p

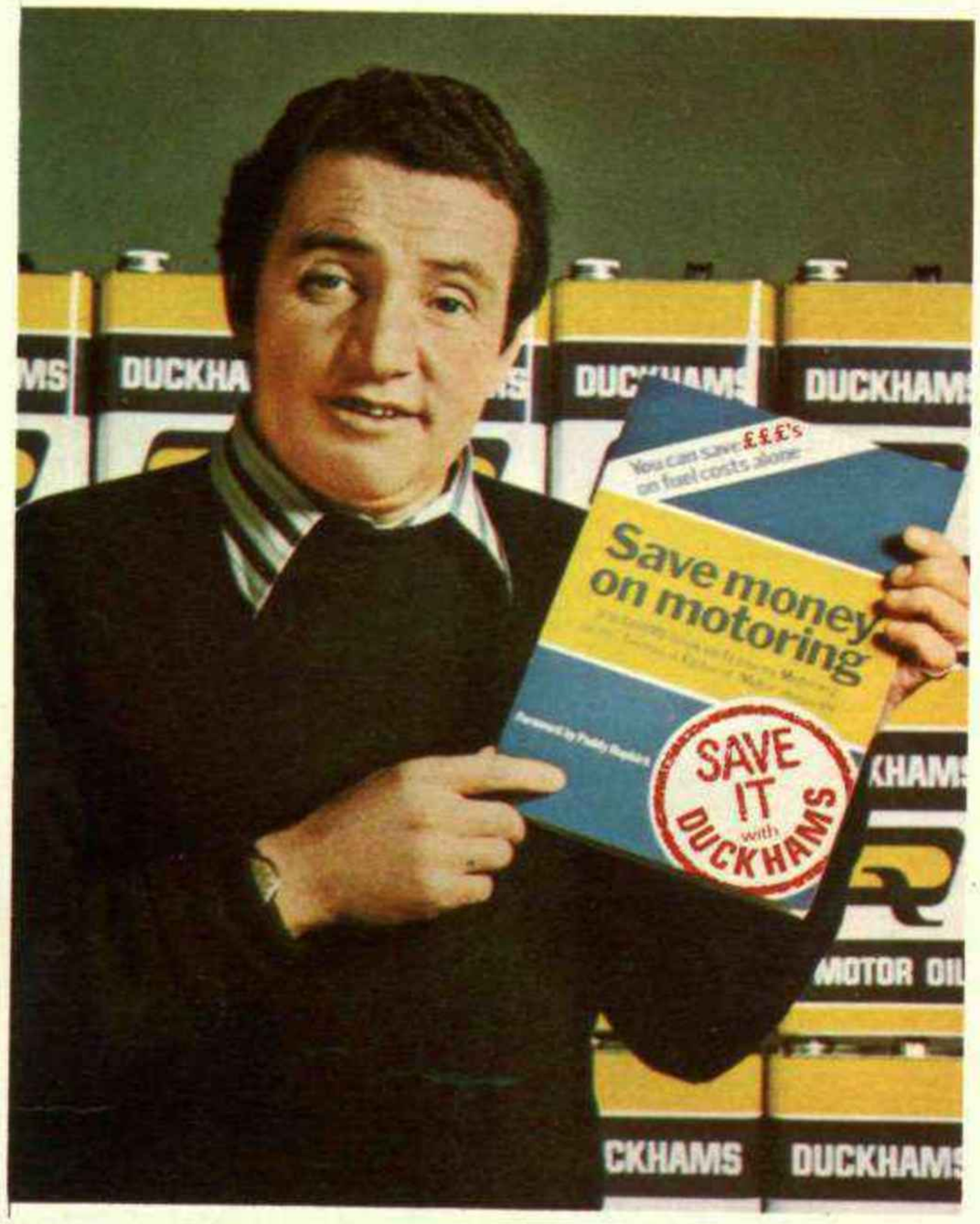
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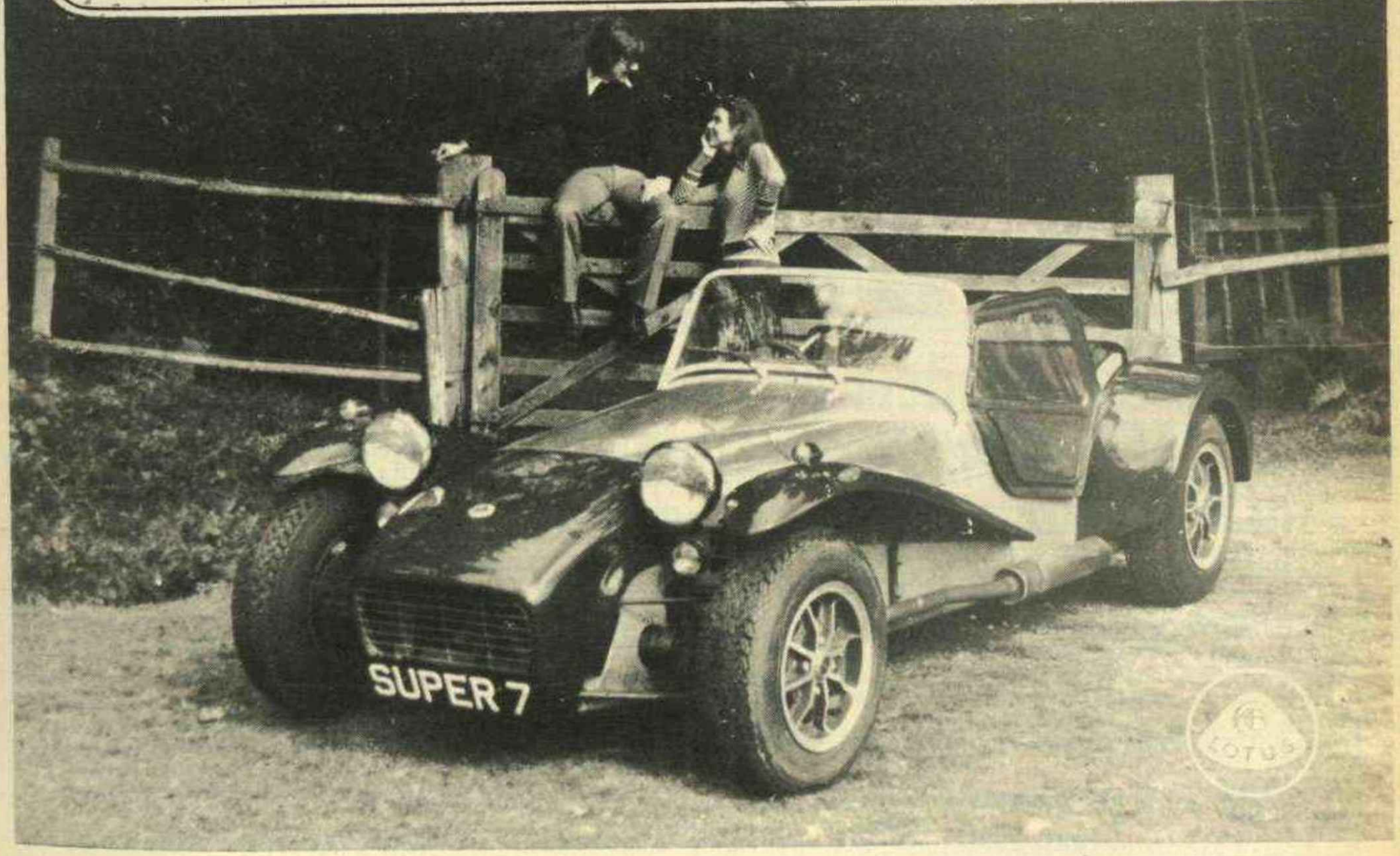
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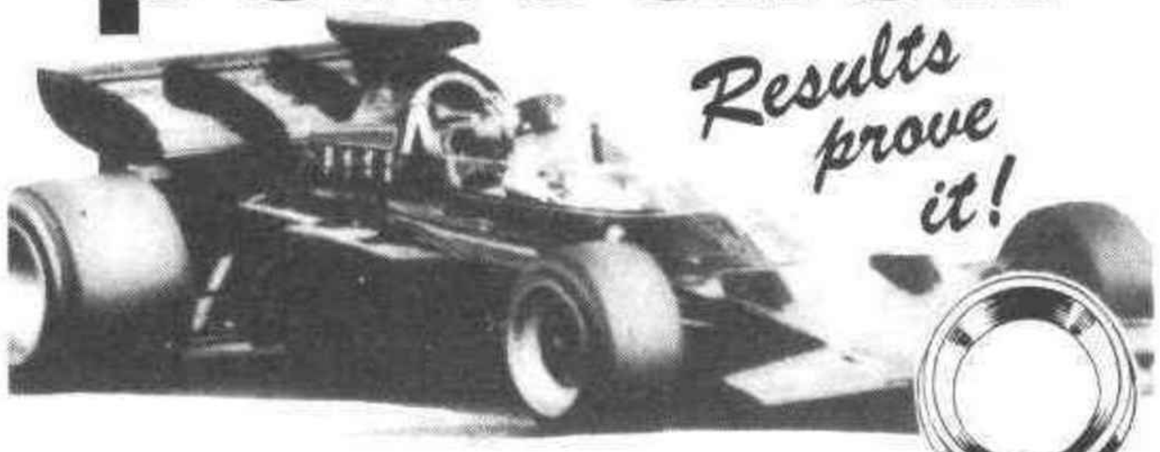
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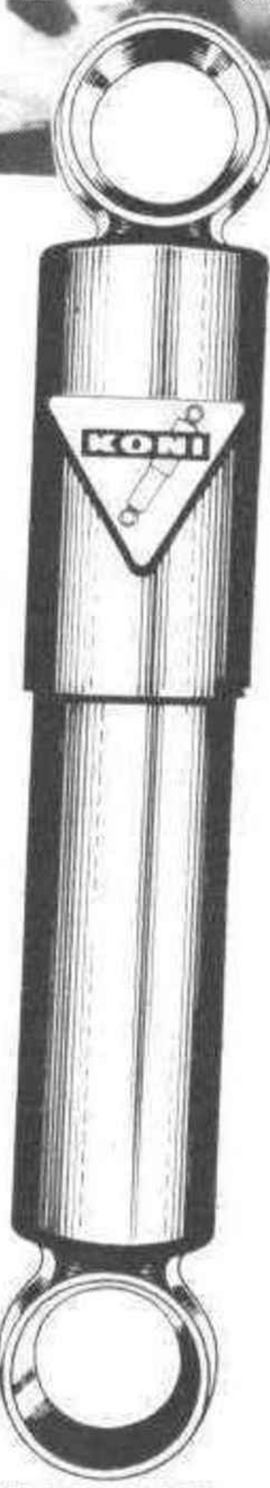
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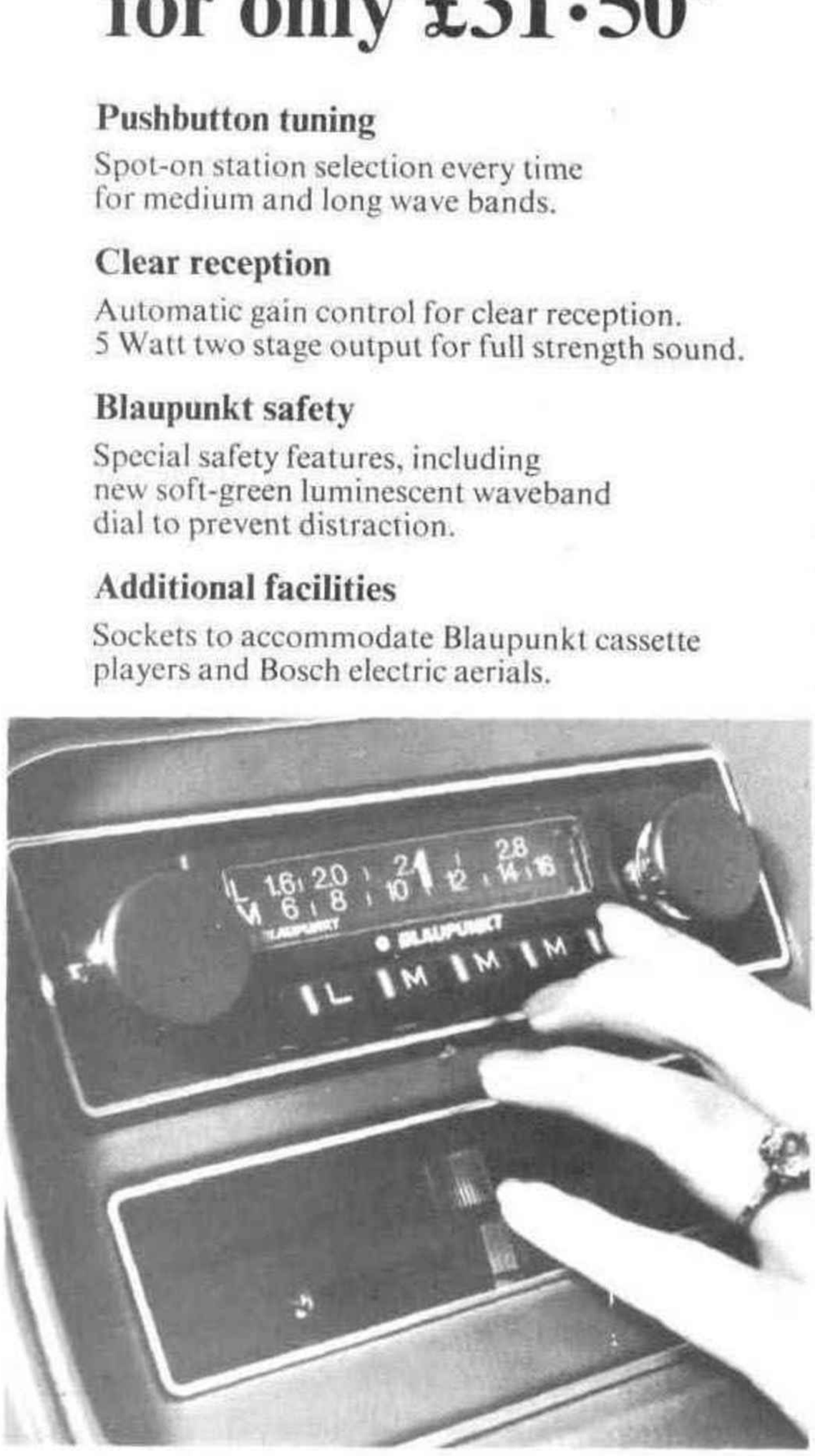
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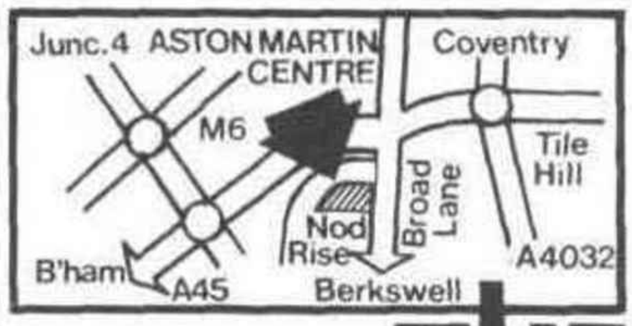
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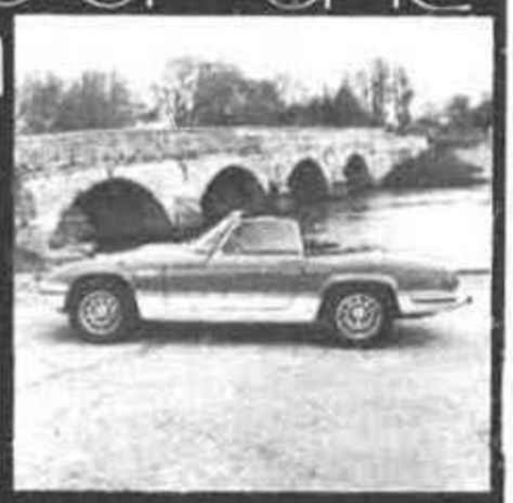
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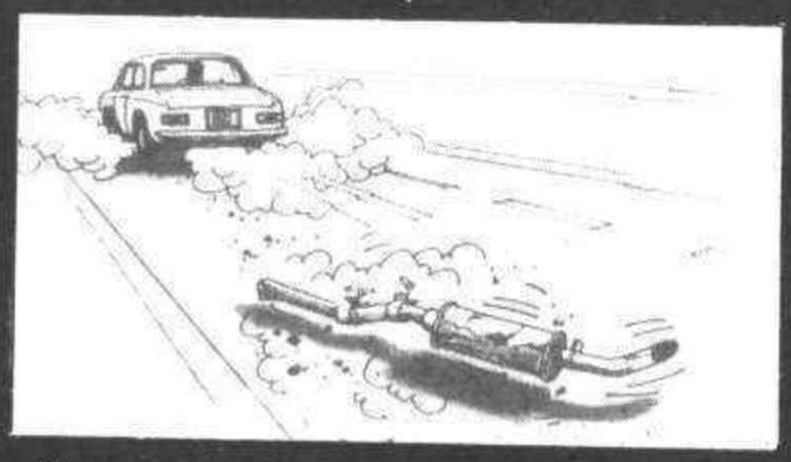
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Details of car

Make _____ Model _____

Mark _____ Year _____

Saloon/Estate/Van† Engine Size _____ cc

Automatic/Manual Gearbox† †Delete as necessary



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Stainless Steel Exhausts

*Some manifold connections are mild steel but fully guaranteed

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A new workhorse for the Austin-Morris range. The economical and reliable Marina becomes a family estate car with the carrying capacity of a van with this low cost conversion by Mumfords.

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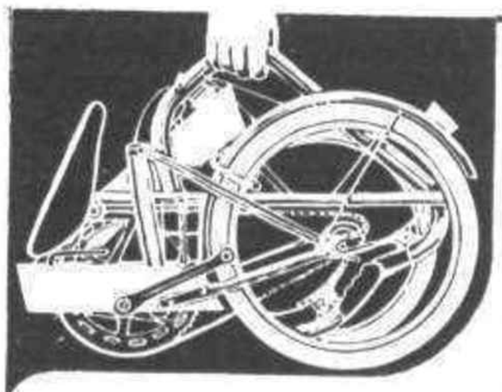
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1975 International Scottish Rally

Vauxhall wins:

No 1 in Group 1.

1st: Class 4 (Gp 1 cars over 2000cc)
16th overall.
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Time after time, Vauxhall are winning. On the rally circuit and on the race track, club to international. It's proof of the excellence of the cars. Their reliability. Their immense strength. Their great performance and handling.

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USED ISO LELE

1974 ISO Lele. Dark metallic blue with tan trim. Fitted with automatic transmission, air-conditioning, radio and 8-track stereo. A one-owner car with a recorded mileage of 14,000 ..... **£4,950**

1974 ISO Lele. Metallic maroon with tan trim. Fitted with automatic transmission, air-conditioning, radio and 8-track stereo. A one-owner car with recorded mileage of 11,500 ..... **£4,950**

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1973 M.G.-B GT Bronze yellow with navy trim. Fitted with overdrive, radio and 8-track stereo and tinted screen. Recorded mileage 25,000 ..... **£1,595**

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1975 ALFA ROMEO Montreal. Orange with grey cloth trim, fitted with radio and quadraphonic stereo; supplied new by ourselves, 4,000 miles only.. **£4,950**

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1974 RENAULT 17TS. Orange with black trim and fitted with radio. A one-owner car with recorded mileage of 24,000..... **£1,765**

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1974 LOTUS Elite 502. Regency red with oatmeal trim, 10,000 miles only..... **£4,395**

1975 (May) LOTUS Elite 502. Roman purple with fawn trim, **650 miles only**..... **£5,995**

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1974 New and unregistered WINNEBEGO Brave 21T, £6,995 plus VAT. 1975 New and unregistered WINNEBEGO Indian 19, £6,750 plus VAT. 1974 DODGE Commander Motor Home, £6,600 incl. VAT. 1974 DODGE Commander Motor Home, £7,000 incl. VAT.

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Alfa Sud—IMMEDIATE DELIVERY.
Alfa Sud TI—IMMEDIATE DELIVERY.
1.6 GTV—Red with black trim.
Alfetta—Dutch blue, pine green and red.
2000 Berlina—Red with black cloth and tinted glass.
2000 Berlina automatic—White with grey cloth trim.
2000 Spyder—Choice of green, blue and red.
Montreal—Silver.

LOTUS:
Elite 503–Regency red.
Elite 502—Roman purple.
Elite 501—Yellow with tan vinyl roof or Carnival red.

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1973 onwards. Clean, low mileage MG-B roadsters, MG-B GT, Datsun 240Z/260Z, Lotus +2S, Morgan, Jensen Healey, Lotus Elite.

NEW LOTUS Elite 501. Red.
NEW LOTUS Elite 501. White.
NEW ALFA ROMEO Spider. Red.
NEW ALFA ROMEO 2000 GTV. Beech.
NEW ALFA ROMEO Alfetta. Choice of colour.
NEW ALFA ROMEO 2000 saloon. Choice of colour.
NEW ALFASUD TI. Choice of colour.
NEW ALFASUD SE. Choice of colour.
NEW ALFA ROMEO 1.6 GT Junior. Pine green.
NEW ALFA ROMEO 1.6 GT Junior. Red (New shape).
NEW SCIMITAR GTE. O/d., alloy wheels, etc., cygnet grey.
NEW SCIMITAR GTE Auto. Alloy wheels, etc., Celtic brown.
NEW SCIMITAR GTE Auto. Alloy wheels etc., white.
1974(N) EUROPA Special. Blue..... **£2,495**
1974 LOTUS +2S 130/5. Roman purple.... **£2,795**
1974 LOTUS +2S 130/5. Olympic blue.... **£2,795**
1975 ALFASUD TI. Green..... **£1,695**
1973 MG-B GT Auto. Sunroof, green mallard **£1,595**
1974 ALFASUD. White..... **£1,365**
1974 ALFA 1.6 GT Junior. White, low mileage. **£1,995**
1974 ALFA 2000 GTV. Piper yellow, low mileage **£2,295**
1974 MG-B GT. Citron yellow, o/d..... **£1,950**
1974 LOTUS Elite 502. White..... **£4,750**
1975 RENAULT 17TL. Metallic green, many extras. Exceptionally low mileage..... **£1,995**
1974 MG-B GT V8. Citron, low mileage, radio **£2,195**
1975 DATSUN 260Z. Metallic green. Exceptionally low mileage..... **£2,895**
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1972 LOTUS +2S 130/5. Yellow, low mileage **£2,195**
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1972 LOTUS +2S 130, 4-speed, blue. All extras **£1,895**
1975 SCIMITAR GTE Auto. Celtic brown, tints, alloys etc..... **£3,495**
1973 SCIMITAR GTE. O/d. or auto. Choice From **£2,295**
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Would you buy the economy car on the left, or the luxury saloon on the right?



Pictured above is the Renault 12 economy car.

And when we describe it as such, we aren't simply talking in terms of petrol consumption. (Which the AA put at 34.5 mpg overall, and Mr. Smallbone, a Renault 12 owner from Oxfordshire, put at 42 mpg.)

To our way of thinking an economy car is one that keeps total running costs to the minimum.

Which is why the Renault 12 has radial-ply tyres.

An alternator, to help stop traffic jams draining the battery, and subsequently your pocket.

A sealed cooling system, to save you forking out for anti-freeze every year.

An anti-corrosive underbody treatment, to help stop rust eating into the car's second-hand value.

And many other economy features that your local Renault dealer will be only too happy to point out.



Pictured above is the Renault 12 luxury saloon.

Before you remark on its similarity to the Renault 12 economy car, we would draw your attention to some of its features. (Ones that even the most hopeful couldn't expect on an economy car.)

It has 4 doors, seats 5 in comfort, has a lively 1289 cc engine, ample soundproofing and a heated rear window.

The suspension, in the words of 'Motor' magazine, 'swallows up humps and hollows which have other cars pitching and wallowing'.

And note, if you will, the thoughtful inclusion of a light in the glove box and boot, a cigar lighter, fully reclining front seats, an anti-dazzle driving mirror and an instrument light dimmer.

Hardly features of an economy car.

Which brings us back to our original question, which Renault 12 would you buy?

Happily, we can spare you the agony of indecision by admitting that they are one and the same car. Which is something your Renault dealer will be more than pleased to demonstrate.

For details of the Renault 12 send this coupon to Renault Ltd, PO Box 2, London W3 7NU.

The car described above, the Renault 12TL costs £1670.76. The more basic Renault 12L costs £1597.05. The Renault 12TR (Automatic) costs £1948.05. The high performance Renault 12TS costs £1797.12. And the Renault 12 Estate costs £1839.24. Delivery and seat belts extra. All prices include VAT. Prices correct at time of going to press.

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Safety Wheel
Details on request

4½ x 10	£11.66
4½ x 12	£14.58
5 x 13	£17.82
5½ x 13	£18.60
5½ x 14	£24.03
6 x 14	£24.88
6 x 15	£28.38

Including chrome nuts. FREE DELIVERY.

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Wire-Mag

5½ x 13	£23.76

Other sizes and prices on request. Carriage 25p.

COBRA
Wire-X

5½ x 13	£14.95

COBRA
SUPASLOT

5 x 10	£12.96
5 x 12	£15.93
5½ x 13	£17.28
6 x 13	£18.36
6 x 14	£21.60
6 x 15	£23.76

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

K.N. GEMINI

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

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

K.N. MERCURY

6 x 10	£8.56
6 x 13	£11.00

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

REVOLUTION
Competition

6 x 10	£13.80
5½ x 13	£20.16
6 x 13	£21.96
6½ x 13	£24.36
7 x 13	£26.88
7½ x 13	£29.28
8 x 13	£31.92
8½ x 13	£34.56
9 x 13	£37.56
10 x 13	£43.08

Including chrome nuts. Carriage 25p per wheel. Comp. wheels—15% off to Comp. Licence Holders (state licence number).

SHELBY Cal 500s polished

5 x 12	£17.75
5½ x 13	£18.75
6½ x 13	£19.65
6 x 14	£22.50
7 x 14	£22.95
5½ x 15	£22.90
7 x 15	£24.10
8½ x 15	£27.85
10 x 15	£33.60

Including chrome nuts. Carriage FREE.

WOLFRACE (Polished—Add £1.50)

5½ x 13	£22.14
6 x 13	£22.68
7 x 13	£23.76
8 x 13	£24.84
6 x 14	£23.76
6½ x 14	£23.76
7 x 14	£26.46
6 x 15	£27.00
6½ x 15	£27.04
7 x 15	£28.08
8½ x 15	£29.16
10 x 15	£39.42

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

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Sets of 4.
Carriage Free.
10"—£5.50, 12" (not 1100's) £6.95
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COSMIC
Mk. 2 & Mk. 3

5 x 10	£9.70
6 x 10	£10.90
5 x 12	£13.00
5½ x 13	£15.20
6 x 13	£16.55
5½ x 14	£18.15
6 x 14	£19.35
5½ x 15	£18.50
6 x 15	£18.50

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

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

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

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

MAMBA

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

Including chrome nuts, 4 locking nuts £4.50. Carriage 25p per wheel.

MAMBA 'Solar' Racing Wheels

7 x 13	£33.70
8 x 13	£33.70
9 x 13	£35.64
10 x 13	£37.58
11 x 13	£39.53
12 x 13	£41.47
13 x 13	£43.42
14 x 13	£45.36
15 x 13	£47.30

Details available.

MIDLAND METALLIC Mk. 1

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

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

MIDLAND METALLIC Mk. 3

6 x 14	£17.95
6 x 15	£19.30

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

100+ OCTAVO

5 x 12	£10.50
5½ x 13	£11.20
6 x 13	£14.35
6 x 14	£15.00
7 x 14	£16.22

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

REVOLUTION

5 x 10	£12.04
6 x 10	£13.00
6 x 12	£15.60
5½ x 13	£14.64
6 x 13	£15.96
6 x 14	£18.40

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

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Anti-theft device for all wheels £3.50 set of 4 (state car etc.). Caps to disguise nuts £1.00 set of four.

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State make of car and type of wheels. £3.50 set of 16.

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GTA	£12.20
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GTB stripe	£19.55
GTB Rec. plain	£20.55
GTB Rec. stripe	£21.55
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Targa Rec.	£22.85
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Carrera Rec.	£22.60
Easy Rider H/B	£15.25
Sebring Rec.	£24.50
R. Clark Rally	£20.20
Monza H/B Rec.	£23.20
Headrest	£2.95

Sub-frames and runners £2.50 when purchased with a seat.

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ML1 Touring	£25.85
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ML3 Rec.	£36.65
ML4 H/B Rec.	£38.80
ML5 Comp.	£31.25
ML6 H/B Comp.	£33.40

Sub-frames and runners £3.30 when purchased with a seat.

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Luxury D.I.Y. kits complete. Type A £8.87. Type B £12.90 Carriage 25p.

MODEL A



MODEL B



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Easy to fit—full instructions

21½"x60" (54x152 cm)	£3.00
25"x66" (63x167 cm)	£3.50
30"x72" (76x182 cm)	£4.00

Re-usable—post free.

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(Sets of 4).
Mini-Alloy £4.50.
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Fibreglass works pattern £11.50
(Escort extensions can be fitted to many other cars with slight modifications).

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Standard £10.00 pair. Super £14.50 pair. Carriage 25p.

D.I.Y. WHEEL BALANCER
For almost all 4-stud wheels £4.50
(Stick-on or clip-on).
£1.00 per set.

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ASTRALI CONTENDER
13" semi-dished, (Horn-push 80p extra).
OUR PRICE £5.25 complete
Carriage 30p.

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13" oval design in tan and black two-tone (Horn-push 80p extra).
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11", 12", 13", 14" flat or dished. OUR PRICE £7.00 complete. Thumb spats 70p extra, Black anodised 30p extra. Carriage 30p.

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13", 14" all black 4-spoke design. OUR PRICE £9.20 complete. Carriage 30p.

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Mk. IV, 12", 13", 14", 15" flat or dished. Polished or black, £18.36 carriage free.
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Mk. VI, 14", 4-spoke £22.15.
Colour options available to Special Order.

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Oscars	£9.77 each
Oscars (Dipping)	£10.64 each
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Carriage Free.
Double Brackets (most cars) £4.95 pair, carriage 30p.
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Carriage 25p.
Mini I & II, Anglia, Imp, £7.50.
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by Wood and Pickett.
Carriage £1.00.
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GRIFFIN GRAND PRIX	£39.50
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OPEN FACE:

KANGOL CONSTELLATION	£12.00
GRIFFIN JETSTAR OUR PRICE £15.90	Send S.A.E. for full HELMET LIST.

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Flame-proofed Racing Drivers' Overalls.
PROBAN
BSI 3120 in pale blue with contrasting stripes. Small, Med., Large, Ex Large. 1 or 2 piece, £9.70
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Underwear £12.50 Sox £2.50
Balaclava £2.95, Gloves £5.75
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Red with blue stripes, or blue with red stripes.
Small, Med., Large, Ex Large £4.95. Children's 22"-32" £3.95.

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Spax	Koni	Application (Prices each)
£7.20	11.61	Mini range, Humber range, Cortina I & II, Corsair, Escort, Capri, Avenger, VW, Imp (standard suspension), Marina rear, Herald range (rear), Volvo range, TR 4/5/6 (front), Opel Kadett, Manta, Ascona, Stag (rear), Triumph 2000 (rear), Rover 2000 (rear), Viva, Firenza, Magnum, Ventora, Saab 95/96/99, most Fiats.
8.50	12.91	Toledo, Dolomite, 1500, 1300 (front and rear), Herald range (front), Jaguar XJ6 (front) BMW 1602/2002, TVR, Cortina Mk. III, Granada.
10.50	18.31	Reliant Scimitar GTE and 'E' Type (rear)
8.50	13.60	XJ6 (rear) and 'E' type (front).
12.50	13.60	Imp Competition (front).
8.50	11.83	Imp Competition (rear).
6.75	6.42	Conversion brackets for Anglia 105E & Spridgets.
N.A.	7.24	Rear Tele Conversion for MGB and MGA.
N.A.	9.94	Tele Conversion for front of Marina (Koni only).
7.45	10.53	Adjustable to suit above conversions.
10.50	17.17	Lotus 7, Elan Koni only. Europa (state year) rear.
10.50	21.65	Lotus 7, Elan and Europa (state year) front.

Post and Packing 40p a pair. Two pairs 50p. If your car is not listed please enquire for details.

OVERHEAD CONSOLES

Astrali Jet-Set de luxe, fits almost all cars £12.50.

INTERIOR SILENT TRAVEL

Complete D.I.Y. Kit including instructions £6.75, carriage 50p.

DRAINER-CANS

The answer to oil changing and disposal problems. Holds 14 pints. A 'Motor' Top Ten accessory with the AA seal of approval, £1.85 post free.

TRICO REAR-VIEW WIPER SETS

Carriage 30p.
Minis £11.15, Capri, all Cortina estates, Escort estates, Granada/Consul estates, Husky, Vogue/Minx/Hunter/Avenger/Simca 1100/Viva/Victor estates BLMC 1100/1300 saloons and estates, Marina estate, Fiat 124 estate, 127 3-door, Mazda 1300/1800 estates, Peugeot 204/304/504 estates, Renault 5/6, Toyota Crown estate, Saab 95, V4 estate, £11.15.
Rear-Wash sets, for above cars, £5.84, carriage 30p.

SPOILERS Carriage 25p.

FRONT ABS
Mini £4.70, Escort, Cortina, Capri, Anglia, Marina, MGB £5.70

FIBREGLASS—front
Escort, Capri, Cortina II & III, Mini, Imp, Avenger, Mazda, Datsun 240K, Toyota Celica & Corolla, MGB, Spitfire, Fiat 124, Vauxhall Magnum £8.50
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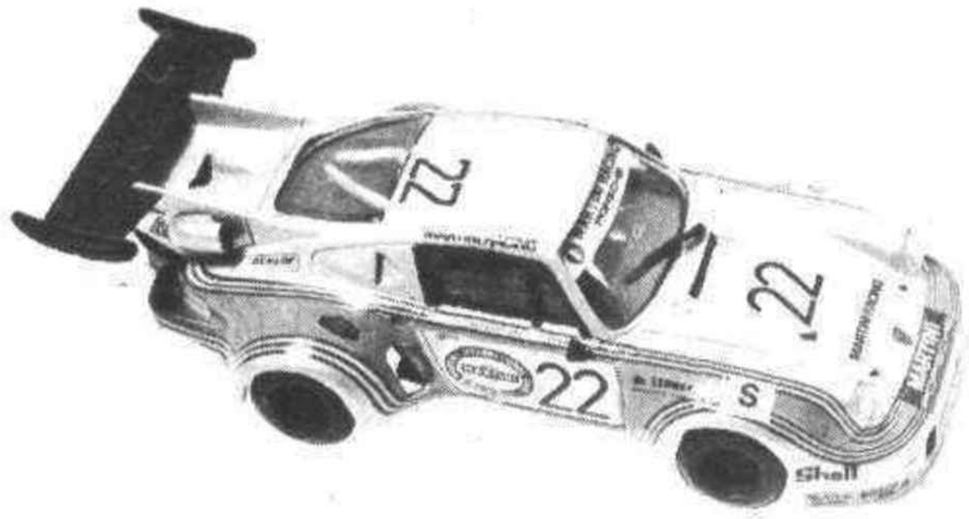
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the EDGAR JESSOP column

AT LAST, my own column in Motor Sport. Ever since this magazine was in ankle socks and I was falling off motorcycles in the IOM I have wanted to write for it. But it was not until **Brian Harvey** of **Grand Prix Models** said that he'd give up his advertisement for two months that I ever more than nurtured the idea secretly. After all "Jenks" and "the Bod" are so prolific, accurate, colourful and readable that to do them out of one column inch seems to this aged "pilote" almost sacrilige in itself.



Nevertheless here I am for two months nursing a broken leg after falling off my Scott but ready to write about bikes, models, young ladies, beer and more beer. Just come back from a trip round France, Belgium and Germany and I must tell you how lucky you all are in the UK. Prices there are through the roof. Models for example that GP Models import to the UK and sell for around £1.38 are over £2 there.

Those F1 big scale kits they keep advertising for £6.50 are £13 each in France and £10 in Germany. I know that they earn more per head there but it makes you realise just how fortunate we are doesn't it? Even the metal kits that Grand Prix make themselves sell for over £5 in France and Germany but are only £3.95 here. Overseas readers might like to note these facts for it means that by buying from the UK, models and one presumes, motor accessories, are a hell of a lot cheaper than in your own country.

Best way I would think to see just how much you can save and on what, is to get Grand Prix Models various catalogues. They've a new 60-page illustrated one on plastic and plastic and metal kits that costs 50p and another devoted to Shelf scale metal kits which costs 20p – that's 30 pages and illustrated. Oh and by the way, they sell old collectors' models and you can have the latest sales list for 30p and lastly their current lists of all new worthwhile model cars for just 7p. Savings, looking through the lists, seem to be around 25 per cent, which can't be bad in these days of inflation.

Somewhere within the confines of this half page there should be a picture of a beautiful **Martini Porsche Turbo** as it raced at Le Mans in 1974. The model as created by **Andre Marie Ruf** in Paris and it has already been called "the finest die cast model ever made" by French and Italian journalists. It is hand made, 1-43rd scale and absolutely beautiful. Andre, who was a Renault technician before leaving them recently to concentrate on his hand finished models, can only make a limited number. He's made Brian Harvey of Grand Prix his distributor and you might be lucky enough to get one for around £16.20 if demand doesn't exceed supply.

Next model coming from the fine but small **AMR** works is the **Jaguar XJ12** which is one of the finest small scale models I have ever seen. BH of GP has already started his waiting list so if you're a Jaguar enthusiast write to him now and reserve yours. Andre (whose initials make up his company name of AMR) will engrave your initials in the base of a model for no extra fee – a nice idea if you own a full scale model of the car he's making.

There is so much happening on the model scene that it is impossible for me to report it all here. Those news sheets of GP Models at 7p do a good service in keeping you up to date though. In the latest one they report the arrival of a 1-12th scale **Yardley McLaren** for £6.50. **1937 Packard '12"** for £9.75. **Morgan V8** for £5.95 and **Mercedes 540K** for £7.50. There is also talk of the latest **Pocher** kit from Italy, the most incredibly detailed **Mercedes 500K** with around 3,000 parts for about £100 but due to trouble at the factory delivery has been delayed. Worth asking them about though.

One aspect of buying models from Grand Prix that we saw no evidence of on our trip round Europe – at least no-one there is offering a similar service – is that you can buy from them using credit cards. If you have a credit card of almost any company all you have to do is to give the card company name, your number and expiry date. GP Models do the rest. They need your name and address of course. Brian Harvey tells me that it is amazing how many letters he gets from people who forget who they are and where they live. But, it's a good way to buy and if you're with the right card company you don't, of course, have to pay up at once. Quite a change from the old days which we used to say were good – makes me wonder if they were really that good!

Another new model available this month is GPs own **Lotus X1.** They've modelled it on the team cars which won the GT class and Index at **Le Mans** in **1957** the year that the **D Type** won as well. What a year that was for British motor racing. The Lotus X1 is a simple but very detailed metal kit priced at £3.95 and there are two versions – 750 cc and 1098 cc both complete with full transfer sets for racing numbers, number plates etc. Thus you can make the whole **Lotus Team** for Le Mans that year. The kit was master modelled by the same master craftsman that originated GPs fine **Chitty Chitty Bang Bang** kit and their fine **Mike Hawthorn Ferrari Squalo.**

Grand Prix Models proprietor Brian Harvey was, of course, for some time involved with motoring journalism and did a little racing himself. Now he's getting long in the tooth he contents himself with sponsoring a **Mazda** in the **Radio One Championship.** Driven by **Jock Robertson** the car has had seven outright wins from nine starts and in the other two races was second. Now Brian is looking towards 1975 and mumbling about 3-litre sports cars . . . and what did he say to **Patrick Neve** in Belgium?

That's it for this month then, thank you for reading the ramblings of this R-soaked old buff. Come to think of it with **Jenks** and **Moss** looking again at the **Mille Miglia** route maybe I should re-visit the **Paris** to **Pekin** course!! . . . until then.

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LOTUS Elan +2S, 1970 (J). Superbly finished in tawny with black interior; two owners from new and only 32,000 miles. An outstanding example. **Offered at £1,395**

TRIUMPH TR6, 1972. Finished in pimento with black trim, overdrive, radio; recorded mileage 25,000.
Offered at £1,095

FIAT 124 Sport coupe, 1972. Finished in red with gold coachlines, black interior, h.r.w.; recorded mileage 24,000. **£1,195**



TRIUMPH Stag Automatic, 1972. Finished in white with red upholstery, this superb one-owner car has covered only 30,000 miles from new. (*Similar above*) **Offered at £1,995**

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TRIUMPH GT6, 1972 (L). Finished in white with black interior. Fitted with overdrive, radio, h.r.w.
Offered at £1,095

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MG-B roadster, '73 model (reg. Nov. '72). Finished in damask red, overdrive, radio, tonneau. Superb example. **Offered at £1,195**

JAGUAR XJ6 4.2 Automatic, 1972. Finished in Old English white with navy blue upholstery; radio, p.a.s., h.r.w.; only one owner and 25,000 miles from new, immaculate condition throughout.
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1972 GTE Automatic. Mexico red with tan interior, fitted with alloy wheels, and leather seats, one owner, low mileage, serviced by us. **£2,045**
1973 GTE Manual. Nevada yellow with tan leather interior, fitted with tinted glass **£2,345**
1973 GTE Manual. Nevada yellow with tan interior, fitted with radio/stereo **£2,295**

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MOTOR SPORT

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FRONT COVER PICTURE: NIKI LAUDI'S Ferrari 312T, seen on its way to victory in the Belgian Grand Prix at Zolder. The Austrian won the Swedish Grand Prix at Anderstorp two weeks afterwards and thus scored a hat-trick of victories in the 1975 World Championship events.

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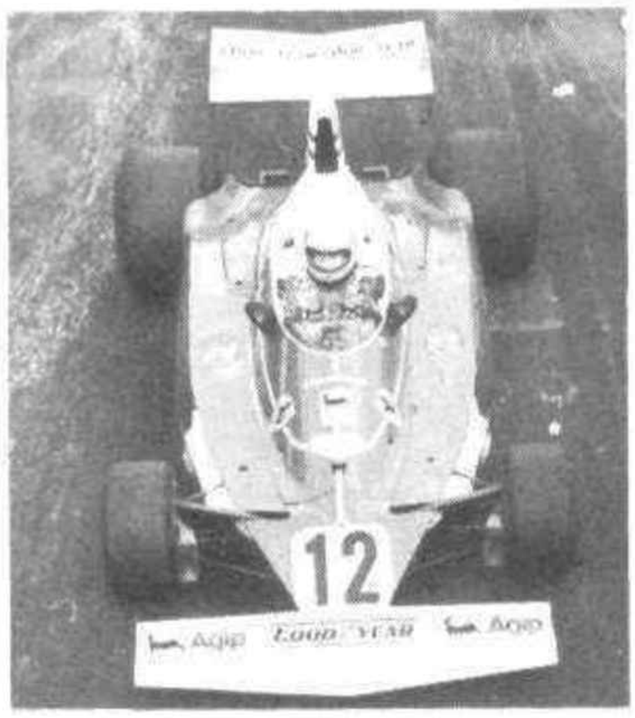
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MATTERS OF MOMENT

■ BRAVO FERRARI!

Without intending to belittle the very effective position Britain now holds in motor racing, we feel it opportune to remark on how nice it is that Ferrari is again in the ascendant. Essentially this make is the personification of the racing car and the most exciting form of sports car, inspired by the devout enthusiasm of Enzo Ferrari. Ferrari has had a remarkably long innings in motor racing and it is with these thoughts in mind that we applaud the present success of the Ferrari flat-12 Formula One cars.



For all too long British green racing cars were a pathetic joke, with a few Napier and Sunbeam exceptions, until the advent of the HWM, the Connaught, and particularly the Vanwall, which pointed the way to eventual British domination of racing in its highest form. Then it all happened, and our successes were so continual that they seemed to be taken almost for granted and we perhaps did not blow our trumpet as other countries would have done, in a similar happy position. That is nice to look back on, and to enjoy in the present. But this is no reason for not congratulating Ferrari on its recent comeback and its splitting of Cosworth-Ford F1 domination. Apart from the fact that Ferrari *is* motor racing and that a twelve-cylinder engine makes such a nice noise, variety is important to the virility of motor racing. Those who can recall the staleness (even if linked with admiration) of racing when it was being dominated by the Invincible Talbot-Darracqs (which were so afraid of their great reputation being broken that they shirked a confrontation with the newly-supercharged Fiats in 1923, unable to foresee the dismal first-appearance failure of those Italian cars) or when the magnificent 1½-litre GP Delage team had things all its own way, will see common sense in being pleased over the Ferrari successes of the past few months with their 312T cars.

■ A MORBID SUBJECT

The Jim Clark Foundation has at last issued its ambitious book, "Grand Prix Accident Survey". A great deal of work has gone into this report, which consists of an investigation into the apparent causes of 224 motor-racing accidents during races and practice sessions over the seven-year period 1966 to 1972. An Editorial research team of five motoring writers compiled this 64-page report. The Ford Motor Company computers analysed the material at the Operational Research Department in the Systems Office at Warley and when money for publishing the book ran out Nigel Moores, of JCB Championship fame, generously organised the necessary finance. So what is the result? A book which because it deals with a macabre subject is compulsive reading. It goes season by season, driver by driver, into the unscheduled racing incidents and tragedies, with some chilling photographs. A book that provides the first breakdown of statistics about the cause of crashes on the circuits. Yet it is, of course, already out of date, and it does not analyse sufficiently fully the reason for, and types of, mechanical failures, where these are deemed responsible for an accident. For those who respond to statistics, though, it is interesting to quote the Foundation's findings. These show that "cockpit error" is a greater cause for alarm than the breakage of some part of the car, in as much as in the 224 accidents investigated, of which 122 happened during races, 91 in practice and 11 while testing, only 24.7% were caused by mechanical failure, of which the most common, in this 1966 to 1972 period, was suspension breakage. Other aspects highlighted by this report are that in those investigated accidents 85.8% were devoid of driver injury, 25% happened during the first two laps of a race, 59.4% of these crashes took place either then or during the practice sessions, and that apparently bad weather had an insignificant effect on the number of accidents or how a driver fared in them. It is brave of the Foundation to tell us that Italian drivers (of three to nine years ago) were "significantly more prone to have accidents than the average entry" and gratifying, if now of no

Continued on next page

Motor Sport Fixture List For July

★ **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
July 4th	**Touring & Automobile Club of Turkey**	—	**Turkey**	**Aegean Rally (INT)**	—
July 5th	**Automotaklun SKR**	—	**Czechoslovakia**	**Rallye Skoda (INT)**	—
July 5th	MRCI	Kirkiston	Ireland	Race Meeting	—
July 6th	**FFSA**	**Paul Ricard**	**France**	**French Grand Prix, World Championship Round 9 (INT)**	—
July 6th	BRSCC	Silverstone Circuit	Towcester, Northants.	Tricentrol Super Saloon Trophy Meeting (*R*)	15.00
July 6th	BRSCC	Croft Autodrome	Darlington, Co. Durham	D. C. Cook and Direct Tapes Race Meeting (*R*)	14.45
July 12th	BRSCC	Oulton Park Circuit	Tarporley, Cheshire	National Organs Championship Car Races (*R*)	14.45
July 12th	AMOC	Silverstone Circuit	Towcester, Northants.	Race Meeting (*R*)	—
July 12th	LCC	Knockhill Circuit	Scotland	Race Meeting (*R*)	—
July 12/13th	Newtown & Dist. AC	Newtown, Powys	—	Eagle "Uniflo" Rally (*R*)	—
July 13th	**AC Firenze**	**Mugello**	**Italy**	**European Formula Two Championship, Round 9 (INT)**	—
July 13th	BRSCC	Mallory Park Circuit	Kirkby Mallory, Leics.	Renault 5 Challenge Meeting (*R*)	14.30
July 13th	BARC	Lydden Circuit	Lydden Village, Kent	Race Meeting (*R*)	—
July 13th	BRSCC	Llandow Circuit	Cowbridge, Glam.	Midsummer Race Meeting (*R*)	14.00
July 13th	BARC	Cadwell Park	Louth, Lincs.	Race Meeting (*R*)	—
July 13th	BRSCC	Brands Hatch Circuit	Fawkham, Kent	Lords Taverners' Day (*R*)	14.30
July 13th	**SCCA**	**Watkins Glen**	**USA**	**6-Hour Race (INT)**	—
July 17-19th	**Royal Automobile Club**	**Silverstone Circuit**	**Towcester, Northants.**	**RAC British Grand Prix, World Championship Round 10 (INT)**	—
July 19th	Telford AC	Telford Development HQ, Priorslee Hall	Telford (127/713097)	"Uniflo" Stages Rally (*C*)	09.00
July 19/20th	Aberdare MC	W. H. Baker Ltd., Pentrebach Road, Merthyr Tydfil	170/055049	Nutcracker Rally (*R*)	22.00
July 26th	BARC	Oulton Park Circuit	Tarporley, Cheshire	Race Meeting (*R*)	—
July 26th	VSCC	Silverstone Circuit	Towcester, Northants.	Race Meeting (*R*)	13.15
July 27th	**Ente Autodromo Pergusa**	**Enna/Pergusa**	**Sicily**	**European Formula Two Championship, Round 10 (INT)**	—
July 27th	**BRSCC**	**Snetterton Circuit**	**Thetford, Norfolk**	**European Championship Shellsport 500 Races (INT/R)**	14.00
July 27th	BRSCC	Cadwell Park Circuit	Louth, Lincs.	Mid-Summer Race Meeting (*R*)	14.00
July 27th	BARC	Mallory Park Circuit	Kirkby Mallory, Leics.	Race Meeting (*R*)	—
July 27th	BARC	Llandow Circuit	Cowbridge, Glam.	Race Meeting (*R*)	—
July 27th	BARC	Brands Hatch Circuit	Fawkham, Kent	Race Meeting (*R*)	—
July 29th	**Pretoria MC**	—	**South Africa**	**Total Rally (INT)**	—

MATTERS OF MOMENT

Continued from previous page

importance other than historical, that Brabham and Eagle cars fared in that period "significantly better than average". By its very nature this must be an inconclusive book, yet it sheds fresh light on one aspect of motor racing, will interest those who like all the available details even about the more morbid aspects of the sport, and it will be essential to those who collect every published work on motor racing.

Price increase

FOR the first time in 50 years, we have been forced to increase the price of MOTOR SPORT without prior warning. Printer and service wage increases, back-dated to April, rapidly rising material and maintenance costs, and incredible increases in home and foreign travel, necessary to obtain the news and present MOTOR SPORT to the standard our readers expect, have left us no other alternative. We still believe MOTOR SPORT to be the best value for money in its class and it still costs less than a packet of 20 cigarettes.

The August issue will celebrate our Golden Jubilee and is planned as 160 pages including a 32-page colour section.

Silverstone Chicanery

AS we go to Press we hear that Silverstone Circuit seem likely to install a *chicane* before Woodcote Corner for the British Grand Prix on July 19th. Fear of cars or debris launching themselves into the Grandstand is the quoted reason. Britain's fastest circuit is thus in jeopardy and one of the fastest and most difficult Grand Prix circuit corners in the World threatened. Carried to a logical conclusion we shall see spectators moved back 500 yds. from the circuit and Grand Prix cars driven be remote cnotrol. Oh well, back to the Scalectrix.

OBITUARY

T. G. H. Moore, JP, CP



IT IS with the deepest sense of regret that we record the passing of T. G. Moore, Tom to his friends, and T.G.M. to MOTOR SPORT, which he owned from 1929 until he parted with it to the present Proprietor at the end of 1936. It must be made clear that this relinquishing of the journal was not an indication that fast cars had become of diminishing interest to T.G.M.; it came about because he had left England for America in some haste, on the wings of romance. This may have appeared impetuous at the time but was subsequently fully justified, in the eyes of those who met Tom's charming wife! And what woman would not be flattered by a man who was prepared to forsake even his motoring interests to pursue her . . . .

T. G. Moore was an avid enthusiast for fast machinery long before this episode. He went to the 1926 Olympia Motor Show and bought a new 3-litre Bentley, having decided that this was the most practical sporting car then available. He followed it with a 4½-litre open Bentley which he used to good effect in the Inter-'Varsity speed-trials while he was up at Oxford. He also rode an old P & M motorcycle in these events and later a Rudge. When he took over MOTOR SPORT he owned a chain-driven Frazer Nash which he drove in short and long-distance races at Brooklands. T.G.M. was a very wealthy and influential resident in the Isle of Man and no doubt he bought the paper more as a hobby, and for the interests and advantages associated with it, than as a business. Indeed, he probably spent a great deal of his own money keeping it alive. He was a regular attender at Brooklands and Donington, having an office in the Paddock at the Weybridge Track, and he liked to get to Monaco, the French GP and Le Mans. He wrote his own race reports and was assisted editorially by some remarkable people, of the calibre of Braidwood, Fellowes, Walkerley, the Nockolds brothers, etc. In those times the going was less hectic and T.G.M., knowing most of the drivers, was often able to scoop some exciting news, such as the arrival on these shores of a new Maserati, what was happening at the Bugatti factory, or which racing cars were changing owners, etc.

He also took part in four Monte Carlo rallies, at a time when this was high adventure, starting from wintry places behind the Iron Curtain. In 1933 he went in the special 4½-litre Invicta with Donald Healey, in 1934 in Lord de Clifford's open 4½-litre Lagonda, in 1935 in an equally spartan AC,

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Teddy Bear changed to Polar Bear on Hesketh 308/3, sensibly driven by F1 novice Torsten Palm, brother of former top rally co-driver, Gunnar.

The Swedish Grand Prix

Ferrari Again

Anderstorp, June 8th

A VERY complete field of runners turned out for the Swedish Grand Prix and all twenty-six were guaranteed a start as the Anderstorp Raceway is large and spacious. As it was built on a flat piece of waste land there are no interesting contours for the circuit to follow and in consequence the corners and straights are all very geometric requiring a car to be carefully adjusted to a well-balanced condition of handling and there is little opportunity for the driver to re-adjust the balance of the car by his driving technique, always assuming he is capable of doing so. On most circuits you have to adjust the car to be as near right as possible on one or two corners and make do with it on others, so that you tune the suspension and handling for the corner you like best and on which you feel you can make up most time, but this means you then have to compromise on other corners and even be less than right on corners that are not important. At the Anderstorp Raceway, because of the similarity of all the corners, if you get the handling wrong on one you are liable to find it wrong on all of them. However, the reverse applies, though not many drivers seem capable of getting it right. This really was the overall problem that confronted everyone in practice and while some drivers were attempting to get scientific about their overall handling problems, others were getting on with their driving, accepting that the car did not feel very good anywhere on the circuit, except down the long run-way which forms the main straight.

Summer was in Sweden in a big way and a cloudless sky greeted everyone on Friday morning when practice began. Since last year the pit area had been completely rebuilt to an "open-plan" arrangement covered by a large concrete walk-way for spectators and each car had its own space, angled to the direction of the track. An access road started at the outside of the apex of the penultimate corner before the pits and this led into a lane behind the row of pits. From there a driver turned right into his pit area and on leaving he continued on out the front and turned left into the exit road, re-joining the circuit on the outside of the bend after the pits. This was an excellent scheme which worked well in practice, but prevented any possibility of a quick pit stop during the race, the tortuous passage in and out wasting more time than was reasonable. The morning was spent by most teams in settling in and there were three newcomers on the scene in the driver line-up, while there was nothing new at all in the array of cars, apart from detail changes, all the regular drivers being mounted on their usual machinery. The Frank Williams team were starting all over again with two new drivers as Merzario was at long last out of favour and had "gone off on holiday", his place in FW/03 being taken by Damien Magee, while Laffite was away at a European Championship Formula 2 race, so his place in the 1975 Williams FW/04 was taken by Ian Scheckter, the elder brother of the Tyrrell driver. In Graham Hill's Embassy-sponsored team Migault was out of favour so his place was taken by Vern Schuppan in the latest Hill car, while Brise had the original one. The Hesketh team had all three of their cars out, with Torsten Palm in 308/3 with the car covered in Polar Bears, this being the advertising emblem of the Polar Caravan company of Sweden who were sponsoring the Grand Prix overall.

In the Brabham team there was an air of expectancy as Carlos Reutemann had cut his hair quite drastically, so that his ears showed in an old-fashioned way, and he was convinced this would change his luck. More significant was the fact that he had appeared for breakfast happy and smiling and saying "What a beautiful day". This indicated that he was in a good mood and there was every chance of him being really on form. He has a very deep and unpredictable nature and if he doesn't feel right he drives in a mediocre fashion; if he feels good then he is one of the best. The trouble is that no-one can find out what makes him feel good or bad.

From the start of practice he was obviously on form and you did not need a stop-watch to see that he was really trying. Another driver who was quietly getting on with the job was Depailler, while Jarier was driving with all the flair one expects from him. It was accepted that Lauda would be among the front-runners, for anyone using Cosworth V8 power is convinced that the Ferrari is far superior on sheer speed, on pick-up from slow corners, on torque right through the range, on superior braking and road-holding and to listen to some people you wonder why anyone goes on using the Cosworth DFV. The question of Lauda's driving ability never seems to come into it, but Lauda himself believes that he is putting quite a lot of effort into the overall performance of the Ferrari and while he does not accept all the advantages claimed for the Ferrari, he does admit that it is a very good car. However, in this first practice the combination of Lauda and the Ferrari was not quite good enough to beat Reutemann and his Brabham. The Argentinian was fastest with 1 min. 25.297 sec., Lauda did 1 min. 25.457 sec., Depailler 1 min. 25.602 sec. and Jarier 1 min. 25.894 sec., so it was clear that a lap in the 1 min. 25 sec. bracket was going to be the standard for anyone who wanted to be classed as an "Ace". After the performance by Vittorio Brambilla in the works March at Zolder everyone had been wondering if it had been significant or merely a flash-in-the-pan and when he didn't appear in the "Ace" category at the end of the first practice, people said "Oh well, there you are, you see". Even the Ferrari team had got number 9 on one of the buttons on their electrical Heuer timing machine, but began to think it was a waste of a good button. The acknowledged "Ace" drivers like Fittipaldi, Peterson, Scheckter, Hunt and Pace were all busy trying to "tune" their cars for the geometric corners but not making much headway, while others were quite simply having trouble. Magee had hardly started off in the Williams before it died on him out on the circuit with the throttles stuck shut and he had to get help from his mechanics, and Ian Scheckter was wishing he had brought his Tyrrell with him from South Africa as the new Williams car was not consistent in its feel which did not encourage him to go too near the limit. Alan Jones had the throttles stick open on the Hesketh 308/1 and went off the circuit through a catch fence, damaging the nose cowling and front suspension and the Hill team began a long saga of engine trouble. Brise had the Cosworth V8 blow up in GH1/1 so he transferred to GH1/3 and Schuppan was relegated to the Lola HU3 which was being used as a spare car. The Parnelli team were in trouble with a front brake shaft breaking, just like a Lotus 72, apart from being on their own without a designer behind them as Maurice Phillipe had left the team. The team owner, Vel Miletich was not in Sweden, nor were the bosses of the BRM team, the Surtees team, the Hesketh team, the Penske team or the Ferrari team, but then the Ferrari team have always had to get along without their leader, and never seem the worse for it.

After the lunch interval Robin Herd and

the March men began to show their hand, which looked suspiciously like a serious attempt at Gamesmanship to upset the opposition, and later turned out to be exactly that. First of all Brambilla went out in Lella Lombardi's car, which foxed a lot of people who saw it ahead of them and assumed that they would soon catch it up, but then found they could not. Brambilla's normal car is painted in the bright orange of the Beta tool company who sponsor him, whereas Lombardi's car is white, so the sight of the white car going indecently fast must have unnerved some people. When Brambilla got back into his own car he really turned on the steam and was continually putting in laps in the 1 min. 24 sec. bracket which made the Ferrari timekeeper get excited and the other top teams get agitated. It wasn't that the March had suddenly become a Super-Car, for its set-up was not necessarily any more nearer the ideal than anyone else's, but the driver was making full use of what he had got and not worrying unduly about the fine-details, as were drivers like Fittipaldi and Scheckter. In the Lotus camp there was little joy for Peterson came in with the nose cowling knocked off 72/R9 and had to continue practice in the spare car, which only added to their confusion. The Ferrari team fiddled about with all their adjustments and made no improvement at all and they were particularly embarrassed by being unable to match the speed of Brambilla. To have Fittipaldi or Peterson, or even Scheckter in front of them was explainable if not acceptable, but Brambilla was going to take some explaining away to the Commendatore.

The stocky little Italian, who at 37 is an old man by Grand Prix standards, is not known as the "Monza Gorilla" for nothing and after he had clocked a best lap of 1 min. 24.63 sec. merely said "Vittorio is good, car is good." There was a lot of muttering up and down the pits about "understeer", "oversteer", "imbalance", "down-force", "up-force", "aerofoils", "tyres", "too much weight", "too much track", "wheelbase", "steering ratio" and so on, but not very much about enthusiastic driving. The morning "Aces" in the 1 min. 25 sec. bracket were now looking like "Jacks" and there were one or two "Jokers" about as well! Some of those who had got things adjusted nearly right, lost confidence and got in a muddle, while those who were still trying to get some sense from the adjustments got completely confused. If it had been Lauda and the Ferrari who had got into the 1 min. 24 sec. bracket there would have been a resigned air of "Oh well, naturally", but Brambilla and the March! It was not real.

Saturday was cool and overcast and the "roundy-round" of chasing Brambilla started all over again. With the circuit now becoming well-used, not only by the Formula One cars but also by Formula Super-Vee, Formula 3 and a multitude of saloons, conditions were not so good as previously and times generally were slower, but even so it was still Brambilla and the March who were fastest, but Jarier, Lauda, Pace and Pryce was not far behind. Scheckter was good to watch, but not fast enough, the fire seemed to have gone out of Peterson, and Fittipaldi was positively boring. Reutemann seemed to be deteriorating and Regazzoni was showing that there must be something in Lauda's driving, and it is not just the Ferrari that is so good. John Watson was beginning to get to grips with the Surtees, though its transition from understeer to oversteer was much too sudden and vicious. The Hill team had gone back to square one, with a new engine in GH1/1 for Brise, so that Schuppan could start all over again with GH1/3, but practice had barely begun before the new engine had valve trouble and there was Brise being fitted into GH1/3 while poor Schuppan was watching the old Lola being prepared for him once more, just like yesterday. Torsten Palm was going quite well in the Hesketh until he lost control on the corner by the pits and hit the retaining wall, so another Hesketh front-end had to be dug out of the spares box in the transporter.

During the lunch hour there was an air of gloom and despondency in the McLaren pit as nothing they did seemed to satisfy Fittipaldi, the Tyrrell team were equally confused about how to make Scheckter happier (and faster), Team Lotus were wondering where Peterson's fire had gone and in the Ferrari pit there was an air of incredible disbelief and a reluctance to telephone Modena! In the March pit the mechanics seemed unable to believe that Father Christmas really does exist, Robin Herd was chuckling over the discomforture of the other teams and

PRACTICE TIMES

No.	Driver	Car	Friday Morning	Friday Afternoon	Saturday Morning	Saturday Afternoon
1	E. Fittipaldi	McLaren M23/9-Cosworth V8	1. 26.353	No improve	1. 26.088	1. 26.816
2	J. Mass	McLaren M23/8-Cosworth V8	1. 27.384	1. 27.130	1. 27.335	1. 26.773
3	J. Scheckter	Tyrrell 007/2-Cosworth V8	1. 26.344	1. 25.900	1. 27.674	1. 26.860
4	P. Depailler	Tyrrell 007/4-Cosworth V8	1. 25.602	1. 25.010	1. 26.025	1. 27.284
5	R. Peterson	Lotus 72/R9-Cosworth V8	1. 26.410	1. 26.012	1. 26.254	1. 27.106
6	J. Ickx	Lotus 72/R5-Cosworth V8	1. 28.401	1. 27.320	1. 29.943	1. 29.180
7	C. Reutemann	Brabham BT44B/1-Cosworth V8	**1. 25.297**	1. 25.180	1. 27.356	—
8	C. Pace	Brabham BT44B/2-Cosworth V8	1. 26.612	1. 26.140	1. 25.802	1. 26.289
9	V. Brambilla	March 751/3-Cosworth V8	1. 26.181	**1. 24.630**	**1. 25.210**	1. 26.446
10	L. Lobardi	March 751/2-Cosworth V8	1. 31.121	1. 29.970	1. 28.687	1. 30.827
11	G. Regazzoni	Ferrari 312B3/021(T2)—flat-12	1. 26.360	No improve	1. 26.283	1. 26.845
12	N. Lauda	Ferrari 312B3/023(T4)—flat-12	1. 25.457	No improve	1. 25.672	1. 25.879
14	R. Evans	BRM P201/05 V12	1. 29.123	1. 28.591	1. 29.869	1. 29.666
15	—	—	—	—	—	—
16	T. Pryce	Shadow DN5/2A-Cosworth V8	1. 27.137	1. 25.880	1. 25.866	1. 26.882
17	J-P. Jarier	Shadow DN5/4A-Cosworth V8	1. 25.894	1. 25.060	1. 25.622	**1. 25.263**
18	J. Watson	Surtees TS16/05-4-Cosworth V8	1. 27.754	1. 27.360	1. 26.085	1. 27.047
19	—	—	—	—	—	—
20	D. Magee	Williams FW/03-Cosworth V8	1. 30.345	No improve	1. 27.676	1. 28.821
21	I. Scheckter	Williams FW/04-Cosworth V8	1. 29.247	1. 27.470	1. 28.616	1. 28.334
22	V. Schuppan	Hill GH1/3-Cosworth V8	1. 29.419	—	1. 31.037	—
23	A. Brise	Hill GH1/1-Cosworth V8	1. 27.821	—	no time given	—
24	J. Hunt	Hesketh 308/2-Cosworth V8	1. 27.115	1. 26.500	1. 26.662	1. 26.738
25	—	—	—	—	—	—
26	A. Jones	Hesketh 308/1-Cosworth V8	1. 30.668	—	1. 27.602	1. 27.375
27	M. Andretti	Parnelli VPJ4/003-Cosworth V8	1. 29.958	1. 27.253	1. 26.821	1. 27.140
28	M. Donohue	Penske PC1/01-Cosworth V8	1. 27.488	1. 27.221	1. 27.154	1. 27.520
29	—	—	—	—	—	—
30	W. Fittipaldi	Fittipaldi FD/02-Cosworth V8	1. 29.949	1. 28.810	1. 29.498	1. 30.608
32	T. Palm	Hesketh 308/3-Cosworth V8	4. 22.726	1. 27.880	1. 27.642	1. 28.570
1T	E. Fittipaldi	McLaren M23/6-Cosworth V8	1. 41.484	—	—	—
3T	J. Scheckter	Tyrrell 007/5-Cosworth V8	—	—	1. 26.307	1. 27.098
5T	R. Peterson	Lotus 72/R8-Cosworth V8	—	1. 27.600	—	1. 28.511
7T	C. Reutemann	Brabham BT44B/3-Cosworth V8	—	—	1. 26.742	1. 26.274
8T	C. Pace	Brabham BT44B/3-Cosworth V8	—	no time given	—	—
9T	V. Brambilla	March 751/2-Cosworth V8	—	1. 27.065	—	—
11T	G. Regazzoni	Ferrari 312B3/022(T3)—flat-12	—	—	—	—
14T	R. Evans	BRM P201/02 V12	—	—	1. 28.422	1. 32.758
16T	T. Pryce	Shadow DN5/3A-Cosworth V8	—	—	—	—
22T	V. Schuppan	Lola T370/HU3-Cosworth V8	1. 32.236	1. 28.980	1. 31.456	1. 29.032
23T	A. Brise	Hill GH1/3-Cosworth V8	no time given	no improve	1. 27.769	1. 27.318
27T	M. Andretti	Parnelli VPJ4/001-Cosworth V8	1. 28.082	1. 27.510	1. 28.155	—

STARTING GRID

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4 — P. Depailler (*Tyrrell-Cosworth V8*) 007/4 — 1 min. 25.010 sec. (97)

9 — V. Brambilla (*March-Cosworth V8*) 751/3 — 1 min. 24.360 sec. (103)

7 — C. Reutemann (*Brabham-Cosworth V8*) BT44B/1 — 1 min. 25.180 sec. (122)

17 — J-P. Jarier (*Shadow-Cosworth V8*) DN5/4A — 1 min. 25.060 sec. (130)

8 — C. Pace (*Brabham-Cosworth V8*) BT44B/2 — 1 min. 25.802 sec. (129)

12 — N. Lauda (*Ferrari—flat-12*) 312B3/023(T4) — 1 min. 25.457 sec. (134)

3 — J. Scheckter (*Tyrrell-Cosworth V8*) 007/2 — 1 min. 25.900 sec. (114)

16 — T. Pryce (*Shadow-Cosworth V8*) DN5/2A — 1 min. 25.866 sec. (110)

18 — J. Watson (*Surtees-Cosworth V8*) TS16/05-4 — 1 min. 26.085 sec. (127)

5 — R. Peterson (*Lotus-Cosworth V8*) 72/R9 — 1 min. 26.012 sec. (112)

11 — G. Regazzoni (*Ferrari—flat-12*) 312B3/021(T2) — 1 min. 26.283 sec. (124)

1 — E. Fittipaldi (*McLaren-Cosworth V8*) M23/9 — 1 min. 26.088 sec. (119)

2 — J. Mass (*McLaren-Cosworth V8*) M23/8 — 1 min. 26.773 sec. (130)

24 — J. Hunt (*Hesketh-Cosworth V8*) 308/2 — 1 min. 26.500 sec. (103)

28 — M. Donohue (*Penske-Cosworth V8*) PC1/01 — 1 min. 27.154 sec. (126)

27 — M. Andretti (*Parnelli-Cosworth V8*) VPJ4/001 — 1 min. 26.821 sec. (105)

6 — J. Ickx (*Lotus-Cosworth V8*) 72/R5 — 1 min. 27.320 sec. (94)

23 — A. Brise (*Hill-Cosworth V8*) GH1/1 — 1 min. 27.318 sec. (90)

21 — I. Scheckter (*Williams-Cosworth V8*) FW/04 — 1 min. 27.470 sec. (108)

26 — A. Jones (*Hesketh-Cosworth V8*) 308/1 — 1 min. 27.375 sec.

20 — D. Magee (*Williams-Cosworth V8*) FW/03 — 1 min. 27.676 sec. (93)

32 — T. Palm (*Hesketh-Cosworth V8*) 308/3 — 1 min. 27.642 sec. (82)

10 — L. Lombardi (*March-Cosworth V8*) 751/2 — 1 min. 28.687 sec. (117)

14 — R. Evans (*BRM V12*) P201/05 — 1 min. 28.422 sec. (124)

22 — V. Schuppan (*Hill-Cosworth V8*) GH1/3 — 1 min. 29.032 sec. (80)

30 — W. Fittipaldi (*Fittipaldi-Cosworth V8*) FD/02 — 1 min. 28.810 sec. (113)

Note—Figures in brackets are total number of practice laps covered.

Brambilla was awaiting further instructions from the boss. The Brabham team had a straight-forward problem in that Reutemann's car had broken a tooth off the crown-wheel in the final drive, it being one of the teeth that is drilled across its root to improve the oil flow in their attempts to improve on Hewland's design. While this car was repaired and prepared for the race Reutemann used the spare Brabham.

There was now only one hour left for honour to be achieved and some semblance of order on the starting grid to be finalised, so away they all went on their Brambilla chase. The March driver contented himself with a few averagely-fast laps, though to some people they would have been heroic, and then returned to the pits and left the car to join Robin Herd on one of the corners to watch the opposition in their attempts to first of all get below 1 min. 25 sec. and then to challenge his 1 min. 24.63 sec. Whether the sight of the orange-overalled Italian standing watching gave the others a morale boost in the hope that the March had broken, or added to their despair by the sheer confidence of March in not bothering to practise any more, is difficult to say. Depailler got on to some rough stuff and a stone punctured an oil radiator and unknowingly he carried on until all his oil was gone and the engine seized. This caused a slight pause for cleaning and the retrieving of the Tyrrell and then it all started up again for a final 15 minutes. Brambilla put his helmet and gloves on and sat in his March, all buckled in and ready to go, while Robin Herd stood by the pit wall and kept a watch on the opposition. Drivers like Jarier, Pryce, Lauda, Scheckter, Watson and Andretti looked to be trying all they knew, the two Shadow drivers in particular being good spectator value, but no-one was approaching 1 min. 25 sec. Jarier was the fastest with 1 min. 25.263 sec. so Brambilla was content to sit quietly in his car until the chequered flag came out and Robin Herd indicated to him that it was all over.

In Belgium Brambilla and the March on the second row of the grid and in the lead of the race for a lap or two was all good fun, but Brambilla and the March on pole position was not at all funny for the other teams. Added to this was the knowledge that before leaving England for Sweden he had recorded an "unofficial" fastest-ever lap at Silverstone with the March test-car, and it was easy to see why such an air of discomfort lay over the Anderstorp paddock. It did not seem possible that Brambilla had suddenly found exceptional driving form, nor that the March had suddenly become a better car than all the others or even that it had a better Cosworth V8 engine than everybody else. It could only be that Brambilla and the March were getting on with the job and somewhere along the line the others had become muddled and confused. Pole position had not been gained by genius or technical superiority, it was a case of being 'less worse" than all the others. Nonetheless it was all very gratifying and some people were delighted at the discomforture of the "prima-donnas".

Sunday morning saw an untimed half-hour of practice for final adjustments, as if the previous two days had not been enough. For some teams, like Tyrrell, it was useful for Depailler to try out the new engine installed in his car and Ferrari were able to try Lauda's car which had been equipped with a new gearbox overnight, as these days they leave nothing to chance. Regazzoni had had his new one the day before, as the engine was being changed anyway, so the whole job was done in one go. They normally reckon to start the races with new gearbox/transmission units and when you realise that Lauda had done 134 laps of practice it can be seen that the Ferrari team were not being over-cautious. Through the two days the Formula One cars had covered 2,854 timed laps, and this did not include the opening and slowing down laps which do not get timed. Add to this the efforts of all the supporting races and you get some idea of how much a racing circuit gets used at a Grand Prix.

The 80-lap race was due to start at 1.30 p.m., by which time it was very hot indeed, but the crowd was not as large as in previous years for this time the whole event was being televised and the Swedish Government had been encouraging people to stay at home and watch. They do not like large gatherings of Swedes at the best of times, and get worried when the seemingly placid Swedish populace foregather in large numbers at a motor race. The Anderstorp Raceway is unique in having the main grandstands and start-line at one end of the circuit and the pits and the paddock at the other end. The first impression is that it would encourage chaos, but in fact it seems to work well. The cars line up in grid formation outside the pits, this time all eyes having to be on Brambilla in pole-position, and he then led the field of 26 cars round the circuit to the starting-line; there they paused briefly and the flag dropped and the race was on. The Italian made no mistakes and was away into the lead, followed by Depailler, Jarier, Pace, Reutemann, Lauda Hunt and Watson, the Hesketh driver making a really storming start from the middle of the grid. Pryce had got off the mark well only to have a cloud of dust and grit go down the air intake and jam the throttle slides nearly shut. While everyone chased off after Brambilla the Welshman trickled slowly round the opening half lap to the pits, where the slides were freed up. During the opening lap Brambilla had gained quite a few lengths on Depailler, who had the rest quite close to his Tyrrell. As Pryce rejoined the race, a lap in arrears, he entered the circuit in the gap between Brambilla and Depailler, so that to anyone not paying careful attention it looked as though the Shadow was in second place! Pryce's problem was whether to stay where he was or move out of the way, but he realised that if he let Depailler by he would have to let at least another sixteen cars past, for they were all running nose-to-tail. As he could comfortably stay with Brambilla and Depailler was not gaining on them he decided to stay where he was. Apart from Reutemann taking third place from Jarier, the high-speed procession in the wake of Brambilla was content to sit one behind the other, in the order Depailler, Reutemann, Jarier, Pace, Lauda, Hunt, Watson, Regazzoni and Andretti, while the rest, which included a miscellaneous collection of Super Stars and newboys, were beginning to drop back to form a second race.

Nobody could really believe that Brambilla could stay in the lead, except perhaps Brambilla himself, and five laps went by with no change, and then 10 laps and still the orange March was out in front, though the pack were closing imperceptibly. Lella Lombardi drove into the pits to retire, her Cosworth engine sounding flat as something had gone wrong in the metering unit for the fuel injection and on lap 15 Depailler was heading up the pit road with a leak in a rear brake pipe. It was not so much that the pack were closing on the leading March, as that the March was slowing, for the left front tyre was taking a lot of punishment and getting overheated, causing the pressure to rise and lose adhesion. As there are five major right-hand bends on the circuit this was serious and first Reutemann got by and then Jarier, putting Brambilla back to third place. As this started to happen Tom Pryce moved out of the way and relinquished his position of being second "on the road", even though he was in last place in fact. After 18 laps Brambilla headed for the pits and the March mechanics had a new front wheel and tyre on in an incredibly short space of time, but even so it dropped



Irish F5000 charger Damien Magee joined the Frank Williams team for Sweden.

Brambilla down to fifteenth position.

The race now took on some semblance of order according to the text book, with Reutemann leading Jarier and pulling away, with Pace third, Lauda fourth, Hunt fifth, Regazzoni sixth, Andretti seventh and Watson eighth. In the "also-rans" race Scheckter was leading Peterson and E. Fittipaldi, but as Donohue in the Penske was keeping up with them they could not have been using all their available skill and brilliance. Right at the back of the field Torsten Palm had been a bit overwhelmed in his first Grand Prix start and got away in last position, but he then settled in and made a good showing. He picked-off the tail-enders in a very determined manner, passing Lombardi (before she retired), Wilson Fittipaldi, Evans, Schuppan and Ian Scheckter. In the first race Hunt retired with a brake-fluid leak from a rear caliper, Pryce was still in amongst the leading group, though a lap behind, and Andretti was pressing hard on the heels of Regazzoni. Both Brambilla and Depailler were working their way up through the slower cars after their pit-stops and Jody Scheckter had dropped back some places. Alan Jones spun his Hesketh and took a long time restarting, which put him to the back of the field and Mass retired at the pits with a damaged water pipe under the car as a result of some kerb bashing.

Just before half-distance Brambilla retired with a broken driveshaft universal joint and Jarier dropped out when his oil pressure gauge zeroed. This left Reutemann with a healthy lead and looking extremely confident. Pace and Lauda were some way back and the supposed superiority of the Ferrari was not very obvious, while Regazzoni was having to work hard to stay ahead of Andretti and Watson. The "other race" was almost too depressing to watch with Mark Donohue the star among Fittipaldi, Peterson and Scheckter. Passing through this lot after a slow start was Tony Brise, his Graham Hill car having to be set-up for the race by sheer guesswork as a result of all the practice troubles. Once Brise had "played himself in" to the feel of the car, which he had only driven for a handful of laps in practice, he began to work his way up to the fallen-stars and then go by them fairly easily, actually elbowing his way by the reigning World Champion as if he was a Formula Atlantic driver! Almost as the race was half-way through Carlos Pace got into a big slide as he joined the runway straight and slid over a landing light (did the GPDA inspector miss that?) crumpling the Brabham's monocoque pretty badly and retiring in a cloud of dust and earth.

This put Lauda in second place but he was discovering that his much-vaunted Ferrari was in no way superior to the Brabham. However, by driving as hard as he knew how he could keep the gap between the two cars at 10 seconds, at which it had been for some time, with Pace's Brabham in that gap. All this time Tom Pryce had kept his Shadow in this 10 second gap between Reutemann and Lauda, and as they lapped the slower cars Pryce went with them so that he moved up to eleventh place from twenty-sixth as the race progressed. All this while he had been driving with an inoperative clutch and when he overdid things a bit on lap 54 at the end of the straight, going into the *chicane* and took the escape route he stalled the engine and could not get going again. Schuppan had retired the latest Hill car with a broken output shaft in the Hewland transmission and Ian Scheckter had a rear tyre go down suddenly on his Williams as he was rounding the long corner after the pits and this spun him off into the rough.

It looked as though stalemate had set in and Lauda could see no way in which he was going to win, unless something happened to Reutemann or the Brabham. By driving as hard as he knew how he could just stay that 10 seconds behind the Brabham and he kept that pressure on for lap after lap and by lap 55 his pit signal at last showed a minute diminution in the gap. Knowing he had made no more effort, or gone any faster, because he couldn't, he realised that something must be happening to Reutemann and the Brabham so he kept on driving on the limit. Sure enough, the Brabham's rear tyres were not gripping so well as earlier, not so much because of wear, as the fact that the track surface was deteriorating with a coating of rubber and continual polishing. This was reducing the balance of the Brabham through the right-hand bends, whereas the Ferrari was unaffected as it was running on a different type of Goodyear tyre, a choice that Lauda had demanded of his team-manager and which was now paying off. The chink in the Brabham armour had only started as the merest fraction of a second, but it was sufficient, and soon the fractions became a second and the seconds mounted up and Lauda had the Brabham in sight. Reutemann did not give up, though the realisation that the Ferrari now had a slight advantage must have weakened his determination. He kept the red and white Ferrari at bay as long as he could, parrying Lauda's attempts to sneak through on the inside of corners, with a healthy chopping manoeuvre, but finally Lauda gathered up enough added momentum out of the long semi-circle after the pits to pass the Brabham down the straight and then it was all over. This took until lap 70 but then the last ten laps were all plain sailing and Lauda brought the Ferrari home first for the third Grand Prix in succession. It was not so much that he had won the Swedish Grand Prix as that Reutemann had lost it. There was no arguing the fact that Lauda had worked really hard for this victory. Regazzoni added to the joy-day for Italy by coming home a worthy third, having been harassed by Andretti for nearly the whole race. In a good fifth position and on the same lap as the leaders was Donohue with the Penske car, very satisfied at finishing so well up and wondering how it was that Fittipaldi, Peterson and Scheckter were not in their usual position of lapping him. Brise had actually been in fifth place after a very determined drive but dropped back when the Hewland gearbox began to break up internally and bits locked the mechanism in fourth gear. He struggled along valiantly to the finish, but dropped back to sixth place.

John Watson's early promise had faded when his Surtees ran low on fuel and he had to stop for a refill and later do the same things again. The fuel system was playing up and blowing out as much as the engine was using so that consumption was abnormal. On the last lap Torsten Palm had his Hesketh run low on fuel and not being used to the vagaries of the Cosworth fuel-injection and Formula One fuel system he let the engine die on him and though it did not lose him a place it put him two laps behind the leader, whereas he was only one lap behind in reality. Magee finished in his first Grand Prix, Bob Evans kept the BRM going non-stop once more and Wilson Fittipaldi was happy to finish another race with his own car, even though he lost a lot of time at the pits having the front wheels changed and looking for the source of a vibration.

On paper the Swedish Grand Prix looked as though it had all run to form, with Lauda victorious over Reutemann, but as you will have realised by now there was much more to it than that. The race organisers had laid on a police escort to guide the racing teams transporters from Anderstorp to Gothenburg, where they were due to catch the 8 p.m. boat to England after the race, for these days there is little time to spare. In a very short space of time the transporters were loaded and one by one they formed up outside the circuit for the dash for the boat. As the Frank Williams transporter left the paddock a bit late in a cloud of dust with its horn blowing, someone remarked that "the real race of the day was about to begin". Apart from a few caravans all that was left in the paddock was the victorious Ferrari team, for they live on the European mainland and could drive home in their own time, and carry the good news back to Modena.—D.S.J.

Results :

SWEDISH GRAND PRIX—Formula One—80 laps—Anderstorp Raceway
4.018 kilometres per lap—321.44 kilometres—Very warm

1st :	N. Lauda (Ferrari 312B3/023(T4))	1 hr. 59 min. 18.319 sec.—161.6 k.p.h
2nd :	C. Reutemann (Brabham BT44B/1)	1 hr. 59 min. 24.607 sec.
3rd :	G. Regazzoni (Ferrari 312B3/021(T2))	1 hr. 59 min. 47.414 sec.
4th :	M. Andretti (Parnelli VPJ4/001)	2 hr. 00 min. 02.699 sec.
5th :	M. Donohue (Penske PC1/01)	2 hr. 00 min. 49.082 sec.
6th :	A. Brise (Hill GH1/1)	1 lap behind
7th :	J. Scheckter (Tyrrell 007/2)	1 lap behind
8th :	E. Fittipaldi (McLaren M23/9)	1 lap behind
9th :	R. Peterson (Lotus 72/R9)	1 lap behind
10th :	T. Palm (Hesketh 308/3)	2 laps behind
11th :	A. Jones (Hesketh 308/1)	2 laps behind
12th :	P. Depailler (Tyrrell 007/4)	2 laps behind
13th :	R. Evans (BRM P201/05)	2 laps behind
14th :	D. Magee (Williams FW/03)	2 laps behind
15th :	J. Ickx (Lotus 72/R5)	3 laps behind
16th :	J. Watson (Surtees TS16/05-4)	3 laps behind
17th :	W. Fittipaldi (Fittipaldi FD/02)	6 laps behind

Fastest Lap: N. Lauda (Ferrari 312B3/023(T4)) in 1 min. 28.267 sec.—no speed given.

Retirements: L. Lombardi (March 751/2), ignition fault, on lap 11; J. Hunt (Hesketh 308/2) leaking brake caliper, on lap 22; J. Mass (McLaren M23/8) damaged water pipe, on lap 35; V. Brambilla (March 751/3) broken driveshaft universal joint, on lap 37; J-P. Jarier (Shadow DN5/4A) engine failure, on lap 39; C. Pace (Brabham BT44B/2) spun off track, on lap 42; V. Schuppan (Hill GH1/3) transmission failure, on lap 48; I. Scheckter (Williams FW/04) burst tyre, on lap 50; T. Pryce (Shadow DN5/2A) stalled engine, no clutch, on lap 54.

26 *starters* — 17 *finishers.*

VSCC Oulton Park Race Meeting

THE VINTAGE SCC held its first meeting at the shortened 1.65-mile Oulton Park circuit on June 14th, when many competitors expressed their dislike of the new sharp right-hand corner after the Cascades. The concrete kerb on the outside of this corner was also criticised, and it was responsible for Freddie Giles tearing the sump-plug out of the Cognac Special and Peter Morley pulling the n/s rear wheel off its hub when the Bentley-Napier ran wide. Later this great car was badly damaged in an accident at the same corner.

Watched by the Historic Cars Sub-Committee of the FIA, with Count Lurani present, the meeting opened with a 5-lap Scratch Race for vintage and p.v.t. cars of under 1,700 c.c. Eyre, in Miles' Ulster Austin, after practice dramas that involved borrowing another front axle, took the lead two laps from the finish and was followed home by Whale's 1932 Frazer Nash and Burton's ex-Evans Ulster Aston Martin with four-seater body. Batho's Amilcar-Riley won its class. Dawson's rare Vernon-Crossley and Naylor's Rapier proved closely matched.

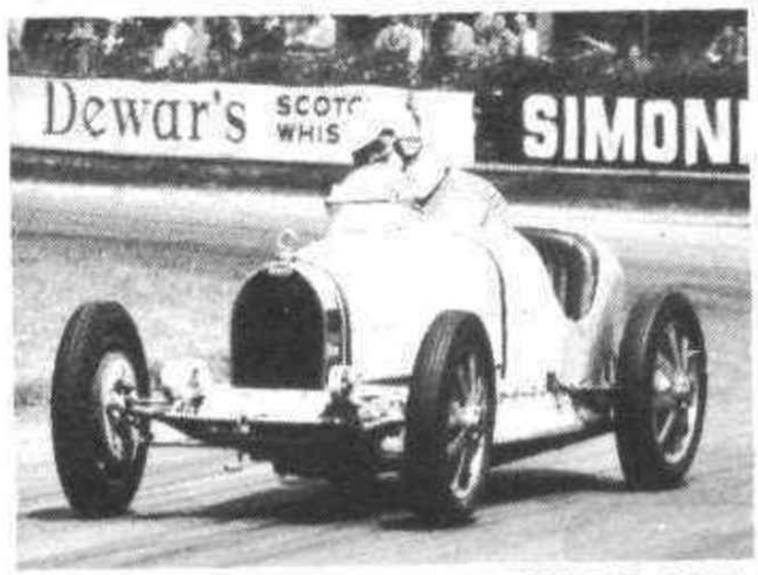
Next came the 16-lap Richard Seaman Vintage Trophy Race. Morley led away in the 24-litre Bentley-Napier, but was overtaken by the Club's President, Bernard Kain, in his Type 35B Bugatti on lap 2 and on lap 3 the bigger car hit the kerb aforementioned and pulled the hub out of its left-hand Firestone-shod rear wheel, the car coming to rest across the course, Morley standing up in the cockpit. This put Giles in the AC-powered Cognac in second place, until he lost oil, as explained above, on lap 8 and retired, a very cross man. Schellenberg in the 8-litre Barnato-Hassan then occupied second position but Kain was in no danger, because the ex-Brooklands car was slowing with clutch slip. So they finished, the Bugatti averaging over 70 m.p.h. Giles had done best lap, at 72.61 m.p.h., before his sump-rubbing excursion. McWhir, changing up on every lap by the *Motor* bridge, ran in a good third in his AC-engined Frazer Nash, ahead of Warden's Norris-Special.

The first 5-lap Handicap followed, Chilcott winning in a canter in Smith's Frazer Nash from Pollock's 4½-litre Invicta and Askew's blown 1,750 c.c. Alfa Romeo. Elson raced the Humber Nine Special built by the late Dick Caeser. The Spikins Bantam Singer single-seater was off-form.

The Seaman Historic Trophy Race, of 16 laps, was notable because Neil Corner drove the ex-Millais Type-59 3.3 GP Bugatti. Troubled, as ever, by poor brakes, the best it could do was to circulate in 4th place, in spite of the most rubber-consuming start I have ever seen! The race was, however, a grand scrap between the 2-litre ERAs of Martin Morris and John Venables-Llewelyn. Morris kept ahead, both cars sounding a little tired towards the end, the winner lapping at 77.94 m.p.h. and averaging 73.78 m.p.h. In third place throughout, its blower emitting a shrill scream, was the Hon. Patrick Lindsay in his ERA "Remus", which pulled well clear of the 3.3 Bugatti, the latter using a wide line past the pits. Never mind; as Neil said, it looked nice, in supposedly Earl Howe colours. After five laps there had been a flap as Dudley Gahagan waved an arm from his ERA to indicate oil on the course, thought to have come from Mann's Alfa Romeo, but the oil flags were quickly out. Blight drove back into the Paddock after only one lap, the Invincible Talbot BGH 23 refusing to relinquish third gear.

A varied field then lined up for another 5-lap Handicap. Mather's metal-panelled M-type MG led away but it was Whittaker's 1928 4-litre Chrysler Special, now with wire instead of wooden-spoked wheels, that came through to win, at over 60½ m.p.h., followed by Oddie's 328 BMW, that had made best lap at 66.01 m.p.h., and Ridley's Speed-25 Alvis Special. The Alvis beat Firth's 4½-litre Lagonda by a whisker and got so hot in the process that it immediately came into the Paddock, sizzling like a cauldron. Corner then ran away with the 20-lap All-Comers' Scratch Race, in his smoothly-driven Maserati 250F, with no opposition in sight after eight laps. Away behind came Cottam in his 1953 Connaught, *sans* tail and its nose cowl dented in practice by Footitt, and Lindsay in his 250F Maserati locked, as they say, in combat, Lindsay occupying 2nd place for five out of the first seven laps. After Lindsay had spun on lap 12 and later dropped right back it was Simon Phillips in his Cooper-Bristol who finished third. But in the closing stages the remarkable Martin Morris pressed him very hard in ERA R11B, which was the first pre-war car to finish. Morley had made a strong bid to beat the entire field but, sadly, the Bentley-Napier had crashed on the first lap, apparently snaking first one way, then the other, under braking, going on the grass at the new right-hand corner, then rolling over more than once. Fortunately, Morley was flung out. He was taken to Crewe Infirmary, where two broken ribs formed the early diagnosis. The car was considerably damaged, the radiator being pushed back onto the Napier Lion engine and spokes broken in the o/s rear wheel, now the smaller Dunlop-shod one, following the earlier incident. The front axle had also been torn-off, making it difficult to reload the car into its Thames transporter. It was all most unfortunate, but accidents happen to racing cars big and small and we sincerely hope the Bentley-Napier will be rebuilt, to race again. And maybe the RAC should take a look at that kerb. Corner lapped at 78.97 m.p.h.; his best over the old circuit was 90.52 m.p.h.

It was good to see that the traditional Frazer Nash and GN Handicap (5 laps) had attracted 29 entrants. Pamela Arnold-Forster went off first in her 1921 GN, inasmuch as she had been given a credit lap. But after three laps it had had enough. Some very quick things were circulating by then, however, and Guy Smith in his Alvis-propelled Norris Special shot past the 200 Mile Race GN of Sant, who had Basil Davenport to urge him on. But it was Warden in the other Norris, the one with the reversed FWD o.h.c. Alvis engine, that won, in spite of the unplaced Smith lapping at 70.89 m.p.h. Second place was taken by Stephenson, the correct Meadows motor having replaced his one-time



PRESIDENT KAIN CAPTURES VINTAGE SEAMAN.—The Bugatti on its way to victory.

BMW substitute in the TT Replica 'Nash, and Barry Clarke was a fast third, ahead of the flying McWhir, the Clarke GN still "powered-by-Ford" but now more powerful, as it has a push-rod light-alloy Gemsa head on its model-A cylinder block, which Barry found in Washington, although he said he was not entirely happy about the needles in the dirty great twin SUs.

A mixed 5-lap Handicap was a victory for the "modern" element in VSCC racing, Phillips' Cooper-Bristol coming through from scratch to win from Walton's Connaught. But Tieche's J4 MG was going nicely and finished in third place, holding off Cottam in the other, younger Connaught, which, with Phillips, had also started from scratch. Which indicated how fast the Cooper-Bristol, also a 1953 car, had been going—it set a fastest race lap of 78.89 m.p.h. The meeting finished, about 25 minutes behind its admittedly "approximate" timing, with a 5-lap Scratch event, which Woodley's all-silver ex-"Brutus" Speed-25 Alvis Special, with ¼-elliptic back springs, just took by a whisker from Dunn's lowered ex-Michael 4½-litre Lagonda, a car which has not been seen for some 15 years and which was 3rd in the 1936 BRDC 500 Mile Race, driven by Earl Howe and the Hon. Brian Lewis. Brown's 4½-litre Lagonda, a former saloon, shortened 18 in. and bodied as a Le Mans replica, was third.

So ended a good and varied day's sport, which had commenced with the *Cheshire Life* beauty-show, 49 immaculate entries giving a snub (or an emphasis?) to inflation. Parker's 1924 30/98 Vauxhall won the *Concours d'Elegance* Trophy and Mrs. Black's 1932 blown 2.3 Alfa Romeo the *D'Etat* prize.

Results :

Richard Seaman Memorial Vintage Trophy Race:
1st : B. B. D. Kain (Bugatti), 70.09 m.p.h.
2nd: C. K. W. Schellenberg (Barnato-Hassan).
3rd : D. H. McWhir (Frazer Nash).

Richard Seaman Memorial Historic Trophy Race:
1st : M. H. Morris (ERA), 73.78 m.p.h.
2nd: J. Venables-Llewelyn (ERA).
3rd : Hon. P. Lindsay (ERA).

All-Comers' Scratch Race:
1st : E. N. Corner (Maserati 250F), 76.78 m.p.h.
2nd: A. S. Cottam (Connaught).
3rd : S. F. Phillips (Cooper-Bristol).

5-lap Scratch Race, Vintage and PVT cars under 1,700 c.c.: M. F. Eyre (Austin 7), 58.81 m.p.h.

5-lap Handicap, Vintage and PVT cars: C. J. Chilcott (Frazer Nash), 60.64 m.p.h.

5-lap Handicap, Vintage and PVT cars: T. Whittaker (Chrysler), 60.59 m.p.h.

5-lap Handicap, Frazer Nash and GN cars: J. T. Warden (Norris Special), 66.16 m.p.h.

5-lap Handicap, Vintage, PVT and Historic cars: S. F. Phillips (Cooper-Bristol), 74.73 m.p.h.

5-lap Scratch Race, Vintage and PVT cars: P. D. Woodley (Alvis Special), 64.19 m.p.h.

Fastest lap of the day: Neil Corner (Maserati 250F), 78.97 m.p.h.

Continued overleaf

Oulton Onlookings

EDWARDS' Ulster Aston Martin circulated ahead of its usual smokescreen. It is the car raced by Count Lurani, who was there to watch it, in the 1935 Targa Abrozzo race at Pescara.

* * *

It was interesting to see the ex-Alan May 30/98 Vauxhall out again, driven by Ghosh. A 1925 car, with a close-coupled four-seater body, it has a boxed chassis with many Rolls-Royce 20 parts, including R-R gearbox and steering gear, and a f.w.b. Hispano-Suiza front axle. It had not been used since 1950.

* * *

Another "new" car was Maxwell's twin-cam Salmson, a chassis found in Scotland and endowed with a nice, fabric "1½-seater" body. Guyall had the odd ex-Husband 3-litre 1931 Talbot, now unsupercharged and painted blue instead of black.

* * *

Felton's ex-Baird 1½-litre Maserati, a converted 4CL, caused interest but steamed back into the Paddock after a couple of laps. Liddell's old Brooklands Straker-Squire indulged in some frolics at Lodge corner. Geoffrey St. John had a black Type 35B Bugatti with twin-cam Type-51 engine, ex-Esson-Scott. It was St. John who lent oil-pump gears to Wall, to enable his 35B single-seater to run in its second race, its own gears having sheared before its first engagement. Dean also drove a Type 51 Bugatti in the same race.

* * *

There was a nasty happening in practice when the 1924 engine in Glover's 12/50 beetle-back Alvis burst its flywheel as he was



The reason why the Hon. P. Lindsay dropped from 2nd place in the All-Comers' race!

standing beside the car. Flying fragments severed an artery in one of Glover's legs but fortunately a doctor was close by. The Scott-Moncrieffs were racing, Bunty in a blown ex-Oats Phoenix Park OM, Avril in her ex-Bear, ex-Whincop Type-57 Bugatti with four SUs and replica TT body. Members had come from Belfast, America and Australia to race. Hodges ran his 1938 Atlanta, powered by a 2-litre BMW engine with enormous blower. Tieche's J4 MG is the car Hamilton drove in the TT and it was David Piper's first competition mount.—W.B.

MOTOR SPORT Brooklands Memorial Trophy Contest: The stricken John Morley still leads, with the Bentley-Napier's 36 points scored in two Silverstone wins. Second to date is John Venables-Llewelyn (ERA), with 31 points, followed by C. D. Jones (Riley Special), with 26 points. **Next round:** Silverstone, July 26th.

VSCC Light Car Rally

THE Light Car Section of the VSCC held its annual Rally in the Cotswolds on June 7th and 8th, a weekend of glorious sunshine well-suited to these small cars. Saturday included a 'bus trip to the Woolstaplers Hall museums in Chipping Campden, showing Guy Griffiths' collection of interesting and desirable historic cars. Later a regatta was held; Neill Bruce and Pat Wilson emerged the winners of a hotly contested and wet event, everyone transferring the wet feeling from outside to inside later at a splendid barbecue at Ron Barker's home, generously opened to the Section for the weekend. The Rally on Sunday ran over a lovely Cotswold route thought out by "Steady" with Arthur Jeddere-Fisher's fiendish directions keeping crews busy, the finish and the AGM actually taking place *in* a ford, a delightful place for a very hot day. Ron Sant's Clyno won the Lady Rachel Trophy, beating a gaggle of Austin Sevens, Humbers, Citroëns, Morrises and a Swift, Talbot, Stellite, Salmson, Hillman, Star and Standard, the Minor depriving its navigator, Miggie Bruce, of an award by dramatically overheating its ignition wire. Jeremy Collins conducted Marcia Jeddere-Fisher's Lancia Theta to best Edwardian over John Rowley's Theophile Schneider and Brenda Rowley in the Talbot 25/50.—R.B.

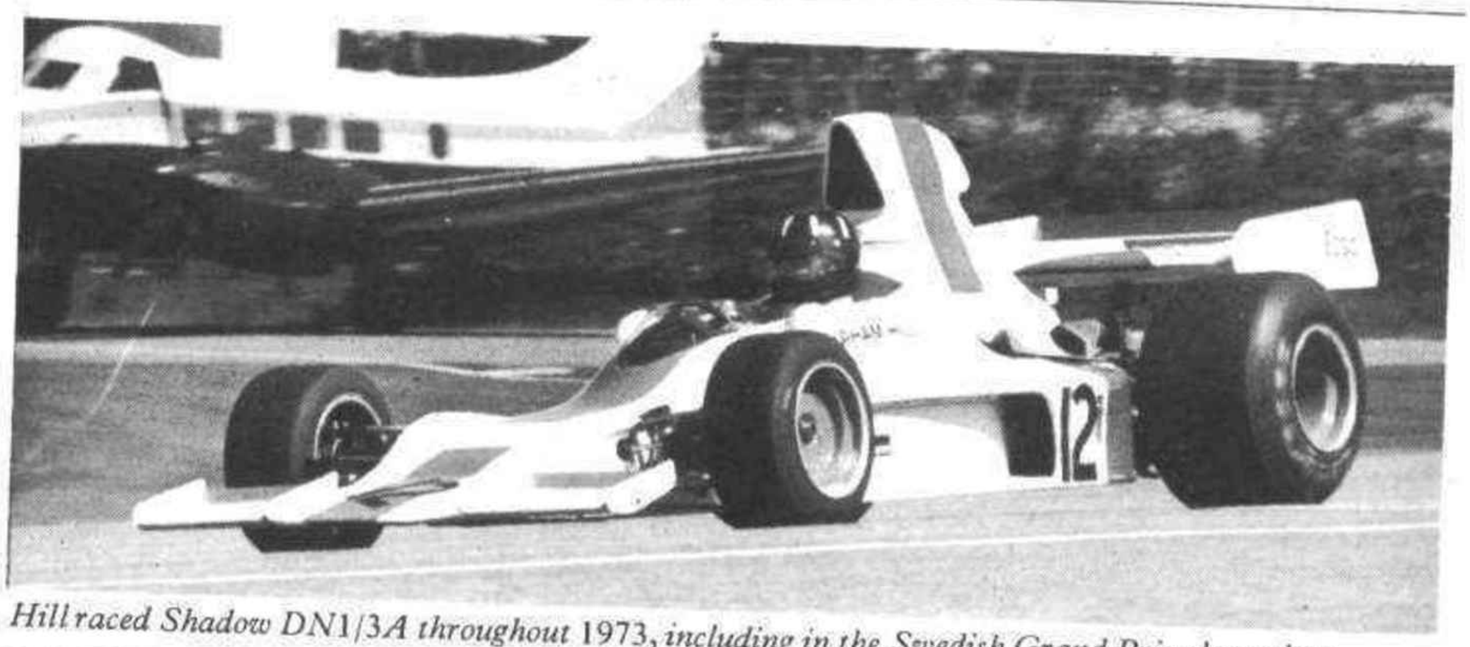
Results :

Lady Rachel Trophy: Ron Sant (1926 Clyno).
First Class Awards: Sue Jones (1929 Austin 7) and David Marsh (1927 Austin 7).
Second Class Award: Simon Coates (1927 Austin 7).
Third Class Award: Ian Hall (1924 Humber 8/18).
Best Edwardian: Jeremy Collins (1913 Lancia Theta).

Before We Lose Track

WHEN Graham Hill decided to form his own team in 1973 with himself as driver and head-cook and bottle-washer he was heavily sponsored by Embassy Cigarettes. He bought one of the first of the new Shadow cars and it was actually assembled away from the Northampton factory of Shadow Cars, they merely supplying all the bits and pieces. This was Shadow DN1/3A which Hill raced throughout 1973, rebuilding it and up-rating it during the season. For the 1974 season his Embassy-backed team enlarged to a two-car effort and a contract was made with Eric Broadley to supply Lola cars to Formula One specification from what was basically the current Formula 5000 model. This arrangement continued throughout 1974 and for 1975 Graham Hill has branched away into the manufacture of his own cars, designed by Andrew Smallman. The change from Lola cars to Hill cars was effected smoothly and amicably, with a lot of assistance from Broadley, but now the Hill team are constructors in their own right. Needless to say throughout this era of special-building the power unit has been the Cosworth DFV and the transmission the ubiquitous Hewland 5-speed with mountings for inboard rear brakes.

Shadow DN1/3A—New Spanish GP 1973 for G. Hill. Built outside Shadow factory from parts supplied. Used throughout 1973 and then turned into a Show Car with mock-up engine. Retained by Graham Hill.



Hill raced Shadow DN1/3A throughout 1973, including in the Swedish Grand Prix shown here.

Lola T370/Prototype—Crashed by Hill while on test at Silverstone. Dismantled and broken up.

Lola T370/HU1—New for Argentina GP 1974. Driven by Hill during season. Dismantled and parts used for a project using a flat-12 Alfa Romeo engine. Project was still-born. Parts remain with the team.

Lola T370/HU2—New for Argentina GP 1974. Driven by Guy Edwards. Team car throughout 1974. Used in 1975 as team car in early part of season. Crashed in practice for South African GP by Hill. Broken up.

Lola T370/HU3—New for International Trophy Silverstone 1974. Used as team car throughout season. Spare car for team in first half of 1975.

Hill GH1/1 (Lola T371/HU1)—First appeared South African GP 1975 for Rolf Stommelen to drive. Was built in co-operation with Lola factory at time of break with the Huntingdon firm to become self-supporting. Appeared first of all as a Lola T371, but then re-christened Hill GH1/1. Team car for this season.

Hill GH1/2—Appeared but did not race at International Trophy Silverstone. First race Spanish GP 1975. Destroyed in Rolf Stommelen's crash while leading race.

Hill GH1/3—New for Belgian GP at Zolder 1975. Driven by Francois Migault. Team car for this season.

Hill GH1/4—New car for team to replace GH1/1, which becomes spare car and Lola T370/HU3 is pensioned off.

Gulf Wins "Economy" Le Mans

THE COMBINATION of a fuel-consumption formula (all the cars had to run for 20 laps or more without refuelling), the absence of many graded drivers, and—worst—the lack of Matra, Alpine, Ferrari or Alfa Romeo prototypes, all combined to make this year's *Vingt-Quatre Heures du Mans* decidedly a non-event, and the spectators reacted by staying away in their thousands. Victory always seemed within reach of the two well-prepared Gulf Research Racing GR8s, which took turns at leading the race, and on Sunday afternoon the achievement was recorded by Derek Bell and Jacky Ickx. The second car had been delayed with alternator problems, and then by a fault in the differential, and finished in third place behind the Ligier-Ford DFV driven by Jean-Louis Lafosse and Guy Chasseuil.

The Automobile Club de l'Ouest seemed to be in trouble from the very beginning. First they introduced the fuel-consumption formula, virtually dictating a 25% improvement in consumption to the 3-litre teams. Then, having been banished by the CSI from the World Championship for Makes, the ACO had to cancel the vital test weekend because the CSI introduced a clashing sports-car race to the calendar. And when the final entry list was published, it showed a heavy preponderance of Porsche 911 Carreras, which filled no fewer than 28 of the 55 starting places—just over 50% of the total. Just where endurance racing would be now if Dr. Porsche had not founded his own car company is hard to imagine, for with four more Stuttgart cars in the 3-litre prototype class the company was better represented than ever before!

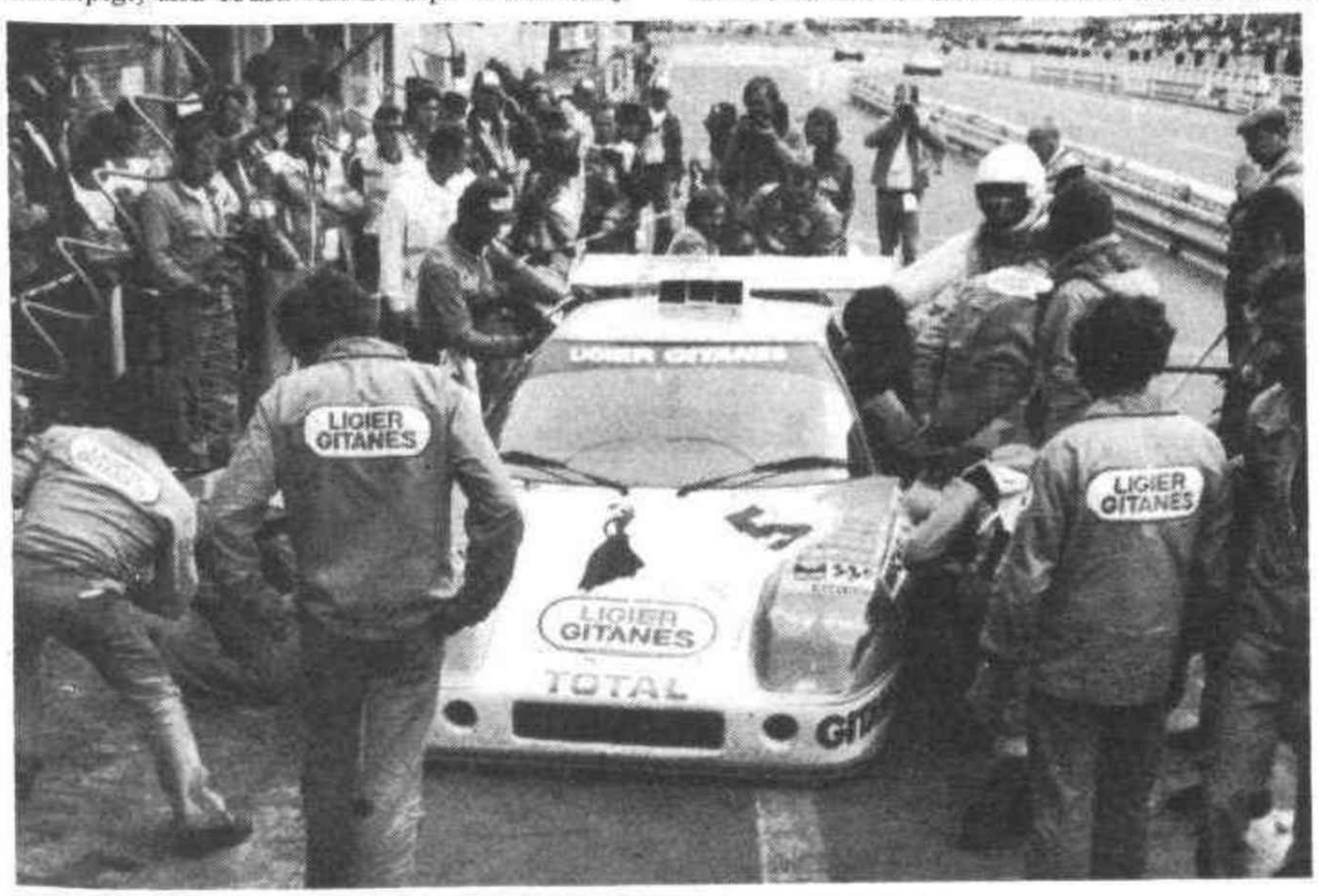
Gulf calculated that they would have to detune their engines to 370 horsepower (at 8,000 r.p.m.) to achieve 7.5 m.p.g., though during practice they found that their calculations were over-cautious and that the GR8s driven by Bell/Ickx and Vern Schuppan/Jean-Pierre Jaussaud were returning about 8.5 m.p.g., and could run 25 laps if necessary without topping up. Just as well for Guy Ligier, who detuned his DFV engines to 410 horsepower to counteract the heavy weight of the GT bodies on his JS2 models driven by Lafosse/Chasseuil, and Henri Pescarolo and Francois Migault. Another fancied runner was the 3-litre V6 Maserati-powered JS2 (a development of the road car) driven by Jean-Pierre Beltoise/Jean-Pierre Jarier. Private entry hopes were kept high by Alain de Cadenet's Lola-DFV shared with Chris Craft, and the dark horses of the event were the old Porsche 908/3s (which never did develop more than 360 b.h.p. anyway), of which the Reinhold Joest/Mario Casoni/Jurgen Barth entry was easily the most effective.

Speeds were on average 15 sec. per lap slower than last year's, and though visually that mattered little it did detract somewhat from the glamour of the event. The two Gulfs, fastest in practice, soon settled into a four-minute-per-lap rhythm at the head of the field, with the Ligiers, Craft's Lola and Joest's Porsche 908 in pursuit, none of them hurrying particularly and the drivers audibly taking care of the clutches and gearboxes as they accelerated past the pits. After an hour Schuppan led Bell by 14 sec., followed by Joest, Craft and Pescarolo, with Marie-Claude Beaumont's 2-litre Alpine V6 in sixth place. Half an hour later Mlle. Beaumont became the first, and only, casualty of the fuel-consumption limit when the French car coasted to a standstill half way round its 21st lap.

After the first refuelling stops Ickx and Bell firmly established themselves in the lead, which they never relinquished although their command became tenuous on Sunday morning when the car was delayed 12 min. by a broken exhaust pipe, letting Lafosse's Ligier move briefly on to the same lap. The Schuppan/



DEREK BELL'S winning Gulf leads its sister car, driven by Vern Schuppan, Joest's Porsche and a Ligier through the Esses.



PIT STOP for the second-placed Ligier JS2 of Lafosse and Chasseuil.

24 HOURS OF LE MANS

1st : D. Bell/J. Ickx (3.0 Gulf DFV GR8) 336 laps, 4,595.6 kms., 191.48 k.p.h.
2nd: J-L. Lafosse/G. Chasseuil (3.0 Ligier DFV JS2) ..... 335 laps
3rd : V. Schuppan/J-P. Jaussaud (3.0 Gulf DFV GR8) ..... 330 ,,
4th : R. Joest/M. Casoni/J. Barth (3.0 Porsche 908/3) ..... 325 ,,
5th : J. Fitzpatrick/G. Van Lennep/T. Hezemans/M. Schurti (3.0 Porsche Carrera) ..... 315 ,,
6th : N. Faure/J. Cooper/"Beurlys" (3.0 Porsche Carrera) ..... 311 ,,
7th : J. Borras/P. Moisson/H. Cachia (3.0 Porsche Carrera) ..... 309 ,,
8th : C. Ballot-Lena/J. Bienvenue (3.0 Porsche Carrera) ..... 304 ,,
9th : "Billy"/J-C. Bolanos/A. Contreras-Nava (3.0 Porsche Carrera) ..... 304 ,,
10th : G. Maurer/C. Beez/E. Straehl (3.0 Porsche Carrera) ..... 295 ,,
11th : A-C. Verney/Y. Fontaine/C. Tarnaud (3.0 Porsche Carrera) ..... 294 ,,
12th : B. Wollek/C. Grandet (3.0 Porsche Carrera) ..... 293 ,,
13th : H. de Fierlant/T. Pilette/J-C. Andruet (4.4 Ferrari 365 GTB4) ..... 293 ,,
14th : M. Mignot/H. Jones/P. Gurdjian (4.4 Ferrari 365 GTB4) ..... 293 ,,
15th : C. Craft/A. de Cadenet (3.0 Lola DFV T380) ..... 291 ,,

Fastest Lap: Craft, 3 min. 53.8 sec.—210.026 k.p.h.

Class Winners: Bell/Ickx; M. Hoepfner/M. Mouton/C. Dacremont (2.0 Moynet Simca 75); Fitzpatrick/Van Lennep/Hezemans/Schurti; Maurer/Beez/Straehl; B. Beguin/P. Zbinden/C. Haldi (3.0 Porsche Carrera Turbo); D. Brillat/M. Gagliardi/M. Degoumois (2.0 BMW 2002).

Jaussaud Gulf was comfortably second until, late on Saturday evening, the alternator failed and half-an-hour was lost in the pits.

In the hours of darkness Alain de Cadenet's Lola lost its rear body section along the Mulsanne Straight, and Migault's Ligier ran over the bits at high speed, damaging its nose section. Both cars were considerably delayed while they were patched up, de Cadenet eventually finishing down in 15th place and Migault/Pescarolo retiring when a puncture put them even lower down the order. Beltoise crashed the Ligier-Maserati heavily after colliding with a Ferrari Daytona, but Lafosse and Chasseuil had no trouble with their car and kept the pressure on the Gulf team all the way to the end.—M.L.C.

Two More for Alfa

THERE ARE some motor races that remain enthralling from start to finish, others that, while not particularly memorable, at least sustain interest for most of the distance, and yet others that are simply boring. The Coppa Florio, run over 1,003 km. of the Lake Pergusa circuit near Enna in Sicily on May 18th, was one of the latter sort. The circuit is dull, the entry was poor in the extreme, with only 16 starters including just five 3-litre prototypes, and to make matters worse the weather was stiflingly hot.

Unworthy of its status as a round in the World Championship for Makes, the event was more of a five-hour demonstration run for the two semi-works Alfa Romeo 33TT12s than a proper race. The two Alfas, entered as usual by Willi Kauhsen but with a lot of unofficial factory support behind the scenes, totally dominated practice, the car of Arturo Merzario and Jochen Mass taking pole with its sister car, driven by Derek Bell and Henri Pescarolo, beside it on the grid. In the race the Italian cars were never headed, switching places as their refuelling stops overlapped but always well clear of the opposition. Apart from a minor problem with overheating, their winning run was incident-free until Mass came into the pits to complain of a loose wheel after four hours. The Bell/Pescarolo car then lost a couple of minutes when the alternator belt broke, however, so that at the finish Merzario and Mass were a full lap ahead of their teammates.

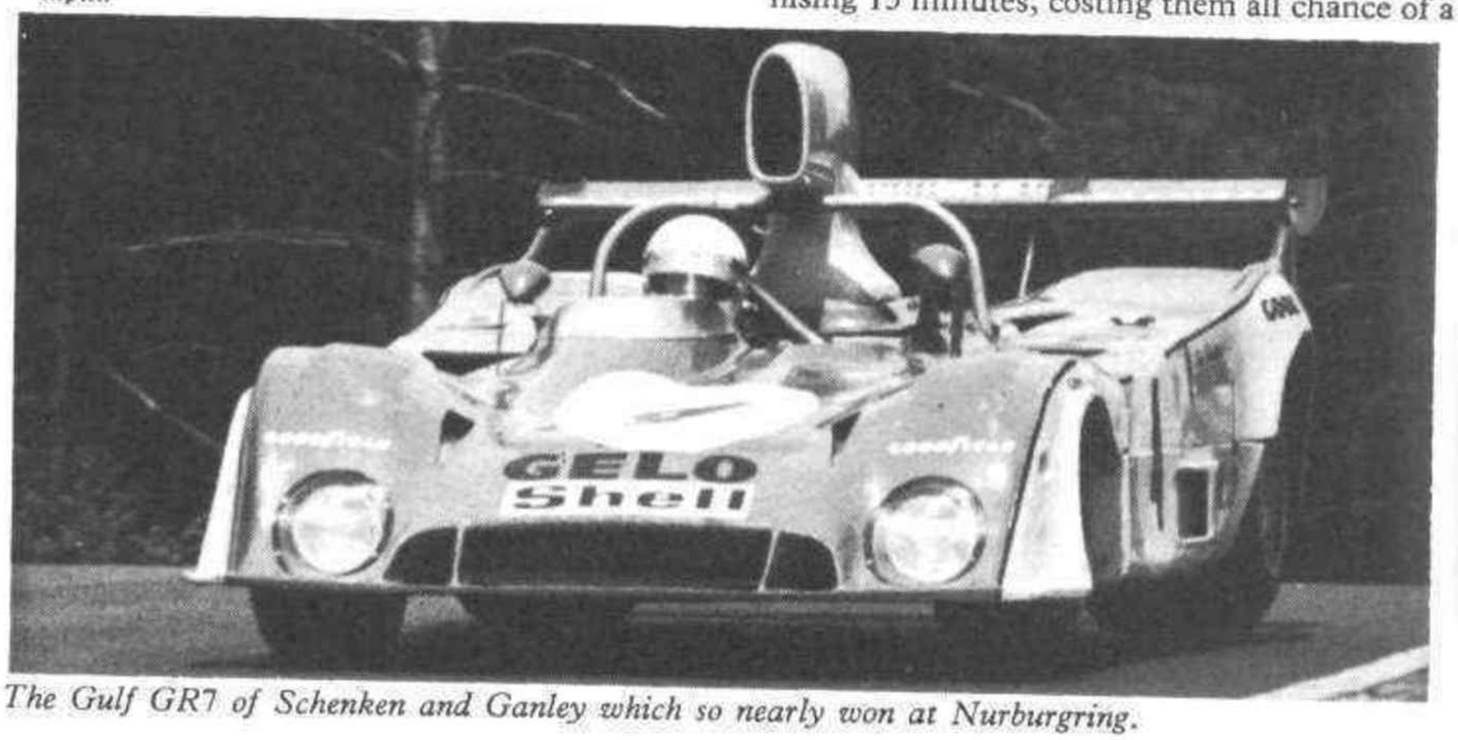
The turbocharged 2.1-litre Porsche 908/4 of Reinhold Joest and Mario Casoni came third no less than 70 miles behind, having lost 25 minutes in the pits around half-way while its turbocharger was rebuilt. The conventionally aspirated 3-litre Porsche 908/3 of Barth and Kraus would have taken the place had not a half-shaft sheared during the final hour. The only other big Gp. 5, the turbocharged Porsche 908/4 of Herbert Mueller and Leo Kinnunen, had pulled into the pits at the end of the warm up lap and lost 24 laps with booster trouble before it even started.

The 2-litre prototype class proved a complete disaster. The Alpine Renault A441 of Lella Lombardi and Marie-Claude Beaumont failed to make the grid after its rear suspension had collapsed no fewer than three times during practice, while the KVG Chevron B31 of Ian Grob and John Hine finished but was not classified after a couple of suspension smashing spins in the *chicanes*. The class therefore went to the badly misfiring Chevron-FVC B31 driven by Giancarlo Gagliardi and "Bramen".

ENNA 1,000 Kms.
World Championship for Makes, Round 6
207 laps, 1,003 kms.

1st	A. Merzario/J. Mass (3.0 Alfa Romeo 33TT12) 5 hr. 5 min. 25.7 sec.—197.02 k.p.h.	
2nd	D. Bell/H. Pescarolo (3.0 Alfa Romeo 33TT12)	206 laps
3rd	R. Joest/M. Casoni (2.1 Porsche 908/4 t/c)	184 ,,
4th	H. Bertrams/C. Schickentanz/R. Wisell (3.0 Porsche Carrera)	182 ,,
5th	C. Schickentanz/R. Wisell/H. Bertrams (3.0 Porsche Carrera)	178 ,,
6th	G. Gagliardi/"Bramen" (1.6 Chevron-Ford FVC B31)	175 ,,
7th	L. Kinnunen/H. Mueller (2.1 Porsche 908/4 t/c)	173 ,,
8th	C. Crespin/I. Harrower (2.0 Lola-Ford FVC T294)	165 ,,
9th	A. Anastasio/R. Arfe (1.3 Chevron-Ford FVC B26)	154 ,,

Fastest Lap : Merzario, in 1 min. 24.1 sec.—207.40 k.p.h.



The Gulf GR7 of Schenken and Ganley which so nearly won at Nurburgring.

Nurburgring

BOTH THE entry and the subsequent race over 1,000 km. of the incomparable Nurburgring a fortnight later, were, in contrast, excellent, easily the best we have seen this year in the World Championship for Makes. For the first time this season we saw three Alfa Romeos, Jody Scheckter joining Mass, Jacques Laffite returning to partner Merzario, and Bell and Pescarolo staying together in the other car. Opposing them, again for the first time, were both of Georg Loos's DFV-powered Gulf GR7s, with John Watson and Tom Pryce in one car, and Howden Ganley, making his return to international racing after his accident at the Ring last August, in the other with Tim Schenken. Gerard Larrousse and Jean-Pierre Jabouille were back with their turbocharged Alpine, and all the usual Porsches were present too.

Jabouille set fastest practice lap with a new version of the Alpine, its turbo system modified to reduce throttle lag, and his partner Larrousse took the car into an immediate lead at the start. Pescarolo chased him hard for half a lap before crashing his Alfa on a damp patch of road, but on the long Tiergarten Straight Mass slipstreamed past to lead at the end of the first lap. For a couple more tours Mass extended his advantage, but then Larrousse retaliated and retook the lead at North Curve as they entered lap six. Watson, Merzario and Schenken were meanwhile disputing third, fourth and fifth positions, reshuffling frequently, whilst Joest's Porsche was an early casualty with engine failure.

The Mass/Scheckter car kept hard on the Alpine's heels until a locking brake delayed it during the second round of petrol stops. This left the French car way ahead, but around half-distance a cooling pipe to the turbo unit fractured, and as the Alpine lost power it slipped backwards into the clutches of Laffite, whose Alfa was now second. When both these cars "pitted" together after 26 of the 44 laps Schenken's Mirage caught right up, capturing the lead next time round. Watson went off the road in the second Mirage, while the Alpine fell out of contention with a long stop to replace the splintered tube. When Schenken came in to hand over to Ganley, the Mass/Scheckter Alfa moved to the fore once again, but it was fast running out of brakes and on lap 36 Ganley rushed past back into the lead. Replacing the pads on that Alfa took an agonising 15 minutes, costing them all chance of a win, so that the race was now a straight fight between Ganley/Schenken and Merzario/Laffite. For five more laps the Mirage stayed ahead by approximately 20 sec., but the Alfa Romeo had already made its last fuel stop, and when Ganley pitted for the last time three laps from home Laffite inevitably went past to win, his eventual margin being 39.9 sec. Mueller and Kinnunen came an undramatic third in their turbo Porsche, while Larrousse and Jabouille salvaged fourth.

The 2-litre class fell to Englishmen John Lepp and Dave Morgan in the works March-Hart 75S, a tremendous performance after losing many minutes with a serious petrol leak. However, their success came only after both of the English-built, German-entered, BMW-engined TOJs of Paul Keller and Jorg Obermoser had broken driveshafts, Martin Raymond's brand new Chevron B31 had retired with a bad oil leak from the engine, and Ian Grob's similar car had snapped its throttle linkage out on the circuit when leading its class by miles.—J.C.T.

NURBURGRING 1,000 Kms.
World Championship for Makes, Round 7
44 laps, 1,004 kms.

1st	A. Merzario/J. Laffite (3.0 Alfa Romeo 33TT12) 5 hr. 41 min. 14.1 sec.—176.7 k.p.h.	
2nd	T. Schenken/H. Ganley (3.0 Gulf Cosworth DFV GR7)	44 laps
3rd	H. Mueller/L. Kinnunen (2.1 Porsche 908/4 t/c)	43 ,,
4th	G. Larrousse/J-P. Jabouille (2.0 Alpine-Renault A442 t/c)	43 ,,
5th	J. Barth/E. Kraus (3.0 Porsche 908/3)	42 ,,
6th	J. Mass/J. Scheckter (3.0 Alfa Romeo 33TT12)	42 ,,
7th	D. Morgan/J. Lepp (2.0 March Hart 75S)	41 ,,
8th	H. Kelleners/H. Heyer (3.0 Porsche Carrera)	40 ,,
9th	J. Fitzpatrick/T. Hezemans/M. Schurti (3.0 Porsche Carrera)	40 ,,
10th	R. Smith/R. Robarts (1.8 Chevron Ford FVC B23)	40 ,,

Fastest Lap : Larrousse, 7 min. 20.8 sec.—186.5 k.p.h.

Citroen's Ugly Duckling, the 2CV6

IT'S THE crudest, ugliest, thriftiest, four-wheeled production car in the world, as French as champagne and as popular too. You need a sense of humour to drive it and if the humour is latent it will drag it out of you in the first few miles. *It* is the Citroën 2CV6, the latest version of the remarkable Deux Cheveux, an anachronism in the world of motoring, the Gallic "peasant" car which has become a European cult.

Citroën considered the 2CV too crude and unsophisticated for the British market, which didn't stop several firms doing a roaring trade in imported, secondhand, left-hand-drive examples. When we were all hit by the soaring cost of motoring last year Citroen decided that perhaps the British might at last forget their inhibitions; after all, the rest of the EEC was saturated with these little corrugated hen coops so why shouldn't Britain be too. How right they were. Sales have taken off like those of Eiffel Tower postcards, this new-found market straddling the spectrum of impecunious to chic well-to-do.

As a concession to British palates "our" version is fitted with the 602 c.c. derivative of the long-running, air-cooled flat-twin in place of the more common 435 c.c. unit of the 2CV4. The engine is already familiar to this market in the Dyane 6, the somewhat smoother-bodied, better-equipped, up-market and more expensive extension of the Deux Cheveux theme. This "big" engine (74 mm. bore, 70 mm. stroke) has power indeed, offering 4.5 b.h.p. more than the small one, a total of no less than 28.5 b.h.p. would you believe? Oh, and no less than 30.5 lb. ft. torque. Remarkably, maximum power needs the encouragement of no less than 6,750 r.p.m., yet maximum torque occurs at 3,500 r.p.m.

Bright colours, a startling green on the test car, and rectangular headlamps have rejuvenated this amazing machine. Gone are most of the strength-giving corrugations, apart from a few flutes in the bonnet, but prop yourself on the bonnet compartment sides and you'll soon realise that the Deux Cheveux is still made of practically the same stuff Heinz put their soup in.

Since I tested the car the price has risen to £1,069, £115 cheaper than an 850 c.c. Mini. For a 602 c.c. car (and the capacity alone makes it sound like a cyclecar rather than a "proper" saloon) it sounds a great deal to pay, even in this day and age. Don't believe it! Apart from its unique charm and personality, this little beast is supremely practical and brilliantly contrived. For a start it has four doors. They may be narrow, but they make this car feel always "usable". Perhaps its biggest attraction is that it is a convertible too: the vinyl roof can be rolled back half-way to the "sedanca de ville" position or right back to the top of the rear window. The world's *cheapest* convertible Citroën claim.

So it's a four-door saloon and it's a convertible, what else could you wish for? An estate car perhaps? Lift out the bench rear seat (use it for picnicking along with the detachable front seats too, if you like) and you've got an estate car. And not just *an* estate, a *convertible* estate car, big enough to swallow, laid flat, four new Mk. I Jaguar doors I had to collect from Oldham and Crowther in Peterborough. Perhaps a pick-up type vehicle might be called for. Then you can remove the boot lid and somewhere I remember reading (though I can't find it now, so perhaps that was in France) that there's a special carrying tray to fit in the rear. Really, the versatility is incredible.

The driving of Deux Cheveux is just as much an acquired taste as its looks. The driving position, with its big, near-horizontal single-spoke wheel, is lorry-like—or perhaps combine-harvester like, if the threshing from under the bonnet is taken into account. The seats are properly upholstered in place of the hammock type of earlier Deux Cheveux and soft and comfortable to sit in. If you're not going to sit in them for any length of time, that is, for the back-rests are too upright. The flat-twin needs plenty of choke before it will chug into life from cold and warms up less quickly than you'd expect of an air-cooled engine. Once the umbrella-type handbrake has been released, awkwardly placed under the facia (where the ratchet managed to sever the feed to the test car's radio), the next problem is mastery of the push-pull gear-lever. Positions are illogical, but once they've been learned it's a simple, efficient system. First is engaged by twisting the knob of the horizontal lever to the left and pulling backwards. Reverse is directly opposite. Shove the lever out of first into neutral, let it centralise itself, push forward and second should engage. Pulling directly backwards from second engages third, while fourth needs a right twist and a



shove forward. Synchromesh, on the top three gears only, is crunchy, the ratios wide and the transmission of this front-wheel-drive *bolide* extremely noisy.

There's only one position for that big steel pedal on the right: flat on the floor! The Deux Cheveux doesn't really have abundant power and performance, but so long as that right foot is pressed hard and that gear-lever push-pulled vigorously it will keep up with most traffic and delight the driver with the looks of disbelief from users of faster cars. Maximum speeds in the gears are shown on the speedometer as 19 m.p.h. 38 m.p.h. and 56 m.p.h., though the flat-twin can be taken well beyond those figures to advantage. On motorways its level-road maximum coincides with the legal limit (what a farce!). Downhill gradients can stretch this to nearly 80 m.p.h., but, conversely, uphill bits will drag it down to 55-60 m.p.h. All these figures are "flat-out" ones, for, as no tourist in France can fail to appreciate, these Citroën engines are virtually unburstable, designed, and protected by high-gearing, to run indefinitely at maximum speed.

The Deux Cheveux is unparalleled in the world of economy cars for roadholding and ride. This supple interconnected independent suspension gives exceptionally long wheel travel which simply soaks up ruts, potholes, mountains and deserts. Except for the pothole hidden in a puddle which burst one of the tubeless Michelin X tyres and bent one of the 15 in. steel rims on the test car . . . In true French style the door handles try to meet the road surface on every corner, though the occupants soon become used to this roll. The way this car grips the road is unbelievable; it really is quite impossible to break it

Continued on page 728

2CVs having fun, left. 2CV Cross has swept the Continent and an International Championship has qualifying rounds in eight countries. England was to host a 2CV Cross for the first time at Camberley on June 28th/29th. The Deux Cheveux has grown up, right, with rectangular headlamps and less corrugation. Four doors and a convertible roof are among its many attributes.





Around and About

The Jaguar XJ 3.4

SINCE its debut at the 1968 London Motor Show the Jaguar XJ saloons have become the standard by which the opposition is judged in Britain. The XJ range has been powered either by 2.8, or 4.2 litre versions of Jaguar's long-lived six, though the wealthy could opt for the 5.3 litre V12. Now the bigger engines live on, the 12 with the desirable fuel injection alternative, but the gap left by the 1973 demise of the 2.8 goes in favour of the extensively revised 3.4 litre six. In the trim offered as standard by Jaguar the XJ 3.4 saves £340 over the XJ 4.2.

Known as the XJ 3.4 (the version we tried recently) or the Daimler Sovereign 3.4, the new model starts the Jaguar range off at £4,794.66. At this price the customer can specify either overdrive manual transmission or automatic. However, the 3.4 customer is restricted on the options he can order from Jaguar. Tinted glass, light alloy road wheels, electric windows and a number of exterior decoration items, including the vinyl roof, are not available for this model.

We drove a manual overdrive model for slightly over 100 miles in sunny June and found it an interesting car, subtly improved over previous XJ models. Part of the basic specification includes the series 2 modifications of 18 months ago, including excellent ventilated front disc brakes, better ventilation and neater interior.

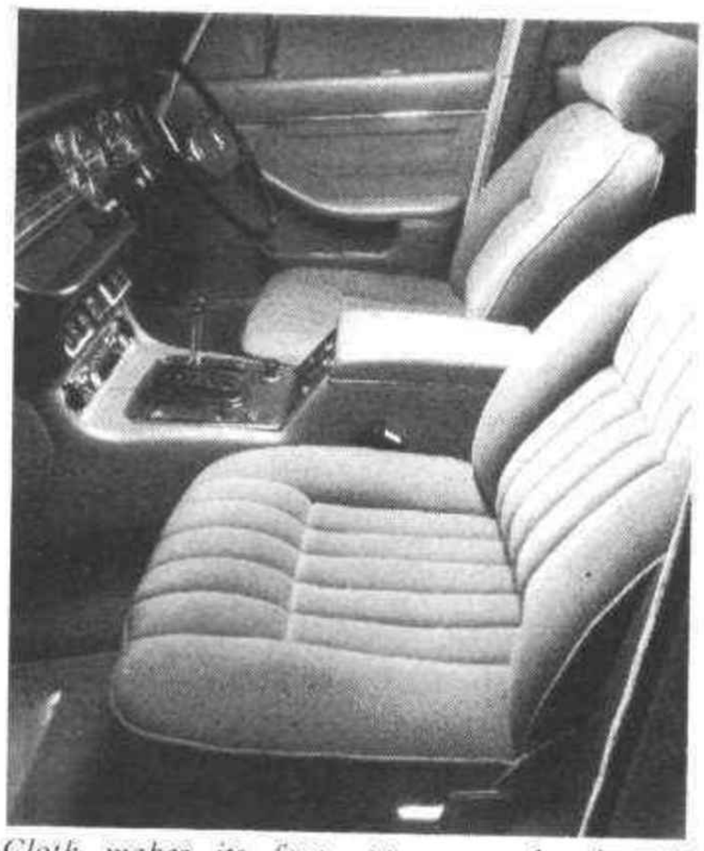
The 3442 c.c. double overhead camshaft engine retains the previous 83 mm. bore and 106 mm. stroke of the old 3.4, but features a new webbed cylinder block like that of the 4.2 models for extra strength, while the water passages are also improved, along with webbing for crankshaft bearings. Twin SU HS8 carburetters and a compression ratio of a little more than 8:1 are part of the unstressed Jaguar specification, which calls for only 161 b.h.p. at 5,000 r.p.m. and 189 lb. ft. torque at 3,500 r.p.m.

Although the engine is working well within the limits previously established by the famous Jaguar six, performance of the manual transmission 3.4 is still very respectable. Maximum speed should be around 117 m.p.h. and 0-60 m.p.h. occupy 10.9 sec. The automatic model will take a second longer to reach 60 m.p.h. from a standstill and travel 2 m.p.h. slower, according to Jaguar features.

As is increasingly the case on today's limited roads, the statistics tell one little about the car, save to compare it with the opposition. The 3.4 strikes the non-Jaguar owner as a very worthy long distance traveller, soon settling into a gait that can vary between 85 m.p.h. and 100 m.p.h. (3,000 r.p.m. to just under 4,000 r.p.m.) according to the whim of the driver.

Even this, the bottom of Jaguar's range in the XJ series, offers such comfort and silence that it is very difficult not to handsomely exceed the overall speed limit. The soft cloth seats in our car were snug and prevented too much of blazing June being reflected in sticky backs, and the car still shows the kind of dignified pace and comfort that one expects.

The notchy manual gearbox has a new 3.238:1 first gear instead of the 4.2's 2.933:1 (reverse is numerically raised too), but a staff 4.2 and the experience of others indicates that the gearchange should lose that unattractive stiffness as the miles go by. Final drive ratio is 3.54:1 for all 3.4 models. That the XJ 3.4 is only 5 m.p.h. below this country's overall speed limit in second gear merely demonstrates how idiotic government restraints are. When a comfortable saloon built for economy shows this much stopping and overall performance, it must be time to review archaic restrictions, or see the law fall further into disrepute.



Cloth makes its first appearance in the XJ saloons, as an option in place of traditional leather in all the range (including the XJ 5.3 shown here) except the XJ 3.4 in which it is standard. The elegance is undiluted.

Over country roads the XJ provided an unruffled ride for the occupants and slight modifications to the Adwest power steering valve have ensured an extra degree of precision. The assisted steering is probably still too light for first time European acquaintance, but there is nothing that is wrong with its accuracy.

The only drawback to the 3.4 derivative that we can see is that it should never have been necessary: does it really cost any less to manufacture a 3.4 than a 4.2? Asking the development engineers how much fuel they saved with the smaller engine drew a consensus of opinion, "if you drive enthusiastically, very little, in fact the 4.2 is probably better, but at constant motorway speeds, or driven gently, the 3.4 does show a worthwhile fuel saving." Typical m.p.g. figures for the 3.4 are quoted as 18-20 (auto) or 19.23 m.p.g. for the manual, which is definitely the version to go for if you want the sort of overtaking response that one expects of a Jaguar.

Jaguar asides

A VISIT to Brownshill Lane and Jaguar is still a treat even in these straightened Leyland times. We went up in June to see and drive the XJ27 (which is *not* a direct E type replacement) and were delighted to hear that Bob Knight and his team of enthusiast engineers (including Harry Mundy) are to remain entirely separate from the main Leyland outfit, reporting independently and directly to Derek Whittaker, who is the recently appointed Managing Director of BL Cars.

It seems that the retention of a separate Jaguar Engineering section was absolutely vital both from a morale and high quality product viewpoint. Nobody at the factory admits to journalists that they were largely disappointed at not being declared a completely separate entity to Leyland, but there is obvious regret that could have easily turned into despondency at the thought of interference in Jaguar's engineering aims.

The feeling that this is a British company trying to take on the best in the world, no holds barred, was strongly reinforced by the way in which Jaguar executives constantly compare their products against Mercedes as a yardstick, and look covetously at Porsche and BMW owners for extra sales.

To strengthen the complete Jaguar challenge it seems inevitable that, especially in these fuel conscious times, the company may have to market an under 3-litre car again, and there are rumours of just such a new model, though it is years away as yet.

Incidentally, on the inevitable "Jaguar back in racing?" questions, there were some interesting snippets. For example, Le Mans next year is a race for GT cars of production (though not necessarily homologated) origins, thus it would be possible for Jaguars, despite the current non-homologation of their models for international competition, to face up to Ferrari at the Sarthe circuit. It would be irresponsible to suggest that the factory could do such a thing at a time when even the Cats from Coventry have to be sold rather than placed on waiting lists, but it would be a great way of reviving both the French classic and British motoring enterprise. Perhaps John Coombs could do the job for Jaguar?

One tends to forget that Jaguar used to go racing with three road-going team cars, a van and a saloon as service/transport and collect headlines all over the world. Today it would be impossible to operate even modified road cars on that sort of limited scale and yet the company feel they have to succeed instantly, which makes the whole project even more expensive and rather vulnerable to public criticism.

Where has all the power gone?

DISCUSSING the adoption of Bosch D electronic fuel injection for the V12 Jaguar, engineering chief Bob Knight commented that the Jaguar engine in full Federal emission form was more powerful than any offered in the 1975 American market. According to Jaguar the most powerful engine offered this year was an optional 235 b.h.p. Chrysler, while their U.S. emission V12 offers a minimum of 10/15 b.h.p. more.

Grotesque power output of 1975 award belongs in America too with Cadillac's 8.3-litre V8 strangled down to 190 b.h.p. thanks to the pervasive emission regulations.

Will the American manufacturers resort to European multi camshaft and four-valve combustion chambers? Not if Chevrolet's experience is anything to go by. They commissioned Cosworth to produce a four-valve, twin cam Vega four-cylinder unit of 2 litres (it is normally 2.3) and the car was announced to the press, only to fail its emission tests.

Nasty!

DRY comment from Jaguar Engineering on why the company abandoned the mid-engined concept: "with a heavy engine and the frontal crash barrier impact, the driver became, er, the meat in the sandwich, so to speak".

Training needed

STANDARD HOUSE has produced its share of good motor sport competitors in its time, but there are signs that the policy has been too successful. To enliven the recent FordSport Day, John and Angela Webb concocted a journalist race over 10 laps of Brands Hatch club circuit in the new Ford Escort 1600 Sport models . . . . Former *Motoring News* junior Chris Witty (now residing at *Autosport*) convincingly thrashed the

motley opposition, but even he did not get under the long-retired rallyman Paddy Hopkirk's 66.8s lap record for these devices.

Although the journalists were not very quick – girl driver Divina Galica is said to have recorded 66.1s in private practice – they did provide close racing with three scribes sharing the same time near the front of the grid (yes, Witty did take pole position as well).

MOTOR SPORT's Clive Richardson only got in four laps of practice, but he recovered well in the race to clamber past *Motoring News* Formula 2 reporter Murray Taylor and finish third, behind Terry Grimwood (*Cars & Car Conversions*, so C.R. probably made the error of teaching him to drive) and the winning Witty. J.W. of this address was left to smile sickly at Brands press officer Graham Macbeth who wanted to know why J.W.'s front wing was folded over the wheel. Meanwhile the Editor of *Autosport* could be seen to smirk as the consequences of his elegant spin at Clearways caused our man more embarrassment by the minute.

Moral: a better team of teachers than scholars?

Tougher August tour?

THE BRSCC's Peter Browning is expected to organise a rather tougher and more equable (for rally drivers) Avon *Motor* Tour of Britain this year. It will be the third such event (James Hunt/Robert Fearnall (5.7 Chevrolet Camaro V8) won in 1973 and Roger Clark/Jim Porter (2.0 Ford Escort RS2000) last year) and will run from August 1-3 for up to 100 entries.

It is already known that Ford are very unlikely to field works cars and drivers, as they have no suitable current model homologated (Granada Ghias might go down well on this lighthearted event, driven by the entire Dagenham Girl Pipers?) but Chrysler, Vauxhall and British Leyland will be there.

There's money in them thar goodies

NEARLY TEN years ago he opened his first accessory shop in Middlesex, now he heads a group specialising in motoring accessories and clothing with a turnover exceeding £2½ million per annum.

The gentleman in question is former Mini racer, now F5000 and Ford Capri "driving for fun" enthusiast Gordon Spice. Recently Spice moved empire into 12a Central Trading Estate, Staines, Middlesex, and the signs are that both turnover and assets will go on increasing, especially as the new warehousing was apparently an extremely shrewd investment.

The extent of Spice accessory stock can be gauged from the fact that he receives stock from 300 suppliers.

The Lancia Beta HPE

At the same time we tried the new mid-engined Lancia Beta Monte Carlo, tested on page 763, in Italy. Lancia allowed us to drive the latest version on the front-wheel-drive Beta theme, the HPE. The introduction of this estate car version of the Beta Coupé is too close to our road test of the Coupé to warrant much elucidation. The front-end styling, suspension, brakes, facia and controls are identical to those of the Coupé, but the wheelbase has been increased by using the longer floor pan of the Beta Saloon.

If anything the handling was slightly better than that of the two Beta Coupés we had been driving in England for the previous couple of weeks, less roll in the unladen state suggesting that spring rates may have been increased.



Lancia's attractive Beta HPE, based on the Coupé and Saloon.

We're also pretty certain that the performance of the test HPE in Italy, a 1600, though an 1800 is available, was better than that of either of those British 1600 Coupés, which would be all very well except that the HPE is supposed to be fitted with the low compression, lesser-powered Beta Saloon engine! It was smoother, more flexible and more responsive, suggesting that this example was either a particularly well built engine or that the low compression engine is a better recipe. There was noticeably less mechanical noise, too.

I find the HPE the most attractive of the front-drive Beta family, the sporting, sloping estate car rear balancing the nose. The rear well is deep, but the tailgate angle restricts the piling up of luggage. Individual back seats can be folded down flat separately, *à la* Scimitar/Capri, once the cushions have been removed to the rear passenger floor wells, providing stowage length adequate for skis, as a film demonstrated to us. However, considerable space is absorbed by the side-mounted spare wheel and the constructions around the McPherson struts. Curved cushioning between the seats and sides ensures that three people can be seated comfortably in the rear if the outer two sit slightly side-saddle. The rear window, equipped with a wiper but, curiously, not a washer, is fitted with removable sunshade louvres, while a curtain in a spring reel below the window can be pulled over the luggage or secured to the top of the window.

We saw an indicated maximum of 182 k.p.h. in this HPE, which will accelerate from 0 to 100 k.p.h. in 10.9 sec. A quick and elegant sporting estate with the excellent road manners, good finish and detail equipment in keeping with the Lancia legend.—C.R.

. . and the Spyder

At the risk of turning this issue into a Lancia benefit, we should mention that since our trip to Italy, Lancia have announced that the Spyder version of the Beta Coupé will go on sale in Britain at the end of the month. Similar in concept to the BMW Cabriolet, this Pininfarina-styled Spyder shares the Coupé's floor pan, body to the waistline and mechanical features, has a removable Targa-type roof section stowed in the boot when not in use, and a roll-down, canvas-framed rear window which stows behind the seats. As with the Coupé and the HPE, only the 1600 version will be imported to Britain. This attractive convertible sells for £2,995, £882 cheaper than the BMW Cabriolet.

Elite wins on safety

The prestigious Don Safety Trophy has been awarded to the new Lotus Elite. This annual award goes to a vehicle or vehicle component manufacturer whose product in the opinion of the Panel of Judges represents the best innovation or development of safety



A remarkable picture, taken by a reader, Ken Williams, of the calamity that befell Peter Morley's Bentley-Napier on the third lap of the VSCC Vintage Seaman Trophy Race at Oulton Park on June 14th (see report page 721). *The near-side rear wheel of the aero-engined car has been torn off after contact with the notorious kerb on the outside of new corner* (nicknamed Foster's Folly) *on the shortened circuit, and it has come to rest across the course, the driver calmly awaiting his chance to run to safety, where it had to stay for the remaining 13 laps of the race. Adrian Liddell, in his back-braked Straker-Squire, squeezes through behind the tail of the stricken monster, as Keith Schellenberg, in second place in the Barnato-Hassan, narrowly avoids disaster on the other side of the course. Third place man, Harvey McWhir in the AC-engined Frazier Nash, in third place, prepares to follow Schellenberg through. Note the marshall, pondering the problem, on the inside of the corner. In its next race the Bentley-Napier rolled at the same place and was badly damaged.*

engineering or construction among those products submitted for consideration. The citation states: "Whilst recognising the limited clientele for the Elite owing to its price and the sporting type of vehicle it represents, the Panel nevertheless felt the successful use of GRP body construction plus the wide margin by which the Elite meets the US and European legal safety requirements and the emphasis placed on the reduction of the risk of fire in the case of a collision, allied to good fuel economy and low emission of pollutants, added up to a substantial improvement, in terms of both primary and secondary safety in a high performance car". What they're saying, in effect, is what a good car the Elite has matured into, agreeing with our own road test findings, even if we did conclude it to be over-expensive. It should give a useful boost to Lotus sales. The Avon Safety Wheel merited a commendation from the Judges.

* * *

Demand for the Polski-Fiat 125P (road-tested in last month's MOTOR SPORT) has been so remarkable that the entire first shipment of cars was sold in four weeks. Now Polski Car Imports (GB) Ltd., have had to bring forward follow-up shipments so that the Warsaw factory's later face-lifted model has had to be imported ahead of schedule. With this comes a £90 price increase (still only £1,249) and improvements which should make it an even better bargain car. A £100 increase for the Estate version prices it at £1,399. The front grille and rear lights have been restyled, rubber rubbing strips fitted to the body sides, door-open warning lights fitted to all four doors and power output of the 1,481 c.c. engine increased from 70 b.h.p. to 75 b.h.p. A special cheap insurance scheme is available too.

* * *

Savings on Alfa-Romeo servicing costs ranging from 20.2% to 51.4%, depending on model, calculated over 60,000 miles at 12,000 miles per year, result from re-scheduling of services to 6,000 mile intervals. Improvements in design and materials have allowed the change, which will save an Alfa 2000 owner £114 (new total cost £108) and an Alfasud owner £22 (new total cost £87) over that exemplified five-year period.

Clubs to join

A firmly typewritten letter informs that the Gilbern Owners' Club Secretary would be interested to hear from owners at 1, Wickhurst Farm Cottages, Leigh, near Tonbridge, Kent. Apparently Ace Motors at Acton and Kensington have proved very helpful in aiding the Club's efforts to "keep these delightful cars running".

A second Club notification is that of Northampton Historic CC, who cater for all enthusiast owners of all pre-war and interesting post-war vehicles: enthusiasts without cars are also welcomed. Full details from V. Webb, 26 Aintree Road, Parkland, Northampton.

* * *

A South-West Centre of the Austin-Healey Club is in the process of being formed. The Secretary is Mrs. Kay Price, of "Pitts End", Bishop Sutton, near Bristol BS18 4XQ.

CITROEN 2CV6—contd. from page 725

away, which accounts for being able to drive it flat out all the time! Within its performance capabilities it will run rings round practically anything on corners. The drum brakes, inboard at the front, are equally effective. Handling is a different matter and again an acquired taste. It understeers a great deal and the steering is both heavy and low geared, on the move and when parking.

Of course the real reason for the 2CV6's existence on the British market is economy. I drove the test car virtually flat out for several hundred miles, yet the 91 octane fuel was consumed at only a gallon every 44 miles. In less heavy hands 2CVs are reputed to do well into the upper 50s per gallon, but hardly with the same fun. The tank holds only 4.4 gallons, which is hardly sufficient in spite of the consumption. No oil was used. These machines seem to exist in France without servicing, have tyres which outlast the cars and engines with impressive longevity. They must be the cheapest four-wheeled car in the world to run.

There are all sorts of little features which add to the attraction of this lovable little car: Headlights which can be adjusted by a knob in the cockpit; door handles which spin round impotently when they're locked, to prevent forcing; a full-length opening ventilator across the front of the cockpit; side windows which open like wings along a horizontal hinge in the middle, and are closed by letting them *fall* against the catches. Visibility is poor through the shallow screen and the wipers slow, but the heater is powerful and a "stick-on" heated rear screen is fitted to British market cars.

It is difficult to pin down exactly the features which make the 2CV6 such an attractive little car when in reality it is just a very noisy tin box. It's a complete *mélange* of peculiarities and idiosyncrasies, combined into a remarkable and unique personality. "More than a car. A whole life-style", proclaims Citroën's 2CV6 brochure. How right they are!—C.R.

OBITUARY—continued from page 716

and in 1936 in another 4½-litre Lagonda. By thus gaining first-hand experience of this tough event, on "recces" beforehand as well as competing, T.G.M. was able subsequently to treat his readers to excellent reports, laced with valuable hints and tips for future competitors.

T. G. Moore, who died at the age of 69, was educated at King William's College and New College, Oxford. The Moore family had lived at Billown for generations and T.G.M. took an active interest in the public life of the Island, serving on the Board of Education, as a JP and being a member of the Board of Traffic Commissioners. After the war, in which he was transferred from the Manx Regiment to the Intelligence Corps, being posted to Persia and Iraq with the rank of Captain, he was the Member for Rushen, in the House of Keys, from 1946 to 1951, but did not seek re-election. Mr. Moore had many other interests, including being Churchwarden of Malew Church and a member of the Parochial Church Council.

As I have said, T.G.M. was a rich man, with estates at Ballasalla and in N. Zealand. Like many well-endowed persons he had an amusingly frugal side to his nature. I remember how he used to bring us pictures he had taken at post-war races, the negatives of which showed that light was leaking into his aged camera. We offered to have repairs done, at a cost of a few shillings. T.G.M. refused, on the grounds of unnecessary expense; while he made this weighty decision his taxi outside the MOTOR SPORT offices was ticking up such a large sum on the meter that the cabby was under the impression that his fare had deserted! T.G.M. also showed that he was more aware of what was going on in the Victoria Street offices, from which he ran his paper, than his quiet demeanour suggested. On one occasion he had sacked someone and another member of the small staff remarked to T.G.M. that he thought the expelled one had taken revenge, by pinching the office camera. "It won't do him much good", retorted T.G.M. with his characteristic hesitance, "I removed the lens from it last night". I had reason to know of Tom's very considerable influence in the IoM when I was flown out there to report the first post-war car race. The young photographer (M.J.T., who now looks after the production side of MOTOR SPORT and *Motoring News*) and I had intended to claim Track passes from the Clubhouse, after dinner at our hotel. But before the meal was finished T.G.M. rang me to know if all was well and, told of our intentions, said that wouldn't be necessary. He would introduce us to the Police Chief and we would be allowed to go anywhere we liked. It was so, and we had the impression that, had we wanted to cross the course while the race was in progress, it would have been stopped immediately for us to do so!

T.G.M. loved cars of all ages, so under his control MOTOR SPORT instituted its wide-ranging coverage of vehicles old and new, which we have since developed. After the war he reported some of the early Continental races for us, when the big Darracqs and Delahayes that he so admired were contenders; he also wrote of the satisfaction he was getting from a 2½-litre Riley d.h. coupé, which should please members of the present Riley RM Register.

In recent times T.G.M. had begun to put down his recollections of the old days, writing a very entertaining article for the *Chain Gang Gazette*, and letters to me when some reference in these pages sparked off memories of personalities he had known. Had he lived a little longer we would have had from him a special contribution to next month's 50th Anniversary issue of MOTOR SPORT. Alas, it was not to be. I last saw T.G.M. when he came to Standard House to have his 1974 issues bound and he told me of the Type 35A Bugatti, the Type 55 Frazer Nash-BMW, a Villiers-P & M motorcycle, and a Rotavator, with which varied machinery he and his son were keeping their hands in . . . .

It is so sad that this modest enthusiast and keenest of amateur competitors is dead, that never again can we enjoy his dry wit and great knowledge of the game he loved, and about which he used to write such pungent Editorials if he felt that matters in the racing world were unfair, unjust or undesirable. To his wife, sons and daughter, we extend our heartfelt condolences.—W.B.

A tyre that can keep Frenchmen out of trouble can keep anyone out of trouble.



In tyres as in other things, Frenchmen are notoriously demanding.

They want tyres that can cope with high-speed traffic manoeuvring, hard braking and tight cornering. And they want tyres that'll survive the kind of road surfaces known only to French 'B' roads.

Over the years, they've found they can rely on Kléber for such tyres. So Kléber are fitted as standard on most European cars.

And now we've taken the development of the radial tyre one important step further.

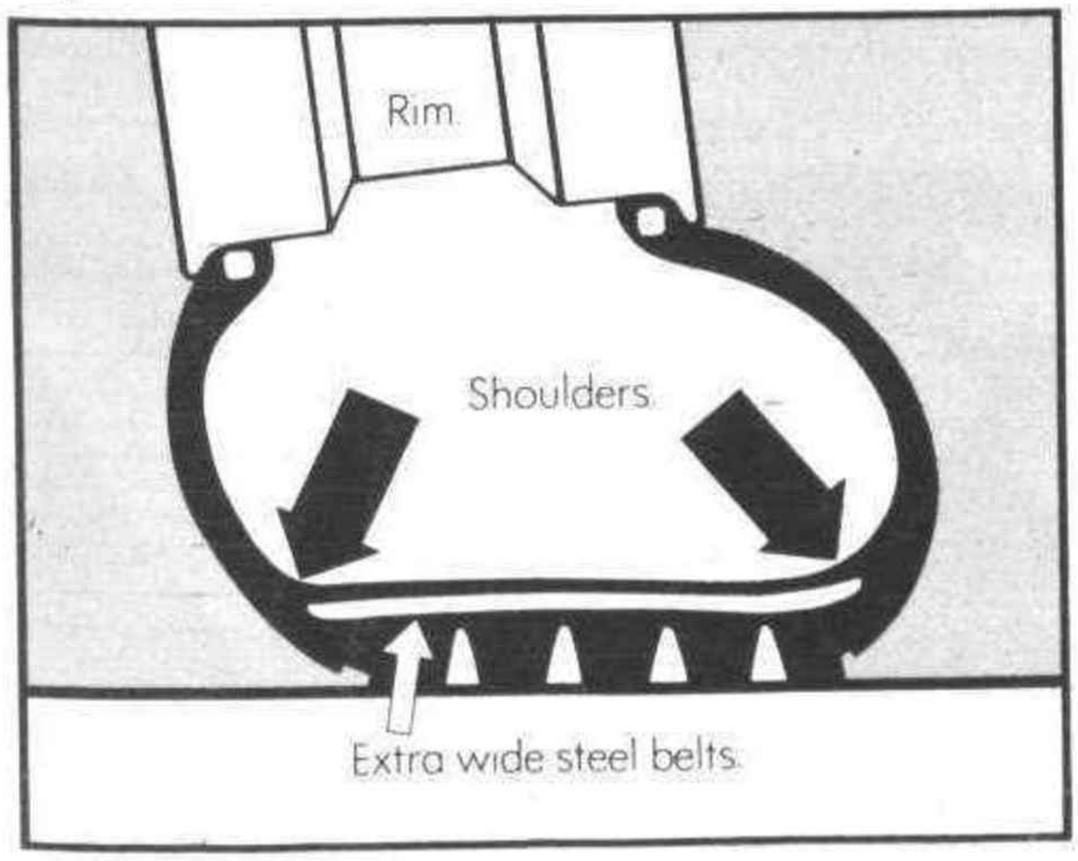
With the new Kléber V12 steel radial.

When you react, Kléber V12 will too.

You'll find the new Kléber V12 incredibly sensitive to the touch. The second you turn the steering wheel, V12 gets the message.

That's because the two-ply steel belts on V12 are extra wide.

So you get better driving control to get you out of tight spots. And roadholding that's positively limpet-like.



The extra width means you'll always drive on the belt area no matter how much lateral distortion the car exerts on the tyres.

Since the greatest distortion occurs at the belt edges, that's where we've made V12 strongest.

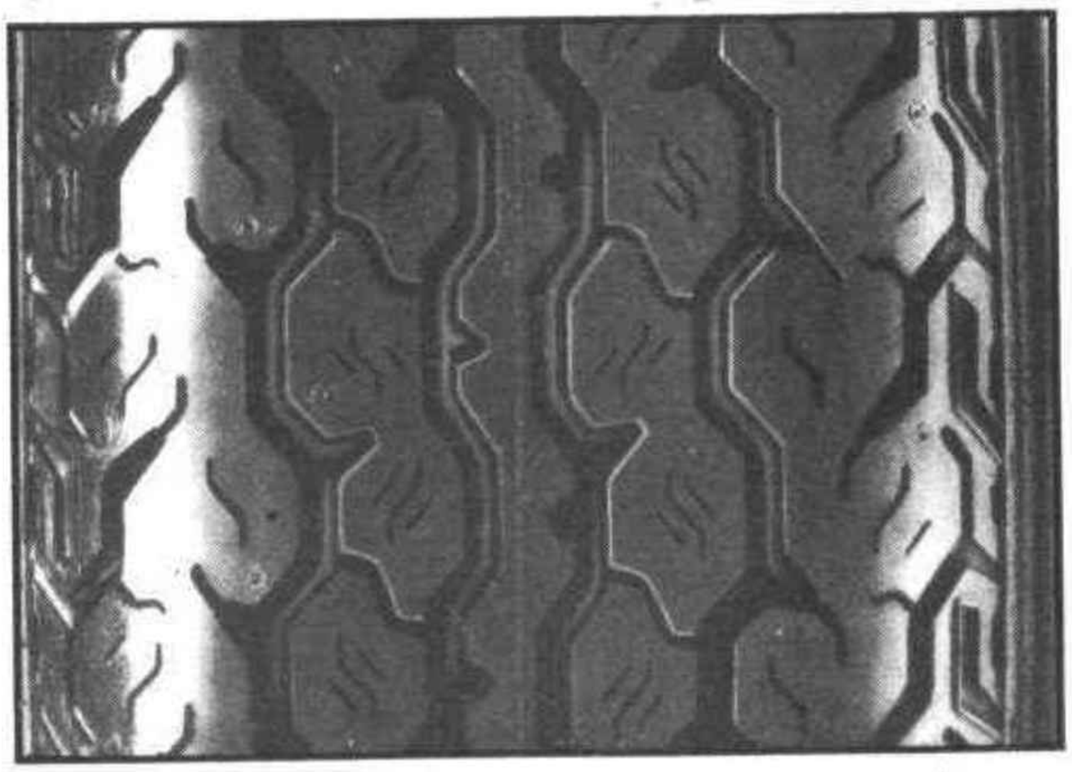
You can actually feel the increased control on corners.

It's like driving on rails.

Do you need front-wheel drive to appreciate Kléber V12?

Obviously if your car has front-wheel drive then V12's French experience has extra relevance.

They were researched and designed to take the increased strain imposed on tyres by continental cars. And yet still give long tyre life.



Not that you need a foreign car to appreciate a superb foreign tyre. Kléber V12's are now available for British cars too.

And what they can do for millions of Frenchmen, they can easily do for you.

kléber V12.

The radial with the extra wide steel belt.

GROTE PRIJS VAN BELGIE

Another Ferrari domination

Terlamen, Zolder, May 25th

TWO YEARS AGO the Belgian Grand Prix was held on the little Zolder circuit before it was really ready to accept the full onslaught of the Grand Prix "circus" and the result was a shambles, to say the least. Most of the teams and drivers stamped off saying they wouldn't come back, while one or two people said "You know, apart from the surface breaking up, it wasn't such a bad little race". Time is a great healer and in 1975 the "circus" returned in force and this time the Zolder circuit was ready for them and everything went smoothly. Time is such a great healer that the President of the GPDA is even suggesting that the Belgian Grand Prix might one day return to the Spa-Francorchamps circuit in the Ardennes, always assuming the circuit owners want them back.

The Zolder circuit is a strange little place, quite friendly and attractively set in pine woods on a sandy soil with the self-contained paddock area in the middle, the two straight sections of the circuit running up and down on each side of the paddock area. The twisty bits at each end are not very challenging and don't call for any great driving skills or screwing-up of courage on the part of the drivers and while they are interesting to spectators they are not exactly exciting to watch. Whereas previously there was a fast ess-bend leading on to the pits straight there had now been built a tight ess-bend calling for heavy braking and a scrabble round the left/right corners and acceleration up a slight incline. Although the lap speed is quite high (over 110 m.p.h.) it is very much a "scratcher's circuit" in the idiom of the Brands Hatch Club circuit and anyone prepared to throw caution to winds and scrabble round in a pretty untidy fashion can make a respectable lap time; neat and tidy driving was not an essential ingredient for a good lap time. During the weekend some of the "scratchers" embarrassed some of the established stars, as they would at Mallory Park or Lydden Hill. While the event had the makings of an amusing Formula One race it was hard to view it as the Grand Prix of Belgium and certainly not a *Grande Epreuve*, unless we are prepared to lower our standards.

It would appear that some of the drivers could not really sum it up as a circuit, for writing in *Motor*, Lauda said ". . . Zolder is a circuit where overtaking isn't too difficult", while Hunt said ". . . although passing is very difficult at Zolder . . ." At least they knew their own minds.

Scratching round began on Friday morning for some drivers, Lauda being in a hurry from the word go, while Fittipaldi looked to be on form and Jarier was out to show who was number one in the Shadow team. Brambilla was getting on with the job with enthusiasm in the works March and Brise was pressing on in the Hill car as if it was a Formula Atlantic car, but bearing in mind the remark he made after his brief drive in a Williams in the Spanish GP about knowing now what people mean when they talked about "part throttle". Shortly before the lunch break Lauda's Ferrari split one of the titanium exhaust pipes on the new system, so the car was lifted bodily up onto trestles in front of the pits and the old system put back. Mark Donohue continued his crashing ways in the Penske car and had to miss the afternoon session while it was repaired, but Francois Migault was able to join in after lunch as the brand new Hill car was completed. It was not taking long for those who were trying hard to find that their brakes were suffering as there was little time for the discs to cool off between applications. There was a lot of ducting taking cold air to the discs, but little in the way of attempts to get the hot air away from the discs, while some of the air scoops seemed to be at direct variance with the designer's theories on air-flow, if his aids to down-force from air-flow were to be taken seriously. Some of the Cosworth V8 engines were giving trouble and Pryce had to use the spare Shadow and Pace had to use the first of the spare Brabhams, with which he made his fastest time of all. The number one BRM ran into engine trouble so Evans had to use the spare car and as it seemed to be going well he stuck with it for the rest of the meeting.

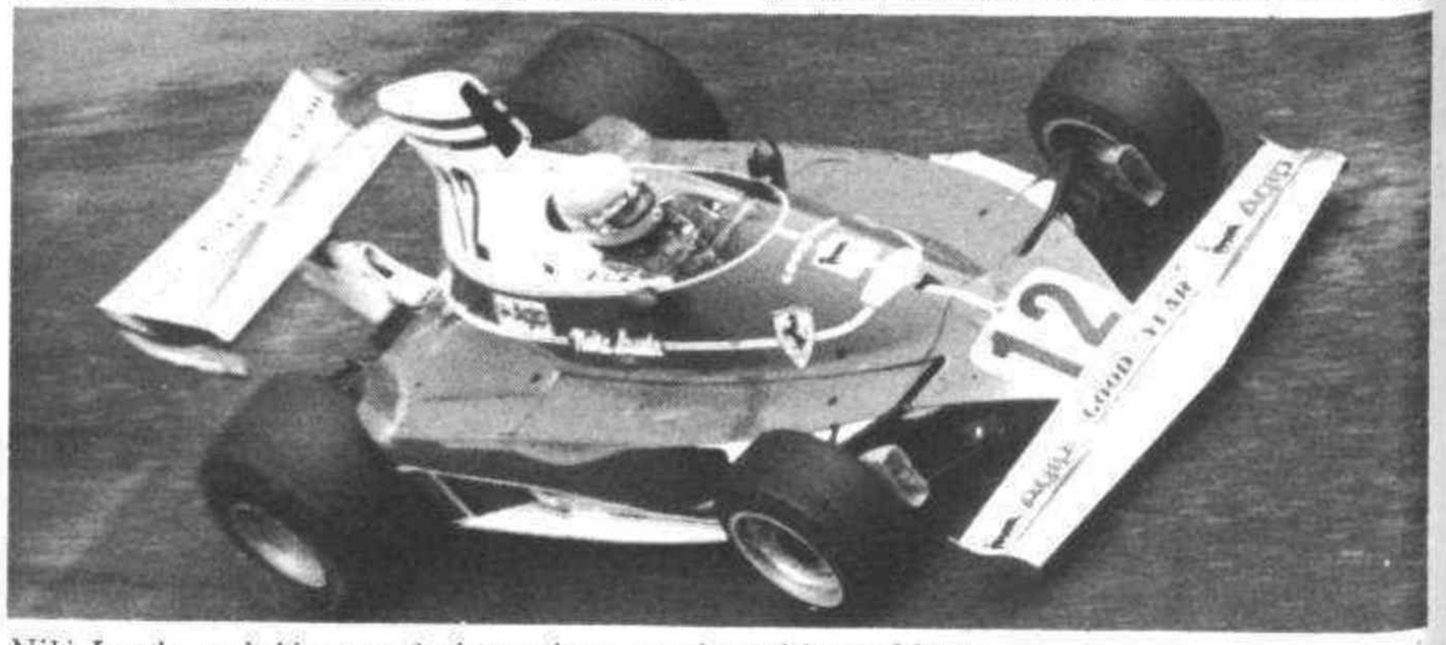
By the end of the first day of practice everything was running very smoothly, apart from the GPDA having a union-meeting at exactly the same time as Martini had organised a pleasant little gathering for the Press to meet the Brabham-Martini team and chat informally to Reutemann and Pace. We were left high and dry (with a Martini) while Mr. Ecclestone apologised for the absence of his drivers. John Watson remarked in *Motoring News* that the GPDA ". . . had room for improvement on the PR side". He wasn't joking.

As Carlos Pace was fastest on the first day of practice there were a lot of people who wanted to talk to him. Lauda was next fastest followed by Fittipaldi and Scheckter. Well up the list in ninth place was Brambilla, while Brise was eleventh, ahead of a lot of people who should be able to out-drive him with one hand in their pocket.

It all started up again on Saturday morning, but before anyone had got into the groove a slight misty drizzle enveloped the circuit turning the surface into a skating rink, as Brambilla and Migault quickly discovered. Most of the others had scuttled into the pits, changing to wet-weather tyres and waiting for the rain to develop into something serious. This it did not do and everyone sat around saying it was too slippery to carry on with "slick" tyres, and not wet enough to use "wet weather" tyres, and anyway there was nothing to learn, so practice fizzled out like the proverbial damp squib. Ickx went out for a few laps (almost by tradition, as someone remarked) and Lauda did one tentative reconnaissance lap. Peterson had blown a big hole in his Cosworth V8 engine, as had Hunt, so the unofficial cessation of practice was welcome to them. The practice times did not mean too much, except that those who pressed-on regardless found themselves at the top of the list and cautious ones were lower down than normal. Naturally none of the times were anywhere near the previous day's.

After lunch it dried up completely and practice got going again in real earnest, with Brambilla's enthusiastic driving paying off with second fastest time for the day, sandwiched between the two Ferraris. Joining them in the elite 1 min. 25 sec. bracket was Tom Pryce, another example of youthful enthusiasm embarrassing some established stars, while Brise moved up to sixth place on the day's reckoning. Peterson had a new engine in his Lotus and Emerson Fittipaldi made very little progress in spite of a lot of juggling with bits and pieces and various adjustments. When the sum total of times of the few sessions were analysed, for grid positions, Lauda was on pole position yet again, with Pace alongside him. Brambilla earned himself a big "double-A for effort" with third fastest time, ahead of Regazzoni, which was going to take some explaining away back in Modena. Another driver to earn a double-A was Tony Brise, in seventh place, ahead of World Champion Fittipaldi, while Alan Jones earned a single A for effort, with thirteenth place, ahead of Peterson. Unusual was the sight of John Watson, well down the field; there was nothing wrong with the Surtees but somehow the bearded Ulsterman could not "get with it", though he hoped it would all come right once the race started.

Race day was rather dull and overcast, but at least there was no sign of rain, and most drivers took advantage of the 30 minutes of testing-time in the morning to try their cars in full race trim. As fastest man in practice Lauda had been given the choice of which side of the 2 x 2 grid he preferred, and he chose the left side as the first corner after



Niki Lauda took his second victory in succession with confidence.

the start was a sharp left-hander at which they would all arrive at a lower speed than normal, from the standing start. This meant he could hug the inside line, making anyone who tried to overtake go round the outside. Before the cars came out for their warm-up laps the drivers were taken round on a parade-lap standing up through the sunshine roofs of small Fiat saloons. This was well received by the crowds who lined the circuit, many drivers having thick pockets of fans among the crowds, who cheered lustily. Italian, Austrian and British flags could be seen at various points around the public enclosures, as well as many Ferrari Club banners. The starting grid held an air of tension, with Lauda determined to beat Pace into the first corner, even though the Brabham is noted for getting its Cosworth power down onto the road well. In the second row Brambilla and Regazzoni, side-by-side, were causing some people to stand well back and the rest of the grid were waiting to see what was going to happen ahead of them.

It was an excellent start for the 70-lap race, with the Ferrari and the Brabham wheel-to-wheel down to the first corner, with Regazzoni on the outside making it a trio and Brambilla right behind them. Pace carved neatly across in front of Lauda, snatching the corner from him and led round the long loop leading to the back straight, with Brambilla nipping by Regazzoni. Everyone got round the first corner safely, with Merzario tailing along in the rear having nearly burnt his clutch out on the line. Down the back straight it was still Pace leading Lauda as they braked for the ess-bend behind the pits. In mid-field Jochen Mass got out of control in his McLaren going into the esses and in the subsequent melee Watson damaged the nose of the Surtees, while Laffite hit Alan Jones up the back and wrecked the rear aerofoil mounting and punctured an oil radiator on the Hesketh. The result of all this was that Mass went no further, Jones retired at the pits, Laffite stopped to have the nose cowling of the Williams patched up with tape, and Watson continued with the nose of the Surtees out of shape, subsequently stopping after 11 laps to have another nose fitted.

On the second lap Lauda was very close to the rear of Pace's Brabham, wondering if he could get by, when he saw Brambilla charging up behind. Knowing the race had only just begun he moved over to let the March go scrabbling by, the enthusiastic Brambilla nearly going off the road as he went by into second place. Pace now found that the Brabham was not handling to his liking, something technical to do with the tyres, and Brambilla charged by into the lead, amidst cheers from everyone for the swarthy Italian is a likeable fellow, even though he is not World Champion material. He was well aware that he was unlikely to be able to keep this pace up for the whole race, nor would his brakes last that long, but he was determined to have his glory while he could. He led for laps 4 and 5 in a hectic display of "real scratching", watched from behind by Lauda, who had pushed his way by Carlos Pace going into the corner after the pits. On lap 6 Lauda decided the comedy had gone on long enough and sailed past the March with ease and was away into the lead. It was now all over for the Ferrari driver dominated the race from then on, pulling steadily away from everyone and looking extremely confident. The fast but rather uncertain Niki Lauda of 1974 has matured and no longer looks about to make a mistake and uses the Ferrari to the full. It was noticeably more stable under heavy braking compared to rival makes and Lauda had no difficulty in maintaining the lead for the rest of the race.

All the happenings took place behind him, and occasionally in front of him as he lapped the slower cars. On lap 7 Scheckter carved his way past Pace, and though he drove hard and at times untidily, the South African was no threat to the leading Ferrari, even though he ousted Brambilla from second place on lap 9. By ten laps the scene had settled down with Lauda well out in front, followed by Scheckter and Brambilla with Regazzoni leading the rest of the field. Brise had been in the thick of things in the bunch behind the leading trio, but overdid his braking into the esses behind the pits, spun and stalled the engine and took a long time to get restarted. Merzario had lasted no time at all with his slipping clutch and parked the Williams out on the circuit and walked back to the pits. In mid-field there was quite a nose-to-tail battle going on with Pace trying desperately to hold off Reutemann, Pryce, Fittipaldi, Jarier, Hunt, Depailler and Peterson. At the back of the field Evans was keeping ahead of Migault and Donohue, and had bravely led Ickx for quite a time. Regazzoni eventually asserted his superiority and got his Ferrari in front of Brambilla's March and Emerson Fittipaldi showed signs of settling in to the race and moving up the field from his lowly eighth position. The effort of getting past the March overheated a front tyre on Regazzoni's Ferrari and he was forced to stop after 17 laps for a change. This left Lauda and Scheckter way out on their own and dropped Regazzoni down to twelfth, behind the BRM. Jarier ploughed off into the rough at the second ess-bend and the Shadow stayed there, covered in sand, while his team-mate Pryce

STARTING GRID

↑

12 N. Lauda (*Ferrari flat-12*) 312B3/023 (T4) 1 min. 25.43 sec.	8 C. Pace (*Brabham-Cosworth V8*) BT44B/2 1 min. 25.47 sec.
9 V. Brambilla (*March-Cosworth V8*) 751/3 1 min. 25.66 sec.	11 G. Regazzoni (*Ferrari flat-12*) 312B3/022 (T3) 1 min. 25.85 sec.
16 T. Pryce (*Shadow-Cosworth V8*) DN5/2A 1 min. 25.94 sec.	7 C. Reutemann (*Brabham-Cosworth V8*) BT44B/1 1 min 26.09 sec.
23 H. Brise (*Hill-Cosworth V8*) GH1 1 min. 26.22 sec.	1 E. Fittipaldi (*McLaren-Cosworth V8*) M23/9 1 min. 26.26 sec.
3 J. Scheckter (*Tyrrell-Cosworth V8*) 007/2 1 min. 26.36 sec.	17 J-P. Jarier (*Shadow-Cosworth V8*) DN5/4A 1 min. 26.38 sec.
24 J. Hunt (*Hesketh-Cosworth V8*) 308/2 1 min. 26.51 sec.	4 P. Depailler (*Tyrrell-Cosworth V8*) 007/4 1 min. 26.74 sec.
26 A. Jones (*Hesketh-Cosworth V8*) 308/1 1 min. 27.05 sec.	5 R. Peterson (*Lotus-Cosworth V8*) 72/R9 1 min. 27.17 sec.
2 J. Mass (*McLaren-Cosworth V8*) M23/8 1 min. 27.38 sec.	6 J. Ickx (*Lotus-Cosworth V8*) 72/R5 1 min. 27.40 sec.
21 J. Laffite (*Williams-Cosworth V8*) FW/04 1 min. 27.70 sec.	18 J. Watson (*Surtees-Cosworth V8*) TS16/05-4 1 min. 28.01 sec.
20 A. Merzario (*Williams-Cosworth V8*) FW/03 1 min. 28.18 sec.	14 R. Evans (*BRM V12*) P201/02 1 min. 28.57 sec.
28 M. Donohue (*Penske-Cosworth V8*) PC1/01 1 min. 28.65 sec.	22 F. Migault (*Hill-Cosworth V8*) GH3 1 min. 29.57 sec.
10 L. Lombardi (*March-Cosworth V8*) 751/2 1 min. 29.71 sec.	30 W. Fittipaldi (*Fittipaldi-Cosworth V8*) FD/02 1 min. 30.27 sec.

PRACTICE TIMES

No.	Driver	Car	Friday Morning	Friday Afternoon	Saturday Morning	Saturday Afternoon
1	E. Fittipaldi	McLaren M23/9-Cosworth V8	1. 26.82	1. 26.26	1. 36 13	1 26.58
2	J. Mass	McLaren M23/8-Cosworth V8	1. 28.48	1. 27.93	1. 35.33	1. 27.38
3	J. Scheckter	Tyrrell 007/2-Cosworth V8	1. 27.05	1. 26.38	1. 44.18	1. 26.36
4	P. Depailler	Tyrrell 007/4-Cosworth V8	1. 27.34	1. 26.95	1. 39.06	1. 26.74
5	R. Peterson	Lotus 72/R9-Cosworth V8	1. 28.52	1. 27.47	1. 36.02	1. 27.17
6	J. Ickx	Lotus 72/R5-Cosworth V8	1. 29.19	1. 28.45	1. 35.64	1. 27.40
7	C. Reutemann	Brabham BT44B/1-Cosworth V8	1. 27.87	1. 26.47	1. 46.61	1. 26.09
8	C. Pace	Brabham BT44B/2-Cosworth V8	1. 28.02	no time given	1. 47.97	1. 27.41
9	V. Brambilla	March 751/3-Cosworth V8	1. 27.09	1. 26.83	1. 34.45	1. 25.66
10	L. Lombardi	March 751/2-Cosworth V8	1. 31.56	1. 32.48	1. 46.76	1. 29.71
11	G. Regazzoni	Ferrari 312B3/022 (T3)—flat-12	1. 27.26	1. 27.20	1. 37.81	1. 25.85
12	N. Lauda	Ferrari 312B3/023 (T4)—flat-12	**1. 26.80**	1. 25.74	1. 43.23	**1. 25.43**
14	R. Evans	BRM P201/05—V12	no time given	—	—	—
15	—	—	—	—	—	—
16	T. Pryce	Shadow DN5/2A-Cosworth V8	1. 29.58	1. 27.61	**1. 34.10**	1. 25.94
17	J-P. Jarier	Shadow DN5/4A-Cosworth V8	1. 27.02	1. 26.38	1. 37.35	1. 26.77
18	J. Watson	Surtees TS16/05-4-Cosworth V8	1. 28.31	1. 28.01	1. 40.46	1. 28.17
19	—	—	—	—	—	—
20	A. Merzario	Williams FW/03-Cosworth V8	1. 29.49	1. 28.69	1. 36.10	1. 28.18
21	J. Laffite	Williams FW/04-Cosworth V8	1. 30.15	1. 28.36	1. 41.73	1. 27.70
22	F. Migault	Hill GH3-Cosworth V8	—	1. 35.65	1. 43.06	1. 29.57
23	A. Brise	Hill GH1-Cosworth V8	1. 27.79	1. 27.39	1. 35.93	1. 26.22
24	J. Hunt	Hesketh 308/2-Cosworth V8	1. 27.81	1. 26.58	1. 43.46	—
25	—	—	—	—	—	—
26	A. Jones	Hesketh 308/1-Cosworth V8	1. 28.11	1. 28.08	1. 56.51	1. 27.05
27	M. Andretti	Did not enter				
28	M. Donohue	Penske PC1/01-Cosworth V8	1. 31.71	—	1. 38.40	1. 28.65
29	—	—	—	—	—	—
30	W. Fittipaldi	Fittipaldi FD/02-Cosworth V8	1. 36.13	1. 31.23	2. 01.06	1. 30.27
1T	E. Fittipaldi	McLaren M23/6-Cosworth V8	—	—	—	—
3T	J. Scheckter	Tyrrell 007/5-Cosworth V8	—	—	—	—
5T	R. Peterson	Lotus 72/R8-Cosworth V8	—	—	—	—
7T	C. Reutemann	Brabham BT44B/4-Cosworth V8	—	—	—	no time given
8T	C. Pace	Brabham BT44B/3-Cosworth V8	—	**1. 25.47**	—	—
12T	N. Lauda	Ferrari 312B3/018 (T1)—flat-12	—	—	—	—
14T	R. Evans	BRM P201/02—V12	1. 30.12	—	1. 38.24	1. 28.57
16T	T. Pryce	Shadow DN5/3A-Cosworth V8	no time given	—	—	—
18T	J. Watson	Surtees TS16/02-4-Cosworth V8	—	—	—	—
23T	A. Brise	Lola T370/HU3-Cosworth V8	—	—	—	—
24T	J. Hunt	Hesketh 308/3-Cosworth V8	—	—	—	1. 26.51

was passed by Depailler and Peterson.

Pace's Brabham was now in trouble with its Hewland gearbox, third gear becoming elusive, so that he was steadily elbowed back down the field. While Lauda sliced his way through the back markers without losing time, Scheckter got hung up on occasions and the Ferrari disappeared from his view. Some way back Brambilla was still holding a valiant third place, driving for his life as Reutemann, Fittipaldi, Depailler, Peterson, Pace and Pryce chased after him. Retirements were still rife, Hunt dropping out with the gearbox of his Hesketh breaking away from the control rod in the cockpit, Brise retiring with a very broken engine in the Hill car, Lella Lombardi having an oil connection break and leak all the oil away, causing the engine to seize and Laffite disappearing from the back of the field with a broken gearbox on the Williams. For a while things stabilised, with no signs of any exciting changes, but then Peterson found a lack of brakes at the ess-bend behind the pits and went straight-on into the catch-fences out of the race.

On a circuit with so little challenge in it there was little hope of seeing any inspired Grand Prix driving, though Depailler was pressing hard on the tail of Fittipaldi's McLaren, trying to pick the moment to take fourth place away from the World Champion. At 49 laps Brambilla had a tyre suffering on his March and stopped for a change, which not only lost him third place, but also the ignominy of having all and sundry overtake him for the brakes on the March were running out. In ninth place Regazzoni was the last not lapped by Lauda and when Brambilla rejoined the race it was just ahead of the second Ferrari, so Regazzoni had two objectives to spur him on. One was to catch Brambilla and the other was to avoid being lapped by Lauda; if he failed on both counts it would take some explaining to the Commendatore, for both Ferraris were running strongly. Pace was falling back steadily and was now at the end of the runners who were on the same lap as Lauda but was lapped by him on lap 54 just as Brambilla had to retire with a complete lack of brakes. On lap 58 the leading Ferrari split an exhaust manifold pipe, which made it sound ragged but did not lose it any speed and at the same time Fittipaldi's McLaren was running out of front brakes and Depailler was able to swoop by into a well-deserved fourth place behind Reutemann, who had annexed third place mostly by reason of other driver's misfortunes. Breakages were still occurring for Migault went by with his left rear wheel at a peculiar angle, the suspension having broken, and Ickx had a busy low-speed moment when the left front brake shaft broke on his Lotus. Fittipaldi was going slower and slower with fewer and fewer brakes, and his elder brother was trying to keep his own car going to the finish, though like the leading Ferrari it had a broken exhaust manifold pipe. In second place in the closing laps, Scheckter's Tyrrell began to run short of petrol and he only just made it to the finish. In his successful endeavour to avoid being lapped by his team-mate, Regazzoni recorded the fastest lap, a new record for the revised circuit.

Lauda finished the 70 laps a confident winner, his second victory in succession, well satisfied with the 1975 Ferrari and proclaiming it to be a more stable and better car than its rivals apart from any horsepower advantage it might have. It wasn't a very inspiring Belgian Grand Prix and certainly not a memorable one, but at least it was free of political wrangles, a nice change.—D.S.J.

Results :

BELGIAN GRAND PRIX—Formula One—70 laps—Zolder—4.262 kilometres per lap—298.34 kilometres
Dull and Overcast

1st :	N. Lauda (Ferrari 312B3/023 (T4))	1 hr. 43 min. 53.98 sec.—172.285 k.p.h.
2nd :	J. Scheckter (Tyrrell 007/2)	1 hr. 44 min. 13.20 sec.
3rd :	C. Reutemann (Brabham BT44B/1)	1 hr. 44 min. 35.80 sec.
4th :	P. Depailler (Tyrrell 007/4)	1 hr. 44 min. 54.06 sec.
5th :	G. Reggazoni (Ferrari 312B3/022 (T3))	1 hr. 44 min. 57.84 sec.
6th :	T. Pryce (Shadow DN5/2A)	1 hr. 45 min. 22.43 sec.
7th :	E. Fittipaldi (McLaren M23/9)	1 lap behind
8th :	C. Pace (Brabham BT44B/2)	1 lap behind
9th :	R. Evans (BRM P201/02)	2 laps behind
10th :	J. Watson (Surtees TS16/05-4)	2 laps behind
11th :	M. Donohue (Penske PC1/01)	3 laps behind
12th :	W. Fittipaldi (Fittipaldi FD/02)	3 laps behind

Fastest Lap : G. Regazzoni (Ferrari 312B3/022 (T3)), in 1 min. 26.76 sec.—176.850 k.p.h.

Retirements : J. Mass (McLaren M23/8) accident, on lap 1; A. Jones (Hesketh 308/1) accident damage, on lap 1; A. Merzario (Williams FW/03) clutch burnt out, on lap 3; J-P. Jarier (Shadow DN5/4A) spun off track, on lap 14; J. Hunt (Hesketh 308/2) broken gear-lever linkage, on lap 16; A. Brise (Hill GH1) engine failure, on lap 18; J. Laffite (Williams FW/04) gearbox failure, on lap 19; L. Lombardi (March 751/2) oil leak and engine failure, on lap 19; R. Peterson (Lotus 72/R9) brake failure and accident, on lap 37; J. Ickx (Lotus 72/R5) left front brake shaft broken, on lap 53; V. Brambilla (March 751/3) brake failure, on lap 54; F. Migault (Hill GH3) left rear suspension failure, on lap 58.

24 starters — 12 finishers.

Notes on the cars at Zolder

WITH THE Belgian Grand Prix taking place only two weeks after the Monaco race there was not much time for building new cars or doing anything experimental, so that the mechanical scene at Zolder was very similar to that in Monte Carlo. Graham Hill's Embassy-sponsored team had worked four days and four nights non-stop and had built the third of the Hill cars, GH3, and finished it off in the paddock on the first morning of practice. The Shadow team replaced DN5/1A, which Jarier bounced along the guard-rails on the harbour front at Monaco, with DN5/4A which was being completed anyway. Team Surtees brought along another of their 1974 cars rebuilt into 1975 specification, this being TS16/05-4 and Ferrari rebuilt 018 after Regazzoni's rough treatment in Monaco, and it arrived late at Zolder in a separate lorry from the rest of the team and stood by as a spare.

For the rest it was the mixture-as-before, with the exception of revised gear ratios, different suspension settings and a lot of extra cooling ducts to brakes as well as the largest discs and calipers that could be fitted, together with the largest possible brake fluid reservoirs. The reason for all this brake attention was the stop-go-stop characteristics of the Zolder circuit. In the McLaren team Fittipaldi had M23/9 and Mass had M23/8, as usual, with M23/6 as but as things turned out their roles were the team spare, and they had long and short nose cowlings and complete front suspension assemblies giving wide and narrow track variations. The Tyrrell lads were as usual, with Scheckter in 007/2, Depailler in 007/4 and 007/5 standing by in reserve, while Lotus had 72/R9 for Peterson and 72/R5 for Ickx, as is normal, with 72/R8 as the spare. The Brabham team sported four cars, B1, B2, B3 and B4, the last car really being on its way to Zandvoort for a tyre test programme, but as B3 gave trouble in practice the latest car had to be pressed into use as the spare for Reutemann and Pace.

March Engineering had 751/3 and 751/2 for Brambilla and Lella Lombardi, respectively, their budget not running to a spare car at race meetings, though they do have a test-car for experimental running. In the Ferrari camp Regazzoni had 022 and Lauda had 023, his Monaco winning car, and both engines had new exhaust systems aimed at improving low-speed pick-up. The normal layout is with the front three cylinders on each side to feed into their own single tail pipe and similarly the rear three cylinders on each side. The four tail pipes then run into individual megaphone ends. On the new system there was a balance pipe between each pair on each side, in the short section between the merging of the three pipes from the head and the beginning of the megaphones; there was no provision for balancing the left side to the right side.

BRM came with P201/05 as the car intended for the race and P201/02 as the spare, reversed. Pryce was driving his usual Shadow DN5/2A, Jarier having a new one as explained, and DN5/3A was the spare. Team Surtees had TS16/02-4 with them in case of emergencies, but it was never actually completed and similarly the Penske team had PC1/02 in its component parts as stand-by spares for PC1/01 which Donohue was driving. Frank Williams still had Laffite in his latest car, FW/04 and Merzario in the older FW/03, while Graham Hill had out-bid Williams for the services of young Tony Brise and had him installed in GH1, the first car his team had built, and they had Lola HU3 as a spare. The Hesketh team had Hunt in 308/2 with 308/3 as a spare, and Alan Jones was in 308/1 as usual. Completing the list was Wilson Fittipaldi with the lonely Copersucar supported car of his own manufacture.

Missing from the entry list was Andretti with the Vel's Parnelli team car, as they were involved in the Indianapolis 500. Another regular who was missing was Morris Nunn and his Ensign as his Dutch driver Roloef Wunderink had crashed a Formula 5000 car at Zandvoort and hurt himself. There had been mutterings of the Japanese Maki-Cosworth V8 making a re-appearance with David Walker driving it, but a delay on the delivery of new wheels had put their schedule back.

The remarkable thing about the entry was the number of spare cars that were not used during the meeting, McLaren, Tyrrell, Lotus, Ferrari, Surtees and Hill all having spare cars that were never needed.—D.S.J.

ROAD IMPRESSIONS

The New Fiat 131 1600S Mirafiori

BACK IN January MOTOR SPORT described the new Fiat Mirafiori range of family cars, explaining how, as with British Leyland's Morris Marinas, these were simplified Fiats intended to meet the need for less expensive, long-life cars at a time of World economic recession. Thus the specification embraces push-rod engines, but distinguished by having the drive for the base-chamber camshaft by cogged belt, McPherson-strut i.f.s., coil-spring rear suspension of a live axle located by four longitudinal arms and a Panhard rod, servo disc/drum brakes and, an innovation, rack-and-pinion steering. The 131 replaces the popular Fiat 124, of which more than 4,000,000 were built. The Fiat 131 comes in both 1300 and 1600 engine sizes and recently I was able to test in this country, five days before its official release, the 1600S four-door saloon, with the de luxe trim, four circular Carello headlamps, and the bigger engine. The 1600 engine peaks at 5,400 r.p.m., when it develops 75 (DIN) b.h.p. It is mated to a four forward-speed gearbox but a five-speed box will be available later.

The 1600S came in a very attractive shade of meadow green, with upholstery in bright ochre and brown cloth. The overall impression is of a car which, matching its sensible but unsensational specification, is not exciting but which does everything in a rather dull but satisfactory fashion. The seats are comfortable. There is a good area of glass for maximum vision. The gear-change functions nicely, controlled by a fairly short, rigid central lever, reverse, down past top, protected by strong press-down spring action, and the clutch is reasonably light and smooth. The engine is quiet at normal 1975-permitted speeds but far too noisy on a Motorway. From within, the Fiat 131 belies its outward compactness and narrow track (4 ft. 5 in.). Indeed, it gives a feeling of stolid spaciousness, and none of the "tinniness" sometimes conveyed by inexpensive family cars, an impression confirmed by the generous-sized seats, the quality of the door handles and internal fittings, and the simulated leather door trim, pile carpeting, etc.

Instrumentation is simple, just a hooded panel before the driver, containing three square-faced instruments, a 120-m.p.h. speedometer with k.p.h. markings and total and trip mileage recorders, a Veglia quartz clock with seconds hand, and a dual heat and fuel contents meter, the engine normally running at 190° F. There are elaborate air vents, not only at the facia extremities but also down by the console. A three-lever heater panel is situated centrally, below the Radiomobile radio. A shallow stowage well is found behind the gear-lever, there is a left-hand non-lockable cubby, and divided slot-pockets in the front doors. Big tumbler switches are confined to lamps, rear-window heater and heater-fan, and the steering column carries the expected Fiat triple control stalks, the wheel's single spoke sounding the horn, if pressed towards the centre.



The crisp and angular Mirafiori, destined to float Fiat on a new wave of prosperity.

The outward appearance of the Fiat 131, enhanced by the curved windows and doors, is crisp and angular, which to me was very acceptable, nor do the controlled retraction bumpers mar the car's looks. The front wings bolt on, for easy replacement in the event of damage, and the fuel tank is located safely in the area behind the back seat. All the expected mod. cons. and safety factors have been incorporated and the sophisticated electrical system of the Fiat 131 has a central control-box fitted in front of the front passenger's feet, grouping relays, 13 fuses, and multiple socket connections, which makes for easy access and only one opening for cables, thus insulating heat and sound from the body.

The 1600S has a top speed just short of 100 m.p.h. and adequate acceleration. The big steering wheel has a too slippery, thick rim (but with finger grips on its lower edge), and I thought the feel rather vague for rack-and-pinion. However, this is fairly light and smooth steering, geared 3.4 turns, lock-to-lock, with gentle castor return action. The 131 corners very nicely, with no undue roll but some understeer. The wheels, with uncovered four-stud hubs, were shod with 13-in. Pirelli Cinturato tyres. The ride is lively at times but generally very comfortable.

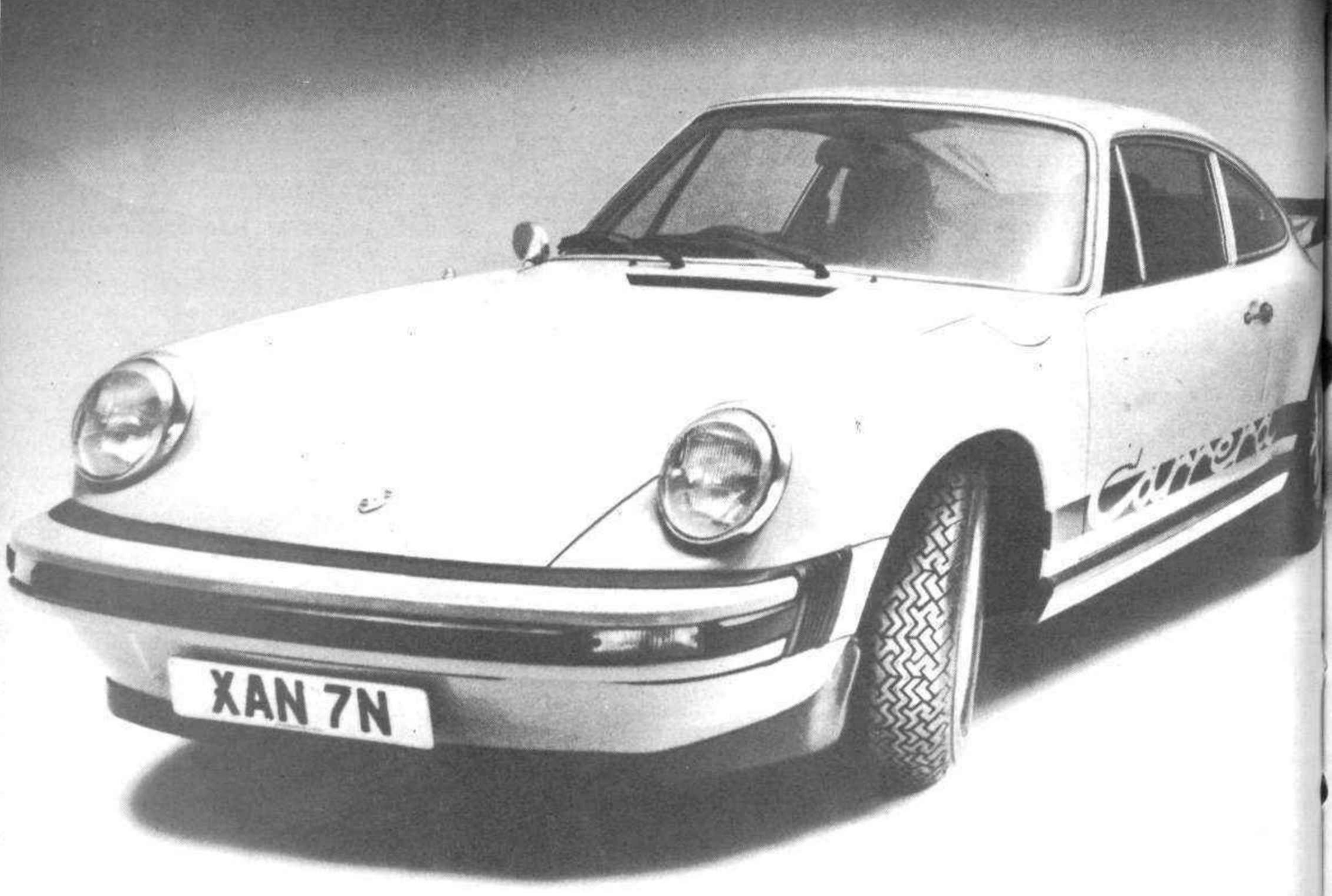
What I am saying is that this latest Fiat family saloon performs as one would expect, nicely but not outstandingly. It has a spacious luggage boot with self-locking lid, into which luggage has to be humped over the back panel. The fuel tank has a screw-thread filler with a convenient finger-grip, up on the o/s rear body panel. Driving at more Motorway than 50-m.p.h. speeds the range, to tank empty, was a useful 348 miles. Fuel consumption worked out at 33.4 m.p.g. of four-star petrol, driving economically. The warning light shows with rather more than two gallons in the tank. Under-bonnet items are accessible, so it was simple to check that no oil was required in 800 miles. The engine now has an automatic choke and starts instantly from cold. The front-hinged, self-propping bonnet has its release lever on the "wrong" side.

The new Fiat Mirafiori has most things that family drivers require. The front-seat squabs adjust by means of large knobs to any setting; the steering wheel is adjustable for height on the 1600S model. The instruments are easy to read and the switches are illuminated by the fibre optics system introduced in 1969 for the luxury Fiat 130 and used on the Fiat 132. Fiat are making a great attempt to overcome the rusting defects for which they gained a bad reputation for a time. Thus they employ zinc-bonded paints on all joints before the 131's body panels are welded. Then phosphating, electrophoresis painting of the interior of the box-sections, the application of PVC to the underside of the body shell, beneath the wheel arches, and the lower sill panels, and for the first time in Europe lower structural members of a new zinc-treated steel-alloy combine to insure the Mirafiori against rusting and corrosion. In addition, anti-rust wax additives are injected into the box-sections, including boot, doors, wings and rear lamps clusters, the wheels are finished in aluminium or epoxy paint, and special wheel-arch plastic shields are fitted, as they have been to other Fiats for the past 18 months. The new engines are based on those of the now defunct 124 and current bigger 132 power units, but the tappets are new, the push-rods short, and the exhaust valves are coated with stellite cobalt alloy. Testing incorporated a full-throttle run of 1,000 hours on the bench, equivalent to driving a Mirafiori flat-out for over 62,000 miles. The engine of our test car began to run roughly at idle before we returned the car, and the parking-lamps could only be used with the ignition-key in a non-removable position, due to a defect developing in the facia lamps-switch.

Reverting to personal observations, the brakes are very light and 100% effective but horribly over-servo-ed, which seems a habit with modern Fiats and Lancias. This spoils progressive retardation. If you wish to coast for economy this makes for very sudden braking and very little "fail-safe" is provided with the engine off, although a good yank on the between-seats hand-brake will stop the car. I also thought the reversing lamps to be tacked on in an ugly position. There are two keys for good quality if slightly "fumbly" locks, a steering lock being fitted to the 1600S.

Full marks for a very sound car, which is available here in two-door and four-door forms, with automatic transmission if required, prices ranging from £1,619.28 with p.t. and VAT, to £1,935.18 asked for the 1600S. Estate versions should now be on sale and altogether, as with the Marina for British Leyland, I expect the Mirafiori to float Fiat on a new wave of prosperity.—W.B.

Both insured with



Porsche Carrera 2·7. Top speed 149 mph, 0–60 in 5·5 seconds.
Fitted with Pirelli Cinturato CN36.

Pirelli Cinturato.



Hillman Avenger 1·6. Top speed 92 mph, 0–60 in 14·5 seconds.*
Fitted with Pirelli Cinturato CF67.

PIRELLI

Veteran Edwardian Vintage

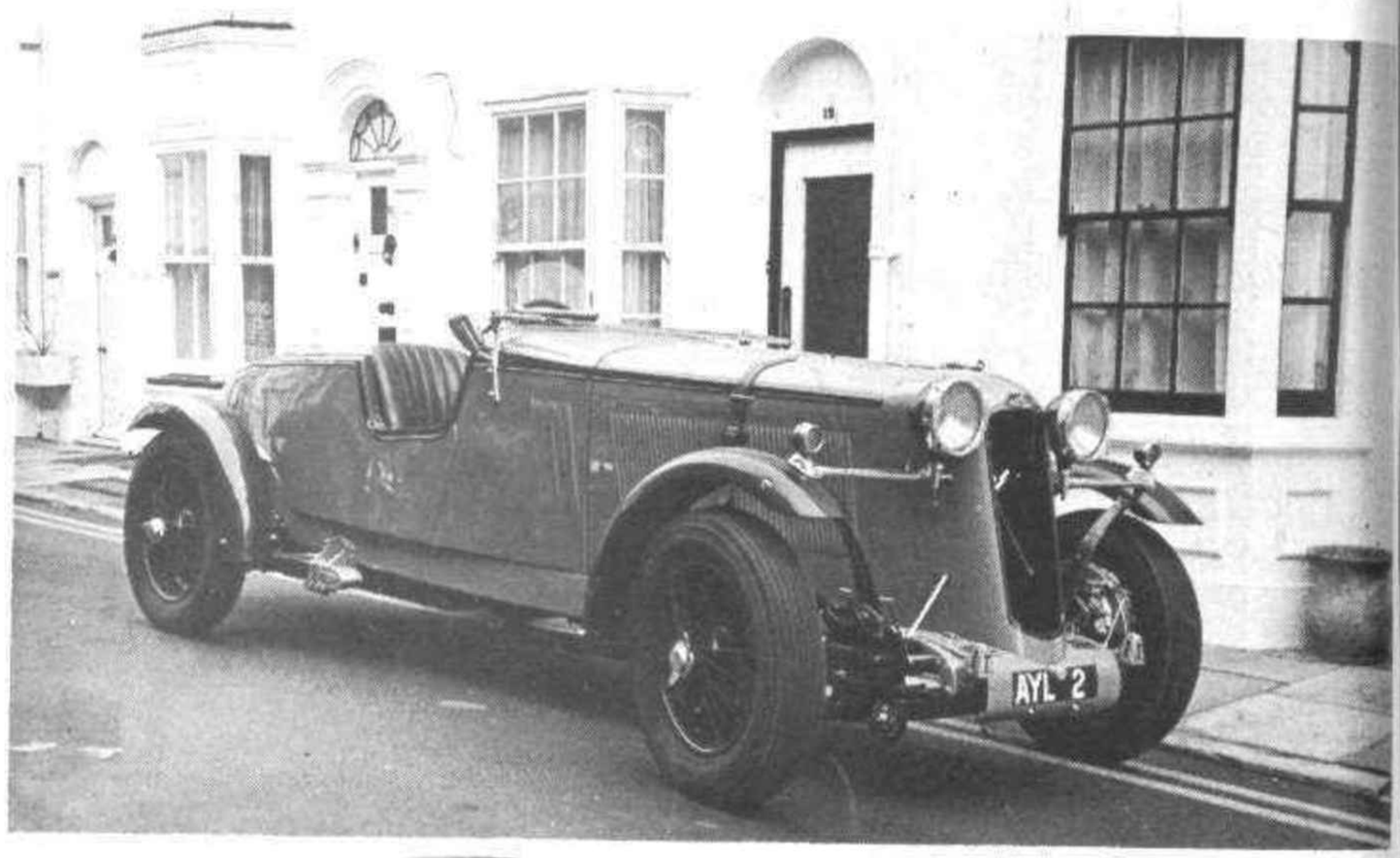
A SECTION DEVOTED TO OLD-CAR MATTERS

Another Talbot saved

THE 1934 Talbot run at Brooklands by Dr. Roth was notable for being fitted, in 1935, with a single-seater body based on those fitted to the 1934 Mercedes-Benz Grand Prix cars. Those who have Anthony Blight's "bible" on the Roesch Talbots will be aware of how this particular car fitted into the remarkable saga of these cars.

Many great cars vanished during the war but it seems that the Roth Talbot was later discovered, re-registered JJ 93, by Rex Leppard, who commenced to rebuild it. The car was originally AYL 2 and was, we are informed, identified by the steering box mountings, arranged so that the steering column cleared the accumulator, choke and hand-throttle knobs filed off for the very good reason that the racing Doctor used to catch his cuff- inks on them. There was no door on the near-side of the body, in the touring form in which Dr. Roth raced the Talbot originally.

AYL 2 has been rebuilt by Julian Scott of the Dove Precision Engineering Company of Hove and our photographs show that it is again in immaculate order, and resembles one of the 105 team-cars, except for the cowled radiator.



ANOTHER TALBOT REBUILT.—The Talbot which Dr. Roth raced at Brooklands before the war, eventually as a single-seater, seen after it has been restored to its former glory. Above, it is seen with radiator cowl in its original four-seater form, and below, a back view of the car showing how very similar it is to the team Talbot 105.

VSCC Silverstone

THE Vintage Sports Car Club will hold its second Silverstone Race Meeting of this season on July 26th, commencing at 13.15 hours.

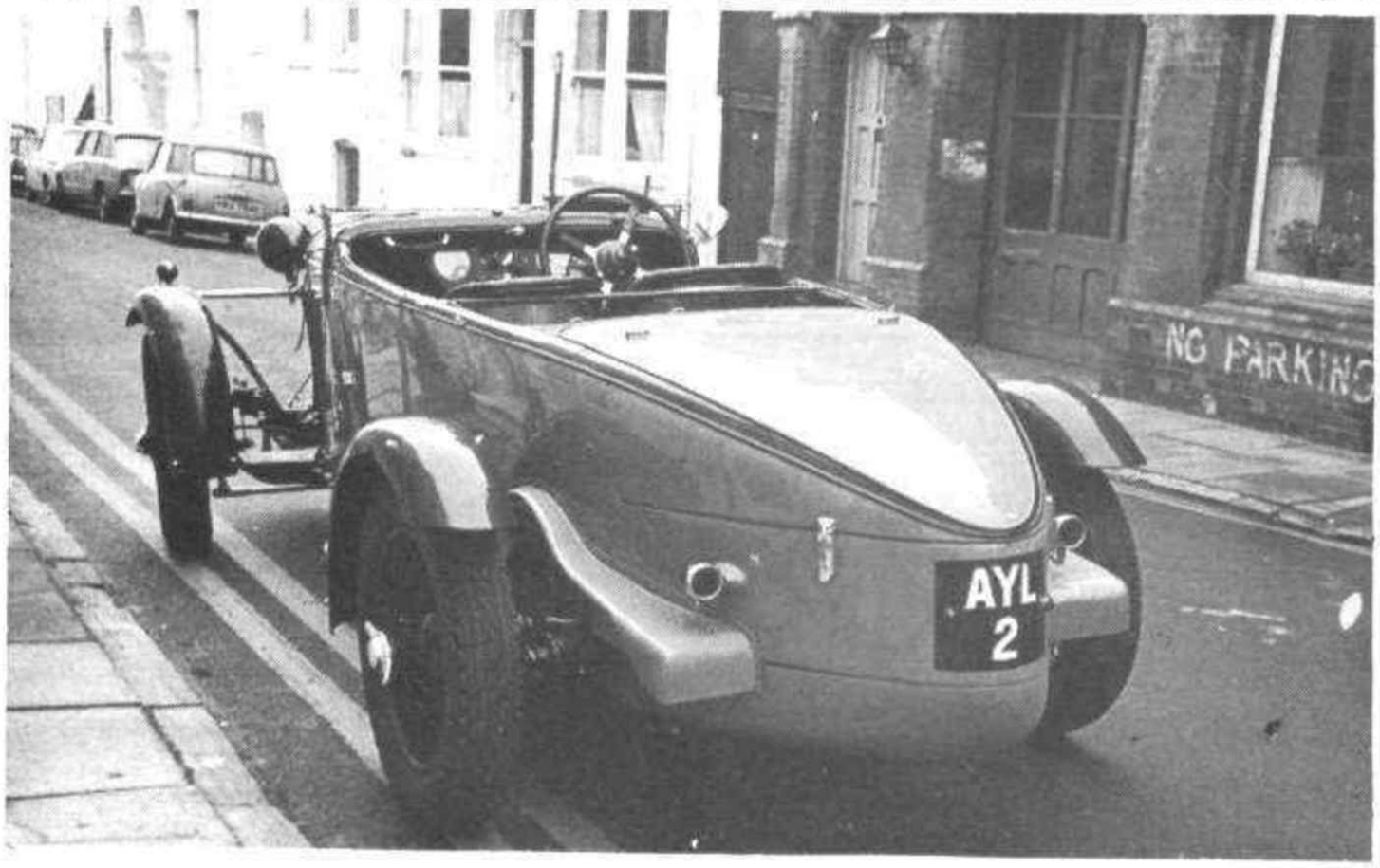
It will include the Hawthorn Trophy Race for post-war racing cars and the Boulogne Trophy Race for vintage racing cars. Another event, apart from the 5-laps handicaps, will be the Pre-War All-Comers' Race, and there is also to be a Fox & Nicholl Trophy contest confined to sports cars, to the VSCC formula, of 3-litres and over unsupercharged, and 2,250 c.c. and over if supercharged.

There may be a separate Edwardian race if sufficient entries come in and during the afternoon a Parade of Bugattis of all ages and types will be featured—what better, for sound, smell and spectacle!

The usual spectators' arrangements apply, except that the Paddock is now no place from which to watch races over the Club circuit (alas!) and dogs are not wanted. As this meeting follows the VSCC Oulton Park races, the position in the MOTOR SPORT Brooklands Memorial Trophy Contest should be warming up nicely—or will 24-litre of Bentley-Napier still prove dominant?—W.B.

V-E-V Miscellany.—The chassis of a *circa*-1911 Phoenix cyclecar, the London-built two-cylinder chain-drive model, unfortunately in poor condition, has been bought by a reader in Belfast, who would welcome any information about these cars. A 1925 BSA motorcycle and sidecar that was in regular use up to about eight years ago has been stored since its owner's death in a lock-up garage in Herefordshire, but is not for sale. A 75-year-old reader who served his apprenticeship with Bean has sent us two postcards bought by his father when he stayed in France preparatory to tackling the Alps on a bicycle. They show three cars outside the Hotel Restaurant des Voyageurs at Virieu-le-Grand (Proprietor, Charles Ostertag), of which one is a closed Renault with protruding scuttle-radiator and square lines of a just-post-war model, another an open Model-T Ford tourer with balloon tyres, and the third is a typical French sports-tourer with pointed-tail touring body having a rear windscreen—perhaps a Mors or Voisin. The date would be about 1925.

We are informed that at least 80 carefully-picked veteran and vintage cars will be on display at Lancing College, Shoreham-by-Sea, on July 5th, in conjunction with a cricket match and exhibition to further the cause of restoring the 1868 Chapel. John Bolster is to commentate and a short service in the Chapel will be conducted by the Rev. Michael Staines, who intends to drive down in his Morgan three-wheeler. The Riley Register is holding its Coventry Week-End Rally on July 5th and 6th, based on the Esso Hotel, Walsgrave, Coventry. The Register celebrates its 21st anniversary this year and the Coventry event will include a visit to Coventry Museum, a treasure hunt, and a parade, commencing at 9.15 a.m., to the *Concours d'Elegance* venue at the hotel grounds, where the great assembly of pre-war Rileys takes place by 14.00 hours. The Standard Register holds its 16th annual National Field Event at Knebworth House, Knebworth, Hertfordshire, on July 13th, commencing at 10.30 a.m. Entries will cover pre-war Standards, Triumph razor-edge saloons, SS cars and post-war Triumph roadsters, and the programme embraces *Concours d'Elegance*, *Concours de Confort*, driving tests and an economy contest based on mileage to the event. Details (s.a.e. please) from: D. Hanson, 3, Cranford Park



Drive, Yateley, Camberley, Surrey. We deeply regret to have to record the death of Bob Archer, General Secretary of the Motor Cycling Club. What sounds like a just pre-war Singer Roadster has been found in Scotland. A reader living in Lowestoft, where Brooke cars were made between 1901 and 1913, is hoping to collate any known facts about them and appeals to fellow readers for pictures, technical details, documents and reminiscences. Letters can be forwarded. Mr. and Mrs. W. J. Cooke have opened a private vintage motor museum and workshops at Saddington, near Leicester, the Bull Nose Morris Club being present for the ceremony. In South Africa T. E. Fonternal has almost completed his rebuild of the 1922 Crossley-Bugatti raced here by B. S. Marshall and Lancaster, and is anxious to obtain details of its racing history and if possible to contact H. G. Mundon who worked on it. A 1926 FN saloon, carefully looked after from new by one owner and on the road up to about 1971, is reported from Middlesex. This was of special interest to W.B. as he owned a similar FN saloon for a short time after the war (Fabrique Nationale, *not* Isleworth), which was rumoured to have an engine in it from one of the cars that competed in the 1928 TT. It was, however, impossible to make the brakes work and the car was soon sold and was last seen near Aldershot. Another item of interest to the Editor was being told recently that when the Hon. "Billy" Walsh lived in W.B.'s house in 1911, he used to be driven about the Welsh lanes on a Model-T Ford, seated with his back to the driver in a high-perched wicker seat that had been put on the chassis to accommodate him! If any Welsh reader happens to have a picture of this splendid mode of transport, W.B. would be delighted to see it.

There is to be a great stationary-engine rally at Beaulieu on August 3rd, which will presumably raise the prices and increase the scarcity of such machinery; they now have their own journal, *The Stationary Engine Advertiser*, obtainable from Lodge Wood Farm, Hawkridge, near Westbury, Wilts. The trophy awarded to C. V. Gros for winning a race at the Armistice Meeting at Brooklands in 1922 with a Bignan Sport is still in the hands of the family, a member of which was the English importer of these rare cars.

Vintage Postbag

Morris Register Rally to Belgium

Sir,

Having at last found time to catch up on some reading I was amused to note your comment concerning the Czechoslovakia Rally in April's V-E-V Odds and Ends, in which, because of the prevailing cost of motoring, you wonder whether anyone will attend. Amused because, together with more than 70 pre-war Morris's from the Morris Register, I have just attended, in my 1931 Oxford saloon, our bi-annual five-day Belgium Rally, held at Gevaardsbergen, some 25 miles S.W. of Brussels. Whilst the distance and therefore the petrol costs were less than those involved in travelling to Czechoslovakia, the other expenses, ferry, insurance, etc., are much the same.

It is almost impossible to find words to describe the reception we received throughout our whole tour. The 70 mile route from Zeebrugge lined with people the whole way, even though it was well after dark when we arrived at our destination. The unbelievable kindness of all the inhabitants of Gevaardsbergen, with whom many of us stayed. The excellent service provided by the "Tours Secours", the Belgian Auto Club, who dealt promptly with our few problems. These included a Bullnose broken halfshaft, a leaking Oxford wheel cylinder and a broken handbrake cable on an Eight Saloon. The latter resulting in several "Tours Secours" men voluntarily missing the Reception Dinner to which they had been invited, whilst they made up and fitted a new cable.

Finally the superb organisation of British Leyland, Belgium, Ltd., together with our Morris Register member in Gevaardsbergen, Fernand Paul. Whenever our convoy travelled BL's Marinas were on hand at every junction to guide us through. The Reception Dinner and Grand Ball they organised were faultless.

One wonders whether, if 250 Belgians in pre-war vehicles were to visit Britain, we would be so superbly organised and hospitable. But alas it can never happen, as pre-war vehicles in Belgium are only allowed on their roads on certain specified dates. As a result very few Belgians own pre-war vehicles. Surely an appalling loss of freedom to which we in Britain must never succumb.

My sincere thanks for a wonderful magazine that certainly reminds me that there are other makes of vehicles on the roads besides those of the Morris Register.

St. Albans. S. J. BROWN

A Hard-Worked Model-T



Sir,

I came across this old photograph recently, taken, I think, in about 1920 at Aveley, Essex. I am not sure if the firm still exists.

Oldham C. M. TIBLLES (Rev.)

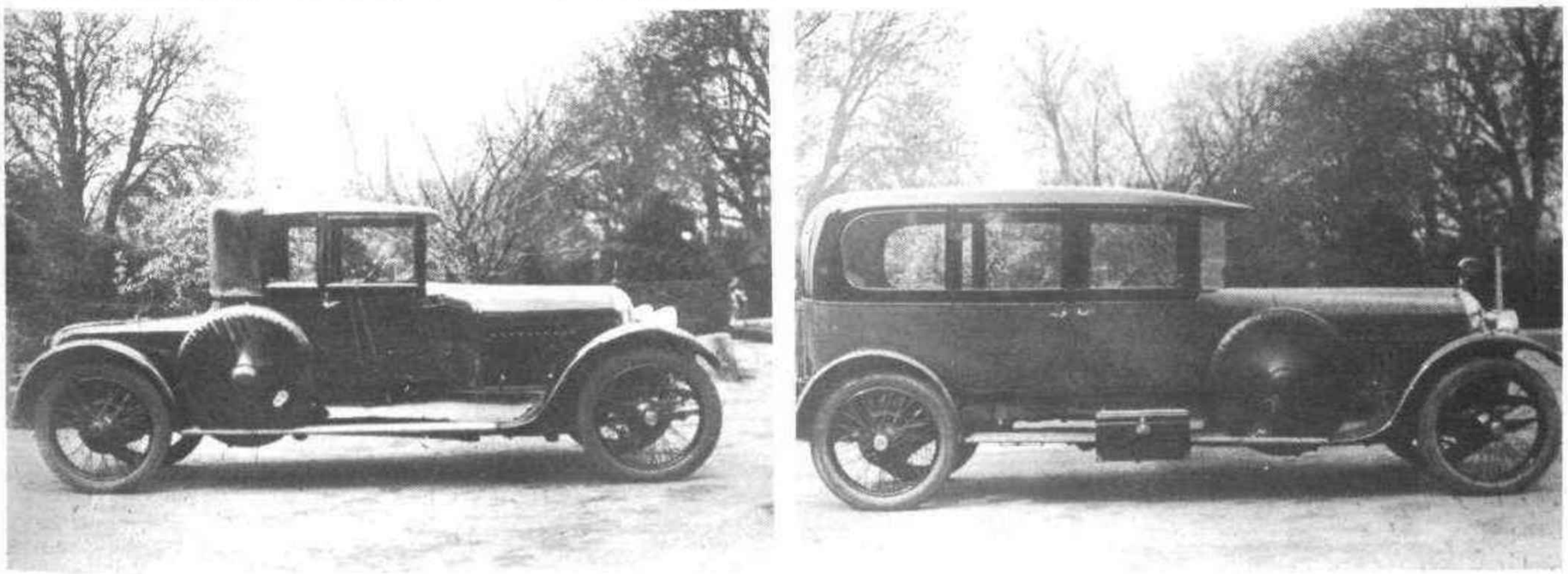
[The Ford was owned by Oliver Oxley, Junr., of 57, Arthur St., Grays, Essex, and is interesting as one of the few fitted with a full 14-seater char-a-banc body—Ed.]

A Sprint Venue

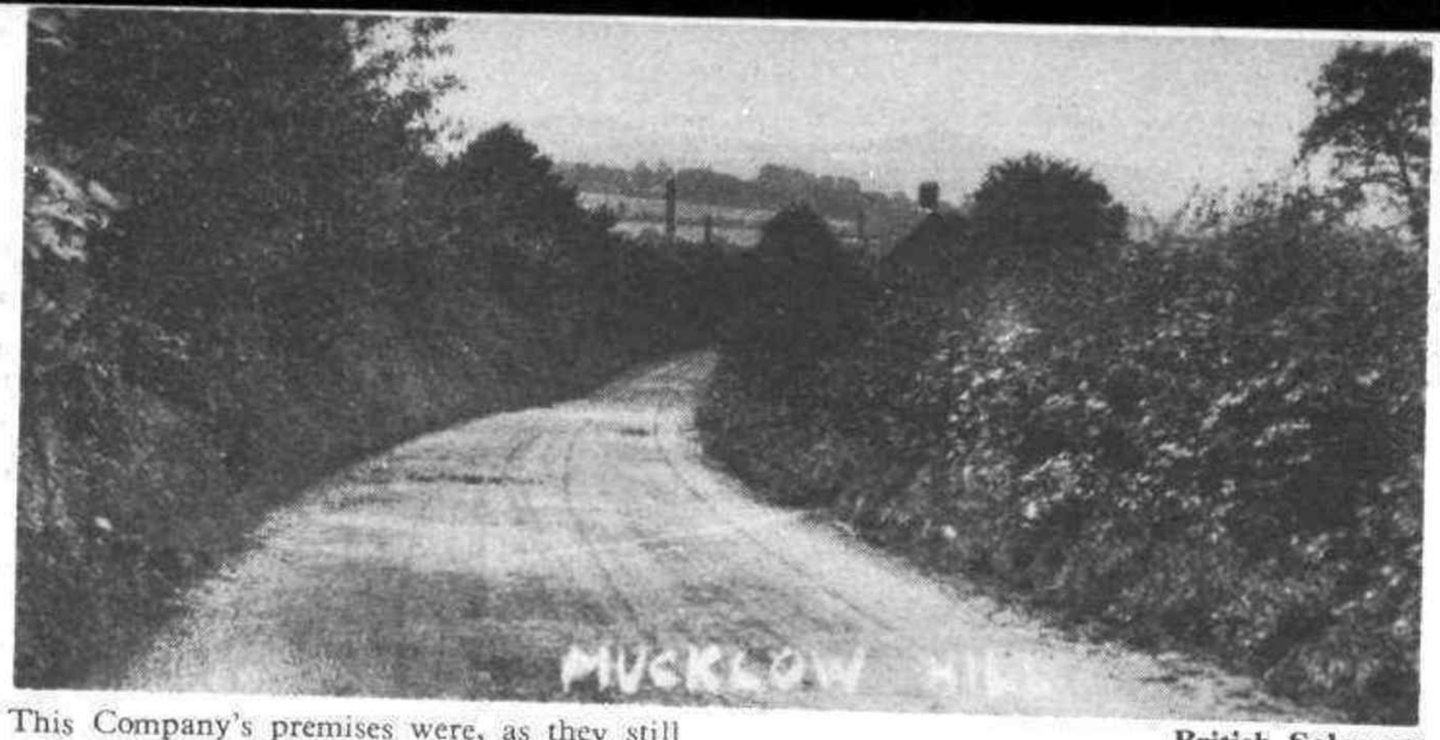
Sir,

Your article on hill-climbs and speed-trials was extremely interesting because it mentioned so many of the old venues which are no longer in use. There is a little known road which is, in fact, very historical as far as hill-climbs are concerned. This road was the site of the first speed-hill-climb held in the 20th century. It was held in January 1900 during a snowstorm. The winner took ten minutes to cover the one mile course and the second car was a Wolseley driven by its designer, the then Mr. Herbert Austin.

Mucklow hill is part of the A.456 Birmingham-to-Kidderminster main road. I enclose a photograph taken of this road in the early 1900s, showing it as it was at the time of the hill-climb. The square chimney on the left is still visible but the cottage which can just be seen on the right was demolished about ten years ago. The road itself, however, is now a very busy dual carriageway with industrial development on both sides.



Two Minervas of the vintage period—they are described in the article on pages 743-5, about an old chauffeur's memories.



British Salmsons

Sir,

I was pleased to see yet another reference to British Salmson cars in MOTOR SPORT, particularly as your correspondent Mr. Freeman writes about the six-cylinder cars, and would, like the writer, like to know where they all are now.

Thus encouraged, I have attempted to find out as much as possible from past issues of our Club newsletter and from members and other sources. Unfortunately, for reasons best known to themselves, Club officials in the early days made no provision in their recording system for chassis or engine numbers, relying only on the vehicle registration. This presents problems today in tracing cars and histories, as the lettering preceding the chassis number gives positive identification of not only type but of year of manufacture.

This was achieved as follows: the chassis identification consisted of letters followed by figures, the letters the more important. Thus all S4-c have the basic letter "Z", with a prefix letter "A", "B", "C", etc. indicating the production batch, so that, for example, all cars with the prefix "A", were erected in 1934. The suffix letter "S" on this model indicates that the chassis is a 12/70 sports, possessing extra aids to performance compared to the standard 12/55 car. Type S4-d is identified in the same way, but the prefix letter "A" in this case would refer to a chassis laid down in 1936, the first year of production of that model: the type identification letter in the case of S4-d is "D", thus, AD 123 for example. None of the S4-d were given any extra urge (officially) and there were, therefore, no suffix letters. So far so good, but perhaps the cars were not selling too well, as dates of first registration are often up to three years after chassis date, all of which makes identification a bit of a problem.

Engine number was the same as the suffix number of the chassis, and as well as the usual letter and number stamping of chassis and crankcase, there was also a plate screwed to the off-side of the bulkhead giving the same information.

Oddly, the six-cylinder 20/90 motor cars have a slightly different chassis identification: either that or else all the chassis were laid down in one single batch. This seems the more probable, as it is thought that just twelve were produced, each with the chassis identification letters A6ZS followed by a number, commencing 101 and ending with 112. Dates of first registration, however, start in 1935 whilst the last one was in 1946, which rather looks that the sale of this model was even more infrequent than that of the smaller cars.

The car was bodied in four different styles, three of each type are thought to have existed, though no doubt this was by coincidence rather than by design as, at a price of £645 for a stark two-seater and £695 for the saloon, they were not particularly cheap, and coachwork would obviously be to the choice of the customer. First announced in 1935, and exhibited at that year's Motor Show, was a black two-seater, chassis A6ZS 101, which was probably the car in which W. C. N. Norton won his class in the 1936 Six Day Scottish Reliability Trial. In that year a smoke blue saloon appeared on the stand at the Motor Show, and the drophead version could then be bought at the same price. The fourth body design, also a sporting version, seems to have appeared first in 1937, and was more refined than the one produced for 1935. An example of this coachwork is depicted in your magazine accompanying Mr. Freeman's letter.

Yet another example of the earlier sports car was competed successfully by Miss Patten, coming second to Kay Petre (driving the White Riley (?) in the Women's Unsupercharged Class at Brighton, as well as winning coachwork competitions at Ramsgate and Eastbourne.

Of the original twelve cars built, we know positively of the existence of six, with at least one example of each of the body types. There is unsubstantiated evidence, mainly from Club newsletters of a decade ago, that there are others widely scattered—a complete car in Spain, a chassis in Australia, and a drophead sans engine somewhere in UK. I am told that a saloon was "written off" and subsequently scrapped in the Bristol area, and one car, ex Miss Patten suffered chassis fracture in Africa, and may well have suffered a similar fate.

Designated BS6/1 at the Works, the design of the engine was entirely the result of the work of the design staff at Raynes Park, but the chassis was virtually the same as S4-d, which, of course was one of the S4 series, a product of SMS at Billancourt. An early general arrangement drawing, dated 17.9.34, shows the engine to be almost a scaled-up version of S4-d, with a generator driven from the nose of the crankshaft, a starting motor in the conventional position and a cooling fan. The most interesting thing about this drawing is that it depicts the engine with separate block and crankcase—*à la* four-cylinder cars. When the cars emerged the most important feature was the monobloc construction of the crankcase in a chromium alloyed iron.

An interesting aside involving the original design, was the use of a crankshaft damper between crankshaft and dynamo, a feature which did not appear on the engines built. Any effort to dampen torsional vibrations set up in the crankshaft would no doubt have made Emil Petit smile, as one of the reasons for his split with SMS was his disapproval of design of the S4 series generally but particularly of the mode of camshaft drive; he claimed, and judging from the number of sucessful engine designs which are so basically similar to his own, that driving the camshafts from the rear of the engine resulted

This Company's premises were, as they still are, further down the hill on the right, hidden from view by the high banks and bushes. I am indebted to Mr. K. H. Williams of Hasbury for this very interesting old photograph. He is a local historian and has a collection of photographs of great interest about the Black Country.

Hales Owen — G. G. TAYLOR
Walter Somers Ltd.

A Mouth-watering Sight!

Sir,

Reading Jack Bartlett's letter in MOTOR SPORT brought back memories of the time I went to his place to get a part for my Rapier (Lagonda) in the early part of the last war, and was offered the only two remaining cars there—a supercharged Mercedes and an 8-cylinder Alfa-Romeo for £50 each!

However, being on active service at the time, I couldn't do anything about it, although sorely tempted.

I think, perhaps, the accompanying photo may be interesting to your readers—and, perhaps, to Jack Bartlett.

Chichester — G. de JONGH

Another Squire

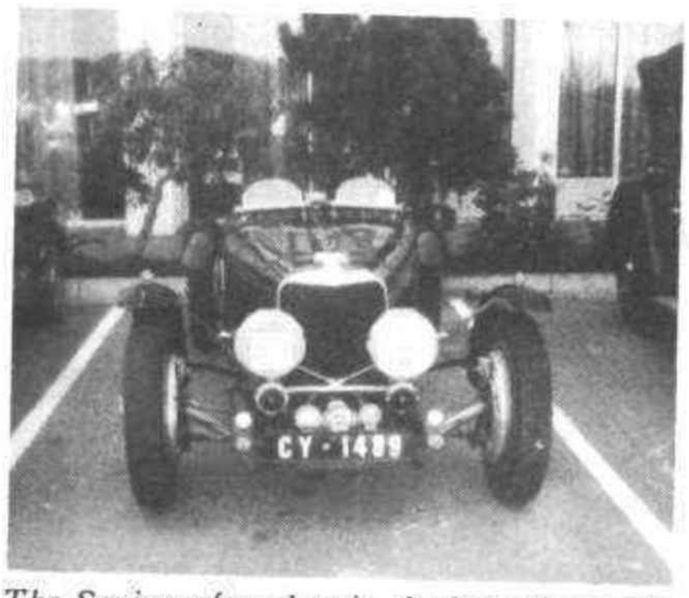
Sir,

Please find enclosed a photograph which I took in the 1975 Castrol-Datsun International Veteran and Vintage Car Tour.

The car is a 1935 1½-litre Squire, owned by J. J. Huyshomer of Cape Town; I took the photograph in Port Elizabeth during an overnight stop.

I am sure your readers will appreciate seeing such a magnificent example of a Squire.

Port Elizabeth — HERBY JOHNSON

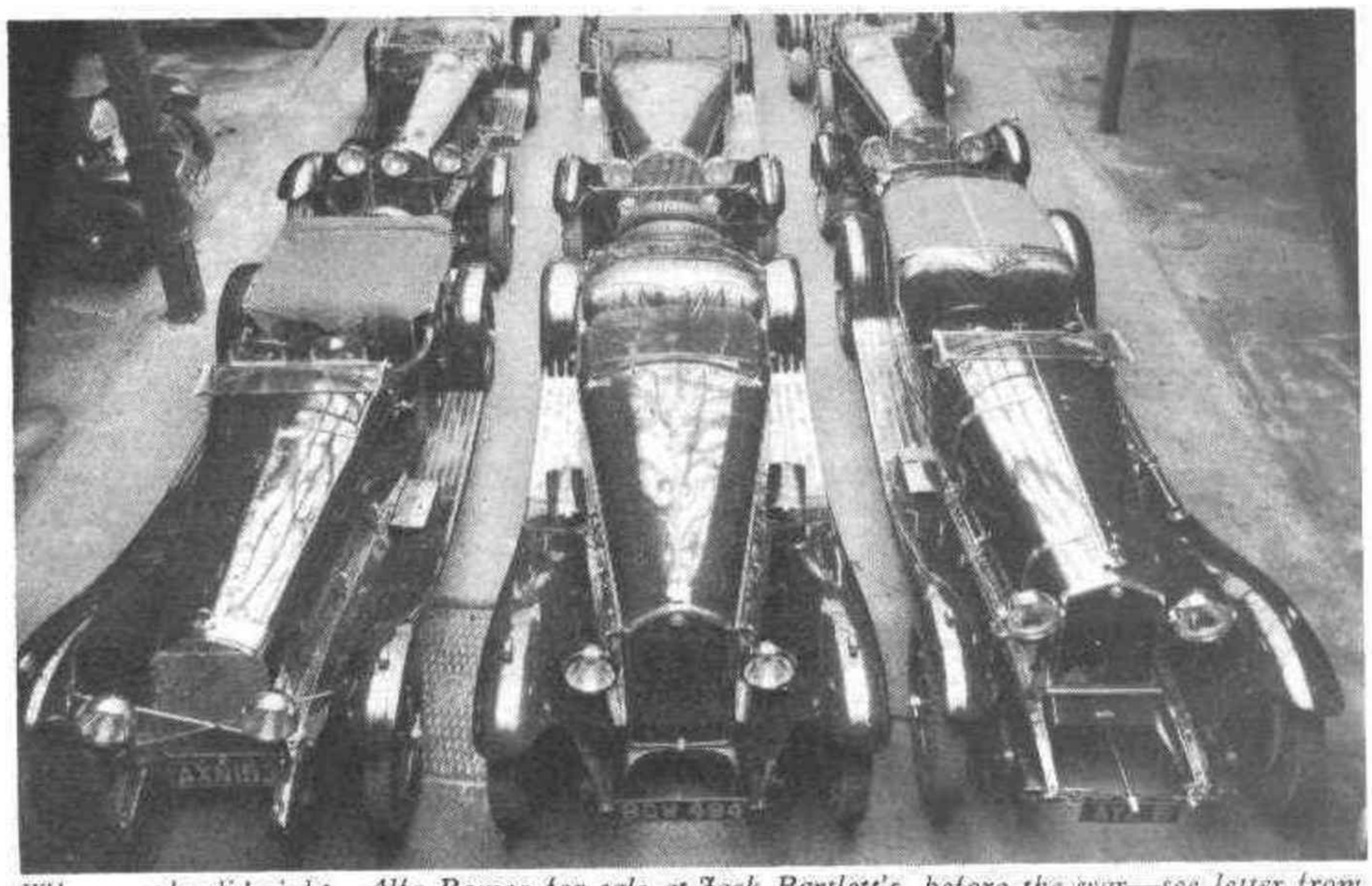


The Squire referred to in the letter from Mr. Herby Johnson.

in the transmission of torsional vibrations of the crankshaft to the valve train.

Although the parent factory in France did produce a six-cylinder car it never went into serious production; this was in 1928, a year before Emil Petit left his employers of the previous ten years. Curiously enough this car gets only a mention from Chris Draper in his Salmson Story, so I am tempted to think that although designed in 1928 (or earlier) Petit was not responsible. If this assumption is correct who then did design this engine? In any event it was quickly discarded in favour of the S4 and its long line of successors, and as these were certainly the work of another designer perhaps he was the man responsible for the Salmson S6. If this is correct one wonders what comparisons may be made between the six-cylinder engines of the two concerns. Are the early British Salmson drawings of BS6/1 any more than a scaled-up copy of that solitary Salmson Six or did the Raynes Park people start afresh? Certainly the final designs were much improved and embodied features based on more sound engineering principles.

Hemingborough R. K. TAYLOR



What a splendid sight—Alfa Romeo for sale at Jack Bartlett's, before the war—see letter from Mr. G. de Jongh on facing page.

Playing Polo

LAST YEAR I played golf at the behest of Philip Stein, Volkswagen (GB) Limited's Head of Publicity, and this year he invited me to play Polo, at Aston Clinton in Buckinghamshire. After all this equestrianism and balls, I am pretty well-informed about the economy-car game as played by VW in the Audi image. I have, indeed, previously waxed enthusiastic about the VW Golf, which is a very nice, well-mannered little motor-car.

The Polo should appeal even more to those who have to count the (New) pennies but who do not wish to travel in cramped discomfort. One's first impression, as with many small-engined cars these days, is of the room within the three-door body. And as this is a hatch-back, it is also an excellent luggage carrier. Indeed, the back seat folds easily, to provide a remarkably big, flat stowage area.

During the pleasant buffet lunch in the Bell Inn's Pavilion there was an opportunity to discuss the Polo with two of the Engineers responsible for this latest VW model. Points which arose were that the Polo is lighter than its competitors, by which VW mean the Fiat 127, Renault 5 and Peugeot 104 etc., but that safety had been carefully considered. Thus although there is less sheet metal around the front of the Polo than is found in, say, the Fiat 127, crunch-zones are fully protected. The Polo is built to the great and widely-copied Issigonis Formula, but the gearbox is separate from the engine. The 69.5 x 59 mm. 895-c.c. transverse engine of the Polo has been ingeniously designed to obviate complication. The horizontal ignition distributor is driven directly as an extension of the rear of the o.h.-camshaft and the cogged-belt drive at the front (o/s) of the engine serves the camshaft water-pump and oil-pump. A plastic bag, intended to last the life of the car, shields the distributor and its leads.

Good petrol economy has been wooed by reducing weight, rolling resistence accounting for 70% of fuel economy, and by keeping wind-drag low. The drag factor, we were told, is bettered only by the Honda Civic, among comparable cars, and a spoiler is used at the back of the roof. The body shape of the Polo was decided upon by Bertoni, who was responsible for the unusual circular air-extractors on the rear side panels. One could not help feeling that this will confuse petrol-station attendants who approach the Polo from the n/s. The actual filler-cap is under a flap on the opposite side, connecting with an 8-gallon tank safely concealed under the body shell. The L-version of the Polo has been up-rated for this country, with disc front brakes, fully-reclining front-seat squabs, radial-ply tyres, heated-rear-window etc.

The VW (GP) publicity staff had arranged a 110-mile test route and plenty of Polos for us to play with. I will confess, however, that instead of thrashing a car over this varied route, so that I could tell you all about it, I went off with John Bolster to find some old speed-venues in the vicinity of Aston Clinton. John did not need much persuading, before he went off to do his stint in a Polo. We located Aston-Clinton hill itself, where Dario Resta made f.t.d. in 1924 in the then-new 2-litre GP Sunbeam, and Kop Hill, where the accident involving Giveen's Brescia Bugatti and a spectator's leg brought these public-road speed events to an end, in 1925. We also went to Howard Park and Dancer's End, where, in later pre-war times, the Berkhamsted & District MC ran less ambitious, but enormously informal and enjoyable, contests. The house at the former venue has gone and the straight, level sprint course, starting by the ornamental bridge, is now a muddy track, no longer gravel-surfaced. But Dancer's End, that narrow, rough-surfaced hill with a splendid hairpin bend soon after the start, is almost exactly as it was when Bolster crackled up it at record speed in Bloody Mary and I watched from the inside of that corner, taking cover behind one of the trees. Neither John nor I had been there since those far-away times . . . .

I hope, therefore, that you will excuse me if I have little to say at this stage about a very significant newcomer to the economy-car field. Like the Golf, the Polo is a great little car, with plenty of performance (the engine gives 40 b.h.p. at 5,900 r.p.m. and runs, as Minis now do, on 2-star fuel), a light gear change with rather long movements, reverse easy to engage, light steering, and good suspension. You will have to wait until we do a full road-test report for m.p.g. figures, but Volkswagen claim 54.3 at a steady 50 m.p.h. and expect that you will get 40 m.p.g. in ordinary motoring. Top speed is listed as 82 m.p.h.—W.B.



The new 895-c.c. VW Polo photographed at the foot of Kop Hill outside Princes Risborough, where almost the last public-road speed hill-climb was held in 1925.

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Book Reviews

"A Century of Steam-Rolling" by R. A. Whitehead. 192 pp. 9½ in. × 7 in. (*Ian Allan Ltd., Terminal House, Shepperton, Middlesex, TW17 8AS.* £7.95.)

A book such as this can have but a limited appeal for the bulk of our readers and my first impression was "how dull" and "how expensive". Having read this remarkable book, such thoughts were proved to be premature and, if pursued, would be most unjust. Steam fanatics will find this a thoroughly absorbing, competent and comprehensive study of a specialised subject, which I read with increasing interest, about a mile from where the Powys CC's Aveling & Porter steam-roller was at work.

The author has been associated with roller-hiring most of his life and was thus just the person to write what must become the standard reference work on steam-rollers. The book contains 140 highly appropriate illustrations which assist in tracing the full history of these machines. Apart from giving us an authoritative account of how it all began and developed, Mr. Whitehead devotes some of his text to road repairing and building techniques, which cannot fail to interest those of us who take our pleasure on roads. He also has some excellent anecdotes contributed by dedicated enginemen, which exactly portray the conditions under which such employees used to toil, how little they were paid, the problems they encountered, leading sometimes to the inevitable accident (and a stricken steam-roller is a heavy device to recover!), and particularly the very long journeys round Britain that they were required to undertake in these vehicles, at a very few miles-per-hour.

Another excellent aspect of "A Century of Steam-Rolling" is the brief history of the 21 makes of steam-roller, from Allchin to Lamberton, with the author's comments about the good and less-good qualities of each. The book also covers machinery used with steam-rollers and the cost of operating and repairing rollers and ancillaries, not as rally heirlooms but when such was working equipment on our roads. Some 5,750 such rollers were built in the British Isles up to 1930, with perhaps 220 more up to the end of the line, which came in 1950. Of these, two out of every three were Aveling & Porters, the bulk of the remainder being Fowlers, Marshalls and Wallis & Steevens. This book, with its clear and fascinating illustrations, is about these and other British steam-rollers and, as I have said, it must be recognised as the standard reference work on the subject, by those Librarians who will order it.—W.B.

"Sixteen-Cylinder Motorcars" by Roy A. Schneider. 240 pp. 11¼ in. × 8½ in. (*Heritage House, 430, West Longden Avenue, Arcadia, California. Available from Transport Bookman Publications, Syon House, Brentford, Middlesex.* £12.50 *inc. p. & p.*)

Subjects for motoring books take a curious turn, these days. Here is one about 16-cylinder motor cars, done as reproduced tear-outs from the American magazines *Motor* and *Automobile Topics*, catalogues, and so on backed up by many fine photographs, dimensioned drawings, advertisements, etc. The makes covered are Cadillac, from 1930 to 1940, Marmon, Peerless, Bucciali, with brief coverage of racing sixteens such as Bugatti, BRM, Miller and Auto-Union.

The book is superficial as history but essential to those with a special passion for big American automobiles. It stands or falls by the pictures and these are very compelling. It also includes the V16 Cadillac chassis papers, published in 1933, of which only 5,000 copies of this David R. Hollis publication were issued. The book is of pre-war quality and should do well, in its very specialised field. Incidentally, one reproduced article states that whereas there were 14 four-cylinder chassis, 60 sixes and 18 with eight-cylinder engines available in the USA in 1925, and no 16-cylinder cars, by 1926 the respective figures were 10, 56 and 18, changing to 6, 59 and 28 by 1927, to 6, 52 and 33 in 1928, and to 4, 49 and 37 by 1929. In 1930, the last vintage year, the count was respectively 3, 42 and 57, with the Cadillac joining-in as the lone V16.—W.B.

"The Classic MG Yearbook—1974." Edited by Richard L. Knudson. 140 pp. 11¼ in. × 8½ in. (*Classic MG Yearbook, Oneonta, New York, USA. Available from Transport Bookman Publications, Syon House, Brentford, Middlesex.* £6.35 *inc. p. & p.*)

This is one for MG enthusiasts who like lots of good pictures of MG cars of all kinds, from the so-called "Old No. 1" onwards, so long as they are of *real* MGs. There are photographs and drawings of MGs performing all over the World in various 1974 events, together with reproductions of pre-war advertisements. Another specialised one!

W.B.

"The Austin Seven—A Pictorial Tribute" by R. J. Wyatt. 79 pp. 9½ in. × 6½ in. Soft covers. (*Motor Racing Publications Ltd., 70, Chiswick High Road, London, W4 1SY.* £2.70.)

Nice to have, this one, but offering very little that is new. The Austin Sevens of 1922 to 1939 have mostly been depicted before, notably in Wyatt's excellent Austin Seven history "The Motor for the Million". So this little work, which is a sort of stop-gap until the same author gives us his full history of the Austin Motor Co., seems very expensive and we feel compelled to say that the Grenville Austin 7 book, with plenty of "meat" in the form of text, at a modest 75p, strikes us as far better value and a more realistic introduction to the famous British baby car.

Another Shell Guide has been published by Osprey Publishing Limited, under the title of "The Shell Guide to Viewpoints of England". It is Garry Hogg's 70th book, runs to 316 pages measuring 8¾ in. × 5½ in., and is packed with maps and information for those exploring Britain. The price is £3.95.

* * *

The 1975 edition of the ever-useful reference work "World Cars", which contains detailed specifications and pictures of the World's production models, is available from booksellers or from the publishers, Herald Books, Kershaw House, 3, Henrietta Street, London, WC2E 8LU, for £7.50. This well-established work weighs 4 lb., has over 1,000 illustrations, and this year extends its coverage to South Korea, with the Hyundai Pony. Other new cars included are the FNM from Brazil and the Bricklin from the USA. The performance figures run from 196 m.p.h. of the Lamborghini Countach LP400 to the 43 m.p.h. of the Lawil Varzina, and 1975 car prices run from £475 for the Lawil City to £29,250 for a Rolls-Royce Camargue. Long may the AC of Italy produce this unique 440-page book.

* * *

There has been a spate of annuals devoted to reviewing the 1974 motor-racing season. "Formula One—'74" by Pete Lyons and Vin Gillgan, a soft-cover 158 pp. publication costing £4.95, is rather different, confining its data to colour pictures and tables, and substituting chapters on relevant subjects, mainly about the leading drivers and teams, for the more usual lap-by-lap account of each race. It is distributed here by PSL of Barr Hill, Cambridge.

CARS IN BOOKS

NOT A great deal this time, except that from "Laughter at the Door—A Continued Autobiography" by Geoffrey Trease (Macmillan, 1974) we learn that smart De Sotos gave an air of opulence to the tall, pastel-tinted flats of Marine Avenue, Bombay, in 1945. The left-wing author declares that he has neither possessed nor desired a car and cannot drive one, so it is scarcely a surprise that he does not name by make the 1930s car still being regularly used in 1954 by a Malvern resident, the mother of a BBC producer, who is said to have driven it with a certain 1930s' insouciance. If this should catch his eye, maybe we will be told.

Last month I referred to "G. K. Chesterton" by Dudley Barker (Constable, 1973), and queried the kind of Rover in which the famous author was taken for Continental holidays by his Secretary, Miss Dorothy Collins, because in the year named, 1926, there would have been a choice only of the little Rover Eight, unless Miss Collins had used a pre-war model or the rather experimental 14/45. She has kindly made matters plain in the following explanation, which should be of interest to Rover enthusiasts :

"In answer to your letter, I am afraid Mr. Barker has got his facts wrong. I was not with Mr. and Mrs. Chesterton until November 1926 and I did not take them abroad in my Rover until 1935, when we went to France, Spain, Italy, Switzerland; and again in 1936 just before Mr. Chesterton died, when we went to France.

"I had my first Rover in 1926, which was an open air-cooled two-seater. In 1930 I had a Rover 10. In 1934 I had a Rover 12, and in this car we went abroad in 1935 and again in 1936. In 1938 I had another Rover 10 and now I have a Rover 2000. I have had marvellous service from these cars and have been on the Continent with them constantly, and have never been let down on the road.

"The Rover 12 *was* rather small for G.K.C., but he liked simple things and loved coming abroad in my car, although they had a large Studebaker of their own. He much preferred me to drive them in my car than to come away with a large car and a chauffeur."

DOROTHY E. COLLINS

ROAD IMPRESSIONS

The Ford Escort 1300 Ghia

Expensive, comfortable, characterless

NEW LOOKS, new trim and a widened range are the main points of the New Escort introduced in March. Ford avoided any radical mechanical changes, preferring to try to iron out bugs inherent in the old model. So the old conventional front engine/rear wheel drive layout survives, along with the McPherson strut front suspension and leaf-sprung, live rear axle. One thing did change enormously, however: the price, The very cheapest 1,100 c.c. Escort is now £1,440, while the two-door 1300 Escort Ghia I have been trying is no less than £2,011. Even in this day and age, they are high prices to pay for what remain small, conventional "Dagenham Dustbins", as they used to be affectionately called.

I described the new range in the February issue so there is no need to list the multifarious types again. Previous to that I had sampled prototypes on a Surrey test track and since then I have driven most of the new models on varied roads of the Algarve. Such special circumstance experiences sometimes tend to leave artificial impressions, so that although I was quite enamoured at the time, a week of using the 1300 Ghia has left me "cold".

As with the top-of-the-range Granada and Capri models, the Ford-owned Ghia of Turin design centre has produced a luxury cockpit package for this top echelon Escort. When thoughts of economy are uppermost, there is a lot to be said for luxurious small cars, to catch those buyers moving down market to smaller engines. The inherent danger is that



Oversoft cloth seating, real woodwork and deep carpeting are Ghia features.



There is nothing individualistic about the new square-shaped look—are all European manufacturers using the same designer? Note the tail and inside wheel beginning to "cock-up".

the extra weight of the package will smother the performance. To combat this, Ford have installed their willing GT version of the over-square 1,297 c.c., five-bearing, straight-four engine in the Ghia. This has a more potent camshaft than the ordinary 1300, runs on a 9.2:1 compression ratio and breathes through a twin-choke, downdraught Weber carburetter. The 70 b.h.p. DIN at 5,500 r.p.m. and 68 lb./ft. torque DIN at 4,000 r.p.m. is sufficient to prevent the Ghia being too much of a slouch, but it is not quite in the same performance league as its starker 1300 GT and Sport predecessors or the 1300E. Figures for the test car were: 0-30 m.p.h., 4 sec.; 0-40 m.p.h., 6.5 sec.; 0-50 m.p.h., 9.2 sec.; 0-60 m.p.h., 13.8 sec.; 0-70 m.p.h., 18.9 sec. Comparative times for the last 1300GT tested at Standard House were 3.6 sec., 6.2 sec., 8.7 sec., 12.7 sec. and 18.1 sec. Additionally, the aerodynamics of the New Escort are more akin to a brick lavatory than the old Escort so that whereas that slightly lower geared (on 12 in. wheels instead of the current 13 in.) test GT of 1971 pulled 98 m.p.h. in top, this Ghia could manage a mere 92 m.p.h. The final drive ratio of 4.1:1 is the same as that of the 1100, whereas the non-GT-engined 1300s have a 3.9:1 final drive. The gearbox remains one of the nicest features of the Escort, with a gearchange second-to-none. In Ghia form the new model employs Mexico ratios, with higher and more closely stacked lower gears giving maxima of 32 m.p.h., 53 m.p.h. and 75 m.p.h.

In comparison with other 1300s the performance of this Ghia is quite decent, but possibly this isn't too much of a criterion for the potential owner, finish and comfort being more to the point. Performance-conscious customers can have the 84 b.h.p. 1600GT engine option for a modest £57 extra or, more sensibly, plump for the better value Sport models. The 1300 Sport is marketed at £1,803 and 1600 Sport at £1,860 and, as with the Ghia, four doors can be had for an extra £53.

Many of the Ghia's improved creature comforts are shared with the rest of the range, so it will pay to look at the specific Ghia extras first. Primarily there is the deeply-cushioned, cloth-trimmed seating complete with infinitely variable rake angle and built-in adjustable head restraints for the front seat backs. The seats are undoubtedly comfortable, but I found them too soft—as will customers on the German market who tend to prefer firm seating. And though there are four outboard arm-rests, incorporating grab handles in the front pair, why no centre arm-rest for the rear seat in this "luxury" car? Deep, shag-pile carpet covers the floor, the kick areas of the door trims and the floor of the boot. There is real wood on the facia, a lockable, though small cubby-hole instead of an open tray, a comfortable padded steering wheel and a centre console with oddments tray and clock. Unlike the bigger Ghia, this one does not include a radio as standard. Externally there is metallic paintwork, vinyl roof trim, 5J instead of 4½J steel sports wheels, shod with 155 section Michelin ZX tyres on the test car, and powerful, square-shaped halogen headlamps.

An invisible, but very noticeable, benefit of the Ghia package is a thorough dose of sound-deadening material, responsible for an astonishing reduction in mechanical and road-induced noise. This is a most quiet small car until wind-noise intrudes at high speed, some of it from round that excellent, remote-controlled door mirror, a £15.60 extra even on the Ghia, but well worthwhile.

The Ghia offers a good driving position, though the column remains non-adjustable, controls are well placed and the Cortina-type instrument cluster gives excellent clarity. At last steering column stalks for lights, two-speed wipers, electric washers and winkers have been adopted, but the short light switch is clumsily placed beyond the long, right-hand washer stalk, both of which I knocked on inadvertently several times. A bigger window area adds airiness, but the tail is invisible for parking. The old Escort had a splendid boot for a small car; this one contrives to be 10 per cent larger. As before the spare-wheel is mounted upright on the left and the 9 gallon tank on the right. The latter requires 97 minimum

Continued on page 746

A Chauffeur's Recollections

SO FAR no-one has written a book about chauffeurs but no doubt it is only a matter of time. Meanwhile, I have interviewed a number of them, devoted servants at the big houses of long ago, men who drove noble and famous people on their lawful, sometimes notorious, occasions, keeping the cars in the converted stable-block or motor-house, in pristine condition. They were as adept at grinding-in valves, vulcanising inner-tubes and carrying out more major repairs as they were at polishing the brass-work and cleaning the beautifully-painted and varnished coachwork of those highly-prized cars of yesteryear, which they regarded as their own, having often influenced the Master in his choice of a given make and model.

They were a race apart, these chauffeurs from the early days of practical motoring, frequently culled from among grooms and coachmen. They would hose-down, dry, and polish the car after each journey, as loyally as they had rubbed-down, watered, and stabled the hunters. They were on call day and night, whenever the Squire needed transport more convenient and versatile than that provided by the then efficient railway network.

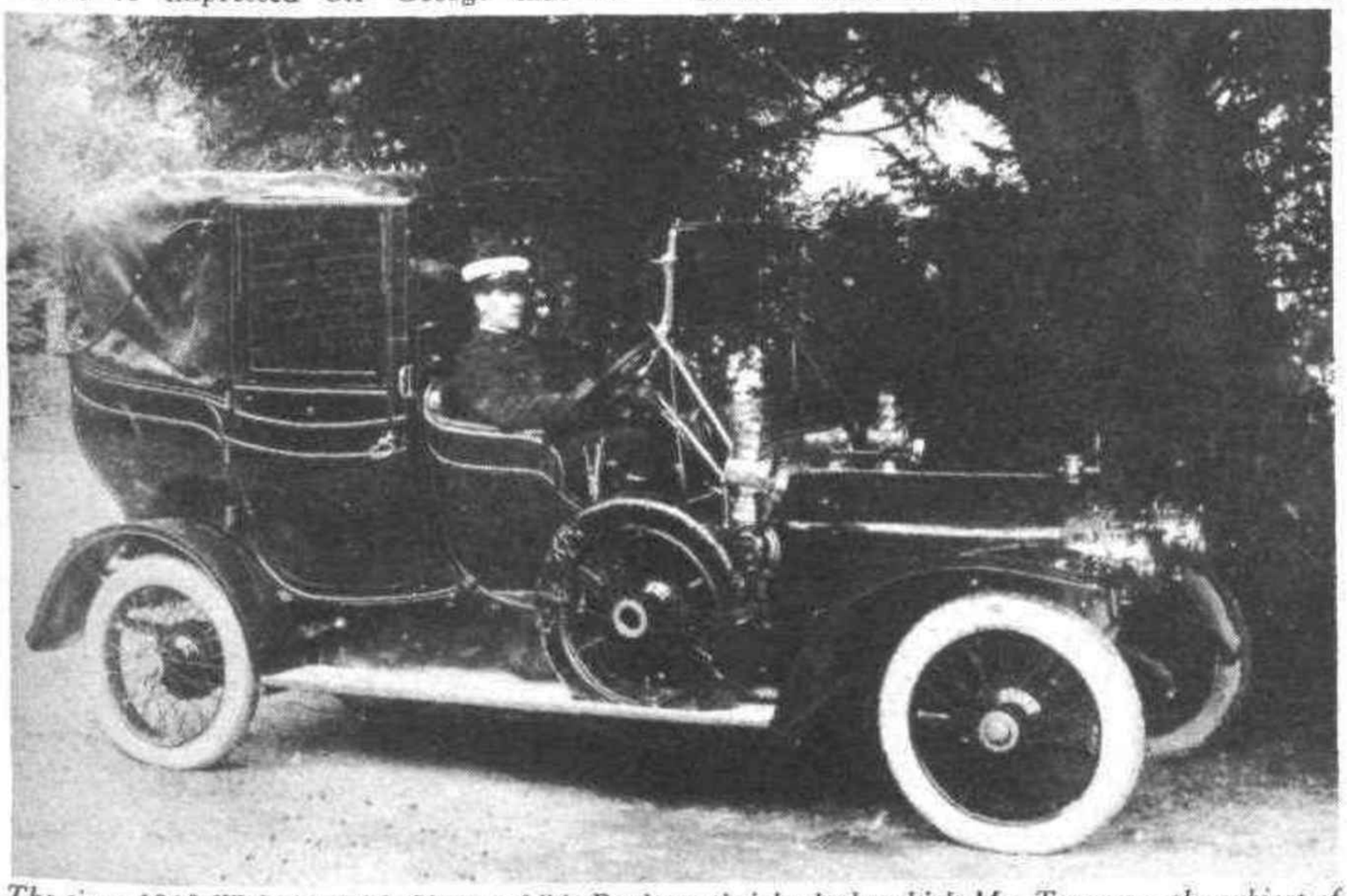
Only the other day I drove up to Lincolnshire to talk with 90-year-old Mr. W. Tyreman, whose son had suggested that I might find his father's recollections of interest—or more correctly Mr. Tyreman talked to me, as photographs from his long driving career stirred his still-alert memory. He was working in Winchester in 1901 when an autocarist with an early Benz hit a bump in the road which caused the car's radiator to leak. The autocarist was Sir George Cooper, of the banking family living at Eastley Park. He requested repairs and the foreman put Mr. Tyreman onto it. The future chauffeur not only had the Benz ready on the Monday morning but brought it round for its owner, having probed its mysteries and found that he could drive it round the yard.

This so impressed Sir George that he told the young man of a job in Harrogate, where a 1903 two-cylinder De Dion Bouton was used for following the meets. Brought up on horses, Mr. Tyreman was not particularly interested. But a photograph exists showing him with three fine horses, with the De Dion in the background. In fact, his licence, No. 98, is dated 1903.

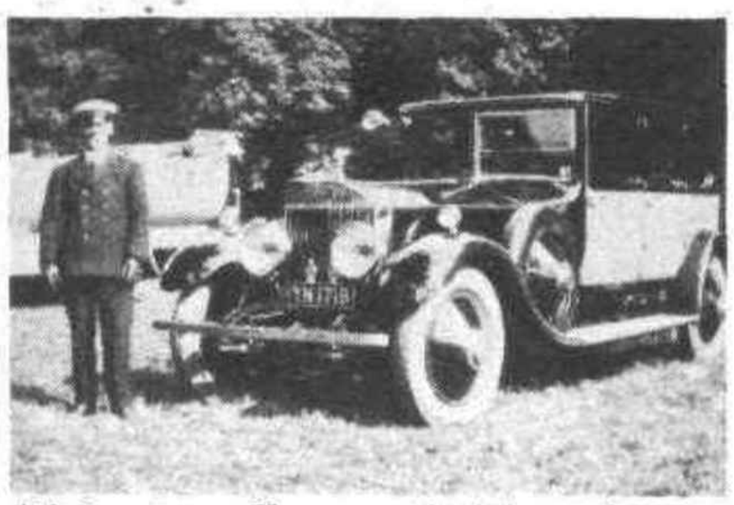
He gained experience of the new mode of transport in the workshops in Gray's Inn Road of J. E. Hutton, the well-known Brooklands entrant who had showrooms in Shaftesbury Avenue, and Jarrott & Letts, the Crossley and De Dietrich agents. In this way he drove all manner of exciting cars—Spyker, 8/11 Panhard, Tiller-steered Lanchester, White steam car, etc. He remembers one young Cavalry Officer accepting a sizeable bet with one of his fellow Officers, who thought his Renault would leave the other's Mercedes standing. Mr. Tyreman was appealed to and changed the sprockets on the Mercedes, so that when the match-race took place, there was no doubt about the outcome! He also rigged up Nestlé's condensed-milk tins, so that an oil-drip could be provided for the driving chains.

He recalls two Italians, who couldn't drive, working in a garage off the Cromwell Road on one of the first Dixi chassis, which had the same kind of carburetter as the war-time German Zeppelins, as Mr. Tyreman realised when later he had to take engineers to salvage parts from the one shot down over Cuffley. He thinks only three such Dixi chassis came to this country. He helped the importers drive theirs but they were trying to use paraffin and it soon seized up and had to be pushed back to the workshop.

Every summer Mr. Tyreman used to go down to a riding school at Netheravon. While there he taught some twenty Cavalry Officers how to drive and he used to administer to the cars they bought in London. It was during this time that a chauffeur at the Barnes' estate went of for a week-end and



The circa 1910 *Wolseley with Show-exhibit Barker cabriolet body which Mr. Tyreman, the subject of the accompanying interview, drove after an earlier 10-h.p. two-cylinder car of the same make.*



didn't return. Two men had been down to replace him but they couldn't start the car, which was a 10 h.p. twin-cylinder Wolseley. The valet asked Mr. Tyreman to try. He discovered that the former chauffeur had crossed the plug leads, to prevent anyone taking his place, and he soon had the Wolseley running. He used to hang an oil lamp above the gear-lever to help find the right place on the quadrant.

That is how Mr. Tyreman became a regular chauffeur. He then went to the Borwicks and still saw much of horses, because Capt. Borwick of the Scots Greys, became Master of the Pytchley. Before this he had driven a Coventry-Humber for another young Officer, in which he took him to his wedding in Yorkshire. Before the ceremony Mr. Tyreman was handed an envelope in which there was a note saying his Master could not afford a wife *and* a chauffeur, so he was to take the car into York, and sell it for as much as it would raise, keeping the proceeds.

The Borwicks replaced their Sunbeam with a very fine 24/30 Wolseley with one of the earliest cabriolet bodies by Barker. It was the actual 1910 Show exhibit, bought at the Show. It had dual ignition, the coil being used for starting it on the handle, after which it was switched to the magneto. It was equipped with Rudge Whitworth detachable wheels, which Wolseley had been quick to adopt, so that no longer was it necessary to carry a Stepney spare rim as an insurance against punctures. This job lasted until 1913 and Mr. Tyreman then moved to Lincolnshire, driving an old live-axle Brasier down from York, a car with a marvellous closed body and much bevelled plate-glass.

When war broke out he joined the ASC, being associated with all manner of vehicles such as Crossley, Napier, Kelly, FWD, and the o.h.c. Maudslay. In Africa they had 100 Model-T Fords sent out to them, abandoning any that broke down. There were amusing incidents in convoy, when drivers accustomed to conventional controls would stamp on the pedal to stop, which immediately engaged low gear and caused the Model-Ts to concertina one into another . . . .

After the Armistice Mr. Tyreman drove for a time for Sir John Latter, the shipping magnate, who had a Sunbeam and three Rolls-Royce Silver Ghosts. He then went to the Dennis family, who were potato merchants with a big estate at Kirton, near Boston, in Lincolnshire. There he served for 16 years, 25 new cars passing through his hands. When he arrived the fleet consisted of two sleeve-valve Minervas, a 20 h.p. two-seater all-weather and a 30 h.p. vee-windscreen limousine, and a V8 De Dion Bouton coupé with aluminium bonnet. Both the Minervas were good cars, although they only had back-wheel brakes.

The smaller one was used for local runs and attending shoots, the big one for shopping expeditions and the weekly journey down to London and back. Of the De Dion V8 Mr. Tyreman says: "I have had trouble with cars, but never as much as with that one, mainly magneto failures, and it was a brute to dismantle". Incidentally, the accompanying pictures of these cars were taken by the estate gardener, whose hobby embraced the new one of camera-craft.

Later the Dennis family changed to Rolls-Royces, having a new one every two years. Their first was a 1926 Phantom 1 and they always had the bodies specially made for them by Windovers, teak grained and black. Mr. Tyreman remembers going to the Motor Show with "the Guvnor" when they came upon a Minerva with a body by a different coachbuilder of the same colour as the family Rolls. Mr. Dennis told Mr. Tyreman to sell the R-R immediately and it went to the King of Afghanistan, for his use while he was in London.

The cars were not used abroad and had perhaps run only about 12,000 miles when they were sold. But Mr. Tyreman made a point of having them checked over at the R-R Service Station at Hythe Road, so that they went to their new owners in proper condition. And twice a year the R-R Service representative would call to inspect the cars at the Dennis estate.

This reminded Mr. Tyreman of the time when he was experiencing a sticky clutch and on the trial run he was obliged to make clutch-less gearchanges. This horrified the R-R rep., who reported to the car's owner that if any damage resulted to the gearbox he would be in for expensive repairs. To which Mr. Dennis replied that he had travelled many many miles with his chauffeur and had never heard any untoward noises. Mr. Tyreman explained to the man from the factory that he had omitted to treat the clutch with a mixture of paraffin and oil; shortly afterwards R-R customers received a solemn circular from Conduit Street, advising such attention!

Two more recollections! I was told that if you looked closely at it a very slight blemish could be seen on one side of the body of the first Rolls. When Mr. Tyreman had called at Windover's to collect the car they were trying to varnish this out but were not altogether successful. It had been caused when one of the coach-painters dropped dead smearing the finish as he fell. Then there was the Parson, who had bought an air-cooled two-cylinder friction-drive Richardson and was having trouble with it. Naturally, he asked the chauffeur if he would look at it. Mr. Tyreman did so and a test-run was then undertaken. Unfortunately, at a sharp corner, the Parson contrived to overturn the little car. He was thrown out on one side, Tyreman on the other. The story goes that, on his knees, the Parson gave thanks to God for his lucky escape, adding as an afterthought, "And are you all right, Tyreman?" It may, of course, be sacrilegious. The Richardson was towed back to the parsonage behind a pony-and-trap . . . .

The first Rolls-Royce was replaced by a 1928 Phantom with another Windover saloon body having carriage-type lamps on the front pillars. In this Mr. Tyreman took the *de-*

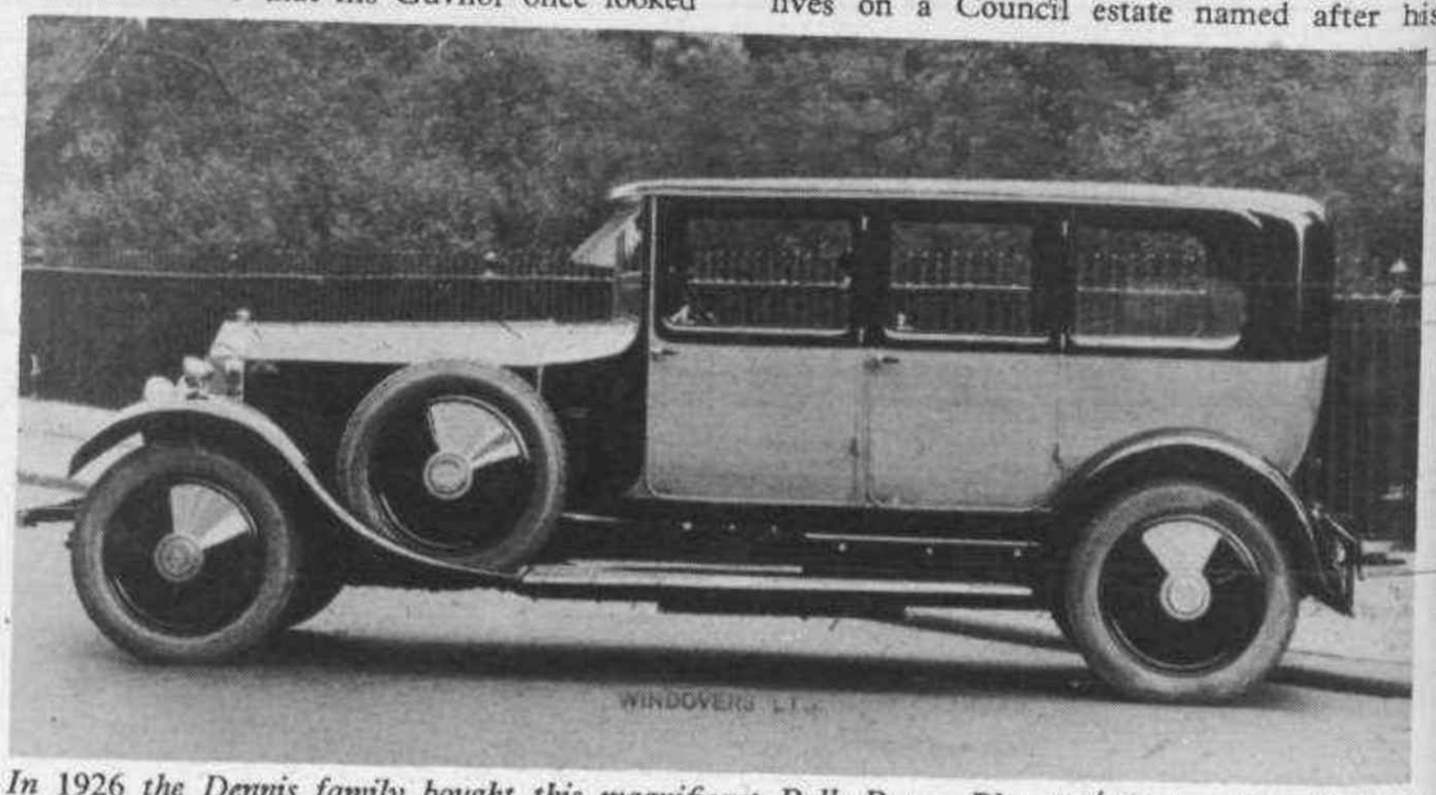


The first fleet of cars in Mr. Tyreman's care in Lincolnshire, when he was employed by the Dennis family—the two Minervas, the smaller one on the left of the picture, flank the troublesome V8 De Dion Bouton.

butante daughter of the family to Buckingham Palace for the then-customary presentation to HM the Queen. He had driven several top members of the Royal Family when they visited the houses where he had been employed. Once a week the car was driven to Covent Garden and would be kept in a Mews garage overnight. Tyreman's son was looking round the cars in the Mews when the Rolls was pointed out, with the comment "This is the finest car in London", by someone who had no idea that his father was responsible for it. Incidentally, Tyreman Junr. was taught to drive by being made to reverse the Rolls out of one of the three adjacent garages on the estate and between two bricks, without being allowed to go forward until the bricks had been repositioned for another test.

Apart from the Rolls-Royces, the Dennis family bought foreign cars, but always a British one as well, apart from the Royces. Thus they had at one time a March Special Wolseley Hornet. In 1926 there was a 14/40 Delage with Weymann leather/cloth all-weather body by Janier of Paris. This was followed by a 3-litre 21-h.p. Delage with Van Vooren fabric body and in 1930 the Rolls-Royce was replaced for good by a very fine long-wheelbase D8L Delage, with Henri Chapron limousine body. Supplied by J. Smith & Co. of Albemarle Street, Mr. Tyreman remembers these as "marvellous cars". It was in the D8 that his Guvnor once looked in the mirror and said that there was a sports Lagonda on their tail. "Show her your arse", came the order. So the chauffeur accelerated to 100 m.p.h. along the Newmarket road and the Lagonda faded from sight. When J. Smith was told of this incident he said the car wouldn't do 100 m.p.h. So, for a £5 wager, Tyreman drove the Delage round Brooklands at 101 m.p.h., so his master won the bet—Smith still insists that the speedometer was "fast".

It is little wonder that the chauffeur's son grew up to be an enthusiast. Back in 1912 his father had to take the Rover up to Scotland through the night, on oil and gas lamps, as it was wanted at a shoot the next day. His employer said there was an empty cottage there, and as the family were on holiday invited him to bring up his wife and baby. They travelled to the nearest station, Lairg, some 30 miles from Tongue House, where they were met by the horse-drawn brake. But the journey back to York was made in the Rover, the son then three months old. It was the same child who, at a servants' garden-party when her Ladyship said to him "I don't suppose you know who I am", replied "Yes I do. You are the lady who rides in my daddy's cars". Today he is getting good service from a Saab and kindly drove down from Bakewell to Lincolnshire to be present at my interview with his father, who still lives on a Council estate named after his



In 1926 the Dennis family bought this magnificent Rolls-Royce Phantom' One, with Windover coachwork.

RALLY REVIEW

Punishing Acropolis takes its toll

WHETHER it be Thousand Lakes, Safari, Midnight Sun, Arctic or Acropolis, there is something ear-catching about a title which is appropriate to the region. Each of the rallies named can be pictured merely by mention of the name, and we often feel that it is rather sad that the RAC did not choose a striking title for its own rally all those years ago before it became the most popular event in the world. To do so now would almost be like re-naming Wembley or Arms Park.

The Acropolis Rally is most aptly named, for the event takes place in the dry, dusty, craggy lands wherein Zeus and his fellows presumably played their ancient sports. For many years one of the world's most famous rallies, the Acropolis has always been one of the most difficult of events, rough, fast and tiring to the extreme. Indeed, it is one in which just finishing is an achievement, for the retirement rate is invariably high—this year was no exception—due to the punishing roads and the very high averages which are imposed on the inter-stage road sections.

However, it has seldom been the epitome of organisational slickness—witness the occasion when only a handful of cars finished and no-one knew who had won until the day after! Happily, this year provided a marked improvement and the tough nature of the technical side of the rally was matched by an organisation much, much better than before.

Without any financial help at all, most privateers would find the Acropolis a heavy drain on their pockets, but the organisers waive the entry fee for foreign privateers and provide them with monetary aid to defray expenses, the actual sum based on a sliding scale related to the distance of their homes from Athens. With this help, private drivers from all over Europe made the journey to Athens, but they were not matched by an equal number of professionals and the group of about eight cars or so at the head of the field proved to be so much quicker than anyone else that there could well have been two rallies taking place at almost the same time. In most events there is a marked difference between the professional driver whose skills are rewarded by hard cash and the amateur who takes part just because he likes the sport, but in Greece this year the difference was even more noticeable.

From the start, the leading group of visitors forged ahead, the only local man staying with them being Tasos Livieratos, an Alpine driver who always rallies under the pseudonym "Siroco".

The day before the start the organisers held a race at the Tatoi airfield circuit, the race which hitherto they had used as a final, crowd-pulling spectacle. The idea this year was to use the results of the race, not to be included with the rally results, but to establish the start order for the rally. The idea was sound, for it was right that faster cars should be in front of slower ones because of the dust problem on special stages, but in practice it wasn't particularly good. In the first place it put an unnatural strain on engines (at least two blew up) and in the second it led to an almost farcical situation among the six-strong group of FIA seeded drivers. These were assured of the first six numbers, so they decided in advance who should have what start number and drove accordingly on the circuit, in procession, without strain and just for the sake of appearances. Two of them didn't drive at all, so they took fifth and sixth starting places.

Nowadays Rauno Aaltonen is not an FIA seeded driver, so at least he had to drive quickly if he was to avoid too much dust when the rally started. He collected eighth starting place, behind the Alpine of "Siroco".

Privateers usually fall by the wayside because they break their cars, or because they drive too slowly to keep up with the averages. Professionals only suffer from the former malady, and very often to a greater degree than the privateers since they are driving far closer to the limit of adhesion. In Greece the leading eight was whittled down to a mere pair, outright winner eventually being the young German driver Walter Röhrl who drove an Opel Ascona with Jochen Berger.

At first, Björn Waldegård went into the lead in his Stratos, but a minor electrical defect dropped him to third place, and yet another (sticking contact points) put him out of the rally altogether in the closing stages. Team-mates Simo Lampinen (Beta coupé) and Raffaele Pinto (Stratos) both went out with defective gear selectors, Pinto having a moment of acute disorientation when he started off in second gear after mechanics had attended to his selectors and found that his car was shooting away backwards!

The two Toyota Corolla Levins (1.6-litre, 16-valves) of Ove Andersson and Achim Warmbold were going extremely well, indicating that the recently set up team, headed by Andersson, of the Japanese firm's European dealers, has done some excellent development work on the cars since they first came over from Japan for the RAC Rally in 1971. But Andersson himself dropped out early in the event with a leaking gearbox and Warmbold in the late stages of the rally when he overshot a junction on a stage, reversed and lodged the car on a rock which held it for nearly half an hour. Aaltonen, in the second Ascona, dropped out when loose gearbox bolts let out the oil and the box seized.

That accounts for the eight top runners, of whom only two survived to the finish. Of the 89 starters there were only 17 finishers, a rate of drop-out in keeping with Acropolis tradition. Lancia's total retirement doesn't drop that make from the head of the World Championship table, but it might well bring them to add one or two more events to their international programme before the end of the year.—G.P.

GENERAL CLASSIFICATION

1st	W. Röhrl/J. Berger (Opel Ascona)	9 hr. 20 min. 36 sec.
2nd	"Siroco"/M. Andriopoulos (Alpine-Renault)	9 hr. 56 min. 18 sec.
3rd	M. Koumas/P. Dimitriadis (Colt Galant GS)	11 hr. 35 min. 53 sec.
4th	J. Pesmazoglou/D. Georgitsis (Opel Ascona)	11 hr. 45 min. 01 sec.
5th	"Leonidas"/J. Lekkas (Audi 80 GT)	11 hr. 53 min. 51 sec.
6th	B. Steffansson/O. Tholen (Volvo 142GL)	11 hr. 54 min. 22 sec.
7th	M. Moushous/A. Stathakis (Alfetta GT)	12 hr. 03 min. 50 sec.
8th	G. Moshous/"Nikias" (Alfetta)	12 hr. 33 min. 12 sec.
9th	H. Jelsdorf/M. Gliese (Opel Ascona)	12 hr. 42 min. 01 sec.
10th	"Pavlos"/P. Valendis (Lada 2103)	12 hr. 53 min. 02 sec.

89 starters — 17 finishers

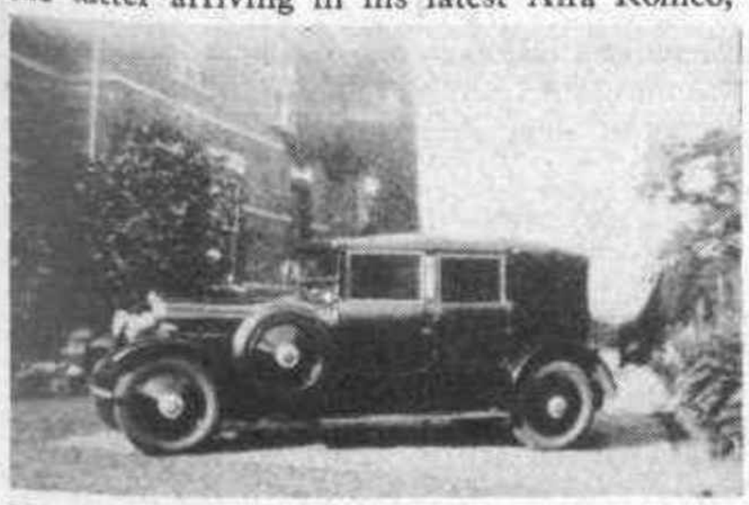
Scottish Rally overleaf.

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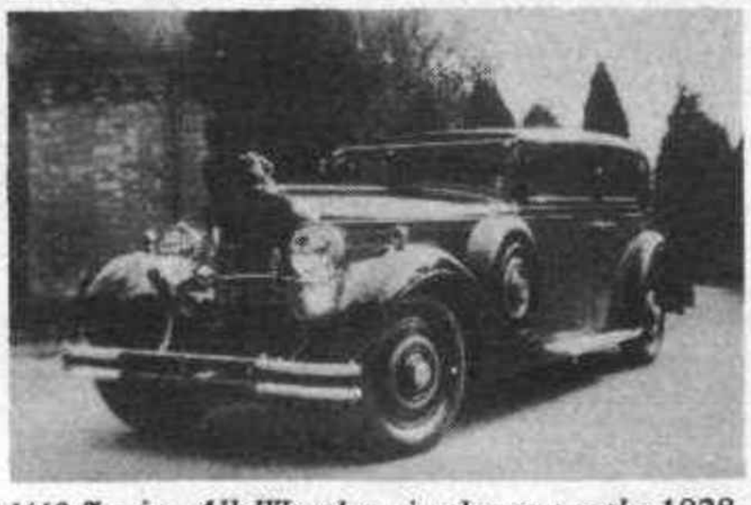
former master whom he served so faithfully for so many years.

This visit ended on a motor-racing note, because I was told that, perhaps interested in the daughter, Esson-Scott and Penn-Hughes used to visit the Dennis mansion, the latter arriving in his latest Alfa Romeo, which he had just shipped from Milan by way of Harwich.

There is no better way of recalling the old times when the Nobility and Gentry and the affluent Tradespeople lived in great houses surrounded by acres of parkland, looked after by a butler and numerous servants, who, whatever the Socialistic view is, will tell you that they were well looked after and lived as one happy, respected family. If there are any other chauffeurs who had the care of diverse and interesting cars, and would be willing to talk to me, I should be glad to hear from them.—W.B.







To supplement the Rolls-Royces the chauffeur had these Delage cars to care for. On the left is the 1926 14/40 Janier All-Weather, in the centre the 1928 21-h.p. Von Vooren fabric saloon, and on the right the magnificent D8L Henri Chapron limousine that in 1930 replaced a Rolls-Royce Phantom in the Dennis family-fleet.

Shortened Scottish shows its teeth

THE over-the-Border equivalent of the RAC, the Royal Scottish Automobile Club, have had more than their share of public problems in staging their classic event in recent years. Last year a refinery strike at one of the major brand establishments caused the Scottish Rally to be cancelled by a committee concerned about the effect of running a motorsport event at a time when the public had difficulty in purchasing petrol. As it turned out the dispute was resolved in time and motor manufacturers joined with a number of journalists in bemoaning the lack of a great rally to fill in the sociable evenings of blazing June.

For this year the club were still conscious of public attitudes in Scotland, which tend to be slightly more conservative than those of South Eastern England. The usual Wednesday morning selection of special stages was dropped, trimming the Scottish Rally back to a 1,000-mile, 44-stage event that covered 8 a.m. Sunday to 5 p.m. Tuesday with some very tough stage miles indeed.

On the first of June Sunday at 8 a.m., Roger Clark/Jim Porter took their red and white new-style Escort 2-litre RS1800 away from the Blytheswood Square starting ramp, heading for their sixth Scottish Rally victory against some exceptionally strong opposition. Perhaps too strong, for the Stratos V6 of Per Inge Walfridsson/John Jensen blew the starting ramp boards from beneath its fleet feet as it mounted the rostrum, leaving mundane vehicles to begin the event from the tarmac.

Opposing Clark's 16-valve, 238-b.h.p. Brian Hart BDA-engined Escort, were four 16-valve Vauxhalls of 2.3-litres and 400 lb. extra weight to the Fords, the singleton BL 16-valve Dolomite for Brian Culcheth, Colin Malkin's 1,600-c.c. BRM-Chrysler Avenger (also 16 valves) and the fabulous Chequered Flag Stratos of Walfridsson, the latter a car that has already consumed three of Mr. Ferrari's shrieking Dino motors.

Clark was fastest over the first official stage—the first stage being omitted after a clock was faulty at the finish—but Walfridsson took the quickest times over the next four stages, to pull out a half-minute lead. Unfortunately the Lancia had sustained a damaged gearbox casing shortly after leaving the first major rest halt at Dumfries on Sunday afternoon. The quick Italian car was soon retired when the casing released all its fluid on a special stage during the afternoon, leaving the Fords to trample the shredded pride of the opposition.

Initially, after the Lancia, Tony Pond/Mike Broad were able to split Clark/Porter from Timo Makinen's Ford and a strong recovery from Russell Brookes/John Brown which eventually put that crew into second place at the finish, ahead of Billy Coleman, Donal O'Sullivan, to complete a Ford 1-2-3.

Pond occupied the best placed non-Ford finish by slotting his Ascona neatly into fourth place, nearly a minute ahead of RAC Rally winner Timo Makinen in the fourth and final works-constructed new-style Escort. Timo, who had never done this event in a Ford before (but plenty remember his thundering style in a Healey 3000!) was troubled badly by the new mechanically-operated rear handbrake system of Porsche parentage but eventually became more settled, finishing fifth and looking forward to a hat-trick on the RAC this winter!—J.W.

GENERAL CLASSIFICATION

1st	R. Clark/J. Porter (2.0 Ford Escort RS1800)	241 min. 56 sec.
2nd	R. Brookes/J. Brown (2.0 Ford Escort RS1800)	244 min. 13 sec.
3rd	W. Coleman/D. O'Sullivan (2.0 Ford Escort RS1800)	245 min. 05 sec.
4th	T. Pond/M. Broad (1.9 Opel Ascona SR)	245 min. 36 sec.
5th	T. Makinen/H. Liddon (2.0 Ford Escort RS1800)	246 min. 20 sec.
6th	T. Drummond/P. Short (2.0 Ford Escort RS1600)	253 min. 19 sec.
7th	C. Sclater/M. Holmes (1.8 Datsun Violet 140J)	254 min. 55 sec.
8th	A. Vatanen/D. Richards (1.9 Opel Ascona SR)	255 min. 01 sec.
9th	A. Dawson/A. Marriott (1.7 Datsun Violet 140J)	257 min. 06 sec.
10th	J. Taylor/G. Fleming (2.0 Ford Escort RS1600)	258 min. 32 sec.

154 *starters* — 82 *finishers*

ESCORT GHIA—continued from page 742

octane rating fuel, which was consumed at 27 m.p.g. in hard varied use. Yet a colleague and I averaged 46.9 m.p.h. in a 1300 Ghia on an economy run in Portugal!

Softening the rear springs has improved the ride over most surfaces, but it is still annoyingly choppy at times. Roll stiffness has been replaced by fitting a rear anti-roll bar, a thicker front anti-roll bar and vertical rear shock-absorbers. In terms of ultimate roadholding it is better than its predecessor and the tail behaves more tidily when it breaks away. But there is a dramatically increased inclination to lift the inside rear wheel on sharp corners. Rack and pinion steering remains precise, but it and the general handling felt heavy and dead compared even with my wife's ageing, old-model 1100 Escort.

When I say the car left me "cold" it was because it lacked any sort of sparkle, a very mundane feeling motor car, its modest performance made to feel even more modest because of the well-subdued noise levels and its handling having lost that chuckability of the old Escort. If I were to spend £2,000 on a New Escort I would channel it into the more stiffly-sprung 1600 Sport, investing part of the saving incurred upon a pair of Ford AVO rally seats, much superior to those of the Ghia. On the other hand I think I might be more inclined to spend my £2,000 on an Alfasud Ti at £1,868, an Alfa Romeo Giulia Super with 1.6 twin-cam engine for £1,962 or the twin-cam engined Fiat 132 1600GL at £1,929. But if I was a Ford fanatic I might even contemplate a 108 m.p.h. Cortina XL with 2-litre, overhead-cam engine for exactly the same price as the four-door 1300 Ghia. See what I mean about high Escort prices.—C.R.

ROAD IMPRESSIONS

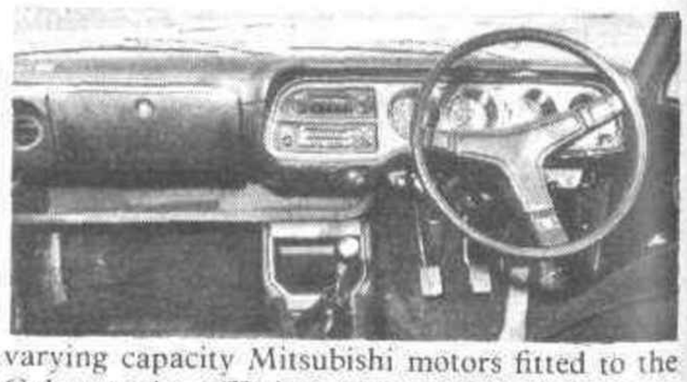
The Colt Galant 2000 GL

THE MITSUBISHI COLT name offered to the British public on a range of conventionally engineered motor cars is still comparatively new to most of the British public. So far as the UK is concerned the parent company is the same strong source of finance as expanded BMW operations in this country.

The Colt 1600 Lancer is assured of a place in motorsport annals because of a victory by Joginder Singh in last year's East African Safari Rally, but the model tested here appears to be a Marina powered by a lusty single overhead camshaft engine, and usefully offering a slick five-speed gearbox as normal production equipment.

The conventionally laid out Galant 2000 GL begins its sober specification with strut front suspension locating onto a wide base lower wishbone, coupled to a stark leaf-sprung live back axle. A disc/drum servo-assisted braking system was quite capable of retarding our red 2,200 lb. four door saloon.

The five bearing engine delivers 115 b.h.p. at 6,000 r.p.m. The engine is one of a family of



varying capacity Mitsubishi motors fitted to the Galant series, offering power output from 92 to 125 b.h.p. in ultimate twin Stromberg carburated production form. The test car's 1995 c.c. unit measures 84 m.m. bore by 90 m.m. stroke and develops a maximum of 123 lb. ft. torque at a highish 4,000 r.p.m. In this penultimate power trim a single twin choke Stromberg 30-32 DIDTA is fitted.

The excellent five-speed gearbox is well suited for UK driving conditions, offering 33 m.p.h. in first, 54 in second, 78 in third and about 105 m.p.h. in fourth and much the same speed, but more quietly, in fifth. Final drive ratio is 3.889:1, providing 17.8 m.p.h. per 1,000 r.p.m.

In action at our test track the Colt proved an able, if rather noisy performer. From rest to 30 m.p.h. occupied 3.8s; 0-40, 5.7s; 0-50, 8.5s; 0-60, 12.0s; 0-70, 17.1s and 0-80, 24.5s. The nearest comparison one can make in the British market was the old RS 2000 (still being sold at large discounts by some Ford dealers), but the Ford is



European Letter

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

Dear W.B.,

For an awful moment I thought I was going to have to return to the original title for these summer letters, which you will recall was Letter from Europe. Fortunately the majority in England decided that we should stay in Europe, so European Letter continues, and that allows me the latitude of happenings at home as well as abroad in this feature.

Since the season started I seem to have spent more time *over* Europe than on it, starting with a trip to the South African Grand Prix by Jumbo jet, when our flight *over* Europe was a very small part of the journey. With the long-distance sports car races this season being large International club meetings, rather than serious International motor races, I took the opportunity of diversifying my activities a bit and took advantage of the fact that England is part of Europe. One small indulgence that I allowed myself was to be part of a motorcycle "demonstration" at the RAC Championship hill-climbs meeting at Wiscombe Park. Speed hill-climbing for motorcycles is rather limited due to suitable venues being hard to come by, but fortunately a number of car clubs look upon motorcycles in a kindly light and invite us to put on a "demonstration". It cannot be a competitive event for us due to RAC/ACU red-tape and complicated paper-work, so the regulations for the twenty to twenty-five of us who take part on our racing motorcycles, say simply, under the paragraph headed "Awards"—there will be no awards. We ride for fun, but it doesn't make anyone try less harder, for there is keen competition among ourselves. I find at these motor car speed hill-climbs that the presence of a handful of racing motorcycles adds a lot of interest for most people I talk to. There is no question of competing against the cars, and indeed motorcycle times are a lot slower than car times for we cannot hope to brake as late for the corners, nor can we power-slide out of the hairpins the way Formula One cars or Formula 5000 cars do, and while you can hit the bank with a four-wheeler and get away with it, there is no incentive to try it with two wheels.

In order to take part at Wiscombe Park I had to do a lot of pre-planning to finish up at the right place at the right time, for it would have been no good finding myself in the South of France when I should have been preparing my 650 c.c. Triumph and loading it up on the trailer. In addition to this weekend a week round Italy was planned, as written-up by A.H. last month, and an interesting day at Donington Park was planned (for further details see the August issue of MOTOR SPORT). In consequence of doing these things that were out of the normal run of European race coverage I did not follow the usual procedure of setting off in the E-type in March, but instead got involved in flying trips, hire-car trips, passengering in the cars of colleagues and using my Honda-4 motorcycle. To begin with I kept hearing people saying things like "Where's the E-type?" or "Did you have a good drive down to Spain?" or more popularly "What are you doing at London Airport?" The simple answer to most of these questions was "Well, you see, I am having a bit of a go on my racing motorcycle in four weeks time . . ." Many people could not actually see what I was getting at and it was all too complicated to explain in detail. At other times when I explained the "new look 1975 travels of D.S.J." by remarks such as "well I want to go to the opening of the new Reading Speedway", or ". . . . well there was this chance of driving a Tyrrell . . ." and so on, there were feelings that the European scene must be changing without the white E-type motoring from one race to another.

In truth the European scene has already changed, and drastically at that, for the roads of Europe seem to be infested with the eyes of the law and everyone is creeping about at 50 m.p.h., either to conserve expensive petrol or in fear of radar traps, so that if you bomb along at around 100 m.p.h. you feel terribly conspicuous. What is so annoying is that you cannot devote all your concentration on your driving, you have to spare some of it for the "bogey-men". I suppose you could stick to the letter of the law, but then I suppose there are a lot of things you *could* do. At a Ferrari gathering in Belgium there was the disturbing news that a group of Ferraris had been humming up the Autoroute from Paris to Bruxelles and when they arrived at the Franco/Belge frontier the drivers were all booked for speeding. Running in convoy they had all gone through a radar trap at a leisurely 160 k.p.h., some 30 k.p.h. over the legal limit. It was no wonder that most of the Ferrari owners at the gathering at Francorchamps took the opportunity of a few laps of the Spa circuit, by courtesy of the race organisers.

I had a feeling "something was going on" during that trip, for as I approached Dover on my motorcycle I was conscious of more Ferraris on the roads than was reasonable. Arriving at the docks I was confronted by a V12 Le Mans Testa Rossa Ferrari standing by the kerb and Colin Crabbe and his wife about to drive on to the Ostende boat. Dino 246, Dino 308, Daytonas, GTB4 and others were gathering at the entrance for the boat



". . . a motorcycle demonstration . . ." [Photo by Grant Braham

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rather quicker (0-60 in 9 seconds or so, over 110 m.p.h.) and far more sporting in handling and ride, while the Galant is much better fitted to the role of comprehensively equipped saloon.

The Mitsubishi GL is a classic example of extreme understeer built into a conventional saloon on the basis that understeer is safe. In the proportions offered in the GL the fallacy of this theory can be seen as the car is prone to run wide of a bend more easily than many front wheel drive machines. Since the Galant has some sporting pretensions about the specification, the handling comes as even more of a disappointment, especially as the recirculating ball steering is similarly inert in its response to the driver's requests.

Inside is a plain wood-like dash housing a large clock, speedometer, and combined large water temperature/fuel gauge. The seats have some kind of nylon fabric finish and the interior suffers only mildly from outbursts of Japanese ornate stitching and chromework.

Complete with tinted glass, push button radio, 165 by 13 SR radials and locking filler cap, the Colt Galant 2000 GL sells for £2,229 in Britain. At that price an enthusiast might well sort out the simple suspension and engine, to provide some entertaining transport that can easily double up for business use. Even without the enthusiast changes, the Galant promises sturdy service and complete equipment at a sensible price; a rare virtue today! – J.W.



Formula Two Review

Laffite the master

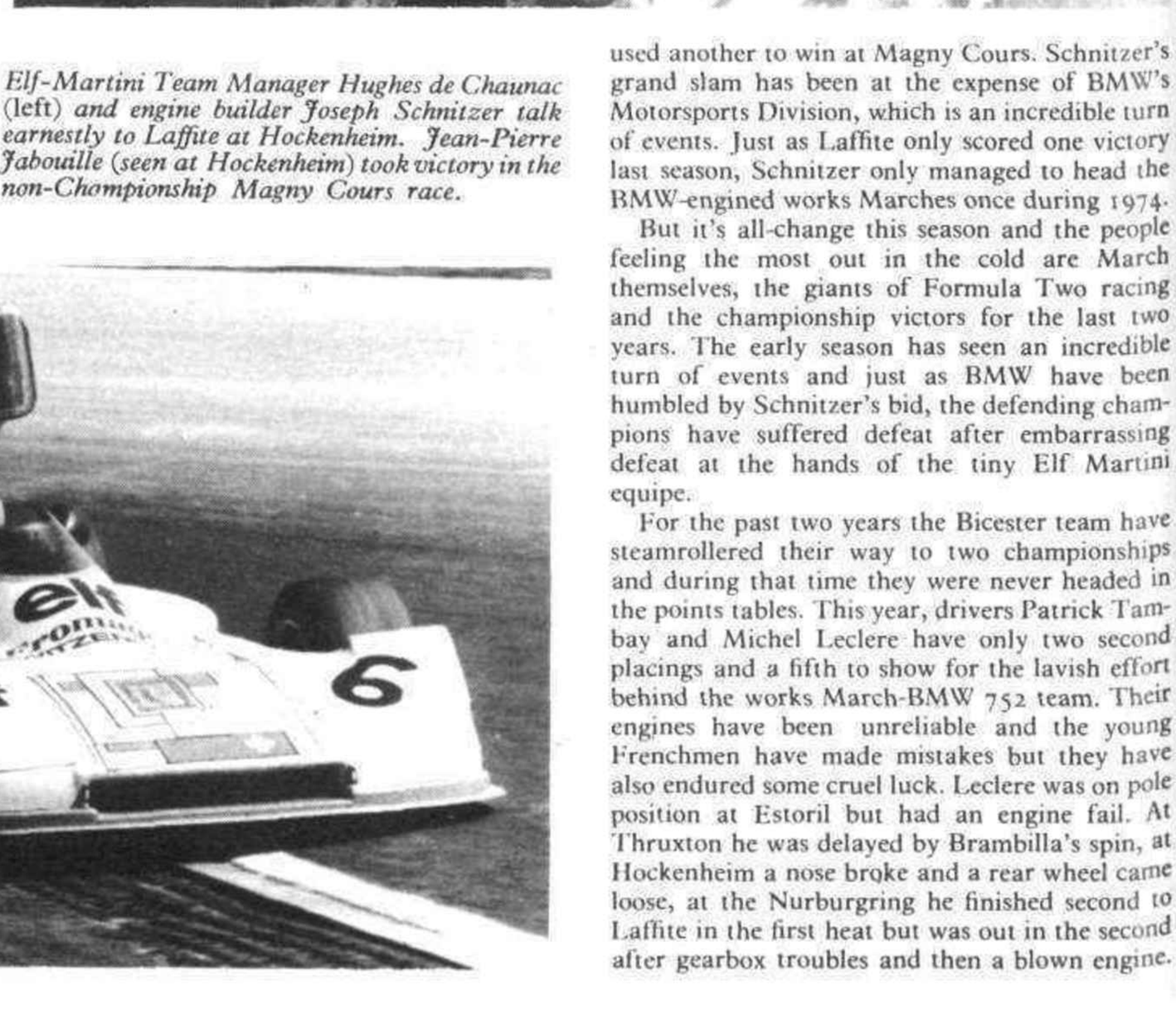
AT THE MIDWAY point in the European Formula Two season Jacques Laffite had the championship won, in fact the 31-year-old Frenchman had so dominated the racing that the only challenge in the remaining half dozen rounds looked like being whether *anyone* could beat him. After sweeping to victory in the opening race at Estoril in Portugal and in the first British race at Thruxton, Laffite's one-off Martini was beaten at the vast Hockenheim stadium in Germany in mid-April but only after an engine failure and he bounced right back to win the next three races with such apparent ease that the opposition looked completely demoralised. After the early Hockenheim defeat the Elf/Ambrozium-backed Martini Mk 16 was on pole position for the races at the Nurburgring, through the streets of Pau in south-west France and the second Hockenheim race in June and Laffite was always the master. By mid-June he had taken his tally to five wins in six championship starts and hand in hand with this effort he had shared the winning Alfa Romeo sports car in three World Championship for Makes races. Some observers find it difficult to equate these successes with his indifferent showings in Formula One; he failed to qualify Frank Williams' car at Monaco and had to miss the Barcelona and Anderstorp Grands Prix because they clashed with Formula Two fixtures, but Laffite says he is in Formula One this year to "learn what it's all about" and his main objective is the Formula Two title. He wants to follow countrymen Jarier and Depailler into Grand Prix racing with the European title under his belt.

The only real low note for Laffite's team came in early May at their Magny Cours base where Tico Martini built the prototype in his tiny workshop during the winter. The Martini "factory", where this year the former British hillclimber has already built up more than twenty of his spaceframe cars for French Renault-engined Formulae, is situated only a few feet away from the edge of the small circuit and this was the venue for the only non-championship race on the calendar. The opposition saw it as a chance to save face by beating Laffite on his home ground. In practice the little yellow and black Martini was again fastest but as at Hockenheim the engine failed and it was left for Jean-Pierre Jabouille to win in his new Elf 2.

That was a disappointment to the Martini team but it was soon forgotten as they forged ahead in the championship so that by the half way mark Jacques had three times as many points as any other driver and his championship looked secure. The next round would be Salzburg which ironically was the scene of Laffite's first and only 1974 win in Formula Two just twelve months earlier when he ran a Martini-modified March-BMW 742.

The only consolation to the rest of the young drivers as they chase Laffite round the European circuits is that at least they now have a yardstick and, if they do beat the Martini, that in itself will be quite an achievement. Team manager Hughes de Chaunac has got together a neat and highly efficient package, the car is constantly being tested and developed at Magny Cours and is always immaculate.

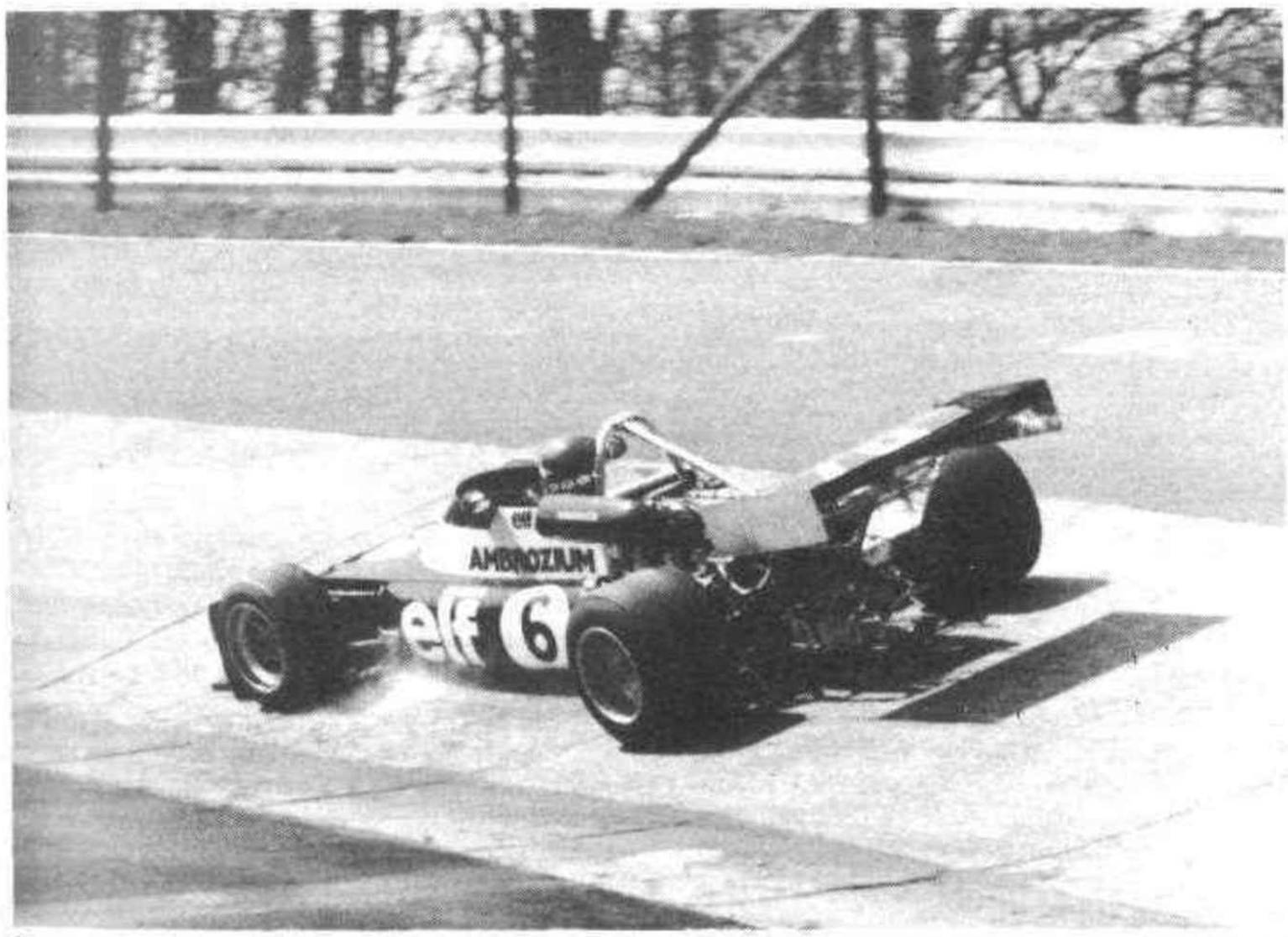
Mirroring the Martini effort has been the run of wins by the BMW engines developed and built by Joseph Schnitzer and his brothers at their Freiburg factory in southern Germany. Schnitzer's engines, which differ quite considerably from the works engines (they have, for example, got the fuel injection on the left of the head and the exhausts on the right which is an opposite arrangement to the Munich engines) have won all seven races held this season. Larrousse-used a Schnitzer-BMW in his Alpine when he won the first Hockenheim race in the older Alpine A367 and his team-mate Jabouille used another to win at Magny Cours. Schnitzer's grand slam has been at the expense of BMW's Motorsports Division, which is an incredible turn of events. Just as Laffite only scored one victory last season, Schnitzer only managed to head the BMW-engined works Marches once during 1974.



Elf-Martini Team Manager Hughes de Chaunac (left) *and engine builder Joseph Schnitzer talk earnestly to Laffite at Hockenheim. Jean-Pierre Jabouille* (*seen at Hockenheim*) *took victory in the non-Championship Magny Cours race.*

But it's all-change this season and the people feeling the most out in the cold are March themselves, the giants of Formula Two racing and the championship victors for the last two years. The early season has seen an incredible turn of events and just as BMW have been humbled by Schnitzer's bid, the defending champions have suffered defeat after embarrassing defeat at the hands of the tiny Elf Martini equipe.

For the past two years the Bicester team have steamrollered their way to two championships and during that time they were never headed in the points tables. This year, drivers Patrick Tambay and Michel Leclere have only two second placings and a fifth to show for the lavish effort behind the works March-BMW 752 team. Their engines have been unreliable and the young Frenchmen have made mistakes but they have also endured some cruel luck. Leclere was on pole position at Estoril but had an engine fail. At Thruxton he was delayed by Brambilla's spin, at Hockenheim a nose broke and a rear wheel came loose, at the Nurburgring he finished second to Laffite in the first heat but was out in the second after gearbox troubles and then a blown engine.



Jacques Laffite's dominant, Elf/Ambrozium-backed, one-off Martini rounds the Nurburgring's Karussel. This Schnitzer-engined car has humbled BMW's Motorsports Division and pushed March into the cold.

At Pau he struggled home fifth and he led both Magny Cours and Hockenheim. At Magny Cours the engine blew and at Hockenheim he spun while leading the first heat and was hit by another car. Leclere stormed back to win the second heat from the rear of the grid but it was too late – Laffite had stolen another victory.

Tambay has been a little more fortunate. He drove steadily at Thruxton and the Nurburgring to finish second but retired at Estoril after the brakes locked up and he slid off through a catch fence, had an engine fail at Hockenheim, and he crashed at the last three races. At Pau he couldn't avoid a back marker who had lost the rear wing, at Magny Cours he tangled with Brambilla and at Hockenheim he was put out by Austrian Harald Ertl after they had a coming together at the chicane when fighting for second place – behind Laffite. Poor Tambay has had to start three races this season in new and untested cars. Both of the factory drivers have shown speed but victory has eluded the works cars and, of course, the many customers as well. At several races there have been more than twenty Marches in the entry.

Hans Stuck, runner up in the championship last year, has driven again for the works team at four races since Thruxton but has had the same bad run. He finished second at the first Hockenheim race, throwing away victory with three wild spins in the first heat and had an engine failure in the first heat at the Nurburgring. In both races he charged back to win the second heat but yet again it was too late – Laffite had already won. At the most recent Hockenheim race Stuck had another engine quit while leading the first heat and came back to take second place in the other heat but again it was Laffite out front.

The only constant factor during the season has been Laffite's run of wins. He has often been lucky but on the other hand he has always ensured that his car survived the distance which is essential when the organisers insist on running their two-part lotteries. After six rounds Laffite has amassed 45 points with Larrousse on a lowly 13 points with his win and a fourth at Pau. Tambay is third on 12 points and Jabouille has just 11 points. The only British driver competing in the championship this season is Brian Henton with his Brian Hart Ford-engined March. At the first Hockenheim race Henton was third and he has shown well at several other races but along with all those British constructors who quit the formula over the past couple of seasons he has found the soaring costs crippling. – M.T.

EUROPEAN LETTER

Continued from page 747

to Belgium and the English convoy were to meet up with Ferrari owners from all over Europe. I was travelling Dover-Calais so I did not see them again until the whole lot arrived at Spa. Previously a friend who likes Ferraris had said that he felt that the last *real* Ferrari was the Daytona. While he drooled over the Berlinetta Boxer, with its 4.4-litre flat-12 engine behind the cockpit, he felt it was not a Ferrari-Ferrari, in the same way that the beautiful little Dino 246 was not really a Ferrari. Watching the convoy go by I could see what he meant, the Daytona was the ultimate in the classic line of front-engined V12 Ferraris that make the sort of noise that only a V12 can make. The Boxer was an exciting and efficient piece of mechanism, but should be regarded as an extension of the Dino 246, a Dino-Boxer or Dino-flat 12. The Daytona exudes so much character and sheer brute force, while the Boxer makes the mind boggle by its sheer audacity and efficiency, with all that power and potential in such a tiny car.

Because of the revised travel programme for the first-half of the 1975 season and the constant coming and going from the mainland, I actually found myself, on our island at a weekend with no scheduled race meeting to attend. In the past I have had people ask "What would you do at a weekend if there wasn't a race meeting of some sort to go to?" Of course, this situation could never really happen, especially in Great Britain for there is so much racing going on at all levels that it is a case of trying to decide which meeting to attend. I took one weekend "as it came" and after going to stock-car racing on Thursday evening I learnt that the local motor club were having a gathering on Friday evening at one of our more rural pubs, not so much for a "noggin' and natter" but in order that members could bring their own special cars for a "sloggin' and clatter". At this gathering was one of the pleasantest home-built specials I have seen for a long time. It looked like a very large Lotus 7, and was in fact designed deliberately on those lines, wtih a square-tube space-frame chassis, but all the mechanical components were Jaguar. The front suspension, engine and gearbox were all from a Mk. II saloon, while the rear-end was the independent layout from an S-type saloon. For an outlay of some £250 and 18 months of spare-time work the owner had got himself a very effective fun-car. Lotus 7 owners enjoy the stark simplicity of their cars, so you can imagine how much fun a scaled-up version must be, powered by a 3.8-litre twin-cam Jaguar XK engine. I suppose really we should not talk about such Specials or enthuse over them, otherwise some "do-gooder" will find out and put a stop to it all. They have already killed off the open sports car from our big manufacturers and no doubt would love to stop a bit of private-enterprise. They seem to work on the dictum, "if anyone is enjoying it then we must put a stop to it".

That was Thursday and Friday dealt with, so on Saturday morning I set off on my Honda-4 motorcycle to buy some workshop bits, but only got as far as the nearest town when I saw a veteran car "terf-terfing" along. Naturally it had to be followed and this brought me to a VCC Rally with sixty or more veteran cars about to set off on a route-card run through the by-ways of my part of Hampshire. In my travels I had noticed some advertising for a low-level flying display by two Spitfires to be held not far away on the Sunday, so for a change from motoring and motorcycling events I decided to look in on the aircraft world. I had got it all wrong, the flying display was merely the highlight of a day-long pageant of transport, so a very relaxed afternoon was spent among old cars, old commercial vehicles, old military vehicles, old fire engines, steam-traction engines, fairground machinery and one of the most interesting public car parks I have wandered round for a long time. There was even a Porsche Carrera and a Berlinetta Boxer among the spectators cars. Eventually the day wound up with the arrival of a Spitfire and what looked to me like a Hawker Tempest and they put on an enthralling display. The sight of the Spitfire "hedge-hopping" was really something worth seeing.

As Monday night is regular Speedway night, my weekend off from International motor racing was very complete and varied. After a day at home I set off for another simple Grand Prix weekend, where Thursday to Monday is occupied fully by only one subject, and in answer to the question ". . . what would you do if . . ." etc. I grinned and said I couldn't keep up the pace of weekends off, there was soo much going on.

Yours, D.S.J.

THE BEST BMW



This picture emphasises that dimensionally the four-cylinder BMW 520i (RLK 48L) and the six-cylinder 528 (JLD 308N) are identical.

BY NOW our good opinion of BMW cars must be apparent to regular readers of MOTOR SPORT; indeed, some of them who are not aware that this country is now part of Europe write us letters suggesting that our approval of the Munich/Dingolfing products verges on the unpatriotic. So I do not intend to devote overmuch space to the 528 I have been driving for an appreciable mileage, although I would suggest that it is the best of the range for the majority of discerning drivers able to afford a fast, well-behaved saloon of this price (£4,699).

Having had experience over some 28,000 miles of a BMW 520i it was interesting to compare the two cars. The handling, quality, compact spaciousness, and performance of the 2-litre fuel-injection 4-cylinder model I have oft-times praised, together with its nice gear-change and powerful brakes. It has also proved notably trouble-free. The only criticism that can be levelled at it is the somewhat high noise-level at Motorway speeds, when I crave the quieter running of the BMW 2500 I used to run. The 528 reverts to this silent, smooth running and, by reason of the increased litreage of its six-cylinder 2,788 c.c. engine, it possesses very notable performance (0 to 60 m.p.h. in just over nine seconds, with a top pace of 122 m.p.h.).

The 528 BMW has also the merit of all-round 10.7 in. disc brakes, and wider tyres than smaller-engined cars in the Series-5 range (195-14 against 175-14). They were Continentals on the test car. It has velour-covered seats, the driver's adjustable for height as well as rake, a tachometer, a rear-seat central arm-rest, BMW's excellent power-steering, a heated rear window, a clock, and more powerful headlamps. These are refinements not incorporated, naturally, in the £3,299 1.8-litre "economy" 518 BMW. The bigger-engined six-cylinder car uses revised suspension, with front and rear torsion bars, and an up-rated alternator. Its gearbox ratios are slightly lower than those of the 518 on 1st, 2nd and 3rd, but it pulls a higher (3.64 to 1) top gear. The steering column is adjustable and the fuel tank holds 15.4 gallons instead of 12.3 gallons, giving a range from full to fuel-light-on of 350 miles. Whereas the 518 is said to give better than 30 m.p.g. if driven with reasonable circumspection and I have frequently commented on the excellent fuel economy of the Editorial 520i, the 528 is also a surprisingly economical proposition. In some very mixed motoring covering Motorway cruising, town work, cold starts and hurried normal-road driving I recorded 24.9 m.p.g. of 4-star petrol. The 528 used no oil in 1,310 miles. This is very commendable, from a 165 (DIN) b.h.p. engine which will pull smoothly away from below the town speed-limit in top gear if the driver is feeling lazy, yet, if the gears are used, will out-drag the average sports car. The 528's hidden fuel-filler can be locked and although its gearbox is larger than that of a 520 I found that this does not encroach on front-compartment leg-room; indeed, that useful stowage well behind the gear lever is slightly more shallow. The engine of the 528 has two Solex INAT 35/40 carburetters, the automatic choke of which did not give quite the instantaneous cold-start I have come to appreciate from the 520i's fuel injection. Dimensionally all the Series-5 cars are identical externally and possess the same well-contrived instrumentation and controls, and impart the same feeling of quality and dignity. The test 528, a bright yellow example, even had the same notchiness of handbrake release I have experienced on other models; it has useful map-holders on the front doors that I do not have on the 520i. In the luxury-saloon-car range the 528 is surely the best BMW yet?—W.B.

What Hath the Sabre-Six?

IT HAS come to my notice, as they say in the more stuffy business letters, that the Reliant Sabre-Six, although it has been out of production for some time, has become the "in-thing" with a number of discerning members of the Frazer Nash Chain-Gang—and they do not come much more discriminating than that. I must say, although I am aware of how well Robin Rew's Sabre-Six goes in VSCC Pomeroy Trophy contests, this choice of motor car surprises me. There has to be a current-model car to run alongside the not-always-available vintage machinery, naturally. Before the war Tim Carson set a cult in Light Fifteen Citröens within VSCC circles and more recently senior members of that Club have continued the tradition in Lancias, Aprilias and Rover 2000s etc. But a Sabre . . .!

You see, I remember that we had one for road-test away back in 1964 and that the colleague who drove it was aghast at its too-many bad qualities. Following MOTOR SPORT's fearless policy, I instructed him to write honestly about it and have no qualms. Which he did! Shortly before publication-date of the issue concerned I went up to Tamworth to look at the new 600 c.c. light-alloy engine that had been evolved for the Reliant Regal three-wheeler, due to the demise in supplies of Austin 7-type engines. It was to be permitted in 750 Formula racing, you see. It was while I was being wined and dined on this visit by the top-brass that the Director asked me what we had thought of the Sabre-Six. Knowing full well what we were about to publish on the subject, I made suitably evasive noises. But the great man was not to be put off. "I shall be in America when the next issue of MOTOR SPORT comes out," he said, and then, turning to his Secretary, added, "but you know my address; see that a couple of copies are Air-Mailed out to me." Curtain!

Turning up that road-test report, I see that among other comments we said that the Sabre's ride was harsh, the cockpit cramped, visibility (he meant vision) nil, that the gearbox had a mind of its own, mostly favouring neutral, and that this Reliant Sabre-Six GT "felt horrible"! And so on . . . Yet now I hear that chaps of the calibre of motoring knowledge of Dick Smith, Mark Joseland, Dick and Aubrey Brocklebank, Frank Rushton, and Richard Perkins have "joined the club", as Sabre owners, although I see that Rew himself used a Scimitar for this year's Pomeroy. I cannot understand it! Perhaps after a pre-war 'Nash, anything goes? Could it be that fibreglass doesn't show beer stains? Or maybe post-1964 Sabre-Sixes showed a marked improvement? I think one or other of the new enthusiasts for Sabres may soon be telling me.—W.B.

The 750 MC hopes to beat its record attendance of 258 pre-war Austin Sevens at its National Rally at Beaulieu on July 6th. This will constitute a fitting Austin 7 day, with pre-rally barbecue, driving tests, *concours d'elegance* with 17 classes, distance and other awards, special display, sideshows, workshop, autojumble, etc. Entries close on June 27th, to K. Cooke, 26, Whomerley Road, Stevenage, Herts. Any owner of an appropriate car is eligible and late entries may be accepted.

* * *

The fourth annual Hexham Vintage Rally will take place on July 27th, with an all-day run through Northumberland National Park scenery, with a *concours d'elegance* during the lunch stop. Start and finish in Hexham. Details from: E. Graham, 5, West View, Prudhoe, Northumberland (Tel. Prudhoe 33167).

A RETURN TO THE CYCLECAR

THE ECONOMIC recession resulting from the prevailing astronomical oil prices has turned thoughts in the direction of electric cars, steam propulsion and all manner of new styles of economy car. We were able last month to sample a three-wheeler that comes in the last-named category. It might have been conceived in the 1920s but was, in fact, designed eleven years ago by Bob Collier, who used to work in Joe Craig's department at Norton's. The layout is ingenious in the extreme and has absorbed some £60,000 in development costs.

The basis of the vehicle, which has yet to be named, is a sturdy tubular welded-up chassis, to carry a fibre-glass body, intended to be a four-seater rear-entrance saloon. At present the No. 5 demonstration "Collicar" has an open body coming to thigh-height, a detachable nose retained by bungee rubbers, and no windscreen. The steering head pivots on two large taper roller bearings and carries the entire power pack, two-gallon fuel tank, battery, etc. The steering wheel is connected to it by means of a curved flexible drive and a reduction of ratio incorporating two chains and four sprockets. The power unit can be rotated through almost 360 deg., which means that the vehicle can be turned in twice its own length, for easy town parking, and can be reversed by the simple process of rotating this front, driven, wheel until it is pushing instead of pulling the car.

Another foolproof aspect is that there are only two pedals, one labelled "GO", the other "STOP", as the drive is through a centrifugal clutch. On this No. 5 "Collicar" the power unit is a 350 c.c. Canadian-built 14 h.p. Kohler fan-cooled single-cylinder four-stroke. This drives the Salisbury centrifugal clutch-cum-variable speed unit, as used for industrial applications, by means of a cogged belt, and from this forward-mounted clutch the drive passes back by chain to the front wheel. The larger sprocket is on the n/s of the front wheel, which can be detached in the usual way by undoing its nuts. Another ingenious item is the use of outrigger wheels at the front, which make contact with the road under ambitious cornering. As these are the same size as the other three wheels, two spares are available! These wheels are 480/400 T8 trailer wheels, shod with High Speed Special tyres. Peter Lay, the Brough-Superior enthusiast, who brought No. 5 down from Birmingham to Wales for us to try, incidentally getting 53 m.p.g. in traffic driving, says that if you corner with abandon you can put a front outrigger wheel down and lift one of the back wheels, thus still having "three on the deck".

The steering needs 19½ turns to completely rotate the power unit and front wheel; an indicator is fitted so that the driver can tell in which direction he will go at take-off. Suspension is by vertical coil springs all round. The only instrument is a huge 80 m.p.h. speedometer set horizontally like a ship's compass on the plastic decking before the front seats; it is driven from a back wheel. Once you get the hang of it driving is easy and No. 5 cruised nicely at around 45 m.p.h., going to an indicated 60 downhill. It was less inclined to go uphill. The smooth-running



A three-wheeler? Yes! Don't be fooled—the visible front wheel is an out-rigger.

and quietness of the electrically-started single-cylinder "Cast-Iron Linf" engine was as pleasing as it was unexpected and its NGK plug gave no anxiety. It is silenced effectively by a forward-pointing silencer. The narrow seats with taper back-rests were quite comfortable and the ride good. There are electric horn, winkers, and small Wipac headlamps.

With further development this might make an effective economy-car. There are plans for a sports version with gull-wing rear door, three seats abreast, and a sun-roof. We understand that jigs, tools, and body moulds exist for an output of 500 a week, if costs could be underwritten and factory space found, perhaps employing female labour working in three- or four-hour shifts. The first experimental model had a Suzuki engine and twin gearboxes and was flat-out at 20 m.p.h. George Silk's two-stroke engine was tried but petrol-thirst was too great, at 22 m.p.g. A fearsome version using a "double-knocker" Norton engine provided entertainment for the intrepid but a 500 c.c. Kohler two-stroke power pack is visualised, should the project get to the production stage. The frame has withstood some interesting impacts and its layout would make it suitable for an invalid carriage.

In true cyclecar style, we had a few setbacks. A heavy load made it necessary for the passenger, who had manufactured the six sprockets the "Collicar" uses, to get out and push up hills. On the long haul from Brum, the countershaft carrying the smaller of the final-drive sprockets had moved sideways and the chain had come off. And just as we were trying to push the speedometer beyond 60 m.p.h. a main electrical cable broke and the supply of power ceased abruptly. But such things mean little to enthusiasts and while we are not in a position to forecast its commercial possibilities, driving this unusual little vehicle has given the Editor a craving for a single-cylinder cyclecar, which it should be quite possible to construct from available modern components, whether of this single-front-wheel layout or the classical two-in-front, driver-at-the-back formation.—W.B.

A Plus-Gas kit

PLUS-GAS has earned a top-reputation as a rust-remover, so we were interested to learn that its dispensers, Plus-Gas Bennett Marketing Ltd., have introduced what they call a "Chemical Toolkit", one of which they sent us. This comprised five aerosols. The first contained 7 oz. of Plus-Gas Formula-A penetrating oil, which was most welcome, as it arrived as my Son-in-Law, bereft temporarily of the rebuilt 1922 Talbot-Darracq as it had split its cylinder head on the eve of an intended journey in it from Scotland to Wales, was working on my 1925 Cluley. The next aerosol was filled with 8¾ oz. of Never-seize, for treating bolts whose nuts might otherwise seize on due to corrosion, dirt or heat. We reserved this for future use, when the chassis is reassembled. Next from this kit came 7 oz. of Universal Maintenance Spirit, which can be used as a lubricant of small moving parts or to delay corrosion on chromium. For the moment we had no use for this and turned to the remaining two aerosols. The first gave 7 oz. of Wetstart, the use of which will be obvious to owners of damp-prone modern engines but which, as the sun was out, we didn't require. The last can was 5¼ oz. of Superstart, intended for spraying into the carburetter intake of a truly recalcitrant power-unit. Fortunately our ancient engine responded to simple towing, having jibbed years previously, not as I had thought due to absence of sparks, but because of a fuel blockage.

These Plus-Gas products are handy to have about. The individual aerosols cost from 85p to 79p or, kitted-up £3.41.—W.B.

Miniatures News

AS already announced, Grand Prix Models of Radlett has released its kit for building a metal model of the Squalo Ferrari in which Hawthorn won the 1954 Spanish GP. Factory drawings were consulted in preparing this model, which in all major dimensions is an exact 1/43rd replica. This Ferrari is No. 14 in this firm's Classic Cars series and they next intend to offer 750 c.c. and 1,000 c.c. Le Mans Lotus XI kits.

Revell tell us that they have decided to offer a plastic kit of Don Garlit's famous AA Fuel Dragster "Big Daddy" to 1/16th-scale, as well as the 1/25-scale kit. It will result in a detailed model measuring over 16 in. in length. The reference no. is H1491 and the price of the kit is £4.60.

Meccano-Dinky have a good model of a Mini Clubman, die-cast in their usual meticulous style, to a scale of 1/40th. Finished in bronze with a black interior, this Mini (Ref. No. 178) is 82 mm. long, and is priced at a recommended 89p. on the UK retail market. Dinky also offer a fine Ford Transit Motorway Services van to the same scale, for £1.60. Its reference number is 416.—W.B.

Another of those pleasing Olyslager Auto Library landscape books containing pictures of the older vehicles has now been released, this one being "British Cars of the Early Fifties". Indeed, it covers in rather flat pictures typical cars from 1950 to 1954, with brief specifications. Nearly 200 are included, for a price of £2.95. The book comes from Frederick Warne & Co. Ltd., of 40, Bedford Square, London, WC1B 3HE.

Stirling Moss shatters 5 records!



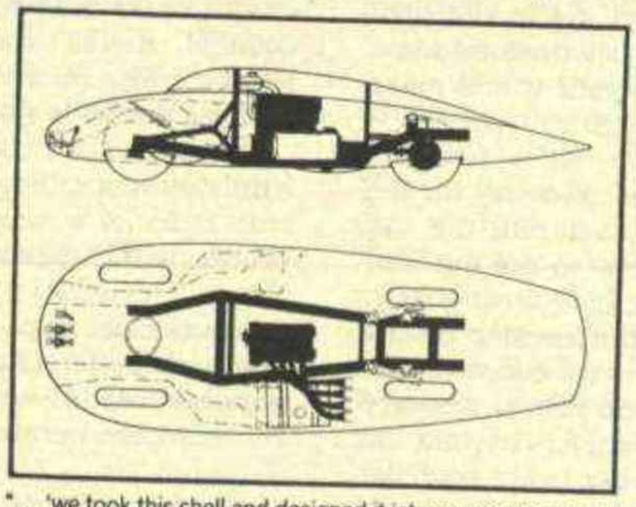
"... EX 181, the MG record breaker."

Place: Salt Flats, Utah.
Date: 23rd August 1957.
Time: Early evening.
Conditions: After an impatient day-long wait, near perfect.

STIRLING MOSS clambers into EX 181, the MG record-breaker. Sun glistens on the baked salt, glares from the shiny, teardrop bodyshell.

Final checks. All OK? Go!

A sleek silver shape flashes across the bleached landscape. Rounds the distant marker. Bullets back.



"... 'we took this shell and designed it into a passenger car'."

TENSE faces consult the electronic timing devices. Confirmation – Stirling Moss and MG have just broken five International 1500 c.c. records. Highest two-way average speed: 245.64 mph.

NOT the sort of men to rest on their laurels, MG's designers were back at the drawing board within a week, perfecting EX 181's prototype Twin-Cam engine. Eleven months later, the Twin-Cam was on sale to the general public, powering a new high performance MGA. MGAs were already the most popular production sports car in the world. By June 1962, no less than 101,081 MGAs had been produced.

SIXTY-TWO was altogether a momentous year for MG. The last MGA rolled off the line. Don Morley took his MGA coupé to a class victory at Monte Carlo;



"... the most popular production sports car in the world."

a fitting epitaph.
And a replacement
MG model was
announced to the world.



"... class victory at Monte Carlo, a fitting epitaph ..."

To live up to the MGA, it had to be good. Very good. So Syd Enever, MG's chief designer, based it on Moss's EX 181. In his words, "We took this shell and designed it into a passenger car." The result, which matched the highest expectations: the MGB.

This year, the 50th anniversary of the MG marque, you can still taste the fruits of this continuous development. Today's MGB is a direct descendant of a great thoroughbred line.

Take one on a test drive. Put it through its paces: 0-60 mph in 11 secs. Check fuel consumption; an average 23.7 mpg.* Look at its racy good looks; every inch EX 181's direct descendant.

Then meet the rest of the family. The sporty Midget, the MGB GT, the GT V8 with its 3.5 litre power, and this year's 'limited edition' 50th anniversary MGB GT.

Every one a winner. Every one an MG, *the* sports car with fifty years of heritage.

*Source: Motor

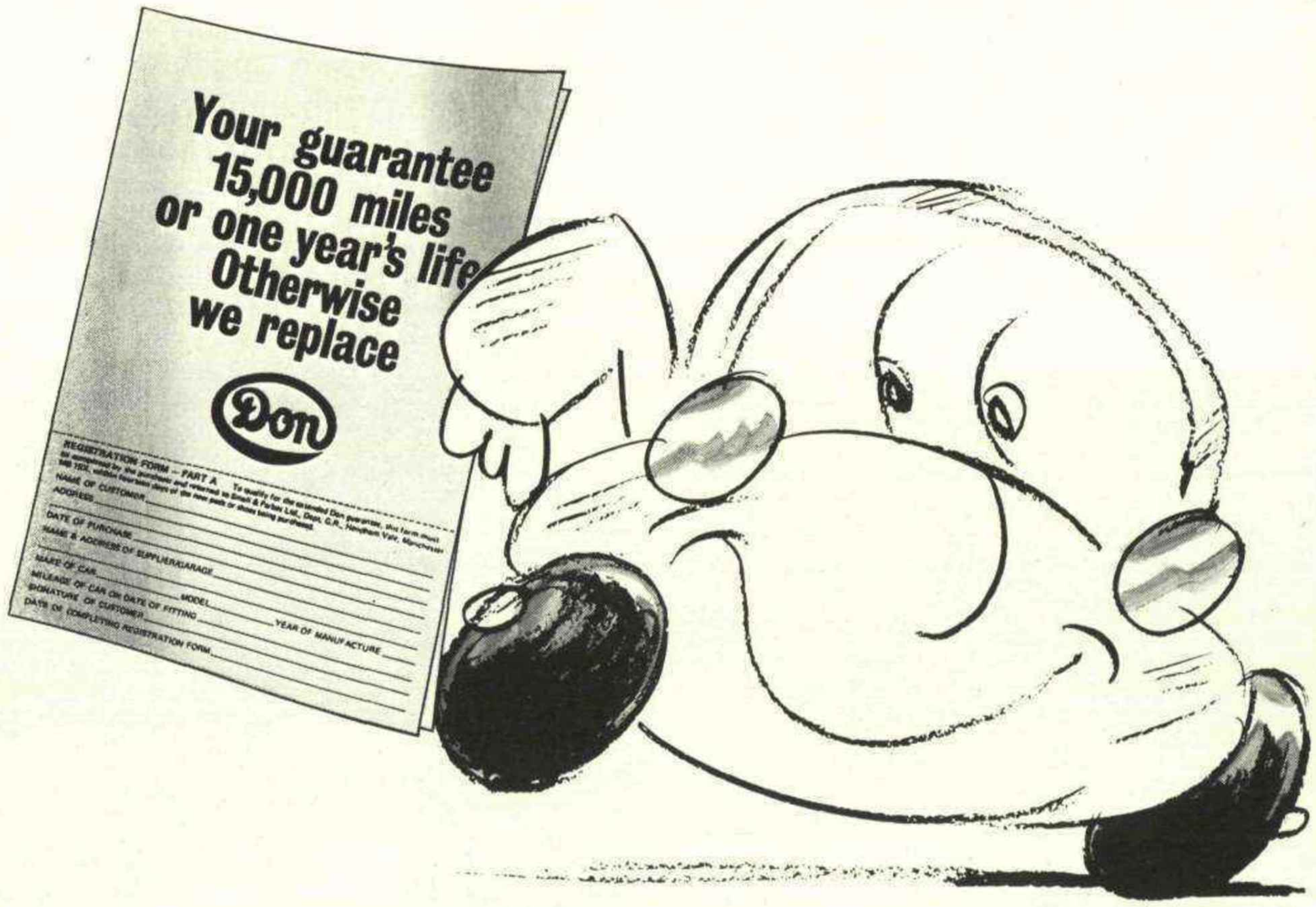
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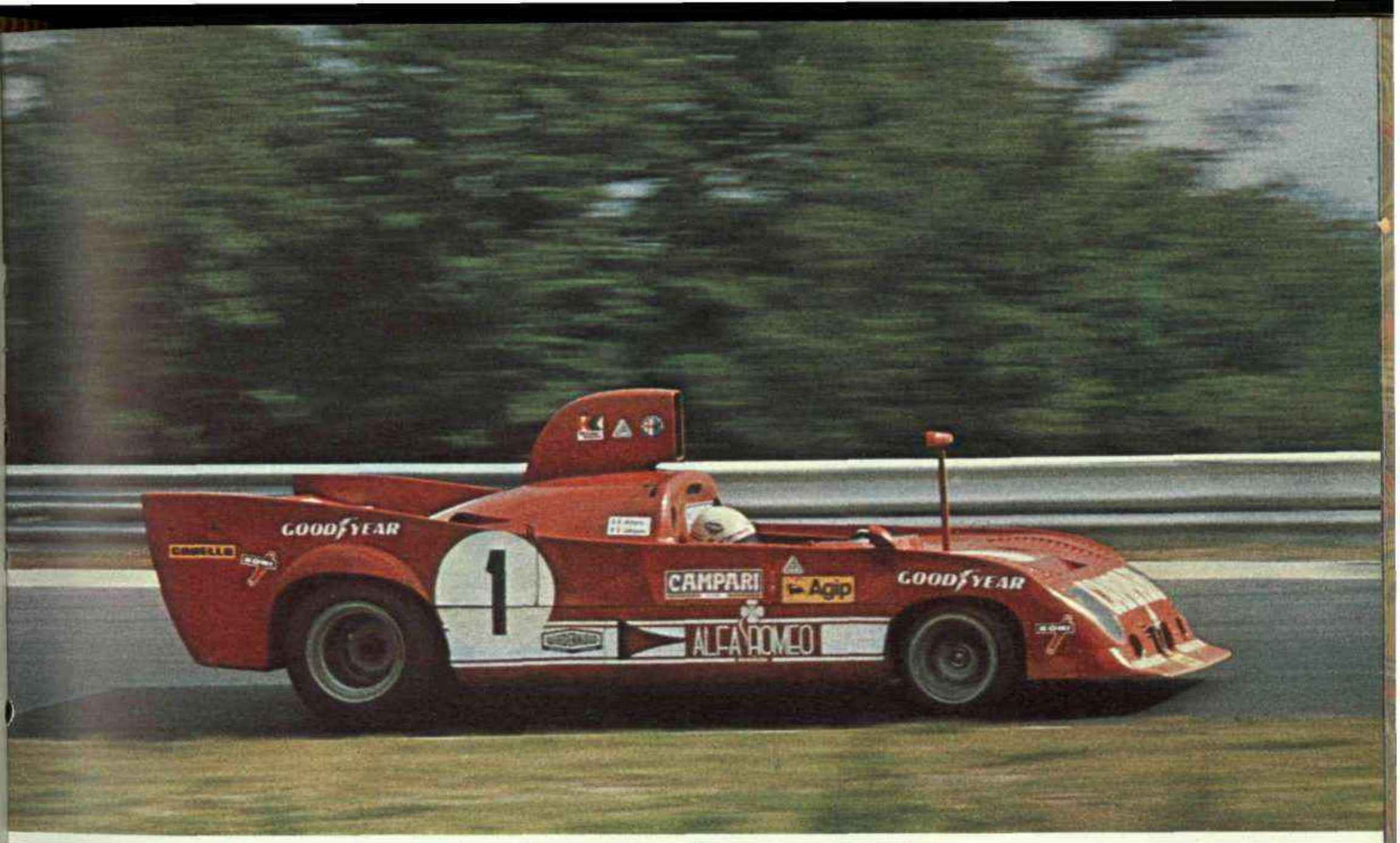


ALL THE OTHERS STOP SHORT

Don

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NURBURGRING 1000 Kms.

ALFA ROMEO triumphed in the long haul through the Eifel mountains, but only by hard luck on the part of the Schenken/Ganley Georges Loos Mirage-Cosworth DFV GR7 (driven by Schenken, below). The Merzario/Laffite 33TT12 (Merzario driving, above) took the lead just three laps from the end when the Mirage pit-stopped and went on to win by 40 sec. Martin Raymond's Team Fisons appeared with a brand-new Chevron B31 to replace their disappointing new Lola T380. Raymond (*left*) led the 2-litre class for a quarter of the race before pit-stopping with an oil leak from the Hart engine, which later forced co-driver Tony Goodwin to retire.







ACROPOLIS RALLY THE HOT, dusty, tiring Acropolis Rally provided the young German driver Walter Röhrl with his first World Championship win. He and Jochen Berger are pictured above in their Opel Ascona entered by the Company's Euro-Dealer Team. On the left is the Alpine-Renault of Greek driver Tasos Livieratos who achieved second place, best position of any Greek driver since the rally first attracted top class professional teams. Below is the business end of Waldegård's Lancia Stratos about to leave the halfway stop. The car was easily fastest but was stopped by trivial but vital electrical failures.





SCOTTISH RALLY UNBEATEN: The third consecutive victory for the new Ford Escort RS1800, and Roger Clark/Jim Porter's sixth outright Scottish Rally win came comfortably after the Stratos retired. Below: Tony Pond/Mike Broad's Opel Ascona was the first non-Ford home, taking fourth overall.

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BELGIAN GRAND PRIX

THERE REALLY ARE animated faces under those glass-fibre masks and their expressions at Zolder left their conversations open to conjecture. Clockwise: "You must drive in deep on the right at the hairpin", Vittorio Brambilla advises compatriot Lella Lombardi. "Have you bought a copy of Dr. Spock yet, Ronnie?" says Emerson Fittipaldi, soon to be a father for the second time, to Peterson, whose wife is expecting their first child. "If I win can I keep all the prize money, Graham?" asks a confident young Tony Brise of teacher Hill. "Look Tom, don't look so worried. At least you're not driving a BRM. And who is this man Brise, anyway?" Bob Evans (*left*) might be saying to Tom Pryce. "And then she said . . .", Patrick Depailler shares a joke with an amused Ken Tyrrell. "Nicki, His Lordship says he'll swap you three Tiger Moths, Towcester Race Course and a week's holiday at his ancestral home for a Ferrari flat-12 engine. Isn't that right, Harvey?"

SWEDISH GRAND PRIX NIKI LAUDA (*above*) won the 80-lap Swedish Grand Prix at Anderstorp on Sunday, June 8th, this being his third consecutive World Championship victory with the Formula One Ferrari 312T. Below, the Austrian is seen behind Carlos Reutemann's Brabham BT44B (No. 7) immediately before taking the lead on lap 70. Right, Tony Brise finished sixth in the Embassy Hill (No. 23) to score his first World Championship point. At the top of the opposite page Vittorio Brambilla's March 751 leads the field from Depailler, Reutemann and Jarier at the end of the second lap. Pryce (No. 16) is a lap behind, having already made a pit stop. Below opposite, Mario Andretti's Parnelli is seen on its way to fourth place.






Beta
9
TEAM USA
27
Valvoline



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Such extreme conditions call for a very special oil. BP provide it.

An oil with a viscosity range that enables it to protect his engine perfectly when it's freezing cold. And carry on protecting when it reaches maximum operating temperatures.

As a big international company, we at BP get involved in solving problems like this all over the world. And it's a crucial part of our job.

Hot, dusty deserts. Steaming swamps. Arctic cold. You name it. We've been there.

Over the years, we've developed oils for all kinds of engines in all kinds of conditions.

Not surprisingly, we've learnt a lot. And that's where your car comes in.

All the research and experience we've gained has helped us develop a superb oil for your engine. Super Visco-Static.

An oil that even in today's motoring conditions protects your engine more efficiently than ever before.



Next time you need oil, try Super Visco-Static. The oil that contains one very special extra ingredient:

Know-how.

BP Super Visco-Static.

We made it the hard way.

Mid-engined Monte Carlo from Lancia



This is the Lancia/Pininfarina idea of what the modern mass-production sports car should look like: mid-engined, yet practical and with an option of fresh-air motoring.

WHICH WAY is the sports car going? Ferrari, Maserati, Lamborghini, and our own Lotus have pioneered the mid-engined road car formula, setting new standards of road-holding and handling. Porsche succeed very nicely, thank you, with the rear-engine, rear-wheel-drive formula, having burnt their fingers with the mid-engined 914 series. But what of the motor industry giants? British Leyland, monopolisers of sports car mass-production in Britain, scotched their excellent mid-engined Rover prototype and, if the TR7 and impending new Jaguars are yardsticks, seem intent on sticking to conventional front-engine, rear-wheel-drive layouts. Datsun, sports car market penetrators with the 240/260Z, follow suit. British Leyland versus Datsun, the United States sports car market is their oyster, though for how much longer if their designs don't move with the times? From Italy looms a distinct threat sired by the huge Fiat conglomerate: the two-seater, mid-engined, Lancia Beta Monte Carlo.

Fiat tested the US market with the pretty, little, Bertone-designed, mid-engined X1/9. It had a wonderful reception in spite of the modest performance of its 1,300 c.c. engine. An alternative bigger engine in the same shell seemed the next logical move and indeed a prototype 2-litre X1/9 has been much in evidence around Europe in the hands of Fiat's Competitions Department for the last year. But it won't see production; instead Fiat commissioned Pininfarina to design a brand-new, mid-engined, monocoque shell and handed its production and development over to Lancia, utilising the sporting traditions of the famous *marque* acquired by Fiat in 1969.

The 2-litre Monte Carlo completes the Beta range and coincidentally with its introduction Lancia are to re-enter the American market, abandoned several years ago, using the new car as a brand leader. With the bulk of Monte Carlo production intended for the USA, whether the model will reach British shores remains a matter for conjecture. When Lancia introduced the car to us in Turin recently the word was that importation would depend on favourable Press reports and subsequent reactions from customers and dealers. The car proved such that unfavourable Press reports are inconceivable, while representatives of the British importers were equally enthusiastic. If it does come to Britain it will find direct competition from the forthcoming new 2-litre, mid-engined Lotus and the similar formula AC 3000; with prices for these two likely to be well over £5,000, the Lancia could well undersell them both should it follow the firm's current price-structuring.

In appearance there is nothing Beta Saloon or Coupé-like about the Monte Carlo, an almost "ugly-but-beautiful", low and stubby design stamped front and rear by the US-mandatory, impact-absorbing bumpers/body-work. The photographs tell the rest of the aesthetic tale, although a little unfairly; it is necessary to see the car in the metal to fully appreciate its exciting presence.

"Squashing" the amidships engine to save space by placing it transversely was easily achieved by using what is basically the same inclined engine/transmission unit as the front-wheel-drive Betas, the 1600 Coupé version of which was tested in last month's MOTOR SPORT. The cast-iron cylinder block is the same as that of the 1800 (1,756 c.c.) Beta, the bore being 84 mm., a longer throw crankshaft increasing the stroke from 79.2 mm. to 90 mm. to give a capacity of 1,995 c.c. The main effect of the enlargement has been to increase torque rather than power from this twin-overhead camshaft, Fiat straight-four engine: 120 b.h.p. DIN at 6,000 r.p.m. is quoted, the same figure produced by the 1800 Beta Coupé's engine at 6,200 r.p.m.; torque is increased from the Coupé's 15.3 kg. m. DIN at 4,500 r.p.m. to 16.8 kg. m. DIN at only 3,500 r.p.m. A decrease in compression ratio from the Coupé's 9.8 : 1, to 8.9 : 1, as employed in the Beta Saloon engines, is responsible for this emphasis upon torque rather than power. Otherwise the belt-driven twin-overhead camshafts, aluminium cylinder head with inclined valves and downdraught, twin-choke carburetter (a Weber 34 DATR/200 type in this case) are all familiar.

The only radical difference between the transmission of the Monte Carlo and the other Betas is that the gear-linkage approaches from in front rather than behind; the five-speed gearboxes with integral differentials are similar. Curiously, while the lighter Monte

Continued on page 769







One lady owner, 39,000 miles only, never...

Samuri's winning Celica

IF STANDARD of preparation reflects on performance, then the Toyota Celica GT driven by Winston (Win) Percy in the Southern Organs/RAC British Touring Car Championship just has to be a winner. Indeed it is and in the 1600 cc class the immaculate WIN 1 has WON 6 of the seven rounds it has started. As a result Percy is leading his class and lying third overall in the Championship, at the time of writing, with just five points separating him, Richard Lloyd in he Simoniz Camaro and leader Andy Rouse in the British Leyland/Broadspeed Triumph Dolomite Sprint. With six rounds to go, the nine best results to count and a remarkably high standard of consistency and reliability from Percy and the Toyota so far, the pairing stand a good chance of challenging for the coveted crown.

The orangy-red and metallic brown Celica is one of an identical pair prepared for the Championship by Samuri Racing of Kingsley Garage, Kimpston, near Bedford. By common consent they are the best turned out team of cars in the Championship. Percy's car is financed by Samuri, the second, driven by *Motor* scribe Rex Greenslade and numbered predictably REX 1, is supported directly by Toyota GB, the concessionaires owned by Pride and Clarke. Recently Bob Gathercole, the man behind the Samuri Motor Co. and its racing team, risked his pocket and the championship by letting me loose in Percy's car during a Silverstone Club circuit testing session. It survived!

If "Samuri" sounds familiar to many MOTOR SPORT readers they might recall the quite magnificent, tuned, Datsun 240Z Super Samuri tested in our July 1973 issue. That was prepared by Spike Anderson, then of Racehead Services, Harbury in Warwickshire and bore the same colours now adopted by the racers. Subsequently, Anderson was joined by Gathercole and the partnership formed the Samuri Motor Co., moving to the Kimpston one of Gathercole's two Bedford garages. Gathercole, former Marketing Manager on the retail side of Shell, numbers his own marketing and publicity company in Bedford and the post of Press Officer to, and a senior committee member of, the Aston Martin Owners Club amongst his other interests. He looks after Samuri's racing while Anderson largely concentrates on his forte of road conversions, 240/260Zs, Datsun Sunnys and 120As and Toyota Corollas and Celicas being amongst the Japanese cars he is adept at making perform way beyond standard.

Weymouth garage owner Win Percy was one of the country's best-known rallycross and autocross exponents before venturing briefly onto the tarmac circuits with his own Spridget. His Samuri connections began when he read an article I wrote about the Super Samuri in our sister weekly newspaper, *Motoring News*. As a result he became Anderson's and Gathercole's first customer to have a 240Z converted to that specification and last year was contacted by Gathercole to drive the firm's hairy "Big Sam" modsports 240Z. Percy proved to have as much form on tarmac as on the loose and in a magnificent season won the hotly contested 3-litre class in the Blue Circle Modsports Championship, believed to be the first time a 240Z has won a road-racing Championship outside the USA.

Gathercole saw the 1600 cc class as the most likely way to a Championship win this season, as Bernard Unett and the Avenger proved last year, and the very quick, 1588 cc, 110 bhp twin-overhead-camshaft-engined Celica GT as the best



Driver Win Percy with the be-deerstalkered Bob Gathercole flank the immaculate Celica GT and advertise this month's main event. Gathercole's immediate ambition is for his team to finish 1st and 2nd in class at the Grand Prix meeting. Above and right, the Assistant Editor tries to emulate Percy.

weapon to beat the Avenger at its own game. Those class wins and lap records at Oulton Park, Thruxton, Silverstone GP and Mallory prove a correct prediction, though Unett and Jenny Birrell are getting steadily faster and giving Win a run for his money. Surprisingly, the Penthouse-entered Alfa Romeo GT Juniors of Stan Clark and Tony Dron have yet to prove very competitive.

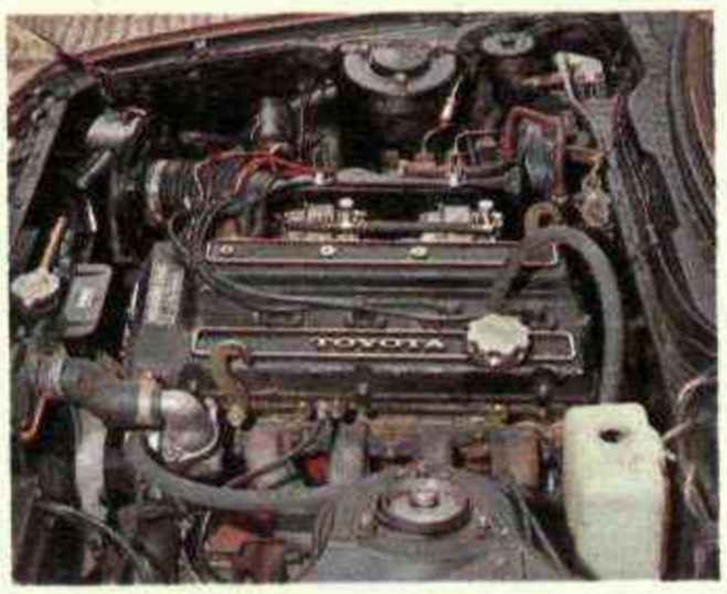
WIN 1 was originally prepared for the last few rounds of last year's Championship by John Markey, loaned by Toyota GB to Samuri to race this season at their own expense – and then totally written off when a tyre burst at South Bank in practice for the second round at Brands Hatch. With only a week to go before the next round, Gathercole desperately bought a 39,000 mile-old, one lady owner, Celica ST (the pushrod-engined model) for £800. Much burning of the midnight oil by his enthusiastic Kingsley Garage team to race-prepare and convert the car to GT specification was rewarded by a class win in that next round. Brands has been an unlucky circuit for the team – apart from that second disastrous meeting, the only other class win to go by the board was when the car was beset by understeer problems at Brands in another round and finally had a coming-together with Jenny Birrell's Avenger, demoting Percy to fourth.

The main credit for success obviously goes to the driver and certainly Percy has developed into a quick, safe, smooth, clean and remarkably consistent driver (only 0.2 sec variation in 25 laps of Silverstone club circuit in the last round!). But Gathercole heaps additional credit on Barry Hudson, his sort-of-honorary Team Manager. An ex-Broadspeed employee, like Spike Anderson, Hudson gives all his services voluntarily as a hobby, running the family specialised precision grinding company, Exhall Grinding Company, in Coventry, as a full-time occupation. Hudson is responsible for development, building the engines for both Samuri Celicas, final preparation and co-ordinating the mechanics, who include the enthusiastic 16-year-old Stephen Wiffin, the envy of the rest of his year at Technical College.

In those few races Markey tackled with the Celica last year, Gathercole reckons that the car was very quick in a straight line, but it suffered in the roadholding department. Now, he claims, they've developed a combination of power, cornering performance and reliability. And, even if the two cars are run on less money than any other team in the Championship, enthusiasm and concern for appearance help towards success: "Smartness doesn't cost money, just a gallon of T-cut and elbow grease."



Leather-rimmed wheel, bucket seats, Britax harness, roll-over cage and missing carpets transform the interior. Toyota's 1600 c.c. twin-cam, heart of success.



Apart from neat preparation and a good driver there's probably nothing special about the Percy car to produce such formidable results. In fact this Celica is considerably heavier than it could legally be, weighing 905 kilos against the homologated weight of 820 or 830 kilos. Hudson reckons there's no way he can see to reduce the weight any further, though Greenslade's car is inherently slightly lighter.

Two Broadspeed-prepared 1974 engines arrived with the Markey car at the beginning of the season, now split between the two cars. Both were stripped and rebuilt by Hudson, most of the effort going into sorting out the camshaft profiles, while Spike Anderson "fettled" the heads within legal bounds. Neither have been on an engine dynamometer, nor the cars on a rolling road, so Hudson's 135-145 b.h.p. is very much a "guesstimate". When the Percy car's engine was stripped and found legal by the RAC's Chief Group 1 Eligibility Scrutineer Peter Jowitt after Thruxton the team was thankful rather than dismayed: it meant that the engine was sealed for "free", and once sealed there could be no questioning its legality nor reason for success.

Question the builder of a Group 1 car about the secrets of roadholding and handling success and the answers never reflect the amount of detail work which has gone into the preparation. "Bushes and linkages are bog standard," says Hudson, "And we've 'messed about' with the coil springs on each corner. We've fitted Koni dampers all round and took a chance on the less strict new regulations saying that if a tyre punctures, no part of the body must touch the ground. Now we've got probably the lowest car in Group 1, but we had to tuck the exhaust well up to do it." In fact the standard Celica is pretty well endowed in the suspension department; the front has McPherson struts, while the coil-sprung live rear axle is well located by twin trailing radius arms and a Panhard rod. There is even a limited slip differential fitted as standard in the GT – allowed in the RAC Championship whether standard or not – though so loosely set as it comes from the factory that it's practically ineffectual. Listen to the 'clunking' as you manouevre the Percy car and you realise that this one is properly torqued up.

This day of testing was as much for trying a new carburation and valve specification as an excuse for letting out the Assistant Editor for one of his nowadays rare circuit sessions. Percy's engine so far this season has been running with the earlier small inlet valves rather than the current production, large, and homologated, big valves. For this occasion WIN 1 was fitted with REX 1's big-valve engine, with various adjustments made to cure a high-rev misfire which had plagued it. Our early lappery proved the misfire to have gone, so then the two twin-choke, horizontal Solex (made under licence by Mikuni Kogyo) carburetters with 32 mm chokes used so far this season were exchanged for the homologated 34 mm choke variety.

This Celica's well-laid-out interior is stripped of carpets, has additional oil pressure and temperature gauges, a huge, amber oil-pressure warning light, a battery master switch and starter button. All surprisingly civilised for a racing car, but such is Group 1. A folded towel and numerous anoraks had to be stuffed behind in the fixed competition seat before I could reach the controls. If the raucous, silencer-less exhaust sounds like a "real-racer", the engine didn't behave like one, trickling along the new Silverstone pits exit road at 2,500-3,000 rpm in third gear, yet picking up rapidly to the recommended 7,500 rpm maximum before hitting fourth gear prior to the "flat" left-hander at Maggotts.

With this 1600 engine the chassis has more than enough in reserve to cope without reaching the tight-rope of roadholding on the Minilite wheels and Dunlop Racing slicks. Round Maggotts there's sufficient neutral understeer to keep it stable and give positive steering over towards the left-hand braking and entry area for hairpin at Becketts. That same neutral to understeer keeps this Celica stable even when it is upset by the slight drop inside the kerb at Woodcote

Continued on page 770



When Billy Coleman comes off the mud at 100 mph, one thing he's not thinking about is his oil.



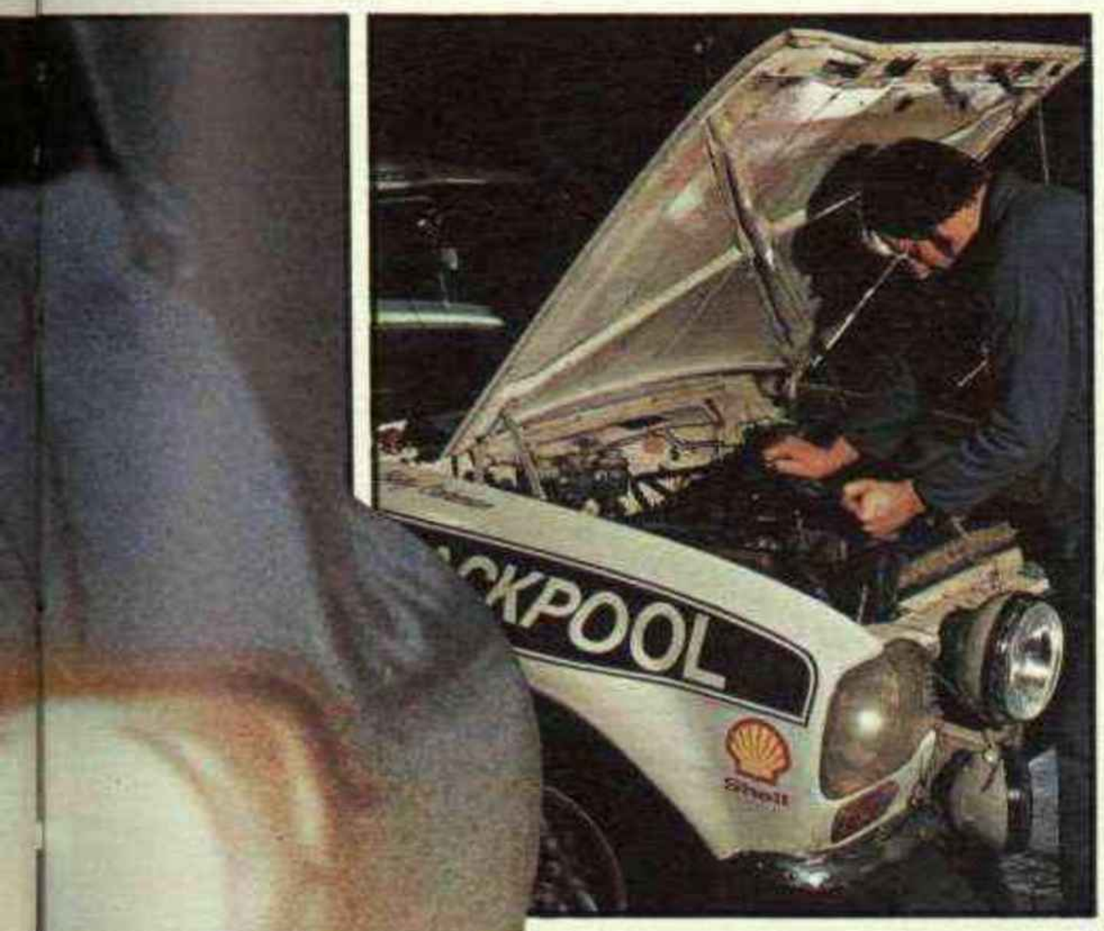
HOW THE EXPERTS DO IT
Nº4

Billy Coleman is a happy-go-lucky Irish farmer from County Cork – and he's also RAC Rally Champion, 1974. He won his first important rally, the Circuit of Munster, during his University exam week in 1968. Since then, he hasn't looked back. A visit to America took him out of competitions for a year but in spite of this, he's streaked to the top.

Billy isn't afraid to get his hands dirty. He built his first car himself. His second car was a rebuilt crashed Escort and again, it was all his own work.

Last year, Ford began to give him some help and now he drives an Escort RS 1600 works car.

He says "It's a rally driver's dream. It does everything right. It's a forgiving car. It has just the right power/road holding combination. Oil ? I take it for granted that Shell Super Multigrade is totally reliable".



"We checked the engine before the RAC Rally and the Ford Mechanic said it was unnecessary. It was going like a watch. I don't know how much Shell Super Multigrade has to do with that, but it's fair enough by me."



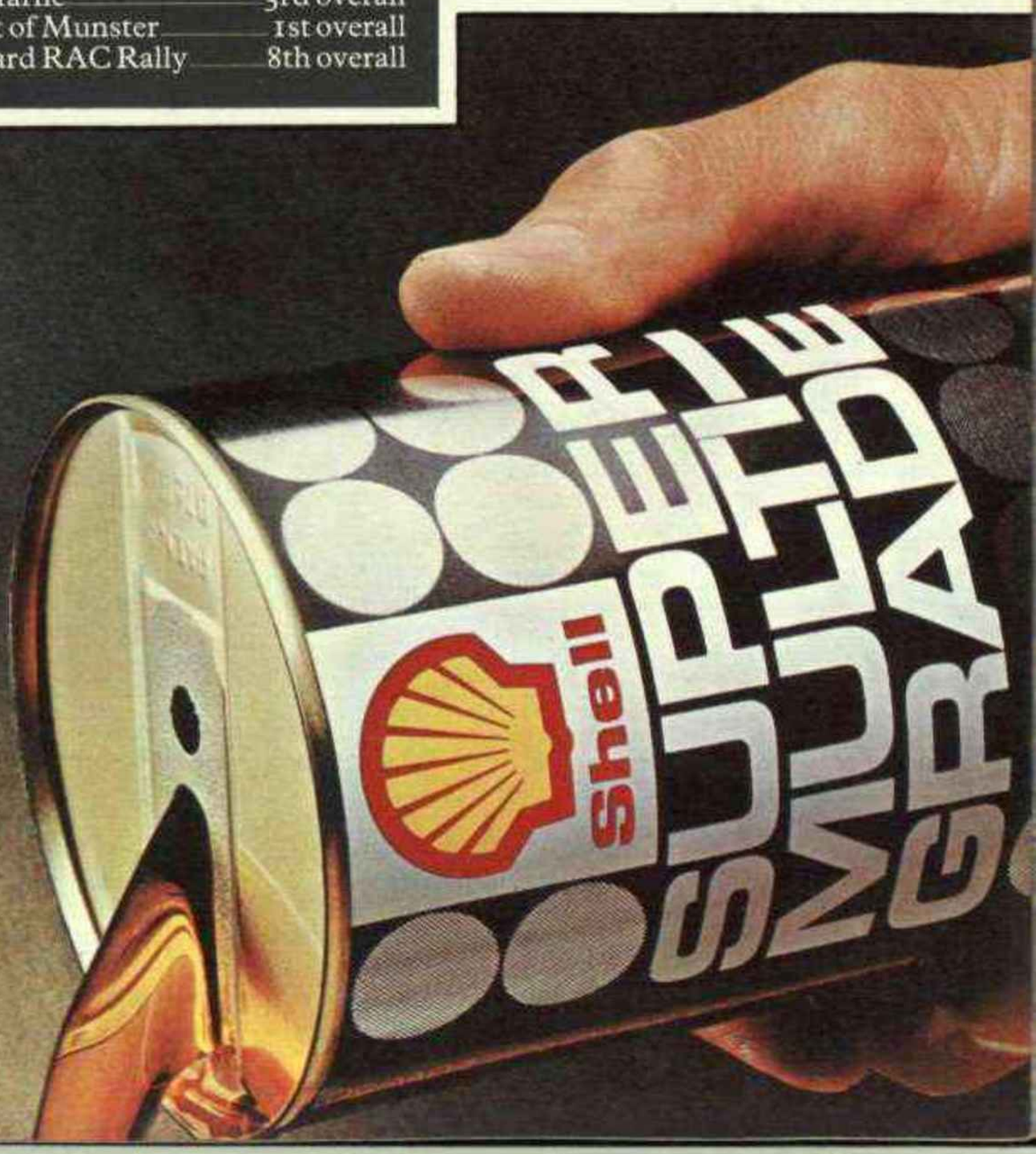
Billy's successes of last year look as though they're about to be repeated in 1975. He's already won the first round of the RAC Championship (Mintex Dales).

For the record, some of Billy's successes in 1974

Firestone Rally (Spain)	6th overall
Circuit of Ireland	3rd overall
Welsh Rally	2nd overall
Texaco Ireland	1st overall
Jim Clark Memorial	6th overall
Manx Rally	4th overall
Lindisfarne	3rd overall
Circuit of Munster	1st overall
Lombard RAC Rally	8th overall

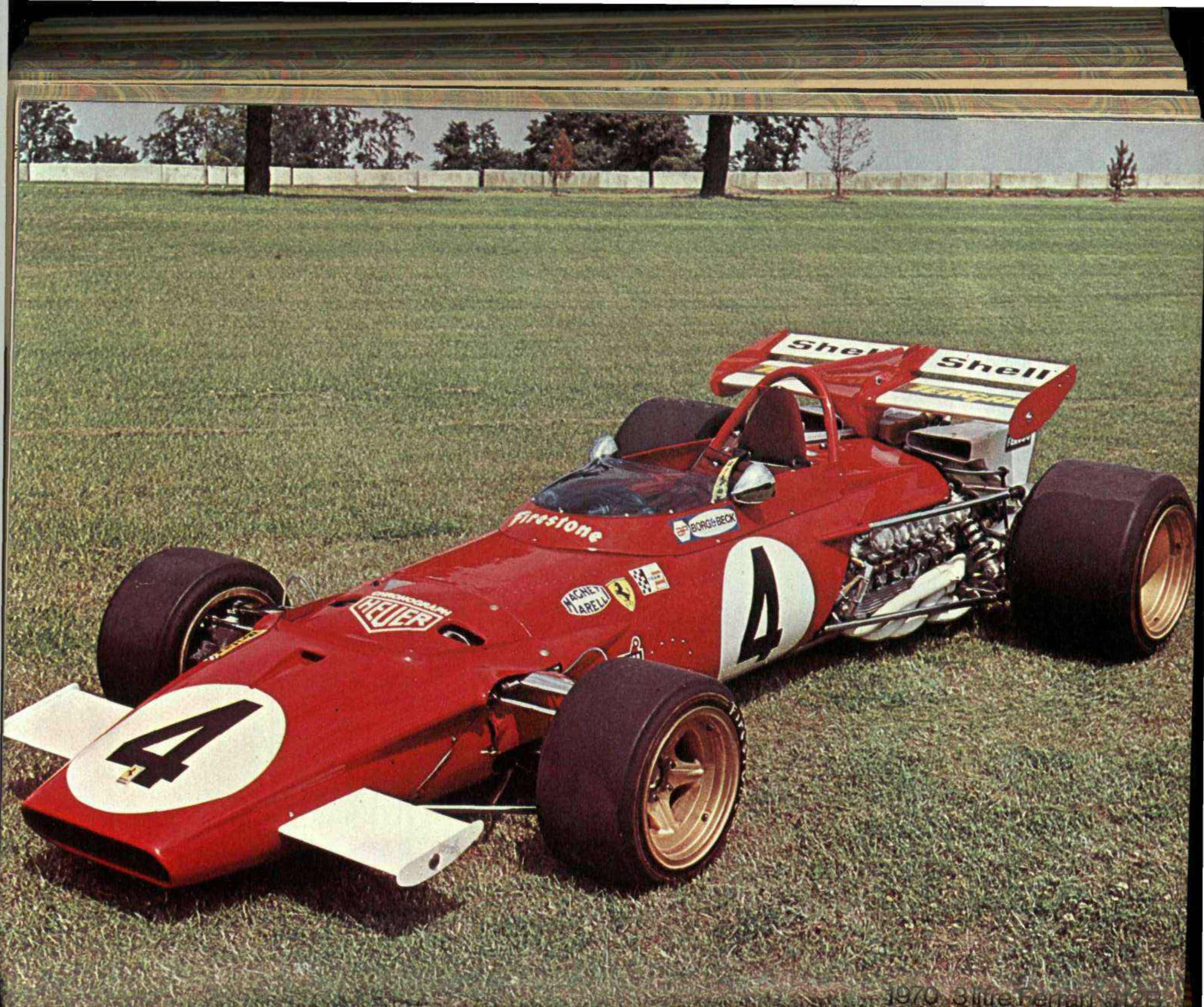


In rally form, Billy's RS 1600 has a top speed in excess of 115 mph/185 km/h and accelerates from 0 to 60 mph/96.5 km/h in under 7 seconds.



Be like the experts:

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1970 3 litre Ferrari 312

LANCIA MONTE CARLO

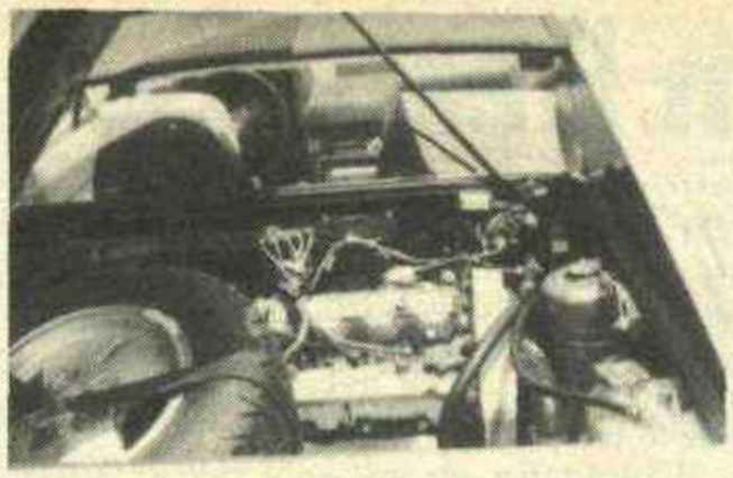
Continued from page 763

Carlo shares the same 2nd, 3rd, 4th, 5th and reverse gear ratios as the rest of the Beta range, bottom gear is slightly *lower*, at 3.750 to 1 instead of 3.5 to 1. A higher final-drive ratio (3.714 to 1 as against 3.929 to 1 for the 1800 Coupé) compensates for the choice of 13 in. diameter for those futuristic Pininfarina alloy wheels in place of the other Betas' 14-in. wheels. Their 5½J rims are fitted with 185/70 HR CN tyres. In essence the all independent McPherson strut suspension is similar to that of other Betas, though there are differences obviously necessitated by the configuration. Lighter weight has brought a reduction in size of brake discs from 251 mm. all round to 227 mm., while the idyllic weight distribution produced by an engine squatting between the rear wheels has meant that servo assistance is needed only on the front brakes.

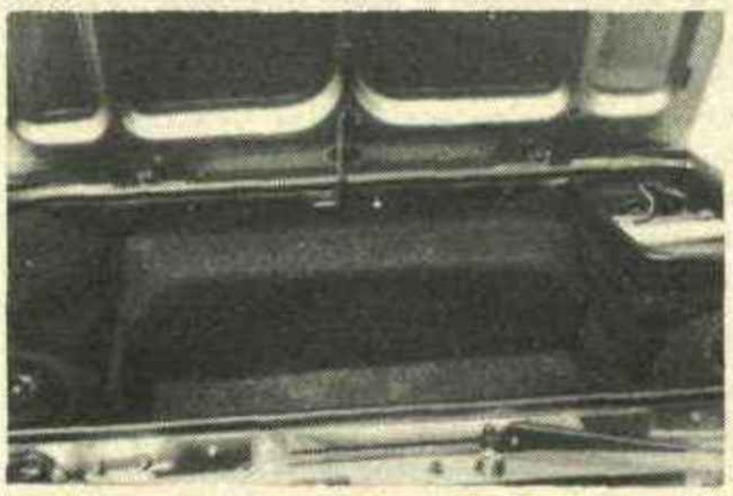
In terms of overall package, the Monte Carlo has to be one of the most practical and functional mid-engined two-seater designs to be put into production. It has more room in its comparatively huge front boot (which heat from the brakes and front-mounted radiator makes an inadvisable place in which to carry the Cassata Napolitana home to tea) than even the Maserati Bora and felt roomier in the cockpit too. If the occupants aren't too long in the legs there is room to stuff jackets and coats behind the seats and even a parcel shelf ahead of the sloping rear window as well as a facia glove locker. Space beneath the side-opening engine cover is so under-utilised, in spite of it being shared by the spare wheel, and accessibility so good that I can't help wondering just when Lancia intend to fit the four-cam V6 Dino engine from the Stratos . . . or even the flat-12 Boxer engine. Now *that* would be a motor car and a half.

Perhaps one of the most attractive features of the Monte Carlo—and one which ought to make British Leyland and Lotus think again about their new fixed-head cars—is its availability in cabriolet *or* fixed-head coupé form, the former surely a must for the US West Coast market. This convertible facility, a Pininfarina patent, is absolutely brilliant, yet simple: instead of the "Targa" panel which has to be removed and stowed in the boot in the case of the Porsche Targa, Dino 246GTS and X1/9, there is simply a canvas top with two rubber stiffeners which rolls up and disappears completely into the roll-over bar. So neat!

Thanks to Fiat and Lancia I have almost become a regular guest in the Fiat-controlled Hotel Principi de Piemonte, Turin, to whence our party for the Monte Carlo introduction had been taken from London by the route I dread: air to Milan and then the long, dreary coach journey from Milan to Turin. In the evening, dinner in the fascinating Lancia Bar in Turin, where dummy Lambda radiators and Lancia competition photographs grace the bar, drinks are taken in button-back seats set in Edwardian car body shapes, ancient Lancia advertising posters decorate the walls and on this occasion a Lancia Stratos filled the showroom window. Behind the bar is a restaurant, though we ate in an exclusive, if musty, old wine cellar deep in the Bar's bowels. The point is, this place is a profitable venture, open to the public, who pay to be indoctrinated in Lancia lore. Renault have a similar place in the Champs-Elysées, I believe, so how about making those expensive British Leyland showrooms in Piccadilly pay for themselves, Mr. Benn? Sorry, Varley.



The transverse, mid-mounted layout of the 2-litre Fiat twin-cam engine and the deep front boot.



Lancia value their history, the highlights of which are encapsulated in their splendid, if compact, Vincenzo Lancia Museum at the Turin plant. From the 18-24 HP Lancia Alfa of 1908 through the original Beta of 1909, Theta, Trikappa, Lambda, Dilambda, Artena, Augusta, Aprilia, Ardea, Appia, Aurelia, Flaminia, D24 Carrera, the 1955 D50 Formula One car, to Munari's 1972 Monte Carlo Rally-winning Fulvia 1600HF. But the Stratos which won this year's Monte to give the new mid-engined Beta its name is yet to be pensioned off into this hall of history.

We gathered at the Museum to be briefed by Cesari Fiorio, Lancia's Competitions Manager, before heading out on a 139-km. route to Lancia's recently-opened Verrone manufacturing plant, near Biella, in the new Beta HPE, an estate car version of the Beta Coupé, of which more elsewhere.

The Monte Carlos awaited us at Verrone and a colleague and I cut our teeth in a bright red fixed-head coupé on the way to lunch at the Shaker Club on Lake Viverone. We were impressed, not least by the comfort of the cloth seats, standard in the fixed-head, but we coveted a soft-top (vinyl seats standard) in the sunny weather and swapped cars with a journalist who coveted our cloth. It was a mistake. Some 60 km. of very fast driving later the happy bark of the twin-cam engine deteriorated into a tractor-like roar when the exhaust manifold gasket or the flange blew. We're not sure which because an over-enthusiastic Lancia man had broken off the the flimsy, plastic, engine-cover release lever in the driver's door shut-face. Whichever, it caused the engine to lose its urge at the top end of the scale and our misfortunes were added to when, off route up in the mountains and 100 km. from our Turin destination, we noticed that the fuel gauge was dangerously low; unlike the other Monte Carlos, our second car had been round the route once in the morning, after which nobody from Lancia had bethought himself to refill the 59-litre tank. Nor had we any lire . . . and we were running late for the return flight. We were not very happy as we featherfooted noisily along the autostrada into the Turin rush hour and, with the roof open, into a sudden thunderstorm.

Actually I wasn't too unhappy, because the first 60 km. before the manifold incident had been part of my share of the driving and in them the Monte Carlo managed to create an impression which has been surpassed by few sports cars. It was not that the performance was electrifying, though it is certainly good (0-100 k.p.h., 62 m.p.h., is quoted as 9.3 sec. and the standing 400 m. takes 16 sec.), just that the exceptional handling and roadholding allied to a perfect driving position and splendid comfort made the car feel like an extension of myself. Such road cars, of which the latest Porsche 911s and the Dino 246 are two, are rare indeed.

Apart from being exceptionally comfortable, the Monte Carlo's interior is neatly contrived and upholstered. The brightly coloured instruments, including sliding scale minor gauges, are exceptionally clear, the pedals and short gear-lever ideally positioned and Fiat-type steering column controls functional. Otherwise good visibility is spoiled in the three-quarter rear position by those fins.

The engine is relatively noisy (pre-blown manifold) for a mid-engined car at low speeds, but this cacophony disappears astern as speed increases. The gearchange is very good, better than the Beta Coupés I've been driving recently, but the new bottom gear feels too low. Its only benefit would be for the traffic-light grand prix man, to overcome the effect of good rear end traction; the Beta Coupé can use a higher ratio because wheelspin acts as a clutch in heavy-footed starts. Speeds in the gears are: 1st, 45 k.p.h.; 2nd, 80 k.p.h.; 3rd, 120 k.p.h.; 4th, 155 k.p.h. The claimed maximum speed is "over 190 k.p.h.". Nearer 200 k.p.h. with the roof closed is more likely. On the other hand, this 2-litre engine is totally untemperamental and flexible, an exotic car with the amiable disposition of a family saloon.

The rack and pinion steering is light, sensibly geared (unlike other Betas) and positive, the brakes magnificent in performance and feel though the pedal eventually developed slight sponginess. Cornering powers are exceptional and well within the limits of the present power output, indeed approaching Dino standards. Neither bumps nor wet patches in mid-corner seem to upset it. Characteristics are biased towards understeer and only some exaggerated driving on and off the throttle in second and third gears through a sequence of mountain bends could make the tail start to move at all.

Fiorio told us that he had plans for the Monte Carlo in competition once the Stratos programme had finished. Unlike the stark, light, Dino-engined Stratos, an homologation special if ever there was one and which Lancia refuse to sell to ordinary members of the public (though they are reputed to have a few hundred stashed behind the Turin factory), the Monte Carlo is a properly-appointed, practical road car. To make it fly in rallying it is going to require some fairly extensive help from Ferrari . . . as it stands the Monte Carlo is very much a poor man's Boxer in concept and behaviour and for competition purposes perhaps my Boxer engine idea isn't so ridiculous after all, if it can be homologated.—C.R.

Letters from Readers

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

MG-C and Jaguar Spares

Sir

I was concerned to read your article entitled "MG-C and Jaguar Spares" in the May issue of MOTOR SPORT and in particular your comments on the so-called disposal of parts for various non-current Jaguar and Triumph models.

All the models you refer to in the article are those which have a low vehicle park; *i.e.* there are very few left on the road either because they have been out of production for a number of years or else they were only built in low quantities. Consequently they tend to be models for which there is only a low level demand for parts, which means that in the long term it is economically impossible for a manufacturer to offer every part at what the public would consider a "realistic price".

At some point in time, therefore, a decision has to be made to phase out existing supplies of a particular component to allow space for newer and more often needed parts. Such a decision is only made when the demand over a given number of years has fallen to the extent that the cost of maintaining a stock of a given component to meet such a low volume of demand would put the price far beyond what most people would term a "realistic" figure. While there is sufficient demand, however, the part will continue to be made available regardless of age, although demand naturally falls with age.

When the vehicle in question is termed a collector's item we are perfectly willing to give a specialist club or one of our own dealers and distributors the chance to purchase the old stock before it is sold for scrap. I would point out, however, that in the past there has often been no response to such a move, and even when someone has been interested they have often only purchased 5 or 10% of the available stock, leaving us no alternative but to scrap the remainder.

By definition, we will only "scrap" a part when there is no longer sufficent demand for it, be it through our regular distribution channels or through organisations such as the TR Register. As a parts operation, we are naturally keen to sell parts and would obviously much rather help the collector in his bid to keep the famous *marques* of yesterday alive than resort to the financially unrewarding alternative of scrapping. As the everyday costs of running a parts service increase and new model parts make demands for warehouse space, however, there has to come a time when parts for older models have to take second place, and it should be remembered that the current pressure for rationalisation of the Corporation's products applies equally to parts as it does to models.

In conclusion I would add that parts for Jaguar, Rover and Triumph cars are made available for longer than any other major manufacturer in the UK. Furthermore, in response to your much appreciated comment that British Leyland is the only big manufacturer with any models worth keeping more than 10 years, you might be interested to learn that before long we hope to announce a scheme which will actually give the owners of many old British Leyand models a dramatic saving in terms of the cost of maintaining their cars.

Cowley, Oxford

ROGER ARMSDEN
Public Relations Officer
British Leyland
Parts & KD Division

[A reasoned answer to my deliberately provocative article. British Leyland's predicament is real enough, but there must be a better solution for reasonable disposal and safeguarding of these invaluable spares. Any sensible ideas?—Assistant Ed.]

Lotus Philosophy

Sir,

If my experience of a Lotus is anything to go by, you will already have been inundated with advice in reply to Mr. Ratcliffe's enquiry as to whether he should contemplate buying a secondhand Elan +2S.

I made the mistake of buying a new +2S 130/5 in April of last year, and the faults to date are as follows:

VGN 115M: Date of purchase, April 6th, 1974
Pre-delivery inspection revealed that the valve clearances had been incorrectly set.
On delivery the following faults were noted:
1. Doors incorrectly hung.
2. Clock not working.
3. Horn not working.
4. Rear screen warning light inoperative.
5. Cigar-lighter inoperative.
6. Oil leak into driver's footwell.

31.5.74—3,000 miles:
Gearbox seized. Car returned to Norwich and faults corrected under warranty.

23.8.74—7,384 miles:
Gearbox seized again. Repair carried out by Agent.

14.10.74—9,177 miles:
Car returned again to Norwich. New gearbox fitted under warranty.

29.10.74—10,000-mile service
It was found that the wrong carburetter jets had been originally fitted to the car.

13.3.75—13,500 miles:
Rear hub bearings collapsed and replaced.
Rear drive-shaft couplings found to be cracked and replaced.
Engine required decarbonising.
Valves replaced.

Total mileage to date : 15,975.

I can assure you that it gives me no pleasure whatsoever to denigrate what is after all supposed to be a top-quality British product, but so far correspondence with Lotus has evoked little response or concern. If this is the standard of the car that they are accustomed to manufacture, one wonders whether it can be long before they also succumb to the tender embrace of the Benevolent Fund for Failing Enterprises to which we all so generously contribute.

Almost the worst part of owning a Lotus is that when the wretched thing is actually working properly, it is a delight to drive and fully lives up to one's expectations, but unless Mr. Ratcliffe enjoys spending as much time under his car as in it, I would reluctantly advise him to look elsewhere.

London, SW7

P. K. CAMERON

Sir,

In reply to Mr. Ratcliffe's question in the April edition of MOTOR SPORT, my thoughts on the Lotus Elan might be of interest.

I have owned a Lotus Elan S3 SE for the past year during which I covered 18,000 miles without any major faults developing.

My friends advised me that I would be buying a "plastic toy" that would need constant attention and much money lavished upon it to keep the vehicle in good condition. This I have proved to be a false impression.

The specimen I acquired was built in 1967 and had covered some 79,000 miles but due to the glassfibre body construction looked very good, having just had a new hood fitted.

The most important factor to remember

SAMURI'S RACING CELICA – continued from page 765

apex and Copse can be taken on practically any good or bad line without the tail becoming ragged; it remains manouevrable even near the limit, essential if you're in "traffic". Try too hard at Becketts (and which is the right line round that silly hairpin?) and the tail comes round, easy enough to catch even if you're half asleep. It must be a difficult car to spin.

Steering felt hard work, largely because of my poor driving position, a bit low geared and not the most delicate of arrangements, explained when I looked under the bonnet later to find a steering box when I'd expected a rack. On the whole it is a very well balanced, safe and forgiving car, easy to drive quickly. The only disconcerting habit is a tendency for the tail to twitch under heavy braking for Becketts. The front discs (which have their dust-covers removed and de-glazing grooves cut in them) are stopped by Ferodo DS11 competition pads, but there are no competition linings available for the rear drums; I think that the more instant bite of the soft linings must cause that uneasiness.

Only four of the five available gear ratios are needed for racing, the fifth being an overdrive and for four events that 39,000 mile-old ST four-speed gearbox, with identical ratios, was used successfully. The gap between second and third is a bit gross and for Becketts an in-between ratio is needed, second being too low and third too high, though whichever gear is used this Celica pulled 7,500 rpm in third at exactly the same change-up point on the straight. This Castrol-lubricated, Pirhana-ignited, little twin-cam unit revs magnificently and happily pulls 7,000 rpm in fourth into Woodcote on the small carburetters, 7,100 to 7,200 rpm with the big carburetters. On those small carburetters Win lapped in a bit under 1m 11 sec with me down to 1m 11.5 sec after just four laps, which shows just how easy the car is to drive. In fact with the small valve head Win had lapped in 1m 10 sec in the race a couple of weeks before. Once "in the groove" with the big carburetters in place, Win gradually reduced his to 1m 9.1 sec, well inside the lap record. In the few laps I did with that set-up I stuck at 1m 11.4 sec, my excuse being that Bob Gathercole had just pointed out that Lloyds had refused to insure the car for me!

The fact that Win, myself and his West Country special saloon car driving friend Brian Cutting completed no less than 88 laps that day without protest from this Toyota speaks adequately about its reliability. This small, unsponsored Samuri Racing team can be justifiably proud of its preparation and achievements; a win in the RAC Championship would be well-deserved. – C.R.

when buying a used Lotus is that the engine should not have done more than 40,000 miles since a major rebuild, since when driven hard as most are, 50,000 miles is their useful life. The rule is therefore either buy a low mileage example or one that the engine has just been rebuilt. Old "twin-cams" are very expensive to rebuild.

Apart from the engine there are no major areas of concern since most components originate from either Ford or Triumph. The trick is to buy these particular components such as brakes and clutch hydraulics, front suspension components etc. from their respective dealers hence eliminating the Lotus mark up!

Over the year, maintenance has involved only the replacement of disc-pads, driveshaft couplings (buy Hillman Imp), exhaust front pipe and oil changes.

The carburetters have been tuned about three times with the "O" rings being replaced once. Colortune makes this tune-up a joy.

Fuel consumption is about 25 m.p.g. in town and 30-32 on a run (3.55 diff. ratio) and 26 m.p.g. being obtained whilst towing a small sailing dinghy loaded with camping gear on a run from London to the West Country (Lotus offer a tow-bar which locates onto the rear of the chassis).

As has already been said in MOTOR SPORT, the performance is most excellent, prompting W.B. to write "It is a car which keeps young men young and makes old men younger and is one of the few cars which can average 69 without exceeding 70 m.p.h." That was in 1966. In these troubled days read 59 and 60 m.p.h.!

Southgate N. J. BLACKMAN

Sir,

I would advise A. F. Ratcliffe—May issue—that Elan ownership can involve a considerable amount of DIY activity but can result in motoring enjoyment presumably only surpassed by a Dino or 911S although I have not driven the latter cars and can only go on reputation. It was, after all, reputation that influenced my choice of an Elan (S4 D/H with Strombergs) for D.S.J. once said "give up smoking, give up drink and sell the wife's fur coat to buy one—you will not be disappointed", and he was right!

Now the bad news: The twin-cam engines leak oil and it takes a lot of patient work to cure this; the addition of a cam box breather seems to help. The handbrake system needs frequent attention to maintain a reasonable brake and handbrake pad replacement is expensive, in fact the rear disc brake assemblies can prove troublesome, receiving as they do more road dirt than the fronts and I once experienced seizing of a hydraulic piston. The dirt shields on later models hide the rubber drive doughnuts which I prefer to inspect at frequent intervals, a total failure would be too exciting for my liking! Rear hub bearings can suffer from dirt ingress, mine failing at 28,000 miles and the renewal was an involved procedure. The later ones do have improved sealing however.

Up front the steering swivel bottom trunnion bushes may show wear; do not despair, Triumph Herald parts are easily fitted. Examine the chassis front suspension anchorage where welded to the side-members; I have known an example of fracture at that point. Obviously look for chassis straightness. Tyre wear should be absolutely even on all four wheels, the rears wearing quicker and perceptibly flatter in cross section.

I thoroughly recommend an Elan and you may or may not believe the following figures I obtain with my 2-seater: Maximum speed 120 m.p.h. indicated, with acceleration to match. Cruising speed 95 m.p.h. indicated. Touring fuel consumption 33 m.p.g., better on some journeys.

I do not think anything compares at the price—just look at MG-B performance figures, a car which doesn't have a rust-free body or Lotus cornering ability. Buy one and good luck.

Co. Antrim E. G. FIDDAMENT

Sir,

I was astonished to read Mr. Ratcliffe's letter concerning the Lotus. My own Elan has now covered 115,000 miles and has just been stripped for its first major rebuild. Apart from a new differential at 80,000 miles it has only had normal servicing and replacement of routine items like tyres, brake pads, doughnuts, etc., whilst the engine, clutch and gearbox are exactly as they left the factory. It does not need constant tuning but will run "rough" if driven in traffic for long periods.

Regarding points to look for in a second-hand one, I think that, apart from the normal careful inspection and road-test, the following checks are most informative:

1. The recommended oil pressure of 40 lb. p.s.i. (hot) must be maintained (and fit the uprated, 60 lb. pump at the first opportu nity).
2. Careful inspection of the chassis for rust, kinks or distortion.
3. Careful inspection of the body for cracks around the stress points, and "star" cracks.
4. Inspection of the rear calipers for full piston movement.

Lastly, drive the car as it was meant to be driven, on long, fast, cross-country trips. If you must drive to town every day, buy a Mini, it will be cheaper in the long run.

Market Harborough A. GREEN

[These are but four letters from a very heavy correspondence in reply to Mr. Ratcliffe's query as to the wisdom of buying a Lotus. The unpublished letters have been sent on to him; the majority suggest that if you are prepared to do a certain amount of DIY maintenance, there are few cars as satisfying as an Elan—as one correspondent has it, "I do not think anything compares at the price—just look at the MG-B performance figures, a car which doesn't have a rust-free body or Lotus cornering ability". We are gratified that MOTOR SPORT has so many readers with first-hand experience of the Lotus, whether satisfactory or otherwise.—Ed.]

Camargue Styling

Sir,

Your critique of the Rolls-Royce Camargue (April) raised more than a simple smile when you suggested its styling resembled Lady Penelope's dummy Rolls-Royce in "Thunderbirds". As one of the people who worked on that television series, I do sympathise with your distress at the Camargue's lack of elegance.

After all, Lady Penelope's Royce was intentionally preposterous in design; on the other hand, the Camargue . . .

As far as the "International" appeal in styling is concerned, Britain is the home of many brilliant designers who can produce matchless elegance. And many foreign buyers used to find the styling of Mr. Osmond Rivers, Chief Designer of the much lamented Hooper & Co., very much to their tastes. The appeal of the English classic line has not diminished.

About the only opportunity remaining, for special coachwork, is on the Phantom VI chassis but, most unfortunately, it is now many years since Rolls-Royce possessed that overwhelming majesty and lithe elegance which was the mark of the masterpiece. A sad decline from past grandeur.

Toronto, Canada. GARRY COXALL

Hidden Extras

Sir,

The iniquitous £40 car tax must inevitably mean that more people than ever will resort to paying in 4-monthly instalments. As usual, for reasons best known to the powers-that-be, 10% extra is charged for this doubtful privilege, resulting in an annual outlay of no less than £44.

This leads to speculation—suppose, for the sake of argument, that three million car owners feel disinclined to fork out £40 in one lump sum; this means a Treasury rake-off of £12 million *extra*. Some "handling-charge"!

This surcharge is always a nice, round, 10%, but in real terms, the additional charge has jumped from £2.50 to £4.00—an increase of 60%—why? The car tax is settled by the Chancellor of the Exchequer as being a certain amount for a year, and the legality of the surcharge for paying in instalments is, to say the least, questionable. It is one of those "hidden extras" that we have grudgingly accepted for years and years, but the sum involved is no longer trivial. It is high time this racket was stopped once and for all—how about some action, AA?

Stirling D. R. HARDIMAN

Car Taxation

Sir,

I read with interest your Editorial in the May issue concerning the increase of the British car licence tax. This is quite an unfortunate increase, but your idea to return to a sliding scale system based on the size of the engine would be I am afraid an even greater misfortune. In Belgium we have lived under such a system for several decades; in fact we had the most discriminatory system in, I believe, the whole world, as the biggest cars paid twenty times as much tax as the smallest ones. And recently, in the panic created by the fuel crisis, this already incredible difference has been increased by up to three times, so that now the two ends of the scale are in the ratio of one to sixty.

Here are what we pay now for a year's tax:

Smaller cars under 750 c.c.	£9
Two-litre cars	£41
Three-litre cars	£96
Four-litre cars	£293
Eight-litre cars	£522

I agree this is ridiculous but that is what the people's representatives voted on 20th December 1974; the law was published on

31st December and enforced the next morning on 1st January 1975.

You can imagine what an uproar of protests this caused from the car owners, users, dealers, importers, manufacturers, and associations, to no avail of course, except that, by a request of one of the old car clubs, the very low "antique" tax of about £2.50 was extended to cars 25 years old, as previously the limit was 30 years.

I feel the only honest system is to have the same tax for everyone, which would represent the right to use the public roads, and cover the costs of the administration for issuing licence plates, log books, and tax payment forms, plus the filing of all this. The person who very seldom uses a small car will benefit in lower petrol, maintenance and depreciation costs, while the heavy user will pay his share in higher costs, all of which are subjected to a tax. The government should not be overruling and decide what and how we should drive, trying to attain this by tax manipulation, used almost as fines for offences.

Please continue your fight for the preservation of the motorist's own responsibility of choice of vehicle, and of safety measures.

PATRICK VAN DER STRICHT

Brussels

[We certainly need some concession for pre-war cars used only occasionally.—Ed.]

Variable-Belt Transmission

Sir,

It would appear a little fanciful to ascribe DAF antecedents to the Rudge Multi (D. N. McCaskill). In fact Rudge had a rival in the Zenith Gradua which achieved the same results but with different mechanics, *i.e.* the rear wheel was shifted bodily to take up belt slack. In the up-shot, it was a blind alley as direct belt drive succumbed to the countershaft gearbox.

Surely, a more obvious derivation is from the industrial variable speed "v" belt gears that have been in production a good number of years. Such units have been offered by a number of the "v" belt makers under various trade names and applicable to all manner of industrial and process plant where an infinitely variable drive was desired, the prime mover being, usually, an electric motor.

It is surprising that, apart from one or two moped type of two-wheelers, no-one else seems to have tried to exploit this type of drive, in the automotive field.

Potters Bar W. R. FINCH

[But see elsewhere in this issue?—Ed.]

Sir,

With reference to a letter by Mr. D. N. McCaskill in your May edition concerning the origins of the DAF transmission, firstly I would like to point out that the Rudge Multi was being sold in 1912 and actually won the senior TT in 1914. The Zenith Cradua, which has a somewhat similar transmission, dates back to 1908. However, neither of these were automatic. Prior to the 1st World War there was an automatic expanding pulling gear known as the Philipson Pulley, which became quite popular, though its range of gear ratios was comparatively small. One had a crude method of over-riding the automatic operation, for by applying some pressure with one's foot on the governor box one could instantly lower the gear ratio, as under these circumstances the pulley flanges would open. When using one myself, I was in the habit of nailing Ferodo brake linings to the instep of my left boot!

However, I would like to point out that the Blériot Whippet cyclecar had an expanding pulling gear in the early 20s. When I bought up the remnants of the Blériot Whippet venture I had several of these machines, one of which my father drove for many miles and with great satisfaction. The weakness of these early infinitely variable gears was that one had to use a belt fastener, as there were no suitable endless belts, and these inevitably tore out.

Cheltenham R. S. PEACEY

Support for the 2.5 PI

Sir,

I feel I must protest against the derisory remarks often made about the Triumph 2.5 PI. I have owned a Mk. 2 version of this car since October 74 and I certainly will not hesitate buying another one when the time for replacement is due.

The only trouble to date has been a plug fouling due to one pair of butterflies not being in synchronisation with the others, and a rear hub bearing giving up the ghost.

As for the supposed uneconomical fuel injection system, well, I have had no trouble in this area at all. Initially fuel consumption was around 23 m.p.g. dropping to 19 m.p.g. when running on 5 cylinders (plug fouling). But in February I fitted a Piranha ignition system and since then fuel consumption has not been less than 25 m.p.g. and in some cases 27-28 m.p.g. Not bad for a 2.5-litre motor car.

I average around 250 miles per week and take delight in "blowing off" boy racers when the need arises, so it isn't all pussyfoot motoring. My mileage is done in heavy town traffic when driving to work and in country lanes and motorways when socialising, this representing a fair cross-section of road conditions.

In my opinion Triumph have phased out a superb motor car.

I have no connection with Triumph or Piranha but I can certainly recommend both these products.

Manchester M. IHNATENKO

The Series 3 E-type "Six"

Sir,

With reference to your article "Jaguar E-Type" in the May issue of MOTOR SPORT, I thought you would be interested to know that I am lucky enough to have acquired the only production model of the Series 3, 6-cylinder "E" Type you mention in your article.

The car, Chassis number 1S 50106, was first registered 9th February 1972 by Jaguar Cars Ltd., Allesley, Coventry. They then disposed of it in October 1972 when I acquired same. The vehicle's registration number was originally CHP 678K, but now bears my personalised registration number TED 20.

The car is in regular use, but does not cover a high mileage, being a third car. In my opinion I feel it is probably the best Series III, having twin Stromberg carburetters (American emission specification engine). The performance is not staggering, but most adequate, coupled with miles per gallon figures exceeding 30 on a long run and "round town" in the region of 23.

I am most pleased with the car and a very proud owner and hope it continues to serve me for the rest of my motoring life as well as it has for the past 2½ years.

Frome, Somerset E. R. CREW

Not-so-overpriced Undesirables

Sir,

I may be able to help Mr. Haworth about the question of "over-priced undesirables?" in your June issue.

I have a small collection of older cars which I have built up over the years. Amongst them I have a 1953 Hillman Minx and a 1954 Ford Zephyr. The Hillman I bought from a local garage, the Ford through MOTOR SPORT. Both were bought about two years ago. On both occasions I paid what was asked because I thought that both were a sound investment. I have been offered nearly twice what I paid for the Hillman and have been stopped by a fellow enthusiast who offered me £300 more than I paid for the Ford. I turned down both.

Personally, I don't consider any car undesirable and derive as much pleasure in cleaning and driving my Silver Dawn as cleaning and driving the Hillman.

Parkgate, Cheshire GEOFFREY BOSTON

Requiem for a Dying Breed?

Sir,

Motor racing improves the breed. How often have we heard that oft-used cliché and how often have we observed this to be fact? In the past fifty years we have seen many makes of automobile heading the field of international races with remarkable success finding that these racing machines were progenitors of sophisticated road cars whose performance and handling were mirrored by the lessons learned from competition. Teleologically speaking the foregoing statement is not exactly correct as the road car had to come first and racing was an excellent method of proving the machine both to the manufacturer and, if it was successful, to the public.

One make of car that grew in stature from this feed back of knowledge on the circuits was that breed named out of respect to Sir William R. Morris Bt., otherwise known as MG. Many memorable results, as Sellar and Yeatman would put it, were achieved by these cars notably the 1931 JCC Double Twelve and the RAC TT in 1933, in the latter instance driven by none other than the flying Mantuan, Nuvolari.

To complement these results many international records were set, the most incredible being the class G at Dessan on 31-5-39 where Goldie Gardner clocked 203.2 m.p.h. over the measured mile. This from an 1,100 c.c. engine. A rebore *in situ* to raise the capacity over 1,100 c.c. resulted in a set of class F records three days later!

After the war project EX 182 gave birth to the MG-A. Three of these were entered at Le Mans in 1955 and although this is a race most people wish to forget, the MG personnel must have been contented at a two out of three finish. The future of the MG and all that it stood for seemed secure.

This year is the fiftieth birthday of the

MGCC and as such is a milestone in any one make club. How sad it is to have to say that the MG as a car is now dead. I suppose the purists have been saying that since the introduction of the TD (as I have owned one for ten years I would argue the point). Nonetheless, I can think of no more an insulting way to honour the golden anniversary of the MG than the "special" gold splashed, polyurethane bumpered MG-B that British Leyland has produced to commemorate this occasion.

Is this the way that Cecil Kimber would have wished his life's work to be acknowledged by Britain's largest (?) car manufacturer?

I think not.

Little Aston, Staffs. M. N. RUSHTON

Ferrari Service

Sir,

After having read J.W.'s report on Maranello I should like to point out that not all we Ferrari owners are over 40 and suffering from geriatric incontinence. As the Dinos especially get older—and therefore cheaper—the owners get younger.

These relatively young enthusiasts like myself, although financially forced to maintain their machines themselves, still enjoy doing so. It would be useful therefore for Maranello to have a customer liaison department (as other firms do) to cater for the lesser technically initiated of the clientele.

It is impossible to obtain sufficient information in English at the moment to undertake the bigger jobs satisfactorily. This lack of service backing is tending to put off would-be owners of a used example of one of these magnificent and unequalled bolides.

Birmingham ROGER C. COTTERELL

[How do exotic car owners fare generally? Does a high price guarantee good or bad service? We'd be interested to hear readers' not-too-embittered comments.—Ed.]

Motoring in Belgium

Sir,

Following with interest the current state of motoring in the UK through your often fascinating columns, I detect an increasing note of alarm in recent issues concerning developments in the compulsory testing of vehicles. I have not personally experienced the MoT test for some time. However, I have learned to live with the system as it exists here in Belgium, the following description of which may be of interest as a taste of what could one day come in the UK.

All vehicle testing is carried out in government-operated stations, annually for cars over four years old and twice annually for commercial vehicles. Motorcycles are, surprisingly enough, exempt from the test. The vehicle owner receives by post a card reminding him of the date by which his vehicle must be presented. The test costs approx. £3 for a private car.

The certificate of roadworthiness consists of a card, valid one year, with some ninety different items specified on it, covering everything from the structure to the driver's seat backrest. Against each of these items a hole can be punched by the examiners, signifying deficiency on that point. Two holes punched against any one item signify failure of the test, involving a re-test after repair of the defective items. The card is holed for such diverse shortcomings as a scratched windscreen, imperfect headlamp reflectors, condition of driver's seat (*e.g.* a tear in the material), excessive carbon monoxide content in the exhaust gas (it pays to have this checked at a suitably equipped garage just before the test), headlamp adjustment (optically measured), a bumper out of true—or missing, imperfect exhaust system, excessive smoke. The structure and running gear must be absolutely sound. Two holes on any one point means a failure; I have for example seen a car failed for a visibly rusty door, which otherwise functioned normally. The car must also be equipped with safety triangle, and approved fire extinguisher and first aid kit.

The testing station, in issuing the card simultaneously punches any relevant holes in a duplicate card which is kept in their records. In this way the government has on file the bill of health for every car registered in the country that is subject to the test. A car for sale must have passed the test within a month before it is sold. This responsibility lies clearly with the seller, and applies to all second-hand vehicles, including those less than four years old.

All motor vehicle registration numbers belong to the government, and a car changes its number each time it changes owner. The fee for re-registering a car with a new number is £6, and this includes a fresh registration card and a new rear number plate. The car's owner then has to have a matching front plate made up, a job any competent shoe repairer is equipped to do. The issue of a number plate automatically results in road tax being charged for the vehicle concerned and legally obliges the owner to keep it insured. A number plate which is not in use (for example if a car is sold but no new car registered on the old number) must be returned to the government within two months to be destroyed. Failure to do this results in an automatic fine of £7, payable by post.

Road tax, which is based on fiscal horsepower, is very reasonable for smaller cars—£7.50 for a Daf 33 or £10 for an R4. A VW 1500 costs £23 and a Citröen DS19 £40. It thence climbs progressively to approaching £300 for a really big American model. Road tax demands are issued automatically from a central computer, and failure to pay on time results in an automatic reminder with built-in fine. There is no road tax disc to be displayed on the windscreen as in England, nor does one have any proof of having paid it in the car's papers. The system itself automatically ensures that the road tax is paid on every car registered, and saves the police much time in the process.

Twenty-five per cent VAT is payable on all new cars *and* on all used car transactions, both private and through a dealer. The minimum value on which the tax is payable depends on the car's age and price when new. As the government has complete control of all vehicle registrations and since every change of ownership must be registered in order to obtain plate and papers, this iniquitous piece of legislation—which incidentally contravenes EEC policy—is easily administered.

There is a note of relief for owners of older cars. The VAT on cars over ten years old is charged on no specified minimum value, and can thus be purely nominal. The road tax for cars over five years old is reduced by 25%, and once a car achieves the ripe old age of twenty-five, the road tax is reduced to £2.50 regardless of fiscal horse-power. (France is even more generous, with no road tax at all for such cars.)

A driver must at all times carry the car's documents, his driving licence, and proof of his identity. To this end, every resident in the country is issued with an identity card by his local town hall, which he or she is legally obliged to carry at all times, and may be asked to produce by any police officer.

So, how do you like the sound of it? Brave new motoring world just across the Channel? It sounds worse than it is in fact, and even has certain advantages. Or am I just thoroughly conditioned after a few years of it? Like it or not, you may be sure that the British government will gradually and inevitably take steps to increase its control of motor vehicle roadworthiness and registrations, just as has happened here, where less than ten years ago, after all, they didn't even have driving licences.

St. Pieters Kapelle ANDREW MacLAGAN

Land Rover Estate Cars

Sir,

With reference to the letter in the June MOTOR SPORT headed "First of Many", enquiring about a Land Rover Estate car.

I have a 1949 model of this vehicle which I am in the process of restoring to its original condition. The Rover Owners' Association of which I am a member, has been most helpful in supplying information about the original specifications for the interior, so J. M. Brereton has been misled if he is of the opinion that Rover do not know of the existence of such a vehicle.

The vehicle that I possess differs from your photograph in that it has a one-piece windscreen and not the divided one. I purchased this vehicle in a very delapidated condition as it had been standing for a number of years, however, within minutes, unbelievably, the engine started and I was able to drive it on to my trailer.

I also own a 1950 Series 1 80 in. Land Rover which was also found in a very sad condition, but which after being rebuilt has competed successfully in trials and last year took a prize in the *Concours d'Elegance* at the National Land Rover Rally.

May I add that neither of these vehicles is for sale but I would appreciate any information from your readers as to the whereabouts of any new spare parts for Series 1 80 in. Land Rovers.

Birmingham W.E. BEESLEY

Tailpiece



C . . c . . c . . crikey, is it that quick?

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ROLLS-ROYCE 1934 20/25 owner/driver saloon by Hooper. £3,250 or best offer. Phone for full details. Would be interested in old commercial in part exchange. 01-337 4607. (62566

MG TC 1947. Completely rebuilt including rewire. New woodwork and panel work. Engine overhauled. New springs. Finished in Signal Red with grey Ambla trim. New hood and side screens. £1,995. Brampton, Cumbria. 069 77 2392. (62572

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JENSEN CV8 1963. Metallic claret coachwork. Grey leather interior. Excellent oportunity to acquire an appreciating car. Keenly priced at £595 o.n.o. P/ex. considered. Bedford 740011. (62441

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MERCEDES BENZ 250 SE coupe 1967, Ivory/chocolate. Radiomobile, taxed, MoT, 1976. Excellent. £850. Great Longstone 470 (Derbyshire). (6216]

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LANCIA 1.6 FULVIA Sports Coupe (HF Lusso) 1972. 32,000 miles. Just fully serviced by agents and excellent throughout. £1,290 o.n.o. or exchange Morgan or vintage motorcycle. Brighton 890394. (62347

1960 LOTUS ELITE Series One. 1216 Coventry Climax (modified bottom end), twin Webers, oil cooler, Konis all round. Superb order including body. Interesting history—used by Roger Nathan to finish GT Championship winning season. Many spares. £1,500. Phone 01-337 2749. (62377

GILBERN INVADER 1970. 33,000 miles. O/drive, rad/cas, sunroof, sound condition. £950. Tel: Yatton 838692 (Bristol). (62375

JAGUAR D-TYPE. One owner, 6,000 miles. Concours condition. Offers Box No. 4766. (62376

1938 ROVER 14. Not restored but in very good original condition. MoT if required. £425 o.n.o., or would consider exchange good 5/6 berth caravan up to 22 ft. Tel: Chichester 82949. (62070

TR6 ROADSTER 1971 ((K). White. Overdrive, 36,000 miles. Bodywork and interior very clean. New radials all round. £975 o.n.o. HP arranged. Tel: Morecambe 420354 evenings. (24180

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ROLLS-ROYCE WRAITH, 1939. Park Ward limousine. MoT. £1,975. Interesting exchange considered. Chesterfield 850559. (62635

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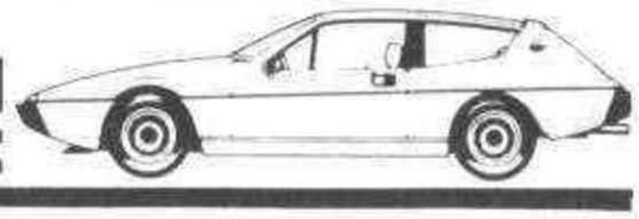
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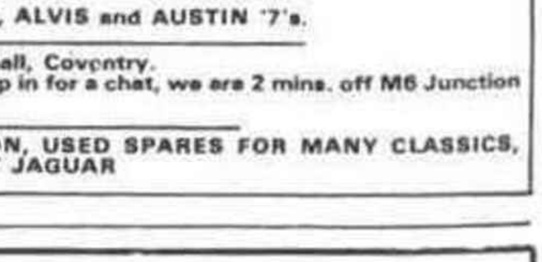
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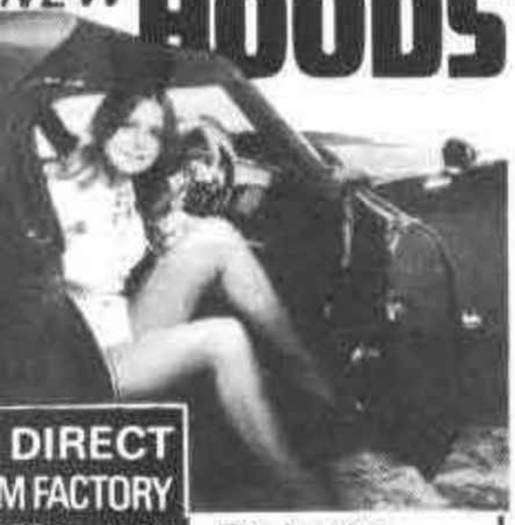
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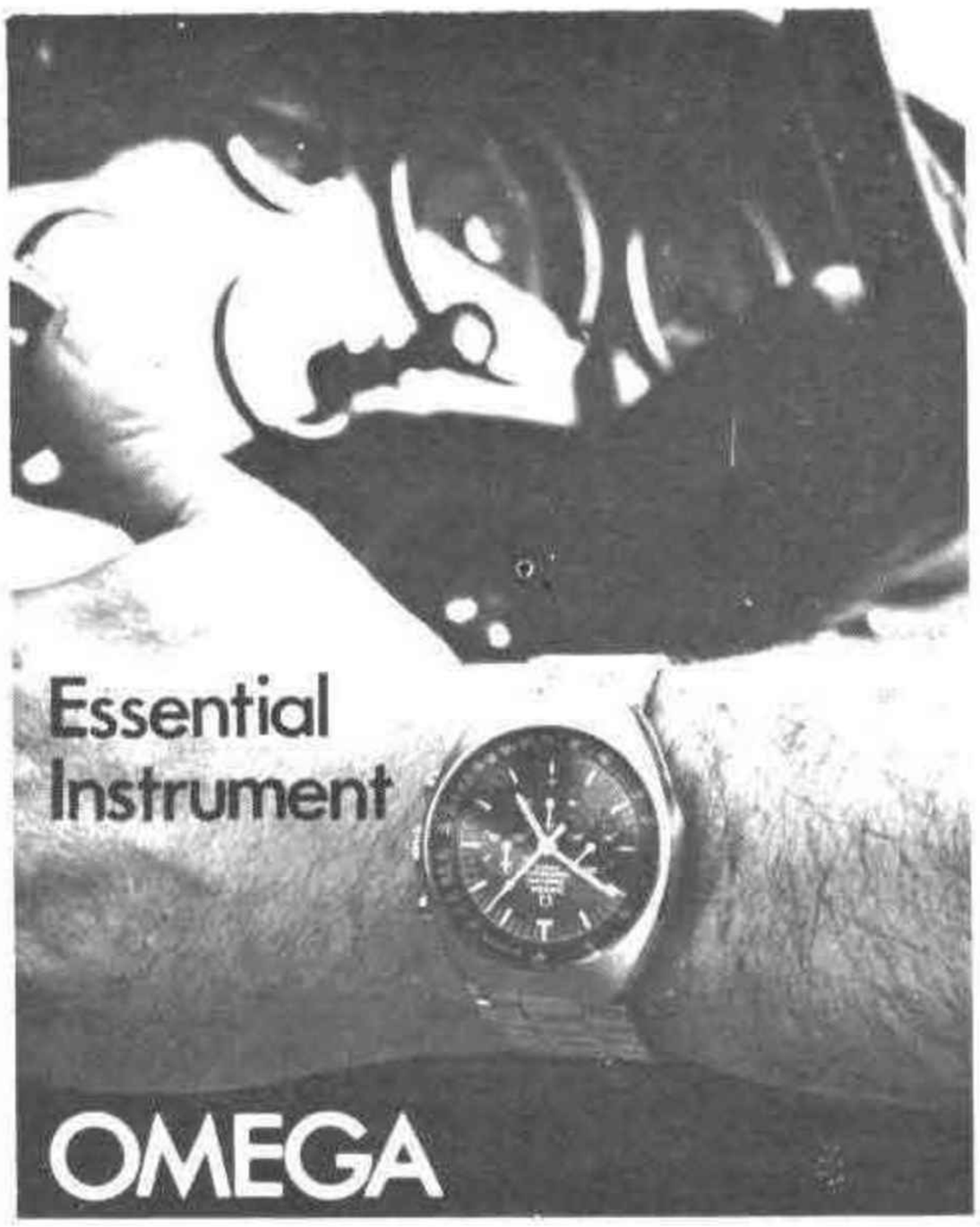
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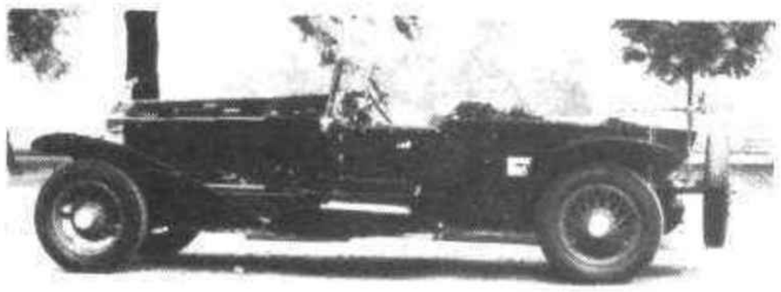
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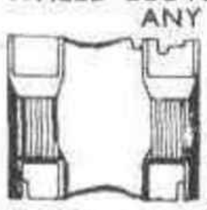
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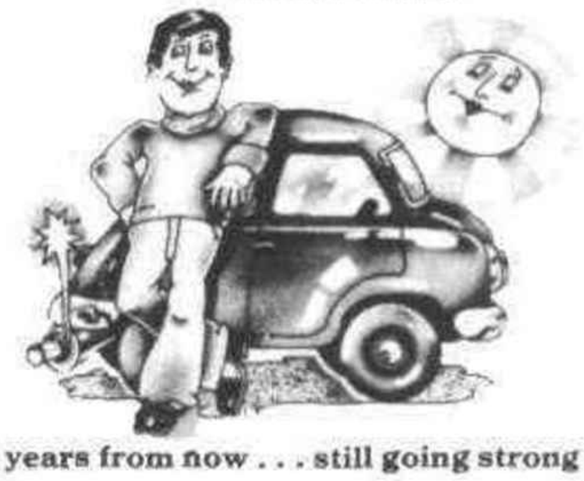
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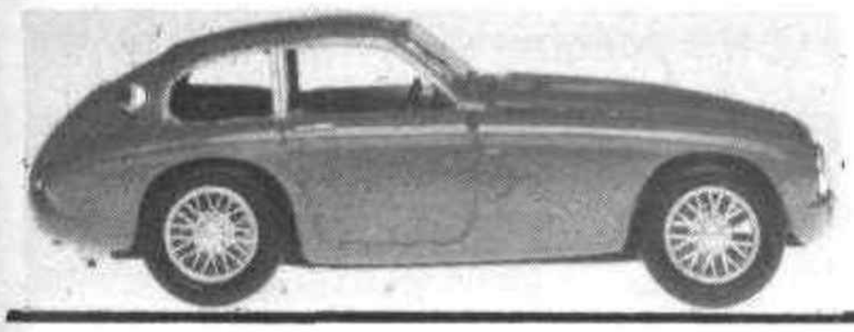
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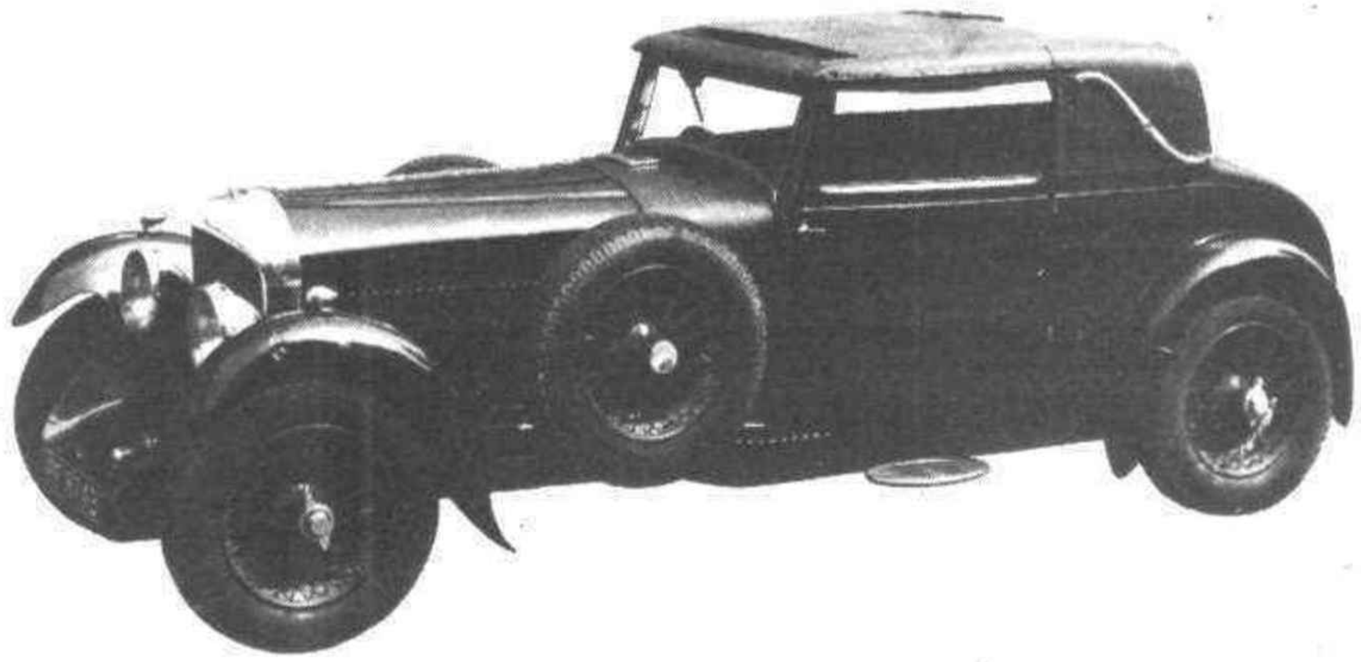
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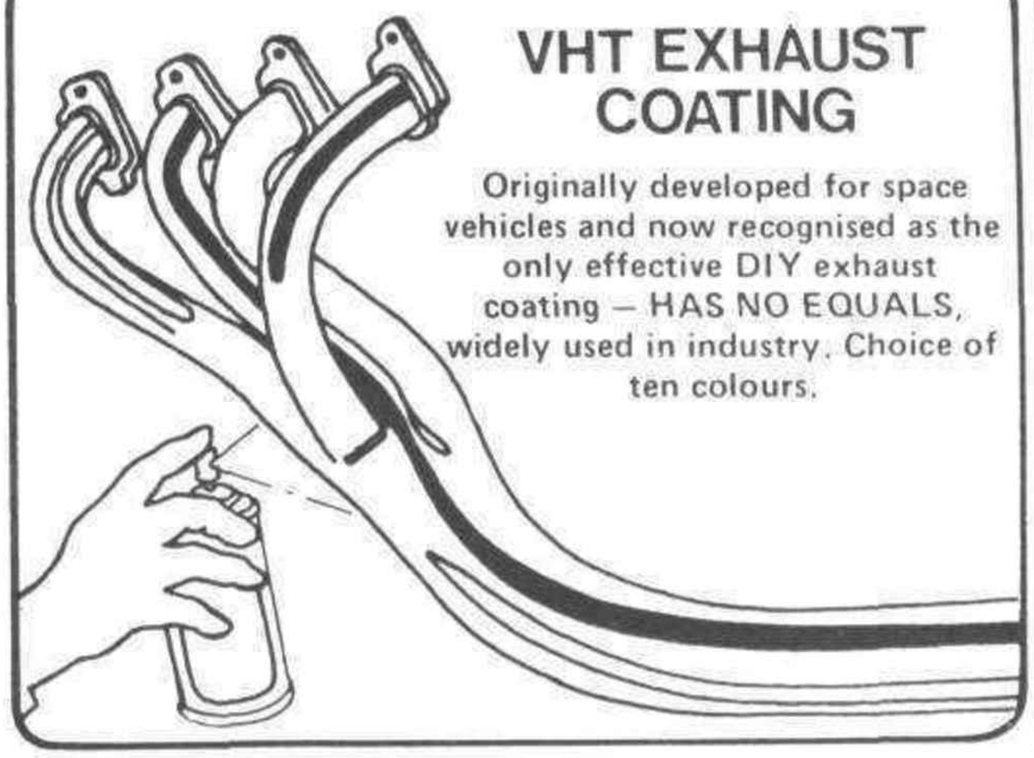
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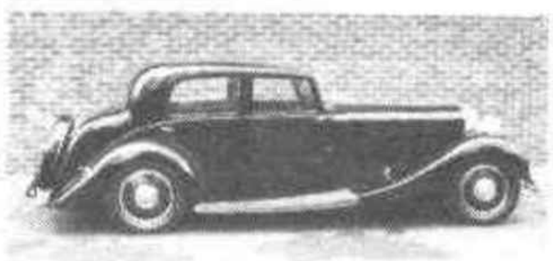
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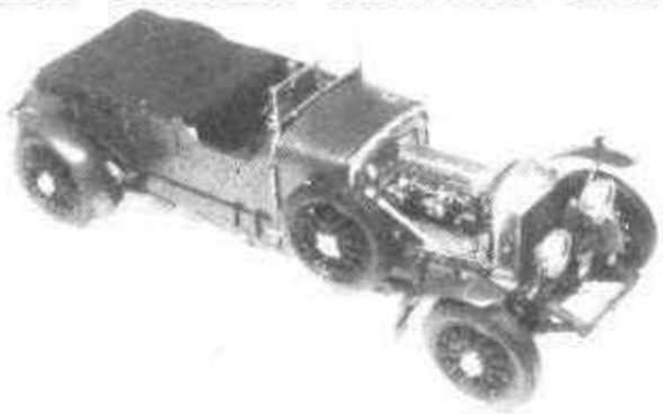


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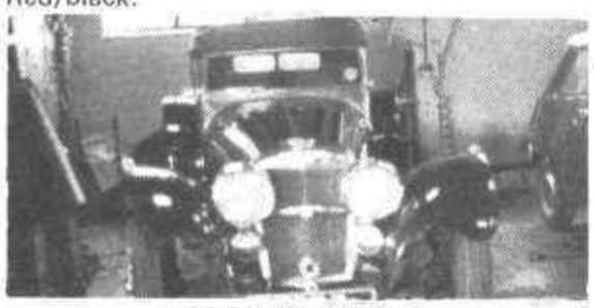
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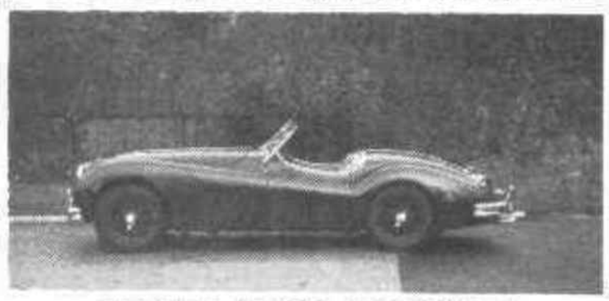
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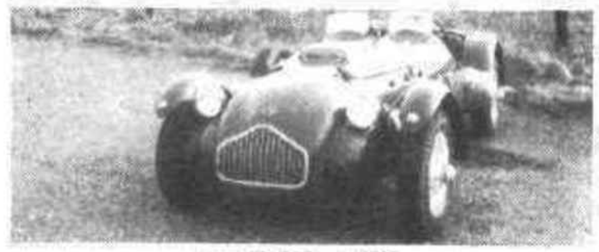
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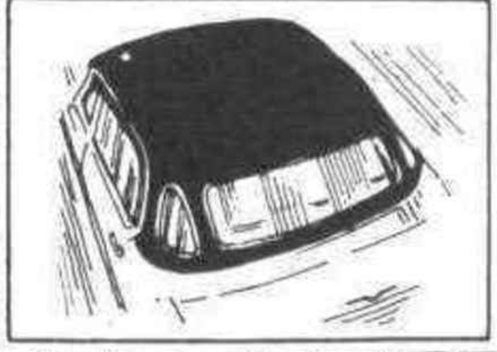
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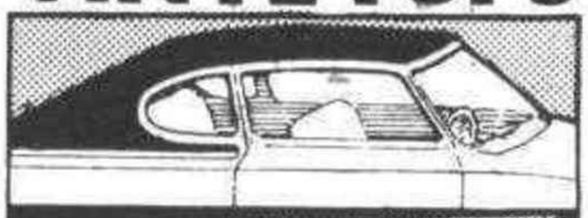
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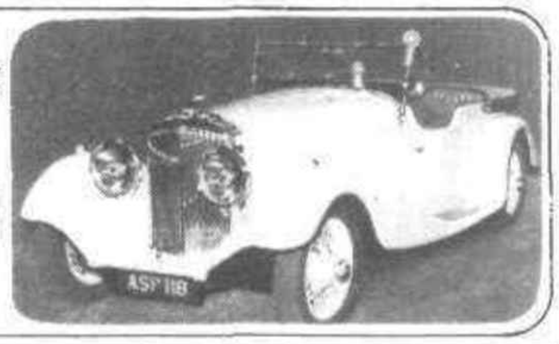
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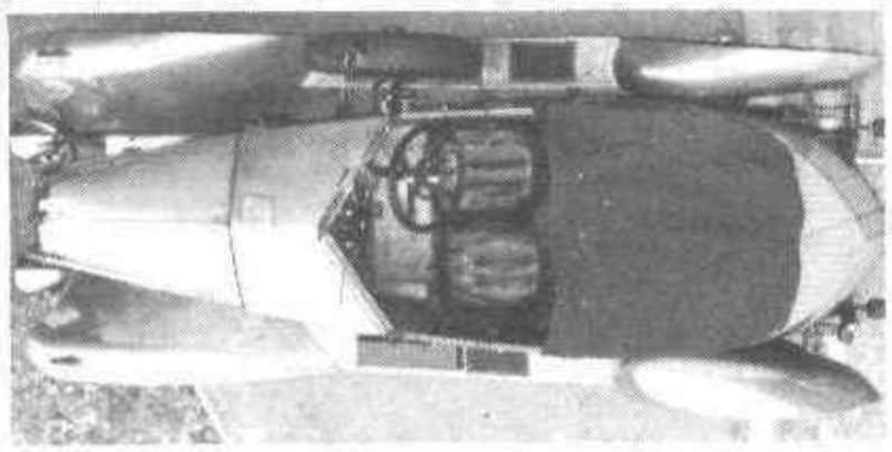


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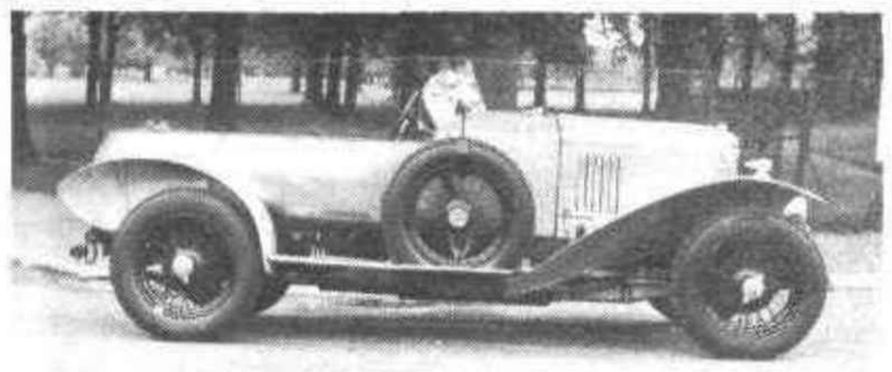
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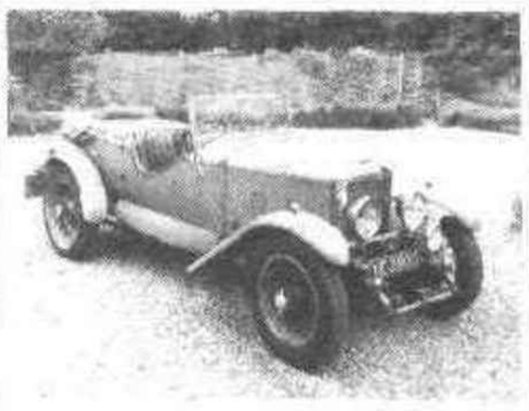
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Our friends in the middle of the page tell us it's raining there but while writing these exclusive memoirs the sun is really pleasant, so those of you who are bored by the snow capped **Morgan** peaks of the mews can now have the sun capped **Morgan** peaks of the mews. A free copy of the original manuscript of this text will be given away free to anybody who claims to understand the first paragraph. This ends the weather forecast and now for the news. 1975 **Morgan Plus 8** finished in snow white, headrests, bucket seats, rear bumper, 9,000 miles from new, bonnet strap. 1966 **Morgan 4/4** in sun yellow, wire wheels, fitted with new 1,500 c.c. engine last year, described by people in the Motor Trade, and they ought to know, as "mint"! The more astute readers would have by now spotted the subtle colour description. 1966 **Morgan 4/4** in green fitted with 1,500 c.c. engine last year, previous owner reckons to have done under 10,000 miles with it. This **Morgan** has only had two owners from new. 1971 **Morgan 4/4** in brown with wire wheels, 1600 GT engine, louvred bonnet, air cleaner, seat belts (amazing) and luggage rack. 1970 **Morgan 4/4** 4-seater in white, re-conditioned engine fitted, bonnet strap, tonneau cover, wing mirrors, spot lights. 1974 **Morgan 4/4** 4-seater, in orange with black interior, 8,000 miles have been recorded by this beautiful motor car which also has wire wheels, luggage rack and bonnet strap. Must be the time of the year but a lot of our cars seem to have bonnet straps. **Morgan** mania really came to the mews as a 1935 **Morgan** three-wheeler fitted with brass radiator and Ford side-valve engine. The hood is new and most of the wood looks new as well. A brave man is required to demonstrate the virtues of driving this **Morgan**. 1972 **Morgan 4/4** which is finished in flame red (like a setting sun), off white leather interior, 72-spoke wire wheels, rear bumper. For the **non-Morgan** of our controversial column we appear to own a 1964 one-owner Amphicar 20,000 miles from new. A test drive in this car includes a short stretch of river. Also a 1973 Porsche 911T Targa in brown with tan interior, that's what you get for sitting in the sun.





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FOR SALE—continued

PORSCHE 911T Lux, 1972 2.4 model. Regd. Oct. 71. In outstanding condition. 35,000m. Sundym electric windows, sunroof and HRW. Michelin XWX tyres. Radio, MoT and taxed to April 1976. Light brown with unmarked black & tan interior. £2,875 o.n.o. 01-866 7110 (Pinner) (63028

ASTON MARTIN DB4 Saloon Series 5, 1963. Completely restored to concours condition by AMOC enthusiast over past twelve months. Finished in new Fiesta Red coachwork with fresh natural hide interior. The vehicle is fitted with new sliding roof, reconditioned engine, g/box, r/axle and suspension. Vast amount of time and money (bills available) spent on vehicle and must be finest available therefore not cheap. Genuine reason for sale. Ring for full restoration details. Coventry (0203) 411712 (63009

BEACH BUGGY. White, needs reassembling. All parts including 1200 c.c. engine, fibreglass body, chassis, wide tyres, hood, roll-bar. £120 o.n.o. 021-449 5068 (63042

TR6 HARD TOP, Mimosa, under 9,000 miles, extras. Office Camberley 33660; home Crowthorne 6006 (63043

STANDARD FLYING 12, 1937. Beautifully restored. Original handbook and lubrication chart. £850. Consider large motorcycle in exchange. Abingdon 5867 (63034

TGK 1M, Magenta Triumph GT6 Mk. III. August 1973. 21,000 miles. Overdrive. Webasto roof, Sundym glass laminated screen, HRW, radio, electric aerial, nudge bars, Ziebart rust proofing, service record. New tyres, brake pads, exhaust. Available mid-July, £1,500. Fauchon 01-340 1736. (63029

1951 DAIMLER CONSORT Saloon, BRG with spares and fitted suitcases. Enthusiast's car. Apply: 3 Poole's Lane, Short Heath, Willenhall, Staffordshire. (63048

1953 ALVIS 21/100 DHC. Regency cream. Being run in after rebore and crank regrind. Good body, well shod. Taxed and MoT £585, no haggling. Available after 3rd July. Telephone Brimscombe 3380 evenings and weekends (63039

1964 LIGHTWEIGHT Lotus Elan. Chassis number 26-R-20. One of 96 built 1964/66. F3 engine, dry sumped. Original shape, £1,250 o.n.o. TC head, P3 cams, twin 45DCOE's £120. Three only Vegantune rods, one inch gudgeon pins 85mm Mahle pistons £25. Three only TC 125 rods and 85mm pistons £15. TC front cover £10. Crates, Winterbourne, Bristol 0454 773184. (63041

WOLSELEY 1939 18/95 Saloon. Good condition, runs well. MoT, taxed. Offers. Pengelly, 12, Eva Street, Mountain Ash, Glamorgan (63046

AUSTIN HEALEY 3000, Mk. 2, 1961. Blue, overdrive, hard-top, tonneau, good condition. First £600 secures. Tel: Misterton 305 (Notts.). (63038

JAGUAR XK150. Manual overdrive and 1962 Mk. 10. Genuine 30,000 miles. Reg. Nos. YDA 993 and 9HOB. Both fabulous. Offers. Derby 49167. (63045

SUNBEAM TIGER 4.2 1966. Blue. Excellent condition, wide wheels, stereo, tonneau. £500. Hayling Island 2447. (63031

LOTUS EUROPA twin-cam, 1972. JPS coachlines, alloys, stereo, sheepskins. Truly beautiful. £1,190. Weobley 321 (Hereford) (63034

1960 JAGUAR Mk. IX Saloon. Two-tone grey. Definitely no body rot, interior unmarked. A potential concours winner. £450. Also 1935 Alvis Silver Eagle drophead coupe, bodily sound, new batteries, easy restoration. £550. Both seen Cheshire. Ring Lord 061-439 1362 evenings. (63035

1964 ASTON MARTIN DB5. Aegian blue. Automatic. CWW. HRS. Sundym windows. Immaculate condition. All service and rebuilding done at Newport Pagnell. Many spares and extras. £2,000. Dakin, Longacre, Prestbury (Cheshire) 49567. (63030

AUSTIN SEVEN Chummy 1929. Superb order throughout. Concours award winner. £1,700. Stourbridge 73174 (63213

SPRITE 1965. Lady owner offers for £195. Lenham fastback, hardtop, tonneau, new sills (metal), new front shockers, new king-pins, newish tyres. Very nice condition with long MoT, but requires decoke. Telephone messages: 01-570 8324 (63216

FERRARI 365GT 2+2, 1969 (Nov.). Ice blue, air conditioning, self-levelling suspension, etc. Superb car sensibly priced at £2,950. P/ex considered, cash either way, particularly 280/350SL Mercedes. Harefield 3473 (West London). (63217

XK150 DROPHEAD Coupe. Completely rebuilt body, retrimmed. New engine, hood, radio, etc., etc. Only £1,600 for quick sale. Goodwin 276D Earls Court Road, London SW5 (24432

ACHTUNG MERCEDES Benz 220SE 1959. Magnificent gentleman's carriage worth restoring. About £225. Martin, Woodgreen, Stonesfield, Oxford OX7 2PS. (63146

ALVIS TD21, 1961. Overdrive, w/wheels, Reutter seats, new rear wings, new clutch, exhaust, brakes, good tyres, taxed, MoT. Tel: 039-17-2119 (63147

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FOR SALE—continued

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LOTUS ELAN 2+2S, Black badge, 1970 model. 50,000 miles, radio etc. Good condition throughout, £975. Tel: Blackpool 33639. (63150

E-TYPE OPEN ROADSTER, April 1970 Series II. White, with dark blue upholstery, chrome wheels, radio, boot rack, etc. £975. Full details on request. Southampton 557761. (63161

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E-TYPE JAGUAR 2+2, Series 2, 4.2, "H" registration, year's MoT. Radio, HRW, chrome wheels, superb in sable with tan upholstery. £1,285 o.n.o. Woking 62309 (63153

ROVER 14 1947. Low mileage, collector's car. One owner for 26 years. Excellent condition throughout. New stainless steel exhaust fitted. Taxed to Feb. 1976. New MoT. Recent photograph available. £525 o.n.o. Tel: 01-845 3691 (63154

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XK150 1959 FHC. Full body rebuild and respray professionally carried out. All rust cut out and replaced. Engine fully rebuilt with brand new head, valves, etc. Gearbox and overdrive overhauled. Five new tyres. New wiring loom to be fitted. Seats rebuilt by Connolly. Internal trim and headlining available. Most chrome rechromed or new fitted. New headlights and bowls. Garaged since overhaul. No time to complete refit. Price at is stands £1,500. No gawpers or time-wasters please. Serious enquiries to Shaw, Godalming (Surrey) 6944, preferably evenings, weekends (63158

1936 VINTAGE HUMBER Snipe Saloon, 27 h.p. A beautiful car, all in working order. Maroon with red upholstery. £2,000. Box 4783 (62951

AUSTIN HEALEY 3000 Mk. III 1964. Hard and soft top, tonneau, radio, o/d, recent new front suspension, tyres, exhaust, rear wings, 11 months MoT, tax September. £985. Tunbridge Wells 35326 (63157

LOTUS ELAN S4/SE DHC, "G" Reg. 35,000 miles, Webers, many extras, superb condition. Bargain £800. 01-863 2867. (63211

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1949 ALVIS TA14 for renovation or spares. Also Motor Sport complete 1955-74. Offers? Derby 58220 (63020

TRIUMPH TR6 1973 in faultless condition, overdrive, reclining seats, tonneau, 21,000 miles. £1,175. Leominster 2330. (63024

1964 AUSTIN HEALEY 3000 Mk. III. Red/black leather. Overdrive wires, new hood. MoT. Good engine/mechanics. Drives nicely. Needs tidying/respray, hence £500 or exchange for Lotus 7. Peter Winstone, telephone Cardiff 31649 (office); Barry (Glamorgan 4848 (home) (63163

ASTON MARTIN V8. Manual "L" Reg. Carburetters. 13,000 miles. American specification. £5,000. Part exchange. 01-540 9109. (63210

MG TD 1951, Ideal for restoration. Offers in the region of £400. Full details. Coppull (Lancs.) 791398 (63170

MORGAN 4/4, "N" Reg. Ivory, 4,500 miles, buckets, undersealed, rear bumper, luggage rack, air cleaner, wing mirrors, door handles. Offers over £2,300. Tel: Singleton 021-472 1301 Ext. 2687 daytime. (63164

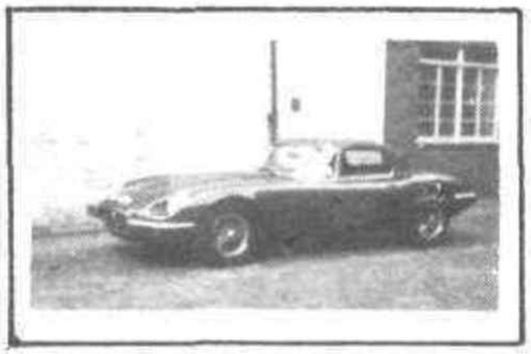
ROLLS-ROYCE 20 h.p. chassis 1924. Several interesting features, many spares, needs full restoration. Offers around £1,500. Sainsbury, Manor Farm, Castle Eaton, Swindon, Wilts. 028581-453. (63207

1959 XK150 DHC Automatic. New lined hood, carpets, seats, rewired, new XJ6 tyres on rear. Recon. engine, MoT till September. Requires some attention to body and interior. £800 o.n.o. Phone Leighton Buzzard 71505 (63212

MG-B 1965 Metallic Racing Green. Stage Two race tune 130 m.p.h. (no comp. use). Wide wheels, o/d, Weber carb, roll bar, RS seats plus extras. £450 o.n.o. Genuine callers phone Kidderminster 66915 after 5.30 p.m. (63214

DAIMLER SP250 B Spec. re-sprayed blue, H/S tops. New white soft top. Exhaust, etc. 12 months test. Excellent condition. Offers. Phone Darton 3194 Yorks. (63215

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aeroscreen plus the ordinary one, twin 40DCOE Webers, Stage One point something head and camshaft, grid, rear bumper. **Morgan 4/4,** 1971, yellow, be-louvred bonnet. **Morgan 4/4 4-seater,** 1973, almond beige, brown wings, wire wheels, rear bumper, brown leather interior. **Morgan Plus 4,** 1962, supposedly a Super Sports but how can one tell?, green, alloy panels, extra wide chrome wire wheels and proudly flared wheel arches, tonneau cover, Lawrencetune engine. **Morgan 4/4,** 1963, yellow, lady owner, she said it has a 1340 engine and so does the log book, our mechanics lean to the view that it's a 1500, has the most original inlet manifold we have ever seen, with a single SU for reasons of economy no doubt. **Morgan 4/4,** 1971, Royal ivory, bucket seats. **Morgan Plus 4 4-seater,** 1968 (September), yellow, wire wheels, bucket seats, tonneau cover, rear bumper, one owner. **Morgan 4/4,** 1969H, crimson, air cleaner. **Morgan 4/4,** 1973, indigo blue, brown leather, wire wheels, Plus 8 lights, rear bumper. **Morgan Plus 8,** 1970, indigo blue, twin exhausts, radio etc. **Morgan 4/4,** 1969, indigo blue, louvred bonnet, Avon radials, one owner. **Morgan 4/4 4-seater,** June 1974, details to follow. **Morgan 4/4,** 1970, yellow, wire wheels etc. **Morgan 4/4,** 1972L, signal red, wire wheels, bucket seats, reversing lights, strapped bonnet, one lady owner. **Morgan 4/4,** 1972, Royal ivory, wire wheels, bucket



seats, louvred bonnet. Several more irons in the fire, Morgan-wise. **MG-A 1500 roadster,** 1958, black, green leather interior, would not be disgraced at any *concours*. **Marcos 1600,** 1968G, yellow, wire wheels, sunroof. **MG Y type** saloon, 1953, two owners, maroon, opening windscreen. A pair of **Mini Clubmen,** would exchange for decent sports car or w.h.y. Have today





received a letter from "an italian morgan sympatizer" (*sic*) which says he is looking for ". . . . a very good second-hand morgan market with excellent bargains in the case of long wait above mentioned". What a nice description of our little country garage! **NEW MORGANS** are now ready for those far-sighted enough to have ordered, a year or two ago, their new car in anticipation of the long wait above mentioned. We have brochures, price lists, colour cards, upholstery leather snippings, demo. models and everything the prospective Morgan owner could require. The indispensable and authoritative Morgan Book, by Geoffrey Double-Barrel, £4.50 post free, will help to shorten the intervening days. **ARKLEY SS,** kits to convert your ailing Spridget into a purposeful sports car with a new lease of life, £160 for the body complete with grille and hinges. Please send 25p in stamps for our brochure, extra 10p if copy of *Autocar* Road Test reqd. We *urgently* require a suitable Spridget 1963 to 1970 to convert for our own use, will pay any reasonable price for right car. Also in need of later Spridgets, open MG-Bs, MG-Cs, 4-cyl. TRs and other decent sports cars. NEW TVR 1600Ms should be arriving soon, with choice of colour and specification. Please drop by for brochures and what you will. Our **RACING MORGAN TEAM** may be seen at Brands Hatch on Sunday July 13th in the Fox Talbot Cameras Production Sports Car Race. Be sure to come and support our red Plus 8 (JB) and dark blue with silver stripes 4/4 (Chris Alford). There may be some spectator benefits in connection with this race, but no-one is sure yet. We require a number of Things: a senior mechanic, some Morgan umbrellas, set of alloy wheels for Lancia Fulvia, tow-hitch for Mazda pickup. Have for sale set of Pirelli CN36 215/60-15 near new, BMC 'A' race camshafts and crank, J/Healey and MG-B hardtops, inflatable boat with outboard motor, potter's wheel etc., etc., etc. Also VW Porsche. Open to 7 pm weekdays, 6 pm Sats., closed Sundays and bank holidays. Are on A411, one mile west of Barnet, one mile east of the A1.



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1935 BENTLEY 3½-litre Park Ward, sunshine roof, twin side mounts, long-time one meticulous owner. Excellent condition highly recommended **£2,350**
1928 DELAGE DR70. Pretty fabric body by Weymann, in lovely condition. Highly desirable and most original **£2,850**
1933 M.G. J2. Original but in need of some restoration **£850**
1957 BENTLEY SI. PAS, good condition throughout, some history **£1,450**

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1933 SUNBEAM LION 600 c.c. SV. Unused many years. . **£170**
1915 CAMPION 250 c.c.. Complete but requires rebuild **£225**

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NOSTALGIA

OPEN BAG, EXIT CAT!



Well, the secret's out! Pages 604/605 of the June issue showed you the bones of my 'new' **Cobra, COB 1**, which has been nine months in the building so far. I'm not going to say any more now, just keep reading your 'Motor Sport' for future news. (And if you've always wanted a **'427' Cobra,** I may still have one for sale — see below.)

The **NOSTALGIA Historic Racing Team** (i.e., Christopher Stewart, myself, and our cars!) have decided to keep, run and race the **HWM-Jaguar** featured last month, so persuasive was my ad. that I even convinced myself! But it may be for sale at a future date, so please let me know if you're interested. Look out for it and other 'team' sports/racers at Historic Races and Hillclimbs.

As I wrote this, the first of my **monthly 'jar and jaw' sessions** is about to commence, but since 'Motor Sport' was very late in June, I think I may be the only participant. See below for more details. **Next outings: 'The Goat' — July 2nd, Prescott — 5th/6th, Beaulieu — 10th, Silverstone — 12th.**

HERE OR PROBABLY COMING :

1917/21 LE ZEBRE 2-str. TOURER + DICKEY — HR 4960: a delightful Vintage tourer, especially desirable since it is almost entirely original and has had just three owners from new; very pretty, practical and running beautifully — 94 pts. (*Photo.*)

1949 JAGUAR XK120 ALUMINIUM ROADSTER, LHD: only 14 of these most rare XKs exist in the UK, out of the 180 built; they are not to be confused with the production steel version, being constructed using a total alloy skin over a wooden frame; exact works replicas, in fact, of the famous Jabbeke record-breaker, each bearing a special plaque as verification, from Jaguars themselves. This example is possibly the best of the handful of standard cars left in the UK, having had two owners and 68,000 miles from new — 97 pts. (*Photo.*)

1953 FRAZER NASH 'TARGA FLORIO' GRAN SPORT — 6652 H: the original (and only) owner commissioned the works to build this car to his own specification, and it is therefore unique; the Bristol BS engine and famed Frazer Nash suspension/chassis design results in superlative performance and handling; 25,000 miles only and absolutely pristine throughout — 98 pts.

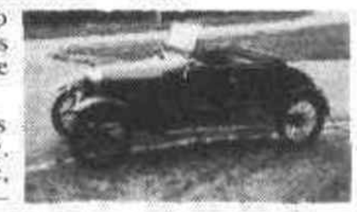
1958 MERCEDES 300SL ROADSTER, LHD — UYM 7: a truly 'classic' 2-seater of the late 1950s, with the superb mechanics of the 'Gullwing' in a superb roadster body; other than a beautiful respray in the proper metallic silver grey, this magnificent example is original and has been exceptionally well cared for— 97 pts.

1958 AC ACECA-BRISTOL 100D2 899 EPH: apart from a poorly applied and inaptly coloured respray, this is an extremely fine model of these rare and beautiful British coupes. Mechanics and interior 95pts, paintwork 85 pts. — £1,250 o.n.o.





1959 JAGUAR XK150S FHC — WTR 783: with all due respect to the winner of the 'XK Concours' at Beaulieu in May, I think this car is better, being possibly the best unrestored example in the world; under 25,000 miles from new — 100 pts. (*Photo.*)



1960 JAGUAR XK150S ROADSTER: only 70 RHD roadsters were built, and this is possibly the best left; 43,000 miles only. Beaulieu Concours Award winner in 1974; this, with the XK above, makes the best matching pair available anywhere in the world — 99½ pts.! (*Photo.*)



1965 LOTUS ELITE STAGE III + — EUX 708 C: I supplied this car two years ago and it has covered just 1,500 miles since, making a total mileage of only 9,000 miles from new! Built to special order by Coventry Climax engineers with a 105 b.h.p. engine, Webers, ZF box, 72-spoke alloy rim Borrani wires, etc. — 97 pts.

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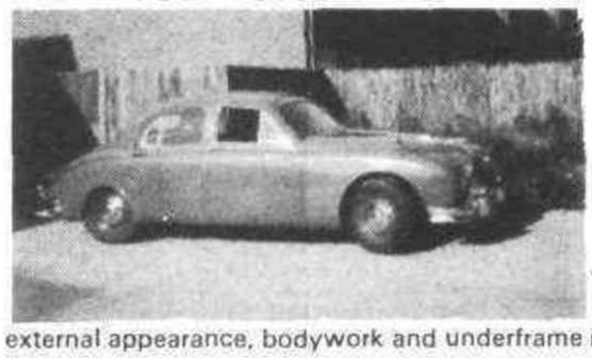
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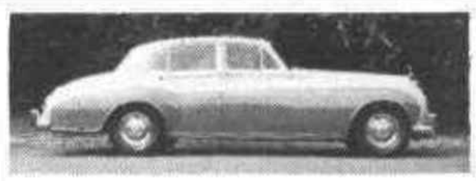
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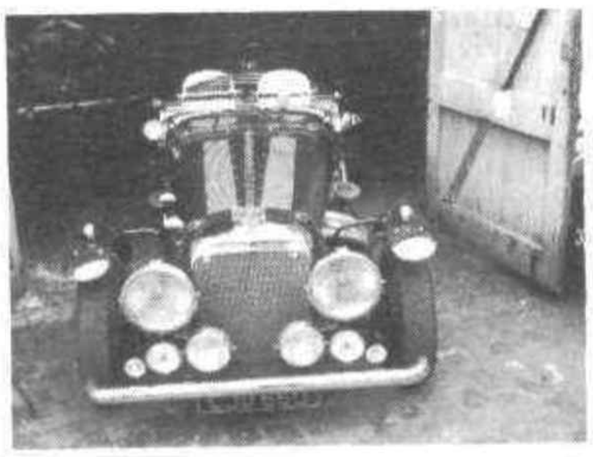
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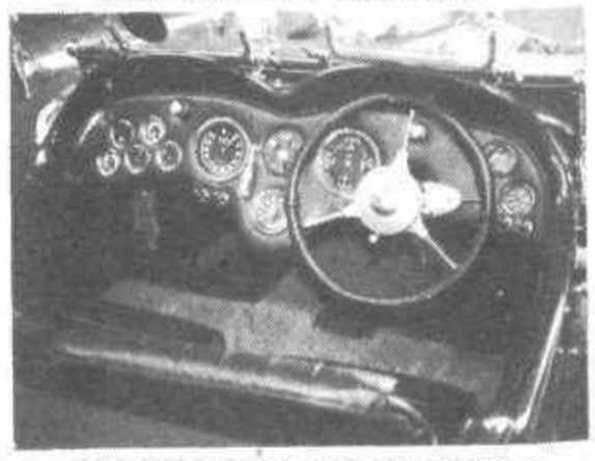
Front view of Speedster.



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AC 1951 BUCKLAND Tourer. Engine and paintwork perfect. New hood. Bargain, £625 o.n.o. Phone Slough 35093. (63179
ALVIS TD 21 Park Ward Saloon. 1960. Mechanically excellent. Recent work includes engine overhaul, new gearbox, clutch, radiator, rear springs, W/W, all-round discs, radio. Body sound but paintwork untidy, hence £475 o.n.o. Camberley (0276) 21550. (63181
1937 AC D/H COUPE. Engine rebuild nearing completion. Very good black aluminium coachwork, red hood and original red interior. Beautiful, rare, practical car. Offers invited. Box 4790. (63255
1949 LAGONDA 2.6 Saloon. Stored four years. Some work needed. Tel: Wolverhampton 31354. (63201
EX-SHELBY FORD GT40 for sale, £14,000. Phone 01-940 3465 (evenings) for details. (63204
COOPER 'S' Mk. III 1971 Red/black roof. Minilite wheels, sun roof, HRW, £875. Tel: Medway (0634) 366523. (63202
MERCEDES 230SL Automatic, p.a.s., rear seat, hard and soft tops, beautiful condition, £1,200. Ticehurst (Sussex) 507. (63203
ONE OF TWO LEFT, and only Britannia remaining in road worthy condition. Tojeiro/Britannia 2½-litre Ford/BRM engine, IFS, IRS, Disc brakes all round, inboard at rear. Overdrive on all gears. Taxed, new MoT. First reg. 1961. Subject of recent article in Evening News. Reasonable offers considered. Home 733 8454. Work 733 3535. (63205
SUNBEAM TALBOT Mk. III, 1956. Excellent condition. 12 months MoT. £350 o.n.o. Phone J. C. Smith, Wolverhampton (0902) 21100 day, 763457 (night). (63208
MG-A MK. II 1961. 1,622 c.c. Drophead Sports Roadster. Eleven months MoT. Mechanically perfect, excellent bodywork, (original chariot red), wire wheels, good Pirelli Cinturatos. Spare mounted on boot. Adjustable steering wheel, good heater. New twin 12-volt batteries, hood, tonneau cover. Original driver's handbook. New service manual. Most mechanical parts replaced while in my ownership. Pregnancy forces sale. Phone Northampton 845743. John Hall, £700. (63209
JAGUAR XK140 FHC, Carmen Red. Good condition bodily. Engine completely overhauled, requires running in. £900 o.n.o. Phone: Mansfield 810824 (evenings). (63206
ALVIS SPEED 25 1937. Charlesworth saloon. Offers invited. Tel. 021-427 7304 (Birmingham). (63244
RILEY 2½-LITRE 1950. Steam cleaned, undersealed, resprayed and rechromed. 12 months MoT. £595. Newman, North Crawley, Bucks. Phone North Crawley 216. (63243

FOR SALE—continued

1973 LOTUS SEVEN S V twin-cam. 19,000 miles, good condition. £1,250 or swop Renault Louth 2992 (Lincs.). (63222
MG TA 1938. Rebuilt 3 years ago. Very good eng. Body needs some attention. Good investment for real enthusiast. £575 o.n.o. Phone Basildon 710001 (evenings). (63223
LANCIA FULVIA COUPE. "M" registration. Genuine 8,500 miles. Excellent condition. Radio, etc. 5-speed gearbox. Maroon with cream trim. £1,535. Phone 061-834 3871 or 061-773 4852. (63228
1951 HEALEY SILVERSTONE—Completely reconditioned over the past three years to a standard not far short of perfect. Finished in an original colour scheme of red with beige interior. Stored in centrally heated garage and only used for special occasions. Offered for sale at £3,000. Contact: C. G. Gregory, 25 Hillside Gardens, Woodmancote, Cheltenham. Tel: Bishops Cleeve 3246. (63229
GILBERN INVADER Mk. II. Good condition. Fast, individual, economical. All Gilbern extras + spots. S/roof. Around £975. Broadstone 5951. (63230
SUNBEAM MK. III Convertible, 1955. Superb rare car in outstanding condition. Exceptional mechanics, new gearbox tyres, etc. Recorded mileage 43,000. An excellent and practical investment at £425. Whitstable 5191. (63237
SUNBEAM ALPINE GT 1966. Hardtop. One owner. Stored 4 years. New tyres. Engine/clutch/brakes/shocks/alternator reconditioned. White/black trim. £375. Leek, Staffs. 385665. (63231
LOTUS ELAN SPRINT 1972. Red. DHC, new tyres, radio, good condition. £1,295 o.n.o. Tel: Darlington 52620 after 5 p.m. (63232
C1931/2 ALFA-ROMEO Supercharged 8-cylinder. Delightful open 2.3 (2.6L) sports-racing two-seater, rebuilt 1970. Exceptionally high geared example, (racing tyres). Possibly sell/exchange original T51 Grand Prix Bugatti. Alternatively purchase characteristic road-racer 250F similar Maserati, P3, 2.6, 2.9, 3.8 158 Alfa. "Pinfield Lodge", Barntgreen, Birmingham 445 2551. (63233
1931 ALVIS FIREFLY. Cross & Ellis drophead coupe. Very attractive motor in need of loving owner. Offers. Tel: Gt. Mormead 261 or Ashford, Kent 21116. (63234
AUSTIN HEALEY 3000 Mk. III in Ice Blue with o/d. Beautifully maintained. Recent engine rebuild. £940. Ring 736 8106 evenings. (63247
LOTUS ELAN SPRINT "L" Reg. FHC. Gold Leaf colour. 16,000 miles. Superb throughout. Full service history. 1525. Tel: 01-445 0326. (63277

FOR SALE—continued

RENAULT CARAVELLE 1967. White, immaculate interior. Good mechanical order. B/work needs some attention. Must sell before July 8th (going abroad). Offers. Tel: Leicester 704556. (63241
PORSCHE 911T Lux 1969. Low mileage, excellent condition, all extras. Must sell, £1,450 or offer. Tel: 01-876 3101. (63239
MORGAN +4 2 seater. Completely restored to concours condition. New body wings, upholstery, hood, sidescreens, tyres. Rewired, rechromed, engine, transmission, suspension and brakes rebuilt. Sprayed dark blue. £2,000 o.v.n.o. Available approx. 15th July. Phone Nottingham 43599. (63235
LOTUS EUROPA twin-cam, alloy wheels, oatmeal cassette/radio, tinted. £1,450. 01-831 6981 day. (63219
LOTUS SEVEN Series IV. 1600GT, "K" regd. 1972. 33,000 miles. £850 o.n.o. Hancock, Japonica Home, Parwich, Nr. Ashbourne, Derbyshire. Phone (home) Parwich 272; (work) Bakewell 3304. (63225
MG 1939 "F" TYPE Magna two-seater sports. Recently rebuilt. Immaculate. £1,000 o.n.o. Phone 0782 622749. (63221
AUSTIN 7 Pearl Cabriolet in excellent condition. Pram type hood. Car completely rebuilt 1973. Engine rebored, new bearings, etc. Some spares. £650 o.n.o. 051-426 2250. (63220
BMW 2002 Tii, 1972 model. Registered November, 1971. One owner, Golf 38,000 miles. Radio, QI lamps, new XAS tyres. Specialist maintained. An exceptional performance car with a positive difference. £1,425. For full details telephone Crummack 061-485 3126. (63227
MORGAN 4/4 4-seater, June 1971. White. Genuine 24,000 miles. Undersealed. Immaculate throughout with numerous extras. Sell or exchange, Immaculate Elan +2S130 or Sprint. Phone Lymm (Cheshire) 3522. (63226
ALVIS SPEED 20 1932. Much work recently done. Professionally converted from saloon to open 4-seater. MoT 1976. Imposing and lively machine. Interesting car considered in p/ex £1,200. Maidstone 26398. (63245
XK150 FHC rolling chassis. Bodywork poor. With much sought after sixteen inch wire wheels + tyres. Registration 8 BPG. Offers in writing to T. C. King, 39, Craythorne Avenue, Handsworth Wood, Birmingham B20 1LU. (63246
MG-C ROADSTER, 1969. Mineral blue. MoT, tonneau, boot rack, tow-bar, new exhaust, ZXs, servo, wire wheels, clean reliable car. Phone Bush days 01-653 1222; evenings 01-464 1532. £580 o.v.n.o. (63280
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FOR SALE—continued

1936 RILEY ADELPHI. Sound and complete. Needs some attention. Offers Cheam 01-644 0665. (63279
1927 AUSTIN 7 Swallow Cup model. Very rare open 2 seater. MoT. Re-wired, refurbished throughout. Excellent condition, cycle wings. Consider exchange for 2/4 seater tourer, equivalent price. £1,800 o.n.o. Tel: Medway 70391 after 7 p.m. (63281
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ALVIS SILVER CREST DHC. Two of four only known remaining. Restorable to one good original car with many spares. Includes completely restored rolling chassis. £495. Gilbert, 27A Kenilworth Road, Leamington Spa. Tel: 27347. (63259
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ALFA ROMEO Giulia Super 1971 (K). Superb in maroon, tan interior, radio, 5-speed. 32 m.p.g. Meticulously maintained. Best offer over £650. Phone Woking 62195. (63266

1947 MG TC. Completely rebuilt, rebodied regardless of cost. Every item checked or renewed. Trimmed Connolly hide. Truly magnificent. £2,150. Brown, 8, Higham Road, Padiham, Lancs. Tel: 0282 71629. (63268

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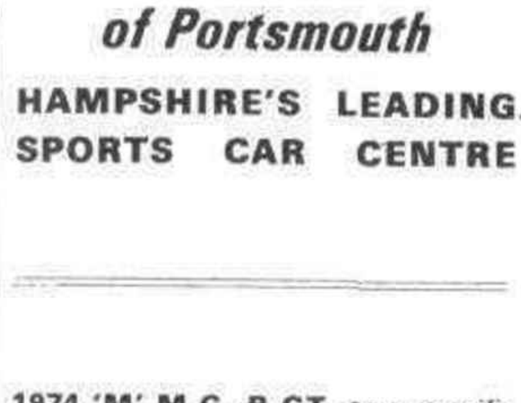
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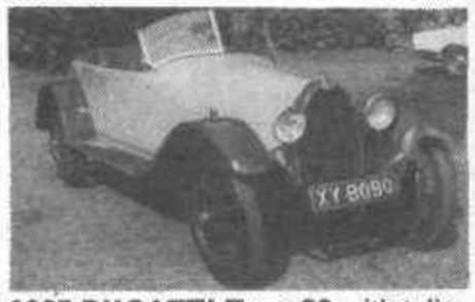
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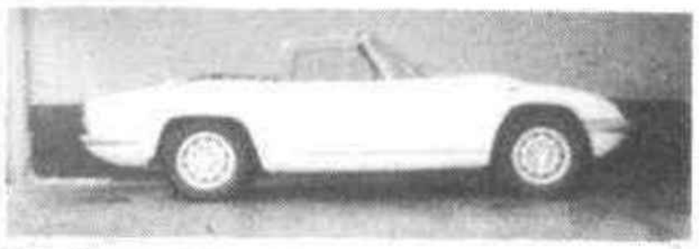


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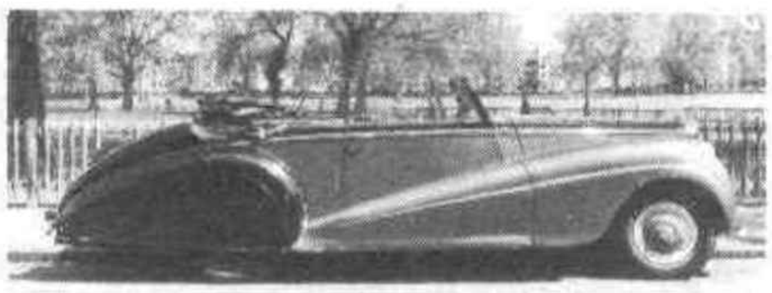
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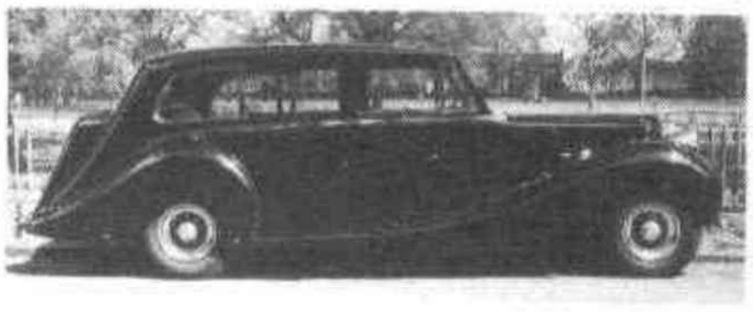


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MORGAN 4/4 1974. 9,000 miles. Very beautiful Canary yellow + black wings. 4 proper seats, luggage rack, wires. Going to S. America in Sept., must sell to pay for trip. Save up and write me an offer. No sale will be made before 20th August. 20 Sheephouse Green Wotton, Surrey. (63438

LOTUS ELAN SPRINT. 1971 (K). DHC. Genuine 19,000 miles, superb condition, tinted screen, radio and tax. £1,170. Part exchange considered. Telephone Welwyn (Herts.) 4895. (63258

E-TYPE JAGUAR 69. W/w, FHC, cassette radio, new clutch, 1,500 miles ago. Good condition. £975 051-924 6983; Formby 76242. (63435

MG-B GT 1974. Harvest gold, overdrive, radio, taxed, v.g.c. £1,475. Phone Badminton (Nr. Bristol) 413. (63436

RILEY (OD registration) chassis, circa 1930s, brake/drums, etc. No/body. Details Whitchurch 2564 (Bristol). (63437

1960 AC-ENGINED ACE, £1,150. Phone Val at work, Bracknell 3111 Extension 362. (63430

Ex-Citroën Citroëns...

Citroen Cars Ltd at Slough offer a selection of ex-works fleet models at attractive prices.

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CITROËN

FOR SALE—continued

1935 AUSTIN 10. Regularly used and in original condition. MoT to May 1976 and comprehensive service history. Must be worth around £800 but I am open to offers. Newth, 3 Brackley, Weybridge. Telephone Weybridge 49758. (63409

COMMITMENTS FORCE SALE of Morgan SLR. One of four built by Chris Lawrence. Full competition history, rebuilt throughout. Fully sorted, Macdonald built engine spares. In right hands surely a winner, or plain hairy road car. Woodhead Shenstone 400597 or 021-472 5141 Ext. 45. (63411

MG-C GT, 1969. Overdrive, many extras, very good order. £695 or cheaper vehicle plus cash. Overdraft forces sale. Ken, Havant 6363, Ext. 8182 office; Middleton-on-Sea 2171 home. (63424

ABARTH 750 ZAGATO. This rare and pretty "double-bubble" coupe, first owned in 1959 by Franklin D. Roosevelt, Jr. has in the last 5,000 miles had considerable, sensible work done. This includes respray and re-trim as well as a largely renewed engine. The result is neat, fast, economical and a delight to drive. It will be sold with MoT and tax to 31/5/76. Offers around the price of a new Mini. Stroud (045 36) 5331. (63425

1928 AUSTIN SEVEN Top Hat Saloon. Rare model with narrow rear-hinged doors. Body requires extensive restoration. Fitted A30 engine, A35 gearbox, 1938 A7 rear axle, hydraulic brakes. Must go to a good home. Offers over £150. Ross, Marlow 5740. (63443

1936 ALVIS Silver Eagle Sports Saloon. Engine rebuilt, etc. Requires headlining, carpets, etc. to finish. £675. Colwyn Bay 66581 or 47267 eves. (63427

HEALEY 3000 A65 model. White and beautiful. Owned and loved for last five years. Wires, radio, new hood, exhaust etc. £1,150 o.n.o. View London/Berkshire. 01-723 0548. (63428

FIAT 2300 1965. Rare fast luxury sedan. V. sound mech, body reasonable, daily use. Leather upholstery, servo discs. 10 months MoT (radio extra). Offers about £165. 0254/47165 (Lancs.) evenings. (63429

PORSCHE 1972 911S. Sepia brown, one fastidious owner from new, electric sunroof, heated rear screen, tinted glass, Bosch stereo/radio/cassette, Recaro seats, new tyres, guaranteed under 40,000 miles. £3,500 o.n.o. R. Sellman, Hewell Springs Ltd., Astwood Bank, Redditch, Worcs. Tel: Astwood Bank 2088 or home Inkberrow 792362. (63444

1922 BENTLEY 3-litre two-seater sports. £5,950. Clay, 6, Squires Bridge Road, Shepperton, Middlesex. Tel. Chertsey 62563. (63451

1946 ROVER 14, beautiful bodywork, very good mechanics, sunroof. MoT, £300 o.n.o. Colchester 76606. (63452

DAIMLER "EMPRESS" DB18 Overdrive Special Sports. Rare post-war Hooper alloy razor-edge saloon. Reg. LXW 222. Black/green. Taxed and MoT just renewed. Well preserved original condition. Consider offers around £1,000. Philip Blackham, 36 Freshfield Road, Heaton Mersey, SK4 3HM (near Stockport, Cheshire) 061-432 9822. (63453

WANTED

AUSTIN HEALEY 3000 III. Substantial cash available for original late example in excellent condition, but nought for multi-owner tarted-up rubbish. Brighton 732230 or 506065 (evenings after 8). (63442

ROESCH TALBOT 105 or 95 Tourer wanted, any condition. Also 65 or 75 saloon. Harrison, 339 Kings Road, Ashton-under-Lyne, 061-330 3239. (63307

WANTED: JAGUAR XK150 A. H. Martin, 5, Hanbury Lane, Essendon, Hatfield, Herts. (63406

E-TYPE JAGUAR 4.2 1968 onward. Enthusiast will pay high price for exceptional car. Distance unimportant. Hart. Tel: Middlesbrough 590473 evenings. (62789

MORGANS: ALL TYPES wanted. Pay cash. Distance no object. Write PO Box 190 Eindhoven 4500 Netherlands. (62439

WANTED—continued

TR3A WANTED chassis No. 60001 onwards. Roadworthy, good condition throughout. Original equipment and log book. Steel body, w/wheels, o/drive, s/top. £380. Rattee, Leeds 36211 Ext. 367 office. (62862

ALVIS 20 OR 25 h.p. spares, pre-war models. Consider runner. Private purchaser. Apply Box No. 4768. (62485

ANY SPORTS CAR wanted. Modern or anything old and interesting, any condition. 01-658 1005. (55887

ROLLS-ROYCE or Bentley wanted, up to 1965. Prefer pre-war car. Condition unimportant. Tel. 01-658 0554. (56064

LEFT-HAND DRIVE Rolls-Royce 1961 to 1967 model. Must be in excellent condition. Full details to Wilson, Northcroft, Dulwich Common SE21 7EW. Phone 01-693 7379. (61219

WANTED: RUNNING CARS 1920—1950. Prefer dropheads and distinction. Write with picture: PO Box 198 Eindhoven 4500 Netherlands. (61627

PRIVATE COLLECTOR wants SS100 or interesting pre-war Aston Martin, Bugatti or Bentley. Goer preferred but parts considered if complete. Nowell, 42 Vereker Rd., London W14 9JS. 01-385 7208. (62053

CLASSIC CAR enthusiast in search of Riley Imp, Brooklands or MPH or MG K, N or 18/80. Original running car preferred, but non-runner considered. View anywhere UK. Good price for right car. Nowell, 42 Vereker Rd., London W14 9JS. Tel: 01-385 7208. (62053

LOW DISTINCTIVE registration numbers wanted on vehicles in any condition. Please phone 051-428 1517 evenings preferred. (62783

ALFAS / SPRIDGETS / Spitfires urgently wanted. Cash or part exchange. Boughton (022-775) 223/475. (24315

MORGAN WANTED privately. Preferably four-seater. About £400, any condition considered, but drivable. Mr. Prest, Nottingham 56255 Ext. 259 office hours. (62680

WANTED: INFORMATION and photos from former Lotus Mk 8 owners to assist restoration. Also Riley 2½ gearbox parts; also rear ash trays with wood facia for S-type Bentley. Dr. H. Kelley, 77 Flower Hill, Road, Huntington, New York, USA 11743. (62782

MORGAN 4/4 1970/2 wanted privately. Good price for outstanding car. Thompson, Tel: Saltburn, Yorkshire 2844 after 5 p.m. (62790

ROLLS/HUMBER/BENTLEY or similar, vintage/PVT required by enthusiast; condition unimportant but complete and running. Photographs returnable. Replies assured. Write stating telephone. Perkins, 90 Bartlemas Close, Southfield Park, Oxford. (62378

AUTOMOBILE YEAR Volumes 2-5 inclusive, 9, 11, 12 and 17. Have Volume 6 for sale. Goodridge, Collins Road, Totnes, Devon (0803) 862007. (62436

AUSTRALIAN HOLIDAYING UK early July requires Bristol 403-6 or AC Bristol suitable restoration. Canterbury 62798. (62184

JAGUAR MK. II 240, 340 (1968-) wanted. Rust-free, not resprayed and fitted with man. gearbox, overdrive, leather interior. Bert J. Greif 5 Köln-60 Ramboux Str. 259, W. Germany. (62278

ASTON MARTIN 1½-litre, Lagonda 2-litre L/C Tourer or Riley Imp. Please phone Bush 01-235 9744 (day). (61830

CLIMAX ENGINE block for 1963 Series 2 Lotus Elite. Must be good. Ring Earby 3382 after 6 p.m. (62641

WANTED: BMW 2000 auto or manual. 1971/1972. Good condition. Write: Mrs. J. Seaborn, 18 Church St., Evesham, Worcs. Or phone Evesham 6441. (62643

G4 GINETTA WANTED. Will consider anything complete or incomplete. Rolling chassis ideal. Will uplift. Distance no problem. Phone John Dumbarton 62749. (62633

1963 SERIES 2 Lotus Elite for restoration. Must have Climax and ZF box. Ring Earby 3382 after 6 p.m. (62641

ALVIS SP. 20, SP. 25, Silver Eagle or similar wanted. Consider anything. Box No. 4768. (62485

MORGAN ALL TYPES wanted. Pay cash. Distance no object. Write PO Box 190 Eindhoven 4500 Netherlands. (64139

WANTED: MG TC, TD or TF, any condition considered. Distance no object. Also want Daimler Drophead in good condition, prefer Barker sports. Tel: 061-928 2922 or write: W. Quint, Fox Farm, Brook Lane, Timperley, Cheshire WA15 6RS. (23881

MOTOR SPORT: Various issues to complete collection. Year's 36, 37, 38, 39. Please telephone 01-289 3051 eves. & weekends. (63449

WANTED—continued

LOTUS ELAN SPRINT. Cash. Hancock, Japonica House, Parwich, Nr. Ashbourne, Derbyshire. Phone (home) Parwich 272; (work) Bakewell 3304. (63225

WANTED—AUSTIN A40 Pedal Car, in any condition provided complete. Bromesberrow 444. (63275

SPORTS CARS wanted. All marques bought, sold and part exchanged. Immediate cash available. Telephone Welwyn (Herts.) 4895. (63258

WANTED: TRIUMPH Gloria for renovation. Can collect. Chris 01-644 0665 Cheam. (63279

E-TYPE 4.2 ROADSTER. Approx. 69-71. Must be immaculate and within 150 miles Carlisle. Myers, CA7 0JX Aikton, Cumbria. Phone Dalston 710641 evgs. (63242

CORVETTE STINGRAY Coupe 1972, 1973, manual transmission. Top price paid for the best offered. Hartwell, Guildford 60601 or 71332. (63293

WANTED: A DISTINCTIVE short or unusual registration number on any car or motorcycle. Age or condition unimportant. Please Tel: 01-998 8607. (63249

WANT TO BUY the finest Aston Martin DBS6 available; post 1969. Will pay cash for car in mint condition. Must be manual, one owner, lowe mileage, air conditioning, wire wheels. Only serious offers please, stating conditions, mileage, maintenance, price; if possible please enclose photos. F. M. Rechberger, 8 Rütteliweg, 4310 Rheinfelden, Switzerland. (63252

RECENT ESCORT SHELL bare or partly prepared. Slight damage accepted. R. Stone, Sheffield 890480. (61554

LOTUS ELAN EUROPA or +2. Immediate cash available for excellent example. Telephone Giles Cooper on Welwyn (Herts) 4895. (63258

CAISTER CASTLE Motor Museum, Gt. Yarmouth, Norfolk, requires radiator shell for 7/12 h.p. 1926 Peugeot. (24485

AUSTIN SEVEN. Any Austin Seven purchased. Your old car wanted in any condition, rough or running. Prefer sports or vintage, but anything considered. Distance no object. Stourbridge (03843) 73174. (63263

ROLLS-ROYCE Silver Cloud 1955-1965. Especially coachbuilt on long wheelbase, Bentley considered. Good price paid. Sainsbury, Manor Farm, Castle Eaton, Swindon, Wilts. 028581-453. (63207

RAMSEY FRONT END mechanical drum winch, frame and driveshaft wanted for CJ5 Jeep. Thomas 01-452 2902 (evenings). (63036

MG "J3" OR "J4", in any condition, sought by MG "MMM" enthusiast for active use in the UK. Information leading to the purchase of such a car will naturally be rewarded. Box No. 4779. (63005

WANTED: PRE-1936 MG, preferably PA/PB. Cash for good—excellent example. Box No. 4784. (63180

WANTED TRIUMPH TR4/4A/5 body shell would consider damaged condition. No rot boxes please. Telephone Leyland (Lancs.) 22360. (63186

ALVIS SPEED 20 or 25 wanted. Danish civil engineer with 2 years employment in G.B. wants to buy Alvis for everyday use. Running drophead or tourer preferred, but anything considered. Will guarantee no resale. Can pay up to £2,000 cash. Please send details to Box No. 4782. (63214

1973 GILBERN INVADER Mark III, low mileage. Must be clean. One owner if possible. Cash waiting. Tel: Leeds 694242. (63148

ROLLS-ROYCE Silver Cloud III or similar or Bentley Convertible required. Must be immaculate. Cash available. Telephone (0203) 69690. (63009

TR4. Must have overdrive and wire wheels. Top price paid for immaculate rust-free car. Distance no object. Tel: 0277 840505 after July 9. (63165

ROLLS-ROYCE II or III wanted. Must be LWB with division. Write to Fry, 17 Holdcondane Rd., Ramsgate, Kent. (63174

WANTED: "T" SERIES or pre-war MG, Morgan Tricycle, Singer Le Mans, Vintage Tourer. 0869 40606 (Oxfordshire). (63162

WANTED: TVR 1600M 1973 in exchange for 1974 Ford Escort Sport with extras. Thomas, 92, Blackstone Close, Elburton, Plymouth. (63218

JENSEN ENTHUSIAST seeks CV8 Mk. III or 541R in top condition only. Private cash transaction. No dealers please. 01-681 1588 evenings. (62777

LOTUS SEVEN 1600GT required urgently. Must be immaculate and low mileage. Cash waiting. Private buyer will collect anywhere. Write or phone A. Peters, 82 Kingston Road, Bishopton, Renfrewshire, Scotland. Tel: Bishopton 2347. (62864

MG TF WANTED by private buyer for restoration. Any condition considered. Tel: Eaglescliffe 783114 evenings. (62852

WANTED—continued

MG-A ROADSTER wanted urgently. Best immediate cash settlement. Tel: Winchester 65560 (day); Downton (0725) 20375 (evening). (63415

R-R OR BENTLEY up to 1965. Will pay cash or exchange any of my collection. Tel: Ponteland 22807. (63311

WANTED: ANY TALBOT 105, 95, 110 spares or complete cars. Needed by broken Talbot owner (car not owner). Tanglewood Lodge, Common Rd. Stanmore, Middx. 01-950 1019. (63356

RILEY 1½-LITRE RME reconditioned engine, or consider car suitable for parts. 0624 5173 (Douglas, IoM). (63343

WANTED: MG-C Roadster, must be in excellent condition. Cash or part exchange my Lotus Elan +2S Rugby 812884 (evenings). (63339

ROLLS-ROYCE 25/30 instruction manual. Also 20 h.p., will buy outright or swop for Mk. 6 or SC1. Willow Lodge, Church Road, Warton, Nr. Preston, Lancs. (63315

WANTED. SURREY hardtop for TR4A. Shaw, 22 Stoney Lane, Lightcliffe, Halifax, Yorks. Tel. Halifax 23272. (63325

BRISTOL ENGINE and spares wanted. Also exhaust manifold, suitable AC. 021-743 5672. (63337

MERCEDES ESTATE WAGON wanted. Must be in excellent original condition throughout. Please send pictures and full description to Box No. 4791. (58954

LAGONDA RAPIER wanted preferably in running order, but all examples considered. Also any spares. Llanelli 4123. (62906

MG-Bs, MG-As, MIDGETS, T-Types, including damaged/scrapped examples. Immediate cash payment. HP settled. M. L. Richardson, 28 Main Avenue, Moor Park, Northwood 25161. (62875

E-TYPE JAGUAR 4.2 1968 onward. Enthusiast will pay high price for exceptional car. Distance unimportant. Hart. Tel: Middlesbrough 590473 evenings. (62789

PRE-WAR VAN or truck up to 1 ton. Details to Carpenter, Marsh Farm, Salcot, Maldon, Essex. (62912

TRIUMPH TRs, GT6 and Spitfires always wanted. Frederick Charles Cars Limited, Gulson Road, Coventry 27518. (61837

WANTED URGENTLY for a 1938 LG 45 Lagonda: one pair of trumpet horns and 4 wheel discs to fit 600/650/18 tyres. Mr. N. M. Shaw, Amusements, Wallis's Holiday Camp, Cayton Bay, Nr. Scarborough, Yorks. (62876

MERCEDES 300SL Gullwing wanted by private enthusiast. Restored or unrestored condition, but complete. Cash payment. Box No. 4777. (62911

MORGAN 4/4 2-seater 1970 or later. Preferably wire wheels, bucket seats. Ring Wideopen 4075 evenings. (61757

WANTED. REGISTRATION No. MH with low number and any old vehicle—fair price paid. Ring Harrogate 2029. (62700

MG-C BODY PARTS LIST urgently required (AKD 5067). Good price paid. Tel: Great Aine 206 (evenings). (62948

TR3A WANTED. Wanting to buy good original one, hopefully moderate mileage, with known history. Will pay reasonable price for right car. Lewis, 6 Coverdale, Sutton Park, Hull. (62945

WANTED: TAXI-CAB 1920-1940. Good price paid. Phone 01-529 1597. (62947

CROSSFLOW HEAD wanted for MG-A, HRG. Derrington in good un-modified condition. Box 4776. (62950

MISCELLANEOUS

MARSHALL-ROOTES supercharger type K200 in excellent condition, £160 o.n.o. Wanted: Shorrick opposing ports C75B supercharger will part ex. for above. Tel. 0632 814864 Newcastle upon Tyne. (63419

MOTORING magazines/programmes, 168 Motor Sports, 1945-60 SAE list: 39 Croft Avenue, Southwick, Sussex. (63417

BMW 1602/1800/2002 Minilites wheels, 5½ x 13, new unused set of 4, £85 (normally £160). No modifications required. 01-858 4638. (63407

JAGUAR E-TYPE doors new £20 each. New O/S/F bumper/overrider £12. Series 2 E-type complete front bumper/centre bar assembly £12. Set 4 V12E chromie wires £60. V12E new N/S/front wing £15. New spaceframe £40. Door £30. Also 2.4 O/S piston set £16. 4.2 O/S £35. XJ6 wings, bumpers, etc. New Available. 01-858 4638. (63407

HUMBER SPARES: Pre-1950. Brand new and still in maker's wrappings, all kinds some unidentified. Also Humber Pullman limousine 1952. Needs tidying. Offers: Tel: Mr. Williams 01-764 3970. (63404

MOTOR SPORT collection. Bound volumes 1940-171, loose copies complete to date. Also only a few copies needed to complete to 1936. Offeds. 01-289 3051 eves. and weekends. (63449

MOTOR SHOW Catalogues 1961, 1962, 1965-68, 1970-73. Offers. Riley Motor Club badges. Car label, brooch, complete £1.50. Ring 034 222013 after 19.30 hours. (63334

POLYTHENE BAGS (refuse sacks) to keep your garage space or other uses, 50 16 x 25 x 39, black, £1.80 + post 62p. Cheques and PO to Warren Packaging, 38 Sandford Road, Mapperley, Nottingham. (63326

D-TYPE JAGUAR 3-litre dry sump engine. Iron block, complete and unused. Ideal for historic racing, 3-litre class or to convert to 3.4. Price £2,500. Ring Staplehurst 892226. (63362

AC "GREYHOUND of the Road" mascots (Replicas) £25 each. Carriage extra. Hillgrove Engineering, Swanmore, Southampton. (63373

CLIMAX FWA hardly used from new £175. Pair new 4.50L x 15 Dunlop wet racers £40. Tel: 021-743 5672. (63337

MISCELLANEOUS—continued

BRISTOL OWNERS' CLUB, with about 400 members, caters for UK and Overseas owners. Valuable reprint service (manuals, etc), magazine, competitive and social events. Membership Secretary, 25 Marshfield Road, Alcombe, Minehead, Somerset. (63333

INTERNATIONAL XK DAY, Aug. 31st (Sunday). Sudeley Castle, Winchcombe near Cheltenham, Glos. From 10.30 a.m. onwards. Biggest gathering of XKs and Jaguars in the world—everyone welcome. Concours, spares, stalls, etc. Organised by the XK Register of the Jaguar Driver's Club, Norfolk Hotel, Harrington Road, London SW7. Want to join the JDC? Only £3.30 per annum! Send for application form. (63273

ALMOST COMPLETE set of "Bugantics" from January 1946 to date. 3 copies missing Vol. 13/4, Vol. 30/2, Vol. 5/3. Also 47 copies "Pur Sang" (American Bugatti Club) magazines. Offers to Box No. 4789. (63282

ARIEL SQUARE 4 Mk. 2, 1957 with matching Watsonian Monza sidecar. Restored to high standard. £750. Gillow Heath 3764. (Staffs.). (63256

PORSCHE 911S clutches, fit 1964-1969, brand new in boxes. Complete. Offer. Chris, 027 350 9202. (63253

REAR BUMPER for 1970 XJ6 £10. Splined hubs for "E" type front and rear £20, or split, 4 Daimler k/on nuts £10. Southport 79719, STD (0704). (63238

JAGUAR SPARES: Engine, g/boxes, seats, wheels, trim, bumpers, bonnets, doors etc. for Mk. II and "S" type. Overseas enquiries welcomed. Send requirements to Hayward House, High Street, Burringham (near Scunthorpe), South Humberside. (63286

"MOTOR SPORT" 1933-49, 70 issues £100. Vol. 10 £25 & 25 £15. "Speed" bound run £150. Autocar 1947-66 £35. "Bugantics" 1935-66, 78 issues £50. VSCC Bulletin 1949-73 £50. "Grand Prix Racing 1908-14" £50. "Book of the Motor Car" Kennedy £15. "Cars and Motor Cycles" 1928 Montagu £30. "Grand Prix Car" Vol. 2 £15. Telephone 01-941 0798. (63278

MOTOR SPORT wanted, Vols. 1-5, 15, 16, 17, 18 and Jan./Feb. Vol. 19. Also all 1969, 1971, 1972 and Feb. 1970. Classic Car wanted Oct. and Nov. 1973, April and August 1974. 13, Hayesford Park Drive, Bromley, Kent. 01-464 1003. (63199

STAINLESS STEEL silencer systems for all BMC Minis, cars vans, estate, 850-1,000 c.c., £7.50 includes delivery. Cash with order. B. K. Sanity, 41, Churston Drive, Morden, Surrey. 01-540 9109. (63197

ROY NICKOLD'S PRINTS of Fane breaking Shelsley record in 1935 driving Frazer Nash single-seater. Limited 250 edition. Each signed and numbered. Few available. 14 in. x 10 in. £2.25. Also over 300 motoring books and handbooks for sale. List 10p. Hunt, 2 Selborne Grove, Bradford BD9 4NL, Yorkshire. (63033

OIL PAINTINGS by John Roberts. I can now undertake commissions once more. Vintage, PVT, modern cars painted to order. Prices from £9.00. Always a small selection of exhibition work in stock for sale. SAE for details to John Roberts, "Appledore", Bromfield Lane, Mold, Clwyd (Tel: Mold 4837). (63037

MOTORING enthusiast clearing workshop, vintage spares and books, tools and plant. All must be cleared. Box No. 4786. (63193

ROLLS-ROYCE Silver Ghost gearbox, c1920. Various wheels: P1 700 x 21, P11 700 x 21, 20 h.p. 600 x 20, P1/11 wheel spanners, P111 head and dynamo. Sainsbury, Manor Farm Castle Eaton, Swindon, Wilts. 028581-453. (63176

INDIANAPOLIS "500" Race (1975) programmes; 125 pages; disqualification sheet; £1.25 each. Booth, 58 Gloucester Av., Blackpool. (63169

ELDERLY ENTHUSIAST offers nicely modernised 2-bedroomed cottage, 10 miles Yeovil. Exclusive but close to pretty village. Garage and parking for 7/8 cars, small gardens. £12,500 freehold o.n.o. Phone 093-582 3358. (63006

YEOVIL CAR CLUB'S 4th Cavalcade of Motoring, August 17th, Barwick Park, Yeovil. A major veteran/vintage, classic car event. Also Autojumble, Automart, Trade Exhibition. Details from Keith McGee, 38 Kenmore Drive, Yeovil, Somerset. Tel: Yeovil 4630. (63012

PRE-1910 FIAT radiator £150. Photograph etc. available. J. M. Hayward, 39 Southbourne Road, Bournemouth, Dorset BH6 5AE. (63015

MAGNIFICENT BROOKS car trunk £60. Smith's spot-light/mirror screen, pillar fitting £15. Brown leather vintage motoring coat 5 ft. 10 in.—6 ft. £20. New 710 x 90 BE tyre £20. Ring Millom 2709, 6-7 p.m. (63026

ALFA PARTS. 10/54 CWP, 1500/1750; pair James Young front wings, copy or repair; tin of s/cam valves, springs, caps; 1750 Gransport, top half induction manifold; 6C 2300 inlet manifold; 6C 2300 Solex twin-choke updraught carb Z630 FFVS, ditto 30 MMOV. Wanted: Gransport radiator; 1750 halfshaft. Corliss, Marlpit Hill, Sutton Bonington, Loughborough, Leics. Kegworth 2778. (63032

MOTOR SPORT 1953 to 1974, unbound, 12 copies missing, otherwise complete, £30. Wallace, The Hermitage, Jedburgh, Roxburghshire. (62944

REWIRING & ELECTRICAL repairs to vintage, veteran and classic cars by professional engineers. Traditional or modern materials used depending upon your requirements. Romak Engineering, Macclesfield, Cheshire. Tel: Macclesfield 27790. (61477

MISCELLANEOUS—continued

JAEGER CLOCK sidewinder, Bugatti-type Sunbeam dial £40. Complete "Classic Car" £100. Cowley clock £10. Three "SS100" hub nuts £7.50. "Grand Prix Car" Pomeroy £9. Handbooks: Rolls 25/30 £20, Bentley 4¼ £5, Bentley Mk. 6 £3. Parts lists: Austin 7 1929 £4, Austin 12/4 1928 £4. Old Things, 6 Kirkgate, Knaresboro, (5994)/5998) Yorks. (62913

NATIONAL TR DAY, Castle Donington, Sunday 31st August from 11 a.m. Concours, driving tests, displays and the fabulous Donington collection. Free entry to grounds. All TR and Triumph drivers and enthusiasts welcome. (62724

SELL YOUR CAR at Beaulieu Automart. Sunday 14th September (Autojumble day). 10,000 visitors expected. Cost £10 per car space. Details from: Curator, National Motor Museum, Beaulieu. 0590-612345. (62784

PEDAL CAR, Austin J40 (electric lights, horn etc.). Perfect condition. Offers. Tel: Walsall (Staffs) 31080. (61962

1919 APPROX. Vintage Outboard motor, "Old Evenrude" £75 o.n.o. 01-657 6978. (62940

MG SPARES: Dismantling MG-B and MG-A. Also several TD spares, Lotus Europa wheels, starter motor, speedometer. Northwood 25161. (62875

FORD CORTINA SAVAGE 1967-70. New exhaust systems and radiators. £25 each. Fletcher, 62, Moorbridge Lane, Stapleford, Nottingham 0602 397446. (62907

SUNBEAM TIGER V8. We are trying to form an owners club for these increasingly rare cars. Anyone with a Tiger or even an interest is invited to write with a view to exchanging knowledge and spares to: Mr. A. Bouton, 7, School Fold, Hesketh Bank, Nr. Preston, Lancs. (62908

LANCHESTER ROADRIDER De Luxe 1939. Needs engine rebuild, £35. Daimler DE27 engine gearbox complete and good £20. Rolls-Royce 20 h.p. axles, engine, gearbox, wheels. All cheap to clear. 25 h.p. gearboxes £25 each. Alvis Speed 20 spares, engine, gearbox, etc. All reasonable. Apply: James Andrews on Watford 24912 or Box No. 4772. (62786

CRASHED BMW 2500, 2002Tii, 1800Ti, 2800 coupe, E-type Mk. 2 DHC, TR6, TR4A, MG-C, MG-B, Alfa Guilia 1600, Jensen Interceptor, Simica 1100, Rover 2000, Triumph 2000. Spares from these vehicles available. Similar damaged purchased. Details Southport 40047 (or 78254 evenings). (62941

LOTUS ELITE specialists. Complete mechanical and bodywork overhauls and full re-trimming. All spares. Fibreglass Services. Chicester 86265. (54745

AC ENTHUSIASTS are invited to join the AC Owners' Club. Technical advice, comprehensive library, monthly meetings, newsletter and magazine. Membership Secretary, 4 Portsmouth Road, Camberley, Surrey. (21431

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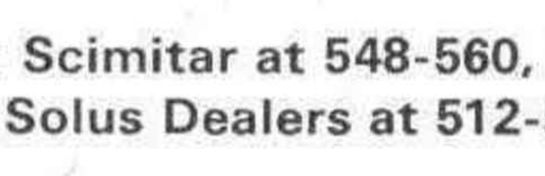
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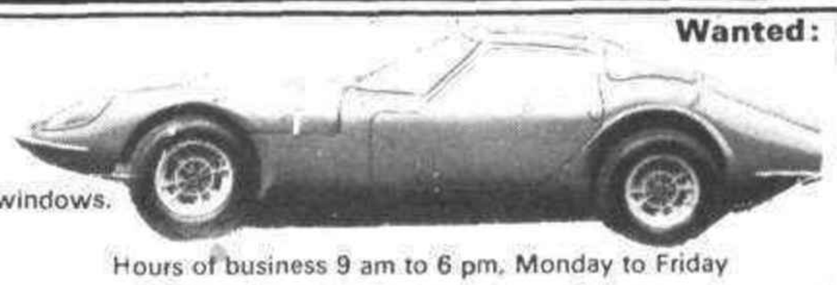
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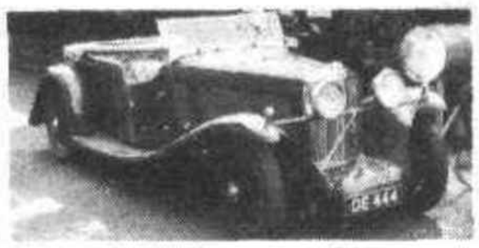
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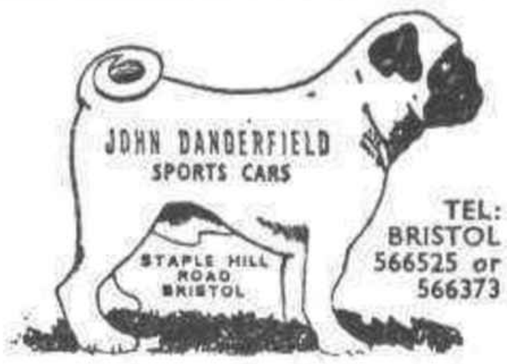
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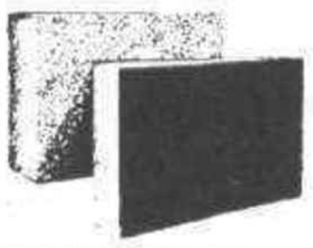
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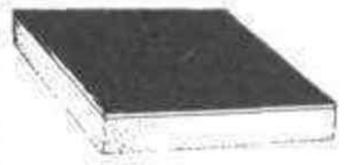
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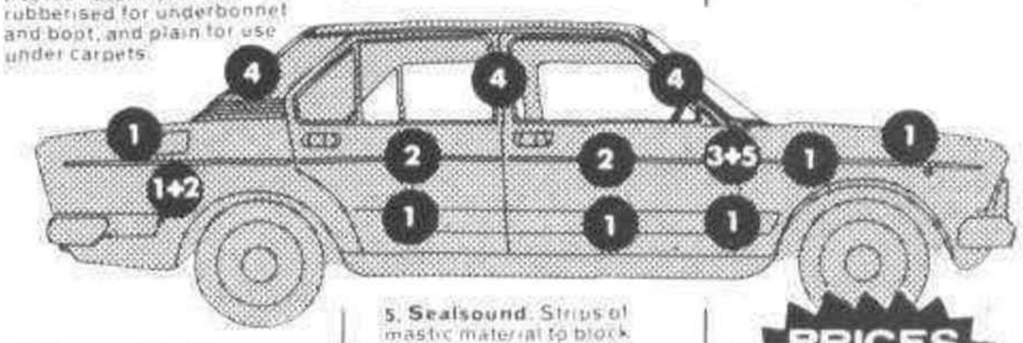
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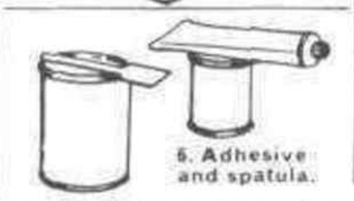


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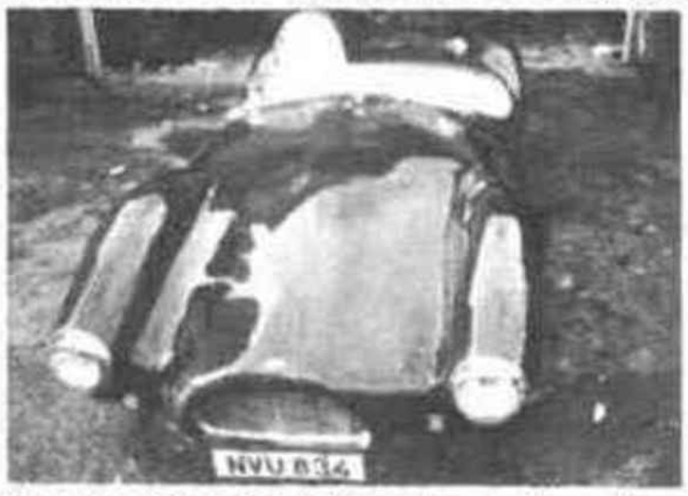
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Bentley S1 Continental, 1958, 4-Light Flying Spur by H. J. Mulliner. Believed to be one of only eight made and extremely attractive. Finished in velvet green with tan upholstery. The car is in exceptional condition throughout having only covered 93,000 miles and has been maintained by ourselves. This must be one of the finest S-type Continentals available, also very economical with the six-cylinder engine. (*The car is similar to the above illustration.*)

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Bentley S2 Continental, 1961, 2-door saloon by H. J. Mulliner. Finished in beige with red interior. The car has covered 78,000 miles from new and is a particularly attractive model, of which only a limited number were made. It has been very successful at *concours* competitions. Extras include nylon rugs and seat belts.

ROLLS-ROYCE Silver Cloud III, 1964, four-door saloon, fitted refrigeration from new, finished in black with red leather interior (as new). Maintained by ourselves and a car we can thoroughly recommend; genuine 67,000 miles covered.

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re are two things written in my diary for today first is to write M.S. copy and the second is a ntist appointment (appointment with fear?) If t time you see me I'm clutching my face going oh, you'll know the reason. Of more interest to no doubt is the stock of secondhand ORGANS I have. Pick of the month must be a rrently under regoration MORGAN -8 1974. k wings, silver body, white wall tyres, rear mpet, locking petrol caps, one owner, 9,000 es. Also on the shelf is a MORGAN -8 1972. low mileage, rear bumper, luggage rack. ORGAN -4 4 seater, 1968, deep Brunswick en, wire wheels, bucket seats, luggage rack, wel strap, 44,000 miles, oh yes it also has a ome cost (my man in the showroom calls it "a e gem") MORGAN 4/4 1968, deep Brunswick en, wire wheels, luggage rack, rear bumper, ,000 miles. MORGAN 4/4 1968, dark blue, P and 'F' gearchange, leather trim, rear bumper, 109,000 miles. By the time M.S. is on the shelf, we should have a MORGAN 4/4 4 seater 1972, bright yellow, two owners and a MORGAN 4/4 2 seater, 1974, indigo blue, wire wheels, etc. Don't forget if you want a new MORGAN come and see us.

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1958 (Jan). ROLLS-ROYCE SILVER CLOUD I. Mid-blue with matching upholstery and carpets. Subject of considerable expenditure recently. Full details on request of this example of a proved inflation beating asset.

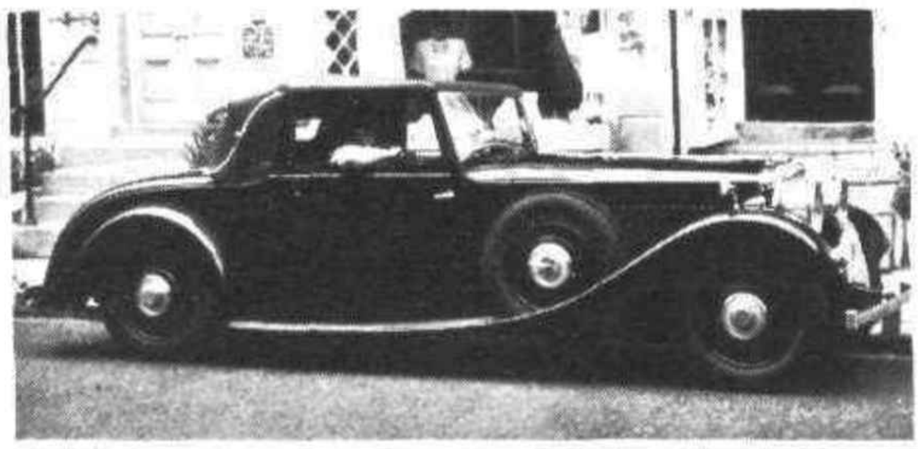


BENTLEY 1954 (April) **R-TYPE SALOON.** Velvet green over Tudor grey, grey hide upholstery. Automatic gearbox. Original tools. Excellent example, many bills. Economical and proved appreciating asset.

TERMS - EXCHANGES

AA or RAC inspections invited

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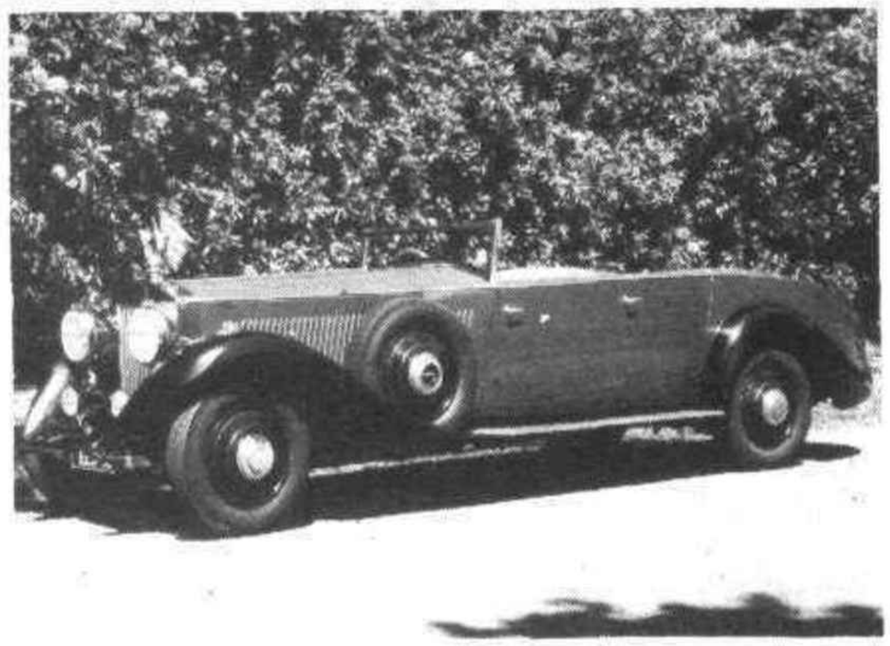
This beautiful and unique 3½-ltr Doctors Drop Head Coupé is now ready. Trimmed in black hide, carpets and wood finishers as per original, it is painted to a very high standard in black and wine cellulose.

1938 Bentley 4½-ltr two door tourer by Corsica, renovation just about to start, but if you would like to have a go!!
1935 Rolls Royce limousine with rebuilt engine etc.
1947 Mk 6 Bentley Black cream and brown leather in reasonable condition £895.

1972 M.G.B. G.T. Bronze yellow with midnight blue interior, cloth seats, overdrive, radio, H.R.W. outstanding £1,255.00.
1972 model Scimitar GTE Metallic silver with black interior. Complete specification includes, overdrive, Webasto roof, radio, stereo, H.R.W. one owner etc £1,695.00. Latest trim.
1970 Scimitar GTE Metallic silver, overdrive, radio, H.R.W., outstanding £1,195.00.
1972 (L) Triumph Spitfire, 28,000 miles, white with black interior, Radio, overdrive, wire wheels, electric aerial, underseal body protection, tonneau cover £925.00.
1965 MINI 1275 Cooper 'S' outstanding bodily in pale blue, rally seat and a lot of recent mechanical work, £325.00.

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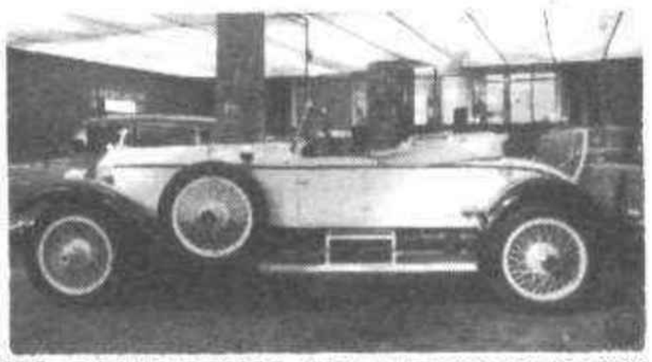
1965 ROLLS-ROYCE Silver Cloud III two-door saloon by H. J. Mulliner/Park Ward. Coachwork in white with black hide interior and black carpets. Red lambswool over rugs, stereo. Three owners, 77,000 miles.



1964 BENTLEY S3 Continental 4-door Flying Spur, by H. J. Mulliner/Park Ward. Probably the finest Flying Spur available having just been repainted in silver chalice, and rechromed throughout, black interior; 86,000 miles from new, with extensive mechanical history, truly immaculate in every respect.



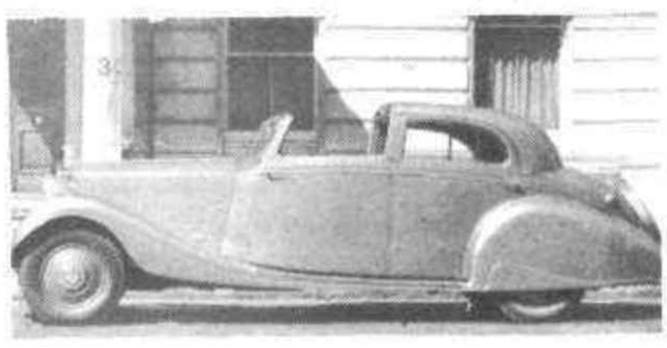
1965 ROLLS-ROYCE Silver Cloud convertible by H. J. Mulliner/Park Ward. Dawn blue with dark blue hood and interior, 77,000 miles. Previously sold by us and in superb condition.



1923 ROLLS-ROYCE Silver Ghost Springfield 'Piccadilly Roadster' by Brewster. Right-hand drive, four-wheel brakes. Coachwork in primrose with black wings. Equipped with dual side-mounted spare wheels, rumble seat, detachable trunk, tubular bumpers and drum headlamps. Believed mileage of 34,000 miles only.



1923 ROLLS-ROYCE Silver Ghost open tourer by Hooper. Restored to *concours* condition. Coachwork in Old English white with black wings, black folding canopy, and red hide. Equipped with Auster rear screen.



1938 ROLLS-ROYCE Phantom III sedanca de ville by Gurney Nutting. Tudor grey with grey interior. 59,000 miles from new, two owners. Totally original. Illustrated on page 94 of 'Those Elegant Rolls-Royce'.

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1958 ROLLS-ROYCE Silver Cloud I, in sage over smoke green with green leather, 86,000 miles. **£3,600**

1965 BENTLEY S3. Caribbean blue over shell grey, pale grey hide. Stereo. 75,000 miles; superb. **£3,500**

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1958 ROLLS-ROYCE Silver Wraith long wheelbase touring limousine by H. J. Mulliner. Recellulosed garnet over dusk grey, and reupholstered in beige Connolly hide. **£10,000**

BENTLEY

1964 BENTLEY S3 Continental drophead coupe by Mulliner, Park Ward. Burgundy, beige trim. **£6,500**

1963 BENTLEY S3 Continental 4-door by James Young; one of only about 15 built. Tudor grey, 96,000 miles. **£5,750**

1960 BENTLEY S2 Continental 2-door coupe by H. J. Mulliner; green-grey, beige leather. *Concours* winner. **£5,000**

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1959 Tourist Trophy, Goodwood (Moss/Shelby/Fairman), 1st, 89.41 m.p.h.



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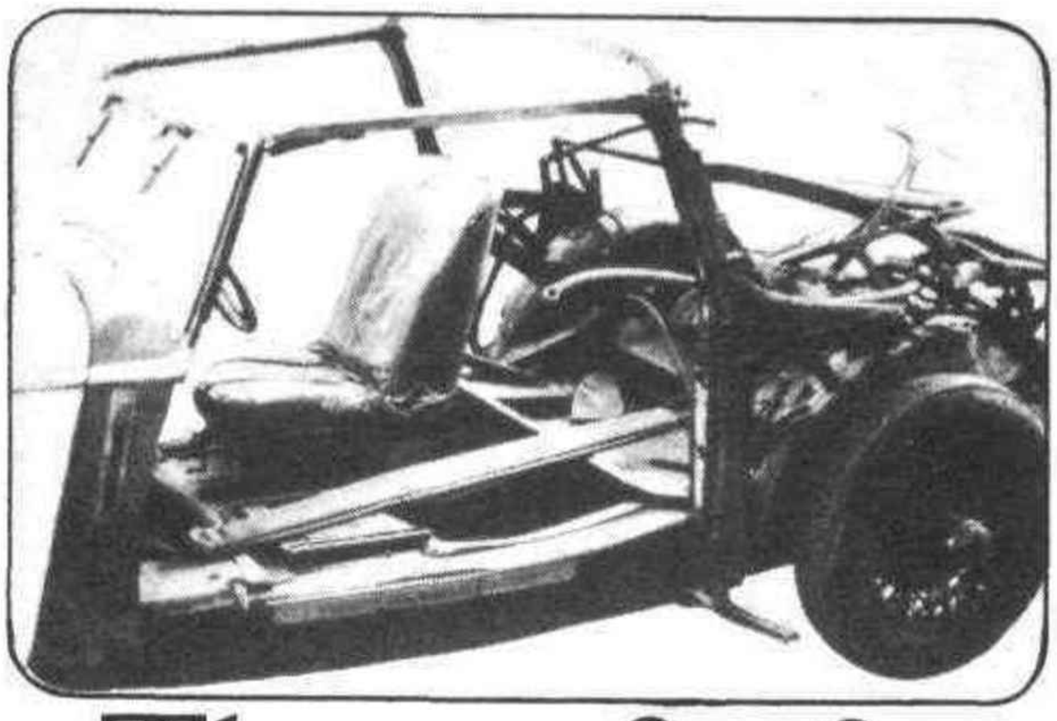


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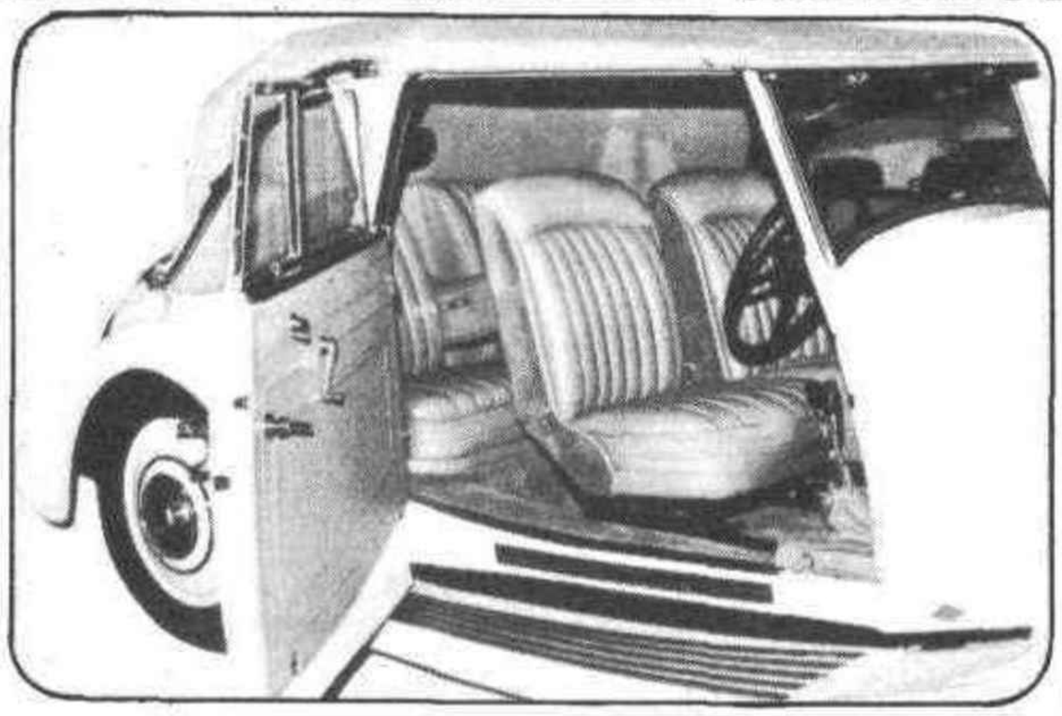
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A Derby Bentley as it arrived at Tony Robinsons

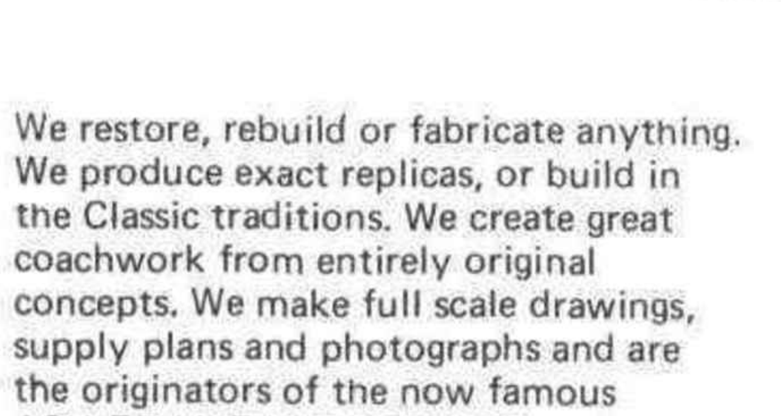
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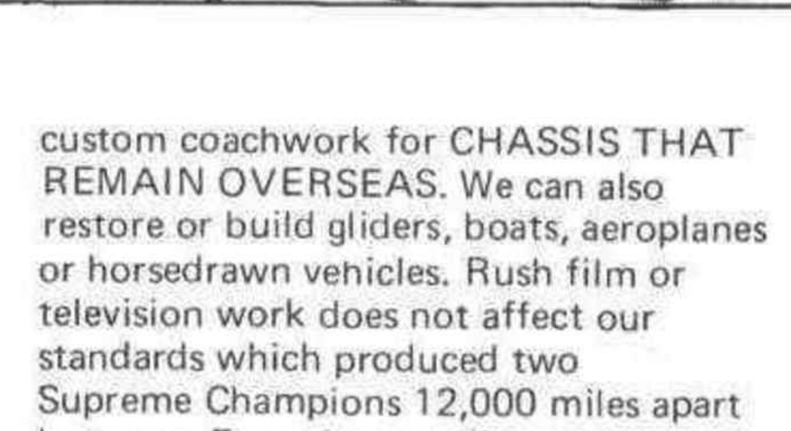


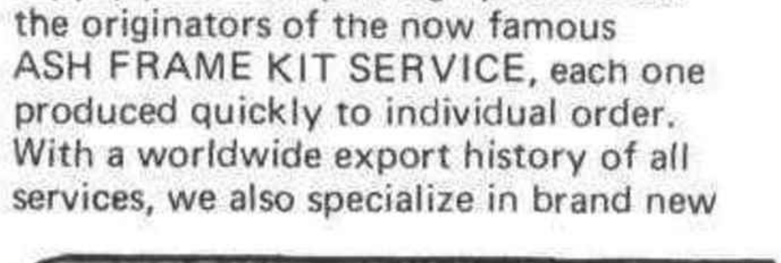
The Derby Bentley after restoration

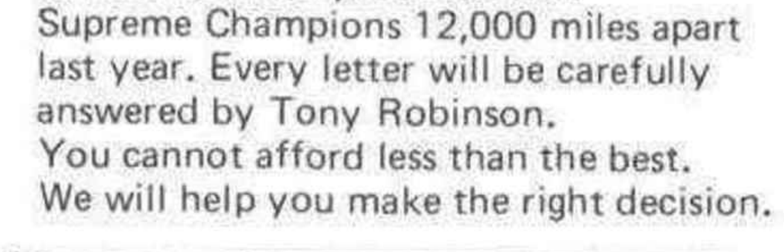
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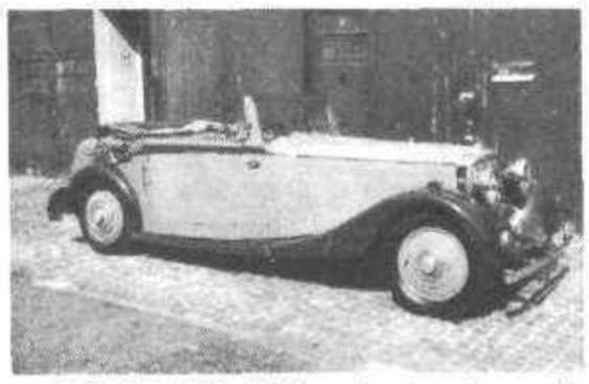
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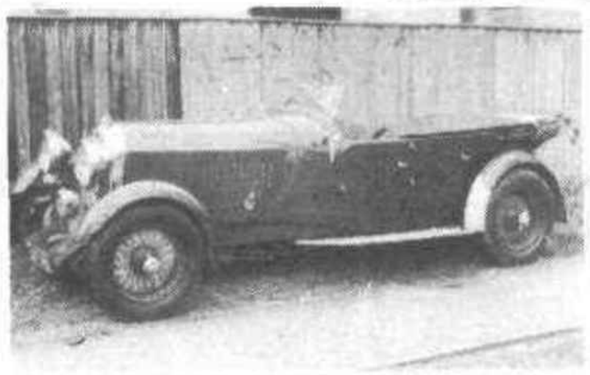
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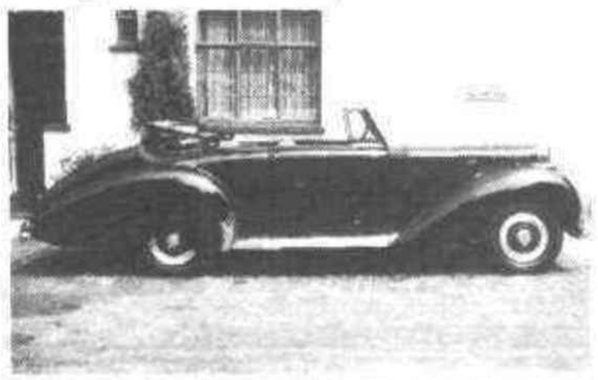
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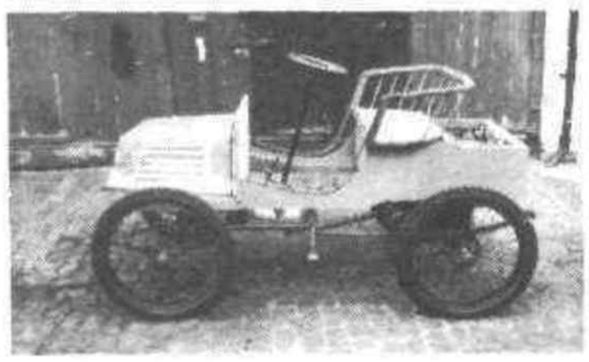
1936 BENTLEY 4¼-litre drophead coupe by Park Ward, good history, excellent example.



1933 LAGONDA 2-litre Twin Cam Continental tourer, good original model in sound condition.



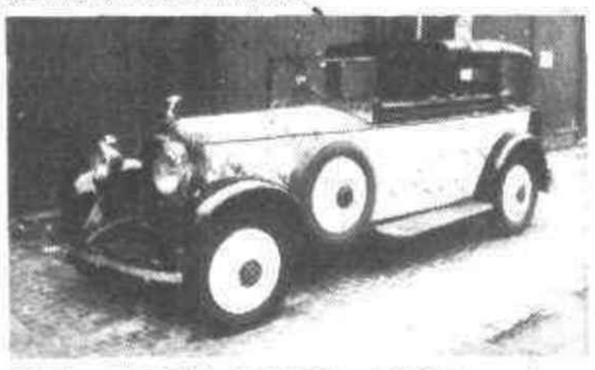
1952 BENTLEY Mark VI 4½-litre drophead coupe by Park Ward (*similar to above*), fully restored and finished in dark blue with red Connolly leather interior.



1901 PEUGEOT Veteran car, partly restored, complete with new wings and suitable lamps.



1934 AUSTIN Nippy sports two-seater.



1930 ROLLS-ROYCE 20/25 sedanca cabriolet by Windover, finished in black and ivory with blue leather interior.

1913 ROLLS-ROYCE Silver Ghost Pullman saloon by Mulliner.
1927 ALVIS 12/50 TJ four-seater tourer.
1928 ALFA ROMEO 17/50 single-cam tourer by James Young.
1927 ROLLS-ROYCE 20 sedanca cabriolet by Barker.
1937 BENTLEY 3½-litre tourer, replica coachwork, chassis rebuilt.
1959 PORSCHE RSK sports/racing two-seater.
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1972L TRIUMPH Stag, manual, white/tan trim, overdrive, hard and soft tops, stereo, electric aerial **£1,995**



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1972K LOTUS +2S 130, blue, two owners, silver roof; exceptional..... **£1,895**
1971K TVR 1600 red, 30,000 miles, stereo, one owner..... **£1,145**
1970J LOTUS Super 7 Mk. IV 1600GT, blue, Minilite wheels, low mlge. **£995**
1968F ALFA ROMEO 1600 GTV, pristine cond., three owners, 50,000m. **£595**

1974 DATSUN 260Z, metallic electric blue/black trim, tinted glass, 5-speed gearbox, push-button radio, sunshine roof..... **£2,495**
1973M M.G. Midget, teal blue, with beige interior, Rostyle wheels, reclining seats, 20,000 miles..... **£995**
1971 LOTUS +2S 130, French blue/silver roof, tinted glass, radio; low mileage..... **£1,595**
1973 SPITFIRE, white/black trim, low mileage..... **£1,095**
1971K JAGUAR 'E'-Type 2+2 V12, auto., white, 22,000 miles, radio, one owner..... **£1,795**
1972L TR6, white, black soft-top, low mileage, radio, overdrive..... **£1,195**
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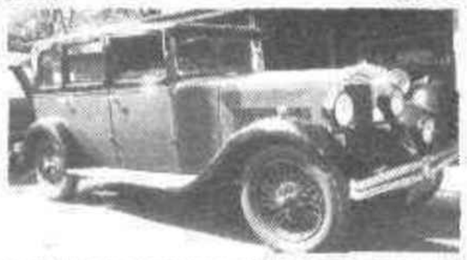
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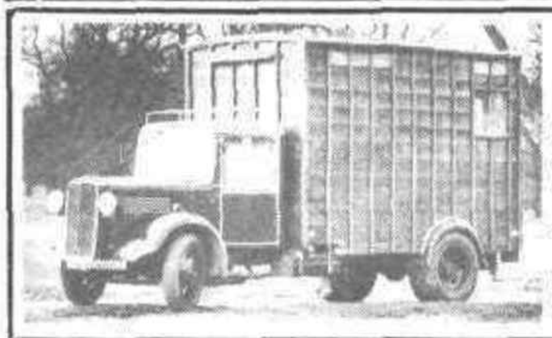
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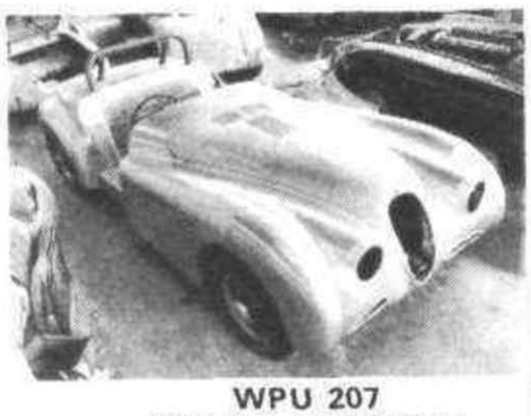
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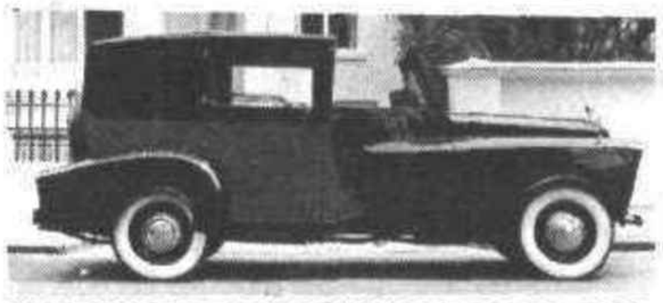
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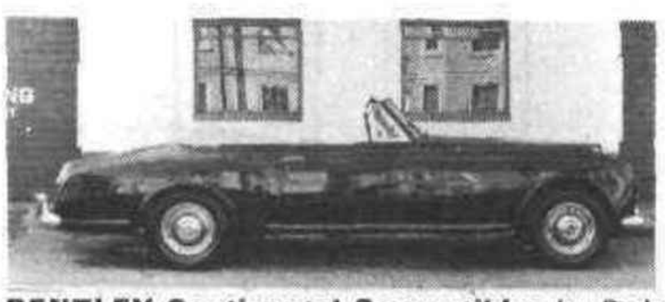
1939 ROLLS-ROYCE 25/30 "Wraith" razor-edged saloon by James Young. Gunmetal grey with blue interior. the rear compartment in cloth. Equipped with glass divider, vanity sets, cigar storage in folding tables and compartment in which may be a cocktail set if required.



1961 ROLLS-ROYCE Silver Cloud II long-wheelbase saloon by James Young. Equipped with metal sun-roof, whitewall tyres, West of England beige cloth interior throughout and possessed of a good service history. The car is in black and has very fine wood veneers to the interior.



1960 ROLLS-ROYCE Silver Cloud II 4-door saloon. Having covered a very low 23,000 miles from delivery, this motor car is in impeccable order and is visually as new. Black pearl over shell grey, grey hide interior, two owners from new.



BENTLEY Continental Convertibles by Park Ward: a choice of 1956 and 1958 cars in Alice blue or Mexico brown, the latter with powered steering and completely restored to Show standards.



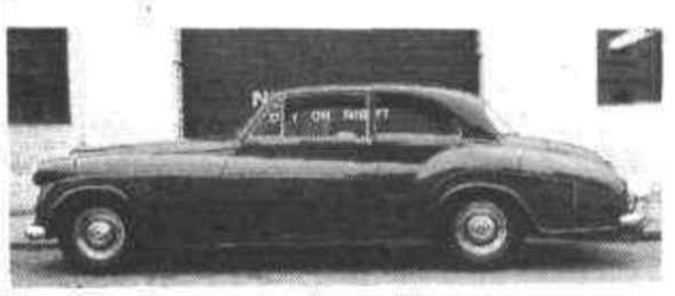
1955 ROLLS-ROYCE touring limousine by Freestone and Webb on the long-wheelbase Silver Wraith chassis. An elegant design. Black with face-forward folding occasional seats.



1961 BENTLEY S2 Continental 4-door "Flying Spur" saloon by H. J. Mulliner. With metal sliding sun-roof, finished in pale blue with very light tan hide. Especially recommended **£5,400**



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1958 BENTLEY S1. Custom-built 2-door saloon by James Young. One of very few built. Nicely turned out in sable with cream hide, equipped with high-compression engine and power-assisted steering.



1954 (Dec.) ROLLS-ROYCE Silver Wraith long-wheelbase touring limousine by Hooper, in their Empress style. Finished in black over ivory with black fenders and upholstered in black all wool cloth to the rear, black leather to the front compartment. Electrically operated divider, twin sideways facing occasional seats and comprehensive cocktail equipment. A rare and very distinguished motor car.



1936 ROLLS-ROYCE 20/25 Sportsman sun saloon by H. J. Mulliner. A car owned by an enthusiastic member of the Rolls-Royce Enthusiasts Club and a very handsome design, finished in black over burgundy with black wings and original burgundy hide interior, fine veneers and brass inlay.



1959 BENTLEY SL Continental 2-door Specia saloon by H. J. Mulliner. This is a special saloon which was originally shown at the Geneva Motor Show. Finished in garnet over silver with black hide interior and prepared to very high standards indeed. This car is equipped with **left-hand, power-assisted steering and automatic gears,** and is therefore a very unusual offering indeed.



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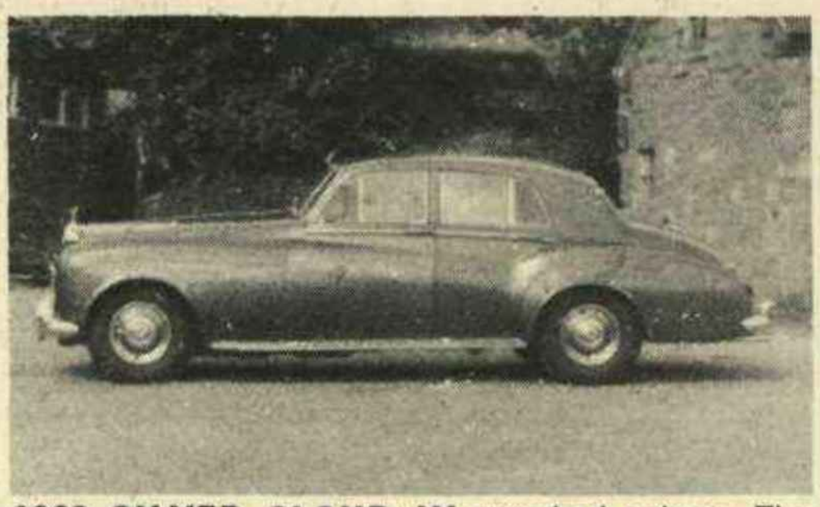
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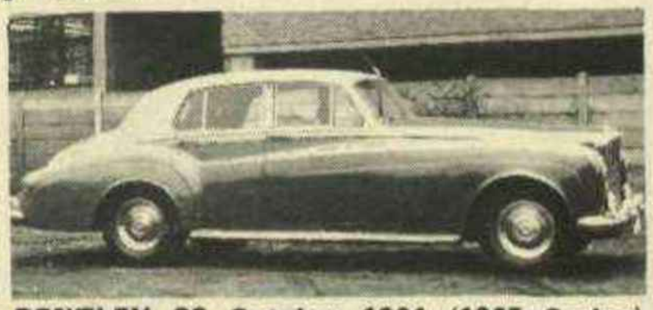
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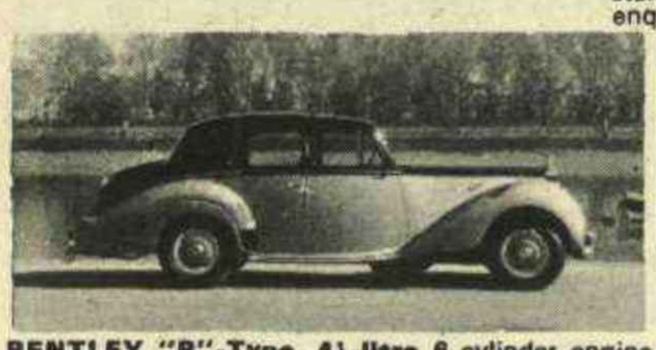
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