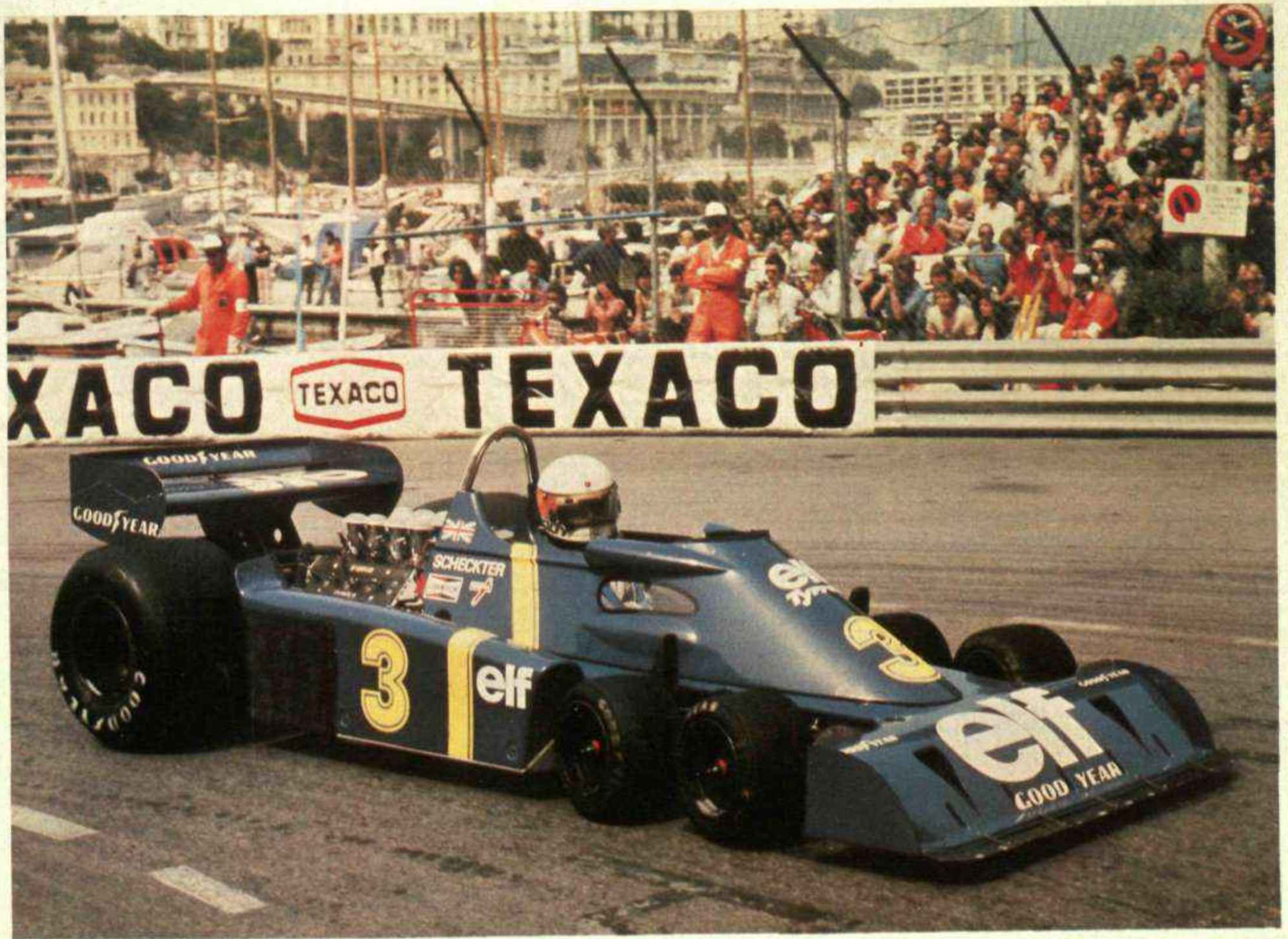


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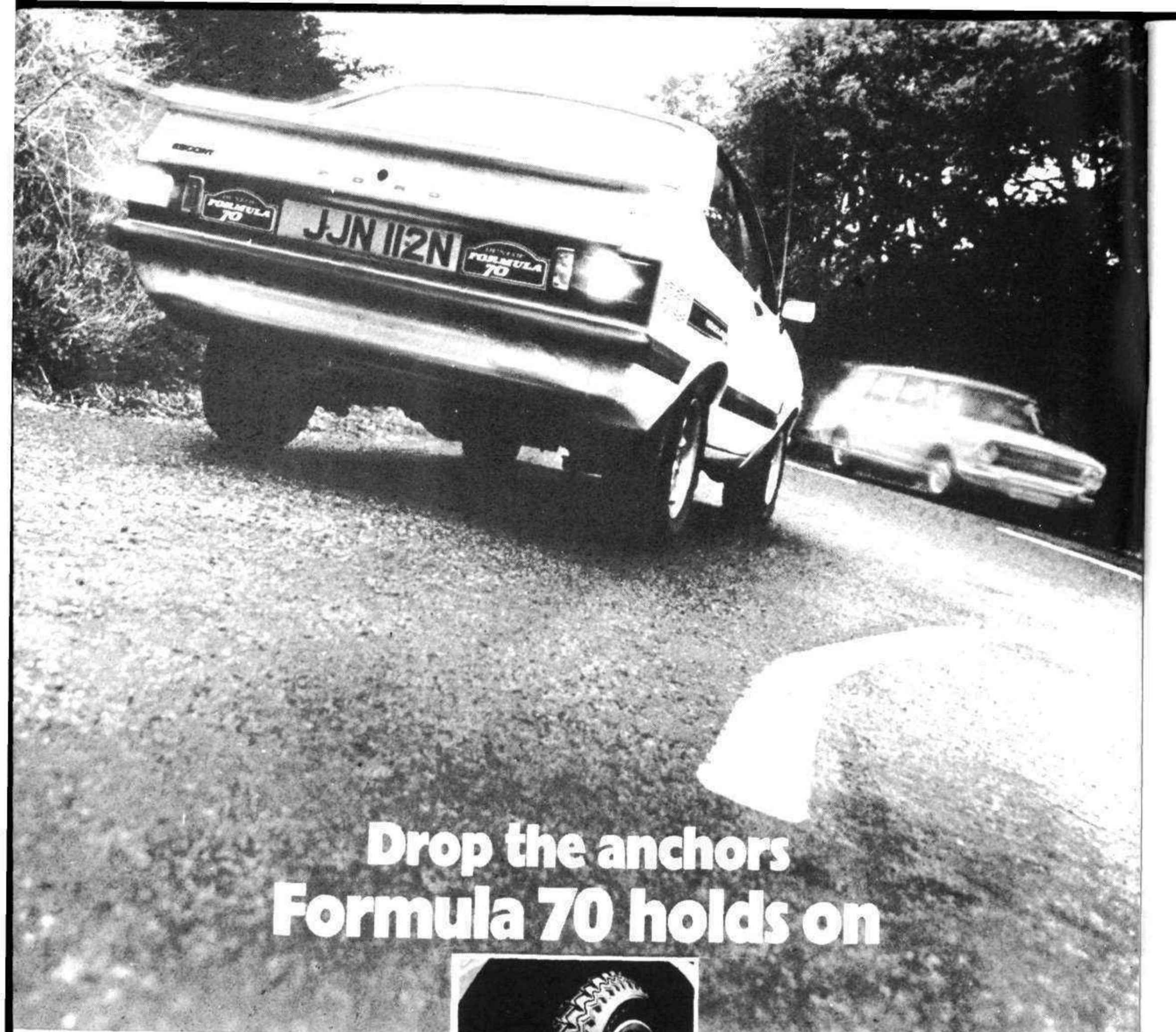
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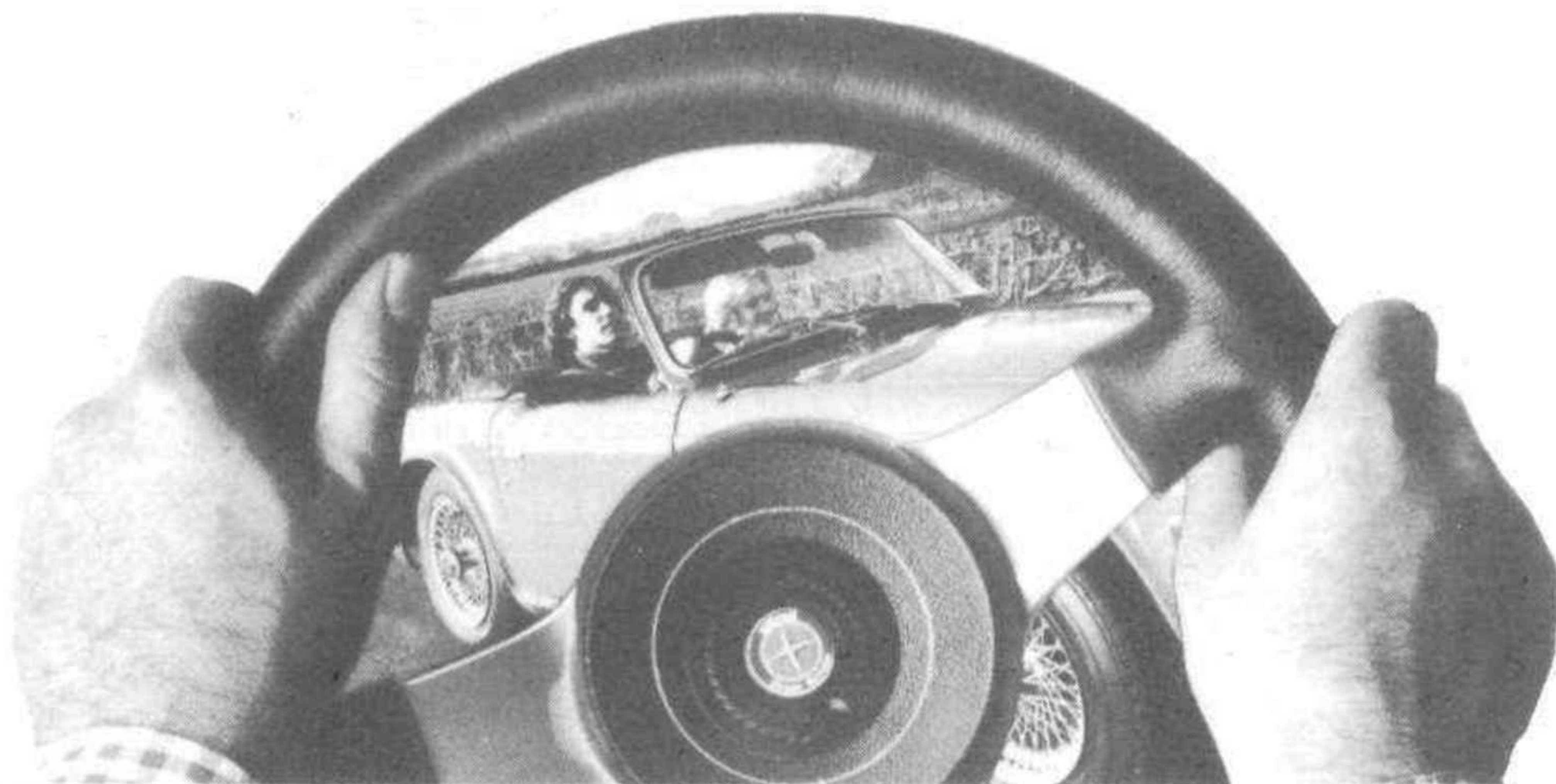
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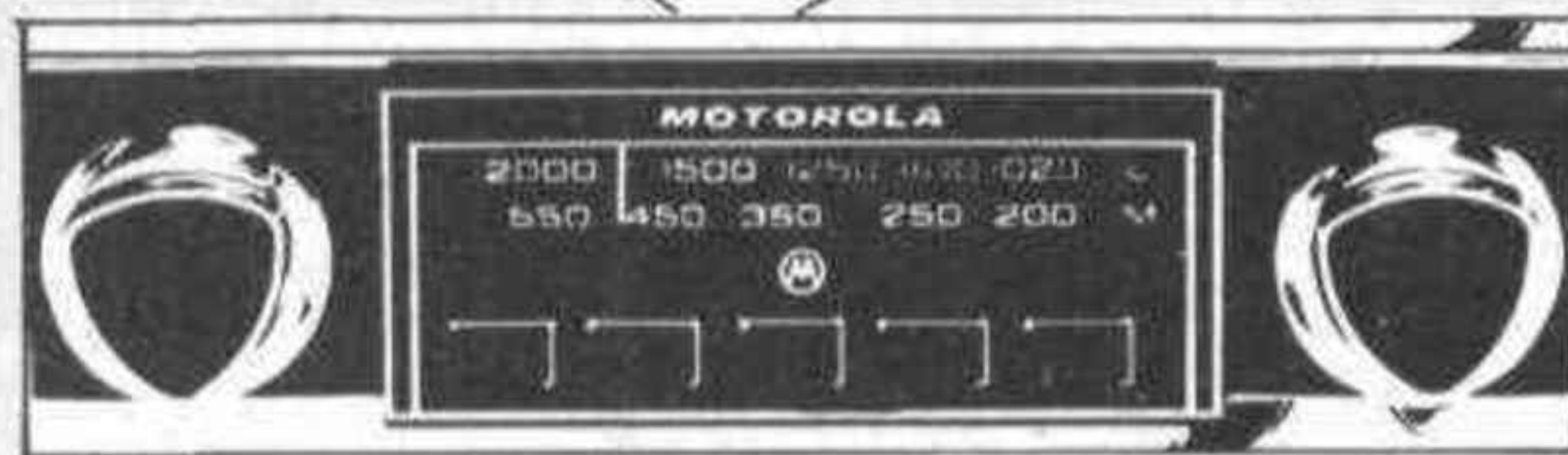
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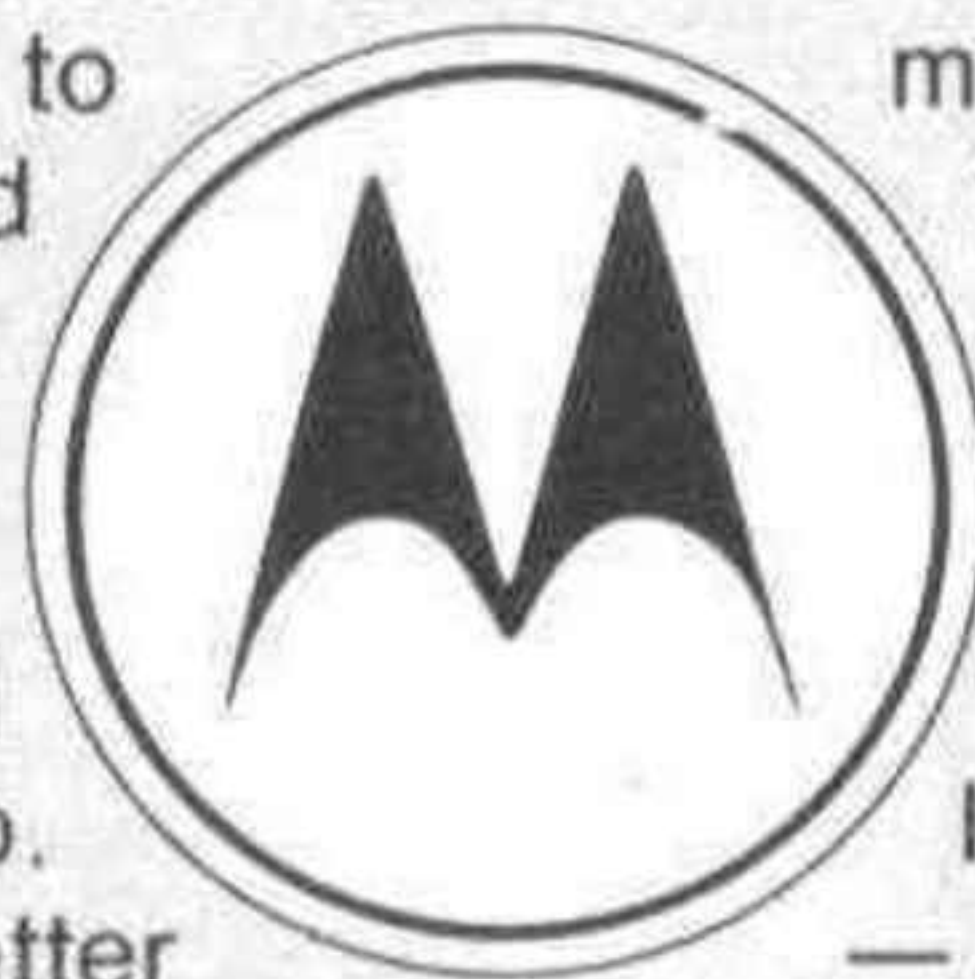
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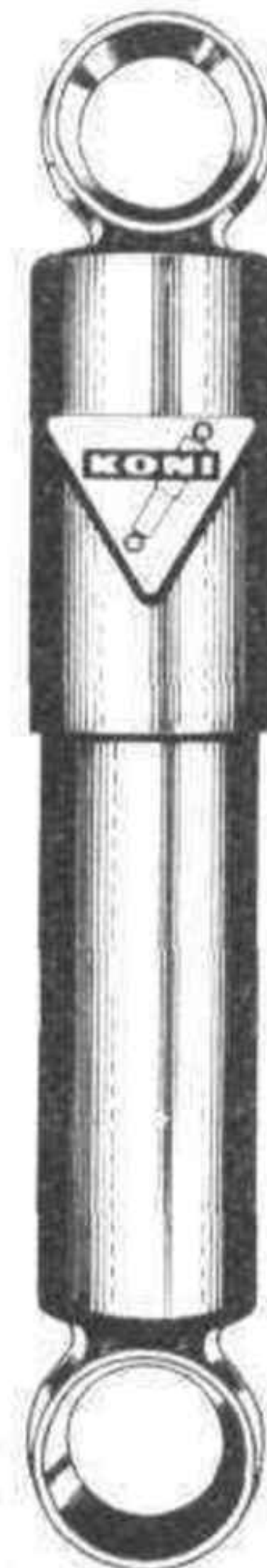
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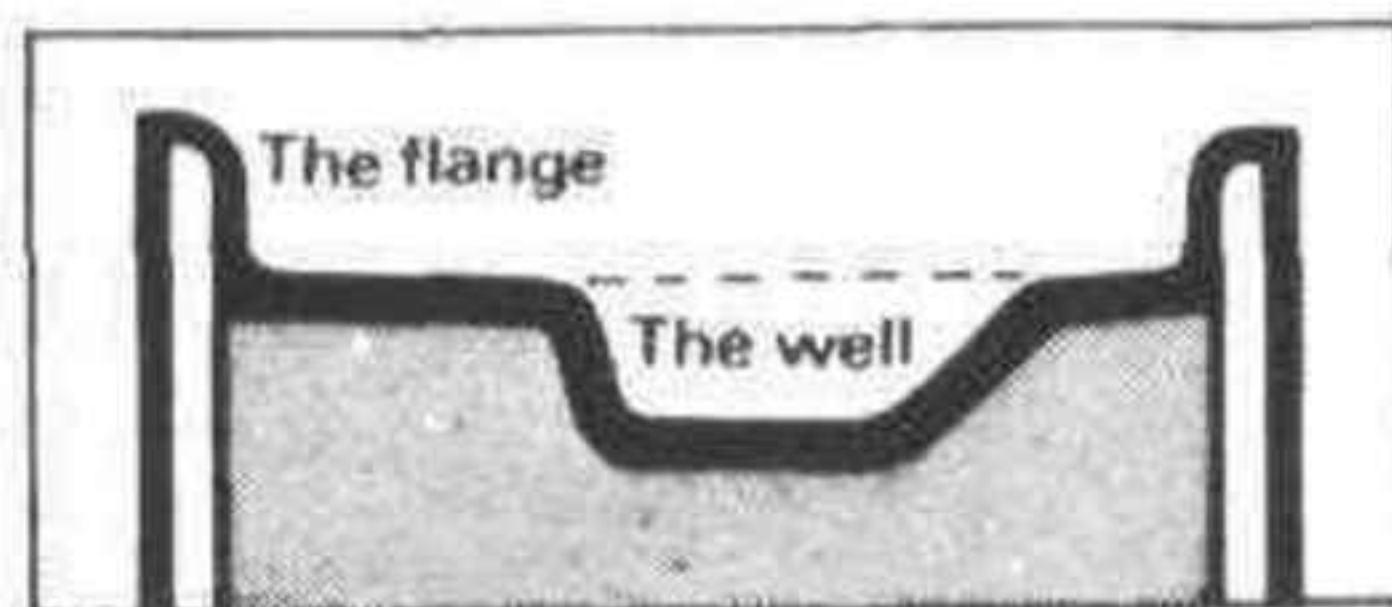
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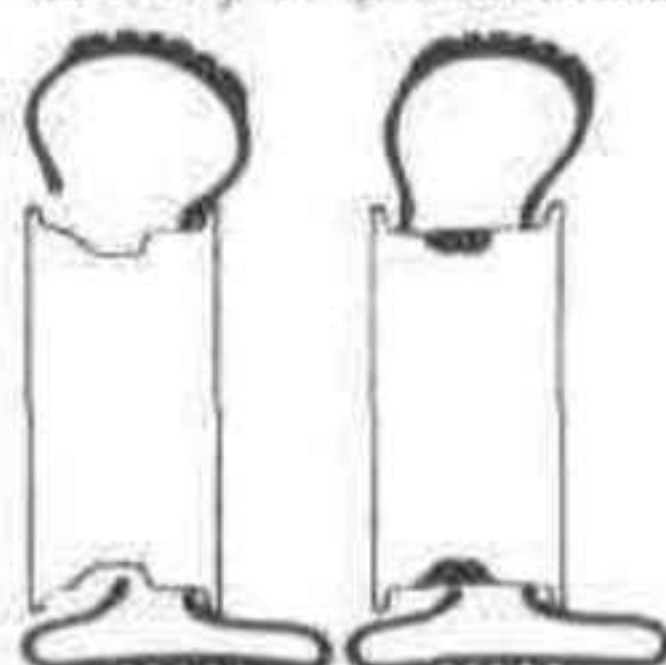
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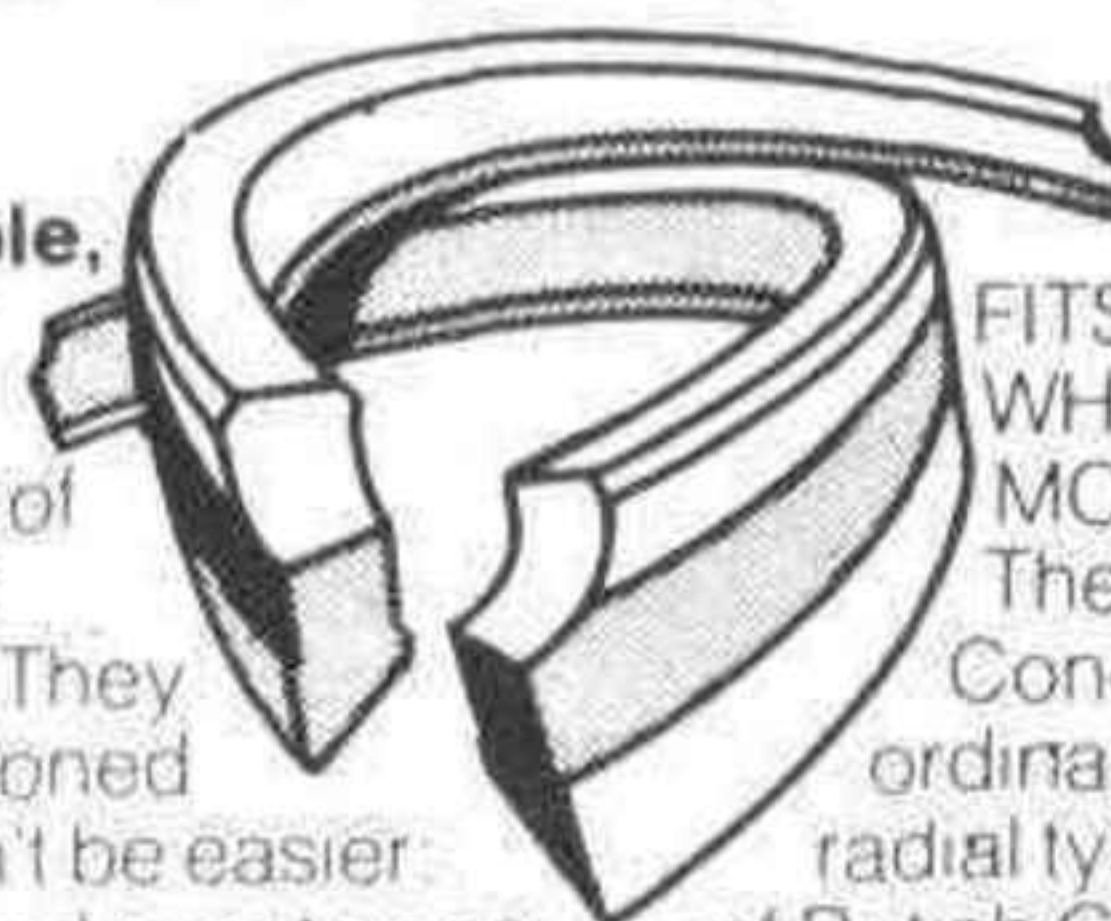
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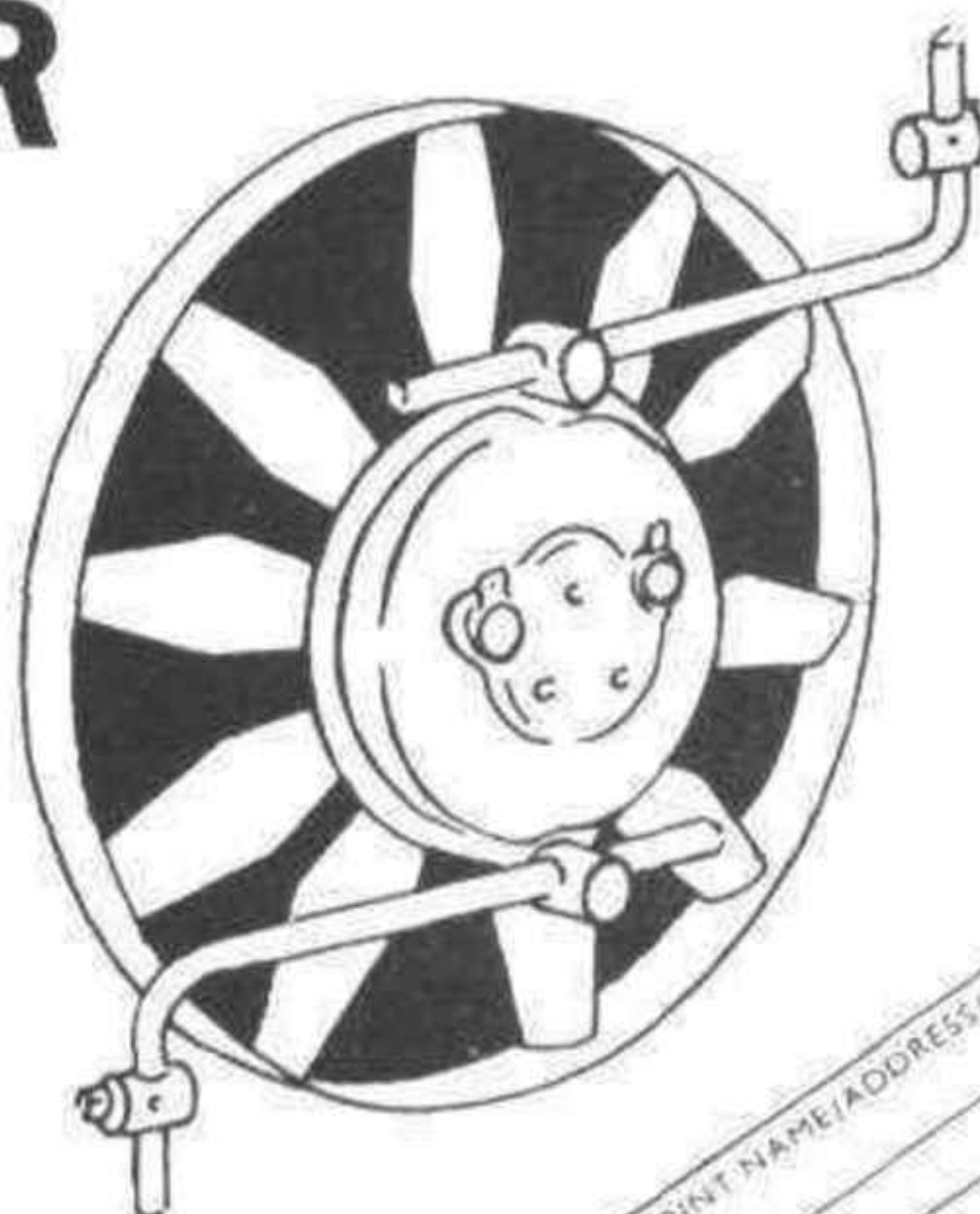
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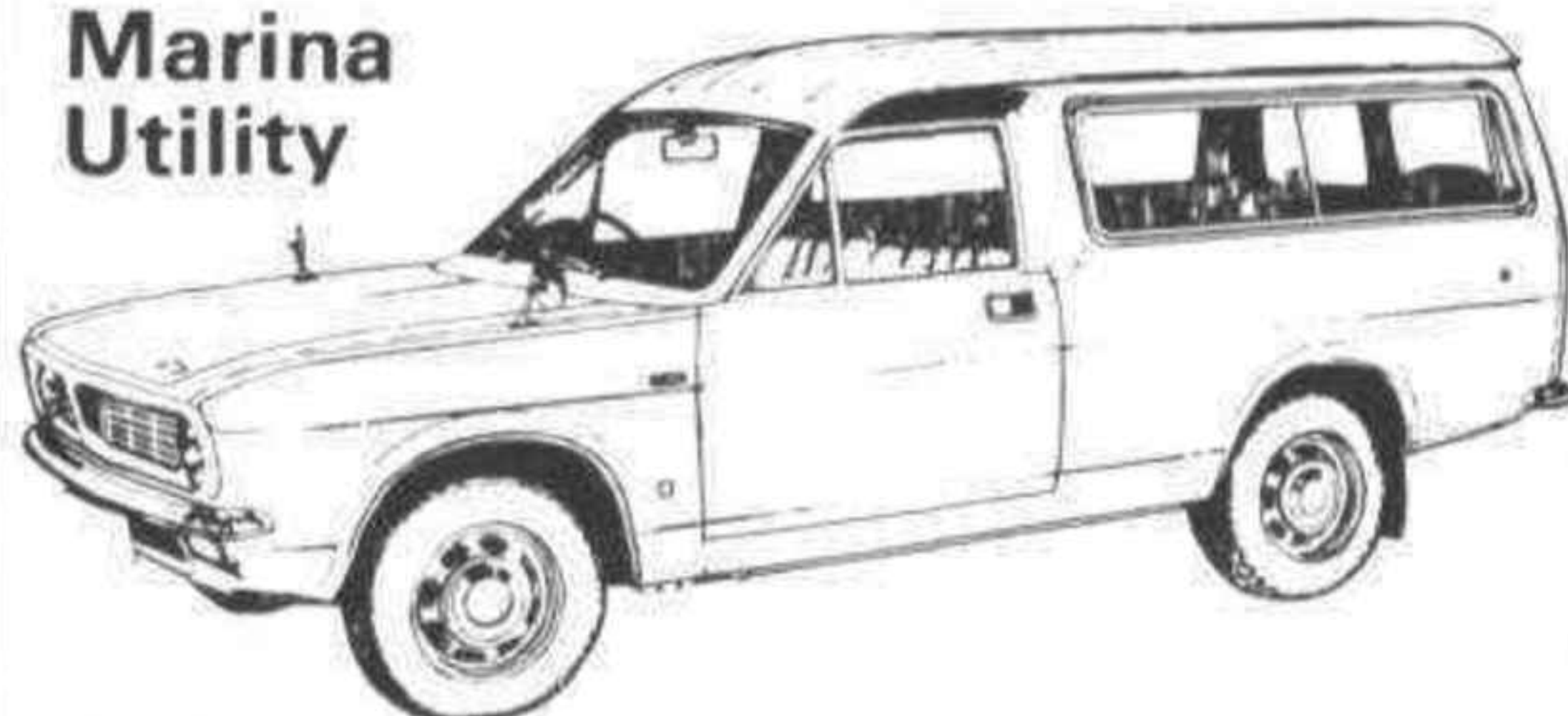
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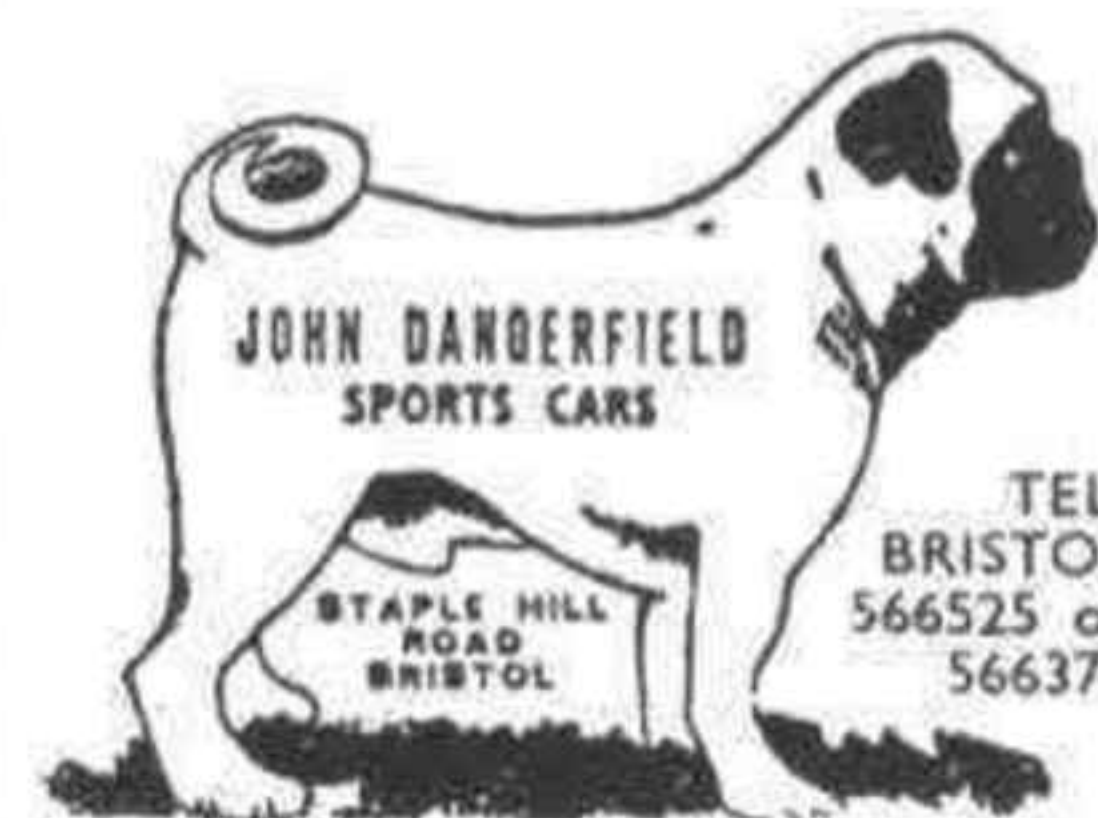
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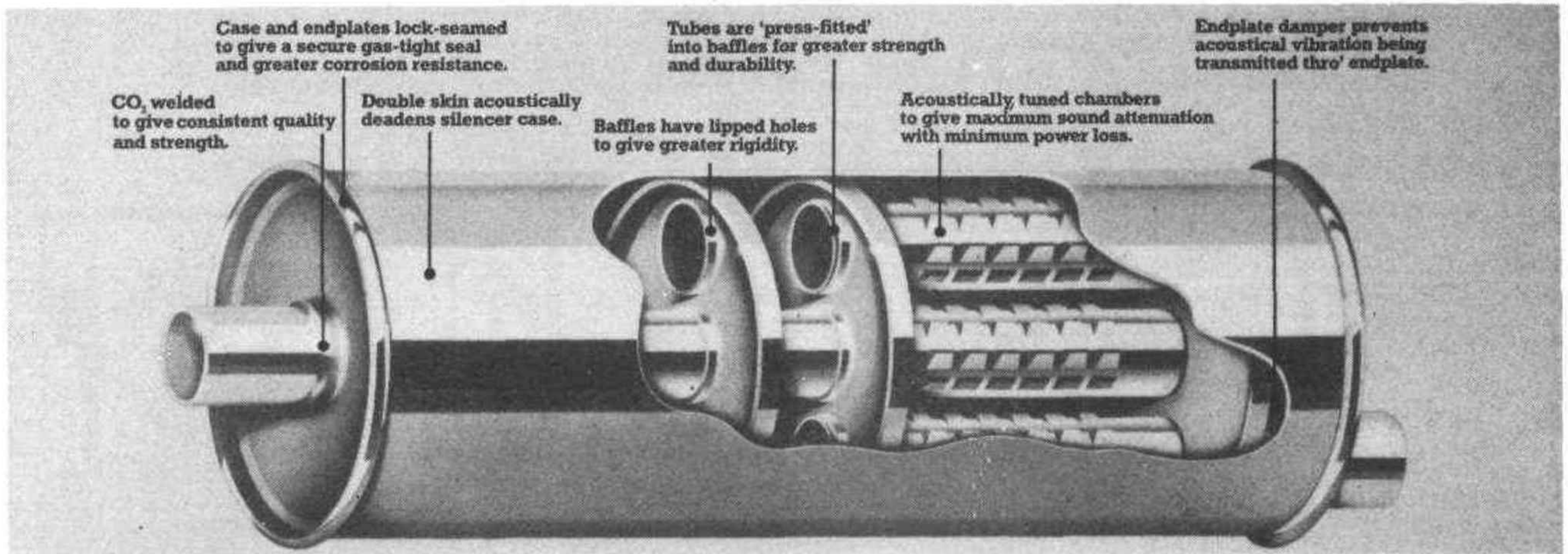
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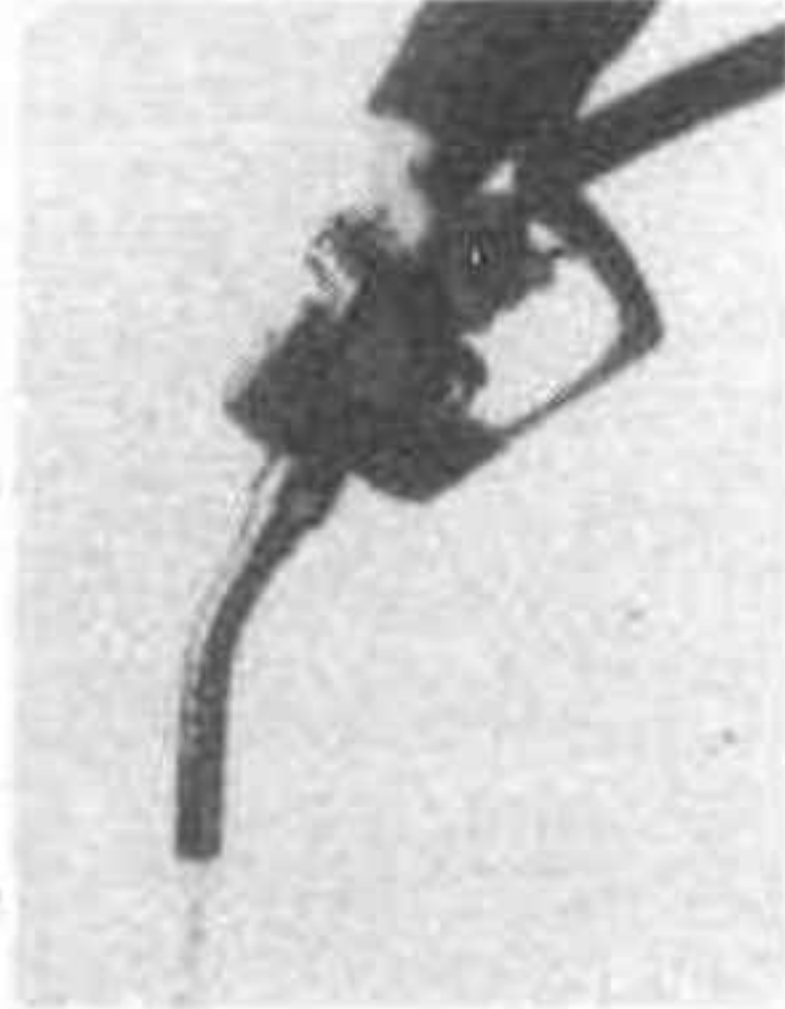
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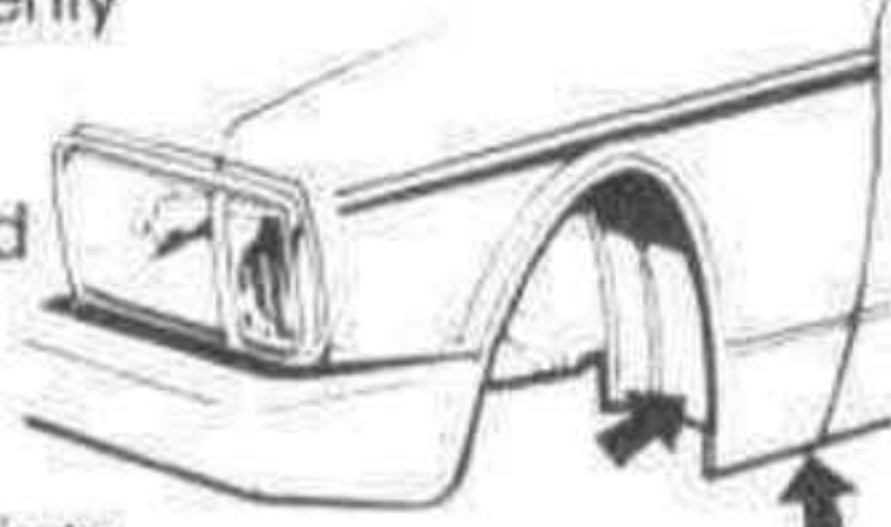
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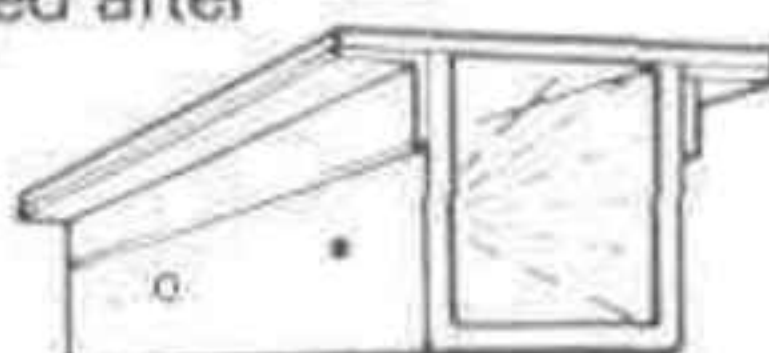


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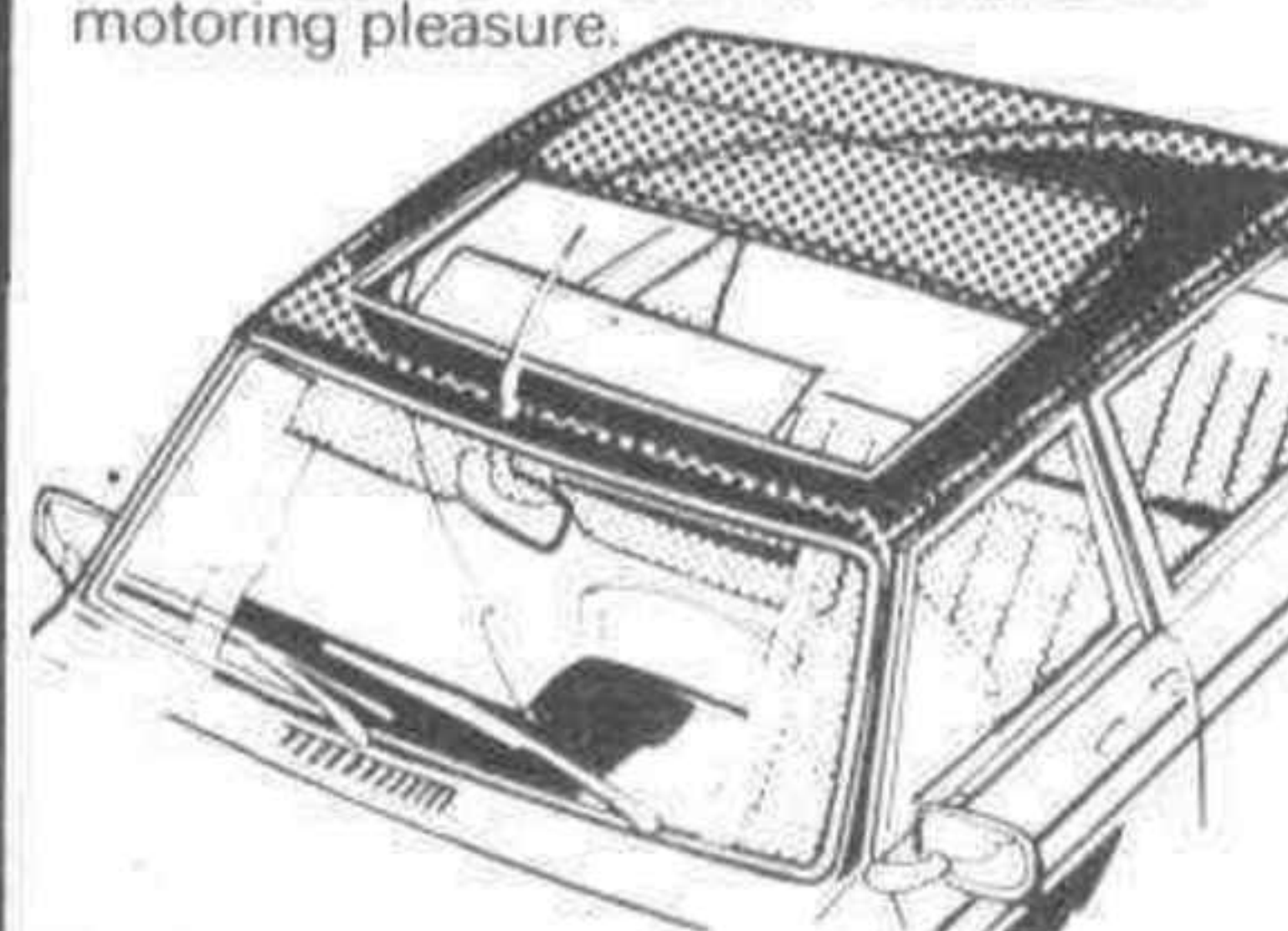
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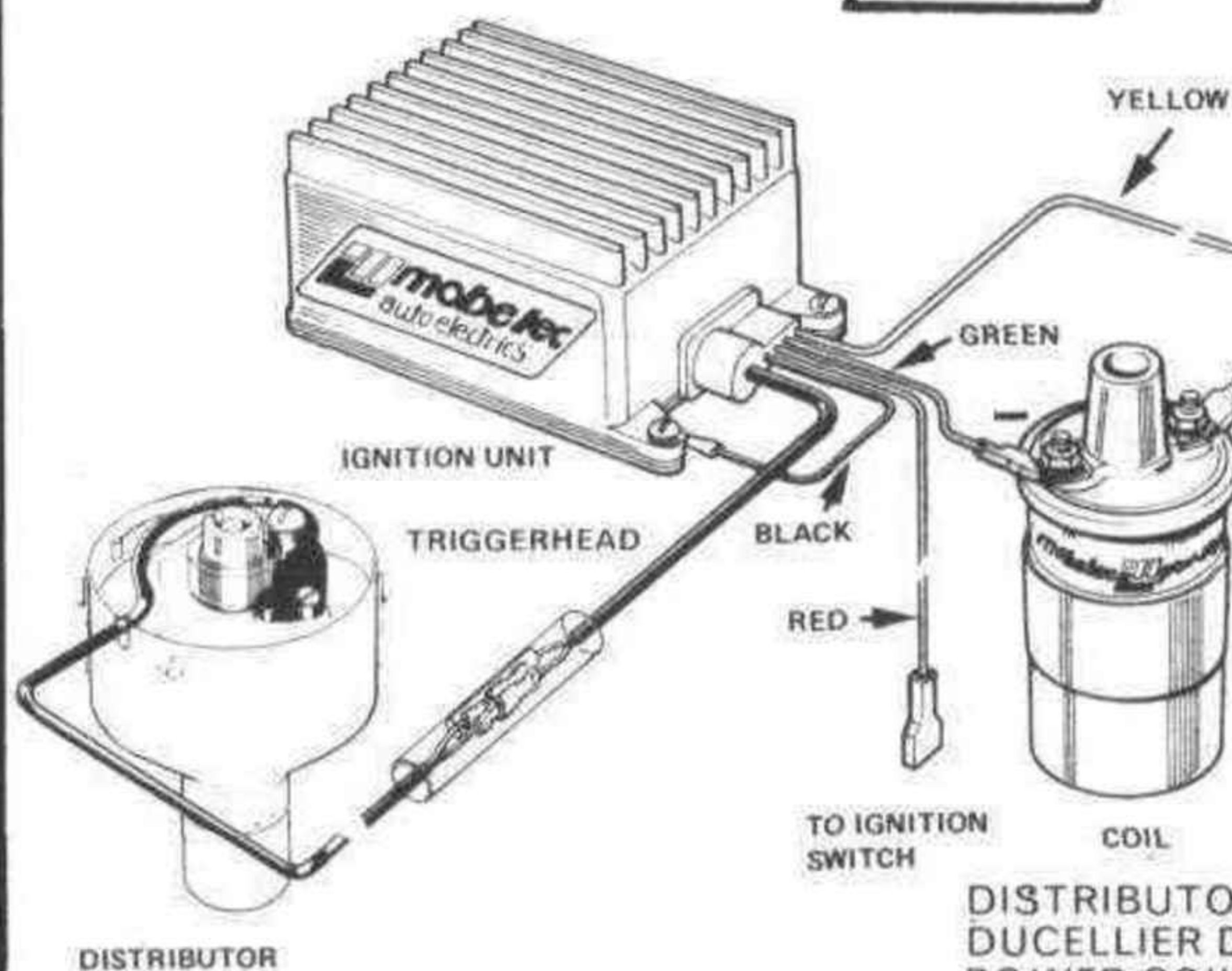
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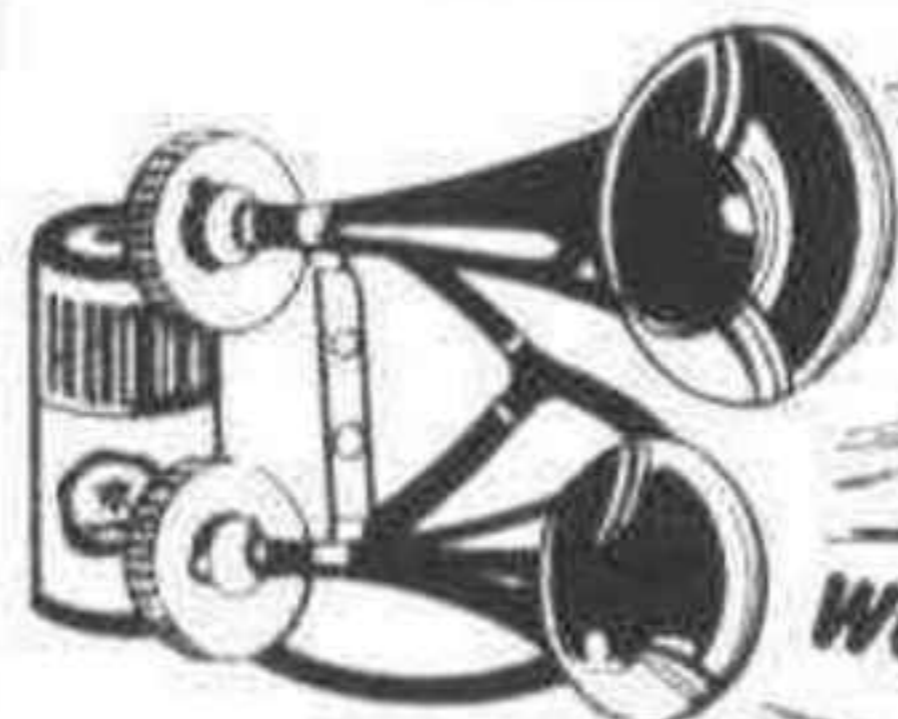
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1973 GT6, overdrive, HR window, 9,000 miles with one owner. **£1,675**
1973 GT6, tinted glass, overdrive, 'M' registered, red/black. **£1,565**
1974 Spitfire Mk. IV, one owner, radio, finished in blue. **£1,395**
1973 TR6, magenta/black interior, overdrive, radio, etc. **£1,595**
1973 TR6, overdrive, radio, 26,000 miles only, red. **£1,645**
1974 Stag, hardtop, soft-top, overdrive, 17,500 miles. **£3,145**
1971 Herald 13/60 convertible, only 32,000 miles from new. **£945**

RELIANT SCIMITAR

1973 GTE automatic, 13,000 miles, tinted glass, stereo. **£2,695**
1973 GTE manual, o/drive, tinted glass, Radiomobile, 108SR. **£2,495**
1972 GTE automatic, silver/beige interior, radio/stereo. **£2,245**

M.G.

1974 M.G.-B GT, citron/black, o/drive, HR window, wire wheels. **£2,095**
1973 M.G.-B GT, white/black trim, fitted overdrive, radio. **£1,765**
1972 M.G.-B GT, overdrive, etc. finished in white with navy trim. **£1,465**
1970 M.G.-B GT, radio, overdrive, HR window, wire wheels. **£1,125**
1975 M.G.-B roadster, 15,000 miles with one owner, overdrive. **£1,995**
1974 M.G.-B roadster, 28,000 miles, one owner, blue/tan trim. **£1,665**
1973 M.G.-B roadster, white/black, radio, overdrive. **£1,565**
1975 M.G. Midget 1500, damask/black interior, 'P' registered. **£1,595**
1974 M.G. Midget, 16,000 miles, one owner, red/black. **£1,345**
1972 M.G. Midget, radio, headrests, finished in white/black. **£965**

LOTUS

1974 Lotus Europa Special 5-speed, radio, tinted glass. **£2,895**
1971 Lotus Europa Series II, rebuilt engine, radio, etc. **£1,495**
1973 Lotus 2S 130/5-speed, Cosmic wheels, tinted glass, radio. **£2,495**
1973 Lotus Seven 1300, orange/black, Cosmic alloy wheels. **£1,495**
1971 Lotus Seven 1600, low mileage, finished in red/black. **£1,295**

OTHER MAKES

1975 Daimler XJ6 LWB, BR green/tan, radio, etc. **£5,245**
1972 Jensen SP, tangerine, air conditioning, low mileage. **£3,645**
1974 Alfa Sud Ti, red/black interior, 14,000 miles, one owner. **£1,895**

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1973 TVR VIXEN S4 2500, Left Hand Drive, white with black trim, alloy wheels and sunroof, recorded 34,000 miles, one owner £1,395
1970 TVR VIXEN S2, black with alloy wheels, supplied by us new, two owners £1,125
1974 GILBERN INVADER Mk3, silver, vinyl roof, automatic, brown trim, drayton seats, electric aerial and windows, radio, one owner and recorded 19,000 miles from new £2,395
1973 RELIANT SCIMITAR GTE, bronze yellow with tan trim, radio and stereo, chrome alloy wheels, electric windows, heated rear window, o/d £2,295
1973 RELIANT SCIMITAR GTE, blue with tan interior, radio, chrome alloy wheels, heated rear window £2,395
1973 CLAN CRUSADER, blue, sunroof, tinted windows, alloy wheels, recorded 32,000 miles £1,335
1972 LOTUS ELAN 2+2 130S, Bahama yellow, silver cab, knock-on wheels, black trim £1,875
1975 LOTUS EUROPA TC, white with oatmeal trim, tinted windows, alloy wheels £1,665
1972 COSTELLO MGB GT V8, harvest gold, navy trim, heated rear window, sunroof £1,675
1971 MGB GT, dark blue with black trim, headrests, radio, overdrive Rostyle wheels £1,135

1971 TRIUMPH TR6, red with black trim, o/d £960
1966 reg TR4, white with black trim, we believe the car to be a 1962 £275
1973 TRIUMPH GT6, white with black trim, alloy wheels, heated rear window £1,295
1975 TRIUMPH SPITFIRE Mk4 1500, mimosa yellow, black trim £1,650
1973 TRIUMPH SPITFIRE Mk4, mimosa yellow, black trim, one owner, recorded 28,000 miles £1,195
1973 TRIUMPH SPITFIRE Mk4, emerald green, black trim, one owner £1,140
1972 TRIUMPH SPITFIRE Mk4, pimento red, black trim, brand-new gearbox £945
1970 TRIUMPH SPITFIRE Mk3, valencia blue with removable hard top £650
1967 TRIUMPH SPITFIRE Mk3, white with red hardtop, nice, sound car £345
1970 FORD CAPRI 1600 GT XLR, black, gold livery, radio, 3-litre bonnet £750
1968 FORD LOTUS CORTINA Mk2, white with green flashes, rally seats £475
1971 AUSTIN MAXI 1750, white with red interior £695

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LOTUS - MAIN AGENTS -



USED LOTUS

1976 Lotus Elite 504 (Automatic), Roman purple. Under 3,000 miles. Under manufacturer's warranty £7,695
1974 Lotus Elite 502, Sable. Full history £4,795
1976 Lotus Elite 501, Carnation red with champagne trim and fitted with radio. Only 2,000 miles £6,895
1975 Lotus Elite 502, Regency red with champagne trim, one owner, 14,000 miles £5,895
1975 Lotus Elite 501, Red with champagne trim, 14,000 miles £5,650

USED TRIUMPH

1974 Triumph Stag, Delft blue. Fitted with overdrive, hard and soft tops. Alloy wheels, tinted glass and push-button radio. A 2-owner car with a recorded mileage of 28,000 £3,395
1975 Triumph 1500 TC Automatic, Delft blue with contrasting cloth trim, fitted with radio, 4,000 miles only £2,095

USED ALFA ROMEO

1975 Alfa Sud SE, Green with tan cloth trim. Fitted with radio/8-track stereo £1,575
1974 (Nov.) Alfa Romeo 2000 GTV, White with grey cloth trim and fitted with tinted glass and radio. Supplied new by ourselves, total mileage only 12,000 £2,495
1975 Alfa 1.6 GT Junior, Pine green with tan trim. A one-owner car. Supplied new by ourselves. Fitted radio. Total mileage 17,000 £2,450

MISCELLANEOUS

1973 V12 'E' Roadster, Heather with black trim. Fitted hard and soft top, chrome wheels, push-button radio, tinted glass £3,495
1969 Jensen Interceptor FF, Metallic lavender with black trim. An extremely well maintained car, 2 owners, one of which was supplied new to famous Golfer £2,245
1976 Jensen GT, Black with oatmeal leather trim and fitted with radio, 3,000 miles only £4,295

1976 JENSEN HEALEY GT, Metallic dark green, radio. Recorded mileage 2,000 £4,295
1973 (M) MG V8, White with black trim, 33,000 miles £2,095

1972 Mini 1275 GT, Black tulip with red trim and fitted with sunroof, and Stage One engine conversion. Spotlamps mounted in grille. A one-owner car which was supplied new by ourselves. Total mileage 25,000 £895

1974 DATSUN 240Z (P Reg.), Metallic green with black trim. All usual extras including push-button radio. Recorded mileage 17,000 £2,395

1974 RELIANT Scimitar GTE, Dark blue with tan trim, fitted sunshine roof, alloy wheels, radio. Recorded mileage 24,000 £2,995

1973 (M) Triumph 'Stag' estate, A 2.5 PI estate modified with the following exciting specifications. Stag engine and gearbox with overdrive, power steering, Wolfrace wire-spoke wheels and Dunlop 205/60 HR tyres, lowered suspension. Stag grille and centre console. Finished in emerald green with dark green vinyl roof and sunshine roof with black interior trim, radio/8-track stereo, tow hitch etc. £2,745

1974 Ferrari Dino 246 Spider, Red with black trim. A one-owner car with recorded mileage of 15,000 £6,495

1976 (April) Morgan 8 lightweight, Bright red with black leather trim. Fitted with a number of options. Only 600 miles £5,750

1974 (N) Ford Capri 3-litre Ghia automatic, White with grey cloth trim £2,450

1975 M.G. 'B' GT, White with tan trim. Fitted with overdrive, tinted glass, headrests and radio. A one-owner car with recorded mileage of 8,000 £2,495

1972 Ford Thunderbird 2-door coupe, Green with contrasting cloth trim. Fitted with 428 V8 engine, automatic transmission, power steering, tinted glass, electric windows, air conditioning and AM/FM stereo radio. A one-owner car from new. Total mileage 46,800 £2,395

1959 ASTON MARTIN DB3

1973 FERRARI DINO SPYDER

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1972 Winnebago Brave 20 ft., 30,000 miles. Fitted roof rack/observation platform with ladder, television with adjustable roof aerial and many other extras. Sleeps 5/6 £5,695
1972 Winnebago Brave 19 ft., Sleeps 4/5. Not fitted with generator or air conditioning, but many other extras £4,250
1972 Winnebago Indian 24 ft., Just under 30,000 miles. All possible extras. As new. Sleeps 5/6 £6,950

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Pontiac Firebird Formula 400 Coupe, Choice of yellow or Burgundy. Specification as above £5,352

ALFA ROMEO

Sud L, Light blue with blue PVC. Dark blue with tobacco PVC red with blue PVC coral with blue PVC.
Sud Ti: Dark blue and red, 1.6 GTV. Red, 2000 Spider. Dark blue with wine trim. **Alfetta GT** Red with black PVC. Le Mans blue with tan cloth.

LOTUS

New Lotus Eclat 520, Choice of white or yellow. Elite 501, yellow, Elite 503, mint green, Elite 504, carnival red and mint green.

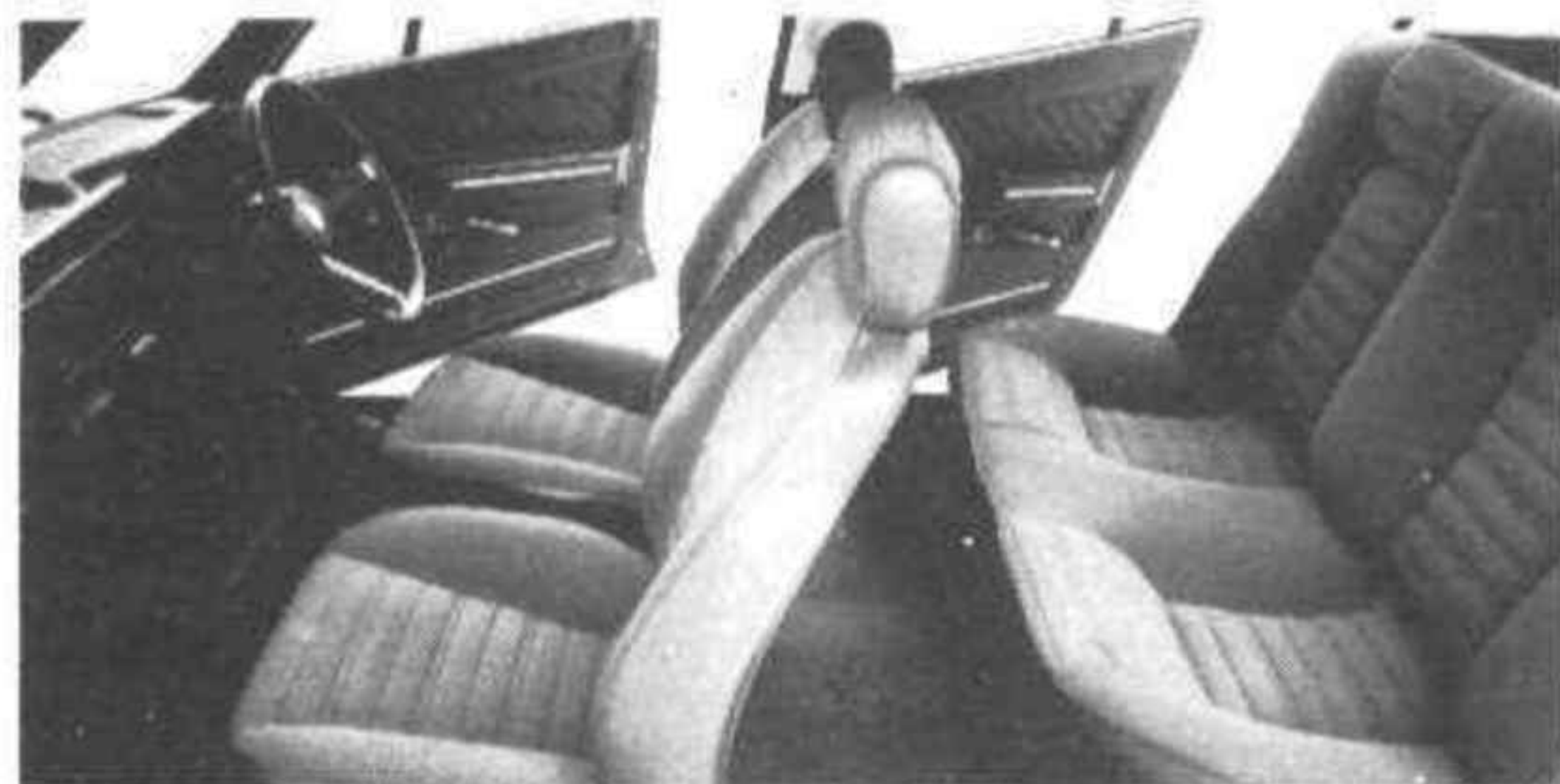
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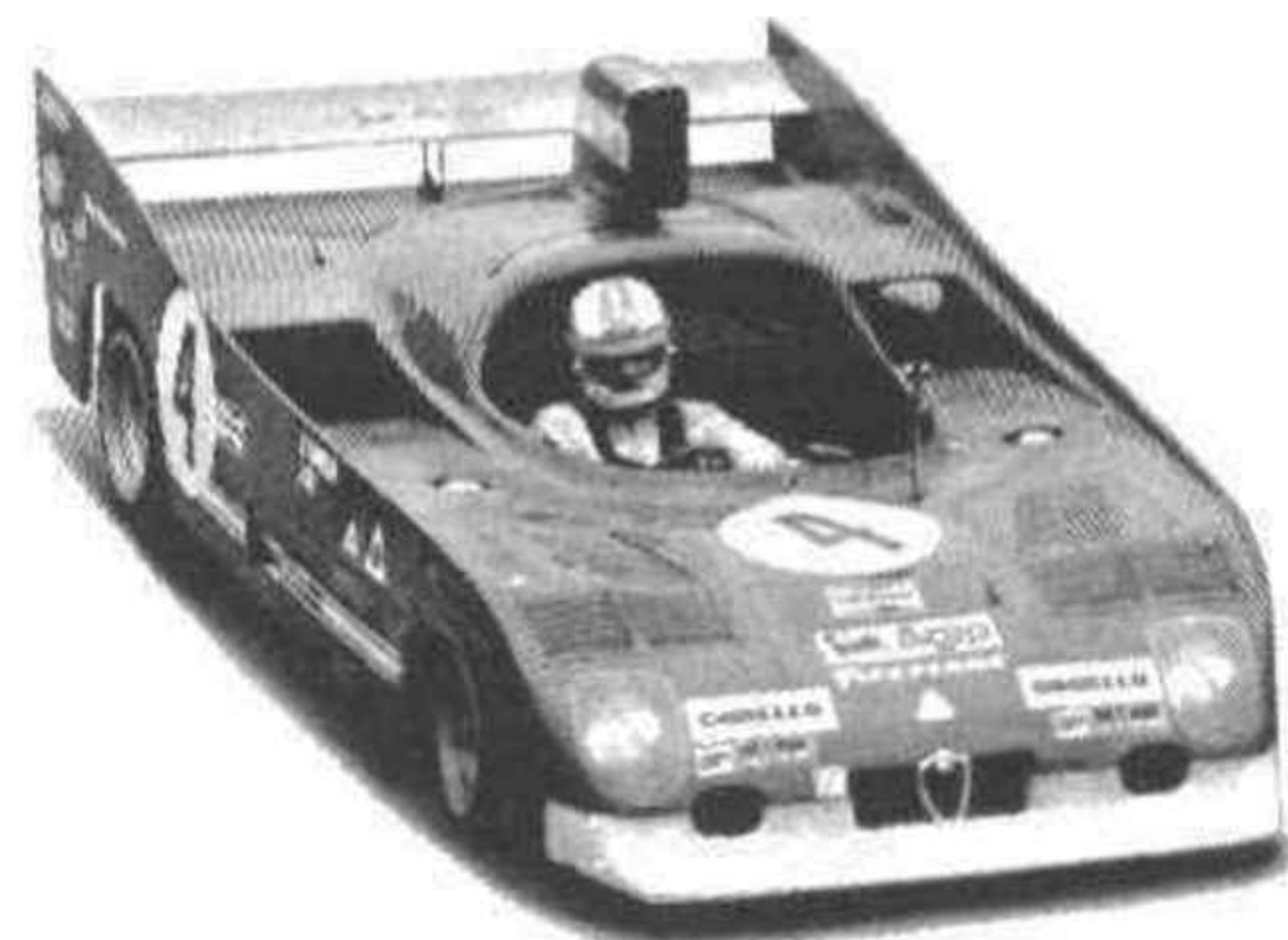
whose same flat 12 engine now powers the Formula 1 Brabham).

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the Alfasud 'L' at £2099 and the Alfasud T1 at £2298. It continues with the Alfetta 1.6 at £3199; the Alfetta 1.8 at £3468 and the Alfetta GT at £4198. Prices include car tax and VAT. A limited number of Alfetta 1.6's are available at £2968.

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FRONT COVER PICTURE: JODY SCHECKTER rounds the Rascasse hairpin on his way to second place behind Lauda's Ferrari in the Monaco Grand Prix. Two weeks later he won the Swedish Grand Prix in the same car, marking the first victory for the interesting Tyrrell-Cosworth Project 34 and the first non-Ferrari victory of the 1976 World Championship series.

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MATTERS OF MOMENT

■ A NEW ROVER

On the day before this issue of MOTOR SPORT was due to reach the book-stalls and its subscribers, Leyland Cars made a very important release, that of their brave new Rover 3500. The title of this new car from Solihull may not sound very breath-taking, because we have had 3½-litre Rovers previously. But this is an entirely new product. An important one, we think, for Britain, and a car which should be of great interest to those who have been staunch Rover supporters in the past.

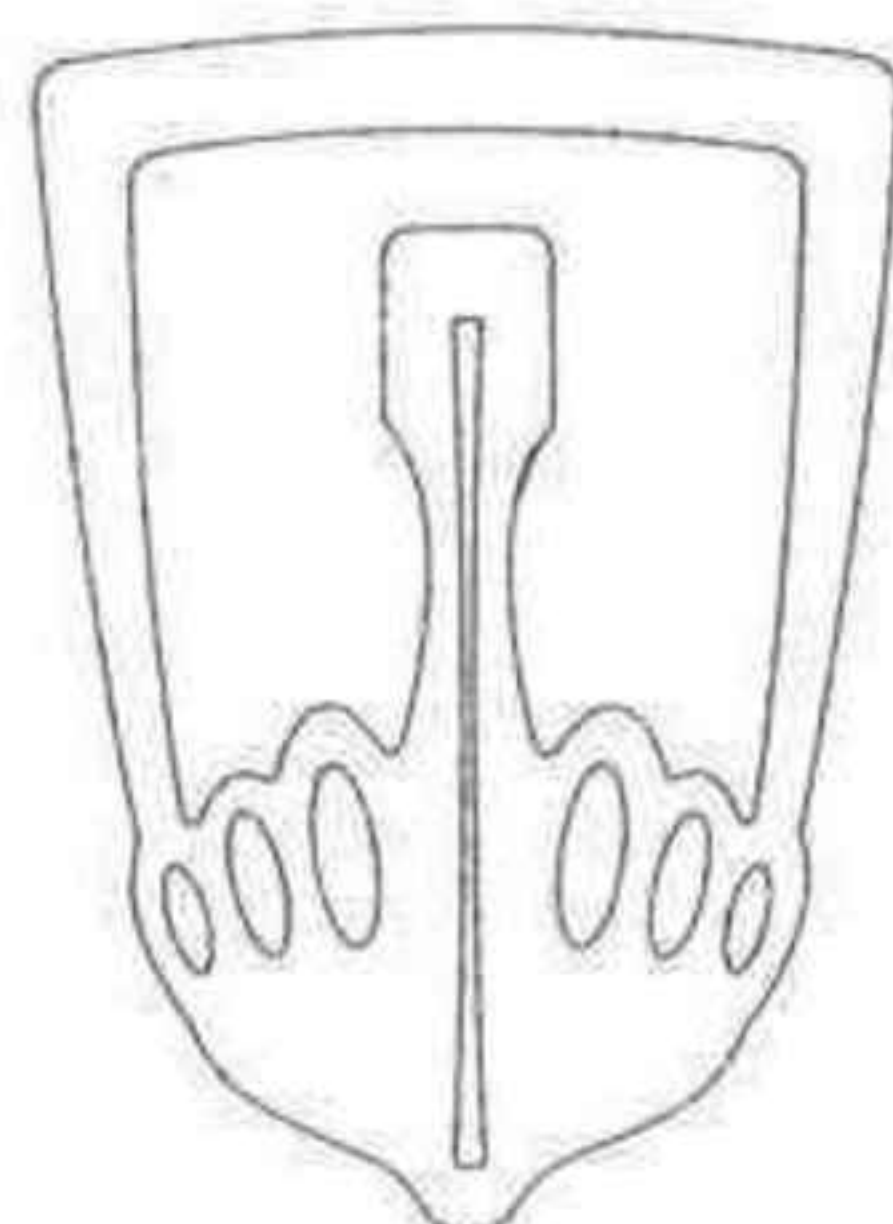
In recent times Leyland have produced the splendid V12 Jaguar, their first all-Leyland Motors car, the Princess, of which we approve, and the Triumph TR7, dealt with last month. Now comes this brave new Rover 3500, to bolster, we hope, our flagging Export Trade, to sell strongly at Home, and to give Rover-people good reasons for renewed enthusiasm.

Elsewhere in this issue you will find a full description and road impressions of this significant new British car. Known as the SD1, it is to be built in a 64-acre £95-million new factory at Solihull. This Rover 3500 is in some ways a simplified version of the popular Rover P6, inasmuch as the latter's de Dion rear axle and the complex front suspension have been abandoned in favour of a beam-back axle and Macpherson-strut front suspension, but with simple self-levelling telescopic-units incorporated.

When the Editor of MOTOR SPORT interviewed Spencer King on the subject of these changes, he was frank and honest in his replies. He explained that this computer-designed new Rover had had to be simplified, both from the economic angle and in the light of engineering advances. The new project is a sensible combination of quality, easy-servicing considerations, and building to an acceptable selling-price. The P8 project came too close to Jaguar, so a fresh start was made. To develop a satisfactory front-drive Rover concept would have needed much more time and as the work done under a subsequent heading to the P8 filled the bill, there was no point in scrapping it. David Bache styled the exciting 5-door hatchback body, it was known that a beam back axle would do all and more than was required of it, if experience with the Range Rover, which uses them at both ends, was sophisticatedly made use of, and adequate wheel-travel provided, and King was glad to use a breaker-less ignition to improve reliability and too-frequent servicing. The new suspension takes kindly to different makes of tyres, whereas the 2000 had its springing more directly related to its chosen "boots"—the new 3500 is supplied with Pirelli, Michelin or Avon tyres, etc., with the option of Dunlop Denovos. It has an admirable 5-speed gearbox developed by David Eley, strong enough to serve other Leyland projects, even unto the commercial-vehicle field. And before the new 3500 is dubbed an Olds-Rover, on account of it retaining the light-alloy V8 engine introduced by General Motors of America 15 years ago for their Oldsmobile F85 and Buick Special compacts, let it be emphasised that this fine power unit has been given bigger valves, altered port shapes, and the efficient BS exhaust system for the new Rover, which has raised its safe maximum speed from 4,700 r.p.m. to 6,000 r.p.m., which ensures that it can withstand flat-out Autoroute cruising with automatic transmission, in which there is no high-drive to resort to. Other notable features of the Rover 3500, such as Solihull's first use of rack-and-pinion steering, the Triplex Ten-Twenty laminated windscreen, plug-in servicing, etc., are described in our technical description starting, in colour, on page 816.

Spencer King, Leyland's Director of Engineering, is a modest person. When we interviewed him he was insistent that praise be given to those who worked with him on the SD1, such as Gordon Bashford who "found" the project, Rex Marvin who developed it, Mike Lewis who headed the development team, John Lloyd who put it into production form, and others already referred to. Together they have evolved a car which remains entirely in the Rover tradition, yet is, as Leyland express it, "the car for Britain, the car for Europe, above all, tomorrow's car for today". It has been

Continued on next page



Rover 3500

Motor Sport Fixture List For July

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

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

DATE	CLUB	RENDEZVOUS	NEAREST TOWN OR MAP REFERENCE	CATEGORY	TIME
July 2nd/4th	AC Udine	Italy	—	Rally of the Eastern Alps (European Rally Championship)	—
July 3rd/4th	Chess Valley MC	Hartford Motors, Banbury	151/450409	Three Counties Rally (R)	22.15
July 3rd/4th	Carmarthen MC	Five Fields Car Pk., Carmarthen	407/198	Trophy Rally (R)	23.01
July 3rd/4th	Lincoln MC & CC	Hartford Motors, Lincoln	—	Hartford Barnard Rally	23.00
July 4th	FFSA	Paul Ricard	France	French Grand Prix	—
July 4th	Rochester MC	Brands Hatch Circuit	Fawkham, Kent	Race Meeting (R)	14.15
July 4th	750 MC	Mallory Park Circuit	Kirkby Mallory, Leicester	Race Meeting (R)	14.30
July 4th	Romford Enthusiasts' CC	Snetterton Circuit	Thetford, Norfolk	Race Meeting (R)	14.00
July 4th	BRSCC (M)	Silverstone Circuit	Towcester, Northants.	Race Meeting (C)	15.00
July 4th	BARC (Y)	Stockton Farm, Harewood	Leeds	Harewood National Hill-Climb (N)	12.00
July 9/11th	BRSCC	Post House, Great Barr,	Birmingham	Tour of Britain (INT)	06.30
July 10th	SCCA	Watkins Glen	New York	Watkins Glen 6 Hours (World Championship for Makes)	—
July 10th	BARC (NW)	Oulton Park Circuit	Tarporley, Cheshire	Race Meeting (R)	13.30
July 10th	BRSCC (SW)	Castle Combe Circuit	Chippenham, Wiltshire	Race Meeting (R)	14.00
July 10th	AMOC	Silverstone Circuit	Towcester, Northants.	Race Meeting (R)	14.00
July 10th	Sevenoaks & Dist. MC	Valence School	A25 east of Westerham, Kent	Valence Speed Hill-Climb (R)	14.00
July 11th	SCCA	Watkins Glen	New York	World Sports Car Championship	—
July 11th	AC Firenze	Mugello	Italy	European Formula 2 Championship	—
July 11th	AC Saar e.V. im ADAC-Saarland	Nurburgring	Germany	Touring Car Grand Prix (European Touring Car Championship)	—
July 11th	BARC	Cadwell Park Circuit	Louth, Lincs.	Race Meeting (R)	14.00
July 11th	BARC (SE)	Lydden Circuit	Canterbury, Kent	Race Meeting (R)	14.00
July 11th	BRSCC (N)	Croft Autodrome	Darlington	Race Meeting (R)	14.00
July 11th	Lothian CC	Knockhill Circuit	Dunfermline, Fife	Race Meeting (R)	13.30
July 11th	BRSCC (M)	Mallory Park Circuit	Kirkby Mallory, Leicester	Race Meeting (C)	14.00
July 11th	MGCC (SE)	Goodwood Circuit	Chichester	Speed Trial (R)	13.30
July 11/13th	AC Dolnoslaski	Poland	—	Polish Rally (European Rally Championship)	—
July 18th	RAC	Brands Hatch Circuit	Fawkham, Kent	John Player British Grand Prix	12.30
July 18th	Motorsport-Club Stuttgart e.V. im ADAC	Hockenheim	Germany	European GT Championship	—
July 24th	VSCC	Silverstone Circuit	Towcester, Northants.	Race Meeting (C)	13.00
July 24/25th	RACB	Spa	Belgium	Spa 24 Hours (European Touring Car Championship)	—
July 24/25th	Rhyl & Dist. MC	Meliden Motor Co., Prestatyn	—	Sutherland's Midsummer Rally (R)	23.01
July 24/25th	Wakefield & Dist. MC	Calderford Motor Co. Ltd., Barnsley Rd., Wakefield	110/339198	Calderford Trophy Rally (R)	21.31
July 25th	CRDA	Mosport	Canada	World Championship for Makes	—
July 25th	AC Enna	Pergusa	Italy	European Formula 2 Championship	—
July 25th	BRSCC (N)	Cadwell Park Circuit	Louth, Lincs.	Race Meeting (R)	14.00
July 25th	BRSCC (SW)	Llandow Circuit	Cowbridge	Race Meeting (R)	14.00
July 25th	HDLCC	Mallory Park Circuit	Kirkby Mallory, Leicester	Race Meeting (R)	14.15
July 25th	Rochester MC	Brands Hatch Circuit	Fawkham, Kent	Race Meeting (R)	12.30
July 25th	Scottish MRC	Ingliston Circuit	Edinburgh	Race Meeting (R)	—
July 30th/Aug. 1st	Automobil Clubul Roman	Rumania	—	Danube Rally (European Rally Championship)	—
July 31st	Lancs. & Cheshire CC	Oulton Park Circuit	Tarporley, Cheshire	Race Meeting (R)	14.00

MATTERS OF MOMENT

Continued from previous page

simplified, true—even the new badge they have evolved for the 3500 is less elaborate than the former Rover motif, as can be seen at the beginning of this Editorial—but Spencer King claims that the new 3500 is a “thinking-engineer’s car with a high degree of detail, sophistication and refinement which belies its deliberately simple ‘paper’ specification”. We are prepared to accept this, from one who has been behind so many great Rover projects, from gas-turbine racing cars to the prototype Range Rover. For he is a great practical engineer, who raced just for amusement that Rover Special which Frank Lockhart still finds so effective at present-day VSCC meetings. Incidentally, King, like other Chief Engineers, tries most of his rivals’ cars; when he enquired of the Editor in what make of car we had arrived in Birmingham for the purpose of sampling the new Rover and conducting the interview with him and was told “In a BMW”, we observed that he did not raise so much as an admonitory eyebrow.... Which could bode well for his latest accomplishment!

There are some manufacturers who have made no, or very few, really miserable motor cars—we do not propose to name them, but this might form an interesting topic for correspondence. The Rover Company does not come into that lofty category. It has made “lesser” cars, like the sleeve-valve singles before the First World War, the post-Armistice Eight, the Scarab, and the Rover Ten and

its non-illustrious followers. Conversely, it has also been responsible for some very good and well-liked cars, including the Clegg-designed pre-1914 Twelve, those luxury 10s, 12s and 14s of the mid-1930s, the immortal P4s, and the excellent and still-current P6s. Moreover, there have been noteworthy racing exploits, from winning the TT in 1907, being highly placed in short Brooklands handicaps with the single-seater “Odin” with its complex o.h. valve-gear and the later Speed Model, to the outstanding and specialised Le Mans showings with the gas-turbine Rover-BRMs, apart from milder racing and rallying exercises.

Thus the Rover is a car that has earned wide respect and the new 3500 has arrived at an opportune time. The financial climate that greets it is slightly better than had been expected, since Mr. “Chamberlain” Healey has accomplished that further enormous foreign loan—last month we wrote of millions of pounds being bandied casually about; now it is billions! However, with the £ strengthening, this brave new Solihull-built car at a sensible selling price should get off to a good start. Its future was in jeopardy under the proposed Company Car Tax but it now seems as if our Dither-Government is likely to have had second thoughts about this disastrous blow to new-car sales, just as it is now uncertain about making us strap ourselves under compulsion to our automobiles—otherwise, why the low fines now proposed, for disobeying our Lords and Masters in not

belting-up?

The Rover has long been an important British car—its history can be assimilated by reading George Oliver’s scholarly book (Cassell, 1971)—and we commend those who are concerned about the recovery of the British Motor Industry to read the assessment on the new 3500 which our hard-working staff have prepared for publication on the day following its long-awaited appearance in the showrooms of the 750 Rover/Triumph distributors and dealers in this country. Will you buy, or won’t you? Your reasons for doing so, or not so doing, would be of much interest.

The Things They Say . . .

“As in the case of real cars supremacy . . . has now passed to the Japanese”—A strong Oriental bias expressed in *Motor* recently by Mike McCarthy, writing of plastic kit model cars.

Dinky TR7

In the past there have been good efforts by model makers to bring out miniatures of new cars on the maker’s release-date. The new Triumph TR7 is a case in point, because a Meccano-Dinky miniature of it is already available—details next month.

THE SWEDISH GRAND PRIX

The Six-wheelers Win

Anderstorp, Sweden, June 13th

ALTHOUGH THE manipulators behind the scenes of Formula One racing have managed to bring about a degree of uniformity to most things, almost to the point of dullness, they have yet to remove all the variety from the circuits on which the Grand Prix races are held. After the seemingly unreal atmosphere of racing round the streets of Monte Carlo, the scene moved to the totally flat and featureless geometric Scandinavian Raceway at Anderstorp in the backwoods of Sweden. You would be hard put to design a less enthralling circuit than Anderstorp, like *having* to fit as much Scalex track into your front room as possible. Yet, in spite of this, the atmosphere is pleasant and relaxed, everything seems spacious and enjoyable and afterwards most people say "That wasn't a bad little Grand Prix, was it?"

At least the cars get on full song, and hold it there, on the long back straight, which is also the Flying Club's runway, in contrast to Monte Carlo where the power is "on-off-on" all the time. The constant radius, slightly-banked corners go on for as much as 180-degrees at times and can cause some embarrassingly high G-forces to be generated. As the circuit is without any visible gradient and seems to be very smooth, it would appear that a suspension set-up almost like a Go-Kart, with no suspension at all, would work well, but somehow the reverse seems to apply. Confusion as to the real requirements for Anderstorp continues to reign and there wouldn't be much fun for the people in Formula One racing if all the requirements were known for all the circuits. While some teams confuse themselves by trying to be scientific and logical about their approach, others take pot-luck, or adapt a "hit-and-miss" experimental attitude and when it is all done it is up to the driver anyway.

While some teams, like McLaren and Lotus, had paid a pre-race visit to the track for testing purposes, most of them arrived the day before first practice and everyone got stuck-in surprisingly quickly when practice began about 10.30 a.m. on Friday morning in bright sunny conditions. These days nothing can be left alone, so the *chicane* at the end of the runway had been re-aligned, to make it a bit tighter and slow the cars even more on to the wriggly section. It did not take long to see who was trying hard or who had come to grips with the circumstances, a slight surprise being Merzario who was fourth fastest in the initial rush and only got elbowed back to tenth fastest when the stars began to shine. There were 27 drivers practising altogether, of which only 26 would be allowed to start and the Formula One scene deserves credit for the fact that invariably everyone turns up; non-arrivals for Grand Prix practice are few and far between. As has become customary Lauda's Ferrari was setting the pace, but was two or three seconds off last year's practice pace, due to the tighter *chicane*, but equally customary the Tyrrell-twins were right behind, the six-wheelers looking beautifully balanced and controllable. Scheckter was awakening from his 1975

lethargy and was really trying, looking extremely confident and spectacular with it. The bearded Harald Ertl suddenly found himself and his Hesketh sitting amongst the scrub alongside the circuit, but managed to back out, and Tom Pryce found himself stuffed well and truly into the barriers in his Shadow, from which there was no backing out, for something had broken in the front-end causing him to crash, not a simple driving error. While Carlos Pace had been trying hard with the Brabham-Alfa Romeo, his team-mate Reutemann was held up by gear selection bothers which were eventually traced to distortion of the gearbox end cover over the selector mechanism.

There was an enforced break in the practice while the breakdown lorry collected the bent Shadow and Pryce, who was quite unhurt, prepared to carry on in the spare car. In the McLaren team Hunt was not too happy with the feel of his usual car M23/8, so when practice restarted he went off in the spare car, M23/6 and found it more to his liking. Michael Leclere tried the Hesketh-Williams car, but it made little difference to his position near the bottom of the grid and the other two rear runners, Kessel and Nellesmann in the RAM Racing Brabham-Cosworths both faded away on the circuit with minor troubles. Scheckter was really pressing on in the six-wheeled Tyrrell as was Depailler and joining them to show that Lauda and Ferrari can be beaten was Mario Andretti in the Lotus 77. At Zolder there had been signs that Andretti and Colin Chapman were getting to grips with the sorting-out of the new Lotus and before practice at Anderstorp had begun the little USAC driver had expressed satisfaction with the car and confidence that he would be "up there with them" no matter who "them" were. While some teams were having minor troubles, and others were having major ones, Scheckter had a hilarious one. Leaving the *chicane* the tiny little left-front/front wheel parted company from his Tyrrell and the first he knew was a slight twitch of the car as of getting a puncture. He looked through the left-hand window of the cockpit surround and saw a stationary brake-disc and no wheel! As the car is quite stable (at slower speeds, of course) on five wheels, he drove back to the pits and his mechanics gathered round the cockpit to see what he wanted, only to find him laughing his head off inside his Bell helmet, for none of them had noticed the tiny wheel was missing; then one of them looked down! There was no serious damage done and the car was soon raceworthy again.

The whole hour and a half had seemed to generate an air of frenzy as if it was the last chance to qualify for a good grid position, but amidst it all the little Ensign team were getting along nicely, and Chris Amon was driving very neatly and smoothly on his first visit to the Swedish track and finished up fifth fastest, just behind Lauda who was behind the Tyrrell/Lotus/Tyrrell sandwich. Next fastest was Peterson, the extra paint on his March by reason of the First National Bank sponsorship not affecting his performance. In an attempt to approach Anderstorp scientific-

ally the Peterson March was using an enormously long wheelbase, brought about by a giant spacer between the engine and gearbox, which was actually the gearbox casing from the old central-gearbox 721X, but was empty except for the shaft joining the flywheel to the Hewland input shaft. Moving the whole rear assembly back had brought an unseen problem with overheating, for the side-mounted water radiators rely on air turbulence immediately ahead of the rear wheels to induce crossflow, but now the turbulence had moved back with the wheels and no longer reached the radiators which were still in their same positions alongside the engine. This problem was solved during the lunch break by reverting to short wheelbase by removing the spacer and bringing the gearbox and rear wheels forward to their normal position. The other March-A car had a more fundamental problem, for the engine had broken which had stopped Brambilla's practice, but many March mechanics' hands soon had another engine installed and the car was ready for the afternoon practice. The lunch break was also used by the Penske mechanics to weld stiffening plates on the front pick-up points of the top rear radius arms on the new Penske, and while the job was being finished off Watson re-commenced practice with the spare car PC3/02. Regazzoni was another driver who used the team's spare car in the afternoon practice, as his regular car did not feel good under braking, so it was put aside for attention later.

A driver who would have liked his team to have had a spare car was Gunnar Nilsson, and they would have done so had not their new car destroyed itself in pre-race testing. As it was his regular car 77/R2, just would not run properly due to the German Rita ignition system playing up and before the afternoon session was over the car was wheeled back into the paddock for serious investigation to take place. While Lauda had asserted himself with his normal position at the front his team-mate Regazzoni was still in trouble, returning to the pits with oil pouring from a loose union under the engine. No damage was done and it was soon put right, but it wasted valuable time. In the Brabham pits Pace was complaining bitterly to the Alfa Romeo designer Carlo Chiti about the oil all over the back of the car and on the inboard brakes, but the cause was not a simple loose union as on the flat-12 cylinder Ferrari; Chiti seemed to suggest that oiliness was a design feature of the flat-12 Alfa Romeo engine!

When the pandemonium subsided and the electronic timing apparatus fed all its information into the computer system the result of the afternoon efforts was that Lauda was fastest, Andretti was second, Amon third, Scheckter fourth, Depailler fifth and Laffite in the Ligier-Matra sixth. The only alteration with the combined times for the day was that Depailler moved his six-wheeler up into third place, the other positions remaining the same.

On Saturday morning the weather was rather cool and dull, though dry enough, and the hour and a half of practice was supposed to be devoted to doing tests with full petrol tanks, and to scrubbing in sets of tyres ready for race day. This is in accordance with a bright idea thought up by the Goodyear tyre technicians and the constructors' little mouth-

PRACTICE TIMES					
No.	Driver	Car	Friday Morning	Friday Afternoon	Saturday Afternoon
1	N. Lauda	Ferrari 312T2/026—flat-12	1. 27.534	1. 26.535	1. 26.441
2	G. Reggazzoni	Ferrari 312T2/027—flat-12	1. 28.225	—	1. 27.157
3	J. Sheckter	Tyrrell P34/3-Cosworth V8	1. 27.480	1. 27.244	1. 25.659
4	P. Depailler	Tyrrell P34/2-Cosworth V8	1. 27.076	1. 27.386	1. 26.362
5	M. Andretti	Lotus 77/R1-Cosworth V8	1. 27.270	1. 26.614	1. 26.008
6	G. Nilsson	Lotus 77/R2-Cosworth V8	1. 30.156	1. 33.023	1. 26.570
7	C. Reutemann	Brabham BT45/2-2-Alfa Romeo flat-12	1. 28.279	1. 28.474	—
8	C. Pace	Brabham BT45/3-Alfa Romeo flat-12	1. 28.159	1. 28.692	1. 27.133
9	V. Brambilla	March 761/1-2-Cosworth V8	1. 28.979	1. 27.819	1. 27.640
10	R. Peterson	March 761/3-2-Cosworth V8	1. 27.882	1. 27.586	1. 27.040
11	J. Hunt	McLaren M23/8-Cosworth V8	1. 28.674	—	—
12	J. Mass	McLaren M23/9-Cosworth V8	1. 29.569	1. 29.348	1. 27.568
16	T. Pryce	Shadow DN5/5B-Cosworth V8	1. 30.074	—	—
17	J-P. Jarier	Shadow DN5/4A-Cosworth V8	1. 28.622	1. 28.491	1. 27.618
18	B. Lungier	Surtees TS19/03-Cosworth V8	1. 30.395	1. 30.425	1. 29.343
19	A. Jones	Surtees TS19/02-Cosworth V8	1. 29.750	1. 28.369	1. 28.207
21	M. Leclere	Williams FW05/2-Cosworth V8	1. 31.166	1. 29.597	1. 29.923
22	C. Amon	Ensign MN05-Cosworth V8	1. 27.731	1. 27.232	1. 26.163
24	H. Ertl	Hesketh 308/3-Cosworth V8	1. 32.500	1. 29.624	1. 28.885
26	J. Laffite	Ligier JS5/01-Matra V12	1. 28.012	1. 27.515	1. 26.773
28	J. Watson	Penske PC4/01-Cosworth V8	1. 28.195	1. 28.508	1. 28.065
30	E. Fittipaldi	Fittipaldi FD04/1-Cosworth V8	1. 29.102	1. 29.390	1. 28.670
32	L. Kessel	Brabham BT44B/1-Cosworth V8	1. 30.020	1. 30.455	1. 30.088
33	J. Nellesmann	Brabham BT42/2-Cosworth V8	1. 31.269	1. 30.668	—
34	H-J. Stuck	March 761/2-Cosworth V8	1. 29.545	1. 29.509	1. 28.230
35	A. Merzario	March 761/4-2-Cosworth V8	1. 28.221	1. 28.638	1. 28.439
37	L. Perkins	Ensign MN04-Cosworth V8	1. 31.057	1. 30.359	1. 28.815
2T	G. Reggazzoni	Ferrari 312T2/025—flat-12	—	1. 27.643	—
7T	C. Reutemann	Brabham BT45/1-Alfa Romeo flat-12	—	—	1. 27.762
11T	J. Hunt	McLaren M23/6-Cosworth V8	—	1. 28.382	1. 26.958
16T	T. Pryce	Shadow DN5/3A-Cosworth V8	1. 29.259	1. 29.396	1. 27.527
21T	M. Leclere	Hesketh-Williams 308C/1-Cosworth V8	no time given	no time given	no time given
28T	J. Watson	Penske PC3/02-Cosworth V8	—	—	—
33T	J. Nellesmann	Brabham BT44B/2-Cosworth V8	—	1. 29.245	1. 30.259

piece. In actual fact most people carry on experimenting with handling adjustments to try and improve their times, even though there is no official time-keeping taking place, or they are trying to beat insuperable problems like making an engine rev properly or a gearbox select its gears properly. Actual race preparation does not enter into the thoughts of many teams for there is still the final hour of timed practice to come and the last chance to get a good grid position or even get on the grid at all for the tail-enders. The frenzy and pandemonium seemed as pronounced as ever, though Laffite was bedding in a new Matra engine and gearbox on the Ligier, and Scheckter tried his Tyrrell with the sausage-like air collector box, though by and large most people were beginning to abandon air collector boxes, preparing to let the engine suck air in as best it could and let the air flow over the car have more effect on the rear aerofoil. While Scheckter was charging round, Reutemann was unhurriedly going along in his Brabham-Alfa Romeo and as the six-wheeler overtook the Brabham it chopped in a bit too soon and the fat rear wheels clipped the front of the Brabham and spun it into a concrete retaining wall, so there was a pause while the wreckage was collected and the two drivers gave an explanation of their unruly behaviour to the Stewards. Reutemann had banged his right hand rather badly and was not too keen to continue practice, even though the Brabham mechanics had the spare car ready for him. Merzario would have liked to continue practising but the left rear corner of his March was torn apart as a hub bearing had broken up and was being replaced.

In the final hour the tempo became even more frenzied and Scheckter and Depailler were forcing ahead with their six-wheelers, the handling being such as to give them great confidence to let the whole car slide through the corners in a graceful, balanced and spectacular style. In complete contrast was the Ensign which Amon was driving with studied neatness and precision, and achieving the same results. Lauda's Ferrari engine was getting a bit tired, a new one being due to be

fitted for the race, and he could not get near the front, ending up in fifth place, but still ahead of 22 others. Andretti was really in the Anderstorp groove and heading for the front when all the teeth stripped off third gear pinion in the Hewland gearbox. In spite of everything being very hot the Lotus mechanics tore the gearbox apart, cleaned out the broken bits, fitted new gears and Andretti was back in the fray, repaying their efforts with second fastest time overall and a place on the front row of the grid. The other Lotus was in as much trouble, for though a complete engine change had got it going properly, a joint in the front suspension collapsed and Nilsson lost a lot of time while it was replaced. At this point he was still down amongst the rabbits at the back of the field, but then just before it was too late everything started to work right and he did a superb fast lap which moved him right up into sixth place; and then the Lotus ran out of petrol. You can't think of everything when there is a panic on.

Reutemann resumed practice rather disconsolately in the spare Brabham-Alfa Romeo after having the Ferrari-like nose piece taken off and the original one fitted, which meant hack-sawing off the new mounting framework, and Pryce was not as confident with the spare Shadow as he had been before his accident. Jochen Mass had the lower rear aerofoil on his McLaren off and on and decided to leave it on, while Hunt seemed to be spinning every time you looked up, the McLaren being quite unable to keep its back wheels under control. Alan Jones was trying as hard as he could with the works Surtees, but getting no real results, possibly because he was trying too hard, and poor Emerson Fittipaldi was back down with the also-rans, the Copersucar-sponsored car not responding to chassis-tuning the way they wanted it to. Frank Williams was wondering why he had got such a large and opulent set-up to achieve twenty-fifth place overall when Morris Nunn with no set-up or entourage at all had his car in third place overall, operating from the back of what looked like a secondhand fur-

niture van compared to the Walter Wolf Racing transporter, motor-home and support vehicles. Frank Williams was not the only one looking sideways at the red Ensign on the second row of the grid, with its Valvoline sticker on the side and the name of some completely unknown property development company as well.

When it was all over it was not surprising that the Danish driver Jac Nellesmann, having his first dabble in Formula One, was the odd man out, and it was interesting that no-one had dominated practice. Depailler had been fastest in the first session, Lauda in the second and Scheckter in the third, but we have had enough races and practice now to see that Ferrari versus the six-wheelers is the format, with cheeky intervention by the Ensign and a welcome return of Lotus to the front. The earlier demise of Team Lotus to the back of the grid just wasn't real. The Ligier-Matra V12 is always well in the running, the March teams have spasms of excitement, the McLaren team are still wondering how $\frac{5}{8}$ -inch oversize on width could possibly have made all that difference and if the Brabham-Alfa Romeos are ever going to get

STARTING GRID	
5	M. Andretti (Lotus-Cosworth V8) 77/R1 1 min. 26.008 sec.
3	J. Scheckter (Tyrrell-Cosworth V8) P34/3 1 min. 25.659 sec.
4	P. Depailler (Tyrrell-Cosworth V8) P34/2 1 min. 26.362 sec.
22	C. Amon (Ensign-Cosworth V8) MN05 1 min. 26.163 sec.
6	G. Nilsson (Lotus-Cosworth V8) 77/R2 1 min. 26.570 sec.
1	N. Lauda (Ferrari—flat-12) 312T2/026 1 min. 26.441 sec.
11	J. Hunt (McLaren-Cosworth V8) M23/6 1 min. 26.958 sec.
26	J. Laffite (Ligier-Matra V12) JS5/01 1 min. 26.773 sec.
8	C. Pace (Brabham-Alfa Romeo— flat-12) BT45/3 1 min. 27.133 sec.
10	R. Peterson (March-Cosworth V8) 761/3-2 1 min. 27.040 sec.
16	T. Pryce (Shadow-Cosworth V8) DN5/3A 1 min. 27.527 sec.
2	G. Reggazzoni (Ferrari—flat-12) 312T2/027 1 min. 27.157 sec.
17	J-P. Jarier (Shadow-Cosworth V8) DN5/4A 1 min. 27.618 sec.
12	J. Mass (McLaren-Cosworth V8) M23/9 1 min. 27.568 sec.
7	C. Reutemann (Brabham-Alfa Romeo flat-12) BT45/1 1 min. 27.762 sec.
28	V. Brambilla (March-Cosworth V8) 761/1-2 1 min. 27.640 sec.
19	A. Jones (Surtees-Cosworth V8) TS19/02 1 min. 28.207 sec.
28	J. Watson (Penske-Cosworth V8) PC4/01 1 min. 28.065 sec.
34	H-J. Stuck (March-Cosworth V8) 761/2 1 min. 28.230 sec.
35	A. Merzario (March-Cosworth V8) 761/4-2 1 min. 28.221 sec.
37	L. Perkins (Ensign-Cosworth V8) MN04 1 min. 28.815 sec.
24	E. Fittipaldi (Fittipaldi-Cosworth V) FD04/1 1 min. 28.670 sec.
18	B. Lungier (Surtees-Cosworth V8) TS19/03 1 min. 29.343 sec.
24	H. Ertl (Hesketh-Cosworth V8) 308/3 1 min. 28.885 sec.
32	L. Kessel (Brabham-Cosworth V8) BT44B/1 1 min. 30.020 sec.
21	M. Leclere (Williams-Cosworth V8) FW05/2 1 min. 29.597 sec.
Not Qualified:	
33 J. Nellesmann (Brabham BT44B/2) 1 min. 30.259 sec.	

anywhere to justify the size of the operation they had better hurry up because the season is halfway over. The back-markers are still the back-markers and there is no real reason why they should change.

Race day was cool and cloudy, but quite dry, and after the Swedish airforce had tried to emulate the Red Arrows and there had been a few diversions and parades to keep the 33,000 paying customers happy, 1.30 p.m. approached and the serious business of the 72-lap race drew near. All one and three-quarter hours of it. While the cars were being warmed-up Colin Chapman and his engineers were measuring the overall balance of Nilsson's car, fore-and-aft and side-to-side, to say nothing of corner-to-diametric-corner and Chapman decided it was "undriveable like that". Then everyone went off on a warm-up lap and lined up in grid formation in front of the pits, which are at one end of the circuit. The starting-line and time-keepers are at the other end, half-a-lap away, so when everyone was ready Scheckter and Andretti on the front row led them away round to the start, followed by Amon and Depailler, and then Lauda and Nilsson. With the two-by-two grid layout these days, and 26 cars taking part those at the back can barely see the starting flag (when there is one). This time the tail-enders were still rounding the corner at the beginning of the starting straight when Scheckter and Andretti reached the starting line. The Swedish flag trembled and everyone hung with back wheels spinning furiously on the slippery surface. With his Cosworth V8 bouncing on the rev-limiter at 11,500 r.p.m. Andretti snatched second gear and the black and gold Lotus leapt into the lead as the others found grip and chased after him to the first corner.

While the Swedish Ferrari Owners Club looked puzzled at seeing the cars of Lauda and Regazzoni in amongst the pack, the Lotus owners in the crowd thought "this is like old times". As the field poured round the 180-degree curve by the pits the order was Andretti, Scheckter, Depailler, Amon, Nilsson, Lauda and Laffite, but out of the back-markers shot the new Penske with its throttle jammed open by dust and grit on the slides, and as Watson scabbled to switch everything off the car bounded over an earth bank and almost into the crowd, bent and battered and out of the race. Meanwhile Reutemann peeled off, into the pits, his engine sounding anything but sweet. Along the runway sped the slim little Lotus, with the two six-wheelers in hot pursuit and at the end of the opening lap there was no change among the front runners. However, in the organisation there was some clucking and chuntering and the start-line judges, Allan Parsson and Gustav Larsson, decided that Andretti had jumped the start and they penalised him one minute, as if it was a Formula Ford race. This information was transmitted to Colin Chapman at the pits who signalled "—58 sec." to Andretti as he went by steadily pulling out a lead. He thought "Is Colin nuts?" for he could see Scheckter two seconds behind in his mirrors as he went along the runway straight. Next time the signal read "Start Pen" and the little Italian thought "... those dumb Swedes..." As there was little point in worrying about it, or even wondering if he could make up a minute on Scheckter

or anyone else who got into second place he decided to "... win the race and sort it out afterwards". Naturally none of his opponents knew about the penalty and few people in the pits heard the loudspeaker announcement with the continual roar of the passing cars. One thing they all did know was that Gunnar Nilsson was not racing any more, for on the third lap he spun out of the right-angle corner before the pits and cannoned backwards into the pit wall, so there was no need for explanations to his team, he had landed almost at their feet. The other Swedish hero, Ronnie Peterson, was not doing anything stupid but he wasn't exciting the crowd, being in eighth place behind Hunt.

Reutemann gave up as his right hand was hurting him and he felt there was no point in being brave and heroic in last place, and Kessel spun off with the rough on lap 6. Fittipaldi had achieved some sort of handling for his car by removing the front anti-roll bar altogether, but the result was that the front tyres wore out so rapidly that there was no point in going on. Ferrari enthusiasts had maintained that if the fresh engine in Lauda's car was going to make any difference he would be in the lead in five laps. He wasn't in the lead by ten laps, and it was obvious that he never would be while those in front kept going. Andretti was waiting for no-one, nor was he stopping to argue about his penalty, Scheckter was sliding the Tyrrell through the corners beautifully but not quite keeping the gap constant. Depailler was still third, and Amon fourth and then came Lauda driving as hard as he could, but it wasn't enough. Quite a gap had opened up before Laffite went by leading a nose-to-tail string of eleven cars, in the order Hunt, Peterson, Pace, Regazzoni, Brambilla, Mass, Jarier, Pryce, Jones, Merzario and Stuck. Bringing up the rear were Leclere, Perkins, and Lunger, and Ertl had made a pit stop after going off the road.

Gradually the scene at the front spread out, with equal gaps between the first five cars, while Laffite pulled the Ligier-Matra well ahead of Hunt. The Hesketh of Ertl got in the way of the following bunch when they came to lap him as it was faster than most down the straight, but slower through the wiggly bits. By twenty laps the high-speed procession was very settled and it was just a matter of seeing who was going to break down first. The number had already been reduced by one when the Dutch-owned Ensign burst its engine at the *chicane*, leaving Perkins with a long walk home. Andretti was looking so smooth and comfortable out in front that it seemed that nothing could stop him, certainly not the six-wheeled Tyrrells, or the Ferraris and everyone felt that Amon and the Ensign should not have been there in fourth place, while a lot of people wished it wasn't.

Amon, however, was enjoying himself and could see no reason why he should not have third place as he was gradually catching Depailler. A cloud of dust went up as Brambilla got in a muddle while braking for the pits corner and took to the rough stuff, but it did not delay him and he kept his place behind Regazzoni. The March nose cowling was decidedly tatty on the right side after this, and on right-hand bends the air was getting under the nose and upsetting the balance, so

Brambilla gradually dropped back. Merzario could not understand why those in front of him were going so slowly, so he livened things up by passing Pryce, Jarier and Mass and then set off after Brambilla.

Just over half distance as a lethargic air was pervading the scene a very large cloud of dust at the first corner after the start indicated that something pretty serious had happened. Amon had Depailler in his sights when the left front corner of the Ensign collapsed and the car went head-on into the barriers after knocking down two catch-fences. A very shaken New Zealander climbed out of the wreckage with bruised legs and was very lucky to be uninjured. While the Ensign crash at Zolder had happened too quickly for Amon to know what had happened, this one had gone on for a long time in his full view. While this had been taking place there was a stir going on in the pits for Ken Tyrrell had been trying to find out whether the minute penalty on Andretti was official, and Race Control at the pits end of the circuit could not get any sense out of the control point at the start-line. Until he knew officially he was not going to signal Scheckter or Depailler, so that as far as they were concerned they were still trying to catch the Lotus, though in vain. What they didn't know was that the Lotus Cosworth V8 engine had lost its edge and Andretti was trying to give it an easy time and had been doing so for ten or fifteen laps, which was why his lead had not been increasing. As the Lotus finished lap 45 it was slowing visibly and as it approached the pits end of the circuit on lap 46 a gusher of oil blew out of one of the inlet trumpets as a piston broke up and the whole thing went by the pits in a cloud of smoke and that was that. Looking out of Race Control, waiting for confirmation of the minute penalty, Tyrrell said "Don't bother" and returned to his pit to urge his lads to take it easy and concentrate on completing the remaining laps.

In first and second places the revolutionary six-wheeled Tyrrells, brain-children of Derek Gardner, cruised round in complete control in only their fourth Grand Prix, so that any "doubting Thomases, Michaels or Leonards" must have felt a bit uncomfortable. Given that they only inherited those places because the Lotus engine blew up, it did not alter the fact of being first and second, even if it was by luck, and behind them were thirteen other cars that would have liked some of that "luck". Lauda was comfortably in third place, though somewhat dejected, and Laffite was very content in fourth place, equally secure. In fifth place was Hunt, but he had Peterson closing up on him, and in seventh place Pace had Regazzoni closing up on him, the Ferrari driver obviously becoming conscious of the fact that one of the "hopeless Alfa Romeo-engined" cars was ahead of his all-conquering Ferrari. In ninth place was the struggling Brambilla in the orange March and behind him, waving his fist, was Merzario in the white March. Pryce, Mass, Jarier, Jones, Lunger, Stuck and Ertl had all been lapped.

With everything to lose and so much to gain Scheckter drove on tip-toe, trying as hard as he could not to strain the engine, the clutch, the gearbox, the brakes or the suspension, for it only wanted one little thing to go wrong to spoil it all. Apart from Stuck retiring at

the pits, Ertl spinning off again, erratically this time, and Merzario's engine giving out right at the end, the Swedish Grand Prix ran its course and the two six-wheeled Tyrrells finished in perfect order in first and second places. The Ferrari team were not at all happy with their third place nor with Regazzoni, even though he did pass Pace, and Peterson for good measure, while a lot of people would have been very happy to have finished third, or even sixth. It was interesting that Regazzoni's Ferrari went by Peterson's March on the long straight as if it was standing still, but could make no ground at all on Hunt's McLaren on the same straight.

The Swedish weekend was wound up with a lot of questions being asked and few answers given, but with everyone looking forward to the next Grand Prix which is on the Paul Ricard circuit, which has a lot in common with Anderstorp. Principally it has the same ability of not producing much in the way of emotional driving or racing. There were a lot of familiar faces missing from

Sweden, notably Ferrari's chief engineer, Mauro Forghieri; the Lotus Team Manager Peter Warr; some of the "Union officials" from the "Trade and Industry" and the FIA; quite a lot of the "eyes and ears of

the world" and, of course, the BRM team, but no-one noticed that. Whether the rising or falling fortunes of the various factions had anything to do with absentees is only a matter of conjecture.—D.S.J.

Results :
SWEDISH GRAND PRIX—Formula One—72 laps—Anderstorp
4.018 kilometres per lap—289.3 kilometres—Cloudy and Cool.

1st :	J. Scheckter (Tyrrell P34/3).....	1 hr. 46 min. 53.729 sec.—162.3 k.p.h.
2nd :	P. Depailler (Tyrrell P34/2).....	1 hr. 47 min. 13.495 sec.
3rd :	N. Lauda (Ferrari 312T2/026).....	1 hr. 47 min. 27.595 sec.
4th :	J. Laffite (Ligier JS5/01).....	1 hr. 47 min. 49.548 sec.
5th :	J. Hunt (McLaren M23/6).....	1 hr. 47 min. 53.212 sec.
6th :	G. Regazzoni (Ferrari 312T2/027).....	1 hr. 47 min. 54.095 sec.
7th :	R. Peterson (March 761/3-2).....	1 hr. 47 min. 57.222 sec.
8th :	C. Pace (Brabham BT45/3).....	1 hr. 48 min. 05.342 sec.
9th :	T. Pryce (Shadow DN5/3A).....	1 lap behind
10th :	V. Brambilla (March 761/1-2).....	1 lap behind
11th :	J. Mass (McLaren M23/9).....	1 lap behind
12th :	J-P. Jarier (Shadow DN5/4A).....	1 lap behind
13th :	A. Jones (Surtees TS19/02).....	1 lap behind
14th :	A. Merzario (March 761/4-2).....	2 laps behind (not running at finish)
15th :	B. Lunger (Surtees TS19/03).....	2 laps behind

Fastest Lap : No fastest lap was issued by the time-keepers.

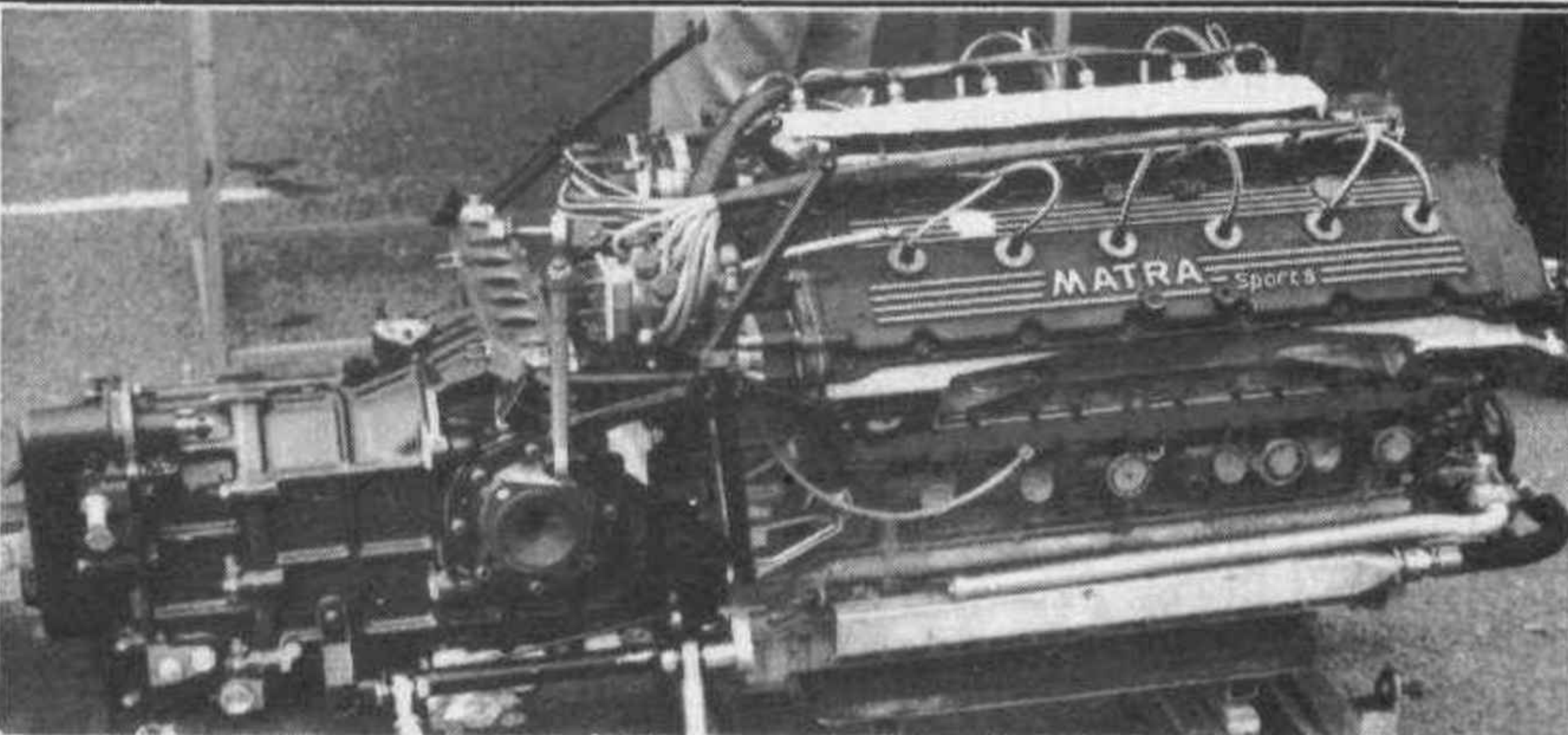
Retirements : J. Watson (Penske PC4/01) on lap 1, accident; C. Reutemann (Brabham BT45/1) on lap 3, driver unfit; G. Nilsson (Lotus 77/R2) on lap 3, accident; L. Kessel (Brabham BT44B/1) on lap 6, accident; E. Fittipaldi (Fittipaldi FD04/1) on lap 11, poor handling; L. Perkins (Ensign MN04) on lap 19, broken engine; M. Leclere (Williams FW05/2) on lap 21, broken engine; C. Amon (Ensign MN05) on lap 39, accident; M. Andretti (Lotus 77/R1) on lap 46, broken engine; H-J. Stuck (March 761/2) on lap 53, engine trouble; H. Ertl (Hesketh 308/3) on lap 55, off the track; A. Merzario (March 761/4-2) on lap 70, engine trouble.

26 starters — 15 finishers.

Notes on the Cars in Sweden

THE MARCH teams were the only ones who had to do any major rebuilding after the ravages of Monte Carlo, both 761/1, Brambilla's car, and 761/4, Merzario's car needing new "monocoque tubs" as well as numerous suspension parts. In fact, recently, the March rebuilding programme has been such that an order is placed with their "monocoque" fabrication shop first thing on Monday morning and in preparation for the Swedish Grand Prix an order was put in for "a white one and an orange one". So far only Stuck's car, 761/2, has not needed a major rebuild. Peterson's car had a visit to the paint shop as the Penske sponsors, the American First National City Bank Travellers Cheques, agreed to put some money in the March kitty in exchange for Peterson's car being painted in their colours and carrying their name. A strange quirk of the world of Formula One, for last year Roger Penske bought a March 751 when his own car seemed uncompetitive, and the paint-shop wizards coloured it red, white and blue to make it look more like a Penske than a March. This year the reverse happened, with March painting *their* car to make it look more like a Penske car. Confusing, isn't it!

In addition to the two rebuilt cars, there were two brand new cars, the Penske PC4 making its public debut and a third Surtees TS19 being completed for Brett Lunger, to replace the car sold to Pescarolo and his Norev-toys sponsor. TS19/03 was virtually identical to Lunger's original car TS19/01, the only difference being larger and more powerful brakes, like those on Alan Jones' car, TS19/02. The Penske PC4/01 was a logical development of the PC3 series, not differing in any radical way, but full of detail changes and generally being a better car. In place of the full-width nose and the chisel nose with fins, tried at various times on the PC3 cars, the new one carried a Ferrari-like nose with a full-width aerofoil mounted ahead of the nose-cone. Another car to adopt the Ferrari-like front aerofoil



was BT45/1, the spare Brabham-Alfa Romeo, the other two Ecclestone cars being to their usual pattern.

Ferrari themselves were not noticeably changed from their Monte Carlo guise, Lauda retaining 026, Regazzoni 027 with 025 as the spare. For experimentation purposes there were some rear aerofoils with bulbous aerodynamic end plates, instead of the normal flat aluminium ones. Tyrrell was very confident of his Project 34 six-wheelers and Scheckter and Depailler had their normal cars, but tucked away round the back were their two old 007 series cars just in case of emergency. Team Lotus had had a bit of a set-back during pre-race testing at Anderstorp with a new car, 77/R3, when something broke and deflected it into the barriers, virtually destroying it, so that R1 and R2 were being used for Andretti and Nilsson as usual. Team McLaren had their usual three cars, M23/8 for Hunt, M23/9 for Mass, and M23/6 as a spare and similarly the Shadow Team had their usual three cars, DN5/5B for Pryce, DN5/4A for Jarier and DN5/3A as the team spare. With Ickx driving at Le Mans, Frank Williams had more cars than drivers, so while Leclere was driving the second Postlethwaite-Hesketh 308C, which is known as Williams FW05/2, the original car which Williams bought off the Hesketh team was available as a spare for the French driver. Emerson Fittipaldi was still driving the first of the 1976 cars, FD04/1, while Hoffmann's

car FD04/2 was there as a stand-by, the team still not feeling strong enough to enter two cars. The Ensign, the Ligier, the Boro-Ensign and Ertl's Hesketh were unchanged, while the RAM Racing Brabhams were all present, Loris Kessel using BT44B/1 with BT44B/2 as a spare, and the Danish driver Jac Nellemann was in BT42/2.

During practice there were some changes made, either by choice or by *force majeure*. Hunt decided he preferred the McLaren M23/6 instead of M23/8, Reutemann crashed the Brabham BT45/2-2 so was forced to use BT45/1, Pryce crashed Shadow DN5/5B so had to use DN5/3A, and Nellemann broke the RAM Brabham BT42/2 so took BT44B/2. Regazzoni used the spare Ferrari while his regular one was being repaired and Watson used the Penske PC3/02 while the new car was repaired and Leclere tried the older of the Williams cars, but stuck to his normal one for the race. Neither of the 007 Tyrrells were used, nor was the spare Fittipaldi, while a collection of spares in the March teams was never assembled into a complete car.

After the race there were four more wrecks to return to England for repair, to add to the two in practice, making a total of six major wrecks. These were Brabham BT45/2-2 and Shadow DN5/5B, crashed in practice, and the new Penske PC4/01, the Ensign MN05, the Lotus 77/R2 and the Brabham BT44B/1 crashed during the race.—D.S.J.

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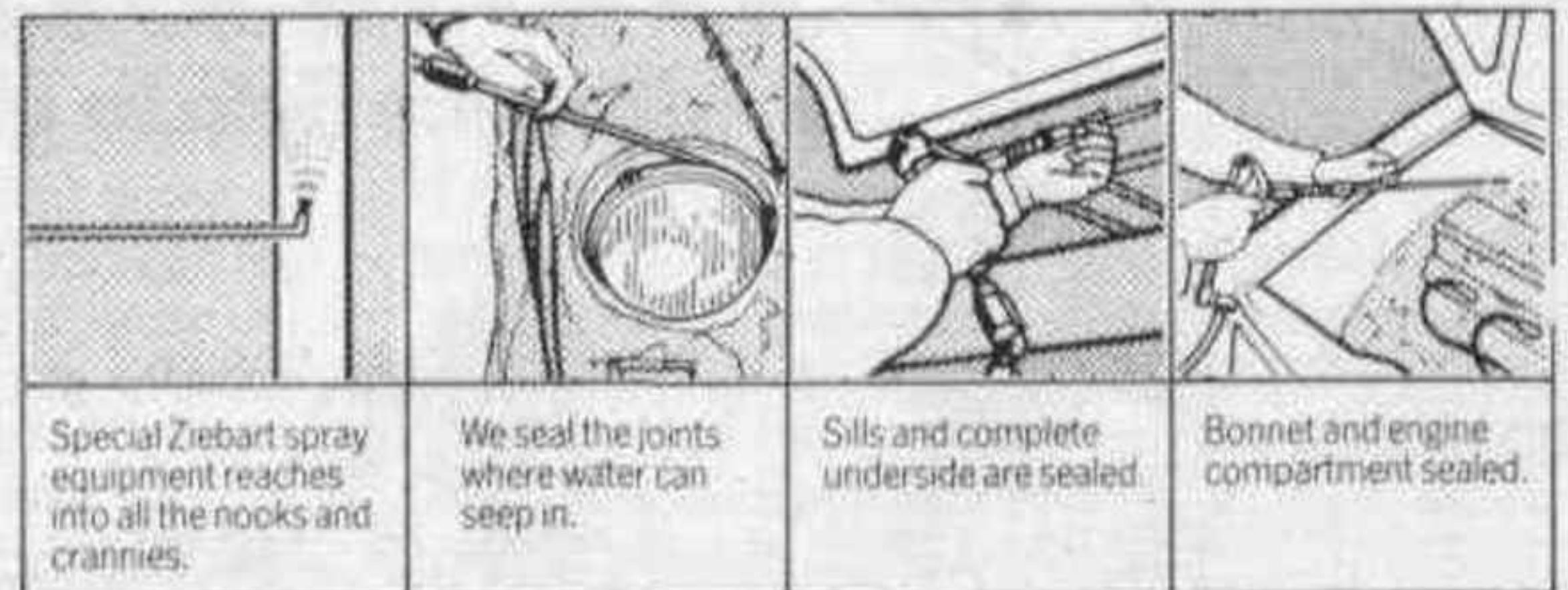
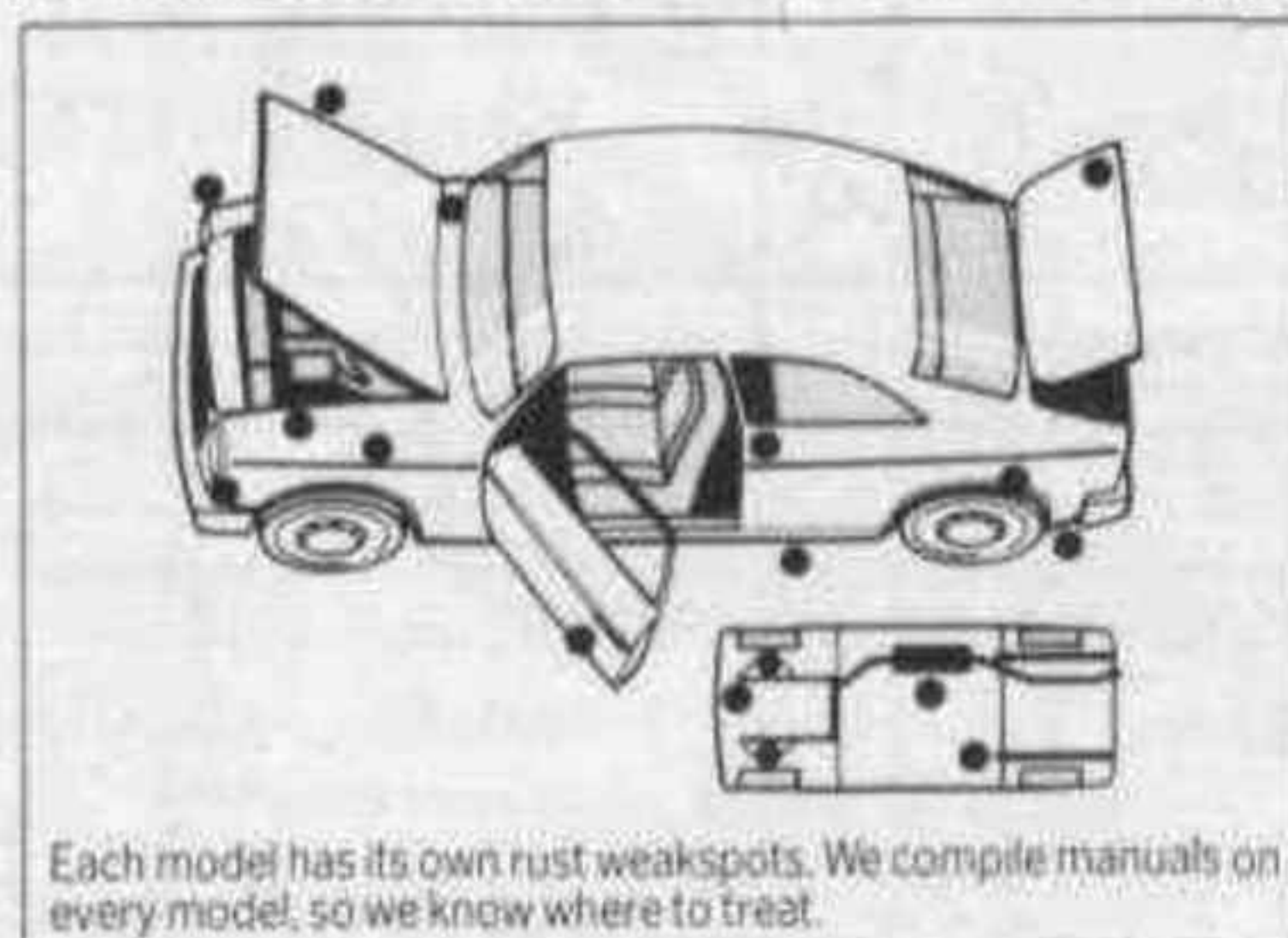
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LE MANS 24 HOURS

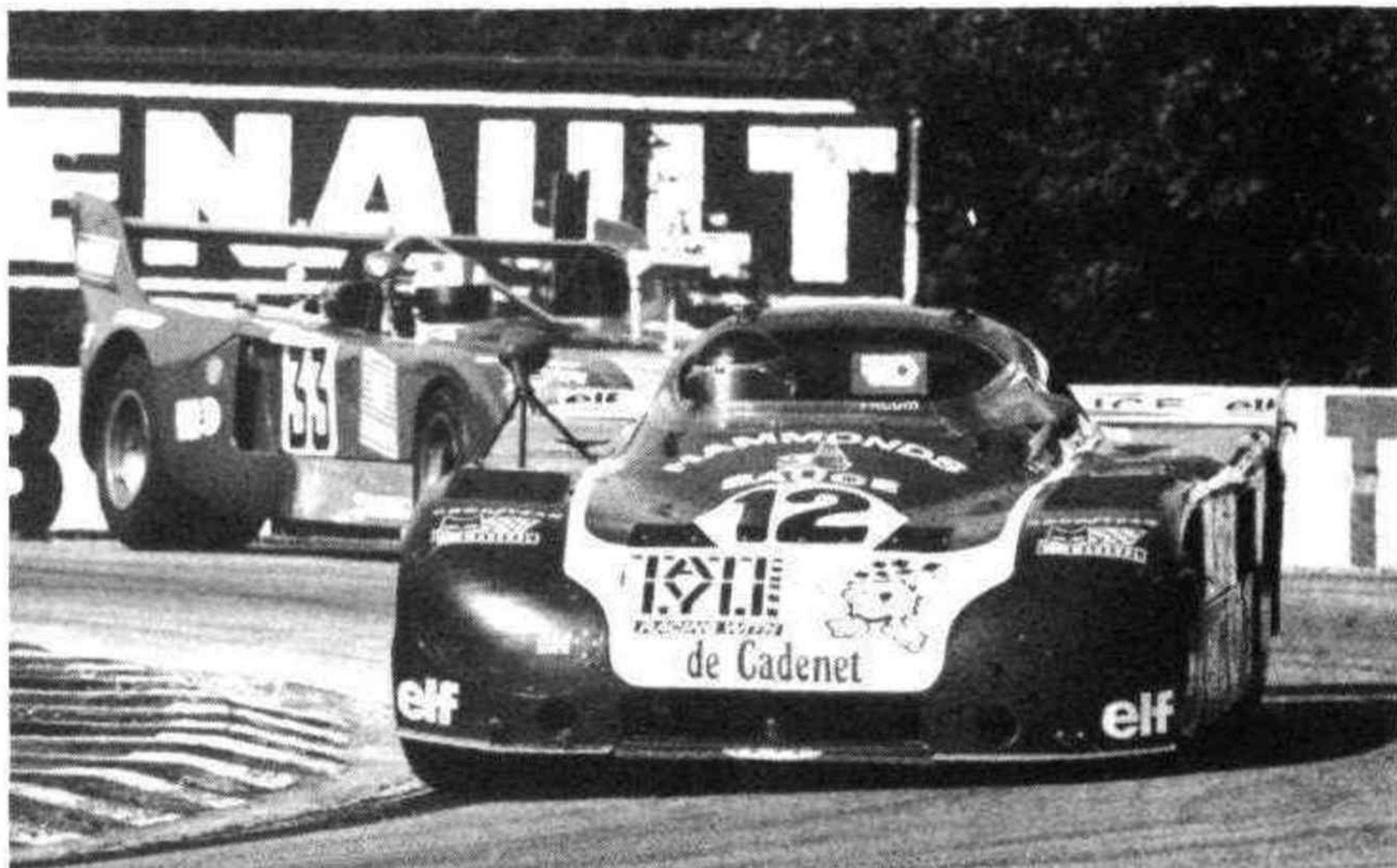
Ickx and Van Lennep win for Porsche; De Cadenet and Craft finish third for Britain

Le Mans, June 12th/13th

IF YOU had believed all the advance publicity put out by the AC de l'Ouest, the 1976 edition of the 24-Hours of Le Mans was going to be the most dazzling, original, different looking Le Mans in history. Somehow the race on June 12th/13th didn't work out quite like that, for it was still in essence an event dominated by a handful of very fast sports-racing cars backed up by a large supporting cast of GT and touring cars from the workshops of Porsche and BMW. Yet the organisers had given some welcome thought to brightening-up the image of their race, which had dimmed and tarnished somewhat in recent years as fewer factories, and fewer still Grand Prix drivers, included the race in their competition programmes. Frightened by the relatively poor attendance for last year's race, the ACO had therefore brought in a number of innovations to add a little more sparkle to the gruelling test of endurance round the 13.64 km. Circuit of the Sarthe. The regulations were liberalised to bring in a wider variety of cars than ever before, the organisers audaciously ignoring the FIA's directive that Gp. 6 cars could not be mixed with production based machinery if the race was to stay in either of the two long-distance World Championships. An invitation was sent to America to bring over a handful of the cumbersome NASCAR stock cars that are more used to pounding round all-banked ovals and for the "All American" GT cars that are governed by the rules of the International Motorsport Association.

Yes, despite all these innovations, the entry had the traditional composition of Group 6 sports-racing cars (the FIA has stopped calling them prototypes at last, preferring the more accurate description of "two-seater racing cars"), Group 5 "Silhouette" cars, and Group 4 GT machines. But by insisting on running the one major long-distance event of the year that would pitch all these different classes together, the ACO has succeeded in gathering the most interesting field seen at Le Mans for some seasons, and certainly the most representative entry that would be seen for an endurance race this year.

Fastest in practice, by more than six seconds in fact, was the Alpine Renault A442 shared by Jean-Pierre Jabouille and Patrick Tambay. Rene Arnoux had been nominated as reserve pilot for this car, but when the young Frenchman proved too small to fit snugly into its cockpit, team manager Gerard Larrousse had to call instead on one of his second-string Formula Two drivers, Jose Dolhem. The 2-litre, turbocharged, 500 b.h.p. V6 A442 was almost unchanged from the form in which it has appeared in the World Championship for Sportscars except for a longer, more streamlined tail. Jabouille lapped the circuit

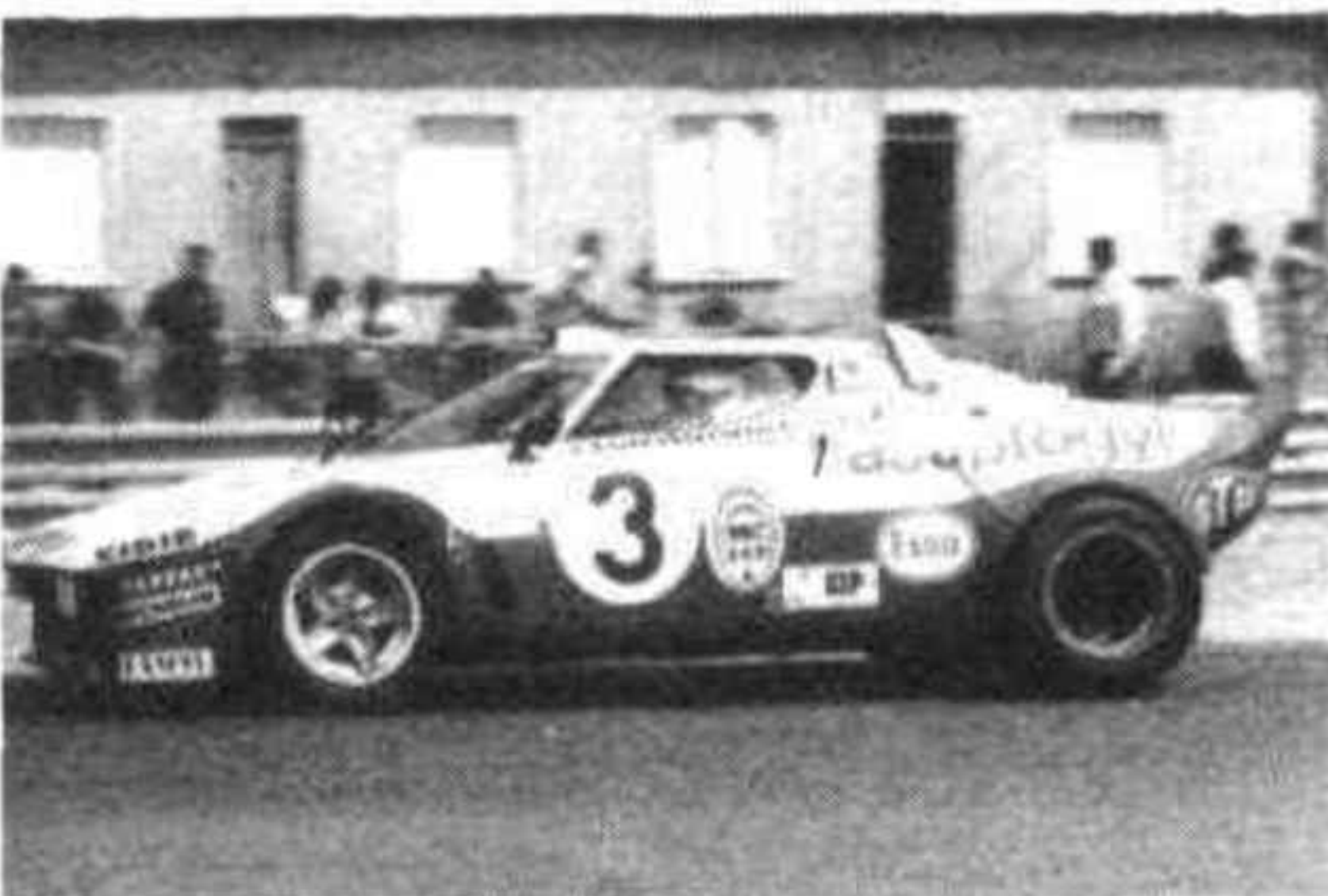


Alain de Cadenet and Chris Craft put on a terrific display for a private team, bringing the former's Lola-DFV T380 home third. Here it leads George Schafer's 2-litre Chevron B26. (Le Mans colour photographs appear on page 811.)

during practice in 3 min. 33.1 sec., making the French, Elf-sponsored car comfortably quickest of the Gp. 6 entries.

The strongest rival to the Alpine was the fastest of three works Martini Porsches, the Germany factory deciding almost at the last possible moment to run not one but two Gp. 6 936 sports-racers as well as their Turbo Carrera based Gp. 5 car. With its 2.1-litre, flat-six turbo engine turned down from 1.4 to 1.25 atmospheres of boost in a bid to lengthen its life, the newer and faster of the 936s had grown a high, neatly flared tail section since its victorious appearances at Monza and Imola, a tall air box on top helping the engine breathe better. This car was to be driven by Jacky Ickx and Gijs van Lennep, and it was Ickx who was second fastest in practice with a lap in 3 min. 39.8 sec. The second Porsche 936 was the original test-bed model raced at the beginning of the season at Nurburgring. Reinhold Joest and Jurgen Barth were its drivers, the former making it fifth quickest during practice at 3 min. 45.4 sec.

Apart from these Gp. 6 cars, the Porsche factory also entered a Gp. 5 935 for Rolf Stommelen and the Lichtenstein driver Manfred Schurti. The 935 also has a turbocharged engine, in its case a flat-six of 2,857-c.c., with such handy extras inside the cockpit as a knob for the driver to control the degree of turbo boost and a lever to adjust



Although it looked dramatic enough, the turbocharged Lancia Stratos of Lella Lombardi and Christine Dacremont proved disappointingly slow, but at least it finished.

the hardness of the shock-absorbers during the race. Stommelen put the car onto the third place of the 55 car grid, lapping at 3 min. 41.7 sec.

Fourth fastest was the best of several Cosworth DFV-engined cars, an elderly Lola T286 driven by Frenchmen Xavier Lapeyre and Bernard Chevanne. Then, after the second Gp. 6 Porsche, came the two Mirage-DFV GR8s that finished first and third last year but have now been bought by America's Harley Cluxton and sponsored by JCB and Total. Derek Bell and Vern Schuppan held the reins in one of the Mirages, with Francois Migault and Jean-Louis Lafosse sharing the other.

Apart from the Porsche 935, all these were Gp. 6 cars, but next in line for the rolling start was a Gp. 5 BMW CSL with a 600 b.h.p., 3.2-litre turbocharged engine and a graph-like colour scheme that could only be described as imaginative. Serious engine malfunctions cut short the works BMW's efforts on both days of practice, but Brian Redman and Peter Gregg threatened to be very quick once it started to work properly.

Of the few cars that made the trip across the Atlantic in response to the OCO's invitation, two stood out—John Greenwood's brutishly beautiful 7-litre Chevrolet Corvette, with 650 b.h.p. and a maximum speed of over 215 m.p.h., and Mike Keyser's Chevrolet Monza saloon, which is rapidly becoming the car to beat in American GT racing. Much further back down the field lurked two of the huge NASCAR stock cars, but they were neither the latest nor the fastest examples of their breed and as expected proved too heavy, bulky and unwieldy to be at home on a road circuit. In the race, the Dodge Charger lasted no more than a lap and a half before its engine seized spectacularly, but the Ford Torino ran till after midnight before transmission failure put it out.

Apart from the two Mirages, British hopes rested firmly on the Lola T380 with which Alain de Cadenet and Chris Craft had struggled to the finish last year. A purely private entry, sponsored by Tate and Lyle,

Elt and Hammond's Chop Sauce, this machine was to run almost faultlessly throughout the 24 hours. Finished in traditional British Racing Green and proudly bearing a Union Jack on its wing, de Cadenet's Lola had received numerous aerodynamic improvements since last year that were to make the cockpit almost unbearably hot in the intense heat of both Saturday and Sunday, but at least stopped the tail from flying off as happened last year.

The other cars particularly worthy of note were the two Inalteras, pretty French coupés powered by DFV engines which had been built specifically for this one race. To be driven by Henri Pescarolo, Jean-Pierre Beltoise, Jean-Pierre Jaussaud, "Christine" and the project's originator Jean Rondeau, the Inalteras were much heavier than the Gp. 6 cars, for although there are no intentions whatsoever to put them into production as road cars they were made for the "Touring Car Prototypes" class invented by the organisers for precisely this sort of machine. Add in two dozen Gp. 4 and Gp. 5 Porsches, both turbocharged and otherwise, half a dozen BMW CSLs and a smattering of other makes, and you will gather that it was a very mixed bag that took the flag at four o'clock on Saturday afternoon.

Jabouille's Alpine took the lead immediately at the start, coming round with a comfortable lead over the Porsches of Ickx and Joest and the Turbo BMW of Redman after the first lap. The BMW lasted no more than three circuits before a serious oil leak from the engine box forced it into the pits, heralding its imminent departure, but the opening laps still saw a fine tussle as Ickx closed up on the Alpine, got by, led it for half a lap, and then dropped back as Jabouille repassed.

After only ten laps, Jabouille made his first refuelling stop, worried that the high track temperatures might be affecting his car, but all was well and he set off again in third place. The Alpine was not to lead again, however, for although it was the fastest car on the circuit between pit stops a spot of electrical trouble was to lose it several minutes before two hours were up. Having regained third place quite swiftly and then held it comfortably for several hours, the Alpine eventually retired at 1.15 on Sunday morning when a piston broke up.

After a dynamic start that took it into third place for a few miles, Lapeyre's Lola was soon back in the pit road with a damaged engine, and so the Porsche 936s of Ickx/van Lennep and Joest/Barth were left a long way clear of the rest of the field throughout the first quarter of the race. By the end of six hours, Greenwood's Corvette had gone out after a fine run in sixth place when a burst tyre ruptured its fuel tank, the Monza had retired with a broken driveshaft, and both the Inalteras had had trouble. Then the Stommelen/Schurti Porsche 935 also ran into a spate of dramas, as an alternator belt broke, a rear suspension pick-up point gave out, and a battered rear wing had to be patched up. French amateur André Haller sadly died after his Datsun 260Z crashed on Mulsanne Straight and caught fire, but a string of lesser incidents proved harmless, although several drivers were suffering from burns caused by the stifling temperatures—it was

reckoned to be the hottest Le Mans for years.

Throughout the second quarter of the race, the Porsches of Ickx/van Lennep and Joest/Barth ran beautifully, and by half distance the former led the latter by two laps, with Lafosse/Migault a further four laps adrift in the better of the Mirages. The other Mirage, the one handled by Bell and Schuppan, suffered a series of electrical failures but nevertheless lay fifth behind de Cadenet's Lola, which was going superbly after an alternator belt had been changed. Apart from a wheel that stripped its thread on Sunday morning, this was to be the only mechanical problem afflicting the Lola throughout the race, a record that says much for the standard of preparation achieved by de Cadenet's private team. By half distance, however, the Porsche 935 had also solved its problems for the time being. Schurti and

exhaust pipe that ran from the engine to the turbocharger. It lost twenty minutes before it rejoined the race, but it was twenty minutes the team could afford to lose, and with no further dramas Ickx and Van Lennep finally won by 11 laps from Lafosse and Migault. The latter's Mirage nearly lost second place, when its rear bodywork blew off three laps from the finish after a mounting bracket snapped. It was replaced just in time to keep its position, even after the engine had refused to fire for many seconds after that last dramatic stop, and finally staggered away misfiring.

After a tremendous closing burst which won them the prize for covering the greatest distance during the last quarter of the race (another innovation this year), Craft and de Cadenet came a fighting, heroic third, drawing cheers not only from the large British



Despite being a brand new team in its first race, Inaltera enjoyed the luxury of a ready-to-race spare car in the paddock as well as two cars in the race. Despite a variety of troubles, the most spectacular of which was a driver's door that blew open at speed, the French debutants got both their coupes to the finish.

Stommelen were therefore again sixth, making ground fast on the three British cars in front of them.

Nothing, it seemed, could stop the two works Porsches at the head of the field; but at ten past seven on Sunday morning the second placed car of Joest/Barth stopped on the circuit with a broken driveshaft, only a few minutes after it had left the pits with an obvious engine defect. So now British cars lay second, third and fourth, and with the Porsche 935 still making ground on the Mirages and de Cadenet's Lola, a tremendous battle for second place developed.

As Sunday morning wore on the Bell/Schuppan Mirage lost more time when its mechanical fuel pump gave up the ghost. The Lafosse/Migault Mirage had one costly pit stop when its throttle linkage, the high pressure electrical fuel pump and a fuel pressure relief valve all had to be restored to working order, while the Porsche team achieved the staggering task of changing the complete turbo unit in their 935 in only ten minutes.

But still the leading Porsche of Ickx and Van Lennep continued its inexorable progress, the better part of a hundred miles ahead of its nearest pursuers. Then, just before noon, that car made for its pit with a crack in the

contingent at the finish but from many of the French as well. It really was a splendid performance from such a small team whose drivers' feet had been burned and blistered by the heat of the pedals. Fourth were Stommelen and Schurti in the Porsche 935, leaving Bell/Schuppan to bring their failing Mirage into fifth place and French amateurs Touroul/Cudini/Boubet to come sixth and winners of the Group 4 GT class with their Porsche Carrera RSR.—J.C.T.

Results :

LE MANS 24 HOURS 349 laps—4,769.92 kilometres

1st :	J. Ickx/G. Van Lennep (2.1 t/c Porsche 936)— 349 laps (198.75 k.p.h.)	
2nd :	J.-L. Lafosse/F. Migault (3.0 Mirage- DFV GR8)	338 laps
3rd :	C. Craft/A. de Cadenet (3.0 Lola-DFV T380)	337 "
4th :	M. Schurti/R. Stommelen (2.9 t/c Porsche 935)	331 "
5th :	D. Bell/V. Schuppan (3.0 Mirage- DFV GR8)	326 "
6th :	R. Touroul/A. Cudini/R. Boubet (3.0 Porsche Carrera RSR)	314 "
7th :	E. Kraus/G. Steckkonig (3.0 Porsche 908/3)	313 "
8th :	H. Pescarolo/J.-P. Beltoise (3.0 Inaltera- DFV)	305 "
9th :	H. Bertrams/H. Martin/E. Evertz (3.0 Porsche Carrera RSR)	302 "
10th :	S. Posey/H. Grohs/H. de Fierlant (3.5 BMW CSL)	299 "
Fastest Lap :	J.-P. Jabouille (2.9 t/c Alpine-Renault A442), 3 min. 49.3 sec. (214.15 k.p.h.), recorded on lap 7.	

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DATSUN 260Z 1974. Attractive coupe, in Silver with Black trim and spoilers, radio/electric aerial, Wolfrace wheels, tinted glass, h.r.w., etc. **£2,865**

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RALLY REVIEW

Acropolis Rally

THE MIGHT of such powerful or competent rally teams as Lancia and Toyota is not easily defeated, so when Harry Källström drove a Datsun Violet to victory in May's Acropolis Rally there was a temptation among some to refer to his success as the work of a "Giant-Killer". But this implies a certain weakness—was not Jack puny alongside his giant?—and one can hardly refer to a man who has won the RAC Rally of Great Britain twice in succession as a weakling. However, those RAC successes were in 1969 and 1970 and the fact is that Källström has not had a major win since that time, although he has come very, very close to it several times.

It was this absence of recent successes which rendered Källström's triumph in Greece something of a surprise, and the man's amiable, unassuming character which made it a popular win.

Lancia sent three Stratos, hoping once again that their superior power would reap the required harvest of World Championship points, but it didn't work out that way at all. Pinto and Waldegård were instructed to go out to win, whilst Pregliasco had to be the man holding back for just a good finishing position, the defence rather than the attack. Unhappily, not one of them finished.

Even from the start the Lancias didn't have things their own way, for the Toyota Celica of Andersson and the Corolla of Mikkola were right up with them, giving a superb performance of high speed handling on both loose and tarmac surfaced roads. The great disappointment of the rally was that this battle of the Italian and Japanese giants came to nothing when all five cars retired during the first evening, taking much of the interest away.

Waldegård lost oil pressure, Pinto broke a driveshaft and, after he had inherited the lead when the two Toyotas retired, Pregliasco had his clutch break. Andersson had stronger driveshafts than usual on his Celica, but they had only been previously tried on a less powerful car. One of them broke cleanly at the point where the shaft itself meets the wheel stud plate. Team-mate Mikkola went out when his fuel injection pump seized and defied all attempts to free it.

With the Lancias and the Toyotas out of the way, the little French driver, Jean Ragnotti, who earns a living between rallies as a stunt driver for film and television companies, took over the lead and kept it until the rest halt at something like two-thirds distance. His car was an Alpine-Renault A310 "rented" from the factory along with two mechanics and a service van by Ecurie Gitanes, the French team sponsored by the cigarette company of the same name. The factory stopped full-time rallying last year, but continues to prepare cars for private drivers and teams and to develop the V6-engined A310 for future use. Hubert Melot, the engineer in charge of this development, was in Greece to see how the A310 fared, and to lend a very able hand with servicing, and we gathered that if such non-factory drivers as Ragnotti produced good results with the car, the works team itself could be back in the

sport before very long.

With spirits high, the Frenchmen started the second leg with something like a four-minute lead, but it all came to nothing when a rear wishbone pin sheared and the wheel folded beneath the car. A victory by Ragnotti would have been a tremendous boost for Alpine, but the performance was not to be sneezed at as it was, although there was never much of a significant conflict with the Lancias and Toyotas which retired far too soon.

The remaining cars in contention were the Datsun of Källström and the privately-owned Alpine A100 of Greek driver Tasos Livieratos who always uses the pseudonym "Siroco". These two were far enough ahead of everyone else to be sure of the first two places, but it was never sure who would win.

Källström's car, although works-prepared, Japanese-registered and sent over from Japan for this and subsequent rallies, was entered and serviced by the Greek importers. They were enthusiastic and keen but lacking the polish of experienced works mechanics and sometimes more hasty than speedy. "Siroco" had a service network led by his wife, Maria, an amazing lady who undertakes personally all the preparation and rebuilding of the car between each event.

Källström, with co-driver Claes-Göran Andersson borrowed from Swedish Opel driver Anders Kulläng, finished some 5½ minutes ahead of "Siroco" who was in turn just over 21 minutes ahead of Shekhar Mehta in another works-prepared Datsun Violet. For Mehta the early stages of the Acropolis must have bordered the nostalgic, for they took place in torrential rain which turned otherwise hard roads into ribbons of mud, produced flash floods and brought rivers up to impassable levels. It was Safari-style going as many competitors had to resort to pushing, whilst the organisers themselves were obliged to cancel some sections and re-route the event to be sure that everyone would not come to a dead stop in some wet or sticky patch. The second leg was different; hot Greek sunshine brought back the conditions which everyone expects in the Acropolis, though the wetting had made sure that there would not be any of the usual lingering dust.

Noticeable absentees from the rally were the Opels from Russelsheim. Two Kadetts had been entered for Röhr and Aaltonen, and the latter driver with his Swedish co-driver Billstam sent to Greece to begin reconnaissance in a rented car. Whilst they were engaged in this, internal difficulties arose at the factory when very senior staff queried the wisdom of sending out cars which were not developed to optimum level and incurring expense when there was little chance of getting a return. The Safari failures were at the root of this, though it was another series of failures in a more recent German rally which actually sparked it off.

The result was a recall to Aaltonen and the withdrawal of entries, although Billstam was snapped up to be Andersson's co-driver in the Toyota team when Arne Hertz found himself doubled up with what seemed like a slipped disc. There were some private Opels in the rally and one of them did so well that the make was presented with eight championship points on a plate without actually trying. Klaus Russling, the Austrian who has more often been seen in a Porsche than anything

else, brought an old factory Ascona and finished in a very creditable fifth place. He and other Austrian privateers tackled the event as a combined, low-budget effort and went away very pleased indeed with the result.

Rather than being unchallenged leaders of the World Championship, the Lancia people now find themselves only eight points ahead of Opel, which means that they must now consider such events as the Morocco and Thousand Lakes rallies not on their previous list of priorities. By the same token, Opel has emerged as a serious contender and it must be high among Russelsheim's priorities to get their cars into top shape for the championship rounds to come.

GENERAL CLASSIFICATION

1st	H. Källström/C.-G. Andersson (Datsun Violet (4))	8 hr. 43 min. 14 sec.
2nd	"Siroco"/M. Andriopoulos (Alpine-Renault 110 (4))	8 hr. 48 min. 38 sec.
3rd	S. Mehta/H. Liddon (Datsun Violet (4))	9 hr. 09 min. 43 sec.
4th	G. Moschous/D. Arvanitakis (Alfetta GT (4))	9 hr. 32 min. 23 sec.
5th	K. Russling/M. Essig (Opel Ascona (2))	9 hr. 52 min. 18 sec.
6th	S. Brundza/A. Girdeuskas (Lada 1500 (2))	9 hr. 54 min. 16 sec.
7th	J. Papadamandou/C. Tsavos (BMW 2002Ti (2))	10 hr. 41 min. 57 sec.
8th	L. Schirnhöfer/H. Gottlieb (VW 1303S (1))	10 hr. 42 min. 50 sec.
9th	H. Rausch/J. Fellbaum (BMW 2002Ti (1))	10 hr. 46 min. 19 sec.
10th	N. Niebergall/B. Frommann (Wartburg 353 (2))	10 hr. 57 min. 44 sec.

136 starters — 34 finishers.

Scottish Rally

IT HAS long been felt that Swedes and Finns have been the masters of the forests, the only Britisher capable of even getting to grips with them being Roger Clark, who won the RAC Rally against strong Scandinavian opposition in 1972. But in the meantime other British drivers have been improving steadily, at least in the unpractised forest stages of British events, and in early June one such driver scored his most significant victory by winning the Scottish Rally against stiff opposition, including two very good Finnish drivers, and beating Clark into second place by more than three minutes.

Russell Brookes has won rallies in the past but never an important international such as the Scottish. He is a totally disarming fellow and tends unwittingly to give his opponents (at least those who don't know him) the impression that he isn't anything like as fast as he really is. He uses a factory-prepared Escort RS backed by Andrews-Heat-for-Hire, and his win in Scotland was all the more meritorious when you consider that he had to make up the time lost by rolling the car on the second special stage.

Both Leyland's TR7s retired again; Ari Vatanen, winner of the Welsh Rally and leader of the Scottish in its very early stages, retired when his Escort's transmission failed, and Pentti Airikkala fell back to fourth after two punctures and a rear axle which had to be held in place by a chain. Third place went to Andy Dawson in a Datsun Violet entered by Glovers of Ely and fitted with an extremely potent engine which arrived from Japan only a few days before the event.

A break from tradition was the base at Ayr. In the past, the rally has started at Glasgow

Continued on page 776

VSCC Oulton Park Race Meeting (June 12th)

Alan Cottam's Day

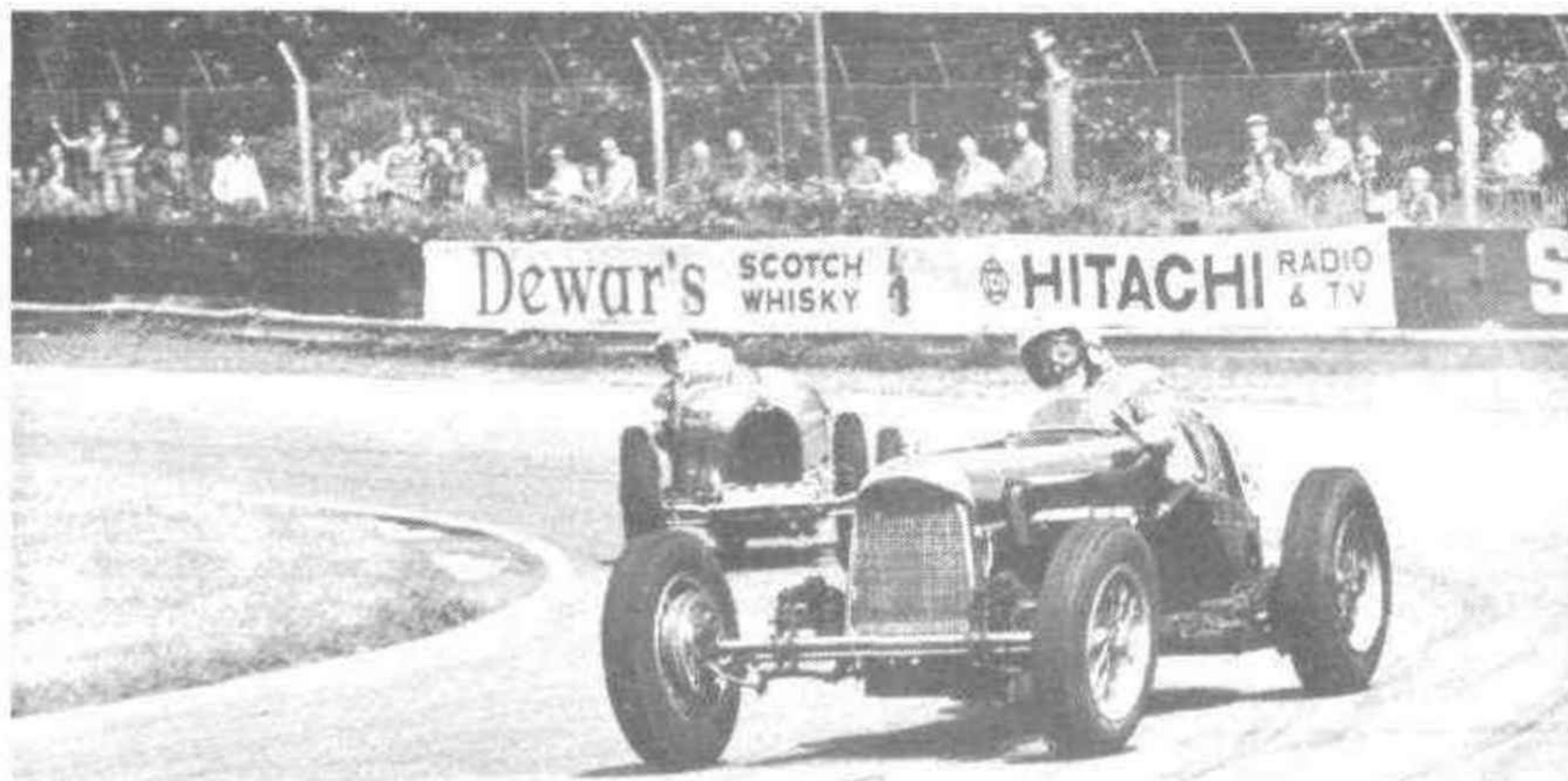
THE TRADITIONAL VSCC Oulton Park race meeting was held in sunshine, after a wet Friday, and had 148 race entries, and another 35 for the *Cheshire Life* "Beauty Show", won by Neale's 1911 Rolls-Royce Silver Ghost from Parker's 1938 Alvis and Firth's 1937 Lagonda, the Martini Trophy being won by Barker's Talbot 90.

Racing opened with a 5-lap Scratch Race in which Quartermaine's venerable 30/98 Vauxhall, looking just like those that thrilled me in the Brooklands Paddock when I was a boy, led all the way, to win from Hopkins' 1935 Frazer Nash, that finished a couple of lengths or so ahead of Austin's Ulster Austin, Hopkins changing into another "dog-kennel" just before the line. Whether Quartermaine gained any advantage from being rammed up the back-tank by Whale's Frazer Nash in the rush away from the start I do not know, and I wonder whether the 30/98 driver even noticed it—anyway, he has a big spike out at the rear of the Vauxhall for fending off such attacks, or for carrying spare wheels, depending on the car's usage.

The 16-lap Seaman Vintage Trophy Race was expected to give Neil Corner victory in his ex-Jim Berry Type 35B Bugatti, once driven by the mysterious Englishman Grover. This time the mystery was what ailed Corner, because after leading for the first three laps he was passed by the determined Freddie Giles in the AC-powered Cognac. Corner scarcely saw Freddie again, such a huge lead did the GN-type Special pull out. Giles, carefully feeling that the dog-swap lever was in the right stance, and once glancing astern, not only won by a large margin but set a new vintage lap-record for the now horribly abbreviated Oulton Park circuit, of 74.43 m.p.h. Not much of a race, otherwise, for McWhir was far away even from Corner, settling for third place in his AC-propelled, single-seater Frazer Nash and Moffatt had brought the Wall single-seater Type 35B Bugatti into the pits after doing only one lap and, taking off again, had seemingly blown it up good and proper, pending a block-lifting examination. Arnold-Forster came in on lap 2 to change a plug in Delage II's engine and then got well and truly up a bank, hurting his face a little and his splendid car rather more. Nice that Neve won on handicap, in the 1914 TT Humber, though.

First of the five-lap handicaps saw Conway Junior just pip Stephens' Lancia Lambda on the post, in a neat finish, and Galbraith's Lambda take third place. Sellers' l.h.d. f.w.d. Citroën roadster was out again, now Arnott-blown, and tried to pretend it was a vintage car by being hand-cranked on the line. Benfield no doubt had to be circumspect in his one-brake 1924 200-Mile Race Pirelli-shod Alvis, but how nice to see it going strongly, if not at 1924 speed, a contrast to McGrain in an imitation "Dutch-Clog" Austin 7 and Seath's Lagonda Rapier with an alloy four-seater body that must surely have been designed on the back of an envelope and made on the garage floor—but at least it is nicely polished!

Those "Bira" ERAs were out in force, as at Silverstone, for the Seaman Historic Trophy



OUT-CORNERED—Freddie Giles in the Cognac keeps Neil Corner's Type 35B Bugatti at bay in the Richard Seaman Vintage Trophy Race at Oulton Park.

Race, another 16-lapper. But it was Martin Morris, that fearless and skilful driver from Devon, who made the running in R11B, his 2-litre ERA, for after he had got past Bill Morris in "Romulus" on lap 4 he ran away from the opposition as Giles had done earlier from Corner, in spite of failing brakes. This was Martin's fourth consecutive win in the Historic Seaman Trophy Race. The Hon. Patrick Lindsay took "Remus" past "Romulus" on lap 8 and that is how they finished, Lindsay, lapping fastest, at 77.94 m.p.h. Footitt ran a nice fourth, to prove again the remarkable ability of his Cognac, and the handicap section of the race went to Crocker's Lagonda Rapier. Retirements included Marsh (ERA), Margulies (Maserati), Fletcher-Jones (Lagonda Rapier), and Gunn (MG).

Two laps from the end Ghosh's ex-Alan May 30/98 Vauxhall, with a nice compact body and some gears by Rolls-Royce, took the lead in the next 5-lap handicap, winning from Threlfall's Lancia and Garfitt's "limit" Frazer-Nash BMW. That brought us to the 20-lap Allcomers' Scratch Race. Now, we said, Corner will prove he can still win races. But we were so wrong! He made a very poor start in his 250F Maserati, bumping off on the clutch, and was down in 8th place at the end of the first lap, which Alan Cottam was leading in his Connaught, from Martin Morris's ERA and Lockhart's Rover. Then the 2-litre ERA, devoid of brakes, came in, and Corner began to make up ground. He was, indeed, in second place, having passed Lockhart, when it all came to pieces on lap 13, the Maserati coming to rest beyond the pits. Lindsay was also in dire trouble at this stage of the race; his 250F Maserati had been in fourth place and should now have become third. But he made a nonsense of things, probably hampered by poor brakes, and fell right back. Indeed, it was Bill Morris in "Romulus" and Richard Pilkington in his Talbot-Lago who were swapping about for third place—in the end the 1950 car won but the ERA got the pre-war award. Not an inspiring race, and note how the famous historic cars were vanquished by an unblown 1952 Connaught, a funny old Rover Special, the unblown 4½-litre Talbot-Lago and a pre-war ERA! However, Corner did make fastest lap, at 79.82 m.p.h., and while he was running, which wasn't for long, the redoubtable Martin Morris broke his pre-war-Class lap-record for this attenuated circuit, at

78.35 m.p.h.

Sad that this year there were not apparently enough GN/Frazer Nash entries to warrant the usual separate handicap for them—they were combined with other makes and Stephenson's Meadows car scored the FN Award, although unplaced, in a 5-lap handicap won by Loveday in the Elwell-Smith team Aston Martin from the Ghosh 30/98 that was baulked in the early stages, Hine's replica Le Mans LG45 Lagonda finishing third. Another of these handicaps was won by Cottam, from the virtual scratch mark in the absence of Simon Phillips' Cooper-Bristol, which proves how well the old Connaught is going and made this Cottam's day. Mann's ex-Dobson Monza Alfa Romeo was second, quicker than Black's Monza off the same mark, and the Rover was again in the picture, with a third place, ahead of Walton's Connaught from the same handicap; damn good going by "Daddy" Lockhart. Limit car was a big slab-tanked 1939 Alvis Speed 25 of Titterington's which also ran in the final event, a 5-lap scratch dice. The Northern Lagonda Factory was out in force and Ian Macdonald stayed ahead of everyone in his 1937 LG45 Special with the pointed tail, leading home Weldon's ex-Eddie Hall K3 MG Magnette that has taken six years to rebuild into original appearance, third place being taken by Barker's 4½-litre Lagonda replica team-car.—W.B.

Results :

Richard Seaman Memorial Vintage Trophy Race (16 laps):

1st : F. G. Giles (Cognac Special) 71.75 m.p.h.
2nd : E. N. Corner (Bugatti).
3rd : D. H. McWhir (Frazer Nash).

Richard Seaman Memorial Historic Trophy Race (16 laps):

1st : M. H. Morris (ERA) 74.76 m.p.h.
2nd : The Hon. Patrick Lindsay (ERA)
3rd : W. R. G. Morris (ERA).

Allcomers Scratch Race (20 laps):

1st : A. S. Cottam (Connaught) 77.39 m.p.h.
2nd : F. S. Lockhart (Rover).
3rd : R. A. Pilkington (Talbot-Lago).

First 5-lap Scratch Race: M. L. Quartermaine (30/98 Vauxhall), 59.54 m.p.h.

Second 5-lap Scratch Race: I. Macdonald (Lagonda LG 45), 65.55 m.p.h.

First 5-lap Handicap: H. R. G. Conway (Type 37A Bugatti), 61.54 m.p.h.

Second 5-lap Handicap: J. P. Ghosh (30/98 Vauxhall), 62.68 m.p.h.

Third 5-lap Handicap: R. Loveday (1932 Aston Martin), 63.10 m.p.h.

Fourth 5-lap Handicap: A. S. Cottam (A-type Connaught), 76.85 m.p.h.

Frazer Nash Award in Race 7: W. R. Stephenson.

Continued overleaf.

Fastest lap of the afternoon: E. N. Corner (Maserati 250F), 79.82 m.p.h.
Leaders to date in MOTOR SPORT Brooklands Memorial Trophy Contest: H. R. G. Conway (Bugatti), 36 points; J. P. Ghosh (30/98 Vauxhall), T. J. Threlfall (Lancia), 31 points each. (Next round, Silverstone, July 24).

Oulton Oddspots

The course-car was a heavyweight open Rolls-Royce. Sam Clutton's Type 43A Bugatti was having a busy afternoon and going remarkably well. Nice to see the son of Colley, author and Chain-Gangster, over from Ireland, racing his Meadows Frazer Nash. Bernard Kain was a spectator, his Bugatti having just avoided an expensive happening when a roller-cage picked-up during the Cognac week-end. Pam Arnold-Forster non-started her Type 35 Bugatti with a broken half-shaft. Bugattis still have their plugs changed on the starting grid—we saw Conway doing it to No. 4, on his 37A. A "new" Amilcar-Riley appeared, additional to Batho's well-established example. In contrast to the ex-Hall K3 MG, Warne had a replica K3, with crash gearbox. We heard that a light aeroplane had landed somewhere on the course, which could be one reason for closing the more interesting parts of the circuit! It wasn't Patrick Lindsay's, although he did return home in his 1940 flying-machine.

SCOTTISH RALLY

Continued from page 774

and moved into the Highlands to be based at Grantown or Aviemore. Administratively, the move produced better efficiency, but it did mean longer runs in search of special stages and more negotiation of urban areas—Glasgow and Dumfries were each crossed several times.

GENERAL CLASSIFICATION

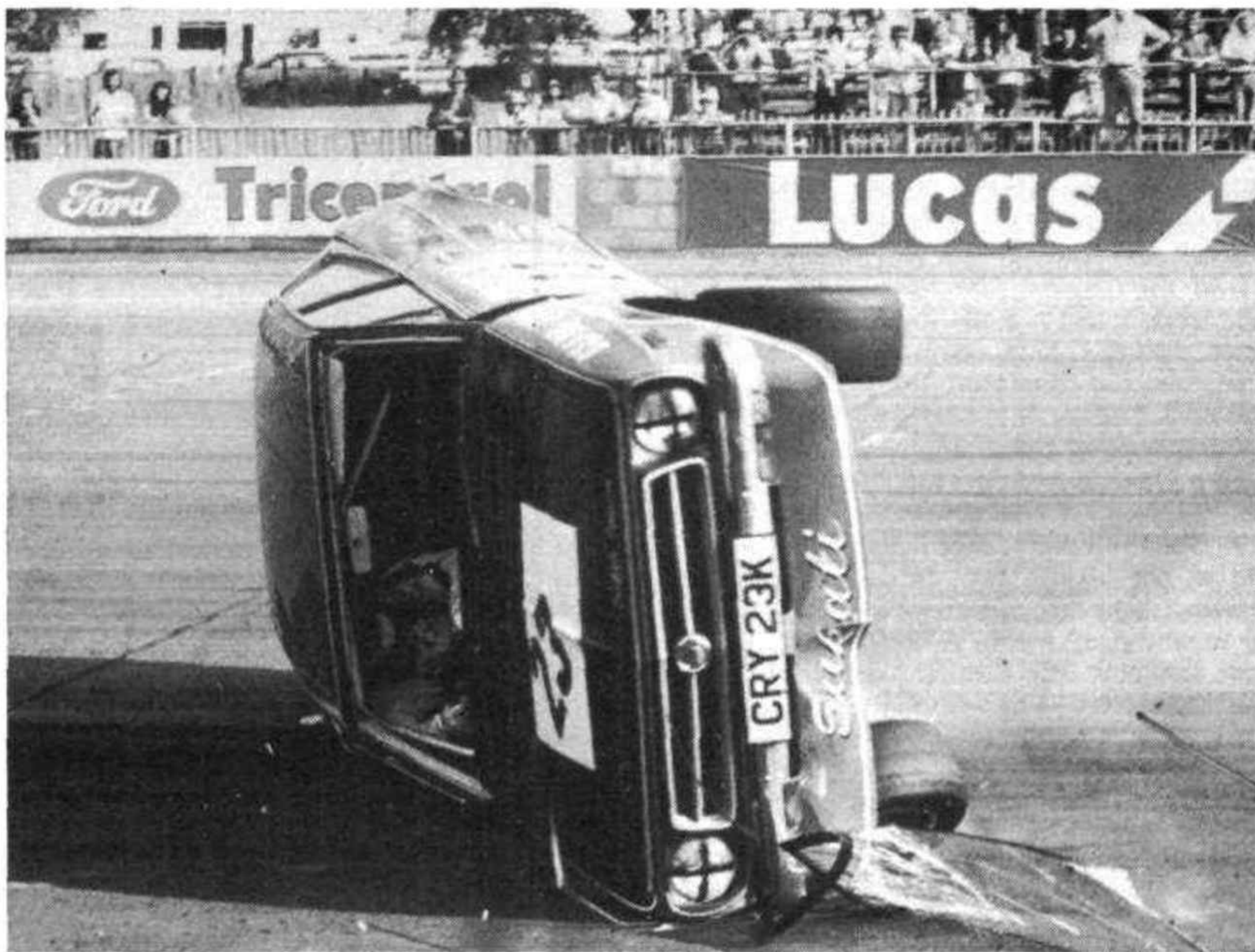
1st	R. Brookes/J. Brown (Ford Escort RS1800)	217.00
2nd	R. Clark/J. Porter (Ford Escort RS1800)	220.15
3rd	A. Dawson/A. Marriott (Datsun Violet)	221.59
4th	P. Airikkala/M. Greasley (Ford Escort RS1600)	222.11
5th	P. Faulkner/M. Peters (Ford Escort RS1800)	222.21
6th	C. Sclater/P. White (Chrysler Avenger)	224.04
7th	T. Drummond/P. Short (Ford Escort RS1800)	224.28
8th	W. Sparrow/R. Crellin (Vauxhall Magnum)	225.56
9th	R. Eyre-Maunsell/N. Wilson (Chrysler Avenger Gp. 1)	226.59
10th	D. Gallacher/I. Muir (Ford Escort RS1600)	227.35

144 starters — 79 finishers.

* * *

"I knew you'd have something to say about it", was D.S.J.'s grinning comment when I taxed him about including rallies with "other lowly levels of the sport". He explained that rallying went right down in his estimation when the winning car was thrown out of the Monte Carlo Rally in 1966 because it had the wrong bulbs in its lights. He has a valid point, of course, for clean, honest-to-goodness competition without trickery and with no committee-table tactics to change what has been decided at the wheel by the drivers themselves, is the only really worthwhile sort of competition. Equally valid is the point that racing drivers like the friendly atmosphere of rallies, whereas the converse cannot be said. What is more, has not Grand Prix racing long been more circus than sport? To me it's like table tennis; you get a stiff neck from watching both!—G.P.

[Colour photographs of the Acropolis Rally appear on page 805 and of the Scottish Rally on page 807.]



The Assistant Editor's steadfast application of opposite lock seems to be having little effect upon the little, three-wheeled Datsun's tendency towards roll-oversteer. A splendid shot of the Silverstone disaster from the camera of a quick-on-the-shutter Chris Davies.

Requiem to a Dead Datsun

C.R.'s PROJECTED season of special and super saloon racing with a 240Z-engined Datsun 1200 Sunny Coupé came to a violent and premature end at Woodcote Corner on the Silverstone club circuit last month. The immaculate Grand Prix Models with Samuri Conversions car, named Sukati Samuri, didn't take too kindly to losing the nearside rear wheel on the Woodcote apex on the first lap of this Tricentrol Super Saloon race. As the car went sideways, the errant wheel tucked itself under the car, acted as a launching ramp and fired 15½-cwt. of road/race Datsun and Assistant Editor into the air. BARC marshal Bob Bigmead tells us the car rolled at least 4½ times before coming to rest on the driver's side on the grass just past the marshals' post on the outside of Woodcote. We're told the engine had caught fire in mid-flight, though the pilot wasn't aware of

it at the time, seeing only blurs of tarmac and Aley roll cage while contemplating his ultimate end. Marshals quickly extinguished the fire, while a totally unmarked C.R. scrambled through the empty windscreen aperture of the written-off Datsun. Thanks indeed to the efficient BARC marshals.

Untested, save for a tenth place after a spin on road tyres in a wet race at Mallory Park the previous week, memorable for total brake failure and a big moment at the Esses in practice, this mixture of heavy six-cylinder engine and short wheelbase handled appallingly. But if judged by the sheer hard work and midnight oil put into the project to date by Samuri's Spike Anderson and his mate Graham Smart, who runs his own GDS Flame Spraying welding business in Brackley, the car would have been made to work in the end. With no finance left for a new shell, Sukati Samuri would seem to have met its end.

Ford Formula One Engine Plans

FORD have no definite plans for a new Formula One engine, Walter Hayes, Vice-President, Public Affairs, Ford of Europe, declared at a Guild of Motoring Writers lunch on June 16th. Scotching rumours about an imminent Ford-Cosworth flat-8 engine, Hayes said that if Ford and Keith Duckworth did decide to develop a new Grand Prix unit it could not possibly appear until 1978, "And Duckworth and I are convinced that a V8 is the way to go."

"A new engine programme could cost £½-million and Ford would definitely be prepared to invest this in an engine which we were satisfied would be successful. Duckworth at the moment doesn't want to go 100% for a new one. He just wants to think for a bit. He still has a couple of tweaks in store for

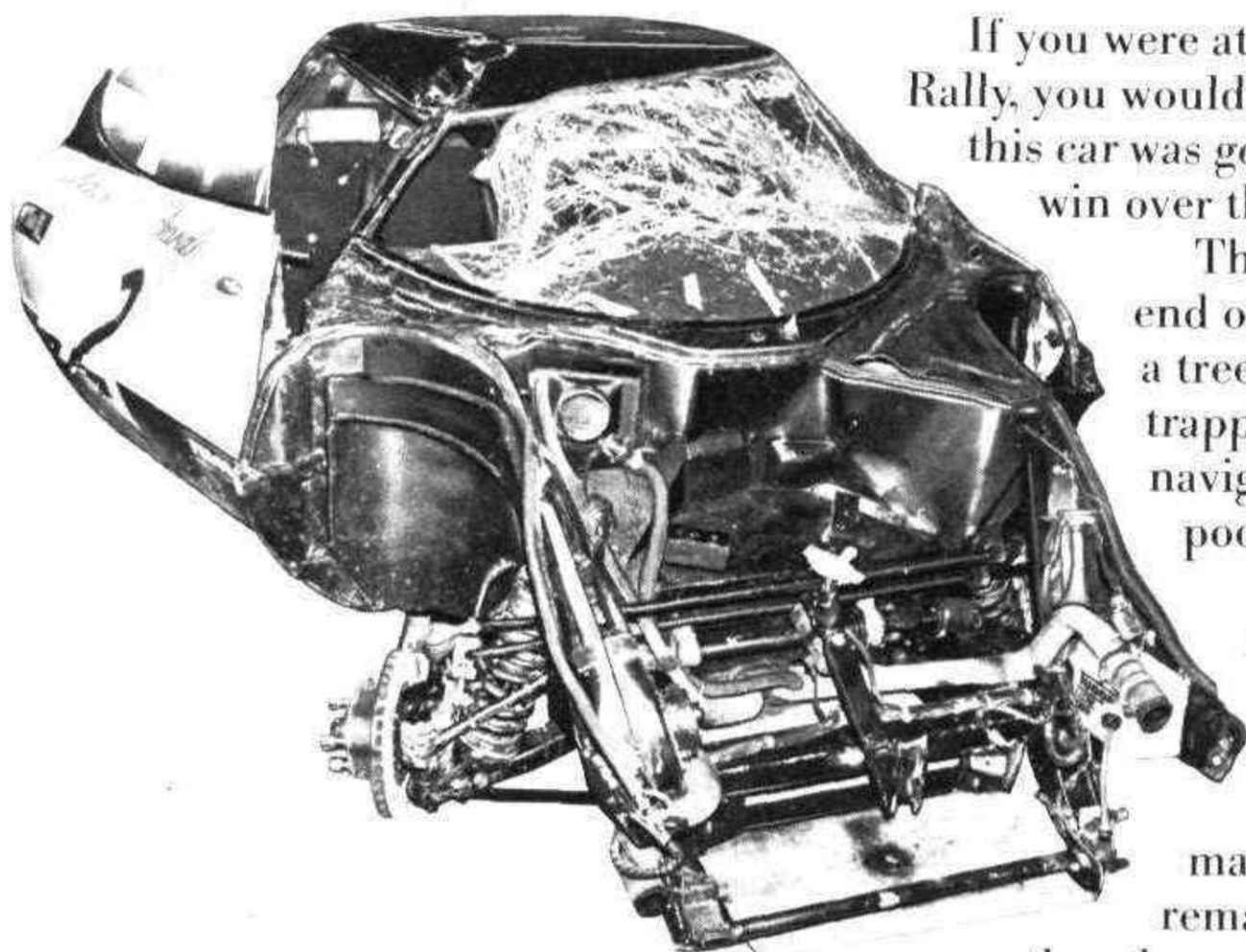
the DFV for later this season. We've got more power coming from some induction modifications. We'll have more poke in about a month.

"If this is what Duckworth wants, we will stick with him." Implying that there's already a twinkle in father Duckworth's eye, Hayes went on, "I think Duckworth has a great statue in mind, but there's a leg missing."

Asked how the cost to teams of a new engine would work out compared with the current DFV price of £8,500 to £9,000, Hayes said that Ford subsidies on new-type F1 engines might have to be proportionately higher to keep cost down to £10,000 per unit.

"Everybody is pouring praise on the Ferrari engine, but the main contribution to success is the discipline Lauda has brought to the Ferrari team."—C.R.

HOW THIS WRECK IS WORRYING THE FORD RALLY TEAM THIS YEAR.



If you were at the Cheltenham Festival Rally, you would have been wondering if this car was going to score a second great win over the all-conquering Fords.

That is, of course, until at the end of a stage it managed to hit a tree 14 feet from the ground, trapping driver Tony Pond and navigator David Richards in a pool of petrol.

For, this is what then remained of the Chequered Flag's remarkable Lancia Stratos.

For a privately entered machine, its history is indeed remarkable as it is the first car other than a Ford to win a major

British event since 1971. That was this year's Mintex.

After Cheltenham, most people would have given up for the season, but team manager Graham Warner was determined to start the next rally on his calendar – the 2500 mile Circuit of Ireland.

His mechanics, led by Ron Pellatt and helped by John Cleary, who all but rebuilt the twin-skinned steel monocoque, took just 14 days to make the wreck a car again, finishing the job in the car park of their Irish hotel.

It had needed among many other things, shock absorbers from Germany, a wind-screen from Holland, a trip to Italy for Pellatt and a lot of eighteen hour days.

But they were rewarded with a highly creditable fourth place in an event Warner rates even tougher than the RAC Rally.

This last event, though, is his chief goal for 1976.

His major rival must be the Ford Works Team who have publicly acknowledged that the Stratos is real competition.

We wouldn't like to say which of them will come out in front. We're fairly confident, though, which oil the winning car will be using.

Both the Chequered Flag and Ford have chosen Shell.



Shell SPORT

Helping to keep the wheels turning.

Book Reviews

"The Land-Rover" by Graham Robson. 148 pp. 8½ in. × 5½ in. (David & Charles, Newton Abbot, Devon. £4.95.)

Here is the complete story of that workhorse of the World, the Land-Rover, from the abandoned prototypes up to the introduction and development of all the many Land-Rover models and the advent of the luxurious V8 Range-Rover. If some of this material has been published previously, notably in George Oliver's definitive Rover history, those who have used the Land-Rover in its many and so versatile forms, who have toiled beside it and been assisted by it, should be glad to have the whole inspiring story of British endeavour between two covers. The book is well-illustrated, and it contains information on military Land-Rovers, how this unique vehicle is manufactured (but no longer since 1974, alas, for the United States market, due to complications of safety and exhaust-emission regulations), and how it has changed since the humble beginnings of the project, since when more than 1,000,000 have been manufactured in the same buildings at Solihull.

Almost as interesting as the text and pictures are the Appendices, which cover Rover Company history, specifications, performance, sales for the financial years from 1947/48 to 1974/75, and overall sales' figures.—W.B.

"Racing Round the Island" by Bob Holiday 212 pp. 8½ in. × 5½ in. (David & Charles, Newton Abbot, Devon. £3.95.)

At first sight this book about racing round the IoM seems to be rather unnecessary, as repeating information found in other books, such as Lord Montagu's Gordon Bennett history, the various books on the TT car and motorcycle races, etc. Yet it is good to have all this intense activity so nicely concentrated, by a writer who knows his subject, especially on the motorcycle side, as a former staffman on *Motor Cycling* and for ten years editor, with Geoff Davidson, of the *TT Special* newspaper. His book covers the famous TT races, the car races, even cycle racing, over the various IoM courses, which are usefully sorted out. Those who used to thrill to those between-the-wars motorcycle TTs, which got such extensive pre-race coverage in the motorcycle weeklies that excitement was kept at fever pitch and the ordinary motorcyclist found himself riding that much faster, should be glad to have the outcome and highlights of these contests concisely described, and to be reminded of those early car TTs on the wet and misty Island, followed by the later Mannin Moar and Mannin Beg events, etc., etc.

Holiday has compressed his tale of Manx speed into a quite small but readable book; that it carries fresh material was evident to me when I read for the first time that it was a Buick taxi that Kaye Don collided with, on that unhappy fatal accident in the MG.—W.B.

"John Player Motorsport Yearbook 1976".

8 in. x 7 in. 336 pp. (Queen Anne Press Ltd., 12, Vandy Street, London, EC2A 2EN. £2.95).

You would not be far wrong if you said that this annual publication, now in its fifth year, has everything. Everything, that is, that the present-day motor sporting followers need in the way of nostalgia, references and enjoyable reading. There is a blow-by-blow report not only of last season's Championship GP races but also of the non-Championship series, by Barrie Gill. These, with tabulated data as well as text and good pictures, sum up the 1975 racing scene.

But unlike some "annuals", the John Player publication, in those quickly-recognised durable soft covers, continues this theme to cover the 1975 F2, F3, F5000, Formula Atlantic, Formula Ford and saloon-car races. So here is a very useful documentary of what last year's racing was all about, in a particularly well-indexed, clearly-page-numbered book. But there is more. My one-time criticism that vintage racing wasn't covered is answered this time by a chapter on the JCB/Speed Merchants Championship for historic cars (but VSCC racing is still sadly neglected) and for very good measure there is a long section of the book devoted to 80 years of motor racing. And here I would say that a frontispiece photograph of Sir Algernon Guinness driving a 1½-litre Talbot-Darracq in the IoM very nicely makes the distinction between motor-racing then and now!

But there is still more. The whole history of F1 racing is tabulated, and supported by exceedingly interesting and informative statistics, the Champion drivers are dealt with in a separate directory, Graham Hill has a memorial photograph, Championship points are analysed and altogether this is the best value of its kind you can buy, subsidised maybe, and with a modicum of advertising support, but unbeatable as a reference work to be stacked on the bookshelf.—W.B.

Guinness Superlatives Limited have brought out a second edition of "The Guinness Guide to Motor Cycling", lavishly produced and colour-illustrated (32 such plates) as before, with 280 b.-&-w. pictures, which sells for £7.50.

The correct title of Evan Green's book published by Cassell's and reviewed in April is "A Boot Full of Right Arms".

Cars In Books

I HAD EXPECTED to find references to motor racing in "Jack Of All Trades" by Jack Warner (W. H. Allen, 1975), because magazine articles had prepared me for the fact that the well-known stage and TV star had been associated with motoring as a test driver for Sizaire-Berwick and, under his real name of Jack Waters, had done some racing at Brooklands and elsewhere. It is true that, once you refer to anything as worth taking stock of, the instances multiply, and thus it is with references to Brooklands in ordinary books—they now seem endless!

In Warner's autobiography we are treated to a chapter entitled "The Race-track—and Marriage". But the cars start in the previous chapter, in which the author describes how his father acquired an old De Dion Bouton in 1914, used for trips out of East London to Epping Forest, etc. After an unsuccessful attempt to make this serve both for pleasure and business by using alternate bodies, it was changed for a Model-T Ford, part of the function of which was to earn 6p a mile taking bodies from hospitals to undertakers. This experience of cars made young Waters yearn to go into the Motor Trade, so his father took him to see Mr. F. W. Berwick at a garage in Balham. Here he worked alongside a fitter called Charlie Ward, who rose to be Chairman of Park Ward Ltd., the book tells us.

There is a rather improbable story about a Daimler starting itself without human aid, when its tumbler ignition-switch fell into the "on" position, and a pleasing account of refitting a slipped timing-chain on an Austin 20 without dismantling the engine. More interesting is confirmation that finance for the Sizaire-Berwick venture came from Keiller's marmalade, the garage at first getting a contract to service that firm's vehicles. There is mention of a two-cylinder Lacre breakdown truck being used for salvage jobs as far distant from Balham, in SW London, as Brighton. In 1913 Waters went to France with Sidney Thomas to help with the new Sizaire-Berwick car, to be built at Courbevoie to designs prepared by Maurice Sizaire, whose brother, Georges, had driven in the Sizaire-Naudin team in early *voiturette* races. Maurice Sizaire lived with his family in the Rue des Entrepreneurs in Paris.

Waters met the great Georges Boillot and was later engaged on driving production Sizaire-Berwick chassis from Paris to London. But the chassis and a Labourdette coupé-de-ville for the 1913 London Motor Show were in the care of Mr. Berwick and Georges Sizaire, much frenzied work being required when it was decided that a lower axle ratio was desirable, Waters taking the new crownwheel and pinion from Paris to Balham, where the fitting was done. Incidentally, he says that although the radiators of these pre-war cars were the same shape as those used by Rolls-Royce, the latter was not patented at that time, so no action could be taken—any comment from R-R experts?

There are stories of exciting drives to England on Sizaire-Berwicks and of testing them, a job shared with another racing driver, Lebouc, before the author of this entertaining book joined the RFC and drove a Crossley tender. After the war he returned to Sizaire-Berwick as Chief Experimental Engineer and Head Tester, but was saddened by the changes he found, the chassis now too heavy and the radiator altered to appease Rolls-Royce, although the statement that it "had been tapered almost to a point" is exaggerated. It is interesting that the book states that enough materials had been ordered to build 1,000 post-war cars but that the Company went out of business after 250 had been completed, including three for Sir Robert McAlpine, to be used during the

visit of the King and Queen to Cambridge to take them from the station to the new Cambridge Hospital, Waters being given the task of driving the Royal car. The book goes on to describe how an effort was made in 1923 to salvage the Company by fitting Sizaire-Berwick radiators and bodies to Austin 12 and Austin 20 chassis, causing one client at the Motor Show to remark that "I didn't want a bloody Austin. I thought I was buying a Sizaire-Berwick"! Maurice Sizaire, we are reminded, made a comeback with the Sizaire-Freres and lived to be 92.

The motor racing chapter opens with Waters joining the "firm next door" to S-B, namely Watkins and Doncaster, which distributed the Ansaldo and in 1924 had been taken over by a Capt. Moore. There is an error, incidentally, in saying Percy Lambert was the first driver to lap Brooklands at 100 m.p.h.—he was the first to cover over 100 miles in one hour. Waters raced an Aston-Martin for the ballet-dancer, Miss Lister (who also drove it herself), with, he says, a riding mechanic called Charlie Dando. There are some amusing anecdotes in the book, but nothing that wasn't known previously to those with a good knowledge of Brooklands, together with some about the various motor firms for whom Waters afterwards worked, following his spell as a salesman for Fada Radio (he sold six of these £20 vintage wireless sets). He mentions the thrill of driving a 36/220 Mercedes-Benz round the Track and of accompanying Sir Ronald Gunter in his 540K Show Model Mercedes-Benz on a Monte Carlo Rally—the book implies in 1934, but I think 1935 is intended.

Jack Warner refers to a back injury caused by "taking part in several races over 200 miles", which I cannot trace, unless he means abroad, and although there are good pictures in his book of the "Royal" Sizaire-Berwick, the Aston-Martin at Brooklands being overtaken by a Wolseley Moth and the Aston-Martin "Razor Blade", at a minor club meeting, and of the author in a wartime S-B and a 1914 TT Sunbeam (used for a Spanish hillclimb in 1921 apparently), there is no reference in the text to Jack Warner racing Sunbeams. Of course, most people will read the book on account of the author's part on TV as "Dixon of Dock Green".

Immediately after reading "Jack Of All Trades" I found another book that has a complete chapter, or rather an entire section, devoted to motor racing. This is "Guilt Edged" by the larger-than-life Merlin Minshall (Bachman & Turner, 1975). My interest was drawn by the book's dust-jacket blurb stating that the author had taken up motor racing "so successfully that his name was coupled with the pre-war greats, Bugatti, Wolf (sic) Barnato, Sir Malcolm Campbell"—which he may have been in a battery advertisement. We are told, indeed, that Merlin was presented by Mussolini himself with "the Foreign Challenge Trophy of the World's longest car race . . ."

Kicking myself hard for never having heard of him, I read on. There is a long account, first of all, about how Minshall competed in the Monte Carlo Rally in a 1½-litre Singer, accompanied by a girl who was unable to drive so that he drove the entire distance

from Umea by himself, doing well but muffing a class-win in the final driving tests. All this adds up, because he did this in 1935, being placed 4th in the 1,500-c.c. class, not 5th as he says (from a bad memory, not modesty, I suggest), and winning the *Concours de Comfort*. According to the present account he did this on Castrol R, nearly scumming to Chanel No. 5 *en route*, aided by "a large scale map of the whole route on a long strip of rollers which were driven by a sealed sychromesh off the transmission shaft" (as the route took four days and four nights to cover the contrivance must have been very large), "always a supply of hot food and drink gently simmering by making use of the exhaust manifold" (the mind and sense of smell boggles) . . . and "headlamps, also of my own invention, that turned with the steering" (as copied, Merlin notes, by Citroen 25 years later)—but the picture of the Singer gives no clue to this. After some comic-film incidents on the way, the Singer got to Monaco, where the driver baled out unnecessary items of equipment to reduce weight, filled up with dope fuel that had survived the long journey from England, and "fixed a special catalytic heater under the three SU carburettors to keep them warm for next day's starting and speed test".

The author then tells us that during the next 18 months he steadily built up a name in the world of motoring, so that "in the end my name became coupled with the greatest". I confess I have shamefully overlooked this in all my years of race reporting—unless Merlin Minshall drove under another name? He claims to have been "a regular and successful competitor in many long-distance road races"—named as the Hungarian National Road Race, the Liege-Rome-Liege, the Monte Carlo Rally (with which I won't argue), the Mille Miglia and Le Mans. This leads up to the World's longest car race, for the Mussolini Gold Cup. It seems that Merlin was invited to drive in this great contest by the RACI, "partly because my name in those days already carried a certain cachet in the motoring world and also because an Italian friend of mine, Count Johnnie Lurani (whose name the author nevertheless cannot spell correctly), was one of the race organisers". As described, with threats of disqualification for removing a thermos flask from his car, 400 starters (who left from Rome at midnight), overturned cars seen in the lights from 1,000-candle-power racing headlamps, flames, bodies all over the road, a competitor running bang into a screaming locomotive (resulting in more flames, yells, panic, blood and minced bodies), this must have been quite a race. I had just decided that it was a rally, when I read of pit-stops, with one languid mechanic apparently serving different drivers and intent on sabotaging our Merlin. So it *was* a race, apparently, with the author's privately-entered Singer beating "most of the Italian entries and all the foreign ones," Aston Martin, Frazer Nash, MG, and Riley official entries included. "This", writes Minshall, "was how I came to be known as one of the 'Ace' British drivers of the late thirties and found myself being offered cars to drive at Le Mans and

Brooklands and in the annual 'slaughterhouse' of the motoring world of those days, the notorious Mille Miglia." About the latter, I can find no comment, however. In fact, this race must have been the 1934 Littorio Gold Cup, won by Pinctuda and Nardelli in a Lancia at 53.58 m.p.h., and I apologise for overlooking Minshall's part in it. Apparently he refused all those offers of cars to race at Le Mans and Brooklands, arising from his part in it, for I can find no record of them . . .

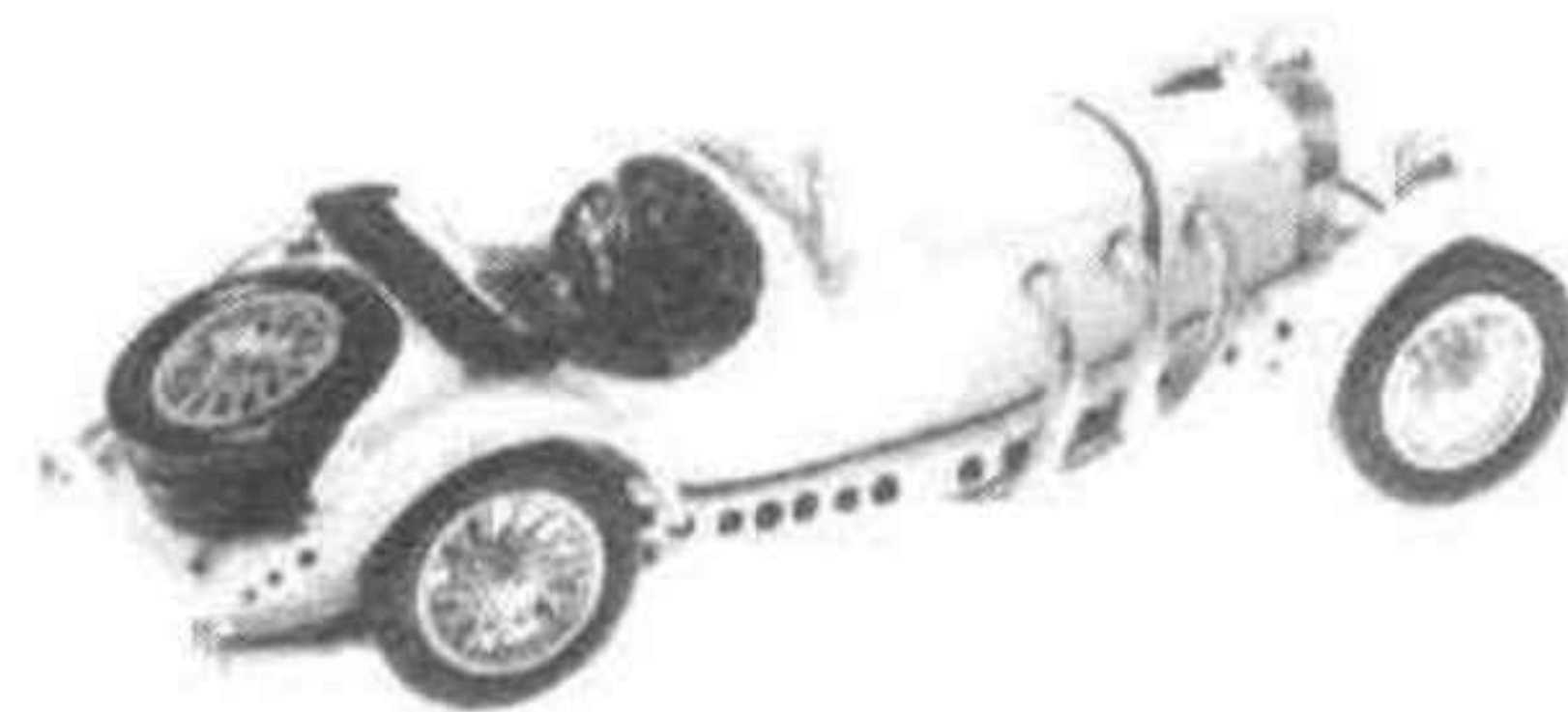
He goes on to describe, in "Guilt Edged", how he drove across the Sahara in an air-cooled vehicle, which the book-blurb calls a motorcycle, but which pictures prove to have been a Raleigh 3-wheeled van. Minshall is exceedingly rude about it, apart from saying it cost £105 new and had a top speed of some 33 m.p.h., and his efforts, and again incredible adventures, were of little avail as by the time he returned these 3-wheelers were no longer in production.—W.B.

MINIATURES NEWS

GRAND PRIX Models of Radlett are to be congratulated on bringing out metal kits for making up two cars from widely differing ends of the motoring spectrum. One is a splendid replica of an SSKL 38/250 Mercedes-Benz two-seater, in the guise in which it won the 1931 Mille Miglia, driven by Caracciola. Four inches long, this is a model that captures admirably the might and magnificence of these great German sports-racing cars. It is well detailed, with splendid wire wheels with knock-off eared hub caps, twin spare wheels, divided windscreen, headlamps and central fog-lamp, the outside exhaust pipes, road springs, and tool box, instruments, etc. The finish is naturally in white, with black mudguards, and the chassis has the lightening holes (actually formed as painted recesses, because you can't cast such small holes) to render it completely realistic. Unfortunately, they extend the full length of the side-members, which wasn't so on the Mille Miglia car, but skilled model makers will no doubt be able to blank out those not required. The steering wheel on the made-up model submitted to us is too low in the cockpit and the car has no brake drums. Otherwise, this is a splendid example of the great race-winning SSKL in miniature. The kit comes with instructions and a detailed history of the car by our Clive Richardson.

The other Grand Prix Models kit (made-up cars can be supplied at extra cost) is nicely topical, being of the Jaguar XJ-S, the first white-metal-kit to receive assistance from Jaguar themselves. This one measures nearly 4½ in. in length and shows off the imposing styling of the latest production Jaguar; it is

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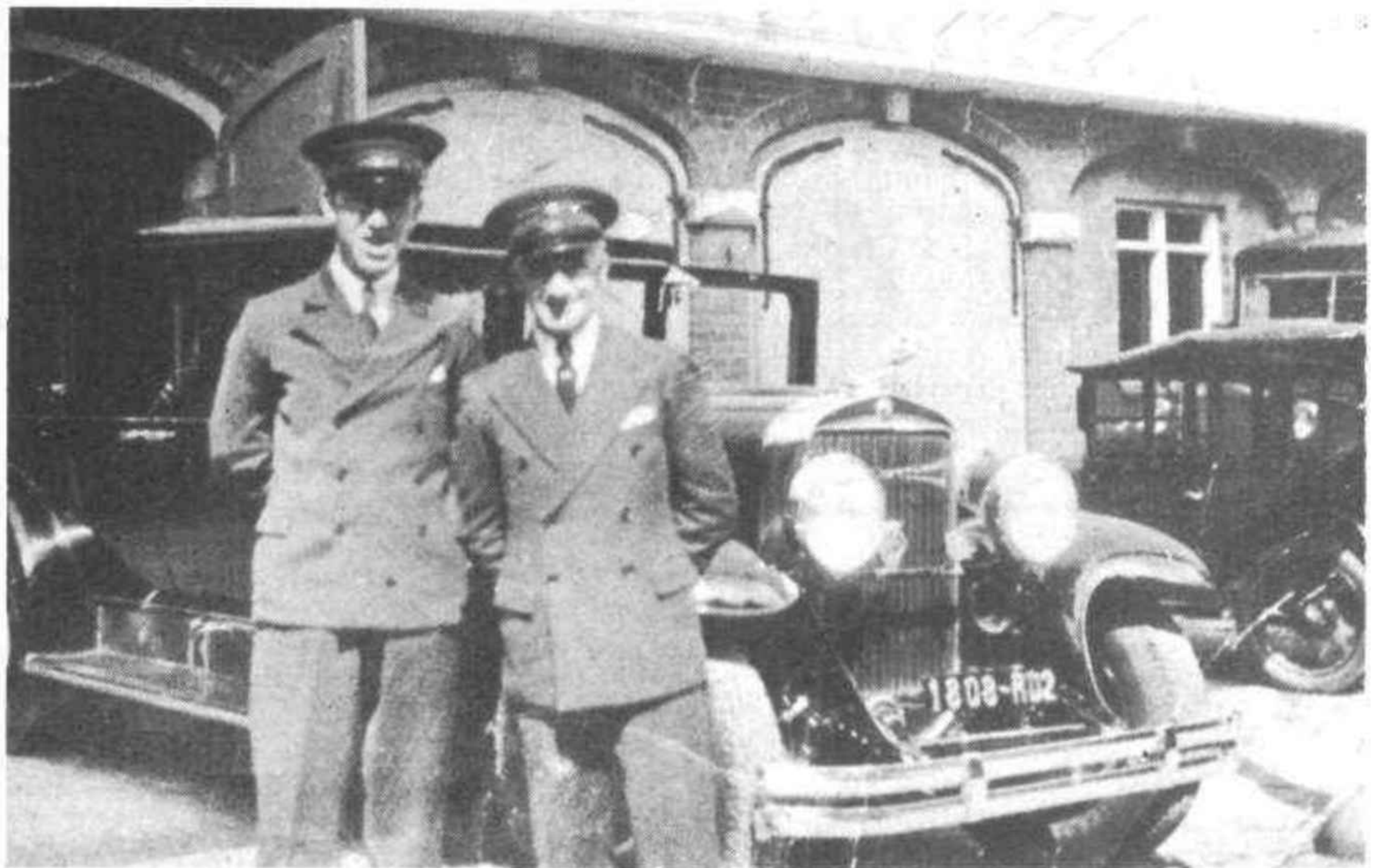
The Mercedes SSKL in the Classic Car Series.

Chauffeur's Corner

TO CONTINUE this feature, which I see a weekly contemporary has copied, if in a somewhat different context (excellent, because imitation is the sincerest form of flattery!), I went not long ago to talk with two ex-chauffeurs nearer home. First I drove up that winding road (where officialdom hasn't straightened it) from Penybont to Newtown, which was fun in an MG Midget 1500, its Pirellis protesting at times, and on into Montgomeryshire, to see Edward Walters, who at one time was chauffeur to the two Miss Davises at Gregynog Hall and who still lives in one of the picturesque Lodge cottages.

It began when Mr. Walters started a three-year apprenticeship with the Aberystwyth Motor Co., in 1923. They were Ford dealers and for three days a week he found himself collecting new Model-Ts, occasionally a chassis but mostly tourers and saloons, from Trafford Park, Manchester and there was also the job of converting these Fords to magneto ignition, which "made them altogether different". Another day might be occupied by taking them to agents in Carmarthenshire, Brecon, etc. Then, looking for a job involving motors, he happened one day to come upon Sir Walford Davies, the famous Professor of Music at Aberystwyth University, outside the building unable to start his Model-T. It seems that for a prank some students had inserted paper beneath the points of its trembler coils. Young Walters came to the rescue and Sir Walford was so pleased he offered him a driving job. But he refused to go to Windsor, where the Ford's owner was Master of the King's Musick. Instead, he was recommended by the great musician for a job at Gregynog Hall, helping the chauffeur, Mr. Harrington, who had fitted up completely equipped workshops there, strip to the last nut and bolt and overhaul the family Rolls-Royce, a Silver Ghost dating from around 1908. This occupied three months, after which a new landaulette body was ordered, probably from Windovers, which took a further week to fit.

When he went to the estate to work on this Rolls-Royce in 1925/26 Walters was surprised at the number of really old cars still in service, which included a Singer two-seater of like antiquity to the Rolls. When he became chauffeur on Harrington's retirement he said he could hardly serve his mistresses properly with such cars. So there was a conference with the financial secretary, who looked after the business side of this country estate of hundreds of acres, with many servants in the fine black and white timbered Hall, 26 gardeners to maintain the landscape surrounding it, and two boys to help in the motor house, and a visit was paid to the Motor Show, where a poppet-valve Daimler, a Humber Snipe and a Morris for the housekeeper were purchased. The Humber was chosen because the Miss Davises wanted a medium-sized saloon and liked the quiet running and the colour of its paintwork. Walters had an additional side-mounted spare wheel fitted, to give a more balanced appearance and to ensure against tyre trouble on long journeys. In addition,



MYSTERIOUS ERRAND.—The Cadillac (if we have identified it correctly) which came over from France, it is said at Mr. Baldwin's behest, and which apparently remained at Gregynog Hall in N. Wales for the duration of the Abdication—see text.

the estate used various other vehicles, such as a 15 cwt. Austin truck and a Dodge lorry, for journeys into Newtown and back.

Although wealth was abundant, the chauffeur recalls that it was difficult to extract a tenner from the financial department when he needed two new tyres prior to a tour. The cars went down to London frequently, where the family kept a flat in Buckingham Palace Road, up to Scotland, and on holiday to N. Ireland. The Daimler was bought in the 1930s because the Rolls-Royce was becoming expensive to run. The latter was disposed of for a few hundred pounds to a local garage but was rescued and restored by an enthusiast.

During the Abdication, in 1935, Stanley Baldwin, the Prime Minister, stayed at the Hall, and Mr. Walters used to take him to Shrewsbury station, or sometimes to Derby, to catch the night express, in the Daimler. It was all very mysterious at the time, especially when a French chauffeur arrived at the Hall with an out-dated Cadillac saloon, to await orders. The story was that Baldwin used this car on his Continental holidays and it seems that he may have had ideas of using it for Mrs. Simpson's departure, although, in fact, she used a Buick.

Some time before the war Wales & Edwards of Shrewsbury (now Kennings), who were in the habit of sending the latest cars up to the Hall for trial, told Walters of a fine new American car. This was an eight-cylinder Packard, which replaced the Daimler. If ever it or any of the other cars gave trouble Windsor Edwards always sent a mechanic up to the house immediately, so the workshop went out of regular use. Mr. Walters recalls how he mistook the big throttle lever on the right of the Packard's steering wheel for some other control and, opening it, ran into a London 'bus. . . . This was a fast car, he recalls, in which he once let the speed creep up to 70 m.p.h. on the road down into Henley-on-Thames, quick for one who had found 30 plenty fast enough in the Model-Ts. His lady passenger remarked that they seemed to be getting along well and should be in

London in time for lunch; fortunately, says Walters, she did not look at the speedometer.

As for the chauffeur's own cars, before the war a local garage found him an Austin 7 Chummy for £20, which he had up to the war. It was supremely reliable, but not very weather-proof, even with the hood up, so that he and his wife often had to stop and bale water from the footwells in Welsh rainstorms. After the war he had one of the first Hillman Imps, which suffered from overheating, requiring free replacement engines, leading up to his present car, a Michelin-shod Austin 1300 Estate. It is nice to find the old house still looking as well kept and in as immaculate surrounds as ever—because it is now used by the University of Wales. Rumour says the family trustees provide £14,000 a year for its upkeep.

Incidentally, Mr. Walters' recollection of very old cars still being in service in the mid-1920s reminds me of when I was a boy, spending holidays at Waddesdon, near Aylesbury. In those days what is now the teeming A41 road had such an infrequent passage of vehicles that taking a census-of-makes was somewhat unprofitable and even boring; and that was around 1930. A pre-war Singer Ten two-seater was still in use at Waddesdon Manor for meeting servants at the station and the clock-winder used to drive out from Aylesbury in his 1914 9.5-h.p. Standard two-seater. Incidentally, it was said that around that time Lord Rothschild had changed his allegiance from Lanchester to Rolls-Royce, and that nothing Fred Lanchester could do would make His Lordship change his mind—can anyone comment on this?

Next, it was a shorter run, out beyond Llansantffraed Cwmduddwr, to talk to Mr. Sylvester at his cottage above the Wye. He told me how he got into motors. It was when he was working for a Bank Manager in Nottingham, who contemplated getting a pony and trap in which to make his daily six-mile journey to the Bank. But it was 1910 and, instead of the trap, a single-cylinder 6-h.p. Rover was bought. Mr. Sylvester drove this and was bitten by the bug. So he took

a butler's job in Bradford, in order to earn sufficient to attend a course of driving and engineering at the Manchester School of Motoring. Passing out successfully, and being Welsh, he became chauffeur to a family living seven miles from Brecon, who had a big Humber. When war was imminent he was in Birkenhead, but he drove the car down to Brecon, to be laid up "for the duration".

It was then a case of joining up and being posted to Aldershot, then to the training-camp at Wincanton, and out to the Somme in 1915 with the 17th Supply Column, which was equipped with Maudslay lorries. They were known as the "Mad Seventeenth" because of the fearless manner in which they drove their lightless transports past six-horse limbers when a push was on, steering by the line of the roadside tree tops. ...

Towards the end of the war these splendid Maudslays were taken into Italy over the Alps, via Nice, Cannes and Monte Carlo. Then, when the retreat on the Somme commenced, they were driven hastily back again (but Mr. Sylvester cooked his crew's turkey on Christmas Day). He was demobbed in 1919 and rejoined the Brecon family. But the Humber had been neglected during the war and was in a bad state, and all he had to

drive was a Model-T Ford, like those he had encountered at the Front, along, he recalls, with Matchless motorcycles. This was not very exciting, even on the Welsh roads of those times, so when he heard that a mile away there was a family with a pre-war Arrol-Johnston which their coachman was too nervous to handle, Mr. Sylvester went to them as the chauffeur.

The old Arrol-Johnston proved an excellent car, especially after he had driven it to Dumfries for a complete overhaul, returning by train a week later to collect it—Mrs. Sylvester still remembers being alone on those occasions. It was then like new and so stiff that it was difficult to crank-up. This car eventually passed into the hands of the son-in-law, who moved to the location where I interviewed Mr. Sylvester. In service up to the 1930s, it was at last replaced by a smaller car, an Austin Ten. This lacked acceleration, so was changed for an Austin 16/6, the first of its kind, for it had been on the Austin stand at the Show, being delivered from Norton's in Llandrindod Wells (The Automobile Palace, still in business). It was taken for a tour of Scotland, after which much gear-box trouble was experienced.

This was when the owner heard of a used

Minerva in London that took his fancy. So the chauffeur was asked to go and look at it, a big circa 1928 saloon. It was purchased and driven home. But the family were not confident in this big car in London traffic, so they took the train to Hereford, joining it there on this initial journey.

The Minerva proved "a lovely car" and it served up to the Second World War. But spares were becoming a problem, parts for its Scintilla magneto having to be obtained from Belgium. It was replaced after the war by an Austin Ten Cambridge saloon, the Minerva being broken up locally and its sleeve-valve engine employed to drive a saw-bench. Later the Austin, soon after it had had a new engine, was pushed into a wood, where it still lies, because a new Austin 16 had been acquired and, today, this has given place to a Princess. Just before the war Mr. Sylvester took the son's Lagonda up to Oxfordshire and brought back a Wolseley for him to use when he was posted to Aldershot. Today, at 88, this ex-chauffeur enjoys driving his Vauxhall Viva on short runs although not enamoured of congested traffic and the enormous changes he has seen on the roads. W.B.

[Their Major Hody wrote a history of these remarkable journeys, of which one copy at least has survived.—ED.]

MINIATURES NEWS

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complete with full interior and chassis details and even has screen-wipers.

When I said that GP Models would probably bring out the Napier-Railton as the next model-kit in their Brooklands range of cars, I was confusing this with the kit of this historic racing car that they import from Rinaldo Strilanchi of Florence (UK price, £6.95 plus postage). All collectors of Track cars will want this one and I now learn that GP Models' next Brooklands car is to be the famous single-seater blower-4½ ex-Birkin Bentley, of which Russ-Turner has the real car. Watch, too, for 1/43rd-scale Brooklands' figures to go with these models. The Mercedes-Benz and Jaguar are respectively Nos. 25 and 29 in the Classic Car Series and also available is a 1948 MG TC, which is No. 20 and is creditably modelled to exact prototype dimensions, in contrast to some model makers who fake these for the sake of table-top appearance.

From Auto Replicas Ltd. of Parkstone comes news of a kit, No. AR16, or made-up model of a 1937 Packard roadster, notable for white-wall tyres with tyre valves, and what is claimed to be the first 1/43rd-scale model of a divided-rear-window 1938 VW Beetle. This is a simplified but accurate metal model, developed in association with Model International of Frankfurt. Watch, too, for Auto-Replicas' Lotus Super Eleven replica, to be produced in conjunction with Caterham Car Sales. On the Meccano-Dinky front there is a Leopard anti-aircraft tank, No. 696, to 1/50th-scale, priced at £2.85.

Finally, for this month, I have received the following interesting letter, on the Meccano side, which takes me right back to happy schoolboy days:

The Constantinesco Torque Converter.

Sir,
I am happy to be able to refute your suggestion (p. 490 of the May issue) that I had confused the standard Meccano chassis with the Constantinesco converter

model! I received my first Meccano set at Christmas 1923 when I was 8. Shortly afterwards I discovered the delights of the *Meccano Magazine*, and I still have all the copies from March 1924 throughout the twenties. I have in front of me the April 1924 issue (price 2d) of which the cover depicts the Meccano Boy looking at a chassis on which is superimposed an enlargement showing the converter. Not much proof here, but the article within on "The Torque Converter" clearly shows and describes the modification of the standard chassis.

It was of course some years later that I built the chassis with the converter. As you will no doubt remember, the chassis in either form but particularly the gearbox version used a number of special parts such as bevel gears, full-width 1 in. gears, 2½ in. girders and so on which cost upwards of a shilling and were quite beyond the reach of my pocket money. But fortunately I had a number of aunts who could be relied on at birthdays and Christmas to send magnificent sums like five bob, and I remember that I had decided that although the clutch/gearbox chassis was out of question I could manage the bits for the converter version with less financial strain. I was probably about thirteen when I first made the model.

In fact I did not make the gearbox version until some time in the sixties when my son came of suitable age and finance was easier to find. I still have all my original Meccano, and I'm sure it will give just as much pleasure and instruction in 50 years' time.

I think that what you had in mind was a demonstration model of the converter described by a contributor, A. V. Knowles, in the July 1924 issue. He had built this larger model apparently to demonstrate to the Thornycroft Engineering Society. In the Editorial it is stated that Mr. Constantinesco had asked Meccano Ltd. to make a number of models for exhibition on the inventor's stand at the Wembley Empire Exhibition.

Further examination of the *Meccano Magazine* (I'm sure you know that it's fatal to start looking at old magazines!) brought to light the issues of August and September 1924 which included "A Meccano Boy at Wembley". The first one has a photo of "A Small Part of the Palace of Engineering" with in the foreground the Constantinesco stand, or rather part of it. One can discern a number of, presumably, models, but the main object in view seems to be the Beardmore 0-6-0 locomotive chassis which was on the stand. In the second article it is stated "On this stand was the chassis of a full-sized Beardmore locomotive fitted with the Torque Converter, also a motor-car and several very interesting models. A machine-gun fitted with the invention for firing through the propeller of an aeroplane was also on view".

Although I went to the Exhibition both in 1924 and 1925 I remember very little except a large steam hammer and Caerphilly Castle. Perhaps there are MOTOR SPORT readers who remember the Constantinesco stand?

N. Harrow DEREK PRESTON

[Another reader, J. Derek Bray of Cadby, has sent me a copy of the article on the Meccano chassis with the converter, from the *Meccano Magazine* of April, 1924.—ED.]

Art, from Fiat

THE Publicity Department of Fiat (England) Ltd. is marketing four framed and glazed

pictures, of generous size, of advertising layouts issued by the great Italian Company in the past. The four pictures, in colour, are respectively of an 1899 Fiat voiturette, the heraldic layout issued to popularise the Fiat 1400 when it was a new car, that famous, or ill-famous, portrait of a lady-of-fashion striding towards a Balilla, captioned "le nuova BALILLA per tutti—eleganza della Signora" (this picture is in its earlier form, before the lady's seductive bottom had been subdued at, rumour has it, the Pope's command—but I bet he remained a Fiat customer), and a speed impression issued around 1923 to publicise Fiat's first and second placing in that year's European Grand Prix at Monza (Salamano/Nazzaro).

Gran Premio
D'Europa
1923
Fiat



These prints, commemorating famous old Fiat advertising campaigns, can be bought from Fiat's Publicity Department, Great West Road, Brentford, Middlesex, for £40 the set of four. See them in the Fiat showrooms, now.—W.B.

INTRODUCING A COMPLETELY NEW PRODUCT

The new Lucas distributor with electronic ignition.

Unlike conventional distributors, it has no contact breakers.

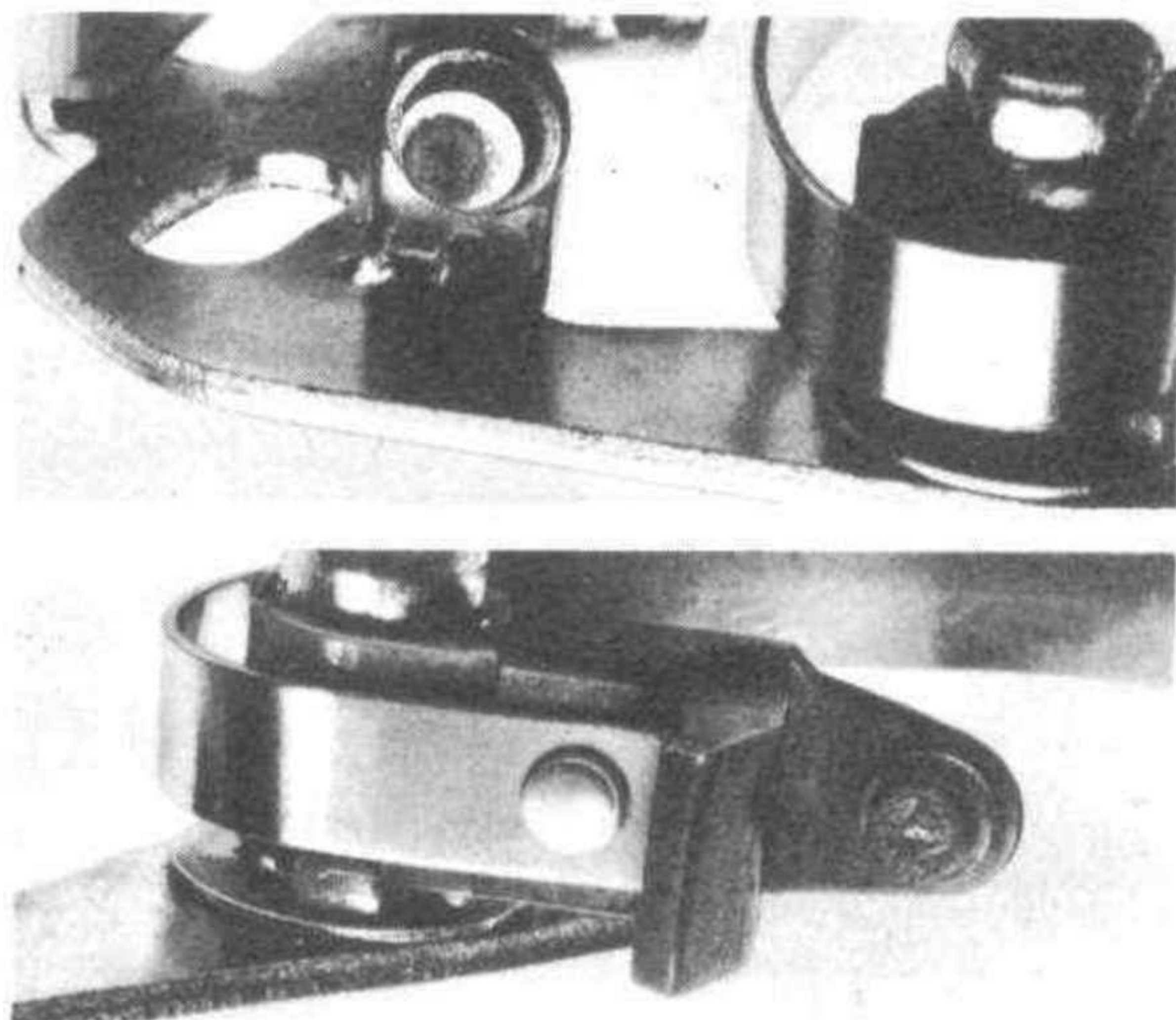
No points. No contact breaker gap. Consequently, it has none of their limitations.

It will never, for example, go out of tune.

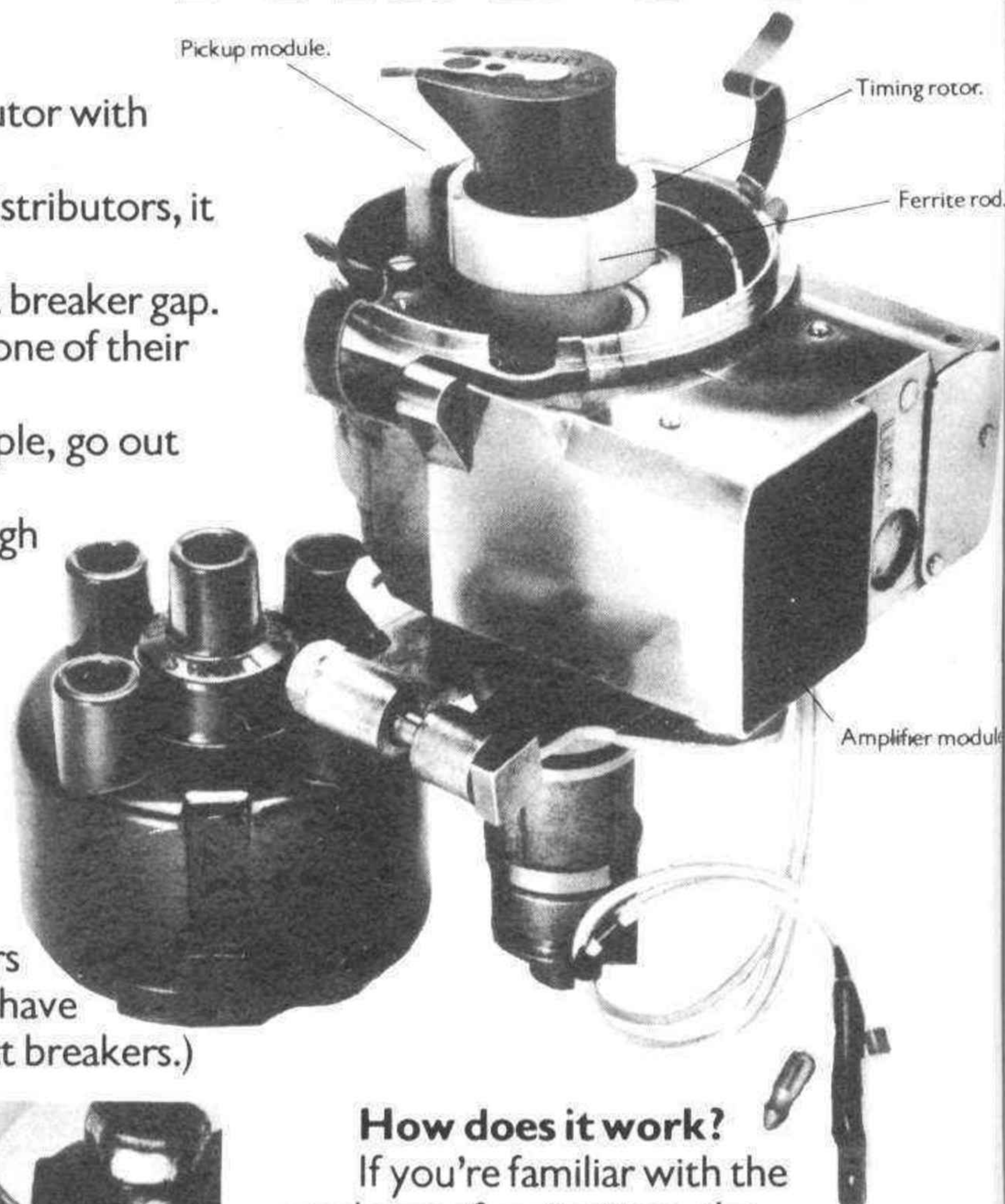
It won't "bounce" at high revs and cause the engine to miss.

It won't arc at low revs and result in poor starting and weaker, irregular tickover.

(In a recent survey conducted by Champion, more than 50 percent of cars on the road were found to have incorrectly adjusted contact breakers.)



Unretouched photographs of conventional points after 3,000 miles. "Pitting and piling" has taken place and the gap setting has changed.



How does it work?

If you're familiar with the workings of car ignition, the next part is easy. If you're not, move directly to "Benefits to you."

Not surprisingly, the new Lucas system replaces mechanical methods with electronic ones.

In place of the contact breakers are a timing rotor and an electronic pickup.

As the rotor revolves, tiny ferrite rods set into its surface pass within a few thou. of the pickup.

Each time a rod passes the pickup it

COMPLETELY POINTLESS FROM LUCAS.



Lucas electronic ignition. Over 14 years' development in Formula One racing:

signals an "amplifier" on the side of the distributor.

This, in turn, triggers the ignition coil to produce a spark.

Conventional contact breakers can manage only around 400 make/breaks like this in a second. The Lucas system can handle any number you like.

Lucas electronic ignition for the USA.



Emission regulations in the States demand that every car burns all its fuel with as little waste as possible.

This is quite impossible without perfect ignition.

For this reason, British Leyland cars exported to the USA, like the XJS

and the TR7, are fitted with Lucas electronic ignition.

Benefits to you.

Our new electronic ignition is now available for the cars listed below.

It comes as a complete replacement distributor and, once fitted, will never go out of tune.

It will improve your car's fuel economy.

It will improve its starting on tricky mornings.

It will also, by the way, put your car a few years ahead of almost everything else on the road.

Available for: Mini 1000 and Clubman 1974-on; Maxi 1500, 1750 1969-on; Allegro 1500, 1750 1974-on; Austin/Morris 1300, Vanden Plas (Auto) 1970-74; Mini 1275 1970-on; Allegro 1100, 1300 1974-on; Austin/Morris 1800 1973-75; Marina 1.8 1971-on; Princess 1800 1975-on; Austin/Morris 2200 1972-74; Princess 2200 1975-on; Escort 1100, 1300 1968-on; Escort Van 1971-on; Cortina 1300 1967-on; Cortina 1600 1967-73; Capri 1300 1969-on; Capri 1600 1969-74; Avenger 1300 1974-on; Avenger 1600 1974-on; Minx, Hunter 1500 1968-on; Hunter 1725 1973-on; MGB 1975-on; MGB GT 1975-on; Marina 1.3 1971-on; Rover 2200SC 1973-on.

Lucas makes a car feel good.



Veteran Edwardian Vintage

A SECTION DEVOTED TO OLD-CAR MATTERS

World-Wide Bentley Day

IT WAS typical of Stanley Sedgwick, President of the Bentley DC. Recognising that May 23rd of this year was the 40th Anniversary of the first run of the then-newly-formed BDC he not only beseeched all members to take their Bentleys out on the road that day but told them he would sit-in by his telephone in Cobham, Surrey, to receive messages from them from all over the World (no reverse charges accepted!).

I felt something should be done about such an ambitious and ingenious scheme, although I am no Bentley boy. What I did was to ask Johnnie Thomas, owner of a fine Speed Six, to co-operate. Although he was due to compete in the International FIVA Rally soon afterwards, he readily agreed to get his Bentley rolling on Welsh roads on Anniversary Day. All I had to do was to drive to the "Metropole" in Llandrindod Wells and await events. Soon after mid-day a deep rumbling told us he had arrived in the car park. Hastening there, we were confronted by his great motor car, a 1929 6½-litre Speed Six. It had commenced life with a Weymann-type close-coupled fabric saloon body by Victor Broom of Camden Town, but after some vicissitudes, including a time when it was given an ingenious but ugly two-seater body by a former owner, and being involved in a crash, Johnnie Thomas built for it its present very fine replica of a VDP long-distance fabric-covered touring body with detachable rear trunk, front and rear screens, and a hinged rear deck for access to the tonneau. R. L. Dean joined us, too, but, as his 1930 Speed Six was off the road, in his l.h.d. 328 BMW, appropriately, as I had driven over in the modern 520i BMW.

After lunch we drove in sunshine and tranquillity to my house, the Speed Six effortlessly with "two-five" showing on its tachometer, for tea and to ring Stanley Sedgwick, from beyond the Welsh border. We were the first to do so, not from pomposity but because I had overlooked the fact that this gigantic 'phone-in wasn't scheduled to start until 16.00 hours. No matter, it was well received, with news of some 70 Bentleys assembled outside Stanley's residence. And the Speed Six took part, its exhaust note rumbling into the telephone. Bentley honour in Wales was upheld, and later the great car began its evening run back to Carmarthenshire.—W.B.



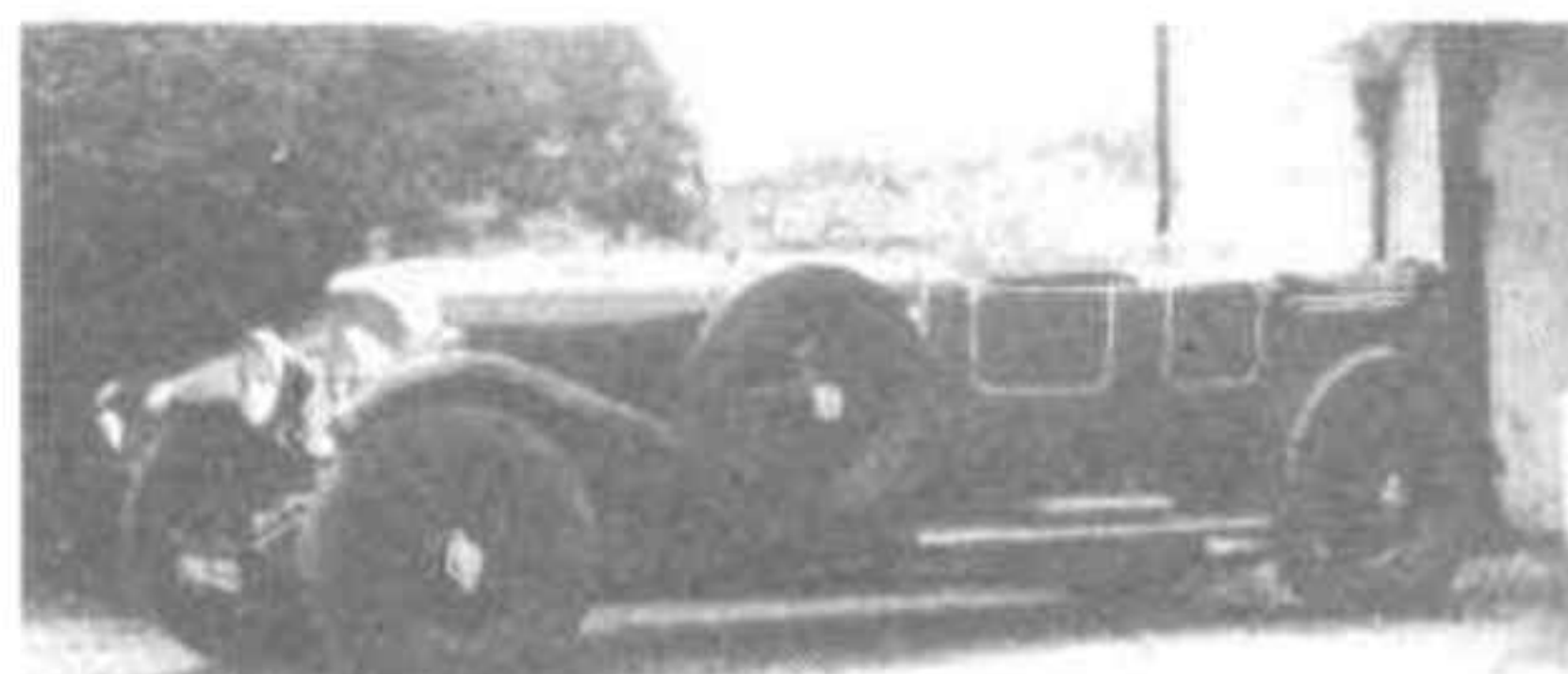
A BENTLEY ROLLS IN WALES on World-Bentley-Day—see accompanying paragraph. The car is Johnnie Thomas' Speed Six with replica VDP body.

Which Year?

THE VSCC has announced that it hopes to have a special display of Riley Nines at its Shelsley Walsh hill-climb on July 10th because it is convinced that 50 years ago a Riley Monaco made its *debut* at this famous venue. But did it? The Riley Register bases this assumption on a statement which appeared originally in the late Tom Rolt's book, "The Horseless Carriage", wherein he wrote that he considered the most important landmark in automobile history during the 1920s to be the appearance, "at the Shelsley Walsh hill-climb in the summer of 1926", of the prototype Riley Nine Monaco saloon. This statement has since appeared in Dr. Birmingham's Riley history. But it seems that Rolt may have been mistaken in the year of the Monaco's hill-climb *debut*.

It is strange that the *debut* of such an advanced and interesting new British car should have gone unnoticed by *The Autocar*, in its reports of the 1926 Shelsley Walsh fixtures. Presumably the car did not make a demonstration run, for this must surely have earned a mention in such a well-informed

Large motor car—so big is Johnnie Thomas' Speed Six Bentley that the Editorial BMW 520i was almost completely hidden by it!



journal? It may be that Rolt, who apparently went in his father's 12/50 Alvis to this event for the first time in 1926, saw a prototype Nine run up the hill to the park at the summit, perhaps driven by an official, because I do not think spectators were allowed such a privilege—in later years even those with Press passes were forbidden by Secretary Leslie Wilson to so much as walk up the course before the event commenced.

The reason why I think this unlikely is that when the great little Nine made its *debut* at Olympia that year it did so as a *tourer*. The Continental-looking Monaco fabric saloon did not appear at the Motor Show until a year later and the car which the first private owner took through the 1927 Land's End Trial at Easter 1927, and the one lent to *The Autocar* early in 1927 for road-test, were both *tourers*—with artillery wheels, incidentally. By the time of the Shelsley Walsh Amateur hill-climb in July 1927 a Monaco saloon *did* make its appearance there, in the hands of A. J. Phippen, his car being described as one of the new fabric saloons. This was four months before the Monaco's *debut* at Olympia, so the car would almost certainly be a prototype. But had it appeared at this popular speed event in saloon form a year earlier, assuredly it must have occasioned even more comment? So I suspect that Rolt saw it, not in 1926, but in Phippen's hands at the first Shelsley Walsh hill-climb of 1927. Alas, the car did not make a very good showing, because it apparently had lubrication problems beforehand and ran a bearing as it ascended the famous hill. It is perhaps significant that it does not seem to have reappeared at the bigger Shelsley meeting later that year, because we do know that between the end of 1925 and the 1926 Motor Show modifications were found necessary to

the Nine's prototype engine.

By 1928, of course, there was nothing mysterious about the Riley Nine and at Shelsley it appeared in "Brooklands" (or TT) form, and Monaco saloons driven by D. Burcher and Lionel Martin dominated the Formula contest; the "Brooklands" models gave best to two Salmsons in the 1,100-c.c. sports-car class. Harking back to Phippen, he probably had associations with the Riley factory, or else was a very keen private owner, to have got hold of a Monaco so early in 1927. He had also driven a Riley described as the latest open model at Shelsley in 1926, but in the 1½-litre class, this being a 10.8-h.p. side-valve car. The bearing failure he experienced with the Monaco the following year is not unknown to other Riley Nine owners of course, myself included!

Whether I am right or wrong about this Shelsley Walsh *debut* of the Monaco saloon, there is no doubt that this year marks the 50th Anniversary of the famous Nine, even if a Monaco did not appear on the hill until 1927. So if the VSCC does have a display of these cars there it will not be so wide of the mark after all. And as Shelsley on a fine day is a very pleasant venue, with a history longer even than Brooklands can claim, vintage enthusiasts should in any case remember to aim for Martley, west of Worcester, on the 10th of this month.—W.B.

V-E-V- Miscellany.—John Rowley's 1913 Th. Schneider is well known in this country and now we learn that another chassis of this make, *sans* bodywork but with a big side-valve engine, thought to be of 1911-17 age or thereabouts, has come to light in West Germany. Curiously, the speedometer still on the dash has German markings; it is hoped to put a replica body on this interesting chassis. Still they turn up—like the 1926 Type 40 Bugatti chassis, now with a triple-SU MG six-cylinder engine, that has been found in a field in North Wales. It has apparently lain there since restoration intentions of 1958 diminished. The chassis no. is quoted as 589, if the BOC is interested. Robin Townsend has purchased the ex-Barry Clarke, Ridley, Newens 25-h.p. Talbot which was apparently a works hill-climb car and would like to have its history unravelled, if anyone can help. It is Registered D 25 and its chassis number is 4772. Although it now has replica four-seater bodywork, it is thought to have been a single-seater at one time. Letters can be forwarded.

A member of the MG Car Club of NSW has recently acquired two Q-type racing MGs, one of which is the ex-Harvey Noble Brooklands Class H lap-record holder. The respective chassis numbers are QA0256 and QA0257 and urgent information is sought about the original condition of these cars, down to colour of engines, bodies and upholstery. Letters can be forwarded. The new General Secretary of the Alvis OC is M. J. Cummins, Woodrow House, Woodrow, Chaddesley Corbett, Near Kidderminster, Wores. Support from British Leyland and Esso looks like enhancing the attractions of the already-successful 750 MC National Austin Seven Motor Museum at Beaulieu on July 4th. Reduced entry fees, extra classes, and tickets that cover admission on the Saturday as well as the Sunday, are some of the 1976 benefits applying to

this enormous gathering of the immortal Seven in its many forms. Spectator tickets are available in advance at concession rates, 75p per adult, 30p per child, for two-day admission, from K. A. Cooke, 26 Whormerley Road, Stevenage, Herts., SG1 1SR.

What is believed to be the first all-wooden, replica boat-tailed body to be built since the war has been constructed for a Phantom II Rolls-Royce chassis by W. B. Carter of the Buckden Marina; even the mudguards are made of wood, as are the float-shaped running boards, the result being very handsome. Cars expected in the 1,000-mile BP Oil-sponsored Alvis OC Tour, now taking place around Britain and due to finish at Droitwich Spa on June 5th, range from a 1923 Alvis 12/50 to a 1967 TE21. A reader tells us that the names "Napier" and "Talbot" still readable on a wall in Tonbridge were painted thereon, *circa* 1906, by H. E. Hall, & Co., who were agents for these and other cars. Our informant's father owned the Company, which was founded in 1898 and went out of business in 1933, and he says he was at Brooklands when he was eight years old, watching his father win the First 26 h.p. Race. . . . Another reader wonders whether Ricardo Burzzi, mentioned by a correspondent as coming to the Austin Motor Co. in 1929 from Lancia's, was responsible for Lancia styling in the Lambda days; he would welcome any further information.

A 1924 23/60 Vauxhall is being restored in Wiltshire and its owner needs a radiator badge to replace the original, lost when the car ran under a lorry and the header tank was crushed. Again, letters can be forwarded. In Gloucestershire, another Calthorpe has come to light. It is a 1927 10.4 h.p. model with tourer body, last taxed in 1924, a one-owner car that has apparently run only 21,000 miles, having added a few of these during the last war. Its new owner seeks data and the car needs side and rear lamps and side-curtains. It is pleasing to know that the person who sent us the photograph of early cars in Bangor, reproduced last month, has

a 1955 Citroën Light 15 in which he covers 12,000 miles a year on official business, working in his spare time to keep the car, which has done 159,000 miles, in good order. The Rolls-Royce EC has its annual *Concours d'Elegance* and Rally at Englefield Park, near Reading on July 25th. The Spring issue of the *Brooklands Society Gazette* contained an interesting article about the 750 c.c. Ridley Special. The Morgan 3-Wheeler Club continues to flourish, with some 580 members and its excellent *Bulletin* appearing monthly. Morgans were in action at the Norfolk Park, Sheffield Speed Hill-Climb, on June 12th. A chain-drive chassis, on solid tyres, that seems to have been a car converted into a truck, has been found derelict on an Australian farm. It is known as an MAB but whether it has any association with the Paris components firm of those initials, favoured in the 1920s by Parry Thomas, is not known.

A reader has sent us colour pictures of a 7.5 Citroën used by the proprietor of Johnnie Bull's Klaxon café in Ibiza for daily trips to the market and as a kerb-side advertisement for his Klaxon bar. C. M. Booth has opened a Klaxon of Historic Vehicles at Rolvenden in Kent, which includes seven different Morgan three-wheelers, as well as a 1904 Humber Olympia forecar and other vehicle. The Morgan collection comprises a 1913 JAP-engined Runabout, 1922 MAG-engined Grand Prix, a 1927 Anzani-engined Aero, a 1927 JAP-engined Family Model, a 1927 Standard Model, and a 1935 Matchless-powered Super Sports. Open 10 a.m. to 6 p.m., but closing 1 p.m. on Wednesdays and most Sundays, admission costs 20p, accompanied children 10p. The Automobile Club De France informs us that medallions have been struck to commemorate French motoring pioneers, from Cugnot to M. Berliet, by various artists, and including one of Louis Coatalen (1879-1962). Details from: 11, Quai de Conti, 75006 Paris. The Post-Vintage Humber Club's new Secretary is: D. Edgar, The Warehouse, Serpentine



STILL THEY TURN UP.—This 1926 Type 40 Bugatti chassis, powered by a straight-six MG engine, has come to light in North Wales.

Road, Southsea, Hants. The Club has 150 members and issues its magazine *Old Faithful* bi-monthly.

Vintage Postbag

The Beverley-Barnes

Sir,

Mr. G. N. Petty (May 1976) is quite correct. The white 24/80 tourer did belong to Harry Pilling, who seems to have been a general sales concessionaire for the *marque*. In October 1925, Lenaerts and Dolphens announced that agencies were available, and that interested persons should contact Captain Pilling at his office in Charing Cross. According to my information, the open tourer (the only body of this type fitted to a Beverley-Barnes in England) was by Vanden Plas of Belgium, and may have been at the 1924 London Show, though here I am doubtful. The car was, by the way, a 4-litre 24/80, and probably the fourth chassis built.

H. F. Pilling also represented a few Continental makes, notably the Belgian Miesse, still being offered as a private car as late as 1926.

Midhurst

MICHAEL SEDGWICK

Regular Use of the Older Cars

Sir,

Reference Mr. de Little's letter in your May issue. Yes, do keep them on the roads; there are many very understanding garages about from whom to get your MoTs. I am the very proud owner of a rather well-worn 1928 Ford Model A which still averages some 200 miles a week. I often receive a lot of criticism for using the car such a lot, this coming from owners of mollicodded V & V cars with a multitude of re-manufactured parts, thus enabling them to "look" original.

Since purchasing my "A" in New Zealand in 1973 I have driven the car home to UK! Along with a sister 1930 Fordor (4 door!) we drove around Sri-Lanka, then on to India, often leaving the beaten track far behind, into Pakistan, Afghanistan, Iran, Turkey, Greece, Yugoslavia, Austria, Switzerland, Germany, France and on to the UK. This trip covered a mere 11,000 miles, during which the "As" climbed up to 11,000 feet above sea level, mine on half a radiator after a fan blade had parted company from its fellows and destroyed some 12 tubes! No bother. We covered a further 6,000 miles in this condition before the other three blades, along with the hub, went through the remainder of the radiator, in Asia (off the road for two days only). We often drove in temperatures in excess of 100°F. Still no bother. Can you imagine the average modern "car" doing this? Our "As" carried four people (each), 200 lb. of spare parts, 20 gallons of spare oil/water and fuel, tools, camping gear, our own kit, occasional hitchhikers, and many other bits and pieces.

In the last few months my "A" has toured France, Holland, Germany, Luxembourg, and Belgium, covering some 1,500



The 1928 Ford Model A which a correspondent drove overland from New Zealand to the UK.

miles. Last Easter she was driven almost non-stop from Maidenhead to Aviemore, without the slightest bother. At present she is in the Lake District.

Other owners often criticise the fact that I have a 1930-type steering wheel, blue (instead of black) wheels, a few dents, and tatty paintwork. But *all* parts were once on an "A". It may have an M registration but it's a reliable hard-working vintage car and has by no means finished its travel.

All you fellow users, keep on using them. After all they were built as a means of transport and for enjoyment, not to stare at in a better-than-new state. Show the world what proper cars were like! A not-so-well-worn owner with a well-worn/used car. Littlewick Green. DON YORKE

Tale of a Beardmore

Sir,

For many years I have owned a rare vehicle, a Beardmore 2-litre Supersports. I recall articles in "Vintage Postbag" concerning Cyril Paul's Beardmore and always meant, with the best intentions, to join in the correspondence. I have owned the car since 1959, but only rebuilt it in 1971-72 for the International Rally. She no longer runs on the original 2-litre motor, but a 1,700-c.c. o.h.c. gear-driven motor purchased way back in '61 from Peter Evans of "Chawner GN" fame, whilst I was working in England, at Laystalls at the time. Regrettably I blew up the original motor in 1968, broke the shaft through no 3 crankpin. Too hard, too fast, too long. A very potent and willing machine but a real beast, a real blood-and-thunder job, with one major fault for one so potent—a two-main-bearing crank. The overhead drive was originally heavy Morse chain. I converted the lot to duplex roller and had no further chain troubles. Now the skew-gear-drive o.h. gear is rattling like a bucketful of bolts so new skew gears it is: the 2-litre still awaits an extensive rebuild. Without my being a damn nuisance or a "pain in the neck" I should like to contact Beardmore owners or those interested via MOTOR SPORT to swap lies, information, etc.—and try to scrounge or buy parts.

Invercargill, NZ.

DAVID McIVOR

D-Type Vauxhalls

Sir,

Re-reading your "road-test" of a D-type Staff car in MOTOR SPORT for June 1974, it occurred to me that there was something odd in the use of a Zenith carburetter at that time and an air control.

So I checked the article in the *Automobile Engineer* for September 1919 on the D-type. This states: "A standard White and Poppe carburetter has been used consistently on Vauxhall cars for the last ten years. In addition to the amount of air admitted to the mixing chamber through the throttle opening, an extra air inlet, worked by a lever above the steering wheel, allows the mixture to be varied by the driver, enabling him to choose maximum power and maximum economy."

I wonder if the steering-wheel control on the Vauxhall Motors D-Type is connected up? I suggest not, and that the carburetter is non-standard.

The same article in the *Automobile Engineer* refers to two alternative devices fitted to retain the front axle in an acceptable place in the event of spring failure at speed. Do you know whether such devices were fitted to production Vauxhalls after the War? My 30-98 (1924 OE) was equipped with the Balatu belting type referred to when I obtained it. I assumed at the time that it must have been fitted in Australia. Townsville, Australia. D. H. PEARSE

What Was It?

Sir,

I am always interested in the V-E-V column in MOTOR SPORT, along with most Vintage and Veteran articles. Re road tests in the Isle of Man: Any car (apart from new) brought from the Mainland and re-registered on the Island has to undergo a form of MoT by the Highway and Transport Board. I have known many cars brought over here, with current MoTs, failing miserably, to the chagrin of the owners. Also all p.s.v. vehicles and taxis have to undergo an annual test.

To go on to another subject. During the early part of the last War, about May 1940, I was Flight Engineer on Civil Aircraft (or what was left of them) and was based at Heston Aerodrome for a short period. One day I had to get an exhaust manifold flange welded for a DH Rapide. As there was no welder available, and the aircraft had to do an important flight to N. France the next day (but that is another story!) I wandered round Heston and Hounslow trying to find a garage to do the job. I eventually located a place in Hounslow (I think)—not being acquainted with the locality. While the job was being done, I wandered about the garage. On a bench in one corner was a model car chassis, chiefly of Meccano and other bits and pieces. In place of the engine was a built-up contraption of gears/levers/bob-weights and flywheels etc. I gave it a push and it continued along the bench, where I more or less ran to stop it dropping off!

In a nearby corner was a car, I cannot remember the make, covered up with a large dust-sheet. "Nosey" of course had to have a "look-see". In place of the engine was the identical of the model. Unfinished, but made

How to have a better car all round.

Save 8p in the £1 on petrol.
Michelin radials can save up to 8p* on every £1 you spend on petrol by comparison with old-fashioned crossplies, and a significant saving over ordinary textile-braced radials.

Lasts twice as long.
Michelin radials give you twice the tread life of crossplies and at least 25% more than ordinary textile-braced radials.

Technically, years ahead of its time.
Michelin were the first company in the world to perfect the steel-braced radial tyre. And today, it's still years ahead.

Improved performance.
Fit Michelin radials, and you'll immediately notice an improvement in the cornering, braking and acceleration of your car.

Quality of life.
Michelin radials possess a built-in quality of life which maintains a high standard of grip, cornering, acceleration, and performance throughout their long, long life. This is because we make our own special high-tensile steel cords in order to ensure consistently high quality.

When it rains, it grips.
Driving on Michelin radials in the wet is a very gripping story. Having read that, can you say the same for your tyres?

Value for money.
In the long run, you can't beat Michelin radials for value for money. They just keep going on and on and on saving you money.

Drive a Michelin
It makes a good car miles better all round

*RAC Observed Test
If you have any problems about tyres, please consult your Michelin tyre specialist.

up of heavy channel-iron with large steel flywheels, etc. etc. By this time the job was done, and I was hustled out, after due payment for the welding, with words to the effect of "Gerroffoutofit and Mindyerownb—business". The question has always puzzled me WHAT WAS IT?
Onchan, IoM. S. W. LAYFIELD

"Cars for a General"

Sir,

In his article in the October issue, Lord Ironside wrote that Sir Geoffrey de Havilland had made a patriotic and generous gesture towards the War effort by handing over his personal Rolls with its aerodynamically-designed body as a gift to the Army for the use of the CIGS. Mr. W. F. Everett in his letter in the March issue referred to the car's de Havilland antecedents and believed it was originally donated by HM Forces or acquired under the requisition act in force at the beginning of the War.

I have since heard from Mr. Alan S. Butler, Chairman of de Havilland from 1924 to 1950, an extract from whose letter reads as follows: "I gave the car to Ironside when he was CIGS, and then to be passed on to all succeeding CIGS, until in fact it reached Montgomery. It was nothing to do with Sir Geoffrey de Havilland. I designed the forward sloping windscreen, etc., and as a matter of interest took the car over to the United States and had it evaluated by General Motors in Detroit. However, they reckoned the style change was too great although they considered it a first-class job. There is really nothing more to say about it except to repeat that it had nothing whatsoever to do with Geoffrey de Havilland."

P. E. GORDON-MARSHALL
Chipping, Sodbury.

Those Storks

Sir,

That Stork to which you refer in the May issue of MOTOR SPORT is also the mascot of the Bucciali, the biggest front-wheel-drive car yet.

The designer, Captain Paul-Albert Bucciali, Officier de la Légion d'Honneur, Croix de Guerre (Citation de l'Armée), was a First World War fighter ace who, with the rank of Brevet Major, commanded the 2ème Régiment d'aviation chasseur at Strasbourg in 1918 and 1919, having been temporarily grounded as the result of wounds. The storks symbolise the departments of Alsace and Lorraine which were lost to the Germans in the war of 1870 (and again in 1940 which is why they were a favoured symbol of pilots in the Escadrilles Lorraine and Nienman-Normandie in the Second World War) because the stork always returns home to roost.

Captain Bucciali recalls that his Corsican accent and name caused some amusement to the inhabitants of Strasbourg until he reminded them that Rouget de l'Île, who composed La Marseillaise at Strasbourg in 1792, was also a Méridional.

After serving as a pilot with the Aéro-postale he was grounded by a medical board who decided that, as a result of five wounds, he was held together by "pins and thread",

so he joined his brother in producing a rather dull light car called the Buc.

When proprietary parts ran short, Captain Bucciali designed his great FWD Bucciali for the luxury market using at first a four-litre Lycoming engine, then twinning them and, still dissatisfied by the combination of refinement and silence that he sought, designing his own 7.5-litre twin overhead camshaft engine. Fewer than twenty cars were produced and the final version cost £8,000 per chassis in the depressed Thirties. The firm went into liquidation and Captain Bucciali turned to designing weapons of war. Today this octogenarian lives in semi-retirement within the shadow of the Eiffel Tower because it is a feat of engineering that gives him constant pleasure.
Chiswick, W4. FRANCIS FYTTON

Mystery Millers

Sir,

Inspired by the letter of Mark L. Dees (MOTOR SPORT May 1976 page 497) concerning the "mystery Millers", which were in turn introduced by Erwin Tragatsch (MOTOR SPORT, March 1976 page 256), I would like to put the following in discussion.

The car in the photograph supplied by Mr. Tragatsch resembles a Guyot-Special.

In his own book "Das Grosse Sport—und Rennwagenbuch" (Hallwag, Bern 1968), Mr. Tragatsch gives the following details about this make:

"Albert Guyot, technician and racing driver at Rolland-Pilain, establishes his own firm Albert Guyot & Cie in 1924. In 1925 the first Guyot-Special, consisting of a modified Rolland-Pilain chassis and a blown 1,984 c.c. six-cylinder Burt McCalum sleeve-valve engine, is introduced. In 1926 a blown 1,481 c.c. engine appears. In the same year Albert Guyot drives one of his cars, without success, in the Indianapolis 500-mile race."

A surviving example of this make is on show at the Le Mans Automobile Museum. This one has a plated radiator shell, while most contemporary photographs show the car with a lacquered shell.

The Guyot-Special, although of French origin, was very American in appearance. Albert Guyot drove one of the Duesenbergs in the 1921 French Grand Prix. Many details of this American car were copied when Guyot designed the 1923 Rolland-Pilain Grand Prix car. So it seems only natural, that



The 7.5 Citroën used as a mobile advertisement by an Ibiza café proprietor (see V-E-V Miscellany).

this American influence was carried on in the Guyot-Special.

Two similar cars also ran in the 1926 Indianapolis 500-mile race under the name of Schmidt-Special, one of these cars was driven by Lora L. Corum, but they were not successful either.

I will be interested in the comments of other readers.
Rotterdam D. A. PLOEG

Let Romulus Rest

Sir,

As one of the greatest admirers of the "White Mouse" stable I was most upset to read that "Romulus" is being raced once again.

This unique, one-driver (until a few weeks ago) car should, I feel, be allowed to rest on its many laurels, as it indeed has for the past 30 years, and not be dragged out again for a "club" meeting. Surely there are enough E.R.A.s still racing to let us know what they look and sound like, so please let "Romulus" return to retirement in its original and undamaged condition. If, however, Miss Chakrabougre is so keen for it to be raced perhaps she could persuade "Bira" to return to drive it. . . .

Your article on the racing days of Powys-Lybbe was excellent but surely the BRDC "500" was kilometres in 1937.

Finally may I say that I am strongly opposed to any replicas of historic cars. All too often have I been thrilled to see what appeared to be a genuine historic car that had been missing for years, only to find that it had been fabricated out of some production machine without any history whatsoever and now masquerading as the genuine article. What possible satisfaction can the constructors and/or owners get from these bogus vehicles? I am surprised at your enthusiasm for them.

Stockport DAVID L. GANDHI

The 30/98

Sir,

Having owned and driven many 30/98s in the 20s may I correct the particulars you give in the June issue of MOTOR SPORT.

- (1) The OE was 4½-litres not 4½. The side-valve was 4½-litres.
- (2) The OE in standard form with the normal 3.3 to 1 rear axle was good always of 96 m.p.h. at just under 3,300 r.p.m. (More the standard 30/98s would not do as valve bounce came in at about 3,275.)

The alternative 3 to 1 ratio gave 105 m.p.h.

At that time the world land speed record was 150 m.p.h. and this plus the manner in which the "30/98 moved along the King's Highway in might and majesty and gulped giant gradients with greed and gusto" (this was in their 1924 and 25 catalogues, does anyone know the rest?), is why this car was the greatest of them all.

Folkestone H. H. B. BEACON

A Works Morgan

Sir,

I am trying to locate any photographs that might be in existence of my TT Replica Morgan. This was the works car from 1938 to 1952 and is registered CAB 652. It competed in the TT at Donington in 1938 and also in many trials including the MCC trial, also in 1938. After the war it was raced in the sports-car event at the Daily Express meeting at Silverstone in 1947 and came either second or third.

Newport. M. J. RIDLEY
[Can anybody help? Letters will be forwarded.—ED.]

The Volkswagen Scirocco 1600TS

All-round ability from a pleasing Guigiaro shape

RARELY HAS THERE been such a versatile machine for enthusiast needs as VW provide in the three-door Scirocco 1600TS. Capable of nearly 110 m.p.h. and with acceleration and handling that one would expect of such a sharply executed Guigiaro body style, the Scirocco can double up as quite a useful small estate. We proved the latter point in over 1,000 hectic miles that saw fuel consumption drop from a normal 28/30 m.p.g. down to 26 m.p.g. for hard Welsh mountain road work.

VW have sold the Scirocco in Britain since October 1974. Then it had a £2,143 price tag and the same basic water-cooled, f.w.d. engine as the Passat at 1,471 c.c. Since then the Golf and Passat have both emerged together with the Scirocco for 1976, with an enlarged 1,588 c.c. version of the s.o.h.c. unit. The extra 171 c.c. is obtained by increasing the bore exactly 3 mm. to 79.5 mm., bringing the motor to almost exactly square bore-stroke proportion as the stroke measures 80 mm. Originally the Scirocco was listed in this country with a low compression 70 b.h.p. tune and 9.7 to 1 c.r., 85 b.h.p. option.

For 1976 VW retained the lower-powered engine's 8.2 to 1 c.r., but on the bigger engine, with a twin-choke downdraught carburetter, this is enough to produce the same quoted peak horsepower as before, though at 5,600 r.p.m. instead of 5,800 r.p.m. Maximum torque is increased from 89 lb. ft. at 3,200 r.p.m. to 92 lb. ft., but moves further up the tachometer to 3,800 r.p.m.

I didn't really follow the logic in that a bigger engine, built to provide much the same performance on low-lead fuel and in the more emission conscious German environment, should feature a torque curve with the peak raised, but VW in Britain assure me that this is so. Another point to bear in mind on the engine front is that a fuel-injected model will be coming to Britain during 1976, but these injection engines will only be available to



Practical but sporting lines contain opening rear section and aerodynamic aids to stability.

special order in L.h.d. cars: sounds like the prelude to the long-awaited VW assault on all kinds of motor sport? In fact, the factory are known to be keenly interested in both saloon car racing and rallying—an apparently private German Scirocco is currently putting up some startling performances in 175 b.h.p. Group 2 guise within the European Touring Car Championship—but there seems to be a lack of communication between top management and executives to get the necessary homologation properly completed and the teams into European action.

Another important change for the 1976 season was adoption of a 20.8 to 1 steering ratio on the rack and pinion system, a reduction in effort at the steering wheel rim of 10% being the reward for the mass market, though enthusiastic wet weather clients may well join us in feeling that there's a case for quicker, not slower, steering. Also aimed at improving the car's public manners was reduction in brake pedal effort for a given load in the order of 20%, simply achieved by relocating the pivot point. An improvement in lock and average turning circle was also included in the steering changes.

Interior comfort of the externally similar seating with cloth panel inserts has also been attended to this year by replacing steel springs by foam rubber and the squabs have been lowered to provide more headroom: the bane of virtually every modern coupé. Attention has also been paid to boosting the circulation of fresh ventilation air at low speed as well; there's certainly no cause for complaint at all today. Externally the 1976 model differs in adopting an extremely efficient single blade wiper for the front, and in standardising a less useful, but still appreciated, rear screen wiper.

On the road our Scirocco was used by a very wide cross section of people, from a housewife to a top-ranked works driver, and the reactions were all enthusiastic. The Scirocco is easy to drive to the shops or to hustle along in very determined style, the Continental 175/70 SR tyres clinging on well over bumps or smooth tarmac at any speed of which the car is capable. Our works driver friend said, "no getting away from it, the Germans really do know what they're doing, it really makes you wonder how we'll compete." For myself, I liked having the car around because it was so useful and yet still interesting to drive.

The strut and wishbone front suspension allied to what VW call a torsion beam rear axle

provides safe handling through the large steering wheel, but there certainly isn't the "feel" as to road condition that exists in the Lancia Beta Coupé. The mixed discs/drum braking system isn't extraordinary either, but like the car, things get done in a competent enough manner that reflects a vehicle built to sell for a competitive price.

It would be nice to say, after the sterling service that the car did all over Britain, that it never missed a beat in the best VW traditions. Nice, but untrue, for there were some nasty carburation flat spots that occasionally led to embarrassing stalls, even in skilled hands.

At £3,140 the Scirocco 1600TS has little opposition on the British market, for none can really match its design features and versatility at this price. The nearest rival we can think of would be the 1600 Lancia HPE, and that was £3,688 at the time of writing. However, the Scirocco comes with toughened glass as standard and replacing that, with the optional laminated and tinted glass, is a £111 extra. In fact the only other listed option is that of automatic transmission at £231.

Judging from our Scirocco the designers should get bonuses all round while the quality control and cost engineers should receive cautionary frowns in case they go too far and spoil that VW legend.—J.W.



Large steering wheel dominates the neat interior with its comfortable plaid.



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The 34th Monaco Grand Prix

Lauda wins for Ferrari



Lauda leads the first-lap bunch into the old Station Hairpin: Peterson, Regazzoni, Depailler, Scheckter, and the rest.

Monte Carlo, May 30th

IF YOU CAN accept a scratch round-the-houses as a Grand Prix, the Monaco race is a great leveller, for everyone arrives on the Wednesday before the event on equal terms. There is no possibility of pre-practice testing or tyre-test sessions, or even the opportunity to drive round in a touring car, for in places the route used for the racing circuits is in opposition to the normal traffic flow, as in the Casino Square, for example. You could walk round the circuit beforehand but the perspective from eyes at 5 ft. 6 in. above ground level is very different from the eyes of a driver in a Formula One car where they are barely two feet off the ground. If you made a lap on your hands and knees, to get the correct view of everything, you'd probably be thrown in gaol before you could explain that you were not drunk, especially in Monte Carlo.

Consequently everyone was keen to get going on Thursday morning for the first session of one and a half hours, and Hans Stuck was the first away after lining up at the paddock exit before most of the others had got their engines warm. There were two modifications to the circuit since last year, in the form of artificial corners, though no-one seemed quite clear as to their purpose and no-one seemed to know who had planned them or even asked for them. There was a suspicion that they are a throw-back to the days of Stewart and Hulme, when they were shouting on behalf of the GPDA, and were things that did not get done at the time. Whoever thought up the ideas he was not at

all popular with the 1976 crop of Formula One drivers, which is probably why he did not reveal himself. In the centre of the wide space at the apex of the fast right-hand sweep uphill at Saint Devote corner, a traffic-island had been constructed, with wide bevelled kerbs so that instead of passing the pits on the left of the road and taking a fast line through the right-hand bend and up the hill, you now had to keep to the right and brake heavily before turning slightly left and then take a right-hand hairpin, starting the hill almost from rest. It also meant that anyone leaving the pits stood a good chance of getting punted up the backside, and during the first hour there were some pretty hair-raising near-misses. The other new corner was before the pits straight, where the cars leave the "Mickey Mouse" section on the harbour front and previously accelerated hard over a slight brow on a fast right-hand curve. Now they had to take a short piece of straight, turn tightly round a right-hand bend and then take a left-hander to join the road past the pits. As all the new corners were edged with FIA-recommended wide-bevelled kerbs everyone was bouncing across them, which not only strained suspensions and drive-shafts and gearboxes but threw the cars off line in a most unruly fashion. Surprisingly few drivers seemed able or capable of placing their cars accurately enough to avoid bouncing over the kerbs, while some obviously drove over them deliberately.

From the word go it was very evident that certain drivers were out to win the 34th

Monaco Grand Prix, by the way they got on with the job. Notable among these were Lauda, Laffite, Depailler and Hunt. There were others who were driving as hard as they knew how, but it obviously was not going to be enough to win, while some were clearly enjoying themselves, and there were one or two who were wondering why they were there. Of the 25 drivers accepted for practice only 20 were going to start the race, these being the fastest 20, and though some people can see a great "qualifying" battle taking place, or so they say, the battle is really only between the slowest half-dozen, to see who is the lucky one to be on last place on the starting grid. The first 15 or so are known before practice begins, their only problem being that of starting-grid order and which of them are to be on the front row. It didn't take long to see that the six-wheeled Tyrrell cars were running well, the front ends glued to the road so that the drivers could put the power on visibly earlier than conventional cars, and their Cosworth V8 engines were obviously in good fettle judging by the great surge of instant power from the slow *chicane* at Saint Devote. It was not long before Lauda could be seen deliberately avoiding bouncing over the kerbs, while Jarier was driving as if they were not there. Peterson seemed to be thinking of something else on one lap and went the wrong side of the island, and Jones bounced right across it at one point. Amon was going round slowly, running in a new transmission, and Fittipaldi was delayed in the pits when a small petrol fire on top of his engine was doused with enough white powder to have put out a major conflagration.

It did not need much knowledge or foresight to see that Merzario, Pescarolo and Ertl were not going to be in the fastest 20, nor either of the Williams cars very probably. Near the end of this first session Scheckter braked very late for the Saint Devote *chicane* with Brambilla hard on his heels. While the Tyrrell scuttled round the March had no hope and went straight across the island, the bevelled kerb launching it into the air, and by sheer chance it missed hitting the Tyrrell amidships by mere inches as it bounced off the island and hit the guard rail. It was so close that the March must have passed under the Tyrrell's rear aerofoil. Scheckter was on "tunnel-vision" and saw nothing of the whole incident, while Brambilla was in a cloud of flying sand, for the centre of the traffic-island was covered in sandbags. There was so much sand about that any further serious practice was over for the morning. Not surprisingly the drivers stirred things up and next day the sandbags were all removed and the bevelled kerb was removed from the apex of the island so that you could run into it without damage, but would have to bounce your way out the other side in emergency. A great pile of old motor tyres was dumped against the Armco barrier, where Brambilla's March had landed, offering a rubber cushion for a wayward car, but reducing the road width a bit. A knowledgeable friend explained that they were not a pile of old worn-out motor-car tyres, they were a "passive impact resistor"—looked like old tyres to me!

On the far side of the circuit where the road runs down onto the harbour front there had been a coming together between Gunnar Nilsson's Lotus 77 and Regazzoni's Ferrari, the happy young Swede accepting full



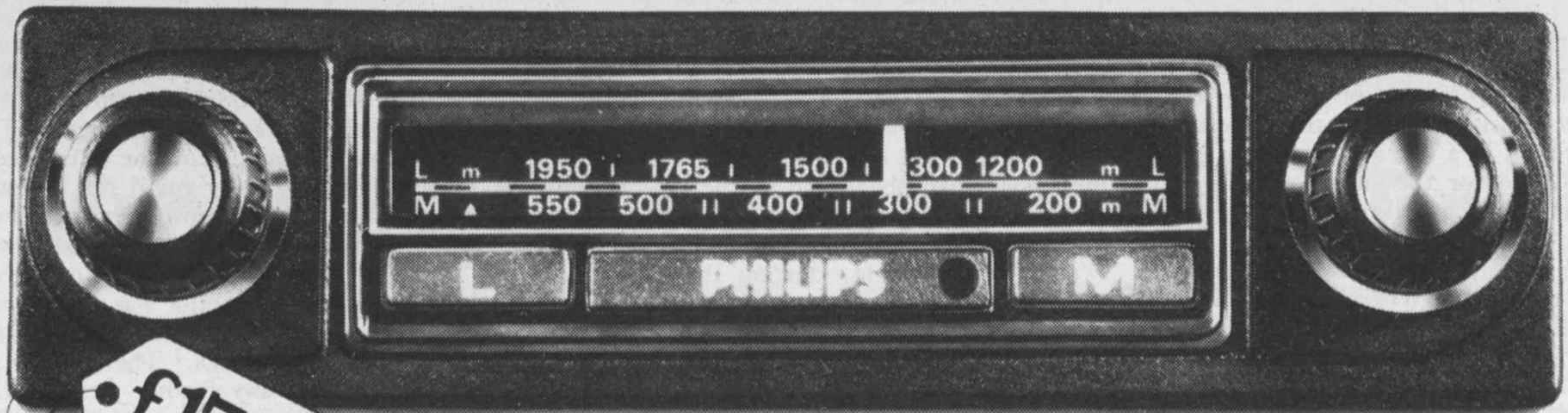
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responsibility for what was a simple error of judgement. When he got back to the pits he was not so happy, for Team Lotus had no spare car and Colin Chapman and his team manager were not amused. The Ferrari team dusted off their spare car, while Regazzoni's new one was straightened out, so while he was able to continue practice in the afternoon Nilsson could not, as new front suspension parts had to be flown out from England for the Lotus. Brambilla also had to miss the afternoon practice while the left front corner of the March monocoque was un-riveted and new parts made and fitted.

For anyone watching round the circuit the fact that the two Tyrrell six-wheelers were first and second fastest on practice times was no real surprise, though it was a surprise to most of the other teams who had been concentrating on their own cars. Lauda was only fractions of a second behind them, but behind them none-the-less, and Depailler's time, which was fastest of the morning, was 1 min. 31.03 sec., compared to the previous fastest time of 1 min. 26.3 sec. set up by Lauda in practice in 1974. The official lap record of 1 min. 27.9 sec. stands to Peterson, made during the 1974 race, so the new chicanes had achieved their originators' object of making the circuit slower and (hopefully!) safer, but that was a matter of opinion. Depailler, Scheckter and Lauda were the only drivers to record times in the 1 min. 31 sec. bracket and as they had only just begun to feel their way round, those who were not already keeping up began to feel a bit depressed.

After lunch there was another practice session, of one hour, and the pattern of things did not change materially except that Lauda asserted his position as World Champion and put his Ferrari at the top of the list with 1 min. 30.38 sec., but Scheckter was right behind him with Project 34/3 with 1 min. 30.58 sec.; these two being in a class of their own. Depailler's efforts were frustrated by a broken 2nd gear in the Hewland gearbox, so while it was being attended to he went out

in his old Tyrrell four-wheeler, 007/4, and was not all that much slower. It was interesting that he found it far less easy to drive than the six-wheeler, the most notable difference being that the steering on the 007 car needed "fighting" all the time, with a lot of gyroscopic kick-back taking place, whereas the Project 34 was much more restful. Regazzoni, in the spare Ferrari, and Hunt in the McLaren got into the 1 min. 31 sec. bracket, and were joined by Amon with the Red Ensign who was confounding people with his performance, because it was obvious that the past two or three seasons of messing about had not caused his driving ability to deteriorate, as with some drivers, and he was giving us a standard by which to judge comparative newcomers who either tell us how good they are, or have managers or media men who do it for them. Going back to Amon's days with Ferrari and the V12 Matra he was always a "front-runner" though never a "top-ace", and he was still in that position with Nunn's latest Ensign, which is a fairly unsophisticated, though sound, basic design.

By the end of the Thursday practice the order was: Lauda (Ferrari), Scheckter (Tyrrell), Depailler (Tyrrell), Regazzoni (Ferrari), Amon (Ensign), followed by all those heroes whom we are told are so good. Right at the back, trying harder than most, were Perkins (Ensign), Merzario (March), Pescarolo (Surtees), Nilsson (Lotus) and Ertl (Hesketh), the five who were outside the select 20 on the grid. However, Nilsson's position there was artificial and providing no more disasters intervened he was obviously capable of elevating himself into the 20, which meant that Ickx would be relegated.

A change in the Monaco format meant that there was no Formula One practice on Friday, for which some teams were grateful, while others just worried, but it was not a day of peace and quiet for the Monogasques for the place was seething in Renault-sponsored racing cars as prolific as Formula Ford in Great Britain.

STARTING GRID	
1	N. Lauda (Ferrari—flat-12) 312T2/026 1 min. 29.65 sec.
2	G. Regazzoni (Ferrari—flat-12) 312T2/027 1 min. 29.91 sec.
10	R. Peterson (March-Cosworth V8) 761/3-2 1 min. 30.08 sec.
4	P. Depailler (Tyrrell-Cosworth V8) P34/2 1 min. 30.33 sec.
3	J. Scheckter (Tyrrell-Cosworth V8) P34/3 1 min. 30.55 sec.
34	H-J. Stuck (March-Cosworth V8) 761/2 1 min. 30.60 sec.
26	J. Laffite (Ligier-Matra V12) JS5/01 1 min. 31.46 sec.
17	J-P. Jarier (Shadow-Cosworth V8) DN5/4A 1 min. 31.65 sec.
22	C. Amon (Ensign-Cosworth V8) MN05 1 min. 31.75 sec.
11	J. Hunt (McLaren-Cosworth V8) M23/8 1 min. 31.88 sec.
6	G. Nilsson (Lotus-Cosworth V8) 77/R2 1 min. 32.10 sec.
21	M. Leclere (Williams-Cosworth V8) FW05/2 1 min. 32.17 sec.
7	C. Reutemann (Brabham-Alfa Romeo— flat-12) BT45/2-2 1 min. 32.43 sec.
Did not qualify:	
20:	J. Ickx (Hesketh-Williams 308C/1) 1 min. 32.74 sec.
38:	H. Pescarolo (Surtees TS19/01) 1 min. 32.82 sec.
37:	L. Perkins (Boro-Ensign MN04) 1 min. 33.73 sec.
24:	H. Ertl (Hesketh 308/3) 1 min. 33.93 sec.
35:	A. Merzario (March 761/4) 1 min. 35.17 sec.

PRACTICE TIMES					
No.	Driver	Car	Thursday Morning	Thursday Afternoon	Saturday Afternoon
1	N. Lauda	Ferrari 312T2/026—flat-12	1. 31.71	1. 30.38	1. 29.65
2	G. Regazzoni	Ferrari 312T2/027—flat-12	1. 32.71	—	1. 29.91
3	J. Scheckter	Tyrrell P34/3-Cosworth V8	1. 31.67	1. 30.58	1. 30.55
4	P. Depailler	Tyrrell P34/2-Cosworth V8	1. 31.03	1. 31.55	1. 30.33
6	G. Nilsson	Lotus 77/R2-Cosworth V8	1. 34.50	—	1. 32.10
7	C. Reutemann	Brabham BT45/2-2-Alfa Romeo—flat-12	1. 33.79	1. 32.43	no improvement
8	C. Pace	Brabham BT45/3-Alfa Romeo—flat-12	1. 33.04	1. 32.20	1. 31.81
9	V. Brambilla	March 761/1-Cosworth V8	1. 32.56	—	1. 31.47
10	R. Peterson	March 761/3-2-Cosworth V8	1. 33.40	1. 33.95	1. 30.08
11	J. Hunt	McLaren M23/8-Cosworth V8	1. 33.62	1. 31.88	1. 31.89
12	J. Mass	McLaren M23/9-Cosworth V8	1. 34.71	1. 33.40	1. 31.67
16	T. Pryce	Shadow DN5/5B-Cosworth V8	1. 33.36	1. 33.15	1. 31.98
17	J-P. Jarier	Shadow DN5/4A-Cosworth V8	1. 33.57	1. 32.91	1. 31.65
19	A. Jones	Surtees TS19/02-Cosworth V8	1. 35.87	1. 33.39	1. 32.33
20	J. Ickx	Hesketh-Williams 308C/1-Cosworth V8	1. 34.34	1. 33.93	1. 32.74
21	M. Leclere	Williams FW05/2-Cosworth V8	1. 35.39	1. 33.48	1. 32.17
22	C. Amon	Ensign MN05-Cosworth V8	1. 38.78	1. 31.75	no improvement
24	H. Ertl	Hesketh 308/3-Cosworth V8	1. 37.19	1. 34.42	1. 33.93
26	J. Laffite	Ligier JS5/01-Matra V12	1. 33.23	1. 32.29	1. 31.46
28	J. Watson	Penske PC3/01-Cosworth V8	1. 35.26	1. 33.73	1. 32.14
30	E. Fittipaldi	Fittipaldi FD04/1-Cosworth V8	1. 34.84	1. 32.96	1. 31.39
34	H-J. Stuck	March 761/2-Cosworth V8	1. 32.64	1. 32.32	1. 30.60
35	A. Merzario	March 761/4-Cosworth V8	1. 38.41	1. 35.17	—
37	L. Perkins	Ensign MN04-Cosworth V8	1. 37.90	1. 37.66	1. 33.73
38	H. Pescarolo	Surtees TS19/01-Cosworth V8	1. 35.28	1. 34.87	1. 32.82
2T	G. Regazzoni	Ferrari 312T2/025—flat-12	—	1. 31.13	—
3T	J. Scheckter	Tyrrell 007/6-4-Cosworth V8	—	not used	—
4T	P. Depailler	Tyrrell 007/4-Cosworth V8	—	not used	—
8T	C. Pace	Brabham BT45/1-Alfa Romeo—flat-12	no time given	no time given	—
11T	J. Hunt	McLaren M23/6-Cosworth V8	—	—	no time given
17T	J-P. Jarier	Shadow DN5/3A-Cosworth V8	—	not used	—
28T	J. Watson	Penske PC3/02-Cosworth V8	—	not used	—
30T	E. Fittipaldi	Fittipaldi FD04/2-Cosworth V8	—	not used	—

On Saturday morning the really big noise started up again, and if you have not heard Grand Prix cars blasting through the Casino Square you haven't really heard proper noise. In conformity with the 1976 ideas of the Formula One Constructors Association, the hour and a half of Saturday morning practice was not timed officially and was meant for doing "full-tank testing" and for scrubbing-in tyres ready for race day, but some teams, like Lotus and March "A" team, were wishing the idea had not been thought of, for Nilsson and Brambilla were more or less starting all over again as far as grid positions were con-

cerned, and McLaren Racing were not too happy either as Hunt and Mass were not as near the front as they should have been. This untimed session meant that there would only be the hour after lunch in which to make a good lap time either to improve your grid position or to get on the grid at all. Regazzoni was back in his new car, the Lotus was repaired, as was Brambilla's March, and Depailler was back in his six-wheeler. The Ecclestone team seemed unsure about their air intakes and their six-speed gearboxes on the Alfa Romeo engines, Reutemann running with experimental unpainted fibre-glass air scoops and Pace having no air scoops at all, his engine breathing from open top boxes. While Pace was happy to use five out of the six speeds in his gearbox, treating 1st as an emergency starting gear, Reutemann found it all too confusing and preferred to use four speeds out of the normal Hewland five speeds, and this was the arrangement they settled on for the race. Jochen Mass had his McLaren fitted with the secondary aerofoil under the gearbox and Nilsson was running the Lotus without an airbox, relying on ducts alongside the cockpit to deflect cold air towards the engine.

Bearing in mind that this session of practice was untimed the standard of "pressing on" was impressively high and in some cases the driving bordered on the desperate. In all this frenzy Merzario crashed heavily, when the rear suspension broke, escaping uninjured, but wrecking his March beyond immediate repair. One gets tired of reporting that something broke on the March! During the lunch hour the tempo rose visibly and for the final hour everyone gave it all they had got, aiming to get higher up the grid or avoid being in the last five. In an almost arrogant fashion, with no kerb-bouncing or desperate measures, Lauda got well below the 1 min. 30 sec. barrier, with a time of 1 min. 29.65 sec., and as few drivers were getting below 1 min. 31 sec. he sat back and watched the fun. His swarthy team-mate from Lugano, whom we are still being told is no good, joined Lauda with 1 min. 29.91 sec., which consolidated the two red cars on the front row. The six-wheeled boys were still challenging hard, and Stuck got his March among the elite. Then Peterson surprised and pleased a lot of people by clocking 1 min. 30.08 sec., which gave him third fastest overall and fastest of the non-Ferrari drivers. James Hunt, who should have been up with the front-runners, was suffering in silence, as he did in the last hour of the Belgian GP practice. This time it was his gearbox that was playing up, one of the selectors jamming, which meant removing the back of the gearbox, after removing the rear aerofoil, and flicking the selector free with a screwdriver. Three times this happened, so it was not surprising that he ended up so far down the grid as to be unmentionable. Another driver who was having gearbox trouble was Nilsson, the Lotus continually jumping out of 2nd gear. Rather than waste time trying to find the trouble he learnt to live without 2nd gear and strove to ensure himself a place on the grid. Perkins lost all hope of qualifying when the Boro-Ensign had a front-wheel nut come undone, allowing the wheel to move off its driving pegs and then break off completely, rolling away down the hill from Casino Square, leaving the three-wheeled car derelict.

Probably one of the happiest teams at the end of the final hour was the Copersucar-sponsored Fittipaldi family, for the kid-brother had got everything together and qualified seventh, earning an A-for-effort and bringing a happy smile to his elder brother's brown features.

When the noise and confusion had subsided it was found that Ickx, Pescarolo, Perkins, Ertl and Merzario were the unlucky ones who were not going to start the race, and of the successful 20 the Ferrari team were beaming. Everyone was happy to see Peterson back to his old form, though some wondered if it would last, and Derek Gardner was quietly satisfied with his two six-wheeled cars, and Tyrrell was happy with his drivers. Since being "caught out" by the regulations in Spain the McLaren team seemed to have gone all to pieces and become second-rate, though some unkind people suggested that perhaps they really had been cheating in Spain! The only other anomaly on the grid line-up was Reutemann on the back row with Alan Jones, the swarthy Argentinian never really getting to grips with this "scratching-round-the-houses" business.

The 78-lap race was not due to start until three-thirty on Sunday afternoon but there was plenty to keep the crowds interested throughout the morning and the lunch hour, with a test-session or warm-up period for the Formula One cars, a Formula Renault race, parades of old cars and publicity caravans, a continual flow of yachts and motor cruisers entering the harbour, warm sunshine and the anticipation of a pretty heated race after all the practice excitement. Shortly before the start was due Prince Rainier, accompanied by Princess Grace, drove round the circuit in a drophead Mercedes-Benz and then the 20 Grand Prix cars did a warm-up lap and lined up on the grid in staggered formation, effectively forming a 1 x 1 grid. The starting signal was given by some impersonal coloured lights, shining red for 10 seconds, then these went out and a set of green ones lit up. Not

a very dramatic starting arrangement for a dramatic race, but typical of the "Social Security" mentality of the Formula One contestants of today.

As is becoming a habit, Lauda was gone, while Peterson made a superb start and beat Regazzoni to the Saint Devote *chicane*, so up the hill on the opening lap it was Lauda (Ferrari), Peterson (March), Regazzoni (Ferrari), Depailler (Tyrrell six-wheeler), Scheckter (Tyrrell six-wheeler), Fittipaldi and almost all the rest. Reutemann and Jones had collided at the *chicane*, the Surtees limping round to the pits to retire with damaged suspension, the Brabham-Alfa Romeo stopping at the *chicane* with a bent front end. Next time round there was no change, for making changes in race positions at Monaco is pretty difficult due to a lack of space, so it's more a question of follow-my-leader and hope the chap in front makes a small mistake which will allow you to get by and move up a place. In fact there were 17 drivers who would clearly have liked to be able to "follow-my-leader" but Lauda was not interested in waiting for them, and his lead by the end of lap 3 was either staggering, embarrassing or plain ludicrous, depending on your particular bias. Needless to say there was a pretty good percentage of Ferrari enthusiasts among the Monaco spectators and had Lauda had time to look he would have had no doubts as to where they were. Win or lose, it seems that a Ferrari enthusiast is proud of the fact and is not ashamed to let everyone know.

By five laps a pattern had formed, which was interesting and pleasing to see, for Lauda was away on his own, driving with a visibly neat precision that many of the others could have benefited from watching. Then came Peterson with most of his old fire, but no doubt wondering which part of his March was going to break, with Regazzoni and the Tyrrell twins in hot pursuit. There was already a slight gap before Emerson Fittipaldi appeared, with Stuck, Laffite and Brambilla looking so desperate behind the Brazilian's car that he



Familiar sight.

must have been holding them up. Another gap had appeared before the two unhappy McLaren drivers arrived, Hunt wishing his team-mate would let him by, and Jarier and Pace were just behind them. More dead time and then came Amon who had hurt his Zolder-injured wrist during the morning test-session and was not feeling too good. He was followed by Pryce, clearly disenchanted with the struggling Shadow team, Nilsson, Watson and Leclere. The way Lauda was gaining half a second a lap from Peterson was beginning to get embarrassing, even for a Ferrari enthusiast, but it was pure fact and he was looking neat and tidy with it; no desperate scratching to open up an early lead, just forceful and relentless hard driving. Hunt made a boob down on the harbour front and dropped to the back of the field on lap 8, and on the next lap Brambilla was all over the place at the Rascasse and retired instantly from the fray. I hardly like to say it again, but something broke on the March suspension.

Sitting in third place behind Peterson the rugged Regazzoni was beginning to look as though he was getting a bit "ratty" at not being able to get by, as were the duo behind Fittipaldi, but there is not much you can do about it at Monaco. Hunt found the same frustration when he caught up with the "red light" of the race, which was Leclere's Williams, though he did manage to get by, which put him behind Watson, but passing the bearded Irishman in the Penske was another story. At 15 laps the right rear wheel of Depailler's Tyrrell looked as though it was Scheckter had gone ahead, there was obviously something wrong. The inner mounting of the right-hand top link had broken and the wheel really was leaning inwards, but the little Frenchman was making allowances and still holding fifth place. With eight seconds lead over Peterson, and in today's close racing one second is reckoned to be night and day, Lauda held the gap steady, pacing himself by those behind, and that was the scene at 25 laps, except that at that moment Hunt's Nicholson-McLaren Cosworth engine blew up at the escape *chicane* and Regazzoni skated up the race road on the oil, allowing the two Tyrrells to go by before he could gather it all up. On lap 28 Peterson crashed at the new *Tabac* corner on the lower harbour front and this time *nothing broke on the March*. The Swede reckoned he spun on oil spread along the course from tyres running through Hunt's spilt oil. No one else suffered from this problem.

Reviewing the situation at 30 laps found Lauda looking as smooth and confident as ever, the Ferrari flat-12 sounding perfect and looking perfect, Scheckter and Depailler in second and third places, inherited by other drivers' misfortunes, Regazzoni in fourth place, striving to make amends, and then a very long gap before Laffite arrived with the Ligier, having found an opportunity to get by Fittipaldi who was in sixth place, with Stuck and Mass pressing him hard. Then came Jarier, having a lonely drive in his Shadow, and a while later Pace was striving desperately to keep his Brabham-Alfa Romeo ahead of Amon, Pryce, Nilsson and Watson. Already lapped by Lauda was Leclere in the lone Wolf Williams. With Peterson dropping out and his spin delaying the Tyrrells, Lauda now had 16 sec. lead and providing nothing



Scheckter and Gardner, quietly satisfied.

untoward happened the result of the race was a foregone conclusion, though the situation behind him was still fluid. As Lauda came up to lap Pace, Amon, Pryce, Nilsson and Watson, who were scrapping nose-to-tail, it looked as if the Ferrari might be held up, but it went through them in the space of three laps, leaving Scheckter to worry about the problem next. Stuck and Mass were Fittipaldi down, and moved ahead by lap 40, and Amon had to give up his fight behind Pace as the pain in his right wrist was so bad that he could no longer find the strength to change gear properly. He tried reaching across with his left-hand to change gear, but after one or two hectic moments getting his arms crossed up with the car sliding he dropped the idea and settled for cruising round using as few gears as possible, just to try and finish. Regazzoni was making up ground on the Tyrrells and with the odd handling of Project 34/2 Depailler was not going to be able to fend off the Ferrari attack.

Almost unnoticed Nilsson disappeared from the race when the Cosworth engine in his Lotus blew up, and by lap 50 Stuck was trying hard to catch Laffite and take fifth place, but was about to be lapped by the leader. Then the Ligier broke its first gear and Laffite could no longer stay ahead of the white March, and it was the French car that got lapped by the leading Ferrari, on lap 54.

However, two laps later and the March was a lap behind the leader and Lauda now had a very clear road in front of him. It was only a matter of time before Regazzoni caught and passed the ailing Tyrrell of Depailler, which he did on lap 64, and then a few spots of rain began to fall; not enough to dampen the road surface but sufficient to show up on the drivers' visors and cause a few hearts to flutter. One driver that hesitated was Jarier, and immediately his team-mate Pryce nipped by, but the rain did not develop so the final outcome was not really affected. On lap 71, with only seven more to go, Lauda lapped Watson in the Penske for the second time, and while Depailler eased off and concentrated on getting his six-wheeled Tyrrell to the finish, safe in fourth place, Regazzoni attacked Scheckter to try and regain his rightful second place. With only four laps to go he overdid things in the "Mickey Mouse" section guard-rail alley by the swimming pool and wrote the nose off the Ferrari against the steel barriers. This meant that only Scheckter and Depailler remained on the same lap as the leader and as Lauda continued his dominant way round Monte Carlo for the last time in the 34th Grand Prix through the city, Laffite lost fifth place when the Ligier spun due to a soft tyre, and as he gathered it up he was punted into the barrier by the McLaren of Jochen Mass and a smashed wheel prevented him from getting the chequered flag. Lauda made no mistake about acknowledging the chequered flat and for the second year running graciously kissed the hand of Princess Grace of Monaco as he received the winner's cup, while a smiling Prince Rainier looked on benevolently.

With the two six-wheeled Tyrrells in second and third places, and the only cars to stay on the same lap as the winner, ELF undoubtedly felt very happy about their sponsorship of Team Tyrrell. March at last broke their record by finishing one car out of four, even if the other three were wrecked, and the Fittipaldi team in finishing sixth, really feel they have got over their doldrums.—D.S.J.

Results:

MONACO GRAND PRIX—Formula One—78 laps—Monte Carlo 3.312 kilometres per lap—258.336 kilometres—Very Warm

1st :	N. Lauda (Ferrari 312T2/026).....	1 hr. 59 min. 51.47 sec.—129.321 k.p.h
2nd :	J. Scheckter (Tyrrell P34/3).....	2 hr. 00 min. 02.60 sec.
3rd :	P. Depailler (Tyrrell P34/2).....	2 hr. 00 min. 56.31 sec.
4th :	H-J. Stuck (March 761/2).....	1 lap behind
5th :	J. Mass (McLaren M23/9).....	1 lap behind
6th :	E. Fittipaldi (Fittipaldi FD04/1).....	1 lap behind
7th :	T. Pryce (Shadow DN5/5B).....	1 lap behind
8th :	J-P. Jarier (Shadow DN5/4A).....	2 laps behind
9th :	C. Pace (Brabham BT45/1).....	2 laps behind
10th :	J. Watson (Penske PC3/01).....	2 laps behind
11th :	M. Leclere (Williams FW05/2).....	2 laps behind
12th :	J. Laffite (Ligier JS5/01).....	3 laps behind (not running at finish)
13th :	C. Amon (Ensign MN05).....	4 laps behind

Fastest Lap: G. Regazzoni (Ferrari 312T2/027) on lap 60, in 1 min. 30.28 sec.—132.069 k.p.h.

Retirements: C. Reutemann (Brabham BT45/2-2) on lap 1; A. Jones (Surtees TS19/02) accident, on lap 1; V. Brambilla (March 761/1) suspension failure, on lap 10; J. Hunt (McLaren M23/8) engine failure, on lap 25; R. Peterson (March 761/3-2) accident, on lap 28; G. Nilsson (Lotus 77/R2) engine failure, on lap 44; G. Regazzoni (Ferrari 312T2/027) accident, on lap 75; J. Laffite (Ligier JS5/01) accident, on lap 76.

20 starters.—13 finishers.

Notes on the Cars at Monte Carlo

THERE WAS NOTHING startlingly new at Monte Carlo, but quite a lot of detail improvements and modifications to existing cars. However, the Scuderia Ferrari produced a brand new 312T2 car, number 027 in the series, and this was given to Regazzoni.

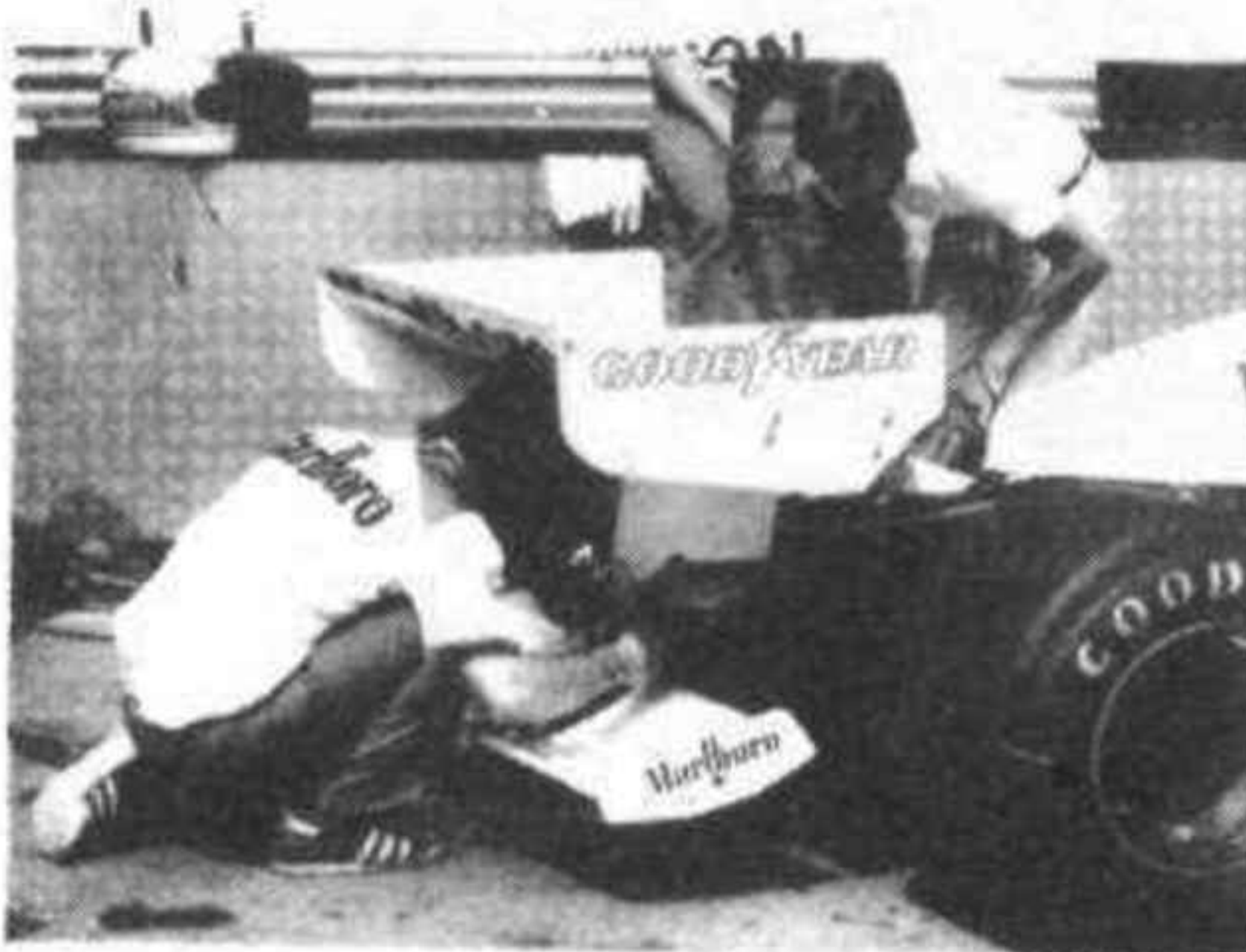
The first of the T2 cars, number 025, was relegated to the role of "muletta" or the team spare. Lauda was still with his usual car, number 026, and as his chief mechanic said: "Is a good car, why change it?" The configuration of the T2 remains unchanged, though the engines were using long tapering megaphone exhaust pipes of smaller diameter than previously, presumably to improve the pick-up from slow corners. During the first practice the Ferraris had a thin plastic-coated

wire mounted an inch or two ahead of the leading edge of the rear aerofoil, to disturb the air flow and lower the skin friction across the aerofoil.

The pair of six-wheeled Project 34 Tyrrells were as raced in Belgium, except for a complete absence of any form of air-collector box on the Cosworth engines, the V8s using short trumpets on the intakes almost like the first series engines of 1967. Derek Gardner was out and about again, after his Spanish illness, and was keeping a motherly eye on his two remarkable cars. As stand-by there were two four-wheeled Tyrrells, 007/6-4 and 007/4. With Indianapolis clashing with the Monaco GP Mario Andretti was missing from Team Lotus so the John Player lot had only one car, number 77/R2, for the Swedish driver Nilsson. At every race there seem to be more Alfa Romeo men than before, fussing around the Brabham-Alfa Romeos, though we ought to call them Ecclestone-Alfa Romeos, for Jack Brabham would surely never have got himself involved with such a dead-loss engine. This time an Alfa Romeo gearbox specialist was lurking about, for the Milanese factory had made some 6-speed gear clusters to fit into the modified Hewland casings. The "lighter monocoque" car BT45/3 that Pace bent in practice in Belgium, had been repaired and was the team spare, the Brazilian having BT45/1 and his Argentinian team-mate the second generation BT45/2. March Engineering's A-team had built a new car from the wreckage of Peterson's car after the Zolder race, starting with a brand new monocoque, and the result was a glistening rebirth of 761/3, while Brambilla still had what is ostensibly the first of the 761 cars. The March B-team were as usual, with Stuck in 761/2 and Merzario in 761/4, while a "set-of-travelling-spares" that almost constituted 761/5 were brought along.

McLaren Racing had their usual three cars, M23/8 for Hunt, M23/9 for Mass and M23/6 as the team spare, and during the weekend they dispensed with the engine air-collector boxes, keeping rudimentary guide vanes

behind the driver's head, and on M23/9 they fitted a two-piece aerofoil virtually under the back of the gearbox, in addition to the normal high aerofoil. The only obvious thing it seemed to do was gather oil drippings!



Gathering oil drippings!

Such is the hard commercial rat-race of Formula One racing that few people seem to notice that car number 14 is not seen any more, and we never did see car number 15. These were the permanent numbers allocated to the BRM team and the Stanley family, though cars and people seem to have disappeared without trace. Don Nichols' Shadow racing team were unchanged, except perhaps for slight tightening of the belts all round as financial backing still fails to materialise, while John Surtees' team look healthier every week, with new wheel-changing equipment showing sponsors' money well spent. Alan Jones was driving the usual TS19/02, while the first TS19 has been sold to Frenchman Henri Pescarolo, who has financial backing from a French toy firm, the car being repainted white with green lettering. Team Surtees' regular driver Brett Lunger did not have an entry at Monaco, though he was there as a spectator, and a new car is being built for him.

The rather lavish Walter Wolf Racing, which almost obscures the personalities of

Frank Williams and Harvey Postlethwaite, was in attendance with the Hesketh 308C/1 and the 308C/2, which is justifiably called FW05/2. Following the spectacular crash at Zolder the Nunn Ensign underwent a monumental rebuild involving a lot of all-night work for this keen little family-team, and their efforts, which rely on the "house-keeping money", must be making some of the big-money sponsors wonder whether they have been doing it all wrong. The list of invitations to the Monaco GP was arrived at by a very complicated process, which was decidedly illogical, but resulted in 25 drivers being on the list, of which only 20 would be permitted to start, these being the fastest 20 irrespective of any adverse weather conditions or *force majeure*. Austrian journalist Harald Ertl was on the list with his white Hesketh 308/3, as was Larry Perkins with the Dutch-owned Ensign called a Boro. Watson was there with the immaculate pair of Penske PC3 cars, concentrating on the earlier model for preference, and Emerson Fittipaldi was there with his brother's car, and Ingo Hoffman's car as a spare. The ex-World Champion's car was affectionately labelled "Rubber Duck's car". Last but by no means least was the Ligier-Matra of Jacques Laffite, its heavy sponsorship by the French Gitanes cigarette firm causing a lot of embarrassment to the French Television who were refusing to televise the race because of all the over-powering advertising that many of the cars were carrying.

The whole assembly of Formula One cars, with their huge articulated transporters and all the motor-caravans, were parked on the western side of the harbour, presenting a neat and compact paddock, the teams working in the open air under large canopies cantilevered out from the transporters. Those teams who could still afford to hire boats in the harbour contrived to have them moored alongside the paddock. Morris Nunn was wondering if he could afford to hire a rowing boat "just to keep up appearances and make it sound good", but decided the money was better spent on motor racing.—D.S.J.

European Letter

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

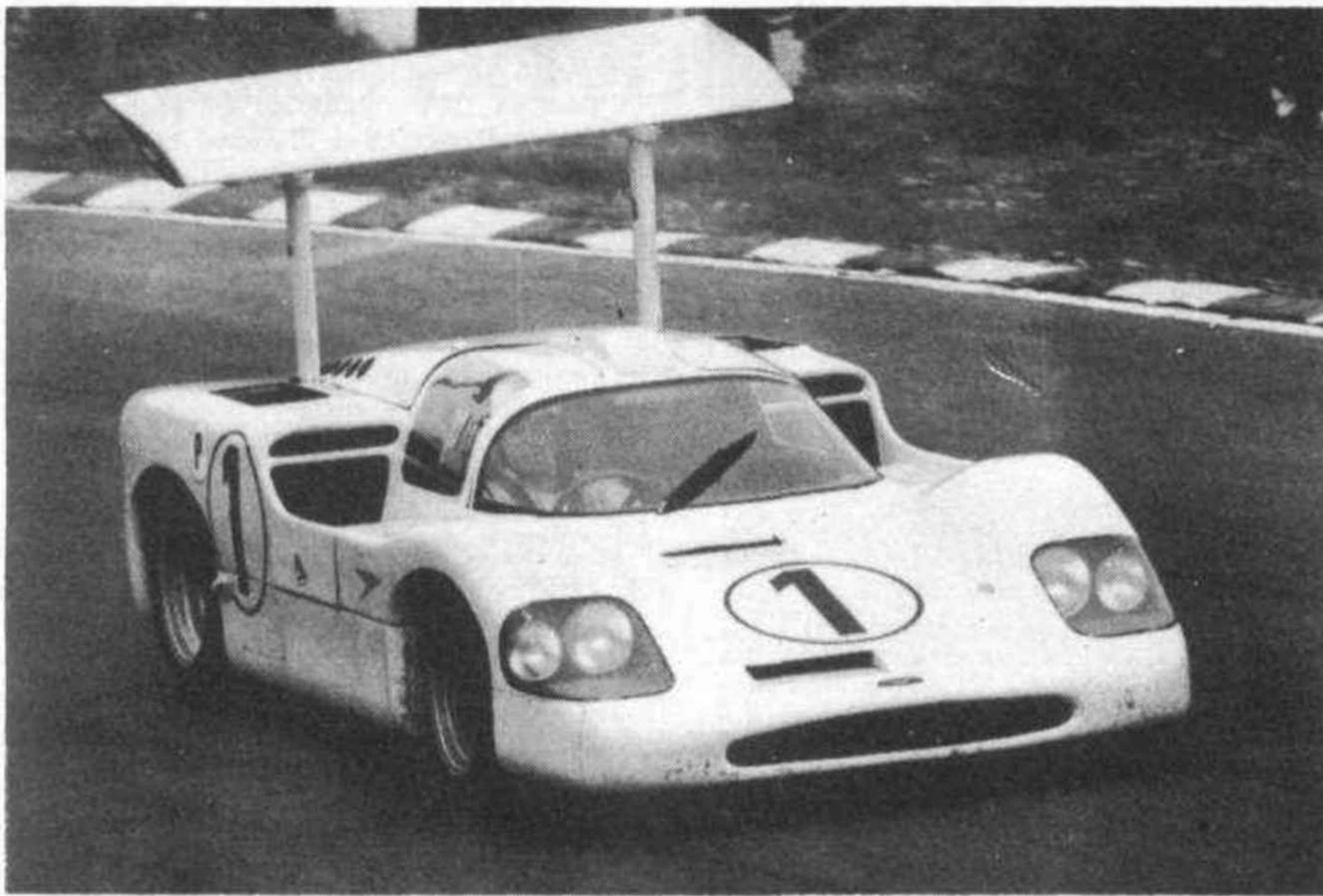
Dear W.B.,

It's not far off thirty years since I first went to Belgium under my own steam, for I am not counting a family holiday back in the 'twenties, and as I mentioned in a letter to you a year or so ago, I was intrigued by the first piece of motorway I encountered. This was the stretch between Jabbeke and Aalter which is now part of the main Ostende to Bruxelles highway. Recently I was meandering about in the north of Belgium, close to the Dutch frontier and following some "Diversion" signs (the Flemish word is unspellable and is unpronounceable), I suddenly came upon a brand new stretch of motorway, which like the 1948 Jabbeke-Aalter stretch, started nowhere and finished nowhere and I couldn't help thinking that things don't change much in Belgium. When we open a new stretch of motorway it seems to have a proper beginning and a proper end

and is clearly part of a system. I suppose in a few years time this stretch that I came across will be part of an overall scheme, but I often wonder about the administration behind such projects and why one section gets finished before others are even started. In a similar manner certain Belgian houses have always intrigued me, for you will see a single house with plain brick walls on each side looking as if it has been cut out of a row of terraced houses, yet there is never any sign of further houses being added. Presumably the original plans were for a row of six or eight in a block and the builder never went ahead with the idea. The odd thing is that the one solitary house always looks as though it was intended to be one of the middle ones, never an end one, like a slice of bread taken out of the middle of a loaf.

One of the things I enjoy doing is reading a map for pleasure, not with the object of route finding, but merely to browse through, like looking through a picture album. This invariably arouses my curiosity about a particular piece of road, a waterway, a forest and its tracks or a coast line, and while I

was at the Belgian GP at Zolder I was browsing through my map of the Province of Limberg and noticed "Automobile Museum" marked a little way off a fairly main road. This was just north of Hasselt, and had to be looked at for two reasons, one to look at the cars in the Museum and the other to find out why it was marked as being off the road, instead of on the edge of the road. It turned out to be in a large park and woodland laid out and organised for just about every outdoor activity you could imagine; what is called in modern talk, "a leisure centre", though not my idea of leisure for any of the advertised activities would have worn me out very quickly. Unfortunately, these organised leisure centres never seem to offer any off-road motorcycle activity, not a scramble or moto-cross course for tearaways, but a small hilly trials area where you could enjoy a balancing act or a touch of the "slant artists" at 30 m.p.h. and with very little fuss. Like having a putting green where you can enjoy the odd half hour, without the need for a full-scale golf course. Anyway, this Automobile Museum was buried deep in the woods signposted along gravel



"... the days of the Chaparral ..."

paths and there in a vast clearing was a building that made our National Motor Museum at Beaulieu look like a light engineering factory and the Donington Park Museum look like a collection of army Nissen huts. Goodness knows what it cost to build, but it is truly magnificent, and it houses the Mahy Collection, this Belgian gentleman having been collecting cars for a very long time. Unfortunately the exhibits do not do justice to the building, for most of them, while well presented, come under that category, coined by "One Track" in *Motorcycle Sport*, of Grey Porridge and if you don't believe there are shades of grey, you should visit the Mahy Museum. I had long forgotten that so many dull cars have been made over the years. One thing about Beaulieu is that there is immense variety in its exhibits, while Donington Park staggers the visitor by the excitement of the exhibits. Naturally the Mahy Museum features the Belgian-made cars very strongly, with lots of Minervas, Imperias and FNs, but it also depicts the Belgian motoring scene by way of the popular imports from Great Britain, France and America. The normal motoring scene in Belgium was never very enthralling, like Italy or Switzerland, and this Museum unwittingly reflects this. One of the nicest exhibits was a reconstructed scene of how old cars used to be found, with an Edwardian saloon of some obscure make in a hay barn, derelict and covered in old bicycles, straw bales, fence posts and all the junk that gets heaped into an open-ended barn on a farm. There were signs of chickens nesting on the driver's seat and rats and mice obviously were resident in numbers; in fact, a live hen hatching out some free-range eggs would not have been out of place and would have been the ultimate finishing touch. All this in the corner of a marble and glass palace that made you feel you should remove your shoes before entering the front doors. I think the reason for feeling a bit disappointed by the overall collection was that it was not laid

out to tell any sort of story or to follow any sort of theme, or if it was it escaped me.

In complete contrast was a visit I made to Bristol, during a weekend "back on the mainland of Europe". I had gone westwards to watch power-boat racing in the harbour, sponsored by the Embassy cigarette branch of the W.D. & H.O. Wills tobacco family who have close ties with the western sea port, but I took time off to visit the *SS Great Britain*, the great iron ship built by Brunel in 1843 and the first propeller-driven ship to cross the Atlantic. Having been retrieved from the Falkland Islands in 1970 it is undergoing a complete rebuild and restoration. When I have looked at railway engines being rebuilt by enthusiasts they have made vintage car restoration seem child's play, but the restoration of Brunel's great ship is something else altogether. For a mere 40p you can tour the whole thing, both inside and out, along specially constructed temporary walk-ways and all along the line are notice boards giving very thorough and well-worded explanations of what has been happening, what is happening, and what is going to happen, as well as a very full history of the ship from the time Brunel started the project. As an example of how to lay out something for public viewing, even while work is in progress, I thought it was superb and came away feeling it was the best 40p I've spent for a long while. What really impressed me was the thought of the work when the ship was first designed and built over 130 years ago. Anyone who has read L. T. C. Rolt's book about Isambard Kingdom Brunel will know that he was a remarkable man and to cross his bridges or travel his railways give you great respect for him, but to stand inside the stripped-out hull of the *SS Great Britain* put him into a different dimension for me.

On the power-boat racing scene I found the various engines rather fascinating, there being V6 two-strokes, 3-cylinder two-strokes, 4-cylinder two-strokes and some beautiful-

looking straight-six-cylinder two-strokes. There were also a couple of 2-litre Cosworth BDG engines which made me feel at home. In the boat racing world it is normal to give your boat a name, some being straight-forward, like Spirit of Venus, or Georgie Girl IV, while others are obscure like Rondetto or Chinthe. Some while ago I tried to encourage the world of Formula One cars to give names to the cars instead of serial numbers, like 312T2/027. Among the boats was one called "Iver-Con-Iver", which would not do badly for one of Frank Williams' cars, while another was "Ere-wee-go" which I felt would have been suitable for Brambilla's March, and how about "Sir Ducer" for James Hunt's McLaren?

The reason for having time to spare to visit Bristol at a weekend was a sad one, for it was due to the cancellation of the Group 6 Sports Car race at Spa. With only 12 entries received the Club had no option but to cancel the event and this made it very clear what a complete nonsense the CSI has made of long-distance racing this year with their *two* World Championship series, one for Group 5 "silhouette" saloons, and the other for "two-seater" racing cars, when the whole lot put together are hardly enough for a proper 1,000-kilometre race. Those of us who saw the great 1,000-kilometre races of a few years ago with a field of Porsche 917s can count ourselves lucky, and even more so, the days of the Ford GT40 and the Chaparral. I suppose in 10 years' time there will be those who look back on the great days of the turbo Porsche Carrera and the BMW CSL; my only worry is what they will be watching then.

Yours,
D.S.J.

Jaguar Tribute at Laguna Seca

JAGUAR'S Andrew Whyte informs us that this year's third annual Monterey Historic Automobile Races at the beautiful Laguna Seca Raceway on California's Monterey Peninsula will feature a special tribute to Jaguar, for which the organisers are attempting to attract many famous Jaguar racing cars of the past. This "gathering dedicated to the days when race events were fun" takes the form of races and exhibitions of pre-and post-war racing cars. It will be followed on Sunday August 29th by the 26th annual Pebble Beach *Concours*, possibly America's major *concours*, held at the Del Monte Lodge on the Monterey Peninsula.

Andrew Whyte can provide entry forms, should any readers want them. He can be contacted at Jaguar Cars, Browns Lane, Allesley, Coventry CV5 9DR (0203-34 2121). Additional information can be obtained from Steven Earle, M.H.A.R./Suite 101, 136 El Camino, Beverly Hills, California 90212.

Minor Matters

Mr. T. Newton, of 72 Coventry Close, Scunthorpe, South Humberside, informs us that he is in the process of forming an owners' club for 1948-1971 Morris Minors. Aptly, in the case of the earlier examples of this Issigonis small-car masterpiece, he has entitled the club Split Screens.

The MG Midget 1500

WHEN I felt a craving for some fresh-air motoring the other day and Pamela Wearing of Leyland Cars sought to dispense this by lending me an MG Midget 1500 it immediately rained for days on end. But at least this enables me to report that the hood and wind-up glass side-windows of the latest Midget keep the weather out effectively, with only very small gaps that no sports-car user is likely to object to, and that the hood is notably taut and drum-free. Someone from the office who used the MG for a local errand came back and said it had scarcely changed since it was first made, which is about the truth of it, if you overlook the ugly impact-massive front bumper, and the fact that the engine is now a 1½-litre instead of a 1.0-litre, which provides a top-speed of just over 100 m.p.h. and 0—60 m.p.h. pick-up in under 12½ sec.

Whether it is technically viable or not, a sports two-seater seems faster round corners and through traffic than most saloons. So I found this MG good fun, and also perfectly practical transport. The boot is small, true, and you have to get used to pulling out the heater knob to cut off the hot air supply. But everything functions very well, although there was a trace of sticky throttle. I used the little car with much enjoyment for more than 1,000 miles in ten working days, during which absolutely nothing fell off or went wrong. It gave 34.5 m.p.g. of 4-star and approx. 2,000 m.p.p. of oil. But what a pity this successor to all those different versions of the MG Midget down the years now costs £1,799 which, with a gp. 5 insurance rating, puts a heavy premium on this form of simple fun-motoring.—W.B.

That Le Mans MG Midget

FURTHER to the article on Lewin Spittle's Le Mans MG Midget which appeared in last month's MOTOR SPORT, it should perhaps be made clear that much of the work of rebuilding this historic little car was done by William Riley, of Station Garage, Tenbury. He did the detail work, wiring, and spraying, and subsequently tuned and did further mechanical work on the car. Since we tried the MG we are informed that its then-low performance has been traced to the gasket having blown between Nos. 2 and 3 cylinders and that fitting a solid copper gasket and larger valves from the bronze head has transformed matters. Incidentally, the car is run on Castrol GP50 oil, not a detergent oil as we implied, with small doses of Castrol R40 as an upper-cylinder-lubricant.

The MG's owner is anxious to trace the present whereabouts of the Le Mans Aston Martin, EMU 62, whose owner may hear something to his advantage if he will contact Mr. Spittle.—W.B.

Silver Bullet Re-Cap

WE HAVE received from Karl Ludvigsen of New York very favourable comment on the article we published last April on the unsuccessful Silver Bullet LSR car, in which he remarks that further technical information about this remarkable car, and the successful Golden Arrow, can be found respectively in *The Automobile Engineer* of 6/30 and May/30. He points out that the Silver Bullet



The Midget 1500—good fun and practical transport.

had parallel twin propeller shafts, not splayed shafts as we stated, and that the weight of 2,500 lb. was obviously a misprint, as the car weighed five tons.—W.B.

The Light Car & Edwardian Section of the Vintage Sports Car Club

THE Section Rally on the 6th June was run through beautiful country once again on what must have been the hottest day of the year.

The *Concours*, based on the state of the car and its driver/passenger, gave Brenda Rowley's Talbot a win in the Edwardian class, and Edward Riddle's GN came first in the Vintage section.

In the Rally proper the route was indicated by a couple of religious pigeons, under whose flightpath it would obviously be dangerous to pass as they commuted between church towers, and later by a dissected herring, but competitors found their way through these dangers and Simon Coates won the Lady Rachel Trophy with his Austin 7.

The AGM showed the Section to be comfortably solvent, and much joy was expressed at the success of members driving Light and Edwardian cars in the recent FIVA Rally, several winning awards.

Results of Light Car and Edwardian Section Rally:

Lady Rachel Trophy: Simon Coates.

Edwardian:

First Class: Mrs. Marcia Jeddere-Fisher (1913 Lancia).

Vintage:

First Class: Mrs. Sally Marsh (1930 Austin), Jeremy Collins (1921 Star).

Second Class: Ron Sant (1926 Clyno), Eddie Cox (1924 Humber), Mrs. Monica Gray (1925 Austin).

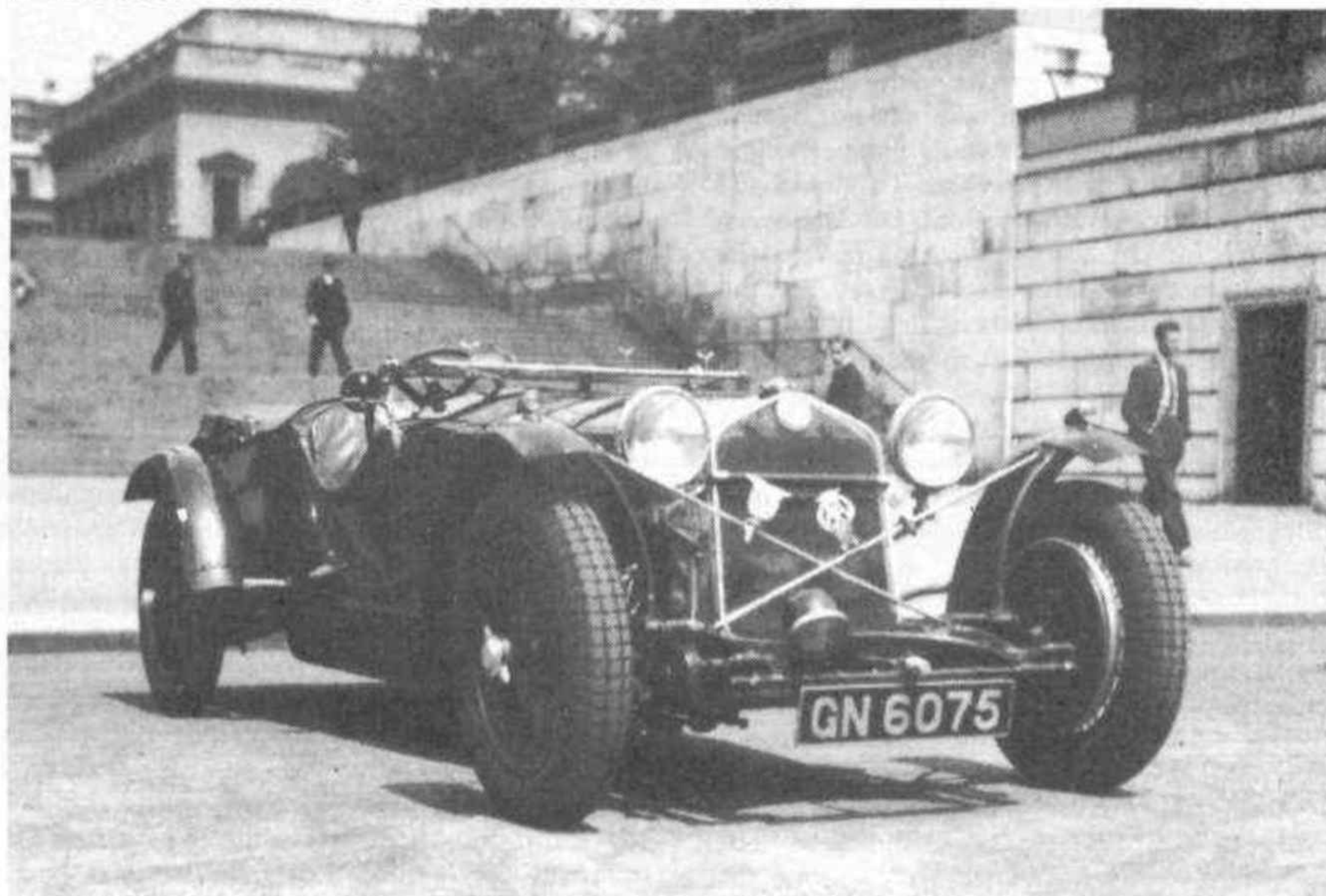
Third Class: Peter Morgan (1926 Humber), Roy Newton (1925 Swift), Mrs. Mary Marsh (1927 Austin), Ian Hall (1926 Humber).

Concours: Brenda Rowley (1913 Talbot), Edward Riddle (1922 GN).

At the end of this month MG Car Club members will be making for their Triennial International Rally in the Black Forest of Germany via linked meetings starting with the combined Dutch clubs' Zandvoort event. The Luxembourg, Frankfurt and Swiss centres will also be playing hosts en-route.

The Dellow Register reminds us of its existence and that it would be pleased to hear from Dellow owners who are not already members. The Club's Chairman and General Secretary is: John Temple, Douglas Temple Studios Ltd., 104B, Old Christchurch Road, Bournemouth, Dorset.

From the Archives—10



This 1931 long-chassis 4-seater Alfa Romeo, with 2.3-litre supercharged straight-eight cylinder engine was raced by Sir Henry Birkin and won the Irish Grand Prix in Phoenix Park at 83.8 m.p.h. The following year it was sold to a private owner who used it on the road and loaned it to MOTOR SPORT for a road test, during which time it was photographed in the centre of London. In road trim it was good for around 110 m.p.h.

Triplex Ten Twenty - a major advance in windscreen safety.



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FIVA
1976

THE *Federation Internationale des Voitures Anciennes* Rally brought to Harrogate in Yorkshire a most impressive assembly of pre-war cars. It was the first of these International events to be held in this country since 1963 and, apart from the competitors, who numbered 313, the majority of those associated with the old-car movement seemed to be present, in one capacity or another.

The responsibility of organising this gigantic historical feast, which included running it as a four-day competitive contest, entertaining around 100 crews, and accommodating and feeding upwards of 700 people fell on the frail but capable shoulders of Angela Cherrett and her husband. They coped admirably and the suitability and scenic quality of the daily routes, the vintage ones plotted by Geoff Winder and the veteran ones by the VCC, were highly praised. Harrogate made an ideal headquarters, the cars being housed overnight in three enormous Exhibition Halls and I was amused to find that Rally h/q was the Crown Hotel, to which I was posted by the MAP during the war, so that much of the war-time issues of *MOTOR SPORT* was written there! Michael Bowler was the RAC Steward for the Rally, riding his 1953 BMW R25 motorcycle, and among the officials was Cecil Bendall in his p.v.t. tubular-chassis Austro-Daimler drop-head. John Nutter was Chairman of the Organising Committee and used his big open vintage Bentley to good purpose.

It may be a very long time before another FIVA rally takes place here and it was not to be missed. So I set off in the BMW 520i, which had been given a set of new Goodyear G800 GP tyres for the occasion, and arrived to find the Exhibition Halls seething with activity, rather like a combination of preparations for an early 1,000-Mile Trial, a pre-war Brighton Run, or, as indeed it was, a notable VCC/VSCC event. Not only was I hoping to report something of the goings on, but I was to passenger Ron Barker on his splendid 60 h.p. Napier. Thus I viewed with distaste on the Wednesday heavy rain descending from a leaden sky.

Impossible, of course, to refer individually to every competing car. But there was much of interest to be inspected. The oldest entry, an 1895 Landry from Germany, was a non-starter, and the 1898 Stephens dog-cart also

The International VCC/VSCC FIVA Rally



The 1912 Fiat of G. Harley, Victor Ludorum winner of the Veteran/Edwardian section of the FIVA Rally.

failing to show up, Ted Woolley had Class 1 to himself, which he dominated in lofty isolation on his solid-tyred 1897 Daimler 4 h.p. phaeton. Looking round at random, I saw Lightfoot's toad-like 1902 25/28 sports Mercedes, Sinfield's expanse of 1910 six-cylinder 30 h.p. Panhard-Levassor tourer with Ducellier lighting, Tewes' 1916 Ford landaulette with luggage carried on its roof, Stoyel's so-covetable 1924 Lancia Lambda on 760 x 90 b.e. tyres, White's bright-yellow 1925 Rolls-Royce 20 with tumble-home tourer body, and a 1928 Model-A Ford from Germany with tarted-up Tudor body. Wachs had brought from the USA a nice 3½-litre Bentley VDP drop-head, which a small passenger seemed intent on demolishing. I liked Olsson's 1920 Stutz Bulldog tourer with ornate headlamp glasses and a badge proclaiming it to be "The car that made good in a day".

Price's Bugatti 57SC Atlantique coupé slightly damaged its streamlined wings on the second day, driver-vision perhaps not quite appropriate to tight cornering, a 1929 Brooklands Riley seemed to be embellished with brass strips, and the Conways brought two of their Bugattis, one big story being how a "Black Bess" front axle had been discovered on a trailer at Molsheim and brought over for Hugh to give to Arnold-Forster, who has for some time been rebuilding the second of these big chain-drive Bugattis to have survived. There were many other fast cars there, like the Straker-Squire, Corner's recently-acquired black-and-yellow Type 55 Bugatti, once converted to pre-selector but now with the correct cogs reinstalled, the 1914 TT Sunbeam driven by Crossthwaite, with Mrs. Corner riding as mechanic, and Gerry Palmer's 1924 Targa Florio Mercedes, towed driverless on a bar to the start but soon to retire with

loss of power in one or more cylinder.

Napiers were out in force for, apart from Barker's Sixty, Lord Montagu had the 65 h.p. 24-hour replica, Grosmark the ex-Barker 1909 30 h.p. cabriolet, and Black had brought the enormous 1908 45 h.p. Victoria, a car once in the Harrah Collection. Then Rowley had the Th.-Schneider, Mrs. Mitchell the Alfonso Hispano-Suiza (with wash-basin in its tail), the Coventry Museum o.h.c. Maudslay carried *Motor's* reporter and there was a nice Hotchkiss tourer of that year, with a well-louvered barrel-shape bonnet. Milligen turned up in an impressive 6½-litre Bentley with Barker 2-seater body, which he said was good for the oil refineries, a contrast to the three 499-c.c. single-cylinder Hanomags, all 1926 models, one a coupé with window curtains that later shed its undertray; these German breadline cars have square water jackets and hold more coolant than petrol. A brave entry was the SCAP-engined BNC with Cozette carburetter and supercharger. A 1917 twin-rear-tyred Fiat 15/20 wagonette provided even more variety, some cars had pet names, like "Canarino" on a 1910 Bianchi and "Tiddley-Pom" on Mrs. Kitson's 1913 GWK, its twin-cylinder engine saved from a farmyard. Smith's 1914 30 h.p. Cadillac landaulette was electrically replete, with 2-speed back axle controlled by a little switch on the driver's door, voltage regulator, overload cut-out, ignition by h.t. coil and trembler coil, with automatic advance and retard and, of course, a self-starter. Habgood's big 1914 Star torpedo tourer looked somewhat "fire-engine" and the best toad-car of all was Crabbe's 1906 45/60 Mercedes 2-seater, finished in naval-grey, its driving chains dis-

Continued on page 802

Castrol and Leyland Cars. Together again on the great road ahead.

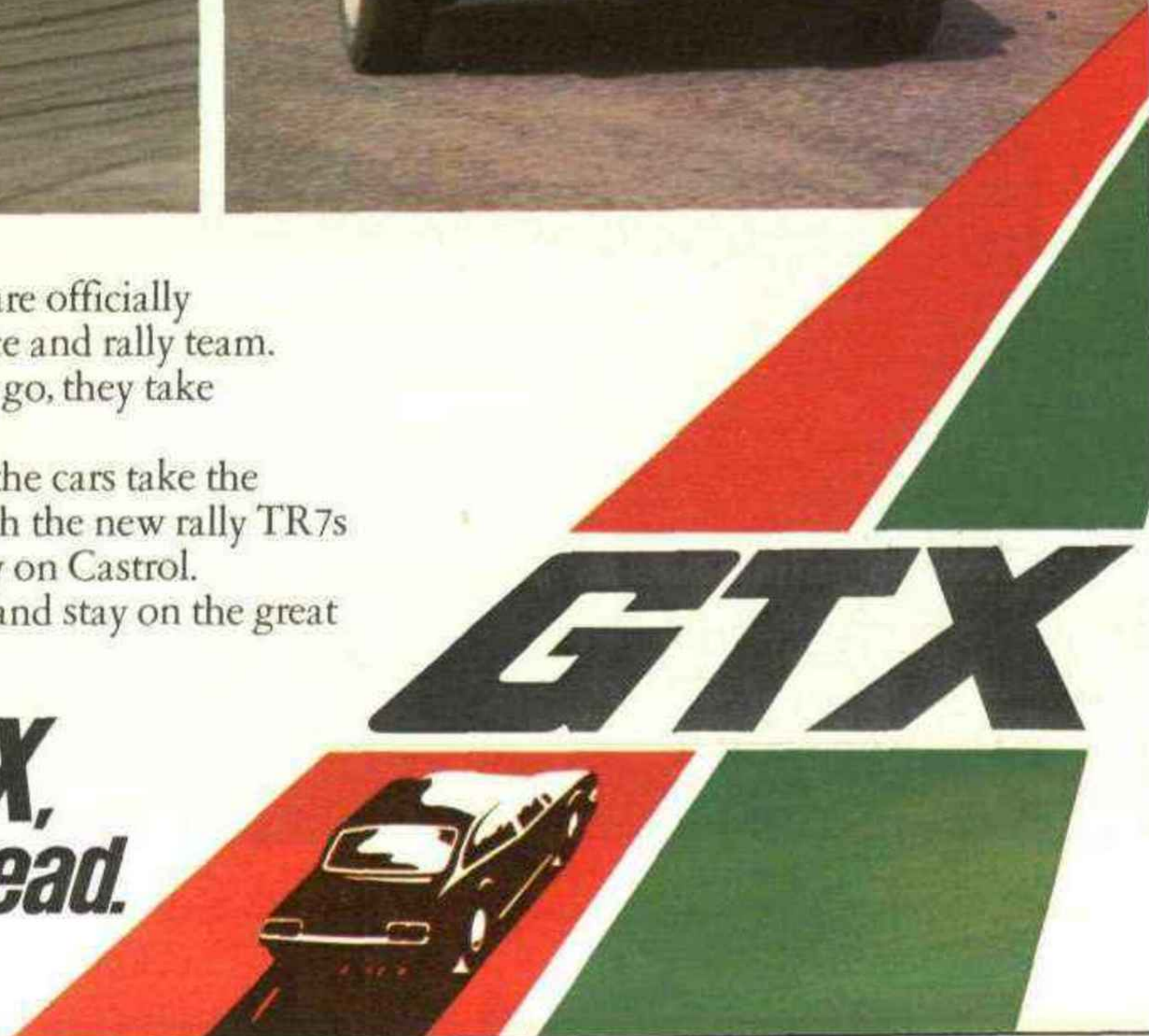


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With Castrol GTX,
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Oldest competitor in the FIVA Rally.—E. D. Woolley's 1897 Daimler.

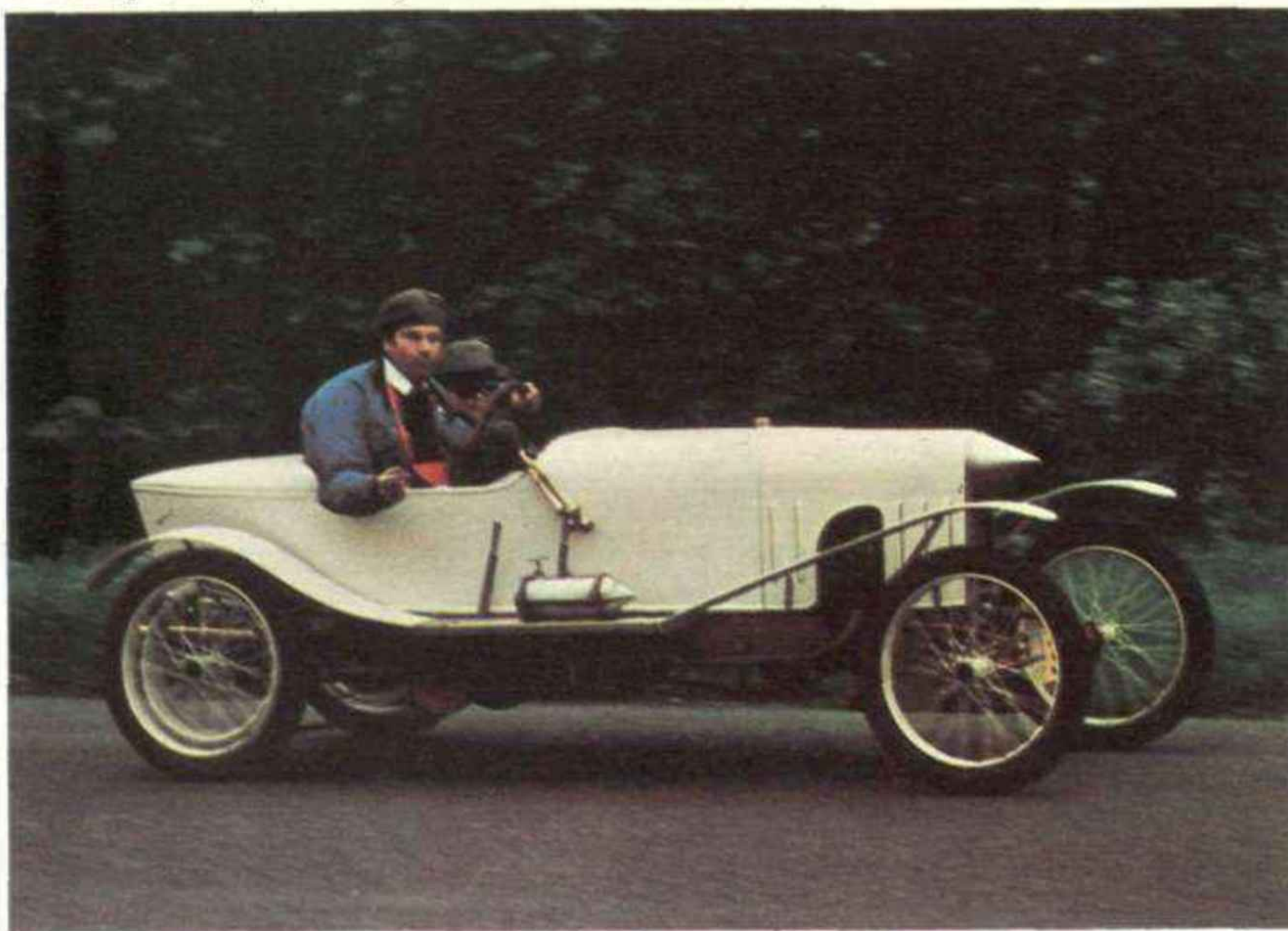
VCC/VSCC FIVA RALLY

Continued from page 800

creetly encased. One could continue such notes indefinitely . . .

The Rally was on the lines of those big pre-war rallies for contemporary cars. The road sections were long-distance regularity tests, with penalties for late or early passage through check-points. There were special tests at Tockwith and a hill-climb at Harewood House, the latter thinly disguised as another regularity test. The contest ended with a *Concours d'Elegance*, just as those pre-war rallies ended, with driving tests and a beauty show. The routes were long and tough, and differed for pre- and post-1919 entries. Crews of later cars had to face a 7 a.m. start on the first day. There were various jollies in the evenings, such as a Yorkshire Bank reception at which the drink, reputed to have cost £900, ran out before all those invited had arrived, a Rolls-Royce wine-and-cheese party (two R-R PROs were co-driving the 1905 two-cylinder Royce), and a number of dances

Staunch effort.—Tony Mitchell and his young son in the 1913 belt-driven GN, going well before it shed a push-rod from one cylinder.



which I ignored as having no motoring significance.

Thursday turned out fine and, sealed against the elements in my Functional storm-coat and pre-war flying helmet (maybe "Mr. Functional" is as deserving of a Wilson-accolade as "Mr. Gannex"!), I got up beside "Steady" Barker on the 1908 11.6-litre Napier. All day, over most enjoyable, peacefully empty Yorkshire roads, we were to be impeded by veteran, Edwardian and vintage cars unable to go quickly or holding back in deference to the stipulated 22 and 25 m.p.h. set average speeds, higher, incidentally, than the averages set for the moderns in some 1930s rallies. Fortunately, Barker is anything but a pot-hunter, so we disregarded such a restriction on our enjoyment and the Napier was made to press-on, although driven with discreet restraint, so that no-one was inconvenienced and not one "moment" did we experience. It had been driven some 200 miles to the start, with Peter Hull in the "hot-seat", but apart from having the brakes adjusted that evening, it required no attention. At first the radiator boiled over but this was temporarily cured by adjusting the fan-belt. "Steady" also insisted on removing a front wheel to grease a creaking hub on the Friday morning, but this was really an excuse to let other competitors pass the Napier, as it was fun overtaking them—especially the more staid and snooty Silver Ghosts.

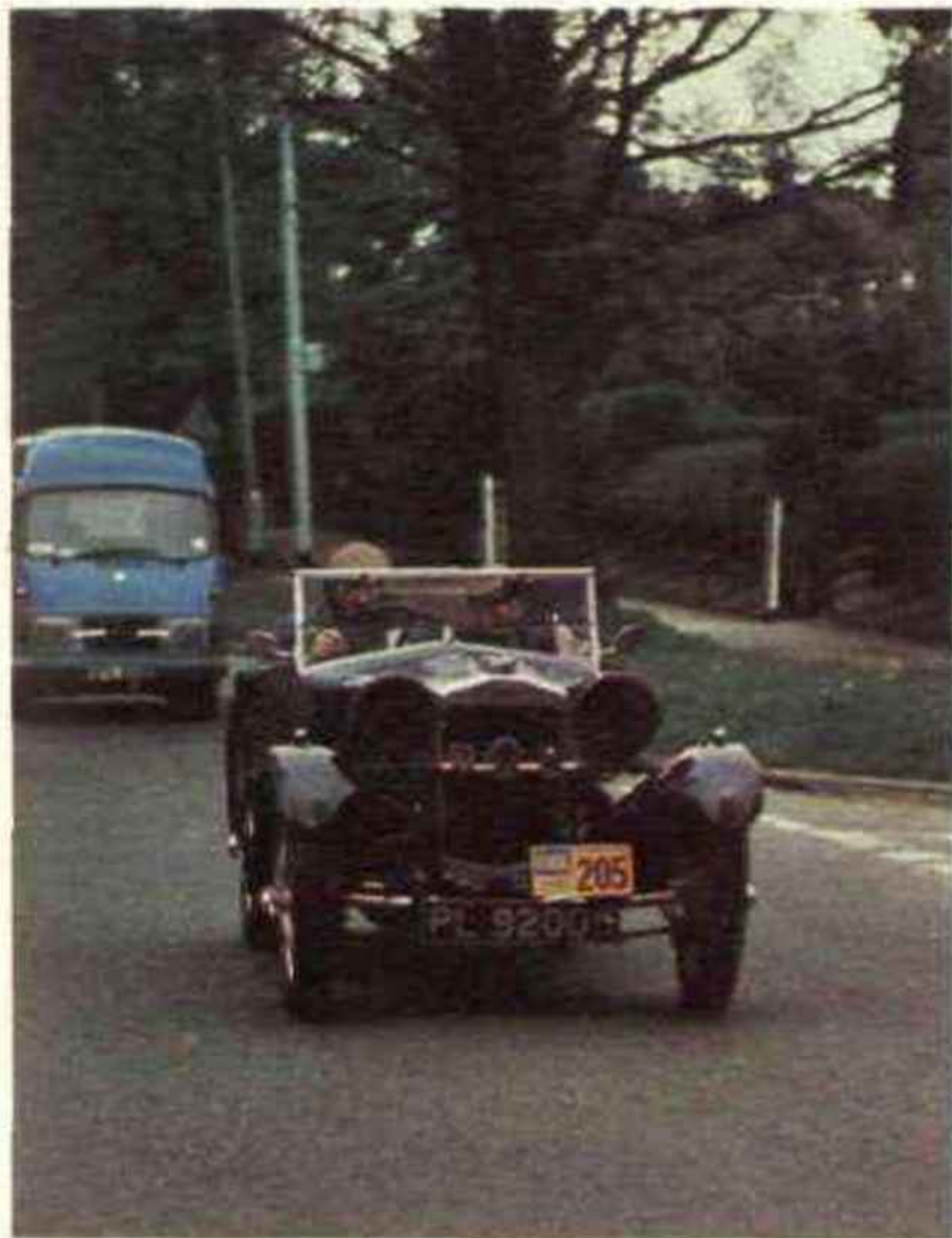
Although you sit in a bucket seat with no dashboard or grab-handles to hold, this is a perfectly comfortable way of travelling through the countryside, for body support is entirely adequate, the ride is excellent, and I was driven all the time with the greatest competence. Indeed, to ride on the Napier is one of motoring's great experiences. There is no wind-break above one's ankles, but I remained quite warm. At the legal speed-limit the great six-cylinder engine cruises at less than 1,000 r.p.m., and it will, in fact, pull

in top from as low as 300 r.p.m. Yet this Napier, so reminiscent of those that won fame at Brooklands and elsewhere (as this one itself did), is capable of over 80 m.p.h. in road-trim and the acceleration is quite remarkable for a 1908 car, even in top gear. Just before we ate an excellent buffet-lunch at "The Feathers" in Helmsley on the first day there had been dire rumours of a fearsome gradient to ascend. It certainly brought even some of the big cars down to a crawl. But the Napier climbed effortlessly and quickly, on third speed.

Thus did I enjoy this FIVA Rally, sitting high above the long, broad, green bonnet with its Edwardian lining, ahead of which rose the "water tower" on the Napier radiator that bears the proud inscription: "D. Napier & Son Ltd., ENGINEERS, Acton Vale, London, W." One could not wish for a better ride, in a rally of this kind, than on this great British motor car. Moreover, it was dry on the Thursday and Friday, except during the short run back into Harrogate on Day Two from the communal lunch-break at York (horse) Race Course. That was another enthralling day's motoring, over even more peaceful roads, past pastoral scenery, great mansions being glimpsed from time to time and a splendid view being obtained of Castle Howard, friendly onlookers encountered in the towns and villages. (Alas, Saturday broke with a cloudburst. So "Steady" decided not to take the Napier out—the advantage of not chasing awards. The weather was so bad that the veteran section of the Harewood "hill-climb" was abandoned.)

Not everyone had such trouble-free running as we did. It is impossible to recount all the incidents and adventures that befell other competitors in this ambitious rally. But Averil Scott-Moncrieff suspected piston trouble in her OM, James' 1923 Cubitt, imported from Australia and out after a long restoration, was stranded in remote country when its magneto packed up, and Lord Strathcarron's 1903 horse-brougham-bodied Georges-Richard went on fire while he was cranking it up, not realising that an automatic inlet valve had broken. The paintwork was blistered but no lasting damage done. One small Panhard-Levassor saloon had apparently boiled its radiator dry, two of the tiny Hanomags appeared to have disappeared, and Smith's single-pot Rover was making the sort of noise associated in writers' minds with the Gatling gun.

More serious was what befell a Frenchman, Richer's, 1908 15 h.p. Delaunay-Belleville, on the Friday. It was confronted at a road-junction by a modern Triumph, which it did its best to slice in half, suffering a bent dumb-iron and fractured n/s front spring in the process. But Appleyards repaired the damage in 3½ hours. Von Raffay's 1914 15 h.p. car of the same illustrious make had a puncture the previous day, the very helpful Police assisting in finding it a jack. Sinfield's 1910 Panhard was thought to have sheared a driveshaft, and Kirby's 14/40 Delage, having lost bottom gear, was, like the tiny De Dion Boutons, ascending the more severe hills in reverse. The aforesaid 1-in-5 climb stopped Titterington's Austin 7 and Malyan's 22/90 Alfa Romeo, which was balked, according to official handouts, and a Hanomag driver was



Comdr. Ivan Hill from Australia competing in the 1930 Frazer Nash he once owned, remaking its acquaintance for the first time since before the War.

seen to be walking up, beside his car. Tony Mitchell was going extremely well in his 1913 GN, which he was using for the first time as a (belt-driven) road car, prior to selling it, accompanied by his knowledgeable young son, when it went onto one cylinder on the second day's run. Unknown to him the push-rod and rocker-gear had blown out. But thanks to a farm worker who found a piece of this in a field beside the road and was about to post it to h/q, Tony, returning with his trailer, set about a roadside search that revealed the remaining pieces. Calder's "Dr. Finlay" 1913 12/16 Sunbeam suffered from failure of a new Dunlop b.e. tyre on the o/s rear wheel, but the Vintage Tyre Suppliers' Morris Com-

PVT Victor Ludorum winner.—P. Selwyn Smith's 1939 328 BMW, photographed on the road section.



mercial van was present to cope with such contingencies.

Doubtless, with some 269 cars involved, there were other tales of woe. But Felix Day was going well in his Frazer Nash, as was Ivan Hill, who had travelled from Australia to renew acquaintance with the 1930 Frazer Nash he once owned and which he had not driven for some 38 years. There was even a Datsun, a 1935 6 h.p. tourer, competing and, as this entry of cars from 1895 to 1939 is unique, I append a make-by-make breakdown of it.

- 29 Bentleys (0/29).
- 21 Rolls-Royces (8/13).
- 11 Sunbeams (8/3).
- 9 each Austins (2/7), Renault (8/1), Lagonda (0/9), Bugatti (0/9).
- 8 each Mercedes (including Mercedes-Benz) (4/4), Vauxhall (1/7), De Dion Bouton (8/0).
- 7 each Alfa Romeo (0/7), Delage (5/2), Vauxhall (0/7).
- 6 each Frazer Nash (0/6), Alvis (0/6), Panhard-Levassor (5/1), Morris (1/5).
- 5 each Lancia (1/4), Ford (3/2).
- 4 each Riley (0/4), Humber (1/3), Invicta (0/4), Napier (4/0).
- 3 each OM (0/3), Lea-Francis (0/3), Star (2/1), Adler (2/1), FN-BMW (0/3), Hanomag (0/3), Fiat (2/1), Talbot (2/1), Argyll (3/0), Cadillac (3/0), Rover (3/0), Delaunay-Belleville (3/0).
- 2 each Brenabor (1/1), Hotchkiss (1/1), Hispano-Suiza (1), Citroen (0/2), GN (1/1), Ballot (0/2), Benz (2/0), Wolseley (2/0), Daimler (2/0), Gladiator (2/0), Darracq (2/0), Straker-Squire (2/0), Maudslay (2/0), Belsize (2/0).
- 1 each of Salmson, Clyno, Hillman, Standard, BNC, Volvo, Tatra, Arrol-Johnston, Cubitt, Rapier, Datsun, Horch, Auburn, Voisin, Austro-Daimler, Stutz, Crossley, Isotta-Fraschini, Jowett, Triumph, MG, Calcott, Packard, and Chenard-Walcker (post-1919); Stellite, Swift, Th. Schneider, Stephens, Decauville, Delahaye, Pick, Century, Siddeley, Locomobile steamer, CGV, Clyde, Bianchi, Deasy, Wolseley-Siddeley, Thornycroft, GWK, Crouch, Robinson, Vinot et Deguingand, Alldays & Onions, Brasier, Stanley steamer, Zedel, Gregoire, Motobloc, Unic, BSA, Singer, Landry and Gladiator (1918 and earlier).

[NB.—Figures in brackets are proportions, pre- and post-1919.]

Notes on the Napier

I discovered this car in the village of Greywell in Hampshire during the war, where its then-owner, a Mr. Wilson, had laid it up around 1930. I took Barker



David Llewellyn's 1925 3-litre Bentley, outright winner of the Concours d'Elegance.

to its former resting place (we went, in fact, in his 1909 Napier), and later, after Mr. Wilson had died, he was able to purchase and resuscitate it, in the 1960s. This 1908 Napier has the L-head 5 in. x 6 in. 11½-litre engine like those installed, in more complicated chassis frames, in the 1908 French G1' team cars, which were disqualified from that race on account of having detachable wheels.

The chassis of the Barker car, known as the R-type, has conventional side-members and ½-elliptic springing. After Napier's gave up racing under S. F. Edge's highly-successful control this particular car was sold to Mr. A. C. Bird of Sutton Coldfield, the "Custard King". He drove it at Brooklands in 1910-11 and lapped at over 87 m.p.h. But he was beaten by a "works" Sunbeam in a five-lap Match Race, which may be why he afterwards raced Sunbeams. The Napier returned to the factory and was advertised for sale in 1914 as a sprint and hill-climb car. Mr. Wilson bought it and didn't lay it up until many years later, his sister driving a smaller pre-war Napier.

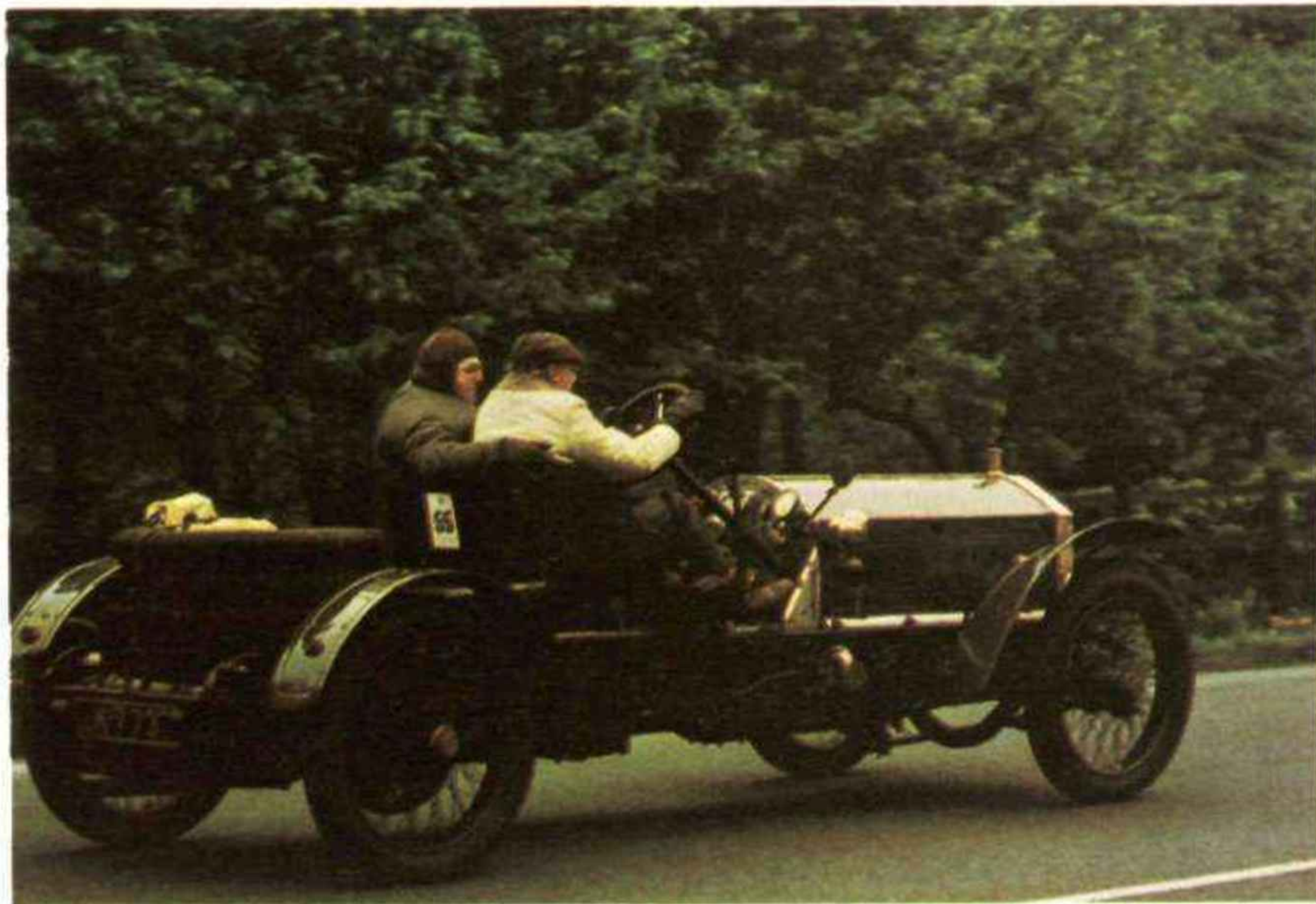
The six cylinders are arranged in three pairs, with the valves along the near-side. A Zenith RA48 carburetter is fitted, which is actually too meagre for the demands of the engine. This feeds via a complex inlet system, and an exhaust pipe extends from each port, into the front silencer. Ignition is by trembler coil and magneto, the latter added in 1910 to provide Napier's patented synchronised ignition. The trembler coil lives in the original mahogany box down by the passenger's feet. After the engine has been cranked a few times it invariably starts "on the switch", a thing about which Silver Ghost owners are apt to boast, when it works for them! The Napier's lubrication system is fully-pressurised and to this unexpected modernity in an Edwardian power unit must be added its ability to rev-up like a far more recent engine. Moreover, the oil pressure is around 40 lb./sq. in. when hot; Barker always uses Castrol R40, which is consumed at the rate of about 500 to 600 m.p.g. Two-star fuel suffices, fed from a tank of approx.

18 gallons capacity by air-pressure from a dashboard pump that hinges out of the way, but mainly from a camshaft-driven air pump. The fuel filler admits an adult's hand, so that the contents are easily finger-dipped in the dark (!). Fuel consumption varies from about 10 to 12 m.p.g.; on the rally drive we were getting the less-daunting figure. The engine was assembled without the $\frac{3}{8}$ in. compression-plates beneath the cylinder blocks, so the c.r. is probably around 4.6 to 1.

Silicon aluminium pistons are now fitted; the tubular con-rods had originally to be milled to give clearance when Napier evolved this long-stroke engine in conjunction with the standard crankcase. The drive goes via a 64-plate Hele-Shaw clutch running in oil. This is very smooth but if it heats up in traffic the clutch pedal has to be depressed to the floor to act as a clutch-stop, which prevents the plates from spinning. The four-speed gearbox has all indirect gears, with a 1-to-1 fourth speed; 1st gear embraces a $9\frac{1}{2}$ in. dia. pinion. The axle ratio is 2.0-to-1. The gears are delightfully close-ratio, and notably quiet, as Barker had to have new ones machined by Henry Meadows. The "signal-box" r.h. gear-lever works in a huge exposed gate, arranged as on a Bugatti, with top forward of third and outboard of the lower-gear positions. Reverse is selected by a separate small lever, which prevents a forward gear from being engaged while the car is going backwards, as the normal lever is then locked in neutral; nor can reverse be used if a forward gear is engaged. As the propshaft revolves the opposite way from normal the l.h. rear wheel lifts under torque, which is off-putting up Prescott. Outboard of the gear-lever is the equally-long handbrake, which pulls on. The transmission brake has been discarded, both foot and handbrake working rear-wheel brakes, via separate cams. They stop the car without squeal, juddering or drama.

The engine is, as I have said, extraordinarily docile, yet it provides most impressive performance. Power output must be in the region of 110 b.h.p. or more. Maximum revs are 1,800, with 1,600 r.p.m. available in top gear. Vibration comes in at around 1,000 to 1,200 r.p.m., or at about 52 to 62 m.p.h.—Edge's famous "Napier Power Rattle". Incidentally, the oil pressure only drops to 20 lb. at the idling speed of 300 r.p.m., from which this enormous engine will pull away in the high top gear.

Mrs. Neil Corner in the passenger seat of her husband's 1914 Grand Prix Sunbeam.



The 1908 11½-litre six-cylinder Napier driven by Ronald Barker in the FIVA Rally with the Editor of MOTOR SPORT as an intrigued passenger.

The wire wheels have Rudge centre-lock hubs and are shod with Dunlop 880 x 120 tyres—we had three spare covers piled up behind for the FIVA Rally, or a total of £320-worth of tyres and tubes! When Barker got the car the Napier Road Equalisers were missing, so he replaced them with Houdaille shock-absorbers, as on the TT Hutton but of a later pattern. The car is virtually a stripped racer, and weighs about 33 cwt. Yet there is a useful locker behind the seats and a platform between this and the spare tyres for luggage, and there are other lockable stowages under the seats and floor.

Lighting is by the Lodge Patent Car Lighting System, with a Lodge switchbox flanked by six friction buttons, and containing a big master-switch. A brass plate listing 1914 lighting-up times embellishes this switch-box. The brake and clutch pedals, lettered "Napier", are to the left of the accelerator. A bulb-horn is augmented by a foot-operated trumpet which functions under inlet-manifold suction. Down on the footboard the driver is able to cast the occasional eye over the little Napier oil and air-pressure gauges; higher up on the o/s there is an Elliott rev-counter reading 3, 5, 10, 15, 20, in r.p.m. calibrations, and it is a delight to see the engine working so easily at speed. The five-spoke steering wheel on its long column is devoid of kick-back; there are the usual quadrant levers in its centre and a mag-switch on the wheel hub. Very elegant and practical flared front mudguards are fitted and when the headlamps are left at home, as on the FIVA, there are Lodge side lamps for emergencies.

I know of no more covetable motor car from the great Edwardian days than this fine and formidable 1908 Napier Sixty. Its present owner has driven it to Le Mans, has used it on rallies, etc. and has raced and hill-climbed it. But apart from competitive fun-and-games, Barker finds it very enjoyable for ordinary

motoring, because it is so dependable and pleasant to handle and has such a very satisfactory performance.—W.B.

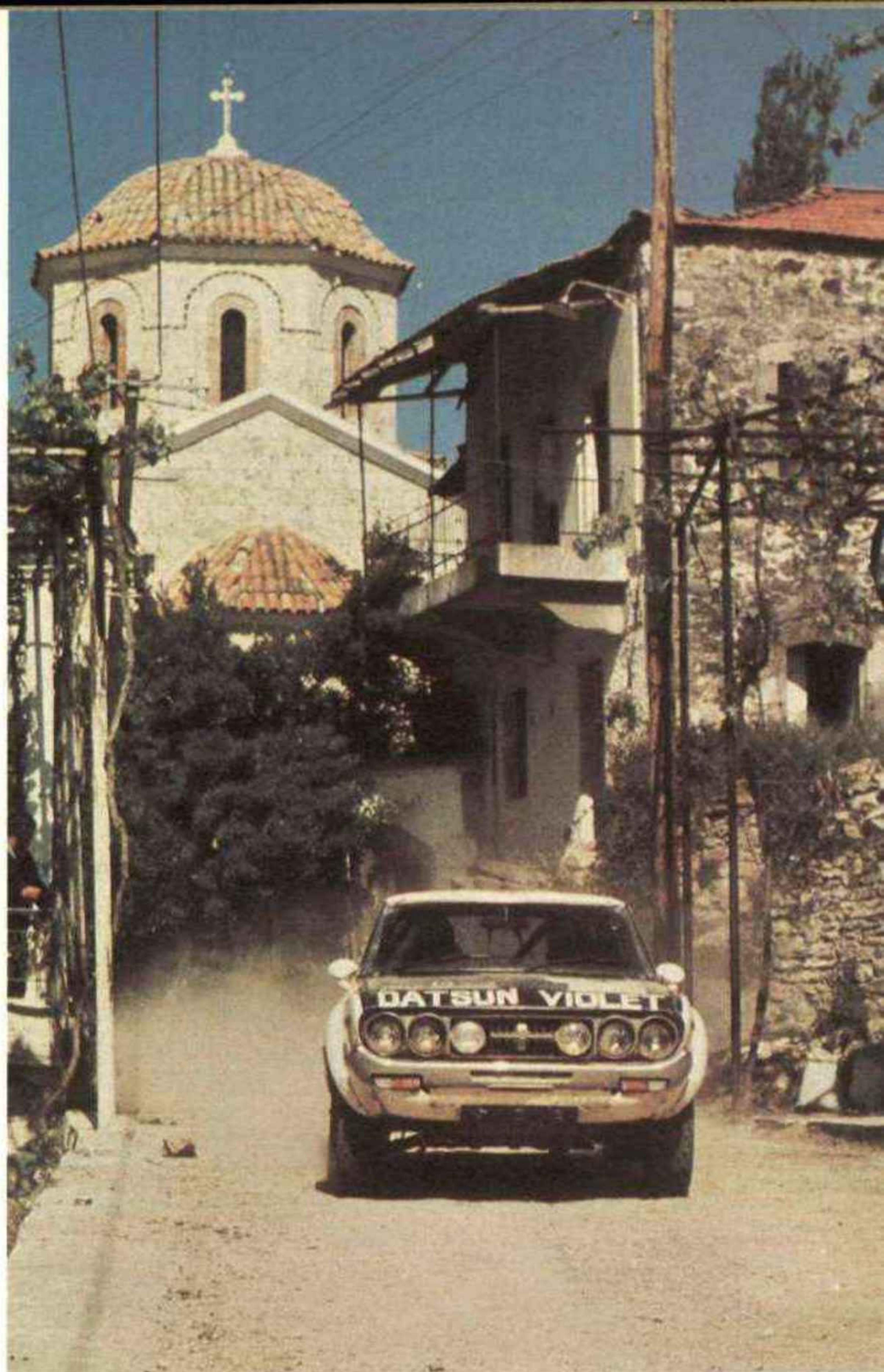
Results :

Veteran Victor Ludorum (Classes 1-6) : G. Hartley (1912 15-h.p. Fiat).
Vintage Victor Ludorum (Classes 7-10) : B. B. D. Kain (1929 Type 43A/44 Bugatti).
Post-Vintage Thoroughbred
Victor Ludorum : P. Selwyn-Smith (1939 328 Frazer Nash-BMW).
Concours d'Elegance (James Neil Trophy for best car) : D. W. Llewellyn (1925 3-litre Bentley).
Harewood Trophy (Car of the Countess of Harewood's choice) : K. Olsson (1920 Stutz Bulldog).

There were many other prizes and unofficial f.t.d. in the "hill-climb" was made by Harvey Hine's 1927 3/4½-litre Bentley.

FIVA Tailpiece.—The 499-c.c. single-cylinder coupé Hanomag, one of three competing, caused much interest.



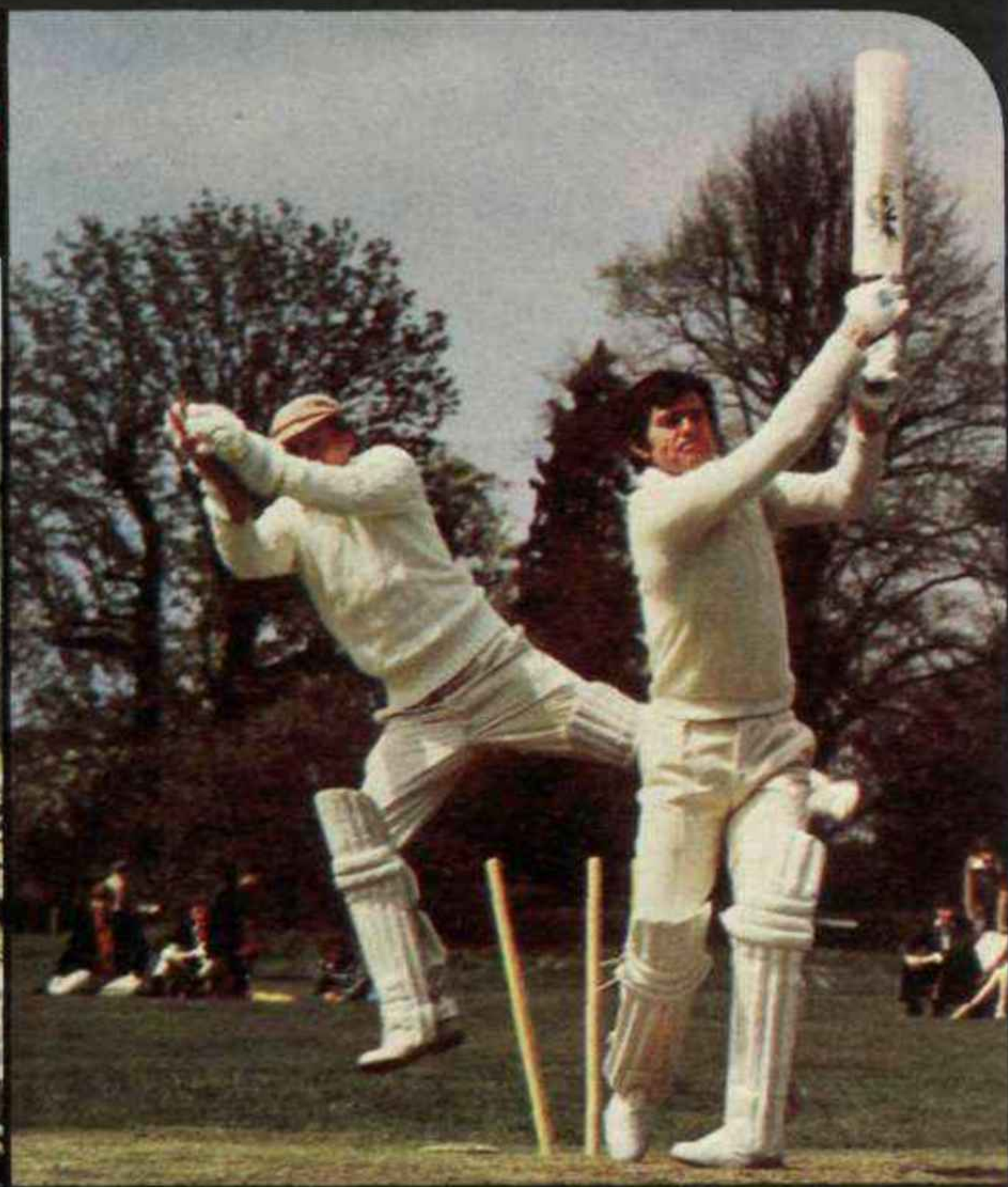


ACROPOLIS RALLY

PICTURED on the right passing through a Greek mountain village is the Datsun Violet of Harry Källström and Claes-Göran Andersson which went on to win after the Lancias, Toyotas and Alpines had dropped out. Above, Waldegård's Stratos emerges from a stage on a rim; Mikkola's Corolla went very well indeed at first, only to stop with a seized fuel injection pump. Ragnotti's Alpine A310 (below) led at halfway but later retired when a rear wishbone pin sheared and the wheel folded beneath the car.



Does your life contain more active ingredients?



Do you feel your deodorant or anti-perspirant can't keep up with you?

That your wife's is somewhat delicate? Your family's is probably for kids? Or that sprays with a masculine scent just turn to water by the end of the day?

Like you, we suspect you need a deodorant with something more in it.

So we've been pretty active ourselves; creating new Cossack Perspiration Control.

A male anti-perspirant with up to 50% more active ingredient in it than most aerosols.

Aluminium Chlorhydrate, the very stuff that controls wetness. Not to mention perspiration odour.

Now you don't have to feel you're living beyond your deodorant's means.

New Cossack Perspiration Control.
It's as active as you are.



Available in the larger branches of Boots, and chemists, and department stores.



SCOTTISH INTERNATIONAL RALLY

DESPITE A ROLL on the second stage, Russell Brookes/John Brown (*above*) pulled back up the field to take their first major victory from Roger Clark/Jim Porter (*below*) and Andy Dawson/Andy Marriott in their Datsun Violet (*above, right*). An "off" on the last stage of the event dropped Will Sparrow/Ron Crellin in the DTV Magnum (*top, right*) to eighth.





If we hadn't made an oil for him, we couldn't have made an oil for you.

The man in our picture is Eric Coleman. The vehicle is his 140 feet long road train. Fully loaded, it weighs 75 tons.

Eric has to drive it back and forth across some of the toughest, most rugged country in Australia.

It's unbearably hot, dusty, and many of the roads are no more than dirt tracks.

Protecting his engine is a tough job. But BP have the answer.

We've developed a special oil for extreme conditions like these, which gives his engine complete protection. In spite of the dust. And the heat.

As a major international company, we at BP solve difficult problems like this, all over the world.

Over the years we've produced

oils for engines that work in deserts. Frozen Arctic wastes. Steaming swampland. You name it. BP have been there.

And this is where your car comes in. All the research and experience that have gone into making oils for vehicles like Eric Coleman's, have helped us make the right oil for your car:

Super Visco-Static.

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

Use Super Visco-Static. The oil that contains one very special extra ingredient:

Know-how.

BP Super Visco-Static.

We made it the hard way.





GROUP 5 NURBURGRING 1000 KMS

THE NURBURGRING 1,000 Kms. saw another episode in the struggle between Porsche and BMW for the World Championship of Makes title. At the start (*above*) the Kremer-entered Porsche Turbo of Bob Wollek and Hans Heyer took a short-lived lead from the works Porsche 935 of Rolf Stommelen/Manfred Schurti and Georg Loos' Porsche driven by Toine Hezemans and Tim Schenken. Within an hour, the factory Turbo suffered the first of two distributor failures, while the Kremer car broke a driveshaft, but Hezemans/Schenken survived to take an eventual second place. Moral victors, after leading 35 of the event's 47 laps, were John Fitzpatrick and Tom Walkinshaw in the Hermetite BMW CSL (*pictured left*), but little over 30 minutes from the finish their car expired with a blown engine. Victory therefore passed to the Schnitzer-prepared BMW CSL (*shown below*) shared by Dieter Quester and Albrecht Krebs.





How Chequered Flag's Lancia Stratos beat the big boys. On Shell.

When the Lancia Stratos won the Mintex International Rally, it was the first major rally win for a non-works entrant since the 1971 RAC Rally.



Graham Warner, Chequered Flag Managing Director:

"One Stratos, two V6 Ferrari engines, a difficult parts situation... the Stratos is anything but boring. And it was a great kick watching the big names follow it home in the Mintex Dales.

"The Flag doesn't have the luxury of a works team back-up, and we all too often have to run individual parts longer than we should. That's the price we pay for running a one-off like the

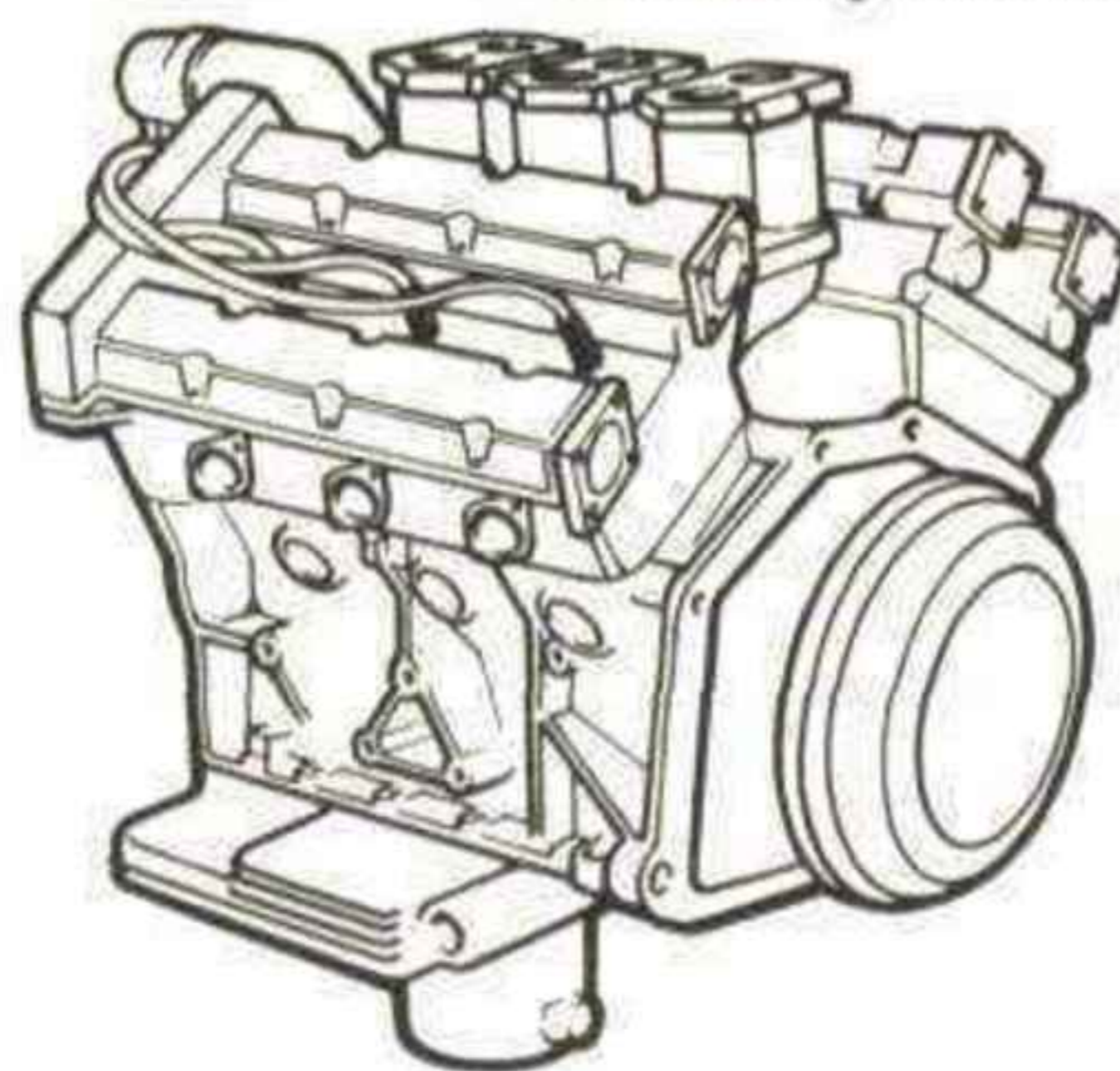
Stratos. It's hard enough getting the car to the starting line let alone the finish."

Wet Sump

"The Stratos is a tiny car. So the layout gives us problems. Most of our competition have dry sump lubrication which allows a much greater volume of oil to be circulated throughout the engine. So the oil keeps cooler.

"The Stratos' compact design means we've got to run on an ordinary wet sump, plus a heat exchanger, a set-up where the oil is both heated and cooled by the radiator. Not so effective as a dry sump system and damn hard on the oil when you're running up to 8,600 revs over the 580 mile Mintex distance. We're lucky to be working with Shell."

240 BHP 2.4 litre V6 alloy engine with D.O.H.C. per bank.



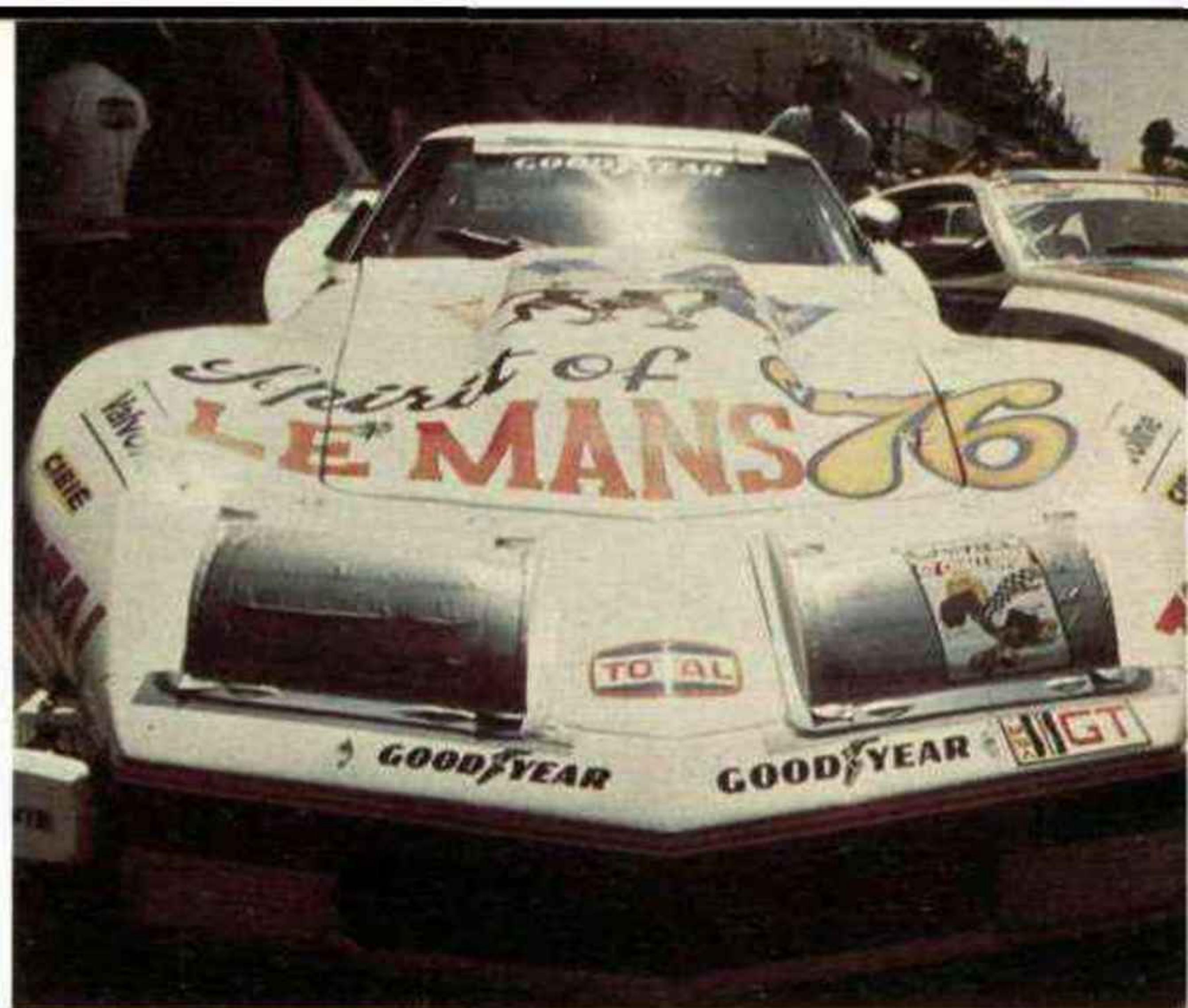
Consistent

"We can't arrange, or afford, a complete rebuild after every event so we need all the protection we can get. The Shell oil we use is straight Super Multigrade - nothing added - and Shell Spirax in the gearbox. We've worked with other oil companies but we came back to Shell, finding the quality of their oils have that edge over the rest.

"You can't judge an oil by anything but experience. We've got 20 years of it and we recommend Shell."

Shell Super Multigrade - performance protection.





LE MANS 24-HRS HAVING SET easily the fastest time during practice, Jean-Pierre Jabouille's Alpine-Renault took an immediate lead at the start (*above left*), heading Jacky Ickx's Porsche 936, Xavier Lapeyre's Lola-DFV T286, Brian Redman's turbo-charged BMW CSL and Manfred Schurti's Porsche 935 as they streamed down from the Dunlop arch towards the Esses. After nine hours, however, the Alpine retired with a broken piston, leaving an overwhelming victory to the works Porsche of Ickx and Van Lennep (*below*). A feature of this year's race was the variety added by a small American contingent, John Greenwood capturing the spirit of the invitation perfectly in his beautifully decorated Chevrolet Corvette (*top right*). In the closing stages, all the excitement came from a battle for second place between the Mirage GR8 of Lafosse and Migault and the private Lola T380 of Chris Craft and Alain de Cadenet (*above right*), the Lola losing the contest by a lap after a long chase.





MONACO GRAND PRIX WORLD CHAMPION Niki Lauda's triumph round the wheel of his Ferrari 312 (top left). In the early stages of the race (right) who is seen leading Regazzoni's Ferrari and the Tyrrell of Jody Scheckter. Fittipaldi's Copersucar-sponsored Fittipaldi FD04 went better than Laffite (No. 26) drove very well in the Ligier-Matra V12 but was overtaken by Mass' McLaren. The German thus benefited by taking fifth place. Bottom center is Hans Stuck (No. 34) who finished fourth. Bottom right is Gilles Villeneuve (No. 16) who finished sixth. Penske into Casino Square with Depailler and Regazzoni.





DN Niki Lauda scored another convincing Monaco Grand Prix victory on the narrow streets of the Mediterranean Principality on May 30th at the 1977 race. Lauda was chased by Ronnie Peterson's March 761 (top right), Emerson Fittipaldi's Ferrari F110 (top left), and Patrick Depailler's Renault RE20 (middle left). Emerson Fittipaldi was faster than usual (top centre) to finish sixth. Frenchman Jacques Laffite retired near the end of the race after a spin and a brush with the wall (car No. 12, lower right). The only March 761 to finish the race was Tom Pryce's seventh place Shadow DN5 leading Watson's coming up to lap them.



This year more cars than ever will be killed on the road.

Since the cost of motoring went mad, some car owners have taken to buying the wrong motor oils.

It'll be a slow death for their engines, but a certain one.

Out of thirteen makes of oil we tested in the lab at Duckhams (all bought at garages and motor accessory shops), ten failed to come up to standard in one way or another.

One claimed to be a 20W-50 and turned out to be only a 20W-40.

Another contained no zinc. Zinc is essential in engine oil, to prevent wear.

Eight didn't meet Leyland's low temperature viscosity requirements.

Which means that used in your engine, they could result in excessive wear, probable starting problems in cold weather, even outright damage.

Considering the money you've tied up in your car, you've got to use Duckhams on evidence like this. Duckhams doesn't just 'oil the works'. It guards against a whole range of engine-killers.

It helps stop sludges and lacquers forming.

It checks rust, because an engine produces around a gallon of water for every gallon of petrol burned.

It contains a special additive to prevent wear.

It has additives that make sure it flows and protects properly, whether the temperature is below zero or over 500°F (at the piston under crown, for instance).

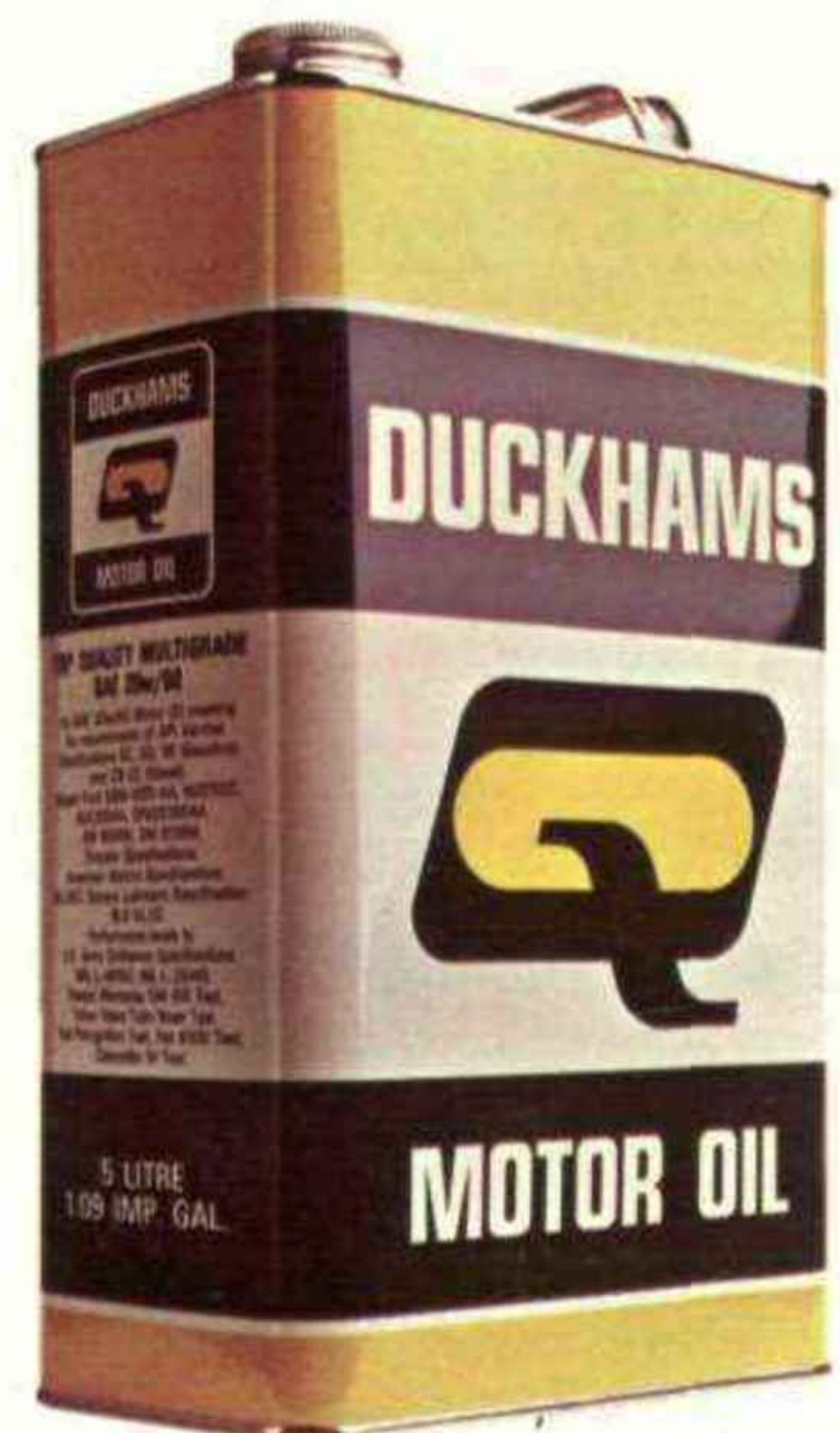
The result is Duckhams passes the toughest tests that Ford, Leyland, Mercedes, Volvo, Fiat, the leading car manufacturers, set for oil.

And passes them with plenty to spare.

It's the best chance you can give your car of living to a healthy, active old age.

**Don't let anyone tell you
all motor oils are the same.**

IF YOU'D LIKE TO KNOW MORE ABOUT WHAT AN ENGINE OIL SHOULD DO, PLEASE SEND FOR OUR FREE BOOKLET.
DUCKHAMS: THE HARDEST WORKING PART OF YOUR ENGINE. DUCKHAMS OILS, (DEPT. Q), SUMMIT HOUSE, WEST WICKHAM, KENT BR4 0SJ.





SWEDISH GRAND PRIX

JODY SCHECKTER put the Elf Tyrrell team back in the winner's circle at Anderstorp on June 13th when he won the Swedish Grand Prix at the wheel of his Tyrrell-Cosworth Project 34 (*below*). Above, Scheckter is seen on the winner's rostrum with his second-placed team-mate Patrick Depailler and Niki Lauda, who finished third in his Ferrari. Right, Mario Andretti raises Lotus hopes by taking the lead at the start from Scheckter, Depailler, Amon and Nilsson.





Description and Road Impressions

THE NEW ROVER 3500

Auntie's Sporting Great-Nephew Makes "Buy British" a "Must"

UNLESS I AM very much mistaken, June 30th, 1976, will go down in contemporary motoring history as the day that Britain put

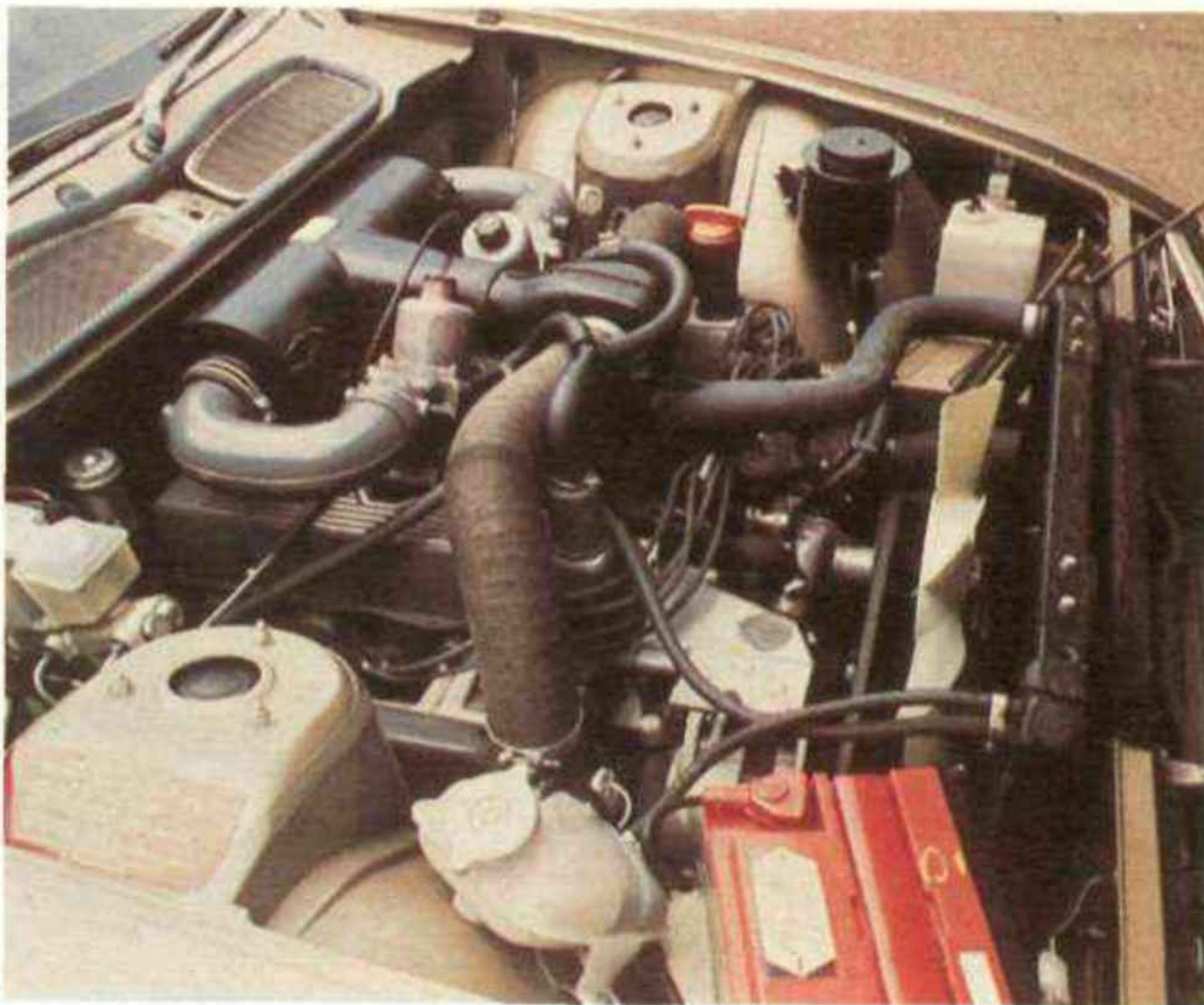
the plug in the tidal flow of medium-to-large-size luxury cars poured in upon us, in ever-increasing volume, from Continental motor manufactories. On that date (yesterday, to readers who receive MOTOR SPORT on its official publication day—who says monthly magazines are always late with the news?) Leyland Cars announced the totally new, in all but name and basic engine, Rover 3500. This 125 m.p.h., five-door, five-gear, five-seat, 3½-litre V8 saloon of thoroughly sporting demeanour and astonishing fuel frugality offers a specification which no Continental manufacturer can match. A specification which Continental manufacturers would surely persuade us was remarkably advantageously priced, if it was their product, at anything over £6,000. This new product from a purpose-built, 64-acre factory in Solihull, part of a £95 million

investment, can be bought for just £4,750. Amazing.

Whereas complexity was the key-note of the old P6 2000/3500 series, SD1, as this first all-new Rover saloon since 1963 has been known during its five-year gestation period, has simplicity as one of its virtues, reflecting the changed approach of modern motor engineers. The steel body is of monocoque construction, the de Dion rear axle has been usurped by a live axle and that over-complex front suspension has given way to MacPherson struts. This has benefited production costs, ease of servicing and weight, the last in relative terms, for this 26.9 cwt. car is 5¼ in. longer—at 15 ft. 5 in.—than the old model, while its 5 ft. 9 in. width is 3 in. greater, so consequently weighs 136 lb. more, in manual form. The engineering buck stopped at that Rover-bred genius Spen King, now Leyland Cars' Director of Engineering, while responsibility for the modernistically stylish, aerodynamically magnificently efficient (it has a drag coefficient of 0.39), body lay with David Bache, Leyland Cars' Director of Styling. Talking of bucks, Bache says that early clay bucks of the design were put alongside cars like Ferraris and Maseratis "and despite the fact that it was a fully practical hatchback saloon car and not a cramped Grand Tourer it looked perfectly in keeping". The reason I mention this is that the front corners of that rounded nose show unmistakable Ferrari Daytona influence—and who would complain about that? There is some Citroën and Lancia Beta resemblance too.

For safety, this striking shape has a crushable-end, rigid passenger cell structure for impact and roll-over safety, horizontal compression struts in each door, the fuel tank mounted ahead of the axle beneath the floor and a front-hinged bonnet. If these features should be tested, repair has been facilitated in collaboration with the Motor Insurance Research Repair Association. For anti-corrosion, there is full undersealing, electrophoretic priming, zinc-coated steel sills, stainless steel bumpers, a plastic front apron,

Engine accessibility is excellent. Note the viscous fan on this uprated, 155 b.h.p., aluminium V8, the MacPherson strut suspension turrets and pipework for the induction air-temperature control valve. A modestly quartic wheel and insular instrument binnacle dominate the interior.





an aluminised exhaust system and a system which feeds air from the heater intake chamber through the sill box members to prevent the build-up of corrosive damp. That injection-moulded plastic front apron acts as an anti-lift air dam, directs air into the radiator and contains the standard fitment auxiliary lamps. The inset, sloping headlamps are halogen Lucas H4, the rear lights incorporate high intensity fog guard lamps and reversing lamps and are crenellated, Mercedes-style, to avoid dirt built-up. A warning light indicates failure of any side, tail or stop lamp, a most useful feature fitted for the first time on a British production car. There are automatic warning lights in the trailing edge of each front door and mud flaps are standard, front and rear.

Apart from its many other virtues, of which more anon, the 3500 must have magnetic sales bait in its use of the five-door concept, paralleled in this sector of the market only by the Renault 30. The tailgate lifts high, assisted by gas spring struts. There is a vast, partially indented rear parcel shelf within; to give access to the boot, the rear half of this shelf hinges up with the tailgate, to which it is attached crudely, but effectively, by a detachable strap. The complete shelf can be lifted out to enlarge the already big boot, while the occasional grandfather clock can be carried by folding forward the rear-seat backrest to form a fastback estate car. If even that space is inadequate, lifting up two boards reveals a capacious, full-width spare-wheel well, which will be empty if the optional, now harder-wearing, Dunlop Denovo tyres are fitted. If there is a spare wheel lying flat in there, more usable space can be created by standing it vertically on either side of the well. Luxurious

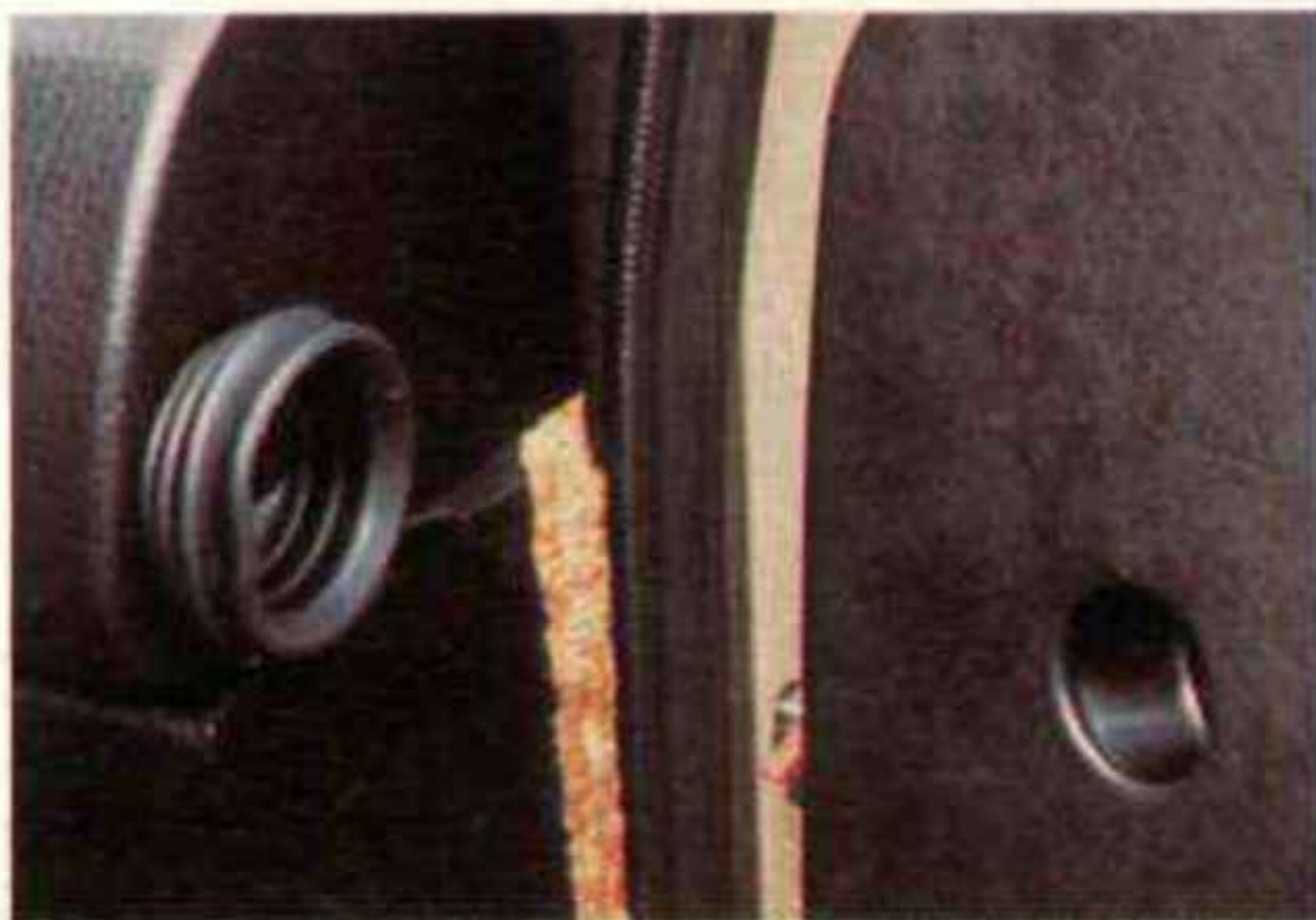
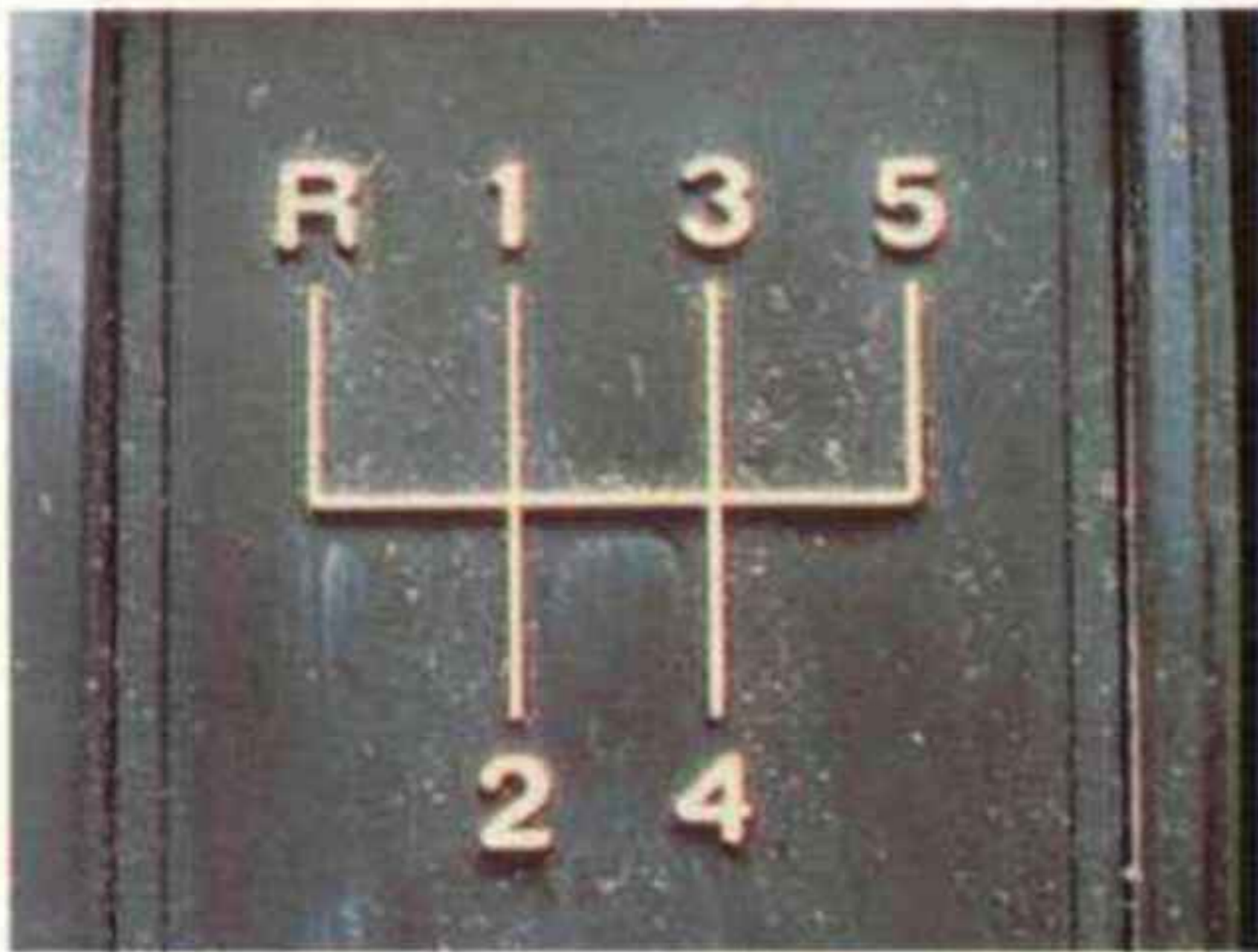
pile carpeting covers the entire boot—even the spare-wheel well and its covering boards. The only drawback to this versatile arrangement is the lift-over height of the rear tail panel.

Open the expansive, front-hinged bonnet and the view of the twin SU HIF6 carburetter-becapped, all-aluminium V8, illuminated at night by two automatic lights, will be familiar to even a Range-Rover owner. But the new car's engine, though still of 3,528-c.c. and oversquare dimensions of 88.9 mm. x 71.1 mm., is much improved. Maximum power is increased from the old 3500's 143 b.h.p. DIN at 5,000 r.p.m. to 155 b.h.p. DIN at 5,250 r.p.m., though accompanied by a fractional drop in torque from 202 lb./ft. at 2,700 r.p.m. to 198 lb./ft. at 2,500 r.p.m. Part of the power increase is released by allowing the engine to rev more freely, to 6,000 r.p.m., as against 5,200 r.p.m. in its old Rover form

and 4,750 r.p.m. in its original GM-Buick guise. To achieve this the valving in the hydraulic tappets has been altered, inlet and exhaust valves increased in size, valve springs changed and porting and manifolding improved. With space restrictions of the old body shell gone, Rover have been able to fit the much more efficient, extractor-phased exhaust manifold designed for the still-born, mid-engined BS sports car. There is Lucas electronic, contact-less ignition, too, energising Champion N12Y plugs. Another detail emphasising the many leaves which have been taken out of German books in this new Rover's design is the fitment of plug-in diagnostic equipment, using a magnetic transducer on the crankshaft damper. Further improvements in the engine itself involve the oil and water pumps, a narrowing of piston ring width to lower their inertia and the adoption of Leyland's award-winning air



Above, magnificent luxury for five can be transformed into estate car practicality for two. Right, the slippery shape has unmistakable Ferrari Daytona influence at the front.



temperature control valve on this manually-choked unit. Accessibility of plugs, carburetors, distributor, alternator and dip-stick is first-class.

Where Spen King is concerned, nothing is quite so straightforward as first glance might suggest. So you find that the live rear axle has a torque tube arrangement, anti-dive, anti-squat geometry and self-levelling, the last using the ingenious levelling damper units first developed for the Range-Rover. Further axle location is provided by trailing links and a rear-mounted Watts linkage; cushioning is provided by constant rate coil springs. The torque-tube means that only a fairly short, single propshaft is needed, which knocks vibration problems on the head.

For the front suspension, the nowadays "I wear all marque hats" King has utilised Triumph 2000 MacPherson strut experience for his beloved Rover. The tops of the struts swivel in ball-bearing mountings and coil springs are offset to give less "stiction". As per normal MacPherson practice, the anti-roll bar and track control arms locate the wheels.

Burman power steering is standard—and uses rack and pinion for the first time on a Solihull Rover. Mounted ahead of the suspension crossmember, it uses torsion bar sensing for progressive steering feel. Its 2.7 turns lock-to-lock for a modest 34.3 ft. turning circle add another star to the score you will find in my driving impressions which follow.

In some ways this *new* Rover appears a contradiction in terms of what the public in the past have been told is engineering advancement. Firstly, I've just written the de Dion axle out of the story (how many times have we been told that de Dion is the best means of rear axle control?). Now I shall dismiss rear disc brakes, about which Jaguar and Rover have at times done so much shouting—and owners and mechanics have done so much swearing. Thank you, Rover, for the outboard 9 in. rear drums (with efficient handbrake), ably backed by 10.15 in., non-ventilated front discs, serviced by dual-line hydraulics and a direct acting servo. Those drums have a pressure limiting valve, auto-

matically isolated in case of front brake failure.

In the cockpit

So often, the pre-announcement "blurb" and speeches thrust upon us motoring journalists by motor industry PR men are so much hot air fragranced by unfactual superlatives. Leyland are as good at doing that as anybody else. Rarely are we given a chance to sort out fact from fiction over lengthy mileages before writing announcement stories. Thanks to improved co-operation towards MOTOR SPORT from Leyland Cars, with whom we have not always seen eye to eye of late, I have been able to confirm both my own ecstatically enthusiastic reaction to my 200-mile Press launch drive and Leyland's own Press release superlatives with a subsequent several days and 1,200 miles of living with Pre-Production Vehicle No. 3, a Midas Gold, five-speed manual version of this new Rover.

Some idea of the extremes Leyland have gone to to beat the Continentals at their own game is immediately highlighted by the clunk as the key is turned in either of the front door locks; a Mercedes-style, not the less effectual Jaguar, central locking system it fitted as standard, whereby all doors and boot can be locked or unlocked at one turn of either front door lock. The boot can be locked or unlocked separately by key, if desired, all four doors have individual override locks and the rears have additional child-proof locks. Behind the pull-up interior door handle in his integral padded arm rest the driver has an all-doors over-ride lock button "for protection against malevolents", as Leyland put it. Unlike Mercedes', the Rover system does not control the key-lockable fuel-flap in the nearside wing, hardly an essential when self-service filling stations proliferate. Electric windows, as fitted to the test car, are one of the few extras available or necessary for this superbly appointed machine, which even has an excellent push-button, twin-speaker, Motorola radio as

Continued on page 825

Left, top to bottom: unusual reverse position in the 5-speed gear gate; the convoluted tube funnels demisting air into the doors; corner, courtesy Lucas and Ferrari; practical centre console arrangement; optional alloy wheel. Right, overtaken angle.



Tomorrow. Today.



The new Rover 3500.

We announce a car that sets new standards of design, comfort, safety, reliability and value.

The new Rover 3500 looks, feels and handles like a very, very expensive car.

Which it isn't.



The secret is simple, logical engineering. We've designed an advanced, aerodynamic car round a refined V8 Rover engine.

The combination gives you power: 0-60 in 8.6 seconds (manual), 9.0 seconds (automatic).

It gives you economy: between 24 and 26 touring mpg (automatic and manual respectively).

It gives you luxury and space. The new Rover is superbly appointed and has an assisted-lift tailgate that opens into a generous luggage area.

You'll find the new car at your Rover showrooms. You'll also find that it's protected by Leyland's Supercover, the most comprehensive after-sales commitment available to the British driver.

You'll find something else.

A price that makes you realise exactly why a Rover is such a sound investment.

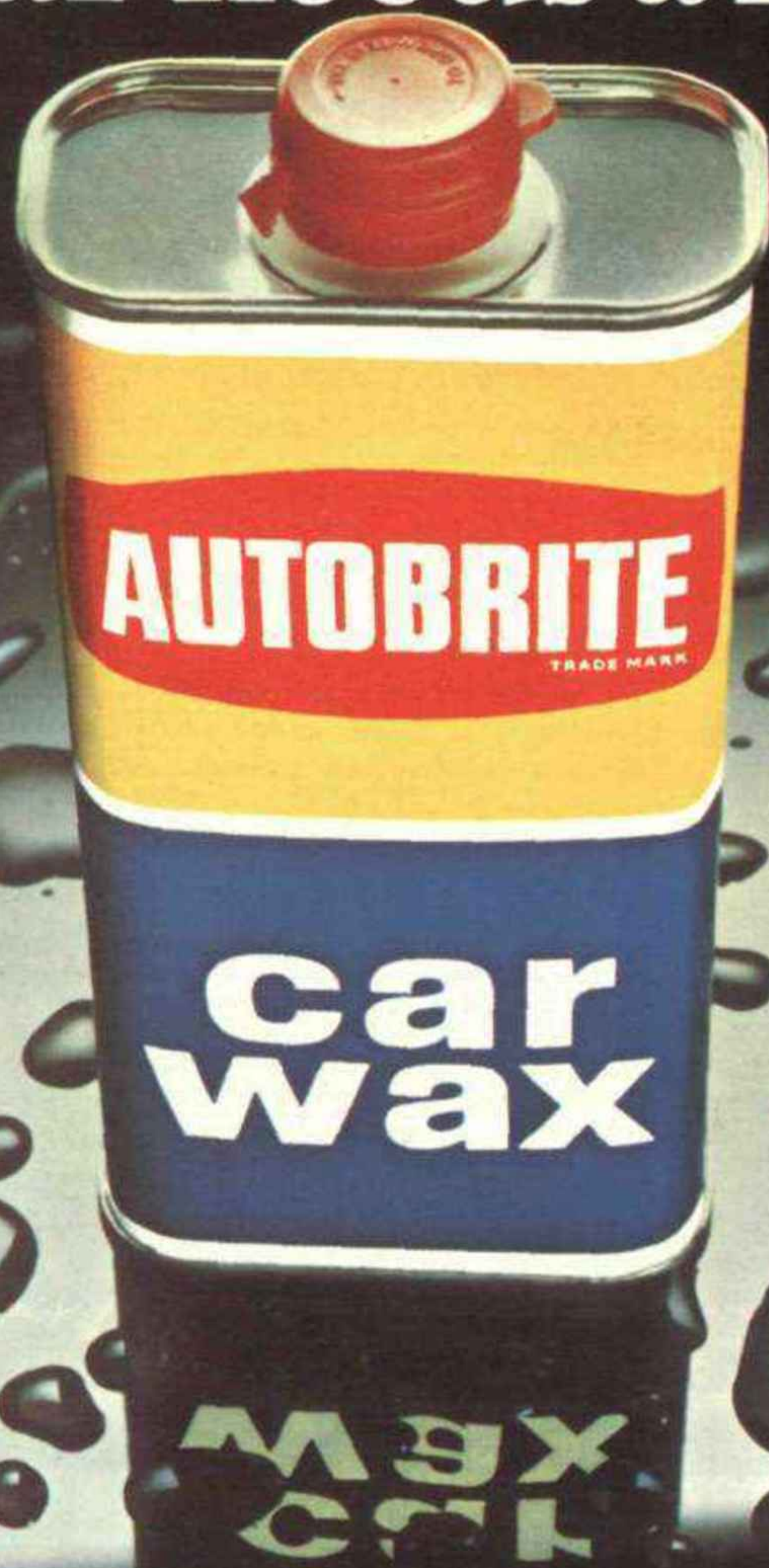


Tomorrow, wouldn't you rather be in a Rover?

*Speed and mpg figures from Leyland Cars Engineering Division.

Tomorrow's car costs £4,750.20 (automatic £149.76 extra) inc. car tax, VAT & front seat belts (delivery and number plates extra).

Every car needs a raincoat.



Autobrite car polish provides a film of rust inhibiting silicone wax between your car and the elements.

Even over rust-prone minor surface scratches.

It repels moisture like water off a duck's back.

Prevents the acid in rainwater attacking paintwork.

And the deep, long-lasting shine is not affected by repeated washing, even with detergents.

Autobrite is easy to apply. Just wipe it on, let it dry and polish.

With Autobrite's protective coat, your car will not only keep its good looks.

It will keep its value. **AUTOBRITE**

The Lancia Stratos V6

An almost civilised competition car comes to terms with the public road

MISSING THE CHANCE to drive our original Ferrari Dino V6 test car, I had determined that Lancia's lightweight twist to the 2.4-litre Dino theme would not escape my attentions. Those who have driven both cars, and there are few within our shores as only five such Lancias are known to exist in England, confirm my opinion that the Stratos can be a surprisingly good road car with a distinct extra edge in speed, owing to the lower weight of the glassfibre/steel monocoque bodywork, when compared to the Ferrari. However, judging from D.S.J.'s account (*MOTOR SPORT*, September 1971) of the Dino's 100 m.p.h. cruising abilities in the words: "you can converse quite normally at 100 m.p.h. and with all the windows shut there is no noticeable wind noise," there can be little doubt that the Ferrari was a lot more civilised! Another point to bear in mind when reading these impressions is that the immaculate test-car was adjusted to give the best road behaviour, whereas many other examples are "assessed" with roll bar, camber and caster settings that allow strong initial understeer.

While the Dino brought Ferrari and Maranello Concessionaires a lot of new customers, the Lancia Stratos exists purely as the expression of the Turin company's competition ambitions. Since the prototype made its *debut* at the Turin Show in 1970, the Stratos has changed a great deal, becoming the method by which Lancia have won the 1974 and 1975 World Rally Championships and adding a completely fresh dimension to rallying. The Stratos is a controversial car from the unique Bertone style to the way in which it has set a precedent for those who are determined to win in competition at all costs. You can be sure that rival team managers, especially those saddled with lumbering and elaborately modified saloon cars, are not filled with the same joy as expressed by spectators all over the World who witness Lancia's shrill, mid-engined, two-seater shooting through special stages as though it were a grounded and eccentric guided missile.

To legalise their Stratos project for competition Lancia had to make 400 such cars, the majority for sale to the public. Everything went wrong for Lancia. Exactly at the moment they had decided to release this ultimate conversion of competition potential into a saleable product the fuel crisis was rampant. Then, the ever-tightening safety laws ensured that, if they did find a customer, he would almost certainly have to be Italian, for the cars carried no E-marking crash programme approval certificate.

In June of this year, and a long time after production of new Stratos had ceased, British dealers on a factory visit reported that there



ONE OF the four Stratos on British roads, photographed shortly after its arrival in this country.

were still about 50 cars left.

In Britain there are four road cars and one severely charred rally Stratos. The latter belongs to Chequered Flag, of course, and they also own two road cars, the Group 4 winged model we tested being originally purchased from the person who imported it primarily to use as a guide when rebuilding their rallying Stratos after an earlier crash.

Surveying the prices quoted in the press recently, and in the few advertisements for these rare machines, one could be forgiven for thinking that only fools buy a car worth well under £10,000 for prices that have ranged as high as a reported £13,500. However, it would be as well to just caution less experienced readers that there is more to the appearance of a Stratos on a British dealer's forecourt than just driving out of Italy with a secondhand car and through the docks at

Dover.

There will always be those who pay for something rare and striking, and such people could well be delighted with the awestruck reaction of the public to Bertone's wedge profile. I have certainly not driven a car that created so much interest and, as Jenks said of the Dino, "it goes like it looks".

The Stratos is a very compact little missile, contained within 12 ft. 2 in. overall length, a bulging 68.9 in. width and an overall height of 43.9 in., all of which serve to make a Capri or Opel Manta look about as streamlined as a London taxi-cab. The body overhang at the sides is quite considerable, front and rear tracks occupying 56.3 in. and 57.5 in. respectively when the standard 7½K by 14 in. alloy wheels are installed. Lancia have resisted the temptations of odd-sized wheels and "space-saver" spare tyres, all the Michelin



rubberwear coming in common 205 VR14 type.

Although compression, at 9:1, and capacity, at 2,418 c.c., are the same as for Dino, maximum quoted horsepower is down by 5 b.h.p. The Lancia people quote 190 b.h.p. at 7,400 r.p.m. and 166 lb./ft. torque at 4,000 r.p.m. from the heavily oversquare (92.5 mm. by 60 mm.) V6, whose cylinder banks are angled at 65 degrees. As in the Dino the aluminium heads and iron cylinder block unit is placed transversely ahead of the rear wheels, using the same Dino transfer gear system to the five-speed gearbox, which is integral with the alloy sump.

Carburation is via triple Weber 40 mm. twin-choke instruments (IDF28 and IDF29 types): a choke is provided, and a hand throttle, but neither proved necessary during our tenure. Double overhead camshafts for

each cylinder bank are driven by Duplex chain. The engine's water cooling needs are looked after by a front-mounted radiator and electric cooling fans controlled by thermostat: no manual override switch is provided.

An hydraulically activated, 9 in. diameter clutch is installed ahead of the all-synchromesh, five-speed Ferrari gearbox. Ratios for this application are first, 3.554; second, 2.459; third, 1.781; fourth, 1.320; fifth, 0.986 and reverse 3.3:1. A limited-slip differential is installed with a final drive ratio of 3.824:1.

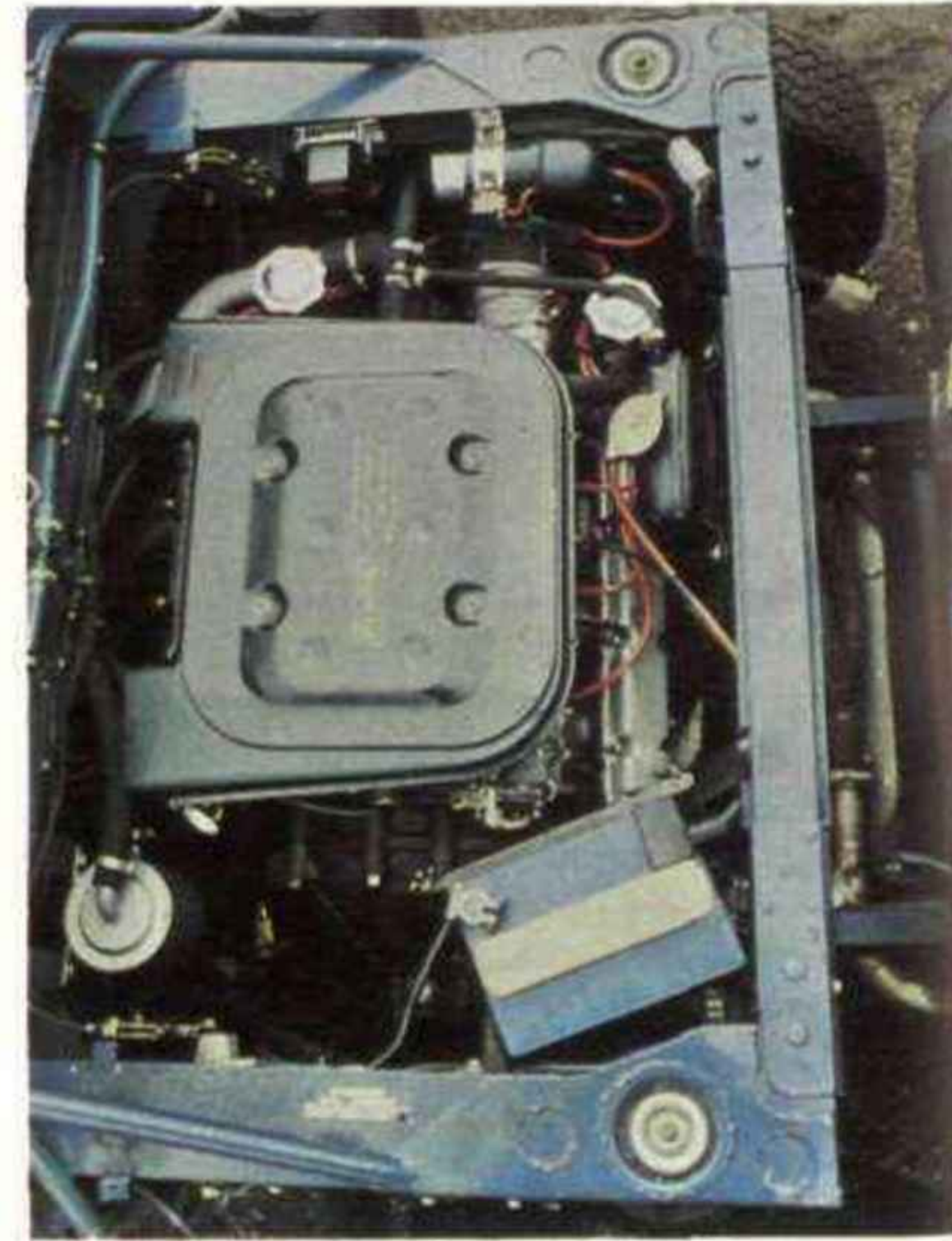
Ventilated ATE disc brakes of 9.9 in. diameter are fitted for all four of the smart gold alloy wheels from Campagnolo. No servo assistance is provided, or needed, in a mere 17.9 cwt. vehicle carrying the majority of weight on the rear wheels.

The suspension is an interesting cross between the need to use as many production

parts from the Fiat group as possible, and the desire to have the right principles in evidence to act as base for the competition models. At the front a combined coil-spring and shock-absorber unit acts on a single lower arm that is provided with a forward location strut and a single anti-roll bar, with a top-mounted A-section wishbone also installed. At the rear long coil-spring/shock-absorber strut units mount on an upright above the axle line, with a triangulated radius arm on the lower half of the upright to join the bottom A-section wishbone. A rear anti-roll bar is also provided with three adjustment-loading holes to utilise. Provision, as in the best racing circles, is made for adjusting every aspect of the suspension, though it is not always as speedy a task as one would expect in competition.

Continued on page 825

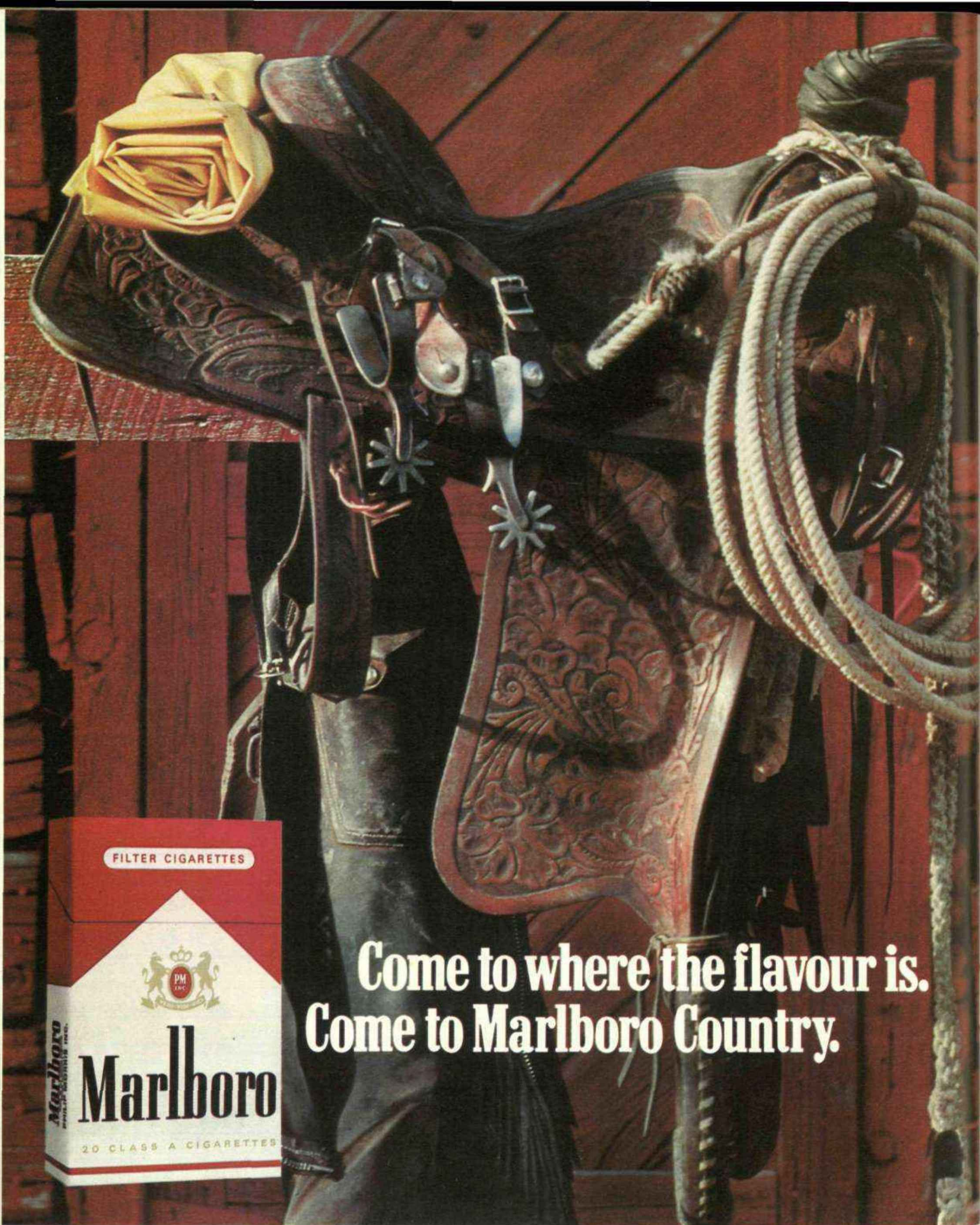
THIS STRATOS displays the optional roof and boot-mounted spoilers, which could do with the assistance of a front air dam for greater stability. More mundane detail pictures appear below. The front boot is purely for accommodation of a proper sized spare, the frontal radiator and its twin electric cooling fans. The driver's compartment makes no pretence at luxury, but contains excellent instrumentation, capable seating and the vital foot brace to the left of the clutch. Top view of the engine emphasises a neat layout that looks as though it would squeeze into a Mini.





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LANCIA STRATOS

Continued from page 822

Electrically speaking there is a Marelli 830 Watt alternator, the same company provide the 12v, negative earth, battery of 45 a.h. capability; Champion are the recommended plugs in N60Y guise. A single screen wiper is provided and the column switchgear, like the doorframe-mounted engine cover/rear boot release mechanisms, are of Fiat origin and are also to be found on the baby Fiat X1-9 mid-engined Spyder model.

Also similar to the X1-9 is the provision of pop-up headlamps with electric motivation, but the big brother does come with a laminated windscreen instead of the zone-toughened gravel chippings specially allocated to the X1-9. Other bodywork details include the provision of 17.6 gallons of fuel under twin fuel tank fillers, placed either side of the engine bay. Wet sump lubrication is via 10W/50 viscosity oil: servicing, including an oil change, is required every 3,000 miles.

Light the blue touchpaper . . .

Even if you did not like the appearance of the Stratos, and we found nobody who objected to the basic shape, Bertone would have to be congratulated on a striking outline. The unstressed glassfibre panels appear reasonably thick and fit well, allowing the forward-hinged bonnet to click back into place, ready for the security turn nuts to complete the operation. The engine cover is freed by one of the door-jamb's paired levers, the second lever releasing the cover on quite a useful transverse boot in the tail. In fact, one who had experienced Stratos travel with a view to ownership was moved to record the boot as, "quite useful for carrying coffins," which I suppose is one way of earning enough to buy such a beautiful toy.

Inside the cockpit, first impressions are excellent. The forward vision is much the same as one would expect in a jet aircraft, the bonnet falling away invisibly and the deep screen installing near respect for expressions such as "VistaVision," which I believe was once pressed into service to describe a 1950s Ford saloon's windscreen! The seats are smart and comfortable in what looks like Hush Puppy suede and the seven-dial instrumentation is properly placed behind the purposeful four-spoke steering wheel. However, the finish of details such as the pressed/glued screen and the perspex sliding windows, combined with the presence of some cheaply painted glassfibre, where one might expect the odd smear of civilisation, bring one into a slightly more critical frame of mind. Looking at the carpet reminds me that Lancia must have thrown out their cheap office remnants somewhere, and the Stratos project is obviously where they found a home. The door release interior handles seem connected to bits of wire (another reminder of Mini days gone by) and the actual driving position itself is in the worst Italian traditions, even for those of 5 ft. 8 in. stature. Having slithered, eel-like, into the driving compartment, priority one is the urge to turn the key and be away, after all that is what this device is all about. First, there are a couple of points to watch: one is the adjust-

ment of twin door mirrors to try and obviate some of the inevitable threequarters-vision problems, and the second is to master reverse gear. The change pattern is pretty conventional so far as forward ratios are concerned with first closest to the left-hand-seated driver and second to fourth gears contained within a normal H-pattern. There is no chromed Dino gearchange gate however, and reverse is not opposite to first but slightly over but, oops, not quite as far as second thus:

	R	2	4
1	3	5	

Bearing these instructions firmly in mind a firm prod on the throttle and a turn on the column-mounted ignition key brought a gruff response from a cool V6 engine. The first few miles, in which Acton and Marylebone Road traffic were encountered proved a test of nerve, especially as giant lettering at the rear proclaimed whose car this was. Those venetian blinds over the rear window serve merely to underline how tall everything else on the public highway has become. The gearchange on this under-2,000-mile example was a little stiff, but remained accurate in the forward gears throughout the 350 odd miles that I covered in the course of three days. You would not consciously want to change gear for the pleasure of it, but once you had mastered first to second smoothly, the change could be rated on the same sort of level as the FWD, five-speed Beta range. Recommended gear speeds in the handbook are 42.25 m.p.h., 61.52 m.p.h., 84.51 m.p.h., 113.71 m.p.h. and a fifth gear maximum quoted at over 143 m.p.h., a realistic figure in our opinion. In practice first and second gears tend to be disposed of shatteringly quickly, even when banging on to the full allowance of 8,000 r.p.m. How quickly? Under six seconds from stand-still to 60 m.p.h. and a low 13 second time in the quarter-mile appear to be the answer. What does that mean? If you are so inclined you will find that the performance is more than enough to keep pace with 5-litre Cobras, early 3.8/late V12 E-types and, as a result of intensive research in practical drag racing, we found that Lancia Stratos acceleration was extremely similar to that of a five-speed Suzuki 750 GT motorcycle, until fourth gear was engaged at over 80 m.p.h., when the Lancia began to melt into the distance.

The instruments made interesting reading on this Stratos. Despite a virginal freshness, the engine oil temperature never exceeded 100 degrees, halfway up the Lancia scale, even when the tachometer needle had taken up residence in the yellow banded section that extends from 7,100 to 8,000 r.p.m. Water



temperature remained stolidly below 90 degrees C, unless stuck in a bad London hold-up when the fan would hold things steady at 90. The oil pressure could be worrying to those just hopping in a Stratos that had been thrashed, but only at the 500 r.p.m. tickover when there is little registered above that ominous (and never triggered) red light at the foot of the scale. The oil pressure builds up very swiftly with engine r.p.m., until beyond 4,000 r.p.m. you can expect to see 75 lb. sq. in. registered. Completing the Veglia instrumentation is a +50/0/-50 Ampere scale, fuel contents recorder (we averaged 18.5 m.p.g.) and the speedometer.

The key to the Stratos, as Lancia marketing Director Cesare Fiorio once commented is, "it is all excitement, just like having your own sports/racing prototype on the road. It is so much fun everyone should have one, but only as the second car, of course." The rack and pinion steering feels as though it has just been lifted out of the nearest go-kart, a remark which reflects equally on the stubby wheelbase, wide track configuration, which gives the car its well-known characteristic nervousness in the handling. How much the car twitches on the public road depends entirely on the driver, and the way in which the car has been prepared. We were very fortunate in the Chequered Flag model: it was turned out, together with a large quantity of relevant information, in a manner that would have done credit to the hardest trying of the professional press fleet specialists, who have been in the business as long as there have been journalists. Reading everything I can about the model's handling in English has established that such heavyweights as Paul Frere, the *Motor* and *Autosport* (backed by Gerry Marshall, who has a great deal of experience in trading these models) have established that this is a difficult, twitchy machine to drive. I did not find it so at all. There are two provisions for that statement: letting off the throttle in mid-corner produces oversteer, which is naturally quite exaggerated in wet conditions, and cornering or clambering crests at speeds in excess of 100 m.p.h. when the front end goes light. An air dam/spoiler under the chisel nose would certainly assist the latter condition, especially on "our" car which had a full rear and mid-mounted set of spoilers, but the first point is something that one just has to incorporate in the tactics to be pursued in mid-corner, should a combine harvester emerge from the shrubbery to change your master plan. Obviously both Frere and Marshall are in a position to drive the car beyond the limits that the steering, braking and suspension relay to the driver, but I found the car a tremendous pleasure to drive at speeds which compared most favourably with anything I have ever driven before. I did discover that one of the cars tried briefly in England had a chronic misfire and was set up for loose surface initial understeer, and that another had been "tested" over several pages after experiencing only London traffic. We took the car out on every excuse along every type of road, from the M4 in the rush hour to some superb country motoring, and it proved a memorable way to travel on each occasion.

In thick traffic on a hot day the sheer heaviness of both brakes and clutch, plus the heat generated by that large screen, are only

partially compensated for by the Fiat facia vents which emit large quantities of fresh air. At first we found the car very tiring to drive in London, but the sensible size and exceptional acceleration qualities do make it a quite useful town device. We can be sure that not everyone appreciates that distinctive V6 caterwaul though, following the spectacle of the lissome Lancia jinking its way through the inevitable town hold-ups.

Outside town you gradually acclimatise to the strident engine, whose power delivery stretches from 1,500/2,000 r.p.m. if required, though it really starts delivering the goods (and the glorious noise!) from 5,000 r.p.m. Then you have to forget all about grappling with the wheel in touring car manner, remember how motorcycles and Loti steer by hand pressure, rather than force, and sure enough, it really does feel as if you are skimming over the ground. The brakes were more than a match for the practical road performance and one soon found that, although you knew the engine was working hard, the rest of the performance was outstandingly easy; smooth tarmac, bumpy cambers and hills flying by as if seated within a Cinemascope dream. At night the divorce from reality continues, foot braced on the ideally situated footrest, with the combination of pop-up lamps and rectangular spotlights picking out the way with sufficient accuracy to allow the car's B-road potential to be exploited in safety for self and others.

All dreams end, and mine closed on the Flag's forecourt when I handed over the Stratos for my own maligned Beta Coupé. The smooth Stratos line hides a character as devious as Machiavelli, outstanding driving pleasure being balanced by some evident budget-conscious cuts in the interior and lack of sophistication for everyday driving. The Stratos is virtually in the mould of a roofed-over Lotus 7, though it can at least carry baggage and remain civilised in a downpour.

Is it worth the money? A wealthy man of genuine driving ability (say of competent British Club racing and rally standard) would derive enormous pleasure from a weekly session with this four-wheel escape from the World, but boulevard posers, beware! The ride will jolt you in the Kings Road and the gearchange blister your hands, until the newness of owner and ratios is diminished. You have to have the window down to breathe in British Summer weather, so heaven knows what could happen at St. Trop in August...

Although I was very impressed with the car, I could not genuinely envy owners with the same passion as I reserve for those who bought Dino Spyders. Perhaps Lancia will come close to this standard when, as is rumoured for next season's competition-masterstroke, they put the brand new flat-four Gamma 2.4-litre motor into the shortly-arriving-on-these-shores Montecarlo. What is more Lancia did say they had studied the flat-six configuration at the announcement of Gamma. A flat-six Montecarlo, complete with roll-back soft-top roof, warranty and proper manufacturer's guarantee? I suppose I could dream about such a proposition in a Stratos during the meantime: I hope the Abbey National are favourably disposed to first-time Stratos buyers who need a 100% mortgage.

J.W.

THE NEW ROVER 3500

Continued from page 818

standard equipment. There are controls for all four windows in the centre console alongside the handbrake, the rear doors have separate controls and there is a facia-mounted over-ride control to prevent over-energetic fledglings climbing out through the rear windows, which open to inadequate a depth in any case.

Within the car the driver is confronted by a slightly quartic, padded-rim steering wheel suspended from the massive, square central boss at one side only and a forbidding rectangular instrument binnacle perched on top of the facia. Both will be controversial: I found both satisfactory, except that the wheel obscured the voltmeter and oil pressure gauge. These, together with fuel and water temperature gauges, are in a block of four to the left of the rectangle, 140 m.p.h. speedometer and 7,000 r.p.m. tachometer (red-lined from 5,500 to 6,000 r.p.m.) are in front of the driver, to the far right there are push-buttons for fog lights, heated rear screen (the largest made by by Triplex), hazard warning, rear fog guards and window over-ride, with the facia rheostat at the end of the block. Warning lights to the left are deliberately invisible except when their respective bulbs are alight. Cleverly, the left-hand end panel of the rectangle hides the comprehensive fuse box. There is a Kienzle clock in the centre of the facia.

Those useful 2000-type, drop-down illuminated and crash-resistant lockable under-facia lockers are retained, the right-hand one containing the bonnet release and the knob which adjusts the steering wheel for reach and height. A large tray, with non-slip mat, is formed in the passenger side facia too. The passenger has a map-light facing him in the gargantuan moulded plastic facia, while two courtesy lights respond to all four doors.

The front seats and footwells are partitioned by a massive transmission tunnel/console containing radio and heater controls in the vertical section, gear-lever, window switches, choke-lever cigarette lighter, a small-change tray and the hefty handbrake, the last named more convenient for passenger than driver, on the flat plane.

Britax inertia belts are standard in the front, positioned so high up the side pillar that they cut across my wife's neck—so much for making belt-wearing compulsory. Presumably Rover will continue to offer the adaptor they introduced last year to counteract this "short-person" complaint on the old model. The bottom mountings are secured to the seat, Range-Rover fashion, to maintain a constant position wherever the seat is adjusted to. Twin Wingard inertia reel belts and a central static belt are optional for the rear.

Those brushed-nylon-covered seats—individual, with adjustable headrests, at the front, three-seater width at the rear, without the old model's two-seater shaping, but with a fold-down centre arm-rest—look most luxurious. The front cushions are soft, the backrests, with prominent lumbar support areas, are reasonably firm. They are indeed most comfortable for normal use, but after some 400 miles on a day in which I stretched this Rover's long legs for 700 miles, my aching back was crying out for additional

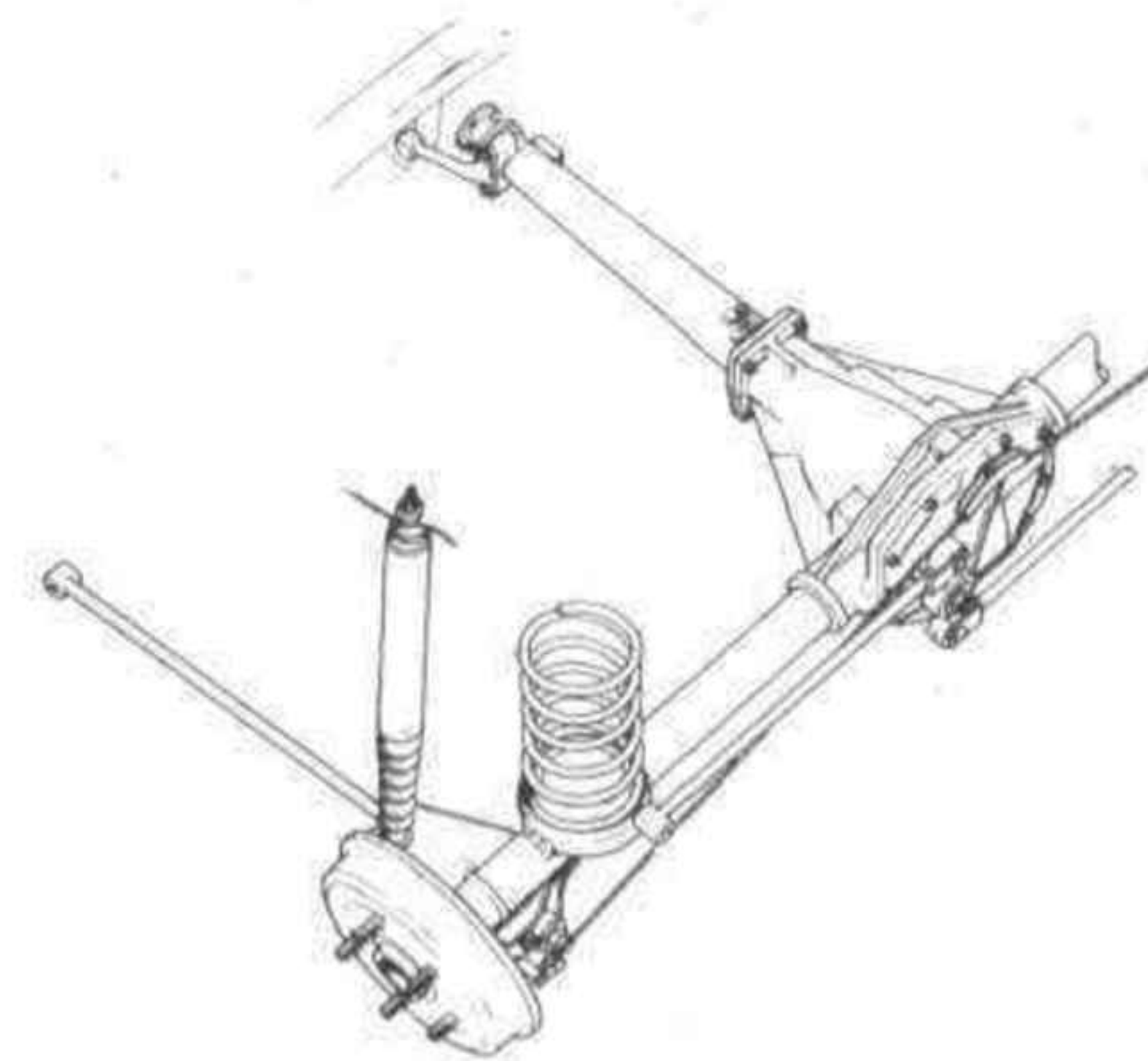
lumbar support. The rear seats are firm for back and bottom, though less so than Mercedes and BMW and felt comfortable, though I confess to not having travelled on this Rover bench with its sensible leg-room, the driving seat having proved far too enticing. Connolly leather upholstery should be available as an option by September. The moulded, brushed-nylon headlining with inset padded sun-visors is most attractive.

Mediterranean-like June weather left the heater/demister system redundant, a pity, because I would have liked to have tried the effectiveness of the clever front door window demisters; a hole in the door shuts against a convoluted rubber tube on the facia, to force air through a door duct to a slot along the window length. But this new Leyland corporate heating system fought well against the high temperature, cool-air being rammed forcefully through two big directional vents in the facia centre, another in front of the passenger and a neat one in the instrument binnacle which deliberately directs the draught upwards above the driver's eyes. Heated air is ducted to rear-seat passengers along the centre console. Air-conditioning will be available at a later date.

A driver's delight

"Well, what do you think of it so far?" asked my passenger, *Motoring News'* Alan Henry, jocularly, within only a couple of hundred yards of the Chateau Impney, near Droitwich, as we left for the 200-mile Press Launch Drive in this new Solihull Sports Saloon. Some cars take a thousand miles' accustomisation before I decide I like them or not. This time, as I settled down to the tautness and torque of this big hatchback saloon and snicked that so-positive gear-lever through to its fifth speed for the first time, I had an instant conclusion: "This, Alan, is a proper motor car. I want one!" The subsequent 1,400 miles in that initial car, the road test car and a few miles in another fitted with the optional Borg-Warner 65 3-speed automatic, a most effective development of the old Type 35, which puts the price of the basic, non-electric window car up to £4,900, have only served to make me even more enthusiastic.

The driving position feels so good, for starters, helped by that adjustable, if ugly, steering wheel. At rest the throttle looks to



The torque-tube live rear axle, with trailing links and Watts linkage.

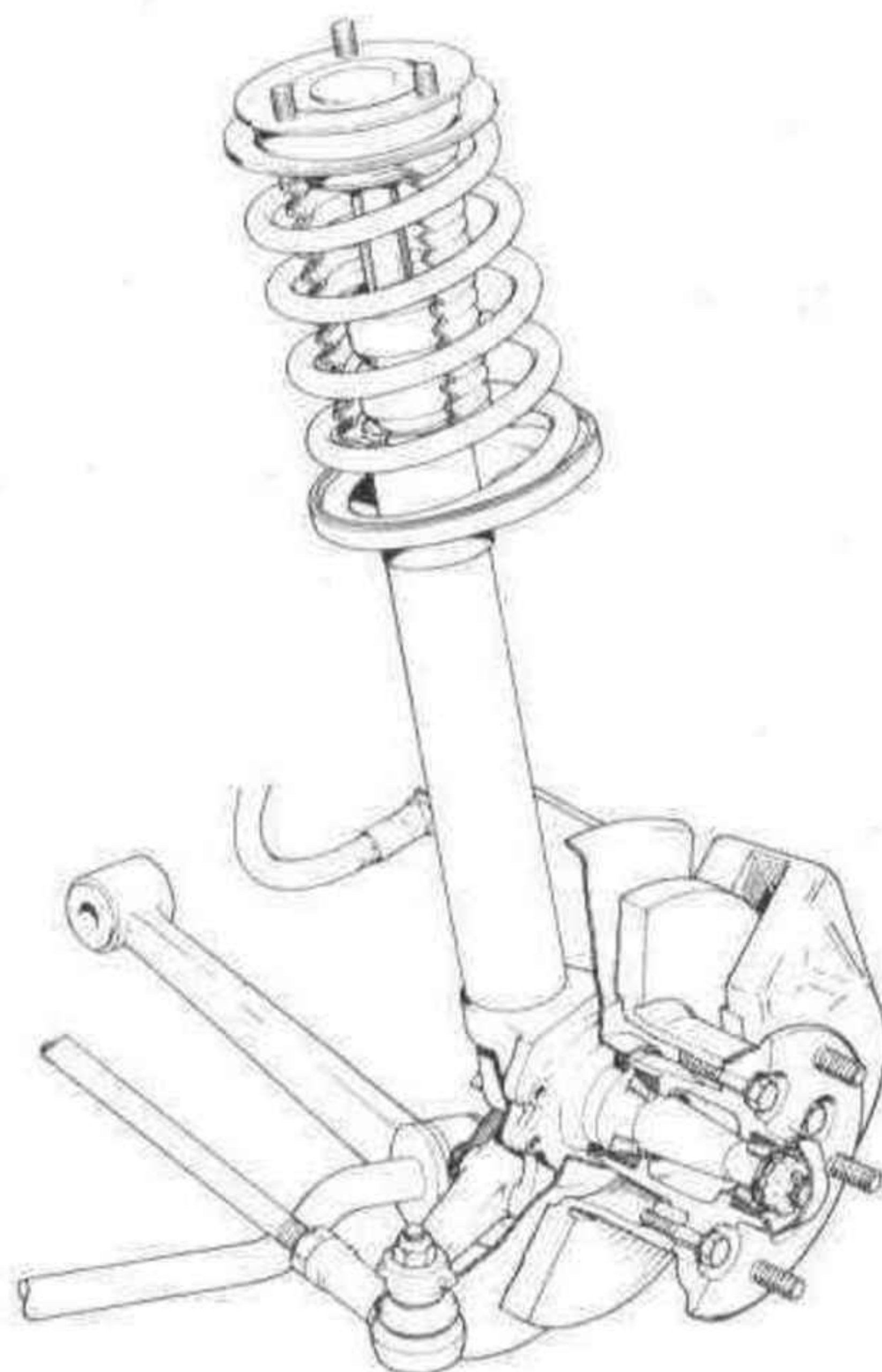
be too alienated from the brake, but on the move, heeling and toeing comes naturally. The seats are set quite high and there is almost a Range-Rover quality, see-all vista through the Triplex Ten Twenty laminated windscreen, tinted, like the rest of the glass area, as standard. This is the first production car to be fitted with the advanced Triplex screen which, say Triplex, "virtually eliminates severe cuts to the face and severe injuries to the eyes" in the event of accident contact.

Cold starting requires full-choke, an instrument which needs playing with for a couple of miles for stop-start motoring, air temperature control valve or not. Hot starting is straightforward. The V8 warbles merrily, yet very subdued, at low speeds, emits some harshness when hard acceleration is employed, but settles down to a soothing, unflustered murmur when driven with a light right foot or at extremely high cruising speeds in fifth.

It is that tall fifth gear which, with the excellent aerodynamics, gives this car such an extraordinary long-legged gait; this over-drive ratio offers 28.03 m.p.h./1,000 r.p.m., which means the eight pistons are moving at a mere 3,534 r.p.m. at 100 m.p.h.! On the other hand, the flexible V8 will pull fifth almost down to tickover. The owner of the automatic version will need a deeper pocket: on the same 3.08:1 final drive, his car will pull a mere (comparatively) 23.5 m.p.h./1,000 r.p.m.

But gearing and aerodynamics musn't be allowed to overshadow the engine's own contribution to uncanny economy. Leyland claim 24-26 m.p.g., touring and tell me the average over the duration of the Press test days was 27-28 m.p.g., with a worst of under 22 m.p.g. and a best of no less than 32 m.p.g. On one non-stop motorway/dual carriageway journey (abroad, of course, Your Honour) my road-test car averaged over 80 m.p.h., in spite of roadworks delays, to the tune of an incredible 25.6 m.p.g. On the other hand, this commodious, 26.9 cwt., 3½-litre saloon also proved much cheaper for commuting into the City of London than my TR6, with which regular transport I must inevitably compare it. While the 2½-litre two-seater, and slower, sports car averages less than 18 m.p.g. for this journey, this Rover recorded 21.3 m.p.g., when gearing and aerodynamics would be of little benefit. And to think I praised the petrol-miserly Porsche 911 2.7 for recording 21.58 m.p.g. over that journey, albeit on 2-star. The 9.35 to 1 compression ratio Rover needs 4-star in its 14.8 gallon tank.

It is the aforementioned gearbox which helps make this car such a driver's delight. "Design a five-speed gearbox with a change as good as Ford's four-speed", was the engineers' requested criterion. The result I believe to be possibly the best mass-production five-speed gearbox in the world. It is a new type of design in that Timken tapered roller bearings are used on both mainshaft and layshaft, the first time they have been fitted to both shafts in a volume production 'box. The arrangement makes the gearbox stronger, more rigid and helps create the exceptionally positive gearchange. Peculiarly, reverse is on a dog's leg up to the left against a strong detent spring, instead of opposite the right-and-up fifth speed. There is a modest spring bias towards the third/fourth



The MacPherson strut front suspension, showing offset coil springs.

plane. The selection of every gear is satisfying, but the fourth/fifth and *vice versa* movement is particularly so: Rover have transformed into an easy, natural action a movement which has to be deliberate in most other five-speed boxes. Clutch pedal pressure is of middleweight requirements.

Though the engine is particularly flexible, the improved rev. range makes it pay to put the crisp gearbox to work for best performance. Some idea of the usefulness of the ratios can be judged from the speeds at 6,000 r.p.m. in the lower three of 43 m.p.h., 69 m.p.h. and 103 m.p.h., second and third being superb overtaking gears. If anything it is a shade overgeared, for the sake of quietness and economy. Nevertheless, this car is quick: I'm informed that Rover's quoted 0-60 m.p.h. in 8.7 sec. and 125 m.p.h. maximum are very conservative for Trade Description reasons and 127 and 8.5 sec. or less will usually be nearer the mark.

In its handling and roadholding this machine feels every inch as though it has been designed by enthusiastic driver-engineers for enthusiastic drivers. It corners flat and neutrally, unless pushed forcefully into roll on tighter curves. Even in such extremes it shows no vices if emergency correction of line is needed, or if the throttle is lifted off abruptly or squashed hard to the floor in mid-corner; no sudden oversteer nor run-wide understeer, just wonderful adhesion, smooth stability and impeccable traction from the non-limited-slip live rear axle. There is a degree of response and ability out of keeping with this car's size, engineered by tautness of suspension and communicative, sensibly geared, power-steering. I never ceased to be astonished at the precision and speed with which the considerable girth could be slotted in and out of traffic or hurtled down winding lanes. All this is done at the expense of slight suspension harshness and radial thump at low speed; as speed increases the ride and absorption of humps grows excellent, passen-

ger comfort assisted by modest roll angles. There is none of the sick-making ride of the old model. On the one hand this Rover is a taut sports saloon, on the other a comfortable, luxurious express.

The test car's optional—extra wide alloy wheels and 195 section Pirelli CN36s seemed to offer cosmetic benefit rather than road manner improvements compared with the standard steel wheels and 185 section steel-construction Goodyears on my Press launch car. Those disc/drum brakes provided creditably powerful retardation. High winds experienced when crossing the moorlands into Scotland provoked infinitesimal twitch and in general this 4 ft. 11 in. track, 9 ft. 2½ in. wheelbase car's straight-line stability is highly impressive. That quality, the high gearing, reasonably low wind noise and economy make this car a magnificent motorway mile-eater, no doubt an admirable continental touring car. What wind noise there is seems to come from the door mirrors (only the driver's of which is standard), which are manually adjustable from inside the car. When two are fitted, the car becomes excessively wide.

Drivers not used to peering over modern, drop-away bonnet lines may find it difficult to place this Rover at first. Being used to such design penalties and making use of the precise handling, I had no such problems, but still found it a difficult car to park.

The gearbox whines overmuch in second gear, the spare-wheel needs a cover to avoid it dirtying the carpet, the bonnet prop can be released only from the nearside, four instead of two screen washer jets are needed for the big screen (these being operated, along with the two-speed plus fixed-speed intermittent wipers, dip, flashers and horn from steering column stalks) and what has happened to the splendid Rover toolkit of old? This is the sum total of criticisms, a credit to Rover engineers. The whole car feels splendidly rugged in Range-Rover fashion, has the makings of providing the best towing saloon on the market and can have its new thermoplastic paint treatment carried out in metallic finish at no extra cost.

The new Rover 3500 (should we call it Mk. II?) is as far removed from the Rover image as was the advanced 2000 in 1963. Traditional Rover owners may take some initial persuasion to buy, although they can continue to purchase the 2200 models, which continue in production along with the Triumph 2000s and 2500s. But Leyland should attract a vast new following from customers who would never have dreamt of buying Rover in the past. BMW, Citroën, Peugeot, Volvo, Renault, even Mercedes will feel the effect of this brilliant new car which initially is exclusive to the UK. Jaguar will doubtless lose a few customers too, though maybe gain a few traditional Rover-type owners who prefer walnut luxury and a softer compromise of suspension and engine. And no longer do Chief Constables have an excuse for buying "foreign". Here at last is a British high performance luxury sports saloon to take the place of the much-loved Jaguar 3.8 of the early '60s. I hope that Rover can supply what ought to be a fantastic demand and maintain the quality which the concept deserves.—C.R.

[The price of the optional electric windows, passenger door mirror, alloy wheels with 195 section tyres or Dunlop Denovo wheels and tyres had not been announced when we went to Press.]

Letters from Readers

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

Miniature News

Sir,

Your recent remarks in Miniature News concerning the present model policy of die-cast manufacturers are both interesting and provocative, as can be expected from the columns of MOTOR SPORT.

Much though I agree with the fundamental accuracy of your statements concerning the dearth of die-cast models based on standard production cars, I would like to make the following points by way of explanation:

It should be appreciated that the major manufacturers of die-cast models are basically in the toy industry. It is toys that we produce, toys for children. We are very appreciative that the high standards we set in design and quality make Corgi models collector's items, but we never lose sight of the fact that we are catering for what is basically a very young market.

Children express a marked preference for die-cast models which include "play-value" features. By this we mean such things as opening and closing doors, bonnets, bootlids. They also like articulated trucks, removable containers, lifting machinery, tanks with turrets that swivel and armament that fires toy shells. They like models of racing cars with aerofoils that adjust and wheels that are removable. They like fire engines with ladders, farm trailers with animals and anything else that the skill of our designers and tool makers can incorporate in a small die-cast toy, a toy which in most cases is no bigger than an average child's hand. All this must be incorporated in models at a retail price which a child can afford. Children also like models of vehicles which have a strong individual identity. Can you honestly say that the average modern production car is all that distinguishable—visually—especially when reduced down to a small-scale model.

We naturally consider any original design which is being put into production by a car manufacturer—our model introduction programme for this year includes both the Lotus Elite and the Volkswagen Polo, both visually strong shapes which children all over the world will be able to relate to.

Furthermore, in order to keep our prices down to a level which a child can afford, it is vitally necessary that we produce models of interest to the largest number of people. This means exporting, and Mettoy is very proud of the contribution that Corgi models make to the United Kingdom's economy—by far the major proportion of our production being destined for one or other of our 137 export markets.

Finally, although we are in the die-cast engineering business, we retain our deep-rooted interest in the art of model making and we welcome the current growth in specialist model-making activities. These smaller firms bring new life and vigour into

the field. Working in much smaller volumes with very, very much lower overheads, they fill a very useful role in helping to provide a complete service to the serious model collector. But if you want bread you go to a baker and for cakes you go to a patisserie. The basic technique is the same, but the prices are totally different.

Northampton

BILL BAXTER

*Marketing Manager—Die-cast
The Mettoy Co. Ltd.*

Sir,

The article on Miniature News in your May issue prompts me to air some considerations. The only virtue that white metal models (kit or ready assembled) have, is that they attempt to fill the space on your shelf with a model you wish you had—and these are numerous. Their disadvantages however are plenty and considerable, and I wish to point them out, even though I have been fool enough to collect white metal moulds up to now. First, are the prices. They are exorbitant. If you opt for the finished model instead of the kit, which some makers offer, the price becomes astronomic. And if this is considered in relation to the quality, you'll realise you have been taken for a ride. If you consider what makers such as Rio offer for less than a quarter of the price, you'll break into anger or a fit of crying. Secondly, lack of detail will smack you in the eye when compared to models by the great zamac manufacturers (Rio, Solido, Schuco, Lesney's Yesteryear and even Corgi come to mind). Some are finicky enough to reproduce period tyre patterns on faithfully reproduced wheels that even turn. The reproduction of detail on the bodywork of the white metal models is often non-existent or very faint, often very rough, mould lines are difficult to get rid of, wheels are often static and may not be strong enough to bear the weight of the hunk of metal the model is made of. Tyres are often not round and ill-fitting on wheel rims, themselves badly reproduced. Some wheels and tyres are just one piece of metal, the tyre being made out only by the different colour of paint finish. Glass window reproduction is horrible, ill-fitting and gives the model a "bubbly" look. Bases and interiors are crude in the extreme. Items such as lights, bumpers, aeroscreens, exhausts, etc., can hardly be touched for fear of falling off. Should the model accidentally fall, the resultant mess is nothing short of tragic. Thirdly, kit assembly to obtain a decent model requires patience out of this world and an unusual degree of skill. By the time one becomes an expert at assembly, several models would either have been ruined or start looking very lame indeed. Assembly of most of these white metal kits (except the very simplest) is a craftsman's job and requires such tools too. The prices asked by people who have settled for doing just assembly are real fancy prices, and they cannot do otherwise. The advan-

tages attributed to white metal models of having correct decals, aerofoils, aeroscreens, outside mirrors, all in the correct places on racing and sports cars, and other such tiddly details, are far outweighed by the price you would have paid for a mediocre model which just manages to look right more by a correct paint job, but has all the above disadvantages.

When one considers all this, the value for money which the big die-cast model makers give, suggests that at twice today's prices we would get a better and fairer deal from them than from the white metal model makers. From this point of view, I am surprised how Lesney can manage with their prices. Their spoked wheels alone are worth half the money they charge for the whole superb models. (I realise that parents buying "toys" may think differently, but mine is a collector's point of view, and the big manufacturers have repeatedly hinted that we do not form a worthwhile slice of their market). All manufacturers' zamac models can be improved upon, but such work as would be entailed is trivial compared with finishing and elaborating a white metal model. A zamac model can usually be made more realistic just by the use of a paintbrush.

In my opinion the giant manufacturers have got something wrong somewhere. This must be either in their market research (how is it that the consumption of so many foreign die-casts is so high in England?), or child/toy psychology research, or adult/toy/collectors research fields. How is a run of six million James Bond Astons explained? Why do Lesney's Yesteryears sell so well? Can production costs be cut down through use of different materials and manufacturing methods, different presentation and more high pressure marketing, semi-kit presentations, more use of consumer requirement data?

I imagine my criticisms will set people in the business on the warpath. I can only see the white metal model makers defending themselves by lowering their prices, and I suppose none of the big giants will bother to take the matter up.

Viva MOTOR SPORT.

Mosta, Malta

JOSEPH XUEREB

Replica Reality

Sir,

I was delighted to read "Replica Isn't-Real" in your June issue.

It is vital for the future of the entire transport preservation movement that a clear understanding of the difference between Replica and Original be firmly established, otherwise the Replica will so easily slip into the mists of time before it has been defined and recorded.

Having been a collector of books and pictures all my life I have long recognised and appreciated the aesthetic as well as the monetary value of the Original for, by its very nature, it is a different animal to the Replica.

The answer lies with the Clubs and thus with the owners themselves. The sooner that they realise that there is no stigma attached to the word "replica" the sooner they will be prepared to assist in forming clear-cut definitions which in turn should lead to proper records.

This question has been debated within the Rolls-Royce Enthusiasts' Club and you may be

interested in a Paper which I wrote on the subject.

Ascot
JOHN SCHRODER
Vice-Chairman, RREC

That Lost Jaguar Mk. V

Sir,
I read with interest Mr. Colyer's letter in the June issue of MOTOR SPORT, concerning his Mk. V Jaguar, registration mark EDP 100. I owned this car briefly during 1966/67.

It was a 1949 3½-litre saloon, chassis 620183, originally painted gunmetal blue, and supplied to Henlys. From there it went to Great Western Motors, at that time Jaguar Distributors in Reading, and then to Mr. Smith, who founded and I think still runs Smiths Coaches of Reading. It was first registered on May 31st 1949. In 1957 Mr. Smith had the car resprayed black and ivory, creating a particularly distinctive vehicle. I believe he acquired a Mk. 2 in about 1960, when the Mk. 5 was sold to Mr. Colyer.

In 1966 Mr. Colyer part-exchanged it through Jarvis Motors, and they passed it on to P.C.E. Motors of Cardiff Road, Reading.

I bought it from them for £45 (!) since the clutch had all but expired; and when that had been rectified it formed a fine stable-mate to the XK 140 which I also ran at that time. It was amazingly sound and complete, even to the original valve radio, and every last detail was in working order. Since it had been used by Mr. Smith when he was Mayor of Reading, I sometimes found myself accorded VIP treatment when sweeping through Reading traffic, even in 1966! Regrettably this procedure soon ceased when the Constabulary discovered that it was no longer a pillar of local society at the wheel, but merely a disreputable layabout!

For simple financial reasons (the begging bowl was empty again), the Mk. V had to be sold early in 1967; and it went to a Corporal Couchman of the RAF stationed near King's Lynn. It was a grand old car and exuded a feeling of strength and dependability rarely equalled by a variety of Jaguars I have owned since, including the current 4.2 Daimler XJ. I often regret disposing of the car, and shall be as interested as Mr. Colyer to discover its fate.
Wallingford IAN CAMPBELL

Jaguar Mk. Vs

Sir,
I am prompted to write to you by Mr. Colyer's letter (June MOTOR SPORT), re. Mk. V Jaguars. This model, which has virtually disappeared from the roads, is surely one of the most elegant cars ever produced (provided that the rear wheel spats are left in place), and I am privileged to own a 2½-litre example. Having owned this car for four years, I sold it about seven years ago (regretfully), but have now got it back and it is undergoing a total rebuild. I hope Mr. Colyer finds his, as they are becoming very rare (the dreaded wire-worm, you know!). More power to your elbow, Sir.
Prestatyn C. WILD

Saab Error

Sir,
With reference to your Road-Test Miscellany article by "W.B." on the Saab 99 GL Combi Coupe, I would like to draw your attention to the remarks: "The o.h.c.

Triumph Dolomite engine started instantly" and "The five bearing, alloy head Leyland engine".

It is a common misconception that the engine powering the Saab 99 is purely of British Leyland design.

Saab information released in July 1970 sums up the situation clearly.

Quote: "The manufacture of the four-cylinder petrol engine for the Saab 99, developed jointly by Saab and British Leyland, will according to an agreement drawn up in 1969 gradually be transferred to Sweden. Production will be allocated to Saab-Scania at Sodertalje, where a modern plant is being built for this purpose. Production will start at the turn of the year 1971-1972."

So considering Saab have been designing and producing their own engine independently in Sweden since 1971, I think perhaps your information is inaccurate as regards a 1976 Saab 99 Combi Coupé.

JANET NORMAN (Mrs.)
St. Peter's, Guernsey.

Anti-AA

Sir,
That the Automobile Association should continue to present itself as an organisation representing and upholding the motorist's interests, is fast becoming a flagrant contravention of the Trades Description Act.

Every repressive measure emanating from the Ministry of Transport receives either meek acquiescence or outright support from this toothless organisation. To instance only three: SUPPORT for the so-called "fuel saving" speed limits; SUPPORT for the compulsory wearing of seat belts; and now, SUPPORT for the erection of platforms on Motorway verges from which police can more effectively operate Vascar.

That the authorities should build obstructions on the edges of our fastest roads is bad enough, but it is nothing short of disgraceful that Britain's largest motoring organisation should support such a move. Soon the circuit safety committee of the GPDA will declare our Motorways too dangerous!

Needless to say I am not a member of the AA—I would rather push my car home. That any thinking motorist should subscribe to this organisation is, to me, the eighth wonder of the world, and the real tragedy is that Government is encouraged in all its motoring strait-jacketing by receiving the unswerving support of the country's largest motoring organisation.

Larkhall J. L. M. COTTER

Baby BMW

Sir,
I read with interest in your June issue the mention in "Book Reviews" of "BMW—The Bavarian Motor Works".

I was running a twin-cylinder BMW LS Luxus saloon until quite recently. Its engine capacity was 700 c.c. and, although resembling the motorcycle engine, was in fact totally different, being purpose-built for the car. It really was a superb car but rarely gave more than 32 m.p.g. because it was quite heavy. Handling and roadholding were extraordinarily good but the gearchanging, heating and ventilation were awful. Top speed was about 80 m.p.h. but it would hold this

fairly quietly and effortlessly with better acceleration than a Mini but rather poor hill-climbing ability. Use of space and interior room was very good and even the engine compartment could take luggage because the flat-twin engine was under the floor. The car is still chugging round Manchester.

It's a pity people class this model as an "economy" car because, with some development (and at a reasonable price!) it could still be a damn good family car. With BMW's current 900-c.c. twin it would be quite quick but would probably fail as it already did through being overpriced.

Manchester D. CARDALL

Aladdin's Cave

Sir,
Following your recent (January and June) references to a North Country breakers' yard, you may like to include part of the following in your next issue of MOTOR SPORT and save readers who are only interested in Rolls and Morgan a possible 400-mile round trip! Most of the vehicles are either just pre-War or post-War and up to Mk. I Zephyrs in lateness. They have all been standing out in the open for a long, long time but still have engines intact in several instances and sometimes good wire wheels (for a Lanchester for instance). Cars noticed yesterday include Austin (7, 12, 14 and 16), Ford including V8-engined, Hillman, 2 or 3 Lanchesters (14s?), various Morris, Flying Standards (barely recognisable), several Vauxhalls (possibly 14s) and largish Wolseleys. Remains of a Talbot 10 were also noticed. Nestling in the remains of a Bradford was a back axle with back plates and five-stud fixing for the brake drums with *twin pairs* of brake shoes. These are reputed to be off a 1928 Sunbeam but I am not knowledgeable enough to verify (neither for the preceding model numbers). All Rolls and Morgan bits had gone, but standing in the yard was a 1920 (claimed, but on rubber tyres) CASE tractor in running condition. A fancy sum may be needed to purchase the latter but a modern swap may suffice. The nearby scrap "establishment" approached passing a mound of agricultural vintage sculpture (although not examined, in fact) revealed the Leyland chassis which the owner hopes to restore. There is also a large Crossley lorry with "ginormous" radiator, various aluminium header tanks and surrounds (believed for same) and more than one Southern Cross engine in an unidentifiable state of completeness.

Esher PETER M. MARSHALL

Courtesy Unrewarded

Sir,
For some while I have been courteously flashing my headlights at drivers of a certain well-known Swedish motor car, who travel with their side-lights on during the day. This has provoked mixed reactions ranging from cheery smiles to angry red faces and even a few well-known "Churchillian" waves.

I now find to my everlasting damnation that their side-lights come on automatically with the ignition.

Dare one assume that in their next model the manufacturers will achieve the ultimate, whereby the brakes are applied as the ignition is switched on and their fine, well-built motor cars will never leave the factory.

Croydon P. THOMAS



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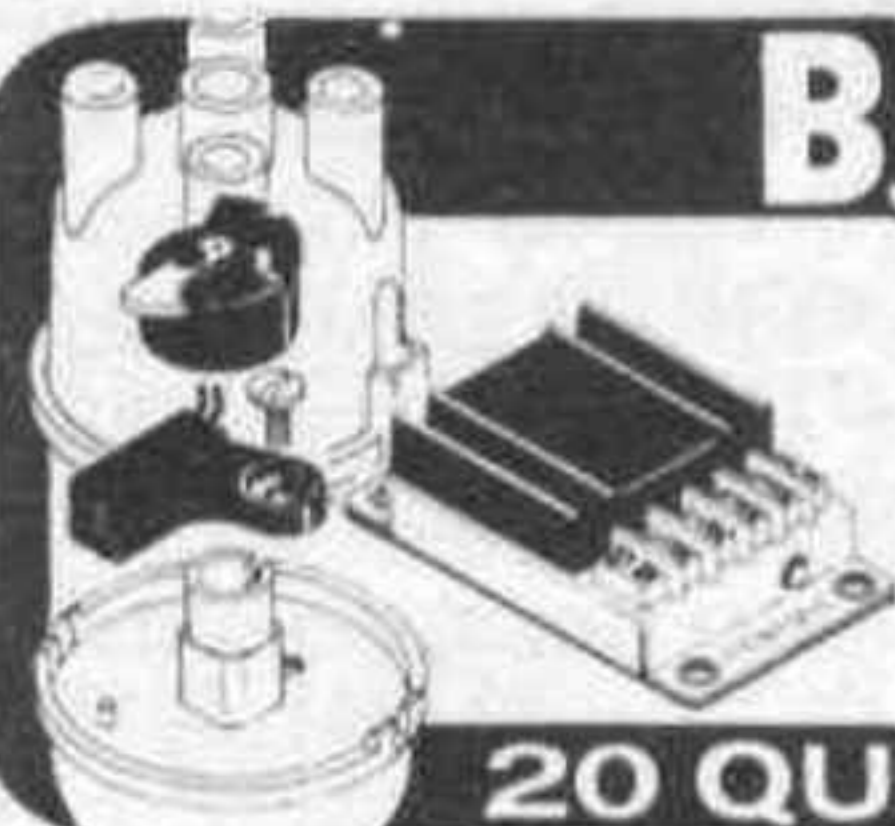


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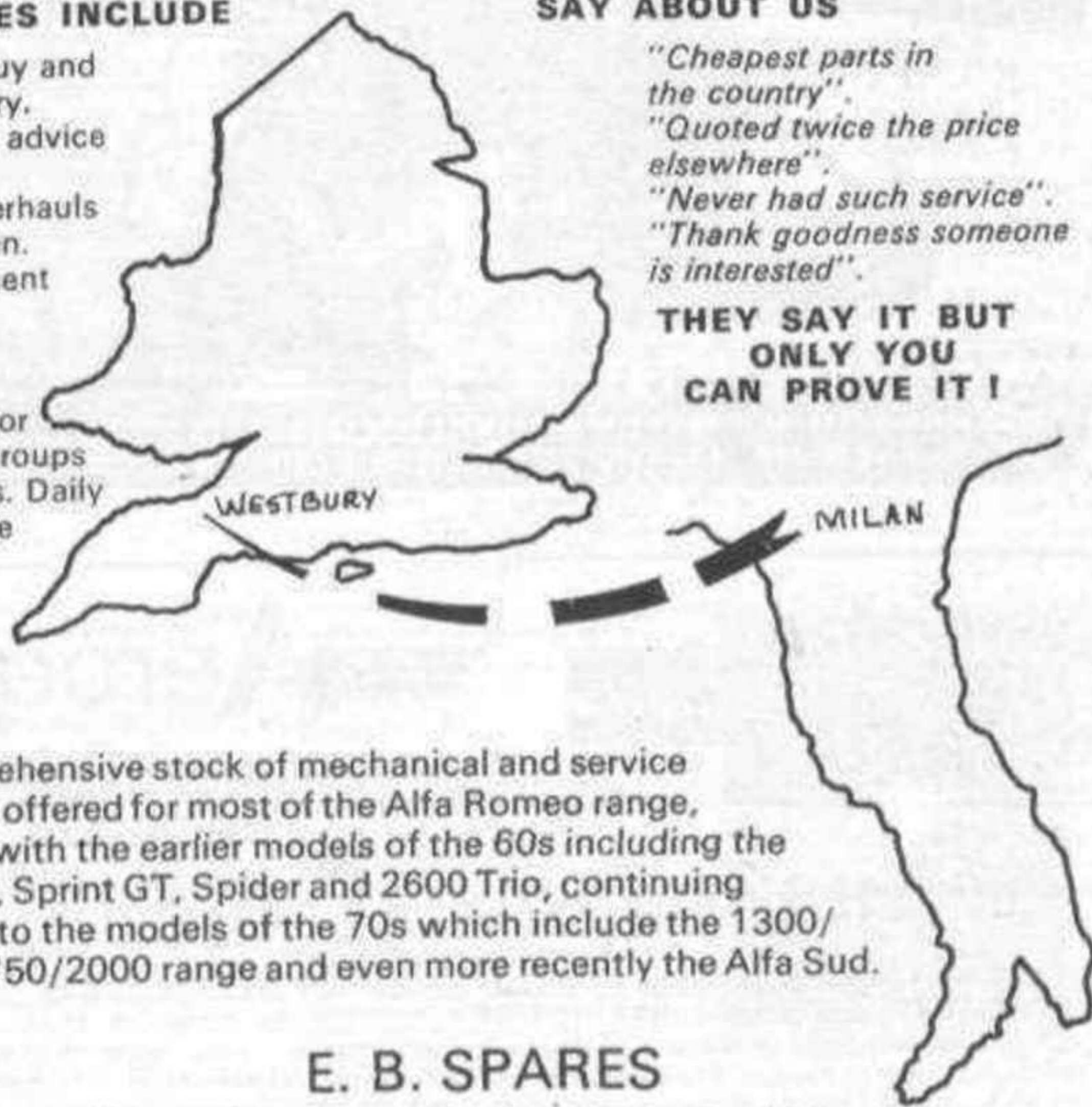
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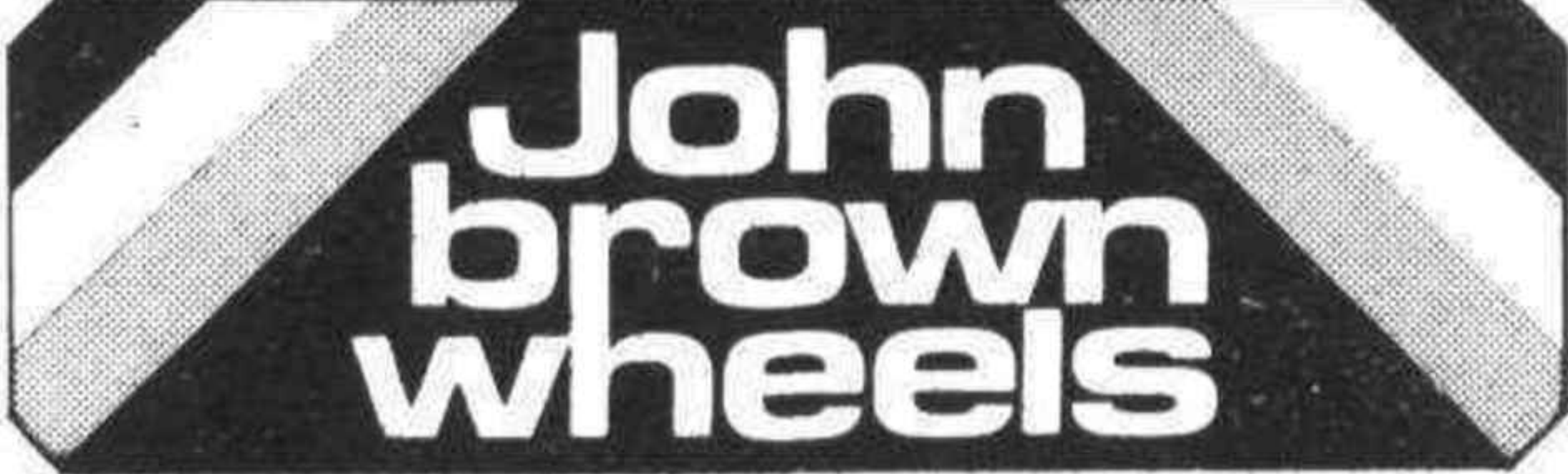
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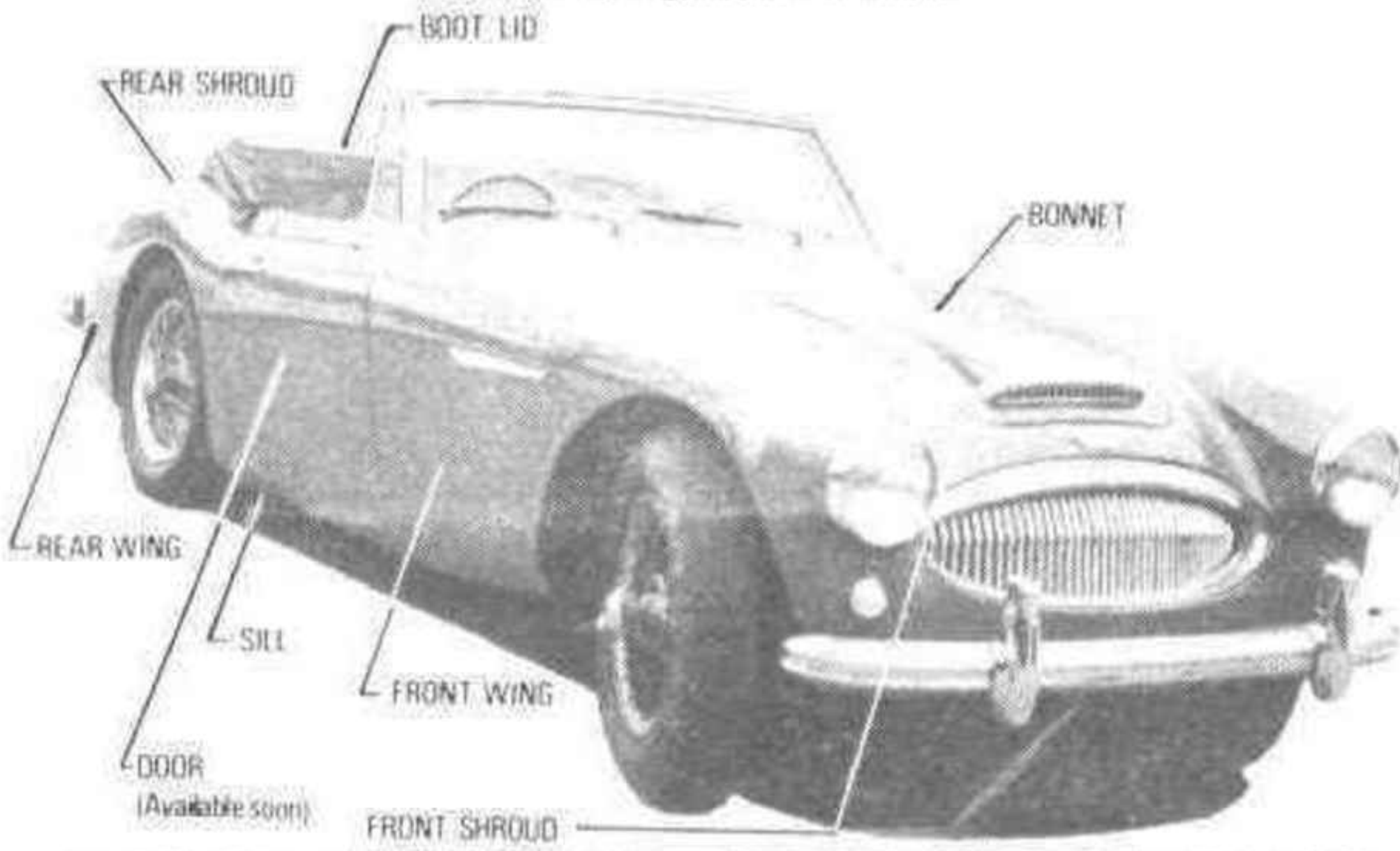
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Alfaud	£4.55	£20.75	34	£4.55	£19.10
Alfaud	£4.55	£20.75	35	£4.55	£19.10
Alfaud	£4.55	£20.75	36	£4.55	£19.10
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Alfaud	£4.55	£20.75	40	£4.55	£19.10
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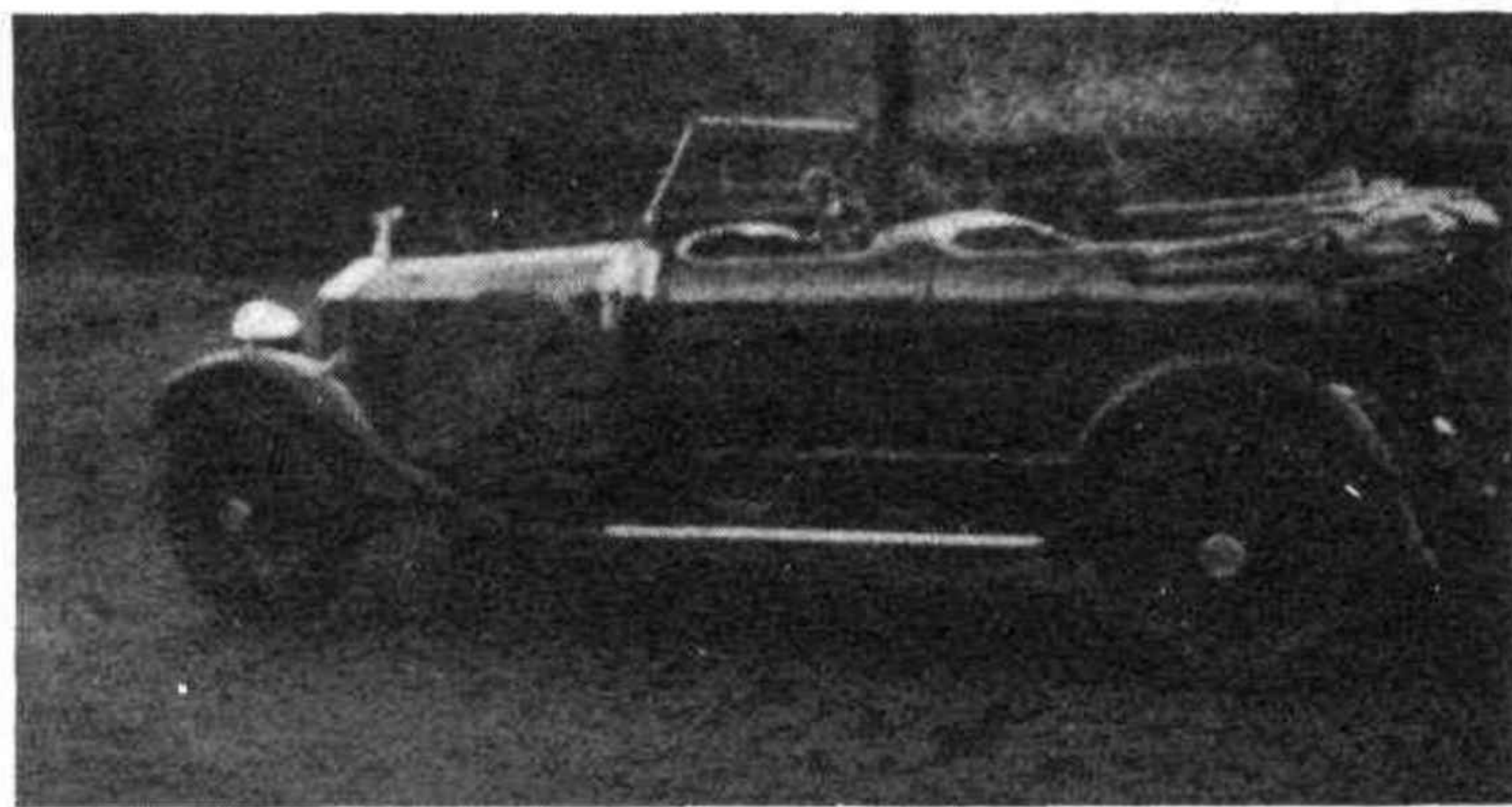
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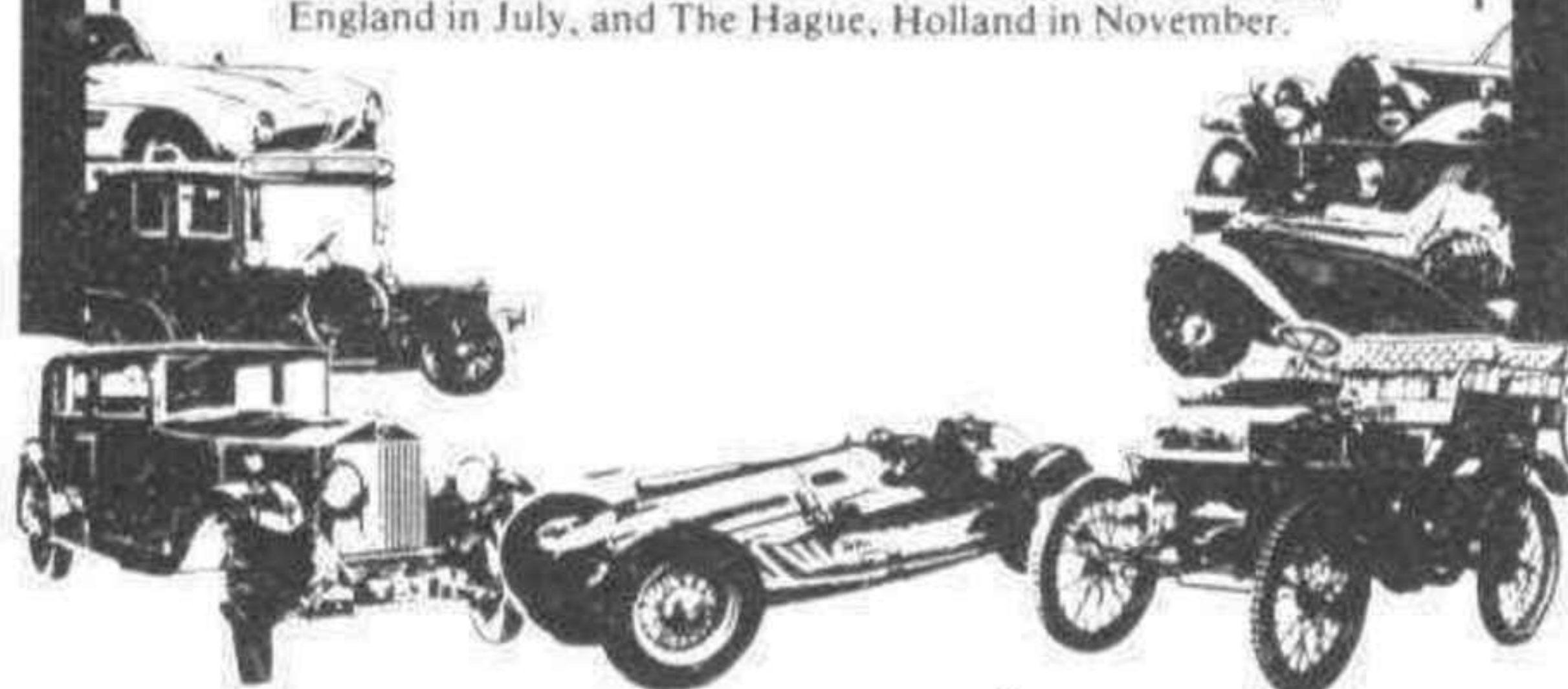
Entries are now invited for the sale which will take place on November 23rd at the National Automobiel Museum, Leidschendam, Holland (30 minutes' drive from Skipol Airport).

Prospective vendors should write as soon as possible for an entry form giving commission terms and other sale details. Every entry must be accompanied by a photograph showing the vehicle's present condition.

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BULLNOSE MORRIS 1925. Two-seater tourer. £2,350. McCann. Tel: Temple Cloud (Avon) 52260. (78468)

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£1,795. BMW 2002 Turbo. 1971. 'K' reg. TII. Fitted turbo charger. Front and rear spoilers, radio, h.r.w. etc. Chamonix white with cloth trim. A.R.H.D. turbo at a fraction of normal price.



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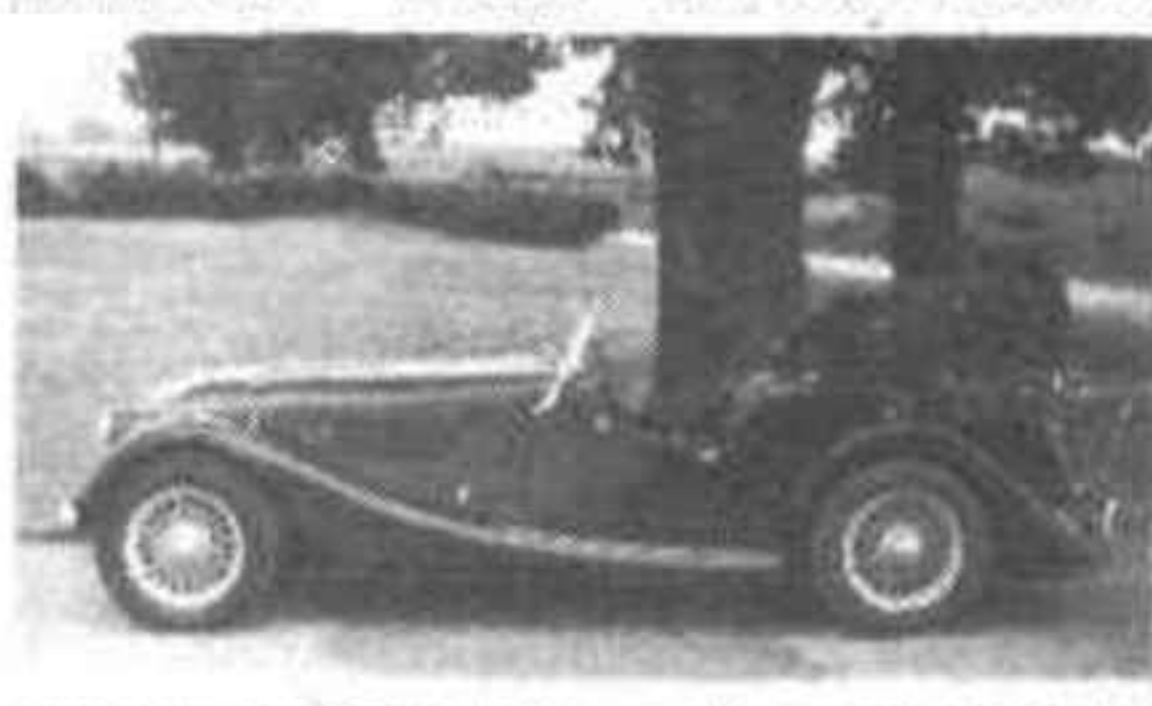
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1973, white, black leather interior, one owner, 24,000 miles, MORGAN 4/4, 1972, indigo blue, wire wheels, bucket seats, 27,000 miles, MORGAN 4/4, 1971, light orange, wire wheels, two owners, 37,000 miles, MORGAN 4/4, 1968, lemon yellow, wire wheels, comp. engine, MGB V8 GT, Feb, 1976, 3,000 miles; black, tinted windows, etc. MGB GT 1969, wire wheels, overdrive, reclining seats, sun roof, Triumph TR4, 1966, white, overdrive, Surrey top, TVR, S2 Vixen, 1970, light orange, high back seats, and finally 1968 Spitfire.

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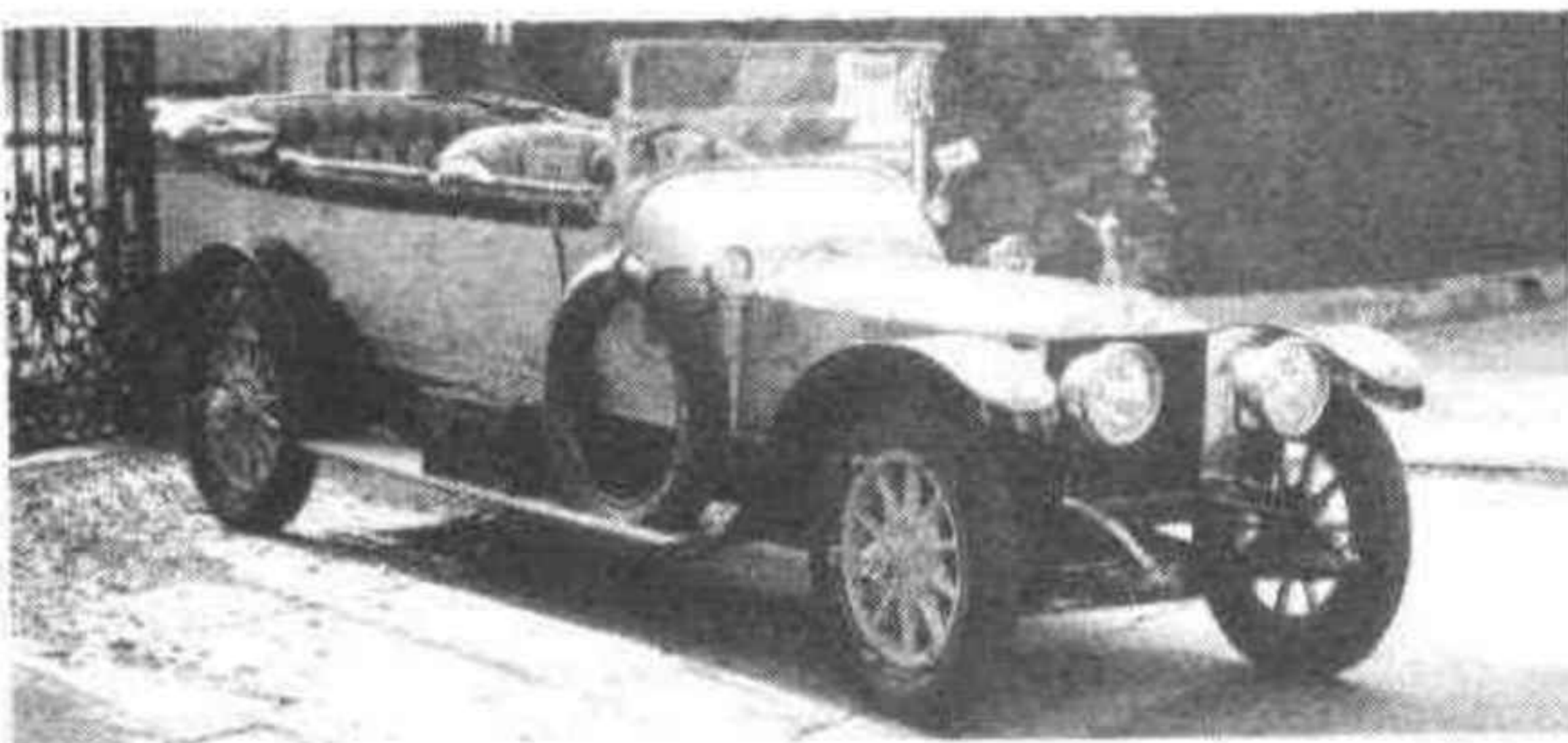
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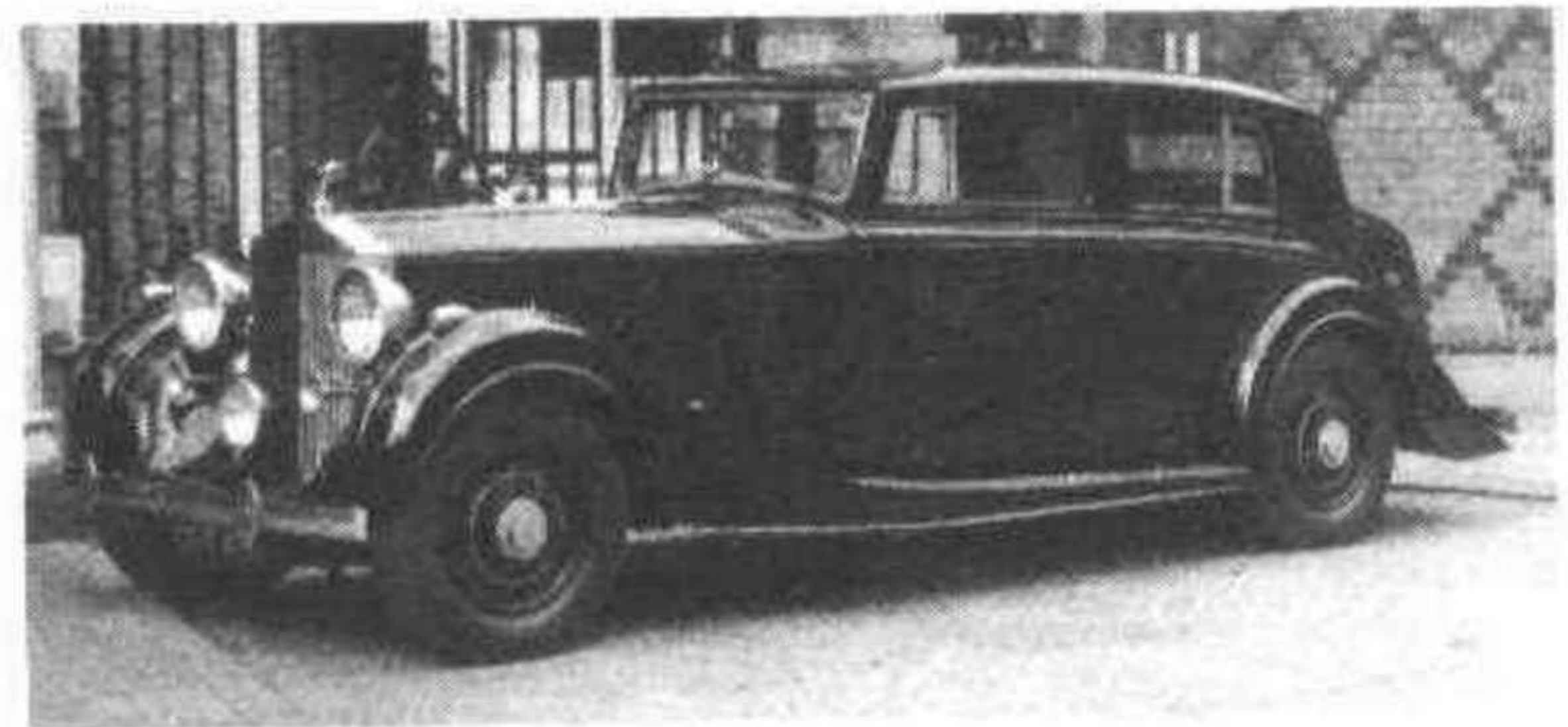
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1912 ROLLS-ROYCE Silver Ghost tourer by Regent Carriage Co. and I. Rothschild Et Fils Ltd. (illus.) DM174,000



1938 ROLLS-ROYCE PHIII Windover razor edge, owner-driver saloon, black, one owner since new, 124,000 miles (illus.) \$13,160

- 1961 AC Greyhound (Bristol engine), green, Webasto sunroof, wire wheels £1,595
- 1972 AUSTIN 1275 GT, glacier white, one owner, mileage 32,531 £865
- 1973 CHRYSLER Valiant V8 automatic regal estate, silver/black, Motorola, reclining seats, electric rear window £1,595
- 1969 DAIMLER V8-250, two owners only, 40,573 miles, automatic, blue, one of the last made, excellent example £1,145
- 1966 DAIMLER V8 250, Warwick grey/blue, automatic D1/D2, radio, h.r.w., mileage 49,301... £645
- 1956 DAIMLER Conquest, green, one lady owner since new, pre-selector gearbox £265
- 1972 JAGUAR V12 automatic roadster, light blue, radio, cassette, tinted glass, chrome wheels... £3,395
- 1971 'J' JAGUAR V12 2+2 coupe, regency red, tan trim, manual, Motorola, headrests, recorded mileage 46,173 £2,500
- 1966 JAGUAR 'E' type 4.2 f.h.c., red, wire wheels, another in dark blue £995
- 1966 JAGUAR 3.4 'S' type automatic, light grey, one owner, p.a.s., radio, h.r.w. £745
- 1958 JAGUAR XK150 fixed-head-coupe, white, wire wheels, last owner since 1970 £900
- 1972 LOTUS Elan +2 'S', pale green, silver roof, mileage 23,293, Sundym, h.r.w., radio, mag. wheels £2,095
- 1923 LAGONDA 11.9-h.p. KK Model, attractive 2-seater with dickey seat, green and brown £3,500
- 1966 LANCIA Flaminia 3c 2.8-litre V6, imported 1972, very pretty 2-door Superleggera touring coachwork, 2/4 seats, silver grey/red £1,295
- 1974 MG-B GT V8, white, Sundym, overdrive, radio one owner, 17,626 miles, cassette, headrests, under-sealed £2,495
- 1974 MG-B GT, red, one owner, 12,926 miles, overdrive, chrome wheels, tinted glass, headrests, radio, h.r.w. £1,995
- 1974 MG Midget, white, hard and soft tops, one owner (lady), radio, cassette, 15,296 miles £1,245

- 1973 MG-B GT, teal blue/yellow ochre, 32,548 miles, two owners (both friends), overdrive, radio, headrests, reflex belts, rear fog lights, hazard warning, h.r.w., mirrors, delightful £1,795
- 1973 MG-B GT, teal blue/yellow ochre, overdrive, radio, sunroof, h.r.w., servo, headrests, reflex belts, mirrors £1,675
- 1973 MG-B, teal blue/autumn leaf, 34,082 miles, overdrive, servo, tonneau, headrests £1,495
- 1972 MG-B GT, green mallard, overdrive, sunroof, radio, chrome Rostyles, servo, 38,453 miles... £1,495
- 1972 MG-B GT, teal blue/autumn leaf, two owners, mileage 37,967, radio, leather wheel £1,445
- 1971 MG-B GT, teal blue, overdrive, sunroof, radio-twin speakers, Kenlowe, hazard warning, Maserati horns £1,295
- 1971 MG-B GT, red/black, overdrive, h.r.w., 34,487 miles, two owners £1,225
- 1971 MG-B GT, midnight blue, export model l.h.d., overdrive, chrome Rostyles, 'SP' sports £1,145
- 1957 MG-A fixed-head-coupe, red/black, wire wheels, imported to England Nov. '63, r.h.d. £475

- 1969 OPUS Sports, fibre glass, interesting car, full weather equipment £345
- 1971 RELIANT Scimitar GTE, satin silver, black trim, one owner, 49,551 miles, overdrive, radio, h.r.w., rear wiper £1,745
- 1932 ROLLS-ROYCE 20/25, fitted Bentley 41 engine, station wagon type coachwork, suitable for restoration £2,300
- 1951 RILEY 2½-litre saloon, maroon, suitable restoration £245
- 1966 SUNBEAM Tiger (V8), blue, hard/soft tops, radio, tinted glass, Kenlowe, complete 'file' history £1,195
- 1975 TRIUMPH TR6, yellow, 9,626 miles, hardtop, overdrive, cassette, one owner £2,195
- 1975 TRIUMPH 1500 Spitfire, white, hardtop, one owner, mileage 11,856, overdrive £1,725
- 1974 TRIUMPH GT6, emerald green, one owner, 17,296 miles, Sundym, overdrive, sunroof, radio, Impeccable throughout £1,595
- 1973 TRIUMPH Spitfire, pimento, overdrive, hardtop, soft top, tonneau, one owner, 21,296 miles, delightful £1,195
- 1973 TRIUMPH GT6, pimento red, one owner, h.r.w. £1,245
- 1973 TRIUMPH GT6, blue, one owner, sunroof, overdrive, radio, Sundym glass, mirrors, nylon seats £1,225
- 1971 'K' TRIUMPH TR6, red/black, overdrive, cassette, front spoiler, chrome trims £1,145
- 1965 TRIUMPH TR4A, yellow, overdrive, hardtop, wire wheels, radio £565
- 1971 'M' VOLKSWAGEN 1303, red, hazard warning, radio-cassette £945
- 1973 VOLVO 144 (fuel inj.), blue/black, one owner, 17,765 miles, automatic, sunroof, radio-tape... £2,165
- 1967 VANDEN PLAS Princess 4-litre 'R', grey, automatic D1/D2, radio £645

Our Buying Department would like to hear from anyone selling the type of car we sell. Private and trade all welcome. Top cash prices paid for GOOD cars. Drop in at Performance Cars for immediate decision (and a cup of coffee), or 'phone 01-560 7011. Scottish sellers please note: our buyer visits Scotland frequently. No formalities, delivery taken in Scotland

FOR SALE—continued

BENTLEY 4-LITRE 1931. Mulliner. Superb original condition. Two owners, low mileage. Also pair Bentley front mudguards, 3- or 4½-litre. A. Gregson, Ringmore House Shaldon, S. Devon. Phone: Shaldon 2400 or 2375. (82687)

RADFORD COOPER "S", 1964. Rebuilt. 1275 Oselli engine, 9,500 m., Weber, 731 cam, Connolly hide interior, sunroof and more. £850. Nichols, Ingrebourne 45566 Ext. 134. (78555)

ANNIVERSARY MG-B GT, Reg. LNB 6P. Only 2,000 miles. Fully Ziebarted. Radio and roof aerial. £2,750. Bolton 53850. (78560)

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

MORRIS 1932. Unusual two-seater body with modern 948 MG engine, gearbox, tax, MoT in excellent running order. £450 o.n.o. Might P/X other interesting machine. New Mills 43378 Derbyshire. (78562)

1930 SINGER 8 Saloon. Good runner. Spare engine, gearbox, rear axle, radiator. Best offer. Norwich 47719. (78563)

EDWARDIAN 1912 Delage 2-seater coupe. v.q.c. Dated, concours class winner at recent International Rally — Harrogate. 6,000 hours spent on first-class restoration. Offers to Robinson 0724 61191 (business). (78564)

CHERISHED WHITE TR6, late 1972. One of the last 150 b.h.p. models, Ziebart rust-proofed, overdrive, twin speaker radio, exceptional condition throughout. Only 25,000 miles. £1,595. Tel: office Oxford 48340 or 49590, home Warborough (Oxon.) 8423. (78565)

MILLE MIGLIA Frazer Nash. Immaculate condition with engine to BS4 specification, needs running in new gearbox, suspension. £5,500. Lola Mk. I 1,098 c.c. Climax engine to Stage V in excellent condition. Needs running in with spare differentials, engine, gearbox, wheels, tyres, body shells £3,500 Northwood 24625 day. (78566)

1953 RILEY RME, Black. Two owners from new. Good original condition. Taxed, MoT. Both to end of year £395. 0494 28895 (High Wycombe, Bucks.) (78570)

BMW 700 CS SPORTS Coupe, Grey, 1966. Very rare. A real collector's car. Excellent condition. 47,000 miles. One owner. Spares available. £295 o.n.o. 021-744 1830. (78571)

1970 1600E CORTINA 3000, Black, beautiful condition. Only £656. Come and see it. Phone Steve 01-969 2310, between 10 a.m.—10 p.m. (78572)

BOND 3-WHEELER C-Type family four convertible 1955. 197 c.c., 90 m.p.h. Original, requires simple restoration. Russell, 061-773 1587. (78693)

FOR SALE—continued

1935 ALVIS Silver Eagle three-position drophead coupe, rebuilt engine, new radiator, rebuilt wheels and stoved, new chrome, new hood, good tyres, new MoT. Taxed. Body work the same as Alvis Speed 20, in Motor Sport page 714 June. Needs small amount of work to complete. Could be made into concours car. £2,000 o.n.o. 061-428 6125 Manchester. (78556)

1929 INVICTOR 4½-litre, four-seat, Vanden Plas Type Tourer. Superb condition. Rare model interesting. Registration number 4679 R. Substantial offers. Willing to P/ex. Riley Roadster, XK, Alpine or open car 1938 onwards. Phone Gresford 2455. (78573)

RELIANT SCIMITAR GTE Automatic. Acacia green. First registered August 1971 (K). Just fitted with stainless-steel exhaust system. Taxed until March 1977. £1,700. Telephone Farnham 24813 (Surrey). (78574)

DAIMLER SOVEREIGN fawn 4.2-litre automatic and p.a.s., managing director's car. All suspension units recently renewed. Superb engine, bodywork immaculate. 1969, but certified under 55,000 miles. £850 o.n.o. Gunn, 01-352 2539. (78575)

PORSCHE 1972 (May) 911E, 11,889 miles at date of writing this advertisement. Silver. Usual De Luxe specifications. Dinitrolled. Two fastidious owners. Condition appropriate to mileage. Substantial price asked. Basingstoke 770 247. (78672)

1928 LAGONDA 2-litre tourer. Very handsome bodywork, side-mounted spare windscreen. Complete weather equipment. Good engine. Taxed and tested. Just coach-painted. BRG £3,750. Speed 20/25 Alvis tourer taken in exchange (or would buy one outright). 01-828 7449, or write 32 Carlisle Mansions, SW1. (31522)

MERCEDES LOW LINE X/Diesel, 200 D/8 left-hand drive, MoT, radio, reconditioned engine. £1,590. No offers. 01-648 4981 (Mitcham). (78670)

1940 OLDSMOBILE Series "90" Only model in Britain. One owner brought it to England. Has American licence, etc. AAA badge. Shop manual. Everything good, original condition, reconditioned engine, new clutch pump, battery, crankshaft re-ground. Licensed MoT certificate. Spare parts. Reasonable offers invited. Cutler, June Cottage, West Horsley, Surrey, East Horsley 3211 between 9.30 and 10.30 p.m. (78671)

1938 ALVIS SPORTS Tourer, Original 12/70 body professionally converted to attractive open aluminium two-seater. Suitable for regular use or competition. Economical, fast and reliable. Long MoT. Offers around £950. Basingstoke 770 247. (78672)

MORGAN PLUS 4 (1954) Rebuilt half-race Excellent condition. £2,500. Morgan 4/4 (flat rad. 1948), standard engine, average £1,200. Box No. 5124. (78703)

SGT we sell freedom Lotus Scimitar and Morgan Cars

- NEW CARS**
- LOTUS ELITE 503, red with oatmeal trim LIST
 - LOTUS ELITE 501, black with oatmeal trim LIST
 - LOTUS ELITE 504 gunmetal grey with oatmeal trim LIST
 - LOTUS ECLAT 520, red with oatmeal trim LIST
 - LOTUS ECLAT 521, yellow with sable trim LIST
 - NEW SCIMITAR GTE model available for demonstration.
 - NEW MORGAN Plus 8 available for demonstration.

- USED CARS**
- 1975 SCIMITAR GTE automatic, April yellow with tan interior, radio/stereo, alloy wheels, tinted and electric windows, fog lights. £3,795
 - 1974 SCIMITAR GTE Automatic, ivory beige with black interior, leather trim, alloy wheels, electric windows, tinted glass, radio/stereo £3,345
 - 1974 SCIMITAR GTE, Overdrive. Highland purple with tan interior, alloy wheels, electric windows, fog and spot lights £3,095
 - 1974 SCIMITAR GTE, overdrive, April yellow, black interior, electric windows, tinted glass, alloy wheels; one owner £3,195
 - 1973 SCIMITAR GTE, manual, Beaujolais red with tan interior, radio/stereo, sun-roof £2,545
 - 1975 LOTUS Elite 501, yellow, 9,000 miles; supplied and serviced by us £5,750
 - 1974 LOTUS Europa Special, lagoon blue with oatmeal interior, radio, tinted glass £2,995
 - 1974 LOTUS Europa Special, JPS black with oatmeal interior, stereo radio/tape player, tinted glass, air-horns £2,995
 - 1972 LOTUS + 2S 130, Pistachio green with black interior; one owner, 6,000 miles; sun-roof, h.r.w., radio £2,550
 - 1975 ALFASUD Ti, white, radio; one owner £1,895
 - 1970 MORGAN Plus 8, a recent retrim and repaint and other refurbishments
 - 1973 MORGAN Plus 8, yellow, with black interior.

Station Garage Taplow, Bucks.

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



1972K FERRARI GTC4, claret with check cloth trim, radio/stereo, pristine example having covered only 31,000 miles. £5,950



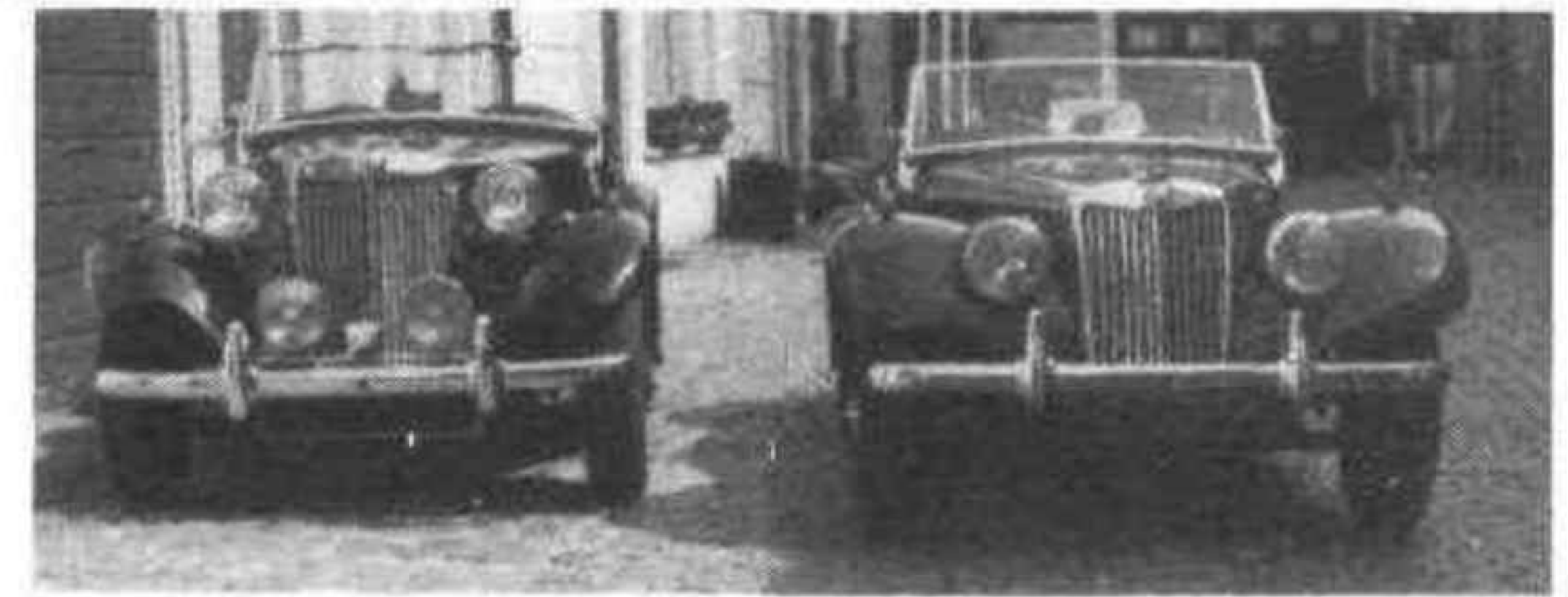
NEW TR7, red, cloth trim, all extras; delivery mileage £3,395

- 1972 AC 428 7-litre auto., white, chrome Boranis wire wheels, only 15,000 miles £3,950
- 1975N TR6, pimento, stereo, fully undersealed, 10,000 miles, as new £2,395
- 1972K LOTUS + 2S 130, red/silver, 2 owners, mag. wheels, immaculate £2,195
- 1973M 'E'-Type + 2 V12 auto., extras too numerous to list £4,395
- 1973L CITROEN Maserati SM EFI, one owner; white, beige cloth trim £3,595
- 1973L LANCIA Fulvia 1.6 HF Lusso, 2 owners, black immaculate condition, radio £1,695
- 1972K M.G.-B GT, 2 owners, overdrive, white, superb condition £1,395
- 1973L TRIUMPH Spitfire, white, one owner, 26,000 miles £1,195
- 1973L TRIUMPH Spitfire, maroon, one owner, 25,000 miles £1,195
- 1973L M.G. Midget, mallard, one owner, w/wheels, 28,000 miles £1,095
- 1972 Series CLAN Crusader, tinted glass, sunroof, alloy wheels, pristine condition £1,095
- 1971J SPITFIRE, hardtop, white, 34,000 miles £895
- 1968 LOTUS S3 f.h.c., as new condition, white, one owner, radio £895
- 1969G AUSTIN HEALEY Sprite, low mileage, excellent throughout £495

SALOON CARS

- 1972L OPEL Commodore, white, all extras £1,395
- 1972K MINI Traveller, estate, white, 2 owners, genuine 26,000 miles, auto. £1,095
- 1968 ALFA ROMEO 1600 saloon, 3 owners, excellent condition £495

ALL CLEAN LATE SPORTS CARS WILL BE BOUGHT FOR CASH
Generous Part Exchange terms and H.P. facilities on all cars.



TWO SUPERB T-TYPE MGs

1951 TD2, black with red leather interior; restored to very fine condition.
1955 TF 1500, red with beige leather interior; rebuilt over the last year.



Nov. '63 "E"-TYPE fixed-head coupe. Three owners and 38,000 miles from new. White with red leather interior. Excellent condition throughout. £1,400



1935 LANCIA Astura, Series 4, four-seater tourer. Mechanically rebuilt in the last three months, with bills of over £2,500. Finished in navy blue with aquamarine leather interior. £6,000

ALSO AVAILABLE:
1964 PORSCHE 356c, four owners, 39,000 miles. Super condition £2,650
1952 JAGUAR XK120 roadster. Original and sound.

CARS OF THE ABOVE TYPE ALWAYS BOUGHT AND FOR SALE.
John Spero at Morris Stapleton Motors
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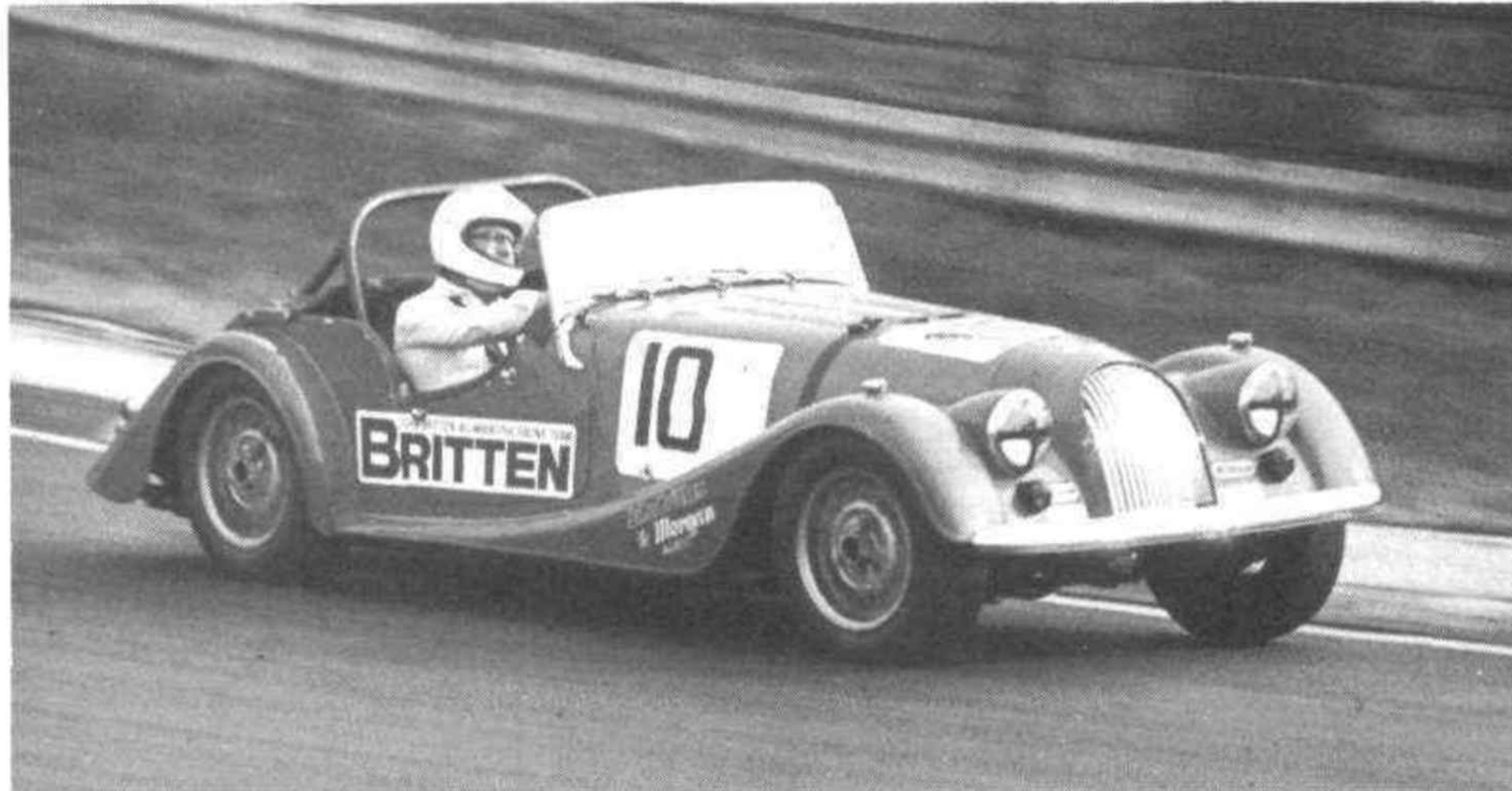
Sports car service, sales and parts; you'll certainly find at Arkley (Herts). **Morgan Plus 8 Lightweight**, 1975(P), black with brown leather, alloy body and 6Jx14" wheels, Dunlop SP57 tyres. **Morgan 4/4 4-seater**, 1973M, glacier white, reclining and folding seats, radio and 8-track, one studious owner. **Morgan 4/4**, 1968, 1500 engine, red, wire wheels (these are the only things that are good about it). **Morgan Plus 4 4-seater**, 1968, glacier white, wire wheels, leather trim, new

rear bumper, no spotlights as 4/4, one owner. **Morgan 4/4**, 1973, signal red, wire wheels, one owner. **Morgan 4/4**, 1972, royal ivory, wire wheels, bucket seats. Several more Morgans on the way. **Peugeot 504 Injection**, 1973, silvery grey, tan nylon trim, sun roof, radio, belongs to a friend of mine who will become a Morgan-owning friend (i.e. a good friend) if Peugeot can be sold, he requires book trade money. (As we say). **TVR Vixen Si**, 1969, 1600 Ford unit, wide wire wheels, midnight



TVR

one more but don't know the number yet. Probably 4a. **ARKLEY SS**. We now have our new demo. Arkley, 1973 Midget based and finished in white with pinstripes and alloy wheels. We occasionally have a ready-built Arkley for sale, but our main business is selling home-build conversion kits — they cost just under £200 including VAT



weather/equipt., bonnet strap — someone has written on the stock list "the only thing that holds the car together", which is (a) not completely true, and (b) a joke I made about another car several years ago. **Morgan 4/4**, 1975, indigo blue, leather bucket seats, outside handles, could be persuaded to have wire wheels (at extra cost). **Morgan 4/4**, 1968, signal red, 1500 GT power unit, bucket seats, Plus 8 dash and wheel, previous JB history. **Morgan 4/4 4-seater**, 1972, indigo blue, wire wheels, one owner. **Morgan 4/4**, 1974, black, wire wheels, rear bumper, Q1 headlights, door handles, **Morgan 4/4**, 1971, orange, roll-over bar, cassette player, radio, bucket seats, 2 owners (at least one of them fastidious). **Morgan 4/4**, 1974, yellow/brown 2-tone, stone leather trim, reclining and folding, Plus 8 spotlights, interesting steering wheel. **Morgan Plus 4**, 1952, yellow, twin spare wheels, one owner many years. **Morgan 4/4**, 1973M, royal ivory, wire wheels, Kenlowe fan, Mobic ignition, one owner. **Morgan 4/4**, 1971, royal ivory, bucket seats, spare wheel cover, air cleaner, luggage grid. **Morgan 4/4**, 1973, green, wire wheels, bucket seats, rear bucket seats. **Morgan 4/4 4-seater**, 1972, golden yellow, wire wheels, leather interior, radio, one lady owner, country car. **Morgan Plus 8**, 1973M, signal red, black trim, bonnet strap,

blue, polished wooden dashboard, extras. **TVR 1600M**, 1975P, nut brown, vinyl roof, sunroof, beige trim, reclining seats, Blaupunkt radio, many other extras, 3,000 miles. **TVR Tuscan V6**, 1970, metallic blue, overdrive, two owners — a previous JB car. **TVR Tuscan V6**, 1970, aquatic jade, overdrive, radio, also an ex-JB car. **TVR 2500**, 1971K, metallic blue, Triumph straight-6 power unit, radio, stereo, sunroof, previous owner now Morgan-mounted. Expecting **Arkley SS**, newly built on 1971 Midget base, orange with black trim. **Reliant Scimitar GTE**, 1974, damson, sunroof, radio, previous owner now TVR-mounted. **Lancia Fulvia S3 Coupe**, 1975, green with tan trim, expensive radio, one lady driver. No Jeeps at present but expecting one this month. **NEW MORGANS**. It costs absolutely no more to order yours from the people who won the British Production Sports Car Championship last year with a Morgan 4/4 (dvr. Chris Alford) and are this year competing with a Plus 8 in most championship rounds. But the delivery time is still long. Please order well in advance. **NEW TVRs**. There is a limited edition of special Anniversary TVR 3000Ms to mark the present management's 10 years in power at Blackpool, and they are numbered from 1 to 10. We had No. 4 and sold it more or less immediately; we have been promised

which is fantastically cheaper than similar conversions, and you will also need a set of wide wheels and tyres to fill out the capacious wings — around £100 if you shop around. Our brochure is 25p and you also get an instruction pamphlet when you buy the kit itself. The **JOHN BRITTEN ALL-BRITISH RACING TEAM** will appear (in part or in full) at Silverstone July 4th, Castle Combe July 10th, Croft July 11th and Cadwell Park July 28th. Having dominated the middle class last year in his Morgan 4/4, our man Chris is running a TVR 1600M in the same class this year, and although leading on points is being pressed hard by other chaps in — guess what? — Morgans! And now, unable to resist the lure of money, we have sold



our last year's Morgan to long-time Morgan racer Rob Wells, so expect even more competition in future. Me, I just drive my "old nail" Plus 8 and try to beat the Morris Stapleton car by sheer ability at the wheel (whereas they try to blunt my competitive edge by plying me with wine and sausages before the race). We are having Racing Team stickers made in two sizes—large, and enormous (as the photograph). Reverting to NEW TVRs I forgot to mention that we have ordinary 1600M and 3000M cars in stock as well, or like Morgans the factory will paint one to your choice of colour for a modest additional fee. We have good workshops and will service your TVR, Morgan or other t/bred sports car, also mechanical repairs but not body repairs. Open to 7pm, Saturdays 6pm, closed Sundays and bank holidays. Nearest tube station High Barnet. Buy a one-way ticket.



FOR SALE—continued

FERRARI COMPETITION lightweight Berlinetta 1960. Many successes including Grand Prix De Rouen 1960, Nurburgring 1000 km 1961 and 1962. Original and immaculate. Many spares, including 5½ in. and 6 in. wheels, 2 spare gearboxes, back axle, front suspension, 2 complete exhaust systems including manifolds, 2 sets rear radius arms. £14,750. Ring 051-924 5565. (78725)
ALFASUD Ti 1975, Green with cloth upholstery, 14,000 miles, extras include radio/cassette, £1,750. Tel: Newcastle-upon-Tyne 883793. (78727)
DAIMLER DART SP250 1961 "C" specification. Excellent completely original example of this very fast marque (127 m.p.h.). Magnificent in maroon. Hard top. Beige soft top, full tonneau and small tonneau. Carpet and internal trim, beautiful all leather (restored Connollys three months ago), in light grey. A beautiful sports car with 11 months MoT. Must be seen and tried. A real investment at £1,250. Tel: 0482 633529. (78738)
ALFA ROMEO 1965 1600 Giulia Sprint, First £150. Please phone for details, Kelghley 605721. (78749)
1957 TR3, WHITE. Red upholstery. Two owners. All steel body. V.g.c. Spare body panels and new chrome parts. MoT to October. £1,000. Tel: 01-947 2600. (78741)
ASTON MARTIN DB2/4 Mk I 1956, DHC. Registered WHM 555. Chassis LML1063. Very good condition. £1,850. 01-385 5059. (78744)

Collector offers for sale:

- 1924 HISPANO SUIZA H6B**, 37.2 h.p. Partly original Kellner two-seat open skiff body. Gröbel headlamps. Excellent condition. **£12,500**
- 1934 LANCIA Astura 2.9-litre V8**, Pinin Farina two-door coupe. Very elegant unique car, requires restoration. **£5,500**
- 1939 DELAGE D8-120** sports saloon, believed Chapron. Chrome outside exhausts, Cotal gearbox. **£2,500**
- 1938 DELAGE D6-70** sports saloon. Requires restoration. **£1,250**
- 1955 MASERATI 300S** open two-seat sports/racing car requiring total restoration. **£8,500**
- 1951 BUICK Super Eight L.H.D.**, convertible by Fisher. Power hood windows, seats, Manual gears. No rust or rot. New M.o.T. Speedo, reading 32,000 miles, thought to be genuine. New paint and hood. **£2,500**
- 1947 FORD "Woody" station wagon**. R.H.D. Recond. V8, woodwork and paintwork excellent; 8-seat. A near perfect example of this very rare and unusual motor car. **£2,250**
- 1972 FERRARI 365 GTC4**, 25,000 miles. Finished in metallic silver grey with black leather. Air conditioning, electric windows. Superb condition. Available Geneva. Left-hand drive. Swiss tax paid. **12,500 dollars**

M. Dorian,
5 St. James Street,
London, SW1.
01-839 3591



- 1972 Maserati Ghibli**, one owner, 21,000 miles. P.A.S., 5-speed box, air conditioned. Yellow, black leather. **£4,950**
- 1962 Bentley S.II 'D' series** **£2,750**
- 1965 Aston Martin DB5 Manual** **£1,895**
- 1963 Bentley S.III** **£3,250**
- 1969 Aston Martin DB3 2/4** **£1,350**
- 1963 MG TD** (needs restoring) **£1,050**
- 1974 Range Rover** **£3,750**

061 928 2922

JOHN BRITTEN GARAGES, Barnet Road, Arkley, Barnet, Herts. 01-449 1144

FOR SALE—continued

JAGUAR 3.8, Manual overdrive 1965. Outstanding condition one owner from new. Low mileage. Golden sand body tan interior. Chrome wire wheels, radio, electric aerial. Complete service history available. Good investment. £900. Birmingham 021-443 1463. (78792)

BMW 2500 1972, Arrival of new 528 forces sale of much loved company maintained 2500. One owner, only 38,000 miles. Taiga green. Radio, sunroof, rear belts, under-sealed. Detailed service history available. Advantageous price of £2,100 for this beautiful car. Phone Williams at Southend (0702) 32156 (business) or 559638 (home). (78789)

AUBURN 851 two-seater cabriolet 1935. Very rare car. Repainted, re-upholstered, rechromed, rewired. New tyres. Engine and mechanics completely overhauled. American Bosch radio. Twin exhausts. Regrettably selling—lack of space. £12,000. Box No. 5125. (78787)

SUNBEAM TALBOT Mk. III in exceptionally good order. 1957. Two owners. Only 48,600 miles. MoT, taxed Sept. Works manual. Very nice original condition. £550 o.n.o. Tel: 01-455 8828. (78782)

AUSTIN CHUMMY July 1929. Completely restored. £1,950. Might exchange Aston or E-type. Welford-Avon (Warks.) 343. (78784)

LANCIA BETA 1800 saloon. Brown, one owner, 1974. 32,000 miles. £1,495 o.n.o. Phone 01-866 3778 (home), 01-353 6341 (office). (78796)

AUSTIN MAXI 1750. Red. One owner 1974. 14,000 miles. £1,095 o.n.o. Phone: 01-866 3778 (home), 01-353 6341 (office). (78796)

LOTUS ELITE S2. Climax engine, ZF box, restored to concours condition. Ex-Lotus Cars featured in "Motor" road test. £1,975. Tel: Selby 5999. (78813)

E-TYPE, CARMEN RED, 1965. One owner, very carefully maintained. 52,000 miles. Completely re-upholstered in white leather. New CWW and respray. Concours condition. Can only appreciate in value. £1,875. Ring Farningham (Kent) 863154. (78814)

AUSTIN 12/4 Clifton Tourer, March 1927. Offers over £2,000. Also 1936 Wolseley 14/56 Saloon. £200. Tel: Weston-under-Lizard 312 (Salop). (78815)

AC GREYHOUND Sports Saloon, Bristol 2-litre engine (100 B2), overdrive, low mileage, aluminium body. Chrome WW, splendid appearance exterior, interior, and under bonnet. Pleasurable investment at £2,250. 01-997 8325. (78817)

GILBERN 1800 1964. Show car, rebuilt, carefully used and maintained. Sunroof, overdrive, modified engine. £650. 01-440 2862. (78819)

BENTLEY "R" TYPE. Black over shell grey in very good order throughout. Must be seen. £2,450. Brookwood 04867 6551. (78793)

FOR SALE—continued

BEAUTIFUL SCOTT motorcycle, 1931 Flying Squirrel, 596 c.c. Scott girder forks, slim tank. 21 in. front wheel, unused since complete professional restoration. £900 o.n.o. Tel: 01-455 8828. (78782)

MUSTANG CONVERTIBLE, 6-cylinder automatic. Dark green metallic exterior. White power-operated hood. Buff interior. Very original condition. First registered 1967. £325. Pemberton, 64, The Green, Twickenham, 01-894 1024. (78820)

IRRESISTIBLE LITTLE RED Frogeye, all steel, totally original and beautifully preserved. Mechanically perfect. Used regularly. £550 o.n.o. Luton 840719. (78823)

BMW 327/80 1938 2+2 Drophead. Pains-taking 8-year restoration. Fully run-in. "sorted", taxed and tested. RHD (but LHD parts supplied). Colour dark blue. BMW block and crank—not Bristol. A very handsome, practical fast PVT sports car and very rare in this condition. £3,500. Henfield (079 155) 2403. (78822)

1931 WOLSELEY HORNET Special. Rebuilt engine, new hood, s/screens interior. Needs rewiring. £800 o.n.o. Staines 53699. (78824)

TRIUMPH TR6 1975 July. Green with black trim, hard and soft tops. Overdrive. 7,500 miles only. £2,350. Derby (0332) 701510. (78825)

JAGUAR 340 AUTO, 1968. Dark blue, red trim. Two owners. 63,000 miles. Any trial or inspection welcome. £450. Stamford 4312. (78827)

VERY UNUSUAL and exciting Daimler Conquest, 100 b.h.p. Drophead two-seater sports coupe. One of thirty produced. (Exceptionally long boot slopes down to fin back). Excellent running condition, ready for daily use. Very beautiful. Details: 01-567 4010/579 4712. (78832)

HISTORIC SPORTS racing car, believed to be circa 1959 Elva. Space frame. Inboard rear discs. Costin style body. Wire wheels with Dunlop Green Spots. All in excellent condition, only needing engine and minor work to complete. £850. Simpson. 01-586 4466 day; 01-370 2826 evenings/weekend. (78794)

AMAZING CITROEN ID 19 Cabriolet. Believed only twenty produced. Now in magnificent condition having undergone extensive and expensive renovation inside and out. New hood/int., etc. Low mileage. Rinn 01-567 4010/579 4712. (78832)

JAGUAR MK. VII. Total mileage 9,000 miles. Stored under dust sheets for years. Completely original and unrestored. Absolutely perfect in all respects. £2,250. Tel: Northwood 25435. (78828)

HEALEY 100/4 BN1 1955. Rare opportunity to invest in this wonderful specimen. Absolute mint condition throughout. Possibly the finest example of this rare model in existence. Tel: Leed. 826435 with offers around £2,500 in mind. (78840)

FOR SALE—continued

1938 HUMBER 20 HP Snipe Saloon. Two owners from new. 37,000 miles. Original condition but needs re-spray and some repairs. £285. Telephone: Reading 56193 evenings. (78830)

TRIUMPH SPITFIRE, Superb 1972L. Overdrive. Pimento. 29,000. Radio, tonneau, new tyres, hood, £935. Huntingdon 76239. (78831)

MG TF 1275 c.c. Present owner for past six years. Engine just run-in after complete rebuild. Bodywork stripped, new parts and new wooden parts as necessary. Retrimmed, recarpeted. Resprayed red. Some new chromework. An excellent example must be worth £2,750 or thereabouts. Telephone Tralleck 507 or Monmouth 2451 (office hours). (78833)

TR2, 1955. One previous owner. Full history. Restored from chassis up. Completely immaculate. £2,250 o.n.o. Part exchange considered. Bramham (Wilts.) 407. (78835)

GILBERN INVADER Mk. II 1971. Silver grey electric windows, o/d, radio, 27 m.p.g. 30,000 miles from new. Excellent condition. £1,250 o.n.o. Ring after 6 p.m. Stafford 823041. (78834)

ALFA ROMEO 1750 GTV 2+2. Red bodywork/black interior. 5-speed gearbox. Motorola. £675 o.n.o. Tel: 01-642 3593. (78836)

VOLVO 221 ESTATE, 1965 Model. Fitted low-bar. Excellent condition. Taxed and MoT September. £350. Long Eaton 66399. (78838)

TALBOT DHC 1937. Eye-catcher. Best offer around £900. Phone 01-550 9887. (78841)

RELIANT SCIMITAR GTE 1972. Overdrive, chrome wheels. White with black trim. Radio. 32,000 miles. Four new tyres, new shocks. Well-maintained and worth viewing. £1,950 o.n.o. Tel: Brownhills (Staffs.) 6588. (78843)

RARE 1936 AUSTIN 7 Pearl Cabriolet. Resprayed, rechromed, original leather. Year's MoT, taxed. Excellent runner. £875 o.n.o. 29 Laurel Drive, Buckley, near Chester, Clwyd. (78844)

BMW 327 Dec. 38. Bristol FNS engine and gearbox. Hoborn Eaton oil pump. Late-type water pump. Alfin drums, Bosch racing coil, Bosch fog light, Lucas Pathfinder. Tyres good, spare new. Brakes recently reined, new rubbers, chrome good. £2,000 o.n.o. Kirby, 5 The Grove, Potters Bar, Herts. (78845)

LOTUS ELAN Convertible 1964. Blue, new hood, tyres, battery and tinted windscreen. Recent respray. MoT to April, tax to March. £795. 01-693 7379. (78848)

SAVAGE 3-LITRE GT Cortina. March '75. 16,000 miles, one owner, mint condition. Many extras. White/black vinyl roof. Cost new £3,500. Take £2,000. Phone Lutterworth 2882 or Leicester 772535. (78849)

FOR SALE—continued

MORGAN 4/4. Originally built about 1958, now rebuilt with 1,500 c.c. engine and re-registered 1976 with "P" registration. White with new black hood, tonneau, side screens and carpet. MoT to February. Taxed to January. £2,750. 01-693 7379. (31648)

RILEY 2 1/2 RMF, MoT, taxed, used daily. Good looking car. New roof, exhaust, brilliant brakes, engine worn but good oil pressure. £350. D. Brown, 01-262 8080 Extn. 408. (31659)

AC 2-LITRE SALOON 1948. v.g.c. throughout. MoT. Recent respray, engine rebuild, £800 o.n.o. Salisbury 3423. (78888)

ALFA 1600 GUILIA Sprint GT 1965. H Reg. LHD. BRG. tan upholstery. New ZXs. Really elegant car, suit beginner enthusiast. £300 o.n.o. 11, St. Mary's Rd., Plympton, Devon. (78889)

FORD PREFECTS 1954, one black one fawn. Nicely restored, recent use. MoT to September. £225 each, £425 the pair o.n.o. Bank, Beachside, Hele, Ilfracombe. (0271) 63006. (78890)

SCIMITAR GTE "L" registration. Automatic. Blue/black leather. Most possible extras. Genuine 22,000 miles. Regularly serviced. Garaged. Immaculate throughout. £1,995. Phone 01 992 3747 daytime. (78879)

FROGEEY SPRITE. Green. All original. Recent respray. Present owner since 1967. 69,000 miles, believed genuine. £425 o.n.o. (Horndean 593397 (Hants.)) (78877)

UNIQUE INVESTMENT opportunity: 1976, vee 1976. Lotus Plus Two S130. Commissioned for famous racing driver, who has since changed teams, hence car offered for sale. Built April/May 1976 by Lotus Development filters. No expense or time spared. Ermine white, black trim, red carpet. Blue Printed big valve engine 140 b.h.p. Nil mileage. Best offer in excess of £4,000 accepted. Box No. 5126. (78876)

1934 SINGER LE MANS 4-seater, running order. Spare engine, gearbox, rear axle, etc. £1,000 o.n.o. Stannard, Kington Grantham, Lincs. (78875)

FIAT 128 SPORTS Coupe 1300, 1973 November. Only 12,000 miles. Blue with tan interior. HRW. factory anti-rust. tow-bar, one owner. £1,300. Ipswich 57688. (78874)

FOR SALE: 1929 ROLLS 20 Park Ward Saloon. Head and block pressure tested. Pistons and liners unused, 6 road wheels respoked, 2 spares, 4 new 600 x 20 tyres and tubes. New down pipe, silencer and tail pipe, body tatty. £2,650. Rhenderson, "Atherstone", Langwathby, Penrith, Cumbria. Tel: Langwathby 227. (78873)

TRIUMPH 2000 1949. Good alum. body. MoT. Good tyres. £335. Phone 01-866 7081; evening 866 6342. (78872)

DAIMLER V8 250 1967 Automatic. Dark blue, radio, HRW, taxed, MoT. Excellent bodywork, chrome, mechanics. £750. Tel: Stourport-on-Severn 4433 4870. (78871)

RICHARDSONS—THEY'VE GOT A THING ABOUT M.G.'S



WE LIKE TO BUY MG'S FROM PEOPLE WHO LIKE TO BUY MG'S. IF YOU'RE PARTING WITH ONE, ALBEIT RELUCTANTLY, DRIVE IT ALONG MOOR LANE, STAINES, UNTIL YOU COME TO THE 'MG SPECIALIST' SIGN. YOU'LL FIND US NICE PEOPLE TO DEAL WITH. RICHARDSONS: STAINES 55388.

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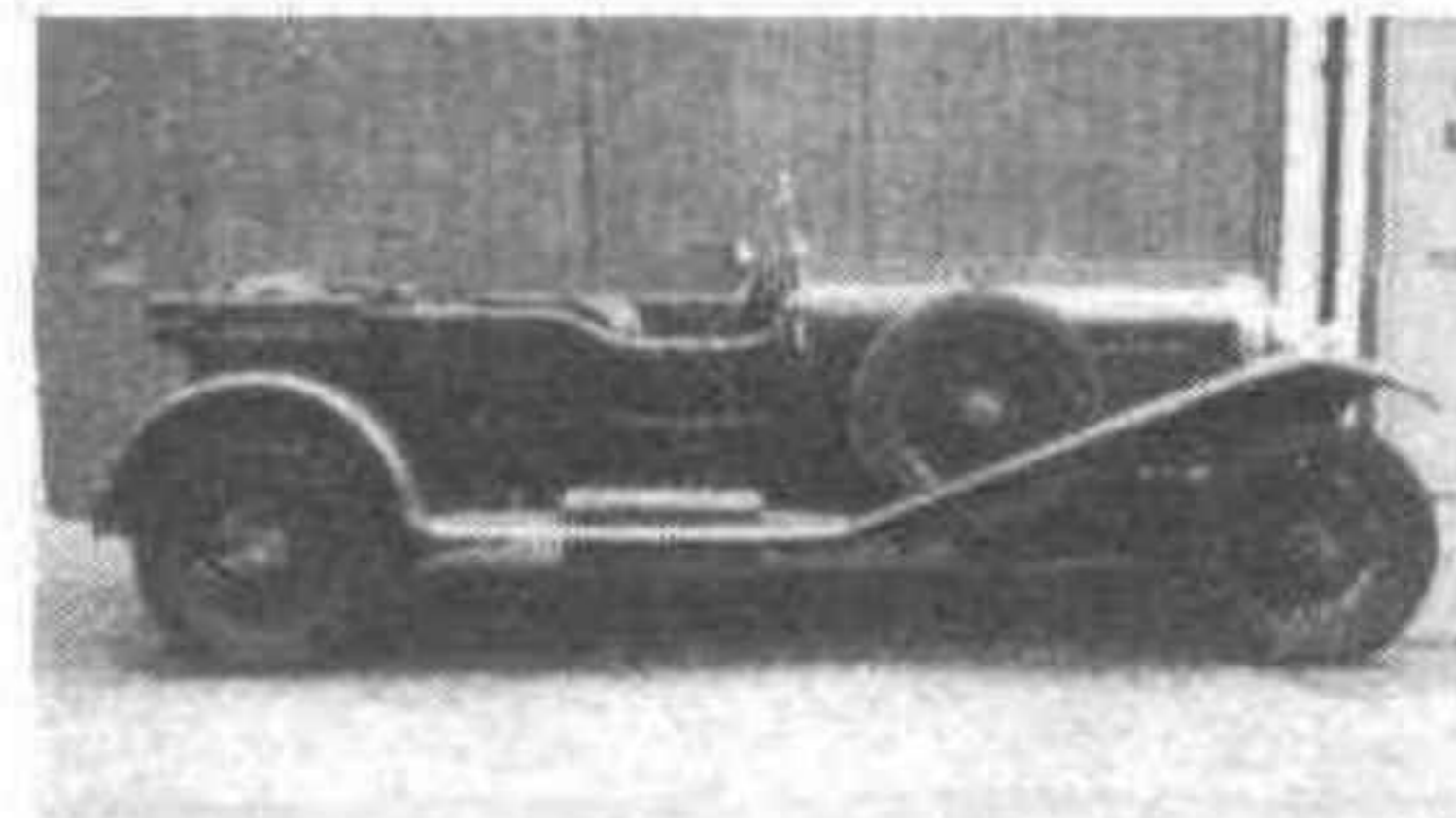
12 QUEEN'S GATE PLACE MEWS Off Cromwell Road
LONDON, S.W.7 01-584 7332/01-584 7472



1930 BENTLEY Speed 6 four-seater tourer, an original Speed 6 chassis, rebuilt, with Vanden Plas style coachwork.



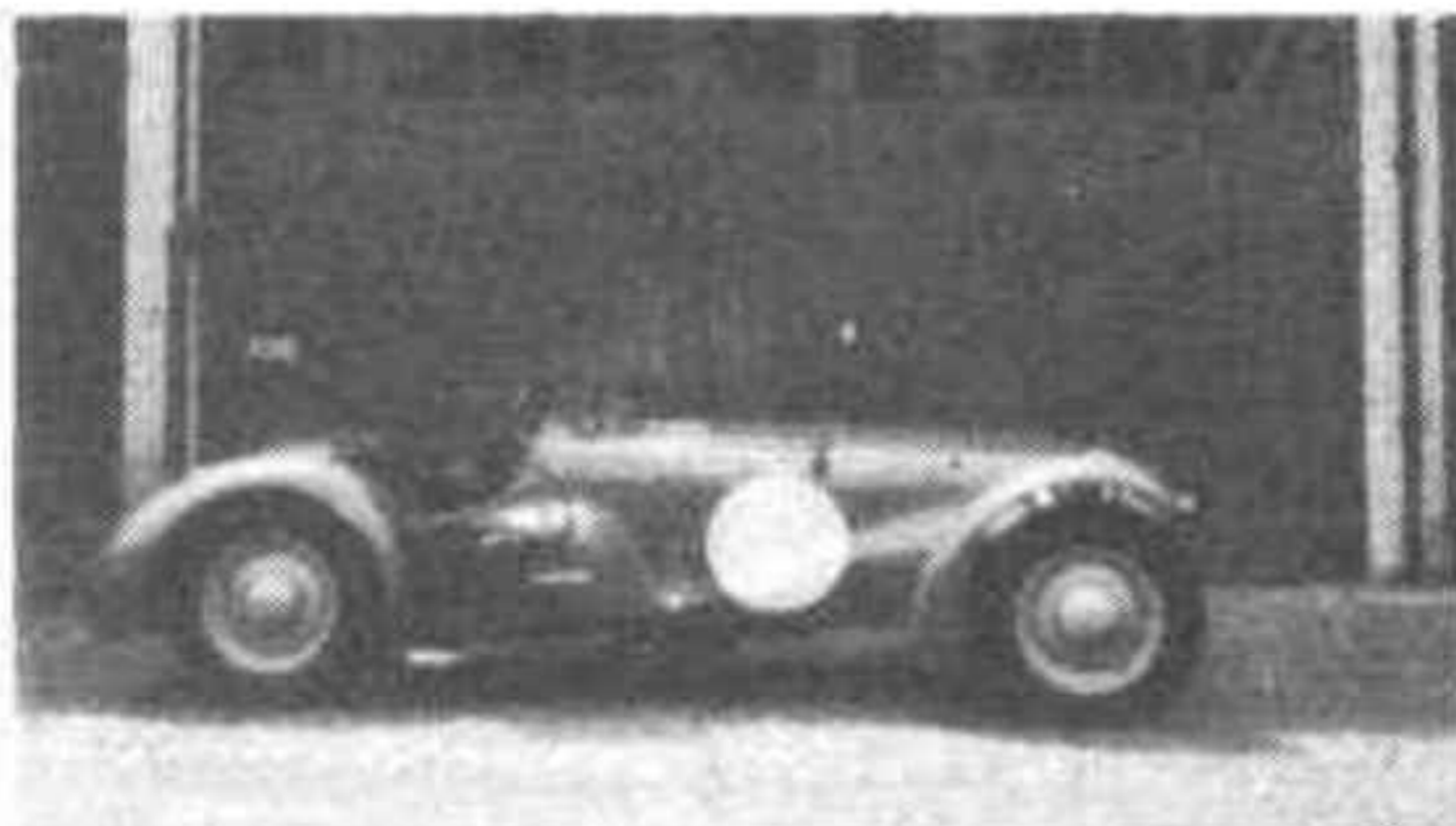
1932 LAGONDA 16/80 Continental tourer, in fine condition.



1928 BENTLEY 4 1/2-litre. Original Vanden Plas four-seater tourer.



1937 TALBOT "105" Vanden Plas 4-seater tourer.



1950 ALLARD J2 Competition 2-seater. Original unmodified example.



1938 BENTLEY 4 1/2-litre 2-door, high-vision coupe by H. J. Mulliner. Rare model in good order.

1954 ROLLS-ROYCE Silver Wraith sedanca-de-ville by H. J. Mulliner.

1929 ROLLS-ROYCE Phantom I limousine by Barker.

1928 HUMBER 14/40 tourer.

1926 LANCIA Lambda 5th Series Torpedo.

1932 LAGONDA 3-litre Weymann saloon.

1928 ALVIS front-wheel-drive 1 1/2-litre supercharged two-seater.

1936 TALBOT 110 two-door saloon by Freestone & Webb.

1927 SUNBEAM 20.9 fabric saloon.

1933 ROLLS-ROYCE 20/25 sports saloon by Thrupp & Maberly.

1928 MORRIS Cowley saloon.

WANTED: ALL VINTAGE AND PVT CARS

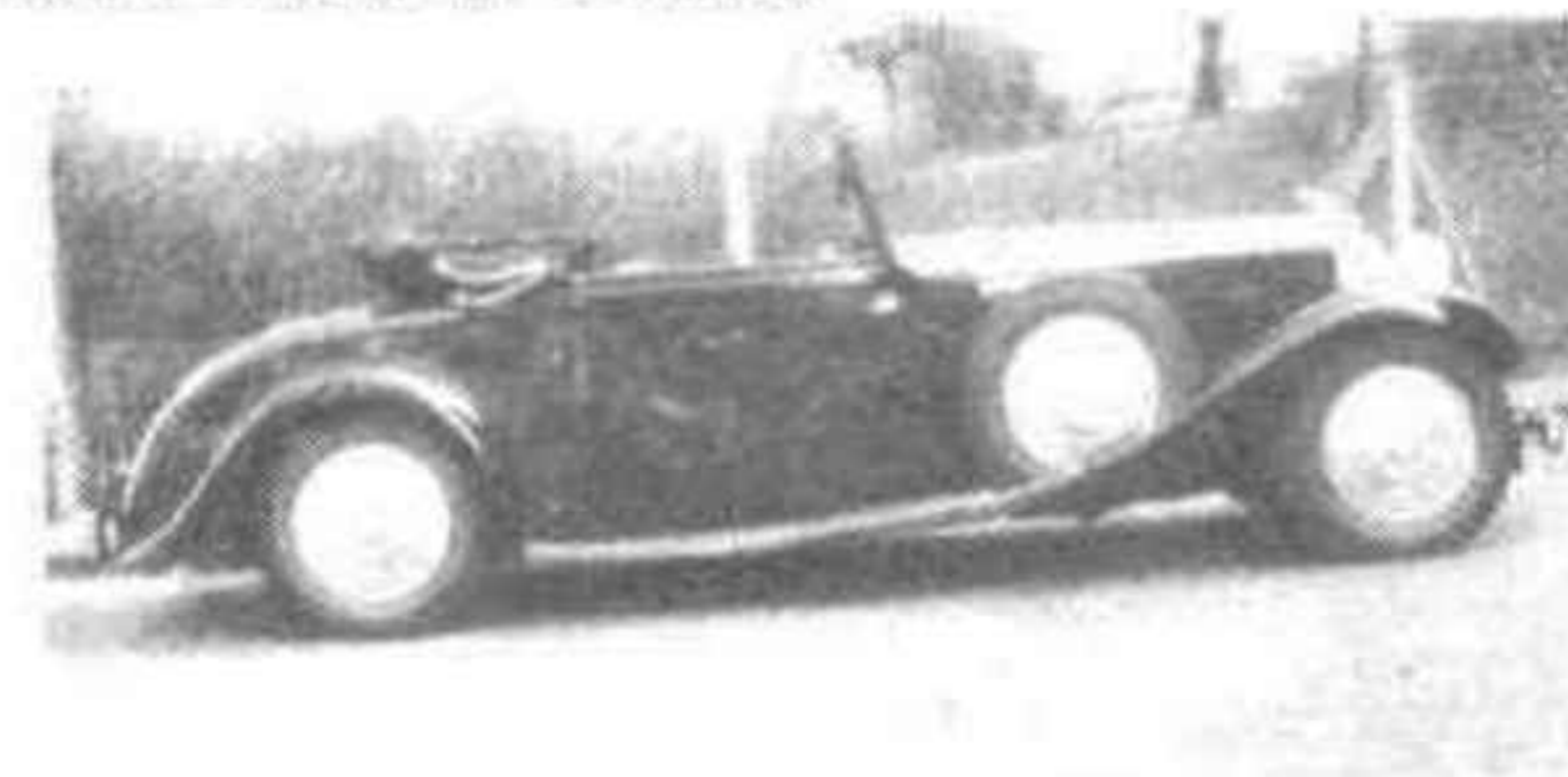
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Vintage Autos Ltd.

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

The ORIGINAL Specialists in Restored Vintage, Veteran and Classic Cars.



THE NEW HAND-BUILT MK. II BENTLEY 4 1/2-LITRE 2-SEATER SUPER SPORT SPEEDSTERS (similar to above). Based on rebuilt and modified Bentley Mk. VI chassis and mechanics and fitted new rust-proof coachwork in the style of the early 1930s. A new model in B.R.G. with black weather interior should be in stock by the time this advert appears. A set of colour photos can be sent on payment of £5 (\$10) which will be returned on firm order of car.

1935 BENTLEY 3 1/2-litre 2-seater drophead coupé by Windover (plus dicky seat). This is the only Bentley believed to be built with this unique and attractive coachwork, which has not been used since a complete coachwork restoration by Rolls coachbuilders (interior, exterior, etc.). It has a complete Rolls Agent's documented service history going back about 25 years and has done only a few thousand miles since they did a complete engine rebuild. (I regret the above bad photo does not do justice to its very attractive lines and looks.)

These new Bentley Speedsters can only be purchased from Vintage Autos Ltd. and in no circumstances direct from the manufacturers, House Engineering. They are not supplied with left-hand drive, nor sold in kit form and cannot be built on client's own chassis.

The 1972 A.C. 428 fastback advertised last month has now been sold but another similar low-mileage A.C. is expected in stock in July.

THE FOLLOWING CARS ARE NOW BEING FULLY RESTORED (MECHANICS AND COACHWORK, ETC.). WITH LUCK, SOME WILL BE COMPLETED BY THE TIME THIS ADVERT APPEARS.

1931 ALFA ROMEO 17/50 Twin Cam drophead coupé by Carlton.

1934 LAGONDA M45 4 1/2-litre drophead coupé by Lancefield.

1925 BENTLEY 3-litre Red Label sports 2-seater.

1924 ROLLS 20 open tourer by Curtis.

1929 ROLLS P.II owner-driver saloon by Barker.

1938 DELAHAYE 135MS sports 2/4-seater by Carlton.

The New LAWRENCE BENTLEY 2-seater Super Sprints.

1926 ROLLS P.I all-weather (3-position top) sedanca cabriolet by Hooper.

I ONLY SELL CARS THAT ARE RESTORED & NEVER HAVE FOR SALE ANY THAT REQUIRE EXTENSIVE RESTORATIONS

ALWAYS OTHER CARS IN STOCK OR BEING RESTORED THAT ARE NOT ADVERTISED.

I WILL PAY TOP CASH PRICES FOR CARS OF THE TYPES I SELL, BUT NO "OLD BANGERS" PURCHASED, SOLD OR TAKEN IN PART EXCHANGE.

Hours of Opening: Monday - Friday, 9 a.m. - 5.30 p.m. Saturdays and other times by appointment only.

Telegraphic address: Concourcar, London, W.2.

20 BROOK MEWS NORTH - LANCASTER GATE - HYDE PARK W2 3BW

NEOSTALGIA

TRAVELOGUE

It's been a busy month! The splendid AMOC Meeting at Brands Hatch, where our small display of sports/racing cars (see photo) seemed to be much appreciated, was followed by the JDC Rally at Beaulieu, where I was honoured with a 1st Prize in the XK Concours for my 120' (XK1). The sun, unfortunately, was swamped at the wettest Harewood ever, for the FIVA Rally/BARC Hillclimb, which turned into a cross between an autocross and a mud-plugging trial! Nevertheless our HWM won the Historic Class and I won the HSCC Concours so there were compensations for the vast quantities of baked filth now adorning both these once-immaculate cars! The HWM excelled itself the following week at Shelsley Walsh when Chris Stewart again won his class and came within 0.3 sec. of the class record! Meanwhile I was at the ACOC Rally where COB I made its debut. Lastly, two hours at the Alexandra Palace Auction convinced me that my prices are far too low, so on August 1st I am upping all my stock by 500% (an English joke!). July, of course, means PRESCOTT, on the 3rd/4th, and SILVERSTONE on the 10th for traditionally the best meetings of the year. 'Nostalgia' will be there in force complete with 'beer-garden' umbrellas, and our cars, including, weather permitting, 'COB 1', which I assure you is simply breathtaking merely standing still (and I haven't yet driven it!). Finally an apology to vintage Frazer Nash owners for mistakenly claiming the 'Oyster Shell Replica' (see below) to be a rebuild of the original car when it is, in fact, a replica, though still genuinely 'vintage'.



HERE OR PROBABLY COMING



1924 FRAZER NASH SUPERSPORTS — OR 5374: The 'Oyster Shell Replica', built by Lionel Stretton using proper vintage 'Chain Gang' running gear, as a replica of the 4th Frazer Nash built, complete with its original registration number; 1,000 miles in 24 hours in 1973; VSCC accepted — 100 pts. (Photo.)



1929 HUMBER 14/40 5-str. TOURER — KX 2223: The most superb family tourer, two owners and 68,000 miles only from new; absolutely original, including all the proper tools and fittings; in magnificent condition throughout — 98/100 pts. (Photo.)



1953 ASTON MARTIN DB3/8 SPORTS/RACING — NUV 925: A famous sports/racing car, with many successes in the hands of Parnell, etc.; the only one of the ten built in truly original condition; 25,000 miles recorded, believed genuine; condition to match; cherished in the AMOC and now driven to and raced in historic events, and for shopping! Complete with spares — 98 pts.

1958 JAGUAR XK150 DHC — AXK 150: Restored 1,000 miles ago with all new steel outer panels, Connolly hide interior, etc.; shortly to appear in colour in 'Thoroughbred & Classic Car'; registration No. AXK 150 available separately — 96/99 pts.

NEXT OUTINGS: FIRST PUBLIC APPEARANCES OF 'COB 1' on:
 SUN, JULY 4th — PRESCOTT
 WED, JULY 7th — 'THE GOAT' (Do not park on the grass)
 SAT, JULY 10th — SILVERSTONE
 SUN, JULY 18th — LITTLECOTE HOUSE, HUNGERFORD
 SAT, JULY 24th — BALLS PARK, HERTFORD
 SAT, JULY 31st — OULTON PARK

1969 ALFA ROMEO TIPO 33-2 GT: The very pretty de Adamach Targa Florio car; 2-litre 4-cam V8 giving 250+ b.h.p., just rebuilt by Ted Bailey and his team; competitive Group 4 Historic car, which may appear at Silverstone on July 10th — 93/100 pts. (Photo.)
1965/76 AC SHELBY COBRA 289 Mk. II, RHD — KPO 858P: This is a brand new car, built by Brian Angliss (who has built 'COB 1') from the chassis no. of the Geneva Show car, dismantled in 1971; 80 miles only — 100 pts. (Photo.)
1964 AUSTIN HEALEY 3000 Mk. III: One owner and 13,000 miles guaranteed from new — 99/100 pts.



SPECIAL NOTE: Due to an overload of projects I've reluctantly decided to sell my 1963 EX WORKS ABARTH 1000 GT BIALBERO (LHD). This is a famous car, winner of the Sebring 3 hours and the Swiss GT Championships of 1963/4, one of only 25 special works cars. It must be simply the best in the world, the restoration having taken 3,000 hours to the most incredibly high and original standards; every part save the basic body/chassis unit and engine block is brand new; the 982 c.c. twin cam unit gives 105+ b.h.p., driving through a 5-speed box (probably unique), resulting top speed—140 m.p.h.; registered with the HSCC and accepted for the Classic Car Championship, where it is a certain potential class winner. Duty free in the UK, Germany, possibly Switzerland. (Photo.)



ROD LEACH: Tel: HERTFORD 58891
 9 a.m. - 10 p.m., 7 days per week. (STD DIAL 0992-58891)
 Write: 27, LONDON ROAD, HERTFORD HEATH,
 HERTS., SG13 7RL.

VISITS BY APPOINTMENT ONLY

FOR SALE—continued

SUNBEAM TIGER 4.2 1965. Dark blue, hard/soft tops, XAS tyres. Very good body-work and trouble-free V8 engine, 1950. Dr. Norris, 061-445 8366. (78962)
1947 STANDARD 12. Excellent condition. MoT November '76. Offers around £400. 485 8609 evenings. (78960)
MARK VI 1952. 4½-litre. Fully restored inside and out. Enquiries: 01-589 5014. (31671)

WOLSELEY HORNET Saloon, 1933. Overhauled, resprayed, mechanics excellent. Taxed, tested, £750 or offers. Lancaster 62270. (77436)

AUSTIN HEALEY 3000 Mk. 1. Wires, overdrive soft and hard top. Recently resprayed Colorado red. Offers up to £900. 051-928 7717. (78964)

RARE 1964 BOND EQUIPE, good condition MoT. £250. Aldridge, 46 Leahouse Road, Oldbury, Warley, West Midlands. (78959)

ARMSTRONG SIDDELEY Whitley 1951. Restored to superb condition. Midnight blue over pearl grey. Year's MoT, £475. Part exchange possible. More details, 061-652 2791. (79005)

4-DOOR BEARDMORE. New clutch, rewired professionally, almost new tyres. Recently serviced. MoT until Dec. 1976. Good all round condition. £180 o.n.o. 051-523 2875 after 6.30 p.m. (79004)



SINGLE-SEATER FRENCH RACING CAR

Just pre-War. Complete and rebuilt. £1,800 o.n.o.
Mr. J. GARDHAM BROWN,
 Rolls Dene, Wood Lane,
 Whitford, Castleford, W. Yorks.
 Tel.: CASTLEFORD 554591
 Enquiries after July 11th.

WANTED

URGENTLY

ROLLS-ROYCE AND BENTLEY PRE-WAR TO 68

WILL PAY TOP PRICES FOR CARS
 IN UNIQUE ORDER, BUT ANYTHING
 FROM A 3-LITRE TO A SHADOW
 WILL BE BOUGHT IN ANY CONDITION.

ALSO REQUIRED
 LAGONDA ASTON MARTIN
 ALVIS MG etc.

I will travel any distance for the
 right car. Please write or 'phone.

Contact: J. G. PORTER
 193 MIDDLE DRIVE,
 DARRES HALL, PONTELAND,
 NORTHUMBERLAND

GET THE BEST PRICE TEL.: 0661 22807

FOR SALE—continued

JENSEN HEALEY Mk. II 1974. 25,000 mis. Tangerine/tan, rustproofed, very good condition, transistorised ignition, £2,150 o.n.o. Tel: Whalley, Lancs, 2253. (79017)

HEALEY 3000 Mk. III 1967. Colorado red, wires, overdrive, one owner. Garaged during winter months, used during summer only. Mint, 49,000 miles. £3,000. 01-570 9783. 9 a.m.—5 p.m. (79018)

1936 FWD BSA Scout Series 2, open 2-seater sports body, blue with red wheels, totally rebuilt, £1,300. 01-542 9241. (79019)

ELAN S/E FHC, 1967. Immaculate condition. Stereo/radio, silver, Will p/x, £695. Tel: 061-775 7476. (79020)

CLAN CRUSADER, Yellow, M registration. Careful lady owner. Sunroof, extras. £1,400. East Grinstead 23833 evenings/weekends. (78963)

CITROEN-MASERATI 1972. Metallic brown velour trim, air conditioning, etc. Only 9,000 miles on new engine. Excellent £2,950. Tel: Twyford, Berks. (0734) 345502. (79027)

AUSTIN HEALEY 3000 Mk. III, White, W/W, O/D, good condition. Offers. Telephone Crewe 67388. (79026)

MORGAN 4/4 1600 c.c. Two-seater. Delivery mileage. Many extras. leather seats, s/steel exhaust, etc. Offers. Tel: Wantage 2894. (79025)

MORRIS 14 HP. Reconditioned engine, good gearbox, dynastart, clutch and back axle. Steering, brakes and radiator also good. The whole unit is rolling on wire wheels and is too good to split. Only number on chassis 379842, has been dated at 1933 but engine is 1937. Offers invited. Telephone Isleham 241 (Suffolk). (79006)

ROLLS-ROYCE 20/25 Thrupp and Maberly limousine. Good working order. MoT. £2,500 o.n.o. Crowthorne 5348. (79014)

COSTELLO V8 B-GT. Guaranteed low mileage. Black with flared arches; fitted Weber DC040 carb., sunroof, special lights, quality 8-track, excellent condition £1,800 or very nearest offer. Car can be seen in London or Northamptonshire. Telephone: Brackley 3197. (79013)

DOLOMITE SPRINT 1974. Magenta. Excellent condition, low mileage, good tyres, radio—8-track. £1,800 o.n.o. for quick sale. Stourport 6014 day; 6924 evening. (79012)

TVR TUSCAN V6 3-litre, J Reg. Overdrive, low mileage, alloy wheels, blue/black interior. Radio, MoT Jan. 77. Excellent condition. £1,160 o.n.o. Tel: 669 2628 after 6 p.m. (79011)

PORSCHE CARRERA "N" registration. Late 1974. Electric sunroof, etc. Low mileage, full service history, in perfect and original condition. Magnificent in every respect. £8,650 o.n.o. 01-286 6853. (79010)

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OFFERS FROM A SELECTION OF THIRTY ROLLS-ROYCE AND BENTLEY MOTOR CARS

1963 ROLLS-ROYCE Phantom V, completely restored, fitted with Sundym glass and refrigeration.

1963 ROLLS-ROYCE Silver Cloud III, long wheelbase with electric division, Burgundy over shell grey. £7,500

1962 ROLLS-ROYCE Silver Cloud II, fitted with Sundym glass and refrigeration. Sand/sable, beige hide. £5,500



1957 BENTLEY Continental 2-door drophead by Park Ward, completely restored to the highest standards.

1964 BENTLEY S3, finished in shell grey with red hide trim and carpets. £3,950

1961 BENTLEY S2, long wheelbase with electric division. A very rare motor car.

1959 BENTLEY S1, finished in Embassy black with beige hide interior, electric windows; 87,000 miles. £2,950

29-31 ELVASTON MEWS, LONDON SW7 01-584 8567/9
(01-954 6824 EVENINGS)

WANTED—continued

BOND EQUIPE GT4S wanted. Must be in good condition. Telephone Mr. Beavers, Rotherham 873553 (office hours). (78839)
WANTED: 73/74 White Stag, overdrive, low mileage; private buyer. Phone Lutterworth 2882 or Leicester 732535. (78281)
ASTON, JENSEN, Porsche, or Bristol pre-1968. Cash waiting. Full details to Wilson, The Willows, Dulwich Common, London SE21 7EW. (78848)
WANTED: ANY "T" TYPE MG car. Also Rolls-Royce, Bentley, or any Open Sports/Tourer. Phone 061-928 2922 or write Fox Farm, Brook Lane, Timperley, Cheshire. (31647)
ANY INTERESTING old car in running order. Full details, preferably with photo to Box 207, London SE21 7HJ. (31648)
WANTED URGENTLY: Ginetta G21. Cash waiting. Overdrive preferred. Ingoldby, 2 Downham Way, Brandon, Tel: Thetford 811146 (0842). (78901)
MG J2 MIDGET (cycling), L1/L2 Magna or PA/PB 4-seater. Original, + good running to concours condition only. High price paid, all letters answered/photographs returned. Box no. 5128. (78902)
DAIMLER V8-250 1968—1969. Automatic. P.A.S. One or two owner, low mileage. Genuine car in good condition, well maintained. Kingston Blount 51314. (78935)
MG-A WANTED. Preferred rebuilt or superb original condition. Phone evenings: 021-745 4854. (78942)
WANTED: CHASSIS with or without registration book, engine and gearbox, 4 wire wheels and bonnet for 1933 MG J2. In reasonable condition. Hawarden 533602. (78937)
WANTED for Silver Ghost: Urgently need post 1917 Silver Ghost petrol tank. Also wanted: any early Silver Ghost parts, wheels, literature set of chassis drawings, etc. Reply: Jos M. Lewis snr., 7079 Colerain Ave., Cincinnati, Ohio 45239 USA. (62068F)
WANTED: 1927 VAUXHALL 14/40 tourer. Alvis 12/50 Sunbeam or similar type of car. W.H.Y? Phone Cirencester 61256 after 7 p.m. (78395)
WANTED: ALVIS SPEED 20-25-4.3. Cash waiting right car. Dawes, 030581 2978 (Dorset). (78397)
WANTED: ROLLS-ROYCE Silver Cloud I, II, or III Convertible in any condition. Please phone 051-428 8361. (78401)
WANTED: AUSTIN SEVEN Chummy or Vintage Austin. Excellent condition desired. Running order accepted, or non-runner considered. Smith, Westfield House, New Rd., Armitage, Staffs. Armitage 490232. (78457)
PRIVATE BUYER wants really well maintained Bentley, 1956-1965. Condition more important than age. Cash waiting. Home Counties preferred. Box 5110. (78461)

WANTED—continued

ANY NUMBER 1 or distinctive registration number urgently wanted. Please phone 051-428 8361 mornings/evenings. (75530)
SILVER CLOUD Rolls-Royce with serious mechanical faults, poor bodywork or accident damage even fire damage or breaker. Vehicle with minor faults will suffice. Drophead of particular interest. Other models considered—even a Bentley. All replies answered. Courteous negotiations. Prompt cash payment. Box 5076. (78421)
ANY SPORTS CAR wanted, modern or anything old and interesting. Any condition. Can collect. Cash. 01-658 1005. (71187)
STRATFORD-ON-AVON Motor Museum. Tel: 69413. Open every day—wants old cars, books, badges, lamps, etc. (31062)
MG-M WANTED by enthusiast. Would prefer complete running car but anything considered. Nixon 6 Selside Drive, Westgate, Morecambe, Lancashire. (78801)
VAUXHALL 14/40 WANTED. Please phone M. A. Messenger 01-866 3778 (home), 01-353 6341 (office). (78796)
WANTED: SPORTS camshaft type 340590 for 100 D2 Bristol engine. 63 Chester Drive, Marton, Middlesbrough, Teeside. Tel: Middlesbrough 35830. (78808)
AUSTIN TWENTY wanted, any condition considered. Collect anywhere. Private cash buyer. Phone 021-526 4689 daytime; 021-556 8251 evenings. (78780)
FERRARI 330/365 GT6 or early Daytona. Cash. Please write: N. Rogers, Old House Farm, Cadaby, Nuneaton Works. (78790)
VINTAGE TOURER: Baillet, Delage, Darracq, OM or similar type. Substantial cash offer or exchange one of my cars: 17 Bracebridge Rd., Four Oaks, Sutton Coldfield, West Midlands 14. Phone 021-308 1078. (78788)
WANTED: LOTUS ELAN. Europa or +2. Immediate cash available for mint example only. Age immaterial. Telephone Herford 57473. (78785)
LOTUS SEVEN urgently wanted by genuine enthusiast. Preferably in first-class condition. Travel anywhere. Top price paid. Telephone Chesterfield 77449. (78821)
GOOD PRICE PAID for MG SA, restored or otherwise. Immediate cash payment. 29 South Cliff, Bexhill, Sussex. Tel: Bexhill 217797. (78829)
WANTED: Any interesting or unusual convertible. Ancient or modern. Also cash reward for information leading to same. 01-567 4010; 579 4712. (78832)
QUALITY 4-seater GT sought by overseas businessman arriving UK July 3rd. Citroen SM, Aston Jensen, Lamborghini, Mercedes 309 6.3 or similar. Good condition essential. Price around £2,000. Telephone Colchester 232187 from 1 p.m. (78837)
WANTED PRIVATELY: 70 to 73 mod./low mileage, private buyer. Phone Lutterworth 350 cu engine with split roof and manual box. Ring 0782 611455. (78842)

WANTED—continued

ROLLS-ROYCE or Bentley wanted by enthusiast 1930-1956, any condition considered. Running or faulty. Highest cash price paid. Distance no object. Telephone. Warwick 42166. (78675)
WANTED: CHAIN DRIVE Frazer Nash requiring restoration, any model considered. 1) Replica preferred. Worthing 49777. (78682)
WANTED: TRIUMPH Super Seven spares for Vale Special rebuild. Engine also required. Meadows or Coventry Elitmax Ltd. Norwich 412762 evenings. (78673)
THINK, THINK, THINK: Before advertising, ask yourself: do you want silly phone calls at anti-social hours? Do you like tyre kickers? Do you like bagging? Do you want to find afterwards, you've undersold by hundreds or thousands of pounds? Do you really know what it's worth? Probably not. In our last auction (June 4th) 4 cars fetched over £1,000 over their reserve, and another 8 over £500 in excess. So if you want to realise your car's full value (less our very small commission) wait till October 27th. The earlier cars are entered the better. We can do with photos and adverts helping set the price. Send for application forms now—only 4% on expensive cars entered now. Mike Carter, VTEC, 14 Broadway, SW1, 01-834 9225. (31522)
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TRIUMPH TR6, GT6 and Spitfires always wanted. Fredrick Charles Caps Limited, Guisborough Road, Coventry 27518. (73552)
KX120 ROADSTER and SS100 wanted for private collection. Dobson, Ivy House, Levens, Kendal, Cumbria. Tel: Sedgwick 60833 (day); 60437 (nights and weekends). (30527)
MG, SA OR WA TICKFORD Coupe built by Salmons (in the Magic of MG page 132 or page 138) any condition. If possible concours condition. J. Smits van Ryckeborsel, Jaan, 24 Moergesteel, Holland. (30331)
SPEED 20 LAGONDA 2-litre Talbot 105, or similar sports car wanted. 01-928 7449. (72123)
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MASCOT, BADGES, books, photos of old cars. Dawson, Casa Nuestra, Sussex Rd., New Romney Kent, 06793 3327. (74766)
BUGANTICS: Volumes one to seven. Complete set or odd copies purchased. Some duplicates for exchange. Box No. 5093. (77435)
SS100 WANTED for private collection. Also other interesting SS, Swallow or Jaguar sports cars. Mr. A. Dobson, Ivy House Works, Levens, Kendal, Tel: Sedgwick 60833 day, 60437 night. (31666)

WANTED—continued

MORGAN 4/4 1600 competition 2-seater 1972. Anything considered. Cash waiting. Will travel anywhere to view. Please phone Brampton 2580 (Carlisle) after 8 p.m. (78716)
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WANTED: ROLLS-ROYCE and Bentley motor cars for investment. Substantial prices paid for any models. Please telephone 01-584 8567. (31609)
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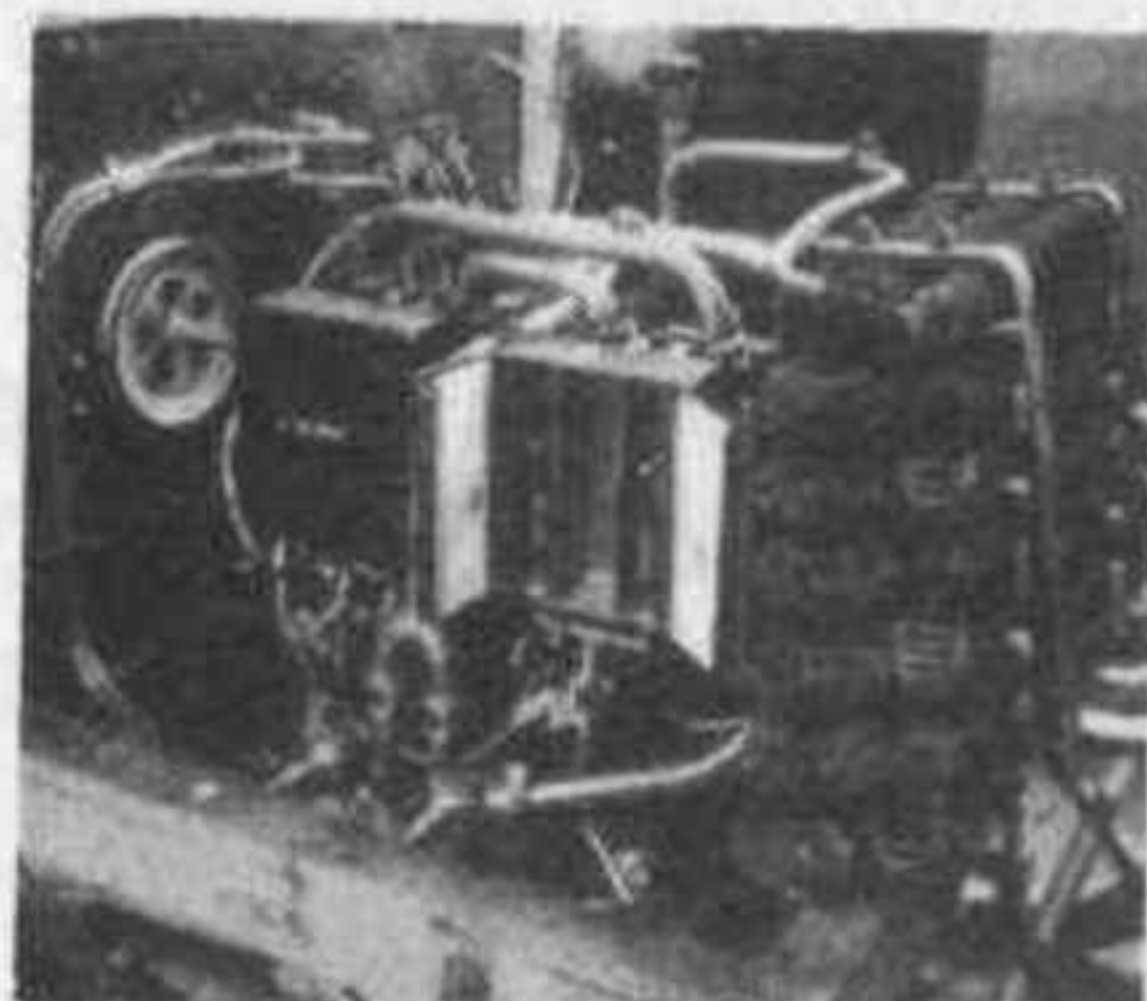
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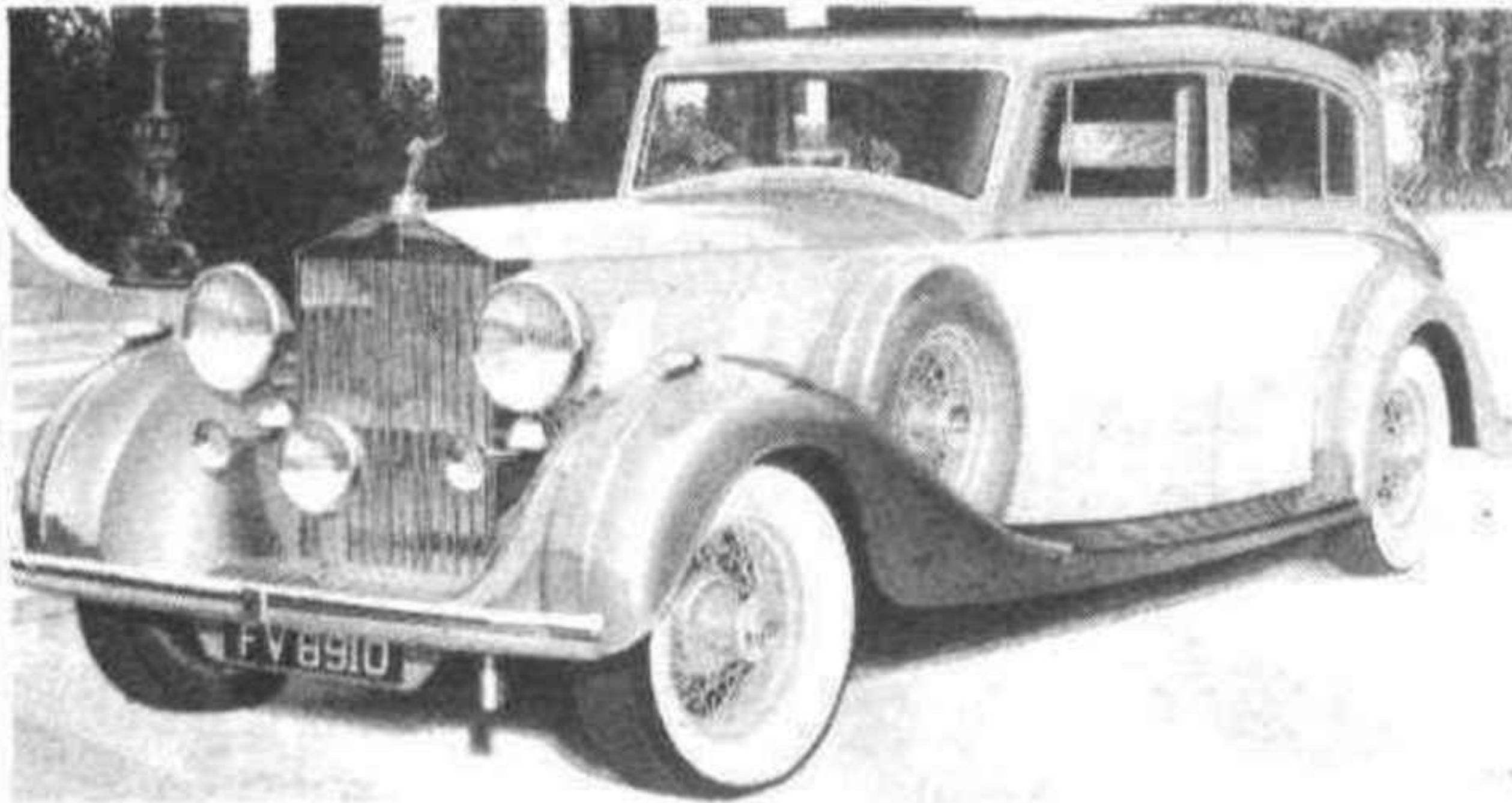
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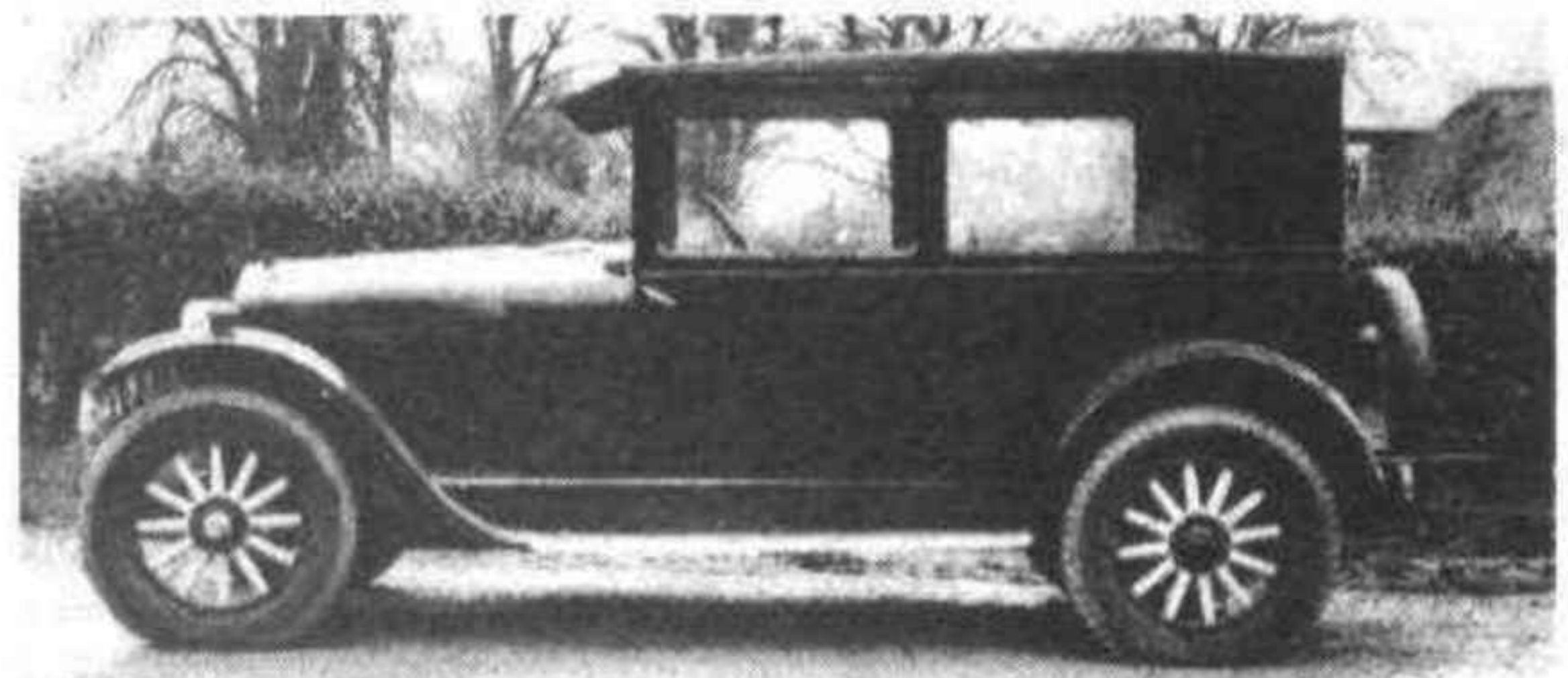
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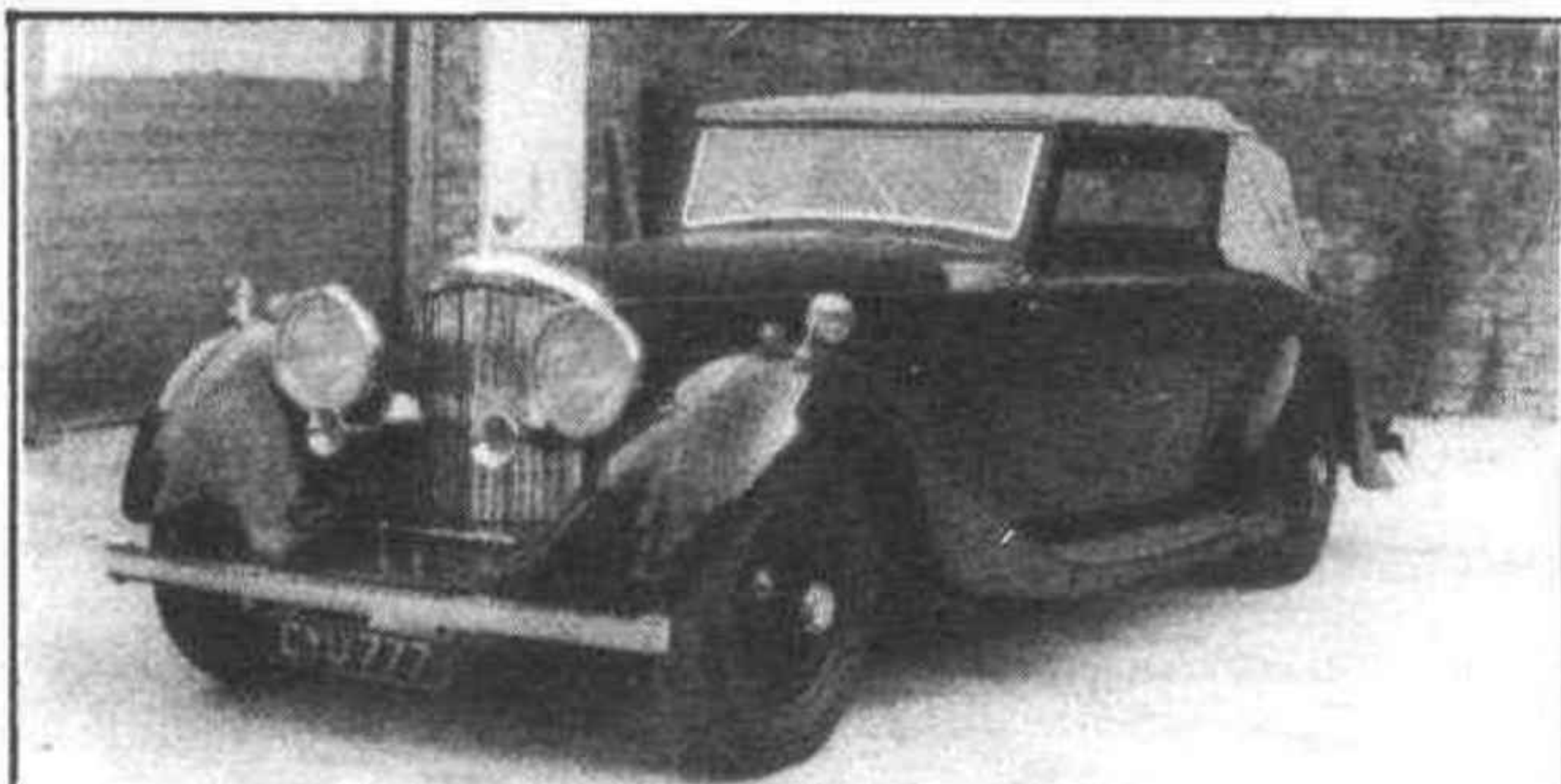
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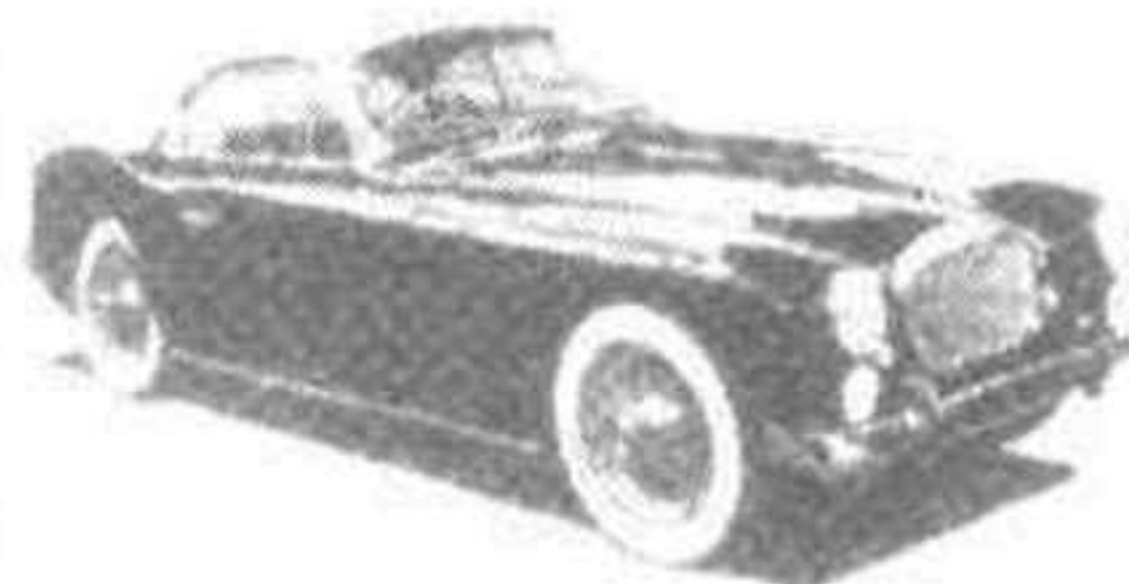
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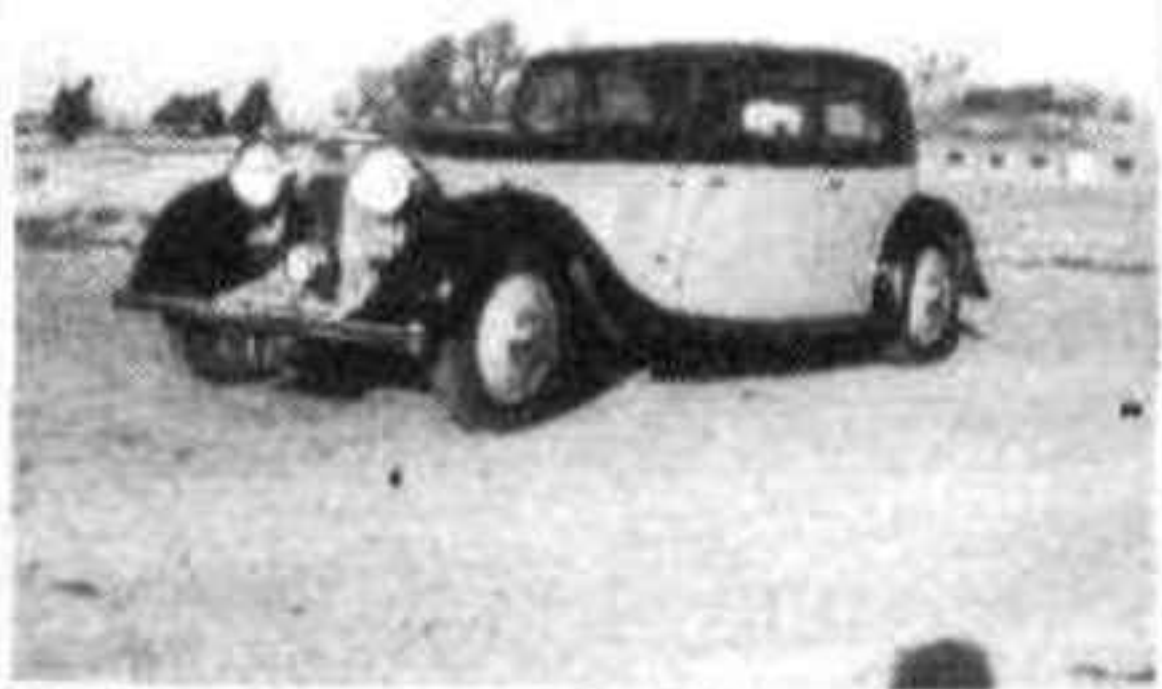
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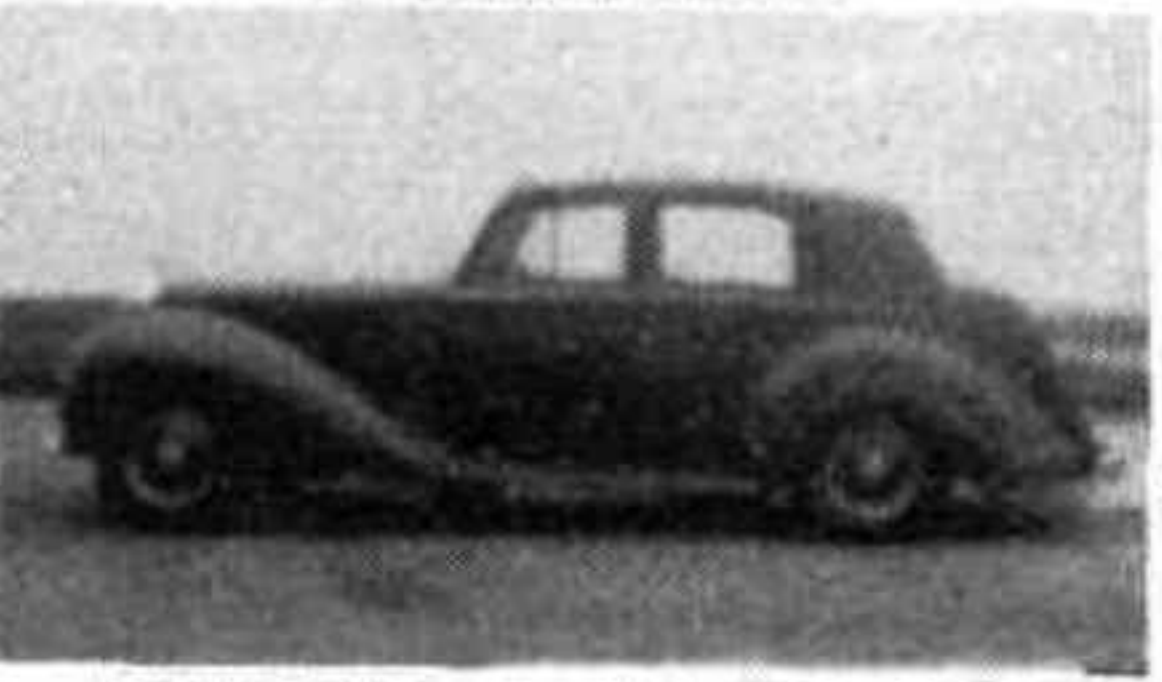
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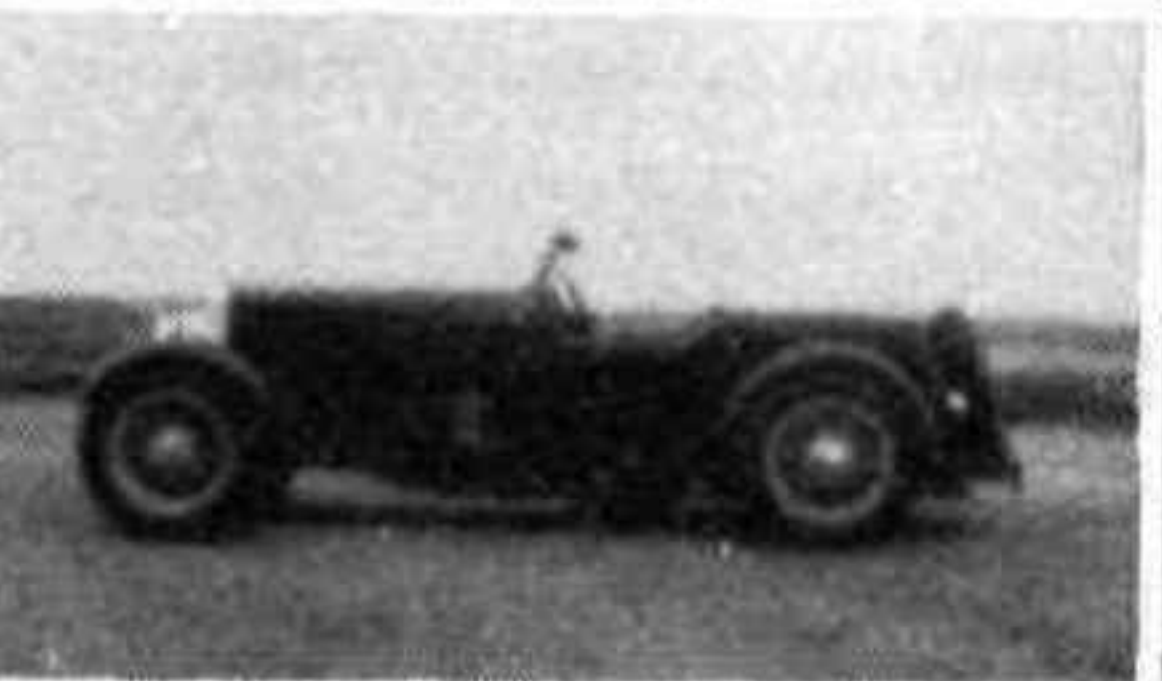
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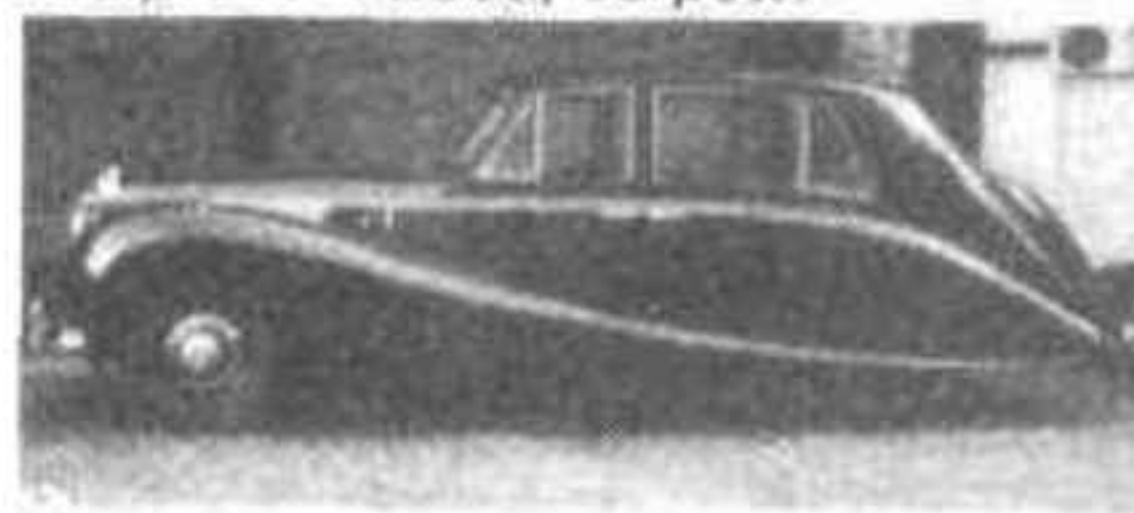
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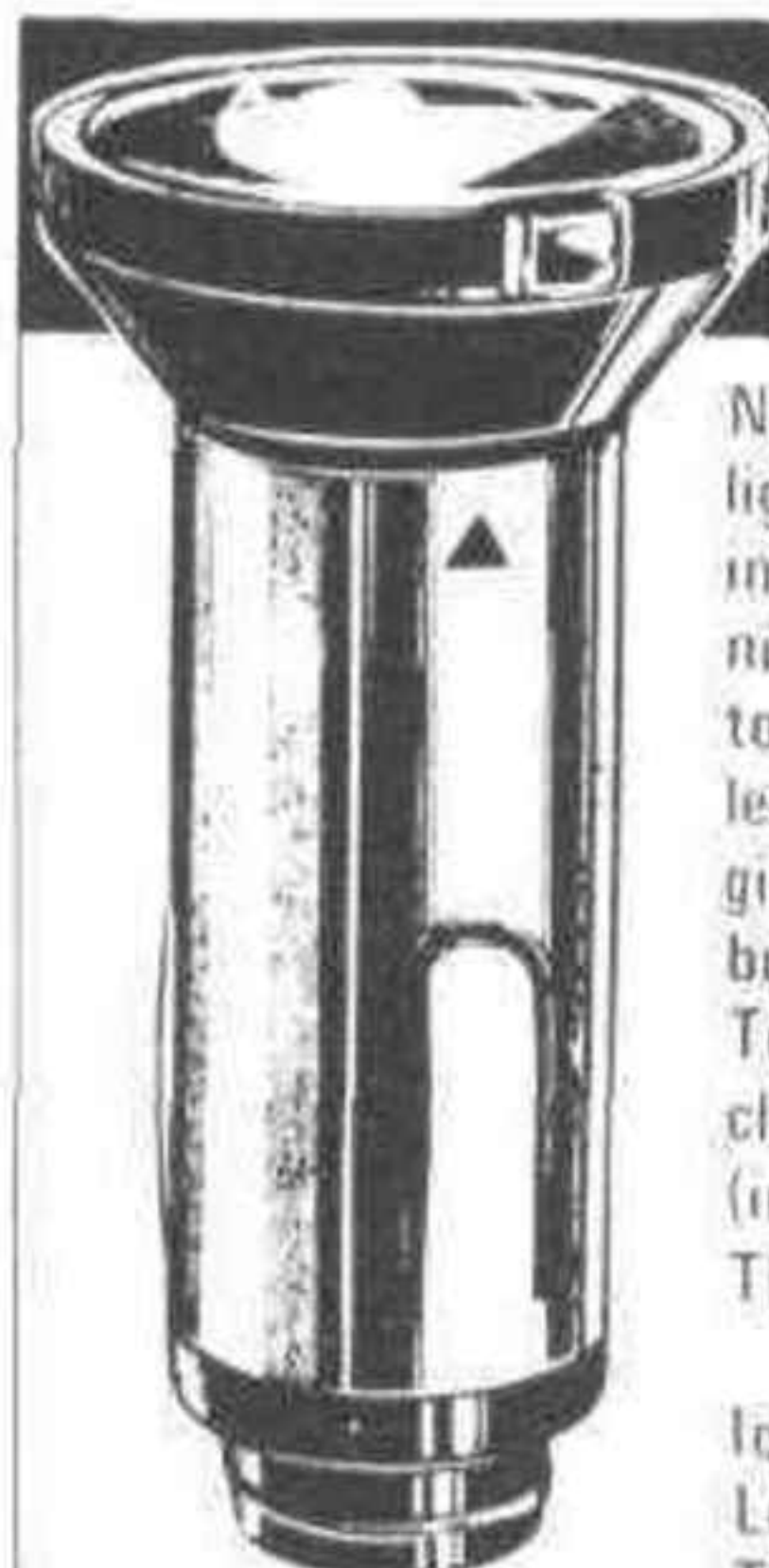
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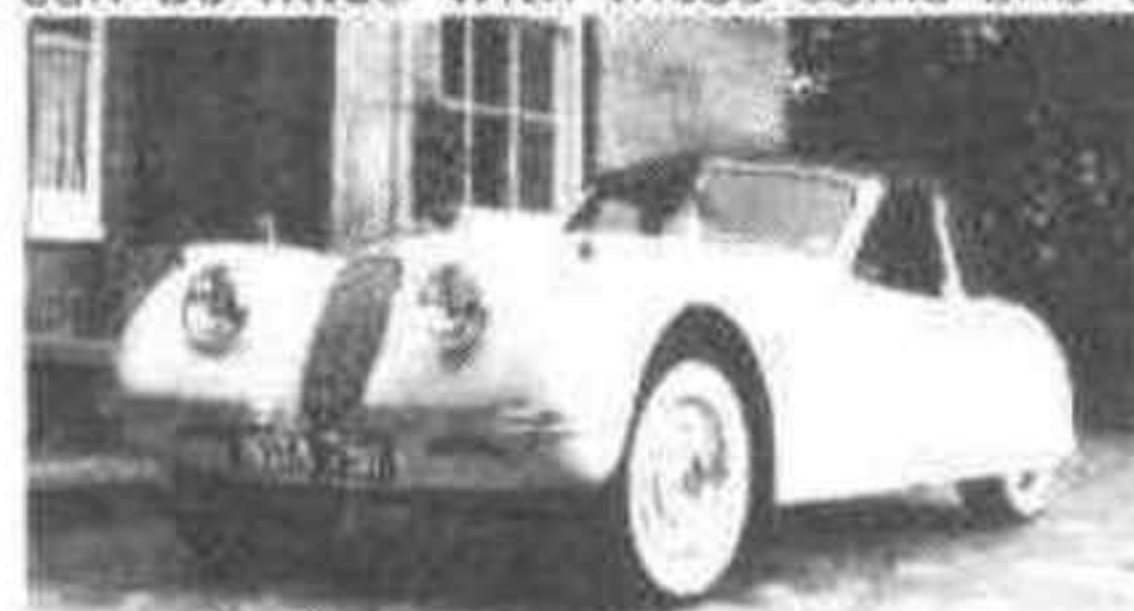
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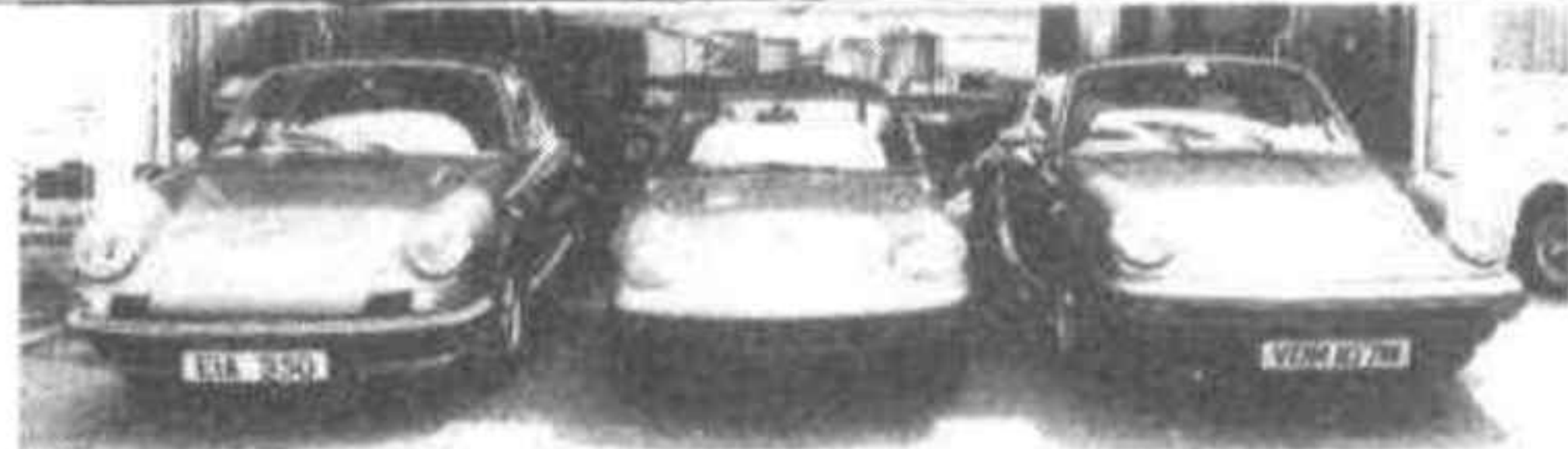
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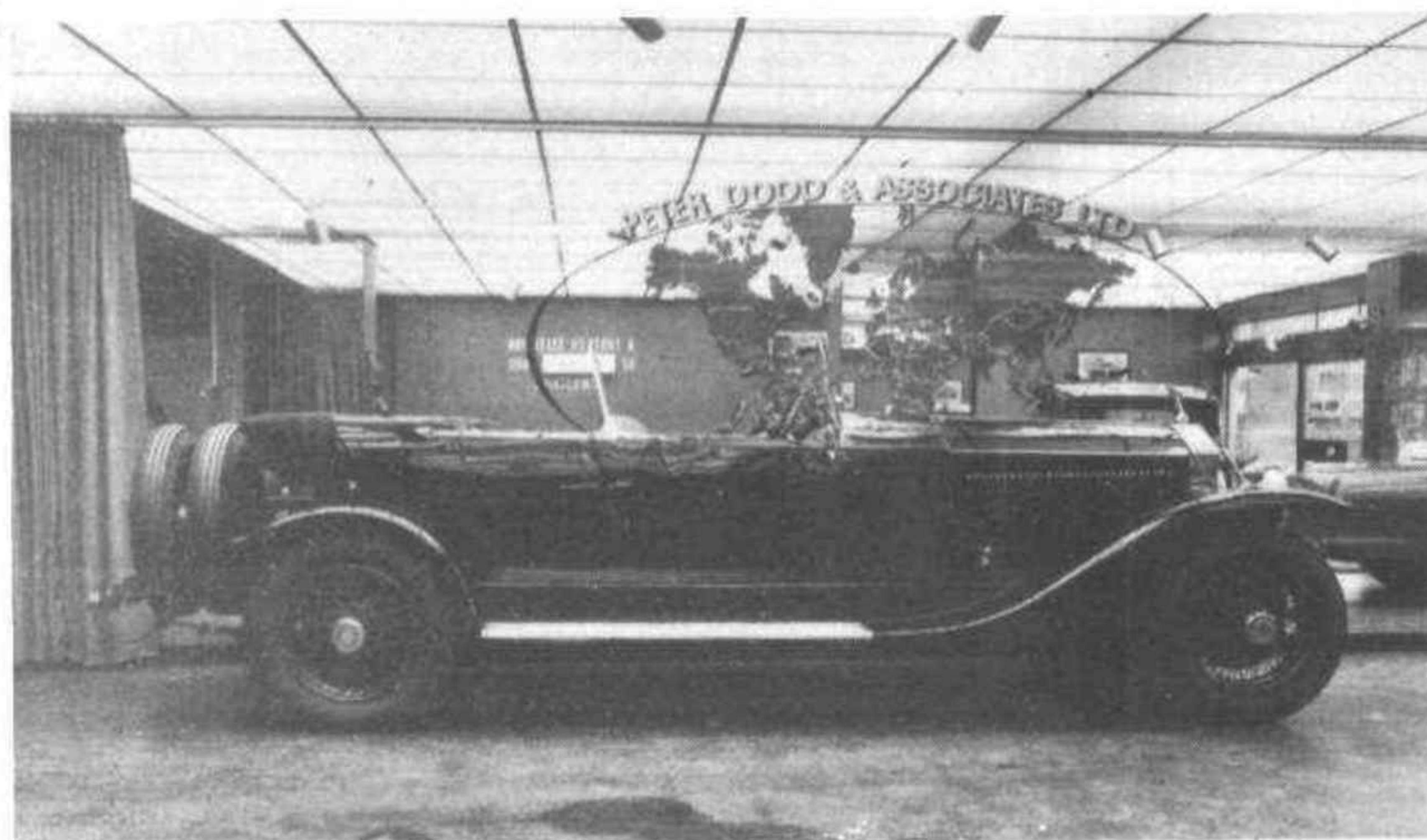
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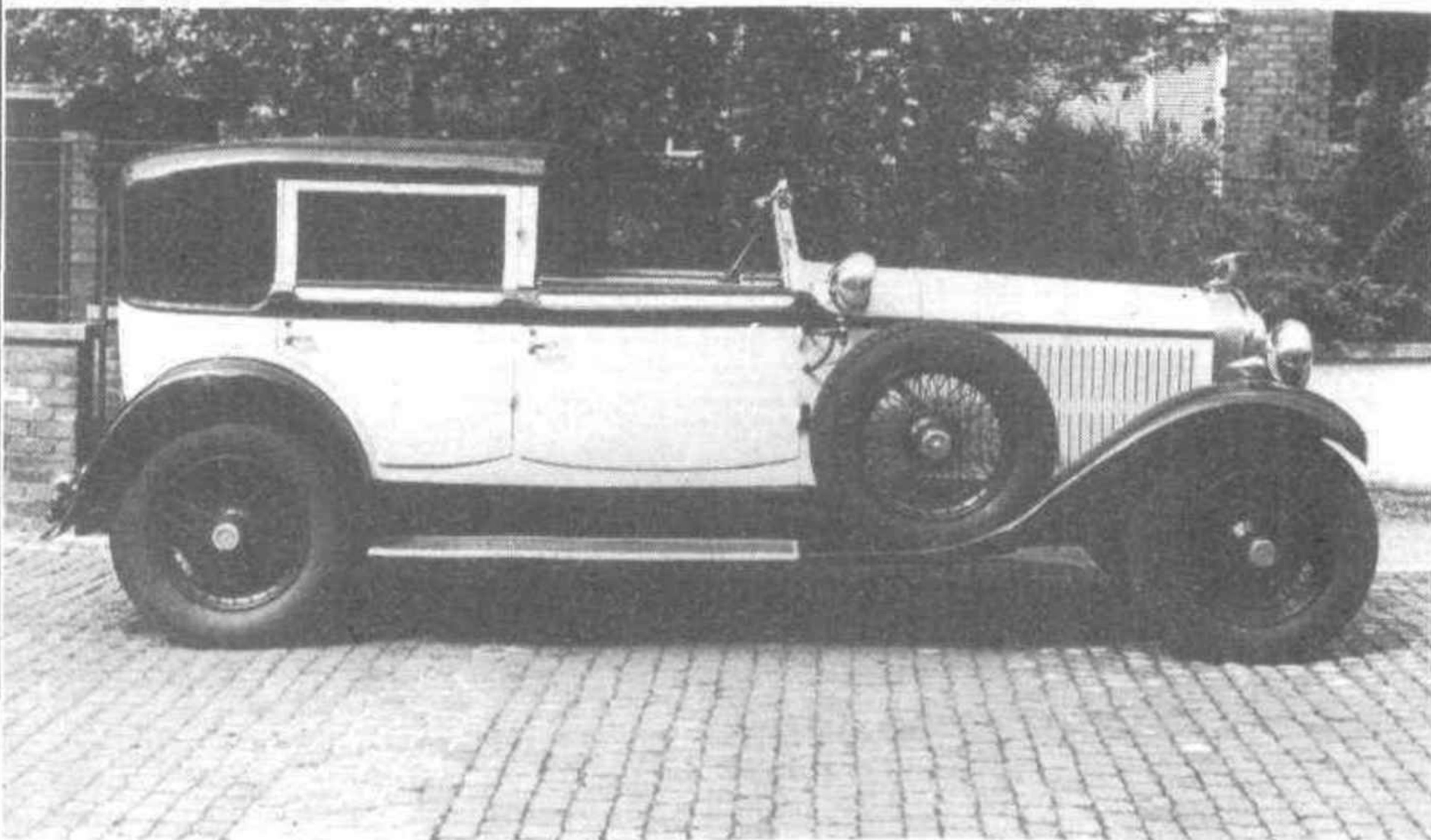
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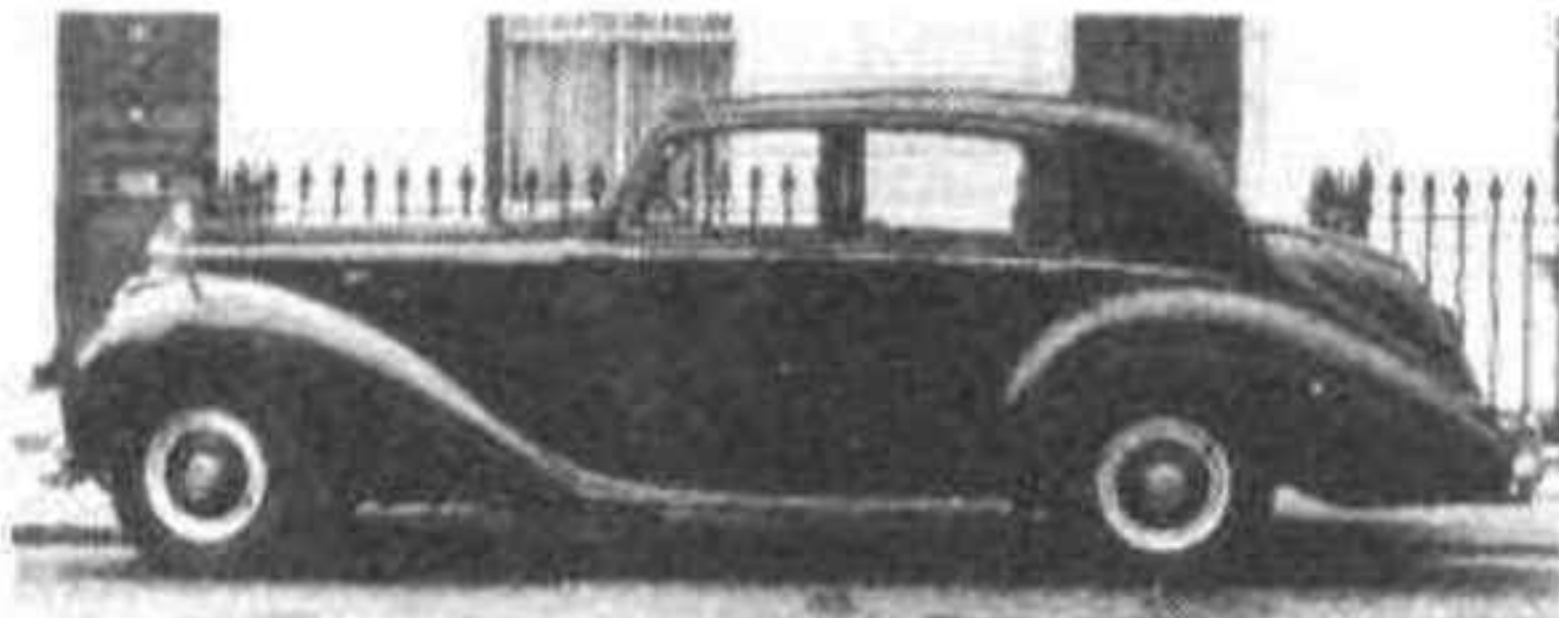
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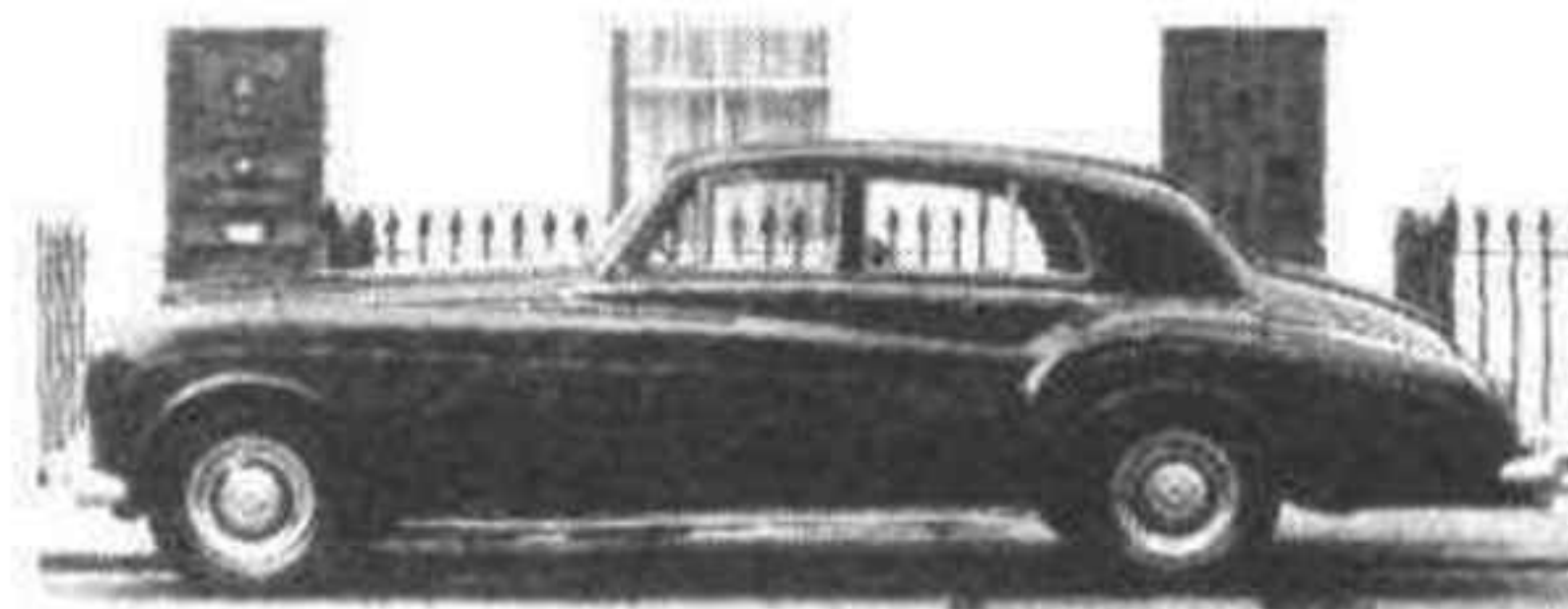
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BENTLEY, 1966, T series sports saloon, two owners, recorded mileage 42,000. Full refrigeration, Sundym glass, tinted screen, stereo. Finished in Black over Shell Grey with Red hide trim.



BENTLEY, 1964, S.III 4-door standard sports saloon, finished in Midnight Blue with contrasting Tan hide trim, electric windows, etc. New gearbox just fitted. Nice example.



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ROLLS-ROYCE, 1958, Silver Cloud I standard sports saloon, Automatic, P.A.S., electric windows. Shell over Tudor Grey with contrasting Plum hide trim and carpet. Replacement engine and new exhaust just fitted.

ROLLS-ROYCE, 1969, Silver Shadow 2-door Mulliner coachbuilt sports saloon. Regal Red with Black trim. Full refrigeration, Sundym glass; two owners, 53,000 miles.

BENTLEY, 1962, S.II standard sports saloon, good mechanically but suffering from corrosion bodily.

BENTLEY, 1953, R-Type standard sports saloon, manual gearshift. Black with Brown hide trim and carpet. Nice all round example.

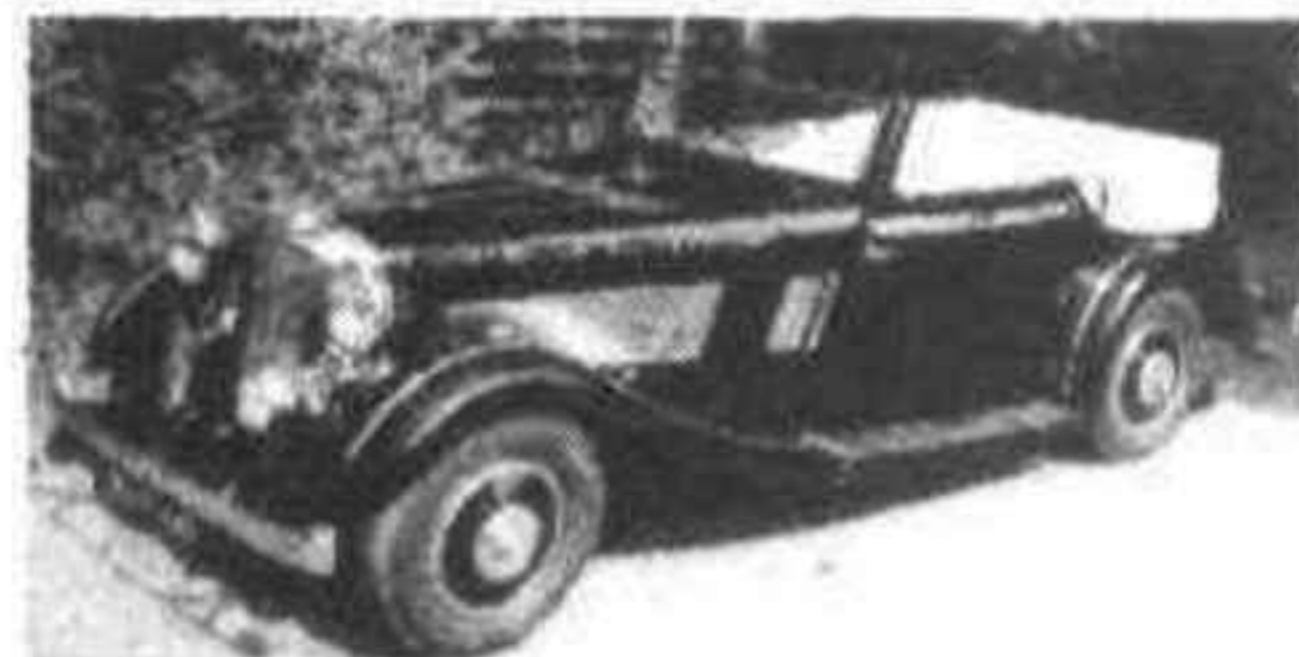
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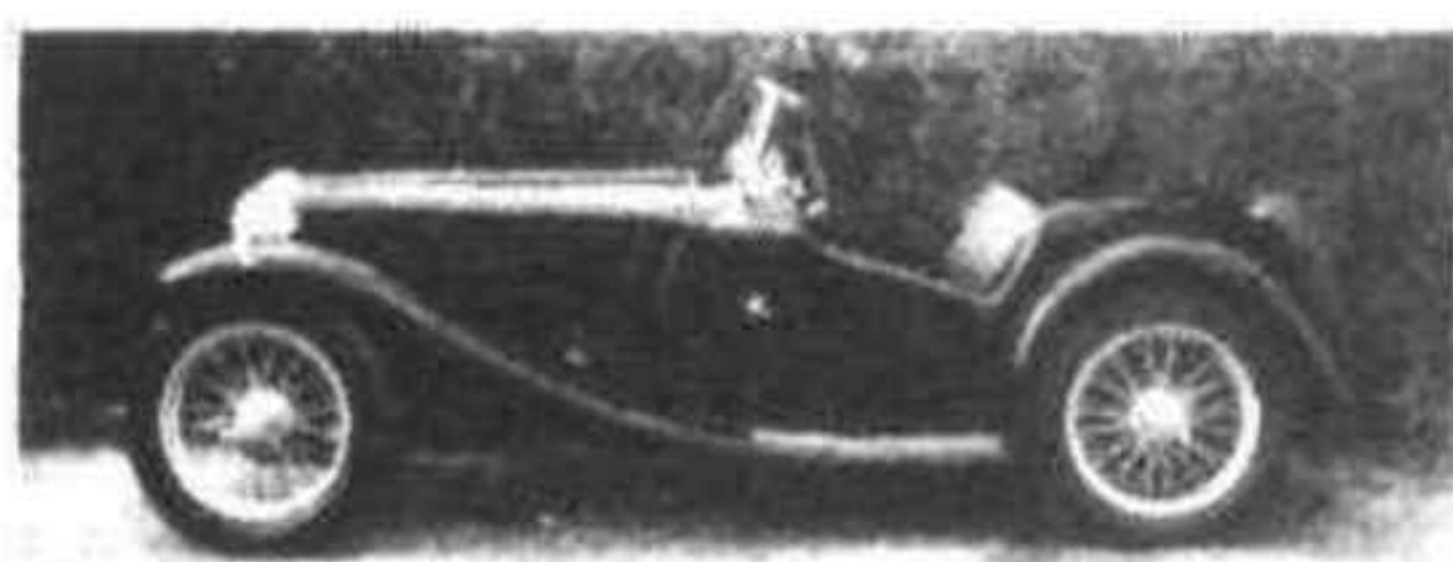
Rolls-Royce Phantom 6 H.J.M. Negligible mileage. AC cocktail cabinets, TV. Dark blue.



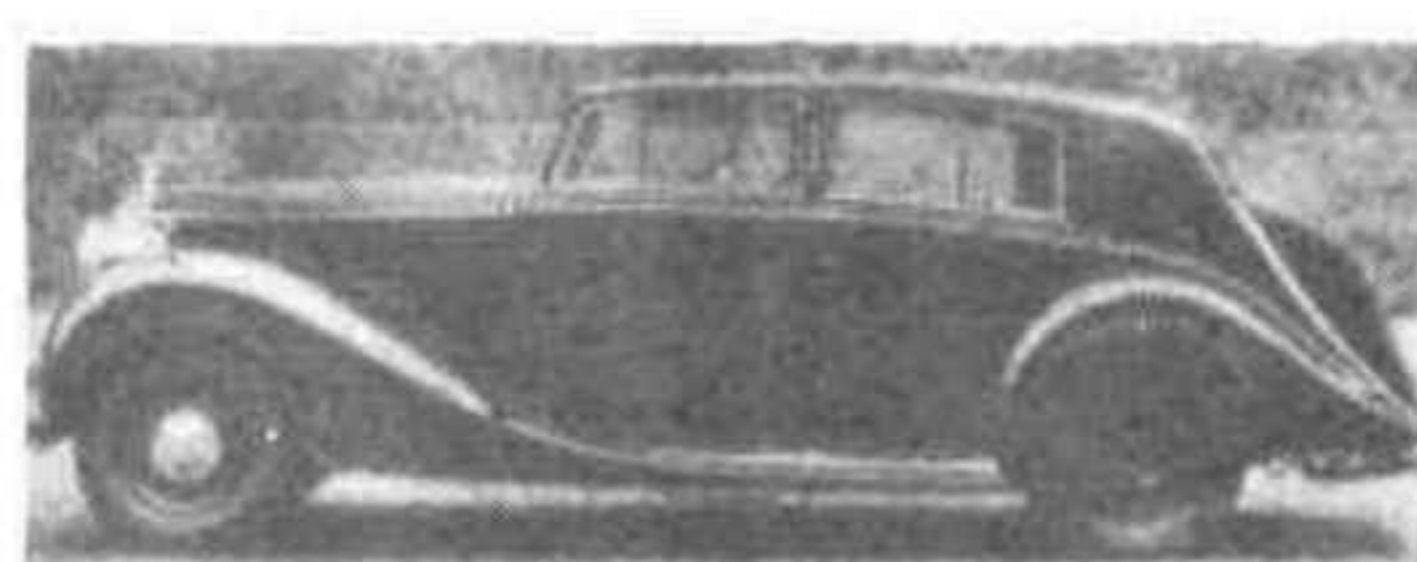
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- 1965 Bentley S.3 Continental** four-door saloon by James Young. Regal red with beige leather. Air-conditioning and Sundym glass.
- 1965 Bentley S.3** standard saloon. Sable with cream interior. Air-conditioning and Sundym glass.
- 1964 Bentley S.3** standard saloon. Sand/sable. Tan leather and sun-roof.
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- 1952 Bentley R-Type** saloon with sunroof. Shell/Tudor grey with grey interior.
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- 1951 Bentley Mark VI** saloon with sun-roof. Very low mileage. Black with tan interior.
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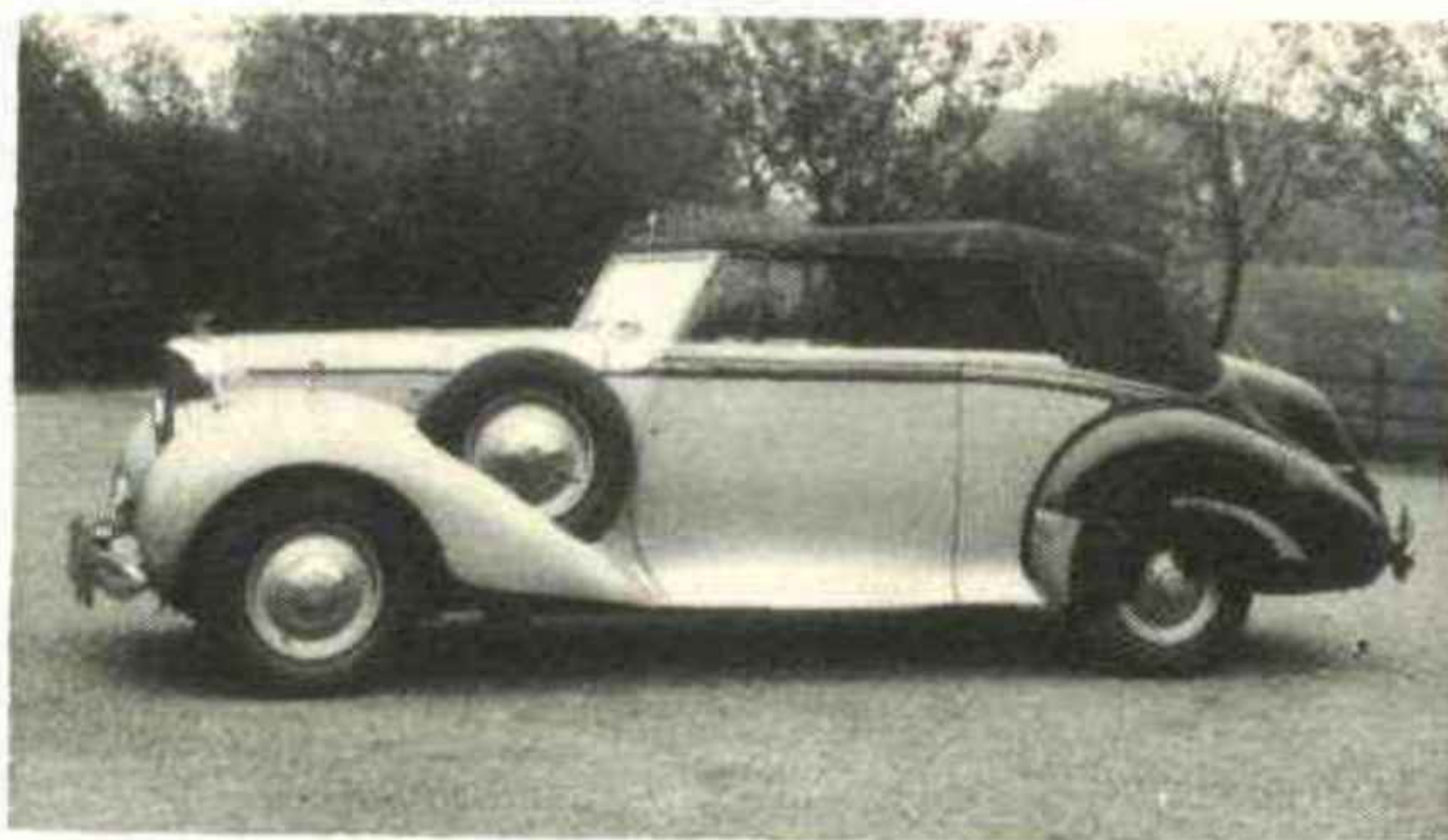
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TRADE ENQUIRIES INVITED. Please contact Mr. McKenzie or Mr. Eade: 01-398 7641.

LANDROVER SALES DEPARTMENT

We are constantly renovating a number of short and long wheelbase Landrovers.

PRICES ON APPLICATION.

OVERSEAS ENQUIRIES WELCOMED.

JAGUAR 3.4, 3.8, XK

We can offer limited or comprehensive mechanical rebuilding for all older Jaguar models.

Collection and delivery from Western Europe.

Estimates provided.

Our prices compare favourably with other specialists.

Our workmanship is second to none.

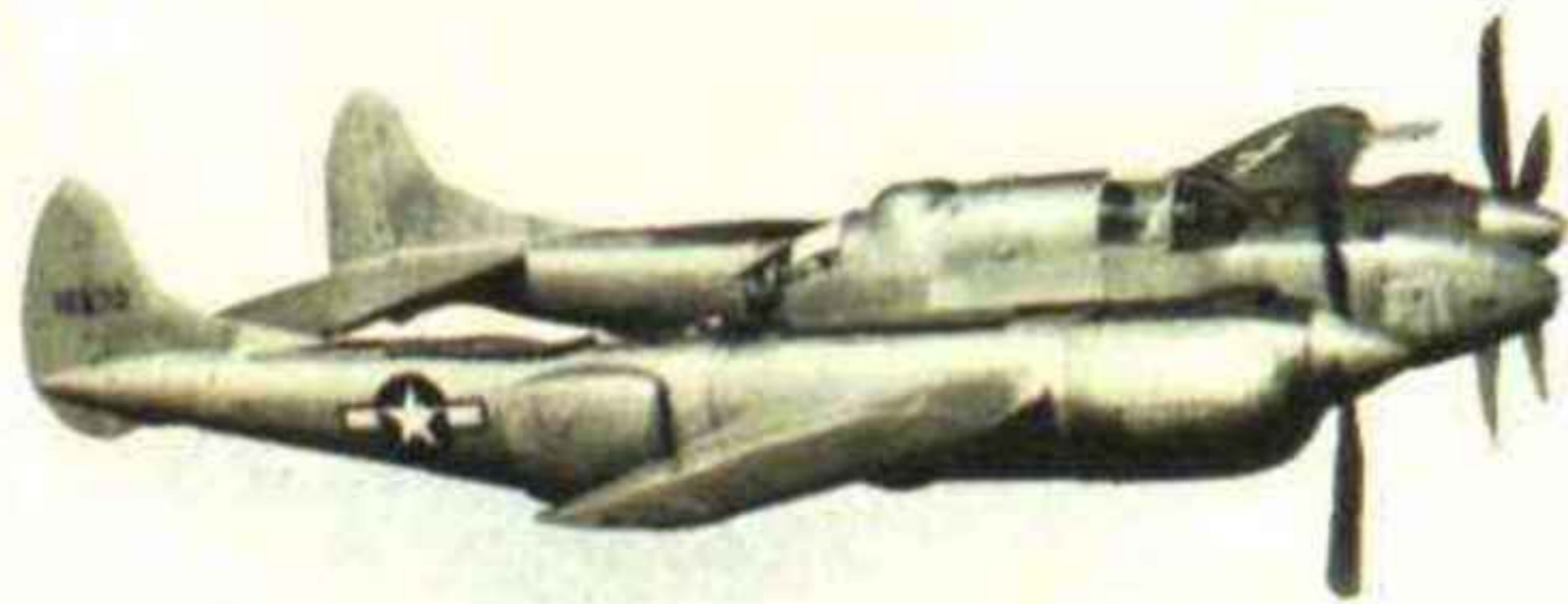
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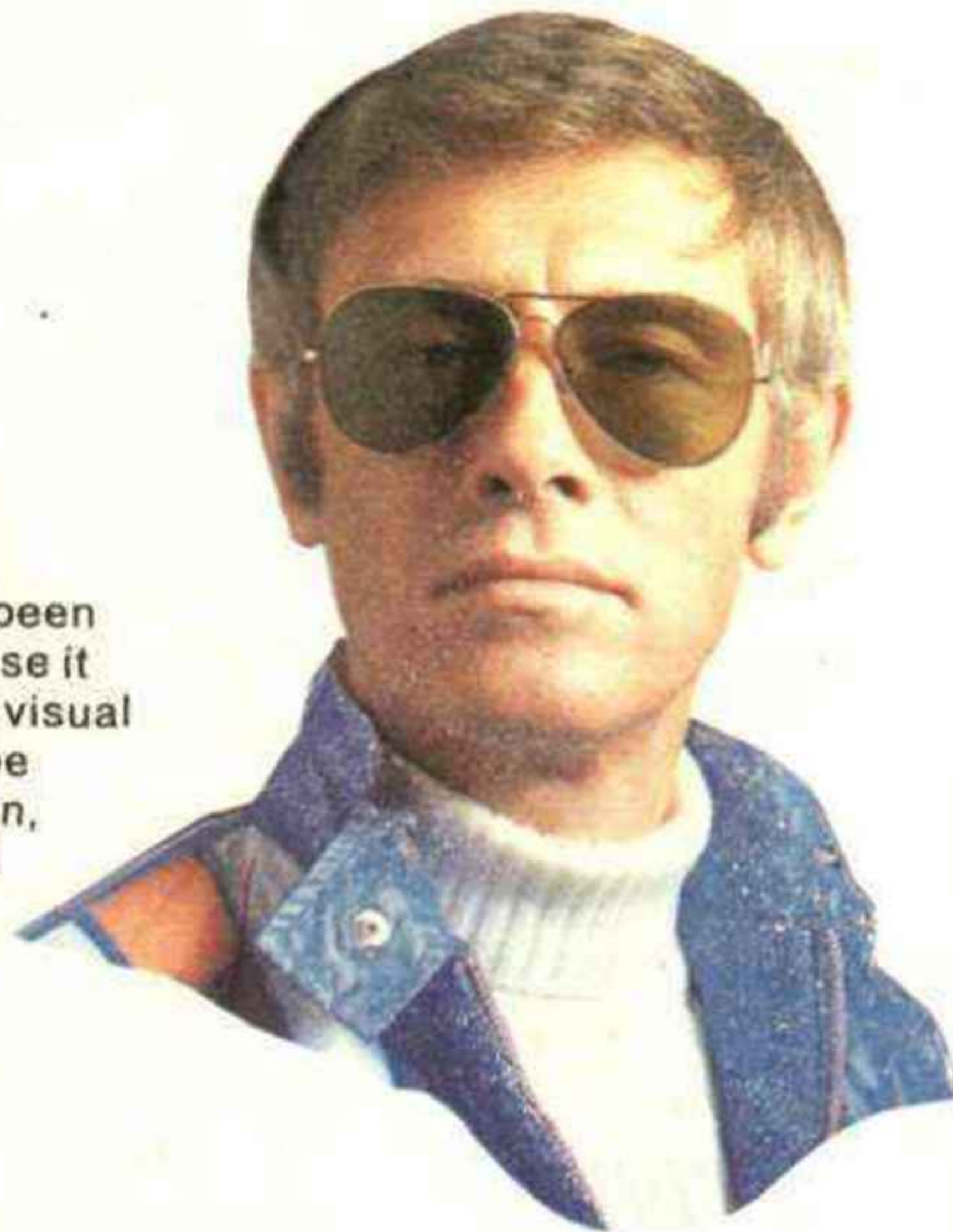
TELEX: 929826

The sunglasses that protect more than your eyes



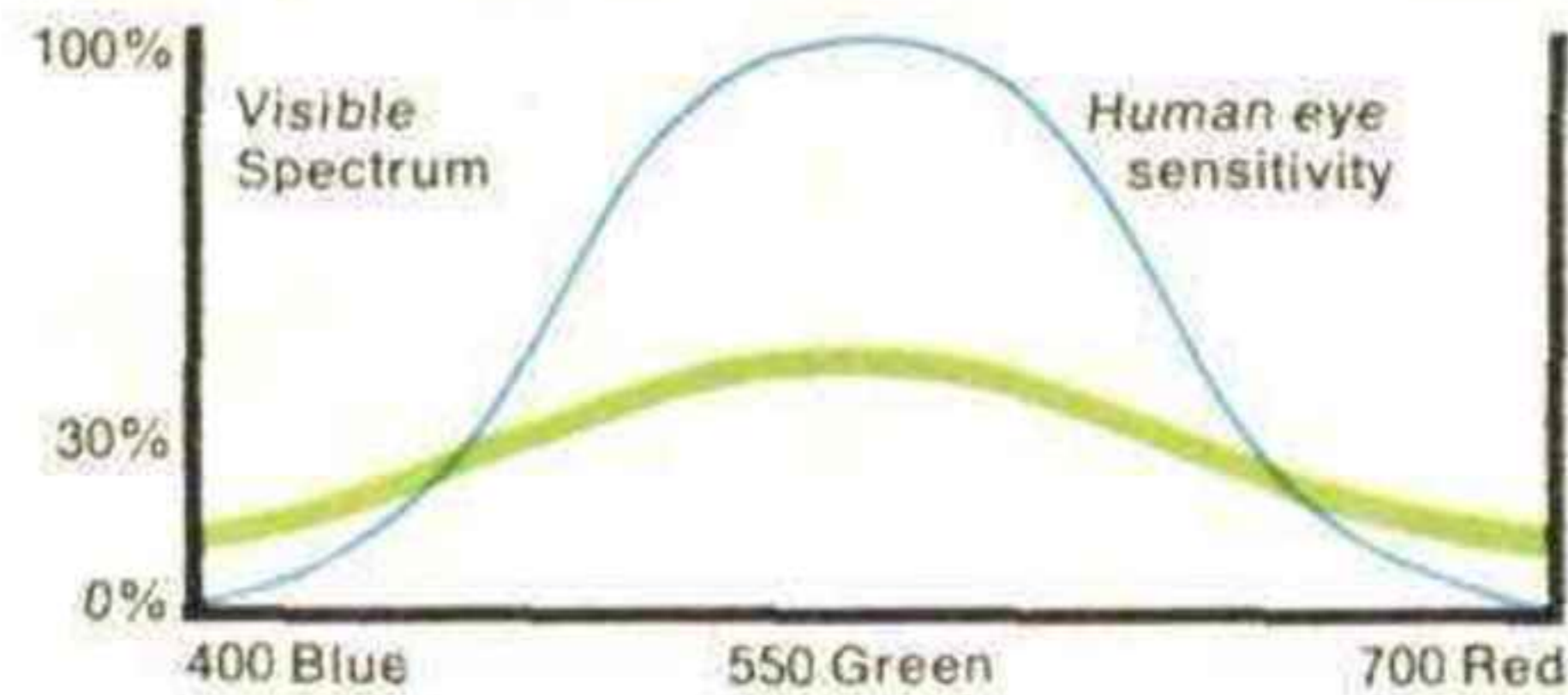
Protects your total performance

Ray-Ban filters, originally designed for military pilots, block harmful ultra-violet and infra-red rays as well as visible glare. It is these invisible radiations that cause the worst eyestrain, deplete energy reserves, undermine concentration and can harm night vision.



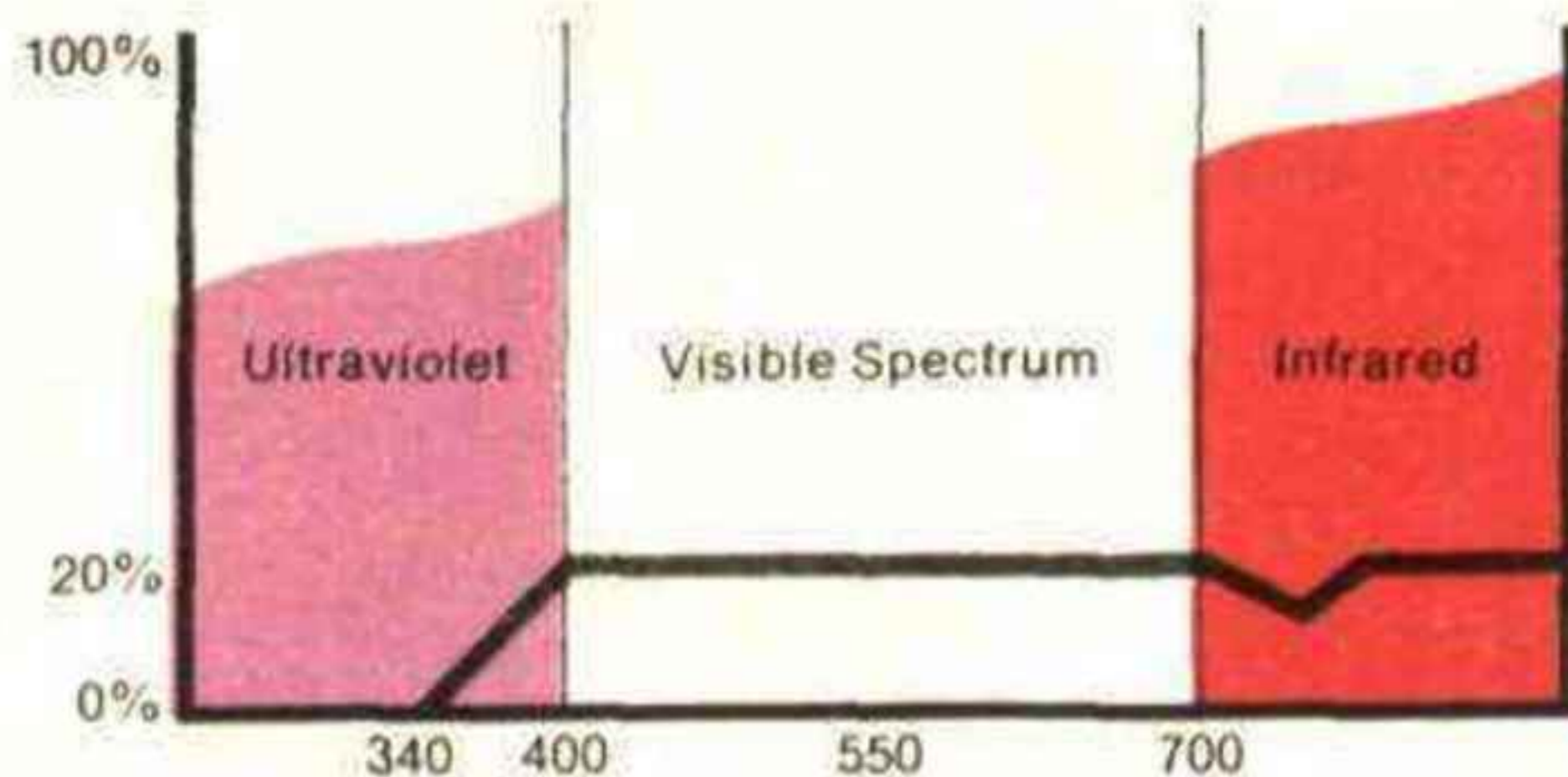
The only logical shape

The Ray-Ban shape has been repeatedly copied because it is the same shape as the visual field itself. No other shape combines all-round vision, maximum protection and minimum weight.



Preserving energy reserves

The transmission curve of the Ray-Ban Green filter is closely matched to the sensitivity curve of the eye, for peak visual acuity and nil interference with the eye's focusing system. Muscles used in the accommodation of the eye are known to consume a significant proportion of the body's energy output and can rapidly lead to "tiredness".



True colour perspective

The Ray-Ban Grey filter was developed for pilots who needed to recognise camouflaged targets. The transmission curve is flat in the visible spectrum, with a sharp dip in the ultraviolet and infra-red bands. Ideal where, for example, accurate recognition of coloured signals, signs or targets is important.

Freedom of movement

Comfort and natural head movement depend on correctly designed frames. Light, strong and durable, Ray-Ban frames are made in 160 hand-tooled operations from high quality alloys including 10 carat gold-nickel and are designed to the highest standards. Curl sides are available which maintain firm grip even during vigorous activities.

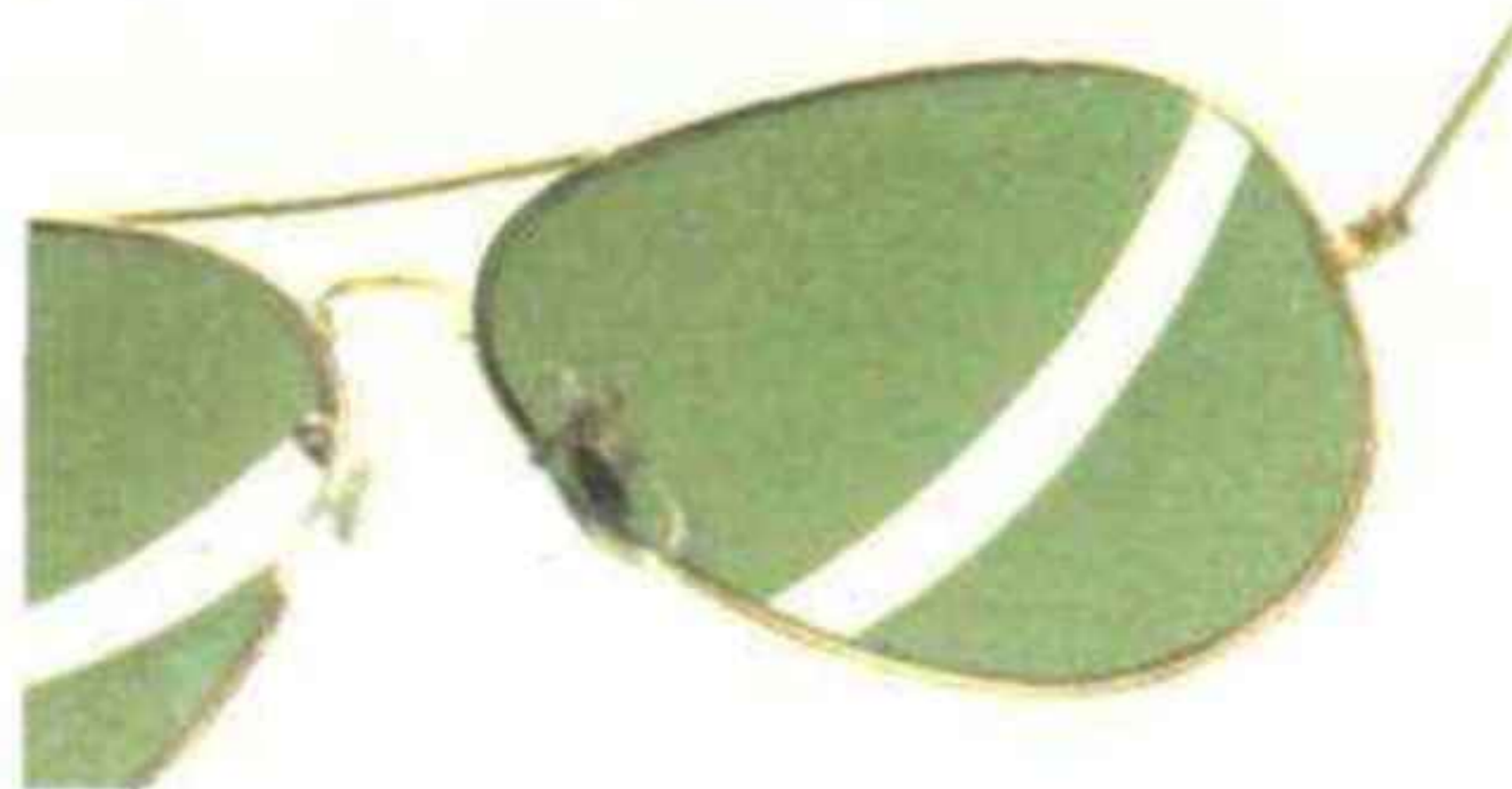
Optical perfection

Ray-Ban sunglasses are made from correctly formulated optical glass, ground and polished to prescription standards, evenly pigmented and accurately colour matched. Flaws in inferior lenses can be detected by watching a suitable reflection, such as a strip-light, travel across the inside surface of the lens.



Purpose built for sportsmen

Specialised frames and filters are available for various sporting needs. The Shooter sits high on the face for sighting along a rifle. The Kalichrome lens gives increased contrast on sunless days. Photochromatic lenses adjust their density to suit indoor or outdoor lighting conditions.



For a comprehensive catalogue write to Ray-Ban Division of Bausch & Lomb, Department MS, Lenten House, Alton, Hampshire

Ray-Ban[®]
SUNGLASSES

85 BHL