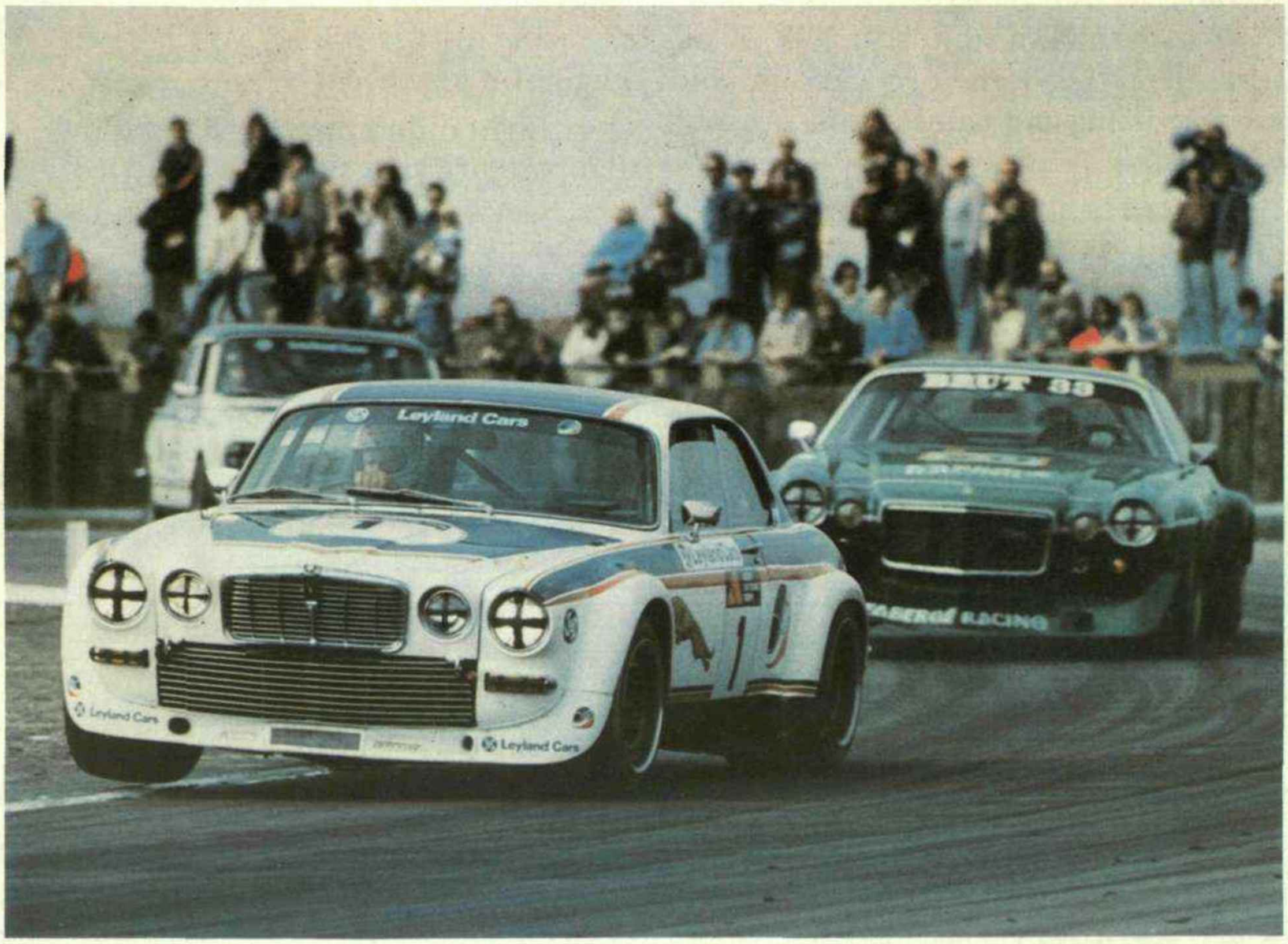
November 1976 Vol. LII No. 11 30p

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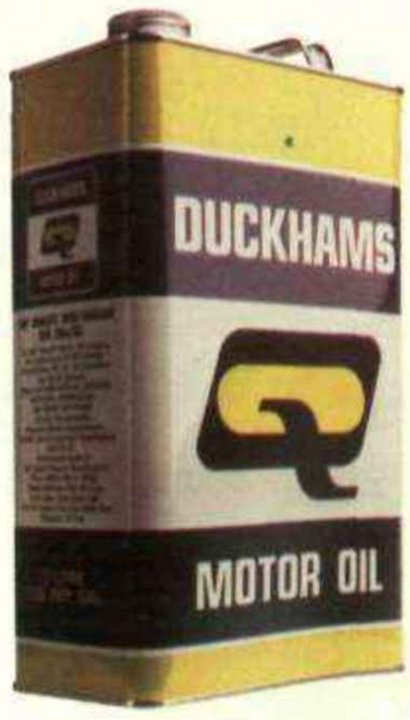
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MOTOR RACING — The 1976 **Modsports** championship should be decided by the time *Motor Sport* is published. Our congratulations to the winner in advance. With two races to run there is only 4 points between three cars. David Bettinson in his Lotus Seven is included but unlikely to be the winner. A very close season's racing and not the runaway victory for the very well driven Lotus Seven that the prophets of doom had foreseen.
The 1976 **Prodsports** champion will have also emerged as a worthy winner. However he did not compete against a Lotus Seven because the BRSCC reversed the unanimous decision at the 1975 Drive-in Open Day to include the Seven. We do not say that it would have won but just that a British Sports Car should be allowed to race in a British Production Sports Car Championship. We have lodged an appeal with the RAC but so has James Hunt.
If you have views or want advice please write to Caterham or telephone Caterham 46666 weekdays 9.00 am - 10.30 am.

LOTUS SEVEN CLUB — Next meeting Thursday, 4th November, Red Lion, Margaretting, near Ingatestone, Essex. B1002 (Old A12). Parts Department — for **Lotus Seven** and Lotus Cortina spares Tel: Caterham 42382.

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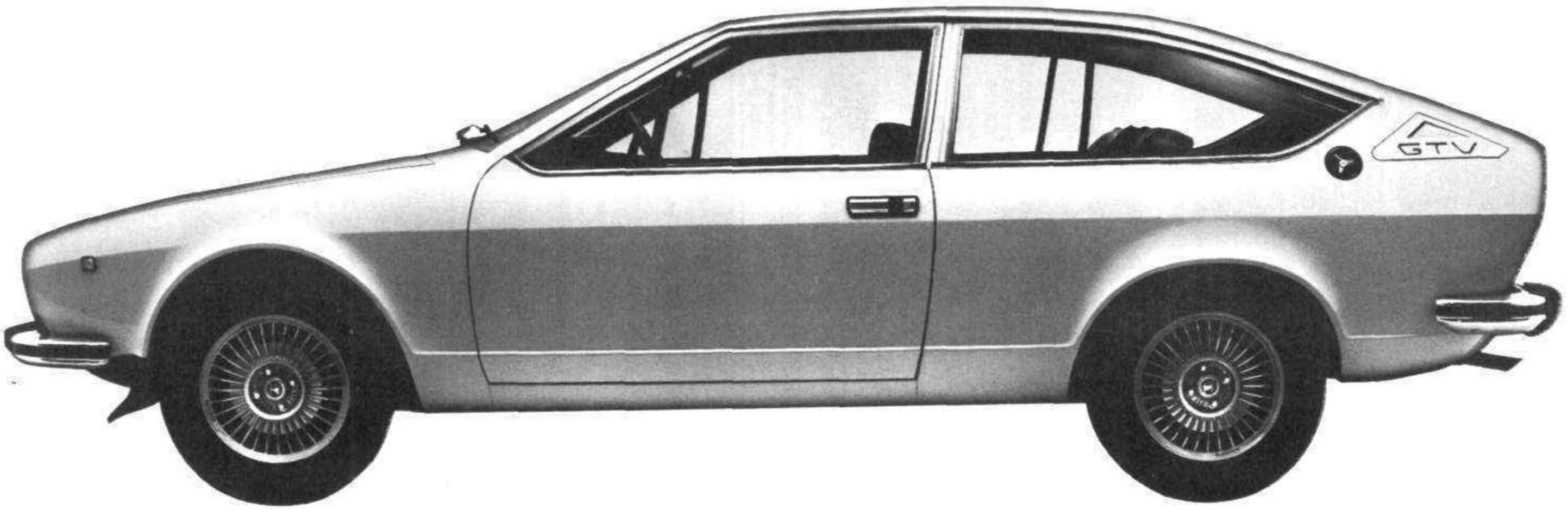
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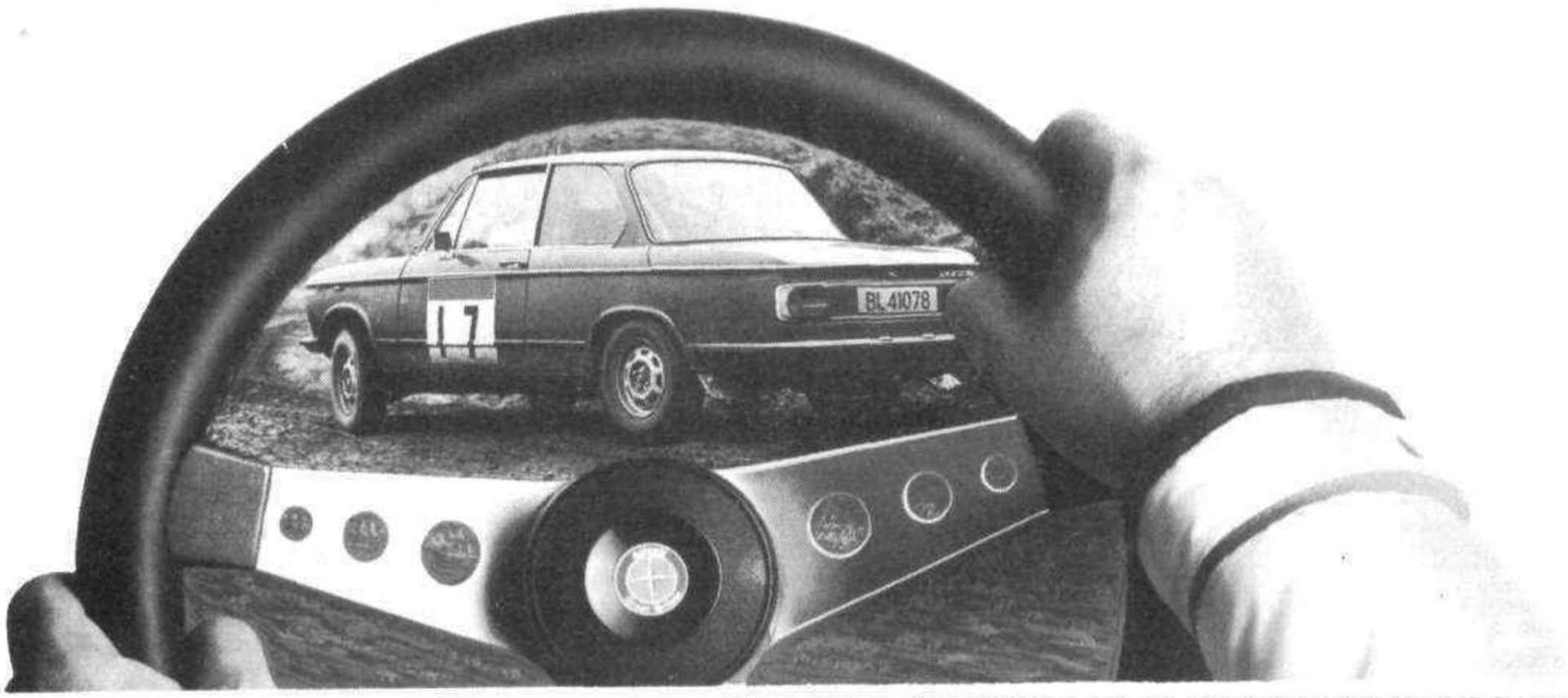
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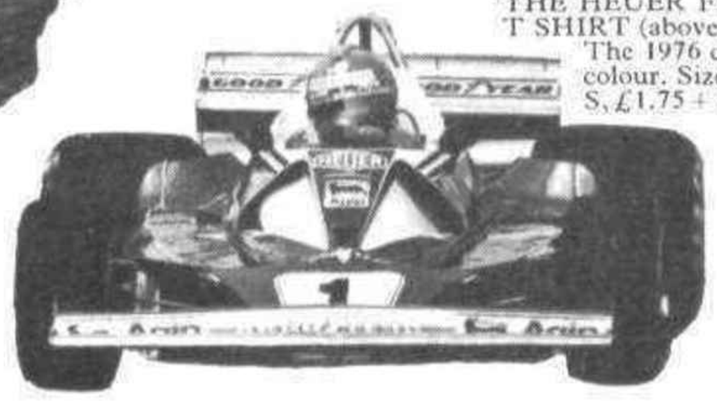
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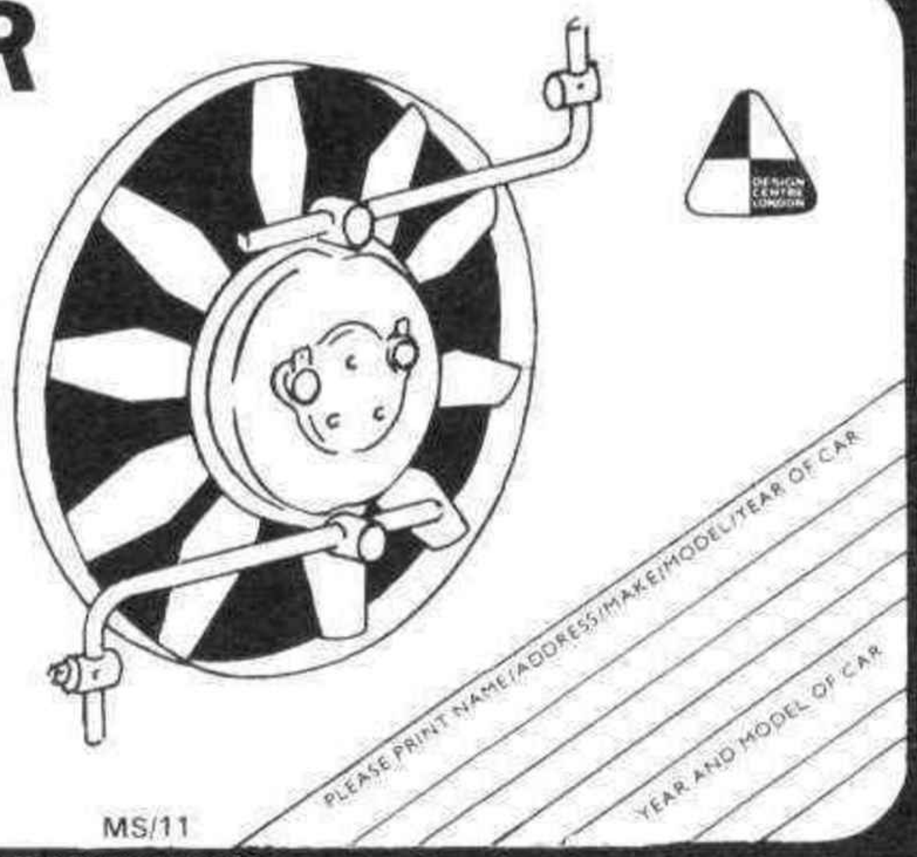
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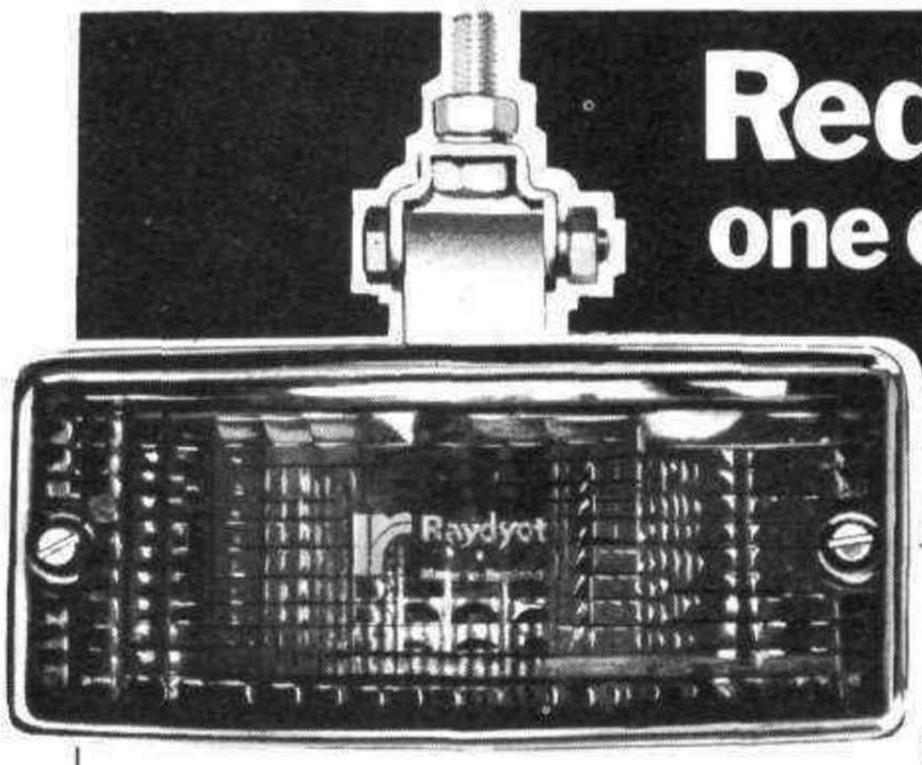
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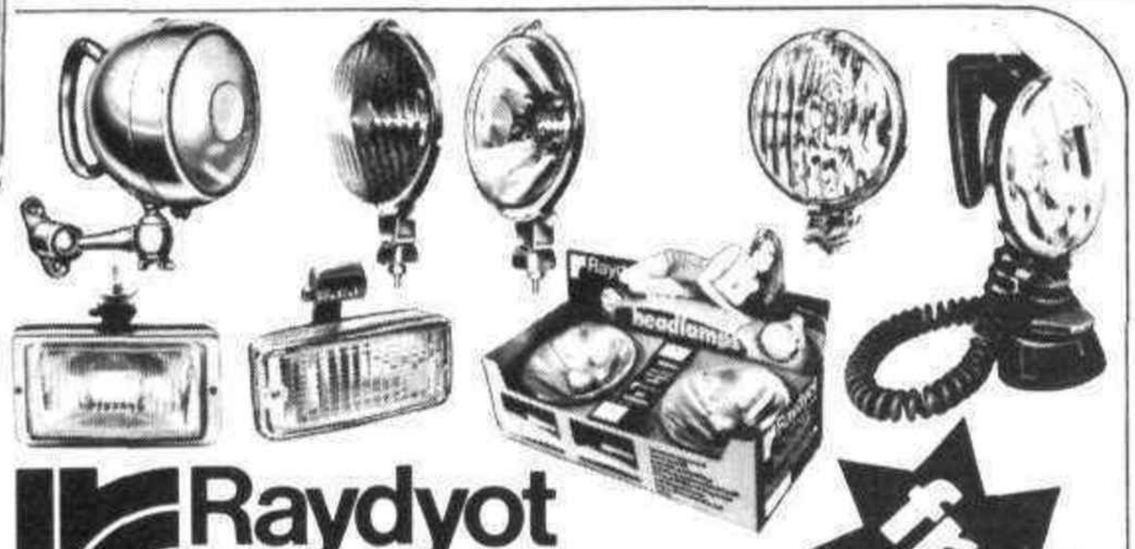


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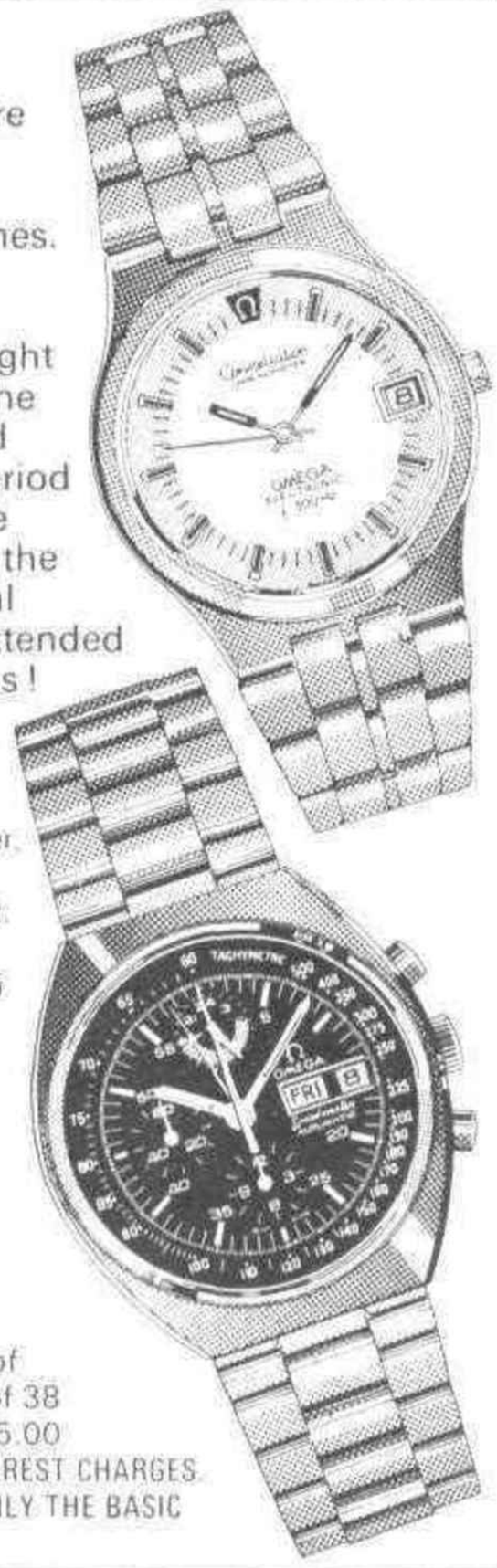
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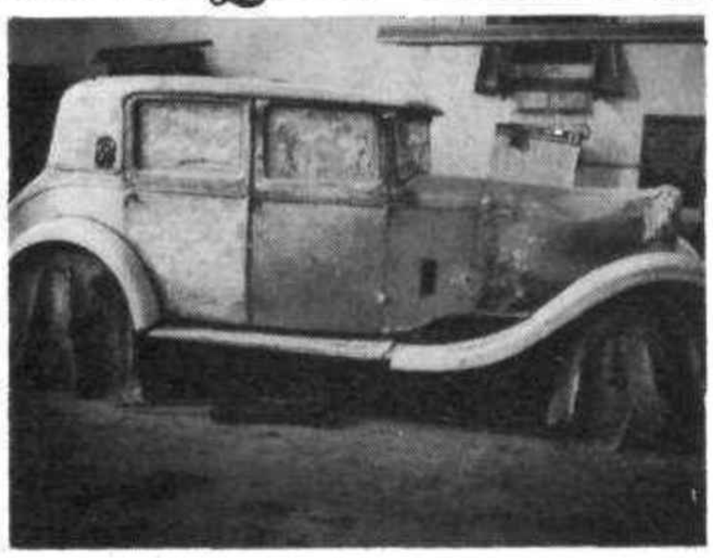
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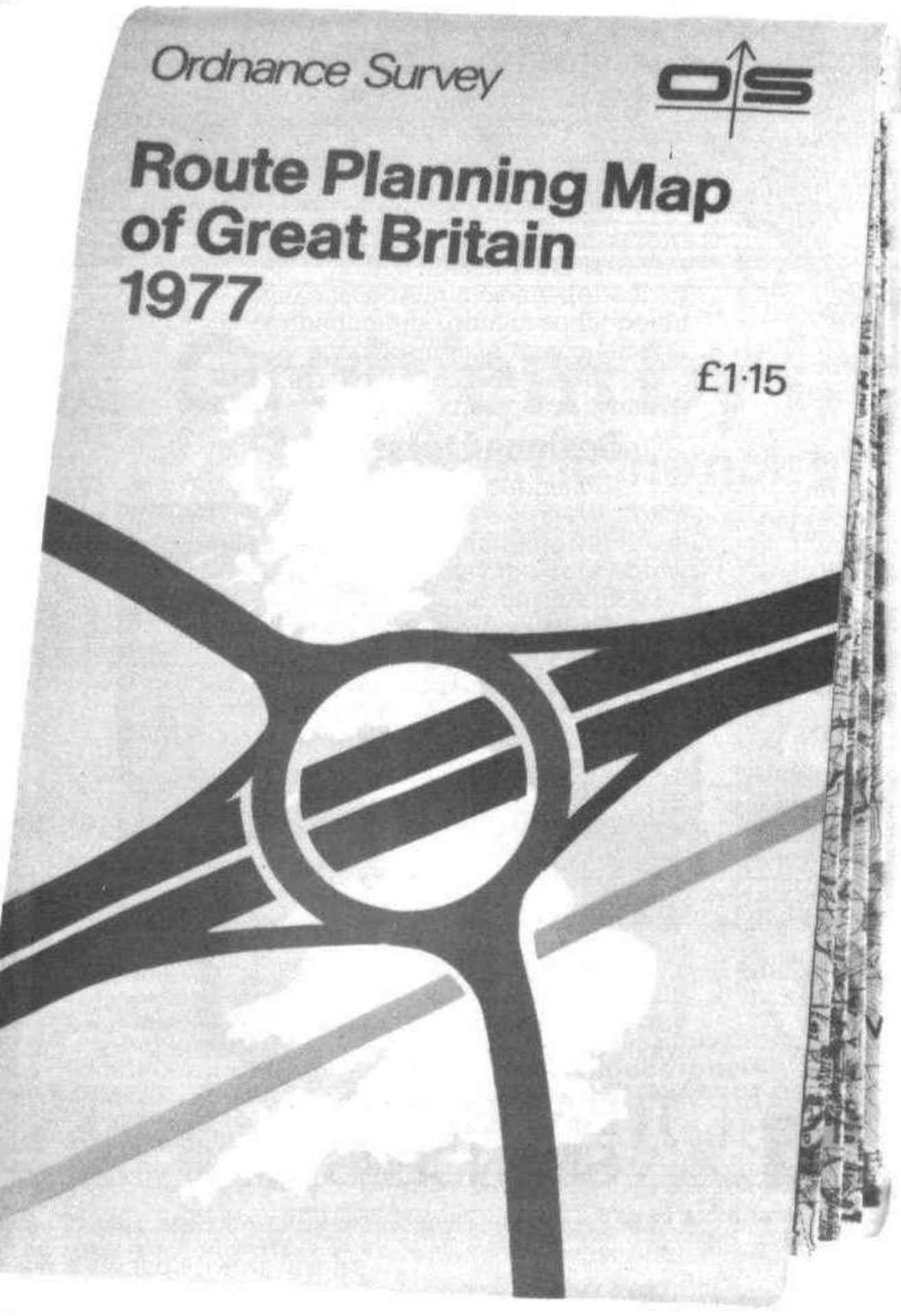
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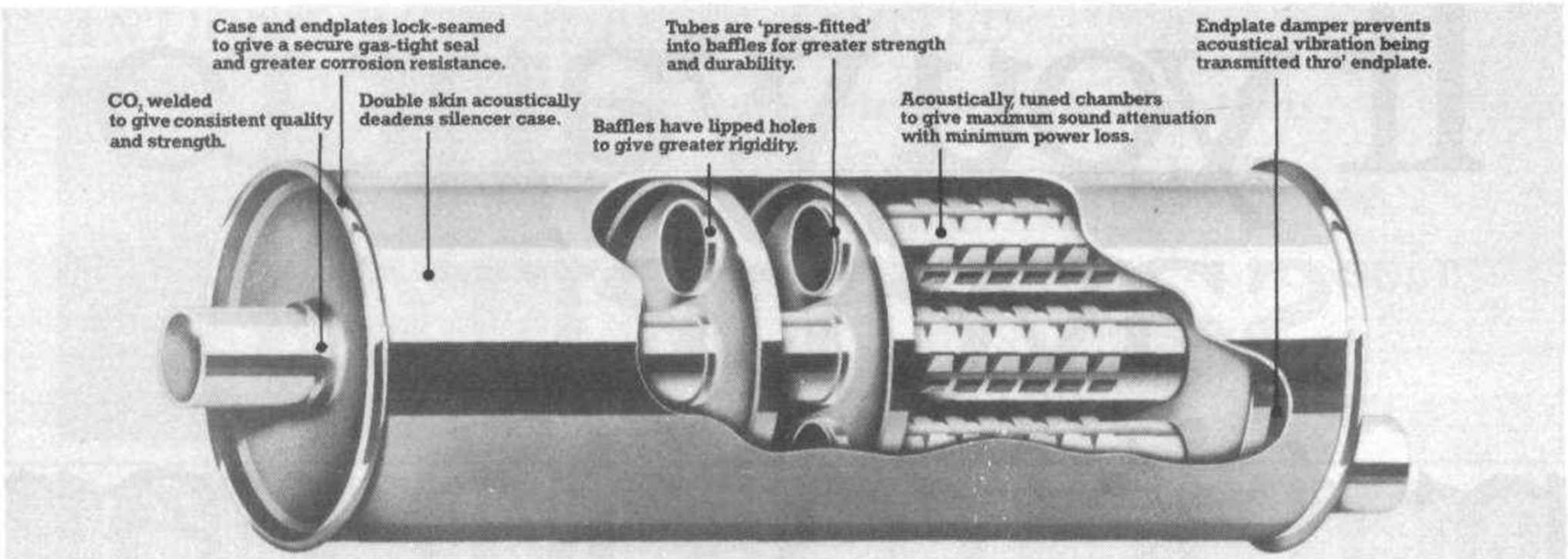
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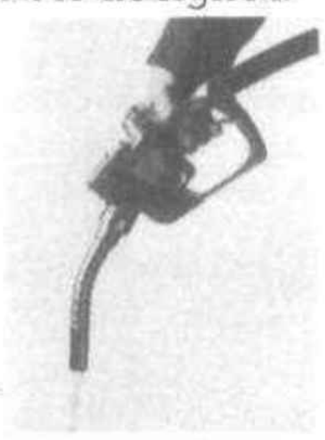


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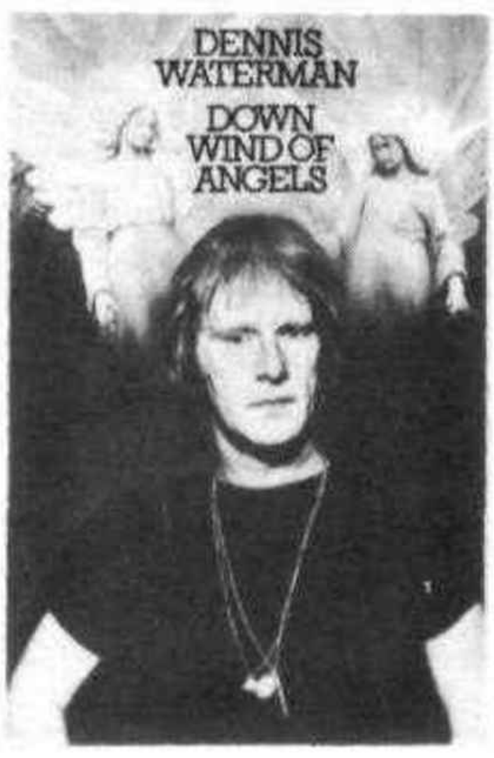
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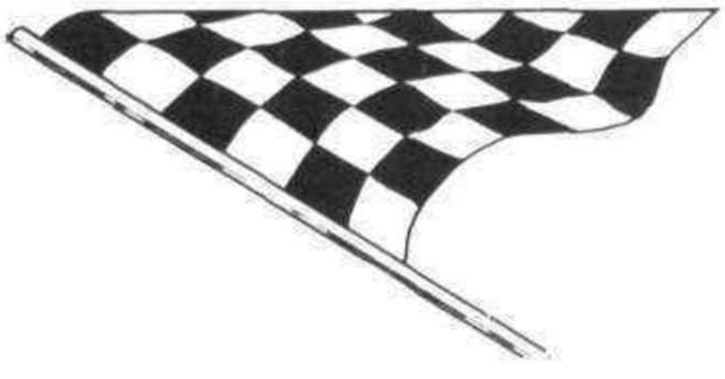
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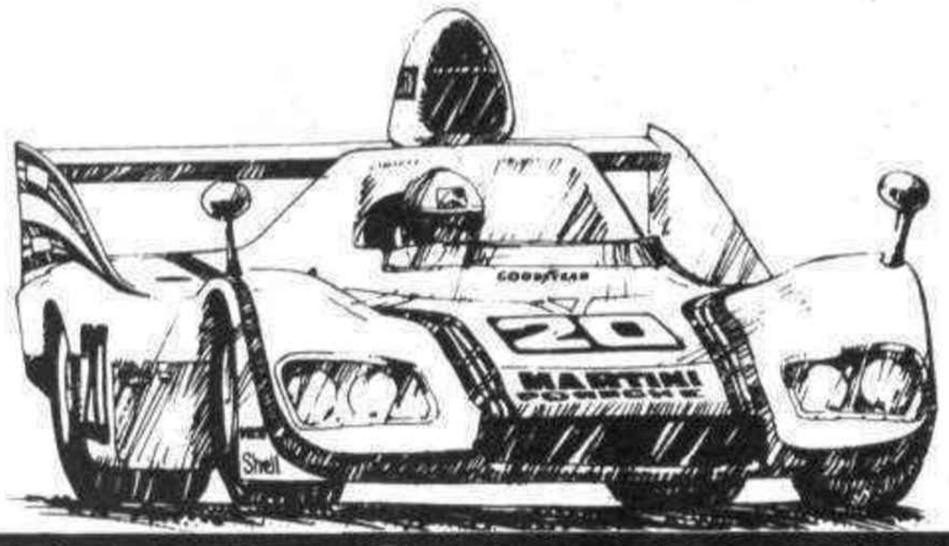
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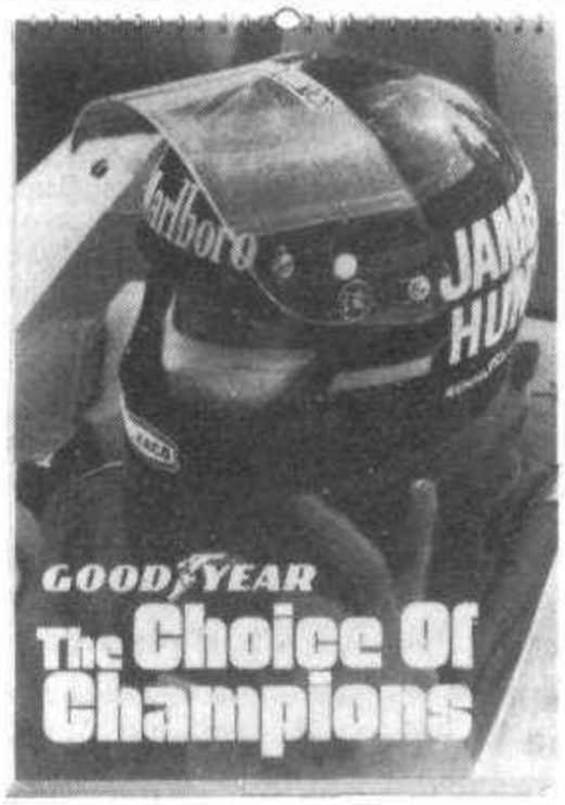
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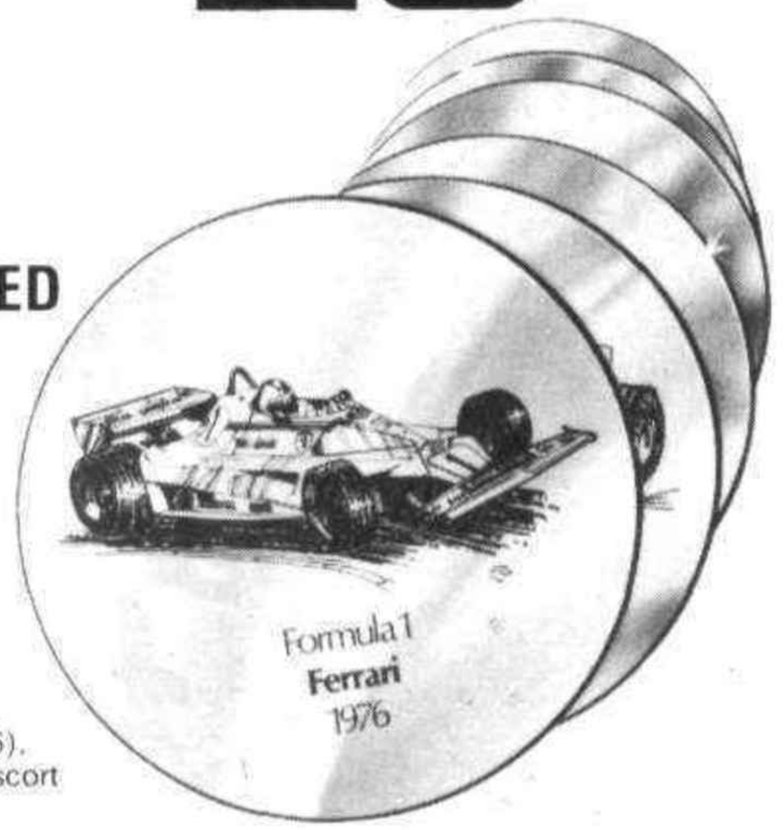
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FRONT COVER PICTURE: DEREK BELL made an exciting *debut* for the Leyland Cars Jaguar XJ12 Coupe at the Silverstone Tourist Trophy. A full report of the meeting appears within our colour section, beginning on page 1346.

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MATTERS OF MOMENT

■ SHOWTIME SOLILOQUY

The International Motor Show at Earls Court, just concluded, lived up to its name, with sparkling new cars from Great Britain, France, Italy, West Germany, Canada, America, Japan, Sweden, Australia, Poland, Czechoslovakia, East Germany and Russia. In a way it was historic, apart from the exhibits from Beaulieu's National Motor Museum and others, because it was the last SMMT Show that will be staged at Earls Court. In 1978 the SMMT will move its shop-window to Birmingham's National Exhibition Centre. Earls Court has long been regarded as the place you drive to for the purpose of buying a new car and then get a "ticket", towards loss of your licence, for parking there, where 'flu germs multiply faster than foreign-car sales, and which is thought of by some as a magnificent exhibition achievement, by others as the personification of the modern-times Rat Race. . . . It is significant that this great Exhibition, great in whatever context you choose to view it, was opened this year by the Prime Minister, James Callaghan. There would have been times in the past when a Labour Prime Minister might have had second thoughts about performing the Opening Ceremony of a Show devoted to the playthings of the rich, with unnoticed poverty just round the corner. Times change, however, for better or for worse, and now cars are owned by all classes and creeds, are used in their thousands for essential everyday travel and for factory and office commuting, so that, although the cost of them has become astronomical, producing them represents top-level employment for so many workers that Mr. Callaghan was able to go to Earls Court, usually a hot-bed of last-minute Industrial stoppages, with a clear conscience, if that term can be applied to political-thinking. In any case, his Welfare State now looks after all of us, so that the poor, like last summer's reservoirs, have, we are told, evaporated, leaving only the wealthy and the less-wealthy !

Because all car-owners are now virtually as one (although the owner of a tenth-hand Mini who encounters a Camargue may find this hard to swallow) it is all the more incredible that drivers, not only of private cars but of every kind of vehicle that moves along our roads, have never effectively banded together to fight the growing legislation that forever diminishes the pleasure of motoring and threatens continually those to whom a driving licence is essential to their work. Endorsements, savage fines, costly legal enforcements like the soon-to-be-doubled-in-cost car-testing, etc., continue, in spite of the enormous number of drivers who contribute vast sums to the Exchequer every time they so much as start their engines. All those who use wheels, whether two-in-line or multi-tyres on artics., might well ponder this fact of automotive life, when they next receive an endorsement or pay the tax on the petrol in their tanks. . . .

Mercifully, Government obsession with compulsory seat belts seems to have had as much fire as a damp squib and has therefore lost most of its impact. . . .

Among the nice new cars at the Paris Salon and Earls Court there was still no new Leyland Mini. It's nice of the British Leyland workers to give their permission for one to be produced eventually; we just assume that Alex Park has heard of Neville Chamberlain's other piece of paper. However, let us hope they follow most of the other Unions in respecting wage-restraints.

Ford are much nearer to big sales in the economy-car field with the still-mysterious, BMC/Issigonis-crib Fiesta, whose most-feared rival seems to be Renault's 5GLT. At the opposite end of the spectrum, Mercedes-Benz have their new 6.9-litre V8 overhead-camshaft, fuel-injection, dry-sump, hydropneumatically-self-levelling, 286-b.h.p., near-150-m.p.h. 450SEL to disturb Rolls-Royce complacency. It may be that instead of producing the Camargue, R-R should have spent the effort on further developing the Silver Shadow. However, if Three-Pointed Star again thrusts dangerously at the Silver Lady in the boardrooms of the World, it is a feather in the Crewe-cap that the prestige of the British-Royce continues to be reflected in the so-far undiminishing demand for it.

Of the more ordinary kind of car, which the bulk of the population shop for, the Rover New 3500 represents remarkably good value-for-money, as we have tried again to convince you on page 1310. Further down the family-car scale there would seem to be little need to look further than the excellent Chrysler Alpine-8 (reasons, next month), if it were not for the fact that Ford-of-Britain has still further enhanced the attractions of the Cortina, a car that on sales-statistics is clearly what the majority require. In terms of Ford, Vauxhall and Chrysler, it may be worthwhile when hoping for

Continued on next page

Motor Sport Fixture List For November

★ **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*
Nov. 4th	**NZ International GP Assoc. (Auck.) Inc.**	**Pukekohe**	**New Zealand**	**New Zealand Grand Prix (Formula Atlantic) (INT)**	—
Nov. 6th	**South African Motor Racing Club**	**Kyalami**	**South Africa**	**Groups 1-5 (INT)**	—
Nov. 6/7th	**ASAC Corse**	—	**France**	**Corsica Rally (World Rally Championship) (INT)**	—
Nov. 6/7th	**BRSCC**	**Brands Hatch Circuit**	**Fawkham, Kent**	**ShellSport 5000 European Championship (INT)**	**Sat. 13.00 Sun.11.30**
Nov. 6/7th	**TEAC**	**Lydden Hill**	**Canterbury**	**Sat.: European Rallycross Championship final round (INT)**	**12.00**
				Sun.: British Rallycross Championship (*R*)	13.30
Nov. 6/7th	Thame MC	Ford & Slater, Bicester Rd., Aylesbury	165/806146	Pathfinder Rally (*R*)	23.01
Nov. 6/7th	Lincolnshire-Louth MC	Pocklingtons Garage, London Rd., Louth	122/329869	John Pocklington Trophy Rally (*R*)	23.31
Nov. 6/7th	County Kildare MC	Kilcullen, Co. Kildare	—	Hideout Rally	19.00
Nov. 7th	**Rheintal MSC Kirrlach-Wiesental e.V. im ADAC**	**Hockenheim**	**Germany**	**Groups 1-6, F3, FSV, FV, FF (INT)**	—
Nov. 7th	Forest of Dean MC	Watts of Lydney	—	Wyedean Stages (*R*)	08.00
Nov. 7/9th	**AC 'Warszawski'**	—	**Poland**	**Warsaw Rally (European Rally Championship) (INT)**	—
Nov. 8th	RAC/VCC	Hyde Park	London	London to Brighton Veteran Car Run	08.00
Nov. 13th	North Oxon CC	Hartford Motors (Banbury) Ltd.	—	Banbury Cross Rally (*R*)	10.30
Nov. 13th	Taunton & Burnham-on-Sea MCs	Cricket St. Thomas Wildlife Park	Chard (193/373087)	Wildlife Stages Rally (*C*)	10.01
Nov. 13/14th	SCC of Norfolk	Spruce Howlett Ltd., Trowse, Norwich	134/245069½	Phoenix Rally (*R*)	22.30
Nov. 14th	TEAC	Brands Hatch Circuit	Fawkham, Kent	Race Meeting (*R*)	13.30
Nov. 14th	750 MC	Boxley Hill, Harp Farm	Maidstone (172 or 188/763600)	Sporting Car Trial (*R*)	11.00
Nov. 21st	**FISCO Club**	**Fuji**	**Japan**	**Groups 5, 6 (INT)**	
Nov. 21st	**Philip Island Auto Racing Club**	**Philip Island**	**Australia**	**Groups 3-5, Formule Libre (INT)**	—
Nov. 21st	BARC	Thruxton Circuit	Andover, Hants.	Race Meeting (*R*)	13.15
Nov. 21st	Sevenoaks Dist. MC	Brands Hatch Circuit	Fawkham, Kent	Race Meeting (*R*)	13.30
Nov. 21st	SCCN/WSMC	Snetterton Circuit	Thetford, Norfolk	Rallycross (*R*)	12.30
Nov. 21st	Leicestershire CC	Clipston	133/701831	John Bull Trophy Trial (*R*)	11.00
Nov. 27/30th	**RAC**	**Great Pulteney St.**	**Bath**	**Lombard RAC Rally (World Rally Championship) (INT)**	09.00
Nov. 28th	**Mannheim-Heidelberg Sports Touring Club e.V. im AvD**	**Hockenheim**	**Germany**	**Groups 1-6, F3, FSV, FV, FF (INT)**	—
Nov. 28th	**NASCAR**	**Ontario**	**Canada**	**Times 500 (INT)**	—
Nov. 28th	**Philip Island Auto Racing Club**	**Philip Island**	**Australia**	**F5000, Groups 1, 2 (INT)**	—
Nov. 28th	Rochester MC	Brands Hatch Circuit	Fawkham, Kent	Race Meeting (*R*)	13.30

MATTERS OF MOMENT

Continued from previous page

fewer strikes and stoppages in British motor factories to remember that the Big Three are now employing European as well as British workers and factories to make their products. The Chrysler Alpine is a nice example of this trend, its engine and body panels coming from France for assembly at Ryton, outside the Motor City of Coventry. Supposedly it is too much to hope that the workers in one factory will decline to strike because to do so might start redundancies across the Channel. We can only hope that all responsible Shop Stewards will play their important part in getting Britain out of its present fearful financial mess and that factories will be solidly behind them—we have always thought of the Skoda as the ideal Shop Stewards' car and, comforting thought, it remains a rear-engined car, with the works behind the driver. . . . Let us not overlook the fact that Alfa Romeo have had riots in their Milan plant and here there has been a mini-riot at Ford's.

If the Industry is plagued in this and other ways, the Sport is also very sick. There have been all the petty rule-making and protests that have left James Hunt unsure whether he is on his head or his slicks and almost ruined this year's F1 racing, similar protests even at Cowes (which, the VSCC says, cost only one-twenty-fifth of protests in motor racing; but perhaps this is only a beginning), the odd decision in the Ali-Norton Championship boxing-match, not to overlook a riot at a motorcycle race-meeting and the threat from bottle-throwing spectators at Brands Hatch when they thought hero Hunt wasn't going to start. But at least the 1976 World Drivers' Championship, for what it is worth (and here, if we are not careful, we shall become involved with those millions again, which crop up whenever public expenditure is discussed these days, and which are creeping into sport) remained open until the very last race, at Japan's Mount Fuji circuit. . . . And vintage motor sport is lusty.

Finally, thinking of these 1976 Motor Shows, although the effects of amalgamations are showing, with Renault-Peugeot-Volvo linked, Fiat responsible for Lancia and Ferrari, VWs based on Audis, Opels labelled as Vauxhalls, and Chrysler's Alpine and Ford's Fiesta representing European-built cars from American-sponsored factories, technical stagnation is far distant. For which young Students-of-Design (and Old-Squares who may remember when the fully-dressed female-form enhanced the lines of a Sedanca but who avert their eyes (do they?) when girls in half-bikinis are thought necessary to help sell saloons and sun-roofs and the rest of the automotive paraphernalia) can be truly thankful. See you in Birmingham in 1978? Meanwhile, MOTOR SPORT intends to do its best, in its own particular style, to keep you informed of the important happenings in motoring and motor-racing.

Facel Vega Owners Club

RECENT correspondence relating to Facel Vegas has prompted reader M. M. Motashaw to inform us that a club for the marque exists in France. Two years old and with a thriving spares section, it claims more than 300 readers. Its address is Amicale Facel, 1 Rue de la Louvre, Sevres, Paris (Haut de Seine).

Mr. Motashaw is interested in forming an English Facel Club and asks like-minded marque enthusiasts to contact him at 110 Ward Avenue, Grays, Essex RM17 5RL (Grays Thurrock 5222).

Graham Hill Appeal Forums

FROM October 25th to November 11th Ford Rallye Sports dealers around the country are staging a series of motoring sport forums to raise money for the Graham Hill Memorial Appeal Fund. The idea is to give enthusiasts the chance to participate in question and answer sessions with race and rally stars and well-known personalities from other fields. At least three or four of the following will be on each panel: Roger Clark, Barry Sheene, Ken Tyrrell, Ari Vatanen, Russell Brookes, *John Taylor, Stirling Moss, Raymond Baxter*, Jim Porter, Stuart Turner, Peter Bryant, John Surtees, Dean Delamont and Tony Mason. Each forum will feature two films—one on Graham Hill and the new film of the 1976 Scottish Rally, Scotch and Dry.

Prizes already acquired for a raffle to be held at each forum include several Brambilla/Peterson "modified" March monocoques.

Venues from the beginning of this month are: November 1st, Hull; 2nd, Leeds; 3rd, Perth; 4th, Carlisle; 8th, Bournemouth; 9th, Brighton; 10th, Welwyn; 11th, Chelmsford. Consult your local Rallye Sport Dealers for further details.



Lauda leads Depailler and Watson through the Watkins Glen chicane.

UNITED STATES GRAND PRIX

Hunt turns the screw

Watkins Glen, New York, October 10th

IMMEDIATELY AFTER the Canadian Grand Prix had ended, most of the Formula One teams loaded their cars onto giant lorries and moved "lock, stock and barrel" across the United States border into the State of New York to pitch camp in best circus style at Watkins Glen, the 3.4-mile circuit which is home of the United States Grand Prix. More precisely, it is the home of the United States Grand Prix as opposed to the home of the United States Grand Prix *West* which took place round the streets of Long Beach, California, last April. The United States became the first country to hold two World Championship Grand Prix races in the same year since Italy in 1957 (Pescara and Monza), this coming about by a peculiarity in the "yellow book" of rules which permits a country to hold two separate qualifying rounds in the World Championship series as long as they take place more than 3,000 miles apart. But the traditional home of the United States Grand Prix has always been at the wooded Watkins Glen circuit in the picturesque Fingers Lake region of New York—that's if you can call "tradition" something which extends back a mere fifteen years to the first Formula One Grand Prix which came about after a move from the old Sebring airfield circuit after the 1960 race.

With only two days separating the end of the Mosport Park race with the opening of the Watkins Glen circuit for unofficial testing (on the Wednesday prior to the race), there wasn't much time for the hard-worked mechanics to give their cars more than a "wash and brush up" although the Hesketh team put together a fresh machine for Harald Ertl to drive and the Wolf-Williams (or is it Williams-Wolf?) lads ferried out a fresh monocoque from Reading to rebuild Amon's crashed car from Mosport. Both drivers involved in the Canadian practice accident were present at Watkins Glen on crutches, Amon with a nasty knee injury which prevented him from driving and Ertl with a cracked hip bone, despite which he was determined to have a crack at practising, at least. Guy Edwards decided that he wasn't going to drive the Penthouse/Rizla Hesketh 308 and made off to New York "wheeling and dealing" for 1977, "renting" the vacant seat to the young March Formula Two charger Alex Ribeiro who was having his first taste of Cosworth DFV power after a season grappling with 300 b.h.p. from a BMW 2-litre motor. Frank Williams spent one evening on the telephone at the Glen Motor Inn attempting to find a replacement for Amon, Michel Leclere declining (possibly he felt he knew enough about the car already having driven it in some early-season races!) and French Formula Two hopeful René Arnoux doing likewise. Frank then turned his attentions to California where he attempted to find Australian Vern Schuppan but instead found 1973 Tasman Champion Warwick Brown who agreed to come across to the other side of the country and drive the car. It was Brown's first Formula One race after several seasons, both in America and Australasia, driving big V8-Chevrolet-powered Formula 5000 machines.

The official record for Formula One cars round Watkins Glen stands to Brazil's Emerson Fittipaldi at 1 min. 43.3 sec., established during last year's race during his vain chase of Lauda's winning Ferrari. Since that time there has been a minor alteration to the *chicane* which was incorporated into the circuit layout last year. The intention of the *chicane* had been to slow up cars as they approached the flat-out "Esses" where Tyrrell driver Francois Cevert was killed in practice for the 1973 United States Grand Prix, but in last year's race it caused a great deal of trouble with drivers spinning sideways over its kerbs, sliding into the catch-fences and generally making a mess of their cars. This year the *chicane* was only slightly modified, the organisers quite rightly feeling that they'd done what the drivers had requested and now they didn't feel particularly inclined to change it again.

Pre-race testing gave an interesting indication of what was to follow at the weekend with James Hunt taking his McLaren M23 round in 1 min. 42 sec., a full second faster than Lauda's Ferrari according to the stopwatches operated by other interested teams. Mario Andretti (hoping for a win in his home Grand Prix), Patrick Depailler and John Watson were all bracketed between 1 min. 43 sec. and 1 min. 44 sec. in Lotus, Tyrrell and Penske respectively, while Jacques Laffite was next in the all-French Ligier-Matra. Unfortunately this patriotic little team faced a major set-back when Laffite crashed chassis JS5/02 during this testing session and although the little Frenchman wasn't injured, the car was badly damaged to put it out of action for the rest of the week. Accord-



Scheckter with the lid off. His P34 receives attention in practice.

PRACTICE TIMES

No.	Driver	Car	Friday Morning	Friday Afternoon	Saturday Afternoon
1	N. Lauda	Ferrari 312T2/026—flat-12	1. 58.385	1. 44.257	—
2	G. Regazzoni	Ferrari 312T2/027—flat-12	2. 01.932	1. 45.534	—
3	J. Scheckter	Tyrrell P34/4-Cosworth V8	—	—	—
4	P. Depailler	Tyrrell P34/2-Cosworth V8	1. 58.699	1. 44.516	—
5	M. Andretti	Lotus 77/R1-Cosworth V8	2. 07.756	1. 45.311	—
6	G. Nilsson	Lotus 77/R2-Cosworth V8	2. 07.923	1. 46.776	—
7	L. Perkins	Brabham BT45/3-Alfa Romeo flat-12	2. 07.611	1. 45.363	—
8	C. Pace	Brabham BT45/5-Alfa Romeo flat-12	2. 00.784	1. 45.274	—
9	V. Brambilla	March 761/1-4-Cosworth V8	1. 59.803	1. 44.250	no time given
10	R. Peterson	March 761/6-Cosworth V8	1. 57.835	1. 43.941	no time given
11	J. Hunt	McLaren M23/8-Cosworth V8	1. 59.727	1. 43.622	—
12	J. Mass	McLaren M23/9-Cosworth V8	1. 58.988	1. 46.067	—
16	T. Pryce	Shadow DN8/1A-Cosworth V8	**1. 56.807**	1. 45.102	—
17	J-P. Jarier	Shadow DN5/4B-Cosworth V8	2. 06.124	1. 45.979	—
18	B. Lunger	Surtees TS19/02-Cosworth V8	2. 15.584	1. 51.373	—
19	A. Jones	Surtees TS19/04-Cosworth V8	1. 59.532	1. 46.402	—
20	A. Merzario	Williams FW05/3-Cosworth V8	2. 04.441	2. 00.932	—
21	W. Brown	Hesketh-Williams 308C/1-Cosworth V8	2. 15.656	1. 51.124	—
22	J. Ickx	Ensign MN05-Cosworth V8	1. 59.432	1. 46.605	—
24	H. Ertl	Hesketh 308/3-Cosworth V8	—	1. 49.418	—
25	A. Ribeiro	Hesketh 308/4-Cosworth V8	2. 07.277	1. 49.669	—
26	J. Laffite	Ligier JS5/01-Matra V12	2. 02.784	1. 45.324	—
28	J. Watson	Penske PC4/02-Cosworth V8	2. 04.957	1. 44.719	—
30	E. Fittipaldi	Fittipaldi FD04/4-Cosworth V8	2. 06.334	1. 45.646	—
34	H-J. Stuck	March 761/2-Cosworth V8	1. 57.751	1. 44.265	—
35	C. Reutemann	Ferrari 321T2		non-starter	
38	H. Pescarolo	Surtees TS19/01-Cosworth V8	2. 05.211	2. 08.457	—
39	O. Stuppacher	Tyrrell 007/6-4-Cosworth V8	2. 12.056	2. 11.070	—
2T	G. Regazzoni	Ferrari 312T2/028-2—flat-12	—	no time given	—
3T	J. Scheckter	Tyrrell P34/3-2-Cosworth V8	1. 59.623	1. 43.870	—
5T	M. Andretti	Lotus 77/R3-Cosworth V8	no time given	—	—
8T	C. Pace	Brabham BT45/1-Alfa Romeo flat-12	—	—	—
11T	J. Hunt	McLaren M23/6-Cosworth V8	—	—	—
28T	J. Watson	Penske PC4/01-Cosworth V8	no time given	—	—

ingly Laffite was forced to use the team's original car (JS5/01) for official practice and the race. Another surprise was seen in the form of Tyrrell driver Jody Scheckter having a "sneak preview" of the Walter Wolf financed team (for whom he's signed to drive in 1977) by trying one of the Williams FW05s with the permission of Ken Tyrrell. Despite not fitting comfortably in the car, Scheckter lapped in a very respectable 1 min. 45 sec., which certainly put into perspective the efforts of the experienced Arturo Merzario. While nobody's trying to pretend the FWO5 is the best Formula One car in the world, it's amazing what a "get-up-and-go" driver can do in place of all the whining and moaning that the team's previous drivers have regaled us with for most of the season!



1973 *Tasman Champion Warwick Brown was a last-minute driver for Wolf Racing.*

Apart from the obvious issue of just who was going to win the United States Grand Prix, that clouded matter of "the World Championship" also dominated the proceedings again. With only eight points separating James Hunt from Championship leader Niki Lauda, the McLaren driver had to win at Watkins Glen to make sure he retained a chance of taking the driver's title in the final race of the series in Japan on October 24th. Unfortunately the fine autumn weather finally broke just before the start of official practice at Watkins Glen and Friday dawned with low cloud and driving rain lashing the circuit, saturating the thousands of campers who'd arrived to see the race and turning the whole area into a soggy mess.

Nevertheless, the circuit opened for the first session and everybody edged out on to the circuit to feel their way cautiously round. One or two of the "aces" were taking things a little easily to start with, not wanting to risk their cars on a saturated track during the first hour and a half, as it was almost certain to clear up for the subsequent sessions. But Hans Stuck took to the wet like the proverbial duck to water and roared his March 761 round in a cloud of spray to record 1 min. 57.751 sec. which looked as though it would stand as fastest in that session until Tom Pryce set a 1 min. 56.807 sec. best on his very last timed lap in the Shadow DN8. Other good times came from Niki Lauda (1 min. 58.385 sec.), Patrick Depailler (1 min. 58.699 sec.) and Jochen Mass (1 min. 58.998 sec.) but the whole affair was rather unrepresentative and the pattern completely changed once the circuit began to dry-out midway through the afternoon's hour-long session.

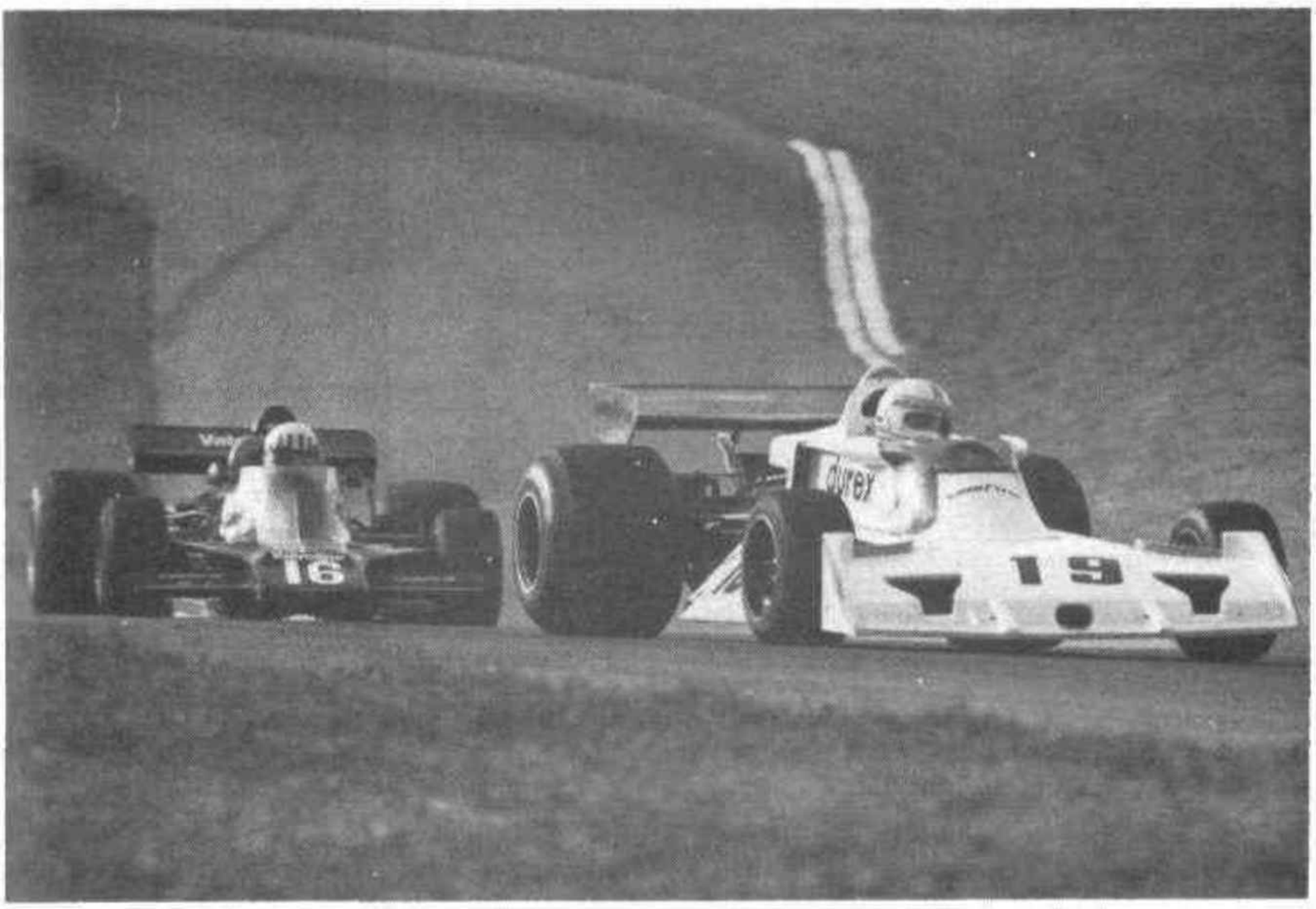
Once it was time to go out on dry weather slicks, James Hunt immediately got down to business and very quickly established fastest time with a confident best of 1 min. 43.622 sec. although Jody Scheckter, anxious for another Grand Prix victory before he leaves Elf Team Tyrrell, managed 1 min. 43.870 sec. in his P34 six-wheeler and Ronnie Peterson's March stayed trouble-free for long enough for him to record 1 min. 43.941 sec. These three were the only drivers to break the 1 min. 44 sec. barrier and establish themselves in the "ace" category as far as Watkins Glen was concerned, although the two March directors present were smiling like Cheshire cats because Vittorio Brambilla was fourth with 1 min. 44.250 sec. and Stuck was sixth with 1 min. 44.265 sec., these two split only by Niki Lauda's Ferrari which managed a best time of 1 min. 44.257 sec. to qualify in fifth place. Although Ferrari had managed to get their number one driver well-placed in the practice times, Lauda was far from happy with the behaviour of his car and could be seen in agitated discussion with both engineer Forghieri and team manager Audetto about the "bad handling" of the Italian car. Lauda's main complaint surrounded what he described as the "lack of testing and development"

STARTING GRID

* 3 J. Scheckter (*Tyrrell-Cosworth V8*) P34/4 1 min. 43.870 sec.	11 J. Hunt (*McLaren-Cosworth V8*) M23/8 1 min. 43.622 sec.
9 V. Brambilla (*March-Cosworth V8*) 761/1-4 1 min. 44.250 sec.	10 R. Peterson (*March-Cosworth V8*) 761/6 1 min. 43.941 sec.
34 H-J. Stuck (*March-Cosworth V8*) 761/2 1 min. 44.265 sec.	1 N. Lauda (*Ferrari—flat-12*) 312T2/026 1 min. 44.257 sec.
28 J. Watson (*Penske-Cosworth V8*) PC4/02 1 min. 44.719 sec.	4 P. Depailler (*Tyrrell-Cosworth V8*) P34/2 1 min. 44.516 sec.
8 C. Pace (*Brabham-Alfa Romeo flat-12*) BT45/5 1 min. 45.274 sec.	16 T. Pryce (*Shadow-Cosworth V8*) DN8/1A 1min. 45.102 sec..
26 J. Laffite (*Ligier-Matra V12*) JS5/01 1 min. 45.324 sec.	5 M. Andretti (*Lotus-Cosworth V8*) 77/R1 1 min. 45.311 sec.
2 G. Regazzoni (*Ferrari—flat-12*) 312T2/027 1 min. 45.534 sec.	7 L. Perkins (*Brabham-Alfa Romeo flat-12*) BT45/3 1 min. 45.363 sec.
17 J-P. Jarier (*Shadow-Cosworth V8*) DN5/4B 1 min. 45.979 sec.	30 E. Fittipaldi (*Fittipaldi-Cosworth V8*) FD04/4 1 min. 45.646 sec.
19 A. Jones (*Surtees-Cosworth V8*) TS19/04 1 min. 46.402 sec.	12 J. Mass (*McLaren-Cosworth V8*) M23/9 1 min. 46.067 sec.
6 G. Nilsson (*Lotus-Cosworth V8*) 77/R2 1 min. 46.776 sec.	22 J. Ickx (*Ensign-Cosworth V8*) MN05 1 min. 46.605 sec.
25 A. Ribeiro (*Hesketh-Cosworth V8*) 308/4 1 min. 49.669 sec.	24 H. Ertl (*Hesketh-Cosworth V8*) 308/3 1 min. 49.418 sec.
18 B. Lunger (*Surtees-Cosworth V8*) TS19/02 1 min. 51.373 sec.	21 W. Brown (*Hesketh-Williams-Cosworth V8*) 308C/1 1 min. 51.124 sec.
38 H. Pescarolo (*Surtees-Cosworth V8*) TS19/01 2 min. 05.211 sec.	20 A. Merzario (*Williams-Cosworth V8*) FW05/3 2 min. 00.932 sec.

Not Qualified: O. Stuppacher (Tyrrell 007/6-4) 2 min. 11.070 sec.

• Did time in P34/3-2



Alan Jones finds himself in an unaccustomed station with the Surtees TS19, ahead of Tom Pryce's misfiring Shadow DN8.

while he was recovering from his accident.

John Watson tried his older chassis (PC4/01) after the failure of a front hub bearing on the newer machine while Patrick Depailler highlighted the session by being on the receiving end of the compressed air cylinder which McLaren use to activate the starter motor on their M23, Hunt's car shedding his right in the middle of the circuit. The cylinder careered off the McLaren, badly bent two front wheels on one side of the Tyrrell six-wheeler and then glanced off Fittipaldi's front anti-roll bar before gouging a great chunk out of the side of the Brazalian car's monocoque. Nobody was injured in what could have been a very nasty incident, but souvenir hunters "bagged" the cylinder and were only persuaded to give it up on promises of various items of "James Hunt regalia" by the harassed Clerk of the Course who went to retrieve it!

Tom Pryce couldn't maintain the advantage he'd found in the very wet conditions, but his 1 min. 45.102 sec. was better than Carlos Pace in the faster of the two Brabham-Alfa Romeos, the Brazilian delighted with the BT45's handling but disappointed with the Italian contribution to Ecclestone's joint effort. Mario Andretti was waiting hopefully for Saturday to be dry, for he spent the whole of the first day setting up 77/R1 to his own personal liking and although he could only manage 1 min. 45.311 sec. he was burning with confidence. Larry Perkins put in a very respectable show in the second Brabham-Alfa Romeo, lapping faster than Clay Regazzoni who tried both his regular Ferrari and the spare (028-2) during the afternoon but really seems to have lost a great deal of his determination since he has been advised that Ferrari won't be needing his services again in 1977. Both Fittipaldi and Jarier (Shadow DN5) were going better than ever, Mass felt his McLaren was set up too softly and Alan Jones put in a decent time (1 min. 46.402 sec.) to beat Ickx in the Ensign, Nilsson in the second Lotus and the other two Surtees of Lunger and Pescarolo quite convincingly. Harald Ertl made an appearance in the second session and just managed to lap quicker than the enthusiastic Ribeiro, despite his injured hip, while Brown was subsequently quicker than Merzario, but the little Italian's Williams suffered gearbox trouble and, along with Pescarolo, wouldn't have qualified for a start if the organisers hadn't waived the 110 per cent qualifying rule. Stuppacher's slow Tyrrell predictably failed to qualify either on grid order or percentage time.

Despite hopes that the weather might brighten up on Saturday, the second day of official practice turned out to be worse than the first with torrential rain falling with such intensity that the organisers were worried that certain sections of the circuit might begin to subside, in which case they would have *real* trouble on their hands. All the cars and drivers stayed snugly in the Kendall Tech-Centre for most of the day until the organisers, desperately trying to give some sort of value for money to the bedraggled crowd, announced that the circuit would be open for an hour's practice "if anyone wanted it". March's determined duo, Brambilla and Peterson decided to sally forth and see what conditions were really like, the Italian returning to the pits after a single lap. Peterson stayed out to do one flying lap before spinning on the straight while in second gear, knocking his March's nose section off before retiring quietly back to the paddock garage. Nobody else even tried.

The start, delayed almost an hour, took place under dry but cold conditions on Sunday afternoon and it was Scheckter who made the best start from his position on the left-hand side of the front row, gaining enough ground on Hunt to enable him to cut across onto the racing line for the first right-hand corner, leading the field through the *chicane* he'd helped to "design" and out down the long back straight. At the end of the first lap the blue Tyrrell was comfortably entrenched in the lead ahead of Hunt, Brambilla, Peterson, Lauda, Depailler, Watson, Andretti, Laffite, Pace, Regazzoni, Mass, Pryce, Perkins, Jones, Ickx, Nilsson, Fittipaldi, Ertl, Ribeiro, Pescarolo, Brown, Stuck (who made a nonsense at the start), Lunger and Jarier, the Frenchman trailing a long way behind after stalling the engine on the parade lap and being left on the grid.

It didn't take long for Scheckter and Hunt to open an appreciable gap over their immediate pursuers for Brambilla was having quite a job with his March as a front tyre had begun to throw its tread on the warming-up lap and although it had been changed prior to the parade lap there wasn't enough time to check its pressure properly. As a result the determined little Italian looked very untidy as he grappled with unexpected understeer and it took Lauda until the fifth lap before he'd carved a path through the traffic and could see a clear track in front of him. By that time Scheckter and Hunt had gone and the number one Ferrari was over 6 sec. behind the second place McLaren. Peterson began fading after a couple of laps with what appeared to be March's usual nebulous "handling problems", but when he pulled into the pits at the end of his 12th lap it was obvious that something was very seriously wrong. The left front wheel was leaning inwards at a peculiar angle as the front crossbeam which holds the top-end of both shock-absorbers had started to crack, so that was the end of the Swede's race. Depailler had already dropped out of fifth place on his eighth lap when a fuel line became disconnected on his Tyrrell and Merzario found himself spun off the track and out of the contest when Ertl ran into the back of him. The bearded Austrian made a quick pit stop for a new nose section to be fitted to his Hesketh and raced on near the back of the field.

As Lauda pulled away from Brambilla, vainly chasing the two leaders, the March man from Monza hung on grimly at the front of a tight bunch which now comprised Pace, Laffite, Regazzoni, Andretti and Mass with Stuck catching them fast. Pryce was next, all on his own in the Shadow DN8, and then came Perkins holding off Jones, Ickx and Fittipaldi in a tight quartet. Nilsson retired with engine trouble on lap 14, while a lap later Ickx crashed the Ensign very heavily as he came out of a left-hand corner at the back of the circuit. The car collided very violently with the double layer guard rail, ripping off the front wheels and suspension which remained jammed under the barrier. The main portion of the car bounced back into the middle of the track, on fire, and Ickx miraculously climbed out and hobbled to the side of the circuit without help. He was taken to hospital where he was found to have a badly crushed foot, broken ankle and some minor burns. The whole business unsettled Scheckter, for not only did the Tyrrell driver almost collect the fire engine a couple of laps after the accident, but the South African was convinced the worse had happened to Ickx as the whole scene reminded him of Cevert's crash three years earlier. Scheckter remarked later that it was very



Lauda finished a creditable third, but the Ferrari could make no impression on the flying Hunt and Scheckter.

difficult to keep his mind on the race for a few laps, but he kept control and continued to lead Hunt in confident style.

Jacques Laffite had scrambled his way past Brambilla on lap 12, the Ligier-Matra quickly pulling away to consolidate a safe fourth place. Andretti retired on lap 24 after clipping a kerb (his engine hadn't revved properly from the start) and Mass moved in behind Pace in the queue immediately behind Brambilla. Perkins was eventually displaced at the head of his little group by Jones, the Surtees pulling away before the Brabham-Alfa retired on lap 31 when a front wishbone pick-up point pulled away from its mounting.

The next casualty was Laffite, one of the Ligier-Matra's rear tyres virtually disintegrating as it sped down the long back straight, the resultant flaying rubber smashing up the suspension and scattering debris along the circuit behind it. Laffite brought the car to rest without colliding with anything, but Brambilla picked up some of the wreckage and punctured a front tyre, so that meant that Jochen Mass was now fourth, running on his own.

On lap 36 Hunt moved right on to the tail of Scheckter's Tyrrell, slipping past the six-wheeler a lap later and quickly opening a one second advantage. Unfortunately Hunt's spell at the front lasted just three laps and then the McLaren was badly baulked as it lapped Brown's slow Williams (which was handicapped by gearbox problems) at the *chicane*. Hunt was forced to slow up suddenly and Scheckter nipped past again as the Englishman sorted out his gears.

With 20 laps to go the order was thus: Scheckter, Hunt, Lauda, Mass, Stuck and Regazzoni with Watson pressing the sixth place Ferrari very hard indeed. Jones had passed Pryce's Shadow which was now misfiring badly and eventually stopped with engine failure on lap 46 while Fittipaldi was next from the sensible Ribeiro with Ertl, Brown and Pescarolo still circulating several laps in arrears. With just over 13 laps left to go, Hunt pressed home a counter-attack on Scheckter, passing the Tyrrell on lap 46 before going away with an impressive spurt to beat the South African by just over 8 sec. as the chequered flag appeared after 59 laps' racing.

In the closing stages of the race Lauda dropped to 55 sec. behind the second place Tyrrell and it looked as though Mass might catch him on the line. The German driver put his heart and soul into those last few laps, egged on by his enthusiastic mechanics who kept him well informed of the gap. But Lauda was watching his rear-mirror like a hawk and just "let out the rope" enough to stay 0.05 sec. in front of the McLaren as they finished in nose-to-tail formation. Once rid of Regazzoni's baulking, Watson closed in on Stuck but, like Mass, just failed to catch the man in front by less than a second. Lapped, Regazzoni finished seventh while Jones drove consistently to stay on the same lap as the Swiss and Fittipaldi was two laps down ahead of Jarier, Lunger and Ribeiro. Ertl completed 54 laps just ahead of Brown, the Australian driving the last few laps without third and fifth gears operative on the Williams but keeping out of everybody's way as he did so. Lastly Pescarolo completed 48 laps after a pit stop but that wasn't sufficient to get him officially classified as a finisher.

A delighted James Hunt celebrated with the McLaren team after his sixth official victory of the season (discounting Brands Hatch), more than any other driver/car combination. Nevertheless, the combined efforts of Lauda and Regazzoni had assured Ferrari of victory in the Constructors' Championship, irrespective of what happens to the driver's title in the final race at Japan's Fuji circuit on October 24th.—A.H.

Results:

18th UNITED STATES GRAND PRIX—Formula One—59 laps—Watkins Glen
5.435 kilometres per lap—320.665 kilometres—Cold and Clear

1st :	J. Hunt (McLaren M23/8)	1 hr. 42 min. 40.741 sec.—187.371 k.p.h.
2nd:	J. Scheckter (Tyrrell P34/4)	1 hr. 42 min. 48.771 sec.
3rd :	N. Lauda (Ferrari 312T2/026)	1 hr. 43 min. 43.065 sec.
4th :	J. Mass (McLaren M23/9)	1 hr. 43 min. 43.199 sec.
5th :	H-J. Stuck (March 761/2)	1 hr. 43 min. 48.719 sec.
6th :	J. Watson (Penske PC4/02)	1 hr. 43 min. 48.931 sec.
7th :	G. Regazzoni (Ferrari 321T2/027)	1 lap behind
8th :	A. Jones (Surtees TS19/04)	1 lap behind
9th :	E. Fittipaldi (Fittipaldi FD04/4)	2 laps behind
10th :	J-P. Jarier (Shadow DN5/4B)	2 laps behind
11th :	B. Lunger (Surtees TS19/02)	2 laps behind
12th :	A. Ribeiro (Hesketh 308/4)	2 laps behind
13th :	H. Ertl (Hesketh 308/3)	5 laps behind
14th :	W. Brown (Hesketh-Williams 308C/1)	5 laps behind
15th :	H. Pescarolo (Surtees TS19/01)	11 laps behind—not classified

Fastest Lap: J. Hunt (McLaren M23/8) in 1 min. 42.851 sec.—190.227 k.p.h. (*new record*).

Retirements: P. Depailler (Tyrrell P34/2) fuel pipe off, on lap 8; A. Merzario (Williams FW05/3) accident, on lap 10; R. Peterson (March 761/6) broken suspension, on lap 13; G. Nilsson (Lotus 77/R2) engine trouble, on lap 14; J. Ickx (Ensign MN05) accident, on lap 15; M. Andretti (Lotus 77/R1) engine trouble, on lap 24; L. Perkins (Brabham BT45/3) broken suspension, on lap 31; C. Pace (Brabham BT45/5) accident, on lap 32; V. Brambilla (March 761/1-4) accident damage, on lap 35; J. Laffite (Ligier JS5/01) wheel came off, on lap 35; T. Pryce (Shadow DN8/1A) engine trouble, on lap 46.

26 *starters* — 15 *finishers.*

Notes on the Cars in North America

WITH TWO RACES following on successive weekends in Canada and the United States, most teams hoped that there would not be much heavy work to be done on their cars during the intervening few days separating the end of the race at Mosport with the start of practice at Watkins Glen. The same cars were then scheduled to go on to Japan where the final round of the 1976 Grand Prix season took place on October 24th.

Ferrari came to North America with three 312T2 chassis, Lauda using 026 and Regazzoni using 027 in both races although the Swiss practised a new chassis (carrying number 028 from Lauda's Nurburgring wreck) during the second session at Watkins Glen. All three cars were to the same specification as has been seen in Europe and the only alternative to the Ferraris came after practice at Mosport when scrutineers decreed that their oil coolers were mounted too far back and they were resited on the top of the gearbox casing. In the Elf Tyrrell camp Jody Scheckter used his P34/4 six-wheeler which he'd employed to contest the lead at Monza while team-mate Patrick Depailler drove his original P34/2 and the team had the rebuilt P34/3-2 standing by as a spare. Scheckter's car was fitted with the deep rear wing sideplates for both North American events which were used on P34/3-2 during one of the practice sessions for the Italian Grand Prix.

Team Lotus had three cars at both races, Mario Andretti choosing between 77/R3 and 77/R1 whilst press-on Swede Gunnar Nilsson was assigned 77/R2. The first two mentioned cars appeared in practice at Mosport fitted with aerodynamic "brush-like" skirts along the bottom edges of their monocoques, this being one of the many ideas currently being developed for the yet-to-be-announced successor to the 77. All three cars were prepared in short wheelbase trim and used the revised front suspension first seen on Andretti's car, 77/R3, at Monza incorporating geometry changes and freshly designed fabricated top rocker arms operating the spring/damper units as well as new lower wishbones. They also had lower cold air boxes to the engines and revised ducting to the rear brakes feeding through apertures on the body cowling immediately in front of the rear wheels. After a front stub axle broke and Andretti lost one of 77/R3's front wheels, the American used 77/R1 in the Canadian Grand Prix and subsequently favoured it again at Watkins Glen. Nilsson's machine went off the course in practice at Mosport, damaging its only set

"brush skirts" and consequently running the race without them. Another set was rovided in time for the Swede to use the llowing weekend.

Bernie Ecclestone's Martini Brabham/Alfa omeo team had built up a brand new chassis BT45/5) for Carlos Pace to debut at Mosort, this replacing the "lightweight" BT45/4 hich Pace crashed at Osterreichring. The razilian team leader was allocated this new ar which is slightly lighter than its predessors, has wishbone rear suspension and was tted with the carbon fibre brakes first used n the team spare raced by Stommelen in he German Grand Prix. The new car also eatured a "tidied-up" rear body section with faired in" apertures for the cold air feeding oth banks of the flat-12-cylinder engine lus oil coolers mounted, steeply angled, imediately in front of the rear wheels. To acilitate access to the fuel metering unit which frequently needs adjustment on these ars!) there was a neat little rectangular flap n the top of the cover. In order to maintain tandardisation of spares in the three crucial nal races, McLaren Racing left their M26 t home in England and brought their trio f immaculate six-speed M23s to North America, Hunt using M23/8 to win both he races. Jochen Mass handled his regular M23/9 and M23/6 was the team spare.

March Engineering brought their customary rio of March 761s for Vittorio Brambilla 761/1-4), Ronnie Peterson (761/6) and Hans tuck (761/2) but they hadn't been changed ince Monza and the same applied to three Shadows which were prepared for Tom Pryce nd Jean-Pierre Jarier to drive, apart, that is, rom a slightly different airbox on Pryce's DN8/1A. Jarier drove DN5/4B and DN5/B was the team spare. The Frank Williams Walter Wolf team came to Canada with two ars for Arturo Merzario (FWO5/3) and Chris Amon (FWO5/2) but after Amon's ractice collision with Ertl's Hesketh, the eam had to ferry out the monocoque from Hesketh-Williams 308C/1 to rebuild a car or Warwick Brown to drive at Watkins Glen. Replacing Ertl's car posed a similar problem for the Hesketh team, but they shipped out the rebuilt monocoque from 308/3 which Ertl had damaged in the collision with Lauda's burning Ferrari at Nurburgring. Guy Edwards drove his usual Hesketh 308/4 at Mosport and then handed it to Formula Two driver Alex Ribeiro for the race at Watkins Glen.

Jacques Laffite ran the newer of the two Ligier-Matras (JS5/02) in the Canadian Grand Prix, but a pre-race testing accident at Watkins Glen damaged this car quite severely and meant that he had to switch to JS5/01 for the United States Grand Prix. That car subsequently ended up with considerable suspension damage when a tyre disintegrated at high speed during the race, so the French team faced a great deal of work away from its base to get both cars ready in time for Japan. One car that definitely wouldn't be going to Japan was Morris Nunn's Ensign MN05 which Jacky Ickx raced at Mosport and Watkins Glen for the Belgian destroyed it in a fiery high-speed accident in the United States race, invaliding himself out of racing for the rest of the year as a result.



Pace in the new Brabham-Alfa BT45/5. The new car has carbon-fibre brakes, a new rear body section and revised oil cooler positions.

John Watson had a brand new Penske (PC4/02) at his disposal for the first time in North America, racing it in both races although PC4/01 was on hand as a spare. Emerson Fittipaldi relied on his familiar Fittipaldi-Cosworth FD04/4 and there were three unchanged Surtees TS19s for Alan Jones (TS19/04), Brett Lunger (TS19/02) and Henri Pescarolo (TS19/01). Otto Stuppacher turned up at both races with his ex-works Tyrrell 007/6-2 but wasn't quick enough for a start while there was an entry made for Carlos Reutemann in a third Ferrari at Watkins Glen but this was not taken up.—A.H.

RAC Rally

NOVEMBER'S premier motor sporting event is the RAC Rally, which starts in Bath on Saturday, November 27th, and finishes at the same venue on Tuesday, November 30th. Sponsorship is vital to such a costly event to stage and this year's sponsors, Lombard North Central Ltd., the finance house, has stepped in with an injection of £200,000 to ensure the future for 1977, 1978 and 1979.

Timo Makinen, starting at number 1, will leave the starting ramp in Bath's Great Poultney Street at 0900 hrs. on the Saturday. From there the 200 or so cars will head out on a 1,900-mile route which goes north to Scotland through the night and returns to Bath on the Sunday evening for an overnight halt. They restart at 0800 hrs. on Monday morning for another all-night run into the West Country and Wales, returning to Bath during the Tuesday evening. There will be 320 miles of special stages.

At the time of going to Press, specific details of the route and entries are unavailable. Our sister journal, *Motoring News*, will publish full details, together with spectator advice, in its issue of November 25th.

Aston Martin at Le Mans

FOR the first time for 14 years an Aston Martin should be seen at Le Mans next year. Staffordshire Aston Martin specialist Robin Hamilton has entered the Aston Martin V8 which he has campaigned as a development exercise in several club races over the last couple of seasons.

Hamilton had intended to enter this season's 24-hour classic, but lack of sponsorship prevented this, in spite of factory support from Newport Pagnell in the way of engineering and development assistance. Believed to be the only fully race-prepared Aston Martin V8 in the World, Hamilton's car, based upon a second-hand road car, will run in Group 4. Extensive lightening will be carried out, together with special bodywork developed from wind-tunnel testing. The all-aluminium 5.34-litre V8 engine is expected to develop about 500 b.h.p. and the estimated top speed is 190 m.p.h.

Factory technical support will continue for 1977, but Hamilton is still seeking a sponsor to finance the project. With a possibility of Jaguar returning to the Le Mans fray next year, the Sarthe atmosphere could be quite like old times!

Reg (Jacko) Jackson

We are sorry to record the death of Reg Jackson, head of MG's Abingdon Competition Shop in pre-War days and so virtually responsible for the racing and record successes which were to build up the MG charisma. He was number two member of the British Racing Mechanics Club, number one being Head, Earl Howe's mechanic. Reg, who was just over 70, remained with MG Abingdon until his retirement about five years ago, latterly as Chief Inspector. His son, Barry, continues the Jackson-MG tradition, being employed in the MG drawing office. Our sympathy goes to the Jackson family.

ARCHIVE AGONY

I HAVE dropped a lot of clangers in my time, but the one in the October MOTOR SPORT was one of the best yet. I refer to the feature "From the Archives — 12" in which an MG Midget of 1932 was featured. Some clangers that I have dropped have drifted quietly away unnoticed, while others have evoked a mild rebuke or a straightening of the facts, but the MG one produced a veritable torrent of letters from members of the Triple-M Register of the MG Car Club; in fact, I was bombarded from all eight sides of the "Sacred Octagon". These enthusiasts not only put me straight technically and historically, but defended the MG Midget to the last rev.

Here at MOTOR SPORT we have many thousands of negatives dating from 1929 to 1939 and when the present owners took over in the mid-thirties these boxes of negatives were part of the assets and were added to up to the outbreak of war. They were not catalogued or captioned, being in envelopes with a brief hand-written note on the outside. For years we have been going to sort them out and the Editor and I have guarded them in their dusty boxes over the years, preventing them being thrown away during the war years and after, and again when MOTOR SPORT finally left 15-17 City Road and moved to Standard House. After promising to sort them out "one day" I finally got down to the job last winter and began to achieve some semblance of order out of chaos, endeavouring to identify each negative. In an envelope marked "Road Tests" I found a negative of what appeared to be a J2 MG Midget and looking up the September and October 1932 issues of MOTOR SPORT I gleaned some facts about the J2, such as its price and the bore and stroke, which was quoted twice as 57 x 75 mm. The speed was given as 75 m.p.h. timed over the ½-mile, with 80 m.p.h. being achieved on the open road. Messrs. Jarvis of Wimbledon advertised "Buy the 80 m.p.h. MG Midget". For years it has been a known fact that the road-test car loaned to the Press had been "tweaked" to give above-average performance and just prior to the war a friend of mine had a bog-standard J2 that certainly would not do 80 m.p.h. or anything approaching it.

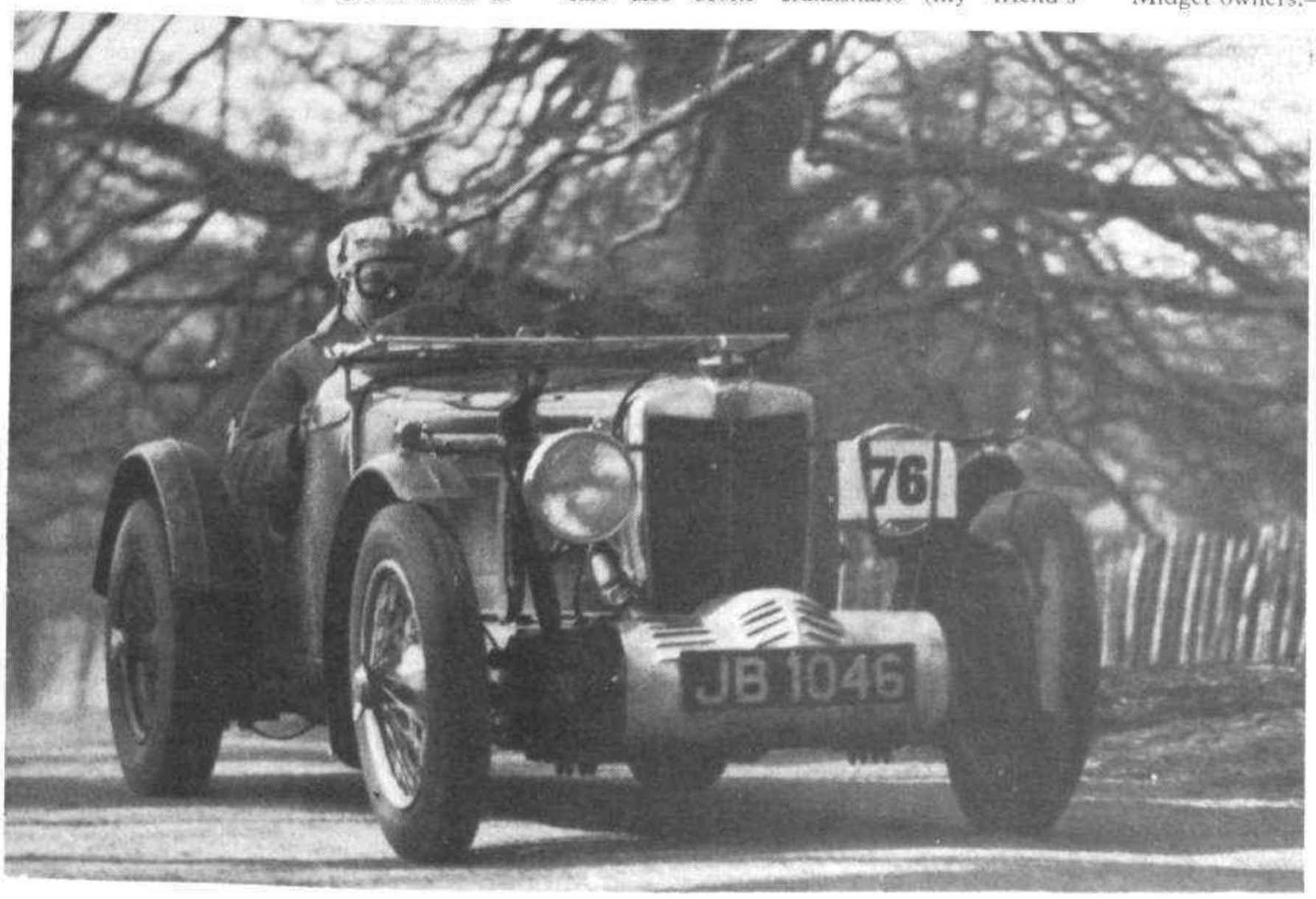
Now the negative I found puzzled me a bit as the car was registered JB1047, which seemed like an Abingdon factory number, and it crossed my mind as being odd that it should be on an ordinary J2 Midget, but I let it pass. That was my first big mistake. It certainly was a factory number, and a very famous one, and the car was not a J2 Midget, but a supercharged J3 Midget which had taken numerous International records at Montlhéry in December 1932. The J3 was a 750 c.c. version of the Midget, attained by reducing the stroke of the engine, and it was supercharged. This particular car took records in Class H up to 24 hours, at over 70 m.p.h. driven by George Eyston, Bert Denly and Tom Wisdom. In 1933 this same car ran at Le Mans driven by Parker and Hendry and in the mid-thirties it was sold to Australia. It is still out there, in its original form and doubtless there is a letter on its way by boat from the present owner.

It now seems that the J2 MG Midget information in MOTOR SPORT for 1932 is wrong, in that the bore and stroke are 57 x 83 mm., *not* 57 x 75 mm., giving a capacity of 847 c.c. The J3 engine had a stroke of 71 mm. which reduced the capacity to 746 c.c. and presumably allowed higher r.p.m. to be used safely. According to one Triple-M Register member the specially tuned 847 c.c. J2 loaned to the Press, broke its crankshaft shortly after the various journals had done their Road Tests! Some of the production cars also broke crankshafts (my friend's did), no doubt due to trying to achieve the legendary 80 m.p.h. and this no doubt prompted the rhyme, which originated from the Vintage Sports Car Club many, many years ago.

One reader enquired why an MG that revved high was called a buzz-box, whereas a Bugatti that ran at the same r.p.m. was not so-called. The simple answer to that is that 5,500 r.p.m. on a 2.3-litre Bugatti probably represents 130 m.p.h. (The BOC members will doubtless put me right on this), whereas 5,500 r.p.m. on an MG Midget would be about 80 m.p.h.

To sum it all up, the supercharged J3 MG Midgets, of which the Triple-M Register have traced thirteen, was a notable car in the 750 c.c. class, and the record books substantiate this. The J2 MG Midget, good as it was for £199½, did bathe in the reflected glory of its little brother. In the Triple-M Register year book for 1976 there is a complete run-down on known J3 MG Midgets by Neville Churcher, with the very sound footnote that if you are offered a J3 PLEASE contact the Triple-M, because fakes are easily concocted from J2 components. At a casual glance the J2 and J3 *look* the same, apart from the give-away bulge on the dumb-iron cowling which conceals the supercharger, and the top of the SU carburettor sticking out on the left of the cover, both of which I would have seen if I had cleaned my glasses before looking at our dusty negative!

My thanks to all those MG owners who wrote to me and by way of compensation I publish a photo of the prototype K3 MG Magnette JB1046, taken at the Syston Park Inter-Varsity Speed Trials in 1936. I think the driver is R. R. Jackson, but I cannot confirm this. It certainly looks like the car that is in Japan but I now await a deluge of letters from the K3 MG owners in the Triple-M Register, for they know their subject like the Midget owners.—D.S.J.



Prototype K3 MG Magnette seen in 1936.



The Renault 5 series has always had an alluring chicness to make it a classless small car. In TS guise the looks are the same, apart from the wheels, but there is extra charm under the bonnet.

Brief Impressions

The Renault 5TS

Fun with compactness and comfort

THE RENAULT 5TS is to the Renault 5L what the 1275 Cooper S was to the 850 Mini. Like BMC did with the Mini, Renault have taken advantage of the 5's splendid roadholding qualities to convert it into a rapid sports saloon of great character and driver appeal by the simple expedient of replacing the L's 36 b.h.p. 845 c.c. engine (or the 5TL's 956 c.c. and 44 b.h.p.) with a beefy 64 b.h.p. of uprated, 1,289 c.c. 12TS engine. The result is a three-figure maximum speed, in the right conditions, a 0-60 m.p.h. time of around 13 sec. and an agility which allows it to out-perform many more ostentatiously sporting cars round corners, in town traffic and even in the traffic-light grand prix.

Such performance virtues parallel those of the old Mini-Cooper S. But there the comparison ends. Improvements in small car design and more sophisticated customer demands have led to remarkable advances in small car comfort since the day of the rorty, boneshaker S. The 5TS, in common with its supply-suspended, less powerful sisters, has a ride which simply soaks up humps and potholes and seats which cosset its occupants with the same soft subtlety of the expensive, luxurious 30TS.

The 3-door bodywork's simple, clear lines, lack of brightwork and wrap-around polyester bumpers are unchanged from those of the L and 5TL. Pressed-steel sports wheels add tubbier 4½J distinction, but otherwise only the standard rear window/wiper/wash system and 5TS badge on the tail shout "one-upmanship" to run-of-the-mill Renault 5 drivers.

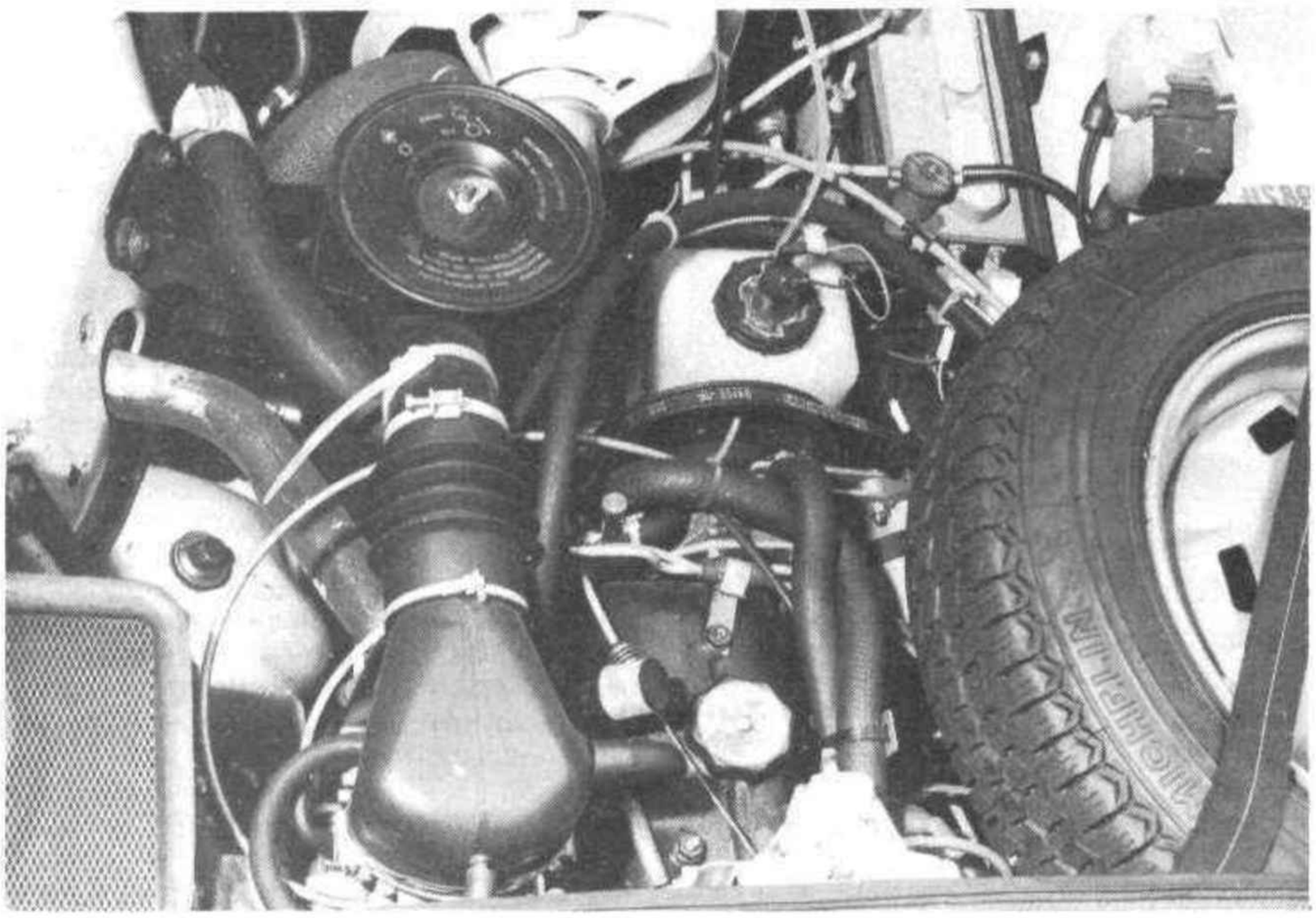
So good are the characteristics inherited from the other 5s that Renault have found a rear anti-roll bar to be the only addition necessary to the standard all-independent suspension specification. At the front the TS retains the other models' wishbones, longitudinal torsion bars, telescopic shock-absorbers and anti-roll bar, matched by transverse torsion bars, trailing arms and telescopic shock-absorbers, plus the new anti-roll bar, at the rear. As ever, the right-hand rear wheel is slightly ahead of the left-hand wheel to allow the transverse torsion bars to be accommodated. The brakes are unmodified, being 9 in. discs at the front and 7.1 in drums at the rear and the usual rack-and-pinion steering is retained.

Renault seem to have had no problem installing the big capacity engine in the same layout as the other 5s, in-line, behind the front axle line, driving the front wheels through a four-speed, all-synchromesh gearbox operated by a short, central, floor-mounted lever rather than the eccentric old push-pull facia type. This long-stroke four-cylinder unit has a 5-bearing crankshaft running in a cast-iron block and an aluminium cylinder head incorporating overhead valves operated by pushrods from a single chain-driven camshaft. The 1,289 c.c. capacity comes from a bore of 73 mm. and stroke of 77 mm., the compression ratio is 9.5 to 1, though three-star fuel is drawn happily from the nine-gallon tank and fed through the single Weber 32 DIR twin-choke carburetter. Maximum power of 64 b.h.p. DIN is delivered at an easily achieved 6,000 r.p.m., coinciding with the square tachometer's red line and healthy maximum torque of 69 lb./ft. DIN occurs at 3,500 r.p.m. This extra "oomph" is matched by a higher final drive ratio of 3.625 to 1 against the TL's 4.125 to 1 and slightly closer, all-indirect gear ratios are used.

Inside, the 5TS is instantly recognisable by its bucket seats with inbuilt head restraints, of open design to give vision to back-seat drivers. Our test car had the optional cloth upholstery. Those front seats are exceptionally comfortable by any standards, shaped and padded in the right places and with accurate, knurled-knob reclining backrest adjustment. The clever engineer who designed the tip-forward mechanism for these seats deserves special congratulations: the whole seat lifts and tips forwards on a parallelogram linkage allowing very easy access for rear-seat passengers. Carpets are boasted and an attractive basket-weave roof lining. The matching square 8,000 r.p.m. tachometer and 120 m.p.h. speedometer are housed in a rectangular cowl in front of the driver. Their markings are too fussy, confused by too-broad needles (narrower on the latest models) and a quite useless big cross on the glass on each instrument. Curiously and regrettably in such a sporting little car, other instrumentation



Versatility exhibited by the TS. The wheel arches intrude and the floor is not flat when the 5 is used as an estate car, but such convenience is not to be scoffed at.



The TS's 64-b.h.p. engine sits well back behind the axle line, with its four-speed gearbox mounted ahead. The windscreen is towards the bottom of the picture.

is restricted to fuel gauge and voltmeter; perhaps this engine is so strong it will run without water and oil? However, there are plenty of warning lights scattered around. Switches are stacked one above the other on the right of the facia, with the usual Renault stubby and handy steering column stalks for the main functions. If the facia is plain and plasticky it is at least of an appealing quality. There are oddments trays beneath the facia and in the centre console. Ventilation proved adequate in weather which made a trial of the heater unthinkable.

One thing not to be neglected about the chic little 5 range is that this saloon adapts into an estate. The top-hinged rear door is of full depth, the rear parcel shelf can be removed to provide a "tall boot" or the rear seat folded forwards to give full 32 cu. ft. estate car facilities, alas, with a bumpy floor.

This manually-choked car has no starting vices and quick though it may be, is easy enough to drive in docile fashion, there being none of the tuned-car hang-ups from its "cooking" 12TS engine. Indeed, bags of torque make it even easier to command at modest speeds than the smaller-engined models, despite the higher final drive. The "easier" bit applies to reduced gearchanging and better throttle response, but unfortunately not to steering effort, which suffers from the albeit only fractionally wider wheels, which perhaps provoke a larger footprint from the same-sized 145-13 Michelin ZXs, and from the increased torque "pulling" those front wheels when under power. We wondered whether there might have been a change of steering geometry, too. It becomes light enough round faster bends, but this is not a car for the very weak of bicep around town. We were glad of the thick-rimmed, leather-rimmed wheel which had been added to our test car by its usual "owner", Renault's Alan Dakers. We have driven a standard-wheeled TS, and found that the advantage of the grip of Alan's wheel's thicker rim more than offset the slightly higher gearing of its smaller diameter.

A heavy foot-on take-off can provoke a deal of screaming wheelspin from the Michelins, particularly in the wet, of course, when the wheel tugs from side to side like a powerful Cooper S. Yet once on the move, the sheer grip of those same tyres is remarkable, hanging on grimly whilst the body adopts an acute roll angle and the front wheels understeer their way safely round bends. Turn on the throttle, twist the wheel and the TS scrabbles limpet-like round any curve, though the inside front wheel can be heard to have less mollusc-like traction as it claws vainly for grip. Lifting off in mid-corner at speed can provoke a pretty hasty response from the tail, when the front tucks in, easily caught with throttle and wheel and a characteristic which can be used to advantage in terms of both fun and cornering speeds. In fact only the higher speeds make this more noticeable than in the smaller-engined cars, for the extra control from the rear anti-roll bar makes the actual reaction relatively less violent. The reduced roll also serves to make more normal progress less wearying for passengers, though roll angles are still pretty dramatic.

It is rapid performance allied to such compact dimensions which makes the TS such a charmer. It will hustle up to 30 m.p.h. in first, 45 in second and 70 in third, through its quick little gearbox, can slot its 11 ft. 6 in. length and 5 ft. width into the smallest of traffic gaps and has superb brakes which allow one to consistently take advantage of such situations. Yet on the other hand this TS has quietness and comfort better than many bigger cars. The long suspension travel soaks up bumps, the seats are superb, wind and engine noise is far from offensive even at 80-90 m.p.h. motorway cruising speeds and in those conditions there are few cars of any sort which feel more stable. Its personality is such that it encourages the driver to thrash it hard all the time, resulting in fuel consumption of not much over 30 m.p.g. Driven more discreetly it is an easy 40 m.p.g. machine.

Such characteristics seem to give the TS a schizophrenic personality—on the one hand it is an accelerative, agile small car, on the other it gives the impression of being extremely comfortable, well finished, well appointed and commodious. It feels chic and smart, designed with typical Gallic flair and feels to cut across all car "class" barriers, a car one could happily take anywhere. It ought to feel so too, for it will owe its master or mistress a lot to compensate for the £2,287 it will have cost. As an alternative a new 1300 50 m.p.g. economy model, the 5GTL, is now available. The engine has the same dimensions, but produces only 44 b.h.p. It costs a slightly more modest £2,081.—C.R.



The facia is plain but not austere, optional cloth seats soft and extremely comfortable. That thick-rimmed leather steering wheel was welcome, but non-standard.

SUPERCARS AT THE SHOW

More than 50 new cars made their Earls Court debut at this year's London Motor Show, the last appearance of this British Motoring Bonanza in the capital before base is moved to Birmingham in 1978, so the SMM & T tell us. If the volume of new models sounds astonishing in these tight-pursed days, then the profusion of expensive supercars was utterly amazing. Telephone number-like prices filled windscreens—£20,000-£30,000 has become commonplace in 1976—and the search for performance would seem to be unimpeded by the stringencies of blanket speed limits. In fact Earls Court 1976 proved a cornucopia of supercars as never before, a womb of fantasy for small boys young and old. We too indulged in a little dreaming and sought out a selection of exotica above a base restriction of £10,000, 130 m.p.h. and, give or take a few c.c.s, 3-litre capacity. Bankrupt Britain's motoring world is your oyster, Mr. Millionaire.

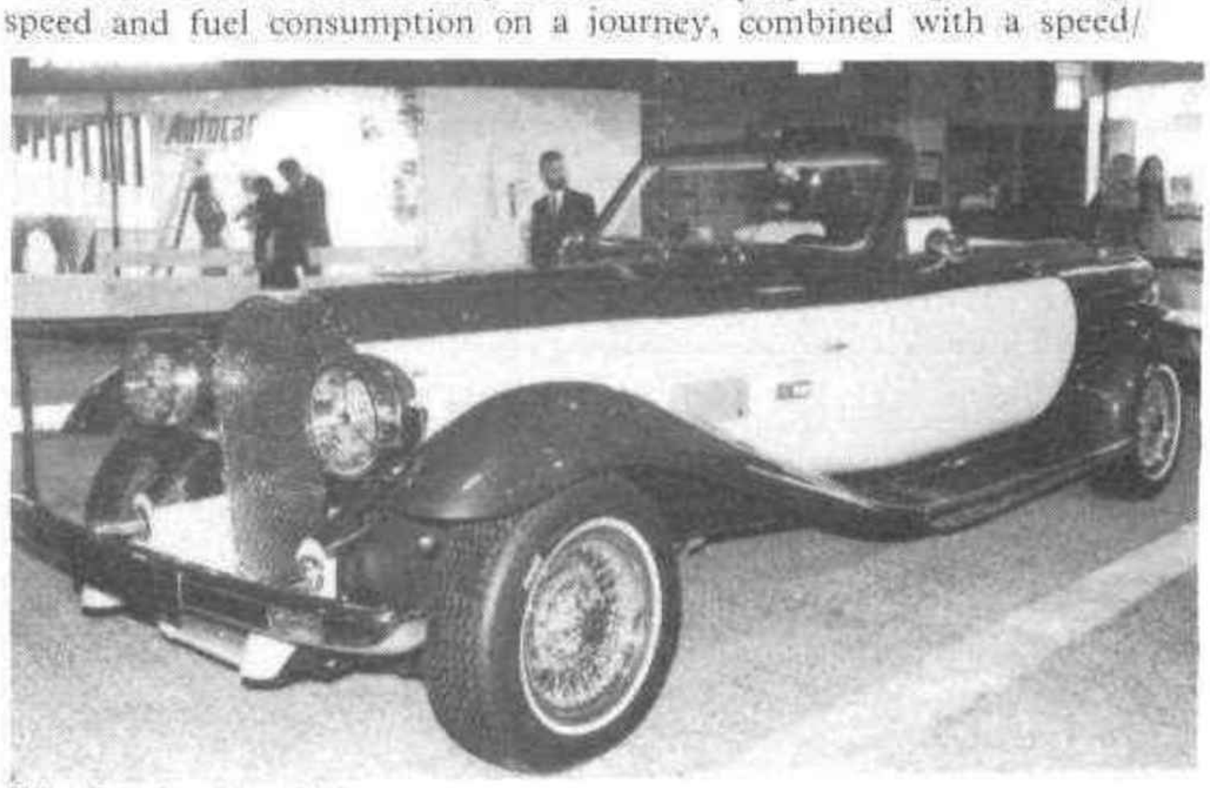


The Maserati Kyalami

THE STAR of the Show and the best-kept secret of all had to be the sensational Aston Martin Lagonda, practical futurism with sophisticated style and splendid luxury. We all knew that Aston were *revising* the 4-door Lagonda first shown a couple of years ago; in fact Peter Sprague and his Aston co-directors had thrown this out as a red herring, for the astonishing reality was a totally new body/chassis unit of superbly proportioned wedge shape. By the end of Press day, Aston Martin had sold the entire 1977 production of this Lagonda (now a model, not a *marque* name), which was hardly surprising.

The aluminium wedge body houses the same 5,340 c.c. all-aluminium, 4-cam V8 with Torqueflite automatic or 5-speed ZF manual transmission as the Aston Martin V8. Unequal-length wishbone front suspension and de Dion rear axle is modified from the V8 application, with different camber and Akerman angles at the front and re-positioned rear Watt linkage. Burman variable ratio steering with two-stage power assistance has been adopted.

What makes this Lagonda unique is its use of electrically-controlled instruments which incorporate graphic and digital displays and touch switches for all the controls, including the automatic gearbox selection. There is even an electronically-controlled display showing the average speed and fuel consumption on a journey, combined with a speed/



The Panther De Ville



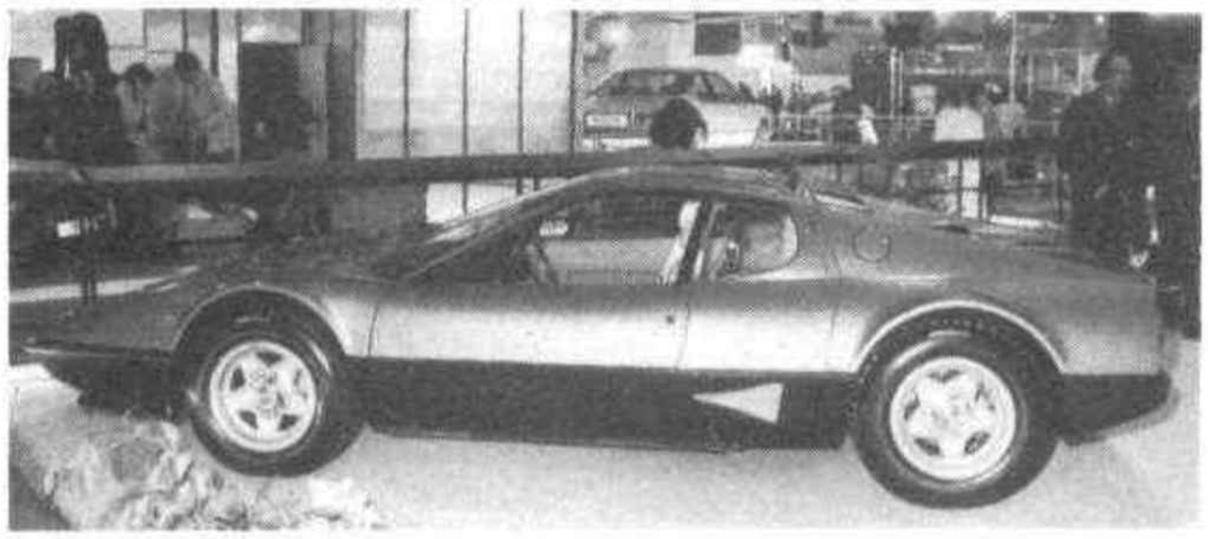
The Aston Martin Lagonda

instantaneous fuel consumption reading. This display also has an elapsed time and distance reading. A mock-up facia alongside the bronze Show car (the sole prototype) demonstrated to an incredulous public that this fascinating brainchild of Aston Chief Engineer Mike Loasby is a practical and working proposition.

The price of this 140 plus m.p.h., William Towns-styled Aston Martin Lagonda is as yet unannounced, but must be over £20,000.

Even the more informed of motoring journalists seem to be confused by the Maserati situation. Last year the sign of the trident seemed to have met its end when Citroën, the parent company, pulled out. There were rumours of De Tomaso negotiating for a takeover, but that story went cold. The *marque* appeared to be consigned to the annals of history. Then out of the blue, there they were at the Paris Show with a full range of cars—and a brand-new model, the Kyalami! They were at Earls Court too, sharing the De Tomaso stand which told its own story. In fact Maserati has been saved by the combined efforts of the Italian Government, who own 60% of the company, and Alessandro De Tomaso who owns the rest.

Of course all the Maserati models on show fitted the requirements of our exercise : Merak, Khamsin and Kyalami (the Bora was absent, but is available to special order), but the first two are familiar. The

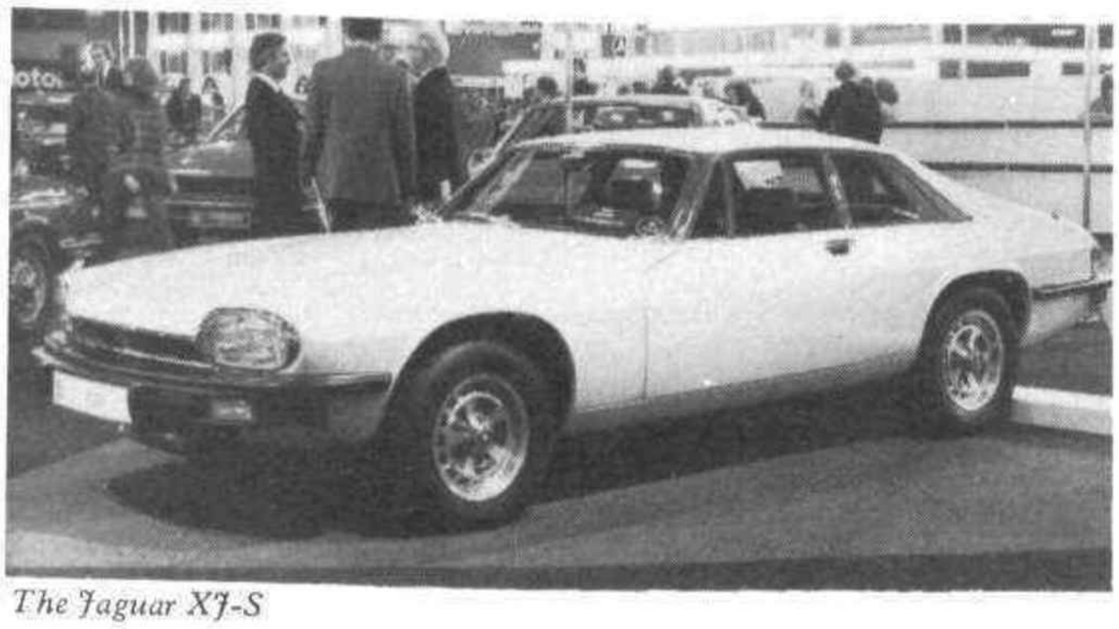


The Ferrari 512 BB

delectable Frua-designed Kyalami, replacement for the Indy, is a front-engined 2+2 sports coupé using the 4,136-c.c. version of the familiar Maserati 4-cam V8. This offers 270 b.h.p. and 150 m.p.h. in its 5-speed manual form. Automatic is optional. The price has yet to be announced.

Much in evidence on the stand was the British De Tomaso concessionaire, Mario Condivi, who has now regained the Maserati concession which he held for more than 15 years before Citroën took over. Condivi told us of plans to start a 300 series run of Kyalamis in January and for total Maserati production to be raised from 600 to 1,000 units annually. The Khamsin currently takes 60% of production. As for De Tomaso, production of the Pantera L and GTS, Longchamps and Deauville is being restricted to 250 per year "to ensure exclusivity". Most of the production goes to the States.

While Porsche were pushing hard the new right-hand-drive version of the 924 on their stand, our attention went straight to the mouth-watering Turbo, resplendent in red, white and blue Martini colours inside and out, an optional extra on top of the standard £19,499.22. We were captivated. The 1977 Turbo has new forged wheels, an air pump in the turbo charging system to give the same power and torque at lower r.p.m., a turbocharger boost gauge, a self-seeking stereo



The Jaguar XJ-S

cassette unit—and 150 m.p.h. plus, 0-100 m.p.h. in 12.5 sec. performance. Fifty-three people in Britain can claim to own such ecstasy.

Just across the way from Porsche, Lamborghini importer Roger Phillips boasted even more performance from the unbelievable Countach. In fact he and a journalist friend of this writer claimed to have seen 180 m.p.h. out of the bronze-coloured Show car whilst blowing-off a flat-out XJ-S during the delivery trip from Italy! If exclusivity is what you want and £23,000 is available to pay for it, the Countach could be for you, for there are only eight in Britain. Improvements to the 1977 Countach include improved starting and reductions in noise from the V12's high-pressure oil-pump.

That perfectionist in motoring artistry Bob Jankel had much to offer on the Panther stand, including his new Vauxhall-based Lima sports car, not, however, a supercar contender. At £30,578.66, the new Panther De Ville convertible most certainly is, though, with 140 m.p.h. on tap from its Jaguar V12 engine. The convertible is a two-door, slightly more barrel-shaped version of the De Ville limousine. For quality of its maroon and cream paintwork, leather upholstery and walnut facia it was probably unsurpassed at the Show. A must for one-upmanship in Beverley Hills or Saudi Arabia and a fine example of English craftsmanship.

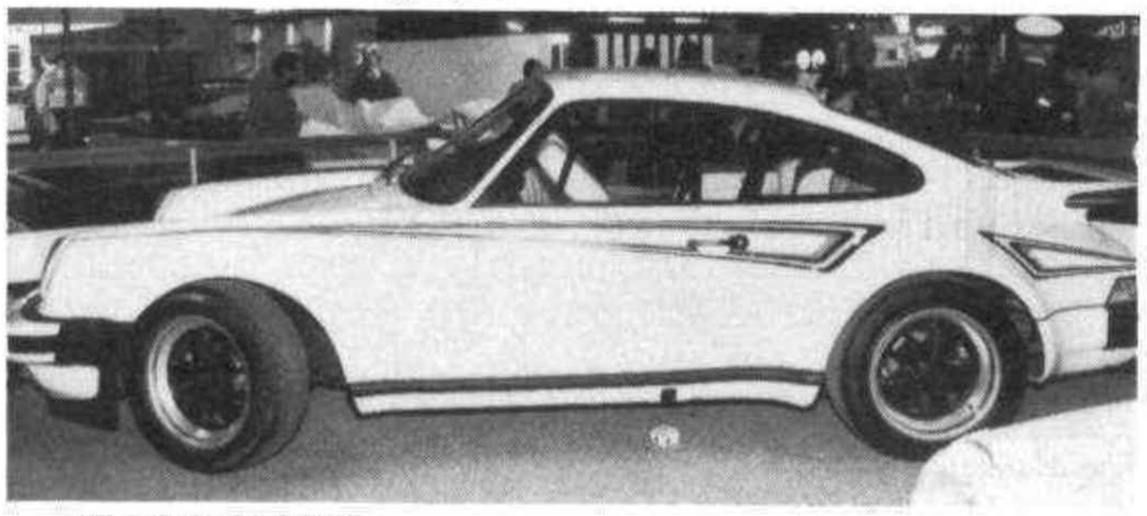


The Lamborghini Countach

Less ostentatious, but still delectable, was Leyland's supercar, the Jaguar XJ-S. At £10,507 for such silence and 150-m.p.h. performance it represented the bargain supercar of the Show. In our brief wander-round on Press day we saw two XJ-Ss much in evidence, a bright yellow one sandwiched between a Rover 3500 and a Jaguar XJ 3.4 at ground level, and a beautiful metallic light-blue example slumming it on a plinth with matching Marinas, Allegros and TR7s. Our minds went back to that ultra-fast trip we made to Germany in the V12 XJ-S earlier this year and again we were filled with admiration for the Jaguar engineers who can produce such perfection at a knock-down price.

In a more traditional British supercar vein we had a new hand-crafted offering from Anthony Crook's Bristol Cars. The 603 replaces the 411 series, first introduced in 1969. Though looking every inch a Bristol, the 603 is lower, sleeker, more agile looking than the square and heavy 411 series yet has more interior space in all dimensions than the old model. It has a choice of two Chrysler V8 engines smaller than the 6½-litre 411. The 603S has a 5.9-litre, 4-barrel-carburetter engine, while the economy model, the 603E, has but 5.2-litres and a 2-barrel carburetter. Torqueflite transmission is retained and the wishbone/coil-spring front suspension and torsion-bar/Watts linkage, self-levelling rear suspension is much as that of the 411. We were impressed by the minute attention to detail in this exquisite 140-m.p.h. motor car—details such as individual switches for different directional electrically-operated adjustment of the front seats, including back-rest adjustment, contrasting with the infuriating, hit-and-miss joystick controls on the Rolls-Royce Camargue we had driven the previous day. Compared with a Camargue the 603 is sylph-like, quality without vulgarity. However, the lines of the Bristol 412 convertible alongside drew less compliments from us. You will have some change out of £20,000 from the 603 purchase and the satisfaction that only 149 other people a year are discerning enough to buy Bristol.

No mention can be made of supercars without reference to Ferrari. We thought the Berlinetta Boxer to be the ultimate in supercars, but Ferrari obviously thought not, for from this they have developed the 512BB, with a claimed 188 m.p.h. maximum speed. The Berlinetta Boxer's flat-12 engine has had its capacity increased from 4,390 c.c. to 4,942 c.c. in this guise, to produce 360 b.h.p. The 512 BB also gets wider wheels and tyres, flared wheel arches to accommodate them and NACA air intakes on the sides for rear brake cooling. The cost of such a dream-car? £23,868.



The Porsche Turbo

Also new from Ferrari was the 400GT, which replaces the 365 GT4 2+2. Its V12 engine is increased in capacity to 4,823 c.c. and, for the first time ever, Ferrari are offering an automatic gearbox choice on this model, which costs £22,464.

Who would have thought that a four-door limousine would ever reach the supercar bracket? Mercedes have produced just such a device in the 450SE 6.9, £22,000 flagship of the range. The 6,834-c.c. dry-sump V8 engine is developed from that of the old 300SEL 6.3 model and is reputed to propel this big saloon at 150 m.p.h. Hydro-pneumatic suspension and anti-squat is featured. There is a pleasant lack of ostentation about this new Mercedes, but one wonders whether there is too little to differentiate it from the £9,000 cheaper 450SEL 4.5, from which it is externally distinguishable merely by a badge and wider wheels, and which has almost identical interior fitments.

Earls Court marked the British introduction of the new BMW 633 CSi, driving impressions of which we described in our May issue. Two elegant silver examples—one manual, one automatic—graced the stand. Beautifully proportioned and beautifully finished, these 140-m.p.h. six-cylinder coupés were covetable, but are they really worth £13,599?—C.R.



The Bristol 603

Sanremo Rally



The best of road rallying. Penti Airikkala, with Motoring News *man Mike Greasley, tests the Island's tarmac on the Manx Rally* (*see page* 1323).

LATIN TEMPERAMENT, and all the voluble, excitable outbursts which are associated with it, hardly go hand in hand with strict discipline, yet on the Sanremo Rally which took place in early October there was a display of tightly reined control such as we have never before witnessed. After showing in the early stages that they were very closely matched in identical Lancia Stratos, Sandro Munari and Bjorn Waldegård were told to ease off by their team manager who probably feared that a needle match between them would result in both either damaging their cars or leaving the road. At the time, the third Stratos of Pinto was lagging in fourth place after a delay due to a brake caliper which jammed during a stop for a change of pads, and the worry in the Lancia camp was that if the leading pair drove each other into the ground, first place would be inherited by the Fiat 131 Abarth of Maurizio Verini who was then third.

Easing off to preserve one's car is a common enough tactic when one's lead is sufficient to stand shortening but what happened in Sanremo was not merely easing off. The rally was divided into two parts separated by a substantial rest of over 24 hours, the first leg containing 26 special stages and the second eleven. Three stages before the end of the first leg the order went out to Munari and Waldegård, "Remain as close together as you can." What followed was an amazing game of leap-frog, first with Munari moving slightly ahead and then Waldegård, both obeying instructions against all their natural instincts to go all out to win.

Behind Verini's Fiat there were two other Stratos, Pinto's works car and the private one of Fassima, and it was expected that if Verini did not stay in that third place the rein on the two leaders would be slackened and they would be allowed to go at whatever pace they wished. What mattered most to the team (or at least, what *should* have mattered most) was that a Stratos, any Stratos, should win to earn the maximum World Championship points. If four such cars got comfortably into the first four places then it wouldn't really matter if a fight for first place resulted in the retirement of one, or even both, of the leaders for there would be two others to take their places.

Not long after the start of the second leg the third placed Fiat crashed and retired, but still the two leaders were kept together, sometimes being separated by no more than a few seconds. It seemed quite illogical and certainly a little unfair that a team manager in the comfortable position of having his cars in the first four places should not allow a straight, clean fight for outright victory.

Two things may have had a bearing on this. In the first place, the more Lancias there were at the head of the field, the lower would be the leading Opel and the fewer championship points would be scored by the German make who are, after all, currently second to Lancia in the series. But Lancia's present lead (after Sanremo) over Opel is by 82 points to 50, and even if the difference had been lessened by Ballestrieri's Kadett getting to third place instead of fifth and scoring four more points, Lancia's position would hardly have been threatened with just two more rallies to go, the Tour of Corsica and the Lombard-RAC Rally.

The second possibility is that nationalistic pride may have come into it for Munari is an Italian after all, whilst Waldegård is Swedish and it wouldn't be the first time for the latter driver to be told to take a back seat to his team-mate.

In this case, Waldegård was not told to let Munari get ahead. Had that been so, he would very likely have refused, for he is a straight, clean fighter without much liking for anything but a fair contest with no puppet strings. But he knew that, if he tried, he could get ahead of Munari, and he also knew that there was no tactical reason for keeping him back, and this made him less than happy. He felt that the public would not understand such tactics and that a second place under such circumstances would be disadvantageous to his reputation. He didn't underrate Munari at all, for the Italian is a fine driver and Waldegård has every respect for his talent, but he knew that, given the chance, he could win.

The chance came on the last special stage, before which Waldegård was leading by four seconds. It was a twenty kilometre stage over narrow, tortuous, tarmac roads, rising and falling in the mountains. At the start, Munari left when the count-down got to zero but Lancia officials were present to see that Waldegård obeyed an instruction to delay his start by four seconds. At that juncture, such an order seemed quite pointless and could only have been directed towards removing any disadvantage which Munari may have had. At best, it could have been part of an attempt to engineer a dead heat.

Both drivers put everything they knew into those 20 kilometres, and both co-drivers said afterwards that they had never seen their partners display such intense concentration. Every corner, with gravel on the verges separating the tarmac from a solid bank on one side and a drop down the mountainside on the other, was taken on the absolute limit of adhesion, within a hairsbreadth of leaving the road. It was a performance which no-one who saw it will forget. After all the tension of being held back, at last came the straight fight, and Waldegård won.

Their times at the end of the stage were exactly equal at 14 minutes 32 seconds, which meant that Waldegård kept his four second lead and won the rally by that amount. It also meant that he was faster on the stage by four seconds, owing to his delayed start. His average speed on the stage was just over 84.6 k.p.h. which may not sound much but which was nevertheless amazingly fast for such twisty, mountain roads.

We have dwelt for some time on the Munari/Waldegård situation, but it was so unusual and certainly the main feature of the event, so we could not do otherwise. Four of the well-prepared Fiat 131 Abarths were also taking part but none of them finished. Three left the road and one broke its differential. Two works Opel Kadetts were also in the rally but both retired in the very early stages with engine failures, one with a holed piston and the other when its cam lobes gradually wore away.

Opel's points total in the World Championship is by no means due to the efforts of the works team, for in many cases private drivers have earned places for themselves in the first ten of general classifications, thus scoring points for the make. It was so in this case, for the Italian tuning concern Conrero entered five Kadetts, of which four finished in the first ten. Highest placed was Amilcare Ballestrieri, the former Lancia and Alfa Romeo

Continued on page 1323

SANREMO RALLY

1st	B. Waldegård/H. Thorszelius (Lancia Stratos)	10 hr. 27 min. 40 sec.
2nd	S. Munari/Silvio Maiga (Lancia Stratos)	10 hr. 27 min. 44 sec.
3rd	R. Pinto/A. Bernacchini (Lancia Stratos)	10 hr. 37 min. 13 sec.
4th	A. Fassima/M. Mannini (Lancia Stratos)	10 hr. 59 min. 22 sec.
5th	A. Ballestrieri/S. Maiga (Opel Kadett GT/E)	11 hr. 13 min. 46 sec.
6th	L. Lorenzelli/M. Necco (Fiat 124 Spider)	11 hr. 20 min. 29 sec.
7th	F. Ormezzano/R. Dalpozzo (Opel Kadett GT/E)	11 hr. 35 min. 51 sec.
8th	L. Bettistolli/G. Braito (Opel Kadett GT/E)	11 hr. 48 min. 42 sec.
9th	C. Gardavot/D. Roux (Porsche Carrera)	11 hr. 55 min. 32 sec.
10th	A. Presotto/M. Perissinot (Opel Kadett GT/E)	11 hr. 58 min. 03 sec.

133 *starters* — 68 *finishers* — 41 *completed distance.*

Veteran Edwardian Vintage

A SECTION DEVOTED TO OLD-CAR MATTERS

VSCC Welsh Week-End

(October 9/10th)

THIS ANNUAL excursion to Presteigne, in the County of Powys, and observed sections beyond, followed the VSCC's traditional pattern. But this year the entry-list had expanded noticeably and the growing domination of 30/98 Vauxhalls had necessitated a separate class for these splendid vintage motor cars. No fewer than 14 were entered, from Samson's 1919 E-type to three Velox OEs, and Wace's 14/40 Vauxhall was allowed to run with them. Not only that, but another 14/40 and 30/98 took part in Saturday's Beauty Show and Driving Tests.

In the Tests at Knighton the star-turn (no offence to Jeremy Collins, who had returned briefly from Germany to drive his Star Scorpio) was the way in which R. J. Brooks put his enormous disc-wheeled P1 Rolls-Royce Barker coupé-de-ville through turns and twirls that should have put a heavy premium on its long wheelbase. It performed silently, even under the anchors, rolled but never went adrift, and was as fast in one of the tests as Chris Mann's Targa Florio Alfa Romeo, even though the latter had opposite-lock frequently applied. And Brooks did all this without getting his legs mixed up with his car's bulb horn or its Barker headlamps-dipper lever, or requiring its India Super Non-Skid-shod spare wheel. Harle drove determinedly in his six-light 1930 Lea-Francis saloon, perhaps annoyed by the number of push-starts it required. Binns was quick in his well-known Riley 9, but Frazer's 14/40 Vauxhall forgot to stop at the finish-line of one test and in the changing-the-balls act Roger Howard charged a pylon in his Amilcar, effectively putting one ball out of his immediate reach. Opinion opined that Higgins' very smart 1930 Humber Snipe tourer was a delectable car, after we had got over the surprise that it is vintage; its long gear lever has the reverse button embedded in its knob and the instruments have a mild Yankee style about them. Williams' 1928 12/50 Alvis had a nice two-seater skiff body, Diffy's young son chauffeured his mother's Humber Eight two-seater to the start of the tests, and Jeddere-Fisher, Junior, was there in the 12/24 Lagonda which had just got into the final Control of the 100-mile road-section on time.



AT LEISURE on the Sunday — R. J. Brooks spectating in the 1926 Rolls-Royce Barker coupé-de-ville which he handled so competently in the previous day's driving tests.

That part of the Welsh Week-End alone had netted 31 entries. While they were performing, the 71-strong entry in the Trial was completing the 200-mile road-section. Moffatt reported a very wet ride over the Welsh mountains, in his Type 13 Bugatti. . . .

Although the weather relented after the mist had cleared on the Sunday, the ford at the first hill was hub-level deep. Spectating at Llangoch, which winds up and round a very severe bend on open common-land, we saw mainly clean ascents, at all events almost to the top, but Hill's Triumph Super Seven stopped high up through lack of power. Meek's Austin Twenty treated it more like a speed hill-climb and Barry Clarke, in an Austin 7 he described as "a perfectly standard Chummy" but which would have passed as a typical 750 MC trials special not so long ago, seemed untroubled by chronic misfiring. Sandy Skinner was in his wooden Austin 7, Longhurst drove a Riley 9 special with 7 in. taken out of the original wheelbase, Taylor's 12/50 Alvis was trying to boil and had two children in its dickey and a label announcing that it was "In Transit", and Blake's 12/50 Alvis carried four persons.

Hamish Moffatt made his usual faultless ascent in the Bugatti, with Sir John Venables-Llewelyn on the passenger's perch, in spite of Hamish, who had done his sums wrong, having *raised* instead of *lowered* the Type 13's gearbox ratios, in conjunction with a 13/54 axle ratio. Peter Hull was in the hot-seat of Harvey-Hine's Bentley, and D.S.J. had temporarily forsaken a road-test Ferrari 308 GTB to ride in Tony Jones' 30/98 Vauxhall. The earlier water-splash seemed to have disarranged a few starting-arrangements, because Hill's OM was pushed off and Gutteridge was engaging the Bendix-gear of his Type 40 Bugatti by hand, prior to making a steady onslaught on Llangoch. To these homely sights was added that of R. G. Winder feeding his Chummy Austin Jet petrol on the starting line. Bill May had plenty of oil passing through the engine of his Frazer Nash, which had two spare wheels outrigged behind. Alas, Dennis had withdrawn his 16/50 Humber, as its clutch had insufficient bite for such steep gradients. A new one, incidentally, was "Railway", which ran up into a wood, the last hazard before the luncheon beer-swilling.

At the last-but-one Observed Section, a straight run up the middle of a grass field, where the farmer generously provides a big field for spectators' cars (which included a very nice Aero Morgan and that twin-rear-wheeled RFC Crossley), Tom Threlfall's Ford Model-A Tudor saloon made a very creditable climb, as did Hamilton-Gould's Super Sports Frazer Nash. Thomas' 11/22 Wolseley got about halfway, its rear-end bouncing beautifully, and Rosemary Burke, wearing a real ex-Brooklands flying helmet, went much higher up than might have been expected, before her foot slipped off the accelerator of her Morris Minor when she was almost at the top—it sounds a bit like a "blown gasket" story, but I believe her! Although people were offering to get Moffatt a pocket-calculator with which to work out his Bugatti's gear ratios correctly, he made his usual exciting climb. Wood had a sporting try in the disc-wheeled 1923 10.8 Riley coupé, but it boiled and soon stopped. The Vernon Derby was good, its lady passenger indulging in some curious sideways bouncing. As I left the "heavy brigade", in the form of those fine 30/98s, were assembling for a mass assault on this and the last of the Observed Sections and yet another memorable Presteigne was nearly over.—W.B.



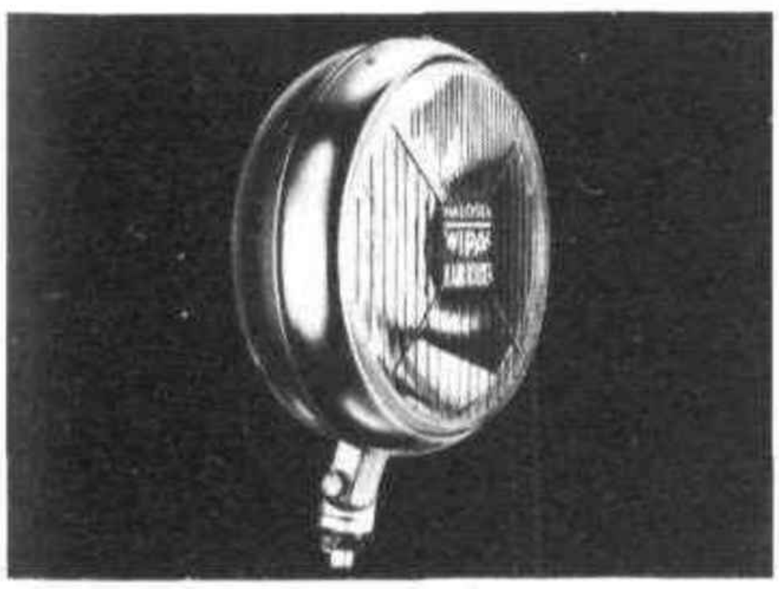
ATTENTION TO DETAIL, which paid off. Tom Threlfall, watched by his navigating wife and Russel Wilson-Kitchen, who was filming for the VSCC, drops the Ford's back-tyre pressures before cleaning Llangoch.

Results :

Presteigne Trophy : M. B. Bullett (1927 30/98 Vauxhall).
Talyllyn Trophy : P. J. E. Binns (1929 Riley 9).
Winder Trophy : T. A. Gjertsen (1929 MG M-type).
Smatcher Trophy : P. C. Longhurst (1929 Riley 9 Special).
Bowler Trophy : W. S. May (1926 Anzani Frazer Nash).
TRIAL:
First Class Awards : J. I. Phillips (1929 Alvis Silver Eagle), N. Arnold-Forster (1925 Anzani Frazer Nash), H. Spence (1930 Lea-Francis Special), B. M. Clarke (1929 Austin 7 Special), N. J. W. Stoyel (1928 Super Sports Frazer Nash), J. F. Blake (1926 12/50 Alvis), J. P. Ghosh (1925 30/98 Vauxhall *Modified*) and H. P. Milling (1924 30/98 Vauxhall).
Second Class Awards : R. C. Batho (1927/8 Amilcar-Riley), W. L. T. Winder (1924 Humber), M. T. Joseland (1926 Fast Tourer Frazer Nash), C. Hamilton-Gould (1926 Super Sports Frazer Nash), M. U. Hirst (1928 12/50 Alvis), T. J. Threlfall (1928 Model-A Ford) and D. R. Marsh (1925 30/98 Vauxhall).
Third Class Awards : F. G. Giles (1928 Boulogne Frazer Nash), R. G. Winder (1927 Austin 7), D. G. Laxton (1924 Austin 7), P. W. Abbott (1928 Model-A Ford), J. A. McEwen (1930 Riley 9), C. P. Marsh (1923 30/98 Vauxhall) and A. D. Jones (1923 30/98 Vauxhall).
DRIVING TESTS :
First Class Awards : N. J. Adnams (1930 Riley 9).
Second Class Awards : R. Harle (1930 P-type Lea-Francis), R. C. Howard (1928 GCSS Amilcar) and R. H. Moore (1928 12/40 Lea-Francis).
Third Class Awards : R. M. Cartwright (1930 Riley 9), D. T. R. Dighton (1928 9/20 Humber) and A. C. Williams (1928 12/50 Alvis).

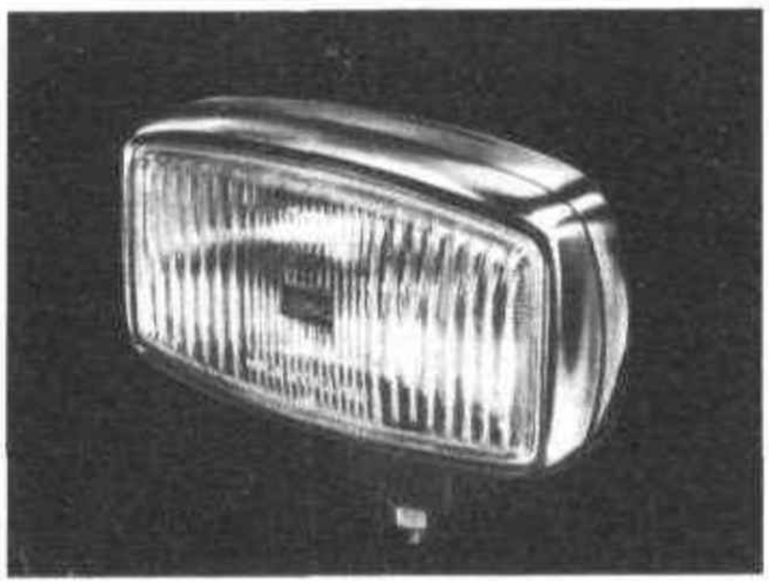


Wipac night workers!



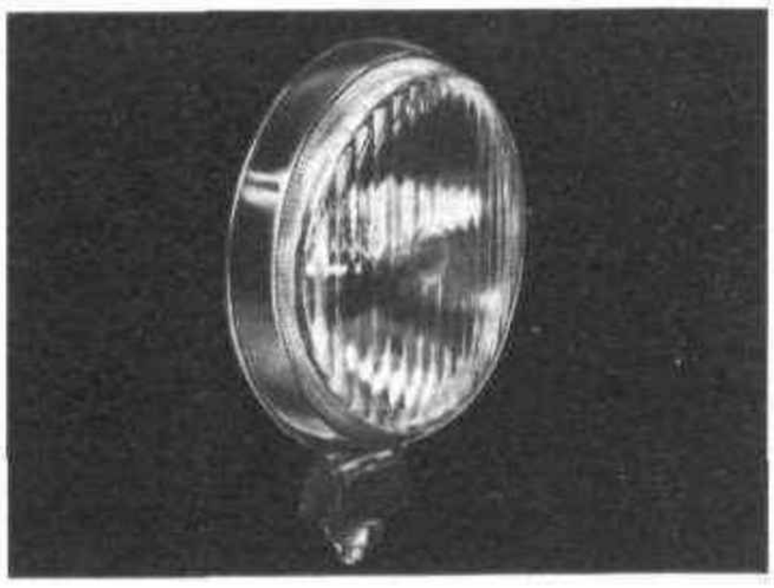
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Available from Halfords, Longlife, garages and accessory shops.

WIPAC 50 YEARS ON THE ROAD OF SUCCESS.

V-E-V—continued from page 1296

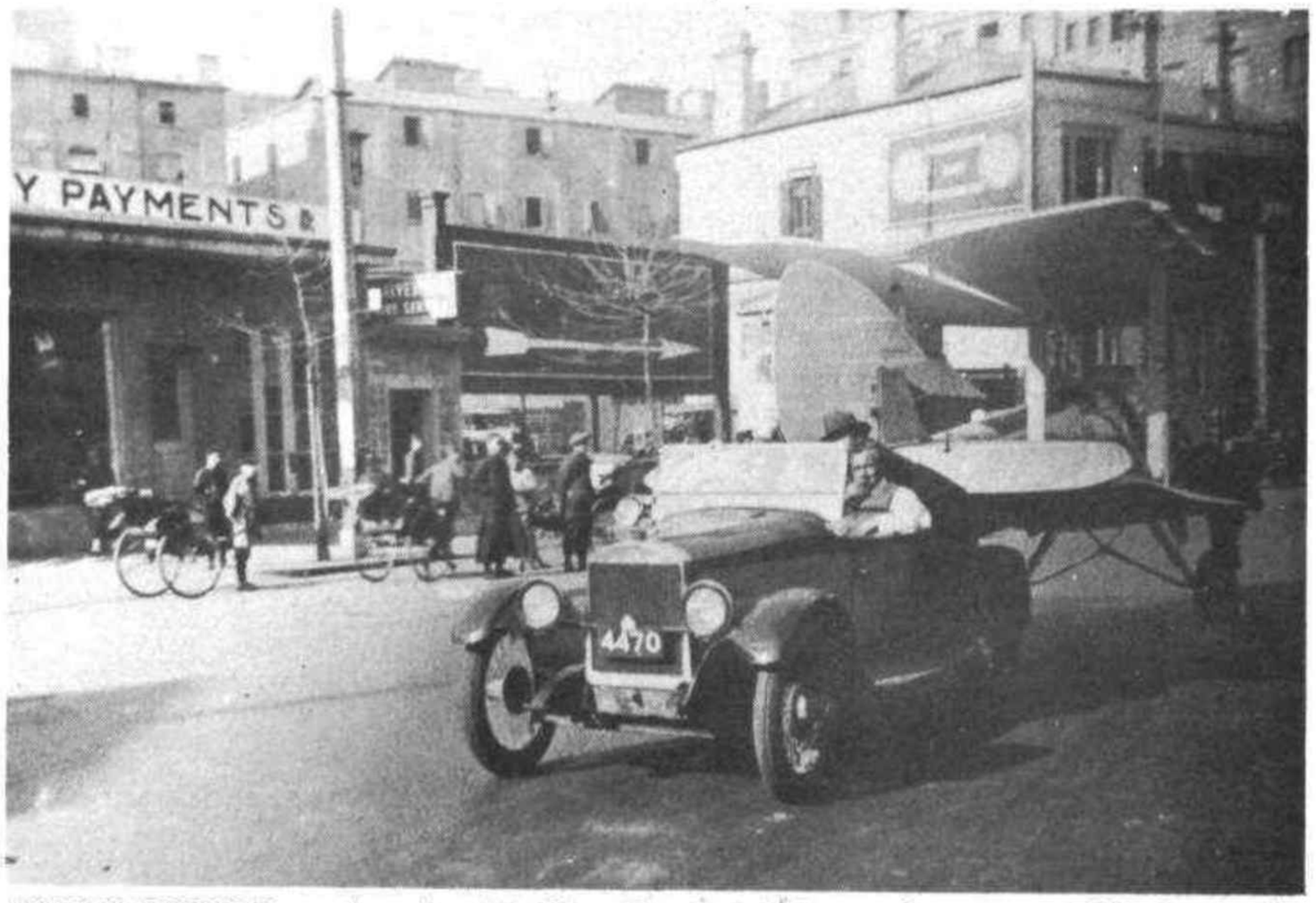
21st Saundersfoot

THE VMCC's BP-sponsored Saundersfoot Run attained its majority this year, so competitors were encouraged by organiser D. Weekes to start from Gloucester, as was done in 1956, although competition numbers were not put on until Llandovery for the serious 64-mile part of route over roads not much changed from the 1920s except for a better surface. This town makes an excellent rallying-point, with plenty of parking, a wide variety of palatable food at modest prices at the Castle Hotel, tolerant Police, and near-by toilet facilities. As the riders trickled in, Phelps had been pedalling the 2 h.p. 1902 Clement-Garrard after its automatic inlet valve had stuck open but had not lost much time. We were able to admire Jenner's immaculate Aero Morgan with s.v. JAP engine, note the shaft-drive of Miss Taylor's 1921 FN, and ponder the technicalities of Neilson's 1937 Nimbus from Denmark.

Watching that afternoon at a rural water-splash beneath the railway bridge near Trapp, we saw Codd's 1927 Sports New Imperial come a cropper and Carwyn Davies and his lady pillion passenger get a wetting when his 1927 TT Triumph skidded and fell over, temporarily damaging the speedometer-drive. Wills stalled the engine of his 1912 single-speed Bradbury but re-started, Peter Moore blipped his 1930 BSA through, Holman took it fast on his 1933 246 c.c. Velocette, Glynne Owens footed his 1930 Model-B Ariel through, but many kept their feet up, Mason being very neat on a Model-E Ariel, whereas Parker had nasty moments on the slippery bed of the ford on his B2 BSA. Johnson coped well with the bouncy ride of his 1921 Baby Triumph, Garland on the MSS Velocette just saved a fall, Pritchard's 1938 Velocette neatly over-taking him. Francis didn't like it and his lady pillion rider funked it, getting off the Triumph Speed-Twin to take to the shaky foot-bridge, and Terry had a nasty crossing on his 1950 Ariel Red Hunter, whereas Burcombe's S7 Sunbeam was quiet and ridden feet on the rests. Coombe's KN Velocette and Griffiths' OK Supreme were both very neat, but Greathead's Model-18 Norton found it difficult, to the cheerful consternation of the girl on the back! After the ford there was a steep climb up to the A483, on which Hunt's 1,140 c.c. Royal Enfield solo had a spot of chain trouble. Johnny Thomas coaxed his big 1926 AJS safely to Saundersfoot in spite of the clutch failing before the start, then the gearbox, leaving him with only top gear. Anyway, nice to see another Saundersfoot, and even a shallow watersplash in this year of the drought.—W.B.



SAUNDERSFOOT SHARP-END. — A back view of Charlie Jenner's Aero Morgan, with the Secretary's Sunbeam-Talbot beside it.



WINGS FOLDED.— A reader, Mr. Peter Burgess of Carmarthen, sent us this picture of a DH Gipsy Moth being towed tail-first through Shanghai in about 1929/30, after it had landed in the river due to a split-pin in the controls dropping out! The pilot, Capt. W. E. F. Jones, DFC, CAS, who worked for Arnold & Co. in Shanghai, in furthering Chinese interest in flying, is the passenger in the towing car, the make of which presents a problem—probably a Fiat-based local product?

V-E-V Odds & Ends.—From the National Traction Engine Club's beautifully-produced magazine *Steaming* we learn of an ambitious journey that should have the sympathy of all who understand ancient machinery—Edgar Shone's 1934 eight-wheeled Sentinel S8 steam-waggon is engaged on a 1,885-mile trip from London to John O'Groats, Land's End and back to London, burning British coal. Last summer a 10-ton Aveling & Porter steam-roller was driven from Bradford, through the Pennines and Yorkshire Dales, across the bottom of the Lake District, on over undulating roads in West Cumbria and up some severe gradients, to Ravenglass. The NTEC is also proud of the fact that 100% of the entries in its 1975 Road Run arrived under their own steam. Perhaps these are thoughts for the vintage-folk who possess trailers to ponder?

The current issue of the Fiat Register's *Bulletin* contains a long and enthralling illustrated account of how Peter Harris and his wife covered 3,000 miles on the Vintage CC of Queensland's 20th Anniversary Run in a 1923 Fiat 501, the overall out-and-home journey amounting to 5,089 miles in 19 driving days, 1,200 miles over unsealed (gibber-country!) roads, with nothing worse than a broken axle-shaft and burnt-out exhaust valves. Harris owns two Fiat 501 tourers, the second being a 1925 model, which he has driven, respectively, for over 120,000 and about 3,500 miles.

A 1926 Austin Heavy Twelve Clifton tourer won a prize recently and got its picture in the *Evening Standard* in a contest to discover the oldest car still in daily use. Bought by the present owner's father, who found that he preferred his pony-and-trap, the Austin has covered 200,000 miles. The runner-up was a 1926 Austin 7 saloon which is used for 35 miles every day for going to work.

New Exhibits at Beaulieu

ON the occasion of the opening of the "Birth of a Legend" Exhibition at the National Motor Museum to commemorate the introduction of the Rolls-Royce Silver Ghost, at which nine Rolls-Royce cars ranging from 1905 to 1939, plus engine and photographic displays, were on show, Lord Montagu of Beaulieu received four historic commercial vehicles presented to the NMM by Tate & Lyle Ltd. These are a 1913 McChurd, a 1915 Model-T Ford, a 6-ton C-type 1922 Foden steam-waggon, and a 1937 Latil tractor with four-wheel-drive and four-wheel-steering. These vehicles were restored by Tate & Lyle and are in running order. One hopes to see at least two of them in future HCVC Brighton Runs.—W.B.

V-E-V Miscellany.—Dunlop are making some 1020 x 120 b.e. tyres for the Daimler-Benz Museum in Stuttgart, who will be paying for the exceedingly expensive moulds required. This makes it possible for some tyres of this rare size to be supplied for any other cars that may require them; application should be made to Vintage Tyre Supplies Ltd., Jackman Mews, Neasden, London, NW10. Peter Connon has sent us a copy of the brochure he produces each year for the Carlisle Pageant of Motoring, his 1976 subject being mechanical history at Lowther Castle, one-time seat of Lord Lonsdale. It contains some very interesting material, which would be of considerable interest

to many other readers; copies are available, at 35p post-free, total profits going to the RAF Benevolent Fund, from the author at Newtown House, Newtown Road, Carlisle, Cumbria, CA2 7LT. For instance there are articles on the cars owned by the "Yellow Earl", including pictures of his many Napiers, seven of the 14 cars he owned in 1910 being of this make, and his later Rolls-Royce and Daimler cars, with a nice anecdote about a fast journey in his yellow Daimler Double-Six, and about the fabulous Lonsdale power-house, alas dismantled by the military during the Second World War, where two National 200 h.p. gas-engines, installed in 1925, drove Metro-Vick dynamos that were often run from 7 a.m. to 2 a.m. the following morning. There are pictures of these Lonsdale cars and stationary engines, including one of the 1923 Rolls-Royce Twenty with body from one of the Earl of Lonsdale's 1910 Daimlers. Other articles cover early fire-engines in Carlisle (where two Merryweathers were in use from 1914 and 1919, respectively, and were last heard of in 1947 and 1940, while the Police used in the 1920s Cubitt and Model-T Ford prison-vans), the Cumbria car, and the secret Army tank-testing carried out at Lowther Castle during the last year. There is also a list of the vehicles using EC Registration Nos., from EC1 to EC100, with details, while from the entry list for the Pageant it is apparent that some interesting vehicles took part, although the information about these contains inaccuracies, for Parry Thomas was *not* associated with the Bayliss-Thomas light-car, nor was the TT held in Dundrod in 1931. Incidentally, Mr. Connon says he bought his first real car, a 1930 Rolls-Royce 20/25, through an advertisement in MOTOR SPORT; today he uses a Mercedes-Benz 350 SL as everyday transport and owns a 1936 4¼-litre Bentley Cockshoot tourer.

The author of this most interesting booklet, Peter Connon, has been told that in 1901 the 5th Earl of Lonsdale, who was a friend of the Kaiser's, was given a 35 h.p. Mercedes (wrongly described as the first Mercedes car) while attending the German Army Manoeuvres that year, and that it was brought to Lowther, only to be returned to the factory in Germany when His Grace discovered that its brightwork was not real silver, as was that on his horse-drawn carriages. If anyone can confirm this story and say what became of this Mercedes, Mr. Connon would be grateful. Incidentally, he says that mechanic, J. W. Kieser, sent with this car, later became the Earl's head Chauffeur-Mechanic and that other chauffeurs at Lowther before the First World War were Tony Hirsch, Tubb, Marsh, Batty and Woodhouse, all dressed in brown double-breasted jackets with Lonsdale Yellow collar facings, worn over matching breeches and gaiters, all buttons and badges being of real silver. Each man earned about £2 per week and was expected to be in his quarters by 10.30 each night, unless at work.

The Amilcar/Salmson Rally held in Belgium last September was most successful, with 29 Amilcar entries, probably the biggest assembly of the World's Amilcar population in running order ever seem. There were also 24 Salmsons, 15 of these being post-war cars, one Salmson-GN, a Bignan, a Fiat, a Peugeot and an Alvis. Eight of the Amilcars came from this country, being driven to the event—"no trailers", says Elaine Drake, in sending us a report. The British Amilcar Register enrolled seven more Continental members and the Amilcars present ranged from Petit Sports to CGs models, from 1921 to 1929. On a 100 km. run in Battle of Waterloo country the only casualties were a C6 that oiled its plugs and a broken propshaft on Roger Howard's 1928 CGs, perhaps overstrained in winning its race at Cadwell Park? This was soon looked after by the hospitable Belgian Amilcar owners; indeed, remarks Elaine, the only inconvenient breakdown was that of the Dover-Ostend Ferry, which delayed the departure of the British contingent for four hours.

Clever of the 750 MC to have a feature on "Austin 7s in Books" in its *Bulletin*. The very-much-alive Morgan 3-Wheeler Club's *Bulletin* for September contained an article on the D'Yrsan three-wheeler and another about the stork mascot adopted for the Morgan three-wheeler in the 1920s, as well as some excellent pictures of proper Morgans! The Club had a beauty contest and sale of spares after its AGM at Great Malvern at the end of September. For the record, the class winners in this year's annual Riley Register Coventry Rally were: J. F. Hodson's 1926 11.9, C. E. Wiles' 1938 Lynx, M. B. E. Theobald's 1937 Monaco, C. F. Bradford's 1929 Brooklands-model which was also the highest placed Special, A. L. Southerden's Mk. III Monaco and D. F. H. Wood's 1923 10.8, while J. Woolnough's 1928 Monaco was judged the best of its type in the general car park and Mrs. Needham (Kestrel), D. Bough (Gamecock/Sprite) and A. Scott (Monaco) won the driving-test classes. A number of post-war RM Rileys turned up to pay homage to their older brethren. Incidentally, the Riley Register is justly proud of a member who is disposing of his one-owner 1936 Riley Adelphi at the age of 88, only because he no longer feels he can keep it in the condition in which he expects this everyday car to be.

Tony Hutchings asks us to make it clear that, as the original constructor of the excellent replica of OK 7095, the original racing Austin 7, he was *not* responsible for this car being advertised as Sir Henry Austin's one-time property. June Field, writing in the *Financial Times*, had some interesting things to say about Charles Sykes (1875-1950), the sculptor who was responsible for the famous Rolls-Royce "Spirit of Ecstasy" mascot. She says that Sykes was born in Yorkshire, studied at Newcastle College of Art and the Royal Academy of Art, and was painter, designer and commercial artist as well as a sculptor. Apparently he drew some fine advertising prints for De Reszke, depicting happy scenes from the 1920s which were enhanced by smoking the right brand of cigarette! Other works of his are mentioned, such as a bronzed plaster group of three masks, of himself and his two daughters. He won the Diploma for Mascot Design at the 1911 Paris Salon with his R-R "Silver Lady", the model for which has been held to have been the then Lord Montagu of Beaulieu's secretary, although a recent letter to the *Financial Times* claims that, in fact, she was Syke's wife, Jessica Elkington.

Vintage Postbag

80 Years of Daimler

Sir,

As the owner of what is probably the oldest and most original Daimler in the world (English Daimler) I was naturally interested in the excellent article on Daimlers in September, although, as W.B. points out, I was unable to co-operate in this due to being in the middle of having new tyres made.

However I feel that I must comment on the maximum speed for the early models, which is repeatedly quoted at 15 m.p.h. I can assure you that my car, despite, or possibly because of, hot-tube ignition, will do 22/24 m.p.h. any time on a level road and in still air. With a favourable tide and following wind I have done 28 m.p.h. but this gets interesting and is not recommended for people of a nervous disposition. Resulting from a weight of 26 cwt. and only four rather elderly horses, acceleration is hardly sparkling, with the result that I accept 16 miles run in one hour as about the best which can be expected. It also dislikes hills intensely and this manifests itself in a deceleration to about 5 m.p.h. and after this just nothing will stop it reaching the top. The most I have ever done in one hour is 21 miles but this was on the *Autostrada* between Turin and Milan.

I am loath to confess that Denis Flather's Daimler is anything like as good as mine but I have to admit there have been times when I have had to pedal quite hard to pass him, so I can only assume that his car too will do considerably more than 15 m.p.h. I restored my car just 25 years ago and have not seen the inside of the engine since then. At that time I put in new rings but the pistons and bores are original and I must have done at least 10/15,000 miles in it. As I could almost get a matchstick between the exhaust valve and its guide I did once make a new valve and guide. However the Daimler didn't like this at all and I had to put the old one back. It has absolutely no compression worth mentioning, with the result that it will tick-over quite smoothly at 75 (seventy-five) r.p.m., from which it will accelerate to its awe-inspiring maximum of 750 r.p.m. as sweetly as a pneumatic drill.

Meysey Hampton. E. D. WOOLLEY

[Perhaps in those very early days Daimler quoted top speeds in terms of miles you could expect to cover in one hour, rather than in m.p.h.—Ed.]

Sir,

What a pity and what a great disappointment to see that in your September issue you could not see fit to examine and road-test my 1897 Daimler, which is the oldest and in regular use: normally 300 to 400 miles per year, 25 L to Bs including the first in 1897—the one you "just" mention as going to the Palace in 1897. She is the second Daimler ever built in Coventry and the oldest British in the world.

You mention that Mr. Flather (my son in this case from Hadley, Nr. Droitwich) was away. *This is not correct.* With temerity he asked for some compensation for licensing and for time spent in preparation. This it

Continued on page 1302

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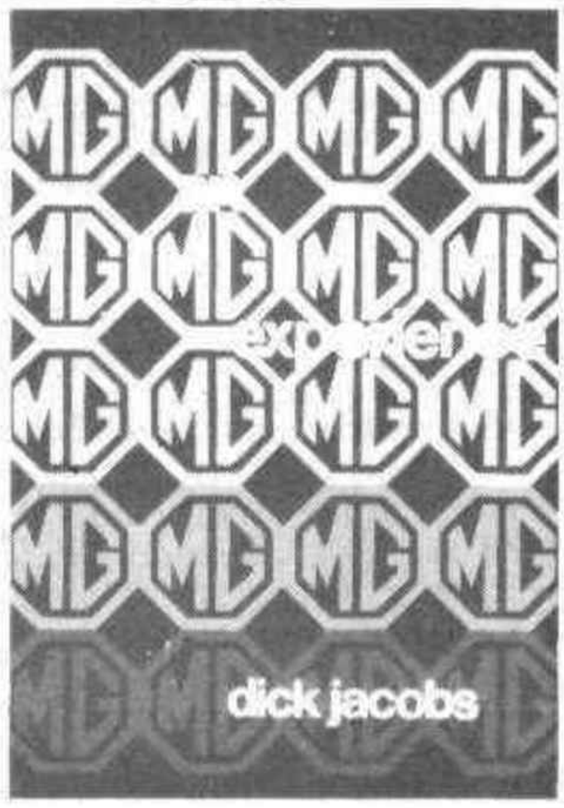
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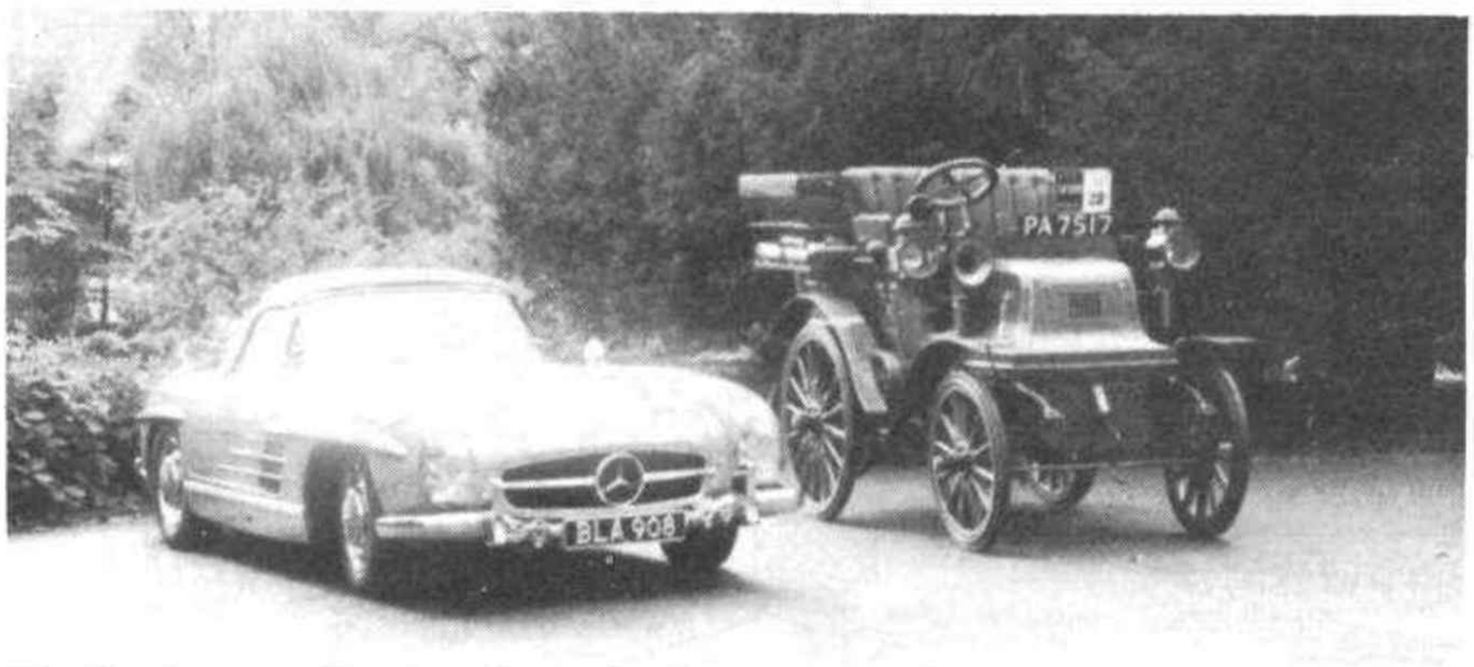
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VINTAGE POSTBAG
Continued from page 1299

appears you turned down [British Leyland made all the arrangements for me.—Ed.]

Particularly is it disappointing as I have said—as later in the same issue you review the Aston Martin situation of which as you know I am a Director. What a priceless record for "my record"—my two Loves in one cover.

Barlow DENIS E. FLATHER

Sir,

The article in September's MOTOR SPORT on Daimlers brought back many memories of my Daimler PA 7517.

As far as I can remember (and from a badly kept scrapbook) as being bought in Bolney from probably Jack Sears. It was rebuilt mechanically and bodily, including new wings which were steam bent. My book says 14 coats of paint plus clear varnish were put on. We did three "Brightons" and one Eastbourne Rally (which included driving there from Kingston, Surrey), as far as my notes go 1958 Brighton was "trouble-free" but "soaked". 1959 is described as "lurid" with a leaking water tank and 1960 "very good" until before Pyecombe where a valve ceased to seat owing to high velocity run, but was ground in with pavement edge (well mashed) and gear oil.

The number PA 7517 was Surrey but in 1956/7 from a then understanding council office.

Chauvigny du Perche N. H. MANN

That Le Mans MG Midget

Sir,

I was most grateful for Mr. Bonner's letter on the subject of R40 Castrol oil. I should mention that when the engine had been rebuilt the crankcase had been filled with R40 and a small amount added to the fuel to act as upper cylinder lubricant. After running in had been completed the oil was changed and replaced with R50. There may well have been some R40 left in the 15-gallon tank, causing the aroma. Being a very economical car, that amount of fuel takes time to use.

Mr. Alvarez's letter was most interesting. My only explanation of the difference in the price I received on its sale and that paid by him was that I sold it to Mr. Taylor of Taylors Garage opposite The Bull Hotel at Gerrards Cross. He ran it locally for some time while carrying out certain modifications; he probably ran on trade plates thus leaving my name in the Registration Book and taking a modest profit. I believed he moved to Rickmansworth. The car is now going very much better than when the Editor drove it ("you should have seen the garden last week" etc.) mainly due to a new camshaft and modified tappets.

Tenbury Wells LEWIN SPITTLE

Royal Daimlers

Sir,

In the "Cars in Books" column in the August issue mention is made of the late Queen Mary recording the mileage of a motoring trip during the month of September 1938. It would not have required the Queen to make a request for these figures as at her request the Royal cars had an extra speedometer fitted in the rear compartment. I do not recall the source of this information but remember seeing a photo of the interior of one of the Royal Daimlers with this fitting.

Inverurie STEWART B. BOURNER

[Now why didn't I think of that? Assuming that the later Royal Daimlers were so equipped and that distance as well as speed was thus duplicated.—Ed.]

A Derby Bentley Special

Sir,

Your report on The Fox and Nichol Trophy Race under the title "A look back at VSCC Silverstone" in your September issue does less than justice to the race winner, and certainly the motor car. You stated ". . . but it was a Mark VI supercharged Bentley Special that won from a much more appropriate 4-seater Vintage 4½-litre Bentley". The motor car, in fact, was a 1938 4¼-litre supercharged Derby Bentley, surely not inappropriate for this race and, in any case, post-war Mark. VI type Bentleys and their derivatives are not accepted by the Vintage Sports Car Club for racing purposes.

This Derby Bentley sports car, built by me some years ago, is now owned by Victor Gauntlett and has a very fair racing record with the VSCC and BDC and it so happens that it was actually driven by "W.B." a year or two ago at a BDC Silverstone Practice Day. I seem to remember that he thought rather well of it.

In all fairness, and with the greatest respect to other drivers and historic motors participants in that event, the winner at 71.33 m.p.h. drove a pretty well-judged race.

Kingsfield B. M. RUSS-TURNER

[Apologies. New Editorial glasses ordered immediately!—Ed.]

The Monotrace

Sir,

Further to the article on the Morgan Monotrace I would like to point out that there *were* connections with Morgan of Malvern.

The Monotrace was in fact designed by H. F. S. Morgan in about 1923 but probably never had the courage to offer it in England. None were made here but Morgan had motoring connections with France (Darmont-Morgan) and so this design went to France, being bought by a man named Monotrace. Over 200 were built at a small factory near Lyon but there are only six known of in France today.

One can be found at the Motor Museum of "Cheval Noir" at Cleres near Rouen, Northern France. This specimen is a Type Sport model, being devoid of hood and luggage rack. It has three gears with a right-hand change, normal three pedal controls, a handbrake, a hand decompressor inside the cockpit and also a huge lever which served to lift the outrigger wheels when once well under way! Entry is effected by a door on the left-hand side.

The engine was a forward-facing horizontal single-cylinder with a Cozette carburetter and a Manelli magneto. Fitted with an external kickstart the engine was of simple construction and devoid of manufacturer's markings and probably made purely for the Monotrace.

I must thank Richard Brown for his personal observations at the Museum.

Thank you for a magnificent magazine, one which, together with the Morgan three-wheeler Bulletin, I really look forward to each month.

Walton TREVOR K. WHITE

Roadside History

Sir,

I read with more than passing interest the interview with Mr. Chapman, the retired chauffeur of the late Lord Davies of Llandinam, and the reference to the statue of his Lordship (who is seen earnestly consulting a blueprint) which stands in the village of Llandinam beside the A492 road. Your readers may be interested to know that the statue was executed by Sir Albert Gilbert, amongst whose other works is Eros of Piccadilly.

Alderley Edge J. R. MORRIS

Mercedes and Maserati Matters

Sir,

I am glad to have Mr. Walsh's assurance that the Mercedes driven by Caracciola at Shelsley Walsh was an SSK, but Mr. Walsh has got his other facts quite wrong. Earl Howe's best Mercedes time was not his 46.8 sec., equal to Caracciola. Lord Howe achieved 46.2 sec. in 1934 in that same car, though it was his long chassis SS.

One tends to forget how very fast the "old man" was, a veritable charger. In the first Shelsley Walsh meeting in 1932, when he

Continued on page 1350

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Book Reviews

"Any Color So Long as it's Black" by Peter Roberts. 144 pp. 12¼ in. × 9¼ in. (*David & Charles Ltd., South Devon House, Newton Abbott, Devon.* £5.95.)

This is a splendidly illustrated book that covers the first 50 years of automobile advertising. The theme is not new, for Lund Humphries did a similar book in 1970. But this one contains far more excellent reproductions of such advertising layouts, from the very earliest years to the 1930s. Whereas the earlier book was more concerned with the history of automotive advertising as such, the author of the David & Charles book, which is a fine "coffee-table" production in its own right, is interested in the cars which various artists have depicted, as well as with their publicity layouts and themes. While I am not normally enamoured of scissors-and-paste reproduction books, there is no other way to deal with the subject of this one, and the result is very attractive and of the greatest interest.

One would have thought that De Dion Bouton's 1899 Wilhio painting of a woman with a baby at her breast would have shocked contemporary customers into buying elsewhere, instead of convincing them of the smooth ride obtained in a De Dion *voiturette*! This full-page picture, like many of the other illustrations, is in full colour. Many Ford and Fiat advertisements are used, the one of the 1923 racing Fiat that we reproduced recently and which can now be bought from Fiat, being reproduced in colour and in black and white. There are advertisements for shows and races, etc., as well as for cars, and the text outlines the history of both the motor car and its art-work, divided into periods, and concluding with a section devoted to "The World of Rolls-Royce". It will be of much interest to artists as well as to car enthusiasts.

From the formidable lady in the early Georges-Richard advertisement to the sleek advertising of Rolls-Royce in the mid-1930s, this is fascinating stuff. I am glad to see class-conscious Peerless layouts included, as undoubted period-pieces, that Packard's twin-six joke against themselves is there, and that so are those classic Jordan Playboy layouts of which it is said Ogilvie and Mather made all their apprentice advertising executives learn them by heart, *circa* 1923; these have more than two pages devoted to them. Readers will want to take sides with or against the author as to whether a 1938-9 Mercedes-Benz advertisement shows an incorrect radiator grille and wrong headlamps, for its period, and perhaps take issue with him as to whether another artist had taken too much licence with an Americanised 1935 Renault he depicts.

There is something for most of us in this book—Morris enthusiasts will love the Morris taxi at a London railway terminus, patriots will enjoy the pre-war Dunlop themes, owners of the older Fords will like the cheek of some of Ford's advertising of that period, and most of us would like to know the sophisticated young woman who had her own Fiat 509. The book belies its title in being a colourful offering, and just the thing for Christmas.—W.B.

"The Art of the Tin Toy" by David Pressland. 224 pp. 10¾ in. × 12¾ in. (*New Cavendish Books, 65, Marylebone High Street, London, W1M 3AH.* £19.50.)

This is perhaps the most magnificent "coffee-table" book of them all (but if a table is for coffee why load it with tomes?). It is alluring, beautiful, a splendid piece of publishing and top-class art-work. But beyond that, the accuracy of the information which the long captions to the hundreds of colour and black and white pictures convey about toys of all kinds, nationalities and periods, is truly commendable. Our interest is in the cars, naturally, but I confess to glancing at the aeroplanes, boats, and trains on the way. . . .

It is fascinating to find how many toy cars, from very early times, were available, racers as well as the more prosaic sort. Even more astonishing to discover how many have survived, in specialist collections, for the book producers Carole Montague and John B. Cooper to arrange and photograph for our delection—and what an enormous task that must have been!

I was delighted to find reference to little-remembered and previously-unknown toy cars, commercial vehicle and 'buses now made available in this so attractive manner, and to find that old favourites, of which I own a number, such as the tin-plate Citroëns, the Citroën Six chassis, the Meccano sports car, the covetable P2 Alfa Romeo and the big clockwork models of vintage cars, etc. have not been omitted. I was surprised to find the latter attributed to Jep and while I remember, and have owned, their Delage tourer, and knew of their Renault and Panhard-Levassor models, I am interested to find that their best model is depicted as a Rolls-Royce tourer, so perhaps my similar H6 Hispano-Suiza is by another toy-maker? Curiously, the author makes it plain that he prefers the freer interpretation of the German factories, compared to these products of the Carette factory. Personally, I put these bigger tin-plate French cars as second only, in their class, to the P2 Alfa Romeo, but perhaps we are thinking of different toy-makers?

The several pages devoted to the tin-plate Citroën models is sheer nostalgia, inasmuch as I vividly recall going just before Christmas (1924?) with my mother to the real Citroën showrooms in Piccadilly, to buy my 10s. 6d. 5 cv. clockwork two-seater. I can still remember the pleasure its detachable disc wheels, realistic radiator, mudguards, and dashboard, etc., and its central handbrake, gave a car-mad boy, and also how much carpet-dust and hairs its clockwork-mechanism attracted! (I fear I cut the saloon-top off a later Delage, in order to turn it into a tourer stripped for Brooklands—trying to ignore the fact that a 14/40 didn't actually race there. . . .). When I say that this great, heavy incomparable tome on tin-toys even has a chart of sales for these tin-plate Citroëns and a view of them, and the Citroën pedal-cars, standing with real Citroëns in the Strasbourg showrooms in 1926, you will see what you will miss if you are a miniature car fan and you fail to browse through it. There are Land Speed Record cars, motorcycles, and much, much more besides, even unto badges and pocket-histories of many of the toy makers whose diverse products are so beautifully depicted in the book—although I wonder whether the Bassett-Lowke Company will be flattered to find itself included among the makers of tin-toys? (After all this, I find there is no reference to that excellent Model-T Ford trio that I used to buy at Woolworths, presumably for about 1s. 6d. each. . . .)

If this one is too expensive for you to buy, your local librarian must be cajoled into obtaining it for you.—W.B.

"An MG Experience" by Dick Jacobs. 188 pp. 8½ in. x 5½ in. (*Transport Bookman Publications Ltd., Syon Park, Brentford, TW8 8JF.* £3.95 *or* £4.40 *inclusive of parking and postage.*)

This is an interesting, entertaining book. It is the story of Dick Jacobs' competition adventures with MG cars of various kinds, in all manner of well-remembered races and sprints, etc. This is fairly recent history, although it starts with Jacobs' pre-war ownership of a J2 (which broke its crankshaft, the traditional failing, just as he was about to drive off with a girl-friend) and a TA MG that he took with him to a Royal Navy appointment of 1940. Afterwards there were TB and TC MGs, the latter used for the author's first entries in trials and hill-climbs, endowed with superchargers and 16 in. instead of 19 in. rear wheels. The book then takes us entertainingly and informatively (not to mention nostalgically) through activities with an MG Special, with backing from Abingdon for some Production Car racing with a team of TCs (said to be "strictly catalogue with no tuning whatever", but the handling improved by fitting 17 in. instead of 19 in. tyres, which is now difficult to follow), another MG Special, racing production YB saloons and other fairly sober MG models. It describes competing with a works Magnette, twin-cam MGAs, 1960s MG Midgets, running 1100 MG saloons in long-distance races, running big-engined Midgets here and abroad (Jacobs managed MG teams from 1956-1961 following his nasty accident in the ill-fated 1955 Le Mans race) and so on.

There is no need for history, well told, to be ancient for it to be interesting. I found this book, which brings back memories of so many MG and other personalities met at comparatively recent races, very worthwhile. It is illustrated by many excellent, if somewhat sepia, pictures and it goes into matters of tuning, the cost of racing, the behind-the-scenes fun, etc. Such stories are invariably absorbing and Jacobs' account is certainly so. He represented the typical extrovert specialist racing man of the post-war period, running a garage, enjoying jazz bands, going to all the circuits, and mixing with all the MG personalities. I recommend this book to those who are addicted to that era of motor-racing.—W.B.

The annual "BOOKS FOR CHRISTMAS" feature is scheduled to appear in next month's MOTOR SPORT.

CARS IN BOOKS

THERE IS not much about motoring in that otherwise very interesting book "Richard Dimbleby—A Biography" by Jonathan Dimbleby (Hodder & Stoughton, 1975), although it is pleasing to learn that the famous BBC television personality had a great liking for motor cars. In his first term at Mill Hill he wrote in the school magazine that "the coming life seems to hold all that can possibly be desired—motor cars, cigarettes, wealth, perhaps even something higher" (that in 1931). Dimbleby's father had an income of £500 in 1913, and on this was able to live well in Richmond, with servants and a car. Alas, we are not told what this was, nor if it was the same car which later was one of the few things that "sparked young Dimbleby into life", especially when he was installed in the dickey for the journey down the Great West Road to Bath, which, "driving steadily, stopping frequently", took from 5 a.m. to teatime, around the year 1923. In 1937 Dimbleby borrowed "an open 1½-litre MG" from the MG Car Company for his honeymoon tour of five European countries, of which a detailed log was kept, the cost of petrol at 2s. 3d. a gallon causing such a severe financial strain that they had to borrow from a friendly AA patrol at Dover in order to get back to Richmond. (The entire two-weeks' tour cost just £100.) The MG, by the way, had an AMO registration, as you might expect of an Abingdon-registered car.

When Richard Dimbleby was campaigning for a pre-war fleet of large, impressive BBC recording cars he visualised Lagondas. When his great reputation was at its height he had his own chauffeur-driven Rolls-Royces, which he drove "carefully and fast" when he took the wheel. He bought the first one in 1959, and thereafter had the latest model, "the Silver Cloud Marks I, II and III". He felt that such a car was necessary for the position he occupied in national life but he also enjoyed driving fast and in silence on European motorways. At least one of his children, however, did not like his father arriving at school in the Rolls-Royce —many of us have experienced childish quirks of this kind. So he would use his wife's elderly saloon (make not quoted) or the farm Land-Rover when parking alongside "the rows of Jaguars and the Rovers" at Charterhouse. When Dimbleby was broadcasting State occasions abroad, the Rolls-Royce was frequently shipped over in advance.

I was pleased to receive a review copy of "The Diaries of Evelyn Waugh", edited by Michael Davie (Weidenfeld & Nicolson, 11, St. John's Hill, London, SW11, £7.95) because I realised when it was serialised in the *Sunday Times* that this book about the well-known novelist, a very large volume which is painstakingly indexed and cross-referenced, would contain some interesting motoring material. More than that, it is a social history of our times, from 1911 to Waugh's death in 1966, which must therefore appeal to many readers of MOTOR SPORT; although, as this almost-unabridged 300,000-word diary unfolded, I must say I agree with one of our office readers, who described it as "a sick book".

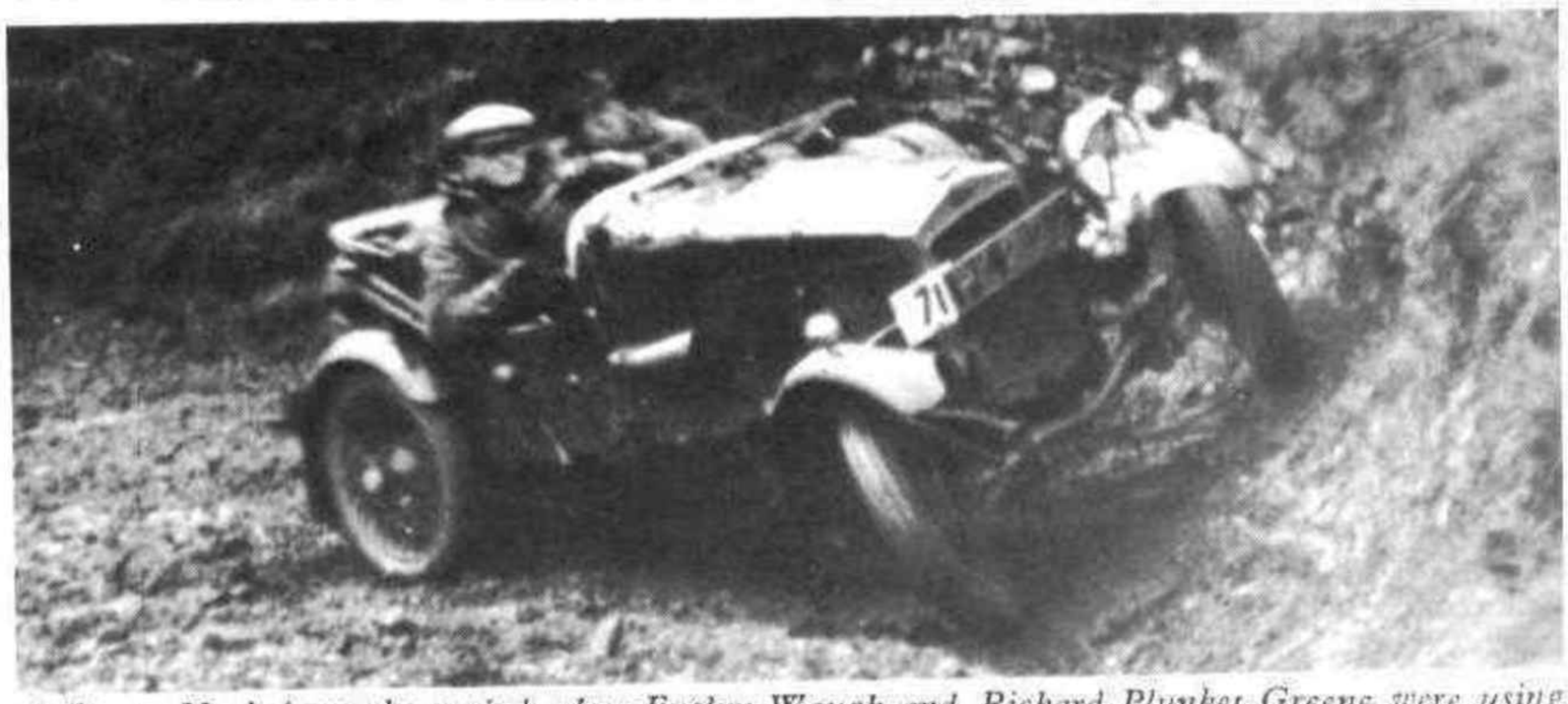
Because "The Diaries of Evelyn Waugh" is a current production, which those who wish to read it will be able to purchase, or persuade librarians to obtain for them, what follows must be regarded as a review rather than an echo from the past, although my comments are confined to motoring happenings. The first of these occurs in 1924 when Waugh, who is teaching in London, is driven down to a cricket match in Hampshire in "a nice shabby Buick with an amusing speedometer which registered 50 m.p.h. when the car was puffing along at a comfortable 35". This gratified the car's owner, Jack Squire, who could not understand why the journey took so long! In the same year, on holiday in Ireland, "an unspeakably dissolute motor" was hired for a journey from Cahir to Newcastle, which, I suppose, could well have been a pre-1914 model, in the Ireland of those days. Then, going to teach in North Wales in 1925, Waugh takes a "tiny taxi" from Llanddulas station to the school—one wonders if it could have been one of those Austin 7 taxis, which came out in 1924/25?

It was while teaching at Aston Clinton that Waugh made friends with the Plunket Greene family and thus veiled references to Frazer Nashes begin to intrude—like going home in the back of Elizabeth's car and arriving cold and frozen almost insensible, and to "Richard's new car—very shabby and noisy but quite fast". (In August 1925 Waugh himself could not drive, as he records "Yesterday I tried to drive a motor car".) In September, he notes, Richard Plunket Greene's car "was affected with a wheel wobble or woggle". Repairs seem to have been done locally, at a garage in Aston Clinton, which stayed open very late as they hadn't arrived "until dinner" and afterwards "sat over the fire in the Bell". I am guessing that this car was a Frazer Nash, and if I am right it must have been a three or four-seater, as Elizabeth had accompanied the two school-masters on the run down and she drove it back to London. Whatever car this was, it clearly made the centre of London from Aston Clinton in the hour, or a little over. At this time, still 1925, they met a Harold Claire who "lay bets with Richard Plunket Greene about motor cars". Late in 1925 "an enormous Rolls-Royce" arrived at the school, in which a party, including Olivia Plunket Greene, drove to the George in Oxford.

The next reference to motoring clearly refers to Richard's Frazer Nash, as it "broke a chain" in Sumner Place and while it was being mended, prior to driving to Aston Clinton, they ate a supper "of herrings and marmalade". Previous to this the car's owner had been immobile beside the car, drunk, for two hours on the road out of Thame, while Waugh "sheltered as best he could under the broken hood"—the amount of drinking described throughout the book is quite reprehensible. Five days later the car broke again. At this time Jesse Graham, American mother of one of Waugh's friends, bought an elegant new car, which seems to have been a Humber; but when a girl friend missed her 'bus for London she went away from Aston Clinton "in the Ford car of a strange and common man whom she found drinking in the Bell"—which rather sets the picture of the motoring snobbishness of those days, which, being late in 1925, implies that this Ford was a Model-T. Continuing the theme, Babe McGusty, one of the Waugh intimates, was known to have hired for the day "an enormous Daimler", to drive to and about Oxford.

On November 24th, 1925, it is noted, Richard Plunket Greene went to London "to talk to Frazer-Nash" (unhyphenated in the book!) about his "dark horse", and Babe apparently had no further need to hire a car, as she arrived in "a motor car called a Phantom Rolls-Royce", in which she took the school-teachers back to London. She lived in "an opulent house in Grosvenor Square" and kept a lemur as a pet—from the date it seems she must have been one of the first customers for a New Phantom. The visit to Frazer-Nash must have resulted in the purchase of a new car, "which occupied most of Richard's time", but, alas, it broke down about three days after he had taken delivery. A week later he married Elizabeth Russell, whose own car had lost a wheel earlier that month—was it, also, a Frazer Nash, I wonder? Capt. Archie Frazer-Nash was at the Plunket Greene's wedding reception at Halkin Street and the bride and bridegroom "drove away in the Frazer Nash". Early in 1926 Richard bought Waugh a motorcycle "from a shop in Sussex Place" for £25. It was a Douglas, on which Waugh was instructed by Frazer-Nash, who simply "launched him down a long road in Richmond Park on 2nd gear". (The Frazer Nash now had a new engine and clearly Plunket Greene was a good customer of AFNs.)

Waugh managed to ride the Douglas to London the next day; on the way it "shook off 12s. 6d.-worth of its lamp, broke its front brake and stand and number-plate", but otherwise "went creditably". Later there is a description of a horrible night run in which a nut came off the clutch in Aylesbury and three



A Frazer Nash from the period when Evelyn Waugh and Richard Plunket Greene were using these cars—see above.

miles from Warwick a key sheared in the transmission, the gas lamps went out until more carbide could be found, and the rider got very wet. Although the machine "flew back to London" next day, it was soon left in Camden Town "to be collected by a man from Taylor's" and a "minute, simple" Francis-Barnett was substituted. At first Waugh was "most unfavourably impressed by it" but he came to "like it more", although it ran out of petrol by the Bell which, wrote Waugh, "seems to me gross over-consumption when I consider the promises of the catalogue"! This was presumably a new 1926 two-stroke Francis-Barnett. By the end of 1926 it is reported that the Plunket Greenes had a new car. [The following year Richard Plunket Greene invested money in AFN Ltd. and the following year he got control—ED.] I believe that one of Waugh's comic novels had a motor-racing theme ("Vile Bodies"?), which his friendship with Plunket Greene may have fostered. I hope the "Diaries" will have something to say about this. But, for the present, space and reading-time have run out. If anything in this context or any more motoring matters are contained therein, I will continue this review of Waugh's "Diaries" next month.—W.B.

BELATED BOOK REVIEW

A VSCC member has lent me "Australia Through The Windscreen" (Angus & Robertson, 1939), which can be construed as a motoring book and therefore one which merits a "Belated Book Review". The author, William Hatfield, had been asked to drive the then-new Hillman Minx (in 1932) round Australia to prove that this new British small car, with a track of 4 ft. where the Australians were used to a track of 4 ft. 8½ in., could cope with out-back conditions. He excuses his association with the venture on the grounds that the Prince of Wales and his brother did not seem to mind their names advertising the Crossley and Humber cars they had used in Australia and that he had a respect for the latter make as he was born close to the Humber factory, used a Humber bicycle as he grew up, and as a boy was a staunch supporter of the famous Beeston-Humber car. So when Hillman-Humber asked him to do a round-Australia run in the new 10 h.p. Hillman Minx saloon, he agreed.

The start was inauspicious, because at Telegraph Point he skidded off the road, hit a tree stump, and overturned the car. The excuse this time was that "racing drivers date their real experience from their first smash-up". It took four weeks to have the Minx repaired. They got off at last and there follow descriptions of Australian towns (and huge bunches of bananas almost too heavy to lift at 1s. 6d. in those days) that make you want to emigrate. Where many other cars stuck in the blacksoil road from Toowoomba to Dalby, the Minx didn't. In Roma it was fuelled with petrol made from the local supply of petroleum gas—and what has happened to that? The road from Sydney to Darwin was exceedingly dubious, and would have been worse had it rained. Then the Duchess-Mount Isa mountainous route put paid to the Minx's front axle, which bowed until the tops of the wheels were leaning inwards, and chewed up the balls in the ball-and-cam steering gear. Excuse—the four-seater car was loaded with the equivalent of *six* men. The mining engineers effected repairs.

There was worse to follow, as the Hillman negotiated the Barkly tableland, following the route of the England-Australia air-mail—romantic days! From Anthony's Lagoon to Newcastle Waters they drove for 180 miles and saw only one tin hut, and nothing on the road. Indeed, only one car had been met since Mount Isa and now a big tourer with all the tyres off the rims and its driver ill, bade the Minx stop, at the risk of its exhaust pipe setting fire to tall grass. It was a taxi and Hatfield offered a lift to the two women who had hired it, as otherwise they would be stranded for a month—and this was only 44 years ago—unless they could reach Alice Springs and catch the train that itself ran but once a fortnight. That meant 650 miles of hard going in three days but was worth a try. When the Minx had been reloaded, leaving spares behind, Hatfield put his foot on the starter and—nothing happened, until the distributor points had been cleaned. Then they were off. A terrible noise proved to be the battery box rubbing on the prop-shaft—the pressed-steel floor having split. The car was shod with Dunlop Mammoth low-pressure super-balloon tyres which helped in the "desert" and over the 384 creeks in 640 miles that had to be taken at 10 m.p.h. But the Minx was now boiling continuously and all its brake adjustment had been used up, the linings having worn away. But it nearly caught the mail-car that had started long before it.

They had negotiated plains where according to the author, no rain fell between 1925 and 1930, to reach Alice Springs, itself 1,000 rail-miles from a city, where it had taken two years and two Argylls to get there by road in "the old days". In 1925 gold prospectors found the rail-head 390 miles distant and had "charged on in battered old cars, picked up for a song, which soon broke down and left them stranded". Our adventurers continued, along Wave Hill, so deserted that an RAAF DH Dragon Rapide that had force-landed had been lost for a week. A rock carried away the steering drag-link and arm but Hatfield made new parts from the car's hand-brake lever. On and on. . . . They stuck in a river, had to use the front bumper as an anchor for their de-ditching gear, and wore all the treads off the tyres but had only one puncture, caused by a gramophone needle which revealed that the spare wheel had rusted itself in place. But the Hillman Minx made Sydney on schedule, had even given 40 m.p.g. of Shell (bought in cases of 40 gallons at 52s. 6d. a case) for some of the terrible going. I wonder if anyone at Rootes—beg pardon, Chrysler—remembers this trip of William Hatfield's?—W.B.

"MG World/75", a 144-page soft-cover publication illustrates historic MGs of all kinds and covers MG activities throughout the World last season. Action pictures and old MG Car Company hand-outs are excellently reproduced, there is a tribute to the TD, an amusing story relating to the racing R-type MGs by the late Cecil Cousins that I had not heard before, a fine colour cover of an American-owned MG TC with a Sopwith Pup biplane, and much else besides. MG buffs can get it from MG World, 75, Silver Spring, Maryland, USA.

Pacet Wiper-Blades

THE Pacet Manufacturing Co. of Cookham Dean in Berkshire is making a new kind of windscreen wiper-blade which is of especial interest now that winter is upon us and with the forthcoming inclusion of these components in MoT testing. Their Pacet Arcoflex blades are sold by Fiat in their Linaccessories service.

Pacet claim many advantages. A smaller range of blades makes it easier to get replacements. The Pacet blade has only three parts, adaptor, arm and rubber, and is thus a rigid structure giving a smoother action. Adaptor and arm are of high-quality Makrolon polycarbonate for maximum flexibility and even pressure over the entire length of the blade—ideal at the car-wash. It is said to withstand extremes of heat and cold (—50°C to 100°C), and sun, ice, rain, salt, etc. The blade is of low profile to obviate lift, and its carrier is non-rusting, chip-proof, non-scratch and non-reflective, unlike many metal carriers. It is also quieter and has no wearing parts. The wiper-blade is of the finest Malaysian natural rubber, much researched. In spite of all these claimed-advantages, these Pacet blades are inexpensive—for example, whereas replacement blades for an early Ford Cortina usually cost around £5.62, the Pacet pair cost £2.80; a Mini pair is likely to set you back some £3.20 unless you use a pair of Pacets at £2.00. There are just seven different Pacet Arcoflex blades, including three hook-fitting types, covering more than 170 model-applications. Prices range from £2.00 to £2.80 per pair.—W.B.

MINIATURES NEWS

WE expect to have more to say about miniature motor cars nearer Christmas. But in the meantime we feel that Vauxhall enthusiasts are going to like the Grand Prix Models' miniature of a 30/98 Vauxhall Wensum, which looks very smart and realistic, with its vee-windscreen, flared mudguards, side-mounted spare wire wheel, head and side-lamps, electric horn, and rear fuel tank, etc., all in a length of 3¾ in.—W.B.

The New Face of Thruxton

BRANDS HATCH can't take all the glory for circuit improvements this season. Secured for more intensive use by easing of the stranglehold imposed by local planning permission a few years ago, the British Automobile Racing Club has invested £120,000 in improvements at the Hampshire circuit.

New grandstands at Club Corner—the infamous *chicane*—seat 900 people, a permanent restaurant building and toilet block has been built in the Paddock, spectator banking has been built up in front of the pits for better viewing and will be gradually extended round the circuit, there are two new marshals' huts and toilets have been improved. A landscaping and tree-planting scheme will be started this winter.

Back to the BARC's days of Glorious Goodwood?

Choose your line
Formula 70 holds on



Formula 70. Low profile tyres with all the backing of Dunlop race and rally success behind them. Superbly functional tyres. And now most popular sizes have even more muscle. See that powerful curve round the shoulders?

It gives high performance an added dash of style. For all the facts; advice and Formula 70 stickers, call in at your specialist Formula 70 Centre. For the address of your nearest Centre call the telephone operator and ask for Freefone 4092.

DUNLOP
FORMULA
70

The Graunchy Grippers



All save the 280E share the distinctive new lamp layout, while rear ends of 280 (left) and 200 have only detail changes. Drawing shows modified S-Class front suspension.

Mercedes W123 Continues the Quest for Refinement

MERCEDES TODAY is even more impressive than the list of engineering achievements from the past would make you expect. The gleaming premises at Untertürkheim ripple with the strength of prosperity that comes as the culmination of the years spent producing honest contenders for the title of "The Best" in fields as varied as passenger cars, aero and marine engines, trucks and modern gas turbines. The goal always seems to be the same, thoroughbred engineering to a standard that rivals will have to acknowledge, often before trying to emulate the efforts of Daimler Benz. This search for the best in engineering technique and reliability does not preclude the possibility of mistakes of course. Here the writer is tempted toward the view that the big 600 *Grosser* series has been a failure, compared in commercial terms to Rolls-Royce. However, when talking of passenger cars between 2 and 6.9-litres in less exotic plumage, which are produced at the rate of over 350,000 per annum, it is hard to fault the company's business acumen or engineering integrity. The latest addition to the Mercedes-Benz line is the W123 coded-car range, which we were recently able to drive for ourselves in Germany.

The W123 series stretches over seven models in British RHD form, the cars having been available in Germany since the beginning of the year. Displaying that engineering expertise of which we talked, the same basic car concept is powered by everything from 2-litre four-cylinder petrol and diesel motors, to a 3-litre five-cylinder diesel and a six-cylinder, d.o.h.c. petrol engine of 2.8-litres, which features mechanical fuel injection. In Britain prices begin at £4,939.74 and escalate to £7,989.93, the four-cylinder petrol engine of 94 DIN brake horsepower initiating the range and the 177 b.h.p. six representing the peak. As before, the model designations are almost self-explanatory: the *marque* number giving cubic capacity when the nought is removed, *viz* 200, 230, 250 and 280E for the petrol engined cars. Mercedes stick with *Einsprintz* for injection, instead of anglicising in the BMW 320i manner. The diesels simply carry the suffix D, covering 200, 240 and 300 models.

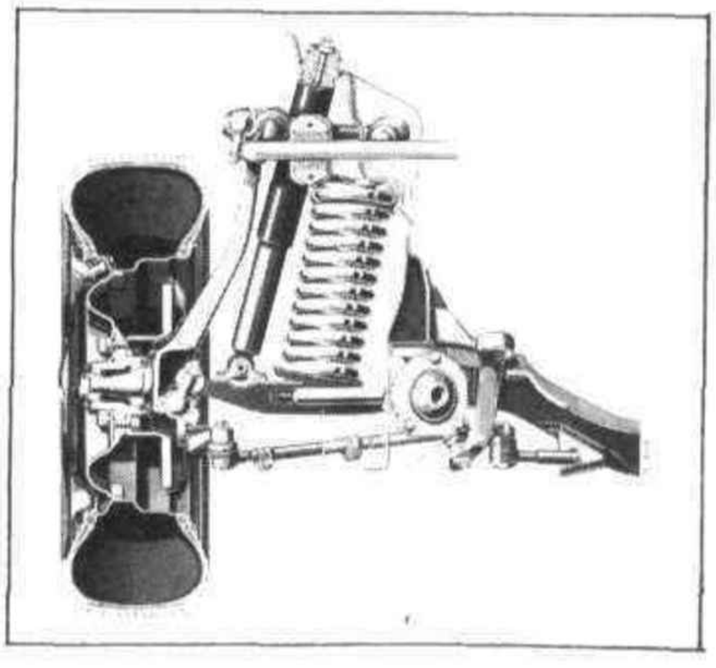
Those with sporting instincts will find that Mercedes fit automatic transmission on all but 2-litre models destined for the UK. Although I am sure that those who buy a Mercedes are not deterred much by price (the British end of the company are having to delay some 35 coupé customers in the £13,000-plus bracket until next spring, and they already sell 30 such cars a month) it does pay to watch the option list carefully on price.

When you start development, as Mercedes-Benz did, with an already acclaimed range of cars, it becomes a very much harder task to offer tangible improvements. From both the public and enthusiast driver viewpoint they did succeed, and the new cars do offer higher standards of noise insulation and safety with no weight increases. A laudable achievement indeed in these days of obese battering rams that are ideally suited for hitting bridge parapets, but not for driving response. Some might put the improvements in roadholding under the safety banner too, and here the cars do show appreciable improvements over the previous "New Generation" models. Incidentally the company has sold 1.8 million examples of the latter series, but with the workforce at Sindelfingen producing (with aid of considerable, sensible, mechanisation) 800 W123 types a day, it cannot be very long before the previous series is dropped following a good eight-year innings.

One companion commented that Mercedes always start the design of a new car with a really clean sheet of paper, no inherited concepts need stand in the way of a Research and Development staff that number 3,500 personnel. Nevertheless, our companion continued, "they always end up with a car that looks the same, just like a Mercedes!". In fact a slide projection of the model changes in Mercedes' cheaper (comparative term) range does show how the lines have altered from gently bulbous, through angular severity to the present slight wedge profile. What most of us are bound to notice is the new headlamp and frontal styling, the distinctive W123 larger outer headlamp applied on all models, except 280E, which really does look like an S class model at first glance.

Mercedes safety work dates back 40 years, so it was interesting to see that they have now progressed to the point where they impact test individual chassis components and sub-assemblies. They have used this data not only to improve items like roll-over crash damage resistance, but also to lighten and strengthen





Interior benefits from comprehensive adoption of ventilation "eyeballs" and neat blending of materials. Below, we show a side sectional view of a W123 model, displaying a complex front suspension and fuel tank above the axle.



the body, so that they do not pay a weight penalty every time an improvement in accident behaviour is registered. From a structural viewpoint the movement of the petrol tank to a new home over the axle is a major change. I was more intrigued that the adoption of parallel wipers had improved vision for a l.h.d. car considerably: I hope we feel the benefit for r.h.d. pilots too; and that Lancia copy the idea as quickly as practicable!

Wheelbase of the W123 series is increased by 1.77 in., to a total of 110 in., which lies within an overall length of 186 in. There is a distinct bias toward narrow rear track, the front now measuring 58.6 in. (up 1½ in.), and the rear 56.9 in.: overall body width is 70.3 in. and the height 56.6 in. Weight varies quite sharply according to the model, the 280E carrying 28.7 cwt., the 250 is some 200 lb. lighter at 26.7 cwt. and the basic four-cylinder saves another 44 lb.

More significant for a roadholding improvement is the adoption of double-arm S class front suspension units, suitably adapted for new body weights. This front suspension features long shock-absorber units, a separate, slightly tilted-forward coil spring, anti-roll bar and complex anti-dive geometry. That combination, with zero offset steering alignment, produces a new standard of production car handling and ride characteristics from conventional components. Rear suspension is substantially unaltered, based around trailing arm principles with low pivot point geometry, an anti-roll bar, and combined coil spring/telescopic damper units. These have additional rubber springs incorporated (as at the front end) to further refine the ride quality in a "helper" role.

Power steering around the company's recirculating ball system is a more widely adopted feature in the new range: only the basic 200D will not have power assistance in the UK. A superb four-wheel disc braking system is improved in that a level indicator for pad wear is incorporated, along with plastic sheaths to protect the brake pipes against damage at vulnerable points.

While the transmissions remain unaltered in themselves, a four-speed gearbox being offered in manual and automatic form, the engines have important modifications. First is a new, larger bore, version of the old 230.6 motor sporting four main bearings and nine counterweights. Now the bore is 86 mm. by 72.45 mm. stroke, the ensuing 2,525 c.c. producing 129 b.h.p. at 5,500 r.p.m. with the aid of a single four-choke Solex 4A1, and an 8.7-to-1 c.r.

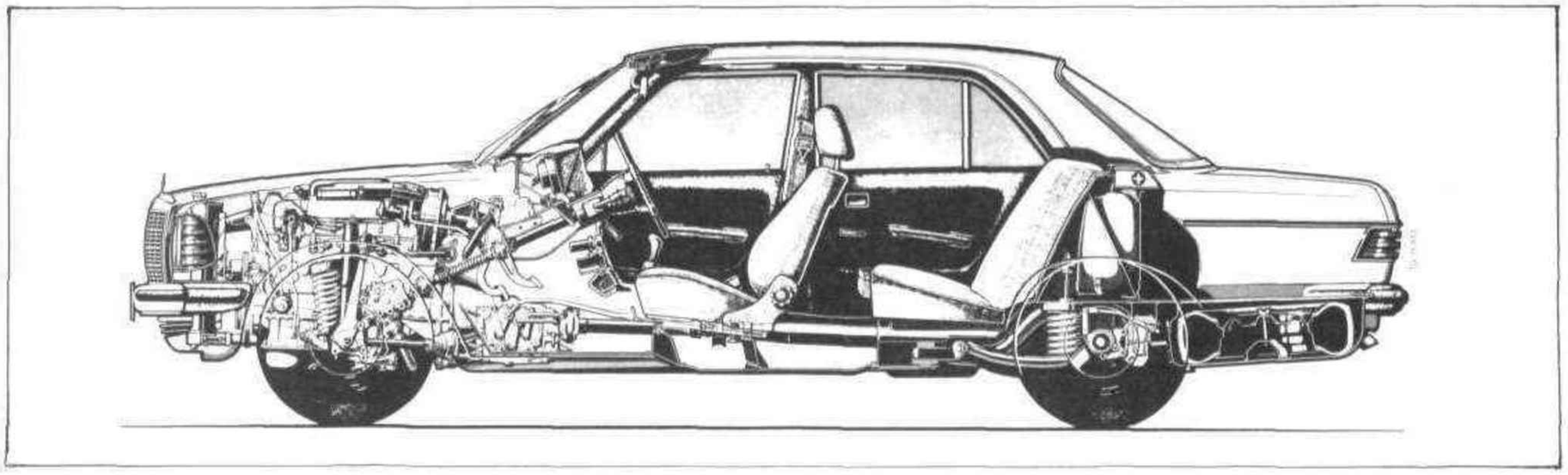
Servicing needs have been given heed throughout the range, the bonnet opening to right-angles now; the engines incorporating a socket to allow the use of electronic diagnostic equipment, and a Ferrolastic head gasket is now fitted that eliminates the need for 40 minutes head tightening procedures at the first service. Provision is also made for withdrawing the oil through the engine oil dipstick orifice, though this could be a mixed blessing if special equipment is needed. For the 280E the engineers have abandoned electronic fuel injection and opted for their own mechanical layout as introduced on the 6.9 450 SEL.

Daimler Benz had devised a 22.7-mile test route with infinite care, to include everything from bumpy country lane to a short stint on the motorway. I drove four models—the petrol 200, 250 and 280E (three-up) and the fascinating five-cylinder 300D. All of the cars showed outstanding road manners in respect of ride quality and progressive braking safety, no matter how pushed. All shared the single pane instrumentation viewing screen, which Rover initiated, and BMW further endorsed, before Ford and Opel spread such clear instrumentation to the masses. All showed standards of finish that one demands of the three-pointed star. The materials are not exotic, but the plastics are stout, accurately positioned and unmarred by the common "phantom glue spreader", or his friend, "the absent locating affixer", who provide such merry shouts of glee when the trim starts dropping on your lap from lesser *marques*. The Mercedes theme is very understated, a German passion at present which converts large expenditure into quiet sobriety.

Of the cars I drove, I preferred the manual transmission 250. This combined a marvellous balance between power, cornering capability and braking, fed into one's hands by a beautifully "weighted" power steering. The bodywork offers wind noise buffeting a minimum of assistance, and the new six-cylinder shows this tranquillity to great advantage. You can still hear the engine working, but neither that nor pressing on over indifferent roads is likely to make the owner of this Mercedes in the least fatigued. On the motorway the car showed the equivalent of 117.9 m.p.h. and the gear speeds of 31, 50 and 86.9 m.p.h., marked on the speedometer, proved a good guide to extracting the best performance.

The 280E was dampened down by three

Continued on page 1342



A TRULY EXCELLENT MOTOR CAR

The Editor Has His Stint in the ROVER NEW 3500



THREE GENERATIONS OF ROVER.—The Rover New 3500 photographed with a 1960 Rover 100 which is still in regular business use.

LAST July MOTOR SPORT published a full road-test report by C.R. on the Rover New 3500, Britain's highly-competitive 3½-litre light-alloy-V8 £4,750 luxury five-door saloon with self-levelling suspension and electronic ignition. It was a report which should have sent all who read it, and who were in the market for a car in this category, rushing out to place their orders without further delay. Through the co-operation of British Leyland's Publicity Department we had been able to publish this early report on this exciting and important new British car, at a time when other journals were apparently being forced to purchase New 3500s in order to write about them. Being anxious to make my own assessment of the car which Spen King and his able Design and Development Team have created with the express intention of stemming the inflow of foreign quality cars to this country, I drove recently to the new Leyland headquarters at Grosvenor House in Redditch in the Editorial BMW 520i and departed in Pre-Production Vehicle No. 27, to rediscover the joys of driving behind that compact vee-eight-cylinder power pack which Rover adopted from Oldsmobile/Buick many years back, and to enjoy the many outstanding features of the entirely different Rover New 3500.

I was not at first sure that I quite liked the car's styling. It is eye-catching rather than "executive". Perhaps it is that the bulky rear-end of this long saloon contrasts somewhat unhappily with the very attractive and clever low nose-line. The indent along the sides of this white Rover, not continued into the wheel-arches, I also thought rather off-putting. But this is probably the outcome of stodgy thinking; the sort of "poor man's Ferrari" look as you approach the New Rover from the front is actually rather nice.

Inside the car I was delighted to find the same twin lockable scuttle-bins that I had found so useful in the one-time Editorial Rover 2000TC. There is much less space in the foot-wells of the Rover 3500 than in the BMW but this is of no moment unless, like my wife, you are sometimes in the habit of stowing a shopping-basket adjacent to your feet. The battery of big press-buttons on the right of the instrument panel soon make sense but later, with lamps alight, I was to find some of the ten warning-lights, notably those telling me to belt-up (which I didn't) and that the fuel supply was running low, too bright, although in daylight the latter might well be brighter. The compact-size seats are comfortable, but I would prefer leather upholstery in a Rover [This will become an option—C.R.] and I would have liked a rather finer adjustment-range for fore-and-aft and squab adjustment of the driving seat. The handles controlling squab-angle are, anyway, too close to the body sides. However, this is all niggling criticism, because once the seat is set, it ceases to apply. This is so with many of the smaller items which a writer often feels he should condemn, but which to the owner of the car are of very little concern. Like my dislikes about the Rover's instruments. The driver's left-hand blanks a view of the smaller dials and these are not too easy to read anyway. There has long been an impression that the instruments of expensive modern motor cars must live in deep chasms, from which they coyly peep, and although I know David Bache has buried the 3500's four little instruments to prevent dazzle in the big windscreen, the fact remains that for some time BMW and others have shown that you can have an instantly-readable non-dazzle panel without recourse to "pot-holing". However, if all is well the white needles of three of these Rover dials hang down vertically, indicating 30 lb. sq. in. oil-pressure, a battery health expressed as "13", and water-heat of 90 deg. C, and so, as there is that low-fuel-level light (which is supposed to show that you have a couple of gallons in hand but which seems to leave about 30 miles' supply before you are stranded), there is little need to peep at these dials.

The speedometer you look at almost all the time, together with frequent glances in the rear view mirror, when driving a car as long-legged as this Rover 3500 in this country. The tachometer is a delight to cast an eye over, because it reminds you of how very high-geared the New 3500 is, and thus how long-wearing should be its oversquare five-bearing engine and how relatively economical, for the car is geared to give 28 m.p.h. per 1,000 r.p.m. in the fifth speed. When being legal on our Motorways it reads as low as 2,500 r.p.m. High-geared indeed! This makes the Rover a very pleasantly-restful car to drive on long journeys, for it is essentially quiet and very comfortable. It does, however, kill rapid acceleration from low speeds unless the gear lever is made reasonable use of. This is no hardship, because the new Leyland five-speed gearbox has a nice action. In my opinion it does not match the silky seductiveness of a good Ford gearbox (not five-speed, I know) and the lever has fairly long movements, can baulk going into bottom, and is topped by a very beefy knob. But this is nevertheless a very good gearbox, with the advantage that reverse is away to the left, clear of the 1st gear position, with fifth to the right, out beyond the 3rd gear slot. Mark you, I still think it even nicer to be able to thrust the left arm away from one, when getting into the highest ratio of a five-speed gearbox . . .

Economy then. This big Rover gave 23.2 m.p.g. of 4-star petrol over a varied and considerable mileage, the range on the first tankful being 330 miles. After the warning light glows and has ceased to flicker there seems to be about 1¼-gallons left in the fuel tank but as owners no longer fill up from small cans they are unlikely to run-out, especially as the fuel-gauge reads vaguely at low levels. In making these checks I discovered that the immersed electric-pump would not prime on a mere gallon and had to call out the local "Supercover", in the form of a crane-carrying Land-Rover, which, however, had no spare petrol aboard! Surge on a corner as the tank dried up had induced air into the pipeline to the twin SUs, but later I primed

Continued on page 1312

The three spares it's just daft not to have

The spare wheel you've got. The spare fan belt? Well, you can manage with a nylon stocking—if you've got one handy and someone willing to make the sacrifice. A spare belt is a much better bet. But a can of WD.40? Are we serious?

Well, what else is going to get you mobile when you've a morning damp-start problem in the distributor –or in the coil or the plugs or the plug leads?

And what else is going to help you when motorway spray and rain hit your ignition system?

WD.40 penetrates, repels and actually *displaces* moisture.



Its fine spray spreads a film that gets rid of damp and water vapour, then *stays* to form a protective barrier.

Use WD.40 regularly. Just a squirt over your car "electrics" now and again will help to prevent condensation, damp and breakdowns. Vital for ignition/damp problems. With plenty of other motoring uses in protecting chromework crevices or lubricating stiffened-up nuts and joints.



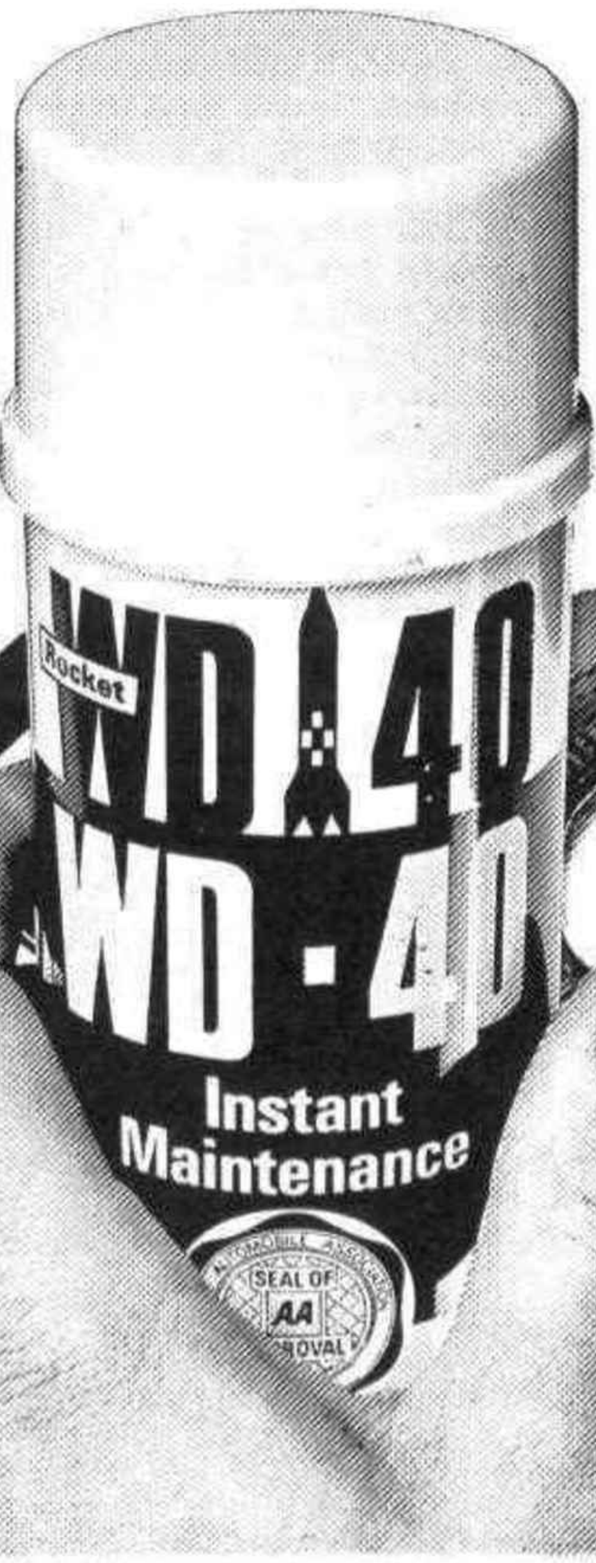
On stiff windows... squeaky doors... chair castors... caravans...boat engines and fittings... garden machines and tools...there's no end to the list.

But get a spare for home. And make sure the can that's in the car stays in the car. You never know when you'll need it.

WD.40 for consistent satisfaction– it's just daft to drive out without it.

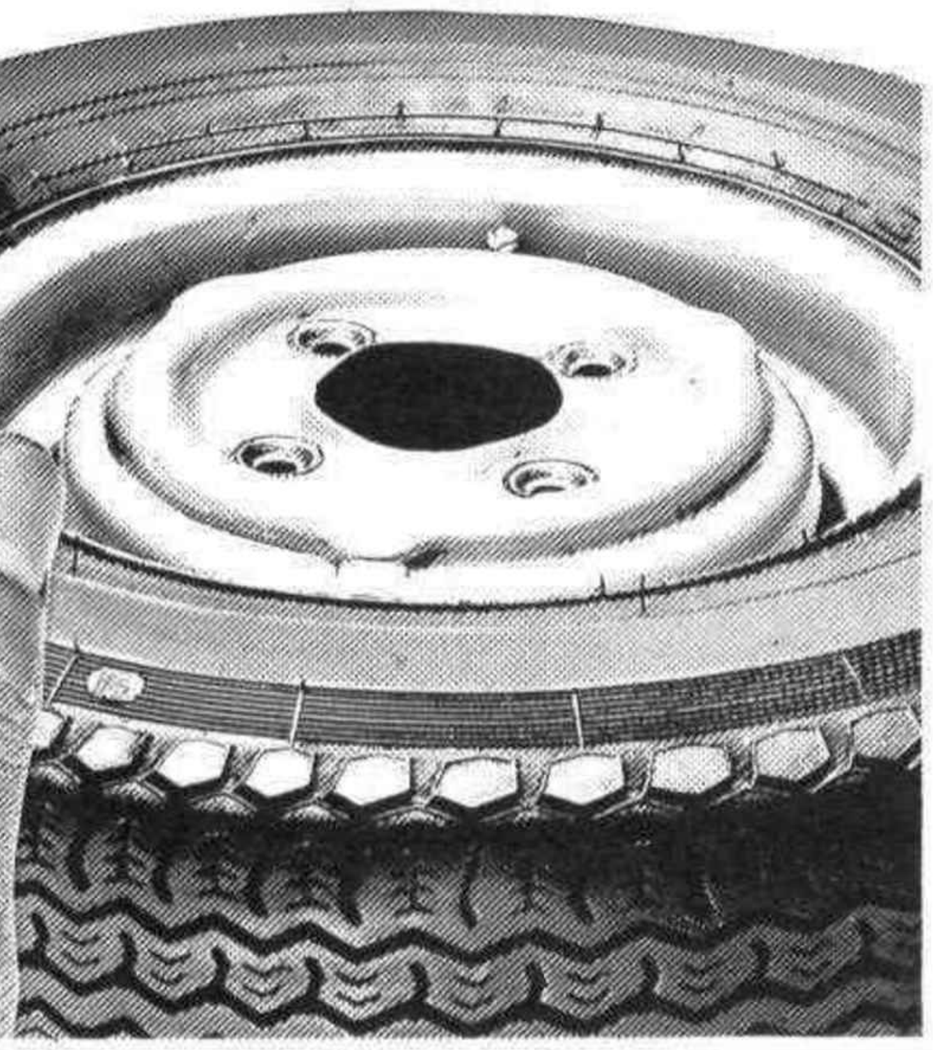


Make sure you get the real thing in the blue and yellow aerosol can by Cadulac Chemicals.



WD.40

The original maintenance spray.



TWO SIZES–handy and large economy. FREE leaflet with every can. Obtainable from good accessory shops, garages, D.I.Y. stores and supermarkets.

Continued from page 1310

on this quantity of petrol satisfactorily. While on the subject of fluids, scarcely half-a-pint of oil was consumed in 1,235 miles.

The Rover's power steering allows a convenient 2.7 turns, lock-to-lock, and is very good in feel, if not quite in the Mercedes-Benz category, but I didn't like the non-circular wheel when spinning it through the fingers. The disc/drum brakes felt spongy, in contrast to the over-servo-ed BMW brakes I am used to but were, in fact, excellent both in action and power, once one had become acclimatised. The handbrake is over to the passenger's side but is very conveniently located. The central door-locking system, with its internal button, is a very worthwhile luxury. The knob-adjustable external mirrors make the car very wide and they look vulnerable, but represent another luxury one does not expect to find in a car of this price. The fold-down back-seat squab provides an enormous luggage-swallowing capacity, especially when Dunlop Denovos tyres make a spare wheel unnecessary, and the stowage arrangements here work well, even if the detachable shelf is rather crude and the keys not quite of BMW quality. The electric window-lifts are an extra I would certainly order with a personal Rover. With their console and door-located controls, the driver's over-ride switch, etc. these windows are well worth their price, even though you cannot operate them when the ignition-key is away unlocking the fuel-filler flap and the fine-adjustment leaves a little to be desired—again, finicky criticism. But so very good is this New 3500 that one tends to notice small imperfections that wouldn't even be mentioned on lesser cars. Thus the headlamps could have given a rather more penetrating beam and without the n/s mirror I would have required my own Parking-Warden to wave me into tight spaces, rearward vision being limited. The minor controls are extremely well arranged, with flush-fitting choke lever,



The very generous luggage space available in the V8 Rover 3500 *when the back seat is folded.*

etc., and what other under-£5,000 car is equipped with radio, mud-flaps, underbonnet and boot lighting, those ingenious side-window demisting ducts, tinted glass, an adjustable steering column, front and rear fog-lamps, child-proof door locks and the foregoing items as standard equipment? Add to this the major factors of simple but effective self-levelling suspension and the V8 5-speed power pack, and the value-for-outlay is incredible . . . It is also definitely a car of much character. The heating/ventilation system, with its ten separate ducts, is well contrived, but I was not altogether happy with the permanent fan action. As to the New 3500's performance, over 120 m.p.h. and 0-60 m.p.h. acceleration in less than 8½ sec. with the manual transmission makes this Rover a very fast, as well as an admirably effortless, motor car. The road-holding and cornering are likewise entirely admirable, whether you are pouring this splendid British car round a long open bend or hustling it along narrow country lanes—and I did much of both! The ride is unexpectedly harsh but by no means uncomfortable, a harshness which the Denovos no doubt emphasised. Entry front and back, through big doors endowed with good "keeps" (and red extremity lamps) is notably easy and the rear foot-room is excellent. The back seat takes three people, with a wide arm-rest which stows away easily, for use if only two are carried. In the front, the visors go flush into the roof, a one-time luxury hallmark, and contain mirror and note-case stowages.

Overall, I can extend the very highest praise to the Rover New 3500, which should be welcomed as just the car Britain needs to stem the Imports race. With the electric windows I would order it costs under £4,850. Compare this with £6,471 charged for the 6-cylinder 2.8-litre BMW 528, which would be one personal alternative. Good on you, Solihull, and Great Britain!

I had intended to conclude this warm appraisal of a very fine and important new British car with a description of how it is made, in that £31-million new factory (those millions again!) at Solihull. But my suggested visit was discouraged on the grounds that nothing much was happening there, when I returned the test-car at the end of September . . .! And I have one final regret. The Rover New 3500 is such a great advance on previous Rovers, and so different, that I wish the old name had been dropped and the car called simply a Leyland Eight, thereby cementing a 55-year link between two brilliant Leyland engineers, Parry Thomas and Spen King.—W.B.



The splendid Rover New 3500 *is a true five-door load-swallower.*

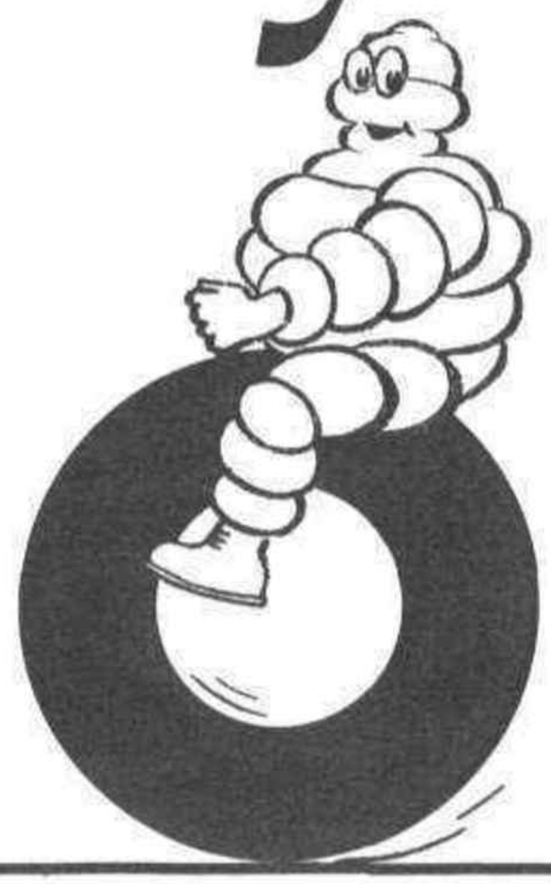
Brighton Speed Trials

THIS year's Brighton Speed Trials, sponsored by Fribourg & Treyer and run over the traditional s.s. kilometre on September 11th, commenced in fine weather that later deteriorated. FTD was made by Render's Lotus 76, in 18.77 sec., 0.15 sec. below Purley's 1974 course-record. Runner-up was Johnty Williamson (Surtees TS11), in 19.64 sec. The fastest motorcycle was Weedon's s/c Triumph, with a run in 19.62 sec., which beat Keys' Nor/Jap by 1.92 sec. (it was in a different class, but second fastest two-wheeler). Ring's Yamaha was quickest combo., in 24.01 sec. Fastest lady (taking the Chater Lea Trophy of nostalgic title) was Susan Scott, whose Scott Special clocked 25.72 sec. The BDC class was won by John Goddard (26.3 sec.) and the Bentley-Napier did 27.7 sec. New class records were set up by the Powell Speed Cooper-S (27.5 sec.) and the Brown's MG TC (29.72 sec.). Best sports car time was 23.3 sec., by Oram's Jaguar E-type.

The Arab that Bill Meredith Owens has acquired is a 1925 chassis with the small radiator and Meadows gearbox. It is on display at the Stratford Motor Museum prior to being restored. A programme about the motor racing career of Raymond Mays will be shown in Yorkshire, Anglia and Tyne-Tees ITV regions at 10.30 p.m. on Monday, November 1st.

—W.B.

Would your tyres pass the Michelin Tyre Test?



Do your tyres give you twice the tread life of crossplies and at least 25% more than ordinary textile-braced radials? Yes ☐ No ☐

Do your tyres save you up to 8p* on every £1 you spend on petrol by comparison with crossplies—and a significant saving over ordinary textile-braced radials? Yes ☐ No ☐

Do your tyres improve the way your car behaves in both wet and dry conditions? Yes ☐ No ☐

Are your tyres the make that most motorists say they'd buy next time? Yes ☐ No ☐

Do your tyres give you outstanding directional stability and steering response? Yes ☐ No ☐

Does your tyre have a built-in quality of life that lasts all the way through its long, long life? Yes ☐ No ☐

Do you feel safe and secure driving on your present tyres? Yes ☐ No ☐

Over the last twelve years have round the world sales of your tyre quadrupled? Yes ☐ No ☐

Has your tyre company been making them since 1889? Yes ☐ No ☐

Does your company make radial tyres and only radial tyres? Yes ☐ No ☐

Did the company which made your tyre develop and produce:
The first pneumatic car tyre.
The first "low pressure tyre."
The first metallic truck tyre.
The first steel-braced radial? Yes ☐ No ☐

Has the company which made your tyre had 25 years experience of solving the complex problems involved in the production of steel-braced tyres? Yes ☐ No ☐

Does your tyre company make its own special high-tensile steel cords in order to ensure consistently high quality? Yes ☐ No ☐

If you answered "yes" to all these questions, you already drive the best radial tyre in the world: Michelin.

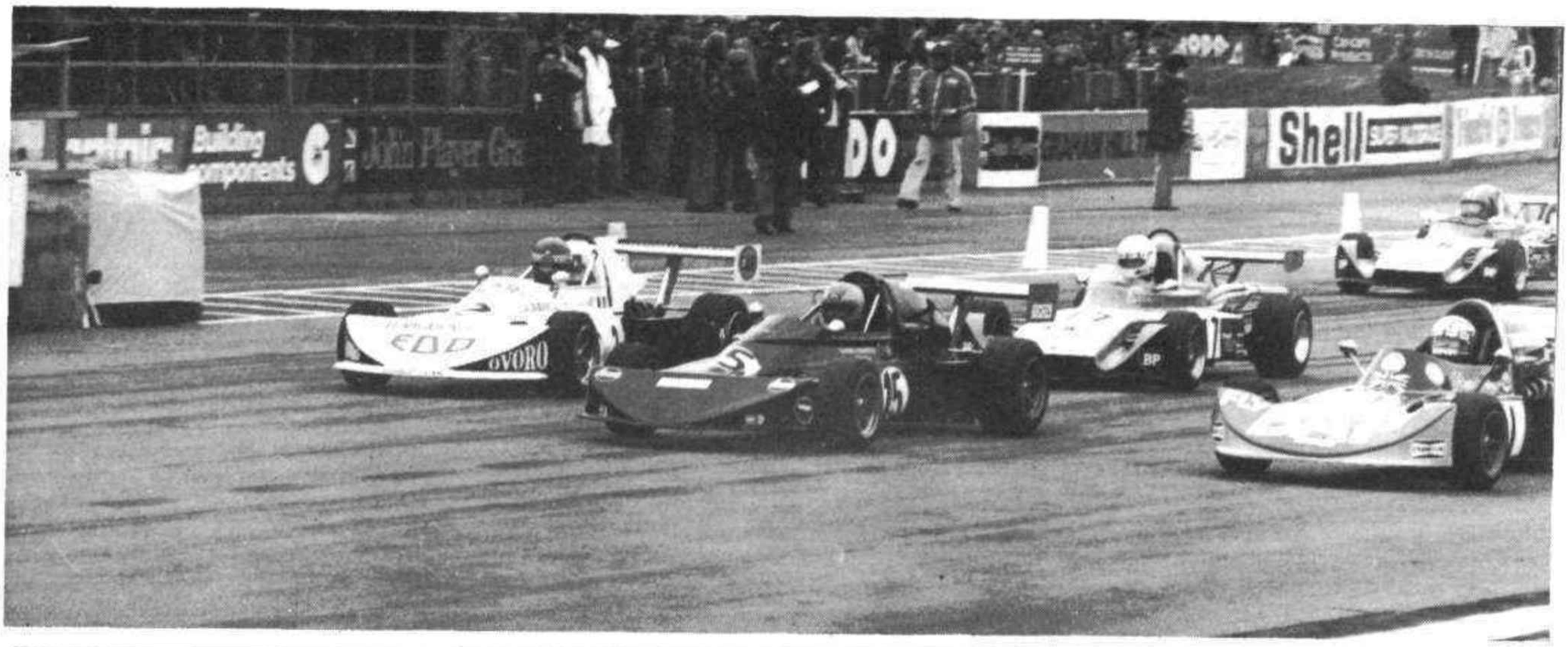
If you answered "no," we suggest you make a change for the better.

*RAC Observed Test.

If you have any problems or questions about tyres, please consult your Michelin tyre specialist.

Drive a Michelin

It makes a good car miles better all round



All March Silverstone front row shows Keegan (right) in his 743 trying to combat Conny Anderson (centre) and Bruno Giacomelli in their newer cars, Mike Young's Modus surging up from behind.

Investigating the British revival of interest in competitive Formula Three

LAST YEAR people had one major criticism about the British Formula Three Championship—there was very little British driving talent. The races were all fought out between a Brazilian, Alex Ribeiro, and a Swede, Gunnar Nilsson. The fact that these two drivers raced British-built works Marches served as little consolation. On the contrary, it served merely to underline the lack of opportunities for British drivers to break into this International formula.

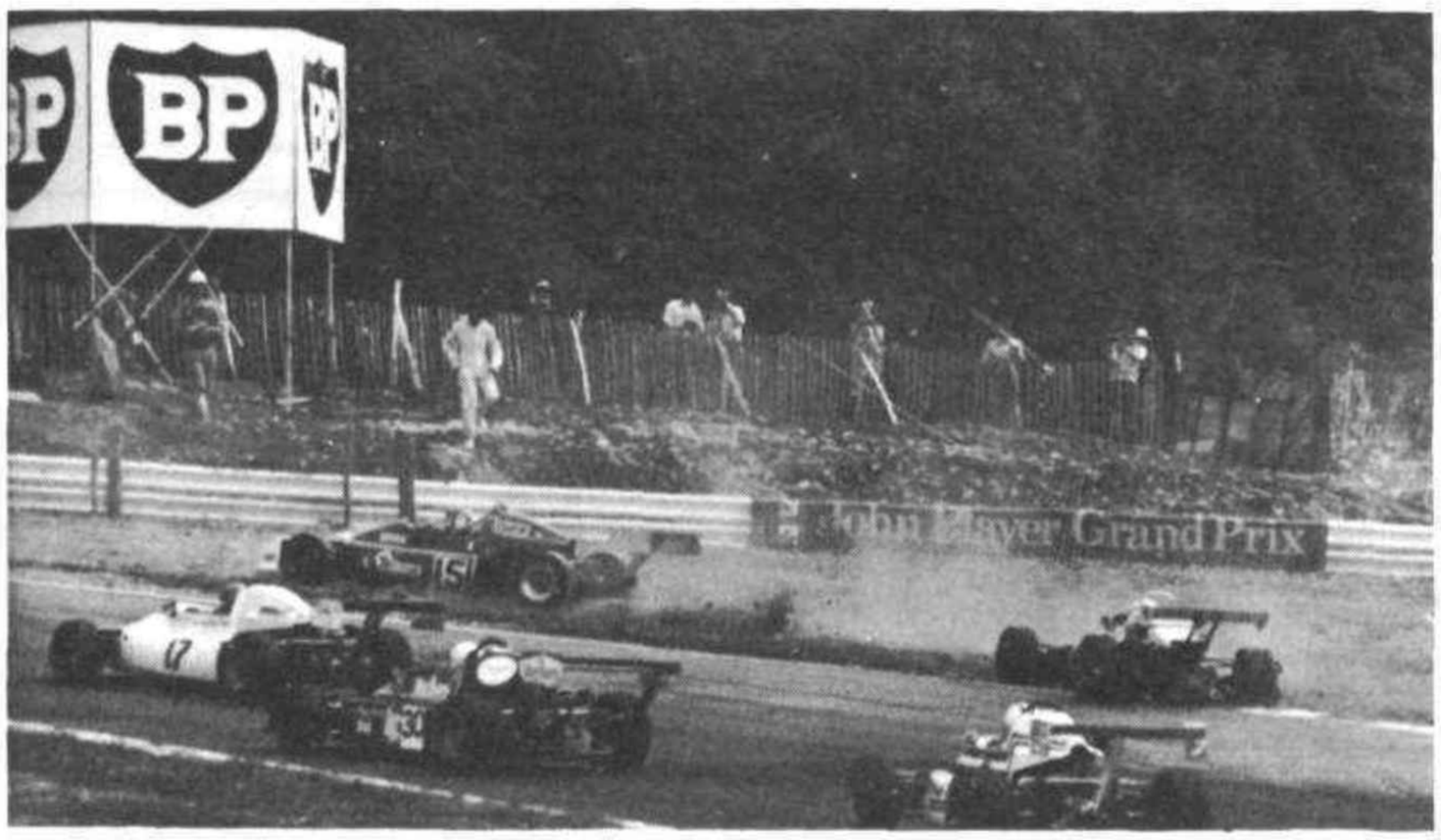
Some people blamed the economic situation for the fact that British drivers could not raise the necessary sponsorship to race in Formula Three, while others, who tend to believe that whatever is going on in the World outside motor racing remains a perfect meritocracy, argued that it was talent and not finance that the Britons lacked. Wherever the truth lay, a strong feeling came out of the year that it was about time Britain had some winning drivers in Formula Three, so that Formula One team managers could see that potential British Grand Prix drivers were just as available as Brazilians or Swedes.

When March Engineering announced that they had signed an unknown young Italian by the name of Bruno Giacomelli to drive the works 763 it looked as though the pattern of 1975 was going to be repeated. The premier British team running a foreign driver yet again was not a good start. But then the challengers began to announce their intentions, and it was soon obvious that British drivers would again form the majority of the grids—and not just as make-weights either.

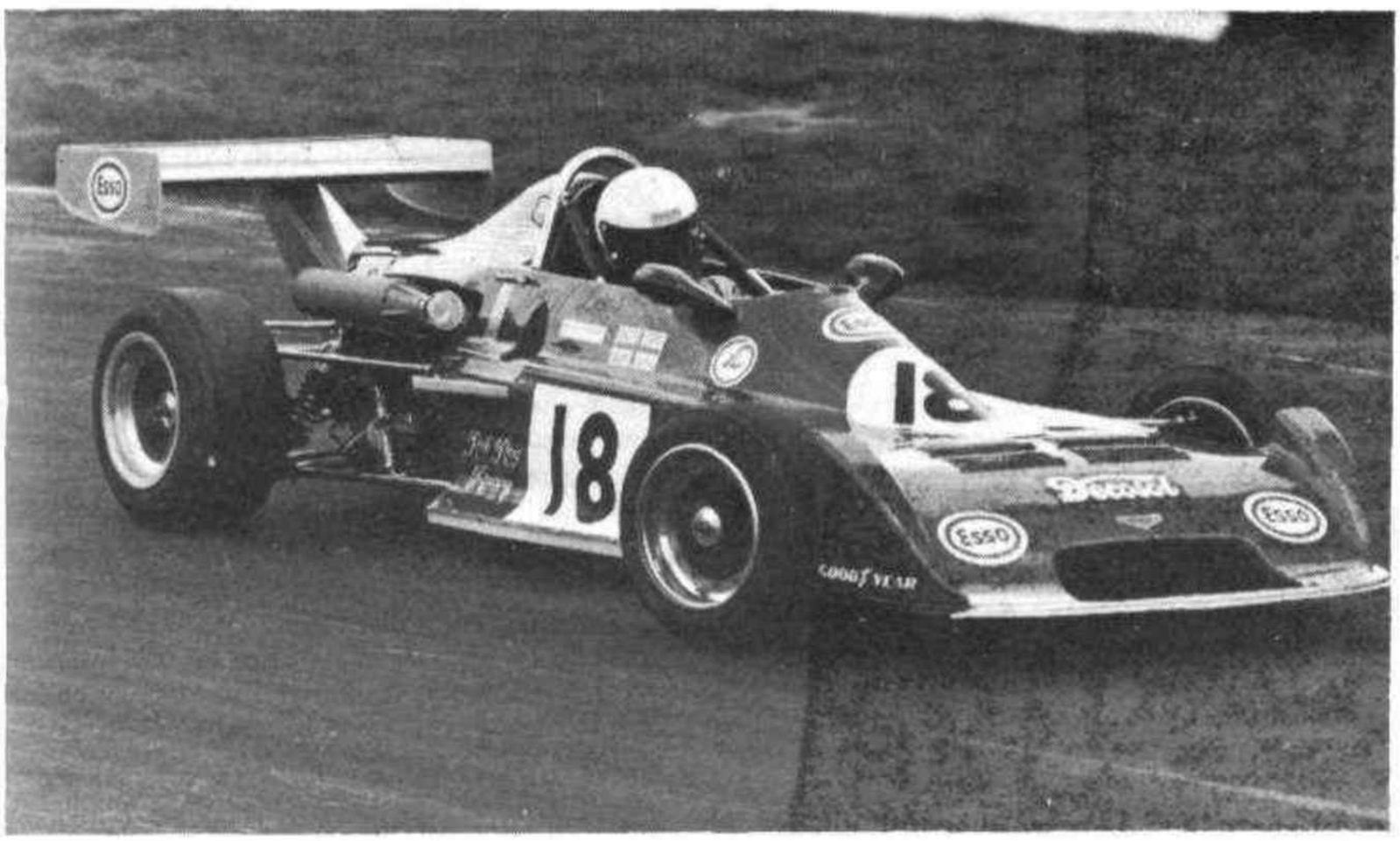
This year, as last, the major British Formula Three Championship has been sponsored by BP and organised by the BARC. The club's home base at Thruxton was the venue for the opening round in March. The British revival was apparent right away as Rupert Keegan and Stephen South took the first two places, with Bruno Giacomelli finishing third. It was Keegan's first Formula Three victory and the start of a string of successes that would force even Rupert's strongest detractors to admit that, at 21 years of age, he is probably Britain's brightest Grand Prix hope.

Keegan proved that he could drive fast last year, but many doubted that he would ever be able to keep a car on the track long enough to win a race. After leading Gunnar Nilsson at Thruxton in a brief moment of television glory at the end of last season, Rupert had declared that he could win a race. Now he had proved it. In the second round, also at Thruxton, Rupert staged a repeat performance. Then, a week later he beat Boy Hayje to win at Zolder, and came back to Thruxton to make it four wins in a row! Keegan had established a winning streak, and with that streak came a new, more mature style of driving. He learned rapidly how to stay within his limits when under pressure, and a smooth, well-controlled, driving technique took over from the "will-he-won't-he make-it" cornering style, which had previously been his trademark.

All good things come to an end though. For Rupert the end came at Brands Hatch on May 23rd, when Giacomelli beat him



Driver's eye view of Formula Three shows it has not changed that much over the years, as this pair discovered at Brands Hatch on the opening lap.



Geoff Lees, in the works Chevron B34, did not appear until late in the season. The 1975 triple Championship FF exponent soon acclimatised, as you can see here.

fair and square in an impressive race which he led from start to finish. The 23-year-old *Formula Italia* champion had been acclimatising himself to F3 very rapidly. He had taken his works March to three fastest laps by this stage. That first win confirmed the small, quiet Italian as another very capable newcomer to International racing. The Championship was wide open again.

Spurred on by his win in much the same way that Keegan had been at the beginning of the season, Giacomelli rapidly assumed the mantle of the man to beat. Championship wins at Silverstone and Oulton followed. In between, Giacomelli captured the attention of the Formula One circus by winning the prestigious Monaco F3 race. Suddenly the racing was beginning to look predictable again, but then came the British Grand Prix meeting and a number of new elements in the plot.

First of all, there was a new car for Rupert Keegan. His four wins had been scored in the British Air Ferries March 743 that he raced all last year, but the team always intended to change over to a new Hawke, which had been specially designed for them by Adrian Reynard. Buying out the Hawke racing car concern and employing "whizz-kid" Reynard to design BAF's very own F3 car, Mike Keegan proudly unveiled the distinctive new Hawke to a gathering of journalists. At the unveiling we were in mid-air, aboard a BAF plane *en route* for Le Touquet. As the champagne flowed it seemed that the BP Championship was already won as far as Mr. Keegan was concerned, but once wheels and feet were put firmly back on the ground, problems loomed.

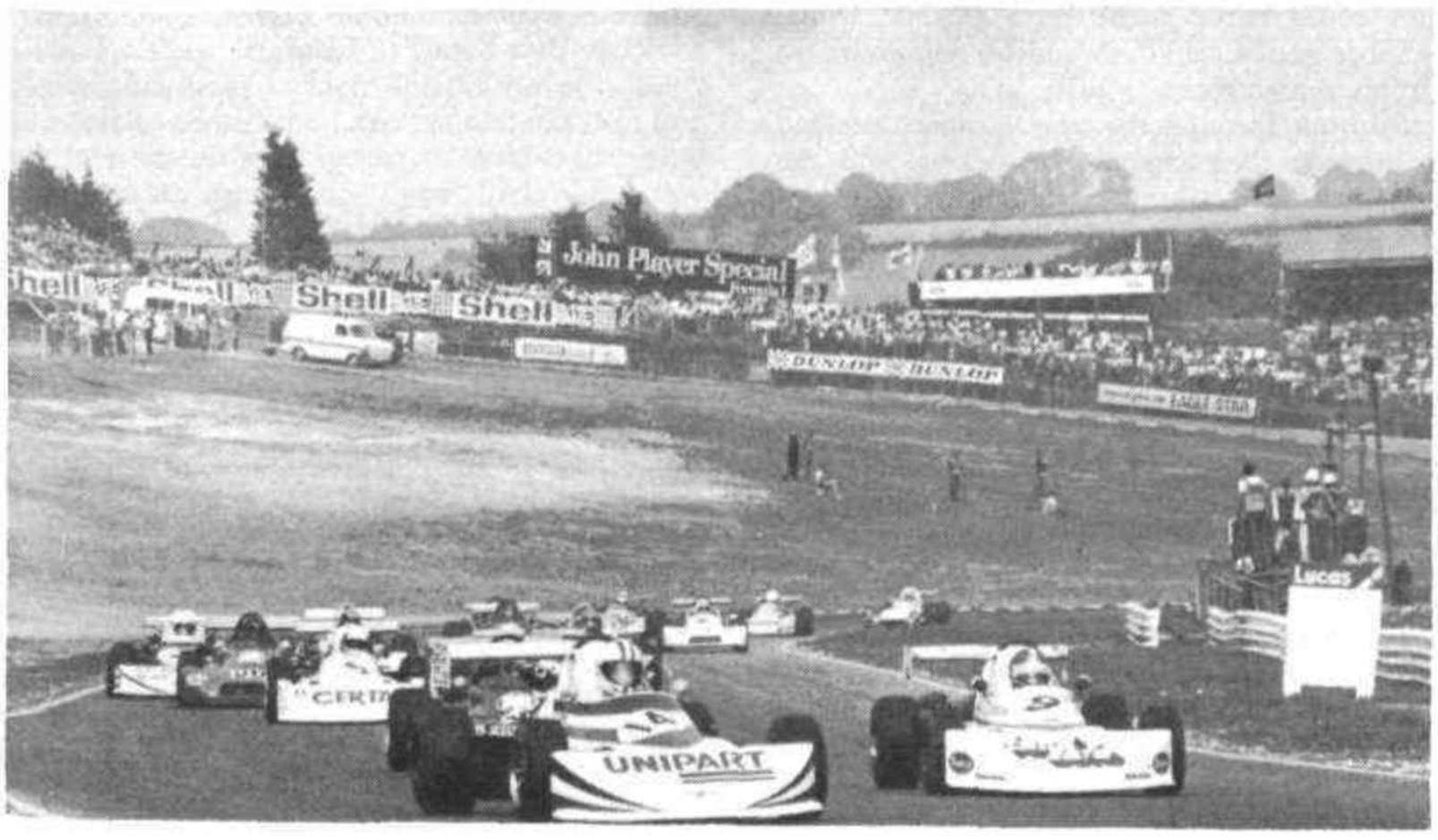
The car had to be virtually rebuilt after its chassis was found to be flexing, which delayed the development programme considerably. All the time Rupert was finding his 743 less and less competitive with the ever-improving 763/Giacomelli combination that was doing all the winning. He obviously needed a new car, but although the Hawke was now showing very well in testing, Rupert seemed unwilling to race it. And then came a surprise announcement from Mike Keegan: he had bought a brand new Chevron B34 for Rupert to debut at the British GP meeting. It was all rather like the occasion when Roger Penske bought an F1 March for Mark Donohue "to evaluate against the Penske", except that the implications were rather wider. After all, Mr. Penske wasn't trying to sell customers cars. Maybe it was more like Colin Chapman buying a Tyrrell!

Mike Keegan is sufficiently concerned with his son's career in motor racing that he will not let a little thing like what other people might think deter him from making a decision though. So a BAF Chevron duly appeared at Brands Hatch. It was not the only Chevron there however. There was also a red one, and the name written on the side of it was that of Geoff Lees, triple Formula Ford Championship winner, Grovewood Award winner, and the hero of British club racing in 1975. Phenomenal demand for the new Chevron in Europe had delayed Lees' much-awaited appearance in the works B34, but after a promising debut outing at Oulton Park the week before, Lees was ready to race at Brands. All of a sudden March was not the only name in the formula.

With Ricardo Patrese working wonders with the new Chevron in Europe, great things were expected of Keegan and Lees, now the B34 had a chance to show itself on home ground. For the time being though, you still had to have a March to win. In the race Bruno Giacomelli consolidated his growing reputation by taking victory from the most experienced F3 winner of them all, Sweden's Conny Andersson. Lees rewarded all those who had kept faith with him during his lay-off with a fine third place, upstaging Keegan, who was following him until he took the bottom out of his sump by making rather too much use of the kerbs.

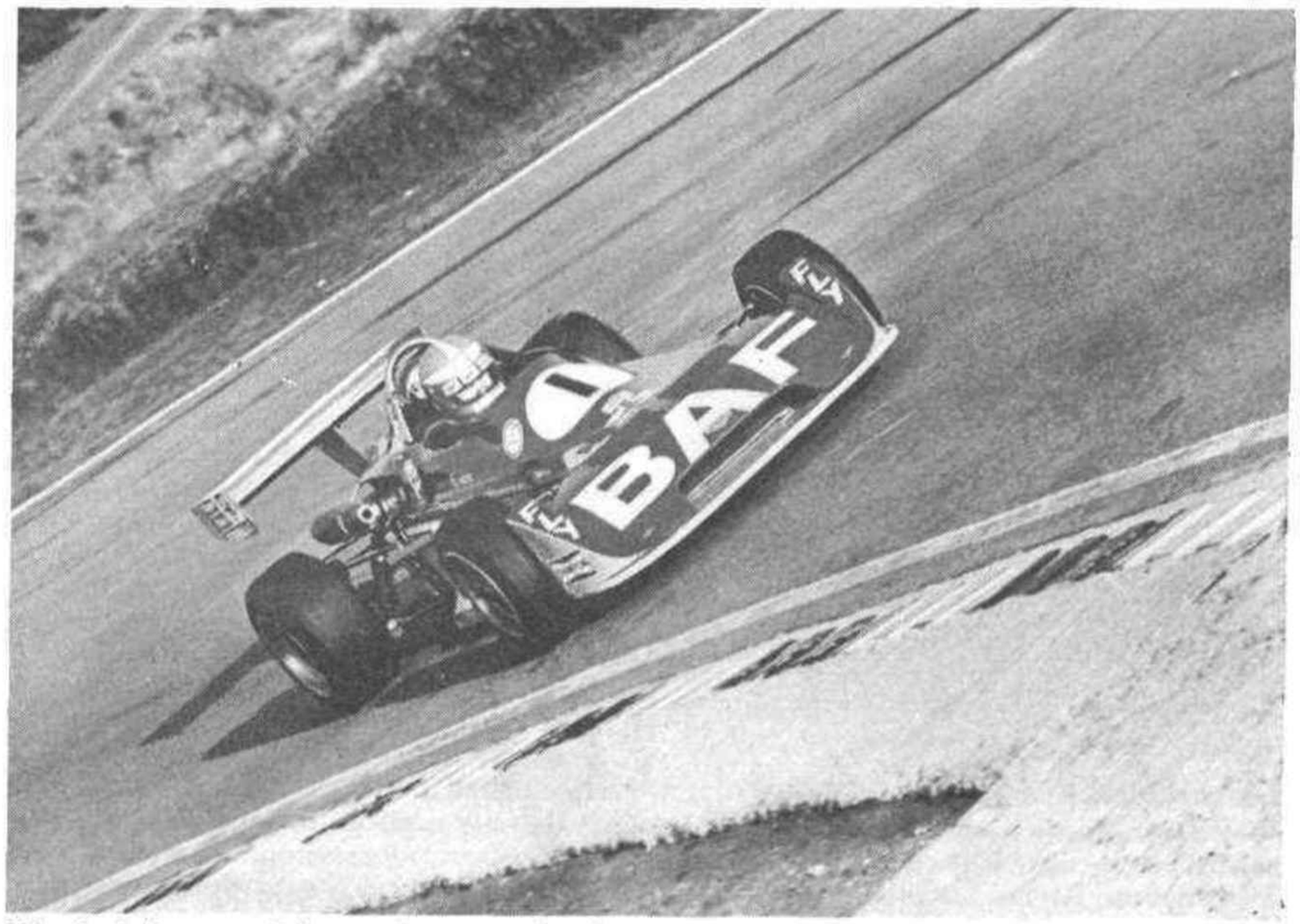
Keegan's critics leapt at the chance to write him off at this point. Now there was some real opposition, they said, he just wasn't fast enough to win. Rupert replied by breaking March's dominance of the Championship at the very next round, held at Mallory Park. He not only won the race but set fastest lap for the first time as well. Giacomelli and Lees finished second and third.

The Championship had now changed from being a straight confrontation between two





Above: *Ian Flux shows Ralt promise.* Left: *Tony Dron forsook journalism to tame this midfield bunch in the Unipart March-Dolomite.*



Rupert Keegan drives a Chevron B34 after trying both March and Hawke.

March drivers to being a three-way battle between two Chevrons and a lone works March. Round ten at Thruxton; Giacomelli kept everything wide open by beating Keegan into second place to make it five wins apiece. Once again Lees shadowed them to the finish, hungry to improve on his string of three third places.

At Snetterton a week later Lees managed to do just that, at the expense of Giacomelli, who had to follow both Chevrons across the line. So with just one round left to run, Keegan had won six races to Giacomelli's five and held a slender three-point Championship lead. As this is being written the deciding round has still to take place, at Thruxton on October 31st. In the meantime though, Geoff Lees has scored his first victory in Formula Three with a win at the last Silverstone Shellsport series race. Only Keegan and Giacomelli could win the BP title at Thruxton, but whoever won that final round could justifiably claim to be the best driver in Formula Three this year—and there was a two to one chance that that person would be British.

The British revival went beyond the leading battle though. Almost certain of third place in the BP series was 24-year-old Stephen South, who initially looked set to drive a second works March. When the deal fell through he raced John Stokes' March 753 early in the season before switching to a new 763. Ironically his best results came early in the year with the older car when he claimed three second places, twice to Keegan and once to Giacomelli. Much was expected of South after some promising drives in the F3 Ray last year, but although he was fast and consistent, the quiet Harrovian rarely seemed to display the tiger that was needed to get onto terms with the winners. He did turn the tables on Lees at the end of September though, beating the Chevron driver into a surprise second place in a non-championship race at Mallory Park.

British Super Vee champion in 1975, pig breeder Mike Young turned to F3 with a Modus this year and was yet another British driver to figure prominently throughout the year. He too ran his best races early in the year, taking a second place and a couple of thirds on his way to fifth place in the Championship.

Another significant aspect of the British F3 season was the involvement of British Leyland. Journalist-turned-racing-driver Tony Dron obtained Unipart sponsorship to tackle his most ambitious season yet. The lavish and impressive Unipart Leyland backing at times proved almost an embarrassment to Dron as he tried to find his feet in a strange and extremely competitive formula. Remembering his past role Tony stood by and suffered admirably the slings and arrows of outrageous journalists, who jumped at the chance to find fault with his performances. At heart, all motoring journalists are suppressed racing drivers, and so it was soon being suggested that the various publications should get their readers to write to their MPs and demand that the Government change its Formula Three driver. The trouble was that they could never reach agreement on which member of their staff should be nominated as Dron's replacement.

Midway through the year Unipart decided to increase their chances of getting into the first three by taking Dick Pearsons under their wing too. After spending two years racing in F3 with a variety of cars on a limited budget, Pearsons was offered a drive in the Anson, a new car built by Tyrrell F1 mechanics Gary Anderson and Bob Simpson. In its first race at Brands in May Pearsons brought the Anson home third, which convinced Unipart that he would be a useful addition to their team. The Anson was transformed with the distinctive white, red and blue Unipart livery, but Parsons didn't manage to make the first three again.

Two more British drivers, Ian Flux and Tiff Needell, also helped fly the flag. When the season started Flux was still only 19 years old, having his first year in Formula Three after winning the Formula Vee Championship in 1975. Sponsorship from Shellsport and Ockley Construction bought him a new Ralt. He gradually got to grips with the car, and the formula, until he looked a potential front runner. He could well be the Rupert Keegan of 1977.

Tiff Needell was the only driver not called Geoff Lees to win a Formula Ford title last year, and that was the Townsend Thoresen Championship. Although still only 24 years old, Tiff had been doing Formula Ford off and on since 1971 and so he decided it would have to be Formula Three this year. Such resolutions are easier made than fulfilled of course. It was well into the summer before Tiff scraped together enough money to hire himself the works Safir. In practice for the Grand Prix meeting he qualified higher up the grid than Lees. *If* he hadn't fallen prey to first-lap brain-fade he could well have pulled off a surprisingly good result. Unfortunately lack of funds stopped Needell getting fully competitive over the remaining races, but he did enough to confirm his talent.

In a year when new British talent was depressingly hard to find in most categories of racing, Formula Three was suddenly brimful of it. I would be prepared to bet that the Grand Prix grids of five years hence will sport at least four names from this year's BP Formula Three series—and only one of those is an Italian.—D.B.G.



Above : *Stephen South's March, while below we show Mike Young's Modus.*



A Daimler Occasion

THE Daimler & Lanchester OC visited the Daimler 80th Anniversary Exhibition at the Herbert Art Gallery and Museum in Coventry on the occasion of its "President's Evening" on October 2nd. After refreshments had been consumed and the exhibits inspected, some historic Daimler films were shown and Peter Mitchell, the Museum's Curator, interviewed Bob Crouch, who has had long associations with the Daimler Company and has only recently left the post of Commercial Manager of British Leyland's PSV Department to become Sales Manager to Dennis of Guildford.

The films included one of the 1939 RAC and Scottish Rallies in which Mr. Crouch competed with the latest open 2½-litre Daimler and in which some very large Daimler motor-carriages sportingly took part; I wish Roger Clark could have been present to see how sedately they were driven round the hairpin bends and through the timed special-tests! There was also an amusing publicity film on behalf of the fluid-flywheel, with attractive girls being shown how to drive the then-new Lanchester Tens, but their aunt preferring her *circa*-1924 Daimler landaulette; this one would have been better with a sound-track. (It reminded me of how, in 1947, having become accustomed to the fluid flywheel on a road-test Lanchester Ten in a week of clutch-less driving, I afterwards left the factory in the Editorial Austin 7 with its tricky clutch action in a series of prodigious kangaroo hops!) Another film, which was unfortunately cut short, was an instructional one made for Daimler Hire, showing how their chauffeurs were briefed to handle all situations impeccably. The film-showing concluded with a colour film of King George VI and the Royal Family on an overseas tour in 1947, in which post-war Daimler saloons and landaulettes showed up as dignified and handsome vehicles, entirely suited to representing Great Britain in what was then her Empire. Alas, the film had been incorrectly wound, so that all names appeared back-to-front and the salutes and hand-shakes were done with left hands. . . .

Mr. Crouch had been present on these Royal tours and he told an amusing story relating to an electric driver's window on one of these Royal Daimlers refusing to function properly because red dust had got into the slides and mechanism just when the King was driving this particular car, and of how understanding the Sovereign was. Mr. Crouch also recalled how a racing Crouch car ran away with him in the factory when he was a small boy, of his experiences with Daimler cars and public-service vehicles after he had gone from Rover to the famous Coventry Company, and of the memorable time when he had to take the then-new Daimler Scout car to the War Office in Whitehall for its inspection by Army "red-tabs", with the steering taking the vehicle in the opposite direction to that in which the steering wheel was turned—"Soapy" Sutton was driving and Mr. Crouch says that you can still see the grooves in the ornamental entrance-arch to the Parade-ground made by this wide vehicle, as it made its triumphant entry after a hectic journey. He spoke, also, of driving Daimlers in the aforesaid pre-war rallies and recounted many other interesting anecdotes.

This occasion, which was attended by Mrs. George Lanchester, who as usual took an intelligent interest in everything, and representatives of the Daimler and Vanden Plas factories, etc., should have launched the Club's President's new book "Royal Daimlers". But all he had to show of it was a blank dummy. We hope to review it in next month's "Books for Christmas" feature if it is published in time.

The Coventry Museum had assembled their Daimlers to form an impressive reminder of some of the important cars of this make in the 1896-1976 era. In the foyer we met a splendid 1937 straight-eight limousine finished in tan and cream and a modern Sovereign coupé. In the Exhibition hall, along with the generous refreshments, were the 4½-h.p. 1897 and 1898 wagonettes, the 1911 12-h.p. tourer, a 1931 M-type 16/20 saloon, and a 1950 DB-18 saloon in sober black raiment. The cars were supplemented by one of those excellent Turner-designed Daimler V8 engines and a modern Jaguar/Daimler Double-Six power pack. There was, in addition, a great array of photographs, including one of Instone on a giant chain-drive Daimler at the first Brooklands meeting and a 1911 Coventry street-scene which proved, as someone pointed out to me, that the "Double Diamond" beer trade-mark is at least 65 years old! Reverting to the Daimlers on show, the most exciting is the 1906 hill-climb car which, if Peter Mitchell keeps a long-standing promise, I hope to try out, if possible up Shelsley Walsh, when it is eventually put back into running order. If you go to Coventry, try not to miss visiting this pleasing Daimler display. In the discussion from the floor which concluded a crowded evening, one Club member, who had joined Daimler as an apprentice in the same year as Mr. Crouch went there, was trying to discover whether he could claim to have worked on the last of the sleeve-valve Royal Daimlers (he expressed regret, endorsed by Mr. Crouch, that Daimler went over to poppet valves, which he dismissed as a "load of old nails"). More pertinent questions revolved round why Daimler used Gardner diesel engines and why they discontinued the Fleetline single-decker 'bus. Praise was bestowed on that fine car, the V8 4½-litre 220 b.h.p. Daimler Majestic Major, and I was glad to learn that one member at least is using one of these cars as family transport with considerable satisfaction.—W.B.

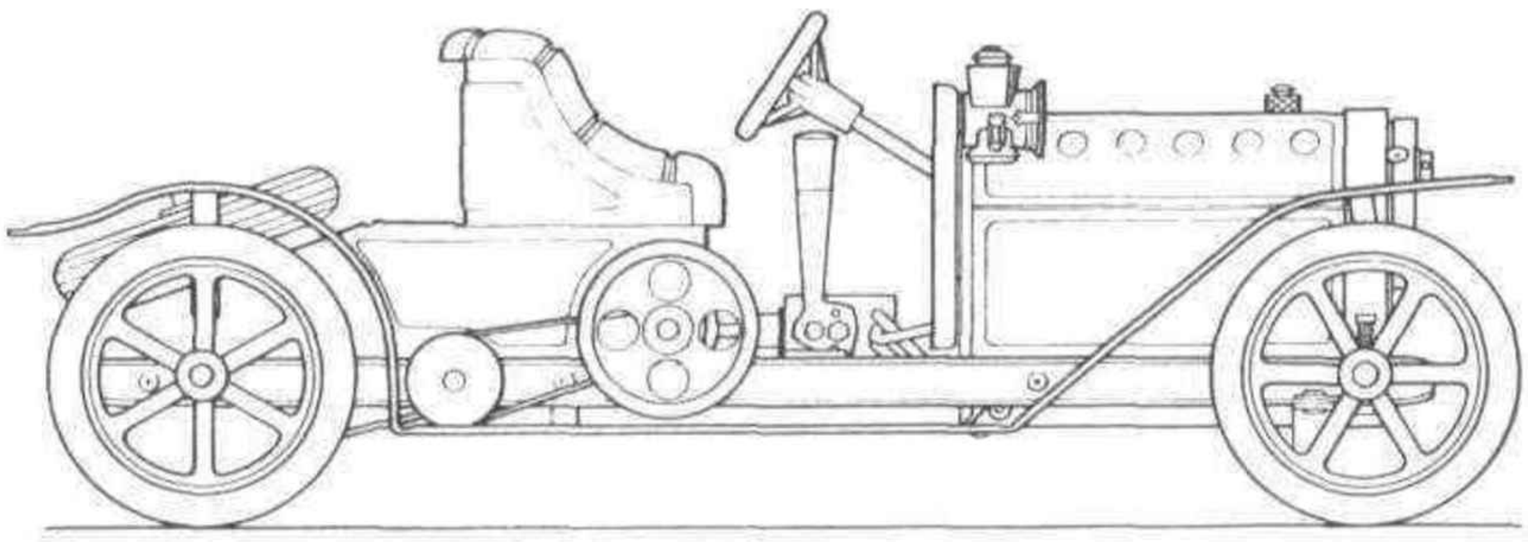
A Steam Car in Production

THE OTHER DAY I drove to Brierley Hill in Staffordshire to visit a factory where steam-cars have recently gone into production. Indeed, they are being made on mass-production lines, which should be of some comfort to those who have maintained that in the end steam will return to road and rail. The car in question, Type SA1, has its wood-alcohol-fired boiler beneath the polished bonnet and a single-cylinder, single-acting steam engine with a bore and stroke of $\frac{5}{16}$ in. × $\frac{3}{4}$ in., is slung on the o/s of the channel-steel chassis. There is a plain big-end on the balanced crankshaft and the exposed flywheel is on the opposite end of the driving shaft. From this shaft a belt drives a countershaft, from which the final drive to the solid back axle is by two side belts. Front suspension is by vertical coil-spring struts, which also constitute the steering-pivots, as on a Lancia Lambda or Morgan 3-wheeler. The artillery wheels are of diecast alloy.

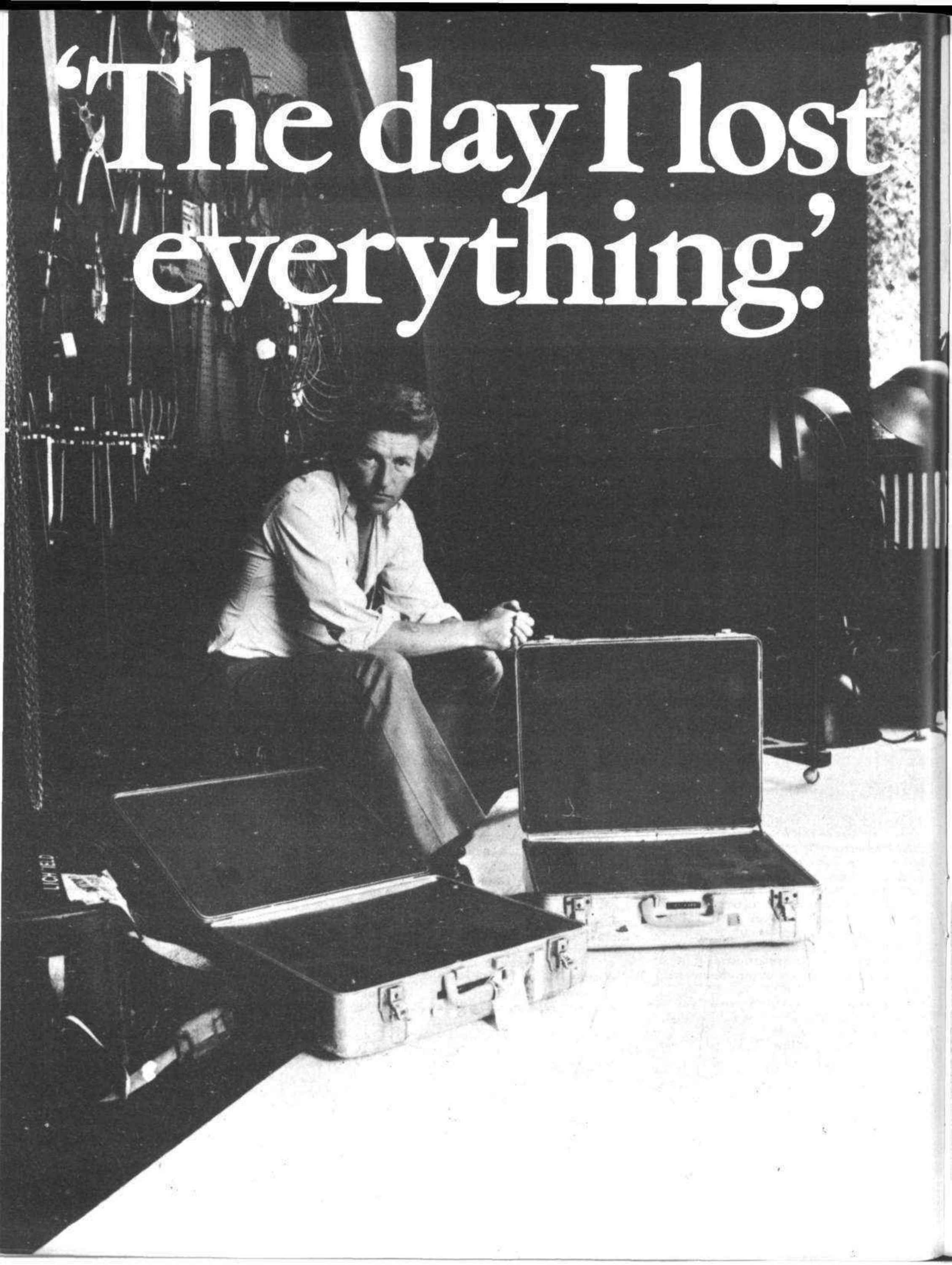
These steam-cars are made by a Company, founded in 1934, which was well known in the past for its traction-engines, steam-rollers and steam-waggons. I was most impressed by the honest enthusiasm prevailing, for all things steam, in this efficient modern factory, which has a floor area of 25,000 sq. ft. and which employs a staff of 110, 90% of whom are women. There is much automatic machinery in use and apart from sending finished parts to Birmingham for polishing, most of the components are made on the premises. The cars are fitted with two-seater sports body-work which copies faithfully the Edwardian fast-roadster, with no windscreen, brass head-lamps on the scuttle, running-boards, rakish mudguards, and the spare wheel carried on the tail. In fact, I would condemn this as just another replica, were this not, as you may have guessed, a *model* steam-car. It is, in fact, the latest Mamod, built by those long-established model-makers, Malins (Engineers) Ltd. It is a most attractive production, catching the glamour and raciness of a *circa*-1910 roadster, but apart from being attractive to look at, and to a sensibly large scale, it is very definitely a runner.

Malins make no pretence that this Mamod steam-car represents any particular make of car, and they offer it as a soundly-made toy rather than a costly scale-model. As it sells

Continued on page 1350



'The day I lost everything.'



(Or why Patrick Lichfield would like to thank the man who stole his cameras.)

"One day last February, my studio was burgled.

The thief took every single piece of 35mm camera equipment I owned: bodies, filters, lenses, the lot. He also made an awful mess of the place.

Even so, I can't thank him enough.

You see, I'd had that 35mm single lens reflex system he stole for nigh on twelve years.

In that time, I'd seen a lot of developments take place in the 35mm market.

And one system in particular had come along that struck me as being considerably better than any other.

The Olympus OM System.

The Olympus OM1 and OM2 bodies are a good third smaller than those of comparable SLRs.

Their Zuiko lenses have won independent tests for quality and resolution time and time again.

And ever since it came out, I've been itching to change to it.

There was just one small problem. I had far too much money tied up in my other system.

Until that glorious day last February when this chap comes along and steals the lot.

I couldn't believe my luck.

And after a quick call to my insurance broker, I got straight on the phone to try and get hold of a couple of black OM2 bodies.

I also wanted a selection of lenses,: 24mm, 55mm, 85mm, 200mm and 600mm.

And, determined to make the most of a bad thing, some filters, lens hoods and a motor drive.

The first chance I got to use my new equipment was when I set out with it for the West Indies to do some pictures of Bianca Jagger.

Right away, the compactness of the Olympus system came in handy.

For the first time in my life, I managed to take all my gear as cabin baggage.

The same thing happened when I went off to photograph the Monaco Grand Prix.

I've been covering this event for fifteen years. But this is the first year I haven't had to visit an osteopath when I came back.

The OM2 certainly lives up to its claim of being 35% lighter than other SLRs, even after a day of carting it up and down the hills of Monte Carlo.

It also generates a lot of interest wherever I go. It's the only camera I've ever owned that people keep offering to buy off me.

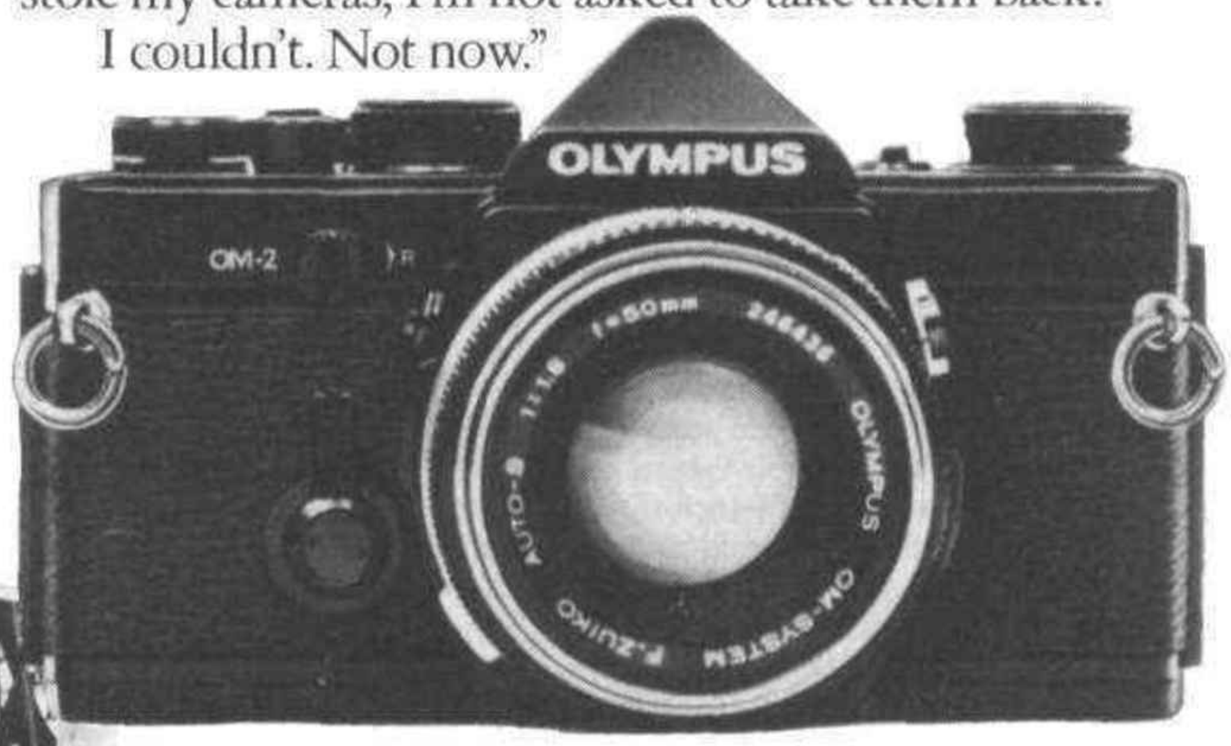
In fact, the only person who hasn't paid much attention to the OM2 is my new-born daughter, Rose. I snapped a picture of her and her mother the other week and she didn't so much as bat an eyelid.

But then I suppose the OM2 is much quieter than other SLRs. She probably didn't hear the click.

Yes, after owning the OM2 for several months, I can honestly say that I'm as pleased with it now as when I first got it.

All I hope is, when the Police catch the man who stole my cameras, I'm not asked to take them back.

I couldn't. Not now."



Below: Leonora with our daughter, Rose. 85mm lens, hand-held 1/125th at f5.6, Kodak Plus-X.
Right: Bianca Jagger. 85mm lens, hand-held 1/250th at f11, Kodak Tri-X.





To Olympus Optical Co. (UK) Ltd., 2-8 Honduras Street, London EC1Y 0TX. Telephone: 01-253 2772..

Please send me more information about the Olympus OM system.

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Address _____

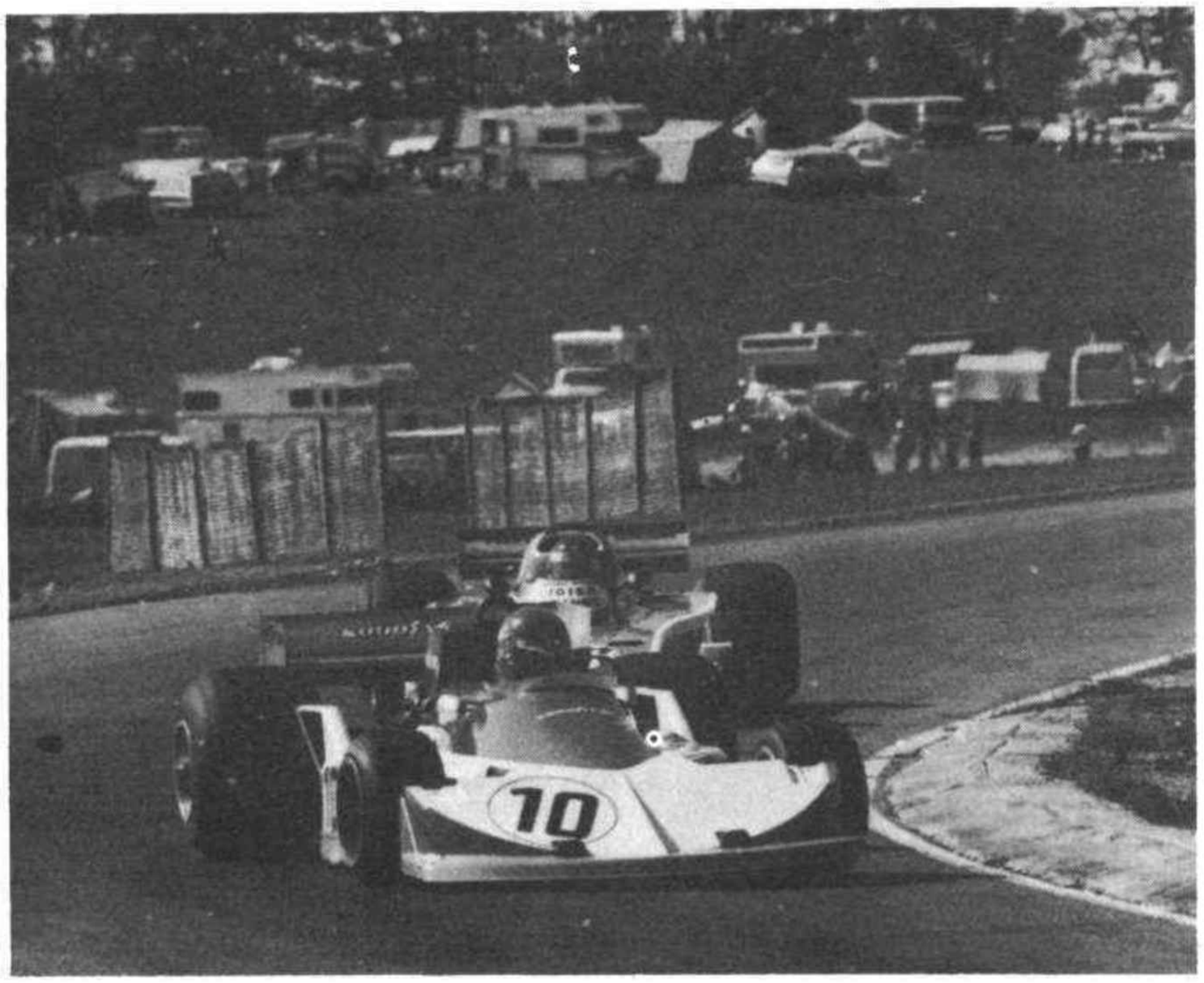
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OLYMPUS OM SYSTEM

OM2 MS4

THE CANADIAN GRAND PRIX

Justice for Hunt



Peterson's ill-handling March had a drawn-out duel with Laffite's Ligier-Matra, the Frenchman making desperate efforts to pass. Campers abound at the two North American Grands Prix.

Mosport Park, Toronto, October 3rd

THE CANADIAN Grand Prix re-entered the World Championship calendar in 1976 follow- a year's absence, and the general feeling amongst the Formula One teams was one of satisfaction at the prospect of competing at the picturesque 2.4-mile circuit set in colourful woodland not far from the shores of Lake Ontario. The reason for the race being cancelled in 1975 was a protracted squabble between the Formula One Association and the Canadian organisers, the general feeling being that the Mosport race had been "sacrificed" on a point of principle, that principle being that you don't argue with Ecclestone, Mosley and Company about money; you might well be able to haggle over more trivial details, but if you are a Grand Prix organiser you accept the demands of the Formula One Association and pay up the prize fund they request if you want your race to take place. As there are no fewer than 16 races on this year's calendar and the scheduled return of the Argentine Grand Prix at the beginning of next January stretches next year's programme to a remarkable 17, one assumes that organisers all over the World must be happy with the current arrangement and are making a great deal of money themselves; but that's really another story!

This year's race provided the latest instalment in the dispute for World Championship honours between McLaren's James Hunt and reigning title-holder Niki Lauda. Unlike last year, when Lauda's victory was clear-cut and without doubt, this year's Championship has been clouded with all sorts of unsavoury disputes, with race results being decided in courtrooms months after the event. Immediately prior to the Canadian race the McLaren team and Hunt were told by an FIA Court of Appeal that they had been disqualified from their victory in the British Grand Prix on the grounds of some obscure technical ruling in the International regulations as the result of an appeal from the Ferrari team. Just as Hunt was firstly disqualified from victory in the Spanish Grand Prix and later reinstated at a Court of Appeal, he'd been allowed by the RAC to take part in the British Grand Prix and now, months after winning it in fine style, had to accept that this victory was negated on some obscure point of law. This whole business only goes to prove what MOTOR SPORT has been saying for many years, namely that the World Championship as such can appear very stupid so it's individual races that count, and that top-line motor racing is unnecessarily cluttered with a host of silly and complicated rules. As far as this magazine is concerned James Hunt (McLaren-Cosworth M23/6) won the 1976 British Grand Prix at Brands Hatch.

Despite this obvious disappointment, Hunt shrugged off his annoyance and got to work with a vengeance during practice at Mosport Park. Using his regular McLaren M23/8, the Englishman really set the pace on the first day with a whole series of splendidly confident sub-1 min. 14 sec. laps, finishing the day off with a tremendous 1 min. 13.381 sec. best which was comfortably under Niki Lauda's 1974 official record of 1 min. 13.659 sec. and within sight of Emerson Fittipaldi's fastest practice lap of 1 min. 13.188 sec. in 1974. In the closing stages of the first day's practice Hunt coasted into the pit lane with an expensive-looking trail of smoke coming from one of his McLaren's exhaust pipes, so that was his lot for the day, and in the last few minutes Vittorio Brambilla rushed his March 761 round in 1 min. 13.333 sec. to post fastest time of the day.

Hunt wasn't standing for that on Saturday and quickly dislodged the swarthy Italian from the top of the practice times. Just as he'd been confidently circulating in the mid-1 min. 13 sec. bracket on Friday, Hunt went even faster in the final timed session, cutting a whole series of laps a full second quicker than he'd managed the previous day, finally topping it off with a magnificent 1 min. 12.389 sec., which put pole position beyond doubt and left his pursuers rather breathless in their efforts to keep up. Only three other competitors managed to break into the 1 min. 12 sec. bracket, so the "aces" of the weekend were Ronnie Peterson in his March 761, who managed 1 min. 12.783 sec. to share the front row with Hunt, Brambilla who improved to 1 min. 12.799 sec., and the ever-determined Patrick Depailler who makes Ken Tyrrell smile so much these days, on 1 min. 12.837 sec.

Team Lotus brought along their usual trio of 77 models for Mario Andretti and Gunnar Nilsson, Colin Chapman's team deciding at the last minute not to show off their new and exciting type-78 until the start of next season. Andretti and Nilsson drove their normal cars, but the two race cars had their Perspex skirts along the underside of their monocoques replaced by brush-like fringes. "We're being public spirited and sweeping the track for our rivals" was Chapman's dead-pan explanation to a query from a local Press man, but it's pretty certain that these appendages are being evaluated for use on the new 78. As usual, Andretti was tremendous value, throwing the 77 round with tremendous verve to finish the first day third fastest on 1 min. 13.44 sec. That same evening he agreed to signing a Lotus contract for 1977, and returned on Saturday to slice another 0.4 sec. off his time and assure himself of fifth place on the grid just ahead of Niki Lauda's Ferrari 312T2. In the untimed session on Saturday afternoon Andretti's 77/3 lost a front wheel when a stub axle sheared, and Gunnar Nilsson, who'd only managed a 1 min. 14.397 sec. on this his first visit to Mosport, ended the day shooting off the track and through a catch-fence, so the Lotus mechanics resigned themselves to a long hard night in the Formula One garage. All three 77s appeared at Mosport with revised front suspension, originally seen just on Andretti's car at Monza.

In the Ferrari camp the atmosphere was anything but confident. Since the Italian Grand Prix Reutemann has been confirmed as Lauda's partner in the team for 1977 and Clay Regazzoni has tactfully been given his marching orders. Lauda said he couldn't see any good reason for Regazzoni leaving the team, but the Austrian was very pre-occupied trying to sort his car out over the bumps and ripples of the Canadian circuit. On the first day he admitted he was not driving very well at all, managing only 1 min. 14.117 sec. On Saturday he hurled the car round in 1 min.

STARTING GRID

10	R. Peterson	(*March-Cosworth V8*) 761/6 — 1 min. 12.783 sec.
11	J. Hunt	(*McLaren-Cosworth V8*) M23/8 — 1 min. 12.389 sec.
4	P. Depailler	(*Tyrrell-Cosworth V8*) P34/2 — 1 min. 12.837 sec.
9	V. Brambilla	(*March-Cosworth V8*) 761/1-4 — 1 min. 12.799 sec.
1	N. Lauda	(*Ferrari—flat-12*) 312T2/026 — 1 min. 13.060 sec.
5	M. Andretti	(*Lotus-Cosworth V8*) 77/R1 — 1 min. 13.028 sec.
34	H-J. Stuck	(*March-Cosworth V8*) 761/2 — 1 min. 13.322 sec.
3	J. Scheckter	(*Tyrrell-Cosworth V8*) P34/4 — 1 min. 13.191 sec.
8	C. Pace	(*Brabham-Alfa Romeo flat-12*) BT45/5 — 1 min. 13.438 sec.
26	J. Laffite	(*Ligier-Matra V12*) JS5/02 — 1 min. 13.425 sec.
2	G. Regazzoni	(*Ferrari—flat-12*) 312T2/027 — 1 min. 13.500 sec.
12	J. Mass	(*McLaren-Cosworth V8*) M23/9 — 1 min. 13.439 sec.
28	J. Watson	(*Penske-Cosworth V8*) PC4/02 — 1 min. 13.973 sec.
16	T. Pryce	(*Shadow-Cosworth V8*) DN8/1A — 1 min. 13.665 sec.
22	J. Ickx	(*Ensign-Cosworth V8*) MN05 — 1 min. 14.461 sec.
6	G. Nilsson	(*Lotus-Cosworth V8*) 77/R2 — 1 min. 14.397 sec.
17	J-P. Jarier	(*Shadow-Cosworth V8*) DN5/4B — 1 min. 15.113 sec.
30	E. Fittipaldi	(*Fittipaldi-Cosworth V8*) FD04/4 — 1 min. 14.471 sec. **
19	A. Jones	(*Surtees-Cosworth V8*) TS19/04 — 1 min. 15.652 sec.
7	L. Perkins	(*Brabham-Alfa Romeo flat-12*) BT45/3 — 1 min. 15.598 sec.
18	B. Lunger	(*Surtees-Cosworth V8*) TS19/02 — 1 min. 16.201 sec.
38	H. Pescarolo	(*Surtees-Cosworth V8*) TS19/01 — 1 min. 15.846 sec.
20	A. Merzario	(*Williams-Cosworth V8*) FW05/3 — 1 min. 17.288 sec.
25	G. Edwards	(*Hesketh-Cosworth V8*) 308/4 — 1 min. 17.217 sec.

Non-starters:

H. Ertl (Hesketh 308/2) 1 min. 16.534 sec.—practice crash

C. Amon (Williams FW05/2) 1 min. 18.202 sec.—practice crash

O. Stuppacher (Tyrrell 007/6-4) 1 min. 25.084 sec.—not qualified

* Time recorded with Lotus 77/R3.

** Time recorded with Brabham BT45/1.

13.060 sec. but emerged shaking his head thoughtfully. "I'm very disappointed that no development or testing was done whilst I was away", he said, "We're just way off the mark here". He was right, for Regazzoni could manage nothing better than 1 min. 13.500 sec. Practice for the Italian team was marred by a visit from one of the CSI's technical "trouble-shooters" who decreed that the way in which the oil-cooler was mounted at the rear of the Italian cars was too far back, so the mechanics spent Friday night altering the car to comply with this latest piece of "nit-picking".

On the fifth row of the grid was Jody Scheckter in the second Tyrrell P34, the South African putting in a good honest performance without exactly looking inspired, while Hans Stuck in the third March 761 was next on 1 min. 13.322 sec., ahead of the Ligier-Matra V12 driven by the determined Jacques Laffite (1 min. 13.425 sec.). Bernie Ecclestone's Martini-sponsored team brought along a brand new Brabham-Alfa Romeo BT45 for Carlos Pace to drive, this being chassis number 5 which featured several minor chassis alterations and weight-saving changes plus wishbone rear suspension and revised rear bodywork, with newly "faired-in" cold-air ducting for each bank of the 12-cylinder motor. The car was also using the carbon-fibre brakes once more and the Brazilian seemed reasonably happy with it on the first day, although his best of 1 min 13.438 sec. on Saturday was only 12th quickest. In the second car, vacated permanently by Carlos Reutemann, Ecclestone had decided to reward the initiative and determination demonstrated by bespectacled Australian Larry Perkins whilst he was driving the old HB Ensign MN04 in the European races he could afford to compete in. Perkins was thus installed in the second Brabham (BT45/3) and did a neat and tidy job on his first outing with a works team even though he was forced to take over the team spare BT45/1 after his original mount suffered engine failure on Friday, and then the replacement engine developed a severe internal vibration on Saturday.

In the Shadow camp Tom Pryce was driving the lone DN8 with his customary verve, most signalling crews in the first half of the pits keeping one eye on the spectacular Welshman as he hurled his car through the right-hander before the pits in some of the wildest slides imaginable. Pryce was adopting this style in an effort to compensate for excessive understeer, but he eventually came unstuck in the second session and shot back across the circuit head-on into the pit wall, almost collecting Lotus chief Colin Chapman in the process. Fortunately the Shadow was barely damaged and he continued on Saturday to record 1 min. 13.665 sec., his enthusiasm and determination making up for Jean-Pierre Jarier's lack of fire in the old DN5. Although the Frenchman was handicapped by engine failure during the first session and fuel pressure problems in the final spell of timed practice, he never looked very inspired.

On the basis of recent form one would have expected John Watson to have been right up with the leading runners at Mosport, and indeed he was during the first session. The popular Ulsterman was driving a brand



A drive in the second Martini-Brabham was bespectacled Australian Larry Perkins' reward for initiative and determination.

new Penske PC4/02 for the first time, but he had to resort to his Austrian Grand Prix-winning machine (PC4/01) on Friday when his new car suffered gearbox trouble. This was repaired for Saturday and Watson was just settling back into the swing of things when he encountered an unwelcome bout of misfiring and had to swap back to the old car. By the time all this had happened there was precious little time left in the final session and his best was 1 min. 13.973 sec., which, standing from the first session, meant that he ended up 14th fastest overall.

Jacky Ickx continued his term with Mo Nunn's Ensign team but there wasn't enough time left for him to record a decent time on Saturday after the car's engine packed up on

PRACTICE TIMES

No.	Driver	Car	Friday Morning	Friday Afternoon	Saturday Morning
1	N. Lauda	Ferrari 312T2/026—flat-12	1. 15.333	1. 14.117	1. 13.060
2	G. Regazzoni	Ferrari 312T2/027—flat-12	1. 15.369	1. 13.521	1. 13.500
3	J. Scheckter	Tyrrell P34/4-Cosworth V8	1. 14.378	1. 14.031	1. 13.191
4	P. Depailler	Tyrrell P34/2-Cosworth V8	1. 14.106	1. 14.333	1. 12.837
5	M. Andretti	Lotus 77/R3-Cosworth V8	1. 13.882	1. 13.444	1. 13.028
6	G. Nilsson	Lotus 77/R2-Cosworth V8	1. 16.323	1. 15.179	1. 14.397
7	L. Perkins	Brabham BT45/3-Alfa Romeo flat-12	1. 16.763	—	no time given
8	C. Pace	Brabham BT45/5-Alfa Romeo flat-12	1. 14.296	1. 14.541	1. 13.438
9	V. Brambilla	March 761/1-4-Cosworth V8	1. 14.764	**1. 13.333**	1. 12.799
10	R. Peterson	March 761/6-Cosworth V8	1. 15.330	1. 13.518	1. 12.783
11	J. Hunt	McLaren M23/8-Cosworth V8	**1. 13.381**	1. 13.440	**1. 12.389**
12	J. Mass	McLaren M23/9-Cosworth V8	1. 15.100	1. 14.425	1. 13.439
16	T. Pryce	Shadow DN8/1A-Cosworth V8	1. 14.721	1. 14.177	1. 13.665
17	J-P. Jarier	Shadow DN5/4B-Cosworth V8	1. 19.744	1. 17.220	1. 15.113
18	B. Lunger	Surtees TS19/02-Cosworth V8	1. 19.880	1. 16.790	1. 16.201
19	A. Jones	Surtees TS19/04-Cosworth V8	1. 16.687	1. 15.652	1. 15.992
20	A. Merzario	Williams FW05/3-Cosworth V8	1. 18.314	1. 23.470	1. 17.288
21	C. Amon	Williams FW05/2-Cosworth V8	1. 18.202	1. 46.921	—
22	J. Ickx	Ensign MN05-Cosworth V8	1. 15.804	—	1. 14.461
24	H. Ertl	Hesketh 308/2-Cosworth V8	1. 16.743	1. 16.534	—
25	G. Edwards	Hesketh 308/4-Cosworth V8	1. 19.956	1. 18.208	1. 17.217
26	J. Laffite	Ligier JS5/02-Matra V12	1. 15.254	1. 14.858	1. 13.425
28	J. Watson	Penske PC4/02-Cosworth V8	1. 13.973	1. 14.145	1. 14.934
30	E. Fittipaldi	Fittipaldi FD04/4-Cosworth V8	1. 16.046	1. 14.712	1. 14.471
34	H-J. Stuck	March 761/2-Cosworth V8	1. 15.640	1. 14.823	1. 13.322
38	H. Pescarolo	Surtees TS19/01-Cosworth V8	1. 16.910	1. 15.979	1. 15.846
39	O. Stuppacher	Tyrrell 007/6-4-Cosworth V8	1. 29.124	1. 25.084	—
1T	N. Lauda	Ferrari 312T2/028-2—flat-12	—	—	—
4T	P. Depailler	Tyrrell P34/3-2-Cosworth V8	—	—	no time given
5T	M. Andretti	Lotus 77/R1-Cosworth V8	—	—	no time given
7T	L. Perkins	Brabham BT45/1-Alfa Romeo flat-12	—	1. 16.055	1. 15.598
11T	J. Hunt	McLaren M23/6-Cosworth V8	—	—	—
28T	J. Watson	Penske PC4/01-Cosworth V8	—	1. 14.716	no time given

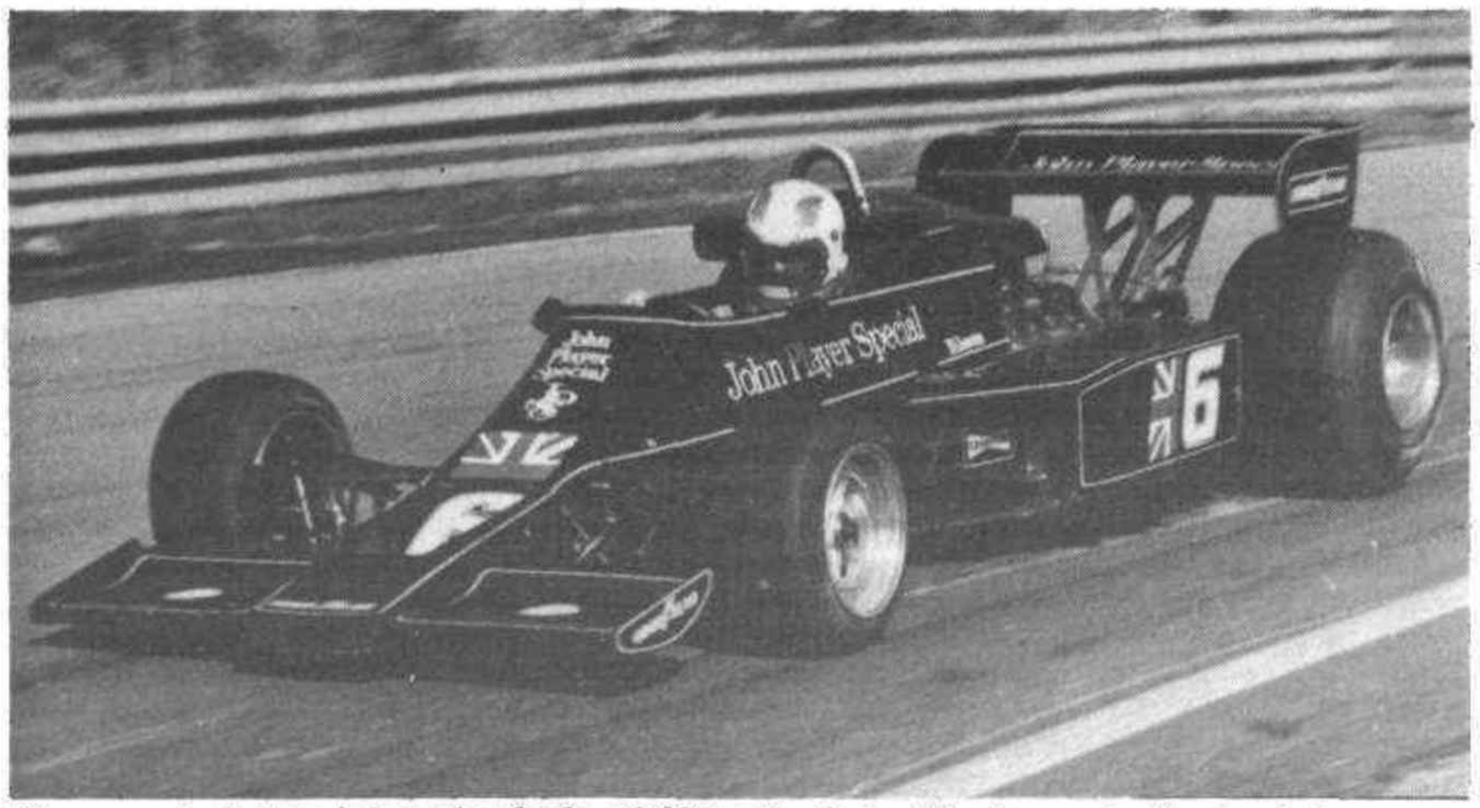
Friday and had to be changed during the first two timed sessions. Near the back of the grid was Fittipaldi, disappointed that the first day's promise hadn't been maintained, while the Surtees team never got going after a multitude of minor problems, and Pescarolo's privately-run TS19 split the works entries of Jones and Lunger on the grid.

The back row of the grid was shared by Guy Edwards in his privately run Hesketh 308 and the lone Williams FW05 of Arturo Merzario. Chris Amon has been co-opted into this organisation, which is now run by Canadian businessman Walter Wolf, and he was down to drive FW05/2 in the Canadian Grand Prix. Unfortunately the luckless New Zealander spun very slowly on a downhill left-hander whilst moving over to make way for a faster car during the second session. Before he could restart he was hit by Harald Ertl, who simply lost control on his own, the impact wrecking both cars and putting both drivers out of circulation with badly bruised legs and damaged muscles. The only other non-starter was the hopelessly slow Austrian Otto Stuppacher in ex-works Tyrrell 007/6-4.

From pole position Hunt made a tremendous getaway at the start of the 80-lap race, but Ronnie Peterson was even quicker, the March slipping ahead as they led the field through the first downhill right-hander and away down towards the bottom of the circuit. Back on the grid poor Gunnar Nilsson had been left stranded just before the field departed at the start of its parade lap, and the recalcitrant Lotus was half a lap behind before it would fire up. Thus the rest of the field were long-gone into their first lap before Nilsson appeared to take the starting flag, and nobody seemed to mind him taking a flying start under the circumstances.

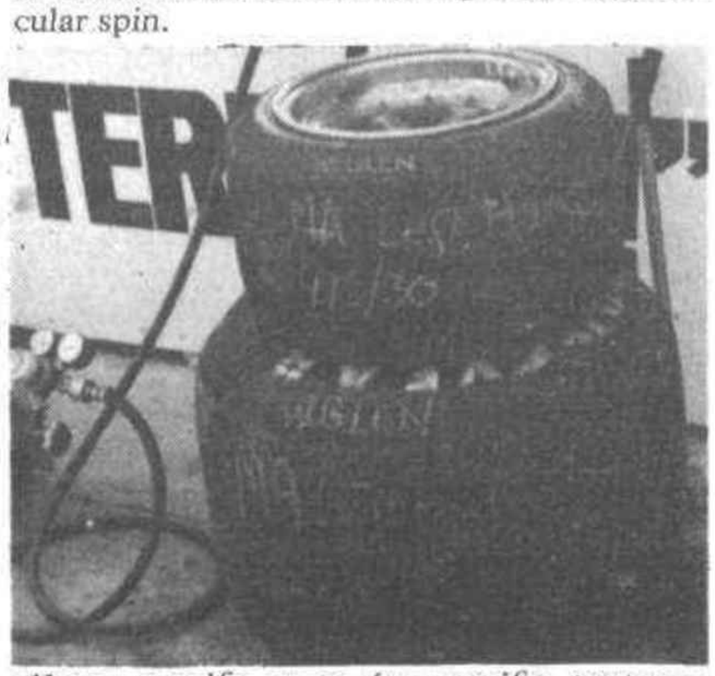
At the end of the opening lap Peterson led a tight bunch with Hunt right on his tail, and then came Depailler, Andretti, Brambilla, Scheckter, Lauda, Mass, Laffite, Stuck, Pace, Regazzoni, Pryce, Fittipaldi, Perkins, Ickx, Pescarolo, Watson, Edwards, Lunger, Merzario, Jarier, Jones and Nilsson. Hunt was really pressing Peterson hard and although the Swede continued to lead for the first seven laps it was pretty clear that the McLaren driver would be through and away given half a chance. Within a few laps of the start Peterson found his March deteriorating into its customary near-undriveable state, but he wasn't giving up without a struggle and when Hunt slipped past on the inside of the hairpin on lap 8 he took full advantage of his rival running slightly wide and slipped by again as they came back up the hill towards the start/finish area. Next time Hunt made no mistakes and took the lead confidently and cleanly, giving his M23 everything he'd got once he had a clear road in front of him, for he knew full-well that Peterson would keep his rivals tied up for a good while and by the time they'd got past the March it was Hunt's intention to be out of sight. Depailler took until lap 13 to displace the Swede's March and then it was Andretti's turn to take over third place on lap 16 as Peterson dropped to fifth behind Jody Scheckter. At the back of the field Merzario's Williams had disappeared unnoticed after spinning off the circuit, and Perkins had a wild old spin in the Brabham-Alfa which dropped him to last place.

Niki Lauda took over fifth place on lap 18,

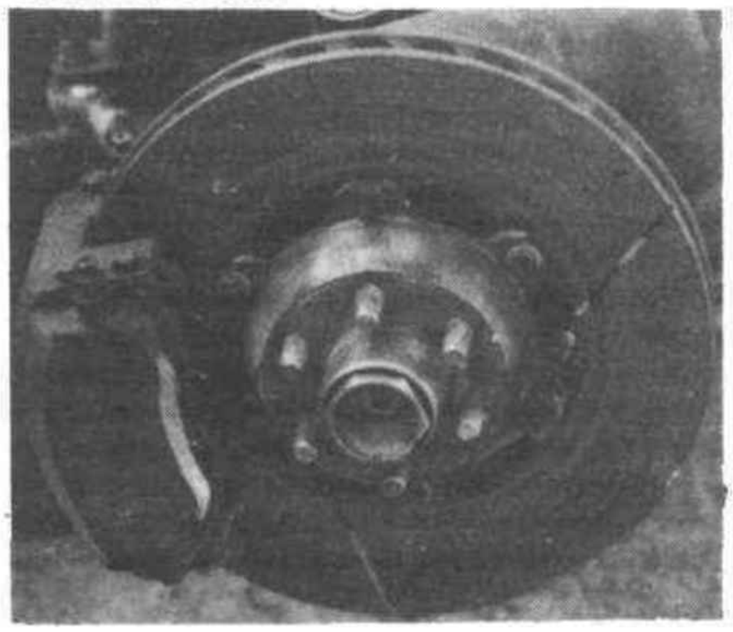


The ragged shadow below the flanks of Nilsson's Lotus 77 shows up the brush-type aerodynamic aids.

but this was as high as the World Champion managed to climb in this particular race as Ferrari were clearly outclassed, and Regazzoni took some time to find a path round Pace's Brabham-Alfa Romeo and then had to work tooth and nail to hold onto it. As Peterson gradually faded, Jochen Mass overtook the number one works March and then Brambilla slipped ahead briefly before dropping back to ninth with a repetition of his practice gearbox trouble. Fittipaldi brought his family car in to change a badly blistered front tyre on lap 28, resuming quickly, while Stuck stopped to check his March's handling after a spectacular spin.



Above, specific tyres for specific purposes. This Watkins Glen pair were held as spares for Mosport. Below, the broken stubaxle of Andretti's Lotus.



Patrick Depailler chased Hunt for all he was worth, cutting the McLaren's advantage from 2.9 sec. on lap 20 to just over one second on lap 30, and finally down to 0.8 sec. 10 laps later. As all the Grand Prix machines seemed to be showing an untypical degree of mechanical reliability (only four were to retire out of 24 starters) the track remained quite heavily congested for the whole race and Hunt picked his way in and out of the backmarkers in excellent style, always gaining a few feet on Depailler as he did so. In third place Andretti was driving smoothly and quickly, maintaining a consistent gap to the leaders but unable to make any ground, while Scheckter held an equally secure fourth place ahead of the disappointed Niki Lauda. Behind the on-form Mass, Pace was pulling every trick in the book in an attempt to displace Regazzoni, but although the Swiss was getting more and more untidy, there was no way he was going to give his Brazilian rival enough room to get through.

Hans Stuck retired his March after 37 laps with dire "handling problems", while Fittipaldi's Copersucar never handled properly again after its first pit stop, and a broken exhaust pipe was the last straw that prompted the Brazilian to retire on lap 42. Three laps later, Laffite, who'd been throwing his Ligier-Matra all over the place in a desperate effort to get past Peterson's tardy March and take over 10th place, inadvertently selected 1st gear when he wanted 4th and crept into the pits to retire with dangerously low oil pressure on the French V12. From that point onwards to the finish nobody else retired from the race.

At the head of the field it looked as though an *impasse* had set in with Depailler constantly challenging for the lead but unable to get close enough to really have a try at getting alongside Hunt. The British ace was driving his McLaren in tremendous style, never putting a wheel wrong and obviously determined to prove that he was the best driver and his team's machine was the best car, irrespective of what any small-minded bureaucrats in Paris might or might not think. On lap 58 Lauda suddenly slowed, dropping out of the top six as he found his Ferrari weaving slightly on the straights and yawing from side to side on the corners. Unbeknown to the World Champion the right rear suspension top link

was working loose, altering the camber on that wheel from corner to corner. Naturally cautious of any potential chassis fault after his still-unexplained German Grand Prix accident, Lauda eased right off and dropped to eighth place behind Mass, Regazzoni and Pace by lap 60. But he was still a long way ahead of Ronnie Peterson, the March team leader refusing to concede an inch to John Watson's Penske, while Tom Pryce finally got back into 11th place on lap 60. The Shadow team leader had been gradually catching Peterson in the first half of the race but dropped behind Laffite, Ickx and Watson whilst lapping some particularly difficult rivals, notably his "team-mate" Jarier in the older DN5.

Although Depailler inwardly felt that he could beat Hunt in the closing stages, feeling his Tyrrell P34 to be quicker out of the hairpin and back up the hill to the start/finish area, the possibility of the Frenchman making a "last ditch" challenge was to be negated by a minor fuel leak. A leaking diaphragm behind Depailler's head, which transmits the fuel pressure to an alcohol-filled capillary tube running to the pressure gauge on the Tyrrell's instrument panel failed and began leaking Elf fuel into the cockpit. Not only was the fuel leaking over the determined little Frenchman but he was inhaling fuel vapour and feeling very unwell indeed over the last few laps, completing the race fractionally over 6 sec. behind the jubilant Hunt.

Behind Andretti and Scheckter, Mass finished a very satisfied fifth, while Clay Regazzoni held onto sixth after a precarious moment four laps from the finish when he ran wide in a huge oversteering slide on the right-hand corner before the pits. Whether by accident or design, the Swiss then over-corrected and came lunging back across the track, collided with Pace and pressed the Brabham BT45 against the pit wall. For a couple of seconds the two cars remained locked together as they hurtled down the wall, Pace's right front wheel rim sending up a shower of sparks which sent all the mechanics with their signalling equipment rushing away from the track's edge. Fortunately both cars were able to continue, Regazzoni holding on to sixth place to the finish, but the incident became the cause of a great deal of discussion after the race and Bernie Ecclestone's team protested to the Stewards of the Meeting about Regazzoni's tactics. The appeal was turned down on the grounds that there was insufficient evidence to deem Regazzoni guilty of reckless driving, so everyone left Mosport Park and moved on to Watkins Glen for the following Sunday's United States Grand Prix happy that at least one Formula One race had reached a conclusion without any cloud of doubt and controversy hanging over it. The McLaren team were smiling more than ever for Hunt's tremendous performance had made a very clear point to the opposition, particularly reigning World Champions Ferrari who crept away feeling very nervous about the destiny of this year's title.—A.H.

Results:

9th CANADIAN GRAND PRIX—Formula One—80 laps—Mosport Park
3.957 kilometres per lap—316.56 kilometres—Dry and Warm

1st	J. Hunt (McLaren M23/8)	1 hr. 40 min. 09.626 sec.—189.649 k.p.h.
2nd	P. Depailler (Tyrrell P34/2)	1 hr. 40 min. 15.957 sec.
3rd	M. Andretti (Lotus 77/R1)	1 hr. 40 min. 19.992 sec.
4th	J. Scheckter (Tyrrell P34/4)	1 hr. 40 min. 29.371 sec.
5th	J. Mass (McLaren M23/9)	1 hr. 40 min. 51.437 sec.
6th	G. Regazzoni (Ferrari 312T2/027)	1 hr. 40 min. 55.882 sec.
7th	C. Pace (Brabham BT45/5)	1 hr. 40 min. 56.098 sec.
8th	N. Lauda (Ferrari 312T2/026)	1 hr. 41 min. 22.583 sec.
9th	R. Peterson (March 761/6)	1 lap behind
10th	J. Watson (Penske PC4/02)	1 lap behind
11th	T. Pryce (Shadow DN8/1A)	1 lap behind
12th	G. Nilsson (Lotus 77/R2)	1 lap behind
13th	J. Ickx (Ensign MN05)	1 lap behind
14th	V. Brambilla (March 761/1-4)	1 lap behind
15th	B. Lunger (Surtees TS19/02)	2 laps behind
16th	A. Jones (Surtees TS19/04)	2 laps behind
17th	L. Perkins (Brabham BT45/3)	2 laps behind
18th	J-P. Jarier (Shadow DN5/4B)	3 laps behind
19th	H. Pescarolo (Surtees TS19/01)	3 laps behind
20th	G. Edwards (Hesketh 308/4)	5 laps behind

Fastest Lap: P. Depailler (Tyrrell P34/2) on lap 60, in 1 min. 13.817 sec.—192.999 k.p.h.

Retirements: A. Merzario (Williams FW05/3) on lap 12, accident; H-J. Stuck (March 761/2) on lap 37, lack of control; E. Fittipaldi (Fittipaldi FD04/4) on lap 42, broken exhaust system; J. Laffite (Ligier JS5/02) on lap 44, no oil pressure.

24 *starters* — 20 *finishers*.

RALLY REVIEW—continued from page 1295

driver, who was fifth and thus added eight points to Opel's total.

Of the rally itself we can say little but words of praise, for it was excellently organised and well timed. But we always feel a tinge of regret when climbing those mountain passes that the surfaces are not still of loose gravel as they were some five or six years ago.

* * *

Cyprus Rally

Back in 1970, the Cyprus Automobile Association, with help from British enthusiasts stationed there with the Army and the RAF, ran the Cyprus Rally. For such a young event it was extremely well organised and those who went to see it, ourselves included, were indeed impressed. The island has a fantastic network of dirt roads which lend themselves admirably to the organisation of a first-class rally, and they were utilised to the full.

This year, after a gap of two years caused by hostilities on the island, the rally was revived, and although its route could not pass through the Turkish-held sectors of Cyprus, which include the magnificent mountains overlooking the north coast, it was nevertheless successful.

Backed by the Cyprus Tourism Organisation (Rothmans, the former sponsors had pulled out) it attracted just a handful of overseas crews, for many must have felt that it would not be particularly good. But they were wrong. If they are allowed to progress unhindered in the future, the organisers will without doubt develop the rally into a superb event in really fine terrain.

This year it was far too tight on road sections between special stages, and only three cars survived to the finish, but that is something which can very easily be put right in the future. Outright winners this year were Shekhar Mehta and Yvonne Pratt in a Datsun Violet, a pair who are far more at home on long, endurance events than they are on the sprint stages of endurance events.

CYPRUS RALLY

1st	S. Mehta/Miss Y. Pratt (Datsun Violet)	6 hr. 28 min. 27 sec.
2nd	A. Zanini/J. J. Petisco Garay (Seat 1800)	6 hr. 44 min. 30 sec.
3rd	V. Kyprianou/P. Demetriades (Avenger)	7 hr. 26 min. 11 sec.

47 *starters* — 3 *finishers*.

* * *

Manx Trophy Rally

In Britain, very few events indeed allow stages to be practised by competitors beforehand. One event which does allow receeing is the Manx Trophy Rally whose route uses public roads which are closed for the occasion—again something which is not done on the mainland, although not because there is a law preventing it.

Known as one of the fastest events in the country, the Manx regularly attracts a good field of competitors anxious to tackle the fierce competition which contrasts in no small way to the peaceful, almost Victorian atmosphere of the island.

This year's event provided a superb display of driving by the young Finn Ari Vatanen who has spent all year in Britain tackling national championship events and who, by some strange quirk of RAC administration, looks like becoming British Rally Champion. He is a fine driver with immense ability, and he won in the Isle of Man in his Ford Escort RS1800 by more than three minutes from a Porsche Carrera which is inherently more suited to tarmac roads.

Another feature of the event was the glow on the face of every British Leyland man present, for at last the TR7s made an impact. Tony Pond took one of the wedge-shaped cars to third place, whilst team-mate Brian Culcheth only missed fourth place by a second, being just beaten by another Carrera.

Whilst dirt-road rallying on forest tracks booms in Britain, many European countries favour tarmac roads. But with an event of the calibre of the Manx Trophy Rally, we in Britain can still offer the best of both surfaces.—G.P.

MANX TROPHY RALLY

1st	A. Vatanen/P. Bryant (Ford Escort RS 1800)	3 hr. 04 min. 36 sec.
2nd	C. Curley/A. Frazer (Porsche Carrera)	3 hr. 07 min. 56 sec.
3rd	T. Pond/D. Richards (Triumph TR7)	3 hr. 09 min. 02 sec.
4th	B. Nelson/D. Smyth (Porsche Carrera)	3 hr. 09 min. 32 sec.
5th	B. Culcheth/J. Syer (Triumph TR7)	3 hr. 09 min. 33 sec.
6th	W. Sparrow/R. Crellin (Vauxhall Magnum)	3 hr. 13 min. 39 sec.
7th	P. Airikkala/M. Greasley (Ford Escort RS 1800)	3 hr. 14 min. 11 sec.
8th	N. Rockey/D. Tucker (Ford Escort RS 1800)	3 hr. 16 min. 48 sec.
9th	P. Ryan/F. Gallacher (Triumph Dolomite Sprint)	3 hr. 17 min. 02 sec.
10th	P. Barrett/H. Saville (Ford Escort RS 1800)	3 hr. 22 min. 42 sec.

Allen Alfasud 1600

Answer to a road tester's prayer



A 1.6 badge is the only external give-away on Gordon Allen's rapid 4-door 1600 c.c. Alfasud.

ANYONE WHO has ever read a reasonable selection of reports covering Alfá Romeo's FWD Alfasud will have experienced the impression of, "a very nice small car, perhaps the best of the breed ever produced, but lacks torque". It seems there is little else to criticise the car for in road-test use and I am supported in this by a 19,000-mile report of a Standard House Ti, which rests alongside my notes of the 1600. Paintwork does appear to have been a problem, but it is said that Alfa have improved the standard since manufacturing our early 1975 car.

Even in Ti form, when there is a claimed 68 b.h.p. to mate with that effective change offered by the five-speed gearbox, the cry is for more power. There is now a 1,300 c.c. coupé in Italy (due to appear in Britain next year) but one does wonder whether the extra 120 c.c. offered is really the answer. Gordon Allen, whose work upon specialist steel crankshafts we featured in 1974, thinks not, and backed up his thinking by inviting us down to his premises at 271 Argyll Avenue, Slough Trading Estate, Slough, Bucks. (Slough 23782), to drive the result of his experiments.

There we found his 1,582 c.c. red Alfasud with four-speed gear knob and five forward gears! From a reputation viewpoint Alfa Romeo should be grateful that it was Allen who decided to enlarge their flat four-cylinder, for there are others of far less competence who play with the baby Alfa Romeo, to the detriment of its noise levels and ease of driving. What Mr. Allen really has in mind is to find a dealer to market the Allen 1600 Sud, but he has encountered little commercial interest in the project, as yet. So customers may be lucky and have Gordon assemble and sell the complete cars, even though he wouldn't really have the capacity to do many such conversions, for his business is really making crankshafts, not building engines.

Because the Alfasud has such a fine chassis and good four-wheel disc braking, the engine can become virtually the sole target for improvement. Work started on the basis that someone like Blydenstein would be as interested in the Alfasud project as Blydenstein was in the 1500 Vauxhall Chevette, which is now available: incidentally the two cars weigh in at very similar figures.

The Sud we tried had an 83.5 mm. bore combined with a 72.6 mm. stroke (familiar Ford figures) but the bottom end clearances are extremely tight at this figure, so the next batch of crankshafts will allow 1,590 c.c. from a bore and stroke of 85 mm. by 70 mm. Allen says of the crankshaft, "the basic Alfa design is a beauty, short, strong and with only three bearings, so our nitrided version has the stiffness to allow the shaft to resist the sort of r.p.m. that development cars are liable to encounter!"

Pistons, forged by Cosworth and machined by Allen, are notable for their low crowns, a 9.2-to-1 c.r. and a 2½ oz. per piston weight saving over the standard items. It has been a headache to find a piston compact enough to operate within the Sud's stubby block and Allen is expecting to try some German pistons as well.

While the connecting rods are production parts, each overhead camshaft is profiled along the same timing as Allen uses for modified Lotus-Ford Twin Cam engines.

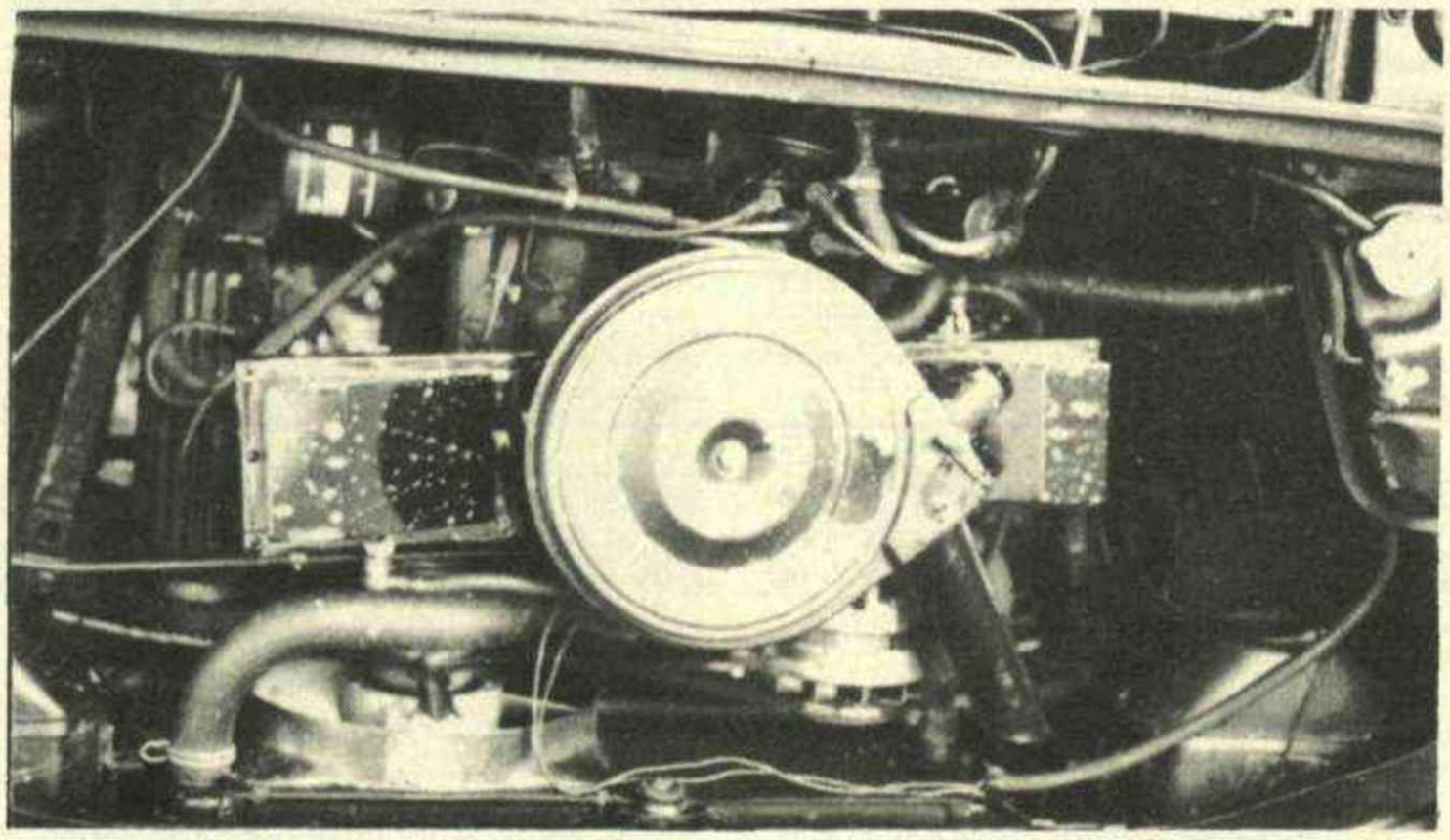
Carburation on the test car was *via* a pair of 30 mm. choke Weber DCN twin-choke units, simply linked over the crankcase *via* an adaptation of the normal system. In detail the carburation is excellent with a two-piece alloy manifold on each side (including water take-off cast integrally) and a superb plenum chamber, simply fabricated from 18-gauge steel, and stretching across the engine bay to cover both carburetter mouths. A production air cleaner is used as well, and the net result has been to retain the normal Sud's civilised noise levels, with none of that Weber "blat" to spoil one's cruising pace. It is expected that Allen will develop a single, twin-choke carburetter as well, offering most of the performance we enjoyed, but saving both fuel and initial costs.

At first sight the car didn't look very promising. The gear-change has been hammered to the point where second has to be consciously engaged and the clutch has to be carefully released to avoid any slip. The provision of 110/115 shaft horsepower (at 5,500 r.p.m.) and that extra torque needs matching by a bigger, eight-inch diameter, clutch plate. How much extra torque? On a rolling road the Allen car displays 77 lb. ft. at 3,500 r.p.m. while a standard Ti, on the same bed, revealed 51 lb. ft. at 4,000. The Allen Alfa has over 70 lb. ft. torque from this point to 6,000 r.p.m. The same comparison, on a horsepower basis, shows that the Allen 1600 has 28 b.h.p. more than a normal Ti.

Figures and forebodings about reliability were forgotten as soon as one joined in the flow of normal traffic. Response to the throttle was crisp and positive, as it should be with only 16½ cwt for 1.6-litres of modified engine to pull.

As with all the best conversions, this one feels just as if the manufacturer had done the work. Idling is a quiet 500 r.p.m., there are no stumbles in the carburation, and there's no murderous exhaust rasp to draw unwelcome attention to the car's astonishing capabilities.

Continued on page 1350



A plenum chamber surmounted by the standard air-cleaner hides two downdraught twin-choke Weber carburetters and 110-115 *b.h.p.*

Jabouille narrowly heads French Renault invasion

JEAN-PIERRE JABOUILLE snatched the European Formula Two title neatly from the grasp of Rene Arnoux in a tense final round confrontation at Hockenheim, Germany. The tall blonde Frenchman ended a six-year stay in Formula Two by stealing the Championship in the dying moments of a tough year. His spaceframe Elf 2 edged Arnoux's Martini out of the Championship by a single point, thanks to some incredible team work at the September 26th Hockenheim race between Jabouille and his team-mate Michel Leclere. The two drivers plotted with team manager Jean Sage to ensure that Arnoux was manipulated into third place in the race so that his four-point advantage before Hockenheim suddenly turned into a frustrating one-point Championship deficit.

It was a most satisfactory result for the French, though. Apart from the Renault-Gordini V6-engined, Elf-sponsored cars filling the first four places in the Championship, Jabouille's victory meant the French have now clinched the European title for four straight seasons and, in the ten years the FIA championship has been held, French drivers have won overall six times. Renault were especially pleased to see Jabouille overcome the impressive young talent of Arnoux because, in 1977 the older driver will head their attack on Grand Prix racing with their own turbo-charged Formula One car.





Leclere leads team-mate Jabouille at Nogaro (above) *while an unhappy Arnoux watches the two Elf 2 drivers in jubilant mood at Hockenheim* (left) *with the season all over. The leading Italians, pictured below at Thruxton, were Martini, Francia and Colombo.*



EUROPEAN FORMULA TWO CHAMPIONSHIP

	1967	
1st :	Jacky Ickx (Matra-Ford)	41 pts.
2nd:	Frank Gardner (Brabham)	34 pts.
3rd :	Jean-Pierre Beltoise (Matra)	27 pts.
	1968	
1st :	Jean-Pierre Beltoise (Matra-Ford)	48 pts.
2nd:	Henri Pescarolo (Matra)	30 pts.
3rd :	Tino Brambilla (Brabham)	26 pts.
	1969	
1st :	Johnny Servoz-Gavin (Matra-Ford)	37 pts.
2nd:	Hubert Hahne (BMW)	28 pts.
3rd :	Francois Cevert (Tecno)	21 pts.
	1970	
1st :	Clay Regazzoni (Tecno-Ford)	44 pts.
2nd:	Derek Bell (Brabham)	35 pts.
3rd :	Emerson Fittipaldi (Lotus)	25 pts.
	1971	
1st :	Ronnie Peterson (March-Ford)	43 pts.
2nd:	Carlos Reutemann (Brabham)	40 pts.
3rd :	Dieter Quester (March)	31 pts.
	1972	
1st :	Mike Hailwood (Surtees-Ford)	54 pts.
2nd:	Jean-Pierre Jaussaud (Brabham)	38 pts.
3rd :	Patrick Depailler (Alpine)	27 pts.
	1973	
1st :	Jean-Pierre Jarier (March-BMW)	78 pts.
2nd:	Jochen Mass (Surtees)	41 pts.
3rd :	Patrick Depailler (Alpine)	38 pts.
	1974	
1st :	Patrick Depailler (March-BMW)	54 pts.
2nd:	Hans Stuck (March)	43 pts.
3rd :	Jacques Laffite (March)	31 pts.
	1975	
1st :	Jacques Laffite (Martini-Schnitzer BMW)	60 pts.
2nd:	Michel Leclere (March)	36 pts.
3rd :	Patrick Tambay (March)	36 pts.
	1976	
1st :	Jean-Pierre Jabouille (Elf-Renault)	53 pts.
2nd:	Rene Arnoux (Martini)	52 pts.
3rd :	Patrick Tambay (Martini)	39 pts.

At the end of the twelve-race 1976 series Jabouille and Arnoux had each won three races. Jabouille had scored in all but three and Arnoux in all but four. Now, the Jabouille-designed, tubular-chassis Elf 2 cars are to be sold and as Jabouille heads off into Formula One, Arnoux must contemplate a second year in the Martini-Renault. Elf say they will probably cut back from this season's two two-car equipes to just one team with Tico Martini building up a pair of new cars. The drivers are likely to be Arnoux and the promising Didier Pironi who won the 1976 Renault Europe Championship in a Martini. Arnoux won the 1975 title.

The French landslide in Formula Two was completed by Patrick Tambay finishing third overall in the other Mk. 19 Martini and Michel Leclere taking fourth in the back-up Elf 2. Both these drivers, who last year were sponsored by Elf to run British March-BMW works cars, won a single race in 1976.

The French success this year, in addition to the fistfuls of francs handed out by Elf, has been largely due to their 300-b.h.p. Renault V6 engine. Only the four French works cars had these (although they are to be offered for sale in limited numbers next year) and the bottom-end power of the high-revving units was a definite advantage. The Renault-Gordini is the multi-purpose V6 that Elf and Renault have used in rallying and 2-litre sports-car racing and in turbocharged form it has appeared at Le Mans. Next year it will power the Renault Grand Prix car while there is talk of an alloy block as well. In the first year that Formula Two was open to all-out racing engines, the Renault V6 won eight of the races.

The four remaining Championship races all fell to the works March team, the team that went with Elf and Patrick Depailler to win the 1973 Championship, and have been left trailing the French for the last two seasons. The 1976 year wasn't a good one for March. Their supremacy having been challenged, the way was open for other manufacturers, in particular Derek Bennett of Chevron, to make inroads into the lucrative Formula Two sales field, and on the track the works Marches were struggling all year to find some sort of consistency. Their two paying works drivers were the Italian Maurizio Flammini and the little Brazilian Alex Ribeiro. On his day Flammini was quick and he did win two races but, matched against that, he was terribly erratic and his progress through the year was recorded by the mounting pile of wreckage behind the team's Bicester workshops! Ribeiro on the other hand didn't win any races, although he came close at both Rouen and Enna, yet he still managed to finish ahead of his unreliable teammate. He paced himself well during the year, building up his confidence race by race, so that he should emerge as a regular race winner next season when he is likely to stay on with March having finished fifth in this year's championship. Flammini eventually salvaged 6th place.

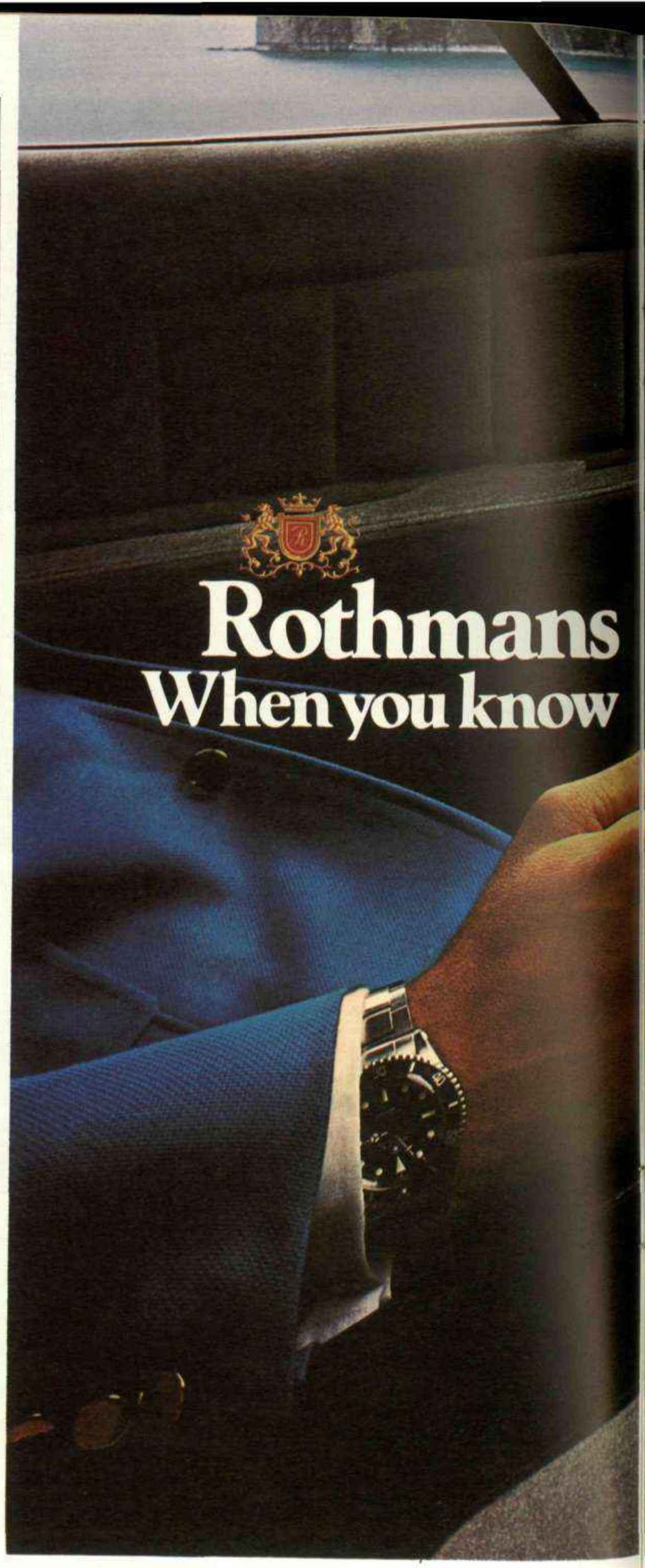
There were other Italians in less-well-prepared cars that often outshone Flammini, and the embarrassing thing was that a couple were in privately-run Marches. Giancarlo Martini was often quicker than him in practice and usually showed well in the racing. Similarly Alberto Colombo improved steadily throughout the year in his older March. The other quick Italian was Giorgio Francia in the Trivellato team's Chevron-BMW.

The most exciting prospect for the future was undoubtedly the forceful young American Eddie Cheever. This 19-year-old former kart racer came straight from his first season of racing—in Formula Three—to quickly establish himself. He began the year in a March run by Ron Dennis and was using the Lancia V6 engine that had been prepared by Vittorio Brambilla in Italy but the engine turned out to be a disaster and the team switched to a Hart 420R. A surprise came when the team dropped their March chassis and did the final couple of races in one of Ron Tauranac's Ralts as a lead up to running the works Ralts all next season. Cheever was very fast and very brave and by the end of the year had matured into a regular pacesetter.

Also building up his reputation during the year was the Austrian Hans Binder who quit his futuristic-looking Italian Osella in mid-season and brought his way into Derek Bennett's works-run Chevron. Binder was less spectacular than Cheever but nonetheless developed, so that by the end of the season he was usually in the top six. There were other promising drivers too. The Finn Keijo Rosberg went well in the bulky German-built Toj and the German saloon-car driver Klaus Ludwig improved rapidly all year in his Willi Kauhsen-run March.

The tyre situation stagnated with Goodyear having a virtual monopoly. The French teams tested with Michelin radial tyres before the season started and then elected to run Goodyear but Rosberg actually raced on the French rubber. However, he quickly changed his mind and reverted to the all-conquering Goodyears.

Continued on page 1328

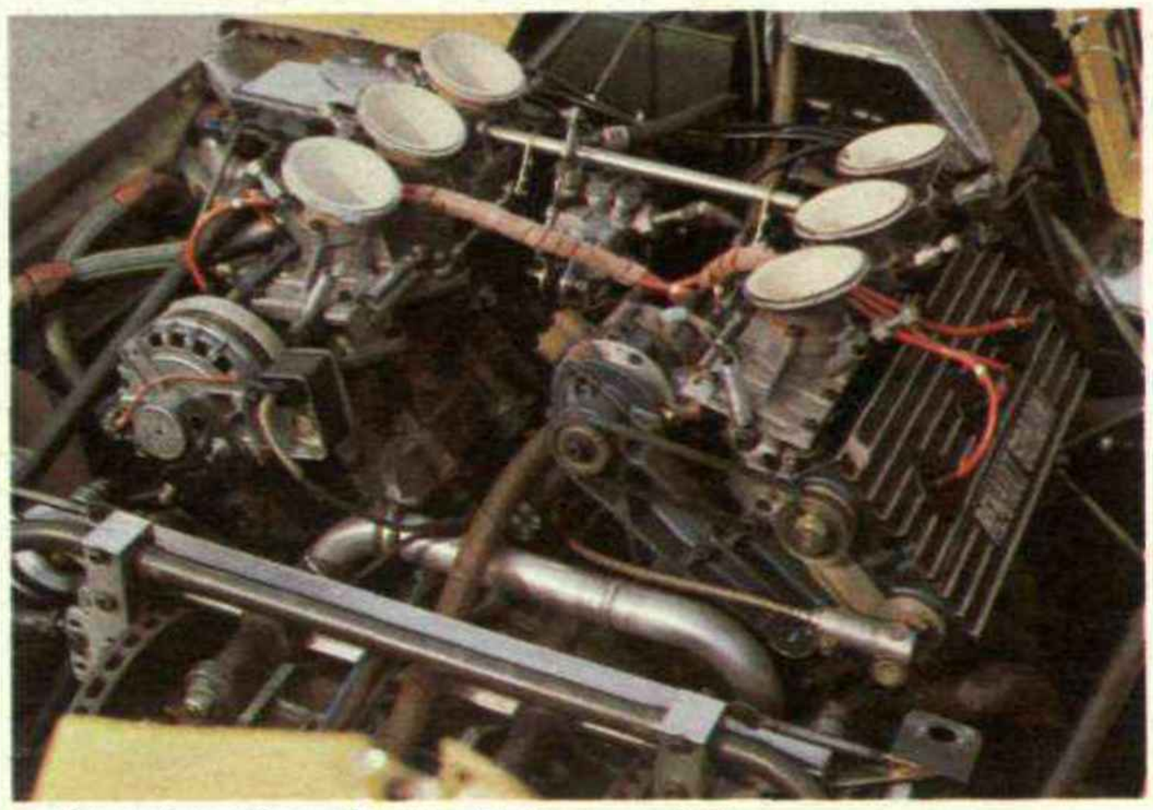


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Apart from Rene Arnoux the most promising youngster in Formula Two was the 19*-year-old American Eddie Cheever, seen above hurtling his Ralt through the Hockenheim infield. Seven of the twelve races were won by the Renault Gordini V*6 *engine* (above) *which was contesting the European Championship for the first time. The* 1975 *Champion Jacques Laffite did two races in the Chevron of American entrant Fred Opert, finishing second at Pau using a BMW engine, and second again at Nogaro* (below) *with a Brian Hart engine.*



FORMULA TWO REVIEW—
Continued from page 1326

Renault's domination on the engine front rather overshadowed everything else. But, Brian Hart's own all-alloy engine showed it was at least a match for the German BMWs and could probably be a race winner with the right driver; while BMW themselves were working hard at the end of the year to improve on their present 295 b.h.p. Development man Paul Rosche is currently working on a short-stroke unit. Having won the 1975 championship, the Schnitzer BMW engines were only seen briefly at the start of the year while a couple of the new engine projects never even got off the ground, in particular the troublesome British Holbay-Abarth. Sadly it was another disappointing year for the British in Formula Two as far as drivers were concerned and not one championship point was scored. Hopefully that will change in 1977 because the championship looks set for another good season.

M.T.

1976 EUROPEAN FORMULA TWO CHAMPIONSHIP

Final Positions

1st :	Jean-Pierre Jabouille (Elf-Renault V6)	53 pts.
2nd:	Rene Arnoux (Martini-Renault V6)..	52 pts.
3rd:	Patrick Tambay (Martini-Renault V6)	39 pts.
4th :	Michel Leclere (Elf-Renault V6)....	33 pts.
5th :	Alex Ribeiro (March-BMW).....	31 pts.
6th :	Maurizio Flammini (March-BMW)..	26 pts.
7th :	*Giancarlo Martini (March-BMW)*..	12 pts.
8th :	Eddie Cheever (March and Ralt-Hart)	9 pts.
9th :	Hans Binder (Chevron-BMW).....	8 pts.
10th :	Roberto Marazzi (Chevron-BMW)..	5 pts.

The little Brazilian Alex Ribeiro was the only top six finisher in the Championship who didn't win a race, although he came close on a couple of occasions. At Rouen (above) *he leads the Martinis of Arnoux and Tambay down the hill into the* chicane *followed by Ribeiro's March, team-mate Maurizio Flammini, and Tom Pryce's Chevron. Martini team manager Hughes de Chaunac* (below) *nearly pulled off a Formula Two double. In* 1975 *he managed Laffite to the title and this year he almost made it again with Arnoux.*



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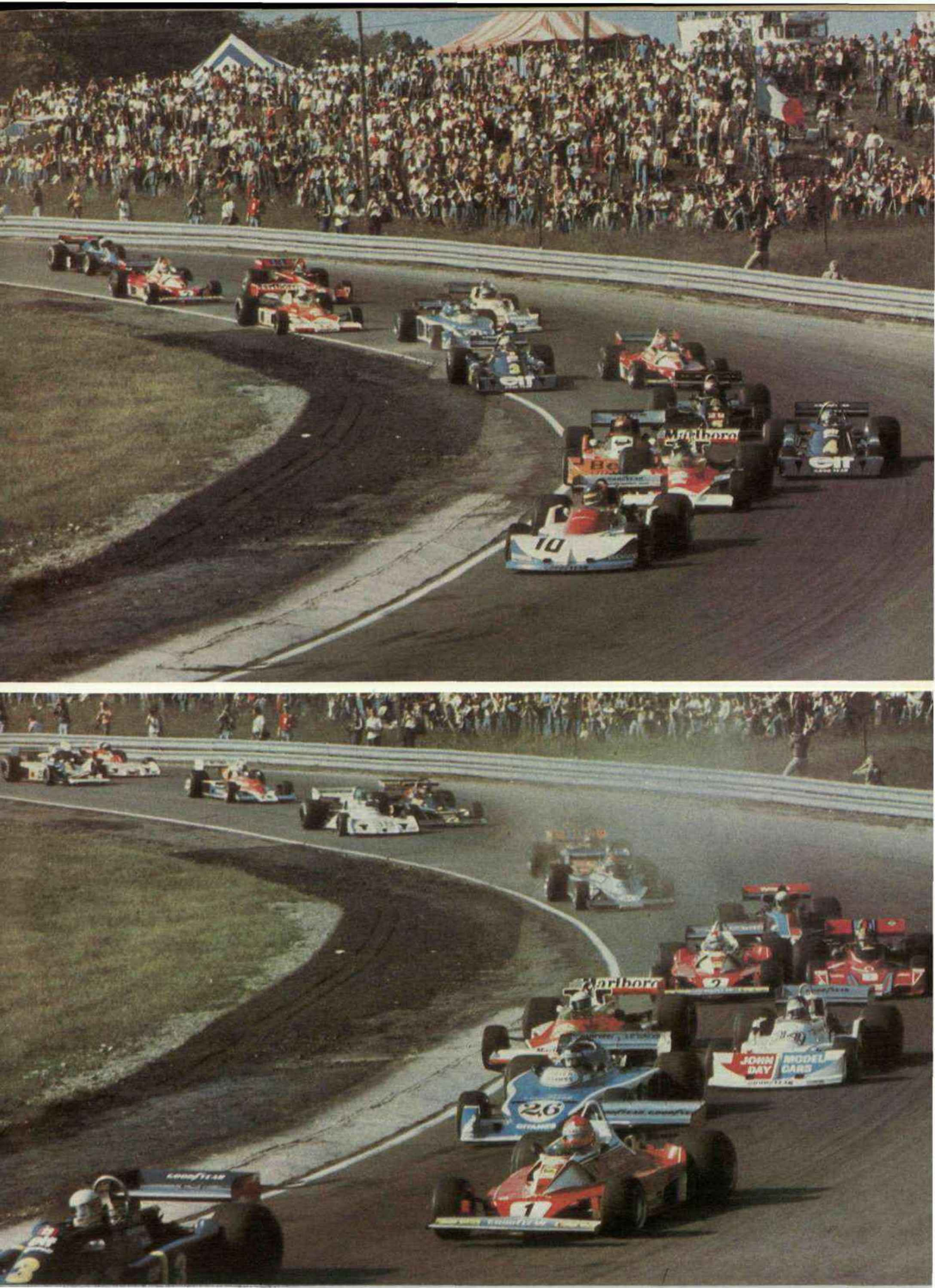
EVERY PACKET CARRIES A GOVERNMENT HEALTH WARNING.

SANREMO RALLY HELD IN CHECK for the greater part of the event to stay level with Munari, Björn Waldegård (*above*) spent a frustrating rally but showed his mettle on the final test when the rein was removed and he beat the Italian by four seconds over a 20 km. distance. Both works Opel Kadetts from Rüsselsheim retired very early when a piston holed in one and the cam lobes wore off on the other, but of five such cars entered by Conrero Tuning of Italy four got into the top ten, among them that of Federico Ormezzano (*below left*) who was seventh. Fiat had an equally disappointing rally, all four of their cars retiring. Alén put his car over a frightening drop, luckily to be stopped after two rolls by some stout trees; Bacchelli put his front wheels into disarray and went off the road; Cambiaghi had his differential break whilst Verini (*below right*) went on into the second leg, holding third place until he spun off the road and wrecked the rear of the car.





CANADIAN GRAND PRIX JAMES HUNT (McLaren M23) took another clear GP victory at Mosport, leading from the ninth lap onward. *Below :* The pursuers, eventual second-man Patrick Depailler (Tyrrell) leading Mario Andretti's Lotus (who finished third) and the fourth-placed Tyrrell for Jody Scheckter; they are shadowed by Brambilla's March. *Top right :* Once more Ronnie Peterson led a GP in his March 761, seen here sprinting into the first corner ahead of Hunt's McLaren, Brambilla (March), Depailler (Tyrrell) and Andretti's Lotus. The next bunch are shown more clearly in their unruly progress below. With Scheckter's Tyrrell disappearing from the frame, Lauda's Ferrari heads Laffite's Ligier, a West German dispute between the March of Stuck and the Mass McLaren, plus a bumping of wheels between Pace's Brabham-Alfa Romeo and Regazzoni's Ferrari, which was not to be the last collision between these two.


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U.S. GRAND PRIX



JODY SCHECKTER took an immediate lead at the start of the United States Grand Prix, his Tyrrell P34 seen (*top left*) leading James Hunt's McLaren, which subsequently won the event after a great race with the South African. Behind them in this picture are Brambilla (March), Peterson (March), Lauda (Ferrari) and Depailler (Tyrrell). Lauda (*lower left*) could only finish in third place, less than a second ahead of Jochen Mass (*centre left*) in the second McLaren M23. Clay Regazzoni's Ferrari, seen leading Stuck and Watson (*far left, bottom*), could manage no better than seventh place. Top right, Ronnie Peterson's March 761 holds off Depailler and Laffite's Ligier-Matra during the opening stages. The photographs below and on the right show Ickx's spectacular accident in the Ensign. Below, the car has just come to rest after the impact. Ickx climbs out (*right*), the integral fire extinguisher having briefly doused the flames, while the rescue crews finish the work (*bottom right*).







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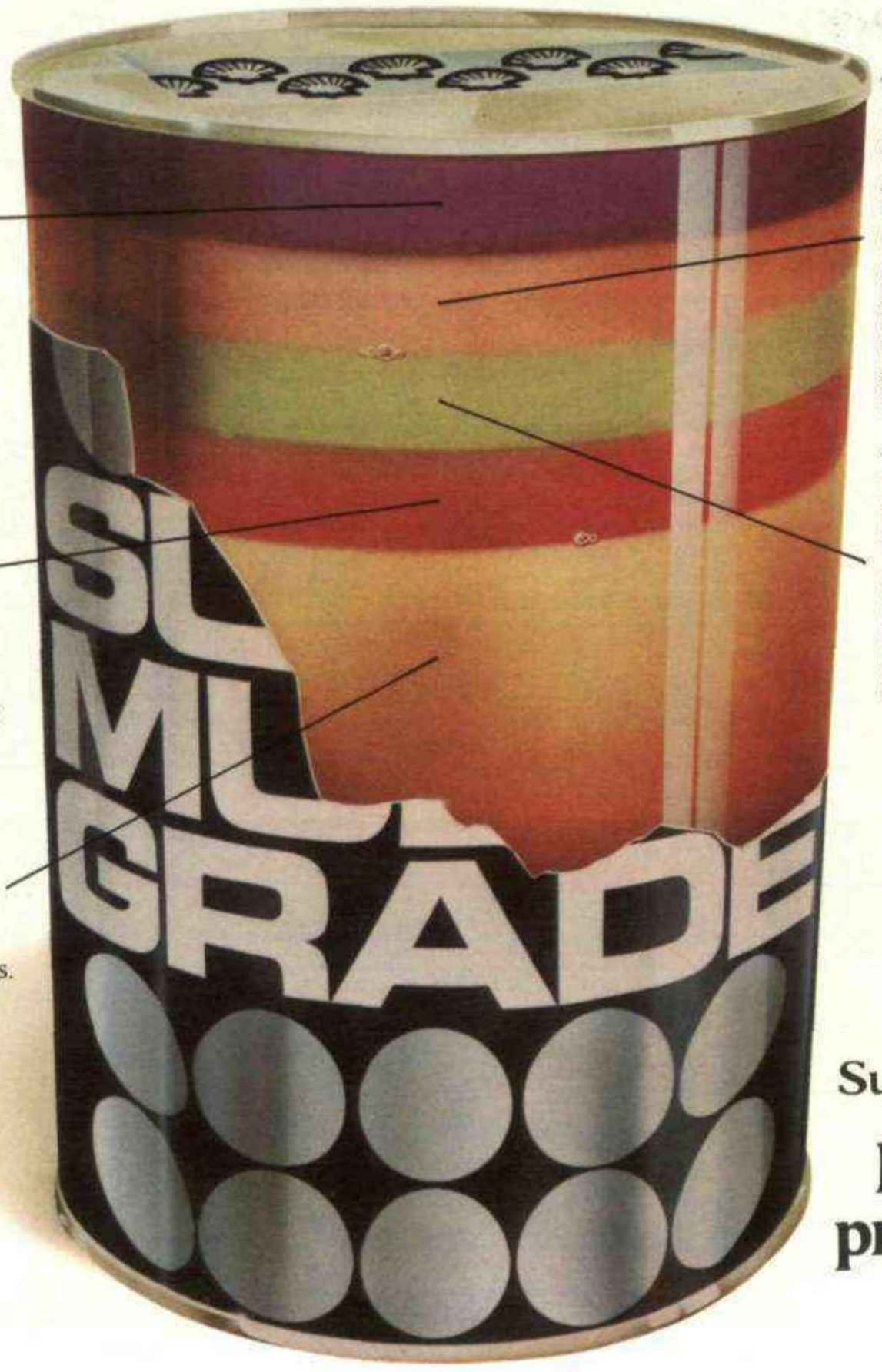
Each additive has a particular job to do, fighting the factors that cause performance to deteriorate between oil changes.

This armoury of additives makes your Shell Super Multigrade much more than just a plain 20W/50.

The Anti-Fatigue Additive
As you drive, oil gets tired, thinning out at high temperatures, dragging at low. Its protective powers decline. Super Multigrade includes a viscosity stabiliser – this provides constant control of the thickness characteristics of the oil. It's so strong we call it the 'Muscle Molecule'. And it's unique to Shell.

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For every gallon of petrol your engine burns, it produces over a gallon of water . . . and the danger of corrosion and rust – hidden on the internal surfaces of your engine. The more short runabout journeys you make, the less chance the engine has to get hot enough to evaporate the water. Special additives in Super Multigrade inhibit this corrosion menace.

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MANX RALLY ON HIS FIRST visit to the Isle of Man for the Castrol Manx International Rally, Ari Vatanen (*above*) scored an easy three-minute victory. It was Vatanen's third ever all-tarmac rally, and with Peter Bryant reading the pace notes they headed home the potent Porsche Carrera 3-litre RSR of Ireland's Cahal Curley and Austin Frazer (*below, left*). The Manx Rally also marked a revival of Leyland's rallying fortunes with the slightly battered TR7 of Tony Pond/Dave Richards (*below, right*) coming third and team-mates Brian Culcheth/Johnstone Syer fifth. Leyland also took the Group 1 award thanks to Pat Ryan/Fred Gallagher who were ninth in their Dolomite Sprint. This year's Manx Rally was included in the European Rally Championship for the first time, and is the only British event which allows practising.





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Continued from page 1309

bodies and some interesting conversation that distracted me from enjoying the car to the full. I did catch the automatic out on occasion, for it is very sensitive to throttle pressure, and it actually changed down two ratios in succession, paused fractionally for thought and seemed to be caught in neutral! In the role of business express I could hear conversation quite happily at 105 m.p.h. and the speedometer registered the 124.2 m.p.h. claimed for the manual version readily.

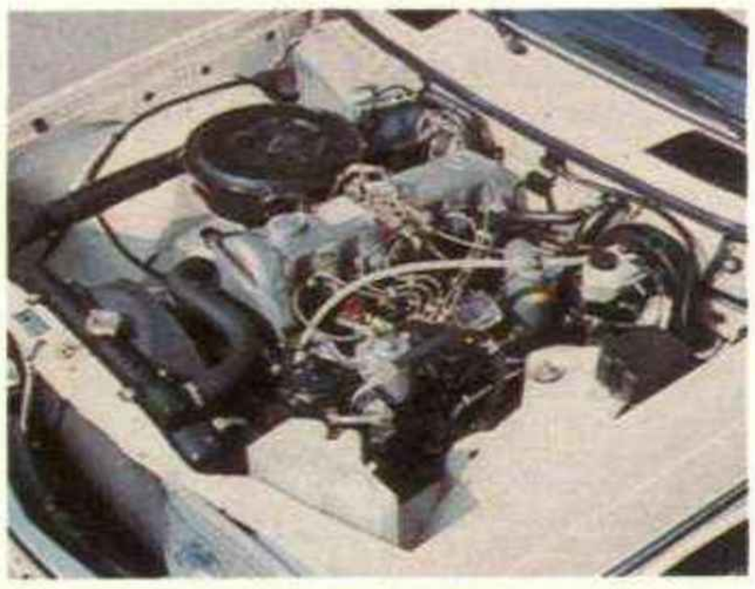
The 200 was interesting for mere mortals like ourselves, for its sub-£5,000 pricing has not removed the single-finger gear-change operation, or the clever removal of vibrations that would characterise most four-cylinder cars at a constant 100 m.p.h. Naturally there is engine noise at this speed, but at 70-80 m.p.h. the 200 is a very nice way of travelling. Obviously there is a lack of acceleration compared with the 280E back-to-back (Mercedes quote 0-62 m.p.h. in 15.2 and 9.9 sec. respectively) but there is always the thought of fuel economy, which can reach 31.4 m.p.g. according to Mercedes figures. Interesting to note that the 200, the 300D, 250 and 280E are all quoted as returning between 22 and 26 m.p.g. at cruising speed fractionally short of 70 m.p.h., the five-cylinder diesel being the most economical.

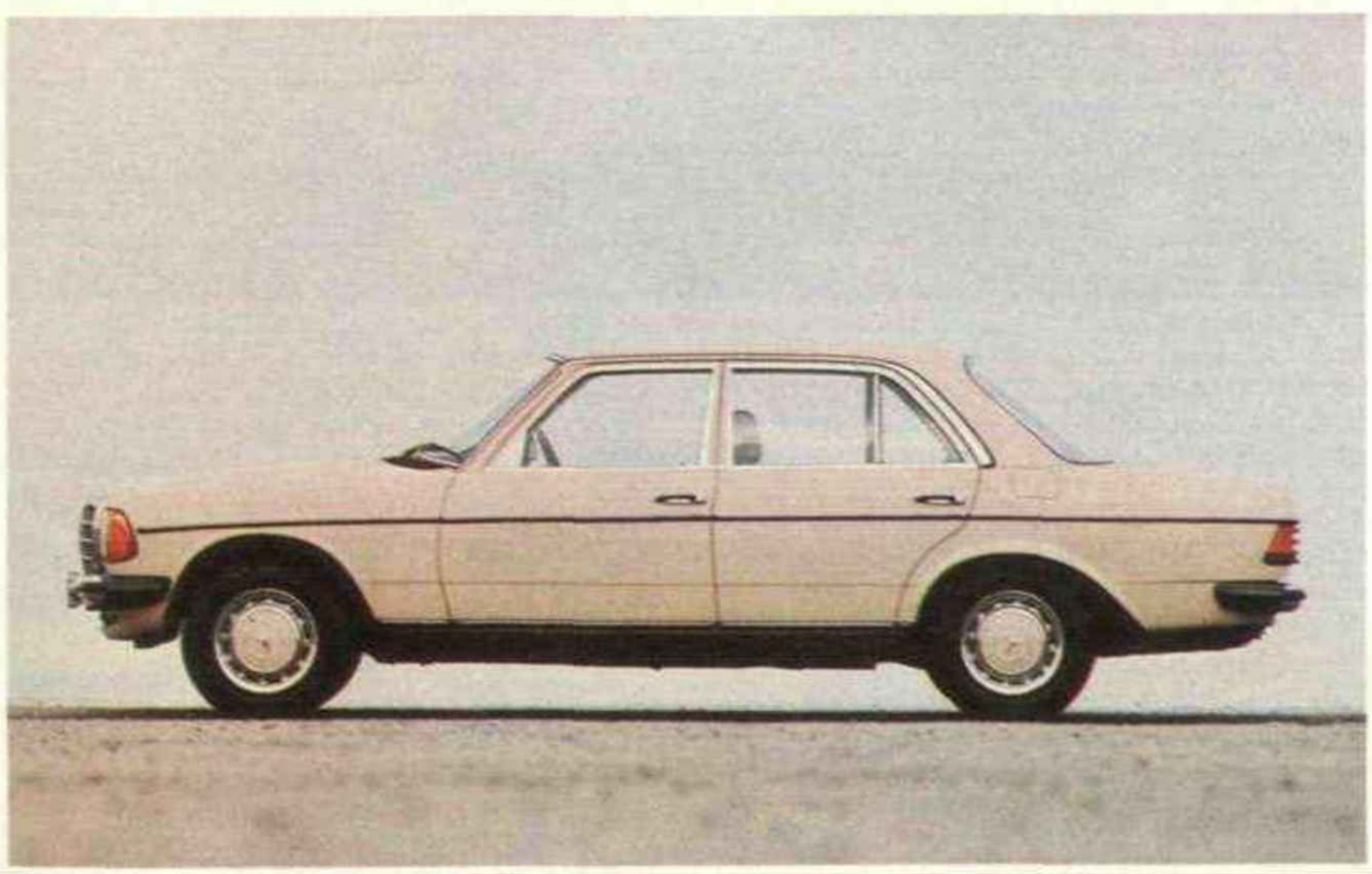
Finally there was the 300D. My colleague



*CHANGING FACES: Mercedes W*114/115 *series (left) poses with its new brothers from the W*123 *range, the style for all the newcomers, except the* 280E *(right), is shown by the centre car.*





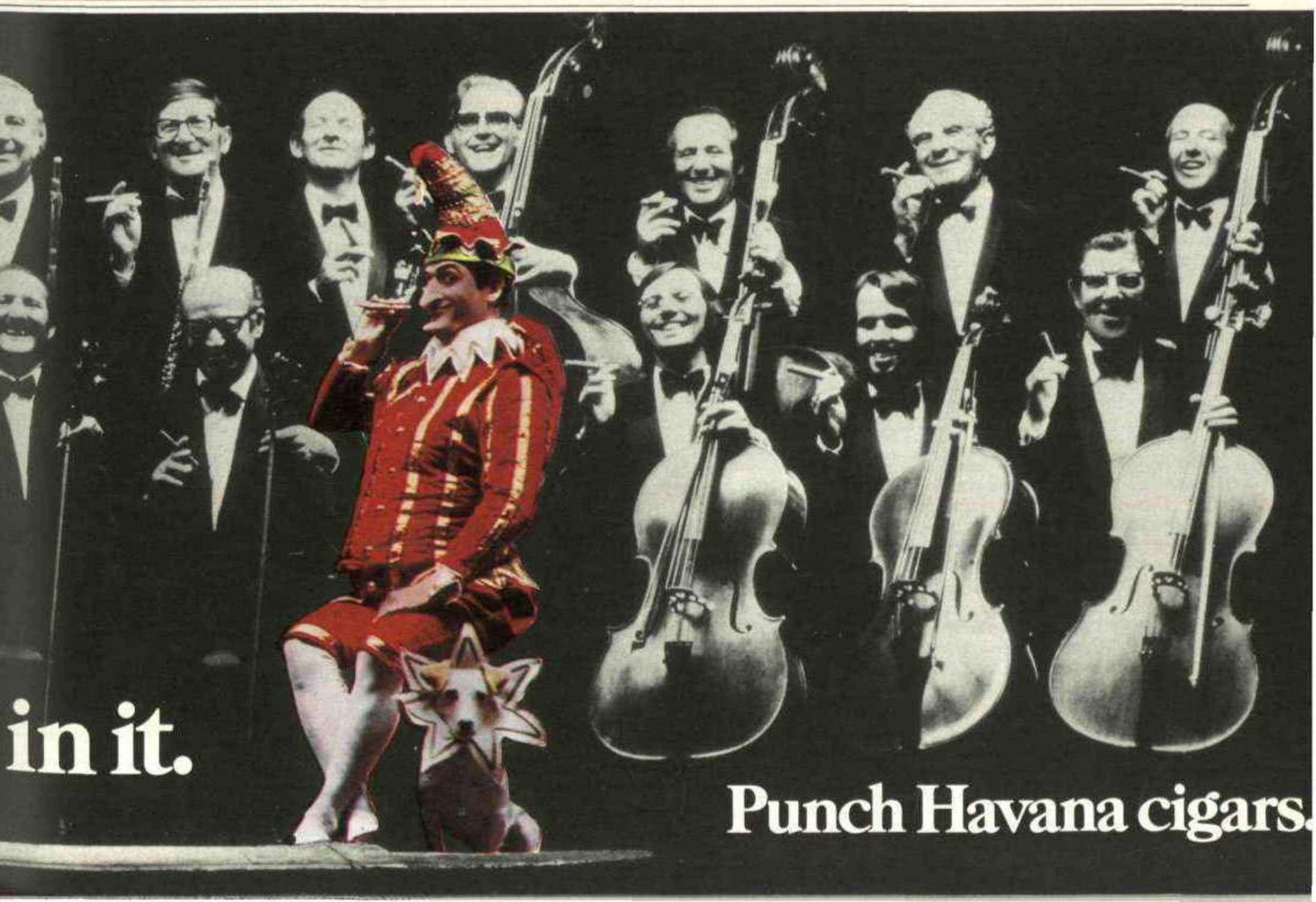


DOHC fuel injection 280E power plant (left) has the most horsepower in the new range, while the five-cylinder 300D unit (right) is technically interesting, and could well be the answer to stiffer American emission/economy laws. Profile of the W123 shape puts emphasis on the slight bias toward a wedge style.

A.H. of F1 reporting repute thought I was being very silly when I suggested that this was a triumph of engineering, taming and refining the diesel for passenger car use (as Mercedes feel they must in view of impending American emission/m.p.g. legislation). As a party trick I persuaded him to stay in 4th gear and drop virtually to a standstill on a convenient incline. Even he was impressed by the way the big saloon clawed its way uphill, running smoothly upward from 18.6 m.p.h.! To drive, the big diesel feels completely flat until pulling through 4th gear, when you realise that it will honestly exceed 90 m.p.h.

In conclusion I can say that the quiet but worthwhile advances made in the W123 range typify why Daimler Benz was the only manufacturer to increase in popularity through the fuel crisis. They may be conservative in their ways today—it is hard to imagine that this is the same company that produced those fierce flamboyant sports cars of yore, and even harder to imagine them racing again—but there is no doubting the success of these conservatives.—J.W.

Mercedes-Benz W123 series UK prices:
200: 2-litre, 4-cylinder, 94 b.h.p., £4,939.74;
200D: 2-litre, 4-cylinder, 55 b.h.p., £5,165.55;
230: 2.3-litre, 4-cyl., 109 b.h.p., £6,375.33;
240D: 2.4-litre, 4-cyl., 65 b.h.p., £6,564.87;
250: 2.5-litre, 6-cyl., 129 b.h.p., £6,965.01;
300D: 3-litre, 5-cyl., 80 b.h.p., £7,600.32;
280E: 2.8-litre, 6-cyl., 177 b.h.p., £7,989.93.



Alfa Romeo maintain their 1300 sporting tradition for the Alfasud Sprint



CONTINUING the traditions of the much-loved Alfa Romeo Giulietta Sprint, Giulia and GT Junior models is a new variation on the Alfasud theme, the Sprint, an attractive coupé which will not be available in this country until early next year, although it went on sale in Europe last month.

Apart from the styling changes the major feature of the new model for UK customers is that it is powered by the 1,300 c.c. flat-four Alfa Romeo engine. Previously all Alfasuds for the British market only had the 1,200 c.c. engine, a unit which produces a respectable 68 b.h.p. DIN in Ti form but has not exactly gained a good reputation for its flexibility.

The 1,298-c.c. engine—the increase is achieved by lengthening the stroke to 64 mm. from 59 mm. whilst bore remains unchanged at 80 mm.—as one might expect has a slight increase in horsepower, from 68 b.h.p. DIN (Ti) to 76 b.h.p. DIN, but torque is the more significant improvement. The 1,300 c.c. Alfasud engine has 75 lb. ft. at 3,500 r.p.m. (DIN) compared with 67 lb. ft. at 3,200 r.p.m. for the 1200 Ti, again not a vast improvement but one which is quite evident when behind the wheel, the Sprint requiring not so much gear changing as its saloon cousins. But one must add that the acceleration is not impressive unless you are prepared to use the five-speed gearbox to its full.

The gearbox and final drive ratio are exactly the same as in the Ti, the Sprint sharing much the same technical specification with four disc dual braking system, MacPherson strut front suspension and a rigid (dead) rear axle featuring Watts linkage, Panhard rod, coil springs and telescopic shock absorbers. Obviously all the work has gone into the new shape, the outcome being somewhat similar to a cross between a scaled-down Alfetta GT and a Volkswagen Scirocco, a combination which isn't all that displeasing. But as is often said: "Beauty is in the eye of the beholder".

Compared with the dumpy Alfasud saloons, the Sprint is four inches longer and five inches lower, being easily recognisable as an Alfa Romeo with its familiar grille insignia and the famed four-leaf clover badge on the rear three quarter panels, each leaf doubling-up as an extractor vent for the heating system. The only blemish is a front spoiler which looks to be very much an afterthought, the plastic device roughly bolted onto the bodywork. In common with most GT-style cars, the Sprint does lose on rear seat accommodation, but it should be added that the amount of head and leg room is better than most, although Alfa Romeo's claim that the new Sud is a full five-seater is somewhat wide of the mark. A nice touch for rear passengers is wind-down rear windows, unusual indeed on a 2+2.

But despite its shape, the Sprint does not lack in boot capacity, storage space being extremely generous and the contents hidden by a neat folding cover complete with Velcro strips to hold it in position. Access to the luggage compartment is *via* a wide-opening rear door held in place by compression struts. The high body line does however mean that suitcases have to be lifted well off the ground. The boot is, of course, fully carpeted, as is the passenger compartment, and the general appearance is sumptuous, although personally we did not like the rather garish tartan cloth centre sections to the seats. The front bucket seats are themselves quite comfortable, and thanks to wide-opening doors access to the rear is good.

As one would expect from Alfa Romeo the instrumentation on the new Sprint is adequate, large matching speedometer and tachometer dominating the driving cockpit. It is however disappointing to see that the array of instruments featured on the Ti model had been replaced by a variety of idiot lights. Visibility is good from the driver's seat thanks to a large glass area and thin door pillars, but in common with other GT-style cars the Sprint does have a blind spot at the rear three-quarter. A standard door-mounted exterior mirror does help to overcome this somewhat.

Driving the Sprint one is immediately impressed by the very low wind and road noise level, ample support to Alfa Romeo's claim that they have used 34 kilogrammes of sound-deading materials in the bodywork. But that familiar Alfasud gearbox buzz is still evident (but the engine remains smooth under most conditions from motorway to mountain use) and also when reaching maximum revs (6,500) the engine intrudes. It is in fact very easy to find oneself running out of revolutions even in 5th gear, the 1,300 c.c. engine is a very willing worker, and one has little doubt that the claimed 103 m.p.h. top speed is not far off the mark. The five-speed gearbox ratios are well matched to the power curve—although as mentioned previously one has to make full use of the gears in order to get the best out of the engine but on our brief acquaintance it did seem that second was a little too low.

With a track and wheelbase the same as the saloon and near-perfect weight distribution (53% front, 47% rear) the front-wheel-drive Sprint has safe, sure handling. There is very little bodyroll when driving hard, and the handling is neutral in most circumstances with understeer coming in when attacking bends with fervour. It did seem that the steering was too low-geared for fast driving on winding roads, and on a winding Italian mountain pass we did find ourselves inadvertently on the wrong lock once or twice. Standard equipment on the Alfasud Sprint are 5 in. steel wheels, complete with 165/70 SR13 Michelin ZX tyres in our case, and rather attractive alloy sports wheels are optional.

Our brief test drive did not really give us the opportunity to extend the four-wheel disc brake system to its full, but the retardation was quite adequate, a slight trace of pad fade is evident when abusing the system unmercifully.

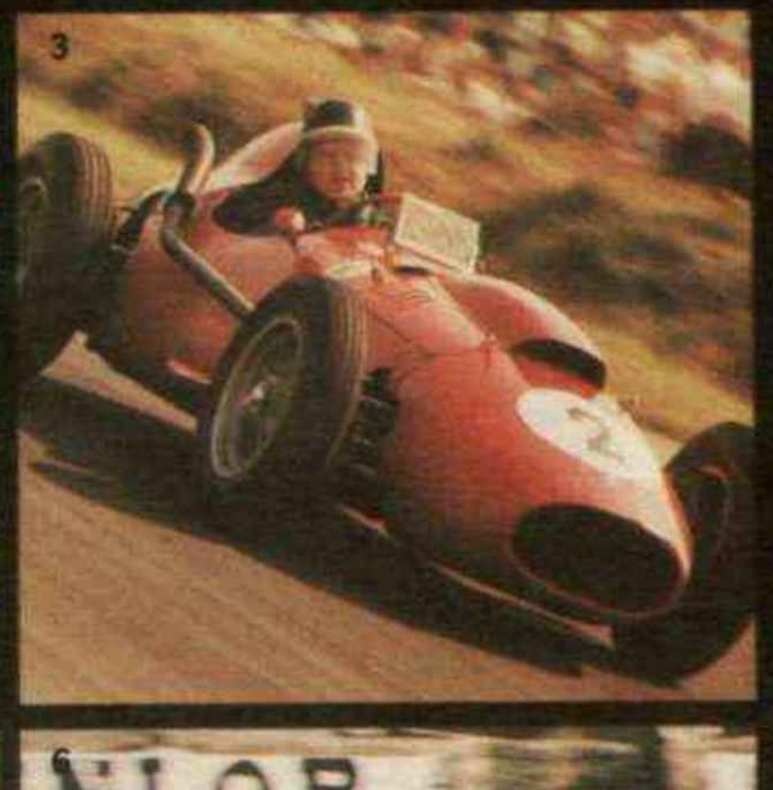
The Alfasud range was first unveiled in 1972 and since then the four models (basic, Lux, Ti and Estate) have reached sales of more than 330,000 in the world market. With the introduction of the Sprint, Alfa Romeo are taking something of a calculated gamble that the buying public has overcome the traumas of the fuel crisis and is ready again for a small capacity elegant sporting coupé. By all accounts the Sprint is as miserly with fuel as the Ti, so its appeal will be much more than pure good looks. It's a calculated risk which should pay dividends and further enhance the reputation of the Alfasud range.—M.R.G.

A Mini-GTV? Family appearance is maintained.









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

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

DETROIT
Dark brown or brown pigskin suede. Also brown or black smooth leather. **£8.99.**

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

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

Hush Puppies in your world of leisure



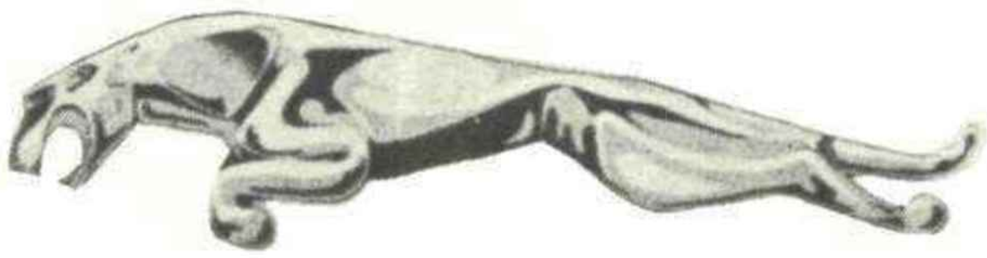
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Leyland's shy Jaguar leaps out to make a promising debut

THE TOURIST TROPHY



Silverstone, September 19th

THAT THE BRDC and Silverstone were honoured with the first public racing appearance of the Leyland Cars Jaguar was almost inevitable. The Broadspeed-prepared XJ 5.3C was first presented (prematurely) at the Northamptonshire track in March this year, and had subsequently spent the long hot summer slogging round the GP circuit in search of strength, speed and adequate retardation. Despite the poor omens the Leyland team were buoyant after Saturday practice had finished. Derek Bell had taken the 29 cwt. coupé to pole position on a set of special Dunlop qualifying tyres, nearly two seconds faster than Pierre Dieudonne could neatly manage in Luigi 3.2 BMW CSL. Dieudonne/Jean Xhenceval had won six out of the previous eight European Touring Car Championship qualifying rounds, and Dieudonne was just 8/100ths slower than the Jaguar at the close of first practice. Further Leyland joy came from an Isle of Man telephone call for the executives, confirming that their previously uncompetitive and unreliable Triumph TR7s had finished the Manx International Rally in third and fifth positions, with their Dolomite Sprint ninth overall, and a clear winner of the increasingly prestigious Group 1 category. On Saturday the Jaguar, the original prototype which will carry on development work until Christmas, when the specification will be frozen and a second car completed, was tended just by those hardworked mechanics. On Sunday Leyland jackets and grins of enthusiasm abounded as the company men converged on the vehicle.

Wandering through the paddock and walking out to Copse for the second of the two hours' timed practice sessions, you could not fail to be impressed by the new life in European saloon-car racing. For years, since the withdrawal of the Ford Cologne-based Capris, BMW have effectively mangled a flaccid opposition. Munich did not even require the services of factory drivers and cars, for expatriate Italian Luigi Cimarosti is such a BMW supporter that he does the factory's job in this class of racing very effectively under the Luigi BMW banner from his base in Comblain, Belgium. There is some works support, in the form of constant homologation and supply of parts to keep the obsolete BMW "Batmobile" CSL ahead of the opposition.

For Silverstone the two Luigi cars, which sport more advertising for Castrol than you will ever find on the Leyland entries, came to the start at 19.6 cwt., 9.4 cwt. less than the Jaguar. Power from a 3.2-litre version of BMW's famous s.o.h.c. straight-six is quoted at 350 b.h.p., which you can hope to be at least 200 horsepower down on the output expected from the now totally revised breathing arrangements on Jaguar's 5.3-litre V12. Watching with these figures in mind, and the

Left: After all the fuss, this BMW CSL for Jean Xhenceval/Pierre Dieudonne/Hughes de Fierlant won for Luigi a seventh time. Right: Best-placed all British team were (as at Spa 24 Hours) Gordon Spice/Peter Clark in a Ford Capri 3000S.



fact that BMW had asked Gunnar Nilsson to drive in the Luigi team, I wondered how long the Jaguar would be able to master not only the BMWs, but also a good Camaro for Stuart Graham/Reine Wisell. Then, as contenders in a race of over three hours, there were some astonishingly fast 2-litre contenders in the form of an Autodelta Alfetta GTV for Spartaco Dini/Amerigo Bigliazzi, and the unfamiliar sight of a BMW 320i that sped to second fastest time in the class under the guidance of Walter Brun (a prominent Swiss saloon car driver) and Peter Arm. The 320i was assembled by Eggenberger in Switzerland around a 220 horsepower fuel-injection version of BMW's canted 2-litre motor. The 320i was very light, just over 14 cwt., used many Alpina parts, and only the previously fragile Ford Escort RS1800 of McMahon Racing for Alec Poole/John Handley proved faster in practice.

In fact, the McMahon people thought they had solved the problem that has destroyed much of the manufacturer interest first shown in 1976's simpler Group 2. That is the problem of oil surge and engine destruction when combining wet sump lubrication with the cornering and braking forces generated by slick tyres. Everybody has suffered from this problem—Nilsson lost one Luigi engine in practice, the Jaguar has had innumerable sump baffle plate/extension systems, and the Zakspeed Escort team were forced to withdraw from European saloon-car racing at the end of June, having failed to finish a race. Ironically the Escort, its Hart BDA engine life-supported by an adequate oil return external pipe from camshaft top galley to sump, ran faultlessly in the race, but a broken wheel stud cost over eight laps, and prevented the Ford from showing its true potential.

Another fast Ford was skulking under heavy layers of disguise as a privately sponsored venture. That was the new Group 2 Capri of Tom Walkinshaw/Bill Dryden. Powered by a 300-horsepower Racing Services V6 with Lucas fuel injection, the new Ford was shaken down from its hasty four-week building programme by Bill Shaw Racing and returned competitive times amidst a haze of blue smoke. The Capri was not present on Sunday for the race, the newly fabricated alloy wheel hubs being incorrectly designed. However, the Capri II does show a potential that could give both Leyland and BMW cause for concern next season.

Practice for a long-distance event is often notable for being the only occasion on which the drivers really get wound up in exciting style. The TT offered not only the spectacle of Bell power-sliding the Jaguar through Copse, opposite lock pronounced as a fat rear tyre scrabbled up the exit kerbing and the back squatted on the floor, through practice, but also in the race. The Jaguar V12 has a sonorous note, not as shrill as BMW's six, that builds almost lethargically. The car does not look particularly fast in a straight line, but it obviously goes better than any of the opposition in a straight line. The weight and the lack of either a full wing system (*à la* BMW) or a boot-mounted spoiler (Chevrolet Camaro) make it hard to believe that the Jaguar offers any advantage over its opposition under cornering or braking conditions.

Practice was also enlivened on this occasion as the under-1,300-c.c. boys swished desperately into corners faster and faster in their efforts to avoid disqualification under a time penalty operated as the need to qualify within 125% of the fastest time with both drivers: a regulation that was not actually enforced for the race. Eventually 43 cars did get to the start. The RAC had granted a special dispensation for 44 cars to take the grid, and it was nice to hear the crowd's appreciation as the Jaguar, Derek Bell's Union Jack-decorated helmet bobbing within, moved up to take its hard-won pole position.

Now Ralph Broad and the Woodcote *chicane*-spectating Alex Park awaited the result of Broadspeed's publicly-protracted labours. The pace lap over, Anthony Salmon's Stag lurched for cover and the Jaguar powered away from the Jean Xhenceval-



"Chicane" gaggle is headed by the class-winning Alfa Romeo 1300 GTj, driven by the Swiss Rolf Hadorn/Mario Vanoli. Behind the British-based Alfasud can be seen the Alfetta GTV that finished third overall for Spartaco Dini/Amerigo Bigliazzi, winning the 2-litre division in the process.

Jaguar pit stop bustle shows constructor Ralph Broad (extreme left) looking on as his men plug in the oil line at the front, saving the need to open the bonnet. Just two Dunlop technicians, including Mr. Meskell, who used to look after Jackie Stewart so ably in Dunlop's F1 days, join the flurry to speed the debutant on its way.



conducted Luigi BMW that had been alongside on the two-by-two grid.

The Jaguar held the lead for the first lap, but as they completed their breath-taking flight over the *chicane* kerbing, Nilsson started a successful Jaguar overtaking manoeuvre in the second Luigi car. Third place was the preserve of the Graham Camaro, the following pack of big private BMWs enlivened by Poole's Escort (seventh), the Arm/Brun 320i (ninth) and the lively tenth place scrap between Chris Craft (Dolomite Sprint), Gordon Spice (Ford Capri 3000S) and John Markey (2.3 Mazda RX3).

On lap five the Jaguar was back ahead, but four laps later Nilsson's BMW was in front. The Jaguar started to fade with tyre trouble (it had needed different compounds front to rear, and different compounds either side at the back!) that culminated in a puncture. Bell was unable to bring the car in promptly and, by the time he did get in, the tyre was off the rim and Derek was anxiously surveying the rear floor for damage. The Jaguar re-entered the fray five laps later, Bell rejoining Nilsson's BMW (which had also suffered a flat tyre) and taking full revenge by overtaking and pulling away, well on its way to a new Group 2 lap record of 1 min. 38.5 sec. (107.15 m.p.h.). When the Jaguar was handed over to David Hobbs the damage from the earlier tyre incident became apparent as a driveshaft outer end broke, the NSR wheel bounding free and the Jaguar being neatly restrained from destruction and brought to a safe halt at the start of the Hangar straight.

The race itself, watched by 14,800 spectators (nearly double the 1975 total) had plenty to interest the enthusiast, even with the Jaguar's departure. Almost inevitably, especially in view of the Championship points position, Nilsson was held back by fuel pump trouble, and the full use of rent-a-drivers Martino Finotto/Umberto Grano in that car: after all, that is how Luigi pays some of his bills!

Luigi's brother-in-law, Jean Xhenceval, shared with Pierre Dieudonne and Hughes de Fierlant in the untroubled Luigi CSL that had initially chased the Jaguar so hard in practice, and they won easily. Although there was another BMW in second position that quiet English gentleman John Fitpatrick sharing Bernard Carlier's CSL with Jean Louis Lafosse, the top ten had a pleasing variety of Alfa Romeo, Ford, Opel and Mazda within its confines. This bodes well for the series in 1977, especially when, and if, augmented with a brace of Jaguars.

Alfa Romeo deserve special congratulation, for not only did Dini/Bigliazzi's Alfetta grasp a magnificent third overall on two reliable litres, an older model 1300 GTj for Swiss Rolf Hadorn/Mario Vanoli also took its class to complete a Milanese double. How much we'll see of Alfa Romeo's 1977 saloon car promise fulfilled depends entirely on the effort Autodelta are prepared to give to think of anything apart from that flat-12 F1 engine, and their avowed Group 6 sports car schedule.

Results:

RAC TOURIST TROPHY
—107 laps—313.72 miles

1st : J. Xhenceval/P. Dieudonne/H. de Fierlant (3.2 BMW CSL) ..... 3 hr. 05 min. 42.46 sec.
2nd: J. Fitzpatrick/J-L. Lafosse/B. Carlier (3.2 BMW CSL) ..... 3 hr. 07 min. 01.03 sec.
3rd : A. Bigliazzi/S. Dini (2.0 Alfetta GT) .. 101 laps
4th : G. Nilsson/U. Grano/M. Finotto (3.2 BMW CSL) ..... 99 laps
5th : G. Spice/P. Clark (3.0 Ford Capri) .... 98 laps
6th : P. Arm/W. Brun (2.0 BMW 320i) ..... 98 laps
7th : T. Lanfranchi/R. Lloyd (2.8 Opel Commodore GSE) ..... 98 laps
8th : S. Rolt/J. Carr (3.0 Ford Capri) ..... 97 laps
9th : A. Poole/J. Handley (2.0 Ford Escort RS) ..... 96 laps
10th : D. Brodie/D. Matthews (2.0 Mazda RX3) ..... 96 laps

BMW 320i's first British outing was a good start.



DOMINANT BELGIANS (L to R) : Winners Pierre Dieudonne, Jean Xhenceval and Hughes de Fierlant share garlands.



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STEAM CAR—continued from page 1317

at the unexpectedly low price of £19.25, with accessories, well-boxed, no one can quibble at that.

It makes use of parts used in the other Mamod steam toys and it is being turned out, I was told by Mr. P. S. Malins—who used to motor race, incidentally—at the rate of 350 a day, which will be soon increased to 400 a day to meet a growing demand, with an eventual output, if required, of 1,000 a day. The steam-tractor, introduced in 1963, has sold over 320,000 to date. This costs £13.85 today, the roller £13.40 and the waggon £19.25. Malins make steam engines costing from £4.35 to 13.40, with toy machine tools for them to drive, and make engines for Meccano Ltd.

I was impressed by the size of the factory, which makes nothing but these effective Mamod toys. The brass boilers have soldered end-plates but on the car a riveted boiler is used, the pop-riveted scuttle acting as the opposite end-plate, its copper rivets making a water-tight joint. The pressure in these little boilers is not more than about 20 lb./sq. in., probably 10-12 lb. under load, and the engines are thought to run at somewhere in the region of 2,500 r.p.m., although this has never been checked. The girls solder and rivet-up these boilers on an assembly line, the sockets inside them having been rolled over for secure fitting of the safety valve, etc. Each boiler is then attached to its chassis and the mudguards for one side are fitted, then those on the other side, as the chassis moves along from girl to girl. The cylinder and steam chest consist of two parts soldered together and the pistons are mechanically shrunk to a tolerance of a ¼-thou. A fully automated Umec Boydell capstan press makes complete wheels, in contrast to more laborious methods seen in German toy factories. A paint shop like that used in the Motor Industry cleans, undercoats, paints and bakes small components as they pass through the spray booths and oven, hung from an overhead conveyor, painting being on the electrostatic system. A battery of pop-rivet machines is used for chassis assembly and gas soldering for making the boilers, which are tested to 75 lb./sq. in. under compressed-air. Smart ribbed p.v.c. tyres are fitted to the road wheels and the steering wheel, which turns the front wheels *via* the track rod, is attached to its column with Loctite. Nylon bearings obviate messy oiling of the wheel and countershaft bearings.

Malins even have a small experimental shop, where new projects and manufacturing methods are tried out. It is depressing to learn that, just as the Motor Industry is hampered by safety and emission regulations, so the Toy Industry is hemmed about by Officialdom. For instance, although the Mamod steam-car is 15½ in. long and weighs 4 lb., expensive non-lead paint has to be used in case a kiddiwink puts one in its mouth, the Germans require glass-ended boilers so that the water level can be constantly checked, regardless of the fact that the spirit-lamp runs dry long before the boiler, and expensive safety-valves are likely to be a future requirement although the present design has proved perfectly effective since oscillating toy steam-engines were first made, long before the First World War. So I suggest you place an order now, before prices inevitably rise! This Mamod steam-car should appeal to many grown-ups as well as to children. I am contemplating a full road-test! Meanwhile, we wanted to get this description into print in November so that overseas readers who are intrigued by the thought of a working toy steam-car would know about it before Christmas.—W.B.

VINTAGE POSTBAG

Continued from page 1302

was in his 46th year, he made fastest time of the day in his Type 51 Bugatti, beating all the regular hill-climb aces.

Mr. Walsh is wrong also in suggesting that Sir Henry Birkin did not own or drive a Maserati until his fatal drive at Tripoli in 1933. I well remember his first drive in the 2.3 GP Maserati at Brooklands in 1931. The article by Philip Turner recalling Clive Gallop's delivery of that car from Italy is absolutely correct. In those days I spent a lot of time at Brooklands and was a Pit Marshal at the LCC Relay Grand Prix and I remember that just before, or after, a practice session for that race Clive Gallop appeared in the paddock with that Maserati for Birkin for testing. Birkin arrived in his Speed Six Bentley; typically he was clad in immaculate light grey flannels and checked sports jacket and wore a matching cloth cap. Somehow or other he could not find his white racing overalls and racing helmet; there was much rummaging around in the back of the Bentley. No, Gallop had not got it, either. Tim Birkin was getting rather cross; apparently it was someone else's fault! Anyhow Birkin set off round the Track in the Maserati, wearing his checked cap back-to-front *à la Etencelin*, and with his flannels tucked into his socks. He only did a few laps and did not seem too happy. I came up to the car when he returned to the Paddock and remember him climbing out of the cockpit saying with his typical stammer "Ddddam ddddirty car—llllook at my ttttrousers!"

Not the easiest person to get on with, a bit spoiled I suppose, utterly charming when *everything was right, but very easily put out.* I was down at the Track some days later when he first raced the "Maser", at an ordinary BARC meeting. He was very much on form and looked and drove like everybody's hero, a new Mountain Lap Record—75.21 m.p.h.

To supplement my memory on all these things, I have checked the precise dates and times from Bill Boddy's "Brooklands" and Austin Mays' "Shelsley Walsh", as to get history right is so important!

Kineton A. R. RIVERS FLETCHER

ALLEN ALFASUD 1600

Continued from page 1324

I covered a 120-mile country loop in the morning, then brought the car into London and back to check on the extra flexibility offered. Over the country going it was a great credit to Alfa Romeo, in that their basic engineering proved adequate for the demands placed on the Sud in a new role as a 1600 flier. The blessing of small exterior dimensions, and the car's excellent handling and braking qualities, take us into a new era of small-car cross-country performance. The 1600 Alfasud is as significantly advanced over the Mini-Cooper S as that worthy Issigonis box was over the Ford Prefect.

From 3,000 r.p.m. onward—I used 7,000 r.p.m. in the first two gears and the usual 6,000 or so for 3rd and 4th—the car accelerates determinedly. Keeping it in top down to 1,000 r.p.m. proved feasible, and the car would pull away without disgracing itself with any belching in the carburation. Used very fiercely into downhill T-junctions, I found the engine would stall, but under all other circumstances the engine ran like our proverbial feathered friend.



The 4-door test car had a Ti-type spoiler but standard headlamps.

I decided to write about Allen's car on such short acquaintance because it was obviously a hardworked development machine that may not be free for conventional performance testing, and because the performance was *delivered in such an unfussy manner that any*one could enjoy the car. Those who insist on a substantial increase in top speed could find fault; for the Sud simply seems to hold the r.p.m. limit in top gear (108 m.p.h.) rather than exceed this point, but I still thought the performance between 40-95 m.p.h. more than adequate compensation. Naturally a price is extracted for such a combination of docility and speed. Utilising the twin carburetter layout with pump jets erring deliberately to the rich side will result in 19.12 m.p.g. with really forceful driving along winding lanes. As compensation there is the more normal 23.7 m.p.g. for a brisk main and B road cross-country trip, or an interesting 23.5 m.p.g. when cruised at an indicated 100 m.p.h. with the throttle eased as far back as possible: at 65 m.p.h. and 4,500 r.p.m. the throttle is just cracked open to maintain the pace.

How much is it all going to cost? That must depend on the quantities finally produced, but the car I enjoyed represented £225 for the new crankshaft; £100 for pistons; £175 for the carburation, linkages, and manifolding, plus £100 for labour. The top speed problem could be alleviated by production of a larger bore exhaust system, top to tailpipe, but Gordon Allen is naturally anxious to retain the quietness of the normal system used at present, so the exhaust, and the alternative single-choke carburation are the priorities Allen will follow on what is already a first-class piece of engineering. We will watch for further developments with interest.—J.W.

Letters from Readers

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

Have You Written to Your MP?

Sir,

I wonder how many of your readers are aware that the 50 m.p.h. and 60 m.p.h. speed limits, currently in force on non-motorway roads, are due for review in Parliament in November? And I wonder how many have taken any kind of action to persuade their Members of Parliament to vote against their continuation?

I have written to my MP seeking the withdrawal of the 50 and 60 limits, and urging him to press for the abolition of the 70 limit on motorways. My grounds are that all of these limits are now no longer necessary, since the fuel crisis is a year past, and the limits are counter-productive in that they extend journey times without reason. Since business mileage accounts for the great majority of vehicle mileage, it is reasonable to argue that they are counter-productive because time taken driving is time lost to useful purpose.

A fine practical example of how ludicrous these limits are is the A2/M2 route through Kent, where a three lane, 60 m.p.h., road runs into a two-lane, 70 m.p.h., motorway, resulting in drastically reduced traffic speeds because the off-side lane of the motorway is cluttered with heavy trucks! Which brings me to another point . . .

Is it not high time that our motorways were the subject of better control? For example, traffic flows would be considerably improved if *all* goods and public service type vehicles (from mini-vans and mini-coaches to 32 tonners and 70 seaters) were banned from using the off-side lanes of *all* motorways. They would also be improved if the Police were more responsible in their imposition of emergency limits, instead of putting up limits for hazards and leaving them up long after the hazards have gone, to the frustration of all!

Let *us* remember that speed does *not* kill—only its misuse kills. Those who would misuse speed without limits will do so with them!

Sutton Coldfield. DAVID G. STYLES

Stick to the Rules

Sir,

I must disagree with Simon Yates' letter in last month's MOTOR SPORT. As he states, Grand Prix racing is a highly exciting sport, but it is also an extremely competitive one, necessitating stringent rules which should be adhered to completely.

If a car is fractionally too wide, as was Hunt's McLaren at Jarama, then it should be disqualified.

If cars are running with a fuel octane rating higher than is permitted by the rules, however marginal, then they should be disqualified. My answer to the McLaren team is that it is no good breaking a rule and then, once you are caught, saying that it is a ridiculous rule. If you can't obey the rules, don't enter the race. If the rules are considered impractical, then by all means possible get them changed, but keep within the regulations until they are amended.

I am surprised that octane testing is not done at all races, on all cars to be scrutineered after the race. Surely it is up to each individual team to ensure that their fuel does not exceed the limit before even contemplating entering a race!

James Hunt's attitude towards these infringements does not promote public opinion of either himself or Grand Prix racing in the right direction, but whilst I am not a Hunt fan, I was disgusted to learn of his disqualification from the British Grand Prix results. I agree entirely that Hunt should never have been allowed to start the race if a full first lap was needed, but to allow him to start and then win the race in a "legal" car and rob him of his nine points afterwards, to me is not in the true spirit of Grand Prix racing. The governing body at Brands Hatch was entirely to blame, and in my opinion if the race was not run properly, as was found by the CSI Court of Appeal, all points should be made void.

No complaints about MOTOR SPORT!

Huntingdon STEPHEN J. CRISWELL

Lost Quality

Sir,

After the "goings-on" of the British and Italian Grands Prix, would you please consider changing the name of your otherwise excellent magazine?

Newbury J. M. ALMOND

The Late Frank Bell—A Tribute

Sir,

It was with much sadness that I read Mr. Colin McDonald's letter from San Diego, reporting the passing of Frank Bell.

Both with his service at Rover and followed by a period with Blackburne engines (when the latter had an interest in Turbomeca) I had a close association with Frank in his work. I last heard of him going to De Havilland engines.

Poor Frank suffered much from asthma and some of our technical discussions were delayed due to persistent attacks, during which he was often prostrate.

He was a brilliant young engineer, born in New Zealand and came to Rover's from Rolls-Royce. Nearly all the pioneers of Rover gas turbines have now tragically passed away. Maurice Wilks, Peter Wilks, S. B. Wilks, S. W. Nixon (who supervised the manufacturing side), Newsome the trouble-shooter and Olaf Poppe. They all formed a very formidable team, with only Spencer King surviving and Robinson on the production side.

I surmise that Mr. McDonald's letter was to Noel Penny whom I never met, but believe took over design when Frank left and then departed elsewhere.

As you will readily appreciate they were days of great anticipation. My association with Rover covered the period 1942 to 1967 when I retired but maintained some of the surviving contacts.

Spencer King gave me my first ride in the GT1, and the next time seen was in the Science Museum.

In conclusion, it is pleasing to note that MOTOR SPORT appears to hold as pre-eminent a position in America for automobile journalism as it does here.

Shepperton V. N. L. BUTLER
BEng, TEng (CEI, AMRAES)
(Retired).

Save MG from "Bumbledom"

Sir,

As a taxpayer, Mr. J. L. Bloxham (Vol. L11, No. 10 October issue) should surely mourn the fact that Abingdon may face the total absorption into "Bumbledom". For one minute I don't suppose your reader has ever owned an MG in his life, if so he would have realised that even the current "dodgem car" range possesses a finish that reflects a certain amount of pride in workmanship and affinity to the end product (a quality lacking in large scale production)—far superior to other members of the Leyland conglomerate. Could this possibly have something to do with MG's continued successful sales figures overseas? I have owned a 1275 Midget Mk. III and currently own a 1500 Midget and despite the controversial "new image" and rationalised engine and gearbox—I don't wish it the same fate as the recent "lemon award" received by the Leyland "Spitfire" in Germany.

With reference to celebrating the Centenary of Singer cars perhaps reader Bloxham would remind himself of the exact year of the demise of Singer "badge engineered" cars (Singer Chamois?) not to mention the end of Singer production as a separate entity from Rootes Group.

Norwich M. P. SPICER

Good for Ford!

Sir,

In these days of increasing sales of foreign cars in this country it has been particularly satisfying for me to have owned and experienced during the past six months a British car which has no rival—the Ford Capri 3.0S. Naturally, when I took delivery of it in February 1976, my expectations were high—I would not have ordered it otherwise. Those expectations have been amply fulfilled. It is a car that provides exceptional comfort for two and reasonable comfort for four with considerable load carrying capacity with two up and fairly generous stowage space with four. It has shattering performance combined with very useful torque throughout the gears; these attributes are matched by the road-holding (greatly improved since the Mark I 3-litre), brakes and excellent handling which is assisted by superb power steering. The gearbox is up to the usual high Ford standards and fuel economy has been surprising—a regular 25 m.p.g. I must also record, albeit with some apprehension, that the car has been completely reliable after six months and 8,000 miles. My only criticism concerns the paintwork which was by no means perfect but, regrettably, this seems to

be a fault common to most new cars today.

The fact that this outstanding motor car can still be bought for under £3,000 makes it completely unrivalled in this country at the moment. There are a number of cars available with similar attributes at prices in excess of £5,000—I am thinking in particular of the Reliant Scimitar—but there is nothing at a price lower than that. The Triumph Dolomite Sprint, BMW 320, Lancia Beta HPE and Renault 17 all cost substantially more despite the Ford's superiority in almost every department.

I have never written to any magazine before; I do hope, however, that your excellent publication will show the manufacturers what a winner they are now marketing, not only by publishing this letter but also by carrying out a road-test which I am confident will support much of what I have said.

Unfortunately, the patriotic note I endeavoured to strike in the first sentence of this letter has been slightly upset by the recent news that production of all S-types has moved to Germany!

Balsall Common KEVIN MARTIN

[I have been unable to get hold of a Capri for test since 1969, although a colleague tested the Capri Ghia 3-litre in 1974—Ed.]

Agreed Value

Sir,

It occurred to me that if my car, which is only insured third party, was totally destroyed by someone running it, I would only receive "book value" for it. Since I have spent a great deal of money on it, such "book value" would in no way reimburse me 100%. I have been in touch with my insurance broker about this, and also a Lloyds Agency, but they tell me it is not possible to take out "agreed value" policies except on pre-1947 cars. This, where one has spent a lot on one's car, appears to be totally inequitable. Is there any way of insuring a car for its full value as opposed to book value?

Ross-on-Wye H. H. F. SUMMERSON

[Another one for our insurance experts?—Ed.]

Stag Brothers

Sir,

I own a 1973 Triumph Stag with a 4-speed transmission. Like almost every Stag owner I have spoken to, I had a lot of grief with my engine. Overheating of the engine and frequently leaking cylinder head gaskets seems to be a very common experience for many of us Stag owners since no Stags have been imported into the US since 1973, this model car is not very popular here. Therefore, acceptable repair service is hard to find. This fact, along with my fondness for my Stag, creates some kind of dilemma. I am sure other Stag owners are " in the same boat".

I have considered several alternatives to solve my problem, none of which I like. Before I do anything drastic, I am asking MOTOR SPORT to ask their readers for advice. Perhaps there is someone in this world who has a simple, sure-fire answer. The people here who are supposed to know, *i.e.* the Triumph service organisation, admit that the Stag V8 overheating and cylinder head gasget problem is inherent with the design of the engine, and that this deficiency is the reason why Triumph is not selling the car any longer in the US. I myself find this hard to believe although we have had "lemons" here too.

If any of your readers knows of a "fix" I would appreciate hearing about it. In turn, I would do my best in helping to prevent Stags from becoming extinct in North America. They are on the list of endangered species already. Let's save them!

Washington, USA. H. J. WIBMER

[May Engineering's idea (See MOTOR SPORT August) is to substitute a Rover V8 engine, but perhaps readers can suggest less radical modifications to Mr. Wibmer?]

British Non-Sales

Sir,

I have recently been in Singapore for a few days where I found, to my pleasure, a copy of MOTOR SPORT of fairly recent date. This renewal of the acquaintance of a very old friend went well until I got to page 816 (July issue) to the description and road-impressions of the new Rover 3500, with the sub-head "Auntie's Sporting Great-Nephew Makes Buy British a Must".

Wishing to replace my 1975 Mercedes when I leave this post in mid-1977 I have very recently written to the Rover Company, or British Leyland as it is now, God help it, and was advised that they had no intention of selling these motor cars on the personal export plan and what is more declined to give any indication when I could expect them to become available. The fact that I pay in either Swiss francs or US dollars for my cars, which I understood was the main pre-occupation of our one surviving large car manufacturer, did nothing to soften the playing "hard to get", even for an enquiry designed to cover the usual time lag to overseas markets.

To improve their image somewhat they did enclose a brochure; it was possibly an error that it was the identical brochure I got six years ago when I bought my previous Rover 3500!

Bangkok JOHN T. WARBURTON

[We have had several such protests from overseas readers. In fairness to Leyland, they do not propose to release the currently UK market-only Rover for personal export until overseas sales and service facilities are created when the model is released for direct export. To allow a car to be personally exported to a country where no such facilities exist would be likely to do Leyland more harm than good. —Ed.]

Morgan Mania

Sir,

Having just read the October issue of MOTOR SPORT I notice that in the classified advertisements section there are no less than 56 second-hand Morgans for sale on offer by dealers, 45 of which have no price on them.

Morgans being a small company with a very limited output of cars per week, this seems to me to be out of all proportion. Being a former Morgan owner myself (1962 4/4) I can understand why someone enchanted by the Morgan at the Motor Show, as I was, receives a rude awakening when, on taking delivery of their expensive possession, finds that what in the warmth of Earls Court with the hood down, was an attractive, comfortable, eye-catching car, suddenly, once on the move, becomes transformed into a draughty, cramped, vicious little bucking bronco, determined to shake its rider through the canvas hood at every bumpy corner or at very least to make the driver and his false teeth part company. That is not to say that I did not find my Morgan good fun on sunny days with the hood down; I am just trying to hypothesise why so many almost new Morgans are loaded on to dealers by their owners who, presumably, have had a long wait before taking delivery.

I also noticed a J2 MG for sale at £3,500. Does anybody actually pay these prices? I can only assume that the reason I never see any early MGs nowadays is that they are either held by dealers or by one of the ever-increasing number of museums, or have been bought and stacked away by someone with more money than sense, as a hedge against inflation. Certainly no-one in their right mind would pay £3,500 for an MG J2 for road use, which isn't capable of keeping up with an 850 Mini.

As a past owner of an MG PB, a Morgan 4/4 and a Lotus Super Seven, I am now reduced to a 1966 850-c.c. Mini, which I find very reliable, but I hanker after a more exciting mode of transport. Having seen the prices of my former cars shoot up way out of my reach now, it must sound like sour grapes on my part when I say the blame for this must be placed very largely at the door of the dealers whose advertisements appear so regularly in your magazine.

Apart from this I would like to say that I have read your excellent magazine for 12 years now and never miss an issue.

Romford. D. LAMBOURNE

Swap!

Sir,

It is all very well for my wife to write and inform you of the camaraderie existing among MOTOR SPORT readers, which apparently extends to the point where a total stranger buys her a cup of coffee at St. Pancras. This is all very jolly and helps to reduce my cost of living. Volunteers to buy her meals will also be welcomed.

However, she errs in implying that your readers go so far as to swap MG J2 water manifold clips. It is true that I talk of little else. However, not only have I none to swap, but I cannot even buy the things.

I wait earnestly for the day when my wife walks into a stranger at St. Pancras and he presents her with a set of such clips. I promise not to take offence. On the contrary, I may even send an entire jar of Maxwell House to *his* wife if he leaves his card.

St. Albans JOHN KORVING

TAILPIECE



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[Picture by William Cumber]

CLASSIFIED ADVERTISEMENT SECTION

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FOR SALE

CLAN CRUSADER "N" Regd. 20,000. Blue, sunroof, QH lights, Sundym glass, alloys nothing to rust, 40 m.p.g. Interesting sports coupe in excellent condition. £1,225. Lynch, Rhylstone, Moor Lane, Burley-in-Wharfedale 3136, W. Yorks. (83133

WHITE TR6 PI 1973, Soft-top, black trim, extras. Excellent condition, £1,395. Ring: 01-229 4267. (83112

1972 (OCT.) 911E, Silver. Immaculate condition, stereo, tinted glass, electric windows, rear wiper, £3,750 o.n.o. Tel: 021-550 1671 office hours. (33274

SUNBEAM TIGER 1966. Daily use. First-class suspension, mechanics, clean body-work. Hard-top, soft-top and tonneau cover. £850. Phone: Rilla Mill 62254 (Cornwall). (83113

"PAOLA" SPORTS-RACING car, raced in hillclimbs and sprints, BARC Class 13. Ford 1,600 c.c. Dry sumped Webers. Almost new tyres. Raced throughout this season mainly at hillclimbs. Winner of Shell Novices Trophy at Harewood, £500 including trailer. Phone: Basil Pitt, Highcliffe 5351 (work); New Milton 613680 (home). (83115

DARK BLUE 1947 Vauxhall 10 Saloon. Good order. One owner. Chertsey 61706 after 6 p.m. (83121

FACEL VEGA 11, 1963. Elegant rare classic car. 6.3 V8. Many spares. My car last ten years. Offers or will exchange for good pre-war Bentley. Warrington (0925) 67050. (83123

KARMANN GHIA 1600, 1972. Virtual concours condition. White coachwork, black roof/interior. Genuine 27,000 miles. Fully documented history. £1,050. Wrexham 3096. (83124

LAGONDA LOW CHASSIS 2-litre tourer in excellent condition 1932. Taxed and MoT. £4,600. 17 Bracebridge Road Sutton Coldfield. Phone 021-308 1078. (83125

LANCIA FLAVIA Convertible 1800, 1968. 48,000 miles. White, red interior. v.g.c. £700 o.n.o. 01-584 0459. (83130

HUMBER SUPERSNIPE, 25,000, 1951. MoT. Sunshine roof. Offers. Good condition. 0483 66789 eve. (Guildford). (83131

1938 AUSTIN 10. One owner. Constantly garaged, excellent, original condition. MoT certificate to March 1977. £1,000 o.n.o. Dorking 2612. (83132

MG-A ROADSTER 1962. 1622 Mk. II for rebuild, steel wings, excellent chassis largely rebuilt 1622 engine with gasflowed head and extractor exhaust manifold, wire wheels, works aluminium hard top new grille, ideal project, £425. No offers and will not split. Box No. 5212. (83158

RELIANT SABRE 6 GT. Ex-works, historic sports car. Recent successful competition history. SAE for details. Box 5213. (83114

1964 ASTON MARTIN DB5. Aegian blue, automatic, CWW, HRS, SS exhaust system, new tyres carpets and seats. All service and restoration done at Newport Pagnell. Immaculate order. Many spares and extras. £2,600. Dakin, Whitgates, Allostock, Nr. Knutsford Cheshire. Tel: Holmes Chapel 33287. (33331

1951 DB2. Concours winner rebuilt. Bills £600. Needs tidying. Offers after Oct. 15th. Telephone: Maidstone 77510. (33334

1951 DB2. CONCOURS winner—rebuilt. Bills £600. Needs tidying. Offers after Oct. 15th. Telephone: Maidstone 77510. (33332

AUSTIN HEALEY 3000, 1956. Red and black with hard-top, wire wheels and overdrive. Engine first-class. MoT July 1977. £1,650. Please phone Wivelsfield Green 332 or write Grove House, Ditchling Common, Burgess Hill, Sussex. (33275

TRIUMPH SPITFIRE Mk. IV 1972 (April). White/black interior. Hard-top, soft-top, overdrive, radio, tonneaus, new tyres, taxed with MoT. 42,000 miles. A beauty. £985. Exchange considered. Elmroyd, Gale Cottage, The Gorse, East Sussex. TN39 3BE. Phone evenings 0424 3 3166. (33360

MAZDA RX3 1973. Absolutely immaculate condition. £350. Extras including sunroof, and vinyl top. Tape recorder, radio, etc. Brand new engine still under guarantee. Used as second car. Must sell. Bargain £800. Office 01-650 7111 Ext. 1; evening 01-668 6506. (82837

1963 PORSCHE 356B. Superb all-round condition. 55,000 miles only. Porsche agency maintained. £1,400 o.n.o. Kellitt, 207 Ferry Road, Jackfield, Ironbridge, Telford, Shropshire. (83228

1953 JAGUAR XK150 FHC in need of complete restoration. Mechanically sound. £600. No offers. 1962 Humber Super Snipe. Immaculate condition, power steering, overdrive. Sensible offers. Telephone Portland (0305) 820084. (83455

FOR SALE—continued

1946 AUSTIN 10. Original with new engine. Used to date, restoration needed. Suit midwife! £240. Phone: Biggin Hill 74008. (83320

1935 CROSSLEY Regis 10 h.p. Saloon. Complete and original aluminium body. Stored last 20 years. Unique opportunity to acquire rare car in pre-restored condition with price to match. £400 o.v.n.o. Also 1935 Morris Eight Saloon for spares, £50, will not split. Tel: Bishopston (Glam.) 2627 evenings/weekends. (83316

A VERY SPECIAL E-Type 1971 2+2 V12. White chrome wires, radio/stereo, 39,000 miles. Fastidiously maintained. £2,495. Exchange considered. Tel: Gt. Cubley 392 (Derby). (83319

LOTUS ELAN +2S 1970. Excellent condition. Low mileage. Extras. Many new parts. £1,375. Cuffley 3785. (83322

FROGEYE SPRITE, 1959. Taxed, tested, new hood, well shod. All metal. Excellent condition. £385 o.n.o. Grimsby 43963. (83449

E-TYPE JAGUAR 4.2 FHC, 1970. Excellent blue bodywork and trim. Engine and transmission in perfect condition. 58,000 miles, wire wheels, Webasto roof, push button radio, electric aerial. A good investment at £2,000. Ingatestone 2234, evenings (Essex). (83450

BRACE OF 1937 AUSTINS: "Seven Saloon, runner, numerous spares, including engine (3-bearing); "Twelve" Saloon, towable, handbook, spares price list! Impending move prevents planned restoration, £250 the pair. Ascot 20725. (83451

AUSTIN SEVEN "Chummy" 1928. Magneto engine in immaculate authentic condition. Offers over £2,000. Batie, "Midway" Apperley Rd, Stockfield, N'land. Phone 2198. (83452

BENTLEY SI 1959, Black pearl over tudor grey with red interior. Three owners, moderate mileage. Almost like new inside, very good paintwork. Some service history. Whole car just comprehensively serviced. Asking £2,850. London 373 2296. (83454

MERCEDES 300SE Convertible. Fully Ziebart, rustproofed and in superb all-round condition. All leather trim. A chance to buy this rare and fast appreciating quality car. Offers in excess of £2,000. Phone Pagham (Sussex) 8054 evenings. (83453

VANDEN-PLAS LIMOUSINE, 8-seater. Black coachwork, in superb condition both inside and out. Excellent mechanically, having covered only 64,000 miles. New tyres taxed and MoT. Ideal for Rolls-Royce conversion, £750. 01-449 4755. (83565

HISPANO-SUIZA H6C. Very rare 8-litre short chassis "Bologne" 2-str. Thrupp and Maberley drophead. Totally original. Believed in excellent condition. Part dismantled for restoration. Substantial offers. Box No. 5217. (83398

1962 SILVER CLOUD II. One owner from new and in exceptional condition throughout. Very well maintained by Rolls agent from new. £4,850. 370 2843 London. (83394

JAGUAR 240 May 1969. Manual with overdrive. Superb immaculate example in beige. Host of extras including Wolfrace wheels, sunshine roof and Philips stereo radio/cassette. Maintained regardless of expense. 50 lb. oil pressure. £1,495 o.v.n.o. Part exchange considered. 0582 56378. (83323

HEALEY 3000, 1968. Mark III. Superb throughout. Offers around £3,000. Crawford, 24 North St., Marcham, Oxon. (83325

1934 WOLSELEY HORNET Special Sports Tourer. Taxed. MoT June '77. 4-branch copper exhaust, 4 new tyres. Reconditioned brakes but non-original engine hence only £660 or part exchange for PVT Sports car to rebuild in any condition. Cullingworth 2763 (Yorks.). (83552

BRISTOL 405 1956. Well maintained original car, five new tyres, good clean example but needs respray. £695. Watford 31660 (evenings). (83553

MG-A 1600 1961. DHC. Tested till Aug. '77. Requires tidying to make desirable car. £450. Tel: 0474 814476 (Kent). (83557

JAGUAR ENTHUSIAST selling two classic cars as buying V12 E-type. 1960 Mk. 2 Jaguar 2.4 automatic, Sherwood green. Genuine 39,000 miles. Two owners, 1st till 1972. Reuter reclining seats, brakes, steering overhauled. Long MoT. An appreciating car in good condition, £625. Also 1965 Daimler V8 250. Rare model with wire wheels. Dark blue paintwork. 29,000 miles believed genuine. Two owners. Radio. Also long MoT. Good condition, £485. Tel: Rainham 58906 (Essex). (83559

FOR SALE—continued

ASTON MARTIN DB5 drophead 1964. Silver grey, red interior, excellent condition throughout, drives beautifully, regularly serviced by John Wortley of Sevenoaks. £2,500 o.n.o. Please contact Mr. J. Henderson, 01-730 9901. (83365

MG TF 1500 April 1955. £3,750 o.n.o. After 18.30 Oswestry 3541. (83367

JAGUAR 3.4S 1966. Automatic. One owner from new. The car has just been recellulosed in Opalescent Silver Gray (as originally delivered). The upholstery, which is unmarked is grey/green with the original carpets (virtually as new in matching colour. This beautiful sports saloon has only 35,000 miles recorded and substantial offers are invited. Tel: 01-622 2560 or Cobham (Surrey) 2767. Oakley, Evelyn Way, Stoke D'Aberman, Cobham Surrey. (83558

MERCEDES 190 SL 1958. White, red interior, hard and soft tops. Recent respray, etc. Reg. No. VTM 2. Offers around £1,200. Hambleden (Bucks.), 205. (83561

1954 FORD POPULAR, Blue. Good condition. Not running. Some spares. Offers. Phone: Hook Norton 657 Oxon. (83562

1938 BMW Frazer Nash model 320 four-seater drophead. Reconditioned engine. Best offer over £500. Further details phone Farnham Common 5707. (83563

ASTON MARTIN DBS-6 Vantage, 1970. Auto. Genuine 50,000 miles only. Met. blue with black leather interior. CWW, p.a.s., elect. windows, tinted glass, 8-track. A most cherished and superb car. £2,750 o.n.o. Tel: St. Cross (Suffolk) 249. (83564

ARMSTRONG SIDDELEY 1934/6 12 h.p. 6 cylinder open tourer whole car. Totally restored to concours condition. New hood, tonneau, upholstery. Engine rebuilt. Coachwork mostly aluminium. Very rare car. MoT. £2,250. Swop? Also MG-A Roadster, 1956 Runner. Newish hood, radials. Easy restoration job. £325. Orpington 72400. (83567

MORGAN SUPERSPORTS Beetleback Matchless 1934. Rebuilt racing trim with touring equipment and spares. Offers or exchange Morgan 4/4 4-seater. Sheffield 50401. (83569

MERCURY MARQUIS Brougham, 1971. Gleaming black, superb interior. £1,650. W.H.Y? Cadillac Eldorado Coupe, Gold, "J" (both cars black vinyl tops plus usual refinements) £1,500. Later wanted. Gravesend 64207; Longfield 4418. (83570

1937 HILLMAN MINX Mk. II 9.8 h.p., 1,175 c.c. 1st registered October, 1937. One very fastidious owner. 67,800 genuine miles. Completely original condition, some spare parts, owners handbook, and MoT certificate. Lack of storage space forces sale to good home. Best offer over £1,000 secures. Must be seen. Telephone: Albrighton 2209 evenings; or Wolverhampton 25961 daytime. (82494

1937 ALVIS SPEED 25 Charlesworth Saloon in good condition. (First class) body and mechanical order. No rust. Steering, gearbox, clutch overhauled. Brakes relined. Servo refitted. 4 new tyres, spare partly worn. Engine top overhauled, new silencers. First offer over £4,000 secures. Box No. 5219. (83603

1949 HUMBER HEARSE. Brakes overhauled. Clean and complete interior. Bodywork sound. Good tyres. Some spares. MoT 12 months. Taxed Jan. 77. Investment £275. W.H.Y? 1954 Austin Somerset for spares or road new clutch. £30. Phone: Hamstreet 2402 (Kent). (83605

MERCEDES 1959 300D fuel injected limousine. A very impressive and rare car, being mechanically related to Gullwing. Running order, easily restorable, a gift at £175 o.n.o. Also XDM 569 on Princess 3-litre, v/cheap. Phone: St. Asaph (N. Wales) 582037. (83606

MARRIAGE FORCES SALE Alfa Romeo Sprint GT 1600. T&T. Black/red int. "C" Reg. Offers please. Sheffield 890895. (83607

ASTON MARTIN DB4 1961 "Superleggera". White, red interior. Radio, wire wheels, electronic ignition. £1,500 o.n.o. Phone: Sandown, I-o-W 3363 evenings. (83608

VAUXHALL 14 HP Saloon 1936. Only 55,000 miles and one owner since new. Good condition. £800 o.n.o. Replies to Box 5220. (83609

BMW 2002Tii, 1973. Custom coachwork, 5½Js Wolfrace wheels with GP70s, stereo cassette/radio. HRW. Sensible offers only. Phone: Gauldry 620 evenings. (83611

ASTON MARTIN DB2 Mk. 3 Drophead. LHD. Maroon grey int. Little damage to front. Offers? Box No. 5221. (83612



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Provisional dates for 1977

Here is a provisional list of those events that will be featured in our 1977 Motor Racing Brochure to be published on December 1st, 1976.

BRAZILIAN G.P. January 30th
UNITED STATES G.P. (West) April 3rd
JAPANESE G.P. April 17th*
SPANISH G.P. May 8th
MONACO G.P. May 22nd
BELGIAN G.P. June 5th
LE MANS June 11th/12th
SWEDISH G.P. June 19th
FRENCH G.P. July 3rd
GERMAN G.P. July 31st
AUSTRIAN G.P. August 14th
DUTCH G.P. August 28th
ITALIAN G.P. September 11th
CANADIAN G.P. October 2nd
UNITED STATES G.P. (East) October 9th

* *May be held later in year (October?).*

We shall offer a wide range of itineraries of varying lengths and prices, ideal for short week-end visits or complete holidays.
If you would like a copy of the brochure early in December, hot off the press, please drop us a line, but if you travelled with us in either 1975 or 1976 you will receive a copy automatically. Please do not write if you qualify under this heading.

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Lotus +2, '69. Black with gold cockpit, Grabber tyres. A striking car **£1,245**
Lotus S4. Sprint colours. 'H' **£1,095**
Lotus Europa, 'K'. Red. 35,000 ..... **£1,395**
MG-B d.h., '72. Orange, overdrive **£1,195**
MG-B d.h., '72. Red, overdrive, 35,000 .... **£1,195**
MG-C in white with black Bermuda hard-top, radio cassette, overdrive, 45,000 ..... **£895**
Midget, '71. Orange, 47,200 miles, radio **£695**

Jensen Healey, 'M'. Orange, 35,000 miles. Service history. Immac. **£1,795**

Spitfire, '73. Red, 39,000 ..... **£1,295**
Spitfire, '74. White with hard-top, head rests, 32,000 **£1,395**
Spitfire, '71. Blue **£875**
TVR, 'J', one owner. White, 55,700 miles .. **£1,095**



GTE, '72. Aubergine, man. overdrive, 47,000 **£1,995**
GTE, 'J'. Red. Auto. 4,000 ..... **£1,395**
GTE, '71, Auto. **£1,695**
MG-B d.h., 'H'. Primrose, w/wheels, chrome boot rack **£895**

TR6, '73. Lavender, white hood, 25,900. A very attractive car **£1,595**

TR6, 'L'. Blue with hard-top, 48,000 ..... **£1,295**
TR6, '72. Bright red with hard-top and chrome boot rack **£1,295**
Rover 3500S, 'N', in Mexico brown with cloth trim, 33,000 ..... **£2,695**
BMW 2002, '74. Silver. One owner, 30,100 .. **£2,695**
Stag, '73. Red. Auto., h/top, tints, p.a.s. **£2,695**
Stag, '73. Green, Auto., tints, p.a.s **£2,495**



'E'-Type drophead, 'H'. Red with chrome wire wheels, 44,000 ..... **£1,895**
'E'-Type, '66, drophead, with hard-top and chrome wire wheels, chrome boot-rack, and finished in bright red **£1,595**
'E'-Type 'F' f.h.c. Red with chrome w/whls **£1,495**

Dino Spyder 'M', in Ferrari red. Engine just rebuilt. Bills for £1,500 ..... **£5,195**

Alfa Giulia GTC (convertible), '67, in red. One of only 87 ever made. A very nice car for its age **£875**
Mercedes 'K' 220/B. White **£2,295**
MG-B GT, '72. Red, 48,000 ..... **£1,395**
3.4 Mk. II Jaguar, '64. Carmen red, chrome wire wheels, black interior. Magnificent car **£995**
1965 Porsche 911S, recent engine rebuild, mag. wheels. Extremely attractive car **£1,497**

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1975(P) RENAULT 17TS Gordini. Met. green/tan cloth; one private owner; radio, striping kit **£2,595**

1973 LOTUS Europa Special. Carnival red/black int. One owner; tinted glass; under 30,000 miles **£2,095**

1974(P) BMW 520. Verona red. Radio, tints. Chauffeur-driven for one owner from new. Low mlge. Outstanding **£4,350**

'74 MG-B GT. Choice three. All overdrive and other extras. *Superb examples* **£2,195**

'74 MG-B Sports Roadster. Choice two. Both overdrive, other extras. **£1,825 - £1,895**

We urgently need more MG, Lotus, Scimitar, Alfa, Lancia, Mexico, RS, BMW, etc., etc. Top prices willingly paid, but only top-class cars, please.

1974(N) AUDI 100 LS. Radio, elec. aerial; low mileage, A1 original condition. Recommended **£2,285**

'P' Reg. JAGUAR 4.2 Auto. L.W.B. Dark blue/red int.; one owner; radio; original throughout **£5,695**

1974(N) RELIANT Scimitar GTE, o/d. Everest white/black. Certified 19,000 miles. Alloys, electric windows, tinted glass. (Choice of two other GTEs) **£3,385**

'P' Reg. BETA 1600 5-door hatchback. Blue/cloth int. Certified 11,000 miles; radio, tints; one owner **£2,595**

'73 ASTON MARTIN V8. Auto., PAS, refrigeration, air-conditioned, radio, stereo, etc. £14,000 new ... **£5,750**

We always stock about 70 used sporting/prestige cars — Rolls-Royce, Mercedes, Alfa, Lancia, MG, Mexico, RS, BMW, Scimitar, etc., etc.

1970 ROLLS-ROYCE Silver Shadow. One private owner. Certified 55,000 miles, full service history Refrigeration and Sundym glass. Metallic mist/blue hide. Outstanding **£8,600**

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KING STREET SHOWROOMS, BLACKPOOL
Tel. 23862/3



The Sports Car Centre
89, Bramley Road, Oakwood, N14 4EY
Tel.: 01-882 4495/1603



1974M LANCIA Fulvia 1.3 2+2, red, 2 owners, low mileage, radio/stereo, unmarked **£1,995**



1972K M.G.-B GT, 2 owners, o/drive, white, Rostyle wheels, tinted screen, 40,000 miles **£1,445**

1975N TR6, white, h/s tops, one owner, radio, undersealed, excellent condition **£2,595**
1974M M.G.-B GT, blaze, o/d., 25,000 miles, radio, 1 owner, unmarked **£2,095**
1973L SCIMITAR GTE, white, Sundym glass, chrome wheels, radio immaculate **£2,595**
1974 LAMBORGHINI Urraco, 22,000 miles, metallic purple **£6,750**
1973L TR6, aqua, h/top, radio, 33,000 miles **£1,595**
1973L TR6, damask, d/head, o/drive, 30,000 miles **£1,595**
1972L M.G.-B roadster, harvest gold, o/drive, one owner, radio/stereo, 32,000 miles **£1,365**
1972K LOTUS +2S 130, blue/silver, 2 owners, mag. wheels, radio, immaculate **£2,195**
1972K TVR Vixen S4, purple, 2 owners, new engine and tyres, **£1,595**
1970J LOTUS 7, Series IV, yellow, mag. wheels, nominal mileage, **£1,395**
1970 M.G.-B roadster, dark blue, h/top, w/wheels, o/drive **£965**
1969G SPITFIRE Mk. III, *o/drive, excellent condition, finished in blue with* silver hardtop **£665**
1959 XK 150 drophead, dark blue **£3,500**

Saloon cars
1975N SUNBEAM Rapier, auto., 2 owners, excellent, bronze **£1,995**
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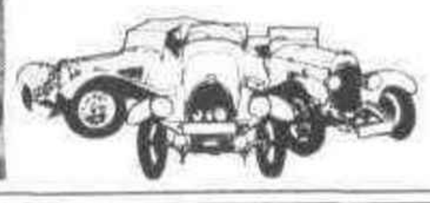


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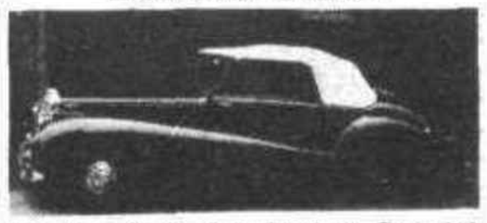
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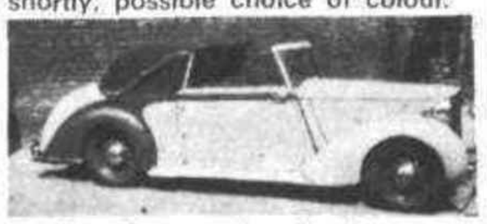
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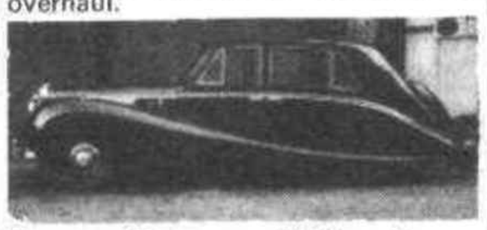
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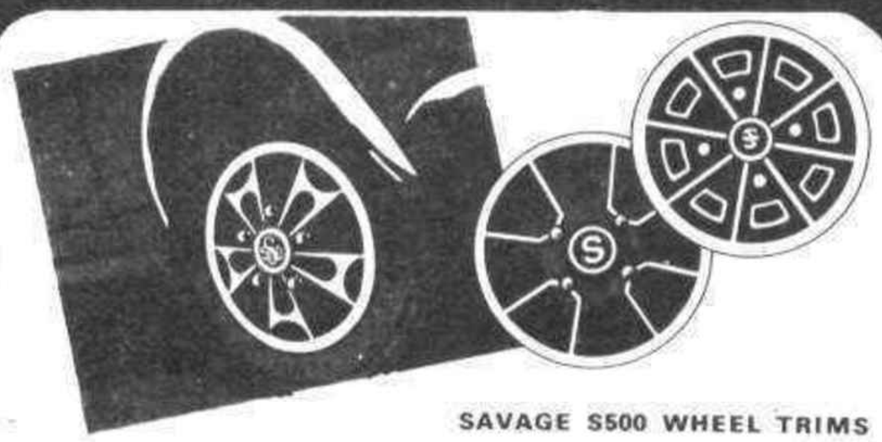
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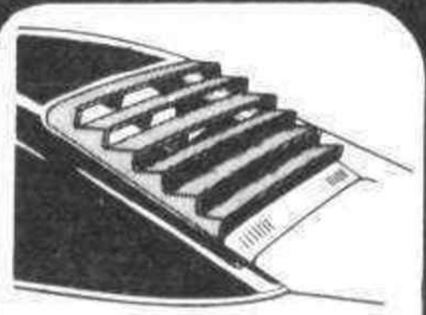
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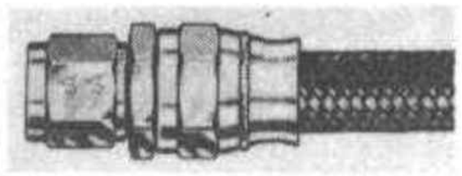
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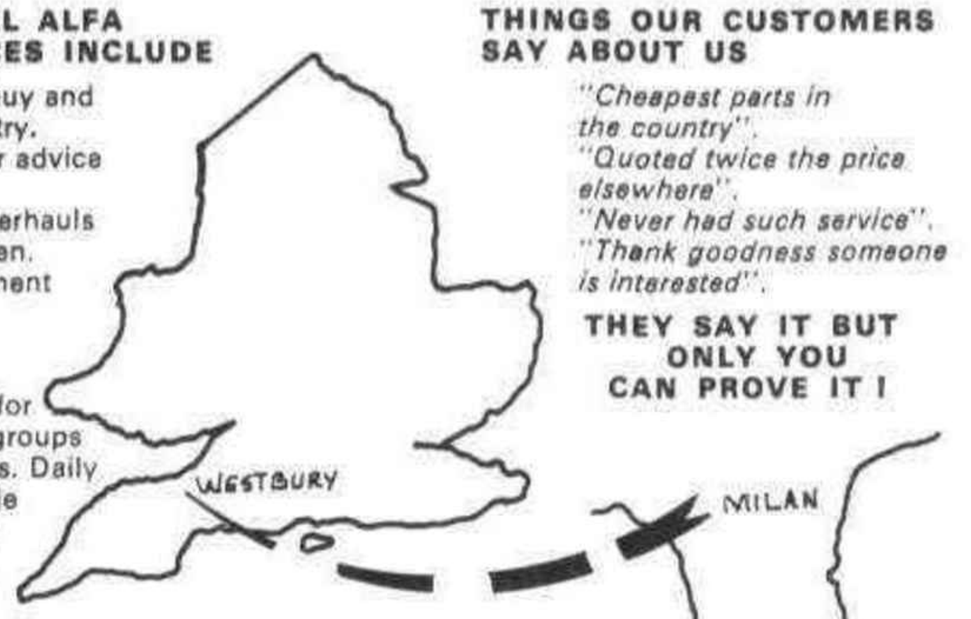
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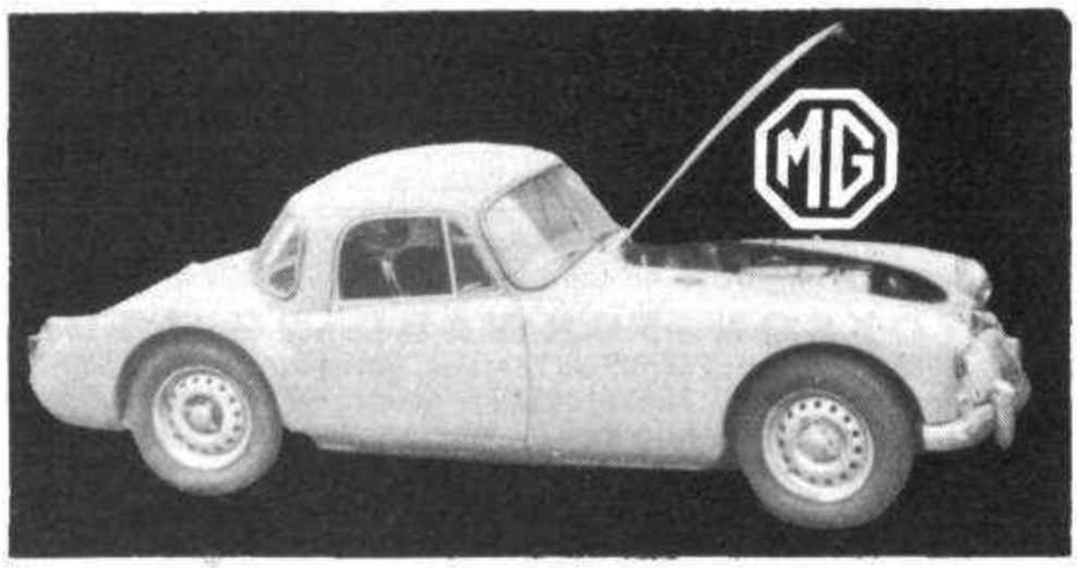
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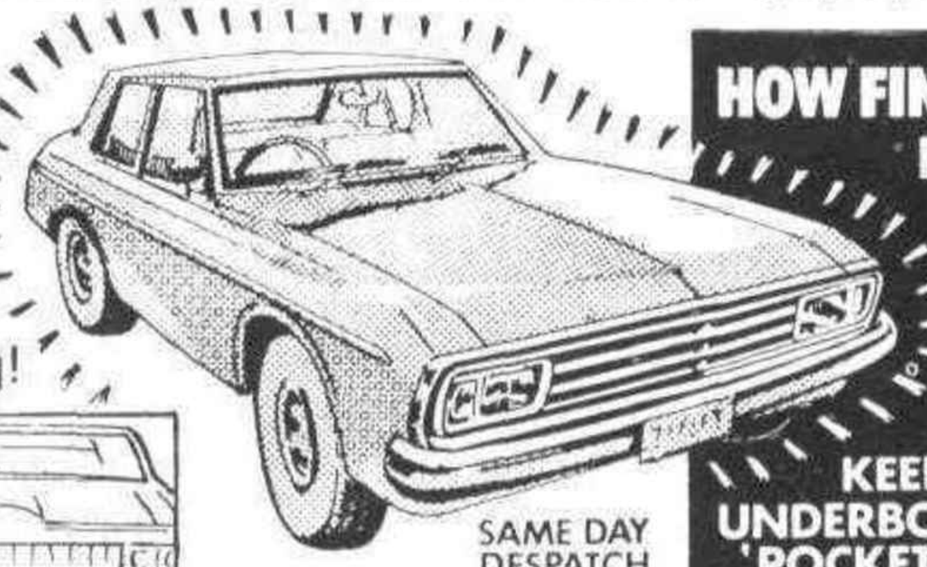


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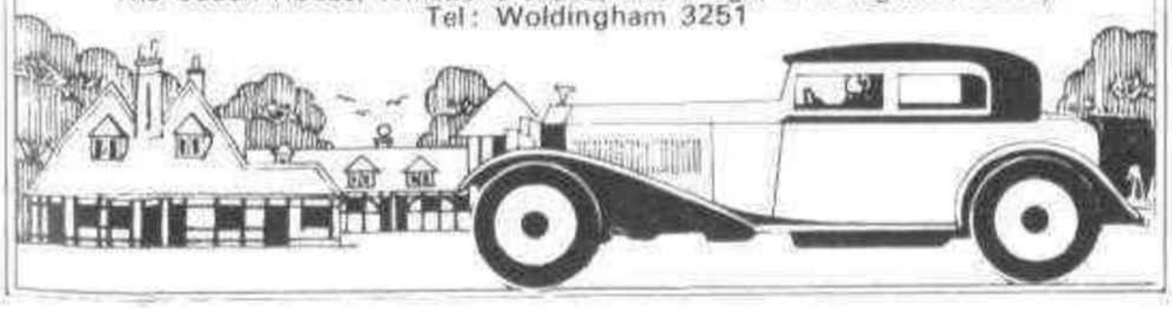
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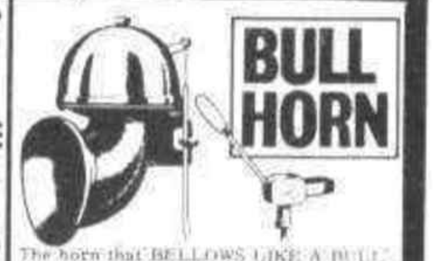
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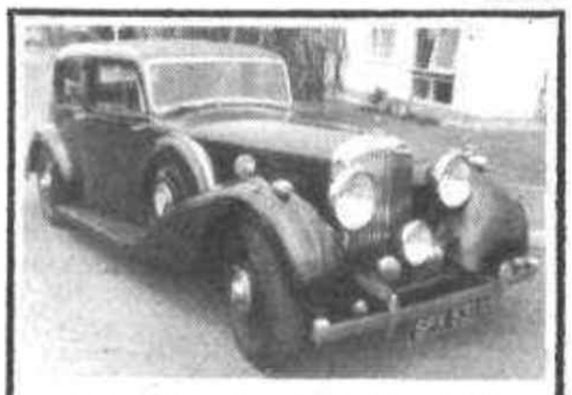
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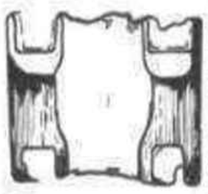
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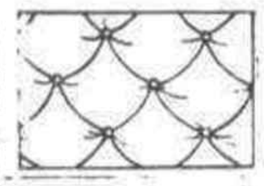
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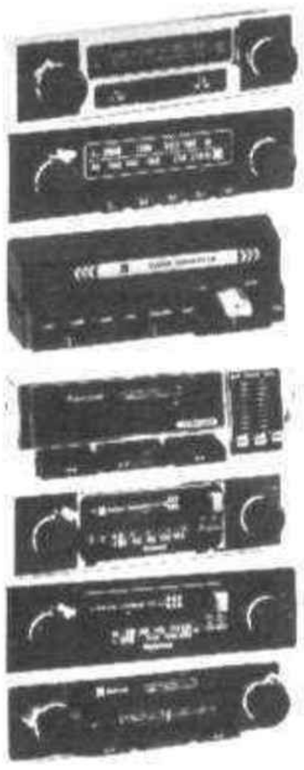
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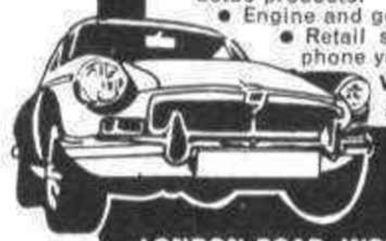
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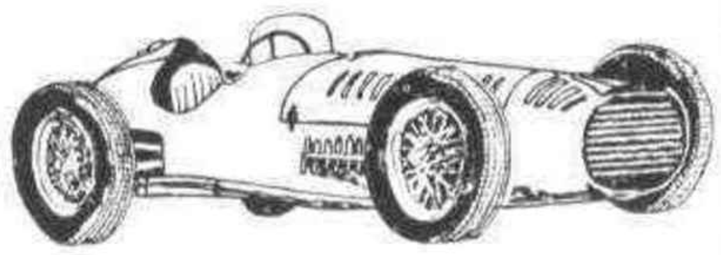
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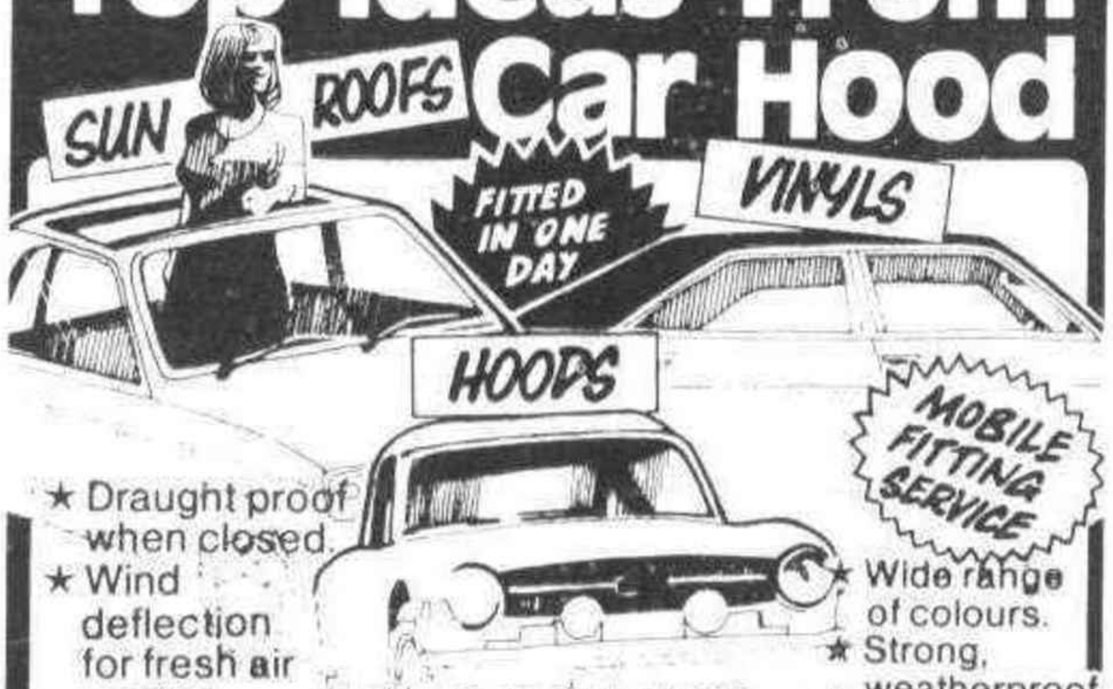
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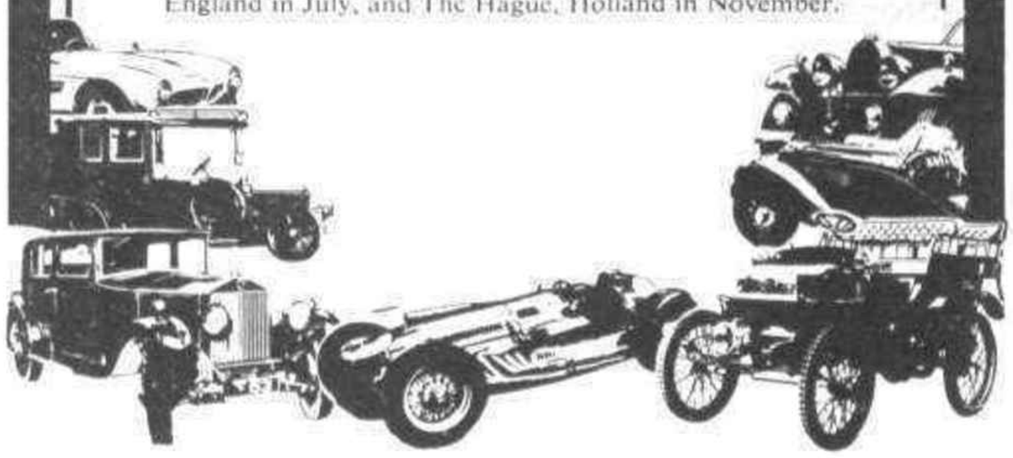
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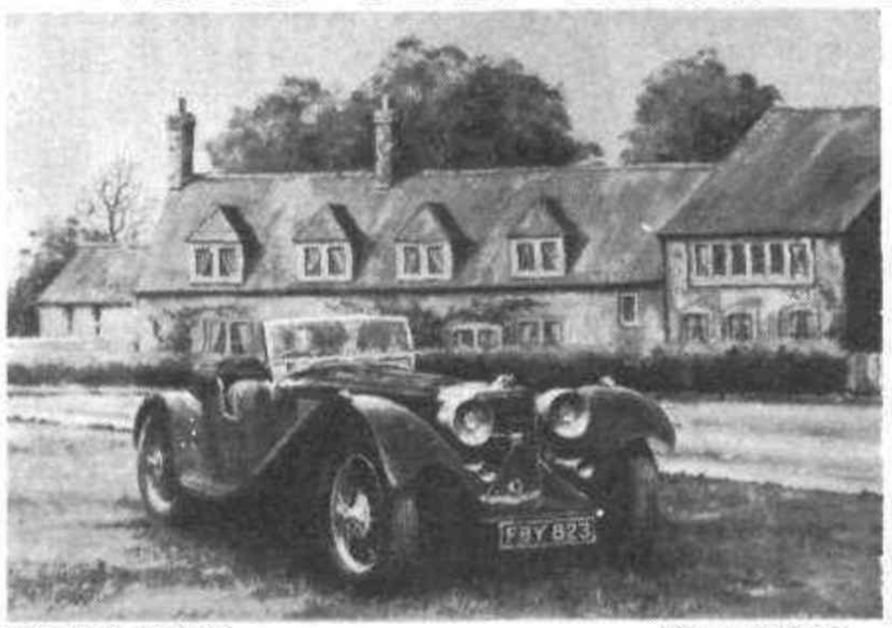
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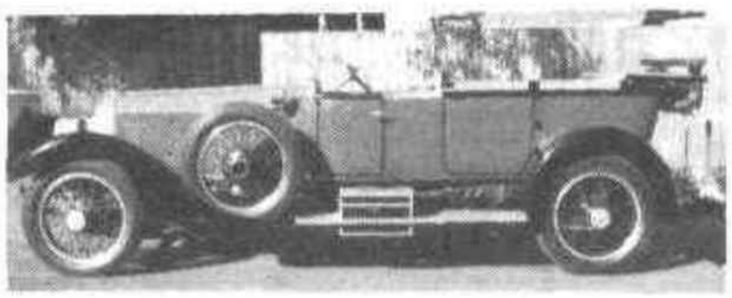
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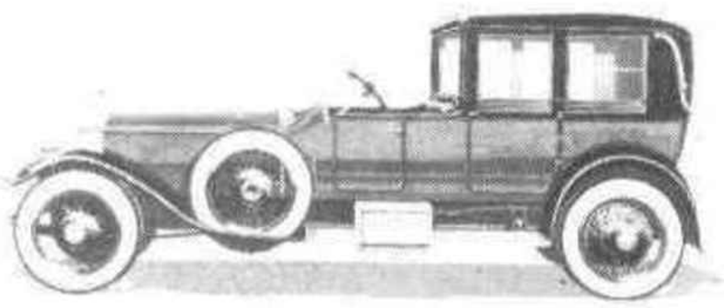
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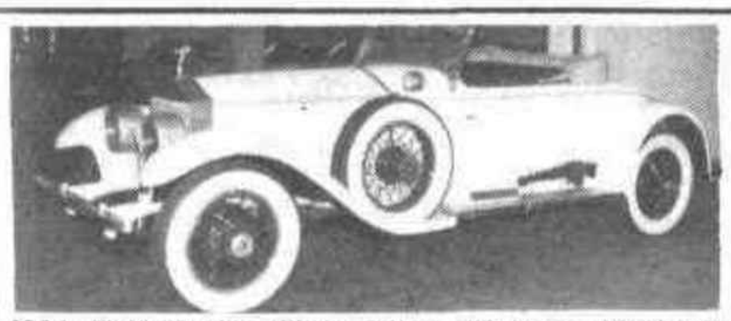
1921 Rolls-Royce Silver Ghost Brewster collapsible Salamanca. Low-mileage English chassis with unusual Brewster body that transforms from a formal town car to a completely open tourer. Completely restored excepting upholstery. **Chassis No. MG9676**

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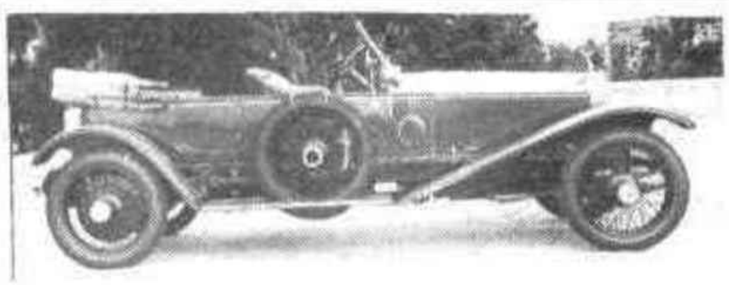
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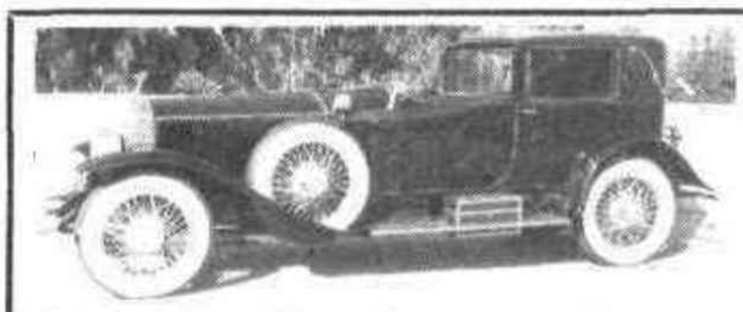
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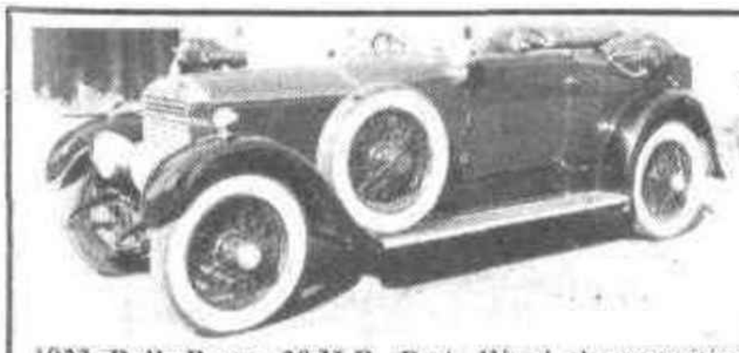
1921 Rolls-Royce Silver Ghost Wilkenson-bodied Alpine Eagle tourer. Completely restored. **Chassis No. VH1720**

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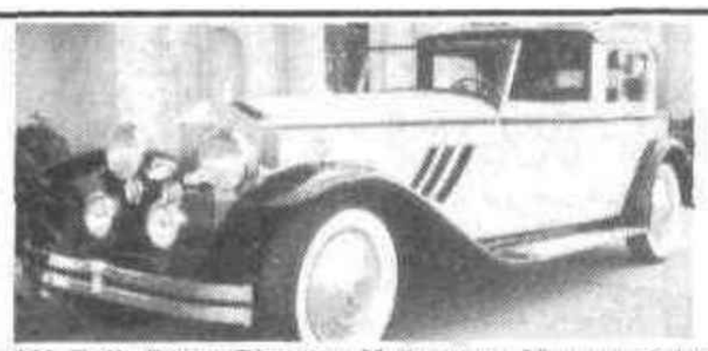
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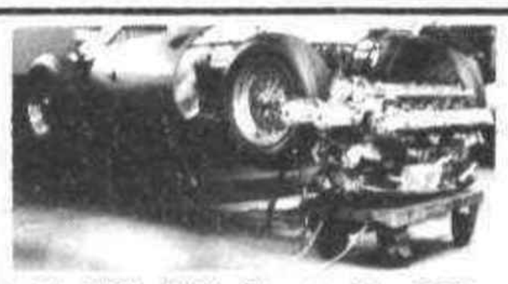
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JENSEN CV8 Mk. II & III cars in good condition for sale and wanted by enthusiasts. Telephone Northampton 843120. View anywhere. (82798

VOLVO P1800S 1966. Genuine mileage 65,500. Overdrive. Webasto sunshine roof, heated rear window. Expertly maintained since new. Best offer over £800. Phone Buckingham 3311 after 6 p.m. (82368

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MG-B V8 OCTOBER 1974. Tundra with tan interior, overdrive, alloys, headrests, Sundym, Radiomobile radio 8-track stereo, Sunroof. HRW. 20,000 miles. Immaculate. £2,650 o.n.o. Exchange Range Rover in excellent condition. Newport Gwent 0633 53378 weekdays. (83720

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1963 FIAT 2300S Coupe. Very interesting car for rebuild, noisy diff. Offers over £300. 1963 Ford 10 (barrel type). Original spec. Ideal restoration. Offers over £400. Tel: Paignton 0803 550045. (83882

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1956 BENTLEY S1, White over sand. New tyres, good condition for year. £1,650 o.n.o. 1938 Commer Van. New tyres, reconditioned engine. £500. Tel: Nunney 285. (84021

TALBOT 75 1933 short chassis. Second engine rebored, new pistons reground. Tourer body partly built. £600 o.n.o. Luxmoore, 18 Wasdale Park, Seascale, Cumbria, Seascale 714. (84033

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LOTUS EUROPA S2. Must be the best. Finished in red Gold coachlines. Oatmeal interior. Tinted windows, sunroof, etc. Maintained regardless of cost, hence £1,500 o.v.n.o. Phone Sheffield 368647. (84026

MG-B 1972 "L" REGD. Blaze, navy cloth interior, overdrive, tinted windows, Rostyles HRW, Motorola, undersealed, full MoT certificate. Below average mileage. £1,495 o.n.o. Tel: Fitzpatrick 051-426 5147 (office), Rainford 4621 (home). (84035

SUNBEAM TALBOT Mk. III sports saloon 1956. Dawn mist over Biarritz blue coachwork. Grey hide upholstery. Only 41,000 miles from new guaranteed. Sunroof and radio in perfect order. Original toolkit complete. Concours winner this year. Service history available. In absolute concours condition throughout, drives accordingly and inclusive in the sale is a cherished number plate NGL 123. Offers invited. Phone (Cardiff) 0222 703081. (84036

LOTUS ELAN SPRINT FHC "K" Reg. (1971). Fitted numerous extras. T&T to April 1977. Whole car in immaculate condition. £1,400. Phone: Boston (0205) 63942. (8403/

RILEY 9 KESTREL Saloon 1935 Series. Sound original condition. Good mechs., clean interior, mileage 90,000 since new. Current MoT. Offers around £1,250. Also Riley 1½ 1947. Complete but needs restoring. Any reasonable offer. For appointment to view ring Hayle, Cornwall 752298 or 753595. (84038

FRENCH MONSTER. Rare 1957 Peugeot 403 Estate. Daily running order. New tyres, gearbox overhauled October. Large hearse-black body. £500. Tel: 0308 862547 (Dorset). (84039

LOTUS ELAN 1971 S4/SE. White DHC. Exceptional condition throughout. Radio. Realistic price £1,295. Cowden 749 (Kent). (84041

1951 SINGER 4AB engine and gearbox, good working order, any offers. Cox Tel: Falmouth 313882. (84042

MG-B ROADSTER with overdrive/radio, 1974. Original harvest gold. 29,000 miles recorded. £1,675. P/ex considered. This is a super condition motor car. Bournemouth (0202) 700200. (84044

STAG WITH MANUAL gearbox 1973 (December). Hard/soft. Original immaculate. Magenta. 3,000 miles recorded. Radio. £2,650. P/ex. considered or offer? This car has been pampered and is not to be confused with average examples. Bournemouth (0202) 700200. (84044

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1975 (Oct.) ALFASUD L. Silver metallic **£1,825**

1974 ALFETTA 1.8. White. High mileage but lovely condition **£1,825**

1974 ALFASUD Ti. White. Fitted Westune twin-carb. conversion, sun-roof **£1,575**

1974 2000 saloon, choice two from **£1,550**

1972 2000 GTV. Met. Blue. **£1,525**

1972 2000 saloon. Alfa Red, cloth trim. Exceptional **£1,195**

1971 (Oct.) Super saloon. Alfa Red **£795**

1969 1750 GTV. Red. Much money spent **£725**

1975 MG-B Midget 1500. Yellow. One owner, low mileage .. **£1,575**

1975 LANCIA Fulvia coupe, low mileage. Silver met. **£2,395**

Crown Lane (B5238)
Horwich, Bolton.
Tel. (0204) 68621

NOSTALGIA

SOMETHING OLD, SOMETHING NEW(ISH)...

As I (and no doubt you) had hoped, the stock has changed somewhat during the past few weeks, the cooler weather and the shrinking pound having roused the lethargic into seizing the last of the summer bargains (well, almost the last!). Recent activities have been confined to slaloming the new acquisitions around the puddles in local country lanes, and frightening my remarkably good-natured neighbours with the **Ex-Factory Porsche** (see below). 70 m.p.h. in very heavy rain down the length of the M1, in the **Ex-Works XK120** (aeroscreens and all) was unpleasant to say the least, even for my high tolerance level, but the **Jaguar Drivers' Club AGM**, at the Coventry factory which prompted the drive, made it all worthwhile.

A serious contender for the **'best weekend of the year'** must have been the **Phoenix Park Meeting in Dublin** (Sept. 17th/19th), for which we were able to drive our Listers, HWMs, etc., on the road, in and out of the rush-hour traffic ! I risked the entire journey to and from Hertford in an **XKSS** and magnificent transport it was too. A complete report of the whole meeting would take two whole pages, but if you can imagine Hyde Park or Regent's Park closed to public traffic for two days, with the Outer and Inner Rings used for a superb 2.7-mile circuit, plus 50,000 spectators watching machinery as varied as Bugattis, ERAs, Maseratis, Formula Atlantics, BDA Escorts, and even 900 c.c. Kawasakis (not all in the same races !) achieving 170 + m.p.h. on one of the last real road/race tracks in the world, then you have an idea of the enjoyment we all had. Thanks to all Dubliners concerned for their tremendous enthusiasm and hospitality, both in and out of 'The Park'.

HERE OR COMING:









1924 FRAZER NASH 'SUPERSPORTS' — OR 5374: 'THE OYSTER SHELL REPLICA', built using original vintage 'Chain Gang' chassis, mechanics and all running gear, as a faithful replica of the 4th FN made; VSCC accepted; '1,000 m. in 24 Hours' Rally in 1973; very quick, exceedingly pretty and eminently usable; 100 pts. (*Photo.*)

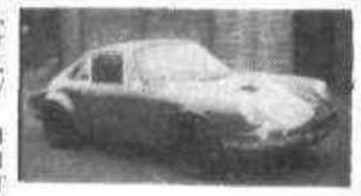
1928 AUSTIN 7 CHUMMY — UY 4751: Winner 'Fred Eley Trophy' at Beaulieu 1976 as the 'Best Austin 7 Tourer'; enough said ! 100 pts. (*Photo.*)

1950 EX WORKS JAGUAR XK120 ROADSTER (ALLOY) — JWK 650: One of the famous six, this the Biondetti car (Mille Miglia, etc.), subsequently successfully raced by Harvey-Bailey; totally restored from the bare chassis, with acceptable mods to engine, suspension and brakes but largely original bodywork and interior; a beautiful unique road car and historic racer; 100 pts. (*Photo.*)

1953 ASTON MARTIN DB3 No. 8 SPORTS/RACING — NUV 925: Another famous car, the only one of the 10 built still totally original and unrestored; 25,000 m.; splendid racing history. (Class winner Dutch Sports Car Grand Prix, etc.), now used for historic racing/sprints and for shopping/commuting, etc.! 98 pts. (*Photo.*)

1956 JAGUAR Mk VII M SALOON: The rare 'manual and o/d' version; 9,000 m. from new and absolutely original too; one of the best anywhere; 100 pts.

1967 EX-FACTORY PORSCHE 911 — YBF 847J: Specially built by the Works for private entrants' racing (McNally/Lucas — S. African Series); also entered for the Targa Florio and Le Mans; special mechanics including titanium rods and complete '904' bottom end, modified brakes, suspension, gearbox, etc., etc.; engine rebuilt at Stuttgart 5,000 m. ago; lightened body and interior; road registered and M.o.T'd. (though the megaphone exhausts are *noisy*, the noise is pure music!); eligible and ready for Group IV Post Historic Racing within the HSCC, and in splendid, largely original condition — 95/98 pts. (*Photo.*)



1968 AC COBRA 289 Mk. II — SKK 824G: Restored with completely new parts including bodyshell and all mechanics just 3,000 m. ago from the barest of chassis; 306 b.h.p. engine; certainly the nicest Mk. II I've ever driven — 99/100 pts.



1970/76 MORGAN +8 CUSTOM — 111 RKE: 'The Ultimate Morgan . . . one of the most beautiful Morgans ever seen' — so said 'Motor' last May when featuring this car on their front cover, etc. Just 5,000 m. since being built brand new around the chassis no. of a totally wrecked +8; everything is 'one-off' but in the best possible taste; special engine, 5-speed box, modified suspension, brakes, etc.; absolutely superb paintwork, trim; past MOC Concours winner — 99/100 pts. (*Photo.*)

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FOR SALE—continued

BMW 2500 1972. Manual. Excellent condition. Radio/spots, new tyres. Full service record. High mileage, hence £2,000 o.n.o. Tel: Curry Rivel 606 or Ilminster 2721 (day). (82496

AUSTIN HEALEY 3000 Mk. II 1961. Flame red, red interior. Hard and soft tops. Radio 72-spoke w/wheels o/drive. Gold Seal eng. Taxed and tested, £1,800 o.n.o. Contact: A. J. F. Smith Darlington 62271. (83945

1909 DAIMLER 2-seater (bucket type) Raceabout. 15 h.p. Knight double sleeve valve engine. A very rare car, needs finishing. Would part exchange. Offers over £3,000. Phone: Blackburn 65078. (83946

SUNBEAM TALBOT 1955. O/D, rev. counter, mechanics good, body needs work. Not used last year. £165 o.n.o. Parker, 26, Whitethorne Street, Crumlin, Gwent, NP1 4PY. (83947

BERKELEY T60 CONVERTIBLE, 1960. 3-wheeler. MoT to 3/6/1977. 50+ m.p.g. Good original condition. £175. Kirkby Fleetham 297. (83948

TR5 PI CONVERTIBLE. V.g.c. O/D, W/W. Taxed and tested June 77. Stereo radio/cassette. £650. Many spares inc. engine, gearbox, diff. Tel: Goole 5791 (evenings), Goole 2401 (days). (83950

JBW FERRARI 1959. Ex-Brian Naylor sports racing car. Semi-dismantled. Eligible HSCC events. £2,500. Ring 061-980 3298. (83951

AC ACECA BRISTOL 1960. Fine original condition. Much mechanical work recently done. £1,650. Ring 061-980 3298. (83952

DAIMLER V8 250 1968. Silver grey, automatic, p.a.s., taxed, low mileage. This car is in excellent condition, £850. Barcombe 400454. (83953

TVR 1600M 1973. Marigold. Low mileage, Wolfrace wheels, sunroof, 8-track radio. Very good condition. £1,500. Merstham 3206. (83954

MORGAN +8 1974N. Extras. Very good condition. Rust-protected. Low mileage. £4,000. *Ashford (Middx.)* 42572. (83955

THE ULTIMATE BMW 3.0 SI. Fitted with a 3.3 fuel injected BMW engine, alloy wheels LSD. Radiomobile with electric aerial. engine just run-in. Polaris with navy blue velour trim. Very quick and economical, 25 m.p.g. Ex. cond. £2,995 o.n.o. Telephone Hoddesdon 41336/7 (daytime only). (83957

ALFA ROMEO 1970 Spyder 1750 Veloce. Beautiful and rare. Investment at £1,095. 0202 (B'mouth) 54715. (83869

MORRIS MINOR MM side valve, BRG with light tan interior. Whole car in exceptional original condition. Engine rebuild just completed £600. Tim Frost, Abbotswood, Belbins, Romsey, SO5 8LF, Romsey 513237. (83959

1960 MG-A 1600 FHC. Concours rolling chassis, body and trim removed but complete. Ideal basis for 100 point restoration. £495 or exchange for Healey BN1. Tim Frost, Abbotswood, Belbins, Romsey SO5 8LF. Romsey 513237. (83959

SUNBEAM TALBOT 90 1951. Smart black saloon. Stored 7 years, 60,000 odd miles from new. Offers: Mr. Turner, 11 Gower St. Rochdale. Tel: 49405 evenings till 6.30. (83960

MG-A TWIN-CAM FHC 1960. Orient red. Red leather seats. Very good runner. Bodywork superb. Needs very little work to complete this rare car. £1,250 o.n.o. Ring Wisbech 61708 or 2864. (83638

1923 JOWETT 2-seater and dickey. Absolutely original car. Covered 1,500 miles since complete restoration to a very high standard. Tel: Huddersfield 842810. (83635

1931 AUSTIN HEALEY Saloon 12/6, original for restoration. Sensible offers considered. Phone Reading 27134 weekends. (83637

ROLLS SILVER CLOUD III 1965. Privately owned. Under 100,000 miles. Electric windows. £6,950. No offers. Box No. 5222. (83865

PORSCHE 1969 Sportomatic 911E. Elect./tinted windows. S/roof. M/extras. Possibly best UK £2,275. P/X considered. 0202 (B'mouth) 54715. (83869

MG TD V2. Rebuilt to engine and body just completed. Resprayed BRG. Very good rust-free condition. In excellent running order. MoT July 1977. Offers around £1,700. Gravesend (0474) 61627 Dunford. (83886

OGLE FULL 1275 'S' Cooper specification. Extras include alloy wheels, sunroof, Halogen headlamps, etc. Practical appreciating investment! Reluctant sale due to driving *ban. £1,050. Would consider exchanging* for Group 1 car. Tel: Bolton 654246. (83926

JAGUAR MARK II Saloon 1966. White, manual, overdrive, chrome wire wheels, radio. MoTd. Excellent condition all round. Bargain at £525 o.n.o. Tel: 021-358 2762 anytime. (83927

SCIMITAR GTE 1970. Manual o/drive in Pistachio green, black interior. 8-track player/radio. Carefully maintained during 35,000 miles. In immaculate condition, £1,350. Tel: Lockerley 40404. (83930

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BROOM HOUSE, ASHCOMBE, DAWLISH, DEVON.
Tel.: MAMHEAD 253 (Daytime), BUDLEIGH SALTERTON 2576 (Evenings and Weekends)

1961 DAIMLER SP250 (Dart) B-Spec. Metallic gold, black hood and interior, 4 Cinturatos just fitted. *Disc wheels, tonneau.* **£1,250.**

1964 DAIMLER SP250 (Dart). C-Spec. White with new black hood, interior good, good Cinturatos on wire wheels. **£1,100.**

1965 AUSTIN HEALEY 3000 Mk. III. Excellent car. Just had repaint in metallic blue, new carpets (including boot), tonneau, hood, and hood bag new, in dark blue. Offers around **£2,000**, take part exchange if interesting.

1964 AUSTIN HEALEY 3000 Mk. III. Black, new steel wings being fitted to rear. Red interior, white hood and tonneau. **£1,875.**

RELIANT Sabre, 1965. One of the few surviving Sabres with a really crisp and lively 2½-litre Zephyr engine. On wire wheels, car is exceptionally good example of this rare model. **£575.**

1967 ALFA ROMEO 2000 Sprint. Exceptional car on wide wheels. Metallic shadow blue, cream leather *interior.* **£850.**

ASTON MARTIN DB6, 1966. Silver grey-black interior, chrome wire wheels, Vantage engine. **£1,875.**

TRIUMPH 2.5 PI estate, 1972. Mr. Greenwell's personal car, recent new gearbox and clutch. Overdrive, whole car is absolutely A1 and in immaculate order inside and out. **£1,300.**

JEEP W.W.II. We have sold our two mint ones, however, this one will be restored with all markings etc. *in olive drab, new hood, seat cushions, new* tyres, etc. Probably ready by 1st Nov.

MG VA, 1938. Basically good original car, needs paint and roof lining, wood floorboards. Reasonable price for present condition. **£500.**

FACEL VEGA Model, Facel II. This car has now arrived, see last month for more details. Not immaculate, *but very impressive. Its 7.4-litre motor* has only done 10,000 miles and a little work will make it a very valuable car. **£1,850.**

WORLD WAR II Chevy. 15 cwt. 4 x 4. Very original. Good mechanics.

1953 ASTON MARTIN DB2. Basically very good car, needs one or two bits of odd trim attending to inside. **£1,250.**

VOLVO P1800. White, black upholstery, very tidy and reliable example. **£750.**

WANTED: BRISTOLS. All models before the change to V8. Prefer good examples or any other interesting cars, particularly American cars of the thirties.

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FERRARI SPYDER
Another **250GT Farina Spyder,** this time RHD. Good original condition.



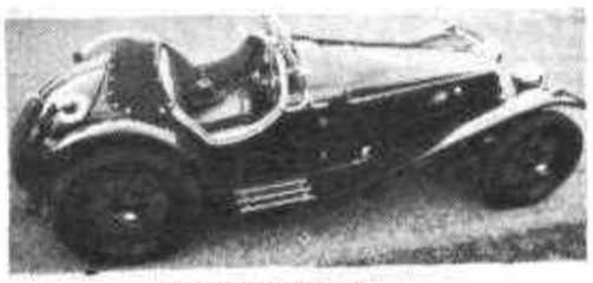
£4,150. 1972 DINO
Excellent. Red, black interior. 40,000 miles.



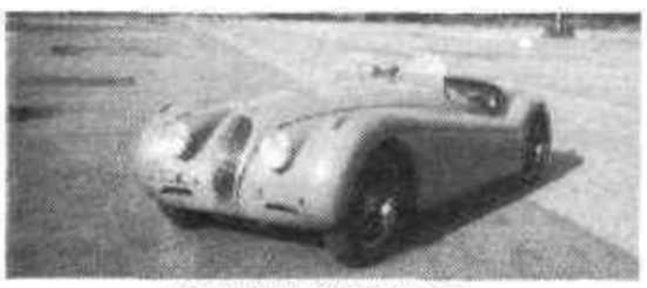
£5,250. FERRARI 275GTB
Ex-Maranello demonstrator. History. Red, chrome Borranis.



ASTON MARTIN Mk. II FHC
A very interesting example of a Bertelli-bodied Mk. II. Beautiful lines.



RILEY MPH
A *concours* example of one of the most desirable PVT sports cars.



JAGUAR XK120 SE
Special equipment model, full history. Red. Louvred bonnet, aero-screens, Monza filler, etc. Superb.



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FOR SALE—continued

FROGEYE SPRITE 1959. Restored to high standard in original Frogeye colour. £450. Southport 68427 evenings. (84046

FIAT 124 SPORT Coupe 1800 c.c. 1st reg. Feb. '75. One owner, very clean condition. Telephone H. V. Lewis, Congleton 4749 (33745

JAGUAR E-TYPE Roadster, 1966, 32,000 miles. Absolutely lovely condition throughout. Full MoT and tax. £1,450. Royston 41454 (Herts). (84047

1928 4½-LITRE BENTLEY in exceptional condition, hence top price required. Bottom page 157 Green's "50 Years of the Marque". Serious enquiries only please. No dealers. Box No. 5224. (84048

CONVERTIBLE BENTLEY Continental by Park Ward 1960. A fortune spent, hence immaculate. Offers please. Telephone: (0532) 692700 home; (0274) 57251 business. (84049

SUNBEAM TIGER 4.2 V8 '65. Just completed rebuild. New wings, resprayed firebrand red, black hard-top. Interior refitted with new door panels and carpets. PB radio. New discs and linings. This car in excellent condition and is regretfully offered for sale. Taxed and tested. Offers around £950. Tel: Upholland (Lancs.) 624307 after 7 p.m. (84050

1937 STANDARD Flying 12 h.p. Beautifully restored. Body now superior to R-R. Full MoT. £1,100 o.n.o. Consider motorcycle p/ex. No rubbish please. Oxford 735097. (84051

AC 428 AUTO. Number 19 of 51 Fastbacks made. 46,000 miles. £2,300. Write: Isles Rocliffe House, Easingwold, North Yorks. (84052

MGs FOR SALE: 1934 NA 6-cyl. 4-seater, with supercharger, very original, being rebuilt. Considerable work done and much money already spent—needs about £400 to complete. Require £1,250 minimum. Also 1958 ZB Magnette Varitone, green over black. Utterly magnificent, completely original (not a rebuild). Same ownership for 15 years. Probably best original example available, really is a beautiful car. £1,500. Overseas posting only reason for reluctant sale of these cars. Serious enquiries only please. Rochdale 33516 (evenings only). (84053

1938 AUSTIN TEN four-door saloon. This car is in near perfect condition and must be a potential concours winner. Long MoT. £1,250. Consider p/ex. Morgan W.H.Y? 1962 MG-A MK. II Roadster. New sills, resprayed. Very good mechanically. Year's MoT. £750. 01-397 3902/6018. (84054

E-TYPE JAGUAR V12 2+2 manual. 25,000 miles. Primrose, radio, stereo, electric aerial. Excellent original condition. £2,800. St. Germans 663 (Cornwall). (84084

BRISTOL 405. Paintwork poor, otherwise reasonable. £650. One off Bristol 401. Special body, very ugly / attractive? Certainly very unusual. Offers. Wanted: 403 or other model Bristol. 021-474 4918. (84085

1935 (ROESCH) TALBOT Saloon. Very original throughout. Good original sound bodywork. Original upholstery in good condition. Runs very well. Two previous owners in past 25 years. Selling due to lack of time. £1,850. J. Parrish, 1 Viewfield Road, London, SW18. 01-874 7904. (84086

DAIMLER SP250 Sports, 1962. Excellent original condition. 30 m.p.g. £950. Derby 42424 Ext. 1092 (work). (84087

FOR SALE—continued

1967 ASTON MARTIN DB6 Automatic. Immaculate order throughout. Just had decoke and complete brake overhaul. Well above average condition. AA inspection welcome. £2,150. Redhill 64457. (84083

3.8 E-TYPE JAGUAR FHC 1962. Excellent coachwork. Good mechanics. CWW stereo. £600. Wallingford (0491) 36390, Oxon. (84096

BRISTOL 404. One of the best. Offers over £3,000. Write for full details to the Advertiser, Corner Cottage, Hildersham, Cambridge. (84098

SPRITE MARK I. Short MoT, spares or repair. Driveable. Offers. Phone Reading 67952 (84099

1928 MORRIS OXFORD Doctor's coupe, fully reconditioned. Beautiful condition. Concours winner £2,800. Fraser's Filling Station, Annan Road, Dumfries. Collin 644 (84102

AUSTIN HEALEY 3000 Mk. III 1967. Overdrive, wire wheels, all steel body, MoT. £1,650 o.n.o. Eccleshall 850888. (84106

MERCEDES 230SL 1965. Manual. Soft-hard tops, brown/beige, excellent condition. £2,400. 0924 273351. (84103

DAIMLER V8/250. Due to arrival of company car enthusiast offers 1969 low mileage saloon in excellent condition. Manual, overdrive, p.a.s., HRW radio, etc. Enquiries/offers in the region of £950 telephone Chesterfield 77562 evenings only. (84105

FIAT DINO FERRARI 1972. LHD. Silver black hood, unmarked scarlet interior v.g.c. Price £2,325. Further particulars Tel. 01-937 8464 evenings. (84108

TR5 1968. Under 19,000 miles, two owners from new. White, soft-top, stereo radio, electric aerial etc. This must be one of the best original TR5s around. £1,300 o.n.o. Tel: 0695 (Lancs.) 421019. (84111

SCIMITAR GTE 1973. Reg. 54 DNO. 25,000 mls. Manual. One owner. Beaujolais red with gold coach-line. Sundym electric windows, stereo "8" cartridge player/radio with 4 speakers. Chrome/alloy wheels. "Golde" sunroof. Motolita s/wheel. s/s exhaust system. Virtually new tyres. Taxed until May '77. Absolutely immaculate condition. £2,650 o.n.o. HP available. Mr. Coles, "Cotswold", Southmeads Road, Oadby, Leicester. Tel: 719505. (84110

LOTUS ELAN S4 Nov. '70. Excellent condition for year. Tonneau, knock-on wheels. Offers over £900. Telephone: Eccleshall 850391. (84112

FORD MODEL "A" (1927). Radiator and engine parts. Also pair Mk. 1 Land-Rover doors. Details: Muir, 041-881 5612. (84113

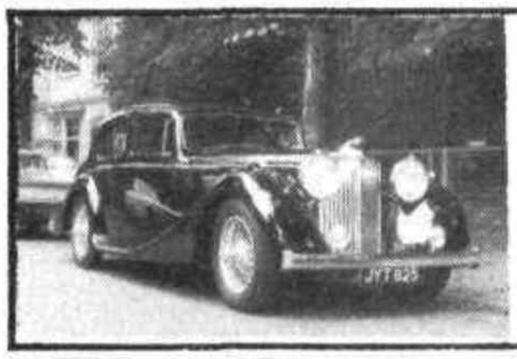
+2S 130/5 1973 (M). Lagoon blue/oatmeal interior. Alloys HRW, radio. 31,000 mls. Maintained regardless of cost. Absolutely immaculate throughout. £2,565 o.n.o. St. Helens 29330. (84089

TVR YELLOW S3 1972. (K). Taxed, MoT. £1,100. Phone: Cockwells 484 p.m. only. (84090

RAILTON CLAREMONT Drophead Coupe, 1937. Needs work but original and complete. Barnstaple 3645. (84091

DAIMLER MAJESTIC Major limousine, 1968. Low mileage, service history. Black over sage. Exceptional. Offers around £1,500 to: Box, Bridge End, Old Hutton, Kendal (053 925519). (84092

MARCOS FORD 3L. Tangerine. Low mileage. Immaculate example, full specification. Rare opportunity to purchase Marcos masterpiece. International Rally 1976, best V-6 best exterior, 2nd concours. £2,100 o.n.o. Terms p/ex. Nottingham 873990. (84093



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Forms of Tender, which include some detail of the vehicle, are obtainable from the undersigned, to whom tenders must be returned in plain sealed envelopes endorsed "Tender for S & D Vehicle" by 30th November next.

The Council reserve the right to accept any tender received.

H. S. HALPIN,
Director of Technical Services.

District Offices,
Llanion Park,
PEMBROKE DOCK

TDK Sports Cars



TRIUMPH Spitfire, 1973, finished in sapphire blue, one owner, 16,000 miles only. Offered at **£1,295.**

TRIUMPH TR6, 1973, finished in sienna brown, tan int., o/d., h/s tops, radio. Outstanding example . . **£1,695**

TRIUMPH TR6, 1972, finished in emerald green, fitted hard top, o/d., electric windows, radio/stereo etc. A one-owner car. **£1,395.**

LOTUS Elan Sprint d.h.c. 1971, beautifully finished in chocolate brown and gold. Offered at **£1,695.**

LOTUS Elan Sprint d.h.c. 1971, finished in red, recorded mileage only 32,000. Offered at **£1,695.**

LOTUS 7 Series IV, 1972 Ford 1600 GT, finished in orange, full weather equipment etc. Offered at **£1,395.**

TRIUMPH GT6, 1973M. Finished in carmine red, o/d., cloth seats, Sundym, radio, h.r.w. Superb example **£1,495**

TRIUMPH TR6, 1974 (N), finished in magenta, fitted o/d., detachable hard top, radio, stereo, looks like new. Offered at **£2,195**

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TVR 2500 (M), 1975. Superbly finished in electric blue, with tan interior, sun-roof; one owner from new, recorded mileage 5,000. Offered at **£2,695.**

MG-B Roadster, 1973, finished in bronze yellow, fitted o/d., radio etc. Offered at **£1,575.**

MG-B GT, 1971, finished in bronze yellow, fitted o/d., sun-roof, radio etc. Offered at **£1,395.**

MG Midget, 1971, finished in bright red, fitted radio, etc. **£845.**

MG Midget, 1969H, mineral blue, radio. Very nice example . . . **£595**

RELIANT Scimitar GTE, 1972, auto., finished in capricorn blue with tan interior, excellent example. Offered at **£2,095.**

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RELIANT Scimitar GTE Auto., 1973, ivory beige, black int., alloy wheels, radio/stereo, h.r.w. Superb example **£2,495**

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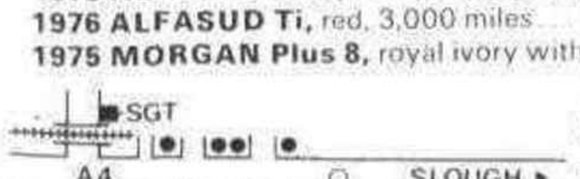
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LOTUS ECLAT 520, red with oatmeal trim ..... **LIST**
LOTUS ESPRIT, red ..... **LIST**
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1976 LOTUS Elite 501, gunmetal metallic with oatmeal interior. Supplied new by us **£6,750**
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1975(N) Beta 1600 coupe, beige/tan PVC; one owner, 13,000 miles only; fitted radio. **£2,850**
1975(N) Beta 1600 saloon, dark blue/brown cloth; 11,000 miles only. Superb order throughout. **£2,475**
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1974 Fulvia S3, blue/red cloth trim; one owner, 22,000 miles only. **£2,150**

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This superb Riley has only done a few thousand miles since being stripped to the bare chassis frame and completely rebuilt in mechanics and coachwork, etc. to its original new condition (the rebuild taking nearly three years and 3,000 man-hours). This is the finest example of its type that exists and has won numerous recent *Concours*. Full history, original instruction manual, etc. (I regret the above photo does not do justice to its superb condition.)



At the time of going to Press, I have one **New S.L.S. BENTLEY Sports** 2-seater for immediately delivery. (Similar to the one road-tested in the "Motor" 21/8/76.) It has done road-test mileage only and is being offered at a considerable saving on the manufacturer's price.

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As I am a "One Man Band" and do not employ any staff, and because my overheads must be the lowest in the business (rent only £8 per week and no expensive overdraft), I can afford to pay the highest cash prices for the cars that I buy, and sell them at lower prices than my competitors. All cars in my garage are shown with full details of its rebuild and past histories, etc. All prices quoted are "firm", and I am not interested in accepting lower offers.

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1931 ALFA ROMEO 17/50 Twin Cam drophead coupé by Carlton.
1931 ROLLS 20/25 open sporting 5-seater tourer.
1926 Historic Racing 1½-seater G.P. 1,100 c.c. SALMSON.
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1954 BENTLEY R-Type sports saloon, 75,000 miles only.
1949 ROLLS Silver Wraith drophead coupé by James Young.

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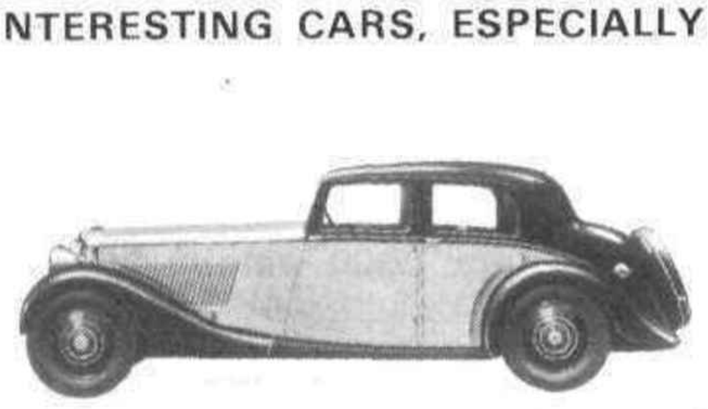
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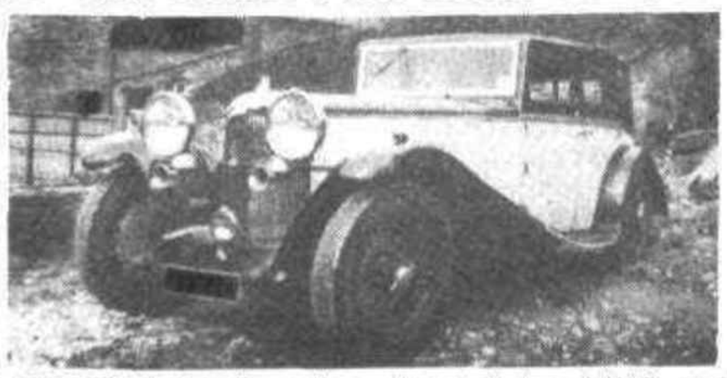
1964 (Nov.) ROLLS-ROYCE Silver Cloud III. Two owners, 120,000 miles. Dawn blue over Astral blue, champagne leather interior, powder blue carpets.

1961 ROLLS-ROYCE Silver Cloud II.

1936 DAIMLER Light 15 2-door with dickey drophead coupe. All alloy body by Madox Bros. Must be seen.

1930 AUSTIN Heavy 12/4 4-door open tourer. Burgundy and black. This car is ready to drive where you please.

1936 MG TD 2-door open sports. Starts on the button. Drive away. **£1,600.**



1934 LG45 LAGONDA (similar style to photo), 4-door L.W.B. sports saloon. Recent paint, good trim. Fitted XK engine but retains Lagonda gearbox. **£1,500.**

1932 ALVIS Speed 20 2-door 4-seater open tourer by Vanden Plas. Rebuilt 1969/70, retrimmed 1973. Not *concours* but very sound.

1926 ALVIS 12/50 2-door, 2-seater. Cycle wings, duck's-back. Recent rebuild. Racing history.

1952 BENTLEY 4½-litre standard steel 4-door sports saloon, 64,000 miles, two owners. Beautiful.

1950 4¼ BENTLEY hearse. This would make a very good shooting-brake.

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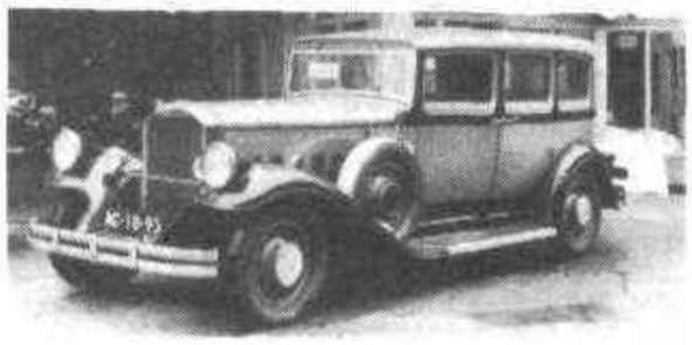
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1959 BENTLEY S1, sand over sable, radio, 4,887 c.c. Details on request £3,495



1952 BENTLEY Mk. IV saloon, green, sliding sunroof, last owner 5 years, radio, handbook, history known to us £3,495

1961 AC Greyhound (Bristol engine), green, Webasto sunroof, wire wheels £1,595

AC Sociable, *circa* 1912, yellow and black £2,225

1966 ASTON MARTIN DB6 (Vantage), silver grey, manual, 5-speed, tinted, radio £1,800

1964 ASTON MARTIN DB5 Superleggera saloon, green, chrome w/wheels, 5-speed box, Webasto, stereo, electric windows, radio £1,495

1959 ASTON MARTIN Mk. III drophead coupe, red, two owners since new (both long-life friends), warranted mileage since new 24,168, wire wheels, possibly last of the really true English sports cars £6,000

1974 (Nov.) MINI Clubman estate, yellow/black, one Dr. owner, 19,341 miles £1,225

1974 AUSTIN 1750 Maxi estate saloon, beige, h.r.w., 5-speed box £1,295

1961 AUSTIN Metropolitan convertible, black and white, one lady owner, 24,040 miles £295

1967 AUSTIN HEALEY 3000 Mk. III convertible, white/black, overdrive, wire wheels £1,795

1965 AUSTIN HEALEY 3000 convertible, ice blue, o/drive, hard and soft tops, radio, tonneau, workshop manual £1,795

1962 AUSTIN HEALEY 3000 Mk. II, red/white hard top, soft top, overdrive, mileage 64,486 ..... £1,445

1961 AUSTIN HEALEY 3000, ice blue and white, hard/soft tops, wire wheels, tonneau £1,545

DOG-CART, restored by William Fyke of Keith £750

1968 (Dec.) DAIMLER V8 250, green, automatic, Motorola, h.r.w. £895

1964 DAIMLER V8 250, opalescent silver grey, automatic, one owner, 61,222 miles £1,000

1956 DAIMLER Conquest, green, one lady owner since new, pre-selector gearbox £265

1972 FORD 1300L Escort, marine blue, 4-door, two owners £795

1974 FIAT 126, turquoise green, 19,813 miles, radio. Delightful £765

1964 (Dec.) GORDON-KEEBLE, chassis no. 51, silver/black, full details on request £1,895

1974 HILLMAN Hunter GL estate, one owner, radio, mirrors, Mich. 'X' £1,395

1974 HILLMAN 1600 De-Luxe estate, blue, all-purpose vehicle, one owner £995

1973 JAGUAR V12 convertible, yellow/black, mileage 21,333, chrome wire wheels, manual, radio £3,675

1973 JAGUAR V12 convertible, white/blue, manual, chrome wheels, tinted, radio, headrests £3,545

1967 JAGUAR 420, overdrive, p.a.s., silver grey/red *trim* £595

1966 JAGUAR 'E' type 2 + 2 automatic, white, radio, chrome w/wheels £1,495

1971 LOTUS Elan S4 Special equipment f.h.c., yellow, new clutch 13.7.76 ..... £1,395

1923 LAGONDA 11.9 h.p. KK model, attractive 2-seater with dickey seat, green and brown £3,500

1936 LAGONDA 4½-litre tourer, two owners (one until 1960) since new, full details on request.

1976 MG Midget 1,500 c.c., blaze, one lady owner, 5,589 miles, hard/soft tops, headrests, tonneau, wing mirrors, manufacturer's warranty £1,825

1974 MG-B GT, bronze yellow, 20,726 miles, overdrive, other extras £2,195

1974 MG-B GT, bracken, tan nylon, one owner, overdrive, Sundym, servo, headrests, h.r.w. £2,095

1974 MG-B GT, tundra/brown nylon, 25,781 miles, *overdrive, h.r.w., headrests* £1,995

1974 (N) MG-B, tundra, one owner, 12,208 miles, overdrive, servo, tonneau, chrome, Rostyles, total underseal £1,795

1974 (N) MG-B, aconite, one lady owner, overdrive, radio/stereo, tonneau £1,695

1974 (N) MG Midget, blaze, one owner, 16,548 miles, spare unused £1,425

1974 MG Midget, tundra/autumn leaf, 21,984 miles £1,365

1974 MG Midget, bronze/yellow, one lady owner, rack, headrests, Cinturato P3s £1,345

1973 MG-B, white/black, 37,328 miles, Bermuda classic hard top, soft top, radio, anti-thief £1,495

At the time of going to press, the following cars will definitely be with us.

1973 BMW 3.0 SI, maroon.

1960 CADILLAC, ex-Paul Getty.

1967 CADILLAC de-ville, ex-Paul Getty.

1973 GT6, yellow.

1972 JAGUAR V12 2 + 2, blue.

2 MG-B V8s.

1971 PONTIAC GTO.

1973 (M) MG Midget, blaze, 21,833 miles, rack, leather wheel, tonneau £1,245

1972 MG-B GT automatic, teal blue, 35,054 miles, radio, h.r.w. Rather nice £1,495

1972 (L) MG-B, harvest gold, 39,707 miles, overdrive, radio, new clutch Sept. '76 ..... £1,325

1967 MG-B GT, primrose, w/wheels, radio £645

1957 MG-A fixed-head-coupe, red/black, wire wheels, imported to England Nov. '63, R.H.D. £475

1954 MG TF 1250, black, original condition, last owner, 10 years, full details on request £3,150

1952 MG TD, red, original log book, full details of this beautiful car on request £3,500

1952 MORRIS Oxford, original, black, 39,968 miles £425

1972 PEUGEOT 504, maroon/tan, one owner, exceptional condition £1,295

1938 ROLLS-ROYCE PH III Windover Razor Edge owner-driver saloon, black, one owner since new, 124,000 miles £7,000

1912 ROLLS-ROYCE Silver Ghost tourer by Regent Carriage Co. and J. Rothschild et Fils Ltd. £36,250

1951 RILEY 2½-litre saloon, maroon, suitable restoration £245

1966 SUNBEAM Tiger (V8), blue, hard/soft tops, radio, tinted glass, Kenlowe, radio, complete "file" history £1,195

1975 (N) TRIUMPH TR6, red, one owner, 19,301 miles, overdrive, hard and soft tops, spare unused, delightful condition £2,495

1975 TRIUMPH 1500 Spitfire, white, hardtop, one owner, mileage 11,856, overdrive £1,675

1973 TRIUMPH GT6, pimento, two owners, overdrive, Sundym, cloth headrests, h.r.w. Sony stereo £1,395

1973 TRIUMPH GT6, mimosa, overdrive, wire wheels, Sundym, cassette radio, headrests, warranted mileage 33,213, two owners; last one purchased car at 1,000 miles £1,395

1973 TRIUMPH Spitfire, magenta, 29,951 miles, Cadulac underseal, one owner £1,295

1973 TRIUMPH GT6, blue, one owner, sunroof, overdrive, radio, Sundym glass, mirrors, nylon seats £1,225

1972 TRIUMPH Spitfire, pimento, 34,440 miles, two owners, overdrive, radio, anti-thief £945

1973 VOLVO 144 (fuel inj.), blue/black, one owner, 17,765 miles, automatic, sunroof, radio/tape £1995

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1975 LOTUS Elite 503. Lunar Grey. 13,000 miles, one owner; air-conditioning, p.a.s. **£6,295**
1975 LOTUS Elite 502. Roman Purple. 14,000 miles; radio/stereo, one owner **£5,995**
1975 LOTUS Elite 502. Burgundy. 15,000 miles; radio/stereo **£5,995**
1975 LOTUS Elite 502. Red. 24,000 miles; radio/cassette unit **£5,495**
1974 LOTUS Elan +2S 130/5. Roman Purple. 16,000 miles; oatmeal trim, radio **£3,295**
1974 LOTUS Elan +2S 130/5. Lagoon Blue. 21,000 miles; radio, oatmeal trim **£3,095**
1973/4 LOTUS Elan +2S 130/5. John Player Special colours; 28,000 miles **£3,095**
1973 LOTUS Elan +2S 130/4. Lagoon Blue. 28,000 miles, oatmeal trim, radio **£2,595**
1973 LOTUS Elan Sprint f.h.c. 25,000 m. **£1,995**
1973 LOTUS Elan Sprint f.h.c. 29,000 m. **£1,995**
1973 LOTUS Elan Sprint d.h.c. 22,000 m. **£2,295**
1973 LOTUS Elan Sprint d.h.c. 27,000 m. **£2,195**
1971 LOTUS Elan Sprint d.h.c. 37,000 m. **£1,695**
1972 LOTUS Europa Twin Cam. Rheingold. 2,600 miles only **£2,695**
1976 LOTUS Seven Twin Cam Series 3. 4,000 miles, one owner **£2,895**
1972 LOTUS Seven Twin Cam. Yellow. 40,000 miles **£1,695**
1972 LOTUS Seven 1300 GT. Yellow. 40,000 miles **£1,395**
1976(R) MORGAN +8. Coffee/Cream. 260 miles.
1975/6 MORGAN +8. Plum/Cream. 5,000 miles.
1974 MORGAN 4/4 2-seater. Yellow. 26,000 miles.
1973 MORGAN 4/4 4-seater. Red. 27,000 m., extras.
1972 MORGAN 4/4 4-str. Red, w/wheels, leather.
1973/4 FERRARI Dino Spyder. 27,000 m. **£6,495**
1972 FERRARI Daytona. Yellow. 30,000 m. **£7,495**
1975 JAGUAR E-Type V12 roadster. Lilac, radio/stereo; 19,000 miles **£4,795**
1971(K) JAGUAR E-Type 4.2 f.h.c. Sun-roof, radio, power steering; finished in red **£2,495**
1971 JAGUAR E-Type 4.2 f.h.c. Primrose, sun-roof, 32,000 m., Sundym glass, c/w/w, stereo **£2,495**
1973 PORSCHE Carrera RS, 31,000 miles, radio/stereo, electric sun-roof **£6,695**
1973 CHEVROLET Stingray. Details upon request.
1973/4 M.G.- GT V8. Silver, radio/stereo, Sundym, overdrive; low mileage **£2,495**
1973 M.G.-B GT. Teal Blue. Overdrive, low mileage **£1,795**
1936 BENTLEY 4½-litre pillarless coupe.
1968 MASERATI Quatroporte. Burgundy. 45,000 miles **£2,500**
1974 TRIUMPH TR6. L.H.D. Damson, radio **£2,195**
1973 CLAN Crusader. Daytona Yellow **£1,395**

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1973 PORSCHE Targa. Finished in tangerine with black cloth trim, fitted with radio/stereo, tinted windows. One lady owner, low-mileage example **£5,400**
1970 BUICK 455 Skylight convertible. Finished in electric blue with white upholstery. Auto with P.A.S. Fitted with electrically-operated hood and seats and air-conditioning. This outstanding car also has chrome wheels, whitewall tyres and self-seeking radio **£1,895**
DAIMLER limousine, 7-seater. The ex-property of the Mayor of Coventry. Finished in black cellulose, tan trim. Superb car **£1,295**
1972 FORD Cortina 1600XL 4-door saloon. Brown cellulose with tan trim. Fitted with radio **£1,095**
1973 PEUGEOT 504 Estate car. Finished in maroon with tan trim, fitted with automatic transmission and radio **£1,895**
1974 TRIUMPH Dolomite Sprint. Yellow and black with black cloth trim, fitted with radio **£2,150**
1971 AUSTIN 3-litre. Finished in teal blue with contrasting trim, fitted with p.b. radio. A superb example of this luxury model **£895**
1973 RENAULT 12TL Estate car. Finished in damson red with black upholstery. One lady owner, 26,000 miles from new **£1,395**
1972 MERCEDES 220/8. Finished in white cellulose with blue interior. Fitted with tinted screen, push-button radio. Excellent example of this popular model **£2,550**
MERCEDES 230SL 2-door coupe. Finished in burgundy cellulose with tan trim, fitted with soft and hard tops, radio/stereo. Whole car in superb condition **£1,995**
1970 MERCEDES 280SE. Finished in Icon gold with black vinyl roof, fitted with tinted windows, radio/stereo and sunshine roof **£1,625**
1973 TRIUMPH 2.5 PI. Finished in stone cellulose with brown trim, fitted with radio. Exceptionally clean inside and out **£1,495**

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1973L Lotus Elan +2S 130/5. Lagoon.
1976P MG-B GT V8. White. 751 miles **£3,895**
1976P Renault Gordini. Green. 2,000 miles **£2,995**
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1975N Ford Granada Ghia coupe. Bronze. 16,600 miles **£3,995**
1975P Datsun 260Z 2+2. Silver, special wheels. 6,000 m. **£4,600**

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Commodore GSE saloon. Black.

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Manta Berlinetta 1.9. Turquoise.

Manta Berlinetta 1.9. Lime green.

Manta SR 1.9. Black.

Manta SR 1.9. Gold.

Manta SR 1.9. Red.

Manta SR 1.9. Auto. Blue.

Ascona SR 1.9 2-door. Blue.

Ascona SR 1.9 2-door. Turquoise.

Ascona SR 1.9 4-door. Gold.

Ascona SR 1.9 4-door. Beige.

Ascona SR 1.9 4-door. Auto. Red

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1976 Manta 1.6 D/L, Auto **£2,595**

1976 MANTA Berlinetta, TURBOCHARGED. Red. 11,000 miles **£3,500**

1975 Manta Berlinetta, 14,000 miles **£2,295**

1975 Manta SE 1.9, 10,000 miles **£2,295**

1974(N) Ascona SR 4-door. Red **£1,095**

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FOR SALE—continued

LANCIA FULVIA 1.35 Coupe 1973. Brown-beige, 26,000 miles, radio, HRW, £1,400. Phone: Birmingham 021-354 7130. (84094

E-TYPE 3.8 FHC. Carmen red, CWW 1962. Completely rebuilt to concours standard. New steel bonnet, bills for over £2,000. For this fast appreciating investment £1,950. Ring Farnborough (Hants) 46183 daytime. (84095

1959 ASTON MARTIN DB2/4 III Saloon. Vantage engine. Excellent original condition. Maroon with beige hide trim. Wire wheels, overdrive. Mechanically sound. Mileage only 77,000. Garaged two years. Owner overseas. Reluctant sale. £2,500 o.n.o. Tel: Lanchester 520832 (Durham). (33777

MASERATI QUATROPORTE 1968. This car is a collector's dream. Having had only one owner from new. Finished in Regal Red with white hide trim. Could be the finest example in this country. Having covered only 24,000 miles. Usual refinements including air conditioning, tinted electric windows, radio etc. Will accept £2,825 o.n.o. or would exchange for Rolls-Royce, Bentley, or interesting car and cash adjustment. Telephone (London) 01-788 8566 or (Norwich) 0603 898 492. (84175

XK, XK, XK. Fantastic condition. Drives beautifully. A real delight. Serious offers only. 01-458 3172. (84178

MORGAN 4/4 4-seater, new engine, new paint, many extras, £2,700. Tel: 01-743 8000 Ext. 3822 or 2883 daytime. (84179

ASTON MARTIN DB2/4 Mark III. BRG. Extensive work recently carried out. Car has to be seen and heard to appreciate the bargain at £2,500. Phone: Bristol 37517 evenings. (84181

FORD POPULAR 1954 (upright mod), restored to showroom condition. Black with red interior, 33,000 miles. Real investment. Offers. Phone: Brewood (0902) 850167. (84183

MG TC 1946. A beautiful car in excellent condition and running order. £3,250. Tel: Northampton 890257. (84185

ELVA SPYDER SPORTS Racer 1959 (similar to Courier), suitable thoroughbred racing or classic class at *Prescott/Shelsley*, etc. 1622 MG-A engine, Derrington cross-flow head and Webers. Alfin drums. Fully instrumented. Perfectly tractable for road use. £800. Ring Waldron 021-444 2689. (84188

TALBOT 1927 14/45 Saloon. Good condition. £2,250. *Ford* Prefect 1953 sliding roof saloon. Talbot 1927 16/65 almost complete engine. Box 5226. (84189

FERRARI DINO 246 GT 1971. Canary yellow, tinted windscreen, 25,000 mileage reading, new tyres £200 just spent. Some history. Above average condition. £4,000. Telephone 01-460 2106. (84191

MINI MARCOS Mk. IV 850 GT "M" registration. Brown/gold. This is a professionally built one owner car equipped with many extras and offered at £595. Griffiths, 1, Askew Bridge House Minety, Nr. Malmesbury, Wiltshire or 0752 47745. (84192

TVR VIXEN S3 "J" Reg. Yellow, black interior. Enthusiastically maintained in excellent condition, 2 owners. £1,100 o.n.o. 01-407 5321 (work), 01-949 4796 (home). (84193

1936 HUMBER SNIPE dismantled but complete. For further details apply: J. W. Allan Downham Road, West Dereham, Kings Lynn, Norfolk. (84194

1954 BMW-TYPE 501 Saloon. V8 engine. Very sound body; potentially good mechanics and electrics. Rare impressive model well worth easily restoring. Realistic £195. Wantage 2317 (Oxon). (84195

XK150 "S" DROPHEAD. Excellent mechanically, paintwork dull; v/good runner; some plating reqd. Also 1 R-R Silver Lady (Kneeler) as new. Offers to: Box No. 5227. (84196

AUSTIN 7 SALOON 1937 and *Daimler* Majestic Major 1965 4½-litre V8 saloon. Both in excellent condition with handbooks and spares. Fairly priced at £700 each so no offers, but £25 reduction to DLOC Member. Please ring 01-504 0958 (Woodford). (84197

PORSCHE 356B. 1963. Super 75. Suitable restoration or spares. Offers Tel: Heath Hayes 79761 (Staffs). (84198

MG-C ROADSTER 1968. Red, wire wheels, new hood. 62,000 miles. Taxed Jan. '77, MoT Feb. '77. Good example, £445. *Ormskirk* 72213. (84199

ROVER 100 1962. 60,000 miles. Two owners. MoT many extras including original tool kit. £445. Mr. Blake Brighton (0273) 736266. (84200

1924 BULLNOSE MORRIS, four-seater "Tourer" first-class. £4,500. Austin 3000 c.c. Healey (rarer triple carbed 132 13 h.p.). Primarily requiring bodywork restoration. 7373 YG, registered 1962. Seemingly good mechanics. Chargable drive-deliver (British Isles) £750. Austin A125 Sheerline 1952, requiring considerable tidying. £250. Appreciating investments. Require: Sports/Racing c1924-60. Box 5228. (84506

JENSEN CV8 1965 Concours d'Elegance winner 1973/4/5/6. Unique example of this magnificent grand tourer. Mechanics gold paintwork, chromium, red leather interior carpets immaculate. 65,000 miles only. Radio stereo player. Truly quality car with most of its life before it. Investment. Offers around £2,950. Replies to Box 5229. (84398

FOR SALE—continued

1923 8/18 HUMBER. Totally original and in mint condition. Tel: Bosbury 674. (84503

SAVAGE CORTINA 3-litre GT 1973. Complete Jeff Uren conversion with Weslake fuel injection. Very quick car. Tawny/tan trim. Excellent condition, low mileage, 108 SR stereo. £1,400. Offers: 01-660 2820 (Croydon). (84504

JAGUAR 3.8 MK. II 1967. Golden sand, tan interior. Manual/overdrive, wires, radio. Overhauled—over £300 spent—4 new tyres, new wheel cylinders, pads, exhaust, battery. Superb condition inside and out. Price £880 Bath 20257. (84505

E-TYPE 1966 2+2. Primrose, black interior, wires, sunroof, radio, new exhaust, tyres. Very clean. Price £890. Bath 29523. (84505

BMW 2002Tii, 1971. "K" Reg. Gold yellow, black vinyl roof, radio, and other extras. £1,300 o.n.o. Tel: Salisbury 4494 after 6 p.m. or weekends. (84507

ALVIS 1937 25 Charlesworth 3-position drophead. MoT September 1977. This very attractive car has grey coachwork with blue interior. Chrome is excellent, general overall condition of mechanics is very good. £4,000. Tel: 021-429 6970. (84451

C.1916 WOLSELEY 24/30. Restoration started. Some spares and literature also. £950. Austin Heavy 12/4 Pic-up, £250. Ring: Drysiwyn 405 (near Carmarthen). (84450

ALFA ROMEO SPRINT GT. Low mileage, two owners. New uprated suspension, brakes, excellent condition. £280. 051-648 4387. (84452

MG-B GT (1798 c.c.) October 1972. Overdrive, fog lamps. Motorola, stereo cassette, heated rear window, MoT. Licensed. Recent tyres and exhaust. Excellent condition throughout. £1,425 o.n.o. Phone: Watson 021-454 2045. (84453

JENSEN INTERCEPTOR FF. Dec. 1968. 56,000 miles. Grey/black, all extras. £1,595. Guildford 61390 evenings 73459. (84454

VOLVO P1800 rare Rudd Speed Sports, engine rebuilt, twin Webers. Very fast with overdrive, wire wheels with radial tyres, resprayed, immaculate red, spotless interior. Taxed and MoT. £625 o.n.o. Chelmsford 74041 day or 59985 evenings. (84455

ROLLS-ROYCE Silver Wraith Touring Saloon by H. J. Mulliner 1949. Excellent blue over silver. Superb restored interior. History. £6,250. Also Rolls-Royce Silver Cloud I 1957. P.a.s. Excellent condition. £4,250. 01-586 5181 (day); 01-937 4073 (evenings). (84456

JAGUAR 3.4 MK. I 1959. Overdrive Mk. 2 discs. Remarkable condition. Unspoilt interior. 74,000 miles. Increasingly rare car + racing potential. £650. 024-369 2684 (Sussex). (84457

DAIMLER DART "B" Series. Rebuilt mechanically by experts costing £1,800. Interior now needs attention. Sell around £1,600. Details telephone Yapton (Sussex) 551025. (84459

KITFORM HEALEY 3000. *Ideal* winter project. rare Mk. II triple carb roadster complete excellent mechanics and trim, poor chassis. Spares include good chassis, all inner, outer panels (steel). Trailer available £400. Sorry, no offers. 031-445 2324. (84460

ALFA ROMEO *2000 Saloon*, LHD. Very good engine, new battery, resprayed December '71. £1,500 o.n.o. or exchange Land Rover diesel '69-'70. Augusto 351 3433. (84461

SCIMITAR GTE. Late 1969. Excellent condition, 12 months MoT. Overdrive, towbar. £1,100 o.n.o. Coventry (0203) 56492. (84464

PORSCHE 2.2 911E. 1970. Sundym glass. Electric windows. New injection unit. Front spoiler. Red. MoT. Radio. Good appearance and performance. £2,850 o.n.o. 01-866 7110 (Pinner). (84466

JENSEN GT 2+2. November 1975. Nevis blue with vinyl roof. 23,000 miles. Electric windows, rear wiper. Stereo/radio tape deck. Sales demonstration car, works maintained. An opportunity to acquire a collector's piece of the future at only £3,500. Mr. Williams 021-553 1891 (business), 021-373 0808 (evenings). (84467

1933 ALVIS FIREFLY. Dismantled. Serious offers. 1936 Rover 12. Running. Some spares. Offers around £400. Whitaker, Halifax 47409. (84463

BUGATTI BRESCIA T23. Twin mag. model chassis 2400, FWB rebuilt from *stem to stern*, replica Lavocat & Marsaud body. Probably prettiest Brescia in existence. MoT. Reason for sale: owner too tall can't get in it. Expensive. Conway, 33 Sussex Square, London W2. 01-262 8136. (84473

CITROEN DECAPATABLE 1964 DS19 in *very good condition. 30,000 miles since* complete rebuilt. £1,150 o.n.o. Stacey, Bagshot 73614. (84469

VOLVO 1800ES Estate Sports, 1973. White with blue leather trim, extras, 38,000 miles. Superb condition throughout. £2,495. Also new Morgan, Bourne (Lincs.) 3554. (84470

1950 DAIMLER 2½-litre Barker-bodied, 4-seat Drophead Coupe. MoT, taxed. Very good condition. Offers over £1,000. Riach, 36 North Methven Street, Perth. (84476

E-TYPE JAGUAR 4.2-litre FHC. Pale blue coachwork with unmarked blue leather trim. Virtually one owner and almost as new throughout. An appreciating investment at £2,000 o.n.o. Phone 0532 455321 (business hours) for further details. (84475

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1953 DAIMLER Conquest, 39,000 miles only and looks it! Silver grey with blue leather, original radio, etc., exceptional condition. **£1,250**



1965 TRIUMPH TR4A. Red/black trim. Very much above average in all respects, fitted o/d., w/w., radio. **£895**
Another not so nice, o/d., Surrey top. **£550**



1928 AUSTIN 12/4 Doctor's coupe. Beautiful condition, a delight to drive. **£3,995**



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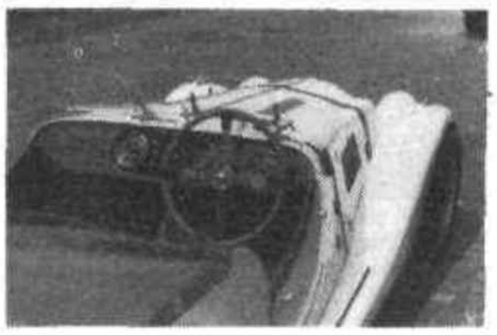
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We have finally nominated a winner of our Garden Party Balloon Race : Miss Mary Randall, Albany Cottage, Westdene Way, Weybridge. We apologise for the delay, caused by an element of bad play discovered after receiving a balloon ticket sent back to us from a point west of the Dormy House. As a westerly wind was blowing on the day, we would like the owner of the balloon, No. 22427, a *"Major Roadworks", to contact us as soon as possible.*
Morgans in stock include a 1975 **+8,** two-tone metallic blue, stone leather reclining seats, enlarged hood frame for tall driver, radio, etc., 14,000 miles from new. 1974 **Morgan +8,** chocolate brown, cream interior, chrome luggage rack, low mileage, one owner. 1974 **Morgan 4/4 4-seater,** flame red, black interior, 25,000 miles, luggage rack and full tonneau. 1975 **4/4 Morgan 2-seater,** black with red leather, chrome wire wheels (makes all the difference), luggage rack, like new. 1973 **Morgan 4/4 2-seater,** British Racing Green/black interior, wire wheels, 17,000 miles, radio/cassette stereo, well maintained. 1976 **4/4 Morgan 4-seater,** 4,000 miles, cream with red leather, wire wheels, reclining seats, spot lamps, beautiful condition. 1972 **Morgan 4/4 2-seater,** metallic beige with brown leather and bucket seats, new engine and gearbox, Motor Show wheel trims. Raves from grave include a 1964 **Morgan +4 4-seater,** black with red leather trim, wire wheels, imitation B.A.R.C. badge (apparently). 1957 **Morgan 4/4 2-seater,** canary yellow with black leather trim, trim all new including hood, tonneau and sidescreens, wire wheels. 1966 **Morgan 4/4 2-seater** apparently arriving shortly, one owner from new, no details known as yet. The Morris Stapleton racing team is truly British through and through (unlike some teams who use American jeeps as tow cars) and will be bounding back next season with new equipment and expertise. Please phone us for any stock details, servicing or general enquiries.

REECE MEWS, LONDON SW7 (SOUTH KENSINGTON) 01-589 6894

FOR SALE—continued

JAGUAR 3.8 MK. II. O/drive, new disc, pads, front suspension overhaul, new rear springs shocks, radius arms, new wire wheels, exhaust system, 60 p.s.i. History from 1971. £1,150 spent by previous and present owner. Finished in green with matching interior. Offers for this appreciating vehicle around £850. Phone: 021-449 0071; 021-706 7818. (84474

AUSTIN SWALLOW 1931. Original, needs restoring. £425 nearest, Hull 45652. (84471

DINO FIAT SPYDER Convertible. 2LT Ferrari engine. Immaculate. Dark blue body, extras, 8-track, £1,300. 01-228 8976. (84387

JAGUAR 4.2 E-TYPE, triple wiper model. Recently repainted in white with chrome wire wheels, tinted screen, sunroof. Taxed and tested. Recent clutch and exhaust. Excellent investment, £750 o.n.o. Might exchange (0742) Sheffield 746639. (84389

VOLKSWAGEN PASSAT 2-dr. coupe 1974 (N). 1300 engine. White with brown cloth upholstery. 22,000 miles. Excellent condition £1,485. Telephone Daventry 3729 after 5.30 p.m. (84390

LOTUS ELAN +2S 130, K Reg. Red, 32,000 miles (used as third car). Immaculate. Pearson, Holmfirth 2266 (business hours) Nr. Huddersfield. (84391

TWO MUCH-LOVED Lotus: 1962 Lotus Elite SE. Comprehensive mechanical bodily rebuild. Not yet run-in. £1,500. K Regd. Elan Sprint DHC. Recent engine rebuild; 3.55 diff.; tonneau; new ZXs; radio/tape. Burgundy/white. £1,600. Sandiway 883557 (evenings). (84392

MK. III ASTON MARTIN Saloon 1958. Excellent in mid-blue. Unavoidable sale, £875. Ring 0284 810502. (84394

DAIMLER 2½-LITRE V8 1963. Bodywork restored to superior standard. All woodwork completely renovated. Mechanically excellent. Genuine 71,000 miles. Taxed, tested. A beautiful eye-catcher and an appreciating asset. Serious enquiries only to: C. R. Johnson, Stoke-on-Trent 0782 44340 day; 0782 20238 evenings. (84395

MG J2 CYCLE WING, body restored, repanelled resprayed, restoration near completion. £1,500 o.n.o. Stoke-on-Trent 720585. (84396

LOTUS SUPER 7 Series III 1970. Excellent all-round condition. £1,550. Bishops Cleeve 3071. (84399

FIAT 124 SPORTS 1600, 1972 "L". Alloy wheels, radio stereo. Finished in white, £1,195 o.n.o. St. Albans 68364. (84397

MG TF 1955, 1,500 c.c., restored to very high standard and finished in Duo beige, most attractive car. Always admired, £4,250. Phone: 0734 341396 evenings or weekends. (84400

FOR SALE—continued

DAIMLER CONQUEST Century, 1955. MoT. Generally sound car, good tyres, new battery, engine needs attention. Also many spares incl. a fluid flywheel and gearbox. £250. 01-346 8028. (84380

MG VA 1939 in process of rebuild. Many new parts, £300. Tel: Shrewsbury 63704. (84381

FIAT 124 ESTATE new radial tyres and disco pads. Nice condition and tested. Fitted tow bar, £285 o.n.o. 59/2 Fairfield Farm, Petersfield, Hampshire. (84382

ROLLS-ROYCE Silver Cloud I 1957, p.a.s. Has just been completely restored throughout. Finished in Tudor grey with beige leather interior. £4,750. 01-274 8765 (London). (84383

CADILLAC ELDORADO Convertible 1960. Immaculate, all electric, big fin model, new tyres, £1,950. Copthorne 714781. (84385

X1/9 BERTONE FIAT Spyder. Excellent condition throughout. 1973/74, extras. Must be seen. £1,700 daytime. 01-228 8976. (84387

MG TC 1946. Completely restored. Finished in red. Very desirable. Real collector's car. £3,450. Phone: 0734 341390 evenings or weekends. (84400

NEW MG-B, Red, radio, overdrive, latest 77 suspension, seats, etc. Genuine reason for sale save £50 and beat the next price increase. Phone 061-485 6051. (84401

MORGAN 4/4, 4-seater, 1973 "M", Dark blue, stainless steel exhaust, radio, tonneau. Excellent order £2,900 o.n.o. Kingsclere 298768 (Newbury). (84402

FROGEYE SPRITE 1960. Original steel body and mechanics. Guaranteed 42,000 miles only from new. Extremely good condition as owned for 15 years by garage owner's wife. MoT May '77. £565. No offers. Kearsney (03047) 2974 before Nov. 1st or after Nov. 7th. (84403

DAIMLER V8 250 1968. Attractive and well above average example in Burgundy with red interior. 50,000 miles. Rebuilt engine, taxed, long MoT, Cinturatos. Reasonably priced at £595. Tel: Farnham 26593. (84417

PORSCHE 911T LUX, 1971 (July), 46,000 miles. Albert blue with Carrera spoilers. Usual de-luxe specifications. £2,650 o.n.o. Ring: Loftus (0287) 40203. (84418

ASTON MARTIN V8 "K" registered. One previous owner until 1976. Aston Martin Newport Pagnall maintained at 10,000 miles. Last service £800 spent. Absolutely immaculate burnt almond. £3,750 o.n.o. Bromsgrove 73860 after 6. (84419

DAIMLER V8 250 1969 (final production), auto., p.a.s. Beige coachwork, tan interior. Beautiful genuine condition. £995. 01-435 7614. (84421

FOR SALE—continued

JENSEN INTERCEPTOR 1969. Red coachwork. Sunroof, automatic, P.a.s., stereo. Superb vehicle, £1,585. 01-435 7614. (84421

JENSEN 541 1955. Resprayed white. Good mechanics. Goes very well. Year's MoT. £850 o.n.o. Reading 50511 or Royston 61471. (84422

JENSEN A40 1953 Open Tourer. Needs interior and engine work. Aluminium body. £200 o.n.o. Reading 50511 or Royston 61471. (84422

AUSTIN 10 LICHFIELD, 1934. Concours condition, award winner. Offers around £1,000. Tel: Yeovil 4630. (84423

MG-B GT 1974 (N), Black/black cloth upholstery, head rests, Sundym, overdrive, sunroof, radio, chrome Rostyles, £2,080. 01-958 8170. (84424

BRISTOL 407, 1963. Rebuilt 5-litre V8; new steering box and exhausts; good torquefilte. Aluminium coachwork sound, if slightly faded. £1,450. Glasgow 041-357 1207. (84429

LAGONDA 1954 2-door saloon. Recent extensive restoration to bodywork regardless of cost. Brake and steering overhaul, etc. Regretful sale around £1,500 or consider exchange interesting vintage car. Mount Ascot 22225. (84428

1927 AUSTIN CHUMMY. Immaculate condition. Completely rebuilt to original condition, in regular use. £2,500. Tel: Danbury (Essex) 2488. (84431

1961 ROVER 100, Fair condition, 37,000 miles. Reconditioned engine, good tyres. MoT till March '72. Must sell, £70 o.n.o. Miller "Junipas", Woodend, Pertenhall, Bedfordshire, Kimbolton 729. (84432

ALVIS TA21 1952. Reconditioned head, runs, but engine needs finishing. The whole car is in good condition. Black and silver, sunshine roof. £300 o.n.o. 789 4401/9127. (84433

KARMANN GHIA 1600 FHC 1965 (Nov.), RHD. Metallic blue, new MoT, 82,000 miles. Same owner since 1970. Utterly reliabel. £295. Camberley 65617. (84435

MINI COOPER "S" Mk. III. "J" Reg. Immaculate two-owner vehicle. Fitted several useful extras, and sensibly priced at £850 o.n.o. For details phone Fawley (Hants.) 891109. (84434

DINO FERRARI 246 GT. Immaculate metallic silver coachwork, black interior, perfect mechanics, LHD. £3,500. P/exchange Range Rover/Morgan. 01-228 7220 daytime. (84436

LOTUS EUROPA SPECIAL (JPS). Black/gold 1974, 5-speed, Sundym glass, Oatmeal trim. Alloy wheels. Very good engine and body condition, £2,300. Part exchange considered. Phone: Newport Gwent 58877 day or Rhiwderin 4652 evenings. (84438

FOR SALE—continued

1926 AUSTIN 7 Burghley Sports. Original car. Completely restored over past 5 years at immense cost. Just run-in. £2,500. Christy 43 Acre Street, Stroud, GL5 1DR. Glos. 20113 (work). (84437

AMILCAR CGS 1925, 1,100 c.c. 2-seat. Pointed tail, b.e. tyres. Rare and attractive car in original condition. Engine dismantled. Reluctant vendor invites offers of over £2,500 after 15th Nov. Payne, 594 Birmingham Rd., Bromsgrove, Worcs. 021-453 5732. (84439

ROLLS-ROYCE 20 h.p. Limousine 1928. Mechanically very good, body fair, interior poor. £2,500. Halifax 31475. (33840

1938 LANCHESTER 14/6 4-door saloon. Good runner and body, interior tatty, £115. 11, St. Marys Road, Wimbledon SW19. 01-946 9499. (33843

1955 BENTLEY "R" Continental 2-door C/Cpld. Saloon by Franay. Excellent order. Finished white. 11, St. Marys Road, Wimbledon SW19. 01-946 9499. (33843

MERCEDES-BENZ 280E. Fuel injection. Automatic, P.a.s., HRW, radio, central locking and the usual luxury refinements. Superb condition throughout. 1974 registered but having the prestigious advantage of "R" number plate. Price £4,695. P/X considered. Telephone: Preston, Lancs. 55832 (office) or Lytham 735878 (residence). (33793

JENSEN INTERCEPTOR Mk. 3 "L" registration. Automatic, P.a.s., Refrigeration, HRW, P/B radio/8-track stereo. Electric tinted windows. Finished in lustre-lure Oyster with beige hide interior. Usual prestigious refinements. A very desirable investment and probably one of the best available. £3,750. P/X considered. Telephone: Preston, Lancs. 55832 (office) or Lytham 735878 (residence). (33793

MG-A 1600 c.c. 1960. Tax Dec. MoT Sept. 1977. Genuine miles 98,000 plus original log book, radio, workshop manual spots, tow-bar. White, blue, bottom. Original logbook. Genuine mileage 97,000 plus new side screens, hood etc. Some small bills available. Excellent example, drives superbly. £1,250. Zephyr Zodiac Mk I 1953. Tax Jan. 1977. MoT Aug 1977. Twin spots, tow-bar. White, blue bottom. Original logbook. Genuine mileage 97,000 plus excellent example but needs retrimming, but waiting for leather. Stored 3 years. Drives superbly. £495. 59, Green Lane, Pelsall, Walsall, West Midlands, England. Pelsall 684503. (833794

MORGAN 4/4 2-seater 1971. V/g condition, engine rebored. Electronic ignition, Koni suspension front and rear. Bucket seats, many spares. £2,500 o.n.o. Tel: Lanchester 520916 day; Cramlington 716801 evenings and weekends. (33788

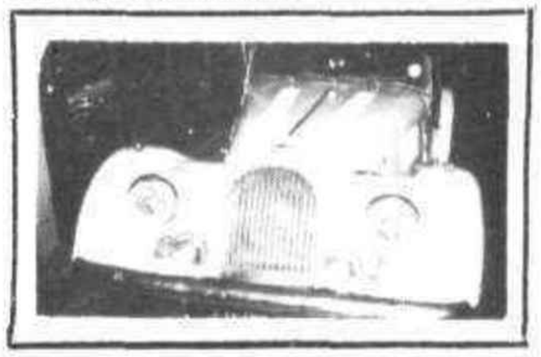


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John Britten

Morgan
TVR



Stuff your money in a big brown sack, and come to the sign of the Union Jack. **Morgan 4/4 4-seater,** 1975P, signal red, wire wheels, tonneau cover, radio, rear bumper, air filter, known as "The Gas Hog" at Arkley (its registration no. being 19 MPG) (we will sell this number separately to the next anti-conservationist we find). **Morgan 4/4 Competition,** 1967, 1500GT unit, yellow with brown leather factory trim, badge bar, Brooklands wheel, recent buckets, engine.



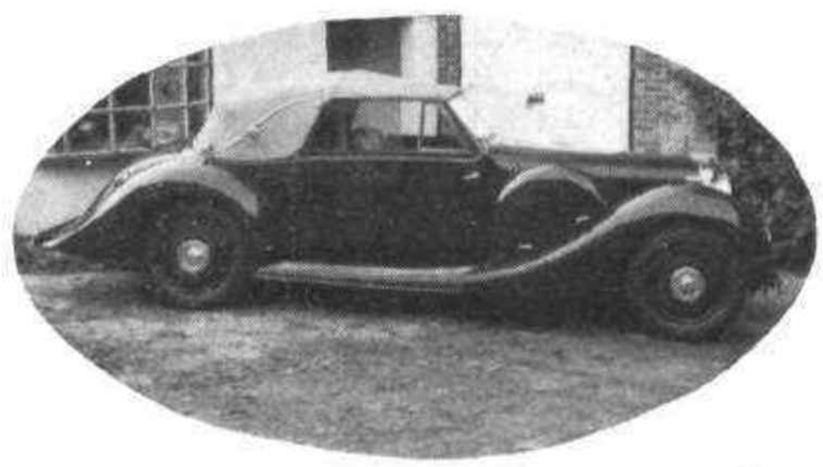
Morgan 4/4 4-seater, 1972, Royal ivory, wire wheels, tonneau cover, rear bumper, one owner. **Morgan Plus 8,** 1974, black with brown leather, Rover gearbox. **Morgan 4/4,** 1976 (Sept.) ("on an R" as they say in Warren St.), Royal ivory, wire wheels, tonneau, rear bumper. **Morgan 4/4,** 1975, Royal ivory, details to follow. **Morgan 4/4,** 1975, deep Brunswick green, wire wheels, grid, bucket seats, one owner. **Morgan 4/4,** 1962, cream, brown trim, 1600 X-flow "Kent" engine, power brakes, 2000E box. **Morgan 4/4,** 1974, canary yellow, reclining and folding seats, stone leather, brown hood and tonneau, wire wheels. **Morgan 4/4 4-seater,** 1973, orange with stone leather, wire wheels, piped hood, grid, rear bumper, mirrors. **Morgan 4/4,** 1974, canary yellow, bucket seats, Plus 8 spotlights, one owner. **Morgan 4/4 4-seater,** 1973, cream/brown, brown leather, wire wheels. **Morgan Plus 8,** 1973M, signal red, black interior, rear bumper, 4-figure mileage, one owner. **Morgan 4/4,** 1965, black, 1,500 c.c., wire wheels. **Morgan 3-wheeler,** 1937 MX2, grey with black wings, original type exhausts, dynamo drive off rear wheel, water-cooled V-twin, 3-speed gearbox. **Morgan 3-wheeler,** (F Super), canary yellow except for bonnet which is burnished alloy, just like your Grand Prix car it's powered by Ford. **TVR Anniversary,** 1976, special brown livery, comprehensive spec., only had it a few weeks, nominal mileage, personal reasons for sale. **TVR 1600M,** 1975P, metallic Sherwood green, sunroof, radio, wood dash. **TVR 3000M,** 1975, signal red, sunroof, Wolfrace wheels, radio, reclining seats, h.r.w., one owner. **TVR 1600M,** 1973, regal red, alloy wheels, radio. **MG Midget,** 1969H, BRG, wire wheels. **Turner 2-seater,** 1962, sky blue, Wolverhampton's pride and joy, torsion bar rear end. **Arkley SS,** built on late chassis with 1500 power plant, black with brown trim, fine-spoked alloy wheels. **Arkley SS,** 1971/76, orange with black pinstripes, alloy wheels. **VW Passat,** 1974, silver. **NEW MORGANS:** I have just returned from the USA where a Morgan of any age at all costs more than a new one does here; 1957, 8 or 9 seem to be the low years and either side of this bracket the price goes up. If you are going to order a new Morgan please do so without delay, the reason being that so many people order about 4 or 5 weeks after the Motor Show, it presumably taking that long to sift through all the brochures and salesman's guff. We have full details of all the Morgan modifications introduced at Earl's Court (a name that will one day be as nostalgic to the motoring enthusiast as Brooklands or Donington). **NEW TVRs.** We have several of these beautifully finished British GT cars in stock, to 1977 specifications, and we have ordered the new TVR **TAIMARS** with opening rear window — they will be arriving soon. The photograph shows my friend Rupert, who is an exceptionally keen motorist (boxers often are). On foot he likes to play "last across" which infuriates motorists who are inclined to bellow "Is that your dog?" but if you say yes they get crosser still. I find the best way to handle the situation is to shout "Is that your dog?" to *them* as soon as they have their fugbox window wound down and before they can get a word in. They



then drive off in silence, gaping slightly. **ARKLEY SS.** Please come and inspect our white demo. Arkley, and have rides if you like. We will explain how easily your no-longer-nice but sound-at-heart Midget or Sprite may be converted to a shorter, wider and altogether sportier machine. The kit price remains at just under £200 inc. VAT for the stock we have at present. A brochure is available for 25p and was printed a couple of years ago when we offered wheels, tyres and hoods as well (nowadays it seems more straightforward to buy these items yourself). The only reason I mention this is because some pig of a bloke actually threatened our charming secretary Nysha with prosecution under the Trades Description Act when she explained that we no longer offered the wheels etc. Luckily most of our customers are the exact opposite. We sell Morgan books Mk. I and Mk. II by Gregory Houston-Bowden, £5.90 and £6.50 respectively postpaid. Also the Morgan Poster by Bobles at £1.75 postpaid — this has a nice shot of my red Plus 8 prodsports racer. We do repairs and servicing on TVRs, Morgans and other well bred sports cars, and we still remember how to mend *Jensen Healeys as well. The 3-wheeler* picture was taken by Mr. J. C. Weller and is of a car similar to our '37 model. Open to 7pm, closed Sundays. Don't fail to drop in.



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1939 LAGONDA V12 drophead coupe. Finished in Deep Carriage Green with matching green upholstery. A superbly kept motor car which would please the most discerning buyer.

FERRARI 275GTB. One of the rare semi-lightweight cars built in 1965 with the six-carburettor 300 bhp engine and coachwork constructed mainly in aluminium. The example we offer was built for a well-known English enthusiast and has right-hand steering. Finished in Red with matching interior. **£6,500**

ALVIS SPEED 25 sports. Ready at last following a complete chassis and engine overhaul at a well-known Alvis specialist. Fitted with new 2-seater coach-work finished in Dark Blue with Blue leather seats, etc. **£4,750**

SS1 2-door saloon. An early car with pram irons, etc. Recently repainted in Deep Claret with Black wings. Much work has been done to this car and it should be available when you read this. Considering this is one of the earliest of Lyons' creations we are sure our asking price is most reasonable. **£3,950**

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1962 Jensen 541R coupe	**£1,250**
1974 'N' Reg. Alfa Sud. One owner, 17,000 miles only	**£1,495**
1973 Ford Capri 3-litre GXL, one owner 15,000 miles; over £800 of special paintwork. Must be seen	**£1,800**
1974 'N' Reg. Ford Capri 3-litre GT, 8,000 miles only	**£2,395**
1971 Ford Capri 1600 GXL GT	**£1,125**
1974 Rover 2200 TC saloon, 20,000 miles	**£2,500**
1960 Volkswagen 1500 Beach Buggy	**£595**
1971 *Mercedes 300SEL 6.3,* one owner 23,000 miles	**£4,000**
1968 Rolls-Royce Silver Shadow, one owner, 28,000 m. only	**£9,500**
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MG MIDGET 1968. Excellent condition, hard and soft tops, radio, twin spots, mud flaps, u/sealed from new, £400. Tel: Bolton 20422. (84206

MG-B V8 GT "M" Regd. Damask red, low mileage, Radiomobile stereo 8, Automatic aerial, Cadulac rust-proofing. Immaculate throughout. Whiting, Maidstone 671771, 9—5; Maidstone 812812 evenings, weekends. (84207

SUNBEAM ALPINE 1964. Genuine 32,000 miles from new, one lady owner, good condition, hard and soft top, MoT to April 1977. Best offer over £200. Phone Mrs. Shand, Coinbrook 3451 or Bracknell 50243 office hours. (84211

VAUXHALL FIRENZA "Droop Snoot" March 1976. Silver grey with matching upholstery. 7,500 miles approx. Under manufacturer's warranty. £2,300 o.n.o. Wolverhampton 28721 office hours. (84212

1975 SCIMITAR GTE April. Yellow. Manual, Tan trim. Alloy wheels. Electric windows. Laminated screen. towbar. Improved lighting, absolutely immaculate. £3,590. Phone: Bookham (Surrey) 56604. (84214

AUSTIN SEVEN Fabric Saloon 1928. Completely rebuilt, mag engine, absolutely original, concours winner, £1,900 o.n.o. Long Eaton 4387 business hours. (84215

AUSTIN HEALEY 100-6. Part restored, o/drive, six w/wheels, new wings, suitable completion or spares, £250 o.n.o. Tel: Torquay 211092 evenings. (84216

WOULD YOU LIKE to own the best car in the world? My 1973 Detomaso Pantera GTS sadly must go due to expanding family. Silver / black with all extras. £4,500 o.n.o. Phone Bristol 553957 daytime; 685639 evenings. (84217

BENTLEY 3-LITRE 1924. Dismantled, complete except for body, 21 in wheels, "A"-Type gearbox slopers etc. Many new parts including VDP wings, much work already done. £3,600 o.n.o. Long Eaton 4387 business hours. (84215

1961 DB4, OVERDRIVE, sunshine roof, Caribbean pearl. Red trim. Completely rebuilt, all receipts and full history, outstanding condition. £2,250. 021-707 1973. (84219

1953 ALVIS TA21 Saloon. Car no. 25098. Reg. no. BHC 701. Black with beige upholstery. Bodily sound. Good tyres, brakes and steering. Original radio. Engine completely overhauled, rebored and sleeved, new big end and main bearings, crank reground, cylinder head replaced. Not yet run-in. Owing to very high cost of engine overhaul must ask £925 o.n.o. Seen Stockport Lord. 061-483 4930. (84221

405 BRISTOL. A car in excellent mechanical condition. The engine is recently overhauled. Disc brakes. Particularly good interior. Needs a respray to make it a most attractive car. Change of plan forces sale. Sensible offers. Tel: 021-440 3206 (9-5). Dr. Latcham. (84222

FERRARI DINO 246. Dec. 1971. Immaculate condition. Extensive overhaul, new tyres etc. Stereo, electric windows. Red. Offers around £4,000. Worthing 503830. (84223

BENTLEY 4¼ **1938.** Thrupp and Maberly original coachwork. Rebuilt mechanics offers £3,500. Abbott Healey Drophead, 1951. Good mechanics, good body, *slight attention*, good hood, offers £2,500. Stabled Salisbury. Apply: D. J. McLean, "Druimnacroish", Dervaig, Isle-of-Mull. Tel: Dervaig 274. (84224

HEALEY SPRITE H Reg. Blue, new hood, clutch, exhaust, sills, tonneau, £550 o.n.o. 061-427 3109. (84225

1959 MK. I 2.4 JAGUAR. Very sound bodily and mechanically. Overdrive. Superb red leather interior. 70,000 miles recorded. £295 o.n.o. Southport 37181 (Merseyside) (84226

LEA-FRANCIS 6-Light Saloon, 1951. Maroon. 14 h.p. Stylish aluminium body with sunroof. 100% complete and original. Used daily. MoT, tax £450. John Siddall, Kington 720. (84227

8 FYM SOLD with *June Triumph* 2.5 PI Estate Automatic. 44,000 p.a.s. White blue cloth, towbar rear wiper. HRW. Endrust treatment. Immaculate throughout. £1,375. Consider p/e. Tel: Nottingham 255518. (84228

JENSEN CV8. 1964. Fibreglass body. V8 engine. Automatic. Stereo. Investment bargain. £750. 01-693 7379. (84229

AUSTIN HEALEY 3000 Mk. III. Good condition. Black, overdrive, wire wheels, radio, low mileage. Will sell at £1,200 cash. Battle 3269 (Sussex). (84230

MORGAN 4/4 2-seater 1957. 1500 c.c. Cortina GT engine, new hood, side screens, tonneau, carpets, door trims, windscreen and tyres this year. Taxed. 1 *year's MoT*, "P" *registration—re-registered* February 1976. White and black interior. £2,250. 01 693 7379. (84229

TRIUMPH ROADSTER 1949. Professionally restored. Immaculate in Porcelain white, black hood blue trim. All new chrome, Whitewall tyres. With rear dickey seats. Ideal open family motoring with style. £2,200. Also selling superb MG TF. £3,650. Tel: Bexhill (Sussex) 217797. (84231

LANCIA BETA Coupe, 1975N. Rosso York/gold velour. Stereo. Immaculate. 23,000 miles. £2,450. Matlock 4861. (84541

E-TYPE 1971 4.2 FHC. Very good condition. Chrome wire wheels. £1,850 o.n.o. Liskeard 43656 evenings. (84232

FOR SALE—continued

1933 HUMBER Pullman limousine. Sound original car, needs final restoration. For more information ring Guildford 810454. (84202

MORGAN 4/4 COMP. 2-seater 1970. Dark blue, recent aluminium body, red leather upholstery new hood, full/half tonneau. Kenlowe air horns, wires, +8 spots. Documented history from new. £2,650. Phone Comberbach (Cheshire) 891339 weekends and after 6 p.m. weekdays. (84204

LOTUS ELAN S4 DHC "H" Reg. Taxed, tested, £1,100 o.no. Telephone Kidsgrove 2654 (Stoke-on-Trent). (84233

ROVER 100, 1960. Good condition, MoT June 1977. Taxed March 1977. Original radio. £200 o.n.o. Phone: Hook Norton 308. (84234

SUPERB TR6 1970. Laurel white s/top and tonneaux, wires, radio, h/top. Engine 150 b.h.p. 36,000 miles only. New clutch, gearbox (overdrive 2, 3 4) £950 o.n.o. Reluctant sale, owner going abroad. Tel: 01-435 8873 (evenings.) (84235

RILEY SPECIAL 1936 12/4. Preselector. 11 months MoT. In regular use. Accepted for VSCC racing. Taxed Feb. Viasto Badges. Nettlebed, Oxon. Telephone: Nettlebed 333 (84236

MG-C 1970. Tax, MoT, w/w, radio, undersealed, red, with black upholstery. New servo, clutch, brakes, door windows, £500 respray with Rolls-Royce restoration firm. Restored to showroom condition. £1,600 o.n.o. 01-727 4473. (84237

ALFA ROMEO GIULIA *Sprint GT.* Engine, brake overhaul, good tyres, new exhaust radio, long MoT. Excellent condition. Canterbury 53163. (84238

BMW 2002 "N" REG. 1973. Metallic green. Tinted windows, 8-track stereo radio, low mileage. Excellent cond. Many extras. £1,550. 01-349 1422. (84239

1968 DAIMLER 2.5-litre Auto PS. Privately owned, 3,000 miles since engine replacement. Brakes, steering and other ancillaries overhauled or renewed. Bills or proof available. Bodywork fully maintained. A rare model. What offers? Phone Torquay 39394. (84241

1929 RILEY 9 HP. Mechanics original and complete. Requires renovation. £750. 01-852 8904. (84242

1914 ALLDAYS & ONIONS 2-seat Midget with child dickey seat. VCC dated. Perfect running order. Concours condition. All brass lamps. Believe one other exists. Offers over £5,000 required. Phone: 66-54071 after 7.30 p.m. (84243

1964 RHD LANCIA Flaminia. All aluminium "touring" FHC. Excellent bodily. £750. 01-852 8904. (84242

XK150 FHC 3.8 1960. New brakes, steering, exhausts, servo, battery, b/rack. Engine 27,000 miles. New MoT. Photo and further details on request. £1,950. Twyford (Hants) 71260. (84440

ROLLS-ROYCE 1937 25/30. Small Park Ward limousine. 3 owners. Particulars from Pearson Large House, Twynholm, Kirkcudbright. Telephone Twynholm 276. (84442

2.4 MK. II 1965. O/D. Immaculate condition in dark blue. Beautiful grey interior. Bills for £400 in last 18 months inc. new clutch plus recon. rad., dyn., dtr., brks., etc. by previous owner. Rust-proofed. 27 m.p.g. on long runs. Year's MoT. Tow hitch. £550 o.n.o. Reason for sale: bought 3.8 "E"-type. John Baker, Kingsclere 298744. (84443

BENTLEY T-SERIES 1966. Seychelles blue, sheepskin rugs, low distinctive registration number. Superb. Would contemplate exchange with 70 onwards E-type Roadster 4.2-litre in similar condition or £4,750. Aughton Green (0695) 423358 (Lancashire). (84444

MG MAGIC: 1960 MG-A Roadster in Old English White. Distinctive reg. Reliable daily transport which is for sale at the bargain price of £450 o.n.o. Nettlebed 511 after 6 p.m. (84446

1953 MG YB SALOON. Original and basically sound car requiring some body attention. *Spare engine available.* Also few *used* TC parts including rear shockers, road springs and spare wheel carrier plus unbound copies "Safety Fast" March 1961 to November 1968. Offers. Aston Abbotts (Bucks) 326. (84447

1973M TRIUMPH TR6. Fixed head. French blue, black trim. O/D, radio, headrests, 37,400, MoT 1 year. An outstanding example! £1,595. Burnham-on-Sea 783221. (84448

LANCIA FULVIA 1.6 HF Lusso. late 1972. Silver with black interior, alloy wheels, radio. £1,375. Stone (Staffs.) 4728. (84449

MG-B GT V8. Damask red, usual refinements, plus sunroof, virtually unmarked. Well above average. 22,000 miles. £2,100. Allen, The Stag House, Woodburn Town, High Wycombe, Bucks. (84405

ASTON MARTIN DB6 1966. 45,000 miles, red with black interior, Sundym glass, CWW, sunroof cassette stereo. £2,000 or part/ex. with cash for Ferrari, Maserati, etc. Tel: Brenchley (Kent) 2697 daytime. (84406

PEUGEOT 504 GL Estate 1975 (P-Reg.), in Bordeaux red. 14,000 miles only. £2,800. Phone: 01-262 3964 (London W2). (84550

1971 TR6 O/D. Very good all round. 2 other owners. 43,000 miles believed genuine. An honest and reliable car priced at £1,095 o.n.o. Phone David on 435 2991 evs. P/ex. considered. (84532

FOR SALE—continued

1968 LOTUS SUPER Seven 1500 GT. Yeloy/aluminium. New Spax, hood, 5½J rims/tyres, battery, headlamps. Fitted heater, Aleybar, air horns burglar alarm, tow bar. This car has given me fast, reliable and enjoyable driving for past 5½ years. Reluctant sale, £600. Phone: Penketh 4424 evenings/weekends. (84408

ROLLS-ROYCE 20/25 Thrupp and Maberly limousine. Good working order. Fine mechanics. Part-exchange considered, £2,500. Camberley 32283. (84409

LEYLAND FIRE engine, 1937, 29.4 h.p. Open model. Brass rad. and fittings. Good investment £1,500. Selby 4264 Yorks. (84410

1958 MG MAGNETTE ZB. Island green. Good-looking car well maintained. MoT May 1977. £200 o.n.o. Tel: Rustington, Sussex 72644. (84413

ALFA '71, 1750 GTV. Exceptional throughout. Rust-free. 30,000. New clutch. Re-conditioned gearbox. £1,145. Bedford 711 538. (84411

LOTUS ELAN S3 FHC 1967. Taxed, tested. Radio. £850. Interesting exchange considered. Ace/Cobra wanted. Chesterfield 850559. (84479

XKs FOR SALE: XK120 Roadster; XK150 FHC. Both superb. Substantial offers only. Not previously advertised. 01-540 6824 (London). 84480

BMW 3.0 CSI Coupe 1973 "N" registered, LHD. Silver, blue velour interior, power steering, radio, electric rear windows. Fuel injection, alloy wheels, headrests, 41,000 miles, £3,950/exchange. 01-693 7379. (84414

ONE MUST GO: Either Concours winning 1964 (hard suspension) Mini Cooper "S" 1098 c.c. Literally 100s of pounds worth of extras, too numerous to list. Only seeing this car can do it justice. Without doubt the finest of the early Coopers to be found. Offers are invited over £1,000; or magnificent 1967 Daimler V8 250. CWWs, sunroof, p.a.s. Dark blue auto. HRW. Bargain at £895. 0222 703536. (84482

IMMACULATE WHITE Mk. III Cooper "S" Reg. July 1971, many extras including radio, black vinyl top, Webasto, XAS tyres Keniowe, Astrali, Hopkirk seats, etc. Lady driver. £1,050. Tattenhall 70506 (Cheshire). (84483

TWO DAIMLER V8s: 1964 Golden Sand. 49,000 miles. Auto., p.a.s. £700; 1964 Silver Blue. 44,000 miles. auto., p.a.s. HRW, radio, £600. Both are in good original condition with known histories. Private sale. 082-584 320 Halland, Sussex. (84495

MG-C TWINS FORCE sale of ideal pair: 1969 white roadster, good original condition, 75,000 miles; and 1970 beige GT, HRW 40,000 miles. Both with W/W, O/D, tax, test. £900 and £1,000. Tel: day Cambridge 311357; evening Thetford 3363. (84407

V12 E-TYPE 2+2, manual 1972. Primrose with black trim, chrome wheels, quad stereo player, electric aerial, air horns, 35,000 miles, £2,750. Great Bolas 284. (84484

GILBERN 1800 GT 1966. A superbly fast, rare car. W/wheels, sunroof, heated r/w. Taxed, tested. Complete with spare MG-B with excellent engine and overdrive gearbox. Garage full of spares. 2 sets w/wheels. An investment at £900. Telephone: Lincoln 65919. (84501

1968 E-TYPE 4.2 Drophead. Series 1½. Excellent condition, radio. £1,575. Tel: Bosbury 674. (84503

LANCIA 2000 SEDAN, 1973, p.a.s. Fuel injection, electric windows, cloth interior, Metallic silver, superb condition. Best offer over £1,100 or consider interesting part/ex. Rothley (Leics.) 2064. (84486

1929 LAGONDA two-litre long wing type. Overhauled and refitted, £6,000. East Lea, Long Clanson, Melton Mowbray 822098. (84487

SCIMITAR GTE 1969, Mechanically sound. Cosmetically poor. MoT Dec. '76, £750 o.n.o. Whitley Bay 32966. (84485

BRISTOL 408 1964. Leaf Green with tan upholstery. One of the best examples in the country with service history from new. Past winner Owners' Club concours trophy. The best of both worlds. A delightful car and an appreciating asset for £2,500 o.n.o. Tel: 0934 732107. (84488

FERRARI DINO 246 GT LHD, 1973. 13,000 miles only. Full history. £6,000 price includes £500 of new spare parts. Telephone 031-337 8070. (84489

LOTUS ELAN +2 "S" 130/5 1973. 34,000 miles. Excellent condition. Must sell due to illness £2,395. Mrs. C. Coleman 14, Ashton Close, Melton Mowbray. Phone 66219. (84491

"S" SPECIFICATION MINI, 1973 L. Metallic electric blue. Tinted windows. Black roof. Professionally flared arches. Fully balanced 1293 c.c. engine. Cooper head and gearbox. Special manifold, racing clutch. 4,000 miles since engine rebuild. Transistorised ignition. Oil cooler. Twin tanks. Adjustable spax. Rear wiper, HRW. Sump guard, Halogens, Cosmic alloys. Special door locks. Full instrumentation. Roof console map light, radio 8-track, bucket seats. All black interior. Quick. Stunning looker in superb condition. £1,350 o.n.o. Trelleck 507 or Monmouth 2451 daytime. (84490

1936 WOLSELEY 25. Drophead Coupe. Black. Excellent condition. Taxed. Reasonable price. Tel: 01-026 374 277. (84499

AUSTIN HEALEY 3000 Mk. II 1963. BJ7 wire wheels, overdrive, new soft top, all steel body in Old English White. No rust. Excellent condition all round. Tel: Northampton 401053 after 6 p.m. (84445

FOR SALE—continued

PVT RACING STABLE: Austin Nippy ('65), Riley "9" Special, 1949 Leaf Estate tow-car. All in sound condition and ready for use. Many spares. £2,100 o.n.o. or will split. Pangbourne (Berks) 3960. (84498

BMW 2800 COUPE (identical to 3-litre series) Electric windows, manual gearbox, p.a.s., alloy sports wheels. Regularly serviced. Immaculate condition. House forces sale. £2,150 o.n.o. Scarborough (0723) 65678 or 60262 work. Ask for Bob Harper. (84497

MG-A TWIN-CAM FHC. Superb original condition. Believed authentic 30,000 miles. Special registration. This rare classic offered for less than the price of a new Mini. Also MG Midget 1967. Speedo reading 31,000. Superb condition having been maintained regardless of cost, i.e. £300 spent in recent weeks. £585. Both cars are really quite special. South Benfleet 55115 evenings. (84493

SPECIAL MASCOTS and trophies made to order. One-off or small batches. Hughes, The Berristead, Wilburton, Ely, Cambs. Phone: Haddenham 770. (82928

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BENTLEY MK. 6 1950. Complete car, but stripped for restoration, plus another for spares, £750 the lot. Telephone: Preston (0772) 633320. (84555

LOTUS ELITE, Series One, 1959. 1220 *Climax. Rebuilt rear suspension.* Very original super car. Bank Manager forces sale, £1,200 o.n.o. Details: Philip Champion, Tel: Oxshott 3680 (Surrey). (84557

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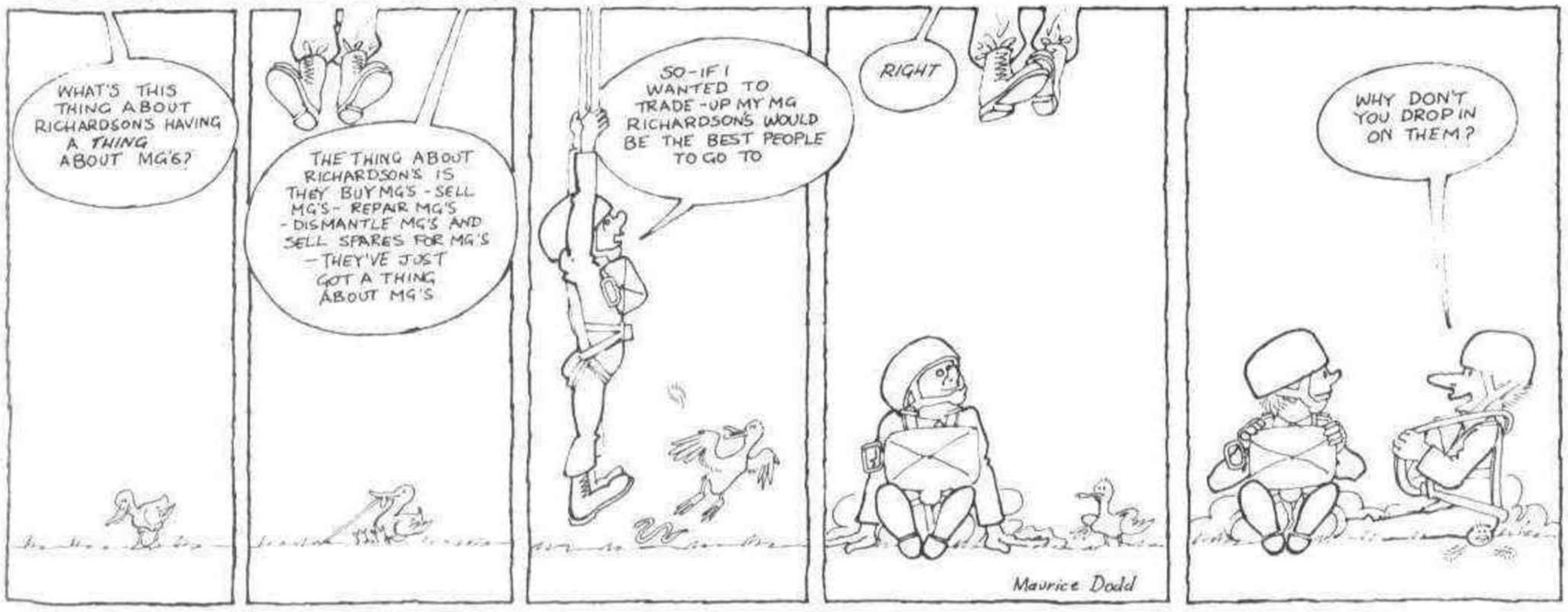
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1972 JAGUAR XJ6, 4.2 Automatic, radio, stereo.. **£2,250**

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MG J2 OR P-TYPE runner/non-runner. Tockwith 460. (84088

DBS FHC OR TE21 DHC, excellent rust-free condition only. Zech, Tel (office) 01-588 4545; (private) 01-373 3109. (84097

WANTED BY ENTHUSIAST: Derby Bentley D/H or Tourer TT Replica Frazer Nash, Ferrari 275, GT-B. Prefer cars in mint condition but anything considered. Exceptional price paid for exceptional car. *Please reply to Box 5234.* (33762

WANTED: AUSTIN Atlantic Saloon, preferably in excellent condition but any sound example considered. "Autocar" or "Motor" 1948/9/50. Any Ford Pilot parts, especially rear bumper, fawn carpets, steering wheel, sidelamps, original tools, literature. 01-935 0964 business; 01-478 5915 home. (33785

MG 1929-39 MANUALS, sales literature, parts lists, etc. required by private collector. Also MG L-type spares. W.H.Y? Morland, Goldwell Cottage, Calleywell Lane, *Aldington (378) Kent.* (84180

PRE-WAR MECCANO motor car construction outfits wanted. Also any other pre-war Meccano products or publications. Tel: Kinoulton 513. (84182

1925/1928 HUPMOBILE Straight Eight Series "E", preferably with English coachwork by Victor Broom W. J. Oldham, Green Lanes Pont au Bre, Augerey, St. Peter, Jersey, Channel Islands. Phone: 0534 81019. (84184

R-R PHANTOM II wanted, preferably late series (T or U) Continental with sporting *coachwork, condition immaterial.* Will restore, but must be original. No limousines or hearses. Write: Thompson, Leverington Hall, Wisbech, Cambs. (84187

JAGUAR XK140 DHC body wanted. Must be in excellent complete condition, with no rust whatsoever. Would prefer original example. Paint and finish of minor importance. FHC body in similar condition could be given in exchange. Please reply with full description to Rudolph Hahnenberger, Rackarbergsgatan 52, 752 32 Uppsala, Sweden. (84201

WANTED: MERCEDES Sports or Touring car 1920-1939. Suitable funds available for good car. Box No. 5232. (84577

WANTED—continued

WANTED WANTED! USA purchaser requires any Rolls-Royce "Silver Dawn" or "Silver Cloud". Any condition! Anywhere! Best payment! (Also any S-type Bentley or Mk. VI or R-type). Telephone: 01-385 1805 (Kensington) now! (84203

FERRARI 330 GT 2+2, Mk. II, 1966, wanted by genuine Ferrari enthusiast. Will pay high cash price for a good example. Details to: M. Pilgrim, "Fairview", New England, Sible Hedingham, Halstead, Essex. (84210

WANTED: VINTAGE car, any model considered. Good price paid for perfect car. Distance no object. (051-638 3205) Terry. (84218

WANTED! WANTED! Enthusiast requires any interesting Sports or Racing car. Date and condition unimportant! Best payment! Telephone: 01-385 1805 (Kensington) now! (84203

MG TF, TD OR TC wanted, or any interesting similar vehicle. Any condition considered. Northwood 25161. (84220

PRE-1968 ELAN, E-type, Porsche, Aston, Morgan, Ferrari, Rolls. Cast paid. Box 207, London SE21 7HJ. (84229

WANTED: MG TD by Swedish MGCC member in good running order, going to visit England in November-December, pay cash. Please write with photograph to: Mr. A. Fernandez, Ingemarsg. 3A, S-11354 Stockholm, Sweden. (84240

FERRARI PRE-68 LHD 275 GTB, 330 GT 330 GTC Dino, or 250 GT Lusso in well maintained, original, rust-free condition. Complete details price and recent photos to: James Harayda, 306 South Heritage Circle, Burnsville, MN 55337, USA. (63108F

I WILL BUY one Aston Martin pre-war short chassis or one M6 Magnette K3 or one HRG Concours condition. I can pay it. Stevenart, 22 Rue De La Gare B. 5561 Gendron-Celles, Belgium. (63119F

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SINGER 9 LEMANS, Wolseley Hornet Special, MG TC/TA/PA/PB, Riley Lynx, AC Ace or Triumph Southern Cross/Monte Carlo open 2- or 4-seater in good condition. Please write: H. W. Veenenbos, Molstraat 3, Delft, Netherlands. (33829

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LOTUS, MARCOS, TVR, Scimitar GTE, XJ6 Stag E-Type or similar wanted. Any condition Cash waiting. Buyer collects. *Stamford 4312 (Lincs.)* (84388

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MG-C GT/MG-B V8. Late C or early B, outstanding only. Full history. Healy, 303 Chelsea Cloisters London SW3. (84411

LOTUS ELAN 1965, 1966 or 1967. Prefer convertible. Good condition. 1967 +2 considered. Also want Mercedes 230 SL/250SL preferably LHD. Cash paid. 01-693 7379. (84414

BENTLEY MK. VI or *R-Type wanted*. Must be immaculate. Cash paid. Telephone Warwick 42166. (84420

PRE-WAR ROLLS-ROYCE or Bentley wanted. Any condition considered. Cash paid. Telephone: Warwick 42166. (84420

AUSTIN-HEALEY 3000 wanted. No objection to car requiring some restoration. Tel: Cullingworth (Yorks) 2324 evenings. (84492

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CASH OFFERED for 275 GT-B4 or Daytona Ferrari in first-class order. Ivan Forshaw, 415 Ringwood Road, Parkstone, Poole, Dorset. (84477

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ROLLS-ROYCE and Bentleys wanted urgently. Pre-1968. Any condition. Best price paid instantly. Will travel. Skelmersdale (0695) 21873 (Lancashire). (84177

JAGUAR SS 1½, 2½ or 3½ saloon or roadhead coupe or similar car urgently wanted. Any offer considered and I will pay the best cash price. Coming to GB in December. Please write to G. Kristensen, Sandhoejen 19 2720 Vanloese, Denmark. (84019

MORGAN +8 wanted. Must be late low mileage immaculate example. Cash waiting. Write: Halsall 47, Pembroke Court, Blackpool, Lancs. (84024

WANTED 59/60 MG twin-cam roadster. E. Birch, 63 Lime Grove, Eastcote, Ruislip Middx. 01-868 6634, 6-8 p.m. (84028

LANCIA FLAMINIA 1966/7 urgently required. Also Aston Martin DB6, preferably manual Vantage. Good condition essential. Bedford 46220. (84043

E-TYPE 3.8 ROADSTER any condition considered. Private buyer. Also E-type tuning parts: Webers, manifolds fuel injection, etc. W.H.Y? Tel: 01-940 0435. (84045

MG T-TYPE or similar wanted by enthusiast. Telephone 01-979 4640. (33749

MG TC WANTED. Please contact: Morley, Hoogvorst Weg Tervuren 1980, Brussels, Belgium. (33749

LANCIA FLAMINIA wanted. Any type or condition. Also any literature, spares lists, workshop manuals for all or any Lancias. Lewis, 28 Ebley Road, Stonehouse, Gloucestershire. Telephone Stonehouse 2149. (84055

WANTED: Private buyer requires Aston Martin DBY convertible or Bentley SI or conv. Should be in above agerage condition. Carl Tupper, 103 Bluestone Rd., Royston, Manchester M10 9HZ. (33659

WANTED—continued

MG PA OR PB wanted, sound and original, or would consider an unfinished rebuild. Prestwich, 4 Grovelands, Barnwood, Gloucester. (84023

AUSTIN A90 Atlantic Convertible. Must be good condition, 20 Greenwood Avenue, Poole, Dorset. 0202 709608. (83713

WANTED: MGs for spares for MG Owners' Club. The Secretary, MG Owners' *Club, 108, Pomfret Avenue*, Luton, Bedfordshire. SAE for Club literature. (33635

GINETTA G21 wanted by private buyer. Any car with overdrive considered. Phone Ward, Coventry (0203) 56492. (83879

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ASTON MARTIN DB5 DB6, in good condition wanted by private party. Immediate cash, Cambridge 62208. (82712

R-TYPE CONTINENTAL, must be immaculate. Fullest details to Denton, Holmwood House, Turvey, Beds. (83928

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30/98 VAUXHALL, E or OE, *prefer* Standard or Velox body in sound original condition. Also Frazer Nash TT Replica. Telephone: Alan Dunkeley, Ramsbottom 3616 or office Burnley 35658. (83930

BRISTOL 403, sound in body, sought by private enthusiast. William Meredith. Tel: 01-373 0876. (83933

ALTA OWNER requires complete engine or spares for racing. Merritt, Footmans, Haselbech, Northants, Maldwell 685. (83949

FORD GT40 or Lola T70 wanted. Only very good conditions. Cash paid. Send photo and detailed description to: Mr. Fabrizio Castellani, 57 Viale Carso 00195 Roma, Italy. (84017

WANTED: Good Volvo Saloon or Estate preferably 121, 1225 or 123 GT Series. Morse, 4 Westwood Road, Rugby 22CV 5QL. Telephone Rugby 3267 or 4434. (83116

TRIUMPH TR wanted. Top price paid for any model for spares, restoration or resale. Nottingham 273087/201322. (83118

WANTED: Reconditioned engine for Austin Healey 3000 Mark III. Migdal, 6 Hereford Square, London SW7. 373 2228 or 373 8849 evenings and weekends. (83120

BRISTOL 85C head complete and sound. Also ex manifolds and tower. Box No. 5215. (83128

WANTED: Anything interesting. Also vintage and modern. Will view anywhere UK. Immediate decisions. Cash settlements. Fair prices for fair cars. Be sensible. 01-697 7514. (83129

GINETTA G21 wanted. Preferably 'S' version and sunroof. Lynch Rhylstone, Moor Lane, Burley-in-Wharfedale 3136 W. Yorks. (83133

PORSCHE 4-CAM Carrera engine or parts. Write: Armin Baumann, Hobelwerkway 3 8404, Winther thur, Switzerland. (83157

WANTED: CHEVRON B-16 in excellent condition. Also wanted B-16 windscreen. Consider complete car requiring rebuild. Mike Shoen 2727 N. Central Ave., Phoenix, Arizona 85004 USA. (83227

SMITHS DUAL fuel/temp gauge off 4½ Lagonda in good working order. Walmsley, Hornby 21320 evenings. (83231

WANTED: ALVIS Speed 20/Speed 25 preferably *Open Tourer by Alvis Owners Club* enthusiast. Condition unimportant as buyer will restore if necessary. Phone: Kinver 2820 (home) or Cradley Heath 60601 (business). (83232

ALVIS SPEED 25 or 20 DHC. Chapman, 124 Larchdale Cres., Winnipeg, Canada. (83317

MORGAN 4/4 2-seater, built before January 1968. Will buy later model if in exceptional condition. Call Coventry 69801 (home), or 304686 (office) or write to 4, The Spinney, Coventry, CV4 7AG. (81144

HARDTOP FOR MK. IV *Spitfire wanted*: any condition or colour considered. Red Mk. II hardtop for sale. Contact: Rothley 2379. (83324

ASTON MARTIN wanted: DB6, DB56, manual, in good condition, privately, immediate cash. Phone: Brynmawr (Gwent) 310604 after 6 p.m. (83554

BROOKLANDS ARC / Goodwood member's and guest's enamelled badges or brooches. Also any Brooklands race programmes/cuttings. Proctor, 19 Crocus Avenue, Birkenhead 051-653 0354. (83555

P-TYPE MG 2-seater, sound, unrestored. Original. Running order preferred. Peter Hall, "Windrush", Colehill, Wimborne, Dorset. (82782

WANTED: WOLSELEY Hornet engine 12 h.p. Ring evenings 0474 67457. (83604

LOTUS SIX wanted for restoration, all offers considered. Phone Mark Howard evenings Hopfield 356 Kent. (83610

COVENTRY CLIMAX engine FWA., FWE, FPF or V8 wanted. Write to: Ecury, Bosstraat 94A Soest Holland. (83612

ROLLS-ROYCE or Bentley required. No objection to *one requiring* attention, would view. Quick settlement. 01-650 9795 evenings (80323

WANTED—continued

V12 E-TYPE Austin/H 3000, Jaguar XK, Aston, Lotus, MG wanted or similar. Any condition. 01-658 0554. (80324

WANTED: Post-1950 European Commercial truck, fork-lift, construction vehicle sales literature, brochures, catalogues. Must be in English. Will pay 50p each plus postage or trade. 6169 Northfield, W. Bloomfield, Mich. USA 48033. (76188

WANTED: MORGAN +8 or *nice 4/4 or* +4. Will travel. Sensible price paid. Rutter, 3, The Green, Wanstead, London E11. 01-989 1287. (82750

I WILL BUY the best MG TF in UK. I can pay it. Stevenart 22 Rue De La Gare, B.5561, Gendron-Celles, Belgium. (62889F

WANTED: LHD Rolls-Royce Silver Shadow. Photo and offer to Box 5194. (33040

WANTED: All German cars from 1900-1900-1955 and all MGs 1929-1955 for cash. Also all German spares and German hand books. Please write to: Barnd Bonello, PO Box 8 6271 Worsdorf ITS, West Germany. (F62679

TRIUMPH TRs, GT6 and Spitfires always wanted. Frederick Charler Cars Limited, Gulson Road, Coventry 27518. (30953

PRE-WAR ALVIS: Lagonda, Talbot, Riley, Aston or similar sports car wanted privately. 01-828 7449. Good condition preferred. (29928

ANY INTERESTING old car in running order. Full details preferably with photo to Box 207, London SE21 7HJ. (31648

BENTLEY OR ROLLS wanted any year, or model. Condition unimportant. Can collect and view. Cash settlement. Mr. Bennett. 01-658 1005. (32222

MISCELLANEOUS

ROLLS-ROYCE TOOLS: Some brand new, F6392 £5, 58A F51960 £4. Water pump tool E45135 £4. Bentley Mk. 6 exhaust tappet spanner £4. Sump plug tool £5. Special workshop tool R2516 £12. New 20 h.p. or Phantom N oil filler caps, *nickel finish* £15. Late 20 h.p. or 20/25 petrol caps £15. Willow Lodge Church Road, Warton Nr. Preston, Lancashire. (84587

MORGAN THREE-WHEELER Club 1977 Calendar The Vintage Years. 6 original Vintage Morgan photographs. Cost £1.50 including postage to any country. PO. cheques made payable to MTWC. Send to: T. Birks, 14, Grosvenor Ave., Streetly, Sutton Coldfield B74 3PB England. (84465

VINTAGE CAR: Black brass fitted leather-topped running board, trunk 2 ft. x 10 in. x 8 in. Brooks, Birmingham. Offers: Newport Pagnell 611951. (84458

MISCELLANEOUS—continued

MG-B HARD-TOP. Black fibreglass, good condition, £45. 021-472 1311 Ext. 120 working hours. (84462

PANELWORK UNDERTAKEN, steel or aluminium, wings, bonnets doorskins, etc. Modifications 4 Prototypes. Phone: Graham White, Hinckley (Leics.) 36604 evenings. (84472

MOTOR SPORT: 1964-1975 complete, inclusive, good condition, plus a few older odd mags. £20. Phone 01-340 9662 (London N6). (84468

AUSTIN HEALEY 3000 Mk. III engine, BJ8, complete with all ancillaries. Has had very little use as test bed engine only. First class condition. £200 o.n.o. Tel: Derby 54503. (84384

SEND SAE FOR LIST covering items, books (A/Healey, MG, GT40 Aston, Panther, Pontiac, Morgan, Rolls, original MG-A shop manuals.). Used spares for Frogeye, MG-A (state requirements). Two, as new, volumes: 1/2 "Electric Trains", by Agnew, 1937, first edition, swap motoring mags, books! "Vintage" No. 4. Write: call evenings 25, Shenley Road, Heston, TW5 0AD Middlesex. (84393

"FANGIO" highly illustrated classic, editor Denis Jenkinson, Was £3.00, unmarked, reduced to £1.55 incl. p&p. Motoring Books, 44 Park Road, London NW1. (84412

TYRES: Dwindling stock of unused and part-worn tyres including BE No. 19 in. or 21 in. Cheap to clear. 5 Riley 12/4 wheels £25. Riley 9 camshafts (pair), oil pressure gauge, Taylor, Hemingbrough 310. (84415

BRITISH SALMSON vast quantity mechanical spares. Most items. Few body parts. Taylor, Hemingbrough 310. (84415

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Entry by catalogue only on sale at :
Christie's Automobile Department, 8 King St., St. James's, London, SW1 6QT
OR Christie's, 91 Rokin, Amsterdam, Holland
OR Leidschendam on sale day and viewing days 20th, 21st & 22nd November

MISCELLANEOUS—continued

MOTOR SPORT 64-75, 23 missing, 72-75 *complete, 63, six only* £15. Bishops Stortford 870698. (84208

E-TYPE BONNET, Series 1 steel. Sound condition, £70. Telephone Plymouth 54252 evenings. (84209

AUCTION SALE of vintage and collector's vehicles, etc., including 1919 Model T Ford, 1929 Austin 12/4 Tourer, 1932 Rolls-Royce Tourer (rest) 1922 Dodge Hearse, 1928 Austin 7 Saloon, Humber Staff Car, Dennis Fire Engine, Tractor by Minneapolis, Field Marshal John Deere Farmall Fordsons etc. Stationery engines. Spare parts, etc. Sale commences November 18th 11 a.m. at South Street, Crewkerne. Further entries accepted up to November 3rd. Catalogues 50p by post from the Auctioneers: T. R. G. Lawrence & Son (Fine Art), 19b Market Street, Crewkerne, Somerset. Tel: 3401. (33791

DRIVING HIGH performance cars fast, in complete safety, is a skill. Over the past year a *racing driver has provided personal* tuition to owners wishing to learn very advanced road and/or track techniques. Demonstration drives are given in a Porsche Carrera, followed by a flexible period of instruction. Exclusive use is made of a private airfield (near London) to develop all aspects of car control, with special emphasis on high speed driving. Why not join the owners of Porsches, Ferraris, Jensens, TR6's, E-types, etc., who have already benefited from a unique blend of roadcraft and racetrack techniques? For more details please telephone Henley-on-Thames 4115. (33792

MG TD ENGINE ex-Racing Kieft, highly tuned believed unused since Laystall overhaul. Freeflow exhaust and inlet manifolds. High offers. TC gearbox. Lea Francis 14 h.p. engine and gearbox, probably needs overhaul £40. Taylor, Hemingbrough 310. (84415

***GRAND TRANSPORT** Bazaar, Eastbourne*, on Saturday 4th December, at the Winter Gardens, doors open 10 a.m., admission 20p. Stalls selling everything for the old motor enthusiast and collector: spares, books, photographs, toys and much, much more. Bar and refreshments, relaxed and spacious atmosphere at the South Coast's biggest indoor "vintage" event. Autojumblers note that there are no stairs, easy parking, low rates, ring Eastbourne 54149 and see if there are any stalls left! Room for some complete cars too. (84416

PIRANHA ELECTRONIC ignition kits to fit Ford 4 cyl., Vauxhall 4 & 6 cyl., and late BL "A" Series engines, some new, some used, £15 & £7.50. Oxford 61792. (84425

10 ANS DE COURSES—1897/1907—Les Marques Victorieuses (10 years of motor racing), E. Montaut. Portfolio of 31 original coloured Motor Racing Lithographs. *Extremely rare*, £250. *Richley*, 1 Park Road, Ashford, Kent. (0233) 21213/20552 evenings. (84430

WESTUNE "SUPASUD" twin carburetter kit. 36 DCNF Webers, manifolds, filters, linkage. Suit Alfasud L or Ti. Cost £175 3 months ago, bargain at £125. Bennett, 4 Durham Ave., Burnley, Lancashire. (84441

LAGONDA LG6 instruction manual. New twin SU petrol pumps for Series 1/2/3 Bentley or R-R, 6 cylinder Watford magneto, circa 1920. Mk. VI Bentley front silencer. Tyres: four 650 x 17 v.g.c. One 500 x 17 new. Two 650 x 16 new remould. Two 650 x 18 new remould. One Jaguar 3.4/8 wire wheel. Several volumes of "Modern Motor Engineering" 1920s and 30s. Tel: Southport 64949 after 8 p.m. (84481

PROFESSIONAL MOTORING artist will illustrate your historic/modern car in profile or full colour cutaway form. Samples on request. Tel: 01-204 4901 (evenings). (84104

R-R PHANTOM I. Mag, dynamo, governor, carb, Autovac s/absorbers, wheel discs, etc. Offers or exchange OHC MG engine. A. Booth, "Kestreis" Berwick St. John, Shaftesbury, Dorset. Tel: Donhead 671. (84107

550 x 17 TYRE, new £6; 500 x 17, new £6; 140 x 40 Michelin £6. 2 x 760 x 90 on Artiuerses £15; headlamps 2 x 12 in. Bosch, interior, incomplete £45; 2 x 10 in. Bosch, perfect £65; 2 x 10 in. Zeiss, not perfectly matched £50; Sheerline/Jensen engine, excellent £35; headless Land Rover 2¼ engine good £25; Colette No. 4 endplate £4; book, "Power Carriages for Common Road" 1897 £20; Calormeter £4; Alfa 6C1750/6C2300 twin-choke updraught carb £15; A7 closeraito gears £20. Kegworth 2778. (84176

LOTUS TWIN-CAM Sprint head. Polished, ported, skimmed heads and rebuilt, modified standard to Sprint+. Desford 3652. (82913

1934 MG- PA: Radiator surround+screw-on cap, diff. + CWP, 19 in. wire wheel, remote gear change, steering wheel. Best offer 061-624 5383 after 6 p.m. (84190

3 BRAND NEW 6.00-16 Avon turbo speed tyres, £50. Aston Martin DB4 and GT workshop manual, £10. Thame 4139 (Oxon) (84213

LUCAS PRE-WAR pass lamp and trumpet horns for my Alvis SP25 urgently wanted, but consider lamp and horns for other pre-war car. Will collect in England. Please write to: E. Kristensen, Aalekistevej 234 (II) DK-2720 Vanloese, Denmark. (84018

FOR SALE: Motor books, Veteran catalogues, Pre-war "Motor Sport". Lists. Also quantity Riley Nine parts. Box 5225. (84022

MISCELLANEOUS—continued

PR. CAV HEADLAMPS, B-type 1920, brass, *original, intact, Offers around £50.* Tel: Godalming, Surrey 22093 evenings. (84030

BREAKING JENSEN FF 1969 (four-wheel drive), 383 cu. in. engine. Transmission. Wheels. Good front bodywork. Doors. Windows. Also parts from another Interceptor Mk. I. Carriage anywhere arranged. Thompson 124 Shakespeare St. Southport, Merseyside. Tel: Southport 40047 or 78254. (83887

MOTOR SPORT 1956-1976 complete, good condition, unbound. Offers around £35. Buyer collects. Shipley (0274) 593989. (83878

MOTOR SPORT, 219 copies 1965-74. Few missing plus 72 duplicates. £30. Tel: Leeds 665221 (work), ask for Mr. Hodgson. (83877

SS100 FOLDING windscreen £175. Spare wheel support £30. Tach speedo £20. 2½L engine £35. Rebuild front axle. Fernhurst 785 *(Surrey)* (83873

HARD-TOP FOR MG-B works type, black with light interior, £60. Ascot 23018. (83857

PORSCHE 911 workshop manuals to 1975, volumes 1,2, 3 and 4. Plus sports parts list. Competitions parts list, and Carrera service information, £45 the lot. Lotus 7 manual 2nd edition 1960, £25. Sunbeam Tiger 260. Rootes workshop manual issued 1964, £40. All genuine factory books and in excellent condition. Telephone: Easingwold 810649. (83855

1904 CLEMENT-TALBOT type 4R rolling chassis including engine and gearbox. Requires total restoration, no bodywork. Registration DL 74. Further details: Golding Rosebank, Wellow, Yarmouth, Isle of Wight. (83924

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JAG SWAG DAY! Bring-and-buy sale of Jaguar parts organised by the Jaguar Drivers' Club at Oxford Airport, Kidlington, near Oxford on November 14th. Small charge for stall holders—bring as much as you like. Enquiries, including for membership to JDC, Norfork Hotel, Harrington Road, London SW7. (32929

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MISCELLANEOUS—continued

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888 AGN FOR SALE: On retention certificate. Immediate transfer, £100. 061-427 1280 (Manchester). (83229

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MISCELLANEOUS—continued

AUSTIN 7 SPARES 1925-9. Brake shoes, new valve springs, new track rod ends, brass sidelights, 1925 parts manual (copy). Ford Y-type manifold. Bedford 711019. (33333

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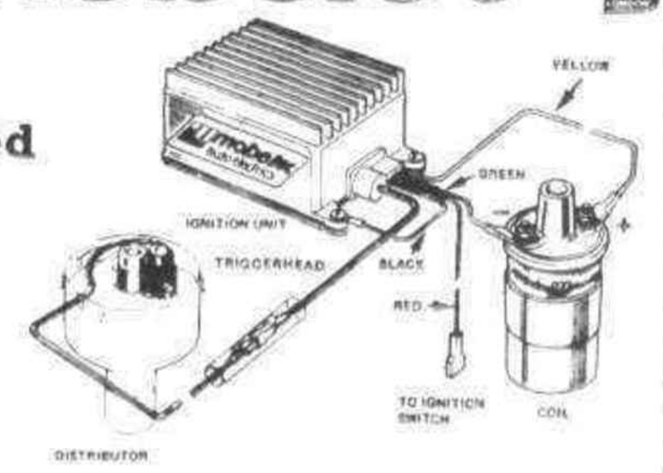
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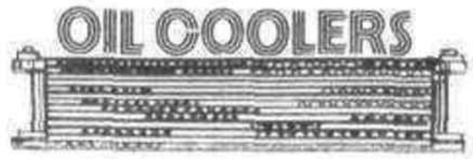
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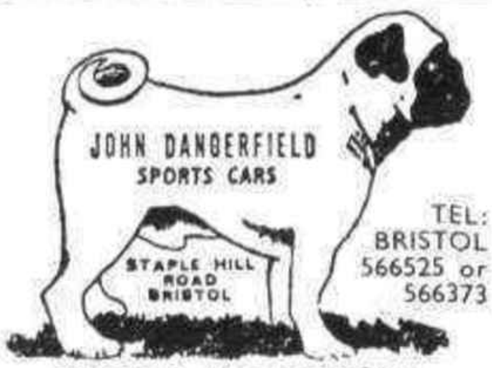
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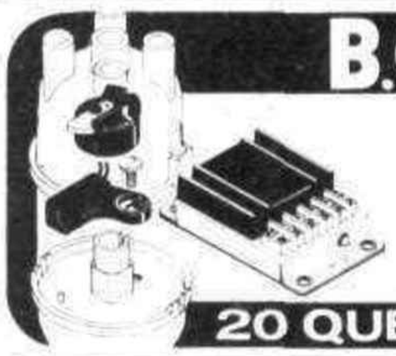
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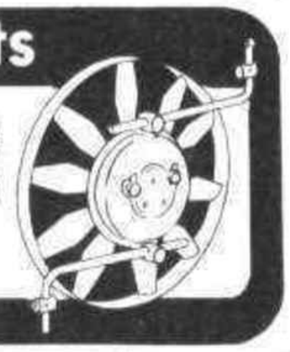
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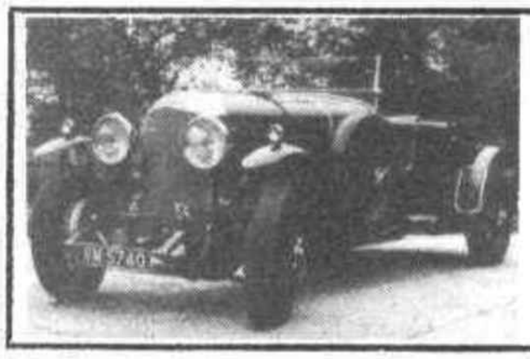
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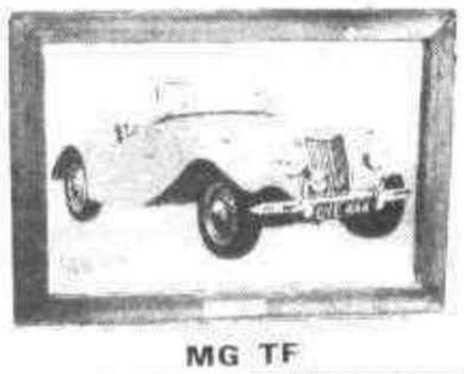
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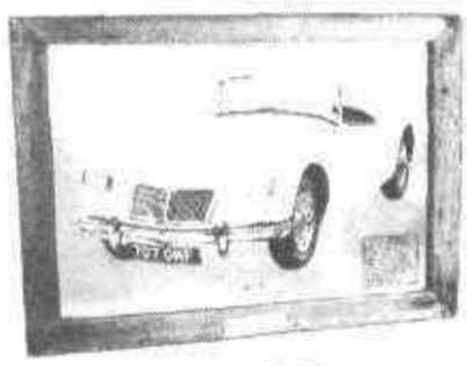
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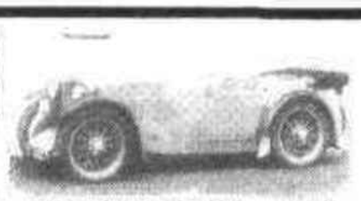
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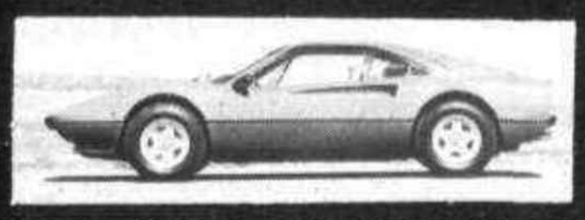
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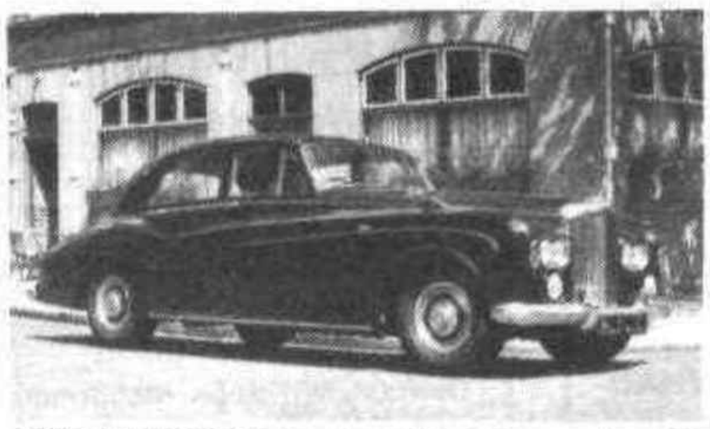


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1965 BENTLEY S3 sports saloon. Burgundy with Beige hide interior, electric windows, all power and automatic transmission.



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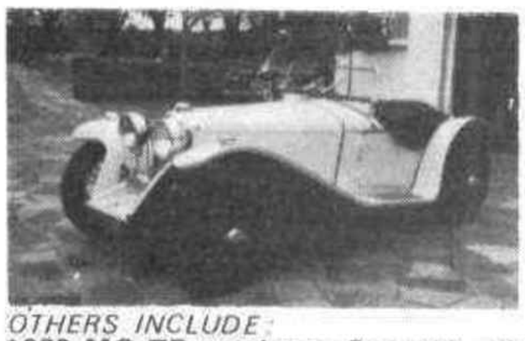
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ROLLS-ROYCE

BENTLEY

ABOUT OURSELVES, AND OUR CARS

A shortage of stock that is both gratifying and also embarrassing causes us again to devote our monthly half-page in 'Motor Sport' to a brief review of the circumstances in which we find ourselves. Although we are confirmed advocates of the investment potential of used Rolls-Royce and Bentley motor cars, the rate and rapidity of the rise in values seen during 1976 has been of concern to us, and we note with relief such signs of the situation stabilising as are evident.

Demand from overseas, in particular from the United States, has together with the pound's deterioration on the foreign exchanges succeeded in pushing sterling values of the earlier models up to levels where these cars appear to the U.K. buyer to be unattractive propositions as compared with Rolls-Royce Silver Shadows and T Series Bentleys of middle vintage. The corollary is that an increasingly higher percentage of the older examples find their way permanently out of the country.

Whereas U.K. buyers of Silver Shadow cars continue to be very much absorbed by details of specification and late modifications, we are finding that overseas customers for earlier series motor cars are placing more emphasis on condition and originality and slightly less on model: this shifting of emphasis is being reflected in changes in comparative price levels — for instance a Silver Cloud III car is now worth around twice as much as a Mark VI Bentley of similar mileage and in similar condition, as against a multiple early last year of nearer four times.

At The Investment Motoring Company & Associates we are now very well known for our exceptionally stringent standards of condition, and it is because substantially original, low-mileage motor cars of the kind which satisfy these standards are becoming ever more difficult to find that our lists presently make such meagre reading. We believe that the trends here discussed will necessarily continue, and as a result would strongly urge U.K. enthusiasts for pre-Silver Shadow motor cars to snap up, almost without regard to cost, fine and original examples of favoured models. There will be few enough opportunities to do so.

Between compilation and publication of this advertisement we shall have been working hard to remedy our stock shortage. Regular readers of 'Motor Sport' will have noticed that we have extended our period of interest first backwards as far as small-bore Mark VI Bentleys and Silver Wraiths, and more recently forwards to embrace early Silver Shadows and T series cars: we hope therefore to have by November a selection of one or two choice examples each of the three main postwar production series, Mark VI/R, S, and T, and would invite prospective purchasers to telephone us to ascertain our up-to-date position.

The word 'original' is often used by ourselves in describing coachwork: when applied to paintwork it should be understood that in our opinion the car has never been repainted, and when applied to interior trim that in our opinion no trim-work or treating of the leather (other than with hide food) has been undertaken since new.

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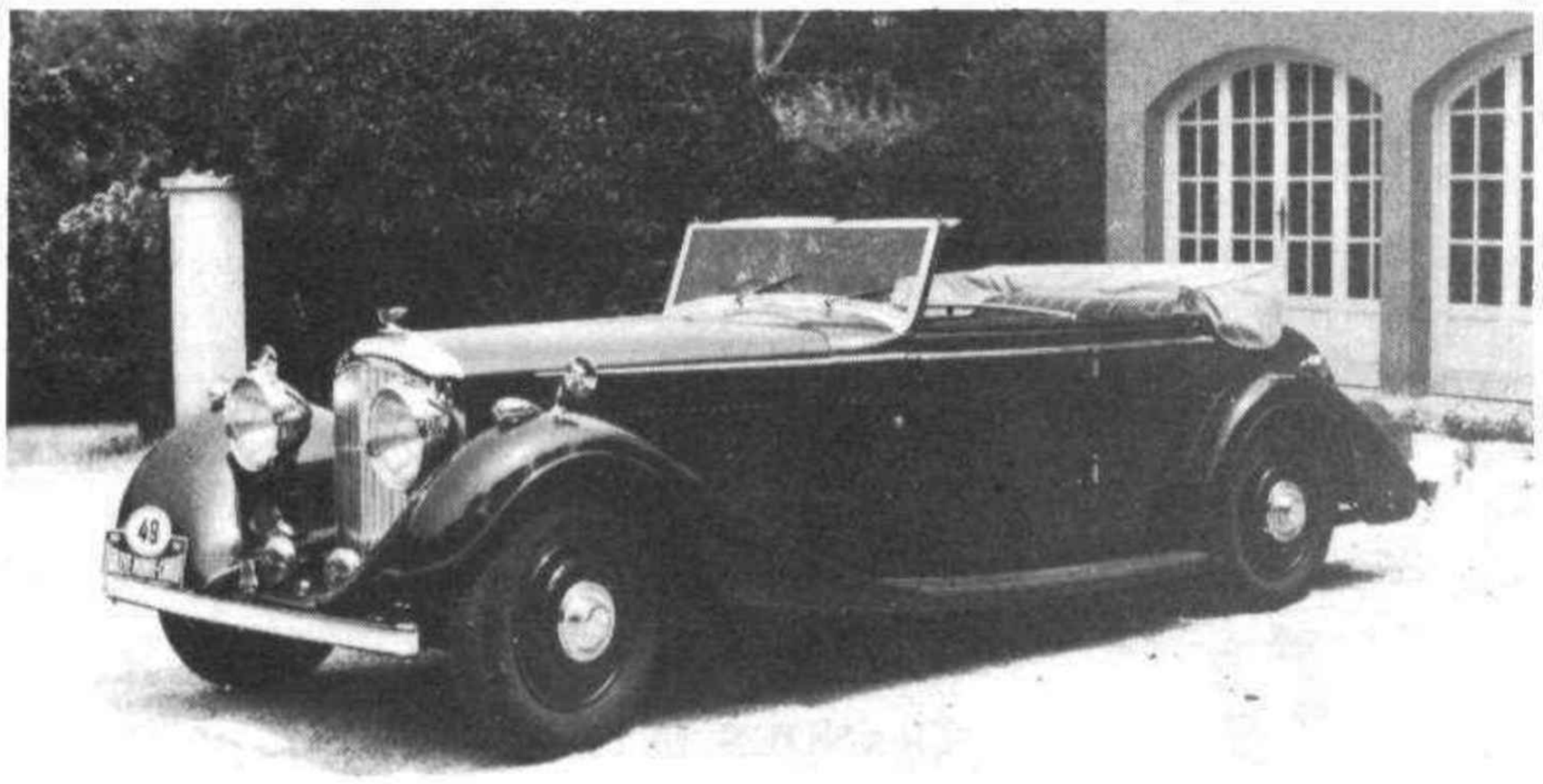
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Antique Car Collecting : *The current Coys Catalogue of Past and Present stock includes 12 colour reproductions and 40 black and white illustrations of classic cars, together with an introduction on Antique Car collecting. Price (inclusive of postage)* £3.50.

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1959 JAGUAR XK150S fixed-head coupe. Warwick grey with grey interior, chrome wire wheels. Less than 20,000 miles from new. *Concours* winner.



1931 ROLLS-ROYCE 20/25 sedanca-de-ville by H. J. Mulliner. This car is a collector's item and has many *Concours* prizes, including Englefield Award 1975 for the "Best mechanical and most original 20/25".



A UNIQUE JAGUAR 3.4S. We have just bought this car which must be a collector's item. Only 20,000 miles since new in the hands of one private owner, with full service history. Finished in carmine red with red trim, automatic gearbox and power steering. This must be the best available car of its type.



1962 BENTLEY S2 Continental Flying Spur with coach-work by H. J. Mulliner. Finished in black with beige hide, tinted glass, bench front seat, stereo. Considerable mechanical reconditioning has been carried out to this car including a replacement engine and gearbox.

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1971 ROLLS-ROYCE Phantom VI, 9,000 miles from new. Finished in beige with blue grey leather interior. Fittings include electric division, occasional seats and cocktail cabinet complete with decanter and glass. A superb example.

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1956 Bentley S1 4-door sports saloon. This car looks lovely in its colour of Havana brown with matching leather trim. Must be one of the best available for its year. £2,550.



1961 Bentley S2. Two owners from new. Extensive work has been carried out recently and the car is complete with full service history, tools and handbook. Shell grey over midnight blue with matching trim. £3,650.



1958 Rolls-Royce Silver Cloud I. Finished in black over sand with biscuit hide trim and carpets. Power steering, electric windows, full tools and handbook. A beautiful example. £5,500.



1965 Rolls-Royce Silver Cloud III. One of the last of the series. Seldom does a Silver Cloud become available in this condition. Shell and Tudor grey with matching leather trim.



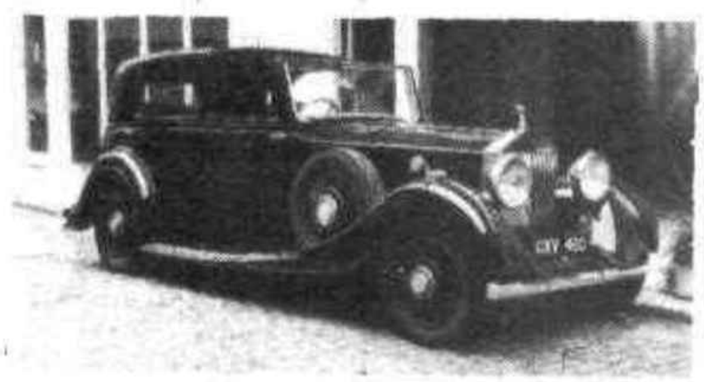
1965 Bentley S3 4-door sports saloon. Finished in mushroom and beige with matching leather trim. This car has been very carefully maintained and is in outstanding condition. £4,850.



1937 Phantom III State Landaulette. Coachwork by Barker. Fitted with V12 engine. This car is magnificent in Embassy black and retrimmed in beige leather including headlining and carpets. The rarity of this car makes it a sound investment.



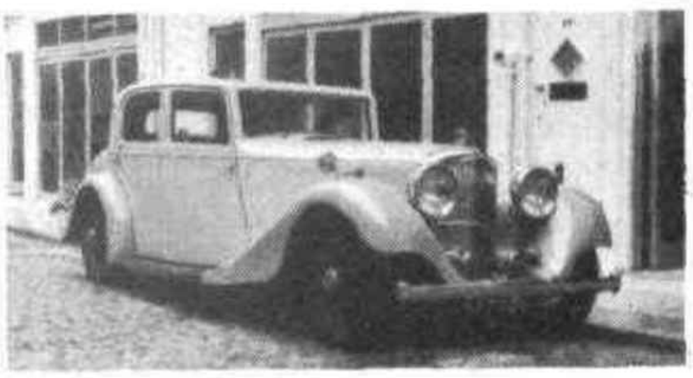
1950 Rolls-Royce Silver Wraith 2-door sports saloon by Park Ward. Finished in royal garnet with beige hide trim and carpets. A very rare and elegant body style. Highly recommended.



1936 Rolls-Royce 25/30 sedanca-de-ville. This much sought-after coachwork is by Mulliner and represents a very desirable investment. Finished in Embassy black with tan trim.



1967 Rolls-Royce Silver Shadow. Fitted with Sundym glass and refrigeration. Caribbean blue with matching leather trim. This car is superb in every detail and well above average. £6,950.



1935 Bentley 3½-litre. 4-door sports saloon by A. Mulliner. Finished in two-tone harvest gold with red leather interior. The mechanics and general appearance represents one of the best we have seen.



1951 Rolls-Royce Silver Wraith owner/driver saloon by Park Ward, with P100 headlights. The colour is Embassy black and shell grey with matching leather trim. £3,950.

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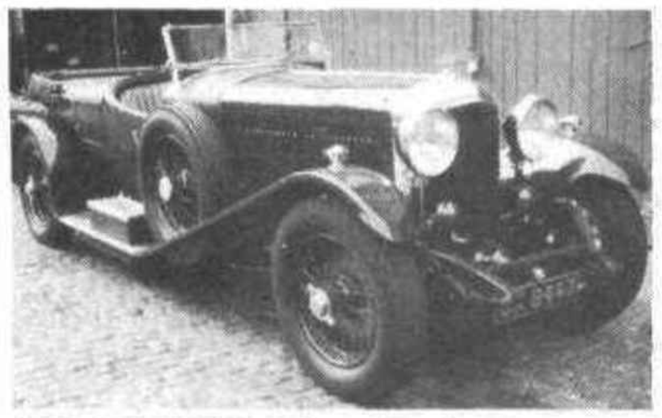
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1938 BUGATTI Type 57C supercharged Ventoux coupe. Fine example with full history.



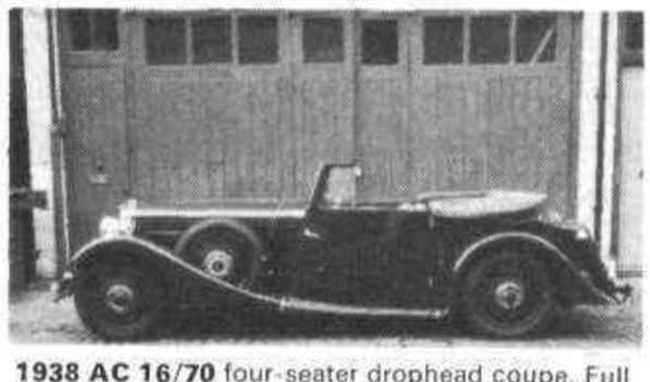
1959 FERRARI Berlinetta competition coupe.



1931 BENTLEY 8-litre Van den Plas style tourer, rebuilt to the highest standards, magnificent example.



1938 MASERATI 1½-litre Type 6 cm/4 cm single-seater racing car.



1938 AC 16/70 four-seater drophead coupe. Full history, good condition.



1932 LAGONDA 16/80 four-seater tourer. Auster rear screen, full weather equipment.

1926 ROLLS-ROYCE Phantom I fully opening limousine by Park Ward.
1937 ROLLS-ROYCE Phantom III touring saloon by H. J. Mulliner.
1938 BENTLEY 4¼-litre three-position drophead coupe by Park Ward.
1954 BENTLEY "R"-Type standard steel saloon, automatic transmission.

1926 LANCIA Lambda 5th Series torpedo tourer, in mint condition.
1928 BUGATTI Type 40 1½-litre two-seater, well known car in excellent condition.
1958 OSCA 1½-litre sports racing car, undergoing restoration.
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1964 ROLLS-ROYCE Silver Cloud III, with drophead coupe coachwork by Mulliner/Park Ward. White with pale grey hide. The ever increasing rarity of open motor cars makes this vehicle an exceedingly sound investment.



1960 ROLLS-ROYCE Silver Cloud II Standard steel saloon, finished in Sable with beige Connolly hide upholstery. Under 64,000 miles from new, the overall condition is excellent.



1951 ROLLS-ROYCE Hooper "Teviot" touring limousine. Dove Grey hand-crafted aluminium coachwork in immaculate condition. The interior has Navy Blue Connolly hide front and rear in unmarked original condition. This is a truly magnificent Silver Wraith.



1953 ROLLS-ROYCE Silver Wraith. Short chassis example with Mulliner owner-driver coachwork. Finished in black with beige hide upholstery. First class original condition.



1958 ROLLS-ROYCE Silver Wraith with **James Young** owner-driver coachwork. Velvet Green and Shell Grey finish with biscuit Connolly hide. Extra seat cushioning and rear window blinds are amongst the special fitments of the car. This vehicle has had one owner from new and is in pristine condition.

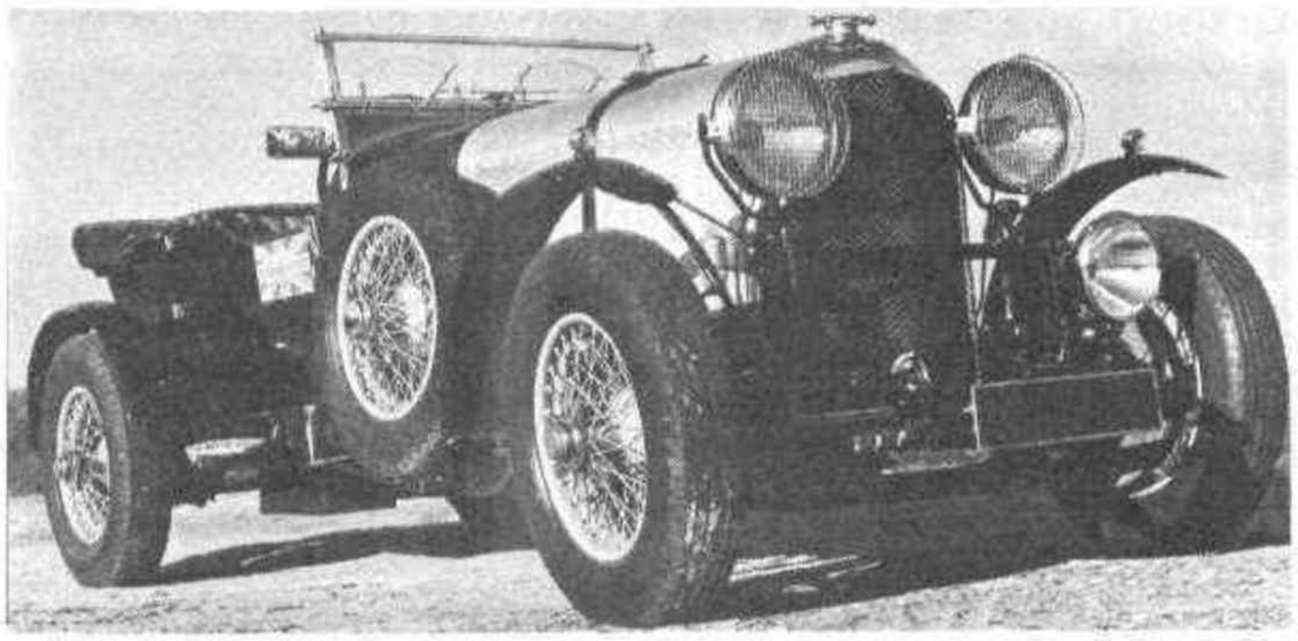
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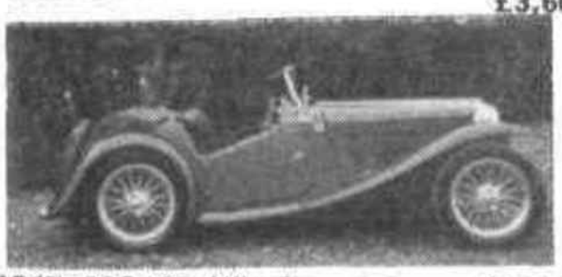
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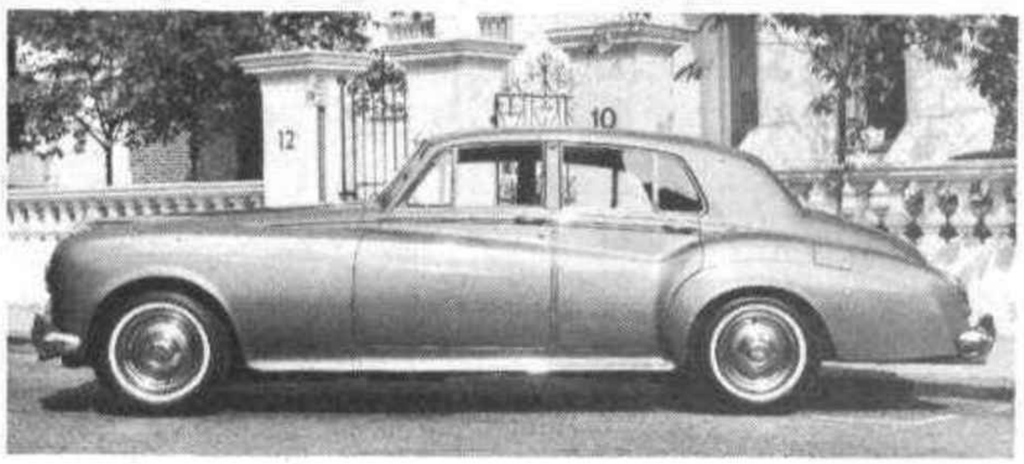
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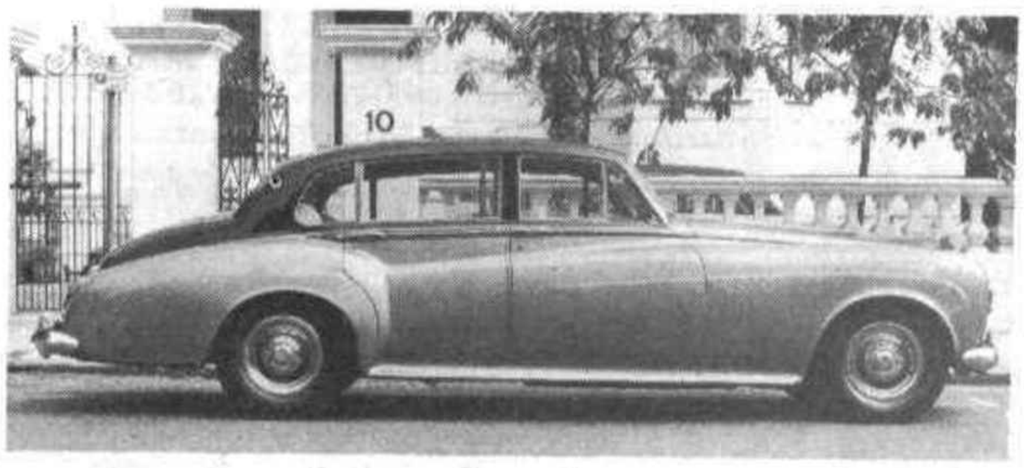
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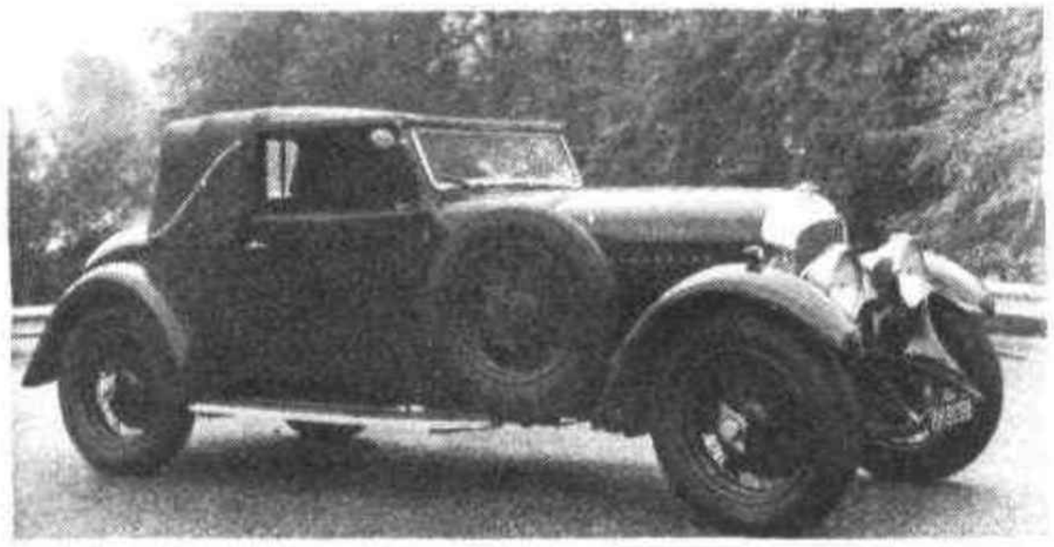
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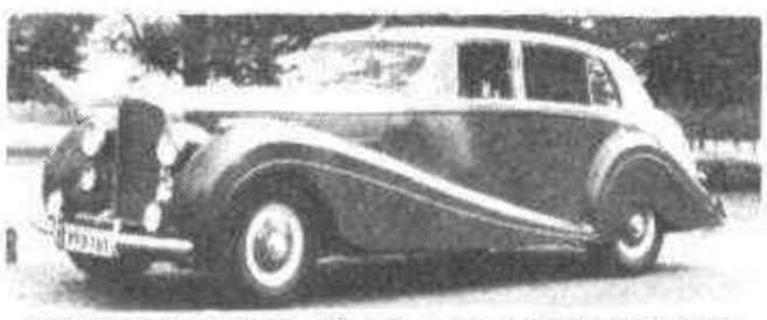
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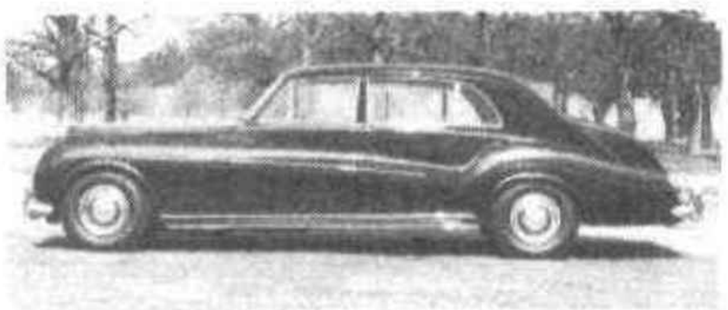
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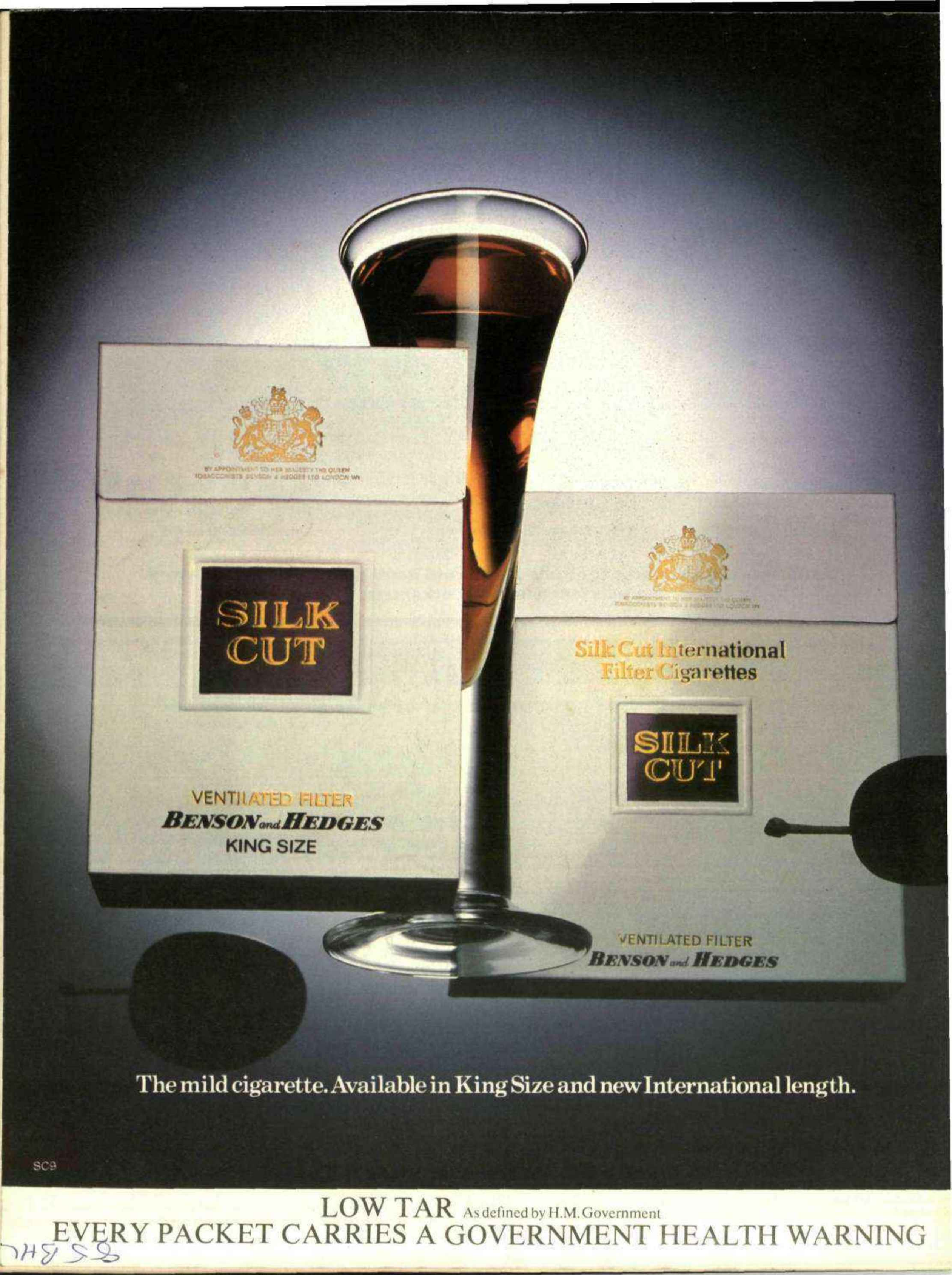
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