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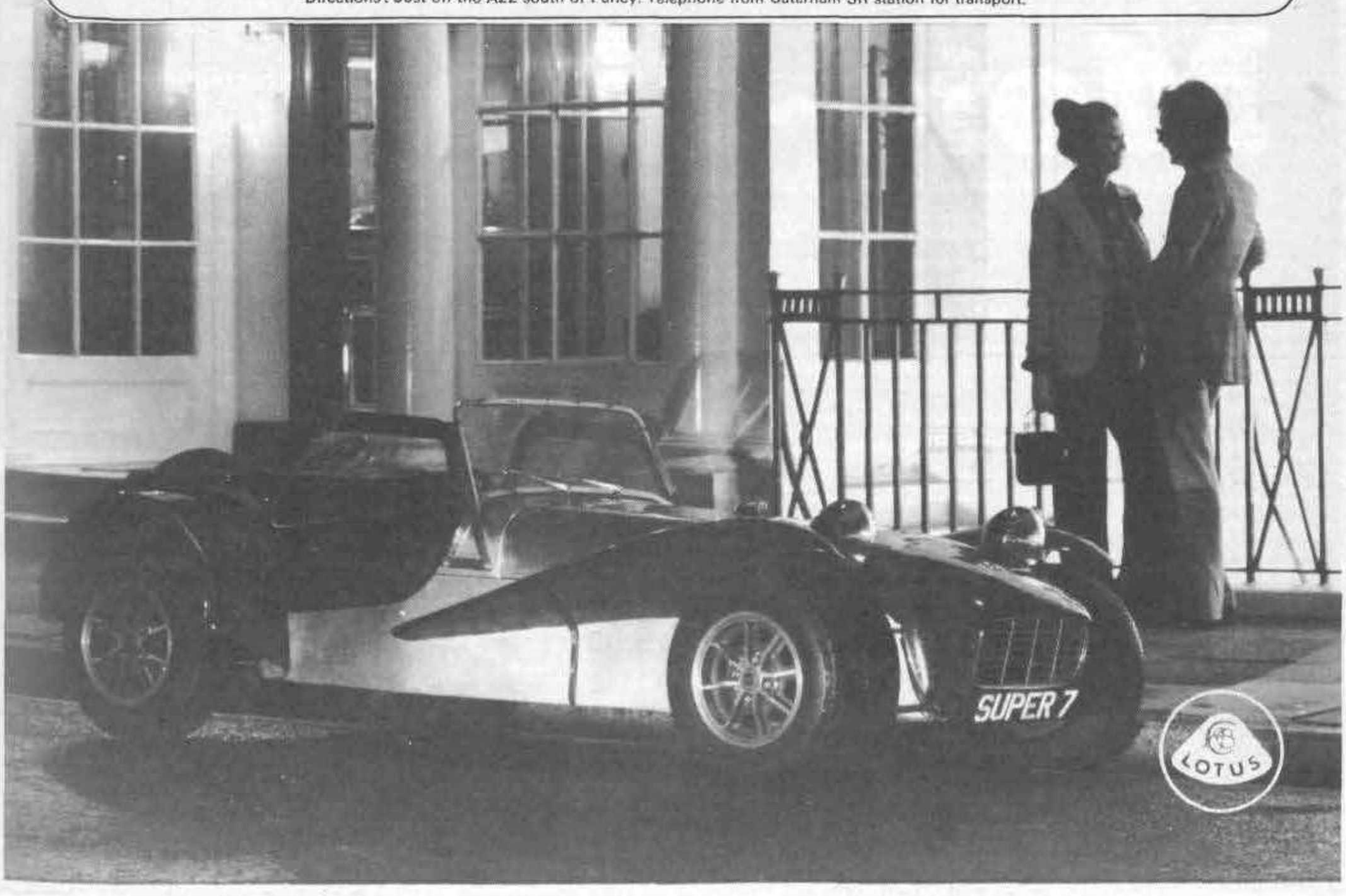
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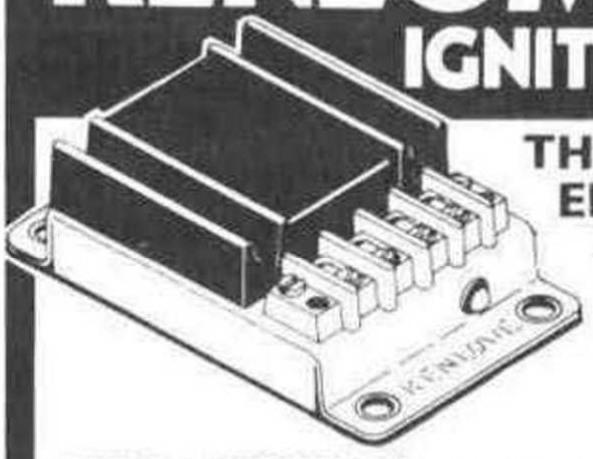
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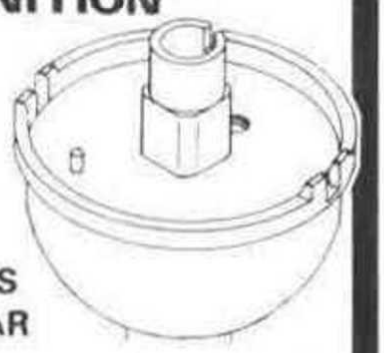
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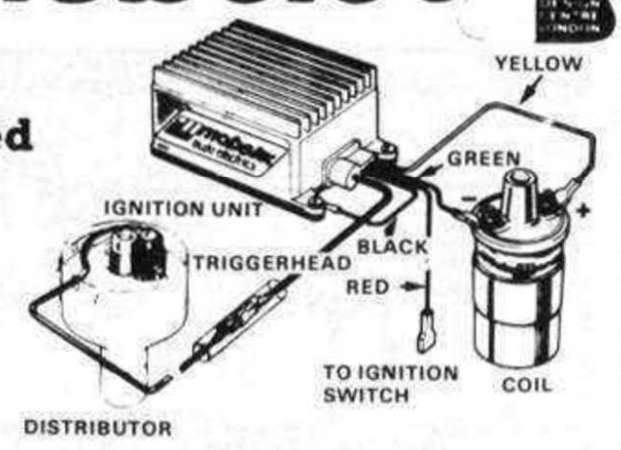
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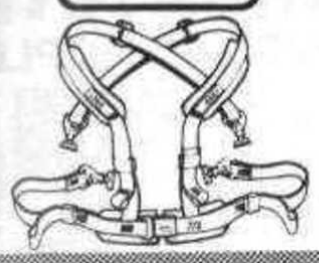
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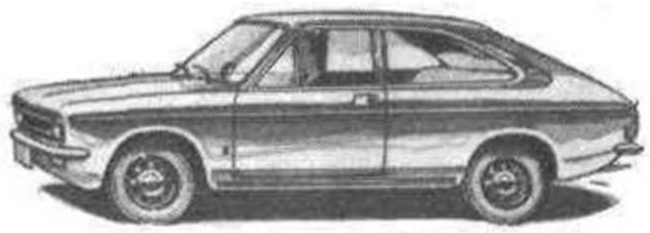
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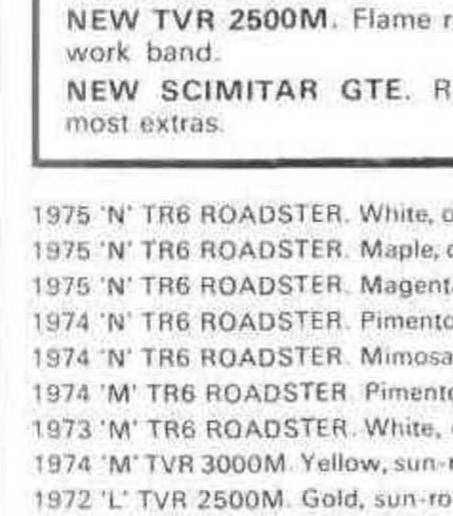
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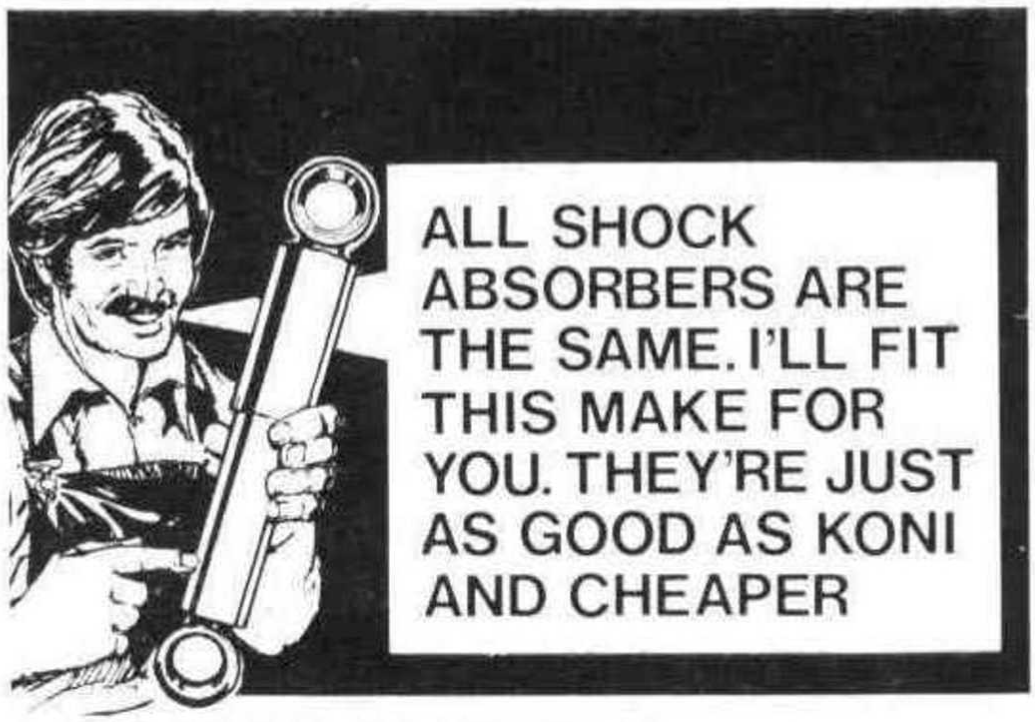
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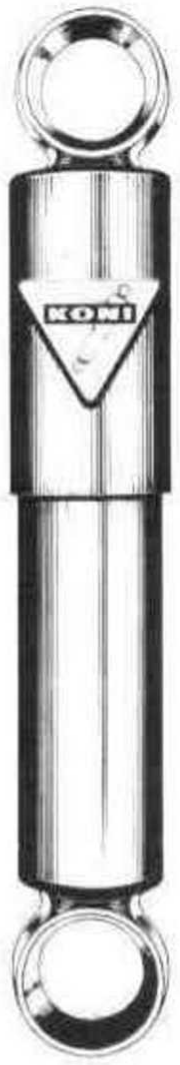
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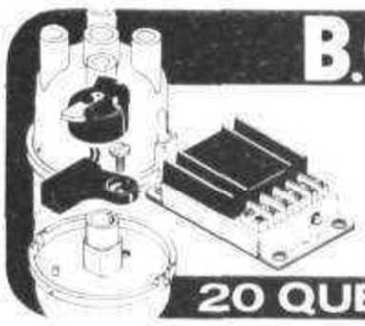




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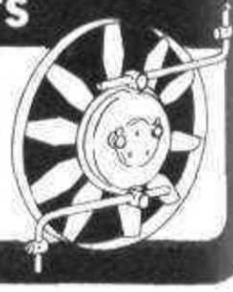
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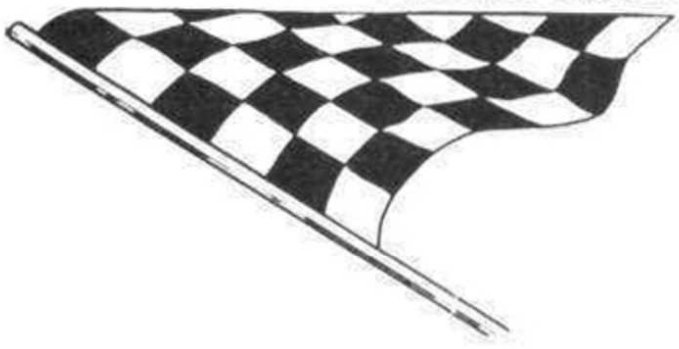
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FRONT COVER PICTURE: THREE-IN-A-ROW for Munari. Sandro Munari's victory in the Monte Carlo Rally at the wheel of a Lancia Stratos was his third in succession and his fourth in all. But the rally was lacking its customary fierce competition up front, where only Lancias and Fiats were noticeable.

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MATTERS OF MOMENT

■ OUTLOOK TEPID

As the year advances the general and motoring outlook can be described as tepid, improving in some quarters but showing little or no uplift in others. The most momentous moment of the past month, judging by the column-inches in the Press that it evoked, was the release on the Home market of the new Ford Fiesta. Expectation set it high, in anticipatory terms. In the event it can be described as just another small car, but just the sort of small car the World so badly needs. The advent of Fiesta did not have quite the impact of the Model-A Ford, away back in 1927. However, we have covered an exploratory 1,000 miles in a 957 c.c. Fiesta L (£2,124.77, including an excellent rear window wash-wipe) and have no hesitation in saying that it is a very, very good little car indeed, for those who favour, or are forced to use, that kind of thing. Plenty of life, light steering, excellent safe handling, 37 to 39 m.p.g., a range of over 300 miles to the tankful (if you carry a can of fuel, and at the risk of collapsing the tank). A useful 3-door hatchback body with good seats and instruments within removes any suggestion that the latest little Ford is tepid. No, it's a hot number, from the top-sales aspect, and we have no doubt that Ford, who so providentially supply such sound transport for the masses, have in Fiesta-Bobcat exactly what they want.

It is rather amusing, however, to reflect in assessing the range of small cars of which this Ford is the latest and others from General Motors, Toyota and Chryslers are forecast, that the motoring papers are tending to put the VW Polo at the top of the list, if purchase price and the Fiesta's simplified servicing attractions are overlooked. Amusing because, when some 20 years ago, MOTOR SPORT proclaimed the Volkswagen Beetle as very good value, we were strongly criticised for our German bias and lack of patriotism, in spite of all we had written in torrid praise of many British cars and British motor racing achievements. This criticism persists. Not all that long ago the Editor of MOTOR SPORT was asked by Cliff Michelmore, during a BBC interview, whether he was ashamed of his long advocacy and implied preference for German cars. Yet now we have the VW Polo proclaimed as leading in the small-car stakes by a short head, in terms of quiet cruising, good ride and superior finish. So maybe the EEC has done some good. But although the Fiesta has a trace of present-day Model-Ts about it, with its simple iron, push-rod Kent engine with cast-iron 3-bearing crankshaft and non-alloy head, and its components are made and assembled all over the place, it must be remembered that this remarkable little package is now made in Dagenham as well as in W. Germany and Spain and that already some 76,000 have been sold, which is 9,000 up on Ford's estimate of Fiesta sales from last July to the end of 1976. Fiesta will surely be an enormous success, as much a second-car status-symbol as the Mini, and its sales will, remember, help employment in Britain.

So in this respect, the 1977 outlook is not so tepid. But it cannot be overlooked that unemployment is high and seemingly uncontrolled by the Government, and that the Banks have overnight shown a strong bias towards borrowers, at the expense of their once-respected deposit-customers. By dropping interest-rates more than once within a matter of days they may hope to improve business expansion. But this is a raw deal for many of those who, as Senior Citizens—fearful term—rely on earnings from their investments at a time when the price of petrol, general food and milk prices, and other items that increase the cost of existing, show no sign of a fall. Many of those persons thus affected probably commenced saving under the war-time call of "Lend to Defend the Right to be Free". The Banks should continue to honour it . . . .

Coming back to direct motoring matters, there is the chilling news, vide the *Sunday Telegraph*, that Leyland have placed a £1-million order with Ford-of-Europe to help them improve the top-model Jaguar/Daimler cars, due to a shortage of sufficiently skilled pattern makers and tooling craftsmen in Britain. If this is true, the news is not tepid, it is downright bitter . . . .

Tepid again is the announcement that the Donington Park race circuit will not now open this spring, as scheduled. It appears that after overcoming all the costly legal bickers, Tom Wheatcroft has been confronted with water getting under the track surface and raising the tarmac. We would have thought that if tarmac behaves for anybody, it would behave for master-builder Wheatcroft and we trust that postponement of the track's opening will not mar the eventful resumption of racing at the Donington course or the proposed gathering together at the first

Continued overleaf

Motor Sport Fixture List For March

★ **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
Mar. 1st/6th	**AC Portugal**	**Portugal**	**—**	**Portuguese Rally (World Rally Championship for Manufacturers) (INT)**	**—**
Mar. 5th	**South African Motor Racing Club**	**Kyalami**	**Johannesburg**	**South African Grand Prix (World Drivers' & Constructors' Championship) Round 3 (INT)**	**—**
Mar. 5/6th	**BRDC**	**Silverstone Circuit**	**Towcester, Northants**	**Daily Express International Trophy (European Formula 2 Championship for Drivers) (INT)**	**12.30**
Mar. 5/6th	RAFMSA	RAF Swanton Morley	133/0018	Alnite Rally (*R*)	23.01
Mar. 5/6th	Wakefield & Dist. MC	John Waddington Limited, Leeds	104/320310	Waddington's Trophy Novice Rally (*C*)	23.46
Mar. 6th	BRSCC (N)	Croft Autodrome	Darlington	Race Meeting (*R*)	14.45
Mar. 6th	BRSCC	Brands Hatch Circuit	Fawkham, Kent	Race Meeting (*C*)	14.00
Mar. 6th	Dukeries MC	Idlewells Centre, Sutton-in-Ashfield	120/493590	National Dukeries Rally (*R*)	00.01
Mar. 6th	Newton & Dist. AC	Forestry Commission Land, Dyfnant Forest	—	Tour of Dyfnant (*R*)	11.00
Mar. 6th	TEAC	Lydden Circuit	Canterbury	Rallycross (*C*)	13.30
Mar. 12th	Jaguar Drivers' Club	Silverstone Circuit	Towcester, Northants	Race Meeting (*R*)	13.30
Mar. 12th	MCMRC	Oulton Park Circuit	Tarporley, Cheshire	Race Meeting (*R*)	14.00
Mar. 13th	**BRSCC (M)**	**Mallory Park Circuit**	**Kirkby Mallory, Leicestershire**	**Race Meeting (INT)**	**14.00**
Mar. 13th	BARC	Thruxton Circuit	Andover, Hampshire	Race Meeting (*R*)	14.00
Mar. 13th	David Brown MC	Hanson Haulage Ltd., Leeds Rd., Huddersfield	105/522378	Elcar Trophy Rally (*R*)	08.00
Mar. 19/20th	**BRSCC**	**Brands Hatch Circuit**	**Fawkham, Kent**	**Marlboro-Daily Mail Race of Champions (INT)**	**12.00**
Mar. 19/20th	**ASAC Nord de la France**	**France**	**—**	**St. Amand les Eaux Rally (European Rally Championship for Drivers) (INT)**	**—**
Mar. 19/20th	Cork MC	Clonakilty	—	West Cork Rally (*N*)	10.00
Mar. 19/20th	Lindholme MSC	Thompsons of Doncaster Ltd.	111/562042	Thompson Trophy Rally (*C*)	23.31
Mar. 20th	**AC Firenze**	**Mugello**	**Italy**	**Mugello 6 Hours (World Championship for Makes) (INT)**	**—**
Mar. 20th	**ASA Paul Ricard**	**Paul Ricard Circuit**	**France**	**European Formula 3 Championship for Drivers (INT)**	**—**
Mar. 20th	BRDC	Silverstone Circuit	Towcester, Northants	Race Meeting (*R*)	15.00
Mar. 20th	BARC (Y)	Croft Autodrome	Darlington	Race Meeting (*R*)	14.00
Mar. 20th	WSMC/SCCN	Snetterton Circuit	Thetford, Norfolk	Rallycross (*R*)	13.30
Mar. 26th	BARC (NW)	Oulton Park Circuit	Tarporley, Cheshire	Race Meeting (*R*)	13.30
Mar. 26th	8 Club	Silverstone Circuit	Towcester, Northants	Race Meeting (*C*)	12.00
Mar. 26th	Cheltenham MC	Llandrindod Wells	—	Cheltenham Festival Rally (*N*)	07.00
Mar. 26/27th	**AC Palermo**	**Italy**	**—**	**Rally of Sicily (European Rally ChampionshipforDrivers)(INT)**	**—**
Mar. 27th	Croydon & Dist. MC	Camberley Civic Centre	Camberley, Surrey	Shellsport Trident Rally (*R*)	—
Mar. 27th	**ADAC Mittelrhein e.V.**	**Nurburgring**	**Germany**	**European Formula 3 Championship for Drivers (INT)**	**—**
Mar. 27th	**AC Milano**	**Monza**	**Italy**	**Monza 4 Hours (European Touring Car Championship) (INT)**	**—**
Mar. 27th	**ASA Draguignan Verdon**	**Ampus Draguignan**	**France**	**European Hill Climb Championship (INT)**	**—**
Mar. 27th	**RAR-Team Leru**	**Leruring**	**Austria**	**European Rallycross Championship (INT)**	**—**
Mar. 27th	**BRSCC (EA)**	**Snetterton Circuit**	**Thetford, Norfolk**	**Race Meeting (INT)**	**14.00**
Mar. 27th	BARC	Thruxton Circuit	Andover, Hampshire	Race Meeting (*R*)	14.00

MATTERS OF MOMENT—continued

BRDC meeting there of many of the racing personalities who were associated with the last such race, run there on April 1st 1939, as outlined by D.S.J. in the January MOTOR SPORT. To off-set disappointment over the Donington delay, you will note that there will be the "Race of Champions" at Brands Hatch on March 20th for Formula One cars, and that the BRDC Formula Two racing at Silverstone happens even earlier, on March 6th. Then, this year being the 70th Anniversary of the opening of Brooklands Motor Course, we were glad to be told by a spokesman for the Brooklands Society that it is hoped to have some very interesting racing cars there for the Re-Union next June, such as the Napier-Railton, the single-seater 8-litre Panhard-Levassor, and the Fiat Mephistopheles. The current issue of the Society's excellent journal, whose Editor is now Cyril Posthumus, carries the full details.

On a less happy note, there is the threat of our cars being photographed and their speeds recorded on that latest piece of Gestapo equipment, the Orbis camera, and we sincerely hope you are protesting to your MP and to the Motoring Organisations about the retention of the futile 50 m.p.h. speed limit which wasn't even imposed to reduce accidents but to save fuel, of which the alleged shortage is long past, is an affront to safe-driving over-taxed car users in particular, also to the Motor Industry, which is so vital to the economy and reduced unemployment.

Finally, among these mainly-tepid topical matters, a ray of sunshine from Angela Rippon, the charming BBC news-caster. After the news-film flash showing HRH Prince Charles accepting a tin of baked-beans from a child, before he went for a test-drive in the new Aston-Lagonda, she commented: "He should stick to beans, they're cheaper." We are sure the Bean Register will confirm that Angela is absolutely right; surely the only time that a Lagonda cost less than a Bean was in 1926, with the 12/24 at £285 against the 11.9 Bean at £298? Happy motoring!

Donington delay

DONINGTON Park owner Tom Wheatcroft has had to postpone the opening of the racing track from March to May. Discussing the matter with a senior representative from Donington it seems that the feeling prevailed that it would be pointless to open the track surrounded by a sea of mud, as this was the kind of setting that Mr. Wheatcroft wants to avoid at all costs.

Let us hope that May, and no later, really is the month Donington adds variety to our racing calendar.

Parry Thomas

TO commemorate the successful Land Speed Record achievement of J. G. Parry Thomas on Pendine Sands, the 27-litre Thomas Special ("Babs") in which he was killed 50 years ago this month, will be on show statically in Pendine Village, Carmarthen, on Saturday, March 5th.

We are informed that those wishing to attend, preferably in pre-1928 cars, should arrive in Pendine by 12 noon.—W.B.

Fribourg and Treyer inform us that results of their Challenge in the January issue of MOTOR SPORT, expected to be published this month, will be delayed until next month while a tie-deciding competition is completed.

The STD and Humber Registers' combined dinner and dance will be held at the Manor Hotel, Banbury, on Saturday, March 12th. Tickets, at £6 each, from M. C. Elder, Town House, Steeple Aston, Oxfordshire, cheques payable to M. C. Elder and accompanied by an SAE.

World Champions

SOME DRIVERS like Phil Hill and Denny Hulme hardly seemed to realise they had become World Champion Racing Drivers, according to the FIA points-scoring system. Others like Jack Brabham and John Surtees quietly got on with their business activities, smiling contentedly to themselves and satisfied with a "job well done". Graham Hill did his best to live up to the popular idea of a World Champion as a public figure, but two recent Champions seem to have used the position to further a personal crusade.

When Jackie Stewart frightened himself at Spa, in 1966 before he was very famous, by crashing in a BRM at very high speed and more or less getting away with it, he openly avowed to do away with the Spa-Francorchamps circuit. He could have simply said "I'll never drive there again" and stuck to his word, but instead he worked unceasingly to get Grand Prix racing away from that Belgian circuit. His position as World Champion later on helped him in his crusade against the Spa-Francorchamps circuit and finally drove the nails into the coffin of the Belgian GP as a classic event. In 1973 Niki Lauda had a lurid accident, also in a BRM, at the Nurburgring on the Bergwerk section of the circuit, and it frightened him considerably, but as he was a young unknown at the time, nobody took much notice and it was described as "the car swerved into the guard-rail and he was fortunate to escape with nothing worse than a broken bone in his hand". The accident went on for a long time and covered a long distance and imprinted a dread of the Nurburgring on his mind. By 1976 he was leading a campaign to have the Nurburgring removed from the Grand Prix scene, and he was then World Champion driver. Just as Stewart had become paranoiac about the Spa circuit, Lauda was in a similar state about the Nurburgring. His accident in 1976 at almost the same place as his accident in 1973 was nearly enough for the psycho-analysts to trot out the "death-wish" idea. As Stewart led the crusade to get rid of the Spa-Francorchamps circuit from the GP calendar, so has Lauda led the crusade to get rid of the Nurburgring, and his crusade continues. They could both have said "I don't drive there any more" and simply gone away, but their position on the World Champion pedestal made them lead the crusade and carry the banner.



Stewart: anti-Spa



Lauda: anti-Nurburgring

Hunt: pro-winning



I wonder what James Hunt, the reigning World Champion, is planning to get rid of during his term of office? I cannot see him leading a crusade to get rid of Brands Hatch, even though the first time I saw him he was stepping out of the wreckage of a Formula Three car on that circuit. If he tries to get rid of certain journalists and newspapers then I won't blame him! My feeling is he is going to spend his time making sure that anyone who hopes to beat him on any circuit is going to have to work very hard indeed.—D.S.J.

Around And About

Spring sporting new car fever

BETTER NEWS from both Aston Martin and Lotus has been evident recently. Aston Martin seem solidly locked onto a programme that will produce that extraordinary Motor Show Lagonda, over £40,000 in deposits having already been lodged at Newport Pagnell. Aston have also introduced a really high performance variant of the V8, bringing back the old Vantage label, and performance claims that encompass a 170-m.p.h. top speed, 0-100 m.p.h. acceleration in 12.7 sec. Lotus are not quite in the same league of straight-line performance claims, but they are bouncing a little more with the introduction of the Eclat Sprint and £2.7 million in orders for 334 cars in America.

The Aston Martin V8 Vantage is quite distinctive from the exterior, and likely to appeal strongly to those who like their cars to have a fierce face to turn high street heads. All the items seem to have competition heritage behind them, including the inevitable front and rear aerodynamic appendages. However there is also a degree of aerodynamic work centred around a blanked-off grille, the intake for the radiator being within the front spoiler, and even the intake on the bonnet has been neatly plated.

Internally the engine has extensive revisions that are said to result in "about 40% more power and 10% more torque". The aluminium engine construction, based around the d.o.h.c. per bank V8, boasts new camshafts, inlet manifolds, valves, inlet tracts and manifolding, plus a completely fresh air box and multiple carburation arrangement.

Counterbalancing this are some earnest attempts at improving both braking and road-holding, comprising more sporting settings for the Koni shock-absorbers, a larger diameter front roll bar and an increased resistance to body roll in the rear De Dion layout. The substantial production ventilated disc brakes receive a further helping hand in the form of radial grooving in the disc faces.

Aston Martin engineering director Mike Loasby says some fairly provocative things about the new car including, "we believe that this new car could out-accelerate any of its rivals to 60 m.p.h. and beyond." For the present our promised chance to prove this has been delayed by an accident to the prototype car in the hands of another journal. Almost at the same time, the prototype Lagonda was involved in a road accident outside the factory, though we saw it had been repaired in time for Prince Charles to drive. Road testers will be particularly keen to get their hands on the V8 because all this performance (0-60 m.p.h. in 5.3 sec. is another claim) is said to be allied to an ability to accelerate from 18 m.p.h. in top gear "without transmission snatch".

The Lotus Eclat Sprint is a far more straight-forward marketing operation around the 4- or 5-speed manual models, the 4-speed with the standard Sprint 4-to-1 final drive being the best bet for acceleration. Alloy wheels are included in a mainly decorative package that includes a black frontal stripe and a large Union Jack/Sprint rear decal beneath a blacked-out rear panel. An extra cost of £280 was being proposed for the Sprint at the time of writing, the cost of the cheapest Eclat fixed, then, at £7,544.

Despite today's use of a camshaft designed to give the best possible torque characteristics throughout the Lotus 2-litre engine range, the best torque figure of 140 lb. ft. is realised at 4,900 r.p.m. Best power output is delivered at 6,200 r.p.m., when the 16-valve units should deliver 160 brake horsepower. Lotus expect the Sprint to manage 130 m.p.h., accelerate from rest to 60 m.p.h. in less than 8 sec. and deliver 26-30 m.p.g.

Continued on page 245



The V8 Vantage, a higher-performance image for Aston Martin with this claimed fastest accelerating production car in the World.



Drifting the Weston Park Racing Team Jaguar 2.4 round the outside of Jones' Mk. VIII at Snetterton's chicane *on the way to victory* [Photograph by Fred Scatley

All in a Year's Work

In which the Assistant Editor looks back on a varied, exciting and sometimes dramatic year

"MY YOUNGER colleagues . . . never seem to be out of the driving seat of a car or able to leave the more exciting ones alone for more than a minute or two," W.B. rued in his review of his 1976 motoring in last month's issue. He was quite right of course, and who can blame us in a job where driving opportunities—not always in exciting cars, I must stress—abound. But this isn't going to be a blow-by-blow account of all the road test cars I drove last year. Life in 1976 had much more spice than that: rally co-driving with a top-flight rally driver; racing in no less than seven different cars; co-driving one of Britain's most colourful racing drivers in a Wine Race, of all things; occasional track testing; a ride with Tom Walkinshaw in a Group 5 BMW 3.5 CSL; gastronomic experiences too numerous to mention. Recalling all the cars I drove is practically impossible, but notes and memory confirm at least 96. Regrettably, 1976 was bare of vintage car driving, though I did ride in one or two, including a Rolls-Royce Silver Ghost, and motorcycling, largely because I have run out of excuses to borrow big BMWs from BMW Concessionaires' previously kind-hearted motorcycle PRO Jeremy Frazer! I see from my diary that overseas trips totalled a modest 10—I could have sworn there were more—minimal in comparison with my record year of 24 in 1973. The reduction in overseas trips was made up for by some enjoyable new car introductions in Britain, a much less time-consuming and less frustrating type of exercise than heading further afield into Europe via Heathrow or Gatwick to test cars in areas where speed limits are equally strict and the policemen armed.

All this excitement has to be put into perspective before readers gain the impression that such a way of life is the everyday norm for me. Far from it: most days are taken up with fairly tedious office-bound editorial work; usually this writer is the only editorial man in the office and somebody has to put the magazine together . . . Thus most activities have to be crammed into whatever other hours are available, which leaves little time for putting my feet up in front of a roaring fire.

The year began propitiously, the first week's motoring done in the comfort and smoothness of a Mercedes 450SE, a solid piece of Teutonic saloon car engineering which performs and handles better than most Italian exotica. From such luxury I descended into the mire of the Forest of Dean for a first-ever taste of special stage rally co-driving. Not for me a gentle education with some amateur learning his driving techniques in a modestly-tuned Mini. Instead a rash acceptance of an invitation to co-drive Andy Dawson in nothing less than the Chequered Flag Lancia Stratos, potentially the fastest and certainly the most exciting car in British rallying. Pre-start butterflies melted away in one of the most satisfying sensations I've ever experienced, an adventure totally drama-free in the so-safe hands of the accomplished Dawson. Dawson took the Stratos on this first drive as though they had rallied together for years and on my very first special stage I had the glory of being driven at a pace which even beat the legendary "Albert" Clark, to be joint fastest overall with Russell Brookes. On the second stage we were fastest and took the lead in the rally, but any hopes of being a winner first time out as a navigator were dashed when the gearbox locked up on the third stage. It took $1\frac{3}{4}$ hours to make repairs and Dawson's efforts to make up time had to be experienced to be believed. He had pulled us back from 63rd position to 24th by the end. Dawson's skills with the Stratos were justifiably rewarded the following month when he won the Mintex International Rally, co-driven by my predecessor at MOTOR SPORT, Andy Marriott.

My instant enthusiasm for rally co-driving must have shown through clearly at the end of the Dean, for it prompted Dealer Opel Team press officer June Beedham to arrange a co-drive for me with York turkey breeder Mike Rawson on the Knutsford Motor Club Plains Rally, based on Barmouth, North Wales. This time the mount was an Opel Kadett, entered by the enthusiastic Stockshill Garage people at Scarborough. I'm not sure whether Mike realised just how inexperienced I was as a co-driver; the situation with Dawson had been different because of the tolerance which exists in a close friendship and because we always had Dawson's own considerable navigational skills to fall back on. On the other hand I hadn't much knowledge of Mike's driving capabilities, so we were quits. In fact the whole event flowed remarkably smoothly. Mike put a wheel wrong only once, which fortunately he retrieved skilfully from the edge of a deep drop and I found only one minor wrong-slot. The rugged Opel held together with hardly any attention and considerately left the rejection of its Panhard rod till the end of the last stage. We finished third overall, a credit to an excellent drive by Mike in a heavy car of modest power and with an unsuitable four-speed gearbox.

Dawson confesses to preferring an amiable atmosphere between himself and co-driver in the cockpit to sheer co-driving skill and experience. Thus it was that this inexperienced "sack of potatoes" found himself seated alongside his St. Albans near-neighbour in the forests of South-East Scotland and North-



Thrills in the forest in the Chequered Flag Lancia Stratos with Andy Dawson on the Tour of Dean.



Sideways and almost to victory. Dawson and C.R. led the Burmah Rally till half-distance in the Team Sanyo Datsun.

East England for the Jim Clark Rally in July. This time we were in Japanese machinery, a works Datsun Violet 710 with twin-cam, 16-valve 1.8-litre engine, sponsored by Sanyo and prepared by Glovers of Ely. There were some tense moments in the afternoon prior to the start when the engine proved to have a chronic misfire, which was never totally eradicated and various essential modifications had to be hurriedly carried out before Dawson considered the Datsun to be worthy of competing. Based on Duns, in homage to the great World Champion, the Jim Clark Rally had some new experiences in store for me in the shape of a rallycross-type stage at Charterhall, an incredibly demanding tarmac stage over the Otterburn army ranges, where cars had been searched at the start for pace-notes, and the horror of hurtling blind through clouds of previous competitors' dust in the forest at night. Worst of all were the hungry midges, which threatened to devour us while we surreptitiously delayed our stage starts as long as possible to let the dust settle. There was the education too of being driven at almost undiminished pace through the last six miles of a Kielder forest stage on a flat *front* tyre, the terror of the unknown over unmarked brows flanked by steep drops and "dead" tanks at racing speeds on the tarmac Otterburn ranges, the ignominy when Roger Clark caught us on a stage when we slowed with a slipped distributor. The heavy Datsun wasn't quick enough over the steeps of Otterburn, but our forest stage times were quick enough to give us sixth overall and a class win. Ford's shooting star Ari Vatanen won.

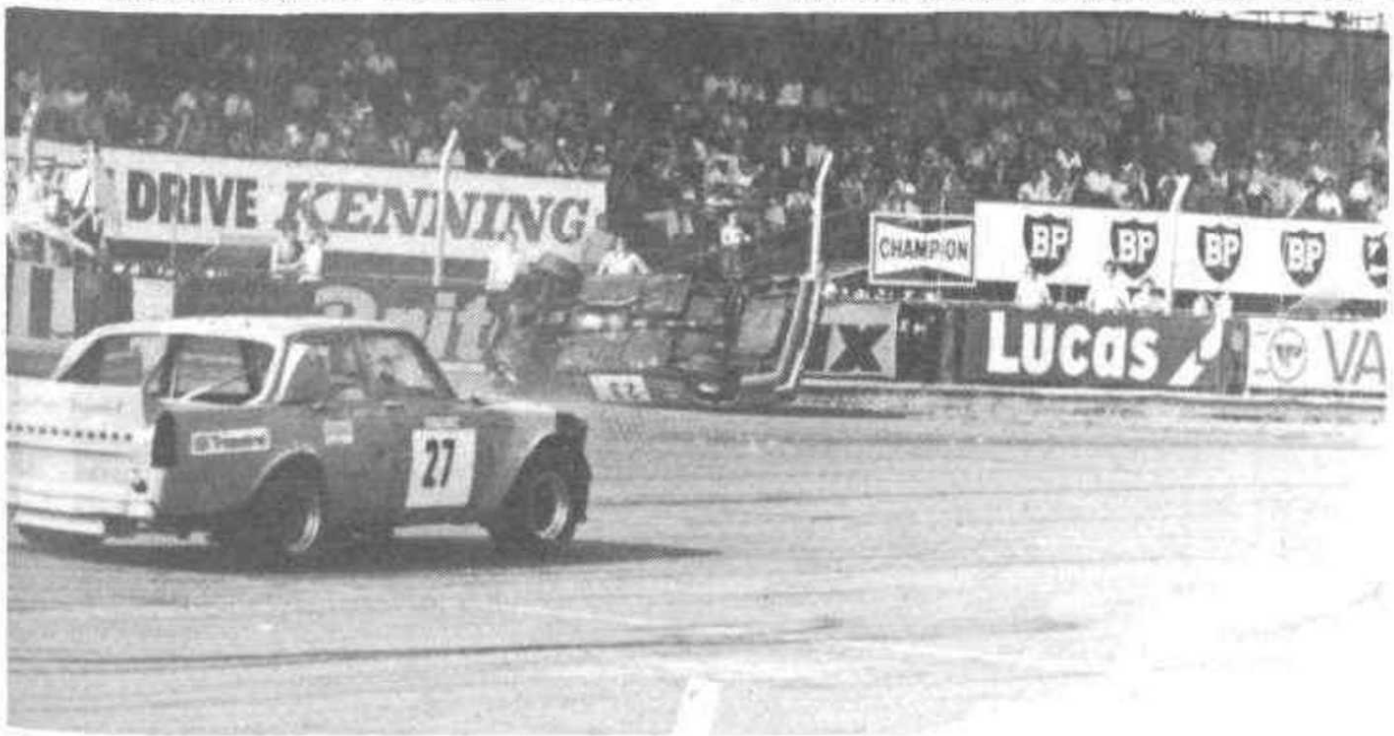
It was back to Scotland with Dawson and the Datsun for the fabulous Burmah Rally in August, a Dunoon-based event which took us through some of the most superb scenery amid the forests and lochs of the Western mainland. And my chauffeur excelled himself, blowing off the might of the works Escorts to hold the lead for the entire first half of the rally. But Ari Vatanen/Peter Bryant were gradually eating into our lead by the breakfast/halfway halt, in spite of the nerveless Finn bouncing his Escort off practically every piece of scenery in sight. Then we made a fundamental error in selecting Kleber racing tyres for the long Minard stage. It was worth a try but there was much more loose surface than we anticipated and we couldn't compete with the Dunlop A2-shod Vatanen. As the hot Saturday morning wound on Clark took his Escort ahead of us too, as the Datsun's handling deteriorated when the rear suspension began to break up. Back in Dunoon we remained confident of at least third overall and Castrol's Roger Willis on the podium thought we had won, because there was no sign of the two Escorts. No such luck. The pair arrived within their allowed lateness, so we shook hands on third place. Again our luck was out, for when the results appeared, Russell Brookes had beaten us into third by just one second. Fourth it had to be. I still feel that with more experience I could have found that vital second somewhere, but Dawson was philosophical. His brilliant showing against the might of the Ford team did not go unnoticed and no doubt it is partly because of that display that Dawson has found himself in the Ford team for 1977. In that star position it is unlikely that he will be allowed to put any further national or international rally invitations this inexperienced way. I shall be alongside him in a "works" Leyland Princess on the British Caravan Road Rally, however, which is some consolation, I suppose.

I had some non-competitive "hot-seat" experience in February when Castrol held a Press open day in the Forest of Dean to introduce their Rally Championship. There were exciting rides with Colin Malkin in a Porsche Carrera, Russell Brookes in his RS1800, Rod Cooper in another RS and Vauxhall-mounted Will Sparrow, but it wasn't the same without the thrill of competition.

If my rallying year was exciting, my racing season was horrendously dramatic. It began safely enough, though without glory, in a Brands Hatch modsports race with the same Datsun 240Z Super Samuri I road tested for MOTOR SPORT in 1973. The car had been returned to Spike Anderson, the builder of the tuned Super Samuris, for resale and because of a project we were involved in, which I'll come to later, Spike suggested I give the well-used old faithful a whirl round the circuit. Unfortunately, two days before the race an ominous rumble announced run bearings and when we took the sump off the crankshaft proved to be beyond saving. The mysteriously alien bottom end transpired to have been taken from a crashed 240C after the original had thrown a rod when low on oil. Some frantic 'phone calls and the help of a friendly dealer in Leicester located a new crankshaft. Spike and a friend worked through the Saturday night to rebuild the engine, drove the car to Brands without sleep, we bolted on a set of slick-shod wheels and pitted this road car against full-house modsports cars. The car went well for a few laps until the front dampers faded completely, creating appalling understeer, but I finished thirteenth and wasn't last.

The project I mentioned had been at the back of Spike's mind for some time. It was to take an innocent 1200 Datsun Sunny Coupé, chop it around, install a Datsun 240Z engine tuned to Super Samuri specification, with triple Weber carburetters and so on, and develop it into an ultra-quick, yet docile, road car cum Super Saloon racer. Instead of just thinking, he actually got round to doing it, with some financial help from Brian Harvey, of Grand Prix Models in Radlett. Initially this projectile used a Cortina rear axle, sold to Spike as having a limited slip differential, which was grafted on to the Sunny with a system of trailing links and coil springs. The great day came when I was to try it at Silverstone for the first time. It fired up with the deep, throaty "brrumph" of a D-type Jaguar

Continued on page 242



Horror at Silverstone. This V8-engined Zephyr driver had a close-up view of the Assistant Editor's three-wheeled Sukati Samuri finishing its roll at Woodcote.

Tchaikovsky, Debussy and Haydn would have listened to it.

Tom, Dick and Harry can operate it.

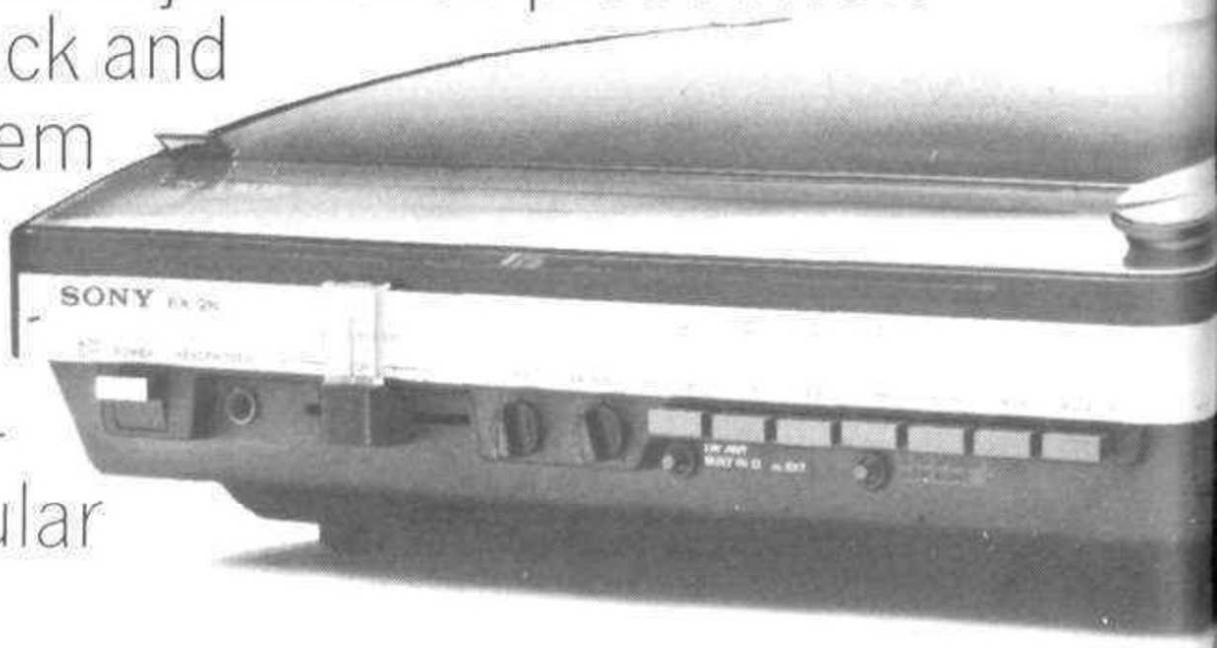
Sony announces the impossible. A push-button, fully automatic music centre with a sound that satisfies the most demanding ears. Its name is the Sony EX 2K.

Put a record on the turntable and press the "play" button. The EX 2K finds out for itself what size the record is, and automatically places the stylus at the beginning.

You don't have to lift tone arms, fiddle with cueing arms or twiddle knobs. You can even play the same record over and over again, simply by pressing the "repeat" button once.

The stereo cassette deck is just as foolproof. Insert cassette, press button, sit back and listen. Recording is no problem either.*

To listen to radio, press a button to select your wave-band and tune with the circular control.



See the EX 2K at your local Sony dealer or the Sony Showroom, 134 Regent Street, London W1.

A light tells you which wave-band you're on. Another light comes on when you're tuned to a stereo station.

That's just about all you need to know to operate the EX 2K.

And in case you think hi-fi this simple isn't hi-fi at all, let us reassure you.

It sounds a good deal better than many systems made up of separate units.

The amplifier whacks out a healthy 40 watts.**

The speakers are the new passive radiator type. A great improvement on other small speakers, especially on the bass notes.

You get a servo-controlled belt drive turntable, a magnetic cartridge, four wavebands and a tape select switch for either normal or chromium-dioxide tapes.



And you can hear every instrument in the orchestra, from triangle to double bass bassoon.

But words alone can't do justice to the Sony EX 2K. Look and listen to it at your local Sony dealer. We don't think you'll be disappointed.

Even if your name is Tom, Dick, Harry, Haydn, Tchaikovsky or Debussy. **SONY**

*a licence may be required. **40 watts total music power. Equivalent to 12 watts per channel rms.



Marshall feigns exhaustion at the end of the Wine Race, while C.R. looks glad it was over.

ALL IN A YEAR'S WORK

Continued from page 239

and went well . . . for all of $1\frac{3}{4}$ laps, when the differential, which it transpired had never seen a limited slip, seized solid and smashed the housing. The Panhard rod broke off too.

Back to the drawing board, or chalk on concrete, from whence this Sukati Samuri, as Spike had christened this superb-looking, red, white and bronze device, emerged with a Capri 3-litre axle and a limited slip differential. Ten days later I found myself chewing my finger nails in the paddock at Mallory Park while the time for my special saloon practice approached, with no sign of Spike or the car. He arrived just in the nick of time (driving it on the road, of course), we rushed it through scrutineering, had no time to change from the Lotus Elite-type Dunlop road tyres to slicks, so off I went on a tight-rope of rubber. The engine felt absolutely beautiful and the handling terrifying, but all went well until I hit the brakes for the Esses on the third lap. No brakes! And at an approach speed on road tyres which would have been the same for racing tyres. Whether by good luck or good judgement I reacted correctly, whipping the wheel over to the right to put the car into a spin, which went on . . . and on . . . and on, with little tyre "stiction" to slow the car down. I ended up the wrong way against the Armco, with just a small ding in the front wing to show for the drama. The problem proved to be growth of the front ventilated discs, which had expanded against the four-pot AP calipers and boiled the fluid.

The brakes were modified (using a hammer and screw-driver . . .) for the race, for which the heavens opened. Back to the road tyres, for wet-weather racers did not exist in our vocabulary. Surprisingly, the Sukati Samuri was able to keep pace with the famous Rover V8-engined Berpop, correctly shod, until I lost it at the Esses, without hitting anything. I recovered to finish tenth overall, which was better than nowhere.

The big day came for our first venture into Super Saloons, a gloriously sunny June 6th on the Silverstone Club Circuit. This time we had racing rubber in place and the Sukati looked prettily functional, if rather square in the wheelbase. Practice was not without its problems, for one of the new coil-spring/damper units broke off and the rear axle moved laterally so that a trailing-arm locating bolt ate away the inner shoulder of one of the Dunlop slicks. Handling? What was that? But I qualified, by no means last, though a noticeably long way back on the grid from Gerry Marshall's Baby Bertha.

The leading pack roared off from the start with the Datsun, for some reason down on engine revs, spinning its wheels in their wake. Safely round into Club Straight, foot hard down and everything in front drew further and further away. They obviously sensed what was about to happen. Into Woodcote, with the brakes feeling more reassuring now, on with the lock and the power . . . then a sudden lurch sideways, which I automatically tried to correct, the tail lifted in the air, the horizon changed and suddenly I felt as though a huge hand was shaking me around violently. I glimpsed intermittent patches of tarmac and sky, felt my crash-helmet chattering against the roll cage as incredible forces tried to tug me out of my seat amidst dust and fumes. So *this* was the end. After an eternity the holocaust stopped. No, that wasn't an angel reaching in through the gap where the screen had been, it was a fire-proofed BRSCC marshal. The Sukati Samuri, or what was left of it, was on its side on the grass right by the Woodcote marshals post, rather convenient, for the car was on fire. I climbed out and shook myself while the marshals played their extinguishers.

Apparently I had thrilled the grandstand crowd with one of the most spectacular rolls at Woodcote in years. The sequence had started when the nearside rear wheel had come adrift, rolled under the car and acted as a launching ramp. I won't get into the arguments about what had caused the wheel to abandon ship. Suffice to say that miraculously I escaped without so much as the shadow of a bruise, or even delayed shock. That Double Diamond certainly Worked Wonders. Anyhow, that was the end of Sukati Samuri, though Spike Anderson has just built a revised version purely for the road.

I went into racing retirement for all of fourteen days, after which ShellSport and Leyland squeezed me into their "guest-driver" Mini 1275GT for a round of the 1275GT Challenge at Mallory Park. Unfortunately, Leyland ST had not had time to keep this car's development in pace with the competition and the leading cars left it standing still. "My" car's Dunlop SP Sports were no match for the specially-buffed Avons, essential wear for quick lap times. I finished well back in 12th place, where I just held off the small class prodsports cars, mixed with our race.

Just to ring the changes, the next time I sat on the Mallory Park grid was in the driving seat of a Renault 5TL in a round of the Renault 5 Championship. My immaculate Renault was owned and entered by Sid Pemberton's creative co-ordination company, Unitam and prepared by motorcycle racer Roger Keen from Aylesbury. The drive was available because regular driver Sid was on holiday. I don't think Sid's earlier performances had excited two-wheeled racer Keen, but when I put up a respectable practice time with a down-on-power engine and too-high suspension Roger got quite fired up and soon had the rear torsion bars readjusted for



Another violent end. The Unitam Renault 5 bounces off the Armco at Mallory, where it had been put by Dent's white car, spinning safely in the background.

the race. In the race, I'd pulled up to something like fifth place with Renault employee Andrew Dent chasing hard, slower than me round Gerrards and the rest of the short club circuit, but quicker into the *chicane* where my car had a violent oversteer problem. It had an even more violent oversteer problem when Dent decided to drive into my tail when it was hanging well out. There was no avoiding the ensuing spin into the Armco on the inside of the *chicane;* my Renault was quite bady damaged thanks to a stupid piece of aggressive driving. Unpoetically, Dent was able to recover to finish sixth.

My next event, a Celebrity Escort Race for Journalists at Brand Hatch, ended even more violently. I qualified on pole position with *Motor*'s Tony Scott and Triple-C's Terry Grimwood sharing the front row. The pole position dip in the ground at Brands is not the best place to be in a low-powered Escort and Scott and Grimwood pulled ahead of me up the hill to Paddock. Scott led Grimwood out of Druids and down towards Graham Hill Bend with me hanging on behind. Then the circus started. Grimwood tried to take Scott round the *outside*, Scott wasn't having any of it and moved over and the two slid on to the grass together. Nothing to do with me, I thought, pulling towards the inside of the bend to make certain. Then Grimwood's car performed the classic violent recovery which was to cost a Formula Ford driver his life at the same place later in the season: sliding sideways half on and half off the grass, his car suddenly found grip and catapulted at right angles across the circuit. Guess who was in the way! His car's nose hit my car's tail a violent "thwack", I piled on opposite lock, but there was no grip to be found and the Escort hurtled into the Armco on the inside of the circuit at practically unabated speed. Once again I thanked the Almighty for safety belts and ShellSport counted the cost of yet another Celebrity Escort write-off.

After all these shunts I began to think seriously about packing up motor racing. Then Graig Hinton put much too strong a temptation my way with an invitation to drive his Jaguar 2.4 Mk. 1, part of Lord Bradford's Weston Park Racing Team, in a round of the Classic Saloon Car Championship at a 750 MC Snetterton meeting. Waft an old Jaguar under my nose and there is no holding me back, and surely my luck had to change, anyway. Hinton's disc-braked car, an early small-grilled example, immaculate in British Racing Green, had a 200 b.h.p. engine prepared by Ron Beattie in Kenilworth. Graig had done some work on the suspension, including fitting the inevitable Konis, the brakes were from a Mk. 9 and the chrome wire wheels shod with XJ6-size Dunlop SP Sports. Most of the upholstery had been removed and a competition seat fitted, but the woodwork remained. After that Silverstone experience the lack of a roll cage concerned me, although full-harness belts were fitted. With my own three Jaguars having been non-runners for some years, climbing into TVC 254 was like rejoining an old friend. We clicked quite well in practice in spite of a "getting to know you" spin, and the start found us sitting in the centre of the front row, with Bob Meacham, in the second Weston Park Racing 2.4, on pole. The signs looked good.



The magnificently turned-out Janspeed Datsun Sunny Coupé scurries through the rain on the Silverstone GP circuit. [Photograph by Fred Scatley

When the flag dropped it seemed as though my luck was to run true to form, this time through my own silly fault. The steering-wheel spokes were a little off centre and straightening them had put a touch of lock on the front wheels. What with the lock and wheelspin the 2.4 tried to whip sideways as soon as I dropped the clutch; the sheer effort in trying to straighten the car with one hand upset the directional ability of the other as I made a grab for second gear; I ended up with neutral! By the time I'd sorted it all out the fifth row of the grid was upon me and with steam pouring from my ears and fire from my eyes I swore that this time I had to resurrect something from my dreadful season. That beautiful Ron Beattie engine wound itself round to 7,500 r.p.m., a usable figure with the shorter-stroke 2.4, as I hurled TVC through the pack, coping with the girth of huge Mk. VIIs which seemed to fill the track. Mk. VII-mounted Graig waved me past gallantly, but I had trouble with Stuart Jones' Mk. VIII into Russell's *chicane,* where the 2.4 was well into the rev. scale in top gear and felt very light on the road. It took some quick opposite lock and use of the inside of the inside kerb to get out of that one. Eventually I whittled down the leaders to two, Bob Meacham and Michael Bennion's Zephyr. The Jaguar's brakes were beginning to feel very rough under pressure and a rear one locked up at the end of the pits straight, with a hint of a nasty moment. The handling was tremendous fun though, and the sensation of rounding Corams on full-blooded oversteer in third, then popping the box into top in mid-slide will long remain with me.

On the sixth lap (I think) I was right up with Meacham and Bennion, but the latter closed the door on me abruptly on the back straight and kept it shut for another lap. On the next lap I hung back a bit and when the two of them confused each other on the third-gear bend before the back straight I popped the Jaguar into second and accelerated into the distance towards my first ever laurel wreath. It had been my most enjoyable race of the season, not just because I had won, but because of the sheer fun of commanding that rolling Jaguar and its beautiful engine, the spectacle of the other old saloons and the friendliness of the regular Classic "Salooners". As an added confidence booster I equalled the lap record which *Motor*'s Gordon Bruce had set in the same car earlier in the season.

After those "smashing" experiences earlier in the season an invitation from Jan Odor to race a new Datsun Sunny Coupé special saloon he intended to build, to run under his Janspeed banner, came as something of a surprise. As I have long had a high regard for Jan and his work I was more than keen.

Jan built the car up from a repaired crashed shell around a full-race, 130 b.h.p., carburated engine and five-speed close ratio gearbox, similar to the units he has run successfully for the Dutch Datsun Dealer Team for the last few seasons. He fabricated a totally new rear suspension system incorporating a Watt-linkage, amongst other things, to locate the live rear axle. In all respects other than the rear axle the car was virtually to the heavy Group 2 specification, with all its steel panels, glass windows and winding mechanism and even the door trim retained.

The idea was to have the car ready for testing before I went on holiday in the last two weeks in September, but the Dutch racing schedule intervened and the first time I set eyes on it was in the paddock at Silverstone prior to running it in the final of the Esso Uniflo Special Saloon Car Championship, on the Grand Prix Circuit. It was totally untested and I was bleary eyed, having arrived back from Spain at 3 a.m. that morning, but I went out and let things take their course and we qualified on the fifth row of the grid with a satisfactory 1 min. 51.9 sec. The Datsun handling felt rather nervous, but the engine and gearbox were delightful and the ever-helpful Norman, Jan's chief mechanic, and I looked forward to a good race.

Then the heavens opened, making conditions so bad that the race before mine

had to be stopped. The track was awash and I've never been so frightened in my life as I was when heading into Copse from the start, totally blinded by the spray from the fat tyres of Marshall, Hawker and co. The Datsun's unscrubbed "wets" had hardly any grip and I discreetly fell back into the clutches of the smaller Minis. Blinded by the spray of one of these I failed to see a deep puddle on the exit from the fast Abbey Curve; one side of the car practically stopped dead before spinning the car instantly. I clipped the tail of the innocent Mini, which spun down the circuit, fortunately without hitting anything else, and then the Datsun careered off towards the *Motor* Bridge. Luckily I collected the concrete wall before the bridge at the right angle with the nearside front wing and bounced off to come to rest with the tail against the wall. The damage looked worse than it was and the Janspeed lads had the red, white and blue car back in pristine condition in four days.

I had a further two races in this Datsun, interspersed with a fascinating test session at Goodwood, sharing the car with Alec Poole. With Alec's help we were able to improve the handling, but the big problem remained with the tyre compound—too hard to warm up. It was the consequent lack of grip which caused me to run out of circuit and spin on the first lap of a Mallory Park race, but at least I finished. I had better luck in the Simoniz Special Saloon Car Championship finals at Brands Hatch, finishing fifth in the hotly-contested 1300 class and 10th overall.

This little Datsun's vices were finally cured by swapping the hard compound Dunlops for a set of lower-profile, softer compound Goodyears from Poole's Group 2 Escort. These transformed the car and late in the season Alec went on to finish third overall and win his class in a Thruxton race.

For 1977 Jan intends to turbocharge the car, but the chances are that Poole will drive it most of the time.

One other semi-competitive event I took part in last year (apart from playing a charity football match for the Graham Hill Fund, when our team of racing drivers and journalists lost something like 12-3 to the Happy Wanderers team of TV stars) was . . . well, I can't really remember much about it. . . something to do with wine . . hic . . and a rather large racing driver called Marshall. It was all the fault—sorry, idea—of Tony Mayes, Public Relations Manager for Tricentrol, the British-controlled natural resources exploration company, which has a familiar involvement with garages and motor racing. Tony wanted to put on a race for the new Beaujolais release in France, with a different emphasis to the *Sunday Times* event. Brave man that he is, he decided to pit rivals Marshall and Chris Craft against one another, the former in his Group 1 Tour of Britain Magnum and Craft in a special 3.3-litre Capri developed for customer sales by Tricentrol. Me to go with friend Marshall and *Motor*'s Peter Dron with Craft.

Not content with Beaujolais, after collecting our red 1977 plonk from Beaune, we were to hurtle through the night to Riquewihr to collect the latest vintage of delicious Alsace wine and then surface in Erpernay at the Champagne houses of Pol Roger and Moet and Chandon for breakfast. Here we were to collect bottles of 1911 champagne and magnums of ordinary vintage to rush them back to London for a celebratory gastronomic meal at Bill Bentley's restaurant, Bishopsgate. The "race" was finally decided by the toss of a coin in the gardens of Moet and Chandon, when we decided that the competition was becoming distinctly hairy. Marshall and I were declared "winners" but the gentlemanly "drivers" finally gave the trophy to Peter and myself, who had done 70% of the driving in any case. Amongst blurred memories of this Tricentrol experience remain that of a blue Citroën SM, whose uniformed occupants fined Marshall 300 francs for a slight excess of speed (112 m.p.h.) and that delicious meal at Bentleys. Other memories are better left buried.

As might be imagined, the more normal routine of road tests and new car introductions paled slightly against the background of the foregoing. Yet a trip to Porsche, Mercedes, BMW, Opel, Ford, etc. in Germany in a manual Jaguar XJ-S was far from mundane. For silence, smooth speed and sheer effortlessness the XJ-S has to be the finest car in the world and I will for ever remember clocking 151.5 m.p.h. on an autobahn in this silver V12 coupé laden with three people and luggage and putting 240 miles into two hours. That was motoring at its finest level. Lower down the Leyland tree the new Rover 3500 impressed equally in its own way, but I hope Leyland soon overcome complaints or poor finish and trim parts falling off.

The year also saw the appearance of myself and TR6, Pig in 'ell, on Thames Television's Drive-In programme to introduce the new TR7, a car which in an earlier test session J.W. and I had found to be appallingly short of brakes. In August, dear old Pig in 'ell (hyprocrite!) went to pastures new, to be replaced by an Alfa Romeo 2000 Spider Veloce, which to date has spent eight weeks of its six months' life in Alfa's workshops.

There were flights in a Bell Jetranger to see a Rover 3500 sold off at BCA's Frimley auctions on the day of announcement, to Exeter in a Navajo Chieftain for the introduction of the Colt Sigma and some fun driving a Winnebago mobile home from the London Sports Car Centre to the International Trophy. Of more interesting production road cars to come my way there was the BMW 633 CSi, an Aston Martin V8, brief drives in a Rolls-Royce Silver Shadow and Camargue, a brief session with Maserati and De Tomasos on the Modena circuit in Italy and, almost at the end, a week with a new Porsche Carrera 3, which spent most of its time in my driveway whilst I recovered from cockle-inspired food poisoning contracted at the Guild of Motoring Writers' Dinner.

Oh, what a boring life!—C.R.



The Celebrity Escort incident at Brands Hatch. Scott escapes to the left, C.R. grapples to stop a slide which ended violently in the Armco behind and the naughty Grimwood bounces off with wheels locked. [Photograph from the instant reflexes of St. John Bloxham

Grand Prix d'Europe

IN honour of the Queen's Silver Jubilee the RAC British Grand Prix at Silverstone has been given the title of Grand Prix of Europe by the FIA. Announcing this in a New Year goodwill message to all motoring sport enthusiasts the RAC's Chairman, Sir Clive Bossom, added that this year's Lombard-RAC International Rally of Great Britain would start from London.

Bugatti and Ferrari Clubs Part

FOLLOWING discussions between the Council of the Bugatti Owners Club and the Ferrari Affairs Committee regarding the future of the Ferrari Owners Club a ballot of Ferrari members decided that the two clubs should separate from January 1st last.

In future, secretarial matters for the Bugatti Owners Club will be handled by the Club Secretary, Geoffrey Ward, Prescott Hill, Gotherington, Cheltenham, Gloucestershire, and for the Ferrari Owners Club by Godfrey Eaton, 40 Bartholomew Street, Newbury, Berks. Ferrari-owning members of the Bugatti Owners Club will no doubt be glad to know that the Ferrari handicap will continue to be run at Prescott meetings.

TRs in Sweden

TORSTEN LUNDBERG of Stockholm informs us that Sweden has a thriving Triumph TR Club, which boasts 200 members from a total of 360 known TRs in his country. The club started in December 1975 and covers the TR2 to TR6 range. Torsten, who is the Club's Ledamot, whatever that might be, enclosed a copy of the Club's interesting-looking (though we can't pretend to be able to read it!) magazine, produced irregularly three to four times a year. If any British clubs are interested in corresponding with these Swedish enthusiasts, Torsten can be contacted at Sandelsgaten 38, Stockholm, S 115 33, Sweden.

Continued from page 237

Etonian apologies

Our staff numbers do not include any Old Etonians. That became increasingly obvious to a besieged D.S.J. when a surprising number of vintage people raised the matter; they are obviously scanning some of the current car tests with more than a passing glance. Cause of their consternation, and some gentle humour about cobbled hillsides in Eton, was the caption alleging that the boys surveying the Porsche Turbo on page 164 of the February issue were Etonians. They were not: the car was in Windsor, not far from the Castle. Our caption writer obviously deserved his failure at O-level geography!

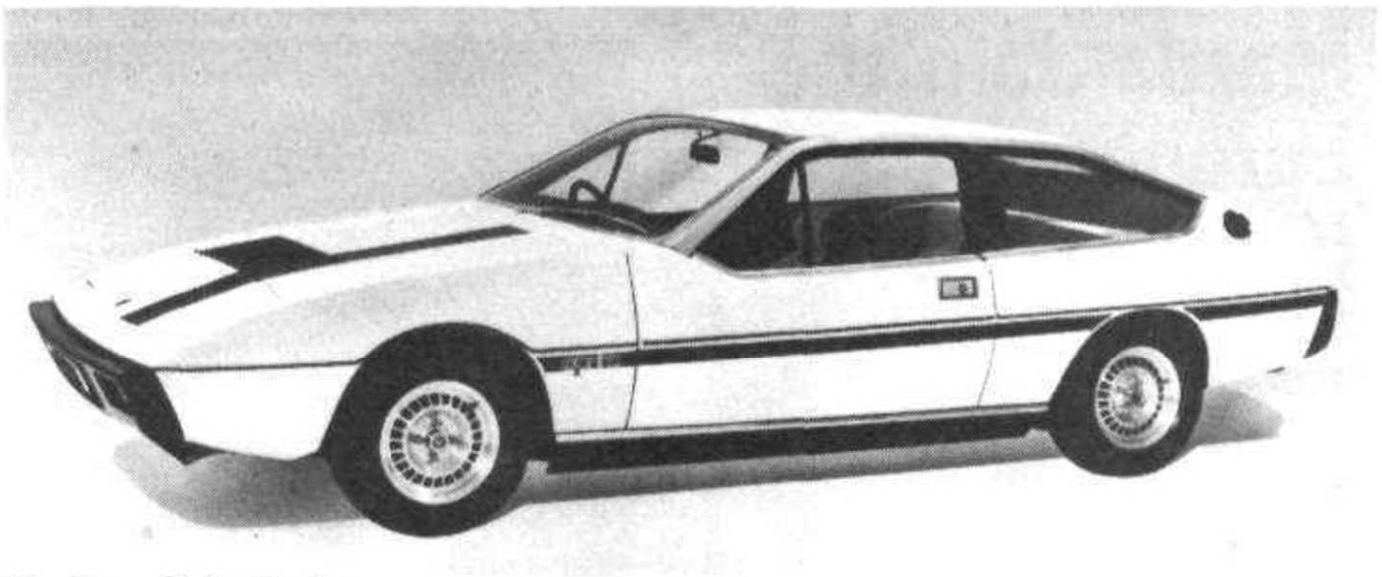
Non-Championship F1

A small reminder that even those who do not care for Brands Hatch might do well to note. This year's Race of Champions (often hilariously misprinted in the national papers as Race of Chumps, or Race of Chimps) is the only chance to see some of the F1 circus in action this year, whether in Britain or abroad, at an event that does not count for World Championship points.

To take place on March 19th (practice) and 20th, the race presently includes entries for James Hunt, but only Lotus have two entries, those for Nilsson and Andretti. John Watson, Tom Pryce, Jody Scheckter, Vittorio Brambilla and Ronnie Peterson are also expected to appear. New British entries for the European season are expected to include three debutants, Brian Henton (a private March at present), David Purley in the Mike Pilbeam-designed car that will probably bear his family business name, and Rupert Keegan, the British F3 Champion making his debut in F1 driving a new Hesketh sponsored by ATS.

200 m.p.h. Indianapolis?

Managing McLaren's USAC effort this season, Tyler Alexander is quoted in a recent press release are predicting lap speeds in excess of 200 m.p.h. during the May qualifying period. McLaren will be using the M24, a design that has much in common with the GP M23 model. However, it is powered by an expected 800 horsepower from its turbo-



The Lotus Eclat Sprint.

charged Cosworth DFX derivative of the famous Northampton V8.

The M24 will be driven by Johnny Rutherford, who has won the event twice for McLaren, and finished second in 1975. Having already shown winning form Cosworth's DFX turbocharged engine looks set for an interesting USAC season. The DFX should be tussling with the established four-cylinder Offenhauser and A. J. Foyt's developed version of the Ford o.h.c. racing engine, both of which also rely on turobcharging.

More starters

The Brands Hatch Club circuit has now been approved by the RAC for starting up to 23 cars at a time, except where single-seaters are involved, where the number of starters remains at 20.

The RAC have meanwhile confirmed that their book of official regulations to cover all British registered Championship and formulae will not be issued until "mid March", which is a rather sorry state of affairs! Competitors who want advance information can get it by sending their enquiry, together with an s.a.e., to the RAC Motorsport Division, 31 Belgrave Sq., London, SW1X 8QH.

Another note from the RAC sporting division adds the charming reminder that you cannot compete abroad these days without obtaining, well in advance, the requisite visa and compulsory medical insurance. Thus RAC approval must be obtained when submitting an entry overseas.



These gallant young Scouts, with eight others, in three teams of four, pushed this Fiesta to a World Record for car pushing of 71 miles 445 yards in 24 hours in teeming rain around the Ingliston short circuit. Their average speed was 2.969 m.p.h. and their fastest lap took 8 min. The lap record at Ingliston is held by the late Gerry Birrell, at 47.7 sec., 77.74 m.p.h. in a March 722 in 1972.

Polo versus Ford Fiesta

Volkswagen in Britain are certainly putting up a pretty strenuous fight against the announced virtues of the Ford Fiesta. You may have noticed the full page ad. in the Sunday press with full-blooded attacks to assert that Ford have unsuccessfully imitated VW's Polo, in one case backed up by magazine road test comments.

Behind the scenes VW have sent journalists a factual sheet to make sure that the poor benighted writers compare the right models to get a valid comparison in these days of multiple options.

Will W.B. once more be pressed into VW controversy when he publishes his thoughts on the Fiesta? At present our editor is quietly withdrawn on the subject, but our Essex-based colleagues say Ford swiftly sold 16,000 Fiestas in the first fortnight on the British market.

Leyland R&D

Research and Development should be the heart of any progressive motor manufacturer, so it is encouraging to hear that Leyland have applied for planning permission to establish a new R&D Centre in the Midlands. The location is adjacent to the junction of the M42 and the A34 Stratford to Birmingham trunk road and, if the application is successful, the first stage could be finished by 1981.

Eventually the idea is to have nearly 5,000 engineers based on the site to bring Leyland a cohesive engineering centre by the mid-1980s.

Anyone for a cavalcade ?

National Benzole and the Transport Trust are backing a Biggin Hill presentation of historical transport. As the title suggests, land, air and water vehicles are all eligible, assuming that the organisers wish to include them.

Entries are desired for display at Biggin Hill between May 13th-15th, the closing date for potential entrants set at March 18th. To encourage owners of interesting vehicles, the organisers are offering just 5 gallons of fuel per vehicle, a free lunch box for two and a commemorative plaque. A *concours d'elegance* and a period costume parade with separate prizes is also anticipated.

All enquiries should be directed to: Michael Milliken, Historical Transport Cavalcade, Biggin Hill Airport, Westerham, Kent TN16 3BN.

Mazda Join the European Hatchback War

The Assistant Editor reports from Japan on the first Japanese car designed specifically for the European Market



This neat new contender in the liftback stakes follows Chevette convention of front engine/rear wheel drive.

THE FOUR main islands of Japan contain 110,000,000 people crammed into an area of 146,000 square miles of which 80% is mountains. Mixed into the dense population areas which consequently ensue on the plains, basins, tableland and coastline are 30,000,000 vehicles, for which there are 35,000,000 licensed drivers. Such huge and concentrated figures create some of the worst traffic problems in the world, to suit which Japanese driving laws, driving styles and motor car designs have been adapted.

Speed limits are low: the fastest allowed is 100 k.p.h. on motorways; 50 k.p.h. limits spread wide around the sprawling cities. And the police lurk everywhere with radar, random breath tests and spot checks and on the main highways with Datsun 260Zs and Honda 750 motorcycles. Japanese drivers have got the message and the pace of traffic is pedestrian compared with Europe. There is little evidence of fast cornering, high-speed cruising or late braking, the main road surfaces are smooth enough at the speed the heavy traffic flows, and it is these roads which take the bulk of the traffic, for 69.2% of the country's roads are unpaved.

The result of these restrictive conditions is obvious as soon as most Japanese cars are thrust into European conditions: poor handling and roadholding, moderate braking performance, indifferent, low-geared steering and shocking ride. On top of that add the Japanese pre-occupation with garish design and trim and it is difficult to imagine why Japanese cars sell well throughout the world, particularly in Europe. But sell they do, last year's vehicle exports amounting to 3,600,000 units out of a manufacturing total of 7,860,000, an increase of 34% over 1975. Europe alone took 706,600 vehicles. Until now that success has been due largely to keen pricing and a growing reputation for reliability; currency fluctuations have diminished that advantage and manufacturers can foresee a time when the reliability and availability aspects will no longer offset the disadvantages of Japanese car specifications against European requirements. Meanwhile, the Japanese home market is becoming close to saturation point and domestic sales last year fell by 4% to 4,130,000 units, the result of economic uncertainty, higher motor taxes and higher prices because of the implementation of 1976 Japanese exhaust emission standards. Japan is riddled with scrapyards, full of cars which mostly look in excellent condition, but this attitude towards the car as a throw-away commodity is changing, disrupting the automobile life cycle. To absorb the output of ultra-efficient factories extra outlets must be created or existing ones expanded and one particular market the Japanese still regard as wide open, in spite of current political squabbles and pressures, is Western Europe. Yet with increasing consumer sophistication in Europe, the Japanese are going to be hard-pushed to maintain their market share, let alone increase it, with their current unsophisticated packages.

Unfortunately for European manufacturers, the Japanese are too opportunist to let the Western market slip away from them so easily; already 1977 is showing a trend towards European specifications in new Japanese models. The new 1,600 c.c. Honda Accord is an extension of the Honda Civic's

V-E-V Miscellany

ACCORDING to the *Carmarthen Journal* the 27-litre Thomas Special "Babs" may be brought back to Pendine on the 50th Anniversary of the death of Parry Thomas, later this month. The Pendine Community Council is said to be planning to commemorate Thomas' last bid to raise the Land Speed Record. But if this is to include a carnival and fireworks display on the cliffs overlooking the sands where Thomas was fatally injured, as well as a vintage vehicles' rally, we think it will be in exceedingly bad taste. A recent exhibition of the photography of Tom Kent who died in 1936 in the Tankerness House Museum, included a picture showing three cars, three motor-'buses and a taxi, taken *circa* 1907, in Orkney. The cars appear to have been a Gladiator, a Darracq and a tiller-steered curved-dash Oldsmobile. The Standard Register's National Rally will be held this year on June 11th/12th at Stratfield Saye, near Reading, Berkshire. We have just discovered that in 1975, to commemorate the 50th anniversary of the DH Gipsy Moth light aeroplane, a large scale-model of the machine in which Jean Batten did her epic 21,000-mile out-and-home flight from England to Australia in 1934/35 in a total of less than 32 days, was flown at the Melbourne Air Meeting in Australia by its builder, Capt. Miles. The last issue of the *Meccano Magazine* to be published from the well-known Binns Road premises of Meccano had a photograph of a model of the NMM's 1904 Brush-mobile, which the Editor of MOTOR SPORT has thrice taken on the Brighton Run, and instructions for making a lockable Meccano differential unit. This year's Yeovil Festival of Transport in Barwick Park takes place on August 13th/14th. Details from: A. C. K. McGee, 38, Kenmore Drive, Yeovil, Somerset. Last month the Cambridge University AC had a class for veteran members at its Snetterton sprint. The Club is 75 years of age and its Secretary, Mr. P. J. Freundliche, of Downing College, Cambridge, is anxious to track down ex-members of the CVAC. The Jowett CC is holding its Annual Rally in Lister Park, Bradford, on June 4th/5th, so Jowetts will be returning to their birthplace. Entry is free: details from G. Wilson, 201, Parkside Road, W. Bowling, Bradford, BD5 8PG. The Wessex VPC's Motorcade '77 is due to take place at Breamore House, near Fordingbridge, on July 10th. Goodyear opened their Wolverhampton factory in December 1927, five months after it was announced they would go there, and within 18 months the millionth tyre came from its mould. Today the plant employs nearly 5½-thousand people and covers 92 acres. The Goodyear Pensioners Club has 38 members who worked in that original tiny enamelware factory. The Humber Register won the annual friendly Inter-Register contest that is contested by seven one-make clubs, by 5½ points from the STD Register.

The Sunbeam MCC's pioneer Run for pre-war motorcycles, from Epsom to Brighton, an event no two-wheeler enthusiast would wish to miss, takes place on March 20th. The Bean CC has its Daffodil Run to Bournemouth on April 17th, followed by its Annual Beano, this time in Gloucestershire, on May 15th. The Historic Commercial Vehicle Run from Battersea to Brighton, another important fixture not to be missed if humanly possible, takes place on May 1st. For those who don't want to miss any of this year's VSCC main fixtures, the first Silverstone Race Meeting is scheduled for April 16th, the Oulton Park race meeting for June 18th, the Shelsley-Walsh hill-climb for July 9th, the second Silverstone race meeting for July 30th and the Prescott speed hill-climb for August 13th/14th. The light cars of the VSCC go to Wales again on April 2nd/3rd and tackle a replica of part of the 1924 RAC Small Car Trials, including an ascent of Bwlch-y-Groes on the first day.—W.B.

hatchback theme, parcelled more attractively and with a great deal of European influence about it. But while Honda dominate the world in the motorcycle market their car division is much smaller proportionally to car manufacturers in Japan or elsewhere, the marketing facilities and philosophy not yet so large or aggressive.

It is towards the Toyo Kogyo Co., of that once atom-bomb-razed city of Hiroshima, that European manufacturers should be looking with most concern. And if Toyo Kogyo doesn't convey much, try the name of their car product, Mazda, for size. Toyo Kogyo is the third largest motor manufacturer in Japan behind Toyota and Nissan-Datsun and the twelfth largest in the world; its 1976 vehicle production figure numbered 716,000, 12,000 of which found their way to British customers through Mazda Car Imports GB Ltd., a company 43% owned by TKN, the overlord of BMW Concessionaires GB Ltd. Toyo Kogyo has just become the first Japanese manufacturer to design a car specifically for the European market. The Mazda 323, or Hatchback, as it will be known on the British market to avoid numerical confusion, will be flooding into Europe at the rate of 7,000 per month, aimed at that hottest bed in the market, the swiftly expanding 950 c.c. to 1,300 c.c. lift-back small car sector. The problem for European manufacturers will not be the direct threat from the Mazda Hatchback, but the trend it portends.

If any amplification of the importance and fierceness of competition in that comparatively new, liftback small car market is needed, a glance at my diary for the second week in January will suffice. Monday: Fly Heathrow to Nice with wife; test Ford Fiesta; stay at Hotel de Paris, Monte Carlo; speech by Terry Beckett, Ford GB MD; dinner at Le Cabaret, Le Casino, Monte Carlo. Tuesday: Test Ford Fiesta along Cote D'Azur; coffee at La Valbonne Golf Club; lunch in St. Paul de Vence; fly Nice to Heathrow; Wednesday: Office, write Ford Fiesta story; try to finish February issue. Thursday: Heathrow again, fly JAL 747 to Tokyo, *via* Anchorage. Friday night: Arrive Tokyo, stay at Imperial Hotel. Saturday morning: Back to Haneda Airport for flight to Hiroshima for introduction of new Mazda 323 Hatchback . . . and so on, till the following Thursday. (The diary does not mention five hours entombed in a snowstorm-delayed Jumbo at Heathrow before an 18-hr. flight, nor the deaths of five crew members and 56 head of cattle in a DC8 at Anchorage the day we arrived, nor the overwhelming pace of life that week—just to make the point that there is some harshness in this cushioned life!)

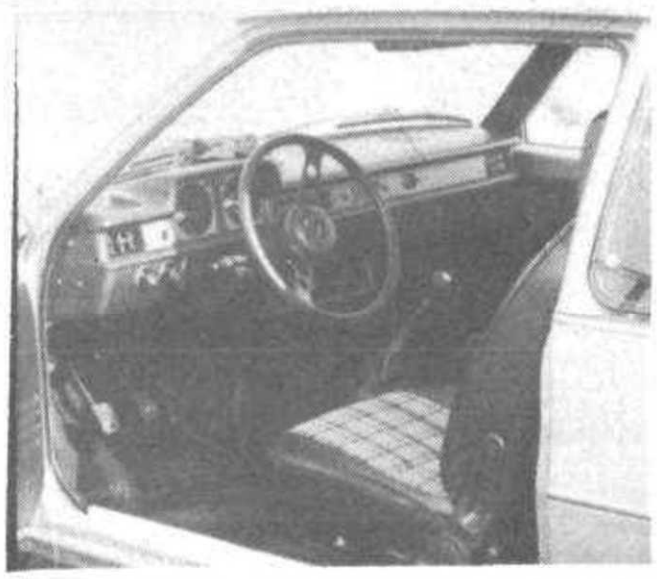
Heathrow is something of a second home to myself and the other eleven journalists who went with me to Japan, along with Mazda GB Managing Director John Ebenezer, Public Relations Manager and Mazda-mounted European Touring Car Championship class-winner David Palmer and Parts Manager Duncan Collins, and such hospitality is regarded with blasé acceptance. But not on such a scale in one week for the introduction of cars in direct competition with one another. For that we could blame the existence of the VW Polo and Golf, the Vauxhall Chevette, the Opel City, the Renault 5, to name but a few of the cars waging war in this new liftback battlefield.

In size the Mazda Hatchback, which we first saw at Toyo Kogyo's Miyoshi Proving Ground in the snow-sprinkled mountains 70 km. outside Hiroshima, is parallel to the Vauxhall Chevette rather than the Fiesta or its parallel, the Polo. Its 12½ ft. length and 5.2 ft. width contains a neat, almost droop-snoot, three- or five-door body with a rounded hatchback tail, all very tidy and plain in European small car fashion, with just a hint of Japanese styling excess around the grille area. The Hatchback has followed the Chevette in its disdain for the front-wheel-drive configuration for which most European small-car manufacturers except GM (who, none-the-less, have a small front-wheel-drive car on the way) have gone overboard. The in-line, four-cylinder engine is positioned north-south, has a conventional manual or automatic gearbox attached and at the rear is a live axle.

There is a choice of 985 c.c. or 1,272 c.c. engines, both derated versions of those familiar in the Mazda 1000 and 1300 saloons and, in the case of the larger engine, in the 818. Both engines have chain-driven single-overhead camshafts and alloy heads on iron blocks. The 1000 has an advantageously short stroke of 64 mm. against a bore of 70 mm. The 1300 has a less sweet ratio of 73 mm. bore against 76 mm. stroke. They have compression ratios of 8.8:1 and 9.2:1 respectively and outputs of 45 b.h.p. at 5,500 r.p.m./51.4 ft. lb. at 3,000 r.p.m. and 60 b.h.p. at 5,500 r.p.m./ 68.7 ft. lb. at 3,500 r.p.m., almost identical to



The Hatchback's sloping nose and spoiler betray extensive wind-tunnel development, revealed further by very low wind noise.



The interior is both extremely roomy and pleasantly styled.

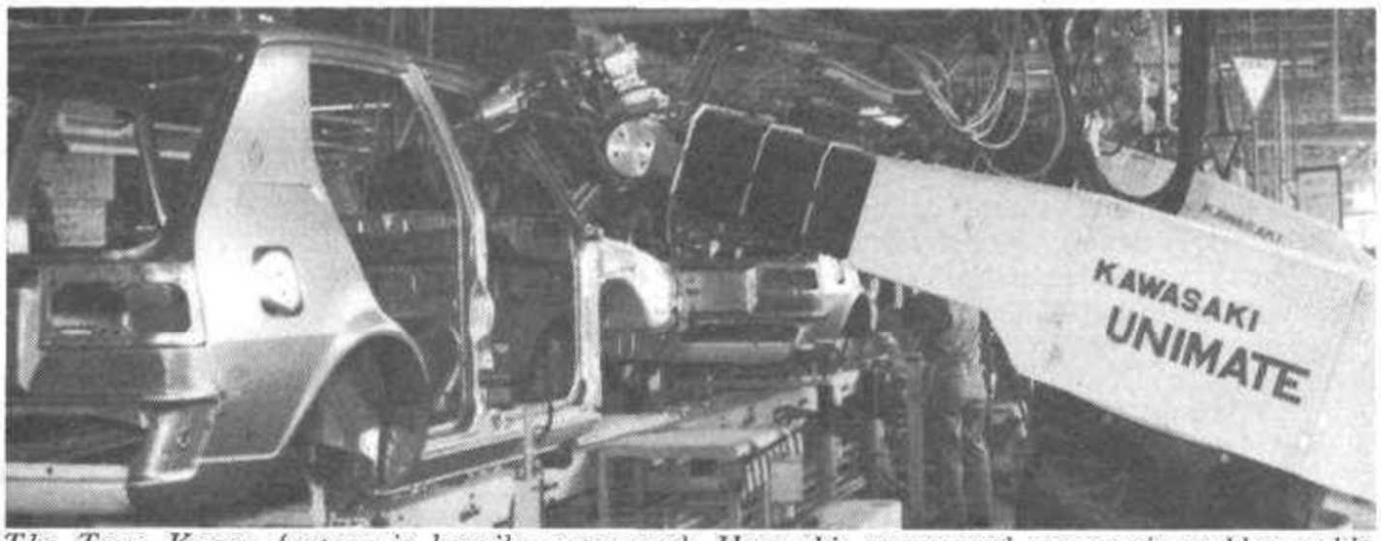
the outputs of the small and large Fiesta engines. These engines have crossflow porting, and five main bearings and burdens to carry of 15.9 cwt. in 1000 3-door form, 16 cwt. in 1300 3-door and 16.6 cwt. in the 1300 5-door's case.

A hydraulically-operated clutch with a newly-developed automatic core-adjusting device in the release bearing drives a four-speed, all-synchromesh gearbox in the case of the 1000 and either four- or five-speed manual or three-speed automatic gearbox in the case of the 1300, in theory, at least. In fact, Mazda GB intend to offer only a four-speed manual initially and will restrict the automatic to the five-door 1300. The 1000 has lower ratios in the first three gears than the 1300 and a 4.1-to-1 final drive against 3.9 to 1.

The rear suspension could be off any General Motors' draughtsman's drawing board, with four links, coil springs, a Panhard rod and vertically-mounted telescopic shock-absorbers. A simple McPherson strut, coil spring and anti-roll bar system is fitted to the front. The steering displays that curious Japanese insistence upon recirculating ball, the front disc brakes are a minute 6.6 in. diameter and the rear drums of 8.2 in. dia-diameter, with a dual circuit power assisted by a 6 in. servo.

The Toyo Kogyo engineers have done a good job of interior space utilisation, which seems better than any of its competitors, particularly in respect of rear seat knee-room. The rear hatch wraps around at the corners to give a full-width aperture, but its depth stops at waist height and the boot floor is high to make room for the spare wheel and 8.8-gallon tank. Nevertheless the boot is roomy, the rear parcel shelf removes easily and when the rear seat back is folded the floor space is flat and generous. Split rear seat backs are available, though they might not be offered by the UK importers. The front doors of the three-door are so remarkably long that rear passengers can be taken in without the driver or front passenger moving.

Mazda's homework in Europe has certainly been effective in cutting out the Japanese plastic-pin-ball-parlour interior horror and the Hatchback's interior design is neat and unfussy. The front bucket seats have inbuilt headrests and the Deluxe versions have plaid cloth inserts to front and rear seats. Even the ordinary model's level of fitments is far from spartan, while the Deluxe has excellent features like effective side window demisting and electrical remote control opening of the



The Toyo Kogyo factory is heavily automated. Here this unmanned automatic welder welds around the door apertures of a four-door Hatchback.

rear hatch from the driver's seat. To finish off this neat package there is an attractive range of bright colour schemes.

I couldn't dispute that the Japanese designers had succeeded in creating a European recipe visually. What was more to the point, would chassis behaviour match our requirements too? Here is where the picturesque Miyoshi Proving Ground came in. This 1,500,000 sq. m. facility in the forest-clad mountains on the outskirts of Miyoshi City is claimed to be one of the finest test tracks in Japan. It incorporates a 4.34 km. banked circuit with a hands-off maximum speed capability of 200 k.p.h., a 1.74 km. straight with photo-electric speed measuring equipment, the usual MIRA-type facilities of Belgian block roads, long-wave pitching road etc. (though only short stretches of each, not continuous circuits like those available at MIRA), a 1 km. handling circuit and a steering pad. To the regret of the rallying-orientated members of our journalists' group, the superb special-stage type, 6 km. cross-country circuit was out of bounds to us, but we were given the free range of the rest of the facilities.

As an aside, Miyoshi houses Toyo Kogyo's commercial vehicle diesel engine production plant. To make the point that not all traffic from Mazda to the UK is one way, these engines are built under licence from Perkins Engines of Peterborough, with whom Toyo Kogyo maintain the closest of direct liaisons.

Overnight snow was still clinging to the main circuit's steep banking as *Motor's* Mike McCarthy and I gave an automatic, 1300 two-door Hatchback its first taste of European *critique*. We were immediately impressed by the good visibility and driving position in this left-hand-drive car; the test cars were mechanically identical to r.h.d. UK cars, still not in production—r.h.d. Japanese cars lose 16% power because of emission equipment. In this automatic form the 1300 had a surprising amount of urge, the engine revving very eagerly on full throttle through smooth upward gearchanges. This JATCO epicyclic three-speed automatic is the result of a joint effort between Nissan-Datsun, Ford USA and Toyo Kogyo. As I understood it, the automatic 1300 had the lower final drive ratio of the 1000, and it showed, engine noise rising to a crescendo through the gears and staying there from 110 k.p.h. upwards, reminiscent of the undergearing displayed by the Hondamatic Honda Accord I tried recently. On the other hand, wind and road noise was subdued to a level which even the Polo would find difficult to compete with amongst small cars. We saw just under 150 k.p.h. (93 m.p.h.) indicated with the help of a slight downgrade, at which speed the stability was excellent enough for hands-off steering on the unbanked parts of the circuit and a tentative venture into the snow on the banking. A five-speed 1300 which we tried next added a couple of k.p.h. and a lower decibel level at the top of the scale, but surprisingly had to be worked hard to match the automatic on acceleration. A slight upgrade forced a change into 4th to stay ahead of an automatic. Nevertheless, this manual "overdrive" version must be the best bet for economy and relaxation and the test car possessed the most beautiful, light-as-a-feather gearchange.

Refamiliarising myself with the rigours of Belgian *pavé* and a multiplicity of pothole types in a Hatchback 1000, I couldn't help wondering how the internals of Mazda's test drivers had held together under durability testing of earlier cart-sprung models. Development of the Hatchback, with what proved to be a first-class, though quite firm, ride, must have been like transferring to a magic carpet. These conditions showed a lack of kickback through the steering, effective and quiet bump absorption by long suspension travel and realistic spring rates and a lack of body boom and rattles. As the quickest way to turn around at the end of these straight sections was to spin, I can also confirm the effectiveness of the handbrake. . . .

Next came a transfer to a 1300 four-door, four-speed for the tarmac handling circuit, a 1 km. long, 6 m. wide, tortuous tarmac route through the trees and hillocks, still damp from the melting snow and with mud spread across a couple of the tightest corners from earlier attempts by members of our grouped party. This was to be the real proof of whether or not the Hatchback lived up to European expectations. Obviously, a 1,300 c.c. engine with 60 b.h.p. in a 16.6 cwt. car is not the quickest way to go motoring, but this Mazda acquitted itself well, with rather too much grip from the 155SR 13 Bridgestone tyres for the power, so that its understeering bent simply scrubbed off speed very safely. Try as I might I couldn't get the tail to shift sufficiently to negate much of the scrub, yet it was easy enough to stop the nose running too wide for comfort. The car rolled a lot under these extremes and the variable ratio recirculating ball steering needed a lot of armwork to cope with the understeer, but the handling overall was responsive and pleasant. On the two tightest corners, admittedly slippery, the car lost ground to wheelspin. I left the car with rounded front tyre shoulders, a lap record and comments from the Japanese of "You have high technique."

A session on the steering pad with another 1000 Hatchback confirmed something that we were to be told later: that the car performs well on a slalom course, far better, they were to tell us, than cars like the Honda Civic and Datsun 240Z over a timed, measured obstacle course. It also confirmed something that I had found to a lesser degree on the handling circuit: that the Hitachi downdraught twin-choke carburetter has a severe dislike for hard anti-clockwise cornering. If the Mazda test drivers had not driven the Hatchback quickly enough to find that fault, no wonder I was considered to have a "high technique", I thought! A switch to another 1300 on the steering pad betrayed the same left-hand cornering cut-out as the earlier 1300 and 1000. However, following everywhere was the inevitable note-book-bearing Japanese, patiently listening to and listing all our comments; I doubt whether that particular fault will remain when the Hatchback reaches Britain.

As well as handling pleasantly, holding the road particularly safely, riding comfortably and stopping without drama, despite those abnormally small-sounding front disc brakes (a *bonsai* touch to reduce unsprung weight and incorporating specially developed pad material), the Hatchback was easy to manoeuvre at low speeds and gentle in clutch, gearbox and brake pedal operation. I couldn't dispute the Mazda claim that the Hatchback compares well with any European car in its class. It does, disconcertingly so.

The Toyo Kogyo Factory

The Hatchback originates from a vast, ultra-

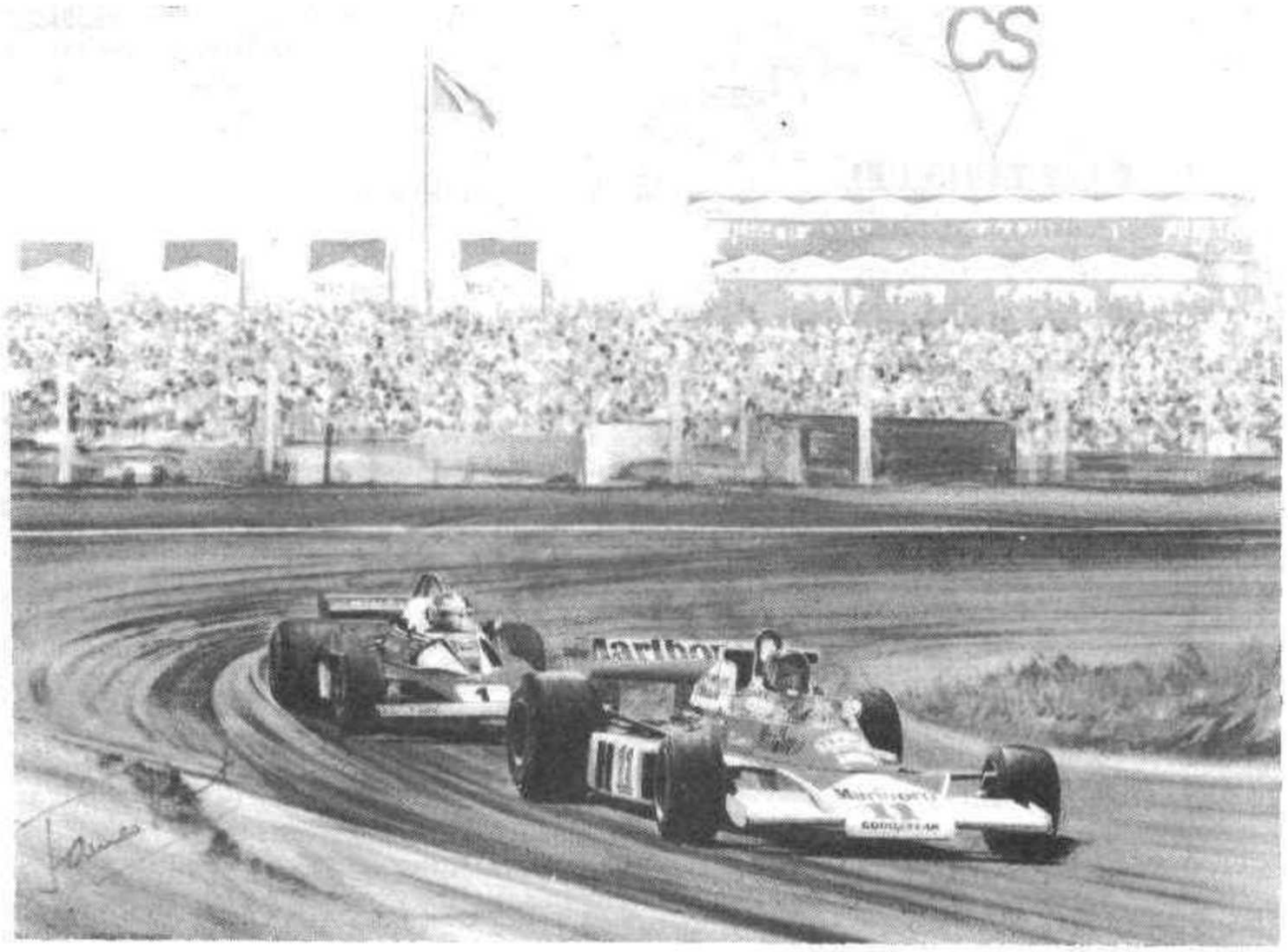


Kohei Matsuda, Austin 10-owning President of Toyo Kogyo: "British small cars are too expensive for Japan."



Mr. Watanabe, Director and Assistant General Manager, Research and Development, who engineered the Hatchback.

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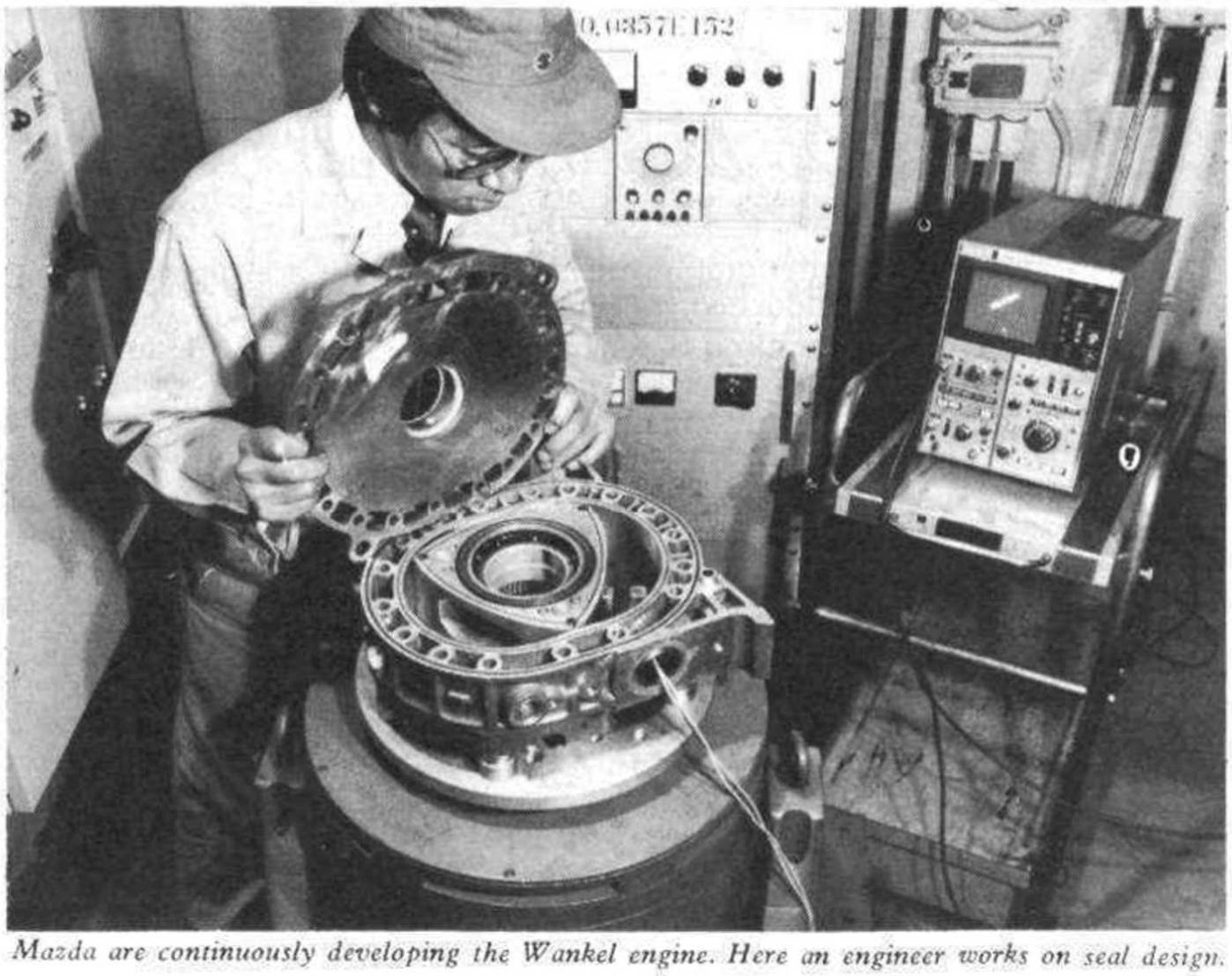
modern factory stretching for a total of 5.5 km. along either side of the mouth of the Ohta River, traversed by a private bridge, in Hiroshima, in the south-west of Honshu, Japan's main island. On this ideal site, Toyo Kogyo enjoys perfect communications, boasting its own private port from whence are shipped 93% of vehicles produced, either to any of the Japanese ports for domestic distribution, or direct to export markets.

While Japan has high humidity in summer, in January the air had a crisp, invigorating—though not so cold—Scandinavian-type dryness to it. What surprised me was that the air remained so pure around that huge factory complex, with none of the paint or foundry fumes and smoke associated with car factories. The Japanese have gone overboard on anti-pollution measures, which this factory exemplified: no windows to let out noise or fumes; filtering of air; re-cycling of water. I can claim to have visited practically every major car factory in Europe (though not the new Rover factory) yet apart from the brand-new Citroën factory at Aulnay-Sous-Bois I've yet to see one as clean and efficient as that of Toyo Kogyo.

The company employs 31,000 who enjoy perks such as house loans at 3% interest (but just try buying land in Japan!), car purchase advantages, dormitories for single employees, a "Mazda town" housing 1,200 families, a sports centre and a full-size hospital attached to the factory. According to Kohei Matsuda, President of Toyo Kogyo, the average wage of an assembly worker is the equivalent of £500 per month, for which he works a 40-hour, 5-day week, starting at 8.15 am. The factory has just one union, labour problems are practically unknown (Matsuda can only recall one strike, which lasted 45 min.) and there is a two-to-three-month job rotation scheme to avoid boredom on the assembly line. The whole place seems highly automated, with very low labour intensity. However, machines aren't the be-all-and-end-all of quality inspections and each car goes through no less than 5,700 different checkpoints. Apart from inspectors as such, there is a system whereby men on the line examine each other's work. All completed engines are run-in and checked out on a bed for an hour, with a two-hour run for 2% of engines.

The man responsible for engineering the new Hatchback was Mr. Watanabe, Director and Assistant General Manager, Research and Development, who staggered us all by disclosing that the model had been developed and put into production in a mere two years. The European hatchback theme had been evolved after market research in Japan in 1973 and another research scheme in Europe in 1974. The same research had revealed that in Japan only a tiny minority of buyers preferred front-wheel-drive and though he admitted that front-wheel-drive is becoming more and more popular in Europe he considered that rear-wheel-drive simplicity had overwhelming servicing and cost-of-running advantages. Throughout, he had some pretty caustic comments to make about the Honda Civic on which must of the research had been based. Production of models such as the Mazda 1000 and 1300 will be decreased to make way for 16,000 Hatchbacks per month, of which 7,000 will be retained for the domestic market, 7,000 sent to Europe and a modest 2,000 to the USA.

President Matsuda turned out to be quite an Anglophile, the owner of an Austin 10 which his grandfather bought new in 1937 and the holder of some very strong views on the lack of British car sales in Japan. He believes the mark-up to be too high to succeed, but if the quality of his friends' Jaguar and Mini was anything to go by there was nothing wrong in that respect—and his predecessor as President had run a Jaguar too. "British small cars are too expensive for Japan and a few years ago when speaking to Lord Stokes I told him to concentrate on Jaguar and Rover, and that is what I would still say today." He thought that Leyland's recent tie-up with Mitsui, the Japanese trading house, would be a thoroughly advantageous move and was scathing about the efficiency of British motor manufacturers, saying that the Japanese car industry was much more efficient. From what our party saw, we could not deny it.



Mazda are continuously developing the Wankel engine. Here an engineer works on seal design.

However, even the Japanese make errors, reflected in Mazda's case by a loss on the 1975 balance sheets, largely the result of the caning the company took on Wankel-engined models after the energy crisis. This doesn't seem to have deterred Mazda from persevering with the rotary engine, in development of which they are the world leaders and the only mass producers, with 886,000 Mazda rotary-engined cars produced. The general opinion at Mazda seems to be that the tide is turning in favour of the Wankel and no one is more convinced of that than Kenichi Yamamoto, Director and Manager, Rotary Engine Development Division, from whose application and fanaticism as the world expert many other Wankel licence holders are benefiting. Mazda themselves plan to introduce three new Wankel-engined models in the next three years and General Motors, Citroën, Toyota and Audi-NSU (still persevering, in spite of the Ro80 disaster) are believed to be on the verge of unveiling production units.

Yamamoto's life has been made hell by legislation and bureaucracy which has persistently dogged the Wankel since Mazda gambled on mass-production in the late '60s. Now he blesses these obstacles which have resulted in Wankel development being far more advanced than it would otherwise have been. Firstly the engine was hit by emission controls; by 1973 Yamamoto had overcome that problem, but at the expense of fuel consumption, which suddenly became of vital import when the energy crisis arrived. In 1974 Yamamoto guaranteed to improve fuel consumption by 40% within two years, a target he has more than achieved. With those headaches out of the way his aims are now better performance and even better fuel consumption. With improvements in the materials and design of the rotor housings and apex seals he claims durability problems to be a thing of the past and cites Mazda's 120,000 km. guarantee in the USA on the new RX5 Cosmo to prove it. His current progress is along the lines of direct fuel injection and stratified charge, with production versions probably not too far away. And on another tack he is convinced that a single rotor Wankel offering 40 m.p.g. and around 100 b.h.p. would be the ideal engine for a cheap mass-produced car. Reading between the lines I suspect that the latter project could become fact in a very short time. Whatever, if the activity and enthusiasm at Mazda is anything to go by the Wankel engine has a much brighter future than its past augured.

The remainder of our visit to this fascinating land of courteous people, absolute cleanliness, early nights and expensive beer (nothing below a £1 a glass, while if cognac is your drink you could buy a glass of Hennessy Extra in our Hiroshima hotel for £12) encompassed a visit to the NGK spark plug factory on the remarkable Bullet Train (a 100 m.p.h. average for 700 km., including stops), a tour of the Bridgestone tyre factory and an interview with the head of the Japanese Automobile Manufacturers' Association. Perhaps another story another day.—C.R.

ROAD TEST

The Mercedes 280E (W123)

Superb engineering, styling and handling, reasonable performance, too expensive



The rebodied 280E is considerably more modern in appearance than its squarer predecessor.

WHEN MERCEDES-BENZ introduced their nine-model W123 series last year they made much of the continued production of the old "New Generation" W114 series of largely parallel engine size medium size models. Logically, at last the W114 series is now being faded out, imports to the UK have ceased and the model range conflict has ended to leave the market clear for the superior newcomer. In Britain there are seven models of W123 available, as described in MOTOR SPORT, November, last year: 200D, 240D and 300D diesels; 200, 230, 250 and 280E petrol cars. Our transport over the Christmas and New Year holidays was the top-of-the-range model, the fuel-injected, six-cylinder 280E. Very much a baby S-class Mercedes in looks, the 280E packs considerably less punch than the big V8 S-class versions, though naturally more than the identically-powered, but heavier, 280SE, but what it lacks in sheer performance it makes up for in quite superb road manners and convenient compactness.

The 280E is perhaps the best looking of all the Mercedes saloons, the more compact body better balanced in line, the wide wheels and grille more in harmony with the squatter appeal of the slightly wedge-shaped body than with the "grosser" lines of the S-class. The 280E's distinguishing feature of rectangular head and foglight nacelles blends better with the W123's modern styling than the round units of the lesser models in the range. Any mention of compactness must be taken in Mercedes relative terms, for this four-door, five-seater measures 15.5 ft. long, 5.86 ft. wide and 4.7 ft. high. It is a measure of this Mercedes' driveability that those dimensions feel shrunken to the driver.

The model type "280E" reflects the engine's cylinder capacity and "Einspritz" (fuel-injection) induction system. In general it is the same six-cylinder, in-line oversquare unit used in the old W114 280E, with twin overhead camshafts, a capacity of 2,746 c.c. from a bore and stroke of 86 mm. x 78.8 mm., a seven-bearing crankshaft, a cast-iron cylinder block and a light-alloy cylinder head. There is a significant change from Bosch electronic fuel-injection to the Bosch K-Jetronic mechanical system with air-flow metering device recently adopted on the V8 engines and the 280SE. The compression ratio has been lowered from 9 to 1 to 8.7 to 1 though the engine retains its 98-octane fuel requirement. These changes have brought a reduction in power from 185 b.h.p. DIN at 6,000 r.p.m. to 177 b.h.p. DIN at the same engine speed and from 176 ft. lb. torque at 4,500 r.p.m. to 172 ft. lb. torque, again at the same engine speed. At 28.7 cwt. the new style 280E has gained a few pounds on its predecessor.

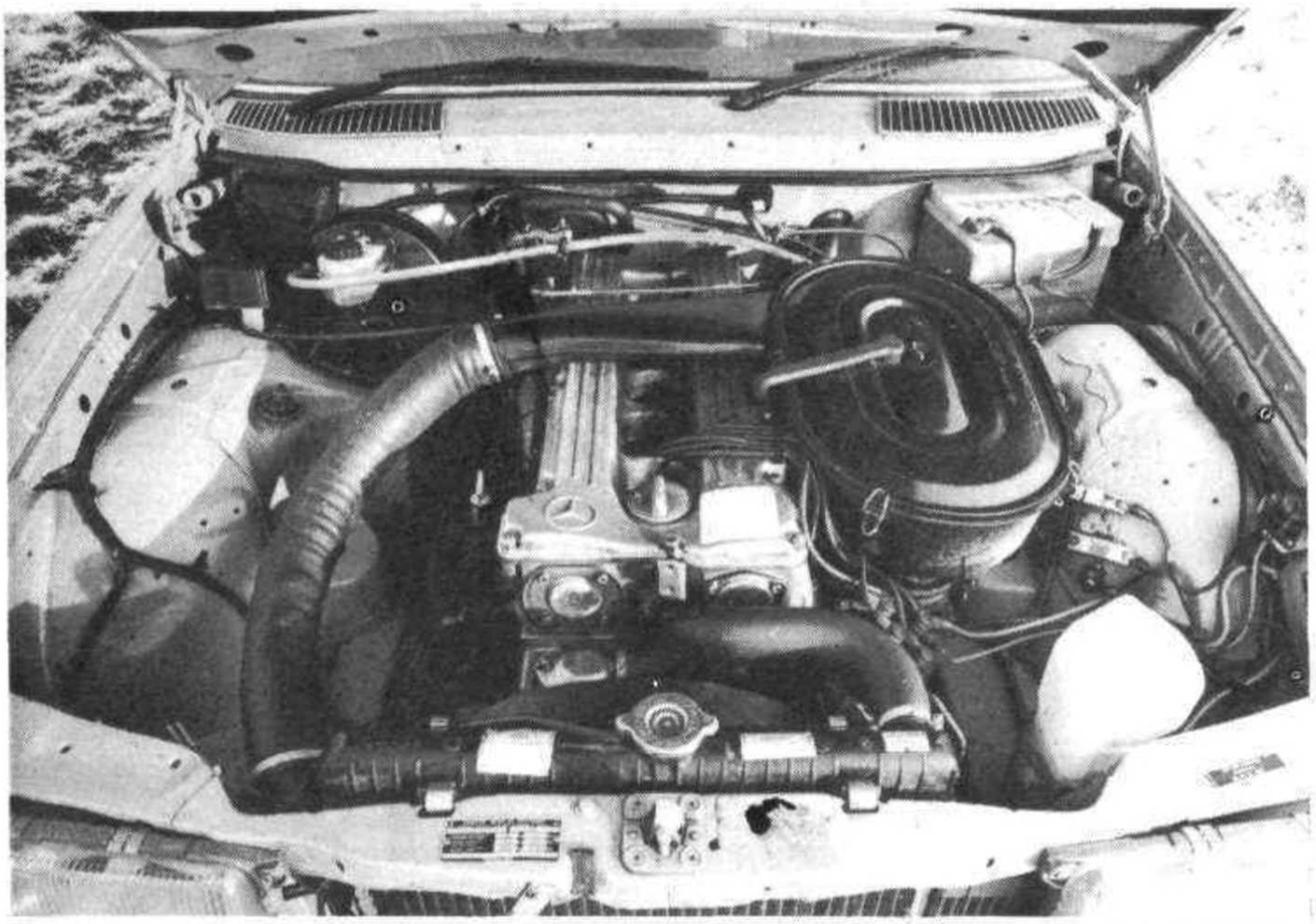

Functional completeness without frills, very clear instrumentation, firm but comfortable seats and a good driving position.

Overseas 280E customers have the choice of either a four-speed, floor-change manual gearbox or Mercedes' own four-speed, torque converter, automatic gearbox; the British arm of the company has decided to restrict imports to automatics, which is perhaps a shame because the splendid handling should be even more responsive under manual gearbox influence. Both transmission types use a 3.55-to-1 final-drive ratio, offering 60 m.p.h. at 2,966 r.p.m. in the 1-to-1 top gear.

This new medium size Mercedes' front suspension is derived from that of the S-class and incorporates zero offset steering and anti-dive geometry. It has double wishbones, coil springs, telescopic shock-absorbers and an anti-roll bar and is described as "maintenance-free", which won't enthuse grease-gun manufacturers. Not unexpectedly the 280SE's rear suspension is of diagonal swing axle type with coil springs, telescopic shock-absorbers and an anti-roll bar. The rear track is substantially narrower than the front: 56.9 in. against 58.6 in., both figures a fraction greater than those of old, slightly wider-bodied 280E. The wheelbase of 9.17 ft. is 1.8 in. longer than the W114's.

Something in the looks of a Mercedes always epitomises solid, reliable, brilliant engineering and this 280E is no exception. That appearances reflect fact is obvious the moment the key is turned in the driver's door lock: each door's locking button rises silently and smoothly as the vacuum-powered central locking system is activated. The boot lid and petrol filler cap are included in the system, the best in the business.

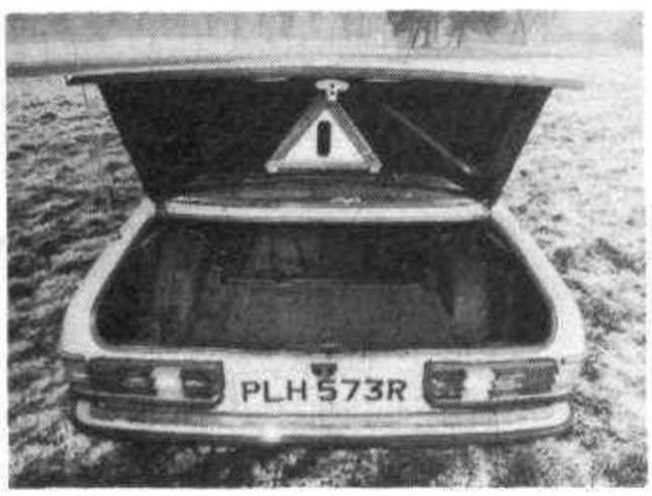
There is nothing grandiose about the interior, just the usual Mercedes amalgam of functional completeness without frills, almost austere in appearance in comparison with Jaguar's leather and walnut luxury. That is no criticism of either make; it would be a boring world if different tastes could not be catered for. The upholstery is a combination of smooth cloth in the seat centres and on the door panels and tough vinyl elsewhere, both hard-wearing, for sure. The carpet too suggests durability rather than soft-



In its latest guise the twin overhead camshaft, 2.8-litre engine has Bosch K-Jetronic mechanical fuel-injection and develops 177 b.h.p. The rear-hinged bonnet has two opening positions, up to fully vertical.

pile luxury. There is a touch of the cheap and nasty about the plastic door pockets, but they are useful. Adjustable headrests and centre arm-rests on front and rear seats are more in keeping with the car's status. A first-aid kit in a rear parcel-shelf locker is a sensible detail.

The facia is neat, but not extravagant, except for a strip of real wood across its width. Grouping and clarity of the Vdo instruments is first class, in a black surround behind a single-pane glass in a cowl ahead of the driver. Of the three round, white-on-black dials with orange needles, that on the left houses an accurate fuel gauge for the 17.6 gallon tank, a temperature gauge and an oil pressure gauge, the needle of which sticks at its 45 p.s.i. maximum if all is well, in the centre is a larger 140 m.p.h. speedometer and on the right is a clock which kept good time in the test car. There is no tachometer and no real need for one either; if it is felt necessary to take the engine to its 6,500 r.p.m. maximum in the lower three gears the speedometer is marked correspondingly at 34 m.p.h., 55 m.p.h. and 90 m.p.h. Fortunately 1st gear can't be held manually to 34 m.p.h. for, as the handbook shows, that is the figure for the manual gearbox. The automatic figure should read 26 m.p.h.! An ignition cut-out is fitted to make sure maximum revolutions are not exceeded, however. The trip-meter re-set knob doubles cleverly as a rheostat control for the instrument lighting. Warning lights are collected together in a neat strip running along the base of the instrument cowl.



The rubber-matted boot hold is spacious, but wheel arches intrude considerably.

Switchgear is kept to a minimum by a combination switch on the right of the steering column which contrives to control the two-speed, plus dwell, parallel-blade wipers (by turning the switch), the powerful four-jet electric washers (by pressing the end, which automatically gives five sweeps of the wipers), headlamp dip, flash and indicators. A lights master switch on the right of the facia turns to operate the plentiful beams of the halogen headlights and if pulled out one click turns on the halogen foglights; a further click adds rear foglights to the array. There is a parking light facility too. Headlamp beams can be adjusted to compensate for heavy loads by knobs under the bonnet, which serve as a reminder that there are cars at half the price with self-adjusting headlights . . . A headlamp wash/wipe system is a £136 extra, by the way. Just below the facia, the centre console houses switches for the rear compartment interior lights, the heated rear window, which switches off automatically after a maximum of 30 minutes, and, on the test car, an electric sunroof. A £349 extra, the steel-sliding sunroof has an automatically operated deflector and proved so free from draughts and buffeting that even winter weather didn't preclude its use as a "fug"-clearer at the touch of a switch. I would much rather spend £349 on that extra than £363 on electric windows, which the test car did not have.

In my job I drive so many cars that adaptability isn't much of a problem, save for one thing: heater controls. I'm sure there must be a running competition between the engineers responsible for heaters as to who can devise the most confusing and inefficient arrangement. Trying to sort out the new "automatic" system on a Porsche Carrera 3-litre a few weeks ago made my brain ache. Mercedes obviously sympathise, for whilst their heating is complicated by individual temperature control for either side of the car, the controls couldn't be more clear and logical. The left-hand knob of three in the centre console controls temperature on that side and vice versa for the right-hand knob and a clearly-marked central knob controls the three-speed blower and air volume. Above them is an air distribution lever for the screen or all four footwells. All the controls are illuminated at night and heater and demister/defroster output is magnificent. If it is fresh air you want then there are four big, facia-mounted eyeball outlets to comply, two in the centre and two at the extremes. Air conditioning is available as an (expensive) extra.

The boot is capacious, in spite of the spare wheel in a well beneath it, has useful wells at each side for small objects, is frugally carpeted with a rubber mat, has a warning triangle stowed in its lid and is illuminated automatically with or without sidelights. The tool-kit looks a bit sorry by BMW standards, but the jack is effective. Cockpit stowage space includes a lockable glovebox, illuminated only when the sidelights are on, regrettably, those plasticky door pockets, a good-sized rear shelf and nets on the backs of the front seats.

Front and rear seats are very firm, German fashion. They are also impeccably shaped, seemingly for all shapes and sizes, with room for the largest of people to spread, and as a result they are exceedingly comfortable, even for several hours on end. The driver's seat is adjustable for height by a ramp mechanism and through the four-spoke, 16 in., padded steering wheel is in a fixed position, nobody who drove the car complained of being unable to find a suitable driving position. Rover-fashion, the centre seat belt buckles are built into the seats and thus adjust with them. The big exterior door mirror is adjustable mechanically from inside the car. While left-hand-drive models have a foot pedal-operated handbrake the r.h.d. model has a very effective pull-out brake high on the right of the facia, where it can sometimes be in the driver's way when he is climbing in.

During the cold weather this 280E proved to be one of the easiest cold-weather starters I have come across. It fired instantly, ran smoothly immediately without an increase in tickover speed and the automatic gearbox showed no lethargy. It was practically impossible to distinguish between its cold and warm conditions and I had to remind myself to let the oil warm up before revving the engine.

The 280E's straight-six engine is not capable of producing the astonishing performance of some of the V8 Mercedes, but it does have fine attributes of its own, including a smoothness of feel and sound which is alien to a V8 configuration. As the quoted power figures suggest (maximum b.h.p. at 6,000 r.p.m. and torque at 4,500 r.p.m.) it loves to rev and the four-speed automatic allows it to do so. A very positive gear-lever gate facilitates easy use of the manual hold;

though there are four forward gears the selector has but three positions, L (Low), S (Slope, an Americanism) and D (Drive). L selects the 1st- and 2nd-gear range, there being no positive hold on 1st only, S inhibits 4th gear and allows the use of the rest. Both L and S positions, *i.e.* all three lower gears, offer engine braking. For best performance it is advantageous to use the manual hold, which is more responsive than the kickdown, particularly in opportunist overtaking manoeuvres when the instant help of a low gear is needed. The slick gear-change is also a boom for extra control when indulging in rapid cornering. On the other hand the box and engine are smooth and happy when lazily left to their own devices for more gentle progress. Though cushioned by a torque converter, the engine's crisp response through the range is quite delightful; I could imagine it attached to a five-speed gearbox in a small, light sports car (the 280SL, not sold over here, is neither small nor light). Two-up, the 280E weighs over 1½ tons so the maker's claimed and believable figures of 0-62 m.p.h. in 10.8 sec. and 121 m.p.h. maximum are highly creditable. In fact the standing start figure belies the performance available by using the holds for the 2nd and 3rd gear "lengths" of 55 and 90 m.p.h. once the car has momentum. Economy is not a strong point and my best of 18.04 m.p.g. and worst of 16.08 is poor for a 2.8-litre car.

Mercedes-Benz power-assisted recirculating ball steering it fitted as standard. Allied to a surprisingly small lock of only 34.3 ft. and square extremities which are easy to place, aided at the front by the three-pointed star "sight" on top of the grille, the accurate steering makes this large car quite extraordinarily easy to manoeuvre. The feeling of agility continues right through the speed range; the steering has an ideal "weight" to it and is so beautifully responsive through high gearing which requires only just over three turns of the wheel from lock to lock. There is little roll and the car feels superbly taut with better response and without the harshnesss of a BMW. Its cornering powers are splendidly high in both dry and wet conditions, very noticeably better in the wet than the S-class cars. The 195/70 HR14 Veith tyres on 6 in. steel rims show no inclination to squeal. There is a modest amount of understeer normally, but if pressed hard the tail will start to move, without any abruptness. Response to quick changes of direction at speed is simply excellent, an attribute I was already aware of from a four-up demonstration by the M-B Chief Test Driver on the Stuttgart test track last year. Such behaviour could mean life instead of death in an emergency avoidance. Straight-line stability is good.

Superlative behaviour continues with the all-disc brakes, 10.94 in. diameter at the front, 10.98 in. rear, servo-assisted, with a dual system and a brake pad wear indicator light. They are superb in feel, whether used gently in town or harshly from high speed, are fade-free and inspire tremendous confidence, a collection of attributes which is rare amongst big saloons.

There have to be sacrifices in some departments to meet the high standards of cornering behaviour. One is that the ride is quite



Rectangular head and foglights differentiate between the 280E and the rest of the W123 range.

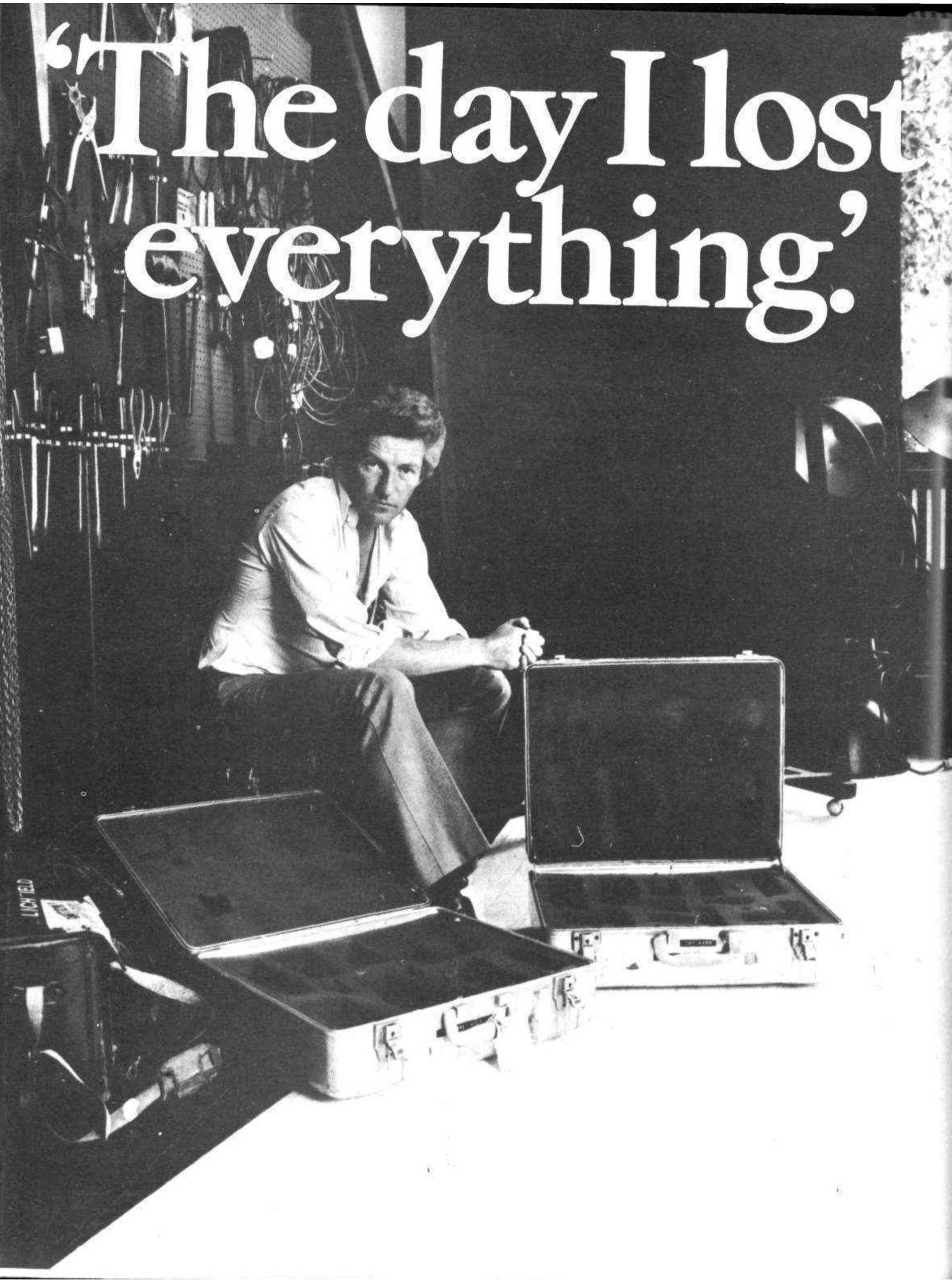
firm, though not at all harsh, and better at speed. It is not so good as an XJ6, but that is a softer car all round, including handling. Nor is road noise insulation anywhere near so good as Jaguar's and the engine, though practically silent at low revolutions, makes itself heard, albeit not offensively, when wound up to extract performance. Wind noise is reasonably low, though not helped by the big external mirror, but there again Jaguar engineers could teach them a thing or two.

One thing a comparatively brief road test cannot show up, unfortunately for Mercedes, is long-term durability. I had the point brought home to me when I exchanged the 280E for our Managing Director's 280SE 3.5 for a couple of days; in 102,000 miles "The Blunderbuss's" (his name for it) sole problem has been a broken gearbox and the untouched V8 engine's staggering performance—this model is quicker than the current 450SE—remains. That sort of survival is what Mercedes motoring is all about and it is a point to be borne in mind when contemplating value for money. At the latest price of £8,495 *without* electric windows, sunroof or radio it *is* overpriced when compared to Leyland's Browns Lane products, yet for those with the money available whose tastes are not suited by Jaguar style, it is a very realistic alternative. The Mercedes-Benz 280E is yet another example of superb and honest Mercedes engineering precision and in its own way, bearing in mind its size and engine capacity, I think it is possibly the best volume production Mercedes yet.—C.R.



From this angle the 280E looks even more like a baby S-class.

‘The day I lost everything.’



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

"One day last February, my studio was burgled.

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

Even so, I can't thank him enough.

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

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

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

The Olympus OM System.

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

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

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

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

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

I couldn't believe my luck.

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

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

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

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

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

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

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

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

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

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

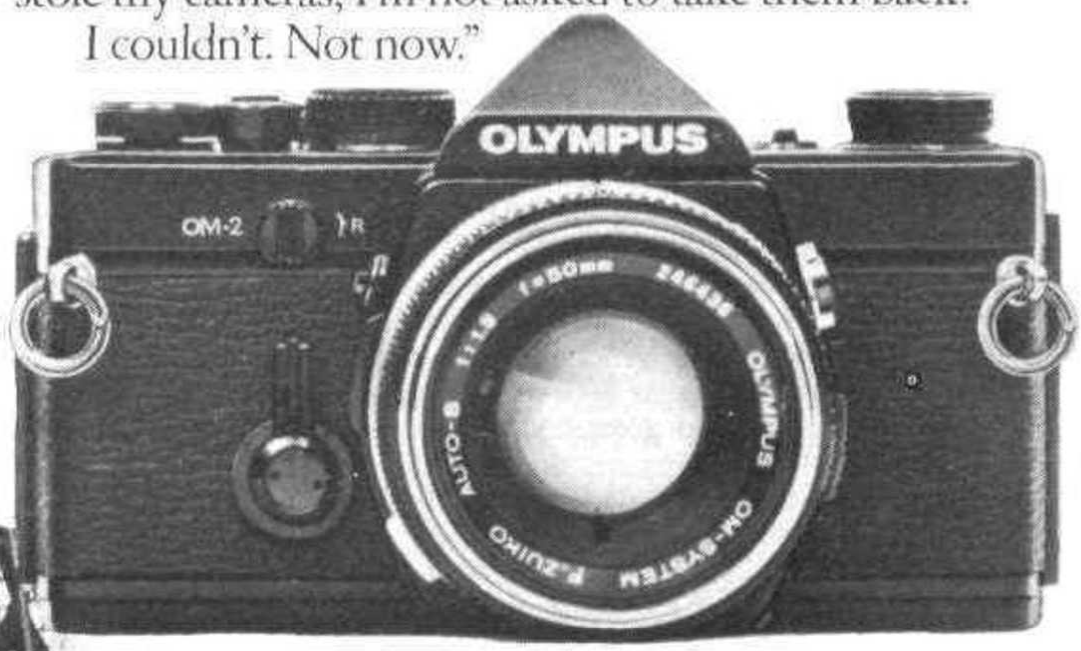
In fact, the only person who hasn't paid much attention to the OM2 is my new-born daughter, Rose. I snapped a picture of her and her mother the other week and she didn't so much as bat an eyelid.

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

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

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

I couldn't. Not now."



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





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

Please send me more information about the Olympus OM system.

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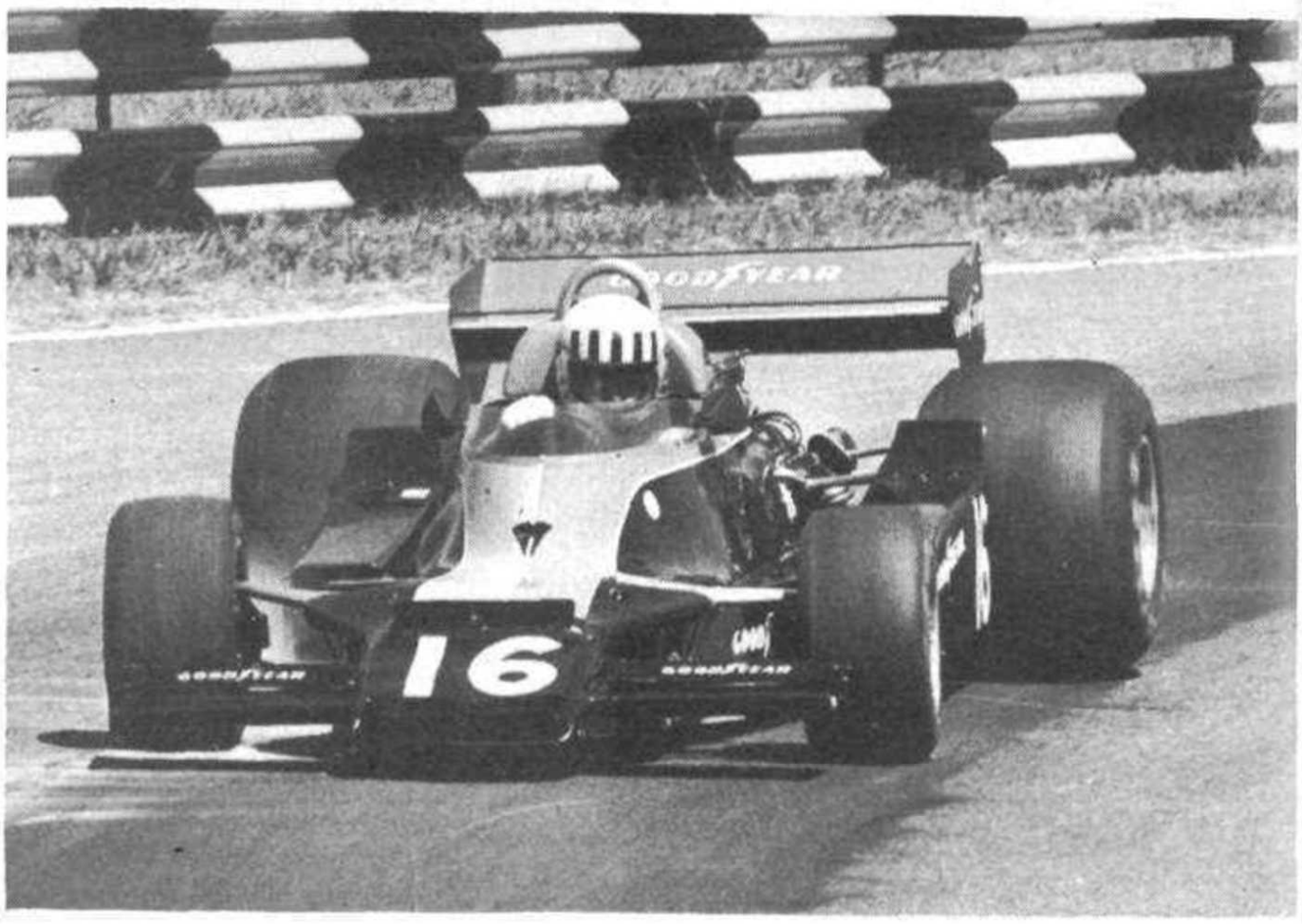
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OLYMPUS OM SYSTEM

OM2 MS1

RACING CAR HANDLING



Tom Pryce in the Shadow DN8 turning into a left-hand corner with initial understeer, *in the area below the horizontal line in Fig* 3.

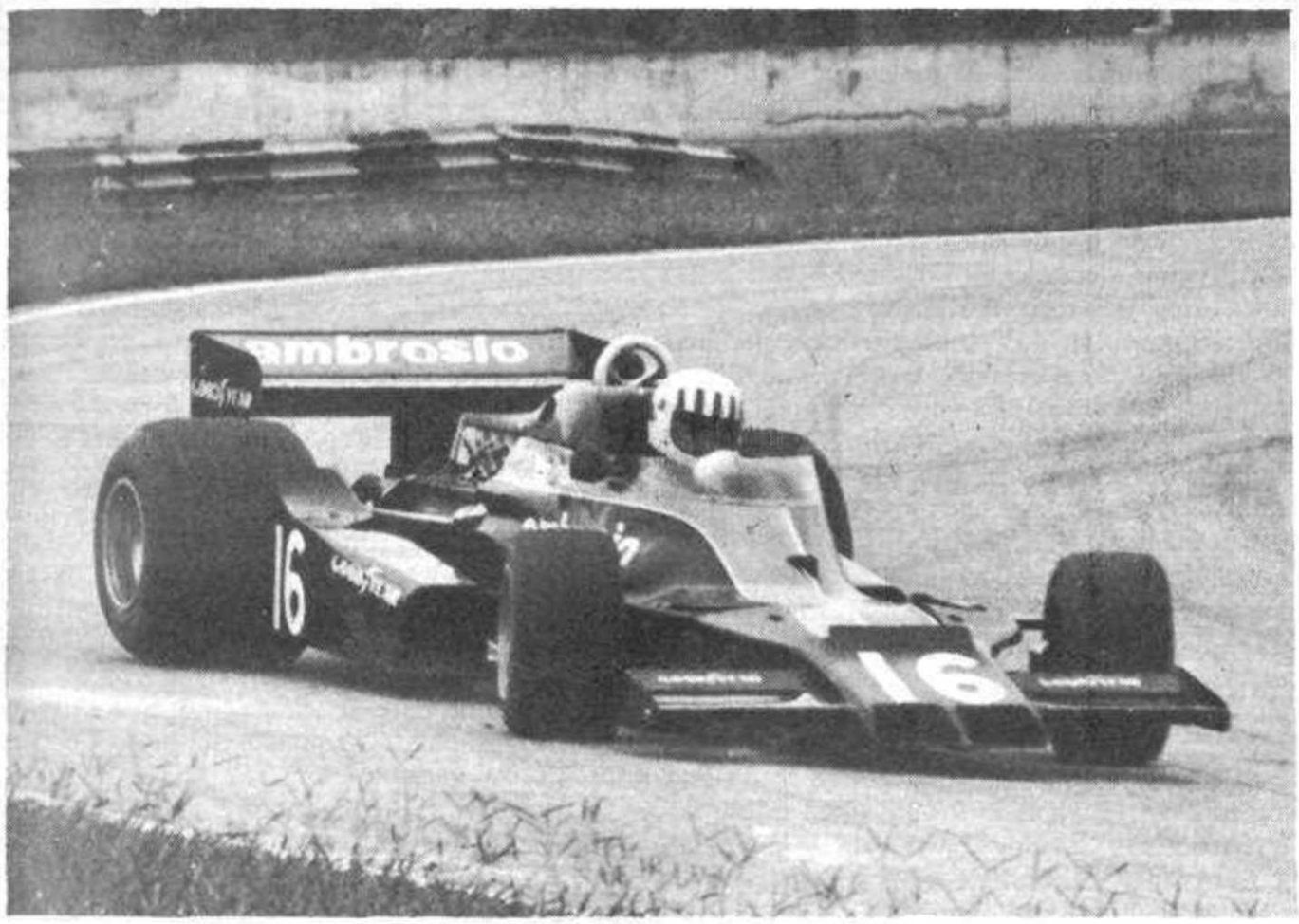
NOW THAT the Formula One season of racing is under way we are once more hearing explanations of why drivers do not win, as distinct from hearing why the winner did win. Sometimes it is a straight-forward explanation like "I crashed" or "the engine blew up" but quite often it is a semi-technical reason that tends to blind the reporting journalist with science and remarks are quoted verbatim without any effort to analyse them or even understand them. Such observations as "I had too much understeer" or "the car wouldn't turn into the corners" or "the car won't come out of the corners", while there are frequent references to "too much wing" or "lacking speed down the straights". Tyres get blamed with comments such as "the front tyres went off" or "there was no adhesion at the back". All these remarks are valid, but it might be interesting to look more deeply into some of them, to find out what they really mean and what the effect would be on the car. To this end we will consider handling characteristics in a form evolved some twenty-five years ago; the basic principles, as far as we understand them today, are unchanged though there could be changes in the near future.

In fairly simple and straightforward terms, what a car does and why can be described in technical language, and can be illustrated by an algebraic equation or it can be set up on a computer programme, as ELF Team Tyrrell intend to do, but of more interest to those of us without degrees in mathematics is that what a car does can be illustrated by a fairly simple graph. We must accept some of the basic principles first of all, and one of these is that when a tyre is deflected from the straight-running path it assumes an angle to the direction of travel, due to characteristics of tyre construction and of rubber. This angle is called the "slip-angle", and no matter whether a car is being cornered fast or slow, sharply or on a great radius, slip-angles will be generated to varying degrees. Cornering gently at touring speeds will generate small slip-angles, while racing drivers trying hard will generate large slip-angles. For various design reasons involving steering and suspension geometry, which we need not go into, a racing car does not have to generate the same slip-angles at the front as it does at the rear, although it can do so if desired. If the slip-angles of the front tyres do happen to be the same as those of the rear tyres, then the car is in a condition known as "neutral-steer". If the slip-angles of the front tyres are greater than those of the rear tyres when cornering, then the car is in an *understeer* condition, but if the front slip-angles are smaller than those of the rear tyres, then the car is in *oversteer*. This is a very simplified evaluation of the three conditions of cornering under which a motor car may exist. There are numerous factors affecting these conditions, ranging from geometry of suspension movements, through weight distribution and weight transfer, to aerodynamic effects and the modern fully-adjustable racing car can be set to achieve any of the three conditions, *understeer, neutral-steer,* or *oversteer* or a combination of any two or all three. Consequently, the driver who can work and communicate well with his designer can have his car adjusted to do whatever he wants. The big problem is that of the driver deciding what he wants and knowing it when he has got it, but that is a human problem that we cannot illustrate on paper.

The aim of the racing driver is to get round corners as quickly as possible, whether they be slow, sharp corners or fast, gentle curves, therefore he seeks to have all his tyres gripping the road as well as possible. As the car corners the tyres resist the side-thrust generated by centrifugal force acting on the weight of the car and the more side-thrust the tyres can resist the greater can be the cornering force. This force we will refer to as Cf and it can be the side-thrust resisted by one tyre or all four tyres (or all six on the Tyrrell P34), depending on what we are discussing. It is also important to be able to evaluate the Cf of the front tyres alone and the back ones alone, but for our purposes we are only interested in the total cornering force, whether from four or six tyres. It would appear that if all the tyres could generate the same Cf then you would automatically get the maximum cornering force possible, which would appear to be desirable. For various reasons beyond our control this is difficult to achieve, and if you did achieve it you would have a neutral-steering car, because the value of Cf is directly related to the slip-angle generated by the tyre. For various practical reasons a constantly neutral-steering car is not the most desirable thing to achieve, mainly because of human limitations in the driver. Because conditions on racing circuits are never constant for very long it is better to have flexible Cf values at one end or the other of a racing car, for then the driver with suitable instincts and reflexes can generate a higher total Cf value with greater safety and stability than an inbuilt high Cf value due to neutral-steer, especially when operating in the maximum area where the tyres are reaching their natural limit of adhesion.

In Fig. 1 is shown the basic "handling characteristic curve layout" and on this graph can be illustrated exactly what a car will do when cornering, or what the driver would like it to do. The horizontal line O—Cf represents the value we call Cornering Force, increasing from left to right. Cornering Force is related to the speed of the car and the radius of the corner it is taking, or in other words centrifugal force. It is not solely related to speed, nor is it solely related to corner radius, as is often mistakenly assumed, but is a product of the two. The point O is where there is no cornering force in action, which means the car is stationary or it is travelling in a straight line. As the car takes a corner the value of Cf begins to rise and we move along the horizontal line to the right. As we have seen, *oversteer* is the condition when the rear slip-angles are greater than the front slip-angles and *understeer* is vice-versa. The vertical line on the left of our graph represents the *difference* in degrees of the front and rear total slip-angles. Subtracting the front slip-angle value from the rear value will leave us with a positive value for *oversteer,* represented by the vertical line above our horizontal line, and a negative value will give us *understeer,* represented by the vertical line below our horizontal line O—Cf. Therefore the area above our base line represents the condition of *oversteer* and the area below represents the condition of *understeer.* It should now be obvious that the line O—Cf is representing the condition of *neutral-steer,* being the condition between the other two, and the fact that it is represented by a line and not an area, shows that the condition of *neutral-steer* is a very fine one.

In the upper area the dotted line O—A



The same car and driver on another left-hand corner in extreme oversteer, *in the area above the horizontal line in Fig.* 3. *Between this situation and the previous photograph the car has crossed the neutral steer line at point M with, we hope, a small angle Ø, otherwise Pryce would have to work faster and harder than desirable.*

represents the characteristics of a car with *oversteer* at all times, that increases continually as the cornering force increases. The solid line O_1—A illustrates a similar car with the difference that it has *oversteer* even when no cornering force is applied, which is to say that it *oversteers* when travelling in a straight line or is practically stationary. This, of course, is absurd and purely hypothethical, but it illustrates the point that a car can have a handling characteristic curve that need not start from the point O. Such a car would be inherently unstable and such cars have existed; they were unstable when travelling along a straight road, in other words they could not travel in an exact straight line. A road car with a heavily laden boot and soft rear tyres would generate this condition. Similarly, in the lower area we can illustrate a car with continually increasing *understeer,* as shown by the dotted line O—B, while O_2—B illustrates a similar car with a basic amount of understeer when no cornering force is acting upon it, namely when travelling in a straight line. This is a basically stable condition and for practical purposes we can assume that any car which will travel in a straight line without the need to make corrections on the steering has a basic understeer, which means that the front tyres are generating greater slip-angles than the rear. This characteristic is very suitable for normal road cars, especially if they do not achieve high values of Cf, but this is not desirable for a racing car operating at high Cf values to the right-hand end of our base line O—Cf. With the conventional rear-drive car with steered front wheels, the driver has various things he can do to vary the value of Cf at the front or rear, or both, and this means he can affect the line on the curve, whether it is O—A or O—B, but because of the basic layout of the conventional racing car he can have more affect on O—A than he can on O—B; therefore it is desirable to have your car in the upper area, or oversteer condition, at high Cf values. As we have seen that a basic condition of a certain amount of understeer is desirable for straight-line running, it is now obvious that we have got to have our racing car changing from the *understeer* condition desirable for basic stability to a state of *oversteer* at the higher cornering forces in order that the driver can maintain control as he nears the limit of adhesion, and it is this change-over point that is critical in the overall balance of the car. On our "handling characteristic curve" this point of change-over is marked **M**, and it can be almost anywhere along the base line. In Fig. 2 is shown the handling curve for an average saloon car that starts off at O_2 with an amount of inbuilt *understeer* to ensure straight-line running, which increases as the cornering force increases, but then changes to a state of *oversteer,* due for example to reduced cornering force on the rear tyres caused by roll and weight transfer. Now obviously, if the car is going to change its characteristics from *understeer* to *oversteer* fairly suddenly then the handling curve line will cross the base line at a large angle. This angle is called Theta (Ø) and is an important factor in our analysis, as is the point **M** at which it occurs.

We all know the type of family saloon illustrated in Fig. 2. It goes nicely in a straight line and starts cornering all right, with a fair amount of steering lock on, but as we increase the cornering force, either by increasing speed or reducing the radius of the corner, or doing both, then we put on more steering lock as we get further from our base line. There are numerous design factors that can now affect the car, such as suspension geometry being altered by the leaning (or roll) of the car, or the effect of weight transfer, and if these reduce the effectiveness of the rear tyres and not the front tyres, the car will head off up into the area above our

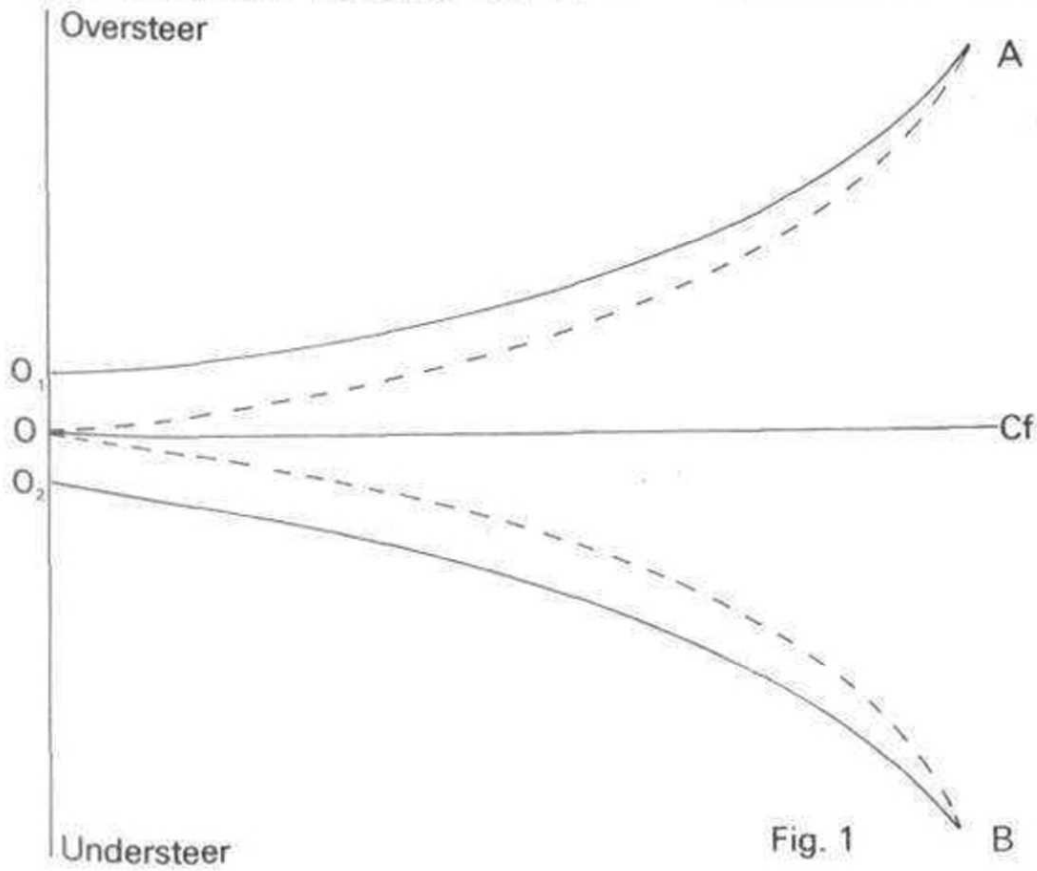


Fig. 1

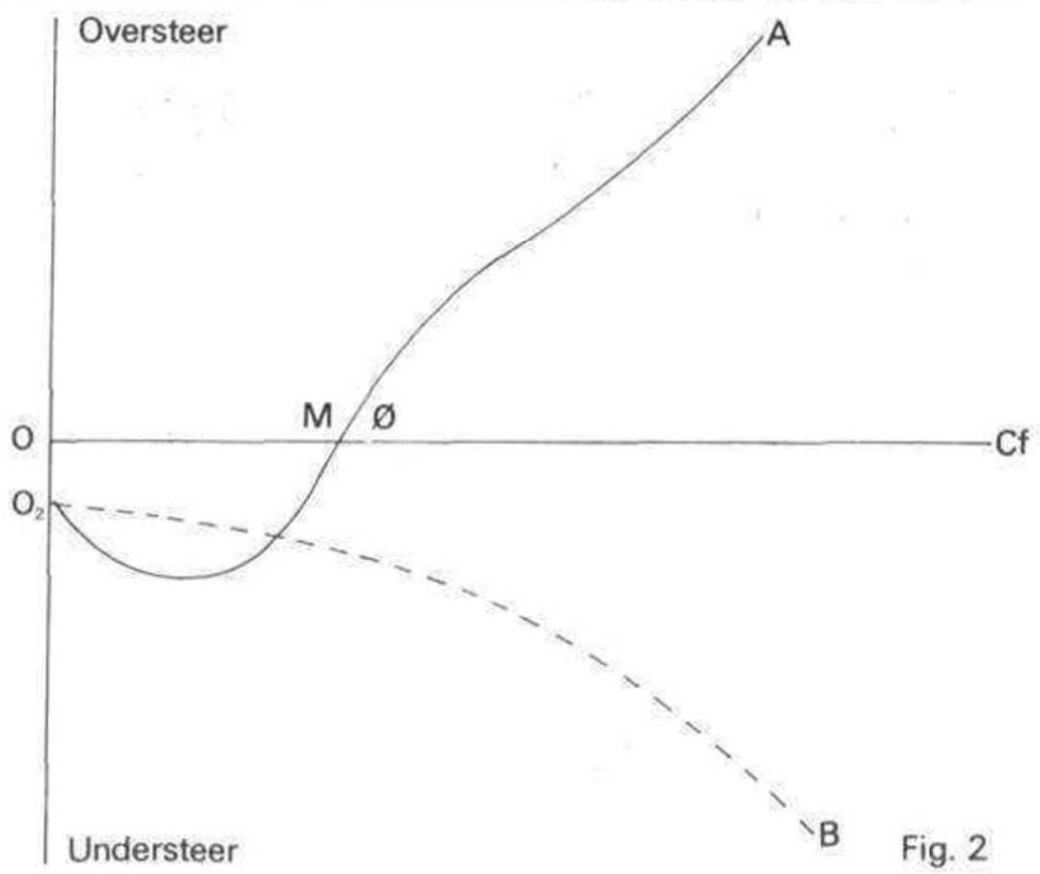


Fig. 2

base line, which means the tail has begun to slide outwards and we have to unwind the steering and put on corrective steering lock. If our car makes this change in a smooth manner, allowing the driver to turn the wheel and keep pace with the change and thus keep everything in balance, then it means that the value of the angle Ø is small. If it all happens at fairly small cornering forces then it means that the point M is not very far along the base line O—Cf, but it will be appreciated that the nearer the point M is to our base O, then of necessity the angle Ø will be greater, and the converse applies. If we are going to have any initial *understeer* at all then M cannot be very close to O, otherwise the angle will be steep. If we have the point M a long way along our base line, it will give us a shallow angle Ø, but it will mean that the car is approaching the limit of the value of Cf, which is a dodgy area to be in, for if you go over the maximum of Cf then it zeroes fairly abruptly and you are left with lots of speed and no adhesion, which spells disaster. If our family saloon does not have any outside features to reduce *understeer* and change it into *oversteer* it will follow the dotted line O_2—B in Fig. 2, ending up in terminal *understeer* as front-wheel-drive cars tend to do. In all normal road use, the production car never gets very far along the base line, as the average owner does not generate a very high value of Cf under normal motoring but the enthusiastic chap having "a bit of a go", will get to the right-hand side of Fig. 2 and begin to wish he hadn't, or that the car had been designed with different terminal characteristics.

In Fig. 3 is shown the handling line of a racing car in which it is kept stable by a small amount of *understeer* for as long as possible so that the point M is a long way along the base line, and when the car does change to *oversteer* it does so very gently, with the angle Ø being nice and small. However, by this time the cornering force is at a very high value and the ultimate limit of adhesion is being approached, so the driver must use his controls, steering and accelerator, to try and keep the *oversteer* down as close to the base line as possible as the limit is reached, and he must reduce the value of Cf before the limit is reached, or he will lose all control, at point A. He is aiming to keep the car as far as possible along the base line to the right, without actually reaching the end. If our racing car is on a *terminal understeer* course, as shown by the dotted line in Fig. 3 the situation deteriorates steadily and increases rapidly at the end. This you often see as the front wheels lose adhesion and on full lock the car ploughs off the track in a straight-line. It is arriving at B in Fig. 3. If it suddenly spins and leaves the track backwards then it is at point A in Fig. 3 and the point M was very close to the right-hand end of our base line and the angle Ø was steep.

We can now begin to see what the racing driver is trying to say in our opening paragraph. If he is complaining of *too much understeer* he means that the line of his handling curve is sinking too far below our mean line O—Cf and if and when it returns, it will cross the neutral line at too steep an angle. This is what is wrong when a car is described as "turning nasty in the middle of the corner", the angle Ø is too great and in all probability the point M is a long way to the right, which automatically means that *understeer* built up to too large an amount before the characteristics changed. Too much initial *understeer* is the cause of a car not turning into the corner as the driver would like it to, while such a characteristic can also cause high rates of wear on the front tyres, and as the cornering force of the front tyres diminishes with the wear (or the temperature) the car deteriorates into a characteristic that would follow the dotted line O_2—B in Fig. 3; if the driver persisted in pressing on into the realms of high Cf he would soon find himself "ploughing" off the track nose first, even though he might have the steering on full lock. Some drivers and designers get their adjustments so wrong that the car can never settle to one side of the neutral-steer or the other and it wobbles from small increments of *understeer* to small ones of *oversteer*. It fluctuates back and forth across our base line, generating a number of points M as the cornering force increases, and this is to be avoided, if only for the peace of mind of the driver, though you often see cars doing this.

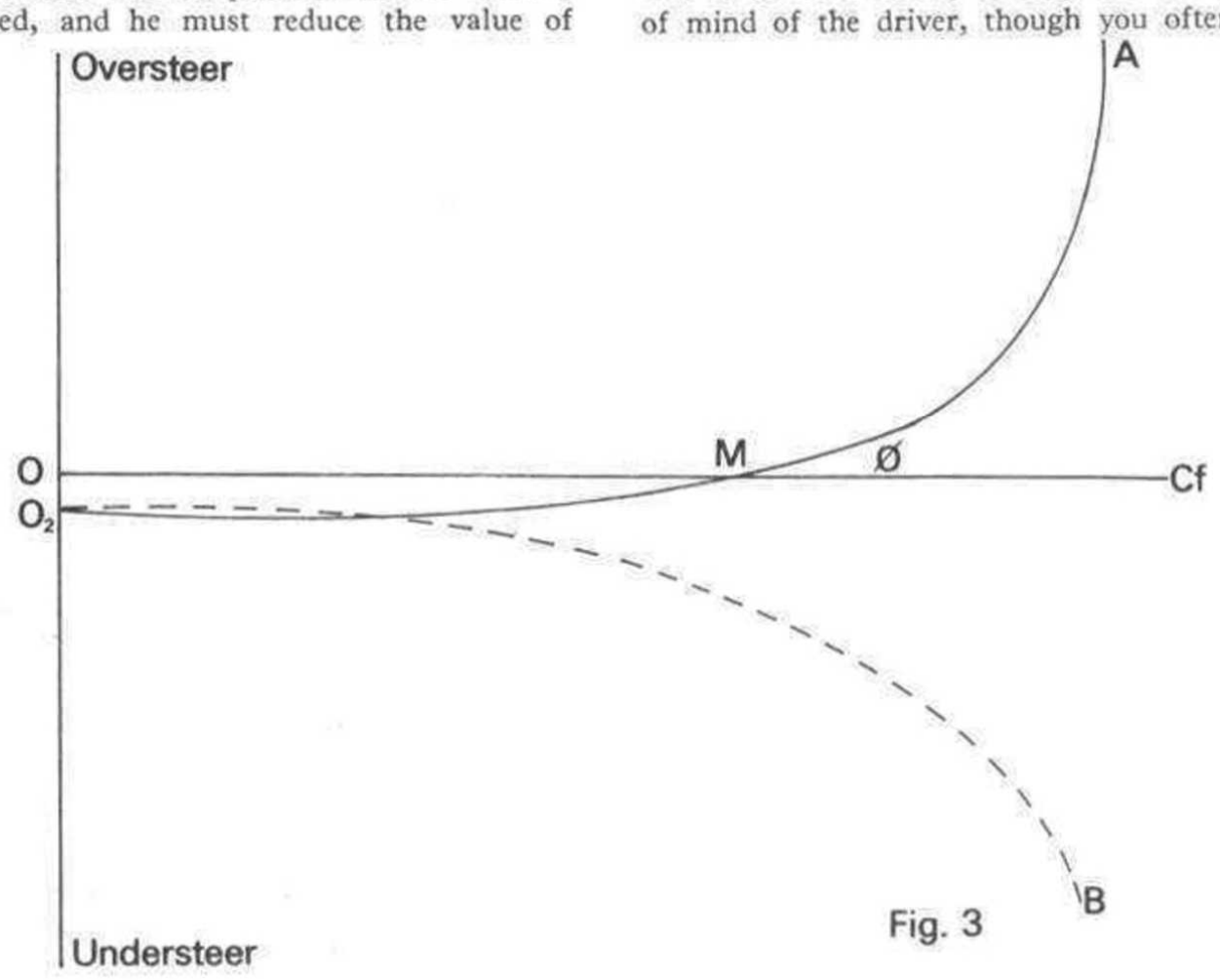


Fig. 3

The shape of the "handling characteristic curve" can be altered by a great number of things and the art of the driver and designer is to choose the right ones for the job. Tyres, naturally, play the largest role and you can alter sizes, rubber compounds and, more importantly, construction, front and rear and side to side. Front and rear aerodynamic devices can be used to load individual tyres more than the static weight does, while static weight distribution plays a vital role and fuel load is very important. Some cars will alter their handling curve quite drastically between full tanks and empty tanks and it is up to the driver to decide whether he wants the car to handle nicely at the start or the end of a race. Anti-roll bars, springs and shock-absorbers all affect weight transfer under cornering forces and these are important choices to make. It is virtually impossible to make the perfect choice of all the variables, but the clever driver is the one who can get more right than his opponent, and equally it is impossible to make the car handle perfectly on all corners on a circuit, so the good driver is the one who can decide which corners are important and make sure the handling is the way he wants it for them. It is just as important to decide which corners can be discounted and if the car feels bad on them, to appreciate why and to know what can be done to make up for the situation. The driver can deliberately provoke a car into an initial *oversteer* or *understeer*, but what happens after that may well be out of his control if he has set the car onto a handling line that is in opposition to its natural characteristics. Also he can exaggerate any part of the natural handling curve of his car, by use of the steering wheel or the accelerator, or even the brakes, or a combination of all three, but he is treading on dangerous ground and may, unwittingly, put the car on to part of its basic curve that is a bad characteristic or an unstable one.

There are many more aspects to this matter of racing car handling, that space does not permit us to deal with here, but I hope this brief grounding will enable the reader to picture graphically, what a car is doing as it goes round a corner, especially when it is approaching the maximum cornering force at the limit of tyre adhesion and road surface.—D.S.J.

MONTE CARLO RALLY
GENERAL CLASSIFICATION

1st	S. Munari/S. Maiga (Lancia Stratos) (4)	6 hr. 36 min. 13 sec.
2nd	J-C. Andruet/"Biche" (Fiat 131 Abarth) (4)	6 hr. 38 min. 29 sec.
3rd	A. Zanini/J. Petisco (Seat 124) (4)	6 hr. 47 min. 07 sec.
4th	S. Canellas/D. Ferrater (Seat 124) (4)	6 hr. 55 min. 03 sec.
5th	G. Swaton/B. Cordesse (Porsche Carrera) (3)	6 hr. 59 min. 17 sec.
6th	C. Dacremont/C. Galli (Lancia Stratos) (4)	7 hr. 01 min. 10 sec.
7th	S. Servia/J. Sabater (Seat 1430) (4)	7 hr. 02 min. 08 sec.
8th	D. de Meyer/O. Veran (Alpine-Renault 110) (3)	7 hr. 05 min. 15 sec.
9th	N. Koob/N. Demuth (Porsche Carrera) (4)	7 hr. 07 min. 20 sec.
10th	L. Carlsson/B. de Jong (Opel Kadett GT/E) (1)	7 hr. 08 min. 56 sec.

198 *starters*, 119 *finishers, of which* 60 *started the final mountain circuit and* 45 *finished.*

Report and pictures on pages 286 *and* 287

Veteran Edwardian Vintage

A SECTION DEVOTED TO OLD-CAR MATTERS

A Royal Accident

SOME TIME AGO I questioned whether the accident which befell HM Queen Mary's Daimler in 1939 occurred in the Borough of Wandsworth and not Wimbledon, as had been stated in a book I had been reading. This led to a reader coming to the rescue and adding some interesting details about this unfortunate occurrence. One would not wish to gloat over an untoward happening that befell a very popular member of our Royal Family, but at this length of time the facts about this accident have some historic significance and a particular interest to those who follow this period of motoring. So I feel that with the review of Brian Smith's excellent "Royal Daimlers" on page 275, which refers to this accident but not in any detail, the time is opportune to allow MOTOR SPORT to enlarge on it.

Incidentally, the accident carries with it a minor mystery. Queen Mary had been to the Royal Horticultural Society's Gardens at Wisley and was on her way home. The accident happened in Wandsworth and it may be thought that the Royal chauffeur was off-course for a direct drive from Wisley to London. It seems possible that he realised he was lost and was rejoining another route used when he took Royalty to the Wimbledon lawn tennis tournaments. On an informal visit like the one to Wisley, made in one of the smaller Daimlers, no police escort would be provided but it seems likely that constables along the route would have been alerted to the approximate time when the unescorted Royal car would be in passage. If the expected route had been adhered to, assuming the Daimler to have been lost, there might have been a watchful policeman at each cross-roads; which may explain why the collision happened on the route actually used. What follows is an account by a reader who was at the time in a position to know the facts and to whom I am indebted for disclosing them to me:

"HM Queen Mary's accident happened at the junction of Wimbledon Park Road with West Hill Road, at about 4.30 p.m. on Tuesday, 23rd May, 1939. She was accompanied by her Comptroller and Treasurer, Lord Claud Hamilton (who suffered a cut hand) and her Lady-in-Waiting, the Lady Constance Milnes-Gaskell (who had a grazed arm). Mr. Humphreys was Head Chauffeur and there was an Assistant Chauffeur. (No personal detectives in those days!)

They were on their way back from a visit to the Royal Horticultural Society's Gardens at Wisley, and Mr. Humphreys chose to use a route he commonly used when going to and from Wimbledon tennis. (Surely they must have called somewhere on the way back, because there seems no rhyme or reason why he could have got into the Wimbledon Park area otherwise?)

However, the Royal Daimler was travelling north eastwards along Wimbledon Park Road to get into Merton Road, and when crossing over West Hill Road, was run into on the offside by a lorry coming up West Hill Road—it is a fair gradient up to this intersection from Merton Road. The Daimler was thrown over onto its near-side and finished up beyond the intersection by the small grass triangle at this point. The collision was heard by Mr. H. Austin of the Southfields Engineering Works, a few yards down West Hill Road. (It is now H. L. Austin & Son, Limited, Motor Agents, at the same premises, No. 60.) He was standing outside his works with one of his staff, and they ran to the scene and arrived before the wheels had stopped spinning. Decorators working at a house close by also ran out and between them all they put a ladder up to get to the top of the car, to get in through the off-side doors, and put a step ladder down into the car to help the occupants to climb out. Queen Mary, who was on top of her companions, apparently got up the step ladder quite well, but was not too happy about getting down the ladder to the ground. She walked to a doctor's house nearby in West Hill Road (a Dr. Revill, who had died only the previous week) but the partner (?) Dr. Shaw, was out and the late Dr. Revell's son tried to get neighbouring doctors, but none could be reached.

Queen Mary insisted she was all right, but asked if she could rest for a few minutes, and whilst the maid gave her a pot of tea which the cook quickly made, Mr. Revill dressed and bandaged the wounds of the others. He also gave Queen Mary a 'pink' Aspirin, which was one of his father's 'specials'.

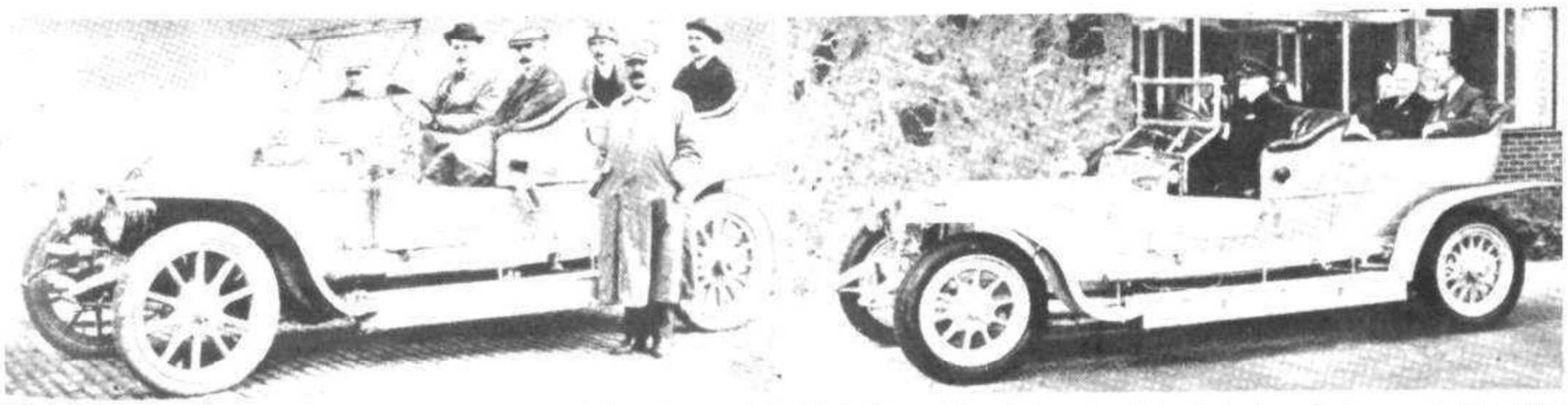
The car was taken into Mr. Austin's works with the near-side windows splintered, the glass screen behind the chauffeur's seat broken, the near-side wings crushed, the running-board ripped away, and a near-side wheel 'displaced' (whatever that may mean).

The garage was besieged next day by souvenir-hunters for pieces of glass and chips (or enamel?) from the mudguards, so that Mr. Austin had to get the police to come and keep people out.

Incidentally, Queen Mary found that she had lost a pearl and diamond earring, and Mr. Austin found it lodged in a bunch of flowers which was in the wrecked car. Whilst still talking of Mr. Austin, he evidently spoke to a local reporter because so many false stories were getting about, prefacing his remarks by saying that he had earlier 'deemed it best to give no report to the Press at the time until permission had been given'. Other times, other manners!

At any rate, there was great activity at the locus the next morning, with the Borough Engineer, Chairman of the Highways Committee, police, etc., etc. A traffic census was taken which established that West Hill Road was, traffic-wise, the major road, but that as the heaviest period gave only 180 vehicles-per-hour over the intersection, it would be impossible to get Ministry approval to the installation of a set of traffic lights. However, 'Major Road Ahead' signs were erected in Wimbledon Park Road, 'Slow' signs were put up and down, and the piers of the gates to Nos. 27 and 29 Wimbledon Park Road were lowered to the level of the gate tops to improve the sight lines. The works cost £35, and the work at the crossing was known as 'Queen Mary's Own'."

The Year of the Silver Ghost



NINETEEN HUNDRED AND SEVEN can be regarded as the year of the Rolls-Royce Silver Ghost, for although the first of these was built in 1906 *they were not delivered before* 1908, *and the exploits which made them famous occurred during* 1907. *For this and other reasons we have devoted a colour-feature in this issue of* MOTOR SPORT *to the original* 15,000-*Mile Trial "Silver Ghost". Above, it is seen in the left-hand picture, in* 1907, *with Claude Johnson at the wheel. In the right-hand picture it is seen in* 1964, *taking Lord Kindersley and Mr. Farrow to Castrol's Bracknell oil-laboratories.*

The VSCC at Brooklands

THE Vintage Sports Car Club held driving tests, in today's parlance Autotests, at Brooklands, or what is left of it, on February 5th, thereby adding a little more history to this historic site, inasmuch as this was the first RAC-authorised event to be held there since the old Track was closed in 1939. The VSCC thus did what the Bentley DC had hoped to achieve in 1945 but in which they were frustrated by the Brooklands' ARC's refusal. What is more, the VSCC event was traditional, because the late-lamented Junior Car Club used to open the season with similar driving tests at the Track before the war. Tony Bird was aware of this and contrived to use the same capacity classes as the JCC (up to 1,500 c.c., 1,501-3,000 c.c. and 3,001 c.c. and over) and to have a frolic up the Test Hill. But he did not charge the entry fees in Sovs.! Nor did he send competitors *down* the Test Hill, as the JCC used to do, as it is now reduced in width by unsightly vertical tubing that has grown up out of its left-hand side. But it was all delightfully traditional, nevertheless, and it was good to be back. Entries were restricted to 70 and were soon over-subscribed.

What I did not know was that, at the last moment, through the generosity of Robbie Hewitt, I should be able to compete, using her 1928 Amilcar. I had driven this car in driving tests at Thruxton some years ago. Then it had a "cooking-engine" and had to be hand-started. Now this smart blue-and-white type-CGSS Amilcar has the larger M-type side-valve Ricardo-head engine, which gives admirable torque and, with the solid back-axle, makes this a useful car for such capers, especially as it now has a very effective electric starter. So I was in for some fun. What is more, if ever my daughters pull their fingers out, I will now be able to tell my grandchildren that I drove competitively at Brooklands!

The snag is that you cannot both drive and report. So I hope that, having done the latter critically as a mere onlooker for years, the sparcity of the following notes will be compensated for by those competitors who saw me muff part of the Tests. Like making a complete rounder of Test 6, when the Amilcar should have been doing decreasing circles, preparatory to disappearing up its own exhaust-pipe, and coming into the narrow "box" at the end of Test 5 at the wrong angle . . .

The whole event was well run, except for a lapse of Marshall Aid at the close of the first session, which resulted in our Continental Correspondent, who was sharing the 1934 4½-litre Lagonda TT Team car with its owner, doing the first test and then arriving to find that Tests 3 and 4 had been dismantled before he could get to them. This was a pity, because they were held partly up the Members' Banking, about which it was fun to be swerving. But the Test Hill was the best of them, a re-start being incorporated on its less-steep lower



The Editor tackled the VSCC Brooklands driving tests in Robbie Hewitt's Amilcar.

reaches, after which it was a straight ascent against the watch, over the summit. Few cars emulated the pre-war high leaps into the air at the finish, having been subdued by the re-start. But Hugh Conway in his Type 43 Bugatti did his best. His son failed to make it, because two plug leads came adrift—the first six-cylinder Bugatti to run at Brooklands? The Amilcar, in spite of its 3-speed gearbox, had no trouble, even trying to spin its Portuguese 4.50 x 19 tyres on the moss that has grown out of the concrete. The big Lagonda, from the same stable, stopped too soon, as Robbie mistook the end of the Hill for the finish line.

This was not the only car the famous 352 ft. 1 in 5 hill defeated. Gledhill's Ulster Austin 7 refused to so much as start, with what sounded like fuel-starvation, and Hayward's 1929 Hillman 14 tourer had to be towed up by a recovery vehicle, due to a lack of power—there being no other way to get to the rest of the Tests. Yet Ryder-Richardson's 1910 Adler two-seater, the only small Edwardian competing, got up in spite of its under-floor fuel tank starving the carburetter on the 1-in-4 bit, and Mrs. Fricker's left-hand-drive 1924 7.5 h.p. Citroën Cloverleaf had no difficulty—"it would have looked at something steeper", she said.

After we had recovered from the shock of seeing two identical 1935 Ulster Aston Martins, one of them LM21, arriving on trailers, we had another shock, for there was Douglas Fitzpatrick on his fearsome 21-litre Maybach-engined Metallurgique, which he had driven down from Norfolk that morning—the first aero-engined car to take part in the driving tests? Or did the Scarisbrick run in some, at Southall, before the war? The Metallurgique did not treat us to an ascent of the Test Hill as it was feared its flywheel would have grounded on the concrete. Dudley Gahagan dropped a valve into the engine of his Type 37 GP Bugatti early on, but as some compensation was able to park it in what used to be the Dead-Car Park for the Campbell circuit. There were several interesting cars present, including a newly-constructed blue sports Austin 7, Riddle's GN, using its o.h.c. Vitesse engine, which had to be side-cranked after the "reverse-under-gravity-into-a-garage" part of Test 7 (gravity being supplied by the right-hand bend at the end of Campbell straight), and Bullett's 1926 Austin 7, with its polished aluminium Burghley pointed-tail sports two-seater body rebuilt, and wearing the correct mudguards, which were anything but, being the most flared of all such wings. The Raineys had their 1936 and 1937 blown Alfa Romeos —all the cars were pre-war, again in the Brooklands spirit—Bayne-Powell that K3 MG Magnette which has some "Nuvolari" about it and Cox a blown FWD Alvis. Rushton had a water leak in his M-type MG but trouble generally seemed to stay away, and even the weather behaved. That the tests were possible is a credit to members of the Brooklands Society who have cleared rubbish and trees from the Test Hill and the Members' Banking, and thanks go to the British Aircraft Corporation for granting entry to the site.—W.B.

V-E-V Miscellany.—A Wolseley Hornet Special, JJ 87, with Corsica body, but with a Standard Flying 12 power-unit, has come to light. It is thought to have been raced at Brooklands by Hutchings, whose team of these cars certainly won the 1932 LCC Relay Race, and its further history is sought. The *Traction Avant* section of the Citroën CC continues to issue *Floating Power*, its well-produced journal with an International flavour, the Christmas number of which carried pictures of rally and other Citroëns in wintry conditions, a picture of the Paris-Cape Town-Paris car, and the 1938 announcement of a diesel-engined Family Fifteen 7-seater saloon. The Traction OC Secretary is Tricia Brice, 27, Forest Hill, Tovil, Maidstone, Kent.—W.B.

Bring Back Llandow!

Sir,

My name is David and I am 14 years old, and all my friends all like motor racing, like myself. And we all used to have a great time at Llandow but now we have to watch our motor racing on the TV because Llandow has closed down and this is why I am writing to you. I could get hundreds of people on a list for you to get Llandow back again, for hundreds of people to enjoy their self again.

Bridgend DAVID DAVIES

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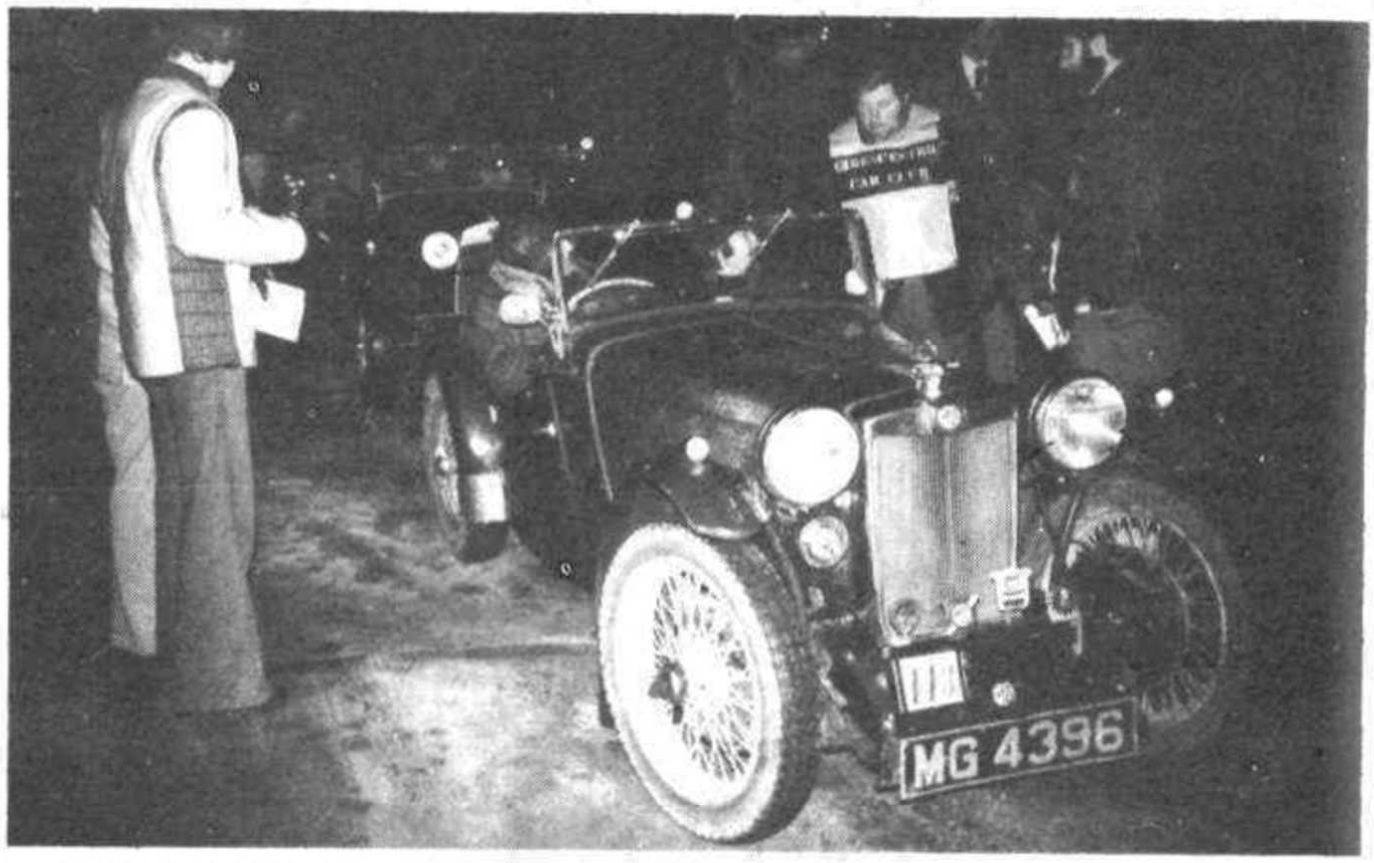
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EXETER REVISITED

[Although we devoted considerable space to the MCC Exeter Trial in last month's MOTOR SPORT, this was nothing to the coverage these popular sporting events received in vintage times. So we make no excuse for returning to the subject, with an account by Tom Threlfall, Editor of the *VSCC Bulletin*, about how his 1928 Model-A Ford fared in the 1977 Exeter—if only to encourage drivers of vintage and modern machinery to enter for the Land's End Trial at Easter.—ED.]



P. A. Fletcher's MG, first away from the Cirencester start in this year's MCC Exeter Trial.

ALTHOUGH the Exeter Trial was first held in 1910, a good many of the observed hills used in the early years are now main roads, and the others are either closed to motor traffic or not considered particularly testing for a modern car. The Trial settled into its present format in the 1920s and many of the hills which were difficult then—Simms, for instance—still cause trouble today. Unlike some Observed Sections on the Land's End Trial, which seem to be subject to the attentions of locals with JCB diggers or 500 gallons of old sump-oil, the Sections on the "Exeter" remain more or less as-found, and form a good basis for comparing the relative performances of ancient and modern. For 1977 the cars were divided into eight classes, according to number of seats, engine position, etc. Cars using "Town & Country"-type tyres were in separate classes from those using the more orthodox variety and were expected to stop-and-restart on the steeper parts of some of the hills.

Around two dozen of the 180 cars entered for the trial were of pre-Hitler-war origin, though in the matters of lights and tyres most of them were showing signs of more recent developments. Although fatter-than-original tyres are aesthetically reprehensible on a pre-war car, it is worth pointing out that such cars were allowed to attach to their wheels extremely knobbly tyres, bits of rope, or even chains to assist upward progress in the trials of their youth; fatter tyres were neither appreciated nor available then but the other aids are not permitted today.

Iam seges est ubi Troia fuit. Freely translated, that bit of Heroides enquires politely what has happened to all the Trojans? For many years there has been a small posse of these cars in each MCC trial; last year there was but one on the Exeter and one on the Land's End; this year there was none—what a pity! That sturdy breed of drivers who like to popple through the freezing 2 a.m. fog at 25 m.p.h. must finally have become extinct. The pre-war cars entered ranged in size from Sue Halkyard's Austin Chummy to Barker's expiring Model-A Ford; HRGs were fielded by Uglow, White and Newton; Hallam's BMW-engined Frazer Nash was in evidence, but Still's TT Replica was a non-starter. MGs were much in favour, although two of the J-types seemed to have later engines.

Judicious choice of starting point and posting date for the entry form can determine a competitor's starting time on these long-distance trials. Looking for an early start followed, DV and WP, by an early finish, we had opted for Cirencester; the other two possibilities were Reading and Lewdown, near Launceston. Our starting time turned out to be a quarter-past-midnight on the Saturday morning.

The Land's End of 1952 was my first MCC trial, when I rode a Douglas which was dropped several times on most sections. Since then I have been more or less hooked, and have entered with anything which was to hand—from a Dellow to a VW 'bus. This time the mount was a Model-A Ford, which was to the specification at which it left the Detroit works in August 1928, apart from the rear wheels, which were those from a 1932 Model-B, carrying 5.50 × 18 tyres instead of the 4.50 × 21s originally used. A single 55-watt dipped headlight—quite legal on a pre-1931 car—which looked very like a foglight, had been fitted as deputy to the original 20-candlepower luminaries. To keep this greedy thing fed the third brush on the 6-volt dynamo had been pushed round to its full extremity and the cover left off, to assist cooling. The excellent navigation was by Mike Wood, a mug-printer from Bridport and one-time President of the Weymouth MCC, who had never taken part in an MCC Trial before, and wished to widen his experience. We were supposed to be running in company with Barker in the other Model-A, but he was late starting for some reason, and subsequently lost all the car's electrics and a vital part of its head gasket. So he went back home, darkly.

We drove first some 85 miles to the Frying Pan Café, at Sparkford, where the routes from the three starting points joined. There was a new gastronomic experience in wait for us—the Chipburger. With tomato sauce and mustard, and a little ash from your neighbour's fag, the Chipburger is very filling. Hallam's navigator was saddened to find no hot water here for her bottle. After an hour or so, at 03.33 to be precise, there proved to be just enough left in its battery to excite the Ford's engine, so we departed for the first Observed Section—Windmill. This one, and its successor—Stafford—near Honiton, are really only appetisers and serve to give new navigators practice at letting-down tyres and pumping them up again in the dark. The approaches to Stafford were very icy, and when we arrived there at about 6 a.m. it was very difficult to stand up on the steeper parts. After watching the motorcyclists trying—with variable success—to remain upright, we came to the conclusion that our own troubles of over-ventilated knees and iced windscreen were, in comparison, negligible. The third Section, Tillerton, was some thirty miles farther on, a little to the south-west of Crediton. The Ford had ground to a halt the previous year, with three souls on board, in some deep ruts. This time the VW in front of us was unable to get off the start line, which at least showed where not to put the front wheels. The Ford's performance was improved by being a little lighter now, and it climbed to the top like a startled slug.

Daylight appeared, the third brush was returned to its usual spot, and there was breakfast at Kennford, just south of Exeter. The next Section—Rocombe, south-west of Teignmouth—was new to me; it was quite steep, and surfaced with pebbles the size of footballs. Morgans and other low-slung things tended to run aground, but the Model-A managed to step over.

Some ten miles beyond Totnes was Blakemore, designated a Special Test. The test involved dashing backwards and forwards between some lines of Vim in a muddy but not very steep little lane. Providence took no account of our omitting to let the tyres down.

Notable climbers of Simms, the next Section, were the Halkyard Chummy (on the knobbliest 13-in. tyres I ever saw), the 1,500-c.c. J2 MG (?) of Moores, also on knobblies, and Fletcher's more proper 847-c.c. J2 MG on standard "boots". Newton's HRG was unlucky to run out of fuel pump very near the top of the hill. "This can sometimes be remedied by giving . . . a few sharp taps with a piece of wood." (Instruction book for 4½-litre Bentley.) Newton chose to change the pump. The elderly Ford has never run out of power on a hill, and this one was no exception; grip, however, ran out at the steepest part, and the last 20 yards were completed in an undignified manner on the end of a rope. This loss of a first class award was celebrated with a tin of beer and a cold

sausage before setting course *via* Waterworks —a picturesque but not very difficult section— for Fingle.

Fingle hill has been a regular on the Exeter route card since 1932, but Fingle bridge, over which the route used to run, was found to be too weak for cars at the end of 1975, and had to be missed by the car classes in the 1976 trial. Thanks to some excellent liaison between the MCC and the Forestry Commission the route this year avoided the bridge and led to the foot of the hill along some of the Commission's roads. It was lunchtime, and there was a short pause for the consumption of this and that, during which time some grockles accumulated and started to express doubts about the Ford's ability to ascend the hill. We were just about to start a book when the marshal returned from his lunch and bade us be gone, so we had to go. There were several hairpins, but the gradient was not very steep, and if there had been a problem it would have been fuel starvation, since the level in the gravity-feed scuttle tank was rather low; fortunately the machinery continued to function all the way up, and we pottered off *via* a piece of the new Exeter ring-road to the finish at Sidmouth.

The absence of Reggie Marians, the MCC's President, from the finish was unusual. He has embellished finishes for more years than I can remember, but this year he was sick at home, and we missed him. Also absent at the end were Hallam, Way (Austin 7), Moore (Singer Le Mans), Smith (PB) and several of the later starters from Lewdown, for whom the call of their own "locals" must have been too strong. Of the pre-war cars, seven claimed first class awards, two claimed seconds, four claimed thirds, one did not claim, and nine non-started or retired. That useful information might lead a statistician to conclude that while those funny old cars may be more fragile than their successors, they are undoubtedly more nimble.—T.J.T.

Why Not Renault?

LAST MONTH'S Editorial was devoted to Renault's return to Grand Prix racing and their interest in other forms of competition motoring. In the course of it we referred back to a "Sideslips" article "Baladeur" wrote for us in 1953, in which he gave his choice of cars he would have bought down the years, had he been a millionaire, the point being that the wealthy then invested in motor cars that did well in racing. But having praised Renault for winning the 1906 GP, we gave "Baladeur's" choice of cars for the years 1905-1914 as Itala and Fiat. In fact, in the greater detail of his article, in the March 1953 issue of MOTOR SPORT, our erudite contributor went also for Isotta-Fraschini, Austro-Daimler and the Rolls-Royce Alpine Eagle Silver Ghost. (He dealt with his post-war choice in the next issue and I am glad to see it included the Leyland Eight.) But why not Renault in 1906/7, especially as "Baladeur" was well aware of the make's successes in *voiturette* racing and of Szisz's great victory in the 1906 French Grand Prix? Simply because he felt that, as with Richard-Brasier in 1905, Renault had no production models to tempt a choosy millionaire. (Perhaps like another wealthy man, he should have bought the winning car?) All of which shows how a sporting image can be the means of selling catalogue cars if these have the right qualities. Which is why we think the Renault 17TS, referred to in some detail last month, is going in a small degree the right way for Renault. In 1906 Renault made elegant carriages, but these were of no interest to "Baladeur", who eschewed six-cylinder Napiers for the same reason and who saw his ideal cars as "painted white, with scarlet upholstery", in those pre-1914 years.—W.B.

V-E-V Odds & Ends.—We regret to record the death of "Buddy" Featherstonehaugh, who raced before the war with so much enthusiasm notably in Alfa Romeos, and whose prowess at the wheel was maintained in post-war days. The *Times* obituary was devoted to his jazz career and did not refer to his motor racing. In 1920 Smith & Sons, the motor accessory people, were selling a hare mascot, very like, if not exactly the same as, the famous Alvis mascot, for £3 15s. in bronze, 4 gns. in gilt or silver-plate. A reader has sent us some very early pictures of motor vehicles at the Motor Show held at Tunbridge Wells in 1895. Most of these were published in the Press at the time and have reappeared frequently in more recent days. But it now appears that the picture of Sir Davis Salomons' Peugeot was printed back-to-front in the first-ever issue of *The Autocar* and has been so reproduced ever since, as was the picture of the Hon. Evelyn Ellis' Daimler-engined Panhard-Levassor! And a picture of the De Dion steam-horse at the Show seems to confirm that it was taken at Tunbridge Wells and not at the Paris-Rouen Trial of 1894, as it is captioned in Bird's book "The Motor Car— 1765-1914". The photographs were mounted by Russell & Sons, of Baker Street and Windsor and appear to be the originals. The Hon. C. S. Rolls appears in one of them, and as he was known to have spent a weekend in 1896 at Broomhill, the Kentish home of Sir Davis Salomons, it seems probable that he was also at the 1895 Exhibition.

Another reader has sent us photostats of much publicity material relating to the Ariel car, including an account of its ascent of Snowdon in 1904 and of a Land's End-John O'Groats Run made by Charles Sangster in 1904, when he drove nearly 900 miles in 35 hours 35 min. running time. This latter Run is commemorated in a very long poem! The same reader tells us that the Dundee Reg. letters TS related to Tom Shaw, who was promised this recognition after teaching someone in the Council offices concerned to drive. A Jubilee Rally for traction-engines and vintage vehicles is planned for July 9th/10th at Hatfield House, Herts. This is an appropriate venue, because the oak tree under which the first Elizabeth is said to have been sitting when she heard of her Ascension to the Throne is close to the rally ground. The rally is to include a parade of 1952 vehicles, of the kind current at the time of the present Queen's Ascension, when one of the song hits of the day, incidentally, was "Meet Mr. Callaghan!" Details for the rally from: P. Barnes, 82, Park Meadow, Hatfield, Herts, AL9 5HB. The *Darlington & Stockton Times* recently carried a story about an early 3½ h.p., water-cooled single-cylinder De Dion Bouton, Reg. No. BE 201, bought for £5 in 1920 and scrapped after an accident. It seems to have been given an R-R shape radiator at some time and its gas headlamps can still be seen at the Black Lion Hotel in Richmond, Yorks. A St. Albans newpaper had a picture recently of a Swift cyclecar used in 1914 by the local police to apprehend scorchers on the A1. The same story refers to a fatal accident in 1906, between a pony-and-trap and a Rolls-Royce, at Markyate, and one wonders whether this involved an early Silver Ghost and who was driving it?—W.B.

Rolls-Royce versus Daimler

IT IS quite fitting that the Silver Jubilee Motor Parade, which Her Majesty the Queen will graciously attend, at Windsor on May 7th, will consist of Rolls-Royce cars, including Silver Ghosts. Fitting because the RREC first thought of this unique motor tribute to the Royal Family in Jubilee Year and also because from the 1950s Royalty has used Rolls-Royce cars. Prior to that, however, as Brian Smith's great book "Royal Daimlers", reviewed on page 275 reminds us, the Daimler was the Royal Car. We hope and expect that the Daimler & Lanchester CC will have entered appropriate Daimlers for the Silver Jubilee happenings at Ascot on May 8th and that such entries will have been accepted.

Meanwhile, it is amusing to read, in "The Hyphen in Rolls-Royce" by Wilton J. Oldham (Foulis, 1967), that when the original Rolls-Royce "Silver Ghost" was in Mr. Hanbury's ownership his chauffeur came upon a Police Rover in trouble near Nantwich. The Inspectors were to have used it to inspect the Police guard on the route of the Royal Party during their visit to Newcastle and Stoke, the year being 1913, and the King's arrival was imminent, so Mr. Henning, the R-R's chauffeur, took them on in "The Silver Ghost". He explained afterwards that he would have been given a good position by the Inspectors, in return for his help, from which to see the Royal car pass. But he refused and drove on, because, he said, he did not want to show the King up "by standing up in a superior car to His". A nice Rolls-Royce/ Daimler distinction! There is a picture in "Royal Daimlers" of the Royal car in Cheshire in 1913, with the driver and passengers of an Alfonso Hispano-Suíza, one of whom was, I believe, a contributor to *The Autocar*, acknowledging the King's passage. The Royal car which Henning regarded as inferior to "The Silver Ghost" was I think one of the 57 h.p. Daimlers.—W.B.

The RREC Bulletin

LAST JANUARY the *RREC Bulletin* attained its 100th issue and this was celebrated by giving it a fine colour cover, depicting Rolls-Royce Silver Ghosts at the Englefield Rally in 1976, with the appropriate caption "I seem to move among a world of Ghosts and feel myself the shadow of a dream"—Alfred Lord Tennyson. This was most appropriate to the forthcoming gathering of Silver Ghost cars which will make their appearance at Windsor on May 7th, to pay tribute to HM The Queen's Silver Jubilee. This professionally-produced Club journal is edited by R. J. Gibbs and we congratulate the RREC on its magazine and on its intention of massing together what should be the biggest collection of 40/50 Rolls-Royces ever, in the precincts of Windsor Castle next May.—W.B.

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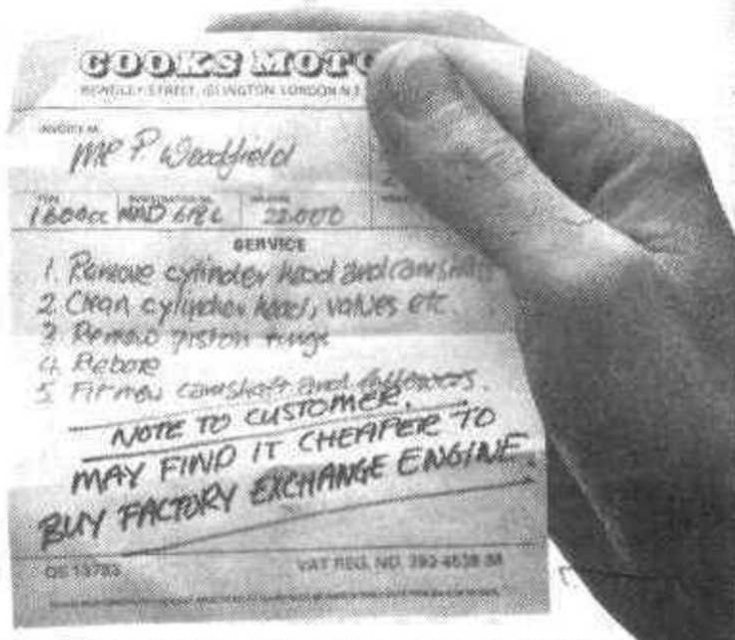


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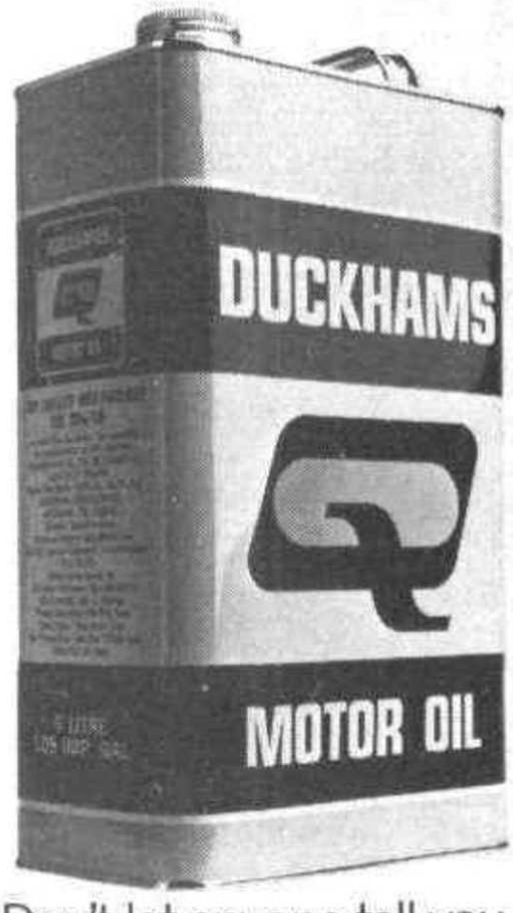
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Vintage Postbag

The Cowey Car

Sir,

I read with interest your article "Out of the Past" in January's MOTOR SPORT and noted that you are always interested to see old photographs.

I have actually been a MOTOR SPORT reader for over thirty years and although my allegiance has now moved to motorcycles I still find myself buying a copy each month though I no longer have any hope of owning the sort of cars I enjoyed early post-war and into the late fifties. I came to motorcycles only a couple of years ago and I only wish I had started earlier. What a pity that *Motorcycle Sport* does not seem to rise to the MOTOR SPORT standard though it is still the best of the motorcycling monthlies . . .



My father, Capt. J. Lyell Lee, MC, who died two years ago, was an early motorist and often talked of the Cowey car his great friend Edwin Jones owned in the early years of WW1. I gather Edwin Jones was a principal of the firm which produced the car, and as he was killed in the trench raid when father won his Military Cross nothing further was heard of the car. You will note it had rather strange suspension tank or bottles to the front and rear and father described it as a primitive form of air or hydrolastic suspension.

His death upset father greatly and he still felt it deeply many years later. I think they were elated after the raid and rashly stood on the parapet and lit a cigarette and lightly discussed who would be shot first and I gather that poor Edwin was shot through the head and died in a few minutes.

Edwin Jones also had a Calthorpe combination and father ran an Indian and a Scott at the same period.



Edwin Jones in a Cowey.

Boot JEFFREY G. LEE

[The Cowey was made at Kew Gardens from 1913 to 1915.—Ed.]

The Gavin Maxwell Maserati

Sir,

I was most interested in the article on the 1939 British Empire Trophy race at Donington and it is possible that I may be able to add a few scraps of information on a couple of the cars which participated.

First the ex-Earl Howe 2.9 Maserati which was driven by Hyde in this race. After the war I purchased this car which, as you rightly say, had an ugly two-seater body fitted. This body was reputed to have come off an Alvis roadster. I enclose a photo of the car taken outside my works in Pembridge Mews, which may be of interest. I sold the car to Gavin Maxwell, who, incidentally, at the time was writing the biography of Guiliano the Sicilian bandit. Now we come to the confusion! This car was *already* fitted with a pre-selector gearbox when I sold it to Maxwell.

Now the BHW; I also purchased this car and can certainly confirm that it needed careful handling to control it. I remember Reg Parnell advising me to get rid of it "otherwise Brian, you'll break your bloody neck". The engine in this car, as you so rightly say, came from the Kay Don Grand Prix car, and this car was maintained and prepared for Don by John Cooper senior, father of the present John Cooper. The chassis was sold to John Willment who fitted a Ford V8 engine to it and although I tried several times to buy the car from Willment I never succeeded.

I had better stop rambling on, but it's quite fatal for me to read these interesting articles about them.

Ferring-by-Sea BRIAN FINGLASS



The much-discussed Gavin Maxwell Maserati, which had a pre-selector gearbox and this body, thought to be from an Alvis.

Gipsy and Cirrus Moths

Sir,

While we whole-heartedly approve that you have allowed the intrusion of airborne sporting machines into your automotive pages, we feel we must bring Mr. Richard Stonor to task in the interests of accuracy.

We believe that the Moth G-AAAG listed was in fact a DH 60X with the construction number 697 and fitted with a Cirrus II engine and not the Gipsy as indicated. This aircraft was originally owned by the de Havilland School of Flying at Stag Lane.

All pictures, drawings and reference sources at our disposal show at least rudimentary cowlings and baffles on and around cylinder heads of Moths powered by the upright Gipsy I and II engines. Only the Cirrus engines had naked cylinders, often with uncovered tappet gear as illustrated in Mr. Stonor's picture. In Mr. Stonor's photograph the Cirrus engine can be seen to be a right-hand tractor. This appears to be characteristic of all Cirrus engines, whereas the DH Gipsy engines were all left-hand tractors.

All this may seem to be nit-picking in the extreme and should in no way have spoiled the enjoyment of the joy-riders shown in Mr. Stonor's photograph.

Hatfield, Herts. JOHN E. SCOTT
Public Relations & Publicity Manager
Hawker Siddeley Aviation Ltd.

Monza Alfa Romeo follow-up

FOLLOWING the article in the December 1976 MOTOR SPORT about the Monza Alfa Romeo of A. P. Hamilton, the present owner has sent a photograph of the completed chassis frame and bulkhead, now finished Alfa red, during the course of the rebuild. From "TASO" Mathieson, in Paris, comes the information that Raymond Sommer did indeed win a Grand Prix of France with the car. It was on the short 3.3-kilometre Montlhéry road-cum-track circuit on September 17th, 1933 and was, in effect, a French club meeting. There were three events, the first for 750 c.c. supercharged and 1,100 c.c. unsupercharged, the second for 1,100 c.c. supercharged and 1,500 c.c. unsupercharged and the third for cars of any capacity. It was this last race, over 79.9 kilometres, that Sommer won with the Monza Alfa Romeo, beating six Bugattis driven by amateurs. These Montlhéry club races were given the grandiose title of the Grand Prix of France, not to be confused with the French Grand Prix or Grand Prix of the Automobile Club of France. As they were national club races they did not appear in any International results lists of the time, which explains why I could not find any reference to the victory.

From Christopher Mann, who races a Monza Alfa Romeo in VSCC events, comes an enquiry whether anyone can trace the history of his car in its Scuderia Ferrari days. His car is SF32/2211115 which was raced in England pre-war by Austin Dobson, and is known to have come from Ferrari and to have run in the 1934 Mille Miglia, driven either by Achille Varzi, or Louis Chiron.

In the final column of the Alfa Romeo article, paragraph two, it says "In 1933 A. P. Hamilton. . . ." which of course should have said "In 1935. . . ." Production problems 1976!—D.S.J.



One of the Broadspeed-prepared Group 2 Jaguar XJ 5.3Cs, pictured with experimental versions of the front and rear spoilers which the two Leyland team cars will use in this year's European Touring Car Championship.

Leyland's Competition Plans

SINCE its first tentative dabblings into motoring sport a few years ago, Leyland's motor-sport organisation has cultivated too many little chiefs, most of them falling about one another in an effort to bask in the brightest part of the reflected glory which inevitably attaches itself to motor racing and rallying at national or international level. At last the Leyland hierarchy have realised that one big chief is essential to co-ordinate success, which is something Marcus Chambers, Stuart Turner and Peter Browning could have told them all along. Big Chief Leyland Motorsport is revealed as John Davenport, like the legendary Turner a former Standard House journalist, and top-class international rally co-driver, who leapt almost overnight from his post as Motor Sport Executive at the RAC to Director, Motorsport, Leyland Cars. From his base at Abingdon, Davenport will run all Leyland motor sporting activities along with Leyland ST, the old Special Tuning Department.

Davenport's first job has been to co-ordinate the company's 1977 rallying and racing plans, at home and abroad, and ambitious ones they prove to be.

The racing programme is spearheaded by two Broadspeed-prepared Jaguar XJ 5.3Cs in an attack on the European Touring Car Championship. Some idea of Leyland's competition budget for 1977 can be estimated from the size of the purses which they must be paying to attract drivers of the calibre of John Fitzpatrick and Tim Schenken, both former European GT champions, partners in one of the Jaguars and Derek Bell, who is teamed with Ralph Broad's protégé and former British Touring Car Champion Andy Rouse in the second car. The employment of Australian Schenken goes against the all-British theme adopted by Leyland last year; a strong school of thought within and without Leyland and backed by Derek Bell is known to have favoured popular British driver Chris Craft for the seat. But the choice of "Fitz" to join the team will be tremendously popular with the British public.

Modifications to the Group 2 XJ 5.3Cs since the model's one race in the Tourist Trophy last season include the adoption of 19 in. diameter instead of 16 in. diameter wheels to improve power transfer and overcome tyre problems, the use of a 6 in. high boot-lid spoiler and a modified front spoiler.

To homologate the tail spoilers Leyland have had to make them available to the public, which means we should be seeing some prety racy XJs around the roads Made from crackle black high-stress flexible polymer, the spoiler is available from Leyland ST under part number STN 0092 for £53.20 and fits any XJ saloon or coupé. Wind tunnel tests on a 5.3C proved that the spoiler reduced the drag coefficient by 4.7 per cent.

Assuming there are none of last year's false starts to the Jaguar racing programme, their entry should put back much-needed prestige into the European Touring Car Championship and hopefully entice other works teams into greater involvement. The Championship will be held over 12 rounds, with just one of them in Britain, the Tourist Trophy, at Silverstone on September 17th/18th.

Leyland will field two Triumph Dolomite Sprints in the RAC Touring Car Championship. "The choice of drivers for these cars will depend largely upon the degree of sponsorship given to the championship", say Leyland, obtusely. These too will be prepared by Broadspeed at Southam, Warwickshire. Benefiting from the winter-time homologation of twin Weber 48 DCOE carburetters, the 16-valve Sprint engines in this Group "1½" guise are expected to give in excess of 200 b.h.p. Whoever the Sprint drivers are, they will bless the newly-homologated ventilated front disc brakes; braking has been a continual problem with the racing Sprints in previous seasons. A high-ratio steering rack is another addition to the homologation papers.



John Davenport: Director, Motorsport, Leyland Cars.

The RAC Touring Car Championship will be run over twelve rounds, with the first at Silverstone on March 5th/6th and the last at Brands Hatch on October 15th/16th.

Unperturbed by last year's lack of success in Formula 3 with two Dolomite Sprint-engined Marches driven by Tony Dron and Dick Parsons, Leyland are keeping their Unipart colours on a two-March team for 1977. The drivers will be twenty-five-year-old "Tiff" Needell, winner of last year's Grovewood Award and twenty-nine-year-old Ian Taylor, winner of the 1976 Formula Ford 2000 series and of the 1973 Forward Trust Formula 3 Championship. With a year of experience and Sprint engine development behind them, the Unipart Racing Team, managed by former Graham Hill mechanic Alan Howell and based in Brentford, London, is hoping for better things in 1977. Holbay Racing Engines will prepare the engines; with twenty-three British and European races planned for the cars Holbay should be kept busy.

Finally in racing, Leyland are again promoting the Leyland Cars National Mini Challenge, a low cost formula which saw some very close and competitive racing last season.

Organised by the Mini 7 Racing Club, the 1977 Challenge will be run over forty-eight races divided into classes for 850, 1000 and 1275 GT Minis at circuits throughout the UK. There will be £6,000 in prize money at stake and the challenger who scores the most points, irrespective of class, will win a new Mini 1275 GT, as did last year's Champion, Mike Curnow. The 850 and 1000 classes are practically free-formula for full-race cars, while the 1275 GTs are much closer to standard, although more extensive modifications are to be allowed this year. Last season's 1275 GT races were punctuated by a loss of front wheels from some of the quickest car (standard steel wheels and road tyres were mandatory); to overcome, this, competition wheels shod with Dunlop 155 x 500 x 12 CR82 Mk. 2 racing tyres and covered by wing extensions are mandatory for this season. Competition camshafts, pistons, crankshafts and close-ratio straight cut gears may be fitted with an option of four helical cut differential final drive ratios.

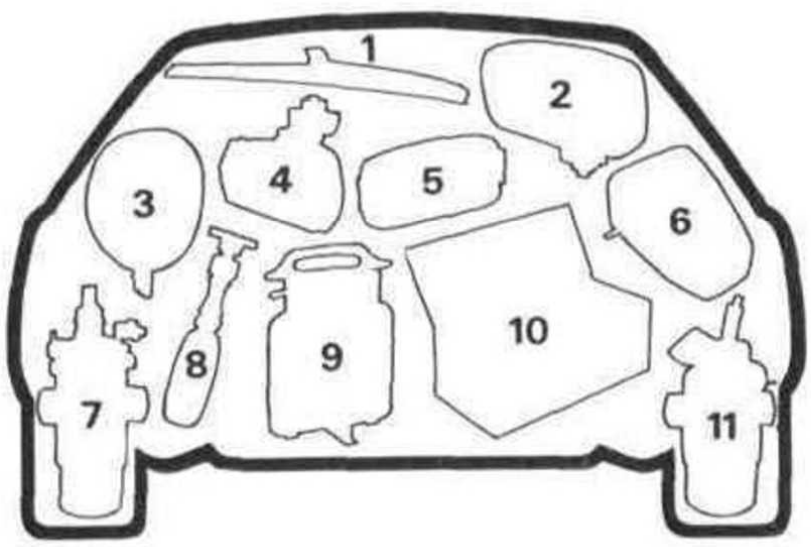
Now to rallying, for which Leyland ST at Abingdon are preparing two Group 4 Triumph TR7s and a Group 1 Dolomite Sprint. Brian Culcheth and Tony Pond have been retained as drivers for the TR7s. A twelve-event International rally programme includes six major continental rallies to gain Leyland some exposure in Belgium, France, Germany and Italy, and six home Internationals. TR7 co-drivers have not yet been announced, though it will be surprising if Culcheth's regular partner, the colourful Scot photographer Johnstone Syer, is not alongside him again. The TR7's 16-valve Sprint engines will give 220 b.h.p. at 7,000 r.p.m. running on a compression ratio of 11:1, a special

Continued on page 273

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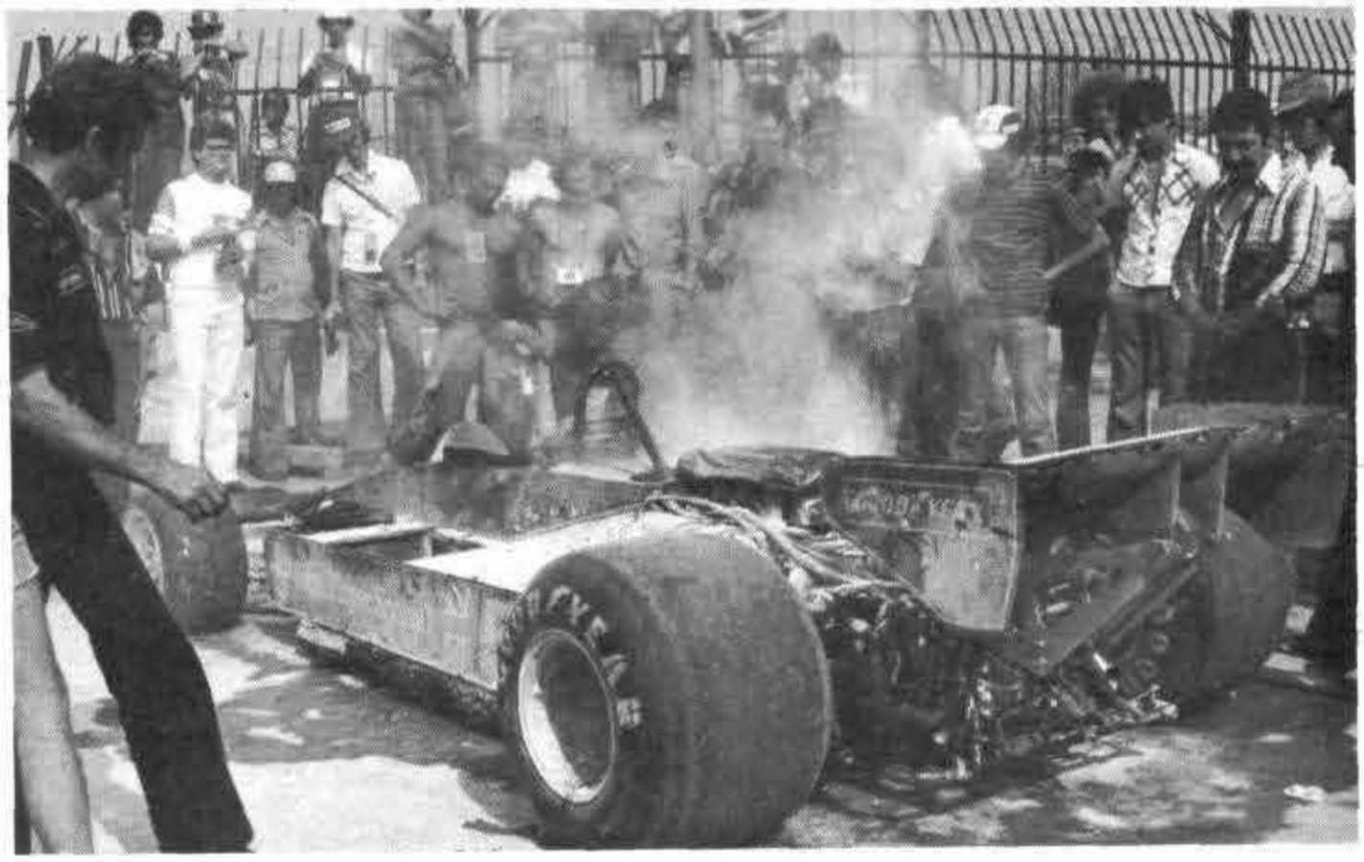
WIPAC 50 YEARS ON THE ROAD OF SUCCESS.

The Brazilian Grand Prix

Reutemann wins through the carnage

Sao Paulo, January 23rd

AFTER TWO WEEKS of feverish activity following the Argentine Grand Prix, the second round of the 1977 World Championship series took place at the sinuous, bumpy 4.946-mile Interlagos track amidst the bustling suburbs of Sao Paulo in Brazil. Although many of the drivers enjoyed an easy time relaxing on sun-soaked beaches along the South Atlantic coast, for a lot of mechanics and team owners there were far more serious things to worry about. The McLaren camp, naturally concerned over the rear suspension breakage that had sent Hunt off the road in M23/8 while he was leading the Argentine Grand Prix, beefed up the rear end of the World Champion's car with a new bellhousing and an enlarged replacement for the stud that broke in the rear suspension. The second car driven by Mass had also been modified. For Team Lotus the problem was much larger, because they had to ship back to Hethel their badly damaged Lotus 78/2, the front of which had been blown off when the car's fire extinguisher bottle exploded during practice at Buenos Aires. Tony Southgate in fact left for home on the night before the Argentine Grand Prix, but it wasn't until Tuesday that the damaged chassis finally arrived in London owing to the inevitable surplus of red tape encountered from Britain's nationalised airline. The car was rushed back to the factory, stripped down and repaired, before being flown out again to South America in time to be rebuilt into an operational machine shortly before official practice began. It was the sort of marathon that depends upon efficient timing, ceaseless work and a lot of single-mindedness, and as Andretti's black and gold car stood waiting for the first session to get under way, one couldn't help marvelling at the sheer effort put in by racing mechanics in general to bring their cars to the starting line.

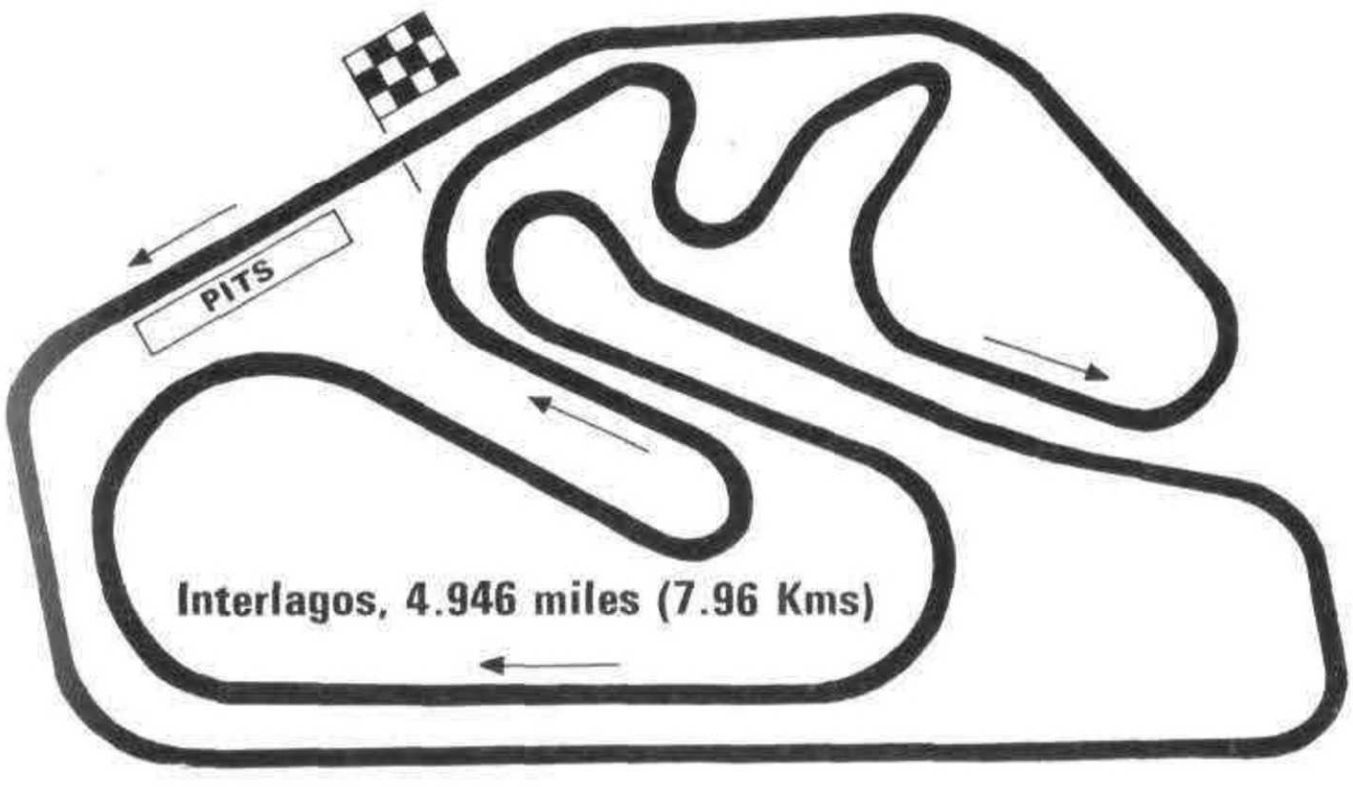


THE FIRE-SCORCHED Lotus 78 of Mario Andretti is returned to the paddock after its spectacular practice conflagration. The car was subsequently repaired for the race after an "all-nighter" by the Lotus mechanics.

Other minor dramas included the airline's temporary mislaying of the spare Shadow DN5 and of one of the Surtees TS19s, plus some Tyrrell nose sections went missing; but otherwise all the teams managed to arrive at Interlagos intact. On a light-hearted note, somebody got the paperwork rather muddled in the local airline office with the result that the spare Wolf monocoque was officially documented as a Brabham-Alfa Romeo, the resulting confusion giving Peter Warr quite a headache as he tried at Rio to get the car off the cargo plane mistakenly taking it back to Europe! The Brabham team itself had to rely on one car as BT45/1 had been too badly damaged by Pace during practice for the Argentine Grand Prix to be repaired locally. Designer Gordon Murray flew back to Britain between the races to superintend the development of his new car, only to spend the best part of a week attempting to track down the damaged Brabham; it was eventually located, secure in its crate, at Rome Airport. The marvels of modern transportation!

After their promising showing in Argentina, where Watson and Pace both led the race on separate occasions, it was clear that the Brabham-Alfa Romeos would be a serious force to be reckoned with, especially at Pace's home circuit where he had previously triumphed in the 1975 Brazilian Grand Prix at the wheel of a Brabham-Cosworth BT44B. Pace had been training hard with a local football team for several days prior to practice, for although he is used to intense heat the body temperature can rise alarmingly inside the triple-lever flameproof overalls that are *de rigueur* for the modern Formula One driver. Apart from that, Pace's heat exhaustion in Argentina was partially due to a virus he had picked up, and he was anxious to appear completely fit for this very important race. In the opening timed session, competition between the Brabham, Lotus and McLaren teams proved extremely fierce, but it was Pace who emerged on top, much to the delight of the partisan crowd, lapping in 2 min. 30.57 sec. Andretti emphasised that he wasn't to be shaken off by setting a promising 2 min. 30.83 sec. during the second session, which left Hunt a close third on 2 min. 31.29 sec., slightly ahead of his on-form team-mate Jochen Mass in the second M23. Hunt was another who hadn't been feeling terribly well prior to the Brazilian race, having contracted a touch of "Aztec two-step" during his stay in South America. Through the speed trap on the main straight Pace's Brabham was more than 10 m.p.h. faster than its rivals during that first session, which suggested that Alfa Romeo really had been very busy indeed during the winter.

John Watson wasn't able to match Pace's performance, saying that his BT45 felt too sensitive over the bumps and that he wasn't really satisfied with the engine. Its lack of response was later attributed to a failing cylinder head gasket and the unit was





LOTUS conference attended by (from left to right), Andretti, Chapman, engineer Nigel Bennett, Nilsson and team manager Andrew Ferguson.

changed in time for the second day. In the Lotus pit Nilsson was sucking through his teeth slightly after his first run round Interlagos, the young Swede getting his 1977 season under way at the second race after being forced to hand his car over to Andretti in Argentina. Nilsson hadn't been to Interlagos before, but he recorded a respectable 2 min. 34.37 sec. on the first day of practice as he concentrated on learning the circuit before attempting any adjustment to the car.

In the Ferrari camp there was an air of reserved optimism with the arrival of Engineer Forghieri from Maranello; but although Reutemann was to enjoy a largely trouble-free practice, Lauda's problems seemed to multiply as the hours passed. Reutemann's best on Friday was 2 min. 31.97 sec., the Argentinian not happy with slight understeer problems on the faster corners, while Lauda was in and out of the pits having all manner of adjustments made to the front and rear suspension settings. There were some very animated discussions between Forghieri and Lauda, the Italian insisting that the car should behave in such-and-such a manner on one particular setting while the impassive Austrian quietly insisted that, whatever the engineer thought, the car certainly didn't. It was an untypically fraught scene for the Austrian to be involved in, and it came to a head when Lauda insisted on changing to softer rear springs, did one lap, and then insisted that harder springs were re-fitted because the softer ones failed to make any difference. Lauda could manage no better than 2 min. 32.37 sec. by the end of Friday's two timed sessions, leaving the circuit displeased but determined to get to the bottom of the problem on Saturday.

The world of motor racing always seems to turn up a little bit of irony at every race. In Buenos Aires the irony was to see both the Brabham-Alfa Romeos qualifying faster than Carlos Reutemann (the man who had left Ecclestone's team because he didn't consider the cars to be competitive). In Brazil it was the sight of Clay Regazzoni, the man who was dismissed by Ferrari to make room for Reutemann, ending the first day's practice with Nunn's Ensign faster than either of the Italian cars. Regazzoni was on fine form, bringing a smile to all the Walsall faces in Nunn's pit with an excellent best of 2 min. 31.69 sec. He was to lose this advantage to Reutemann on Saturday, but the Ensign's engine was far from freshly rebuilt, and everyone in the little British team felt very encouraged and happy with the rugged Swiss driver's performance.

Argentine Grand Prix winner Jody Scheckter found his Wolf WR1 very hard work at Interlagos, twitching and weaving over the bumps in a very tiring fashion as well as suffering from a slight electrical misfire on the first day. Nevertheless, his best effort of 2 min. 32.81 sec. made him fractionally faster than Emerson Fittipaldi, the Brazilian twice World Champion whose Copersucar-sponsored Formula One cars are built in a small factory just outside the gates of the Interlagos circuit. It was exactly one year since the Copersucar FD04 had appeared for the first time, and E.F. didn't exactly radiate confidence about the car on this occasion, the driver admitting that whilst his car might be reliable it felt just about the same as it had 12 months earlier. He failed to improve on 2 min. 32.94 sec., although a delaminated tyre hampered his attempts to record a really quick time in the early stages of the second session. Ingo Hoffman drove the team's second car again (this will not be a regular arrangement during 1977), but an experiment with a locally made ignition system which refused to work at all over 7,000 r.p.m. wasted most of Friday for the second Copersucar entry.

After their disappointing showing in the Argentine, Ken Tyrrell and Derek Gardner were hoping for better things with the sleek Tyrrell P34s at Interlagos. Sadly, their fortunes didn't seem to be any better for a change of country. Although both Peterson and Depailler were extremely fast in a straight line, both drivers suffered from such vicious terminal understeer that they were having to throw their machines virtually sideways on the entrance to the corners to ensure that they got round the bends at all. Peterson, in particular, was cornering in a series of spectacular full-lock slides that we haven't seen since his Lotus 72 days, but he couldn't better 2 min. 33.29 sec. Depailler was fractionally faster on 2 min. 32.99 sec., but he was similarly pessimistic about the car's twitchy ride over the bumpy surface. In the Shadow team Pryce was working just as hard as the Tyrrell drivers to record a 2 min. 34.32 sec., which was a good deal quicker (as it should have been) than his sponsored team-mate Renzo Zorzi, who at least had some experience of the circuit after driving Frank Williams' old FWO4 in last year's Brazilian Grand Prix.

Pressing on as enthusiastically as ever, Vittorio Brambilla knocked one of his Surtees TS19's front water radiators off on a high kerb after managing a 2 min. 33.19 sec. lap; but John Surtees was facing bigger problems with the inexperienced Binder, who

STARTING GRID

1 J. Hunt (*McLaren-Cosworth V8*) M23/8 2 min. 30.11 sec. 33 (2 min. 34.55 sec.)	12 C. Reutemann (*Ferrari—flat-12*) 312T2/029 2 min. 30.18 sec. 12 (2 min. 35.96 sec.)
5 M. Andretti (*Lotus-Cosworth V8*) 78/2 2 min. 30.35 sec. 13 (2 min. 35.70 sec.)	2 J. Mass (*McLaren-Cosworth V8*) M23/9 2 min. 30.36 sec. 11 (2 min. 35.93 sec.)
8 C. Pace (*Brabham-Alfa Romeo flat-12*) BT45/5 2 min. 30.57 sec. 5 (2 min. 36.84 sec.)	4 P. Depailler (*Tyrrell-Cosworth V8*) P34/3 2 min. 30.69 sec. 12 (2 min. 35.97 sec.)
7 J. Watson (*Brabham-Alfa Romeo flat-12*) BT45/3 2 min. 31.09 sec. 12 (2 min. 36.42 sec.)	3 R. Peterson (*Tyrrell-Cosworth V8*) P34/4 2 min. 31.63 sec. 10 (2 min. 36.51 sec.)
22 G. Regazzoni (*Ensign-Cosworth V8*) MN06 2 min. 31.69 sec. 11 (2 min. 36.03 sec.)	6 G. Nilsson (*Lotus-Cosworth V8*) 78/1 2 min. 32.14 sec. 30 (2 min. 36.13 sec.)
19 V. Brambilla (*Surtees-Cosworth V8*) TS19/04 2 min. 32.19 sec. 10 (2 min. 38.25 sec.)	16 T. Pryce (*Shadow-Cosworth V8*) DN8/1A 2 min. 32.22 sec. 10 (2 min. 36.44 sec.)
11 N. Lauda (*Ferrari—flat-12*) 312T2/026 2 min. 32.37 sec. 18 (2 min. 37.40 sec.)	26 J. Laffite (*Ligier-Matra V12*) JS7/01 2 min. 32.43 sec. 4 (2 min. 36.52 sec.)
20 J. Scheckter (*Wolf-Cosworth V8*) WR1/01 2 min. 32.81 sec. 4 (2 min. 37.11 sec.)	28 E. Fittipaldi (*Fittipaldi Cosworth V8*) FD04/3 2 min. 32.94 sec. 18 (2 min. 37.45 sec.)
10 I. Scheckter (*March-Cosworth V8*) 761B/1 2 min. 33.46 sec. 1 (2 min. 53.98 sec.)	17 R. Zorzi (*Shadow-Cosworth V8*) DN5/5B 2 min. 34.62 sec. 7 (2 min. 41.96 sec.)
29 I. Hoffman (*Fittipaldi-Cosworth V8*) FD04/1 2 min. 35.57 sec. 10 (2 min. 40.99 sec.)	18 H. Binder * (*Surtees-Cosworth V8*) TS19/02 2 min. 35.79 sec. 4 (2 min. 42.72 sec.)
9 A. Ribiero (*March-Cosworth V8*) 761B/2 2 min. 36.19 sec. 5 (2 min. 41.78 sec.)	14 L. Perkins (*BRM-V12*) P207/01 2 min. 42.22 sec. 1 (3 min. 15.30 sec.)

*Time recorded in TS19/01
Times in brackets — fastest race lap

PRACTICE TIMES

No.	Driver	Car	Friday First	Friday Second	Saturday Morning
1	J. Hunt	McLaren M23/8-Cosworth V8	2. 31.64	2. 31.29	**2. 30.11**
2	J. Mass	McLaren M23/9-Cosworth V8	2. 31.50	2. 32.68	2. 30.36
3	R. Peterson	Tyrrell P34/4-Cosworth V8	2. 33.29	2. 33.97	2. 31.63
4	P. Depailler	Tyrrell P34/3-Cosworth V8	2. 32.99	2. 49.13	2. 30.69
5	M. Andretti	Lotus 78/2-Cosworth V8	2. 32.21	**2. 30.83**	2. 30.35
6	G. Nilsson	Lotus 78/1-Cosworth V8	2. 34.82	2. 34.37	2. 32.14
7	J. Watson	Brabham BT45/3-Alfa Romeo flat-12	2. 32.65	2. 32.30	2. 31.09
8	C. Pace	Brabham BT45/5-Alfa Romeo flat-12	**2. 30.57**	2. 31.86	2. 30.82
9	A. Ribiero	March 761B/2-Cosworth V8	2. 36.70	2. 37.55	2. 36.19
10	I. Scheckter	March 761B/1-Cosworth V8	2. 37.89	2. 36.86	2. 33.46
11	N. Lauda	Ferrari 312T2/026—flat-12	2. 33.75	2. 32.37	no time given
12	C. Reutemann	Ferrari 312T2/029—flat-12	2. 31.97	2. 32.50	2. 30.18
14	L. Perkins	BRM P207/01-V12	2. 53.24	2. 48.01	2. 42.22
16	T. Pryce	Shadow DN8/1A-Cosworth V8	2. 34.32	2. 34.54	2. 32.22
17	R. Zorzi	Shadow DN5/5B-Cosworth V8	2. 38.60	2. 36.22	2. 34.62
18	H. Binder	Surtees TS	2. 36.81	2. 35.79	—
19	V. Brambilla	Surtees TS19/04-Cosworth V8	2. 35.38	2. 33.19	2. 32.19
20	J. Scheckter	Wolf WR1/01-Cosworth V8	2. 32.81	2. 33.24	2. 33.32
22	G. Regazzoni	Ensign MN06-Cosworth V8	2. 31.69	2. 34.24	2. 32.29
26	J. Laffite	Ligier JS7/01-Matra V12	2. 38.21	—	2. 32.43
28	E. Fittipaldi	Fittipaldi FD04/3-Cosworth V8	2. 32.94	2. 33.13	2. 32.98
29	I. Hoffman	Fittipaldi FD04/1-Cosworth V8	2. 39.00	2. 38.04	2. 35.57
1T	J. Hunt	McLaren M23/6-Cosworth V8	—	—	—
11T	N. Lauda	Ferrari 312T2/027—flat-12	—	—	2. 33.48
18T	H. Binder	Surtees TS19/02-Cosworth V8	—	—	2. 36.42

started practising the team's spare TS19/01 after airlines delayed the arrival of TS19/02 from Buenos Aires. The Austrian driver lost control on the very fast fourth gear *Curva do Sol*, crashing heavily into the barrier on the exit of the corner and writing off his car in the process. Ian Scheckter lost the nose section of his March 761B as he dodged through the wreckage but Binder emerged from the shattered car with nothing injured but his pride. Incidentally, neither of the two works Marches was particularly quick, local lad Ribeiro recording 2 min. 36.70 sec., 0.16 sec. quicker than Scheckter.

During the final timed session that counted for grid positions on Saturday morning, Hunt really excelled himself with a tremendous and well-worked-out 2 min. 30.11 sec. to ensure that pole position was well beyond doubt. Reutemann joined him on the front row with 2 min. 30.18 sec., the Ferrari's revised rear wing helping matters enormously. Andretti clung on to the inside of the second row with a good 2 min. 30.35 sec., a time achieved despite his Lotus having to run with several gallons of "dead" fuel in its tanks owing to a pick-up problem, while Mass backed up the World Champion magnificently with a 2 min. 30.36 sec. best. Pace failed to improve, so his best Friday time of 2 min. 30.57 sec. left him in fifth place but Depailler lifted Tyrrell spirits with his car softer sprung than before and moved up to sixth place with 2 min. 30.69 sec., the last contestant to break the 2 min. 31 sec. barrier. Watson and Peterson shared the fourth row ahead of Regazzoni—his Ensign's engine smoking a little—Nilsson, Brambilla and Pryce. Down in 13th position on the grid was a disgruntled Lauda, his regular car having sprung a fuel leak into the cockpit during that crucial final session in which he was hoping to make up all the leeway he had lost messing about the previous day. There was nothing left for Lauda but to switch to the *muletta* and he had to rely on his 2 min. 32.37 sec. time from the first session for his grid position.



LARRY PERKINS didn't get far with the uncompetitive BRM P207—still, he did win a pedal-bike race for drivers!

Further down than expected, Jacques Laffite had a miserable two days with the Ligier-Matra JS7, one engine blowing up during pre-practice testing and another during the first timed session. The team then had to chase to Sao Paulo's international airport (which is more than 60 miles outside the city!) to collect another fresh V12 which had been sent from France. The problem with the French-built engines surrounds the valve clearance in the cylinder heads, and Ligier was left with just the single unit for both the final timed session and the race. Laffite got down to 2 min. 32.43 sec. in the final session which was better than both the Scheckters, both the Copersucars, Zorzi, Binder, Ribiero and Perkins in the BRM, all of whom had been practising intensely ever since the track opened. Mention of Perkins brings us to the subject of the BRM P207, that new car from Bourne which has been designed by Len Terry. Barely ready to move, let alone race, the BRM predictably overheated madly in the Brazilian heat and minor problems with certain aspects of its fuel system couldn't detract from the fact that the whole team was in a state of total unreadiness. Perkins could only manage 2 min. 42.22 sec. with the BRM and, since we saw him qualify 12th out of 24 at Watkins Glen in a Brabham BT45, we feel we know what conclusion it would be accurate to draw. Some people never learn; or perhaps they don't want to.

During the untimed session at the end of Saturday afternoon Andretti was the centre of attention once more when his Lotus burst into flames whilst negotiating an infield hairpin, the result of a leak somewhere deep in the engine's fuel system. The American leapt out hurriedly with only a few superficial burns on his overalls while the car coasted to a halt on the grass, and marshals quickly extinguished the blaze. Andretti "thumbed a lift" back to the pits on the side of his mate's car, Nilsson looking a little bit apprehensive when he saw the other Lotus going up in flames because he thought he might be relegated to the role of spectator again. Fortunately the industrious Lotus mechanics worked through the night and rebuilt the car so that the "Racer's racer" didn't have to impose on his team-mate for the second successive race.

At a couple of minutes to twelve o'clock (untypically punctual by South American standards!), the 22-car field moved slowly up from the "dummy" grid to await the starting light. At mid-day precisely, the starting light blinked green and the Brazilian Grand Prix was on with Pace jumping the start from the third grid and rocketing up the inside of Hunt as they went into the first corner. Reutemann chopped across from the outside and just led the Brabham-Alfa out onto the long downhill straight, but Pace had the bit between his teeth and hadn't any intention of being shown the way round Interlagos by an Argentinian. At the bottom of the hill, on the entrance to the slightly banked double left-hander which was to cause so many people so much trouble later in the race, Pace pulled out and sliced into the lead to the accompaniment of estatic cheers from the crowd, leading the Ferrari up into the infield loop and out onto the start/finish straight to

complete the first lap. Third was Hunt ahead of Mass, Andretti and Regazzoni, while there was already a gap opening back to Depailler, Laffite, J. Scheckter, Peterson, Brambilla, Pryce, Fittipaldi, Watson, Lauda, I. Scheckter, Nilsson (heading for the pits to change a rear tyre damaged after a slight nudge), Binder, Ribiero, Hoffman and Zorzi. Totally unnoticed by most of the spectators, the BRM crawled into the pits to retire with all its water blown out after just a single lap.

Although Pace was very much in command during the opening stages, Hunt was on fine form and slipped into second place on the third lap, but he wasn't able to do much about the Italian-engined car in the lead. Hunt later remarked that he was amazed by the speed at which Pace got away from him along the straights, but he wasn't giving up worrying the Brazilian as hard as he knew. Just behind Reutemann, Mass was striving might and main to fend off Andretti while the cheeky "Regga" simply hung onto the back of this little *élite* group and watched the action, quite able to keep up with them in "the car that Mo built". Brambilla was already in the pits having a water radiator repaired after bumping over yet another kerb, Ian Scheckter had stopped with gearbox trouble on the second lap (the oil filter mounting had broken, severed an oil line and starved the box of its lubricant) and Nilsson was back in the fray driving as hard as he could from the rear end of the field.

A small grass fire suddenly started on the edge of the circuit on the outside of the corner before the pits, causing the leaders to moderate their speed for a couple of laps, but that was soon extinguished. By the end of the sixth lap the first half dozen were still in close contact, but lap seven spelt disaster for Pace as he rounded the double left-hander at the bottom of the hill after the pits. The circuit surface at this point had only recently been relaid and, as the race wore on, adhesion was minimal if drivers allowed their cars to deviate too much from the prescribed "line". Pace allowed the red Brabham to run a fraction too wide as he led the field into this corner and suddenly Hunt was presented with the sight of the red Brabham sliding down the circuit almost broadside right front of him!

Hunt pulled the McLaren into the corner as tightly as he could, slipping past Pace on the inside, but his right rear wheel ran over the Brabham's left front water radiator, smashing the cowling and cascading water all over the place. Pace then regained control, but the whole nose section flew off a few hundred yards later and, bitterly disappointed, the Brazilian was obliged to stop at the pits at the end of that lap. Thus the order at the end of lap seven was Hunt from Reutemann, Mass and Andretti with the German driver trying as hard as he could to keep the determined American behind him.

On lap 11 Jody Scheckter pulled to a standstill with a seizing engine in his blue Wolf, then two laps later Mass lost control in front of Andretti at "that" corner, found himself unable to retrieve the situation on the slippery surface and slid headlong into the catch fencing. The fencing promptly fell down across the track, collected Regazzoni's Ensign—which had also run slightly wide—and spun the Swiss' car round in its own length before wrapping it up in chicken wire so that it was completely trapped!



RENZO ZORZI drove sensibly in the Shadow DN5 to finish sixth as faster cars dropped by the wayside.

Hardly had Regazzoni stopped than Depailler arrived on the scene, spinning wildly, but the Frenchman kept his Tyrrell away from the fence and was able to restart after losing several places. Peterson, by contrast, simply didn't seem to see the pile-up and, to the amazement of the following Tom Pryce, simply ploughed straight off into the catch fencing. Brambilla was already there (having spun off a lap before Mass) while Watson and Lauda just avoided sliding off to join them. "It was just like black ice," remarked an amazed Lauda after the race was over.

This wholesale decimation rather split up the field, Hunt now a few seconds ahead of Reutemann with Andretti right behind. Pryce's Shadow had moved into fourth place


INGO HOFFMAN finished seventh in the second Fittipaldi car.

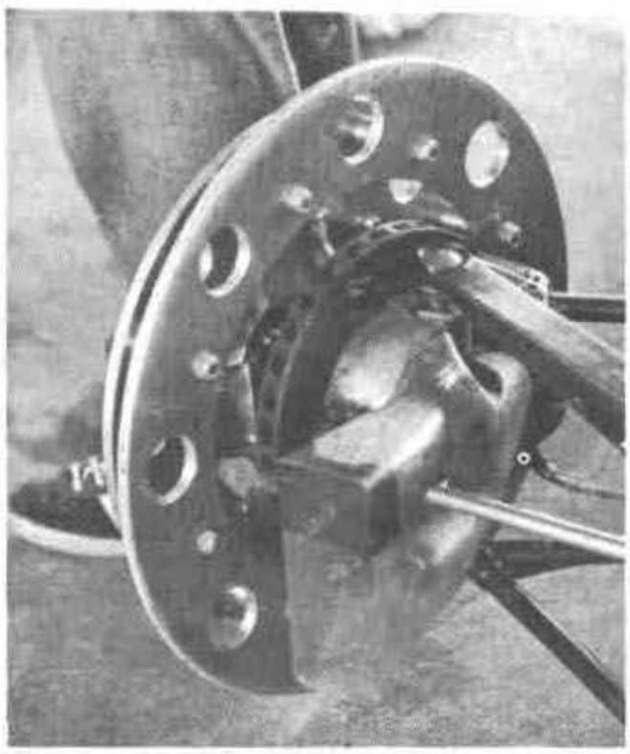
ahead of Laffite with 15 laps completed, but the French car lasted there only six laps before making a pit stop to change cracked sparking plugs (a repeat of the problem that dogged Laffite in Argentina) and that meant that Lauda and Watson inherited the two remaining positions in the top half-dozen.

At the front of the field Hunt was clearly in problems as his McLaren had been adjusted to develop slightly too much understeer as the race wore on. Gradually Reutemann closed in on the McLaren as it wore its front tyres down and, despite trying extremely hard to fend him off, Hunt was forced to concede the lead on lap 23. Immediately Hunt took the decision to stop for two fresh front tyres, rocketing back into the race in fifth place and quickly re-passing Lauda and Watson. Two laps earlier Andretti's strong challenge evaporated when a small electrical short circuit in the wires behind the Lotus' instrument panel caused him to stop out on the circuit, so that left Reutemann with a tremendous lead over Pryce with Hunt catching up fast in third place. Even Pryce wasn't without his problems, for his Shadow's oil temperature was soaring, so the Welshman eased his pace slightly, hoping that the engine would last. Unfortunately, just over six laps from the end of the 40-lap race the engine went ragged and Pryce had to stop, so Hunt was back in second place behind Reutemann's reliable Ferrari.

Depailler was further delayed after his spin with a deflated rear tyre and damaged water radiator (both of which had to be replaced) and the Frenchman capped Ken Tyrrell's day by crashing very heavily into the remains of Mass' McLaren, writing off both cars and bruising his knees quite painfully. Watson, who never featured in the high places at all, found his Brabham BT45 understeering far too violently, and joined the happy throng in the catch fencing on lap 30. When he arrived and climbed out of his car he found that Laffite had slammed the Ligier-Matra into Brambilla's Surtees and, three laps later came the crowning stupidity, when Pace (many laps behind the leaders)

slid off into this Formula One graveyard as well. In all this excitement hardly anybody noticed Hans Binder sliding off further round the circuit after a front brake of his Surtees TS19 locked on!

As the seven drivers in amongst the catch fencing dusted themselves down, the closing-lap order of the Brazilian Grand Prix must have left them a trifle embarrassed. Reutemann, driving as smoothly as clockwork, reeled off the final miles to a comfortable and convincing victory over Hunt by just over 10 sec. while Lauda, who'd carefully avoided the pitfalls and snares other people found so attractive, ended up a solid and lonely third. Despite making a pit stop to change a deflated tyre, Fittipaldi brought the Copersucar home fourth (one lap down on Reutemann), while Nilsson survived to fifth (despite a second stop to take on fuel) and Zorzi was sixth simply by dint of plodding on. Hoffman was seventh and last, another who kept his car going—and on the track. A race which started with tremendous promise had ended as the survival of the three fittest with several "walking wounded" trailing along behind. Reutemann hadn't been the fastest man on the track, but he'd gone fastest for longest with as little trouble as possible, which is surely what Grand Prix racing should be all about.—A.H.



No, not a drilled disc, but a metal slave wheel used for manoeuvring the Ferraris by hand in tight confines.

Results:

BRAZILIAN GRAND PRIX—Formula One—40 Laps—Autodromo Interlagos
7.96 kilometres per lap—318.4 kilometres—Very Hot

1st	C. Reutemann (Ferrari 312T2/029)	1 hr. 45 min. 07.72 sec.—181.729 k.p.h.
2nd	J. Hunt (McLaren M23/8)	1 hr. 45 min. 18.43 sec.
3rd	N. Lauda (Ferrari 312T2/026)	1 hr. 46 min. 55.23 sec.
4th	E. Fittipaldi (Fittipaldi FD04/3)	1 lap behind
5th	G. Nilsson (Lotus 78/1)	1 lap behind
6th	R. Zorzi (Shadow DN5/5B)	1 lap behind
7th	I. Hoffman (Fittipaldi FD04/1)	2 laps behind

Fastest Lap: J. Hunt (McLaren M23/8) on lap 33 in 2 min. 34.55 sec.—185.425 k.p.h.

Retirements: L. Perkins (BRM P207/01) on lap 2, overheating; I. Scheckter (March 761B/1) on lap 2, transmission; V. Brambilla (Surtees TS19/04) on lap 12, accident; J. Scheckter (Wolf WR1/01) on lap 12, engine failure; R. Peterson (Tyrrell P34/4) on lap 13, accident; G. Regazzoni (Ensign MN06) on lap 13, accident; J. Mass (McLaren M23/9) on lap 13, accident; A. Ribiero (March 761B/2) on lap 17, engine failure; M. Andretti (Lotus 78/2) on lap 20, electrical fault; P. Depailler (Tyrrell P34/3) on lap 24, accident; J. Laffite (Ligier JS7/01) on lap 27, accident; J. Watson (Brabham BT45/3) on lap 31, accident; H. Binder (Surtees TS19/02) on lap 33, accident; C. Pace (Brabham BT45/5) on lap 34, accident; T. Pryce (Shadow DN8/1A) on lap 34, engine failure.

22 starters — 7 finishers.

That Bucks MG

TBH 355M is a number worth remembering: it could cost you your licence. A Midlands reader warns us that this is the registration of a police MG-B GT V8 being used on the M1, finished in orange anonymous paint. In fact the writer would advise readers to always beware of the sporting car that appears in the mirror, such a sneaky dodge cost one of *Autocar's* men his licence a few years back, and a former *Motoring News* Editor also collected an endorsement on the M1 from a pursuing Jaguar E.

Police attitudes seem to vary sharply from county to county, but both Buckinghamshire and Oxfordshire Constabulary do employ plain cars vigorously on speeding duties. In the West Country the use of plain cars, paint splodges for timing purposes, and even a helicopter above the M3 show how determined the police are to enforce these laws today. The fact that all their systems only really work well in low traffic situations adds to the hypocrisy of the situation.

Private motorists must soon resort to short-wave radio systems with the channel-seeking operation that Swedish rally drivers use in their private cars to keep track of all police movements, whether in the air or on the ground. Perhaps some of you have already licensed such systems? Any comments would be appreciated, in confidence if necessary.

Record Breakers

THE MINI has become the first ever British car to pass the four-million production mark, and very nearly half of these have been exported. Currently the Mini is still selling well enough to feature regularly among the top cars in the SMM&T registration charts although it must be in danger from Ford's Fiesta.



LEYLAND—continued from page 267

camshaft with increased lift and overlap and twin 48 DCOE Weber carburetters. Five-speed gearboxes and uprated rear-axles, relocated with twin trailing arms, a Panhard rod and special bushes, will be used.

Pat Ryan, the twenty-seven-year-old Birmingham driver who put up some excellent performances in a Group 1 Dolomite Sprint last year, will drive the Sprint again in the 10 National or International rounds of the *Motor*-RAC Rally Championship. In common with the racing Group 1 Sprints the rally car has benefited from homologation "extras", including the 48 DCOE Webers, ventilated discs and high ratio rack. Slightly de-tuned from the racing specification, the rally engine gives about 180 b.h.p. and drives through a gearbox fitted with *wide* ratio gears, used in conjunction with a Laycock competition overdrive unit.

Above, two TR7s will be active in International rallies, at home and abroad, driven by Brian Culcheth and Tony Pond. Ian Taylor, in the car, and Tiff Needell will run two Unipart Marches in Formula 3, below.



Leyland are going all out to encourage competition use of their cars by privateers with a big cash-or-parts bonus scheme. Bonus payments of up to £1,000 will be given to private entrants who become overall championship winners in Leyland cars in racing, rallying, rallycross, autocross, production car trials, autotests, hill-climbing and drag racing, though for some reason sprints have been omitted. Sensibly, Leyland are offering bonus payments in cash or alternatively entrants can collect from Leyland ST at Abingdon parts of their choice available from stock up to double the bonus cash value at current retail prices, including VAT, which sounds a good deal.

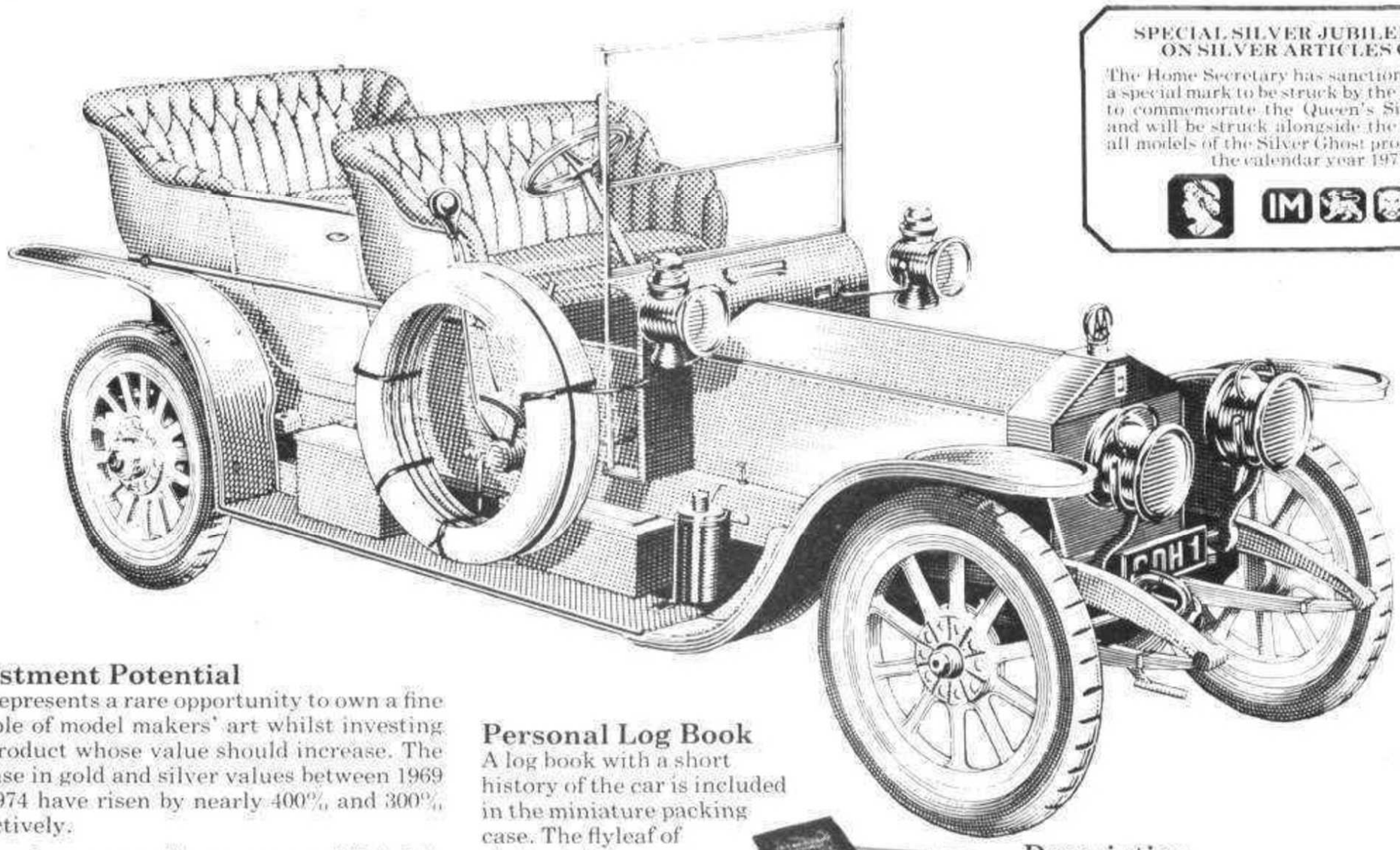
The Leyland Motorsport Bonus Scheme comes at a time when the Ford Motor Company has shelved its bonus scheme, an encouraging thought for potential Leyland users.

Overall, the 1977 Leyland Motorsport programme appears well balanced and contrived. We hope that it remains free of last year's false starts and wish Leyland every success. British motoring sport needs their involvement to stem the lack of variety caused by Ford saturation.—C.R.

Announcing the issue of a limited edition of

A Silver Silver Ghost

Solid Silver scale models of the 1907 Rolls Royce 'Silver Ghost' – one of the classic cars of all time – are now being made in Hatton Garden by Investment Models. The replicas are 7″ long and are being produced for connoisseurs in a *world-wide* limited edition of 1,000.



SPECIAL SILVER JUBILEE MARK ON SILVER ARTICLES ONLY

The Home Secretary has sanctioned the use of a special mark to be struck by the Assay Offices to commemorate the Queen's Silver Jubilee, and will be struck alongside the hallmark on all models of the Silver Ghost produced during the calendar year 1977.

Investment Potential

This represents a rare opportunity to own a fine example of model makers' art whilst investing in a product whose value should increase. The increase in gold and silver values between 1969 and 1974 have risen by nearly 400% and 300% respectively.

An American commodity company published in 1973 a study in which they predicted that the known world reserves of silver will last only 13 years, taking into account population growth and higher living standards, indicating a long term uptrend in silver prices.

Discovery of Dies

The 'Silver Ghosts' is one of a series of models created from historic dies discovered in an English Hertfordshire barn and are made from individually cast pieces. After assembly, the replicas following checks for detail, will be mounted on plinths of French old church marble with solid silver nameplates.

Personal Log Book

A log book with a short history of the car is included in the miniature packing case. The flyleaf of the book is inscribed with the model number, guarantee and registration details of the owner.



Individual Number Plates

The number of the model, together with the owner's initials, will also be cast onto the number plate before the replica is hallmarked – as a guarantee of purity – by the London Assay Office.

GDH 1

Description

Material: Solid Sterling Silver or 18ct White Gold. Length: 7″ (180mm). Height: 3¼″ (85mm). Width: 3″ (72mm). Size of Plinth: 8″ x 4″ x ½″.

Limited World issue of 10 only in 18ct White Gold

Ten exceptional and extremely valuable 'Silver Ghosts' are now being made in hallmarked solid 18 carat White Gold. Mounted on a French old church marble plinth, these replicas numbered 1-10 are available to the first ten applications received. A guarantee indicating that the replica forms part of a restricted edition will be included in the case.

INVESTMENT MODELS

To Investment Models, 88 Hatton Garden, London, EC1, England (where a model is on display) Telephone: 01-405 8058
Every order will be acknowledged, with model number allocated.

Please accept my order for

☐ Solid silver 'Silver Ghost' in the number range 2-1000 at £650

☐ Solid 18ct white gold 'Silver Ghost' in the number range 1-10 at £6,000

Please despatch to:

Name _____

Address _____

_____

_____

_____

I enclose £ _____

The initials I wish to have cast on the number plates are: ☐

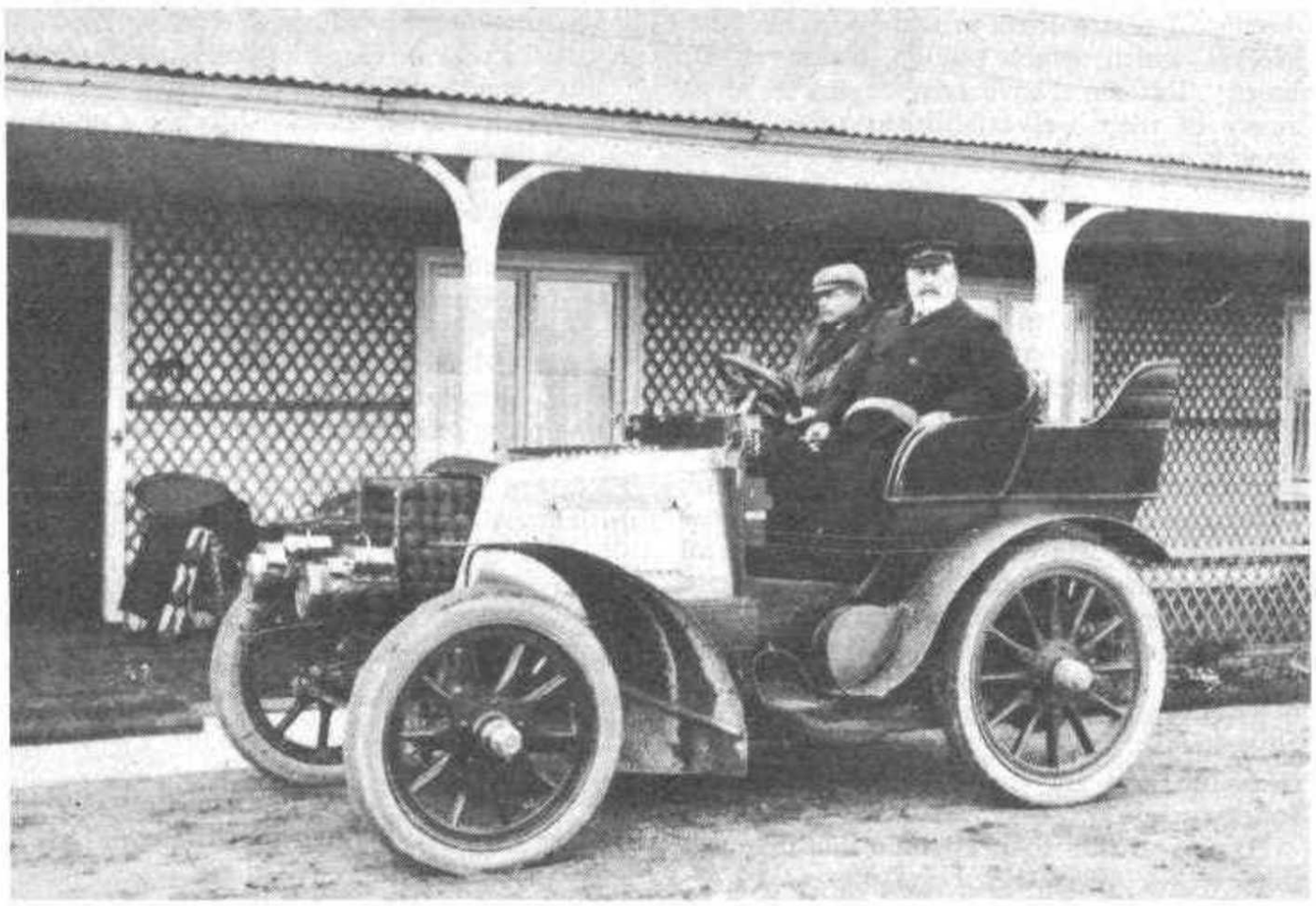
I understand that the numbers allocated will be in strict rotation as orders are received. If the edition is fully subscribed, I understand my money will be returned.

Allow up to 10 weeks for delivery.

Signed _____

Date _____ MS

Book Reviews



Lord Montagu of Beaulieu, father of the present Lord Montagu, driving HM King Edward VII on his new 24-h.p. Daimler in 1902, on the occasion of the visit of the Royal Yacht to Buckler's Hard, as described in "Royal Daimlers" by Brian Smith, reviewed on this page.

"Royal Daimlers" by Brian E. Smith. 455 pp. 9½ in. × 7 in. (*Transport Bookman Publications Ltd., Syon Park, Brentford, Middlesex.* £10.00.)

This is an important addition to one-make histories and a significant and unique book in its own right, because the author, who is President and Historian of the Daimler & Lanchester OC, was graciously granted permission by Her Majesty Queen Elizabeth II to consult the Royal Archives at Windsor Castle and at The Royal Mews, Buckingham Palace Mews when compiling material for his book. He also had much help from members of the Royal Household in London and at Balmoral and Sandringham, and HM Queen Elizabeth, The Queen Mother, also graciously assisted. Thus, much new material and accurate reporting make "Royal Daimlers" an outstanding contribution to motoring history. Incidentally, the author is a Solicitor and Notary Public by profession, and the owner of some fine Daimler motor-carriages by inclination. His ability to sift ancient and important documents and his enthusiasm for his chosen subject were thus assured before he embarked on his weighty task.

Having made the best possible use of this unprecedented opportunity, it would have been a disaster if "Royal Daimlers" had emerged in inferior print and picture. Fortunately, the publisher has made an excellent job of producing this big volume, with its great wealth of quietly-presented illustrations, reproductions of many historic documents, and its colour dustjacket. Indeed, there is just an appropriate trace of dignified remoteness about it all, befitting to a work of this nature.

"Royal Daimlers" may not appeal to all our readers, dealing as it does almost entirely with landaulette, limousine, and saloon-bodied cars, in which the last requirement was speed and performance as we know it. Yet the subject itself will be fascinating enough to draw, I feel, many of those who think only in terms of sports-cars, and the book should appeal especially to the older generation, who will discover so much British history therein reflected and find in the very generous quantity of illustrations and well-balanced, earnestly written text a joyous tribute to our Royal Family and its great heritage. Moreover, because HRH the Prince of Wales had his first taste of what the motor car could do before the turn of the century, with three Royal Daimlers being delivered in the year 1900, and because Brian Smith has been able, from the Royal Archives, to correct false impressions and put right errors that have existed for so long in connection with the obviously-popular subject of how Royalty was introduced to the horseless-carriage, his book must be of vital interest to all motoring historians.

It has been reported that King Edward VII proclaimed that he proposed to make his country motor-conscious and cause every gentleman in the land to take the motor to heart. So, from the start, there was a close association between Royalty and motoring and "Royal Daimlers" records it all. Some may find the intimate descriptions of an endless succession of stately Daimler limousines and shooting-brakes, etc., tedious. But for those who care it is all there—listed specifications, details of colour and fittings, even complaints made by the Royal customers down the years to the chassis-maker and the coachbuilders, about faults; faults that had presumably to be rectified quickly and entirely free-of-charge! In fact, even the prices paid by Royalty for their special kind of motoring have not been shirked by this industrious author. The Daimlers used on The Royal Tours Overseas are naturally fully dealt with.

The book abounds in dignified chapter headings, learned footnotes, and is complete with an Appendix listing 106 Daimlers built for British Kings and Queens, from March 1900 to 1970, a long bibliography, and an index. Other makes besides Daimler are mentioned where appropriate and while a little of what appeared in an earlier book on Royal motoring that was published in 1962 is naturally repeated, "Royal Daimlers" is complete in every detail, and the finest possible coverage of its subject. With Brian Smith's other book about Daimler cars ("The Daimler Tradition", 1972) this illustrious make, which seems to me to have had almost as much prestige and serviceability as the Rolls-Royce, is admirably recorded. I found the instructions to Royal chauffeurs and their conditions of employment, the legal aspects of Royal motoring, the personal preferences expressed by the users of these great, silent Royal Daimler carriages, reports of incidents, and the many other such details that Mr. Smith has worked into his unique book, quite fascinating. There is an interesting picture on almost every page, and some are quite new, a few being lent by the Royal Archives, with the Queen's permission, and when it is realised that the span of this history runs from 1896, through two World Wars, to the present day, the scope of the book is apparent. I was intrigued to find that in later years Royalty did not scorn ordinary production-type Daimler Conquest and Century saloons for Household use and that King George VI had a 1950 Special Sports DB18 Hooper d.h. coupé in 1950. I was disappointed not to meet the pre-1914 Napier shooting-brake alleged to have been used at Sandringham by the King until it became the chassis of Sir Alastair Miller's Brooklands Viper racing-car (if the legend is true) and I had hoped for more detail relating to the accident which befell HM Queen Mary when her Daimler was hit by a lorry and overturned in Wimbledon in 1939, although her own picture is included of the damaged car being retrieved. (Thanks to a reader, I seem to have more information about this unfortunate incident than the author and cannot resist placing it before you—see page 259.)

But I must add that the cost of repairing other damaged Royal cars, the prices paid for new Royal Daimlers, the part Sir Malcolm Campbell tried to play in providing the King with armoured cars during World War II (of the wrong make), and many other intriguing details are set out in this irresistible book. The author even has a very well-written chapter devoted to why the Daimler eventually slipped from Royal favour (with Rolls-Royces substituted) and he concludes with Her Majesty Queen Elizabeth II's collection of Royal cars and the whereabouts of others. Nothing quite like this book can ever happen again. To those who hold British Royalty in esteem it will be a most welcome link between the regal past and the stormy present.—W.B.

"Aircraft of the Royal Air Force since 1918" by Owen Thetford. 640 pp. 8¾ in. × 5½ in. (*Putnam & Co. Ltd., 9, Bow Street, London, WC2E 7AL.* £8.50.)

I have reviewed every one of Putnam's excellent aviation histories that I have seen,

because I regard them as admirable reference works, which every public library should stock. Putnam's have now begun to revise many of their well-established titles. This book is one of these revisions, now in its sixth edition. I am delighted to see that the former high-grade glossy art-paper is retained, to give the best reading that Monotype Baskerville type can provide. The book runs from the Airspeed Oxford to the Westland/Aerospatiale Sea King helicopter, with a long Appendix covering further RAF types, and it has been updated to include new types, from the Hawker Siddeley Hawk, etc., to missiles such as Hawker Siddeley's Dynamic's XJ 521, etc. A feast of data, photographs, and three-view drawings, this is a very valuable record of all the aeroplanes used by the Royal Air Force since its formation on April 1st, 1918. They are arranged alphabetically and there is an Appendix covering those civil aeroplanes impressed for RAF military service during 1939-1945. The scope of this splendid book is emphasised by the 6½ pages which the Index occupies.

Having written that, I would like to add a rider to the effect that I am pleased to see these Putnam's Aviation Books appearing again, and I hope soon to be reviewing Harald Penrose's final volume of his scholarly four-volume history, "British Aviation". And I would say that the value of such works as Putnam's "British Civil Aircraft" was brought home to me again the other day when, having at last got hold of a copy of that rare and out-of-print but so-readable "Airymouse" (Penrose's account of his return to flying with a twin-cylinder biplane, later rejuvenated by fitting a pre-war 55 h.p. Lycoming engine), I wanted to ascertain, from its identification letters, the make of this obviously-delightful light aeroplane. Taking down the appropriate volume of "British Civil Aircraft", with its 540 photographs, it was the task of a moment to discover that Penrose had enjoyed the skies, and watching bird-flight, from his Currie-Wot, built in 1958. So I am delighted that Putnam's are up-dating these invaluable volumes—and will someone now please re-issue "Airymouse" (Vernon & Yates, 1967) and Penrose's equally-delightful "No Echo in the Sky"? W.B.

* * *

Putnam's (see above) have issued "United States Navy Aircraft since 1911" by Gordon Swanborough and Peter M. Bowers in a second edition, up-dated, copiously illustrated, and including gliders and airships. This beautifully-produced 546-page book costs £10.50.

"Viva Alfa Romeo" by David Owen. 271 pp. (*Haynes Publishing Group, Sparkford, Yeovil, Somerset.* £7.95.)

I would have thought that with so many good histories of Alfa Romeo already published, led by Peter Hull's standard work, there would be no-one likely to write or publish another. But David Owen has done this, perhaps encouraged by the excellent supply of hand-out pictures available from Alfa Romeo in Milan. This lengthy book, in small print, inevitably covers well-documented history but it has the merit of devoting considerable space to the later Alfa Romeo models, and it concludes with a table of model-specifications running from 1910 to 1976. Incidentally, there is a new picture of one of those clockwork P2 Alfa Romeos that we have been discussing recently and Owen reminds me that these were made by the Excelsior Shock-Absorber Company; I see that he claims they are now worth £300. W.B.

"Turbocharging and Supercharging for Maximum Power and Torque" by L. J. K. Setright. 127 pp. 9¼ in. × 7 in. (*Haynes Publishing Group, Sparkford, Yeovil, Somerset.* £3.95.)

The prolific Setright has turned his attention to two subjects here, one out-moded, the other topical. Supercharging for production cars and most racing engines is dead, but there was a time when Mercedes-Benz, Austin, Lea-Francis, Alvis, Stutz, Bugatti, Alfa Romeo and others listed catalogue blown models, and when superchargers such as the Berk, Cozette, Powerplus, Zoller, Marshall and Arnott, etc. were popular in the land. Turbocharging is another, current, matter. The well-established technical author deals with both, in a useful survey; but most of his historic illustrations are from well-used archives, largely Mercedes-Benz. There is a photograph new to me, of the 1924 GP Fiat, which was a failure with a Wittig compressor but successful with a Roots supercharger. Setright calls this Fiat engine "the most influential in the entire history of motor racing", which may well cause controversy—its twin-cam head enabling supercharger pressures to be best exploited is owed to Peugeot and Miller, for example. This is a useful book for the student, with an ample supply of diagrams and graphs—but I do not see how a conventional air-cleaner will stop the screw detached from a carburetter-butterfly being sucked into an engine, and wrecking the supercharger.—W.B.

* * *

Complementary to the book reviewed above is a big soft-cover discourse by Fred Puhn on "How To Make Your Car Handle", in other words how to meet increased performance endowed by a tuned, supercharged, or turbocharged engine, with safe road-clinging. This comes from H. P. Books, Box 5367, Tuscon, Arizona 85703, for 4.95 dollars, plus 50 cents postage.

* * *

The Haynes Publishing Group, address above, have a series of manuals about tuning and servicing different makes of carburetters. The first issues cover the Stromberg CD and the SU, to 1976, and each costs £1.95.

* * *

If any follower of modern competition events has been so short-sighted as not to obtain the celebrated "FIA Year Book of Automobile Sport—1977", this comprehensive and essential 760-page "yellow book" is available from Patrick Stephens Ltd., Bar Hill, Cambridge, for £5.95, for which you get not only all the data you can possibly require but 193 photographs and 200 drawings.

* * *

Page & Moy, 136-138, London Road, Leicester, LE2 1EN, have issued their annual "Brochure of International Motor Tours, 1977" which contains a wealth of detail, not only about their motor race tours ranging from the £25 trip to Le Mans and £58 visit to Monaco to the £545 Japan/Hong Kong Tour, but plenty about the circuits, cars and drivers as well. It is available free, on mention of MOTOR SPORT.

CARS IN BOOKS

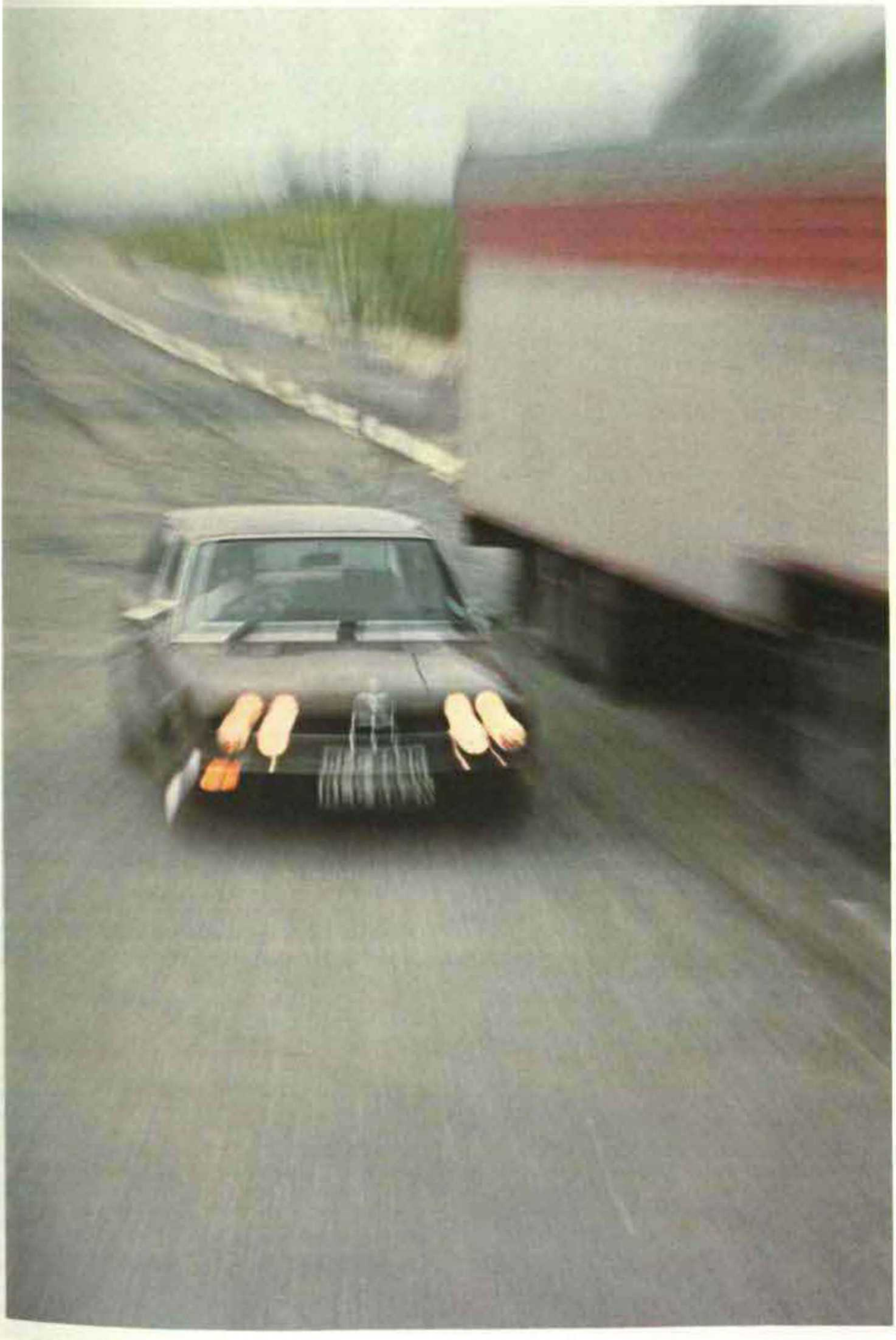
THERE ARE some motoring items in "Just Within the Law" by Henry Cecil (Hutchinson, 1975) but the author, although admitting that he used to write legal articles for *The Autocar*, *The Motor*, and *The Light Car & Cyclecar*, for £3 per piece, in the 1920s, does not disclose the make of car, which he was using to drive to Brighton County Court with such a load of books in its dickey that, when a rear tyre burst, he thought these prevented it from overturning, and probably saved his life. Another publication this author wrote for, again in the 1920s, was *The Great Highway*, the Clyno house-hournal; I wonder whether any present-day Clyno owners have seen a copy? Another motoring item is a reference to the 1929 Armstrong Siddeley sun-roof saloon that Judge Leon (as this author was) bought for his parents in 1930, driven at first by a chauffeuse. The dealer who supplied it said it was in perfect working order but a re-bore was soon required.

The only motoring reference I discovered in "Oxford In The Twenties" by Christopher Hollis (Heinemann, 1976) was of Alastair Graham owning a two-seater car that accommodated a third passenger in its dickey, wherein Claud Cockburn often used to ride, with the lid shut on his curled-up form to protect him from the rain. To identify that one you must perhaps find a car with a spacious dickey-seat; but as Graham was a cousin and friend of Evelyn Waugh's I find myself wondering whether the car might not have been a Frazer Nash, with the seat in its boat-like stern mistaken for a dickey?

The only motoring reference of note in the new biography about John Galsworthy, a sad life of the famous author of the "Forsyte Saga", by Catherine Dupre (Collins, 1976), apart from the fact that Galsworthy gave dinners at the (Royal) Automobile Club during the First World War, is that, in the 1920s, Arnold Bennett used to turn up at Bury House, where the Galsworthys were then living, in a great Rolls-Royce, although he apparently realised that he ought not to be seen dead in it.

I wonder what became of the "shabby Rolls-Royce" in which Ethel Mannin rode when she was in Moscow in 1935—her travel books I find bearable, unlike her novels—as referred to in her "South To Samakand" (Jarrolds, 1936)? Later, on this adventurous journey, the authoress travelled in small open charabancs, of which one would like to know the makes. They were probably Fords, but whatever they were they had running-boards, which dates them, and when a Ford car was hired it is described as "shabby and old", though possibly a Model-A; it took the travellers into the mountains of Caucasus. No doubt aviation followers would have liked to know the kind of aeroplane in which Miss Mannin and her Russian-speaking girl-friend flew on an internal flight in the Soviet zone and in what machine she returned from Moscow to Croydon, *via* Berlin, in 1935—presumably a Junkers?—W.B.

Road-grabbing Formula 70 can handle all the horsepower your car's bred to deliver.



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Race and rally-bred for performance.

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Formula 70 muscle comes in an ever increasing range of sizes and your specialist Formula 70 Centre can advise you on all the fitment facts and figures for your car.



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The Graunchy Grippers



WHERE THE SILVER GHOST ONCE LIVED.—Rolls-Royce Motors acquired the historic, original Silver Ghost from Mr. Dan Hanbury's family, in 1947. *It was found at their residence, Malwood House* (1892), *at Minstead near Lyndhurst. The house is now an Electricity Board headquarters but for a short time last month it became a haunted house, visited by a well-remembered Ghost, when we took this picture. . . .*

ANOTHER GHOST STORY

THE ACCOUNT I wrote last October about Mr. S. R. Southall's two-owner 1920 Rolls-Royce Silver Ghost tourer having been well received, I thought we would say a little more about these motor-cars. Particularly as this is the 70th Anniversary of the RAC-observed 15,000-mile trial of the original "Silver Ghost", a very impressive assembly of Rolls-Royce cars will be inspected by HM The Queen at Windsor on May 7th, among them many Silver Ghosts, and it was 100 years ago that the Hon. C. S. Rolls, the person who brought the Royce car to commercial fruition, was born. What better, then, than to go for a ride in the original "Silver Ghost", one of the best-known and beloved of Edwardian cars, which has been so carefully refurbished and kept in sound running-order by Rolls-Royce Motors?

In more recent times all the side-valve 40/50 Rolls-Royce cars have been loosely referred to as "Silver Ghosts". Strictly, however, there is only one 40/50 entitled to use the famous name. It was given by Mr. Claude Johnson to the 13th such R-R chassis, built to Royce's latest six-cylinder formula at the Manchester factory in 1906. It was chassis no. 60551, thought to have been shown on the R-R stand at Olympia in November of that year. Claude Johnson, the General Managing Director of Rolls-Royce Ltd., gave a number of special names to individual R-R cars, but "The Silver Ghost" was the car he chose to really publicise the new 40/50-h.p. six-cylinder model, not only by having a handsome, rather sporting, Barker Roi-de-Belges body put on the chassis, but by allowing the car to proclaim its name, for it was painted in aluminium (silver) paint and the lamps, radiator, and other metal fittings were all silver-plated. Thus came into being a Rolls-Royce with a prefix that was to be the basis of that used for many subsequent production models, right up to today's Silver Shadow, which is selling so strongly at a time when other motor manufacturers are in the financial doldrums.

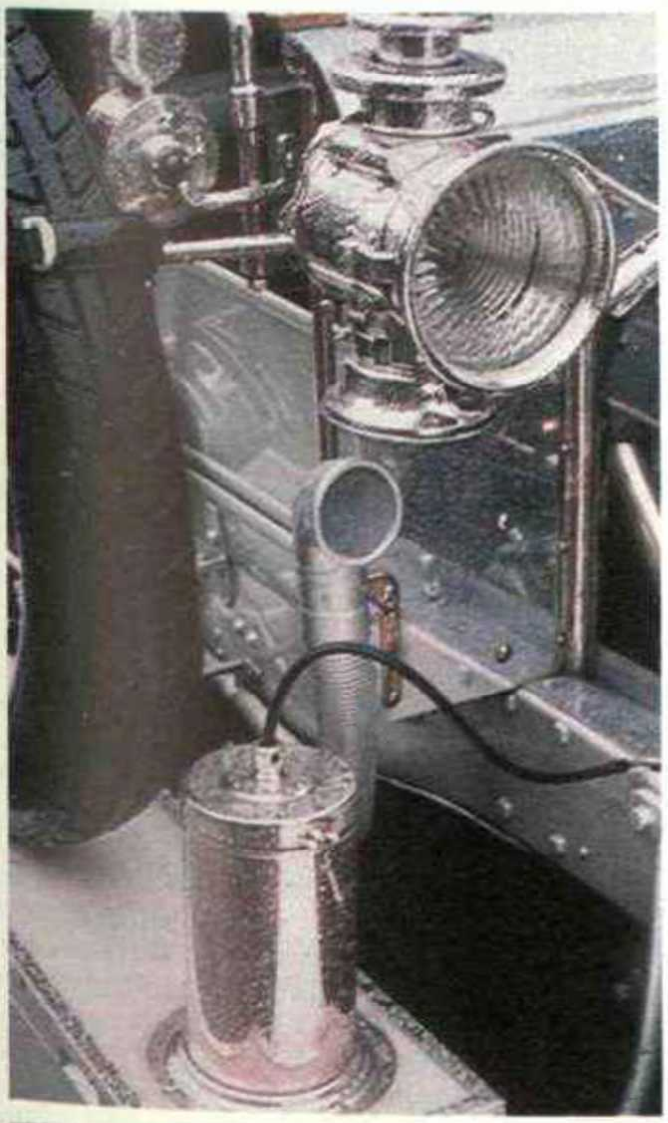
The 1906 Silver Ghost, which was to achieve so much fame the following year, lived up to the second part of its name by its quiet running, which was quite remarkable at a time when so many other big Edwardian cars had noisy engines, growling or whining gears, and rattling bodywork. Henry Royce had worked gradually towards near-perfection in his products, with unobtrusive functioning as one of his major aims. The 1906 40/50-h.p. model reached the highest peak he had achieved to date, and was also a notably reliable car, beautifully made, with the closest attention to impeccable detail-work.

However, even the best car needs bringing to the attention of the buying public. Claude Johnson had a great gift for bringing this about; later Rolls-Royce PR men, such as Millard Buckley and the present, popular Dennis Miller-Williams, have a great heritage to follow up. It was Dennis who responded immediately when, knowing that the Company's Silver Ghost—THE "Silver Ghost"—had been down at Beaulieu as an important exhibit in the RREC/NMM Silver Jubilee Exhibition, had to be brought back to London, I asked if I could ride with him. It was arranged that the trailer should be left behind and that we should journey down to Hampshire one January evening and return in state the next morning in the famous Silver Ghost. Having tried recently a 1920 40/50 Rolls-Royce and now the 1906 Silver Ghost I am following the perhaps controversial point made by the authors of "A Vintage Car Casebook" (Batsford, 1976), when they remark that the end of the First World War was, for Rolls-Royce, "the insidious beginning of the downward path". Note, though, that even these hyper-critical writers agree that during the life of the Hon. Charles Rolls the 40/50 Rolls-Royces were "without question the best cars available at the time" (Rolls died in an aeroplane accident in 1910).

The car I am now concerned with has had an illustrious career. Indeed, it is almost too confusing to quote all the special performances and stunts that Johnson thought up for it, and which it completed so exceptionally well, culminating in the great RAC-observed 15,000-mile run, 14,371 of them without an involuntary stop (after which the petrol-tap shook itself shut). Had "The Silver Ghost" been in private service it would not have required any attention at all at the end of this strenuous trial, which involved covering over 400 miles every day (it was, naturally, locked up on Sundays). But Johnson had the RAC strip the R-R's mechanicals down. So little wear was found that the Rolls-Royce was restored to brand-new condition for the sum of £2.2.7 (incidentally, 1907 labour charges were 2/2 an hour). All these performances have been well-documented elsewhere, so I will just say here that, after having established a great reputation for itself and the Rolls-Royce Company in 1907, the car was sold in 1908 to Mr. Dan Hanbury, who was a gentleman who travelled about as a Rolls-Royce Visiting Inspector. He apparently used the car almost daily until the war. What hap-



WET RIDE.—Dennis Miller-Williams and the Editor out in "The Silver Ghost" on a modern Motorway, using it as one would an ordinary car.

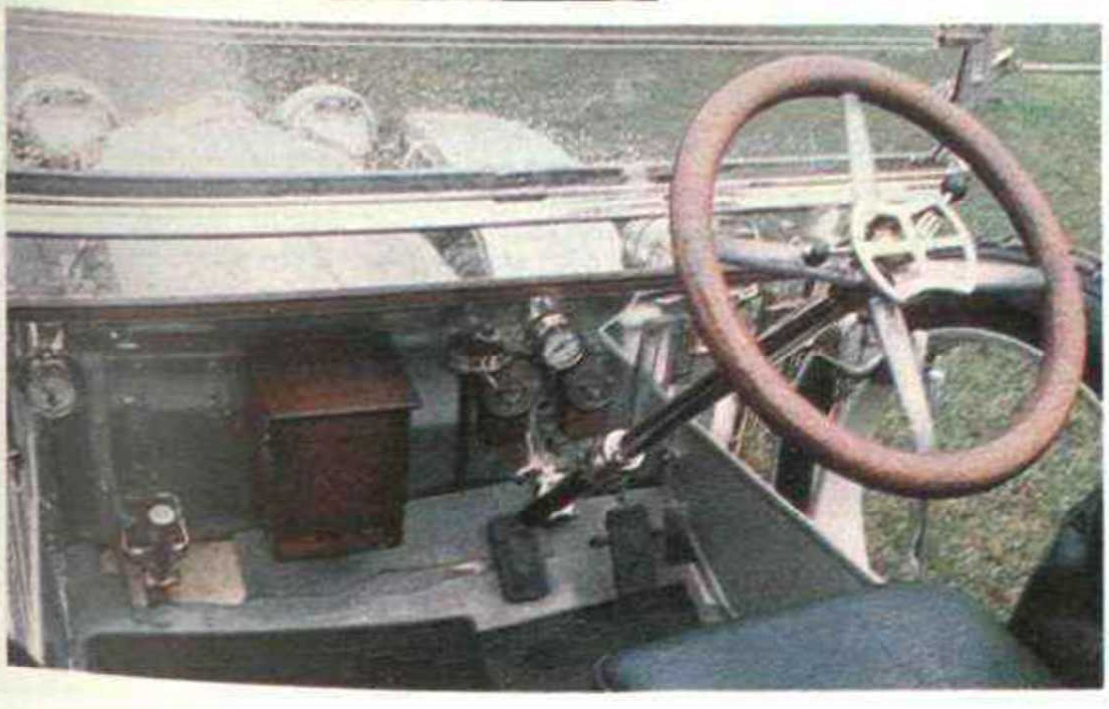


pened after that is obscure. But in 1947 the Silver Ghost was still in the service of Mr. Hanbury, who was then living at Malwood House, Minstead, near Lyndhurst. It was then that his son-in-law, Air-Marshal Sir Alex Coryton, asked R-R for some parts for it. Alas, Mr. Hanbury died before these could be supplied and, when Rolls-Royce realised what an heirloom this 41-year-old 40/50 represented for them, Mr. Hanbury's heirs were persuaded to part-exchange it for a new car. By that time it was thought to have run some 500,000 miles.

At first this by now rather badly deteriorated Silver Ghost was dealt with cosmetically. But later it was restored to running order, with the idea that it would enhance Rolls-Royce prestige still further if it could be used on appropriate occasions, the vintage and veteran movement being by now in full swing, especially if it were maintained in everyday usable condition, like any modern Rolls, rather than put away as a pampered museum pet. The story of what was done, when, and to what extent, is another involved story, of which R-R Motors have a full record. Stanley Sears was asked to advise on the restoration and H. E. Griffin of Haywards Heath did the first coachwork resuscitation. The renowned R-R London Service Department at Hythe Road tackled the mechanical side, and subsequently Hooper, Jack Barclay/Park Ward, Dunlop, and Great Western Radiators have been among those who have contributed to restoring, and maintaining the health of, this original Ghost.

It must be remembered that the total mileage is coming up to an estimated 600,000 and that this 71-year-old Rolls-Royce is used just as you might employ any Cloud or Shadow, if you didn't object to rather less performance and open bodywork. That the original engine is still in the car, which carries the correct AX 201 registration, and that until recently the leather upholstery was original (the seats have since been retrimmed in green hide), is pretty remarkable; it is not always appreciated that the bright parts are still silver-plated. The specification embraces the early-size twin-block 114 × 114 mm. (7,046 c.c.)

DETAILS.—Left : *The ornate sidelamps, gas-generator, Cowley speedometer with clock, and snake-type bulb-horn of the* 1906 "*Silver Ghost*". Below : *The view of the controls as seen by driver and passenger and the rear compartment of the Barker Roi-de-Belges body.*







The rear-view of the Rolls-Royce "Silver Ghost" is that of a typically Edwardian hoodless touring car.

six-cylinder engine, with a c.r. of 3.2 to 1. The crankshaft has seven main bearings. This early 40/50 has the short-lived platform-type rear springing, which meant that the petrol tank, which holds 12 gallons, had to go under the floor of the back compartment. It also has the 4-speed gearbox with direct-drive on 3rd, which Royce soon scrapped because the indirect top gear was noisy. The ratios are 7.67, 4.51, 2.708 and 2.174 to 1. Reverse is 9.93 to 1. The chassis has a wheelbase of 11 ft. 3½ in. and weighs about 22 cwt., which the body and fittings bring to a 33 cwt. kerb-weight. When new you could buy these magnificent chassis for £985.

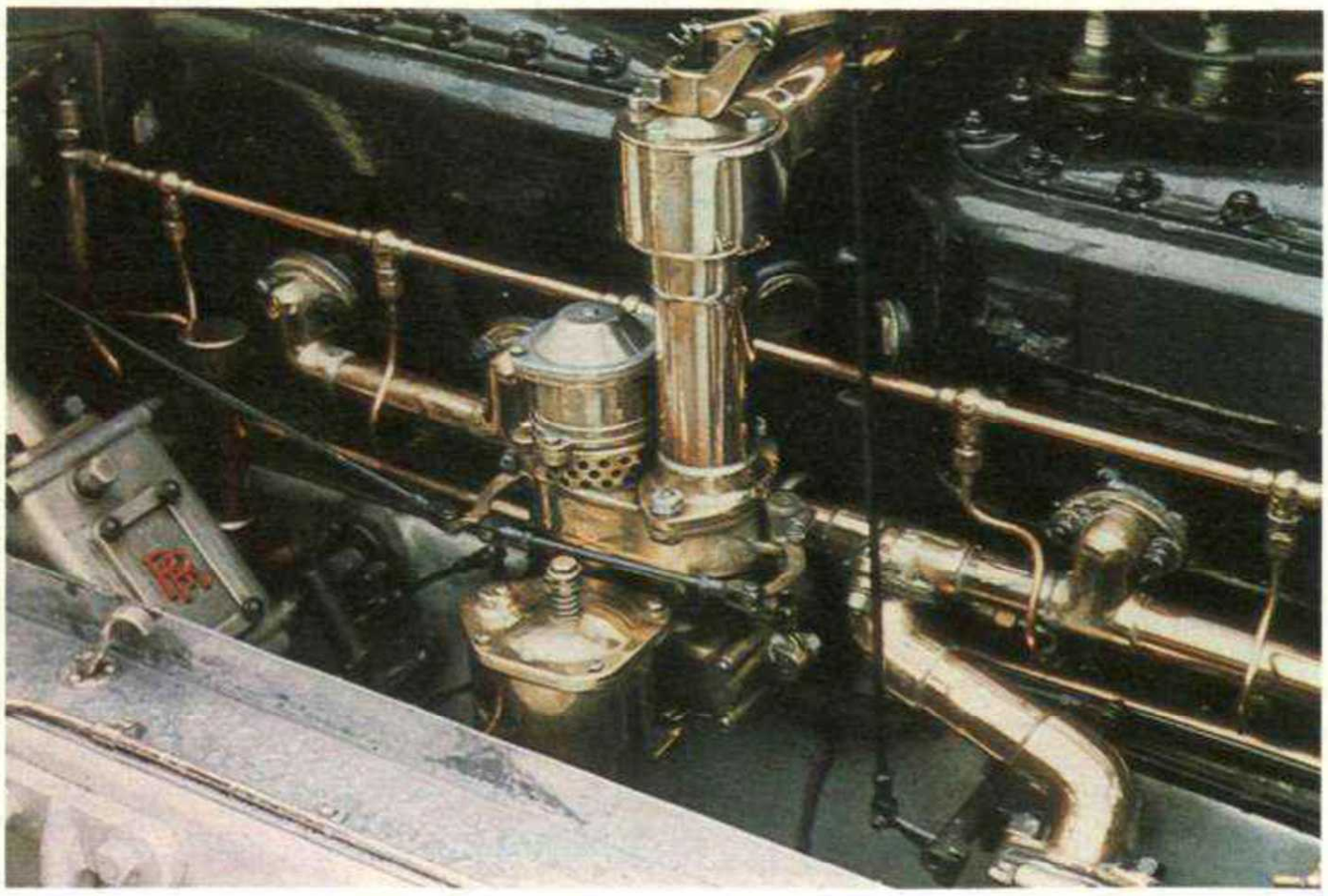
That was the motor-car which presented itself to us one wet January morning, as the doors of the National Motor Museum were opened. It was a shining sight, even in the dull light. Miller-Williams immediately set about the task of starting-up. The Ghost had been standing for many weeks, but was soon running, started on the handle this time, although 50% or more of the time this can be done "on the switch". Trying to forget the relentless rain without, I took stock of the motor-carriage that was soon to convey us to London. The highset headlamps, beautiful in real silver remember, are Lucas "King-of-the Road" Projectors, fed from a big, plated gas-generator on the o/s running board. At one time these lamps were converted to unobtrusive electrics, but this has since been deleted. However, it is not the practice to use AX 201 at night—a Ghost in the dark seems too alarming. The sidelamps bear an inscription "The Bedford Patent. C. S. Rolls & Co.", and have bevelled glasses. An oil lamp suffices at the rear. The car now runs on 895 × 135 Dunlop Cords, the present set in use since 1961. These tyres are now on detachable rims; originally they had to be forcibly removed from fixed wheels. The big plated hubs carry the inscription: "Rolls + Royce". A plate on the n/s of the scuttle says: "Rolls-Royce Ltd., London & Manchester" and gives the car no. as 551. To this has been proudly appended the statement: "Property of Rolls-Royce Motors". There is a r.h. accelerator. The driver has a snake-like bulb-horn and the front passenger is provided with a Desmo bulb-hooter—but Dennis' driving is such that I never made recourse to it. A big AA badge adorns the radiator-cap and 20-Ghost and RREC badges are displayed—a nice recognition by the present-day R-R Co. of the value to it of good relations with such one-make organisations.

The big engine of the Ghost does not idle in silence, is indeed rather noisier, I think, than that of a good vintage Ghost. But quietness is relevant and where this car is so outstanding is in comparison with others of like age. There is no mechanical rattle or whine, and on the move the engine does become as near as no matter silent, where other Edwardians might groan and vibrate and emit tappet-chatter. The gears *are* almost inaudible, apart from the o/d top, and even that is quiet against the shrill scream of many vintage indirects. Obviously a post-WW2 Rolls should be quieter, for there is scope for sound-damping and more coachwork to absorb noises. But ride for only a mile in this 1906 40/50 and you appreciate why it was king of the road in its day and age.

Following Dennis Miller-Williams over the n/s door, I looked at the instruments and controls. Above the unsupported upright steering column is the big, 4-spoke wheel, with its polished wooden rim. Above that is the famous control cluster—with two levers, clearly labelled FAST/SLOW and EARLY/LATE, and the GOVERNOR. The last-named is eschewed by Miller-Williams, as it can either let the car get away with you or else the revs drop so low that you can stall in today's traffic frenzy—there was more leisure in which to pick them up, in 1906. Outboard of the driver's door, and between it and the spare tyre, are the plated gear and brake levers. The gear gate is unusual, as 1st is forward left but 2nd and 3rd positions are both down and back, "round the corner" from one to the other, with a short movement forward into o/d top; reverse is *between* bottom and o/d top. The hand brake operates the cable-applied rear-wheel brakes, which function more or less in silence. The foot brake is little used. It works on the transmission and is apt to bind in hot weather. Beside the spare wheel there is a Cowley speedometer reading from 10 to 80 m.p.h., with a little clock above it.

You sit high in a most comfortable arm chair, as a passenger in this Ghost, your task being to maintain 1 lb. pressure with a vertical floor-mounted bicycle-like plated air-pump, on the gauge that reads to 4 lb./sq. in. This needs constant attention and I am not surprised that during the 15,000-mile test, presumably after that petrol tap had rattled shut, a new automatic feed, apparently since scrapped, was installed. Next along the footboard is the wooden case for the two trembler coils, each in a hidden box of its own. Then come two

Continued on page 292



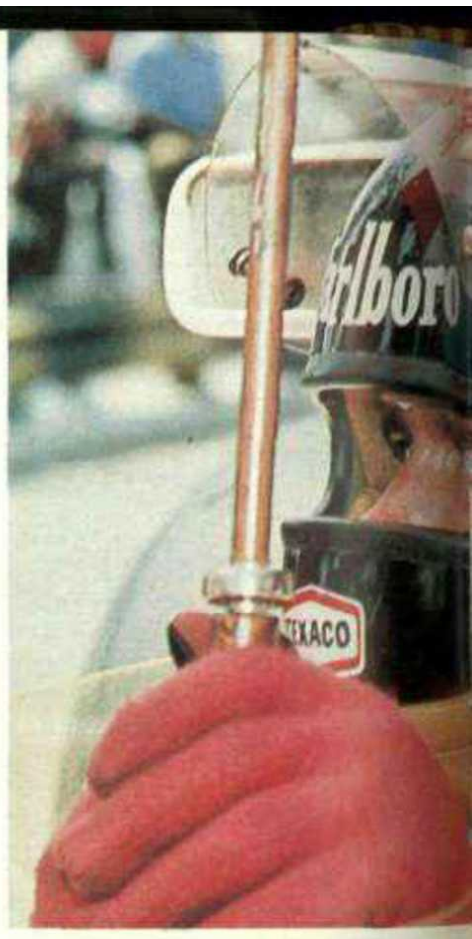
This view of the o/s of the Silver Ghost's 7-litre engine will be of interest to other owners of 40/50 Rolls-Royce cars, as showing the earliest type of Royce carburetter.



MIDDLE TAR As defined by H.M.Government

EVERY PACKET CARRIES A GOVERNMENT HEALTH WARNING





BRAZILIAN GRAND P

Regazzoni through the infield on t
on his way to his first Ferrari win
the McLaren's pit stop (*lower left*
coming up on the inside of Hunt
Lauda lasted out to finish third.
nose section knocked off in the
arrives in the pits for repairs (*botto*
dressed up and ready to go.





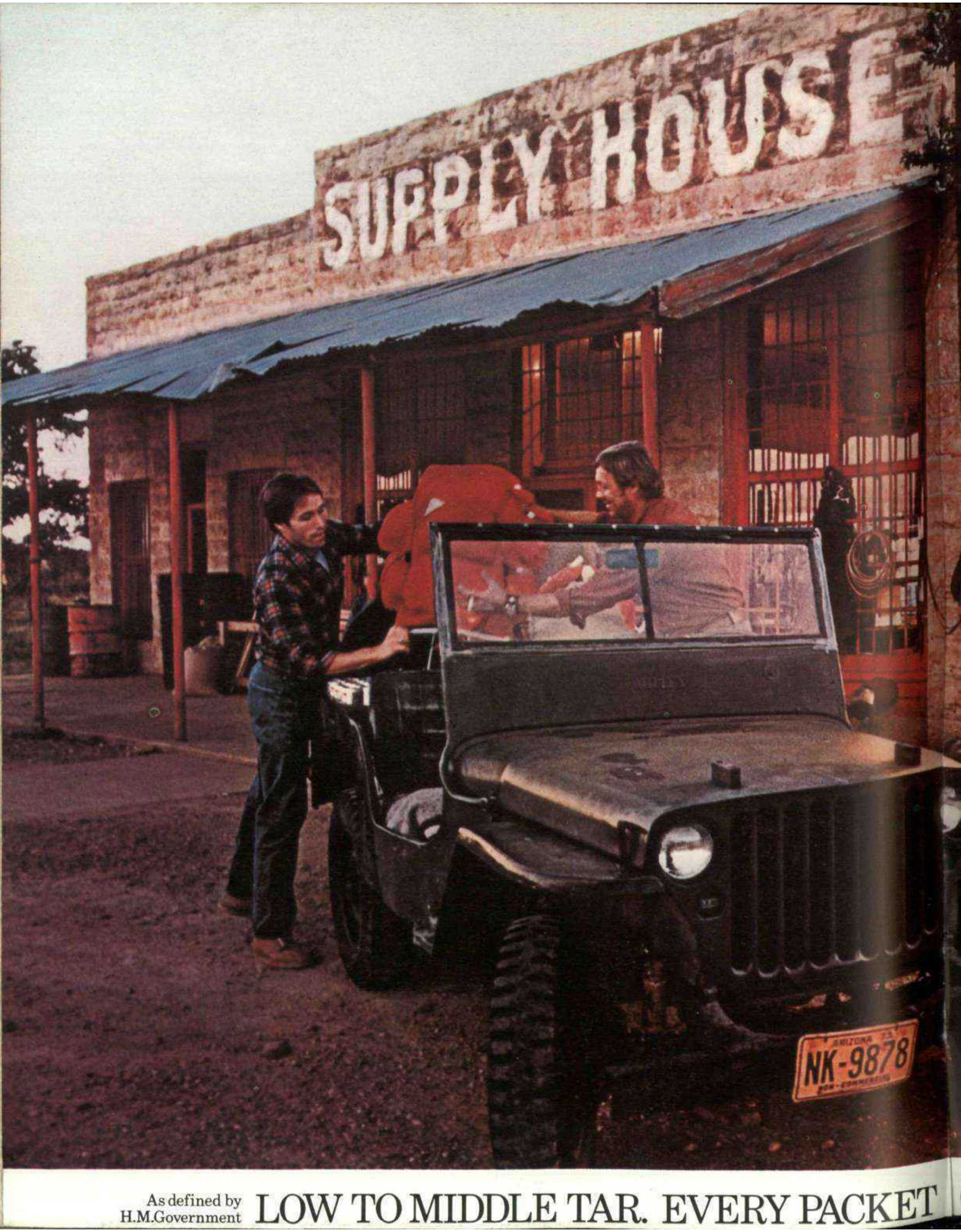
Top left, Reutemann leads Hunt, Mass, Andretti and lap. Centre left, Reutemann is seen pursuing Hunt before right, the start, with Pace (8) n the third row. Centre right, centre, Pace has just had his on with Hunt's McLaren and . Above, the World Champion



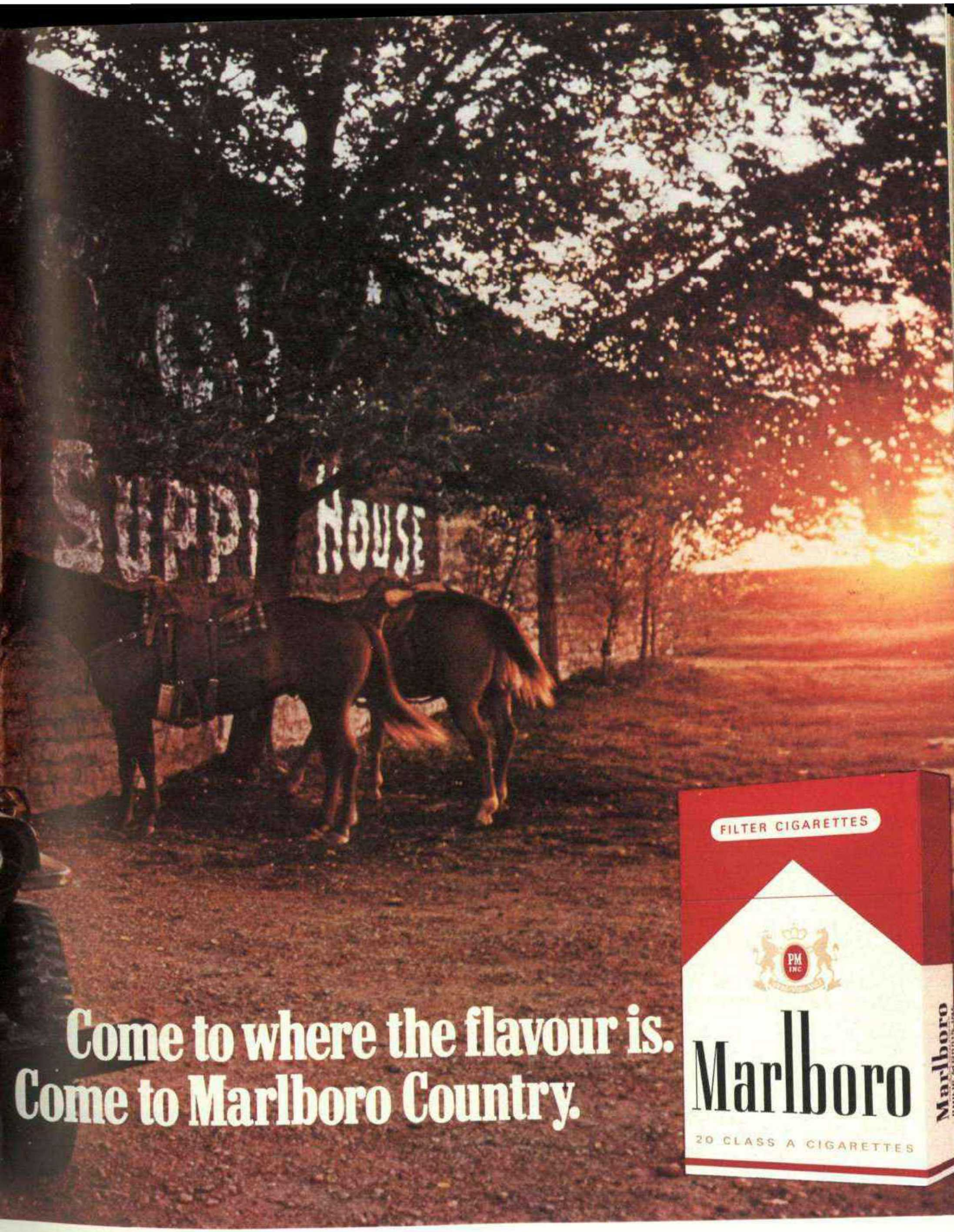








As defined by H.M.Government **LOW TO MIDDLE TAR. EVERY PACKET**



CARRIES A GOVERNMENT HEALTH WARNING.

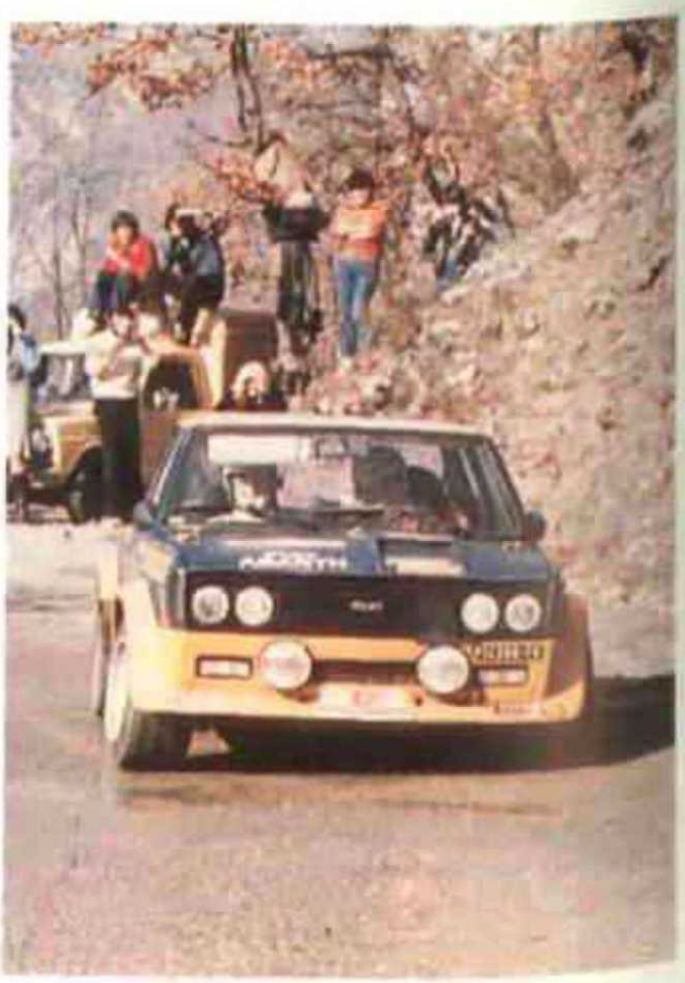




THE MONTE CARLO RALLY

Sandro Munari became the first man to win the Monte Carlo Rally three consecutive times when he took his works *Lancia Stratos* to victory in the 45th edition of the rally. With co-driver Silvio Maiga, Munari (*above*), now a four-times Monte winner, opposite-locks the Stratos over the Col du Turini (*above*). Second, after their three Fiat team mates and the two other works Stratos had retired, were Jean-Claude Andruet/"Biche" in a Fiat 131 Abarth, bottom left. A surprise result came from the team of Spanish Seat 124s: Zanini/Petisco (*left*) finished third and team mates Canellas/Ferrater fourth. Markku Alén/Ilkka Kivimaki in a works Fiat 131 Abarth (*below*) had an outstanding run, only to retire on the last night with a mystery breakdown.







Carlsson/de Jong saved the day for Opel with a Group 1 win for their Kadett GT/E.

RALLY REVIEW

HAVE YOU ever returned, many years after, to a place which you once knew well, which you liked immensely and which holds many dear memories for you? More often than not the experience is not a happy one and the anti-climax is so disappointing that you wish you hadn't gone back. I once made the mistake of returning to an RAF station where I had some memorable times many years ago and the sight of the weed-ridden apron, derelict hangar shells, crumbling dispersal huts, bare concrete slabs and sheep grazing on the once lovingly cared-for lawn above which the windsock used to flutter proudly made me sick with *hiraeth* and I vowed never to damage pleasant memories by making such a visit again.

It was very nearly the same with Monte Carlo this year. Once the mecca of motoring people the world over, Monte Carlo was the home of a fine motoring adventure, albeit to some no more that a somewhat risky way of journeying to winter sunshine on the Mediterranean. The Monte Carlo Rally, once a giant among its counterparts and the goal of every motor sporting aspirants, is sadly no longer on its pedestal and the atmosphere in Monaco at rally time this January was lacking so much in the vital sparkle it always had that it reminded us in a way of that visit to the derelict but once bustling operational airfield.

Monte Carlo is anything but derelict, of course, as is the rally, but for all its 168 starters this year the interest among professional teams has unquestionably declined. The reason is painfully obvious: the reactionary organisers still believe that the event is its own attraction and that it is so self-generative of publicity that nothing need be done to promote it. Alas, they are so wrong. Other rallies have long since passed the Monte both as providers of adventure as well as sport and many now quite rightly believe that other events, Safari and RAC in particular, are far better publicity catchers.

It is very satisfying to be on the top rung of the ladder, but although it takes effort to get there it takes an equal, if not greater, effort to remain there, and that is what seems to be missing. The organisers seem to think that because they were once the greatest, they will always be the greatest and that is a tremendous error of omission.

Of course, the organisers have plain, straightforward geography against them, for the South of France was once a very distant objective indeed for any traveller, whereas now it can be as common a destination as Bognor, Redcar or Tenby. Lapland, Kenya, and Morocco, for instance, have far greater appeal to those who seek a little adventure and exotica mixed in with their rallying and the Monte Carlo organisers should try to meet these counter-attractions with some new ideas, particularly if they can reduce costs as well.

For the British, whose proud pound might just buy a beer in Monaco, the Monte Carlo Rally is very expensive, and this has a lot to do with the steady decline in the number of British entries to the present rock-bottom of 1977 when there wasn't a single GB plate to be seen.

There was one English person taking part, Yvonne Pratt who was co-driving Finnish girl Marketa Oksala in a French-entered Alpine-Renault A310 but even she rallied under a Kenyan competition licence.

Among the factories the main contenders were Lancia, Fiat and Opel, but the teams of Polski-Fiat, Skoda and Seat were also there, two cars from the latter team taking meritorious third and fourth places when only two cars of the first three teams named survived to the end of the Rally. Their Spanish drivers were Zanini and Canellas.

Opel, after what can only be described as a disastrous 1976, even though the efforts of privateers provided them with an enviable championship position behind Lancia, had an equally disastrous Monte. The Kadett of Nicholas retired with piston failure even before the end of the non-competitive concentration run, and the similar car of Röhrl after just a handful of stages when its cam followers broke up.

This left Lancia and Fiat, and although one cannot blame either team for issuing strict tactical instructions to their drivers (they are part of the same group after all) it did render the Rally considerably less interesting.

Lancia was left with one car when Pinto's Stratos broke its engine and Darniche was put out more forcibly when a non-competing car turned left immediately in front of him, right across its rapidly approaching bows. He was making a most expeditious departure from the town of Gap at the time, after a tyre change which took far longer than it should and which ate considerably into the Frenchman's section time—hence the rush.

Of the Fiat drivers, both Italians, Verini and Bacchelli, retired after creditable performances, leaving the Finn Markku Alén in the works 131 Abarth and the Frenchman Jean-Claude Andruet in a similar car entered by Fiat France to remain as point-chasers for Fiat, whose goal this year is the World Championship for Makes. Munari was fairly safe in the lead, but both Andruet and Alén were more or less evenly matched, with the latter perhaps just having the edge over the former.

However it did seem that neither was to have a free rein, for after the half-way stop in the longest leg of the Rally (15 stages) Alén, who was ahead of Andruet, seemed to slow down. It was quite out of character, particularly as he appeared to be on good form, and when he was reported to have stopped for no apparent reason on at least two stages, his car still very healthy. One could only assure that he was driving under orders. When that leg ended, Alén was just one second ahead of Andruet, and when he began the final leg (nine stages) after a night stop and beat Andruet by four seconds on the first stage it didn't seem to be appreciated by his team.

But on the second stage, the first of two passages over the famous Col du Turini, Alén's Fiat stopped with what appeared to be a mysterious petrol problem and his rally was almost over. He coasted backwards down to the start, a procedure which was highly irregular and for which he was disqualified, but among the spectators at the start the Italians outnumbered the French and when they protested violently whilst chanting "Viva Markku" they had no chance but to let him go, nor he any chance to do otherwise. But the mystery trouble struck again and he was left to find his own way back to Monte Carlo.

For Munari it was his fourth Monte win and the third in succession, the best performance ever recorded in that event. Fiat scored championship points for second place and were well satisfied and Seat were cockahoop with their third and fourth and will doubtless be seen oftener in the future. Opel will no doubt spend some time on further engine development before they reappear.

As for the event itself, all we need say in conclusion is that it would sadden us a great deal if it were to continue its downward trend. A revitalised Monte would work wonders for the sport and we trust that this is what will happen.—G.P.





THREE SIGNIFICANT snow rallies took place in February, two in Finland and one in Sweden. The Marlboro Arctic Rally, formerly the Tunturiralli, which was based at Rovaniemi in Finnish Lapland took place on and around the Arctic Circle. With snow banks often six feet high and an abundance of all manner of forest tracks which can be ploughed for use as special stages, the area is ideal for rallying, but the organisation of the event isn't particularly sparkling and there were many timing problems. In Northern Sweden, for instance, into which the rally crossed for some stages, incorrect times were the exception rather than the rule. The snow banks prevent serious damage to cars going off the road, but they are so retentive that crews often have to spend long digging and pushing sessions (*above*) in order to get away again. Unexpectedly, for the Saabs were considered favourites, the rally was won by Ari Vatanen in a works Ford Escort RS1800. A week later came the second qualifier of the 1977 World Rally Championship, the Swedish Rally, run in conditions just as snowy but far colder (about −25° C) than during the Arctic Rally. Saab, Fiat, Toyota and Opel came together for this one, and competition was the most fierce we have ever seen on this event. Run in two loops over the same route, it provided surfaces of snow and ice in the first but deeply rutted tracks for the second, often with the ice worn away to the gravel. Consequently many cars were losing the studs from their tyres in the second leg and then slithering about helplessly when the going became ice-bound again. Fiat put in a tremendous effort with three cars, the star performer being Markku Alén from Finland, but many small problems dogged the team and the best placed at the finish was the 131 Abarth of Simo Lampinen in fourth place. Outright winner was Stig Blomqvist in his 16-valve Saab 99EMS (*below*) followed by Bror Danielsson in an Opel Kadett GT/E (*left*).



The Golf GTI

A superb 110 m.p.h. VW



A large front spoiler, black, wide wheel arches and wide alloy wheels distinguish the impressive Golf GTI. Its 1,588-c.c., Bosch-injected engine packs 110 b.h.p. into this little projectile (see below).

THE ART of civilising the high-performance engine reaches new heights of excellence as each year of increasingly regulation-bound motoring passes. Jaguar have taken such high-performance concepts as an overhead camshaft V12 and turned such engines into perfect units for limousines. Ford have 240-plus horsepower competition engines of 2-litres that will scream with rage along a forest road or tickover at a reliable albeit clattering, 1,000 r.p.m. or so, and still be ready to give clean power. Leyland score heavily with a simple s.o.h.c. 16-valve unit that combines city manners with 120 m.p.h. performance to delight the enthusiast. The Germans have the idea of a smooth punch from smaller power units well to the forefront of their priorities these days and they have joined the game with an additional sophistication: the fuel-injection sub-2-litre engine. I cannot recall a British manufacturer (or any other nationality of manufacturer on the British Market) who offers this feature on smaller engines, which is a shame for the Germans have built up a store of knowledge that has left the latest Bosch Jetronic-induced BMW, VW and Opel engines with power to spare and perfect manners.

However, there is an irony in this case. "Our" GTI Volkswagen Golf variant was a bit of a baddy. When I took it over there had been phone calls warning that this one wasn't representative, especially in performance. VW claim 0-62 m.p.h. in 9 sec., and 113 m.p.h. top speed. We were told "our" car had disgraced itself with 108 m.p.h. and 0-60 in 9.6 sec., which is still faster than any mass production 1600 that I can recall.

Priced at £3,372 in the UK, the Golf GTI comes only with left-hand drive. In the same area of the market are Ford's RS2000 (£3,729); Leyland's Dolomite Sprint (£3,833) and Opel's Kadett GT/E (£3,320). Only the Dolomite is made in Britain, though the Opel is converted to RHD here, if required.

Frankly, the VW comes out of such comparisons very well. Although it is only 1.6-litres compared with the 2.0-litre capacities of those rivals, the performance is very similar to all save the Dolomite Sprint, which is a quick car by any standard. Once you have accepted that it is left-hand drive the rest of the equipment is first class in conception and use.

I detailed the specification of both the injected Scirocco and Golf in the September 1976 issue, so I will repeat the outstanding points. The engine has new pistons on the Heron head principle and Bosch K-Jetronic fuel injection. Maximum power is 110 b.h.p. at 6,100 r.p.m. and 101 lb. ft. torque is developed at 5,000 r.p.m. Peak r.p.m. are controlled by a rev-limiter at 6,900 r.p.m. on this nearly square (79.5 by 80 mm. stroke) engine of 1,588 c.c. A normal warranty is given with the car, which retains a four-speed gearbox.

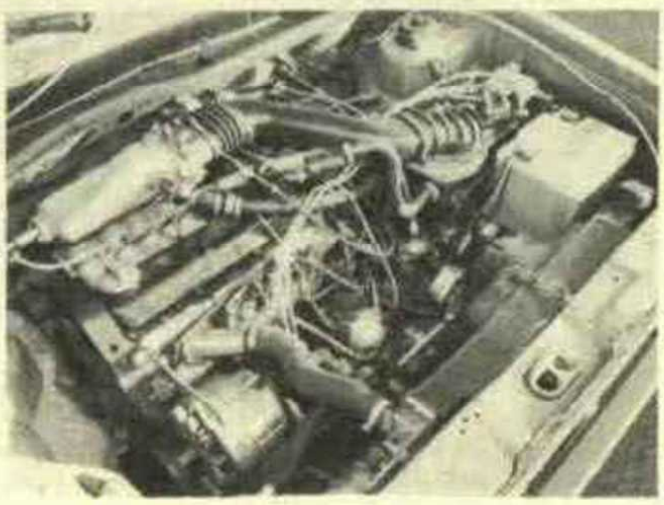
The chassis has comprehensive suspension modifications and 5½ in. alloy wheels. A larger front air dam and ventilated front disc brakes play an important part in keeping this bouncy Golf machine in play with little effort, as does an 86.8 lb. ft. torque reading, which stretches from 2,000 to 6,500 r.p.m. Inside the car has outstanding front seats from Recaro and a jazzy check cloth seat covering. A sports steering wheel is provided and there is also an oil temperature gauge, plus a central clock, which are mounted in that useless GM favourite site—low down on a centre console.

However all the description of changes made hardly prepares you for the well-mannered flyer that Golf GTI character is actually about. The seats had prepared me for a real boy racer's delight, but the car actually combines fun and efficiency in an almost frightening effectiveness within a small car.

With string back gloves whirling and teeth bared you can hurl the thing along greasy roads at simply incredible speeds on Pirelli CN36 SM radials. While the passenger flinches at the first corner, especially as he/she is on the "wrong" side, they soon share the driver's confidence in a vehicle that simply corners, stops and accelerates in a well judged harmony of components that are properly matched to each other.

The acceleration doesn't seem that surprising until you find that winding the Golf to 34 m.p.h. in 1st, 60 in 2nd and 87 m.p.h. in 3rd is bringing you the kind of performance found in 3-litre BMW saloons. However, you have no extra size to carry around, those excellently matched brakes and the agility of a 110 horsepower flea on your side! This of course leads to some disgruntlement on behalf of those who have paid large sums of money for their large cars, so it pays to demonstrate such abilities with restraint, though it is hard to stop laughing on some occasions.

Where VW's development engineers have also scored heavily compared with previous attempts to produce civilised small cars with



100-plus capabilities is on the noise front. Just under 4,000 r.p.m. brings the 70 m.p.h. speed limit up on the dial (which is marked in m.p.h.) and at this speed there is some wind noise competing idly with the crisp, but inoffensive exhaust and engine noise. Neither are at a level to be found in normal production saloons of this capacity, so the engineers have done a good job.

I said earlier that the efficiency was almost frightening. The first time I checked the fuel consumption, I just could not accept it, for the figure was 34.9 m.p.g. Well, it was not quite that good for the remainder of the test. I found on thinking a little more deeply that I had spent a lot of motorway time between 30 and 45 m.p.h. in 4th, crawling through fog, when that figure was recorded. However I averaged 28.3 m.p.g. with little oil consumed during one of the toughest tests we have run in recent years. Normally cars go through a routine week with one, or two people, but the GTI was with us over a long Christmas fortnight, and everyone seemed to thrash it mercilessly on every occasion.

There were no reports of any kind of trouble. The engine always fired up on the second turn of the key (utilising an automatic choke) and the gearchange remained lighter than most Fords despite its f.w.d. linkage, with no trace of the usual f.w.d. baulking. The brake pedal obviously had a lot more movement after 2,500 hard miles, but there was still that enviable front to rear balance with little of the locking-up tendency one might expect of a 15.9 cwt. car with generous braking capacity.

There are some snags that could be rectified easily. The first is the Hella light units which are not giving the output needed for such performance, especially in range. Secondly, there is the surprise that you cannot heel and toe, the centre console getting in the way, and thirdly there is the instrumentation. Here the problem is of scattering throughout the car, the normal water temperature and fuel gauges being awkwardly complemented by those centre console add-ons. Perhaps the answer would be a central auxiliary gauge binnacle on top of the dashboard, and the removal/simplification of the centre console to provide more foot pedal room?

Overall, a very impressive VW "hot-rod" that probably has a brighter future as a road than competition car.—J.W.

Letters from Readers

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

The Threat to Trials; Delamont Replies

Sir,

Having been weaned on the MCC classic trials I personally have as much sympathy as does your January editorial with the problems facing these events in the world today. On the other hand the RAC does have to adminster the laws of 1977 and no-one to my knowledge has yet produced any really compelling reason as to why these events should be given more favourable treatment than a special stage rally. Both in effect use the highway to proceed from observed section to observed section; both impose a similar work load on the authorising agency and practical experience suggests that both can be equally annoying to some local residents despite the plus factor from both of the pleasure given to spectators.

It is not appropriate to comment on behalf of the RAC as to the need for official control of motor sporting events on the public highway, Parliament has decided that control is necessary and the RAC is pleased to exercise that control in as sympathetic a way as the law allows. When control was instituted assurance was given to Parliament that it would be self-financing. In practice there has been an annual deficit as between receipts and the cost of the RAC's work. This has been met out of public funds and obviously the costs have been carefully scrutinised by the Ministry concerned. The recent steep increase in fees was the minimum needed to produce a balance. When the Motor Rallies Advisory Committee considered the way in which increased fees should be applied the RAC was among those who supported the idea of relating the fees to distance and the number of competitors. It is true to claim that as the MCC has several hundred competitors the authorisation fee may be as much as £1,000, but at the same time the charge per competitor will be exactly the same as for a rally of a similar distance. Many younger motoring clubs who concentrate their activities on rallying might be equally vociferous if the MCC were to be given favoured treatment.

If any political campaigning is needed it would be better directed at the extent of control and the setting up of separate agencies as is now happening in Scotland and which will inevitably increase overall costs.

RAC Motor Sport Division, London SW1 — D. H. DELAMONT, Director

Donington Nostalgia

Sir,

D.S.J. has unleashed a spate of happy memories in his article on Donington Park and its history from birth (MOTOR SPORT, Jan. 1977).

The original racing events were for motor cycles and three-wheelers as the track was only the width of a farm vehicle and in most places the surface was definitely of a sandy nature, and, as my scars bear witness, was a great help when vacating the saddle at the Hairpin, or Redgate Corners.

To the great credit of Mr. Shields who loaned the park and track, the untiring efforts of the ebullient Fred Craner, the Chairman, and members of the Derby & District Motor Club, we had cars performing there within three years, under the auspices of the RAC and its rules, for the good of all concerned.

Gone were the sports coat and flannels, polo-neck jersey and peaked cap worn back to front, *à la* Percy McClure, and others with their berets, we had to invest in crash helmets and expensive attire.

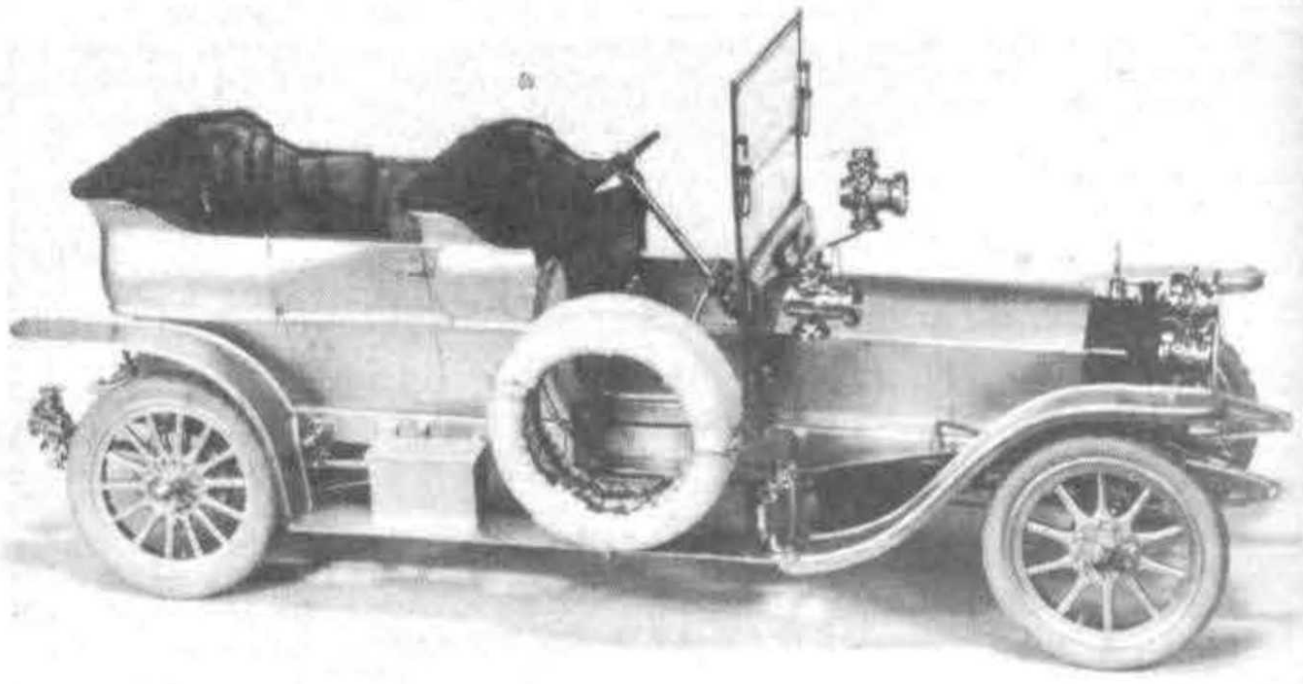
ANOTHER GHOST STORY

Continued from page 280

horizontal levers controlling extra oil to the sump and mixture strength, then the two switch-boxes for the magneto and coil ignition —there are two plugs per cylinder. Dennis normally runs on the magneto only. Above the ignition switch-boxes is the oil-gauge, reading from 5 to 20 lb./sq. in.—on this cold day it stayed at 15 lb. but otherwise it sinks to 13 lb. The cone clutch is propped out whenever the car is stationary for any length of time. Engaged, it lifts the car off under the adequate low-speed torque. Plenty of protection is provided by the big cranked screen (it was at one time a vertical screen), below which, from this lofty perch, the bonnet looks quite short, its multiple rivets, and the graceful outline of the classic R-R radiator, reminding you that you are aboard a truly classic example of the Best Car in the World. Another outstanding feature is the excellent ride, achieved by Royce's properly-applied spring rates, without need of shock-absorbers.

In deference to its age and its wooden wheels Dennis tends to keep the cruising pace, even on a Motorway, down to 30 m.p.h.—under 800 r.p.m. The Silver Ghost forges steadily along, however, in uncanny hush, and normal hills never bring it off the direct third-speed, or seem to hamper it. In its day it was timed at some 53 m.p.h. (also at 3½ m.p.h. in top) and it used to return anything from approximately 19 to 23¼ m.p.g. In 1970's traffic the Ghost consumes 2-star at the rate of about 13 m.p.g. It thrives on Castrol XXL or similar oil. We were treated mostly to torrential rain on our run back to Hythe Road and I wished for even a small "beaker of the warm sunny South", which is a better, more appropriate place, anyway, for an open Rolls-Royce, than England in mid-winter. One consolation was to see Concorde, flying above the M23—the best of Rolls-Royce power, 70 years apart! But it was a good, completely uneventful journey. And getting down stiffly, and very damp, at Hythe Road, there were respectful cries of "The Silver Ghost is back. . . ."

It is to the greatest credit of Rolls-Royce Motors Ltd., who are doing so very well with sales of the modern versions of the Best Car in the World, that they keep and maintain in good order this and other historic R-R cars. The 1906 Ghost has done all manner of runs, in America, to Scotland to re-enact all-on-top-speed demonstrations, into Europe at Common-Market-entry time, to Le Touquet, to the Paris Salon, to Club functions, for the purposes of TV and the film producers, etc. It is well-equipped for long-distance work, with tool-boxes and tool-cases in the conveniently-heighted running boards, an oil tank on the n/s, and that long-legged ghostly gait always willingly available from the 7-litre power unit, unless, very occasionally, fuel vaporisation calls a halt. Admittedly, there is no hood—Mr. Hanbury seems to have put one on, but it would be out-of-keeping with the correct 1906/7 appearance. It was a privilege to ride in this historic Rolls-Royce. More, I commend fully a man like Dennis Miller-Williams, who nonchalantly drives this £100,000 R-R heirloom through London in the rain, as easily as if it had the brakes and the handleability of the latest Silver Shadow. Rolls-Royce, Johnson and Hanbury would be *proud* of their Silver Ghost and the manner in which it is still used.—W.B.



SCALE MODEL.—After the Rolls-Royce Silver Ghost had successfully completed an RAC-observed 15,000-mile trial in 1907 Claude Johnson ordered three ¾-scale models of it. They were made by the Models Manufacturing Co. of Newington Causeway and today one is at the Science Museum, one is at the RAC, and one is in America.

Then came the aristocracy headed by Lord Howe, Royalty, by our three Princes, often seen in the Paddock talking to friends, and Prince 'Bira' who became a successful competitor and favourite of the crowds. Donington was firmly established.

Der Tag (The Day) 2nd October 1937 was the epitome of success for us all. The Donington Grand Prix, where the might of German motoring in the marques of Mercedes-Benz and Auto-Union had been invited to do battle as a spectacle for the British. The "outsider" won the race, young Bernd Rosemeyer No. 5 Auto-Union by patience and skill beat the impetuous Manfred Von Brauchitsch in his Mercedes who would have been supreme had he not persistently burst his tyres, accelerating. I was present when the great Neubauer, Mercedes Racing Manager, gave Manfred a lesson in race tactics after the event but we all cleared out of the pits when the huge neck of the Maestro took on the colour of deep red. He certainly pushed his luck as Manfred's uncle was none other than F. M. Von Brauchitsch, C-in-C of the German Army; that horrible little Corporal had not yet taken the reins and through his infamous conduct written FINIS to our days at Donington.

Chester W. R. CHAPMAN

Fun Motoring

Sir,

I write in reply to your editorial in the December '76 MOTOR SPORT concerning "getting the most fun" from fuel.

My definition of a fun motor car is a car which is crisp to drive, it excels in acceleration, braking, road-holding, etc. It extends my ego by responding precisely to my every wish. If it is economical, then I can enjoy this sensation more often. If it is also warm, dry and capacious, I am hardly ever restricted in its use. I would further suggest that if this car were impervious to rust and one can think in terms of a twenty-year life, that one has real economy in one's grasp.

Which brings us to the question of rigidity. Whilst the space frames you mention were adequate in their day, there can be no doubt that a monocoque construction provides the best strength/weight ratio for a car. It is a shame that the economies of mass-production restrict the major manufacturers to a primitive steel structure. However, a specialist car manufacturer is able to use what is arguably the most advanced structure ever used for a road car—the fibreglass monocoque. Let us straight away raise the strength aspect, as this is the point where somebody usually does. Why is it the general public will accept a fibreglass monocoque warship with a structural length of 153 feet, and yet raise an eyebrow at a car with a wheelbase of just seven feet in the same material? A simpler demonstration I use in the factory is to jump up and down on the roof. Perhaps I could try that on the editorial BMW?

So let us reconsider the fun car. Let us base it on a fibreglass monocoque of immense strength proved in eleven years of continuous production, impossible to rust and with no steel chassis to fret on. It will have low weight (inherent) and we will give it low frontal area and low drag. We now have the three basic requirements for high performance and economy. If we were to make it to accept without modification, parts from a high volume popular car, it could even be made cheaply at home from secondhand parts. Finally it should have accommodation for adults up to 6 ft. 4 in. and room in the back for children (with legs) up to about ten years. An opening rear door would improve the usefulness.

I make no pretence that I have just described the Mini-Marcos, and, yes, we do sell them. In fact we sell a great many not only in England but in the USA as well. I believe that the reason is that more people prefer the definition of fun car outlined previously to that of flapping hoods, dripping water, freezing elbows and no luggage space. I have enjoyed the glorious sensation of blasting through the rain behind aero-screens (MG PA) and dropped windscreen (Healey Silverstone), but they have no place in today's economic climate where one car must fill many roles.

Finally to return to fuel consumption. Perhaps you would be kind enough to outline the "rules" for your long-standing 60 m.p.h./60 m.p.g. target and whether it has been achieved, as 50 m.p.h./50 m.p.g. is already behind us.

HAROLD J. R. DERMOTT, B.Sc.
Managing Director
D. & H. Fibreglass Techniques Ltd.
Oldham

[There are no "rules" relating to the optimistic ideal of a normal sort of car able to achieve a genuine 60 m.p.h. and return a regular 60 m.p.g. in everyday driving. It is just a happy thought in the Editorial mind — or can a Mini-Marcos comply?—Ed.]

Personal Number Plates

Sir,

With regard to the so-called "emotive" subject of personal number plates: surely such egocentric and expensive follies can be dispensed with at a time when motoring costs are rising and cuts in public spending are of such extreme necessity.

Surely in the light of the recent bungling emanating from Swansea we should leave the so-called bureaucrats to implement the system that they are familiar with before we attempt to impose upon them further work, thereby creating total confusion and possible breakdown (nervous?) of the whole licensing structure and its servants.

We find it incomprehensible that the motoring fraternity, of which we are both members, can complain about severe rising costs of necessaries in order to enjoy and run a motor, whilst in the same breath propose added costs for a total unnecessary.

Tadworth JAMES HUMPHERY
A. O'SULLIVAN

Buying British is Cheaper

Sir,

For more years than I care to recall, I have purchased your magazine mainly on behalf of my son who is perhaps an even more fanatical car enthusiast than I am myself. When I tell you I was trained and worked in the Coventry car industry and have never lost my love of *real* motor cars, you will appreciate the point. I can even recall the time when drivers stopped on the roadside to assist one another!

I write to you now on two points both of which I believe are significant to enthusiasts generally. They concern BMW and TVR cars, *i.e.* one German, the other British. Over the years I have noted the regard you and your editorial colleagues have for the BMW marque. It happens to be one of only 7 or 8 makes, both British and Continental, which I would personally choose. Accordingly when the opportunity arose in June 1976 to acquire a 1972 model 2002 I did so.

Obviously I was already convinced, and six months of ownership has confirmed my original opinion except for one vital aspect —service and spares supplies. Generally servicing charges are far more expensive than equivalent British makes. Only other German cars such as Audi and Mercedes dare to apply skyhigh charges for work undertaken. The standard excuse, and *it is* an excuse, given both by BMW and any of their dealers in the UK is that the quality of BMW parts is so superior etc. etc. that the cost is both justified and reasonable, plus inflation and the low value of the £1 sterling to the Deutchmark. The exchange rate can only be responsible for *part* of higher costs.

Since June 1976 I have needed a petrol pump repair kit, a screen washer pump unit and may shortly require to change the water heater valve. New BMW prices are £12.02 for the repair kit including VAT, and around £15 each including VAT for the washer unit and the heater valve. A well proven British made repair kit costs around £1.67 and contains far more parts than the BMW kit, a good British screen unit is about £3 and a *complete* system can be had for around £6/£7. I was forced to buy the repair kit, otherwise a "dead" motor car, but I refused the extortion of the other items and obtained secondhand parts. Even here I had to pay almost exactly half new prices because all over the UK dismantlers are obviously aware of the "skyhigh" BMW prices and in my view are simply and quite legally "cashing in" on a difficult supply position. To sum up the BMW situation I feel—

1. You should be made aware of the invidious state which exists, and
2. Whilst I would accept as fair and reasonable BMW original parts at *twice* the price of equivalent British parts is probably justified, there can be no way in which prices more than 5, 6 and 7 times the British equivalent costs can be justified no matter how good the quality is reputed to be.

To illustrate the point, my last car was a Rover 2000 TC I kept for 6½ years. I had no trouble and the car was 9 years old when disposed of. The BMW pump failed after 4½ years. Had the Rover pump failed it would have cost £1.67, to correct. The BMW actually cost me £12.02 *i.e.* more than 7 times the British repair kit cost!

Now, the second point regarding TVR cars. With very great pleasure I report an experience with this car maker over the Xmas/New Year holiday period. My son purchased a 1972 "Vixen" S3 at Xmas time 1975. For almost 12 months he had no problem whatever, having covered around 10,000 miles during the year. On December 22nd 1976 the car was sent for MoT test

and because of its condition and his own care and work on the vehicle he anticipated no problems. It failed the test due to a knuckle joint fault on the nearside front suspension. Here was Xmas upon us and unbelievably his car off the road!

I took him over to the Blackpool works on the morning of December 24th where we were most courteously received by the few staff still on the premises, and the Company's *buyer* produced the necessary parts without doubt or fuss and charged for them at reasonable prices. The young receptionist produced a cup of tea as if out of a hat. Back home on December 28th we tried to repair the fault, had more problems and found we required a new wishbone. My son went back to TVR on December 29th using the BMW. Only one man was at the works but he found the parts required and even pressed in bushes for my son. We had the car back on the road later that day. Finally it was arranged my son should go back to TVR when the service people returned on January 4th to have camber angles checked etc. This he did. He was more than made welcome and the check was carried out with a minimum of fuss and cost, plus a lot of sound advice about the marque. I find it so refreshing that we still have at least one car maker who really does care about his customers even when a car is almost five years old, and at the worst possible time of year. With that sort of dedication from obviously the youngest employee to top management, TVR deserve to prosper and I most sincerely hope they do. Other makers please try to copy!

I hope the comments made will help other motorists and finally I must emphasise my son and I *did* firstly telephone the TVR works before we travelled to Blackpool on each occasion. It would have been unreasonable to have called on the off chance. I leave you to guess what marque my son is liable to stick with!

Preston C. H. V. SHEPPARD

The Future of MG

Sir,

There has been much talk, rumour and criticism recently in MG circles concerning the possibility of Leyland Cars discontinuing with the marque of MG.

However, their advertisement on page 199 of the February 1977 issue of MOTOR SPORT will throw the cat amongst the pigeons.

Could I ask that a knowledgeable personage at Abingdon comment, as far as is possible, on the proposed future of the marque of MG. Do Leyland Cars anticipate the discontinuance of the marque or envisage it continuing in another form, other than that of sports cars, or what?

Please print this letter so we may have an answer!

Heston, Middx. H. E. STAAL

Lauding Lancia

Sir,

As the accolades for the Alfa Romeo Alfetta have increased with experience (MOTOR SPORT, January 1977) it has become more irritating that no mention has been made of two successful cars which appeared between the Grand Prix Alfetta 159 and the modern Alfetta saloon: the Lancia Aurelia and Flaminia.

Both these models were celebrated for many of the same reasons which you express in your review, particularly the Aurelia in its Gran Turismo B20 version. The rear-mounted gearbox and clutch, engine-speed propeller shaft, de Dion-type rear suspension, and overmore an excellent floor-gear-change, have gone unremarked in road tests and in the company literature of the Alfetta. The equal weight distribution and neutral but exhilarating road-holding resulting from this pre-1950 design and now echoed in the Alfetta, were recently lauded in an *Autocar* road test (20th November, 1976). The tester concluded of Anthony Smallhorn's twenty-year-old example of the 6th series Aurelia GT B20 that "it would be difficult to fault the handling of this truly classic car". He also remarks approvingly of the (12-inch diameter) drum-brakes.

Considering the similarity of basic design, the remarks in your Alfa test and those of past and recent tests of the Lancias, it is surprising that so little comparison has been made. The Aurelia and Flaminia were widely appreciated cars, and in the early fifties, before many were imported to this country, the Aurelia enjoyed some outstanding competition successes. These were due not a little to its road-holding. It is true that neither of these cars were mass-produced in the modern sense. A total of 18,186 Aurelias of all types were built, of which 4,632 were the Gran Turismo B20. Several hundred of these cars appear in a forthcoming register for this model, many of which, such as the above 6th series and my own 4th series B20 are in daily and very practical use. My car has covered 24,000 miles in the last two years, including a return trip to Florence and several to northern Scotland.

One should also recall the more modern styling and engineering of the Flaminias disc-braked, comfortable, but sometimes rather heavy solutions to the same basic design. One must always recall the then outstanding and interesting 60-degree, V6 engines of these cars.

I hope the above remarks will, in the spirit of your magazine, help to give a more balanced picture of the Alfetta in the history of automotive design-engineering. When my Aurelia has appreciated enough I may even sample one for myself!

Horsham PAUL MAYO

Capri RS3100

Sir,

Regarding Mr. Tilsley's letter concerning the Ford Capri, published in the January edition of your magazine.

May I add to the correspondence but with especial reference to the Capri RS3100 model? Has any manufacturer ever produced a better "value for money" car than this, when the priorities are low initial cost; low running cost; high performance and very good handling?

The RS3100 cost under £2,500 in 1974; mine averages 26/27 m.p.g. and will do my usual Hampshire to Cornwall run at night in four hours at over 28 m.p.g. My best ever was 30.1 m.p.g. when driven less briskly. The consumption is checked regularly by averaging three full tank to full tank routines. The car has now done over 50,000 miles and is still on its original exhaust system with the exception of one of the smaller silencers, damaged after grounding. Other replacements include one set of tyres, one set of pads/linings, discs skimmed and the only really unexpected expense, a new alternator at £25.

Performance is still "more than adequate" though I have not done accurate checks recently. When at 6,000 miles it would return 0-50 m.p.h. in under 6 seconds and 50-70 m.p.h. in another 4 seconds. According to the Handbook Supplement for this model the top speed is around 130 m.p.h. although I've never exceeded 110 m.p.h. These figures are not adjusted as the error when checked on the clock at 50 m.p.h. was not significant.

Handling is precise, predictable and—on tyres with good tread—to a high order. One of the car's few shortcomings is a degree of discomfort over poor road surfaces.

If any of your readers have knowledge of the actual production figures, I would be very interested.

Wadebridge, Cornwall ROY HARVEY

A V8 Humber?

Sir,

With regard to the letter in February's MOTOR SPORT from M. Gregory, I am surprised that Chrysler UK should deny knowledge of such a vehicle since two, at least, examples did exist.

During 1967 as part of my apprenticeship with Chrysler, I spent some months at the Rootes depot at Labroke Hall (now Warwick Wright Motors, Barlby Rd., W10) and helped service a Super Snipe fitted with a Chrysler V8 engine and automatic gearbox. This I believe was operated by a member of the Rootes family.

About a year later I was completing my apprenticeship in the Development Dept. and at that time another V8-engined Snipe was being used as a support car trailing development cars to such test areas as MIRA.

Opinions varied on why these cars were built. Some said they were specials purely for the Rootes family, others that they were the fore-runners of a new model, but the idea had been shelved.

If Mr. Gregory requires any further details I could put him in touch with colleagues still with Chrysler who may be able to assist assuming the files still exist.

Staffs. A. S. CAMPBELL

Tailpiece



"Down Under" logic. [Photo: W. J. Darby.

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JAGUAR XK150S DHC. Excellent, refurbished exterior and interior. Finished dark blue, new grey leather interior, engine rebuilt. Not yet run in. Bills and full history available. One owner until late 1976. £2,750 o.v.n.o. Box No. 5307. (36131

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LOTUS ELITE "P" Reg. Red. Champagne trim, low mileage, tinted windows. One owner, £6,850 o.n.o. Holmes Chapel (Cheshire) 32074 (88431

1936 PACKARD Super 8 Limousine. Superb bodywork, lined in gold. Twin side mounts, jump seats, all leather trim. Original condition. One owner. £5,500. Aldershot: 850473. (36374

RILEY RMF 2½-litre 1953. Black, MoT to June 1977. Mechanically rebuilt 18 months ago and specialist maintained since. In daily use. Body now needs attention. Owner emigrating. Price £1,250. Phone: Bristol 500666 evenings, or write: R. Walker, 18 Southover Close, Bristol BS9 3NG. (36379

SP250 1962 "B" SPECIAL. Representative condition. Soft top (new), hard top (poor), complete new exhaust. Price inc. £150+ new spares + MoT for date of sale, £1,000. Crowhurst 522. (36375

VERITAS NURBURGRING Prototype: 1952 Bristol engine, 5-speed, spare parts, unique car for £4,000 o.n.o. De Cremer, 129 Au Madoux, Brussels, Belgium. (F64038

JAGUAR 340 Automatic, 1968. An exceptional car having only done 28,000 warranted miles, full service history, BRG, black interior. £1,350. Mike Elliott, 01-286 7151 (days). (36330

JAGUAR 420 G, 1970, BRG. Rust-free and immaculate in every way. £775. Mike Elliott, 01-286 7151 (days). (36330

JAGUAR XK140 FHC. An excellent car in sound condition throughout. Recently retrimmed and recellulosed. Reg No. NUB 140. £1,900. Telephone 01-286 6664 (office). (36330

JAGUAR XK120 Roadster. A well-known car. Originally modified for racing, including a D-type engine, C-type gearbox, D-type wheels, etc. Extremely quick, but a practical road car. In superb condition. Two owners last 18 years. £3,500. 01-286 6664 (office). (36330

AUSTIN HEALEY 3000 Mk. 3, 1965. Metallic blue/white, wire wheels, new upholstery, low mileage. £2,500. Crosshills (0535) 34322. (88487

DAIMLER MAJESTIC 1960. Reg. No. 1 EDV. 53,000 miles. Carefully maintained. Few rust patches. Offers. Ring 0803 23150. (89038

BMW 2002Tii. Nov. '72. 52,000 miles. Verona red. V.g.c. Dealer serviced from new. A thoroughly nice car. £1,450. Tel: 0480 890012 (88489

ROLLS-ROYCE 1929. 20 h.p. GLN 26. Chassis fully restored. Hooper saloon body with restored woodwork. New aluminium panels. Body ready for refitting. Requires full trim and paintwork to finish. Offers over £3,000. Write: Gordon, Milton Mills, Milton Abbas, Blandford, Dorset. (88480

1953 BRISTOL 403. Stripped ready for restoration. 100B engine requires overhaul. Also some engine spares. Offers. Phone: day Newtown Llantwit 2291; evenings Cardiff 67502. (88481

1949 MG Y-TYPE Saloon. Sunroof, sound, complete and original. Stored since 1966. XPAG 1,250 c.c. engine out at present for minor repair. Sensible offers please. Phone: Leyland (Lancs.) 33631 after 6 p.m. (88483

FOR SALE—continued

MARCOS 1600 GT. Almond, Sunroof, radio, etc. Superb condition after recent overhaul by specialists. Full history available. £1,400 o.n.o. Tel: Yoxall 472 720 (weekdays after 7 p.m. (88484

VERY SMART yellow Lotus Europa twin-cam, 1972, K-Reg, 12 months MoT. Just had virtual rebuild at Lotus. £2,000. Banks, Tel: Watton (North Humberside) 326 (037 755). (88485

1966 ASTON MARTIN DB6 Auto. for sale or exchange for DB5 in good original condition. Tel: Broxton 288. (36417

TVR VIXEN November 1971. Yellow, tinted glass, alloys, Pirellis, lovely car but must sell hence bargain at £1,000. Phone 041 (Glasgow) 639 5600. (36419

TR6 "M" REG. White, hard-top, O/D, one owner, low mileage, new tyres, immaculate. £1,895. (01) 947 1861. (36461

FERRARI "246" powered Fiat Dino Spider in red. "L" registered. 2.4-litre V6 (180 b.h.p.). 3 Webers, 5-speed ZF gearbox, limited-slip diff. Cromodoro wheels fitted CN36 Pirellis top speed in excess of 140 m.p.h. A very rare car in original new condition. 19,000 miles recorded. Gift at £2,250—finance available. Telephone 01-656 1911 (Croydon). (36462

PORSCHE 1600 Super 356. A 1958 two-seater speedster. Left-hand drive. 100 miles since body and mechanic rebuilt. Ferrari Red with new black leather interior. Chrome wheels. Very rare (just seven in France). For sale or exchange for a pre-war typical English Roadster or four-seater DHC or Open Tourer. For further details please write: Michel Brenot, 67 Rue de la Republique 69330 Meyzieu or ring (16.78) 31.54.64 France. (64088

SS/JAGUAR 1947/48. Almost restored at cost of over £1,500. Accept £2,350 o.n.o. Bournemouth (0202) 36091. (88748

1975 ALFA ROMEO 1.6 GT RM 5,600. White black interior. £2,500 (no offers) for this beautiful car. Cambridge (0223) 870 817. (88749

1953 LANCHESTER LEDA. Good condition in running order. 42,969 recorded miles. £600, offers. Tel: Bath 310951. (88750

MG ZA MAGNETTE 1955. Good original condition. Worth £1,000, open to offers. Phone: Uxbridge 34327. (88751

MORGAN 4/4 1976. 6,500 miles only. Immaculate black finish. Chrome wire wheels, brown leather trim with folding and reclining seats. Twin spots, reversing light. Dual servos. S/S exhaust. luggage carrier, outside door handles, rear bumper, tonneau and spare wheel covers, underseal belts. Perhaps the most immaculate example of this model available. £4,600. No haggiers. Call Dundee (0382) 74658. (88752

MG 1931 "M". Green. Original engine, metal, boat-tailed. Excellent condition, £1,950. West Burwash 438. (88753

1938 AUSTIN 10 in excellent condition. Runs well and has original log book. £700 or sensible offer. Stanford-Le-Hope 77668. (88754

1936 BENTLEY 4¼ Park Ward Saloon. Restoration started, not running. Very sound and original. Offers or exchange ultra-light aircraft. Tel: Spalding 66258 (office), Corby Glen 216 (home). (88755

SPARTAN KIT CAR. Almost complete, 1,600 c.c. GT Ford engine, all parts to finish. Genuine reason for sale. £1,150 o.n.o. Harry Thomas, Colchester 230420. (88756

ALFA ROMEO Giulia Spyder Convertible, 1967, LHD, 5-speed gearbox, 1600 twin-cam engine, MoT, excellent runner, £875. 01-693 7379 (36265

PORSCHE 1967, LHD, 130 b.h.p. engine, electric sunroof, 5-speed gearbox, radio, new drive shafts, battery and reconditioned exhaust just fitted. MoT. £1,950. 01-693 7379 (36265

DAIMLER 1951 Consort Saloon. 2,522 c.c. 63,300 miles. Two previous owners. Fine body and interior condition. Dark green. Not used since 1960. Kept on blocks in dry garage, now need space, any reasonable offer considered over £600. Tel: STD 049 887 304 or Whitwell (Herts) 304. (36530

1949 — VERY RARE Drophead Humber Super Snipe. Current MoT. Interior needs some attention. Nearest offer to £900. Tel: Hastings 51936 evenings. (36566

MORRIS 8 Series "E" 1939, 2-dr. saloon. Full history 90% restored, many spares. £750 o.n.o. Abbott, Holmer Green 2975 (Bucks.). (88982

1970 E-TYPE JAGUAR 4.2 FHC. Genuine 47,000 mile car. Primrose, black interior. Chrome wires. £1,850. Tel: Ruthin 3407. (88984

FOR SALE—continued

AUSTIN HEALEY "3000", 1960. 12,000 since rebuild. Colorado red. v.g.c. 12 months MoT. Hard/soft top, tonneau. First to see will buy. £1,900 o.n.o. Tel: 061-483 8105 (88776

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1972 LANCIA Flavia Coupe 2000. Must sell for fear of this future collector's car deteriorating, as a result of being off road. Needs slight attention. A give-away at £650 o.n.o. Tel: Belfast 59260 (88839

TR6 ROADSTER 1973 (M) Overdrive, radio, electric aerial, head-rest. White with black trim, recent new HR tyres. Good condition, well maintained. £1,425 o.n.o. Redditch 23630. (88841

FERRARI 250 GTE 2+2 Berlinetta Coupe. 99% rebuilt. £600 spent on engine, resprayed re-chromed leather Connollized. All mechanical work finished. Small amount of interior work to complete. Offers wanted. Owner going abroad. Ring: Oakwood Hill 412 (Surrey). (88842

LOTUS ELAN +2 S 130, 1973. Green/silver roof, radio, stereo, usual extras. Excellent condition. £2,450. Chester-Le-Street 886592 (Co. Durham). (88985

1937 FIAT "500" Topolino, last used 1967, complete garaged and re-upholstered but needs work and enthusiast. History, handbook and overhaul information. Some spares. Owner overseas, visiting UK March. Best offer over £200. Telephone: Bristol 691422 (evenings). (88986

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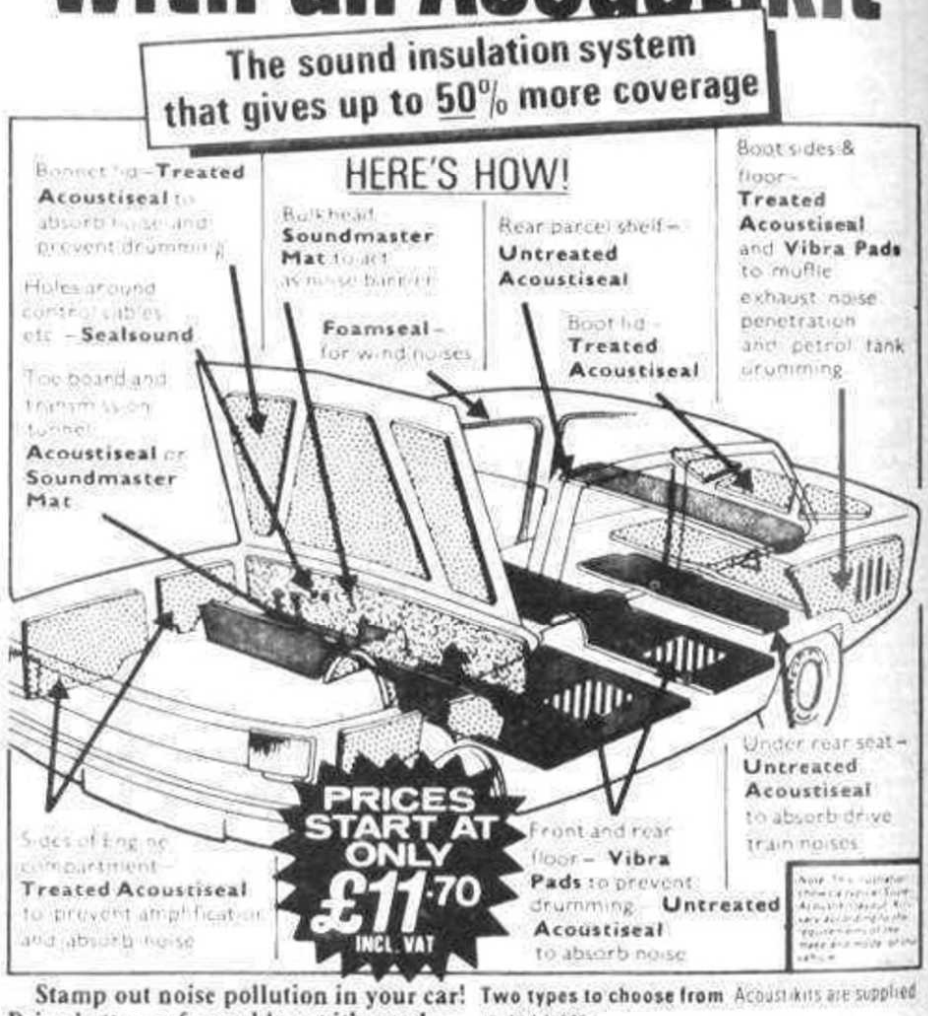
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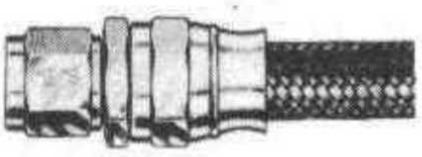
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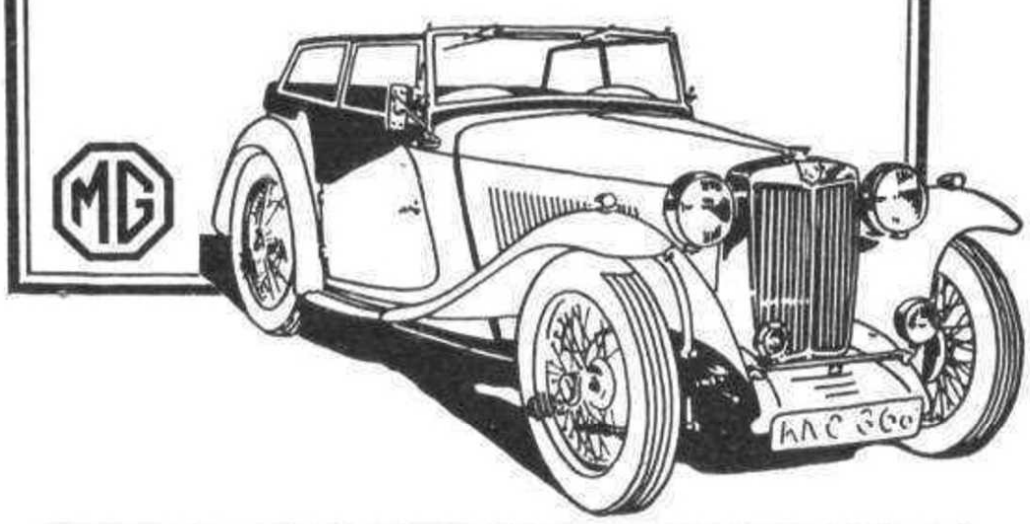
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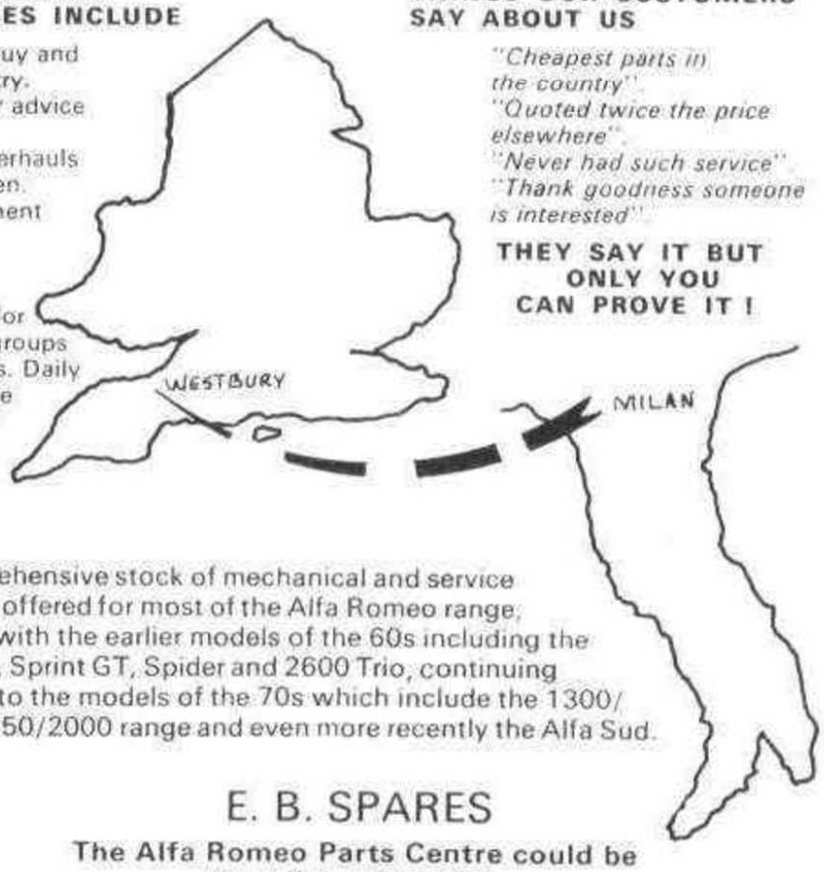
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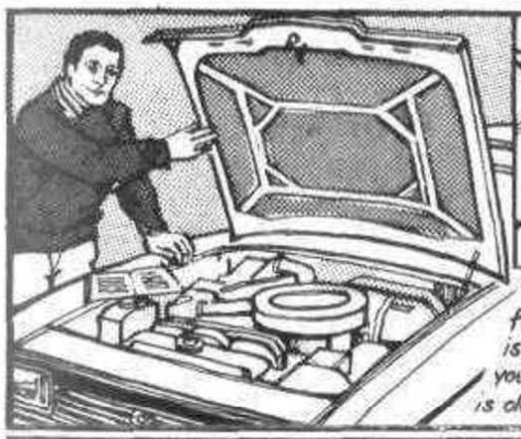
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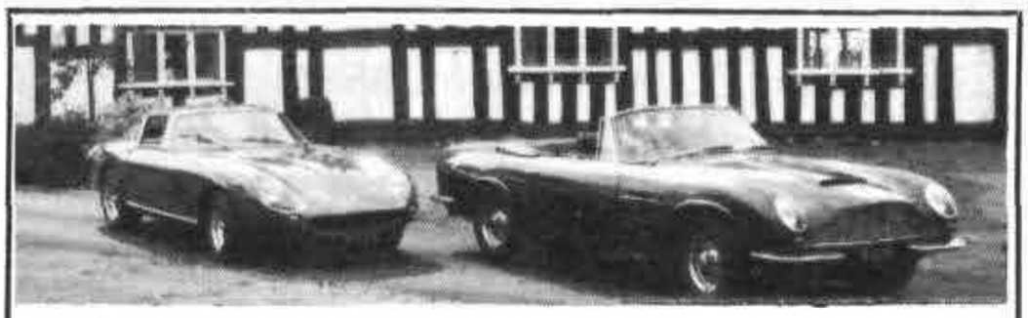
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The most detailed and beautiful **Porsche** plastic kit yet made — that's it above — should by now be with us and available to you. It's a perfectly accurate replica of the **3-litre Group 4 Turbo RSR934** that won the European GT Championship last year. About 12" long it has a fully detailed interior, working sprung suspension, very highly detailed engine and one of the finest body mouldings we have yet seen. To make it master modeller Tamiya bought a 934, installed it in his design shop, and stood over his model makers to ensure that the only thing they left off the model was a working engine!

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You can also, if you wish, have an electric powered version of the **"Vaillant"** car suitable for radio control or with a little modification to run round your lounge — price £29.99 plus 75p. Also on the way to us is an enormous 1-8th scale version of the **Martini 911 Turbo** that ran at Le Mans in 1974. Superbly detailed inside and out you really need extra space for this one, which costs £33 plus £1 postage (UK). We've many exciting new models arriving all the time at this season — a 1-12th scale super detailed **6-wheel Tyrrell** for £9.99 plus 75p is just one. Order from the list below or send for our **"Big is Beautiful"** kit listing which costs you just 50p and gives all the up-to-date 'gen on what's new and worthwhile. (75p post on all kits below — UK.)

Porsche RSR934 Jagermeister	**£19.99**	**Ferrari 312T — Lauda '75 Championship**	**£9.95**
Porsche RSR934 "Vaillant" (electric)	**£29.99**	**Jaguar E Coupe**	**£14.95**
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Tyrrell Project 34—6-wheel F1 (when ready)	**£9.99**	**Ferrari Dino**	**£5.95**
		Jaguar XJ "S" (when it comes)	**£8.95**
		Mercedes 300SL Gullwing	**£9.75**
		Martini Brabham BT44B	**£8.99**

PS: No room for more, better send 50p for full list.

PS: If you didn't know, we're also Europe's leading stockists and manufacturers of metal models. 10p will bring you this month's list of what's new both in ready-made die casts (like the Bodelia cycle-car) and in simple but detailed metal kits. 50p will bring you our new 1977 metal kit catalogue if we've finished writing it by the time you read this — if not we'll send it when we have — you'll find it fascinating reading in that we've quality graded most of the models available to help you avoid buying some of the rubbish that's currently being offered!

Etrangers, si vous pouviez avoir la gentilesse de nous dire quels modèles vous voulez, nous vous informerons de la somme exacte qu'il vous foudra nous envoyer.

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1913 model-T Ford 2-seater Doctor's buggy. Mint restored in dark blue with original black interior. Acetylene headlamps. A specimen car.

Undergoing Restoration

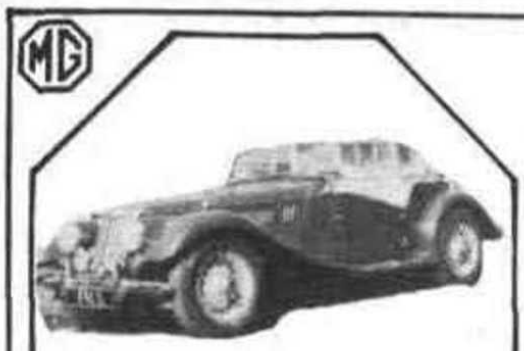
1921 Silver Ghost Landaulette.
1928 Phantom I Tourer.
1932 Phantom II Brewster Henley Roadster.
A selection of MGs 'TA-TD-TF' from original to restored.

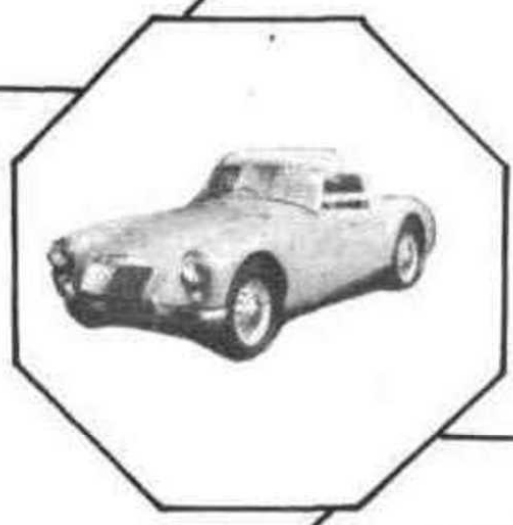
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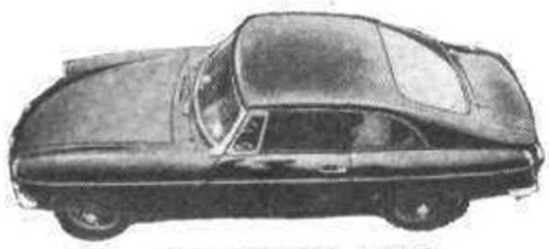


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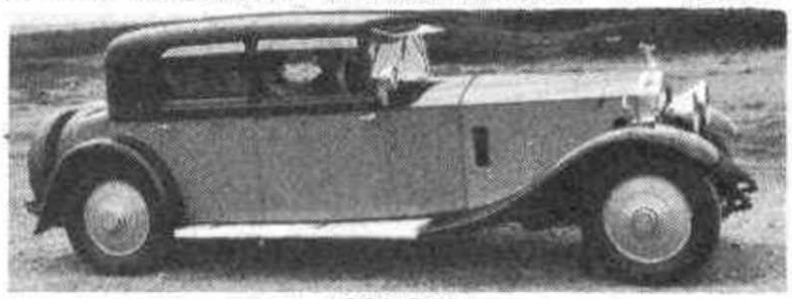
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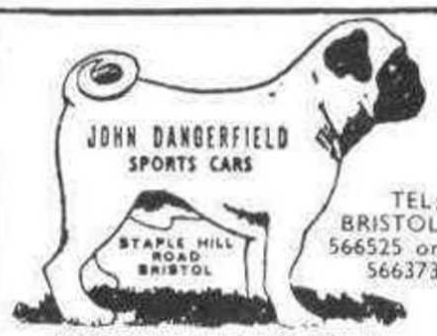
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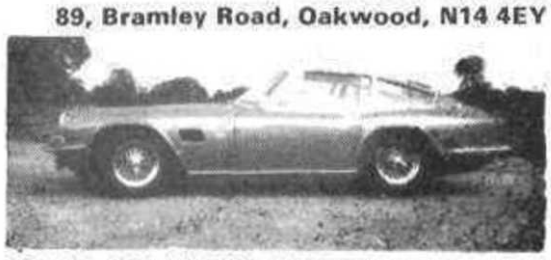
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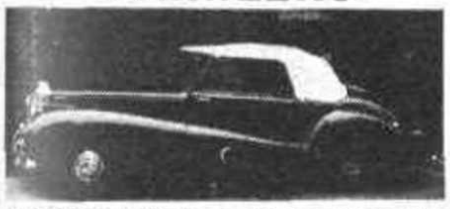
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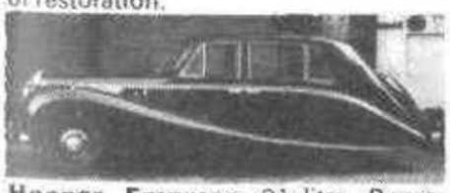
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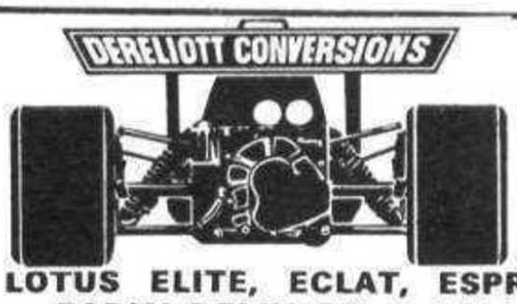
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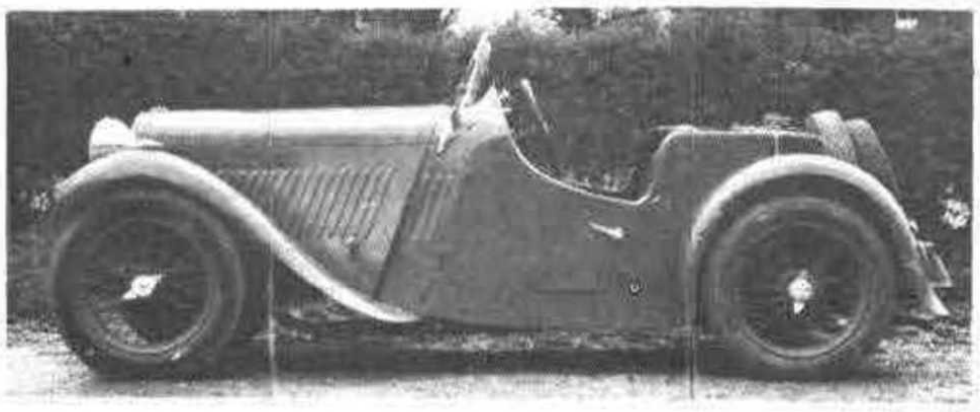
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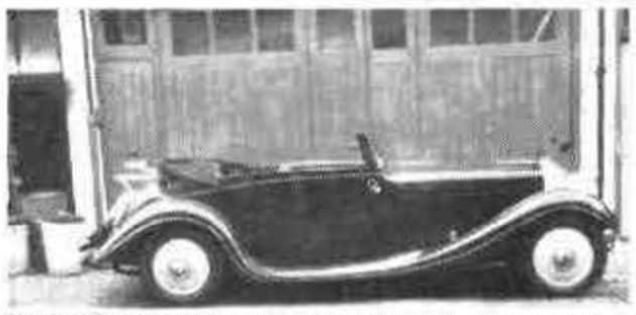
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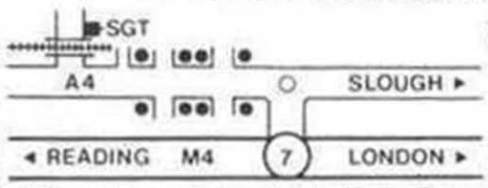
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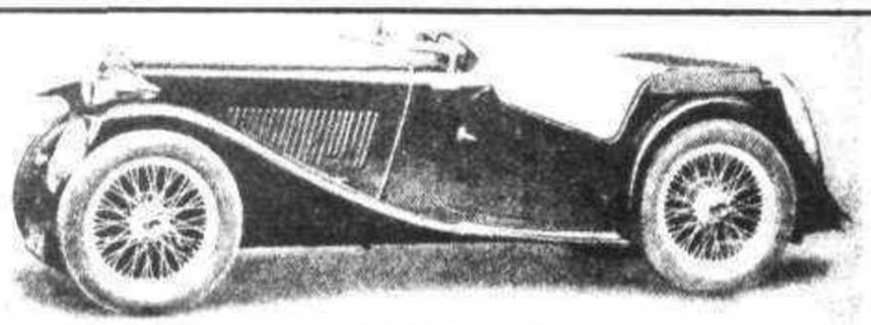
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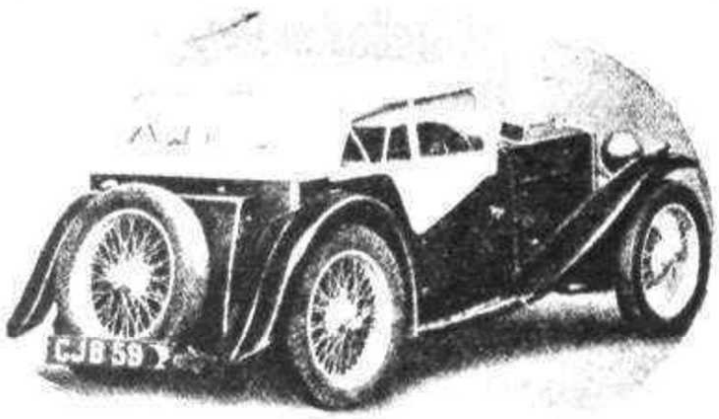
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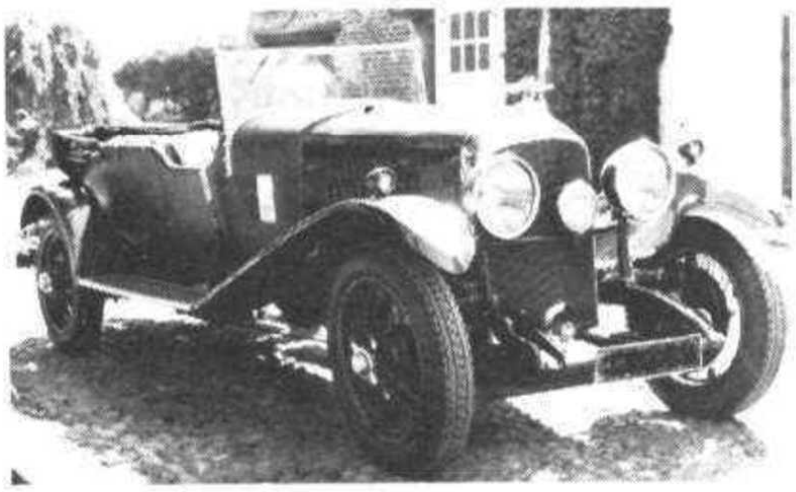
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1939 ALVIS Speed 25 custom-built open sports 2-seater.
1929 ROLLS P.I limousine by Barker.
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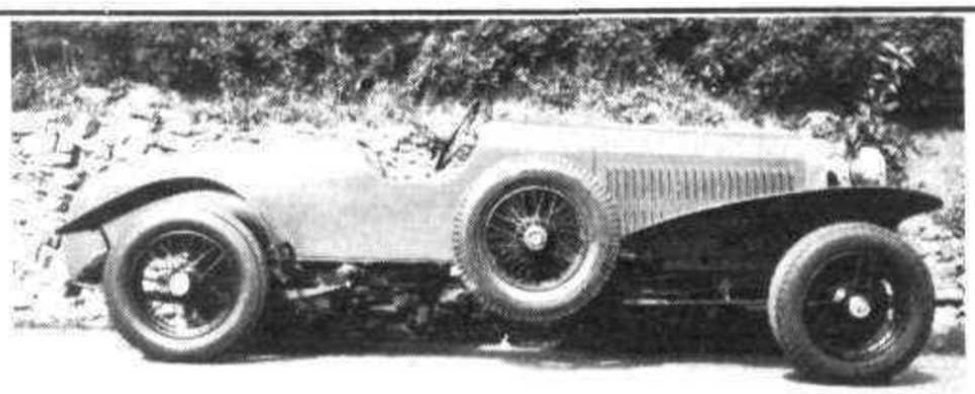
1929 Austin 7 Chummy	**£2,250**
1931 Austin 7 Special	**£550**
1931 Austin 7 Ulster	**£2,750**
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1950 Rolls-Royce Silver Wraith. H. J. Mulliner	**£7,950**
1956 Morgan 4/4	**£1,975**
1957 Aston Martin DB2.4 Mk. II	**£1,950**
1963 Jensen CV8	**£1,450**
1965 Sunbeam Tiger	**£1,150**
1965 Healey 3000 Mk. III, o/d	**£2,350**
1963-7 3 Mk. II Jaguars from	**£600**
1975 BMW 3.0 Si	**£5,350**

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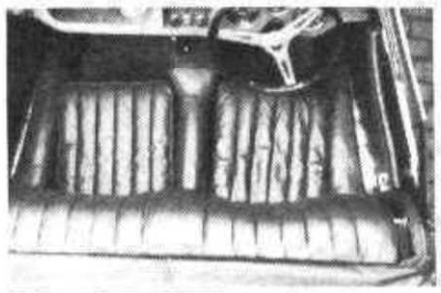
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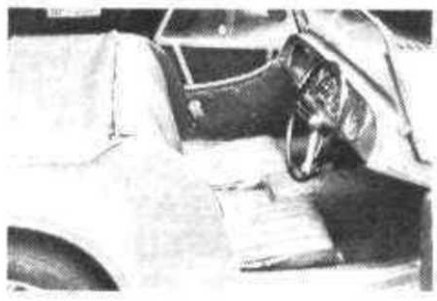


Morgan owners everywhere rejoice, for we at M.S.M. have a new 5-speed +**8 Morgan** to contest in Prodsports racing. Once again the famous *marque* will be seen beating competitors of inferior makes. The new car makes her *debut* at Silverstone on the 20th of March and is being co-sponsored by ROLA Shipping, the car shipping specialists. **Morgan** owners will be offered a free drink in the paddock, so try and be there! **Marching** on to this month's stock:

1977 Morgan 4/4 2-seater, indigo blue, wire wheels, rear bumper, etc. 100 miles, as new.
1967 Morgan 4/4 2-seater, light British Racing Green; two owners from new; wire wheels; superb original condition, recently rebuilt engine.
1960 Morgan +4 4-seater, larkspur blue, blue leather interior, wire wheels, reconditioned engine; extensively restored including complete retrim; a must for the family man.
1970 model Morgan 4/4 2-seater, red with new black leather interior, wire wheels, new engine, adjustable shock-absorbers.

The very rare Classic Car/Brocklebank **Morgan SLR** has reappeared and is now appropriately fire engine red. This extremely pretty fixed-head coupe is one of four built in the sixties with a Williams Pritchard aluminium body. It is registered for road use but at present is ready to race with full race TR4A Super Sports engine, Cobra wires, etc.
1976 Morgan 4/4 4-seater, signal red, ally body, luggage rack, 6,000 miles only.
1975 Morgan 4/4 4-seater, golden yellow, reclining seats, 18,000 miles, one owner; immaculate.
1975 Morgan 4/4 2-seater, sun beige, stone leather upholstery, 12,000 miles from new, immaculate.
1964 Austin Healey 3000 Mk. 3. Electric blue/red int., wire wheels, 62,000 miles. Very original, rust-free example. Healeys tend to vary from so called restored to original but good condition. The latter tend to feel much tighter on the road, making this one a very desirable piece.
Our workshops will just be moving into new improved premises in Reece Mews and will be supervised under the eagle eyes of Mr. B. Stapleton.
All accessories, spare parts, books, 'T' shirts available.
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FOR SALE—continued

SUNBEAM TIGER 4.2. Excellent condition, BRG, long MoT, tax. New tyres, HT/ST. Bargain, £825 o.n.o. Luton 20365. (89562

XK150 FHC, rough, offers around £450. Standard Flying Ten, 1936. Sound but needs respray, etc. Offers around £95. Tel: 01-584 9397 weekday eves; 0794 40266 weekends. (89359

HEALEY 3000 Mk. IIA 1963 (winding windows), overdrive. Recent new gearbox and duck hood. Laid up since summer. New MoT, £945. Sidbury 451 (E. Devon). (89554

1956 AUSTIN HEALEY 100 BN1. An ideal collector's car needing minimal work to put finishing touches to an otherwise original example. £1,750 o.n.o. Bowmansgreen (Herts) 23801. (89519

TIGER V8 1965. Red, hard-top, soft-top, tonneau. Lady owner ten years. Low mileage. Service sheets. Unmarked. Incomparable to the usual example. £1,150. Bournemouth 293541. (89707

LOTUS ELAN +2S 130/4. September 1973. JPS colours, extras new tyres, 45,000. Urgent sale, hence £1,995. 01-595 0253. (89710

TR4A, 1967. Blue, interior to match, hard top, radio. MoT and taxed. Sound order throughout. £575. Burgh-by-Sands 469. (89713

CLAN CRUS. DER. N-Reg. 23,000 miles. Fantastic little sports coupe in v/nice condition. Very nippy but averages 40 m.p.g. Full extras incl. sunroof, alloys, Sundym, etc. £1,375 o.n.o. Tel: Wakefield 50276. (89714

MG-C GT 1969. H-Reg. Fitted O/D, W/W, Webasto roof, tow bar, known history, £875. Tel: Etwall 2479 (Derbys). (89715

MORRIS EIGHT Series E four-door saloon. Truly remarkable condition throughout. Must be one of the finest examples. Much known history. £450. Exeter 56444. (89716

LANCIA FULVIA Rallye S2, July 1972. 41,000 miles. Red. HRW. Radiomobile. Good condition throughout £1,395 o.n.o. Telephone: Beverley (0482) 888494. (89717

NISSAN PRESIDENT V8 ex-Japanese Ambassador's Limousine. Black, believed only two in private use in country. For pictures and specification, please see February edition "What Car". Offers in excess £800. Consider p/ex. Tel: 01-402 9622 after 6.30. (89718

AUSTIN HEALEY 3000 Mk. IIB Convertible. Wind-up windows, rear seats, etc. Excellent mechanical condition, outstanding appearance. Radio, tonneau, etc. Full history known. £1,450 Disley (06632) 2113. (89726

FOR SALE—continued

AUSTIN HEALEY 3000 Mk. III. Immaculate as new condition. Works specification engine. Can only be described as one of the best available. Dark green, £3,500. Also unrestored original running condition Bug Eye Sprite, plus host of spares, £400 o.n.o. Phone: Leuchars (Fife) 218 evenings. (89719

CITROEN GS CLUB Estate. August 1975 (P). Nudge bars, roof rack, one owner. 19,000. Just had big service. £1,750. 01-393 6108. (89720

ALFA SPYDER 1750 Veloce DHC. White, radio, 1970. Personal registration. Genuine 50,000 miles. Enforced sale, hence £975. P/ex considered Bournemouth 522 136. (89721

1950 ROVER 75 Cyclops. Not run for 3 years. Would make easy restoration as general condition good. Car must be moved earliest, therefore offers around £120. Tel: 0224 36146 (Aberdeen). (89723

MEXICO 1976. 9,000 miles, not rallied. Excellent cond. Radio, cassette, fire ext. £2,600 o.n.o. 0703 893059. (89724

ALFETTA SALOON 1800, N-Reg. One owner. Red Endrusted, low mileage. A1 condition, £2,250. Tel: Chaddesley-Corbett 500. (89725

JAGUAR 3.4S. Manual/overdrive. A fine example of this fast appreciating classic motor car in gunmetal grey with hide upholstery. Personalised registration. £650 o.n.o. Phone Wincanton (0963) 32215 mornings and evenings. (89727

ROVER 60 1948. Original engine completely rebuilt. Restoration needs completion, but basically sound. One previous owner. Reluctant sale by lady owner. Sensible offers: Uppingham 2693. (89729

1954 MORRIS MINOR, one owner, 48,000 miles. Birch grey original paint, red leather. Excellent condition. Laid up for winter. £750. Maidenhead 30364. (89730

JAMES YOUNG R-type Bentley, 1953. Black aluminium body, 4½-litre. £2,300. Earls Colne 2432 (Essex). (89731

TRIUMPH GT6 Oct. '72. Pimento red, O/D, radio, HRW, beautiful condition, £1,255. Harpenden 61582. (89732

JENSEN GT (2+2). Beautiful 1976 model, finished metallic dark blue with beige interior. One private owner from new for its 12,000 miles life. Having every extra including tinted windows, electrically-operated 4-speaker radio and stereo cassette system, electric aerial. Only £3,895 for this magnificent rare jem. Tel: Chobham (Surrey) 8626. (89733

FIAT X 1/9 1974. "R" Reg, LHD. Immaculate throughout. Special a/wheels, tyres, HRW, light green, £1,800. 01-228 8976. (89734

FOR SALE—continued

ALFA ROMEO Montreal, 1973. Green. Excellent throughout. Radio/tape new clutch assembly, low mileage, HRW, e/windows, LHD "R" Reg. Must be seen, £3,500 o.n.o. 01-228 8976. (89734

TOP HAT AUSTIN Seven. Sound condition. Needs external painting and internal retrim. £600 o.n.o. Fleet 29730. (89735

SUNBEAM TALBOT. 1957. MoT, very good running order. Recent bills, £300. Haytor 431, evenings, £375. (89737

ROVER 110, 1963. UJV 110. Taxed, MoT to December. 69,000 miles. Burgundy, individual front seats, aluminium doors, boot and bonnet, new exhaust and battery, £500. R. S. Exton, 39 Brant Road, Lincoln. Tel: (office) Lincoln 32101 Ext. 236. (89738

DAIMLER V8 250. Metallic grey with red trim. 1963. Two owners. 40,000 miles only. Mint condition throughout. £1,095. 01-897 0159. (89739

MG PA 1939 SPORTS OHC completely restored. Only two owners from new. Every part is original as from the factory. Engine, gearbox, axle only 7 miles since rebuild. All electrics rewired, ready for the road. Some spares available. Phone for appointment to view Biggin Hill 73678 after 7 p.m. or at weekends. Price around £2,750. (89740

TVR 3000M. White sports coupe. Sunroof, Sundym windows, alloy wheels, HRW, new exhaust, "L" registration below average mileage, enthusiast maintained. Genuine reason for sale. £1,700. Phone: Rotherham 850632 after 6 p.m. (89741

MORGAN 1932 Super Sports. JAP OHV. Superb restored condition. Retubed chassis, rebuilt bodywork/woodwork. Rebuilt engine, wheels, etc. New chrome. Seats retrimmed. £3,000. Armitage 490232 (Staffs) (89742

FROGEYE SPRITE, body/chassis restored, mechanics excellent. Reliable investment. £500 or exchange TR. West. 01-278 5504 daytime. (89743

ALFA SPYDER 2000, 1975 July. 8,000 miles only. Cream, pristine condition. £2,950 o.n.o. Tel: Blackburn 56511 daytime; Burnley 33726 evenings. (89745

MG-B ROADSTER 1974 "N" registration. Colour blaze with black interior. 17,000 miles. O/D, radio/stereo + many extras. £1,850. Tel: Eccleston (Lancs.) 452028 (evenings). (89746

TR6 "M" REGISTRATION. White, 39,000 miles, radio, overdrive, well maintained. £1,620 o.n.o. Leigh Sinton 32832 (Worcs). (89748

JAGUAR MARK 2 1964 3.8-litre auto. Totally original and known history. 63,000 miles. Excellent. £690 o.n.o. Farnham, Surrey 02513 22160. (89749

FOR SALE—continued

TR6 1972 (150 b.h.p.). Overdrive. Saffron, beautiful condition, Motorola, anti-theft devices, undersealed. MoT till October. Recent clutch, battery, alternator + shock absorbers. Offers around £1,150. Phone: Long Crendon (Bucks) 208156 evenings + weekends. Also viewable Northwood. (89750

PORSCHE 911S 2.7 1974. LHD. Absolutely as brand new. Compares favourably with 1976 model £6,250 o.n.o. P/exch. earlier Porsche. Tel: 864 9388 London. (89751

MG TD MARK II. Fully restored to lovely condition. Leaf green with beige leather trim and black canvas hood and curtains. Completely original specification. £2,950. Miss Moran, 01-460 2356, evenings. (89752

MG-B ROADSTER. "L" Reg. 1 owner, 30,000 miles, overdrive, sports wheels, hood never folded down. Immaculate. £1,295. Romford (70) 66276 evenings and weekends. (89753

NSU RO80 1975. "N" registered. Colorado red metallic. 20,000 miles covered. Stereo radio/cassette with four speaker system. New engine. This car has been beautifully maintained regardless of cost. Today's price £8,000. Superb motoring offered at £2,200 o.v.n.o. Telephone: Consett 502485 (Co. Durham) after 5 p.m. (36921



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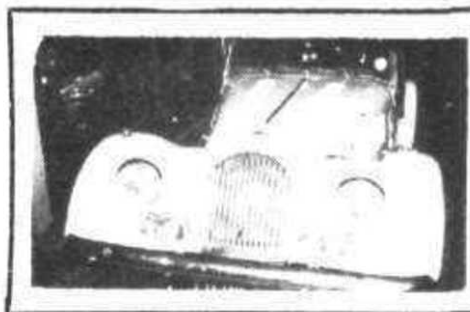


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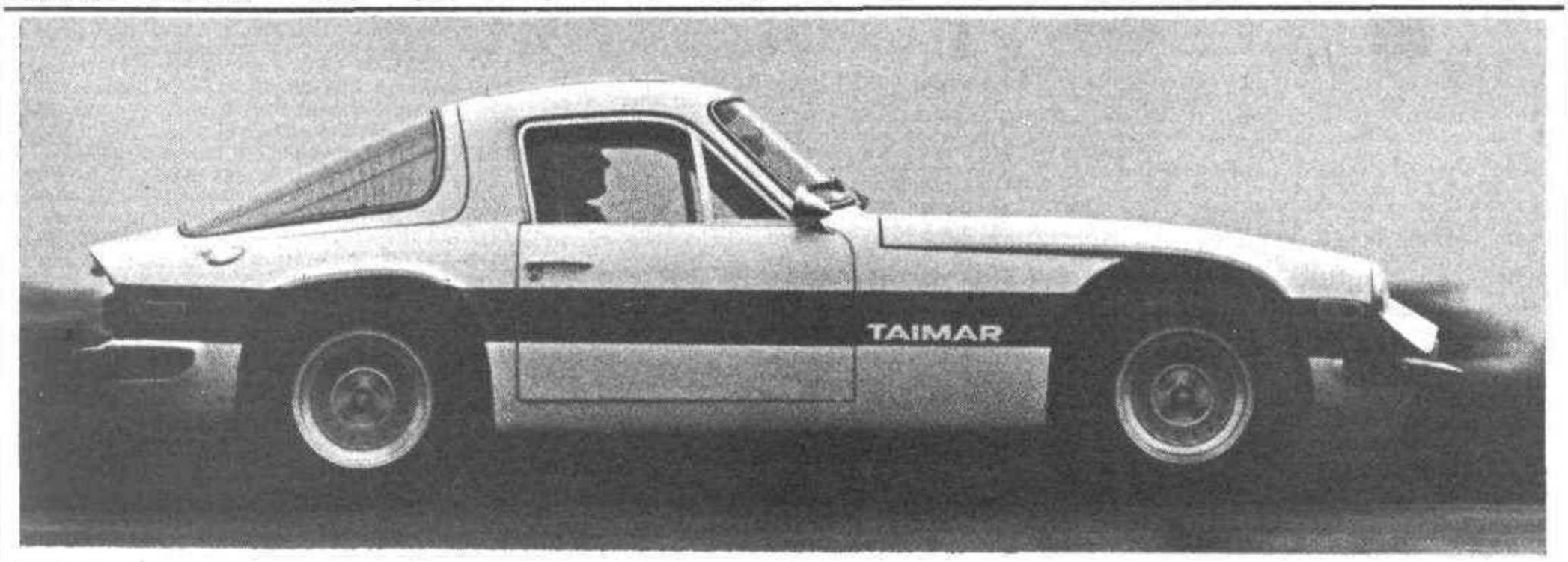
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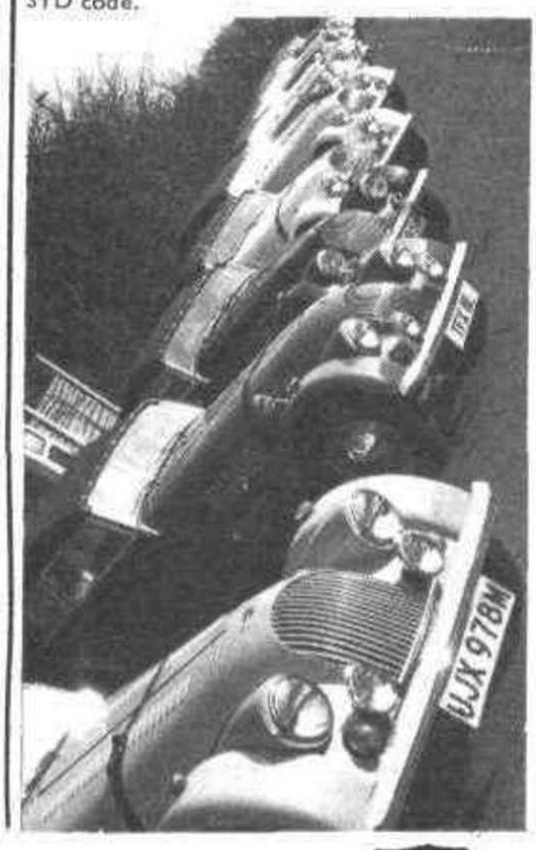


Supplied (f.o.c.) with every car; a faint aroma of Catrol "R". **Morgan Plus 8,** 1974, signal red, twin petrol pumps, one lady-owner's 7th car (after about 6 Ferraris; also a BMW Superbike), only sold to make room for her "new" Cobra. **Morgan Plus 4 Flat-Rad,** 1952 Drophead Coupe, black, fitted with the smooth but lusty 2,088 c.c. 68 b.h.p. Standard Vanguard power unit, new wooden framework, brought back from Yorkshire 'midst snow and fog by "Pathfinder" Davies. **Morgan 4/4 4-seater,** 1972, orange chrome, wire wheels. **Morgan 4/4 2-seater Competition,** 1968G, B.R.G., tonneau cover, known history. **Morgan Plus 4 2-seater,** 1953, B.R.G., twin spare wheels, a rebuild was at one time carried out. **Morgan 4/4,** 1976, royal ivory, wire wheels, rear bumper, tonneau cover. **Morgan 4/4,** 1971, dark blue, rear bumper, engine rebuild. **Morgan 4/4 4-seater,** 1972, yellow, brown leather seats, wire wheels, radio. **Morgan Plus 8,** 1975, specially painted an unusual and pale shade of green, considered sickly by some at Arkley but as ultra smart by me and also by son of well-known car manufacturer; this car featured in a magazine called "4 Wheels" of which I have not heard, late property of T-planter from Peru. **Morgan 3-wheeler,** 1937, Matchless Vee twin engine, grey and black, cycle type wings, 3-speed gearbox, the triangular plan view of these vehicles makes them ideal for foredeck stowage on your family sailing cruiser (will keep the rain off the anchor, liferaft etc.). **Morgan 4/4 2-seater,** 1975P, deep Brunswick green, bucket seats, rear bumper, tonneau cover, wire wheels. **Morgan 4/4 4-seater,** 1976, Canary yellow, green leather, reclining and folding seats, rear bumper, wire wheels, luggage grid, bonnet strap, reversing lights, outside door handles, rustproofing, +8 spotlights, alarm. **Morgan 4/4,** 1975, red, wire wheels, occasional rear seat (now you see it. . . . . .), reversing lights, bucket seats. **Morgan 4/4 4-seater,** 1973M, indigo blue, rear bumper, easy-clean wheels etc. **Morgan 4/4,** 1975P, yellow, bucket seats, one lady owner, ex Motor Show car—you can tell this because they always have a little hole near the bottom edge of the bonnet each side where Morgans have screwed the bonnet up for the period of the Show (to prevent inquisitive lunatics looking for the wooden chassis, or the leather-pistoned engine). They often have neat aluminium fillets to seal off the over-rider cavities, too. **Morgan Plus 8,** 1973M, signal red, wide track, rear bumper, one owner, 4-figure mileage. **Morgan F Super,** 1947, yellow and polished alloy, 933 c.c. Ford s.v. engine, for sale in September after I have partaken of the summer sunshine in it. **Morgan Plus 8,** 1976, metallic green, beige mohair weather equipment, stone leather trim. **Morgan 4/4 4-seater,** 1974 (Dec.), indigo blue, wire wheels, luggage grid, electronic ignition, one owner. **TVR 3000M,** 1976, nut brown, cream vinyl roof, oatmeal trim, sunroof, radio, arriving soon (in exchange for new TVR Turbo) **TVR 1600M,** metallic green, alloy wheels, sunroof, radio **Lotus Europa Special,** 1974, metallic blue, 5-speed gearbox, radio, one owner **Ginetta G15,** 1973M, silver, alloy wheels. We have sold the TVR with the OLD 7 registration number to (should have guessed) an *Austin 7* enthusiast — with another one waiting in the wings Have just received a letter from a German Morgan worshipper, addressed to "Barnet Toad, Arkley". The correct address, of course, is Barnet Toad *Hall*. **NEW TVRs:** We have several Taimars in stock, both with and without the striped colour scheme shown, also the plain 3000M and the 2500M with in-line Leyland 6-cyl. engine. Current TVRs have, as standard equipment or factory options, such luxuries as electric windows, thru-flow ventilation, Sundym tinted glass, electric aerial that zooms up when you turn on the National Panasonic 5-pushbutton radio and whizzes down when you turn it off, reclining seats with head restraints, inertia reel seat belts, dual braking system, overdrive on 3rd/top etc. etc. I only catalogue these items because about half of them took me by surprise when I was recently handed our new demo Taimar to take home for a photo-call with *Rupert*. **NEW MORGAN:** What our aforementioned German friend describes as the "time for deliverance" is as long as ever, and you will have plenty of time to deliberate on such matters as "colours of varnished" before we finalise the specification of your new 4/4 or Plus 8 shortly before your car is "down", which is Malvern Lingo for laid down, about 3 months before delivery. We have brochures and accessory price lists, will oblige with trial runs etc **ARKLEY SS:** Our simple conversion kit fits all Spridgets from 1958 to 1977 and the price is *still* less than £200 including VAT until the last of the current batch is sold. We have two Arkley demonstration models, a black 1500 and a white 1275, both new conversions with alloy wheels and one of them is for sale. Also for sale, "Morgan: First and Last of the Real Sports Cars" and "More Morgan", both by Gregory H. Bowden at £5 95 post free, and their sister volume "TVR" by Peter Filby at £6 50 post free. A set of nearly new 185/70-15 Klebers and a pair of Plus 8 alloy front wings for sale. Reg. no. 2 FLP can be supplied on an old Morgan. We are short of second-hand Morgans and TVRs if you happen to know of any spare ones. A couple more cars have just arrived: **Morgan 4/4,** 1973, yellow and blue, wire wheels, bucket seats, one owner. **Morgan 4/4,** 1976, black, chrome wire wheels, stone trim, reclining and folding seats. **Jensen Healey,** 1973M, red. We also possess a Jensen Healey factory-trained mechanic and J-H special tools, spare parts etc. Open to 7 pm weekdays, 6 pm Saturdays, closed Sundays and Easter (Friday to Monday). And remember: we may charge "telephone numbers" for our cars, but we don't (yet) include the STD code.









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1976 LOTUS Elite 504. Grey, Marcasite trim, 5,000 miles, air-conditioning; one owner..... **£7,995**
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1974 LOTUS Elan +2S 130/5. Roman Purple, radio; 16,000 miles only, alloy wheels..... **£3,395**
1973 LOTUS Elan +2S 130/5. Lagoon Blue, Oatmeal trim, radio, alloy wheels.
1974 Series LOTUS Elan +2S 130/5. John Player Special colours, Oatmeal trim; 28,000 miles **£3,095**
1973 LOTUS Elan +2S 130/4. Roman Purple/Silver, Oatmeal trim; 19,000 miles; tinted screen **£2,895**
1973 Series JAGUAR E-Type V12 Roadster. Blue.
JAGUAR E-Type V12 2+2. 14,000 miles, radio.
1955 MG Magnette ZA Varitone. 26,000 miles, one owner.
1974 JENSEN Interceptor III. Nevis Blue **£4,995**
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1973 Series LOTUS Elan Sprint f.h.c. Lagoon/White, radio/stereo..... **£2,095**
1971 LOTUS Elan Sprint d.h.c. Bahama Yellow **£1,695**
1972 LOTUS Seven 1600 GT. Yellow, 31,000 miles **£1,495**
1975 Series LOTUS Europa Special. John Player Special colours, radio/stereo; 17,000 miles.
1974 LOTUS Europa Special. Pacific Blue, Oatmeal trim, radio/stereo, alloy wheels, Sundym glass.
1973 LOTUS Europa Special. John Player Special colours, 21,000 miles, one of original hundred.
1975 MG-B Roadster. Teal Blue, 14,000 mls.
1976 Series MG-B Roadster. Damask Red; one owner, 11,000 miles..... **£2,345**
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1976 MORGAN Plus 8. Silver, leather upholstery, extras; 3,000 miles only.
1976 Series MORGAN Plus 8. Coffee/Plum, 5,000 miles, extras include leather upholstery.
1975 MORGAN 4/4 2-seater. Red. 16,000 miles.
1973 Series MORGAN 4/4 4-seater. Green.
1974 Series FERRARI Dino Spyder, 27,000 miles.
1971 FERRARI Dino 246 GT. Blue, 43,000 miles.
1973 FERRARI Dino 246 GT. Dark Blue, 20,000 m.
1972 FERRARI Daytona 365 GTB4, Gialo Fly Radio/cassette unit, air-conditioning; 29,900 miles
1975 CHEVROLET Stingray. Details upon request.
1968 MASERATI Quatroporte. 45,000 m. **£2,495**
1970 ASTON MARTIN DBS Vantage. Chrome wires.

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FOR SALE—continued

ALVIS SPEED Twenty 1933, open sports four-seat tourer by Vanden Plas. This car has won many Concours awards, including the premier Scottish RAC Vintage and Veteran Rally (post vintage section). It is not a rebuild or replica, but is original in all respects. The mileage has been minimal. Many spares have been collected. In black and red this is a truly beautiful car of classic elegance. £6,500. For further particulars telephone 041-942 7533. (89500

ROLLS-ROYCE Silver Cloud III 1965. Immaculate blue over silver coachlines with blue hide interior. Carefully and regularly maintained. 4 new tyres, £7,200. Would consider interesting p/ex, but no time wasters please. 951 1551 business hours. (36861

ALFA ROMEO 2000 GTV 1972. White black trim, Radiomobile, new clutch, carb mountings, starter motor, nice mover and clean, £1,300 o.n.o. Latham Stafford 55435. (89531

MARCOS 1600 GT. Almond, sunroof, radio, w/wheels. Superb condition after recent overhaul by specialists. Full history available. £1,400. Tel: Yoxall 472720 weekends and weekday evenings. (89530

RARE BMW Tagra/convertible 2002, 1973. 28,000 miles. Blue/black interior, alloy wheels. Taxed/MoT until January 1978. £2,850. Beautiful condition. 01-998 5774 evenings. (89529

LANCIA ZAGATO, rare, last of this classic model, rear roof glass, ideal USA import, etc. Also Saloon for sale Reg. No. COY 3. Substantial offers only. 01-478 8178. No time wasters entertained. (89532

LOTUS ELAN +2 S130/4, August 1972. Lagoon blue/silver with black interior. Full service history from new to present. 41,000 miles. Private sale, £2,295 o.n.o. If you require a reliable, immaculate car please telephone 01-660 3899 (Purley). (89528

1932 AUSTIN HEALEY 12/4, new Windsor Saloon. Extremely rare model. Beautiful condition all round known history. Offers invited around £1,550. Telephone 021-358 2762. (89525

1958 FORD ZEPHYR Mark II. 46,000 miles only. Two owners from new. Beautiful condition. Offers invited around £395. Telephone 021-358 2762. (89525

1961/2 VOLVO 122S Saloon. Blue, good order. Tidy, taxed, long MoT with spares, engine, box, axle, wheels, tyres, dynamo, starter etc. £150 the lot. Lenham 409 (Kent). (89523

ROVER 90. 1957. Prussian blue coachwork (mainly aluminium), original interior trimmed in grey Connolly leather with matching Wilton carpets. Two previous owners, genuine 77,842 miles from new, original owner's instruction manual, tools and logbook. Genuine Rover workshop manual. Fitted with safety belts and full towing equipment, spare unused. MoT and taxed. A well maintained original example in exceptional condition throughout. £375 o.n.o. Bourne, Lincs. 3554). (89527

JAGUAR 340 1968. Absolutely immaculate throughout. This car will satisfy the most discerning enthusiast or collector. £1,200 or exchange Volvo. Findhorn 454 (evenings) (89526

TRIUMPH TR2. A pair of these rare long-door models. £480 o.n.o. For details ring Reading (0734) 587907. (89684

FOR SALE—continued

V12 E-TYPE Convertible 1973, manual. Signal red. Completely original. One owner and service history from new. Absolute investment at £3,395. 864 9388 London. (89683

RANGE ROVER 1976. Immaculate condition in Rover lunar grey with deluxe seats, electronic ignition for excellent m.p.g. Towbar, radio and stereo. Practically unused in "as new" condition. £5,950, no offers. 01-460 2356 evenings. (89685

MG-B "M" REG. 1973. Pristine condition condition, teal blue, wire wheels, only 18,500 miles, undersealed, overdrive, headrests, tonneau cover Radiomobile. First offer of £1,499 secures absolute bargain. Tel: Wrestlingworth 277 evenings. (89687

1930 ALVIS Silver Eagle 4-seat tourer. Excellent original condition. Photo 91 "The Vintage Alvis". £3,500. No time-wasters. Seen Kent. Box 5341. (89689

1975 TRIUMPH Spitfire 1500. Mimosa. Overdrive. Full option pack. Interior fitted to export spec. RHD. Many other extras. Black/gold coachline. Push-button radio. Mileage 18,700. Offers around £1,750. Phone: Daventry (Northants) 71422. (89690

AUSTIN RUBY Saloon Delux 1937. Sliding-roof, retrimmed, repainted, mechanically overhauled. Possibly the best in England. £1,450. MoT. Tel: 021-236 2016 daytime. (89691

JAGUAR XK140 FHC 1956. Fitted C-type engine, close-ratio gearbox, high ratio back axle. One owner for the last ten years. Recently restored in Old English White. Good future investment. Serious offer, around £3,500. Contact Mr. Paul, Tamworth (Staffs) 0827 4934. (89692

MEXICO. SEPT. 74. Black armour glazed, big wing metal arches, Bilsteins, 6 inch AVO wheels, centre console, 8-track, hazards, electric washers, built by AVO's, never rallied or raced. Immaculate, £1,550 o.n.o. Home 01-907 0431; work Watford 24543. Mr. Harding. (89693

E-TYPE 2+2 67 model. £400 in spares spent on Mechanics. Sound car. £1,250. Germoe 3530. (89684

LOTUS ELAN S/E FHC, 1968. Electric windows, KO wheels, history, low mileage. £965 HP. Bournemouth 293541. (89709

ROVER 100 1962, Two tone green. Excellent condition. Good tyres. Offers over £300 to Downton (0725) 20887. (89696

WOLSELEY 4/44. 1954. Black, recorded mileage 65,000. Original log book. MoT. £345 o.n.o. Exchange, cash either way. 0452 712 459. (89697

1935 AUSTIN Lichfield Saloon (Reg. No. CVX 461), needs restoration, £165. Phone Rotherfield (Sussex) 2265 (evenings/Sundays). (89355

JAGUAR XK150S 3.8 FHC, 1960, in absolutely superb condition. Completely repainted in Old English White and rechromed. All new black Connolly hide interior. Rebuilt engine, new clutch, etc. This car is really outstanding and can be delivered anywhere in Europe. £4,000. 01-458 3172. (36906

LOTUS 6, 1954. Chassis 13. Ex-Ken Laverton (Pg. 4 History of Lotus). Unusual opportunity to own an historic, original conditioned head-turner requiring sympathetic tidying. Impractical summer transport for wife and growing children. MoT, all offers of cash or modern Estate car considered. Details: 37, St. Mary's Road, Leamington Spa 28181. (89698

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M.G. TA, '38. Reliable transp., M.o.T. **£1,700**
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M.G. J2, '33. Cycle wings, J2 eng... **£2,200**
M.G. PA, '34. Orig. and reliable M.G. **£1,800**
M.G. L, '33. Basket case..... **£950**

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1967 ASTON MARTIN DB6 Superieggera Coupe. Olive green, tan hide. All usual refinements and in excellent condition. One year's MoT. £3,000. Ring: Fair Oak (Hants) 2219. (89699

MG YA SALOON, 1948. Reg. MG 7433. Car dismantled, many new and good parts. XPAG engine. Prefer to sell complete. Offers: Tel. Histon 2877. (89700

JAGUAR MK. II 3.8 auto., p.a.s. 1966. 29,000 mls, warranted, History etc. Beautiful example. Taxed, MoTd. Best offer secures. Derby 46981. (89701

MG-C ROADSTER, 1969. Blue, o/d, w/w, plus many more extras. Immaculate and original throughout. Guaranteed 49,000 miles, £850 o.n.o. Tel: Derby 367564. (89702

E-TYPE JAGUAR 4.2 Roadster, manual, in excelent condition, chrome wires, hard-top, soft-top, radio, red with black upholstery, new tyres, £2,000 o.n.o. Telephone Ramsbottom 3616 evenings, Burnley 35658 days. (89703

STAG "K" AUTOMATIC for free including power-assisted steering, electric windows, vinyl covered roof and soft-top, stereo radio and cassette; just pay for Rover 3500 engine, special wheels, USA carburetter, exclusive colour. Ring 622 2204 and ask for Jim for rest of good news of this super motor. Price £2,150. (89704

ROLLS-ROYCE 20/25 1933 Replica Open Tourer in maroon fabric with fawn upholstery, complete with full weather equipment. Car completely checked over MoT. In really excellent condition and a wonderful investment at £7,000 o.n.o. Ring 0429 66788 evenings. (89705

1937 HILLMAN 22 h.p. Cabriolet. MoT. In really excellent condition. Blue with blue interior. A very rare smart car, £1,750 Ring 0429 66788 evenings. (89705

ASTON DB MK. III 1958. Virtually one owner. Taxed and MoT, £1,500. 01-839 6103. (89706

PORSCHE 912, 5-speed, BRG, MoT March '78. Two previous owners, good history. Radiomobile, tinted screen, recent Konis, battery, rear fogs; outstanding condition throughout. Genuine reason for reluctant sale, £1,850. Tel: 0284 67485 (work) Suffolk. (89707

MG-B 1970. Wire wheels, radio, recon. engine, Oselli head hard-top, soft-top, tonneau, £795. Slough 48471. (89708

SILVER CLOUD I 1956 in smoke green with chestnut brown interior in immaculate condition. The paintwork has recently been finished to a very high standard and new tyres fitted. This car is in first class mechanical condition and drives beautifully. £5,900 o.n.o. London 01-370 2843. (89777

RILEY RME 1954 1½, suitable restoration but ash framing door. In store under cover since 1969 until January. Around £90. 021-744 6209. (89884

FOR SALE—continued

GINETTA G21. White, 1974. A fine example of this much sought after car, £1,700 o.n.o. Private sale. 01-579 4301 daytime; 01-882 4593 evenings. (89778

1956 BRISTOL 405. 2-door saloon. Manual with overdrive. Two-litre Bristol engine. Excellent condition throughout. £2,100. Telephone 01-907 4175. (89773

TRIUMPH HERALD Convertible 13/60, "K" 1971. Saffron yellow, black interior. Full tonneau, stereo, 40,000 miles. Absolutely immaculate. £785. Tel: 01-890 5645. (89774

ROVER 100, 1961. Black, fawn interior, under 10,000 miles from new, overdrive, radio. Immaculate original condition throughout. A real connoisseur's car. Must be the best in the country. £2,500 o.n.o. Croxton, Cambs. 216. (89771

TRIUMPH TR4A, 1967. Wire wheels, overdrive, roll bar, new tonneau, recent MoT. Excellent condition bodily and mechanically. One of the few genuinely clean TR4As left. £700 o.n.o. Wilmington 302 (Devon). (89780

FERRARI 330 GTC. Short wheel base, two-seater, 1968. 38,000 miles. Red, chrome Borranis, superb condition. £4,950. Interesting exchange. Warrington 61340. (89782

TRIUMPH TR3. Rebuilt from scratch at a cost of £3,000. Ivory with red hide and carpets, wires, etc. £1,500. Warrington 61340. (89782

FIAT 124 SPORT Coupe, 1971, 1608 c.c. Two owners, low mileage, excellent condition. Company car causes sale, £900 o.n.o. Might exchange for good Riley. Telephone Kenilworth 56230. (89770

GINETTA G15, 1972. Low mileage, sunroof, Cosmics, good condition, £750. Hunter, Darlington 721004. (89789

SCIMITAR GT 3-litre 1968. Fitted with 1971 Capri V6, overdrive, GTE wheels, interior and fibreglass excellent but original paint, poor chrome. Original V6, wheels, carb, etc. available. Minor oil surge problem (sump easily removed), hence £480 o.n.o. Ruislip 089-56-39297. V. J. Batten. (89783

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1930 AUSTIN SEVEN Tourer. Ripe for restoration. Tatty, but sound. Stork forces reluctant sale. Offers please. Car living in Essex, but for details ring Tarrington 242. (89768

1967 BENTLEY T Series. A superb example in metallic green. Recorded mileage 68,000. Reg. No. 6 BBC. Will deliver Western Europe, expenses only. J. Weston, Brink Farm, Buxton Road, Macclesfield (22920) Cheshire. (89784

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FOR SALE—continued

BENTLEY SI 1958. Excellent condition bodily and mechanically. Low mileage, some recent history. This is a real collector's piece in truly fine condition. Serious inquiries please ring 01-373 2296. (89777

E-TYPE FHC, 1963. Well above average condition. Not rotbox, but paintwork not pretty. Good trim, chrome wires, £675 o.n.o. 021-745 3576 (89766

MG-A 1600 1961, FHC, Dove-grey, wire wheels, MoT, original bodywork, good running order. Radio and cartridge stereo Offers around £950. Telephone: Nottingham 233567. (89763

MG PA 1934. Dismantled, 80% complete with original engine. Requires total restoration. Offers over £600. Tel: Helensburgh (0436) 4858. (89762

ROCHDALE OLYMPIC 1962. Reg. 6115 MD. 11 months MoT. Excellent condition. Le Mans Green. Recon. 1622 c.c. engine. Offers around £450. Ring 0609 5127 after 5 p.m. (89764

1966 SUNBEAM Tiger. 18,000 genuine miles. Pristine condition throughout, must be finest in captivity. Offers of £2,000 to: Rotherham 864146. (89760

1933 FLAT-NOSED Morris Cowley six cylinder. Reg. PV 937. New brakes, k/pins, clutch etc. Req. repaint and tidying. 021-353 9639 Streetly, Birmingham. (89756

TR6 PI "K" registration, 1972. White, black interior. Overdrive, Motorola radio. Owner going abroad. Reluctant sale, £1,050. Telephone: Wellington (Somerset) 4379. (89757

MG-C GT. Unique history, ex-works car. Beaulieu concours winner, specially made for titled owner. £2,250 o.n.o. For many more details of this truly outstanding car ring Taunton 5937 (day) and 5005 (evening). (89759

SHORTAGE OF SPACE forces sale of interesting car—a rebuilt 1936 Minx with reconditioned '48 engine, 12-volt lighting, 5 new tyres. Original appearance from front bumper to windscreen, thereafter a home-built wooden touring body. MoT without difficulty. Just £100 for immediate sale. Shepton Mallet 88478. (89852

RENAULT 750 1959/60 De Luxe Sunroof Saloon. 28,600 miles. Complete restoration 1970-74, 500 miles since. Concours winner Rallye Renault 1975. £150 new and s/h spares included. The best original 750 available. Offers over £1,000. Bailey, 44 York Rd., Cheam, Surrey. 01-642 7808. (89853

BMW 1602 1975, 17,000 miles. Garnet metallic, grey cloth trim, radio, headrests, etc. £2,345. Winkfield Row, 3844 Berkshire. (89854

P1800S VOLVO 1965. Red, black leather interior. 66,000 miles only, good tyres, exhaust, etc. Appreciating classic sports car. Taxed. 12 months MoT, £545. Tel: Elland 73725. (89861

FOR SALE—continued

BENTLEY R-TYPE 1953. Manual. Immaculate example. Tudor/shell grey, grey/blue leather. £3,500. Armitage 490232 (Staffs). (89855

JAGUAR MK. II 3.4-litre Sports Saloon. Manual/overdrive. Registration number 10 HBE. Beautiful appearance (inside, outside and underneath), coupled with shattering performance from 210 b.h.p. engine, recently overhauled by ex-Grand Prix mechanic. £495 Bourne (Lincs.) 3554. (89856

MAZDA RX3 Coupe 1972 (L). V.g.c. Low mileage, five new radial tyres, radio, stereo. Many extras, £750 o.n.o. Ring Thame 3849. (89857

BMW 2002, 1973. Polaris silver. Blue cloth trim, factory sunroof, radio/cassette, 44,000 miles. Beautiful car. £1,950. Southampton 769582. (89858

BRACE OF AUSTIN Ulsters: Complete original sports 1931, ½ built blown 1930 with new aluminium body. All Ulster except centric, not Cozette blower. Offers over £5,000 or single offers. Phone after March 12: Harpenden 60701. (89859

1969 MG-C GT. Good condition, 8-track radio/cassette. Old English White. MoT till Jan. 78. Taxed till April. £750 o.n.o. 614395 (89860

BMW 2500, 1971. Automatic, tan coachwork. Excellent condition. MoT. Only £1,350 or sensible exchanges. Southport 40047 or 78254. (89862

SCIMITAR GTE 1970. Manual, overdrive, radio. Damask Red/black interior. Exceptional condition throughout. Good mileage. Changed circumstances unfortunately force sale. £1,460 o.n.o. Meopham (Kent) 813691. (89863

JAGUAR MK. II 2.4 Nov. '63. Excellent example in maroon with matching interior and first class mechanics, only two previous owners, taxed, MoT. £550 o.n.o. Tel: Chirton 245 (Wilts.) (89864

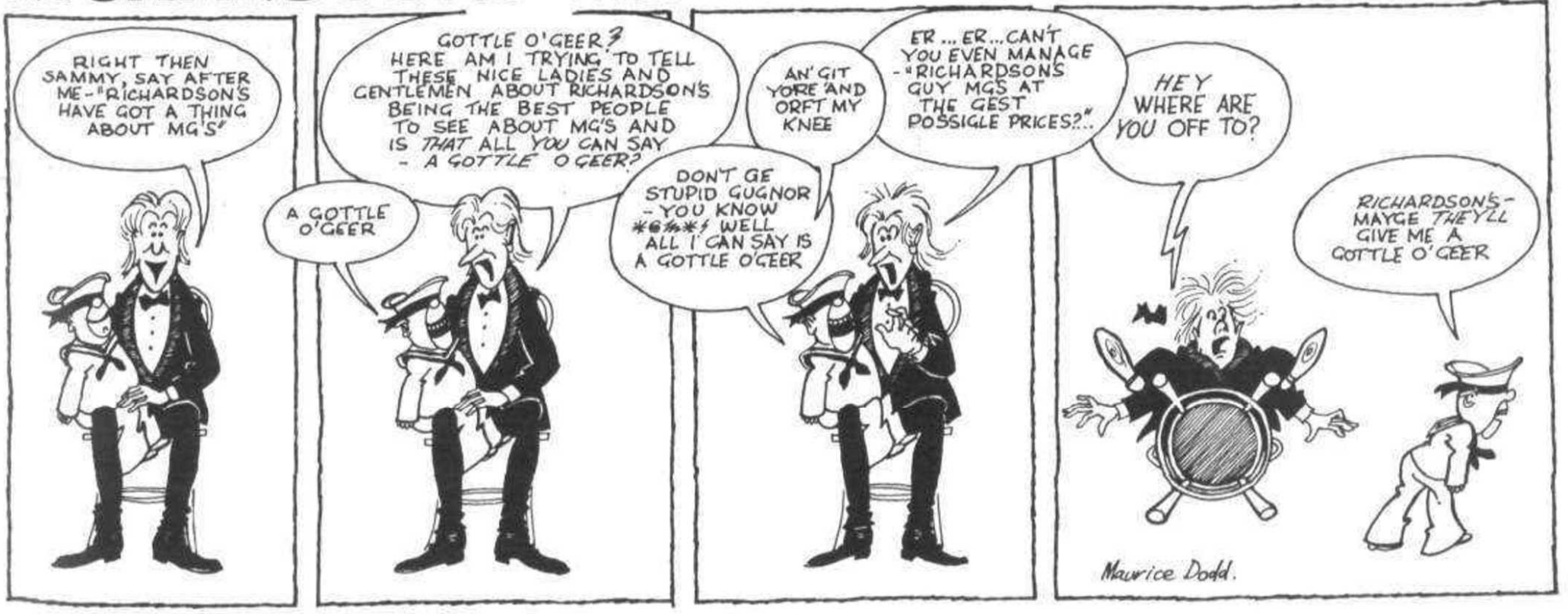
GILBERN 1964. 1800 GT. Overdrive, wires, taxed, MoT. Silver/red interior. Engine, gearbox, suspension, steering, brakes, overhauled, retrimmed, resprayed, £750. Phone: Mr. Cooper, Littlehampton 4161, 8 a.m.—5 p.m. (89865

LOTUS ELAN 2+2 130/S 1973. 27,000 miles only. Red/silver. Immaculate condition. £2,600 o.n.o. Telephone home Staveley (Cumbria) 555 or work 9 a.m.-5.30 p.m. Windermere 3887. (89866

HRF 412: AUSTIN 8, 1939. Owned by one family, extras. Fair condition. Offers: Manchester 061-973 6172. (89869

MG-B ROADSTER, 1971 (K). Blaze, overdrive, radio, electric aerial, 81,000 miles, 2 owners only, full history from new available. House purchase forces reluctant sale, so realistically priced, £875. Phone Barry, Leeds (0532) 31433, 9—5, or call, 7, Owlcotes Road Pudsey, Leeds, evenings or weekends. (89874

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1934 BSA 10 HP Saloon. Spotless blue and black paintwork. Absolutely mint condition. Sunshine roof. Appreciating investment. £1,400 o.n.o. Garstang 3709 (evenings). (89879

1949 HEALEY Silverstone, 2.4-litre. Red. Very original. First-class condition throughout. Good tyres. Excellent mechanically. Eligible for historic racing. £4,500 o.n.o. 57,750. Broughton (Preston) 862451. 338 Garstang Rd., Fulwood, Preston PR2 4RY. (89879

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LANCIA FLAVIA Zagato Coupe 1.8 1968. 62,000 miles. 30+ m.p.g. Long MoT. Excellent condition. £850 o.n.o. Hillier, phone Pontypool (Gwent) 3887. (89883

MG-B GT 1966. Overdrive, wire wheels, radio, many new parts. MoT December. Taxed. Excellent throughout. £445 o.n.o. Norwich 810326 (Norfolk). (89787

E-TYPE CONVERTIBLE Series I 4.2 1967. Red coachwork, black trim, chrome wires, 59,000 miles. Absolutely superb condition in every detail. £2,795. 01-458 2336 (London). (89886

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XK120s—TWO. One of original 100 made, with copper plaque, excellent condition throughout. Other, a fixed head and rare model. Good body and engine but interior needs re-doing. Offers for both around £8,000 or will split. Also Austin Healey 3000, in excellent condition, £2,500. Full details of above cars on request. Can be seen in Midlands. Box No. 5345. (36942

ALFA ROMEO 2000 GTV "K" registered. Dark blue—cloth upholstery. Recent engine overhaul. Incredible performance for 2-litre car. This model fast becoming a collector's piece. Colour photographs of this car appeared in Motor Sport centre spread. £1,450. Tel: 01-628 4741 Ext. 28. (36944

COLLECTORS/INVESTORS: Unique opportunity to obtain 1952 Armstrong Siddeley Coupe needing some restoration. Offers: phone 037181798 weekends. (36949

1974 TRIUMPH Dolomite Sprint. Pimento red. 23,000 miles, in most superb condition throughout. Alloy wheels, excellent tyres. £1,750. Manchester area. 061-881 2923. (89772

FIAT 124 SPORT Coupe 1800. June 1974. 23,000 miles. Radio, rust-treated. Good condition. Bargain at £1,495. Bingley (09766) 7563. (89823

1949 LANCIA Aprilia Faria Convertible. Body rebuilt, mach. sound, new hood, leather seats. Offers around £950. Ring: Aldridge 53045 Staffs. (89824

ARMSTRONG SIDDELEY Tickford Drophead Saloon (1933). Laid up for 10 years. (Sports Saloon 1934 suitable for spares or rebuild). Both 12/6. Phone: 031-440 1343 evenings. (89826

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1934 AUSTIN Sixteen-Six Burnham Saloon. Solid, absolutely rot-free body. Mechanically good. Bright nickel-chrome parts. One of the rare attractive old cars. Needs repair to fabric roof, otherwise very easily restorable. £485. Wantage 2317. (89832

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

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

1967 ASTON MARTIN DB6 Superleggera coupe, olive green, tan hide, one lady owner, automatic, p.a.s., radio, electric aerial, tinted, chrome wire wheels, mileage 37,917..... £3,995

1960 ASTON MARTIN DB4 saloon, dark blue, one lady owner last 6 years, radio, wire wheels..... £1,495

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

1959 AUSTIN HEALEY BN6, red, hard and soft tops, overdrive, tonneau, original log book..... £1,245

1958 BENTLEY SI, 4,887 c.c., grey over blue, original log book, p.a.s., automatic, radio, handbook £4,250

1950 BENTLEY Mk. VI, black-grey..... £1,750

1938 BENTLEY 4¼-litre Park Ward saloon, black over maroon, delightful..... £3,995

1967 CADILLAC Sedan De-Ville, metallic green, property of the late Paul Getty since new, recorded mileage 35,668, tinted glass, all electric..... £2,500

1960 CADILLAC coupe De-ville, cream, owned by late Paul Getty since new, all electric..... £3,000

1969 (Dec.) DAIMLER Sovereign, BRG, green leather, one owner (mechanical engineer), overdrive, p.a.s., h.r.w. 53,782 miles, £148 spent clutch 20/12/76. *This car must be seen*..... £1,945

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

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

1960 JAGUAR 2.4, green-brown, overdrive, radio, rad muff, power steering, original log book.. £565

1957 JENSEN 541, green, two owners since new, one until 1976, stored after o'haul 71-76, original invoice, handbook etc.; maintained same garage 12 years, all accounts kept since new. Reg. No. 541 AKX.. £1,895

1952 MG TD, red, original log book, full details of this beautiful car on request..... £3,500



1962 (Nov.) MERCEDES-BENZ 190 SL drophead coupe, pale blue, right hand drive, radio..... £1,795

1952 MORRIS OXFORD, original black, 39,968 miles..... £425

1938 ROLLS-ROYCE PH III, 124,000 miles, coach-work by Windover, delightful owner-driver saloon, black, engine work being carried out at this moment £8,000

1912 ROLLS-ROYCE Silver Ghost Tourer by Regent Carriage Co. and J. Rothschild et fils Ltd... £36,250

1961 VOLKSWAGEN Karmann-Ghia, fixed-head coupe, red..... £225

1969 DAIMLER V8 250, sable..... £1,295

SPORTS CARS

1972 Reg. ('70 Model) Imported U.S.A. (r.h.d.) JAGUAR 'E' Type 4.2 roadster, silver grey, V12 chrome wheels, needs engine work..... £1,595

1971 JAGUAR 2+2 V12 'E' Type automatic, blue, engine rebuilt 8,500 miles ago at a cost of £1,050 (bills available), radio, stereo, p.a.s..... £2,645

1969 (Dec.) JAGUAR 'E' Type 4.2-litre convertible, white/black, two owners, last one 6 years, stereo, wire wheels..... £1,495

1968 LOTUS 2+2 coupe, all black, radio, Weber carbs., electric windows..... £1,095

1975 MG-B GT, tundra/brown nylon, overdrive, sun-roof, h.r.w..... £2,335

1974 MG-B GT, 'V8', blaze/black, overdrive, sun-roof, Sundym, headrests, radio, 24,714 miles.. £2,645

1974 MG-B V8 GT, white/blue nylon, overdrive, Sundym, headrests, door mirrors, 28,448 miles £2,545

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

1974 (N) MG Midget, citron, one owner, tonneau, Cadulac rust proof..... £1,345

1974 MG Midget, bronze yellow, one lady owner, rack, headrests..... £1,295

1973 MG GT 'V8', harvest gold/blue nylon, vinyl top, sunroof, Sundym, h.r.w., overdrive, headrests £2,195

1973 (M) MG-B GT automatic, damask red, blue nylon, h.r.w..... £1,745

1973 MG-B, white/black, 37,328 miles, Bermuda classic *hardtop, soft top, radio, anti-thief*..... £1,495

1973 MG-B, harvest gold, overdrive, chrome Ro-styles, radio, headrests, tonneau..... £1,395



1973 MG Midget, harvest gold, one owner, radio, tonneau, seat covers, headrests, mirrors, 42,195 miles..... £1,045

1972 MG-B GT, harvest gold, overdrive, headrests, h.r.w., one owner..... £1,465

1972 MG-B GT, red, blue nylon, overdrive, sunroof, radio, h.r.w., headrests, fog-spot..... £1,445

1972 MG-B, blaze, two owners, one last 3 years, 41,407 miles, overdrive, stereo, tonneau..... £1,195

1970 MG-B GT automatic, black, 42,417 miles, wire wheels, anti-thief, special Yale locks..... £1,075

1970 MG-B GT, blue royale, wire wheels, radio £945

1968 MG 'C' GT, white, overdrive, wire wheels, radio, sunroof..... £795

1968 MG-C, blue, hard and soft tops, wire wheels, overdrive, radio, stereo, leather wheel, nice reg. *number*..... £765

1968 MG 'C' roadster, white/black, rack, radio, tonneau, leather wheel..... £645

1967 MG-B GT, primrose, wire wheels, radio £645

1975 (N) TRIUMPH TR6, red/black, 19,591 miles, overdrive, hard and soft tops, headrests..... £2,545

1975 TRIUMPH 1500 Spitfire, white, hardtop, one owner, mileage 11,856, overdrive..... £1,675

1973 (M) TRIUMPH Spitfire, red, red hardtop, 27,439 miles, Motorola, overdrive, mirrors, h.r.w. £1,425

1973 TRIUMPH GT6, blue/blue nylon, Sundym glass, £250 spent engine rebuilt Dec. '76..... £1,375

1973 TRIUMPH Spitfire, magenta, 29,951 miles, Cadulac underseal, one owner..... £1,295

1973 SPITFIRE, white, 26,104 miles, choice of another 3..... £1,225

1973 TRIUMPH Spitfire, mimosa, lady owner, 37,882 miles..... £1,145

1972 (L) TRIUMPH Stag, red/black, one owner, 39,163 miles, hard and soft tops, p.a.s., radio, overdrive..... £1,945

1972 TR6, white/tan, overdrive, radio, very clean car for year..... £1,325

1972 (L) TRIUMPH Spitfire Mk. IV, emerald green/black, two owners only, radio..... £1,025

1972 TRIUMPH Spitfire, white/black, one owner, hardtop, radio..... £945

1968 (Dec.) TRIUMPH Spitfire, red, wire wheels, hardtop, fog/spot, new hood..... £495

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1974 (Nov.) AUSTIN Mini Clubman Estate, yellow/black, one Dr.-owner, 19,341 miles..... £1,195

1973 BMW 3.0Si, maroon/grey, one owner, power steering, 53,489 miles..... £2,795

1972 (Oct.) 2-door coupe 3.0 CSi, Motor Sport colours, sunroof, special wheels, electric windows, h.r.w. Just had £350 BMW service, 49,223 miles £3,995

1973 RELIANT GTE automatic, capricon blue/tan, one owner, 35,629 miles, radio/stereo, chrome wheels, sunroof, rear wiper..... £2,495

1969 HYDRO-CRAFT 16 ft. 2 Ski Boat, Chrysler '85' engine, one owner, exceptional condition.... £995

1973 (Nov.) HILLMAN Super Hunter, blue/black, mileage 26,609, one owner, radio..... £895

1962 DAIMLER Majestic limousine, used by the Mayor for his duties, black, West of England cloth rear..... £1,195

1972 RENAULT 16TL 5-door saloon, red/black, (lady owner), exceptional condition..... £945

1971 TRIUMPH 13/60 Convertible, Valencia blue, one lady owner since new, one of the last made £695

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

1973 RELIANT Scimitar GTE, white, chrome wheels, golde sunroof, radio, rear wiper, h.r.w., vinyl roof, fog/spot, electric windows..... £2,225

1970 RELIANT Scimitar GTE, pale green, overdrive, rear wiper, radio, 8-track..... £1,425

1968 PONTIAC Convertible Tempest GTO, beige, automatic, all electric, refrigeration, p.a.s., p.a.b. tinted..... £1,295

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1976 Silver Shadow
Finished in Athenian Blue with magnolia hide upholstery **£17,695**

1976 Silver Shadow
Finished in Walnut with beige hide upholstery and very low mileage **£18,745**

1972 Silver Shadow
Finished Black over Garnet with black hide upholstery, fitted Lambswool rugs, speed control, low mileage **£12,250**

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Finished in Green with tan upholstery, hearse conversion **£4,795**

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1976 Volvo 244 DL
Dark Blue, with blue upholstery, Automatic transmission, Radio **£3,870**

FIAT

1976 130 Coupe.
Silver with blue velour upholstery, usual tinted glass, automatic, radio, power steering, etc. **£6,995**

JAGUAR & DAIMLER

1976 Jag. XJ6
Greensand with cinnamon hide upholstery, fitted overdrive and radio **£5,900**

1975 Jag. XJ6
Finished in White with Black upholstery **£5,750**

1975 Jag. XJ6
British Racing Green with black upholstery and fitted sunshine roof **£9,395**

1974 Jag. XJ6
Finished in Greensand with cinnamon upholstery and sunshine roof **£4,625**

1974 Jag. XJ6
Dark Blue with blue upholstery, fitted air conditioning **£4,350**

1974 Daimler 66 Vanden Plas
Finished in Aegean Blue, with biscuit upholstery, all the usual refinements including air conditioning **£5,675**

ROVER

1974 3,500S
White with brown upholstery. Denovo tyres, power steering, sun shine roof **£2,250**

FERRARI

1975 DINO 308 GT4
White over Black, black upholstery, fitted radio and cassette player **£8,495**

LOTUS

1976 Elite
Finished in Yellow with tan upholstery, low mileage **£7,295**

PORCHE

1975 911 Targa
Finished in Green with black upholstery **£9,450**

MERCEDES

1974 Mercedes Benz 280CE
Finished in Silver with blue upholstery, electric sunshine roof, radio, etc. **£5,645**

TRIUMPH

1974 Dolomite Sprint
Red with chestnut upholstery, nylon seat facings, sunshine roof **£2,250**

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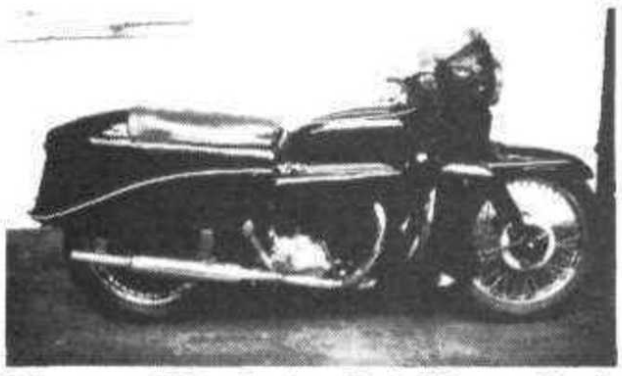
01-445 1869 (EVENINGS)



Bentley, 1952, Mk. VI H. J. Mulliner lightweight 4-door coachbuilt sports saloon. 2 owners, extensive service history available, elegantly finished in sand over Havana brown, with all original tan hide trim and carpet, fitted electric windows, a first class all round specimen.



Rolls-Royce, 1963, Silver Cloud III, standard 4-door sports saloon with a difference. Only 16,000 miles from new, elegance combined with quality plus almost brand-newness must make this the collector's or Investor's dream come true. Elegantly finished in smoke over sage green with, what can only be described as indistinguishable from new, green hide trim and carpet, lambswool rugs, etc. etc. A true *concours* prize-winner which even your Accountant could not advise against purchasing.



Vincent, 1955, Series D 1,000 c.c. Black Knight fully enclosed twin, very nice all round order. Complete and original.

Rolls-Royce, 1964, Silver Cloud III. L.W.B. owner-driver touring limousine. Elegantly styled coachwork by James Young. This virtually one-owner, chauffeur-driven company director's car has been maintained to the highest standard. Tastefully finished in ebony over old English white with magnificent parchment hide trim, beige Wilton carpeting, with fitted fur rugs to rear, electrically-powered windows, darkened quarter-lights, fitted vanity set, etc., etc. A very beautiful example of this rare and desirable coachbuilt Rolls-Royce.

Rolls-Royce, 1971, Silver Shadow Mulliner/Park Ward 2-door coachbuilt convert., two owners with a recorded mileage of only 30,000. Elegantly finished in coffee bean brown with tan coloured hood, parchment hide trim, beige carpeting, fitted rugs, etc., Sundym glass, refrigeration, radio/stereo cassette. This must be the one you're looking for! Without question a superbly kept example in truly outstanding condition throughout.

Rolls-Royce, 1971, Silver Shadow standard 4-door sports saloon, finished in regal red with beige trim and carpet, full refrigeration, Sundym glass, etc. Recorded 60,000 miles, good service history.



Daimler, 1976 (R), Double Six 2-door coupe, automatic transmission, full air conditioning, Sundym glass, electric windows, radio, stereo, 6,000 miles recorded, one owner, finished in fern grey with tan trim, as new.



Morris, 1929/30, Cowley 13.9 4-door saloon, sound and extremely pretty, light vintage carriage, finished in 'Oxford' blue with blue trim, mechanically good. A true thoroughbred vintage car at modest cost.

Rolls-Royce, 1954, Silver Dawn automatic sunroof sports saloon, superbly cellulosed in shell and Tudor grey with all original Burgundy hide trim and carpeting. Recorded mileage under 70,000, a magnificent specimen; at present available near New York.

FOR SALE—continued

LOTUS ELAN Sprint FHC, 1972. Farm purchase forces sale of my beloved Lotus. Recent engine and Weber overhaul. Two owners only of this fast and economical car. Any trial. £1,500 or exchange good tractor. Tel: 0254 33431. (89834

TRIUMPH VITESSE Convertible Mk. 2, 1969. White, overdrive, MoT, taxed, very low mileage, new spare hood, beautiful condition. £875. 021-475 7009. (89835

LOTUS CAPRI 1600. Fully converted from new by Lumo Engineering. New Grand Prix 70 radials. Motorola. Featured in "Motor Sport" October, 1969. Excellent condition throughout. £875. Telephone: (Neath) 0639 56505 evenings. (89867

LOTUS ELITE, 1961. Excellent example in green with black trim. Stage 2 Climax and close ratio gears, £1,350. 10 Brookside, Southwick, Peterborough. (89836

JAGUAR 340 1968, automatic. 67,000 miles. Recent bills total £300+, including new brakes, and engine overhaul. Good interior, sound coachwork requiring minimal attention. Taxed May. £595. Tel: 01-508 7654. (89838

1911 SUNBEAM 12/16 h.p. Chassis No. 3441. Torpedo body, original specification, in excellent condition. VCC date certificate No. 94. Phone: Northampton 830451. (89839

AUSTIN TEN Saloon, 1946. Superior condition throughout, with excellent black coachwork and recent interior retrim. MoT. Ready to drive anywhere. £385. Reading 695204. (89840

MG-C ROADSTER, 1969. Original bodywork and paintwork, in white. Perfect economical engine, stored all winter. Tested, new Spax shockers, recent exhaust on special manifold, o/d, w/w, VHF radio, tonneau. Tel: Cambridge 311350 daytime; Thetford 3363 evenings. Must sell by April 15th—so £750 o.n.o. (89842

TRIUMPH SPITFIRE 1300, "M" Regn. Yellow, soft-top, immaculate. 25,000 miles. £1,195 o.n.o. 01-886 8510. (89843

RILEY 1.5 1960. Body restored to as new condition. Kept over 10 years with same family, current MoT, £250 o.n.o. Telephone Norwich 897945. (89844

STAG "N" REG, 1974. Dark blue, automatic, H/S. Still looks like a new car having covered only 27,000 careful miles. Bargain at £3,099. Ware (0920) 5647. (89849

MG-B GT V8 1974 "N". Electric sunroof, Sundym glass, overdrive, radio, cloth trim, chrome wheels. Beautiful car. £2,395. Consider p/x. Welwyn 6746. (89850

TR6 1974, OVERDRIVE, hard-top, soft-top. French blue/black interior. £1,750. Consider p/x. Welwyn Garden 24668. (89850

FOR SALE—continued

PIPER P2 1976, "P" regd. Usual extras. Yellow with black trim. £1,800 o.n.o. P/ex. considered. Tel: 0823 45293 (Taunton). Can be viewed in Glos. (89845

1938 DAIMLER 2½-litre saloon. Superior original condition. Excellent bodywork and mechanics. Recent MoT. Genuine reason for sale of this collector's item. £1,200. Staines 51954. (89847

1938 STANDARD Flying 12. A very sound motor car, unfortunately other commitments force reluctant sale. I value it at £425 but am open to offers. Also many spares including a freewheel gearbox. Current MoT. Thame 4306. (89851

BROOKLANDS RILEY 9 h.p. team car 1931, VC 8304, winner of 1932 TT competition No. 17. Drove by Commander Whitcroft. VC 8304 was 5th in the 1932 1,000-mile race at Brooklands. Entered for Le Mans in 1933 driven by Von den Becke and Peacock, finished 4th. Won the 1100 c.c. and 1500 c.c. classes. Present owner 16 years. Serious offers to: F. E. Marriott 9, Hillside Crescent, Weldon, Nr. Corby, Northants. Phone 9 a.m. to 5 p.m. Kettering 2521; phone 7 p.m. to 9 p.m. Corby 68511. (89804

ROLLS-ROYCE 1929 Phantom II chassis. Low rake steering. Short wheelbase. Needs restoring. Offers. Camberley 32283. (89805

BRISTOL 409. Many new parts fitted. Maroon. Needs respray, hence £1,500. Rotherham (0709) 77434 evenings. (89806

DAIMLER V8 250, 1968. Automatic and power, 76,000 miles. Golden sand with red ventilated upholstery, special tinted sun visor, inertia reel seat belts, tools never been used. A most practical usable car. £875. Tel: Preston 633320. (89807

MAZDA RX4 1975. Metallic green coupe. Manual 5-speed, emission controlled, near-new Dunlop SP Sports. Scrupulously maintained, Mazda serviced. One devoted owner. 26,000 carefree miles. Cibie fog lamps, stereo cassette. £1,650. 01-485 3421. (89785

MG MIDGET 1500, September 1976. Mileage 2,500, second car. Supercover warranty. Taxed. Save over £300 on new list price. Phone: Launceston 2219. (89786

BRISTOL 408, White, v.g.c. Used daily. Webasto roof, stereo. Cherished reg. number. £2,000 or exchange classic or vintage open car. Box No. 5343. (89781

PORSCHE 911T 1970. Genuine 46,000, tinted electric windows, electric sunroof, alloys, stereo, fantastic condition. £2,750. Horam Road (043 53) 2465. (89800

ROVER 110 1963. Marine grey, red interior, taxed, MoT November, excellent condition. £295 o.n.o. Preston (0772) 36629. (89803

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1951 XK120 Roadster. Currently part restored. **£1,750.**

1955 XK140 F.H.C. Total restoration regardless of cost, 'C' Type specification, wires, o/drive, fabulous car. **£3,750.**

1959 XK150 F.H.C. Fitted new engine, wire wheels, bodywork scruffy, **£1,400.**

1963 'E' Type 3.8 Roadster, fitted new body and specification 1971, new chrome wires, 8-track, **£1,950.**

1965 'E' Type 4.2 F.H.C., recently rebuilt, new chrome wires, brakes, steering, beautiful in Regency red, **£1,475**



1961 Jaguar Mk. 9, recently featured in B.B.C. film "Nanny's Boy". A fabulous two-owner example. (photo). **£1,675.**

1952 Jaguar Mk. 7, a good honest example, silver grey, **£750.**

We have three more from **£125!**

JAGUAR MK. I and IIs

We normally have the best for the least.

3 Jaguar 2.4 Mk. Is, £150-£1,275.

3.4 Mk. I, wires, o/d, restored, **£1,475.**

5 Jaguar 2.4 Mk. IIs and 240, £125-£1,150

2 Jaguar 3.4 Mk. IIs, £750-£850.

3 Jaguar 3.8 Mk. IIs, £575-£975.

Also **420.G,** low mileage, superb, **£975.**

'S' Types 3.4 and 3.8, wire wheels, **£575.**

The Weston Park Racing Team, victory celebrations! Jaguar Mk. VII driven by Graig Hinton winner Class A, Jaguar 2.4 Mk. I driven by Gordon Bruce, Clive Richardson, Gerry Marshall, Paul Skilleter and Tom Leak (Team prize) and Class B winner Bob Meacham. In action again Silverstone 12.3.77.



1965 Mercedes-Benz 220 S.E.B. Impressive 2-door coupe. (photo). Only **£1,675.**

1960 Facel-Vega HK.500, manual, sunroof, disc brakes, **£1,250.**

Triumph Roadsters, one 1800 complete and two almost complete 2000s plus spare chassis etc. The lot, **£1,300.**

1938 Triumph Dolomites, both require total restoration. The pair **£450.**

1952 Triumph 'Renown' 2-litre, alloy coachbuilt sports saloon. Excellent, **£795.**

1953 Armstrong Siddeley's, a Whitley in running order at **£375** and a rather beautiful 'Sapphire' at **£795.**

1956 Lancia B.20 5th series, Aurelia. The best I've seen, **£1,150.**

1967 Lancia Flavia 4-seat convert. **£975.**

1948 Lanchester LD.10. Good, **£450.**

1955 Sunbeam Talbots, 5 to choose, good and bad, the lot, **£1,000.**

1969 Fiat Bertone Spider. Drophead with hard top, **£975.**

1971 M.G.B. 'V8' by Costello. The real one! One titled owner. Superb car, **£1,475**

1973 Ginetta G.15, a great little car, **£975.**

1964 Morris 1000, 17,000 miles. One lady owner. As new. Offers.

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Christie's have now established regular sales in Europe of Collectors Cars; in Geneva, Switzerland in March, Beaulieu, England in June and Leidshendam, Holland in November.



Entries close eight weeks prior to each sale.

FOR SALE—continued

PACKARD 1936. "Super Eight" rolling chassis. Offers over £1,500. Tel: Bagshot 71299. 89802

1972 ALFA ROMEO 2000 Spyder. Mint condition, taxed service history. Radio, £1,800. Newbury 45962 evenings. (89799

AUSTIN 7 Special. Reg. 1938. Recon E93A engine/gearbox, Hamblin body, special w/w. MoT, tax, v.g.c. £750. Tel: Diss (Norfolk) 3563. (89798

RILEY 9 PVT SPECIAL (1929 chassis), for rebuild, many spares, engines, gear boxes, axles, nearest offer to £500 secures. Frilford Heath (0865) 391587. (89796

MG PA/PB rolling chassis and bodywork, much restoration work done but requires completion, offers invited. Frilford Heath (0865) 391587. (89796

JAGUAR E-TYPE 4.2 1970 Series II. Immaculate condition. One owner for first 6 years. Sable with black leather interior. Chrome wire wheels, Sundym glass, radio. Any RAC/AA inspection invited. Tel: Portsmouth 32889 office; Cosham 75348 home. Reason for selling: new car on order due in April. £2,395 o.n.o. (89797

1954 MG-A SPORTS. Extensive rebuilding. New tyres, exhaust, good all round. £575 o.n.o. Phone: Bramdean 551. (89794

AUSTIN HEALEY 3000 Mk. III. 10,000 genuine miles only since new, BRG, 6 in. Pearce wheels. First class condition, £2,650. Tel: 0625 73781. (89793

TVR 2500 M, December 1972. Metallic blue, radio, HRW, carefully maintained. New engine 20,000 miles. £1,875. Sims 928 0533 Ext. 334. (89791

VOLKSWAGEN SCIROCCO TS "P" reg. One owner, 19,000 miles, Radio, alloy wheels, taxed .Excellent condition, £2,495 o.n.o. or exchange Ashbourne 3179. (89790

MG M-TYPE rolling chassis, front wings, steering, radiator, brakes, axles, £450. Worcester 830366. (89789

ASTON MARTIN DB6 1969 (H). Gleaming midnight blue coachwork, cream leather, 55,000 mls., automatic, power steering, CWW, sunroof, Sundym, new test, Crypton report absolutely spectacular, £2,995. P/exchange considered. Orpington 37629. (89788

PORSCHE 356A 1600 Super, 1959. Mileometer 48,000. White/red. Best offer around £1,200 from serious investors only. 01-741 0094. (36961

MG ZB VARITONE, 1957. No MoT, complete, suitable for restoration, £30 o.n.o. Aberdeen (0224) 861335. (89904

AUSTIN HEALEY 3000 Mk. 3, 1966. Only 65,000 miles. Three owners. Much work completed. Fitted with Cobra wheels with flared arches, otherwise standard. Only requires work on interior to complete. Taxed, tested. Very reluctant sale, £1,550. Full details: Paul Hanney, 62 First Avenue, Dagenham, Essex. 01-595 0253. (89905

OPEL MANTA Berlinetta. "N" Reg. Maroon. Radio. Head restraints. Inertia belts. 27,000 m., immaculate throughout. £1,870. HP arranged. Telephone Uxbridge 53226 evenings. (89906

ROVER 3500S, 1972, Mexico brown, champagne, vinyl roof, wheel trims, radio, full MoT, taxed, very smart. £1,260. P/X considered. 075881 2213 day or 2383 evenings. (89907

1935 AUSTIN 7, bodywork repainted, engine running and in reasonable condition. In need of rewiring, various spares included. All bright surfaces rechromed. £300. Ring: Halsall, Nr. Southport 840 525 after 6 p.m. (89908

WOLSELEY 1500, 1958. Two owners from new. Runs well, £95. Details: Leeds 673980 evenings. (89909

AUSTIN HEALEY 3000 Mk. III. Excellent condition. W/W, overdrive, fully restored. Ice blue/white. £2,500. Steeton (0535) 53408. (89927

MG PA 1935 2-seater. Original and complete. Present enthusiast owner 15 years. £2,300 o.n.o. Phone 0303 58383 after 6 p.m. (89919

"FROGEYE" SPRITE 1959. Beautiful condition throughout. Restored to very high standard. Much time and money spent, offers over £400. Tel: Southport (Merseyside) 68427. (89918

FERRARI 275 GTB, 1965. Red, full history and bills including £1,000 reconditioned gearbox. Beautiful example of this classic car. £6,500. Ashtead (Surrey) 72788. (89915

JAGUAR 240. Manual with overdrive. "G" registered. Absolutely immaculate inside and out. White with red trim. £795. Tel: 01-890 5645. (89916

THE ULTIMATE Estate car. Peugeot 504GL Automatic. Radio, sunroof, metallic silver grey. "R" registration. £3,450. Butcher, Winchester 2813. (89912

ALFA ROMEO 2600 Sprint, 1965. Blue, immaculate interior, tan leather trim. Recent engine overhaul, 2 engineer owners since new. MoT. Sound car, good value at £495. Tel: West Mersea, Essex 2956. (89913

JAGUAR MK. II 2.4 man/o-d. Finished in gleaming white with black interior. Radio, 2 owners. A car for the connoisseur. £1,695. Phone Richard 01-504 9511. (89914

LANCIA BETA 1800ES. Sliding roof, electric aerial and windows tinted glass, Ziebarted, 1976 and 10,600 miles, £2,650. Leamington Spa 0926 23574 evenings. (89920

1970 LANCIA FLAVIA 2000 Coupe. Bargain at £575. White/red, 63,000 miles, radio/electric aerial, p.a.s., Tax to May, MoT to November. Phone: Three Rivers (Braintree) 3652. (89651

FOR SALE—continued

1938 RILEY FALCON. Engine, steering rebuilt. New brakes, radiator, clutch, rewired. Body and interior original. Running chassis show model fitted earlier body by Riley, make this an unusual and rare car. Tel: Blythe Bridge 2962 (Staffs.). (89372

1975 FERRARI DINO 308 GT4 2+2. White/black, blue int. air conditioned, radio/stereo. £7,850. (Code 0843) 26439/63487. (89958

PORSCHE 911E. 1968 Oct. "G". Sahara beige. Maintained in Porsche tradition. Good example of this excellent car. £2,100. Phone: Middlesbrough 87409. (89957

FIAT DINO Spyder. Red, 2-litre V6. Good exciting motor, £1,800. Northwood (Middx) 22880. (89973

AUSTIN HEALEY Mk. I Sprite. Cherry red. Very good condition. All steel, £400. Phone: Fordham (Cambs.) 655. (89977

CORVETTE STING RAY, 7-litre convertible with hard-top. Specification includes Micky Thompson heads, Edelbrock manifold, Holley carb., Hooker exhaust, Munice gearbox, Hurst shift, Cragar wheels, Posidrive diff., competition suspension. For photos see article in "Classic Car" Feb. 1977 or "Motor" June 19, 1976. Car built 1967. Reg. No. TOY 229 M. £3,750 o.n.o. 01-693 7379. (89978

PORSCHE LHD. 1967. 130 b.h.p. engine. White/red trim, electric sunroof, radio. £1,950 o.n.o. 01-693 7379. (89978

1965 VOLVO P1800S. White, overdrive, wire wheels, taxed. Needs work to pass MoT. Body fair, snip for enthusiast. £300 o.n.o. Tel: 01-674 9906, 7.30 evgs. (89979

MORGAN +4 two-seater, 1953. Yellow. Flat rad. 600 miles since rebuild, four extra tyres. MoT and tax. £2,600 o.n.o. Staplecross 300. (89983

MG-B GT V8 LATE 73. Damask, tints, stereo, radio, sunroof, tow-bar. 38,000. £1,980 John. Tel: Kettering 517451 or Northampton 880751. (89980

HUDSON TERRAPLANE 6, 1938. 4-door saloon. Blue, beige cloth interior, sound example, attractive. £1,500. Tel: 0359 40335. Craig Cottage Wetherden, Stowmarket, Suffolk. (89981

1955 MG-A 1500 c.c. Roadster. Rare early model. Used daily. Tax Sept. 1977. MoT Jan. 1978. Glacier white, with black interior. Steel body and mechanically excellent. £500 o.n.o. Tel: Forest Edge 7116. (89921

LOTUS SEVEN. Yellow crossflow Series IV. late 71. Low mileage, lady owner/wintering West Country £1,355. Tel: 0646 600775. (89929

E-TYPE, 1968, 2+2, showing 50,000 miles, chrome wires, radio. Primrose. Excellent body and interior, recent new clutch and top-end overhaul. £1,795. Cheaper car taken in part exchange. Elland 74307 (Yorkshire). (89928

ASTON MARTIN DB5 1965. Red/navy trim. Borrani wheels, tinted glass, sunroof. 12 months MoT. An appreciating asset. £2,950 o.n.o. 061-485 8825. (89927

NICE MG T-TYPE urgently required by private enthusiast. Cash waiting. Please phone Bromsgrove (Worcs.) 74206. (89925

1971K MG-B GT. Red/black interior; HRW, Motorola, Cinturatos, MoT Feb. '78, taxed. £1,100. Telephone Macclesfield (Cheshire) 20988. (89924

MORRIS SERIES E 1939, 4-door, sunshine roof, 2 owners from new. A superb example of this model. All reasonable offers considered. Tel: Caerphilly 867927. (89923

ALLEGRO 1750 Sport, 1973 M-Reg. Very good condition. Tested till August. Must sell, now have company car, £995. Worksop 6463 evenings. (89922

1935 AC 16/80 Foursome Drophead Coupe. In very fine condition; used regularly until last Christmas. Stored since. Perfect running order. Offers around £2,950. Tel: Newport Pagnell 610123/583812. (89932

1935 MORRIS 8 Van. Flat-nose chrome radiator. Ex-GPO. 2 owners since 1939. Runs very sweetly. Ideal small business running advt. £850. Tel: Newport Pagnell 610123/583812. (89932

LOTUS 7 S4 1600 GT, 1972. JPS colours. 12,000 miles. Good condition. £1,300. Camberley 33091. (89931

LOTUS ELITE 501, 1975. Low mileage. White, beige trim. Stored last 12 months, owner abroad. Any test welcome. Guaranteed 3 months £5,900. Tel: Coalville 34665 after 6.30 p.m. (89930

ALFA MONTREAL 1973, LHD. Red, AC, etc., only 31,000 miles, in excellent condition. £3,999. Phone: Kirkbean 217. (89938

CHEVETTE, MARCH 1976. One owner, extras, only £1,750 (now £2,237 new). Gables, Brightwalton, Berkshire 04882 405. (89933

X1/9 SPIDER, 40,000 miles, 3 years old, LHD. Good condition, new Pirellis, £1,650. Telephone 0765/2829 (Easter holiday) or Brussels 6404511 (office); 6496917 (home). (89937

PORSCHE 912, 1967. RM 48,000. Recent bodywork renovations including new sills and front wing. Resprayed dark brown, otherwise completely original. Blaupunkt radio. £1,550. Possibly in Surrey/London after 5th. Plymouth 872709 after 7 p.m. (89944

ALFA ROMEO 1300 GT Junior, 1969. Radio, attractive silver coupe, £375. Norwich (0603) 713997. (89935

MG-B ROADSTER, 1973. Overdrive, rustproofed body, excellent mechanical condition with new clutch, extras. High mileage (57,000) only reason for low price of £1,100. Chepstow 4669. (89943

FOR SALE—continued

RARE JENSEN Interceptor 1954. Only 88 made. Alloy body, good engine and gearbox. Stored for last 3 years, in running order. £450 or offer. Guildford 31828. (89940

PORSCHE 356B 1963. Good condition. Cibie headlights, reclining seats, much work done to body. MoT. £750. Exchange Mark II Jaguar/Daimler V8 in similar condition. Hull 77939. (89936

LANCIA BETA Coupe 1600 1975 (P). White, green upholstery. 22,000 miles. Modified headlights and control. Radio, standard luxuries of a modern sports car. £2,450. Portsmouth 35197. (89934

BENTLEY 3½ SPORTS Saloon with very pretty Rippon coachwork, slightly fire damaged. Potentially valuable car, £2,950. Box No. 5346. (89959

1955 DAIMLER Century. Superb order throughout. 54,000 miles, taxed, MoT June, £500. Tel: Bristol 713931. (89984

FIAT 124 SPORT "K" registered, White, black cloth, electronic ignition, new shockers, 185/70 Grands Prix. High standard equipment. Must sell. Plymouth 62426. (89945

MG-A MK. I 1500 Roadster, 1957. Requires some restoration. Offers over £290 required. Phone: Nottingham 279883. (89946

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ALFA ROMEO 2000 Spyder Veloce, July 1976. Less than 8,000 miles. Red with black interior. Radio/cassette twin speakers, taxed £4,250. Phone: 0373 822544. (89947

ROVER 105S, 1957. Registration letters ROY. Excellent mechanically. Body and interior above average for year. New MoT, £850. Hoddesdon (Herts) 69796. (89986

DAIMLER SOVEREIGN 4.2 Automatic. "H" registration. 55,000 miles. Regency red/powder blue interior. One of the last "420" bodied Daimlers in exceptional condition. £895 o.n.o. Phone: Gainford 257. (89985

DAIMLER 2½ V8 1965. Automatic. Metallic blue, clean dark blue interior, good chrome-work, good oil pressure, MoT, Motorola radio, £475, Rainham (Essex). (89953

PORSCHE 356B Coupe 1960. Engineer owned and maintained seven years. £700. Phone: 0602 232398 after 8 p.m. (89952

FERRARI 365GT/B Berlinetta Boxer. 5,000 miles only. Frontal damage. Work partially completed. Offered complete with many new parts. £7,000 the lot. Bentley, 7A Gloucester Road, Littlehampton, Sussex. Littlehampton 6743. (89956

AUSTIN CHUMMY 1926. Rebuilt, resprayed. Original and in very good condition. £2,300. 061-427 1876. (89954

JENSEN CV8 Mk. III, 1966. Finished in Starmist blue with grey interior. Full sunroof. Sports wheels, Dunlop SP Sport tyres recently fitted. Stereo radio/cassette, electric aerial. Over £2,000 spent during last 12 months including engine, brakes and suspension overhaul. Reconditioned gearbox and torque converter, etc., etc. Must be seen. You probably won't find a finer example anywhere. Offers over £2,500. 051-722 7115 day, or 051-733 1023 eves. (89949

ASTON MARTIN DB5 Automatic, 1964. Metallic Aegean blue. Sundym, CWW, radio, only one previous owner. 70,000 miles approx. Exceptional original condition. £2,850. Telephone 235 8253 (office hours). (89976

AUSTIN CHUMMY Tourer 1926. Very small amount of work needed to make this very valuable car worth much more. £1,675. Maidenhead 20147. (89975

TRIUMPH SPITFIRE IV, 1972. Soft top, overdrive, MoT until Feb. '78. £895. Rossendale 4596 evening. (89974

PIPER GTT. Very rare beautiful sports car, reputed only 50 made. Low mileage, very good condition, enthusiast owned. Crack in laminated windscreen hence bargain at £1,200. Phone 01-552 2441. Will appreciate in value. (89972

AUSTIN HEALEY 3000 Mk. III, 1966. 68,000 miles. Colorado red over black panels. Professional engine rebuild and respray at 60,000 miles. New clutch, hood, tonneau, reconditioned overdrive, long MoT. In exceptional order throughout. £1,795 o.n.o. Tel: 01-681 3376 (after 6.30 p.m.). (89970

ALFA ROMEO 2000 GTV, 1972. Red/black. 41,000 only. MoT. Excellent condition. £1,325 o.n.o. East Coscote 3384 or Loughborough 63551. (89964

TVR 1600M 1975 (P). Brown with brown trim and beige vinyl roof. Radio, Sundym, HRW. Baby's arrival forces sale. £3,000. Tel: 075-785 628. 8, Church Close, Bubwith, N. Humberside. (89967

SCIMITAR GTE 1970. £1,150 o.n.o. Outstanding condition for year. Serviced and cared for regularly. Year's MoT. Overdrive. Full details: Leamington Spa 613148. (89968

1973 3CSL. Ceylon gold, black int., tinted glass, Alpina wheels, XWX tyres. Superb. £3,850 P/X poss. 0422 76753 evgs. (89966

1972 ALFA SPYDER 2000. Blue/black int. Radio. 46,000 miles. Ex. cond. £1,800 o.n.o. 0422 76753 evgs. (89966

ASTON DB6 1969. Vantage engine, 5-speed box, CWW, PS, tinted windows, stereo. Metallic burnt almond/beige hide, excellent example, 56,000, 2 owners. History. Gerrards Cross 86492. (89965

BRISTOL 406, 39,000 miles only. Past concours winner. Reluctantly offered at £1,850. 061-962 3315. (89963

BMW 700 COUPE Registration No. BMW 222 C. Extras include engine and gearbox. Offers: Taunton 5570. Also Morris 8 h.p. Gold Seal engine and gearbox. (89962

MG-A FHC 1961. Very good bodily and mechanically. Reluctant sale, £1,300 o.n.o. 01-848 0471 (Hayes, Middx.). (89961

RILEY RMF 2½-litre, 1952. Black, one owner, 1953-1976. Very original and first class condition throughout. Taxed and MoT, £900. Telephone Stow-on-the-Wold 30022. (89960

WANTED

PACKARD 1928-38, an exceptional price is offered for an exceptional car. All replies answered. Box 5342. (89706

SPORT OR PERFORMANCE car required by cash purchaser. Will view anywhere. Kindly telephone Northbourne (02016) 2495. (89833

WIRE WHEELS or alloy, also anything for Volvo 121. 051-226 3693. (89873

WANTED: MG TC, Morgan, Alvis, Bentley, something interesting. Condition not important. Box 5313 or 01-658 0554. (36181

WANTED: SINGER Roadster in superb condition. Can exchange 1935 Le Mans 4-seater or purchase outright. Telephone: evenings 0424892060 (Sussex). (89885

WANTED—continued

WANTED: LHD ROADSTER, good all-round condition, reasonable, for pick-up in July. Full particulars, photo desirable, to T. Millard, 110 Whitefields Road, Cheshunt, Hertfordshire. (89722

1920s AND 1930s AA badges required or what have you? Please write: J. Reynolds, Waysmeet, Camp du Moulin, St. Martin, Guernsey, CI. Phone 0481 36898. (89728

WANTED: 1938/9 Triumph Dolomite road ster coupe for restoration. Any condition. Phone (089422) 3180 (Ryton-Tyne & Wear). (89736

VINTAGE CAR wanted. Prefer sporty vehicle in good + condition. Anything large or small considered. Armitage (0543) 490232 (Staffs). (89742

1973-4 BMW 30CS, LH drive, auto, or Jensen Interceptor, same year and equipment. LHD. Will be in London at Chelsea Hotel from April 17 through May 1—or write to David Doctor, 5150 Yarmouth, Encino, California, USA 91316. (F64242

MK. 9 JAGUAR wanted for spares or consider buying car in good condition. (Manchester) 061-790 1548. (89776

MG-B ROADSTER wanted, 1974/75, chrome bumper model. Must be white or citron. Mileage unimportant, but bodywork must be original and unmarked. Please ring Derby 810862. (89758

WANTED: INTERESTING, rust-free motor up to £500. AC, Daimlers, Rover, Sunbeam, Jaguar or any other considered. Aldershot 28945. (89792

URGENTLY REQUIRED: 1931 or 32 Alvis 12/50 h.p. or 12/60 h.p. Tel: Ilminster 4126. (89801

DIVA OR SIMILAR sports/GT car. Send information and price to Alex Seldon, Thatch End, The Warren, E. Horsley, Leatherhead, Surrey. (89828

BROOKLANDS RACE cards/programmes, duplicates for exchange. Also pre-war BARC members' and guests' enamelled badges or brooches and car badge. Proctor, 19 Crocus Avenue, Birkenhead 051-653 0354. (89831

WANTED! WANTED! Top prices paid for pre 1968 Ferrari-Lamborghini-Maserati, Aston Martin, Cobra Jag. 55100, Alfa GTZ. Write or phone particulars before you sell or trade. I will pay more. Write: N. Soprano, 835 Mt. Kisco Rd., Armonk, NY 10504, USA. Phone: 914 273 8952 or 8342. (36801

DUNLOP RACINGS R5 or R6 wanted, prefer size 500 x 15 in. and 500/600 x 13 in. Your offer please to: Peter Ecury, Bosstraat 94A, SOEST (The Netherlands). (89330

VINTAGE TOY SHOP, 498 Bradford Road, Batley, Yorkshire pays top prices for your tinplate or die-cast model cars, pre-war model railways, etc. Open Thursday, Friday and Saturday. Phone Batley 471386. (89336

ASTON MARTIN DB4, 5, 6 wanted by private enthusiast. Damaged, tatty, in need of care and attention, anything considered. 01-302 4002. (89348

FRAZER NASH 1926-1935 required urgently by private buyer, top price paid. Will travel anywhere in UK. Midsomer Norton (0761) 418342 after 6 p.m. (89352

MG YB SALOON. Above average condition required urgently by private buyer. Top price paid. Will travel anywhere in UK. Midsomer Norton (0761) 418342 after 6 p.m. (89352

WANTED: for 1910 Silvert Ghost, good steering wheel (have damaged one to swap, if required), and complete set of friction shock-absorbers. Please write or phone: J. N. Harley Engineering, Alveston, Stratford-on-Avon. Tel: 0789 66893. (36828

PRIVATE BUYER wants pre-68 Rolls Silver Cloud III air/con., auto/trans. RHD or LHD. Payment any currency. Write: Smith La Petanque Les Adrets 83600 Frejus or telephone 021/705 2360 after 6 p.m. (89369

WANTED: For MG6 cylinder N-type, cylinder block, or complete engine. N. Brake, 19, Penybrn Terrace, Penybryn, Hengoed, Mid-Glam. Telephone: Hengoed 813788. (89374

WANTED: Enthusiast seeks interesting pre- or post-war classic for restoration. Phone: Vincent, Byfleet 42266 daytime, or Bramley 8188 evenings. (89380

PRIVATE ENTHUSIAST wishes to buy one of the following: Pre-war Rolls-Royce, Silver Cloud, S-Model Bentley, or first class Daimler Majestic Major. Good price paid for right car. Phone: Medway 360428. (89524

MG-A ROADSTER wanted. Good example sought by enthusiast. Details to: 18, Totley Brook Rd., Sheffield S17 3QS. Phone: 0742 368597. (890533

ENTHUSIAST DESPERATE for one of following as his last automobile: Arnold Bristol Boldie, Aston DB2 or 2/4 drophead, XK120 Roadster. Prefer body to mechanics, though driveability a plus. £2,500 limit. Nichols, 6200 Wiesbaden, 69 Westfalen, W. Germany. Tel: Collect 06121 566786. (89539

MG YT OR YB. Low ownership and good condition, by genuine enthusiast. Telephone Folkestone 58383. (89427

WANTED: TICKFORD TA or TB parts, body or complete car. Hans Larsson, Bjarkestad, S-59062 Linghem, Sweden. Tel: 013 71096 (reverse charge). (89545

WANTED URGENTLY: Jensen F/F, low mileage and excellent condition. Top price paid. Telephone: Cheltenham (0242) 55374. (89520

WANTED—continued

MORGAN +8, might consider nice 4/4, or Plus 4. Sensible price paid. 3, The Green, Wanstead, London, E11 2NT. Tel: 01-989 1287. (87663

MASERATI: WANTED six cylinder twin-plug, twin ignition, two-litre engine, suitable for A6GCS. Box No. 5273. (34990

WANTED: MG TC up to about £2,500. Consider TD, TF or any pre-1939 MG. Don't expect a showpiece, but require good sound, running example. Please phone 062-786 3445. (86046

PRE-WAR ALVIS: Lagonda, Talbot, Riley, Aston or similar sports car wanted privately. 01-828 7449. Good condition preferred. (29928

TRIUMPH TRs, GT6 and Spitfires always wanted. Frederick Charles Cars Limited, Gulson Road, Coventry 27518. (30953

WANTED: FORD Model 'T' Runabout 1914/16. Dobson Levens, Kendal. Tel: Sedgwick (0448) 60833 day; 60437 night. (34896

DINKY TOYS, etc. wanted by collector, preferably mint/boxed condition, but anything considered, even broken. Write or phone what you have: Armstrong, 38 Stockwell Pk. Cres., London SW9. 01-733 9964. (86034

BADLY WANTED: Original white front/rear seats + steering wheel for Daimler Dart B. Matingen 6911, Breno, Switzerland. (36357

JAGUAR 420 "G" wanted. Must be immaculate condition, very low mileage, automatic preferable, but not essential. Private buyer, no part exchange. Write full details please. F. R. Jones, The Big House, Whittington Castle, Oswestry, Salop. (36358

WANTED: Firm or mechanical expert with Silver Cloud I. Superb car. Sheffield area preferred, but will take elsewhere. Box No. 5326. (36418

ROLLS '68 TO '71, 2-door sedan. Please send photo and price to: Harry Schwartz, 6665 Haim Ave., Los Angeles, Calif. 90056. (64068

LAGONDA 4½-LTR, engine or complete chassis wanted. Restorable car considered. 4 Totley Lane, Bradway, Sheffield S17 4PB. Phone: 0742 366941. (88486

DELAGE D8, Complete chassis or restorable car wanted. Good price paid for suitable parts. Pillar mounted lamps wanted for D8 Delage. 4 Totley Lane, Bradway, Sheffield. Phone: 0742 366941. (88486

MG-B V8, 73/74. Full history. One owner preferred. 25 High Street, Olney, N. Bucks. (88491

246 GTS DINO, condition and service history more important than price. Tel: 0572 2928 or 2572 83 261. (36331

ROLLS-ROYCE Silver Shadow, 1974-1976. Private buyer with cash. Box 207, London SE21 7HJ. Phone: 01-693 7379. (36265

WANTED: LHD Roadster, personal hire, month of July, full particulars to: T. Millard, 110 Whitefields Road, Cheshunt, Hertfordshire. (88840

VOLVO 120 Series Estate. Ideally one owner, low mileage, £1,000 cash available. Francis, Esher 66601, Surrey. (86880

HEALEY 3000 and E-type chrome wires, must be new or as new. Also: new parts for both cars. State price including shipping to: Alan Gosley, Windsor Junction, Halifax County, Nova Scotia. (88983

TRIUMPH 1800/2000 Roadster wanted. Restoration project considered. 192 Dunraven Drive, Derriford, Plymouth. Tel: Plymouth 702330. (88989

WANTED: DUNLOP car tyres 400 x 17, unused condition; KLG L777 sparking plugs in unused condition; original rubber mats, headlamp parts and tool kit parts for 1937 Austin Ruby. Wincanton 32377. (88990

BENTLEY MARK VI—R-type in rough condition, urgently required. Phone: G. Shrive, Toddington, Beds 2957. (88991

WANTED: BMW/Frazer Nash 315/1 or 319/1 two-seater in reasonable condition. Box No. 5330. (36677

WANTED: SINGER Le Mans or BSA Scout two-seater. Must be original and running. Box No. 5331. (36677

WANTED: SS1 Drophead Coupe in any condition. Also spare parts for Lightweight E-type Jaguar, in particular, injection assembly. Guy Black, c/o Lynx Engineering Station Road, Northiam, Nr. Rye, Sussex Tel: Northiam (07974) 2585. (36699

WANTED: ASTON MARTIN DB6 67/8, good condition, realistic price cash, not auto. Write specifically Chassis No, mileage, price. Gershon, Grange Rd., Felmersham, Bedfordshire. (89071

ROLLS-ROYCE new Phantom or Ghost exhaust cut-out, pedal and chassis clamp wanted. have swaps. Southend 41092. (89161

UNIC RADIATOR flat-type C1914 and other 4 cyl. parts. Downing, Llwynybrain, Whitland, Dyfed Wales. Tel: Whitland 631 (89299

McEVOY OR AJW motorcycle or basis thereof, with or without motor, 1929/31 or thereabouts or other suitable chassis for my 8-valve Anzani twin. Purchase or exchange. Downing, Llwynybrain, Whitland, Dyfed, Wales. Tel: Whitland 631. (89299

HIGHEST PRICE will be paid for volume 5 Motor Sport—3 issues Oct./Nov. 28, May 29, June 29. Tel: days 01-602 5946; eves. 01-289 3051. Write: 36 Warrington Crescent, London W9. (89311

ASTON MARTIN DB6 towbar with 7-pin power socket. Also small button hole badges required to complete collection. Aston Martin, Lagonda, Bristol particularly requested. 01-445 7175 evenings. (89314

WANTED—continued

DESPERATELY NEEDED: Bentley or Rolls rolling chassis or complete car, bad condition, must be good mechanically. Please ring 01-352 0171 days; 01-943 0350 evenings. (89969

WANTED by enthusiast: Immaculate TR4A—must have overdrive. Telephone Wolverhampton 53895 after 5 p.m. (89942

COLLECTOR WILL TRAVEL any distance to purchase model railway in gauge "0", 1, 2, 3 & 4 by Hornby, Bassett-Lowke, Bing, etc. Single items or collections wanted in any condition even if only suitable for spares. Spare tenders also wanted. Also required: tinplate cars, boats, stations, etc. early Dinkies and any early toys. I will pay highest prices and travel, so please let me know if you have items available. Tony White 22 Ivy Bank Park, Entry Hill, Bath, Avon. Tel: 0225-83-7077 evenings please. (89941

FERRARI 330GT, 330GTC, 365GTC or similar. Tidy example preferred, but will consider anything. Telephone: 01-995 0883 evenings; or write, 13, Sutherland Road, Chiswick, London W4. (89882

ROLLS-ROYCE or Bentley required. Any age, no objection to one requiring attention. Would collect. Cash settlement. Tel: 01-658 1005 (36181

ANY SPORTS CAR wanted, modern or anything old and interesting, any condition. Can collect, Cash Tel: 01-658 1005. (36218

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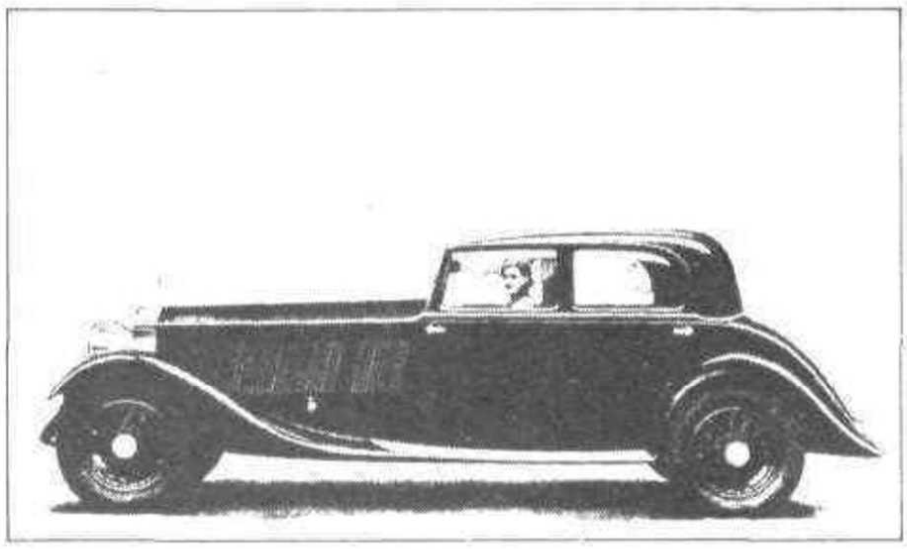
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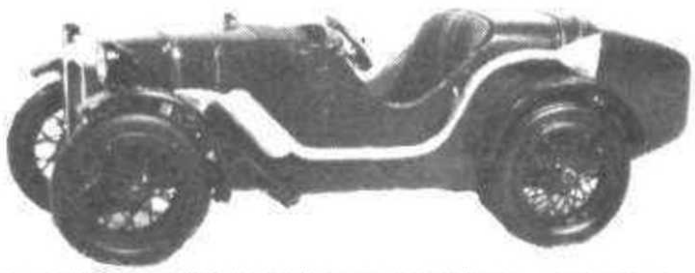
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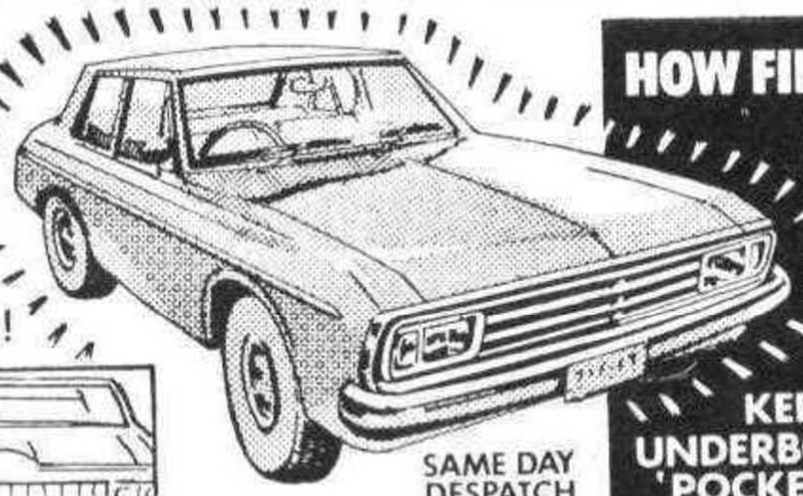
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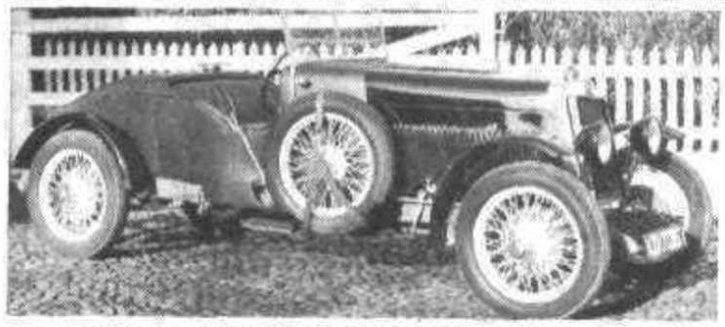
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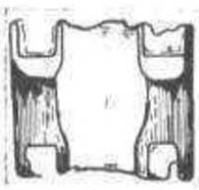


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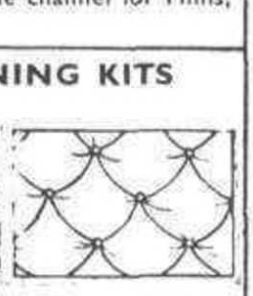
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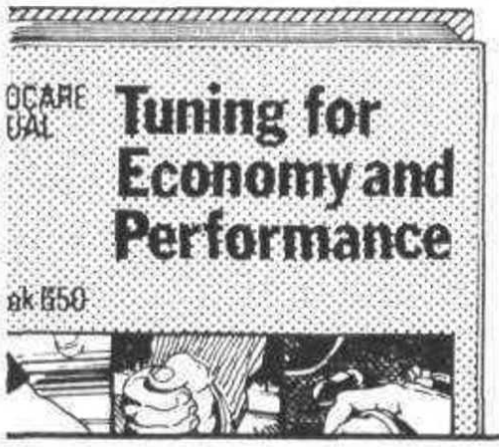
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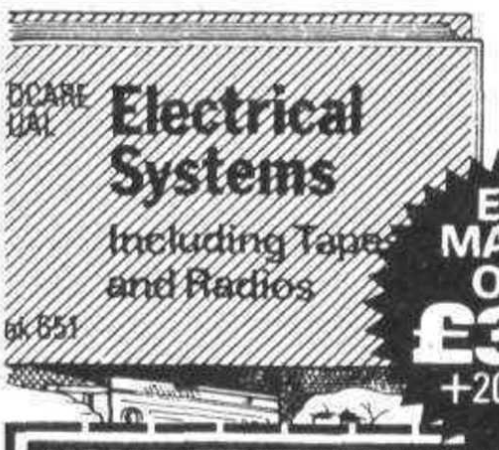
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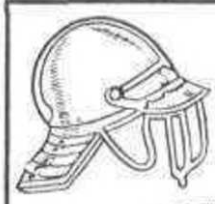
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1956 JAGUAR 2.4 Mk. I TGW 18 (*photo*). Two owners from new, 67,000 genuine miles. White/red upholstery. **£1,250.**
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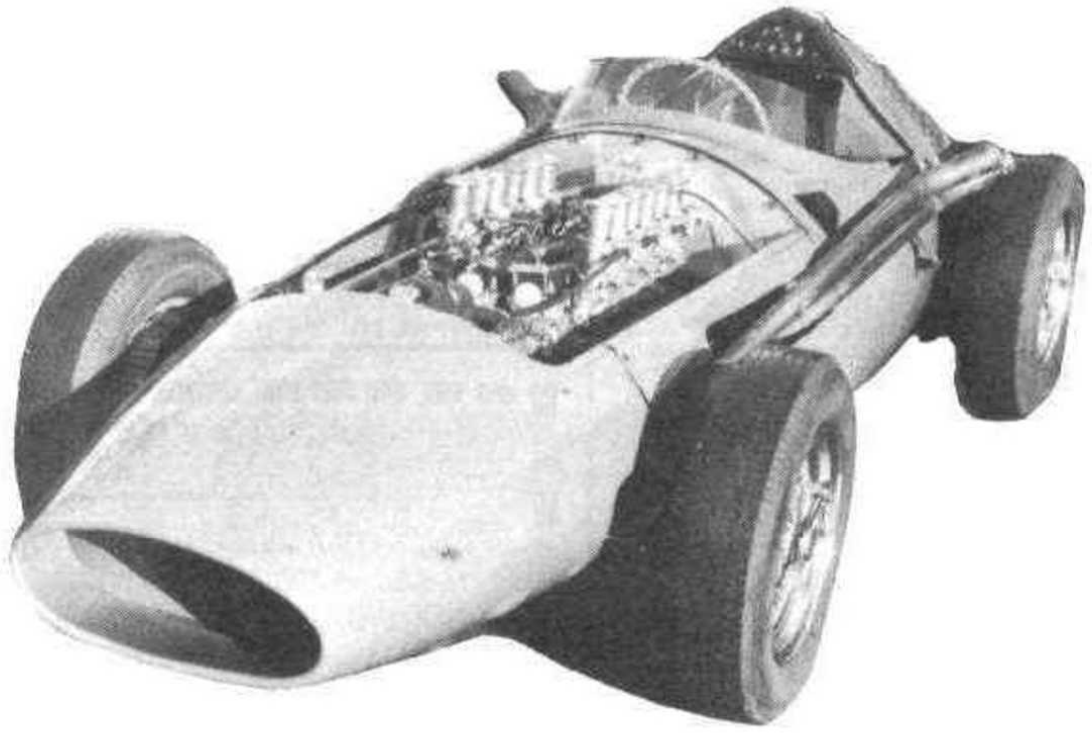
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1956 Lancia Aurelia GT.
1955 MG Magnette.
1971 Mercedes 280 3.5 Convertible.
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VIEWING: 5 p.m. - 8.30 p.m. WEDNESDAY 9th MARCH and 8.30 a.m. onwards THURSDAY 10th.
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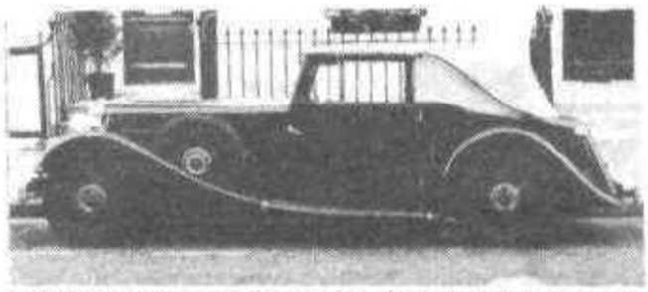
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Alvis TA100 4-Seater Drophead by **Tickford:** This elegant car has been the subject of a total restoration. The coachwork has been repainted in opalescent green and has been trimmed throughout in beige Connolly hide, with a beige hood. Mechanically excellent and a joy to drive.



MG TF 1500: A superb fully restored example of this much sought after and now rare model. Finished in black with contrasting beige trim. An excellent and pleasing investment.



AC 'Ace' 4-Seater Drophead: A very pretty example of the much esteemed pre-war 'Ace'. Finished in dark brown with ivory hide upholstery. This car is in excellent original order throughout.

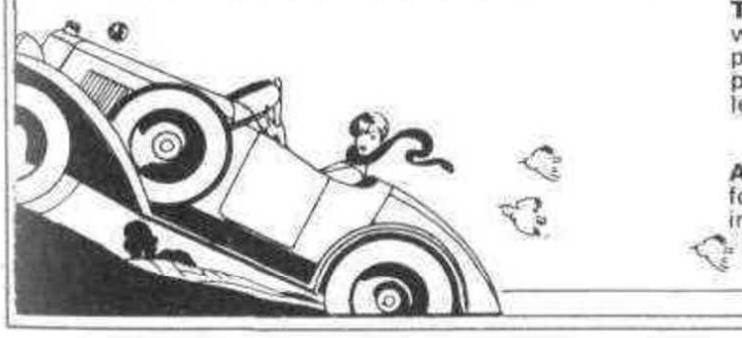




Triumph 1800 Roadster: A very sound example which has had a great deal of work done by its previous club member owner. The body has been professionally restored and finished in white with blue leather trim, making this a most attractive example.



Aston Martin DB6: A five-speed manual version with chrome wire wheels and trouble-free pre-Vantage engine. Finished in Dubonnet Red with wine red leather upholstery. A lovely example.



Aston Martin DB4: These cars are rapidly proving to be excellent investments and the DB4 is one of the forerunners. This particular example has spent all of its life abroad in a dry, sunny climate, and consequently is in beautiful original order. Finished in French Racing Blue with beige hide trim. (*Illustrated left.*)

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1964 Jaguar Mk II saloon. Finished in Metallic Blue with Black leather. Fitted with a 4.2-litre engine and gearbox with overdrive. Modified suspension. Alloy wheels, sun-roof, radio/cassette, Sundym glass. Finished to our usual high standard. This is a very fast, unusual car. **£7,950**

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1976 De Ville saloon. Finished in Gold Spice with Old Gold side panels, and Black hide interior. Special suede headlining, electric sun-roof, radio/tape player, Shadowlite glass to rear. Left-hand drive. Offered for export sale free of UK taxes.

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1974 J72 4.2-litre. Finished in Metallic Blue with Beige leather. Radio/tape player. 7,000 miles. **£9,950**

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1964 Jaguar 3.8 Mk II saloon. Finished in Black with Red interior. Wire wheels, overdrive, radio. A very fair example. **£1,795**

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1965 Jaguar 3.4 Mk II Saloon. Finished in Grey with Blue int. Chrome wire wheels, overdrive, sun-roof, radio. **£1,595**

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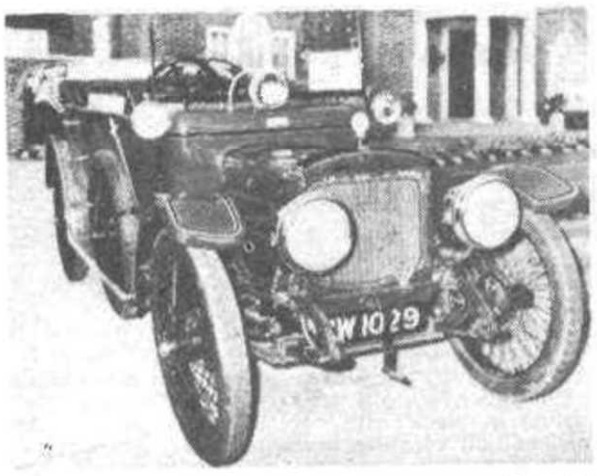
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1911 DAIMLER TG 15 four-seater tourer, four-cylinder sleeve valve, 2,614 c.c. In quite exceptional original condition. A superb example for the discerning collector. **£12,500**

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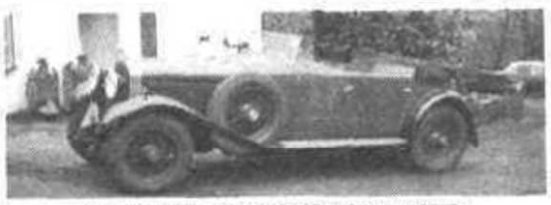
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Fabric-covered tourer, red with black wings by the Carlton Carriage Company. An unrestored, practical and handsome vintage tourer of fine quality. A very rare motor car.



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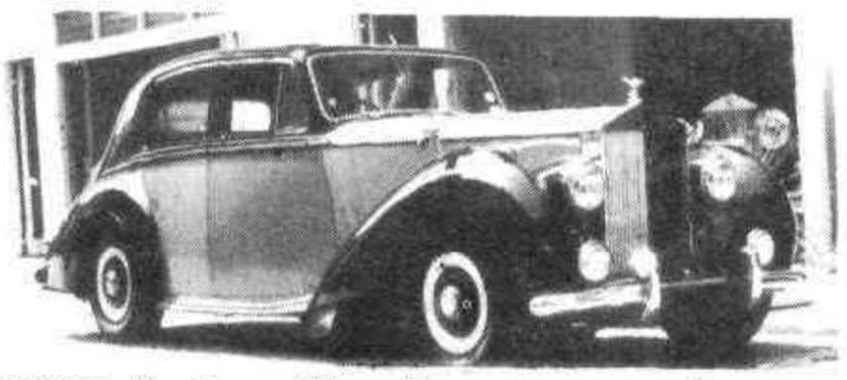
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1954 Rolls-Royce Silver Dawn, two owners from new.



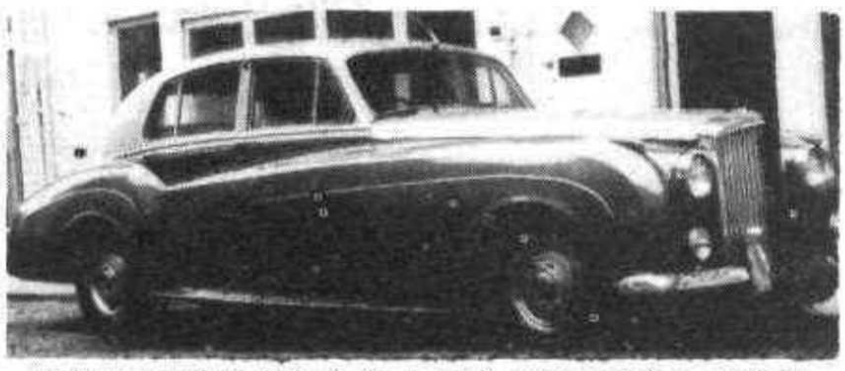
1963 Rolls-Royce Silver Cloud III.



1960 Rolls-Royce Silver Cloud II, with refrigeration.



1956 Bentley S.I, coachwork by James Young.



1959 Bentley S.I, 8-to-1 high-compression engine.



1953 Rolls-Royce Silver Wraith four-door sports saloon by Park Ward.



1951 Bentley Mk. VI, one owner and 61,000 miles on present engine.

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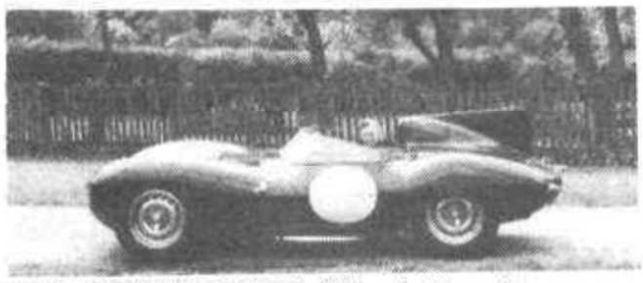
ROLLS-ROYCE Phantom V limousine by James Young, finished in Garnet with Maroon leather throughout. Built to a unique specification over a period of two years. A comprehensive description and price upon request.



1954 JAGUAR XK120 d.h.c. White with Pale Blue leather trim. Total genuine mileage is only 53,000. Complete with original handbook and all tools.

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1955 JAGUAR D-Type (Chassis No.: XKD 518). An outstanding example, maintained in superlative condition by a most fastidious owner.

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NOSTALGIA

A LONG NIGHT'S JOURNEY INTO DAY

At long last things are moving again (actually and metaphorically), and with the welcome return to motoring activities come exciting changes to the stock assortment. Both the **ex-Works XK120** and the oft-featured **DB3** have departed, the former to a Jaguar fanatic north of the border, and the latter to a collector in the northern half of England, who knew the original owner/racing driver of **NUV 925** personally. In their places come the very exciting **ex-Works MG-C GT Lightweight**, and another **Cobra**, and definitely on the way are a **factory development XK140 Roadster**, and all-time sports/racing classics — an **Aston Martin DB3S**, plus the possibility of a **'C' type Jaguar.** Of the 'Old Guard', only the **Frazer Nash 'Oyster Shell Replica'** is left, so try an offer! Finally, the whole point of caption to the photo at the top of last month's ad. was lost, owing to the print being too small. So here goes with another try!



Start Line Marshal to drivers in the Dublin Historic Races : "Well lads, we've put in a couple of little surprises to liven things up for the spectators!"

COME TO 'THE GOAT', HERTFORD HEATH, SUN. MARCH 6th, NOON AND SILVERSTONE, MARCH 12th, FOR SPLENDID HISTORIC RACING.

HERE OR COMING SOON

1924 FRAZER NASH SUPERSPORTS, 'THE OYSTER SHELL REPLICA' — OR 5374: A genuine vintage 'Chain Gang' rolling chassis, with original lights, instruments and fittings, fitted with a faithful replica body of the famous 'Oyster Shell' FN; complete with this car's own registration and chassis number; VSCC accepted, extremely pretty and quick, and ideal for vintage events and road use — 100 pts.

1928 HILLMAN 14 SAFETY SALOON — ER 9209: Painstakingly restored to the most superlative standards, but original to the last nut and bolt; believed to be the last example left, and also the best vintage Hillman anywhere — 100 pts.



1963 LOTUS 23B: The ex-Essex Racing Stables car, supposedly one of two built by Lotus themselves for Le Mans, Nurburgring, etc.; specially braced chassis, 6-stud 'wobblies', etc., all newly rebuilt with special 160+ b.h.p. Twin Cam all-steel dry sump 1,600 c.c. unit; with proven times of 1 min. 3.8 sec. (and better!) round Silverstone, this is a definite potential Class winner in Group 2 Post Historic racing, and a tractable enough road car too ! — 98/100 pts. (*Photo*)



1965 AC COBRA 289 Mk. II — FPA 10B: A very nice original RHD '289' in red, with chrome wires, and a total engine/gearbox rebuild by John Etheridge not many miles ago — 96/98 pts. (*Photo*)



1968/70 EX-WORKS MG-C GT LIGHTWEIGHT — VHY 5H: This is chassis no. 4 of the five specially designed and developed all-alloy MG-Cs, of which only three were completed; the first car won its class at Sebring, and this one, built up by John Chatham, was entered in, and actually completed the 1970 Targa Florio (special sticker still on the dash). Total mileage from new is 4,350 m., and everything is exactly as it left the famous Sicilian Classic; mechanically and bodily unique, very potent, and great fun for Group IV Post Historic events or for any road use — 98/100 pts. (*Photo*)

1955 JAGUAR XK140 ROADSTER, RHD: Believed to be one of Jaguar Cars' own development cars (being confirmed), as it is an XK140 but with XK120 bumpers, etc.; chassis no. and original registration no. are in keeping with this claim; in any event, one of only 50-odd RHD Roadsters, the subject of a body-off/bare chassis restoration just being completed — 97/100 pts.

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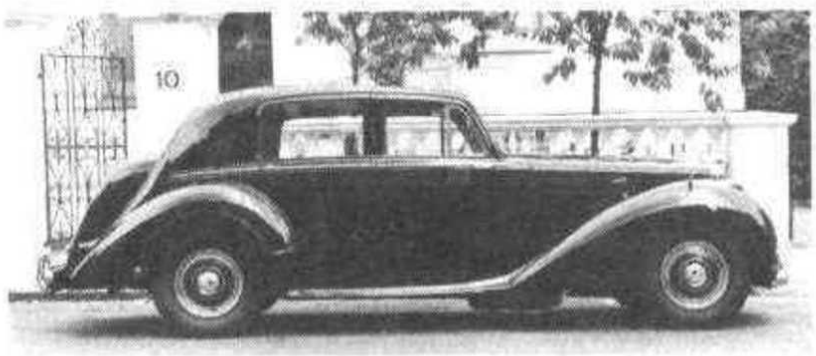
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1962 BENTLEY S2 Continental two-door saloon by H. J. Mulliner, one of possibly one hundred examples built; painted in Tudor grey cellulose, lined ivory, with contrasting tan hide upholstery, carpets and headlining, this car has covered under 116,000 miles from new, mainly attributable to motorway travel under the late, third, owner and a low figure for this deservedly popular model.

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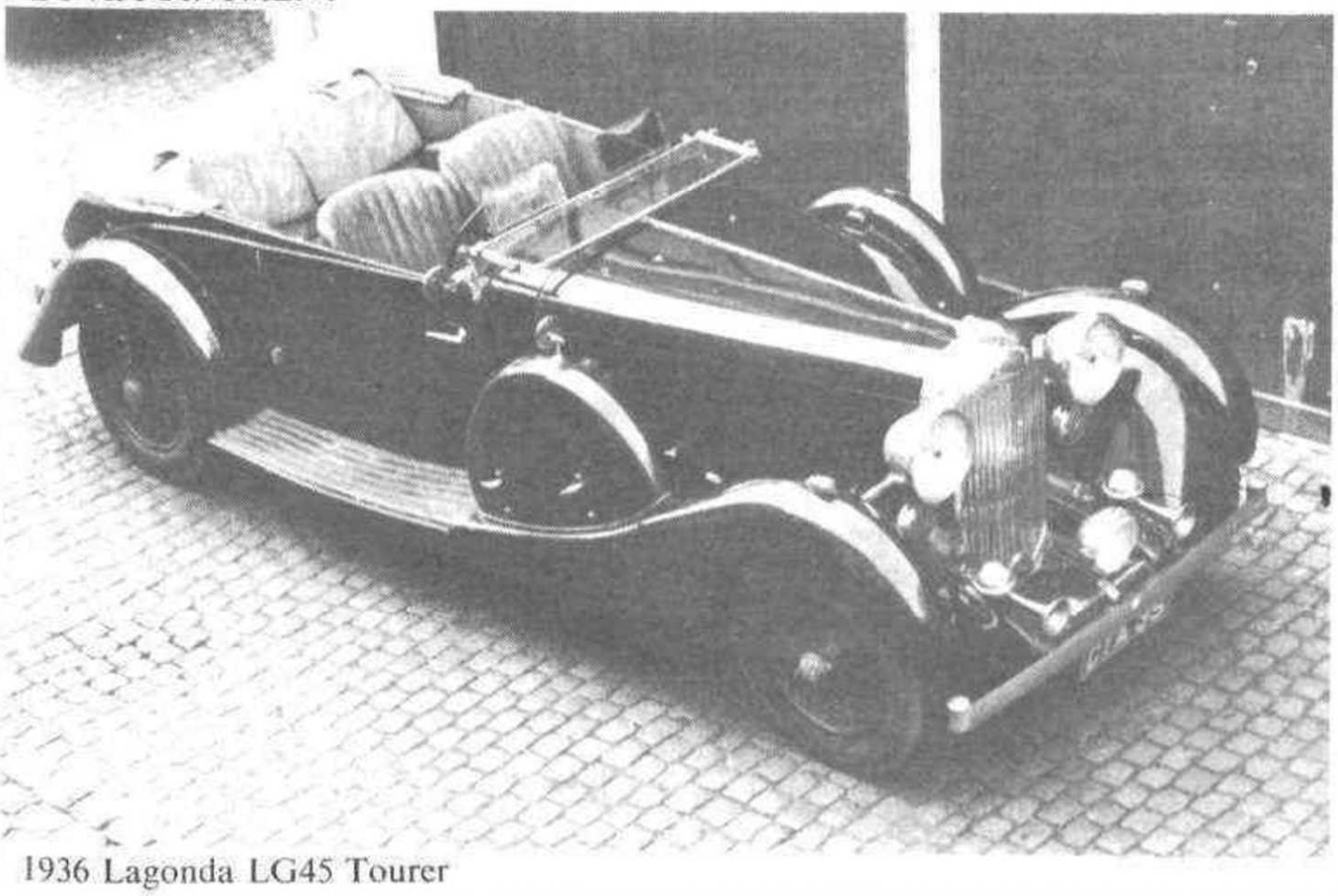
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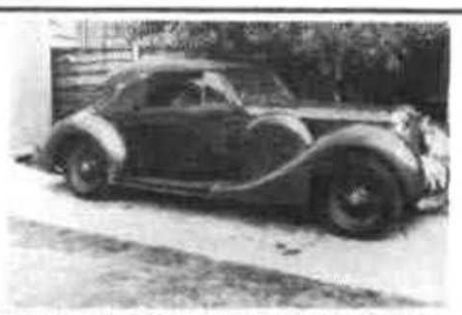
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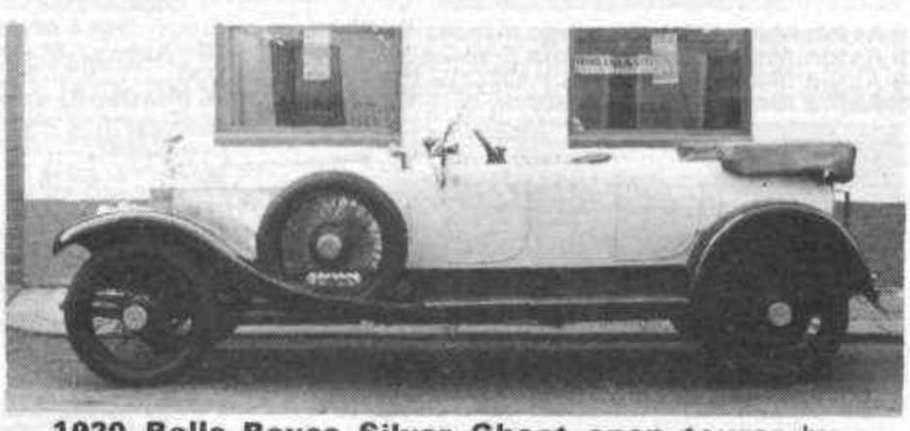
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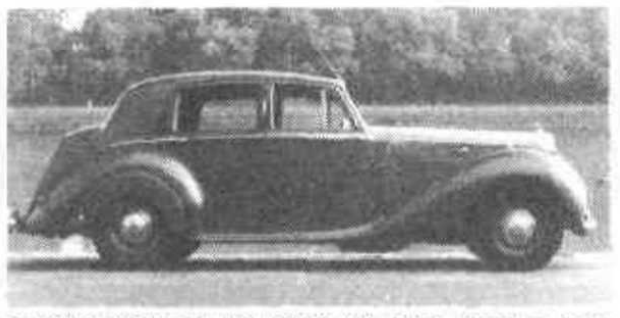
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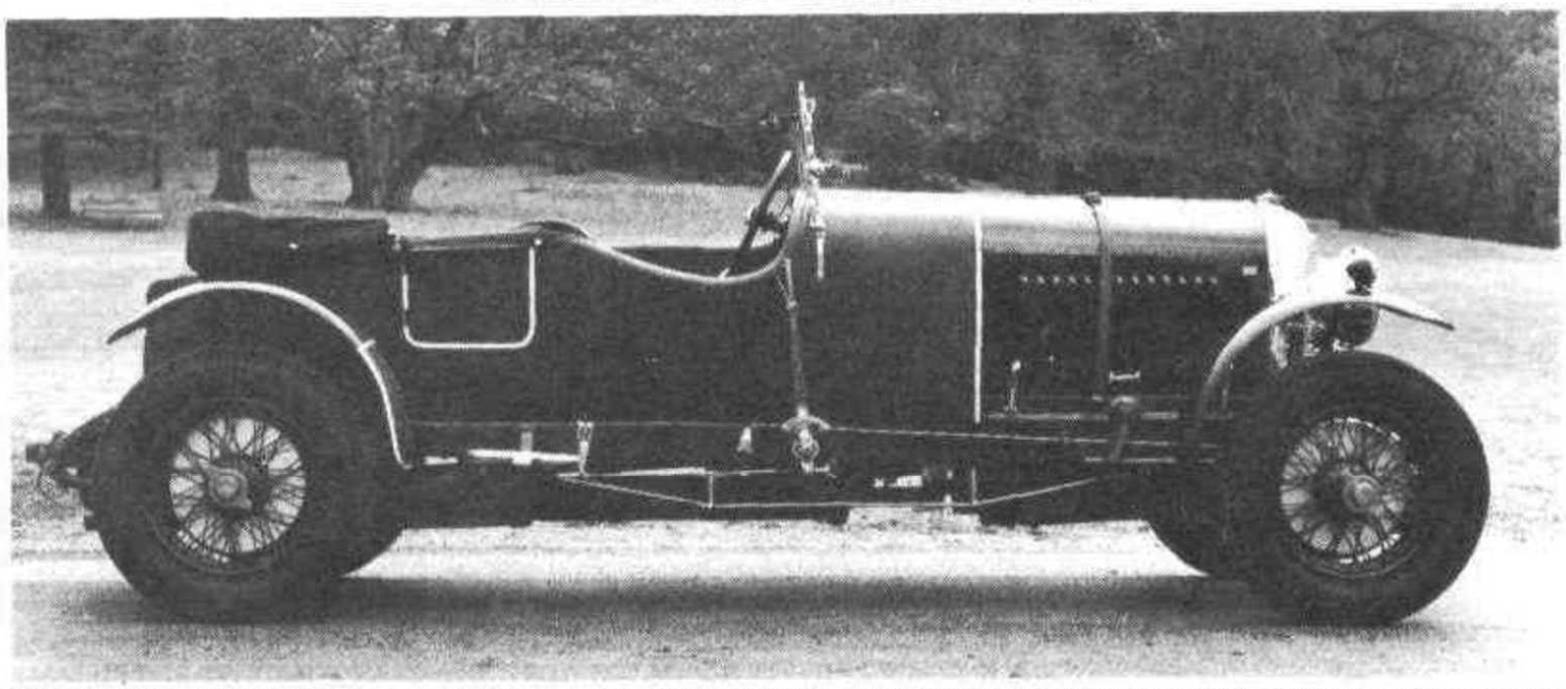
BENTLEY S3 Continental 2-door fixed-head coupe, 4/5 seats. First registered April 1965. Finished in Astral Blue (metallic paint) with Grey leather upholstery. Recorded mileage 68,000. Electrically-operated windows, radio, etc. The last of the series. A truly superb example of the Continental model. **£10,950 (London)**



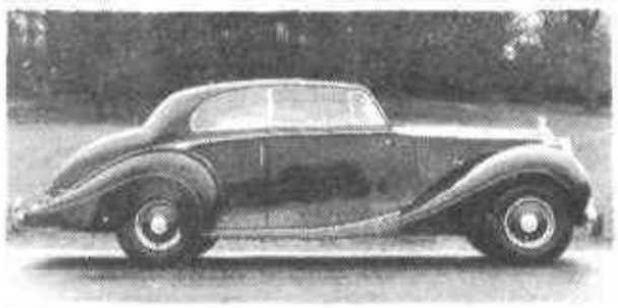
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